

CITY LEVEL PROJECTS

UTTAM NAGAR

Site Specific Design for Ward Number 127





Delhi Urban Art Commission

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New Delhi Municipal Council

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Delhi Metro Rail Corporation

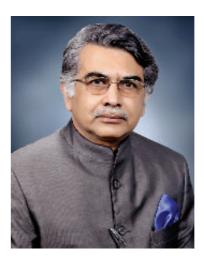
Delhi Urban Shelter Improvement Board

BSES Rajdhani Power Limited

BSES Yamuna Power Limited

RWA

Preface



The city of Delhi, capital of this vast land of diversities, is a city laden with layers of history, a place where civilizations have lived, prospered and perished over centuries. The modern city today, built over and around a rich tapestry of heritage, presents an opportunity at every turn, to allow for co-existence of the past, present and the future. In order to understand this multidimensional urban spectrum and attempt to plan the future, various city level studies have been initiated by the DUAC. I hope that these studies will help the planners of modern day Delhi to carefully articulate urban space, structure, form and environment and sensitively address future requirements.

I convey my thanks to all the Consultants and Members of the Commission who have tirelessly worked on this research project to bring out this document. I also take this opportunity to place on record my sincere appreciation of the efforts of Secretary and other staff of DUAC for providing the necessary administrative support to make this happen.

I fondly hope that the authorities of the local, state and national government take these studies seriously and implement, in right earnest, the suggestions given herein.

March, 2015

Sd/-**Prof. Dr. P.S.N. Rao** Chairman, DUAC

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Summary

Uttam Nagar (Ward 127) is located in the southwest part of Delhi. Najafgarh Nullah basin defines the precinct's topography. The ward abuts the busy Najafgarh Road. Delhi's original western extension area beyond the Outer Ring Road is connected to the villages at the western fringes of the city by this road.

Unregulated growth of city fringes; illegal development over large-scale land acquired by DDA and acute housing shortage have resulted in the growth of unauthorized colonies (in close proximity to villages) in this area. The zone is also compromised by a lack of and access to affordable housing stock, haphazard small-scale manufacturing units and commercial enterprises.

Recent development of the Delhi Metro Blue Line along the road has influenced the transformation of the area. The introduction of the Metro line allows for enhanced development rights which are yet to be captured.

The area, characterized by roadway saturation, accommodates an overhead Metro line and compromised surface allocation along the arterial. The residential development comprises unauthorized, independent, plotted, high density, low-rise development within blocks in defined colonies. Inadequate open spaces, lack of social and physical amenities and spontaneous, fragmented and sporadic development of commercial precincts typify the area's urban character.

Potential new development, an increased demand for affordable living units, amenities, and commercial space as an outcome of improved linkages to the area provide challenges for change. Colonies in the Ward are deprived of amenities. The area lacks basic services and faces the onslaught of fierce growth pressures. The planned Dwarka sub-city centre located in close proximity impacts redevelopment potential. A lack in the definition of open space system and its quantum has compromised the Ward's spatial character, disrupted usage conforming to neighbourhood needs and induced greater pressure on the road networks.

Area improvement goals include providing for high density affordable housing and commercial development. Area improvement goals include: incentives for redevelopment, creation of usable open spaces, creating wider roads incorporating the segregated functions, providing for social infrastructure and opportunities for improvement of physical infrastructure. The area improvement vision also provides for a variety of office spaces/incubation hubs for entrepreneurs.

Strategies proposed consider incremental, independent redevelopment within each of the residential and commercial blocks. The study explores various redevelopment options. Alternate development scenarios have been illustrated to provide for additional development space and amenities for the Ward.

Scenarios for redevelopment of the area consider infrastructure improvements that are being implemented in the area. The premise for redevelopment identifies goals that include:

- 1. Improved living conditions
- 2. Significant increase in green and open space
- 3. Provision for social amenities
- 4. A distinct urban character
- 5. Improvements in roadways and movement patterns
- 6. Improved organization of uses
- 7. Conformance of use adjacencies
- 8. Accommodation of increased densities and development areas
- 9. Creation of significant areas to accommodate a variety of commercial space hierarchies

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1.1 Defining Area of Study

The Uttam Nagar Ward (127) is located in the west zone of Delhi. The ward is under the jurisdiction of South Delhi Municipal Corporation (SDMC). The zone is surrounded by the Cantonment area to its southeast and the Najafgarh zone to the west.

The West Zone of MCD wards adjacent to the study area (Uttam Nagar, Ward no. 127) include:

128 Bindapur

126 Nawada

125 Mohan Nagar

123 Vikaspuri

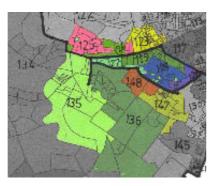
Unregulated growth of city fringes, illegal development over large-scale land acquired by DDA and acute housing shortage have resulted in the growth of unauthorized colonies in Delhi.The West Zone is also characterized by the lack of access to affordable housing stock.





Zone Map of Delhi

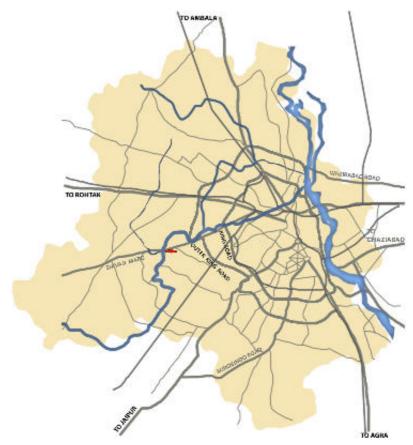




Map showing neighbouring wards

Uttam Nagar Ward w.r.t Delhi and its Environs

2.1 Transport Systems



Road connectivity w.r.t Uttam Nagar Ward

2.1.1 Roads The Uttam Nagar Ward (127) is characterized by the major city arterial that is Najafgarh Road. The road skirts around Uttam Nagar ward and connects to Rohtak Road. It passes through large commercial/ residential areas that include Karampura, Kirti Nagar, Raja Garden, Rajouri Garden, Tilak Nagar, Janakpuri and connects to Najafgarh drain. Across the Najafgarh drain the

road connects to Chara Mandi and is called the Shivaji Road.

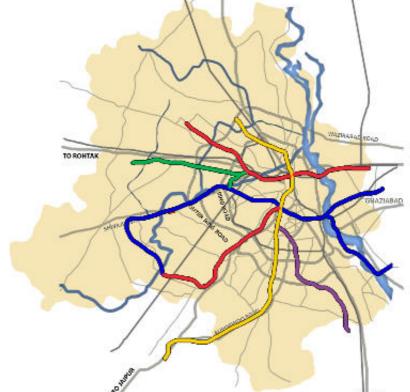
The Najafgarh Road is intersected by the Outer Ring Road at Janakpuri and Inner Ring Road at Tagore Garden. To the east, it connects to Pankha Road-Jail Road which links West to South Delhi. This road accommodates large volumes of traffic throughout the day.



2.1.2 Metro

Included in Phase I of the Metro Development of Delhi, the Blue Line connects Vaishali and Noida to Dwarka Sector 21.

The Blue Line abuts the edge of the Uttam Nagar Ward (127) on the Najafgarh Road. It connects East Delhi to Dwarka in the west.



Metro connectivity w.r.t Uttam Nagar Ward

2.2 Ecological Systems

2.2.1 Nullah Network and Basin

Within the central plains of Delhi are 350 kilometres of natural stormwater drains called nullahs. These flow through the central plains of the city draining into the Yamuna River.

These water basins are fed by catchment areas of major nullah systems.

The Uttam Nagar Ward falls within the Najafgarh drainage basin. The Najafgarh drain, in close proximity flows from the Najafgarh Jheel towards the Yamuna River. The direction of flow is from south-west to north.

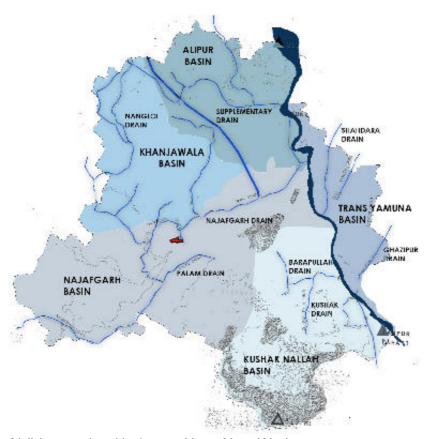
This nullah forms the largest drainage basin of the National Capital Region of Delhi. It covers a catchment area of around 374 sq km.

The Uttam Nagar area is defined to the east by Pankha Road drain and to the south by Palam drain. These form a part of the Najafgarh Nullah Network.

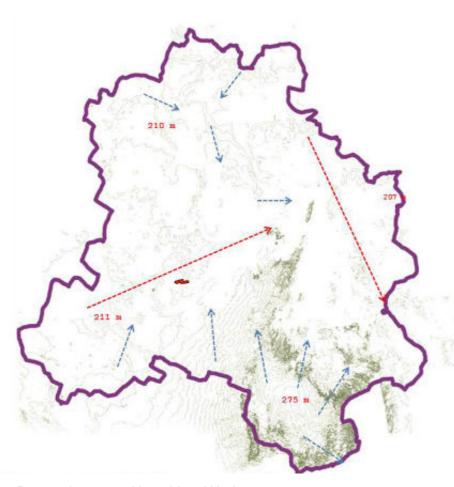
2.2.2 Drainage Basins

Delhi's triangular plain is defined by the Ridge of low Aravalli Hills that branch to the north and south. The Yamuna River defines its eastern boundary.

Uttam Nagar Ward lies within the Najafgarh drainage basin. It slopes southwest to the Aravalli range. The sub-basin is bound by the Najafgarh Nullah Network.



 $Nullah\ network\ and\ basins\ w.r.t\ Uttam\ Nagar\ Ward$



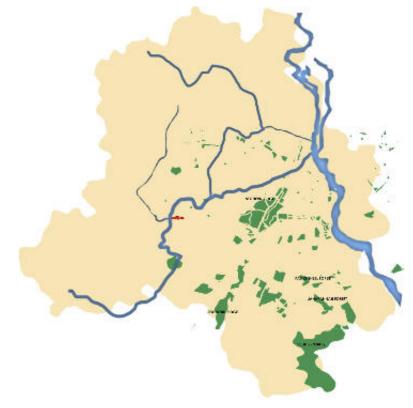
Drainage basins w.r.t Uttam Nagar Ward

2.2.3 Greens

Delhi accommodates a large number of green areas and parks. These include the Lodhi Gardens (100 acres), Nehru Park (85 acres) etc.

The Ridge located on the north, central and south parts of the city defines the original expanse of the city. Large forests which connect to the greens within the precinct form a part of this Ridge. The greens encompass a multitude of earlier settlements and monuments.

Uttam Nagar Ward (127) is located on the western fringe of the city. The ward is devoid of large green areas. Most open spaces are small, irregular, fragmented dust bowls. Unplanned and sporadic development has led to a dearth of open spaces and green areas in this part of the city. The area is not directly connected to the city's green network.

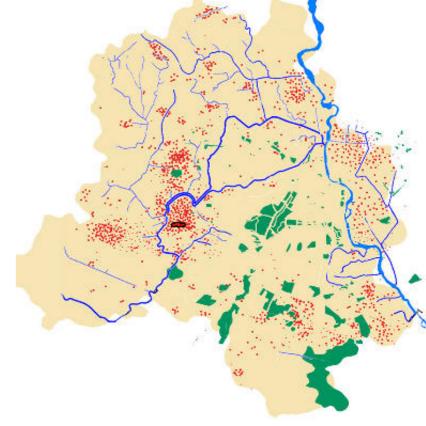


Green Areas of Delhi w.r.t Uttam Nagar Ward

2.3 Unauthorized Colonies

Delhi comprises approximately 1600 unauthorized colonies (as last reported by the Unauthorized Cell of Delhi Government). Of these 895 unauthorized colonies have been provisionally listed for regularization. In the past, unauthorized colonies have been regularized only twice in Delhi. Once in 1961 when over 100 colonies were regularized and the last time was in 1977 when around 600 colonies where regularized.

Development in Uttam Nagar Ward (127) constitutes unauthorized development. Part colonies within the ward have been regularized.



Unauthorized colonies of Delhi w.r.t Uttam Nagar Ward

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3.1 Zonal Details

The Uttam Nagar Ward (127) forms a part of Zone K-II (Dwarka) of the Zonal Development Plan of DDA's Master Plan sub-zone.

The planning zone K-II with an area of 5924 ha, includes the Dwarka subcity and the area in between Bijwasan Road and the National Capital Territory of Delhi boundary. The area is bounded to the east by Delhi-Rewari railway line, to the south by National Capital Territory of Delhi boundary, to the west by Najafgarh drain and to the north by Najafgarh Road and Pankha Road.

There are a number of villages, unauthorized colonies, regularized unauthorized colonies within the built-up area of Zone K-II.
Redevelopment schemes are to be prepared for these colonies as per Master Plan policy.

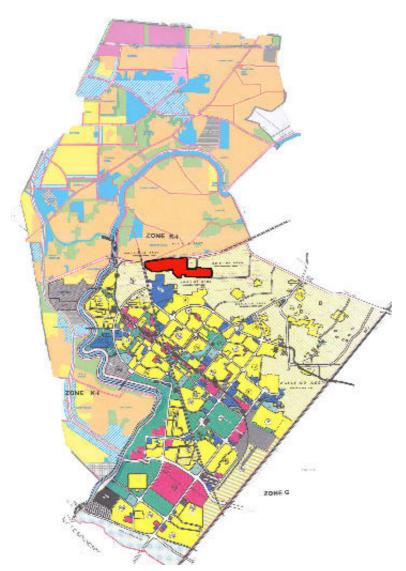
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2.	Commercial systems of processing PCO (Commercial Systems (Commercial Commercial Comme	942.02 289.77 45.08	5.70
2.	Steel Use	90.07	1.90
4.	Public & Semi Public Use	363/30	6.10
5.	Officers	154.66	2.51
F	Restantioned	1974-202	16.4.4
7.	Transportation	783.60	2.69
8.	Stone Sell	784.00	4.45

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Zonal Development Plan of K-II Zone

3.2 TOD (Transit Oriented Development) Norms

Demarcation of the TOD Influence Zone:

A maximum of up to 2000 m wide belt on both sides of the centre line of the MRTS Corridor is designated as TOD Influence Zone. The Zone has been identified in the combined Zonal Development Plans of Delhi for public notification. The Influence Zone is categorized into the following sub-zones.

Zone I: Intense TOD Zone	Zone 2: Standard TOD Zone	Zone 3: TOD Transition Zone
300 m Influence Zone of all MRTS Stations	• 800 m* (10-min Walking) Influence Zone of all MRTS Stations.	200 m** (10-minute cycling distance) Influence Zone of all MRTS Stations.
800 m* (10-min walking) Influence Zone of Regional		300 m Influence Zone of BRT corridors.
Interchange Station (i.e. Rail-MRTS or two MRTS lines.)		Zones within Intense or Standard TOD Zone which are not permitted for redevelopment but need enhancements in public realm and network connectivity.

^{*}Walking speed is considered approx. 5 km/hour. **Cycling speed is considered approx. 12 km/hour.

MPD 2021 on MRTS Corridor

The MPD 2021 recognizes maximum up to 500-m-wide belt on both sides of centre line of the MRTS/Major Transport Corridor. This zone is designated as Influence Zone.

The norms recommend that the entire approved layout plan of a scheme will be included in the zone if more than 70% of the plan area falls inside the Influence Zone.

Development controls will be as permissible for the respective use zones/use premises.

The norms recognize that higher FAR and heights can be availed of through the preparation and approval of a comprehensive integrated scheme.

High density, mixed-income development:

The Master Plan policy recognizes high density, mixed-income development. The policy focuses on shorter commutes and travel times and to bring about equity for all sections of society. The policy promotes efficient use of land in TOD zones, maximizes the population holding capacity of each TOD and prevents low density development.

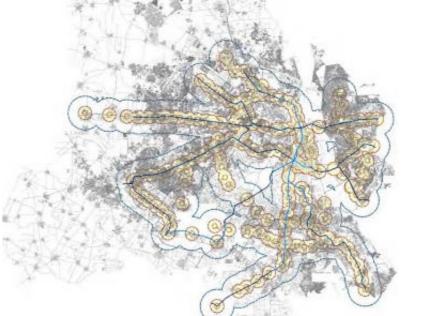
Densification through redevelopment and infill within existing Urban Areas is to be prioritized over development in Urban Extensions.

The policy advocates maximum permissible FAR and densities in various TODs to be based on the capacity of public transport modes, circulation networks and the physical infrastructure thresholds of the area.

Table 19.13: Permissible FAR and Density*

Gross	Minimum permissible density (with ±10% variation)				
FAR (site)	Residential dominated project (Residential FAR ≥ 50%)	Residential dominated project (Residential FAR ≤ 30%)			
Below 1.0	Under utilization of FAR (not permitted)	Under utilization of FAR (not permitted)			
1.1 – 2.0	200 – 400 DU/ha	100 – 200 DU/ha			
up to 3.0	400 – 600 DU/ha	250 – 400 DU/ha			
3.1 – 4.0	600 – 800 DU/ha	400 – 600 DU/ha			

^{*}Site level FAR shall be based on Approved TOD Influence Zone Plan.



Demarcation of TOD Influence Zone at City level

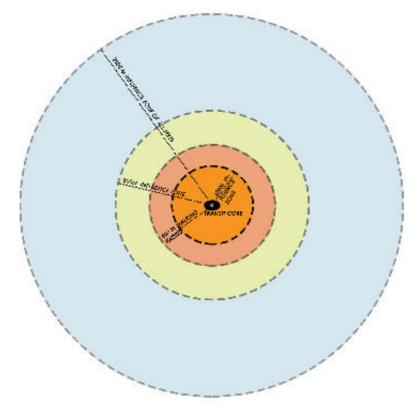
Metro Overground
Metro Underground
Road Centre Line
TOD Intense Zone
TOD Standard Zone

TOD Transition Zone

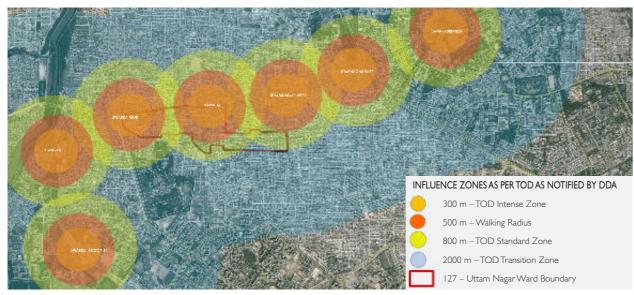
12

TOD (Transit Oriented Development) Norms Uttam Nagar Area

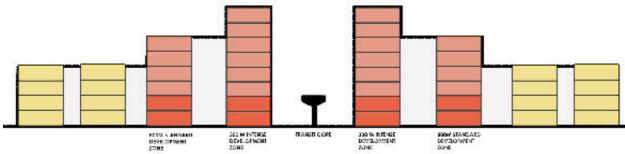
The TOD influence from the transit points covers 4 distinct areas along the Blue Line of the Metro station



Demarcation of TOD Influence Zones at Station Level



Demarcation of TOD Influence Zones along the Metro Stations around Uttam Nagar



Urban Form as a result of the TOD Influence Zone

3.3 Connectivity Map





Najafgarh Road: Metro Blue Line along Najafgarh Road

Statement Co.



Matiala Road: Connecting Matiala Village to Najafgarh Road

Metro

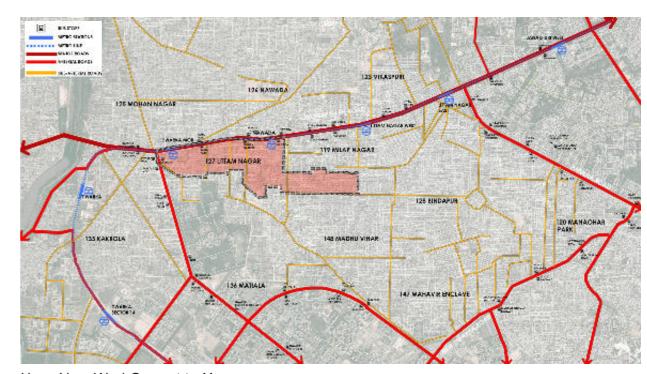
The redevelopment zone is connected by the Blue Line. It connects Noida City Centre/Vaishali to Dwarka Sector 21.

Arterial Roads

Najafgarh Road links Rohtak Road at Karampura to the Najafgarh drain. It forms, at this point the Najafgarh-Dhansa Road, a major arterial road of the city that links areas like Rajouri Garden to Tilak Nagar and Janakpuri further south to Uttam Nagar and Nawada.

Sub-Arterial Roads

Sub-arterial roads like Pankha Road connect the Najafgarh Road to Jail Road. Azad Hind Fauj Marg connects Dwarka to Najafgarh Road. These impact traffic movement in the area.



Uttam Nagar Ward: Connectivity Map



Metro Blue Line: Connectivity Map

4.1 Road Hierarchy

Najafgarh Road, a city level arterial road connecting West Delhi to the centre defines the periphery of the ward. Two major local streets connect to the Najafgarh Road -Matiala Road connects to Matiala Village further south and 40 ft Road links to Gurpreet Nagar and Matiala Extension. These have developed into intense commercial streets catering to daily needs and service shops.

The Najafgarh Road is compromised, the Metro line on Najafgarh Road has negatively impacted the road condition. Continuous and extended repairs further add to the overall deteriorating traffic conditions on this

Overlaying of roads have led to increase in surface level of the main roads. This has resulted in water logging on local streets that lead out of Najafgarh Road.

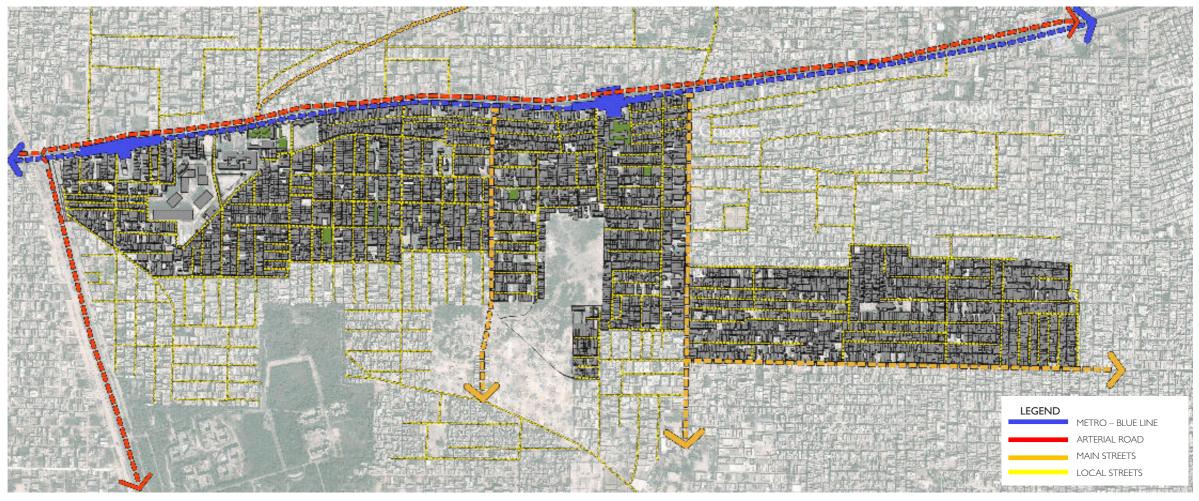
On-street temporary parking has led to the reduction in overall width of the roads. This has resulted in increased traffic congestion.

Lack of bus stops on this road has led to haphazard stoppage of buses and causes indisciplined commuters to occupy over half the road.

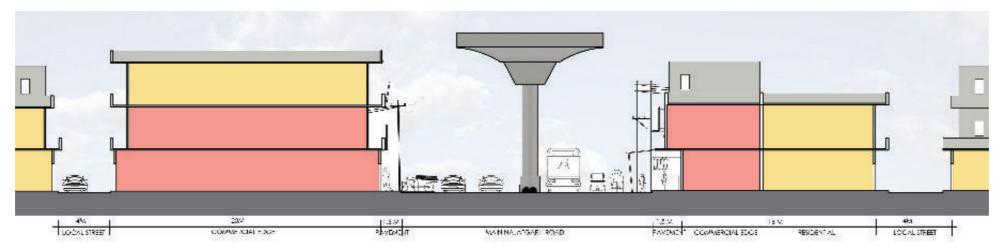
Footpaths have not been provided for along a large stretch on this road. However, stretches where footpaths exist have been encroached upon by service shops and informal hawking.

Irregular signage and naked electric wires have compromised the overall urban character of the place.

Large volumes of cycle traffic on this road compete for space with other transport modes.



Uttam Nagar Ward: Road Hierarchy



Section I: Through Najafgarh Road

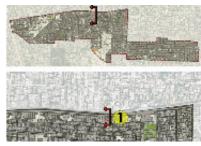


Large volumes of traffic on the road causes consistent congestion





Najafgarh Road has been encroached upon by haphazard and irregular commercial shops. These have sprung up over a period of time to serve the needs of the settlement.



EXISTING PHYSICAL FEATURES AND ATTRIBUTES

Key Plan

4.2 Street Sections

The Uttam Nagar Ward predominantly comprises unauthorized colonies with 9-12 m wide local streets. Area wide circulation linkages and shops serving neighbourhood needs have caused the development of mixed-use streets.

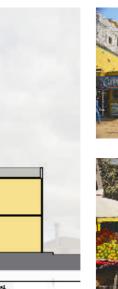
Blocks within the precinct comprise closely packed residential streets with service lanes. Over a period of time, plots have been subdivided. Service lanes have also assumed the character of the local streets. The street widths, however, remain narrow.

The streets carry open stormwater lines. Subsequent development of the main roads have led to an increase in their surface levels, causing a back flow of stormwater on to the local streets. This has further compromised the living conditions within the area. On-street parking is a major issue, it reduces the overall width of the streets and causes traffic congestion.

Encroachments in the form and balconies and chajjas have compromised light conditions in the streets.



Section 2: Through Matiala Road



On-street haphazard hawking and parking on the street reduces the overall street width

EXISTING PHYSICAL FEATURES AND ATTRIBUTES



Section 3:Through Local Street - Residential Character

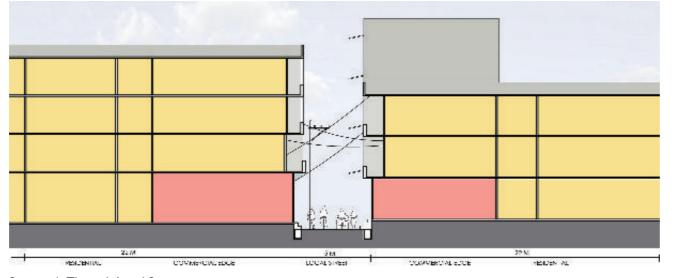




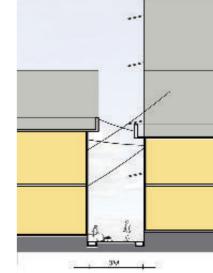
View of a service lane



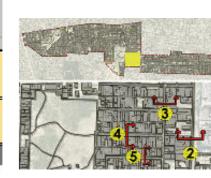
Narrow street network with overhanging balconies, exposed electric wires and onstreet parking have compromised the urban condition of the area



Section 4: Through Local Street



Section 5: Through Service Lane



Key Plan

4.3 Land Use

The Uttam Nagar Ward consists of unauthorized colonies. Over a period of time most have been regularized by the Delhi Government.

Originally, the land on which these unauthorized colonies developed was a part of Matiala and Bindapur villages. The villages were located in close proximity to the land demarcated for grazing.

These villages had been notified within the urban limits of the National Capital Region. Land had been subdivided into smaller plots to cater to the housing shortage in the city

The neighbouring villages have developed a diverse employment base. Melamine manufacturing units and other small-scale industries have sprung up in the area. The unauthorized colonies provide for affordable housing for the workers.

The development of a Delhi Metro line within walking distance of the area has resulted increase in neighbourhood densities. The low-rise single floor developments have grown into 3–4 floor high residential developments. Shops serving neighbourhood retail and real estate offices have contributed to the mixed-use character of the area.

Uttam Nagar Ward – an unauthorized colony – is characterized by:

- Lack of open spaces
- Lack of social infrastructure
- Unorganized commercial character
- Lack of physical infrastructure
- Built encroachments



Land Use Plan





Major streets in the ward have a mixed-use character. Shops cater to daily needs as well as accommodate hardware stores and property dealers. Major streets like Matiala Road are commercial in character with buildings rising 2–3 floors with commercial uses extending up to 2 floors. Internal streets within the neighbourhood generally accommodate commercial uses in single-storey buildings





Residential streets with 3-4 storey high buildings. Some service lanes have gradually become minor neighbourhood streets.

10.9%	Residential
	■Commercial
26.6% 44,1%	Institutional
	Government
8.6%	Green
0.8%	■ Transportation
0.6%	Open areas
0.0% / \0.3%	■Roads

Land Use

Land Use	ZDP% For K-II Zone	On Site%
Residential	49.91%	44.01%
Commercial	5.78%	8.9%
Government Use	1.69%	0.001%
Institutional	24%	0.2%
Transportation	12.89%	0.5%
Greens	4.46%	8.6%
Open Spaces		26.6%
Roads		10.9%

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4.4 Ground Coverage and Density

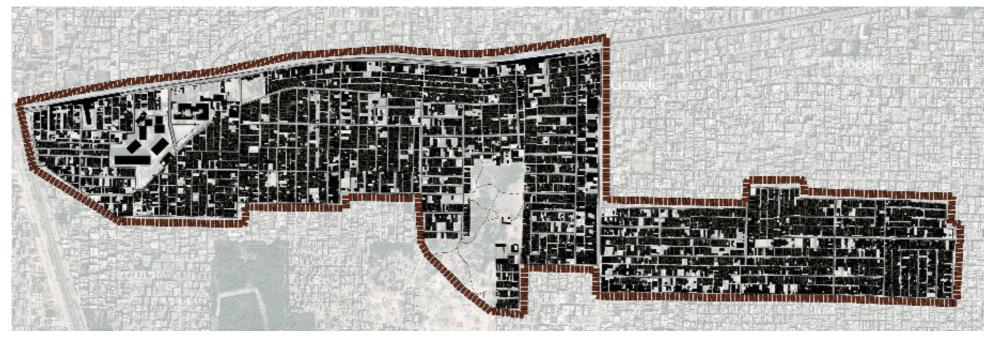
The Uttam Nagar Ward comprises a regularized unauthorized colony that is characterized by 3–4 storey high residential units developed over a period of time. Almost 54% of the ward is built-up. The built areas exist mainly as plotted developments with no open space left for garden parks or open areas.

The primary open space area is in the form of a large open ground that is disputed private land. The ground is used as a dumping ground and as a sand bazaar area.

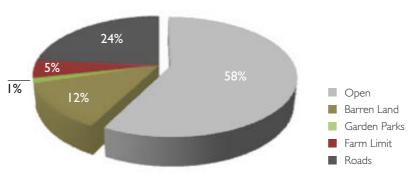
Plotted developments that haven't developed over a period of time serve as relief spaces. These plots are either dumping grounds for debris or are walled off.

A complex network of roads in this precinct form 24% of the open space. They serve as social spaces for the settlement. Parking and spill over activities take over a large part of the street area.

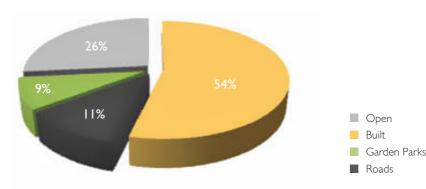
Only 1% of the ward serves garden park uses (the remainder of the 8% forms a part of the institutional green).



Uttam Nagar Ward: Ground Coverage and Density Map



Green-Open Ratio



Built/Open Ratio



Streets serve as social spaces for the precinct. They contribute to the largest open areas for residents.





Vacant plots in the ward serve as relief spaces





The primary open ground has a disputed ownership. It has become a dumping ground for debris. Sand markets operate from this land.



A few gardens exist within the ward.



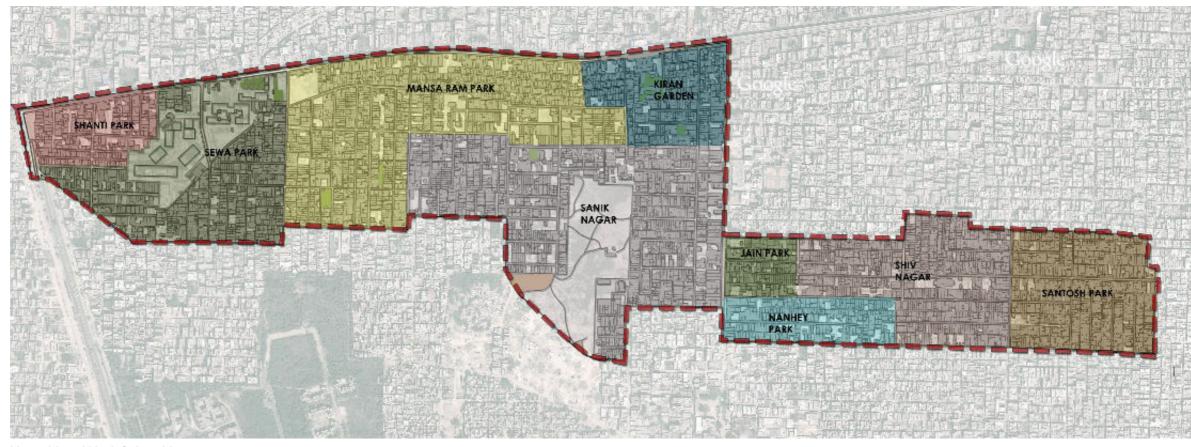
Uttam Nagar Ward: Green/Open Space Map

4.5 Colony Map

The Uttam Nagar Ward (127) comprises 9 sub-colonies. These have been listed in the Unauthorized Colonies list that do not form a part of any Ridge area or Influence Zone of ASI.

The colonies in the Ward as follows:

- Mansa Ram Park
- Jain Park
- Shanti Park
- Nanhey Park (Uttam Nagar)
- Sewa Park
- Shiv Nagar
- Jain Park (Pankha Road)
- Sainik Nagar
- Kiran Garden
- Santosh Park



Uttam Nagar Ward: Colony Map

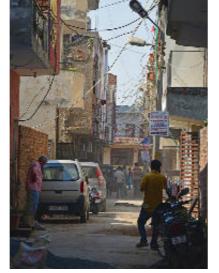
Uttam Nagar Ward

81.03 ha
177128
53455
659 PPH
10719
28280
les 25175











Uttam Nagar Ward: View of regularized unauthorized colonies

As per notification of NCT of Delhi, Department of Urban Development: The list of Unauthorized Colonies on private and public land that have been regularized are:

Name of Colony in Uttam Nagar Ward -127	District	Assembly	Built up % 2002	Built Up % 2007
Shanti Park	West	Uttam Nagar	-	-
Sewa Park	West Uttam Nagar		55	69
Mansa Ram Park	West	West Uttam Nagar		65
Kiran Garden	West	Uttam Nagar	-	-
Sainik Nagar	West	Uttam Nagar	55	70
Jain Park	West	Uttam Nagar	55	72
Shiv Nagar	West	Uttam Nagar	65	73
Santosh Park	West	Uttam Nagar	-	-
Nanhey Park	West	Uttam Nagar	65	72

4.6 Street Network and Building Typology

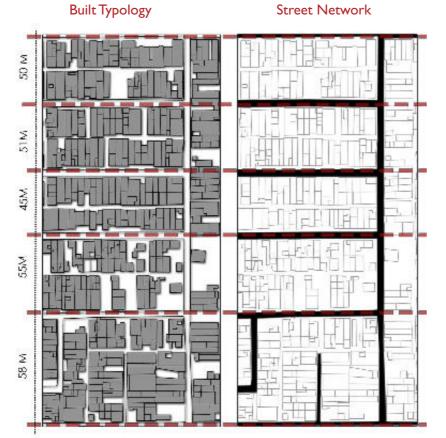
Streets within the Uttam Nagar Ward are organized in a rectilinear pattern. The street hierarchy includes alternating neighbourhood and service lanes.

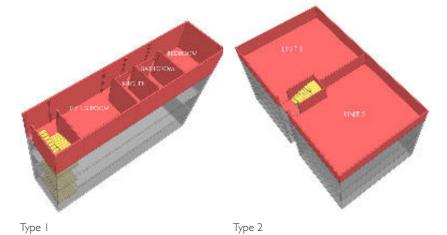
Within the ward, plotted residential development is of an incremental nature. Economic conditions influence house character. Some have been renovated and rise to 4 floors.

Height restrictions mandated for the area have been followed. The overall heights of the buildings do not exceed the 17.5 m limit.

Mostly all the residences accommodate joint family units within a single floor.

Recent developments in the plotted housing areas have accommodated parking under stilts.











Key Plan

4.7 Built-Open Density Comparison

	No. of Plots	No. of DUs/ha	Density (Approx PPH)	Ground Coverage	FAR	
Uttam Nagar	100	300	1350	70.57	2.11	
Panchsheel Enclave	30	90 DU	405	49.1	1.47	
Lutyens Delhi	2	2 DU	15	11.03	0.22	
East Vinod Nagar	220	660	1980	78.57	3.14	

Redevelopment Clauses, as per Master Plan Document 2021

Master Plan of Delhi 2021 recommends preparation of redevelopment plans for unauthorized colonies.

The Master Plan of Delhi recommends improvement and provision of:

- Physical Infrastructure
- Social Infrastructure
- Community Facilities

Redevelopment areas must conform to a minimum area of 4 ha and should include a cluster block with a minimum area of 3000 sq m.

The redevelopment incentives include:

- An increase of FAR by 50%
- Allocation of 10% of the area for commercial use
- Allocation of 10% of area for community facilities

Commercial development in the area is permissible along plots that abut 18-m-wide roads. Mixed-use and commercial activity up to one plot depth is permissible. The provision of small shops is permitted with a maximum of 20 sq m area, each restricted to maximum permissible number of DUs in the plot or four, whichever is lesser.

Parking standards prescribed in the Master Plan require 2 ECS to be provided per 100 sq m of built-up area within the premises.

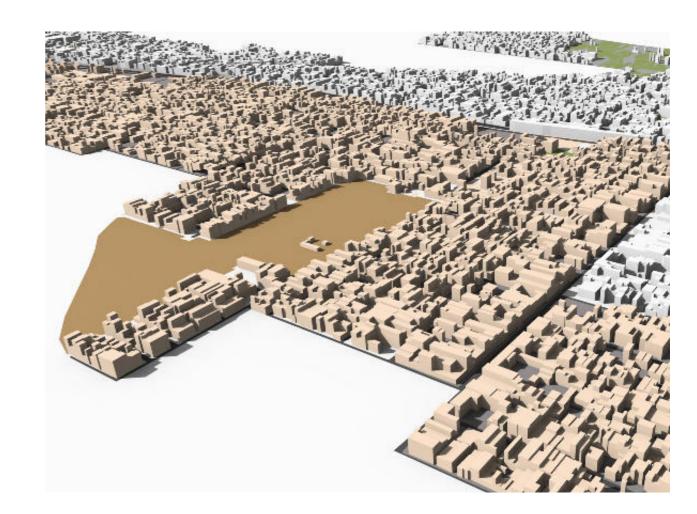
Proposed Density for Redevelopment

The density norms as prescribed by the Master Plan, with the proposed corresponding category of dwelling unit (DU) sizes:

Category	Dwelling Units/ha
Slum/EWS Housing (up to 30 sq m)	600 DUs/ha
Category I (Above 30 up to 40 sq m)	500 DUs/ha
Category II (Above 40 up to 80 sq m)	250 DUs/ha
Category III (Above 80)	1750 DUs/ha

Category considered for redevelopment of housing Uttam Nagar ward 127

MPD DU/ha	Existing DU/ha in the ward	Proposed DU/ha
250 DU/ha	300 DU/ha	400 DU/ha



6 city level project f 2

6.1 Possible Scenarios to Enable Redevelopment

Scenarios for redevelopment of the area consider infrastructure improvements that will be implemented in the area.

- 1. The premise for redevelopment involves land readjustment. It identifies improved living conditions
- 2. Significant increase in green and open spaces
- 3. Provision for amenities
- 4. A distinct urban character
- 5. Improvements in roadways and movement patterns
- 6. Improved organization of uses
- 7. Conformance of use adjacencies
- 8. Accommodation of increased densities and development areas
- 9. Creation of significant areas to accommodate a variety of commercial space hierarchies

Three distinct redevelopment scenarios have been considered:

- I. Redevelopment based on moving people out to other areas of the city: As a precursor to redevelopment. This was rejected on account of it being impractical. However, this may be feasible under controlled circumstances, but is otherwise almost impossible.
- **2.** Redevelopment involving significant large areas: People are moved to a larger precinct within the area. Feasibility of such a scenario is unlikely as large areas are unavailable. In addition, large capital costs are incurred to support this.

3. Simultaneous, independent, incremental redevelopment of blocks: Land readjustment

People are moved to different blocks in close proximity. The original blocks are redeveloped to accommodate higher densities. This process, conducted in a phased manner allows for incremental independent development of blocks with minimal displacement. The scenario also allows for more than a single developer to simultaneously work towards the redevelopment of each block. In fact, each building may be developed by an independent entity.

Implementation realities in different redevelopment scenarios		
I. Redevelopment based on moving people out to other areas of the city	Almost impossible	
2. Redevelopment involving significant large areas	Subject to disapproval	
3. Simultaneous, independent, incremental redevelopment of blocks: Land readjustment	Likely and easier to happen	



Uttam Nagar Ward: marked for redevelopment

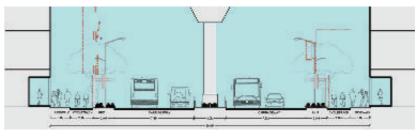
6.2 Redevelopment Strategies



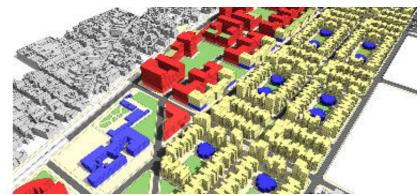
I. Providing for higher density building norms as an incentive to redevelopment



2. Creation of usable open spaces



3. Creating wider roads: ROW and pavements



4. Providing for social infrastructure



5. Opportunity for improvement of physical infrastructure

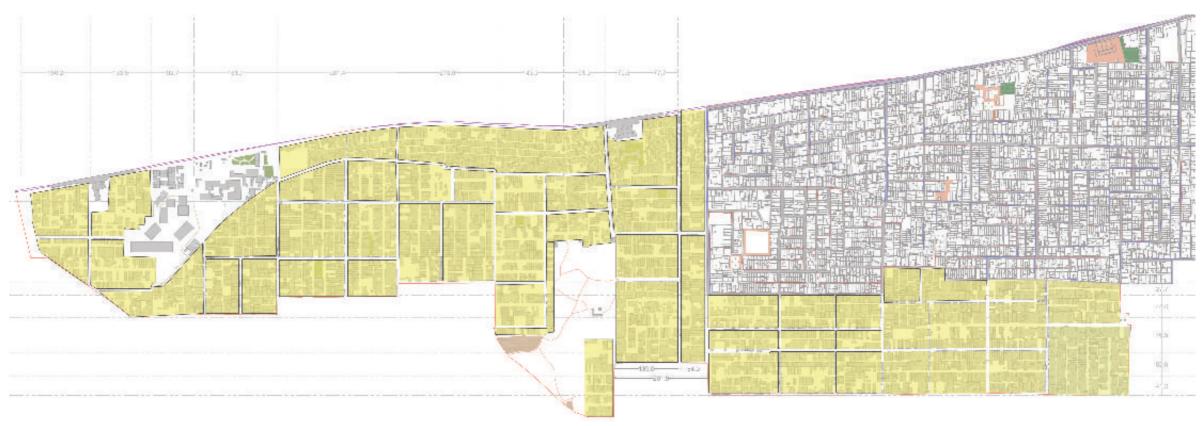
Redevelopment Blocks: Based on Road Patterns

Blocks for redevelopment have been defined on the basis of existing patterns of roads.

The existing primary roads have been maintained. These roads define redevelopment blocks.

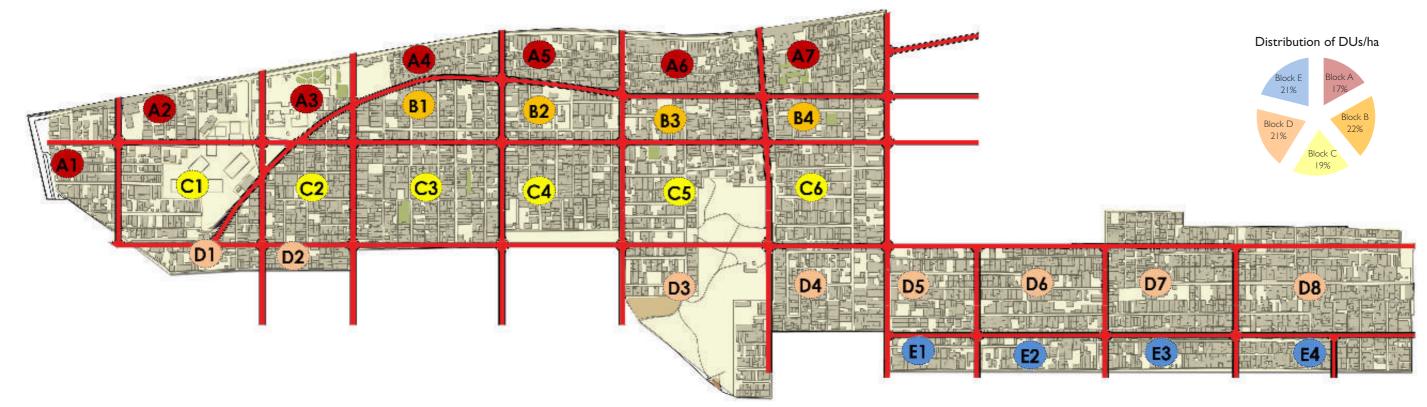
Our strategy proposes incremental and independent redevelopment within each ward.





Emerging Block Patterns Defined By Existing Roads

33



Block A					
B. No.	No. of Plots	Site Area (ha)	G.C. %	FAR	
ΑΙ	217	2.5	45	1.33	
A2	132	2.4	29	0.89	
A3	89	2.13	32	0.95	
A4	184	1.89	47	1.43	
A5	377	2.03	60	1.79	
A6	407	2.55	61	1.85	
A7	326	2.96	53.3	1.60	

Block B					
B. No.	No. of Plots	Site Area (ha)	G.C. %	FAR	E N
ВІ	404	2.61	59.4	1.78	C
B2	204	2.03	48.6	1.46	C
В3	254	2.02	55	1.78	C
B4	216	1.68	60	1.81	C
					C

Block C				
B. No.	No. of Plots	Site Area (ha)	G.C. %	FAR
CI	247	4.517	25	0.86
C2	542	2.88	62.9	1.88
C3	774	4.86	65	1.95
C4	571	3.85	54	1.62
C5	325	4.60	30	0.91
C6	449	3.81	58	1.73

Total No. of DUs	5196
DU/ha	315.6

Total No. of DUs	3342
DU/ha	400.7

Total No. of DUs	8724
DUs/ha	356.0

	Block D				
B. No.	No. of Plots	Site Area (ha)	G.C. %	FAR	
DI	124	0.10	54	1.64	
D2	166	0.07	78	2.34	
D3	328	6.0	21	0.63	
D4	398	3.2	59	1.78	
D5	288	2.37	51	1.54	
D6	558	3.42	61	1.85	
D7	713	4.5	65	1.97	
D8	540	5.21	69	2.07	

Total No. of DUs	9345
DU/ha	375.7

45	Total No. of DU	2679
5.7	DUs/ha	393.3

Block E

Site Area (ha)

1.16

1.65

1.63

2.37

G.C. %

58.5

52.5

72.9

68

FAR

1.75

1.57

2.18

2.04

No. of Plots

115

289

234

255

B. No.

ΕI

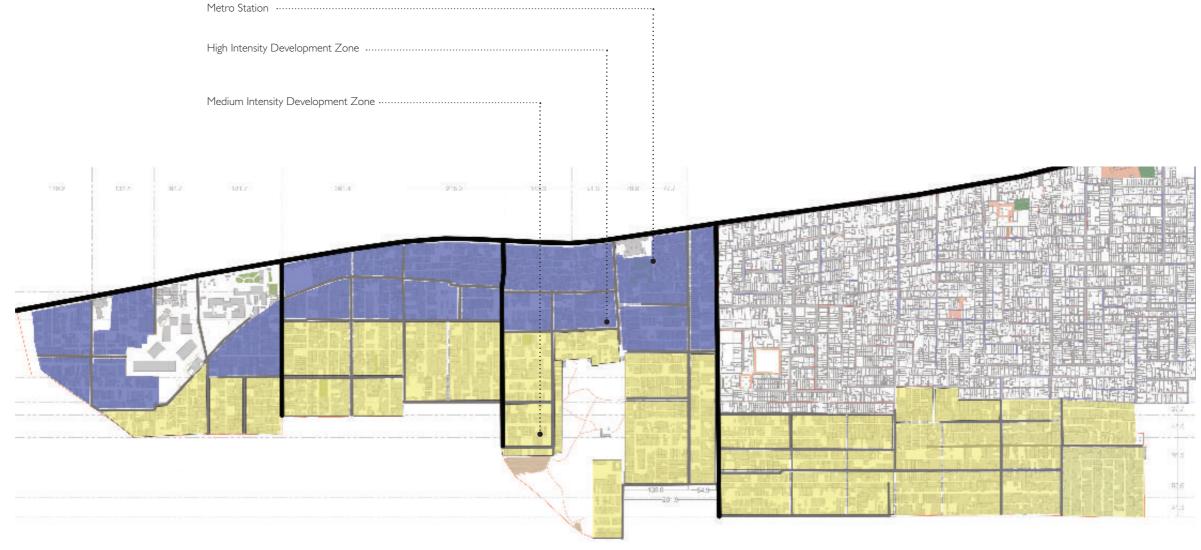
E2

E3

E4

6.3 Proposed Structure Plan

As the Uttam Nagar Ward is bounded by the Metro line (Blue Line), redevelopment is envisioned following stratergies of TOD (Transit Oriented Development). The zone in immediate proximity of the Metro line is defined as intense TOD Zone. The 10-minute walking distance is identified as a Medium Intensity Zone.



Uttam Nagar Ward: Proposed zoning diagram



Proposed zoning diagram showing the areas of influence: View I



Proposed zoning diagram showing the areas of influence: View II

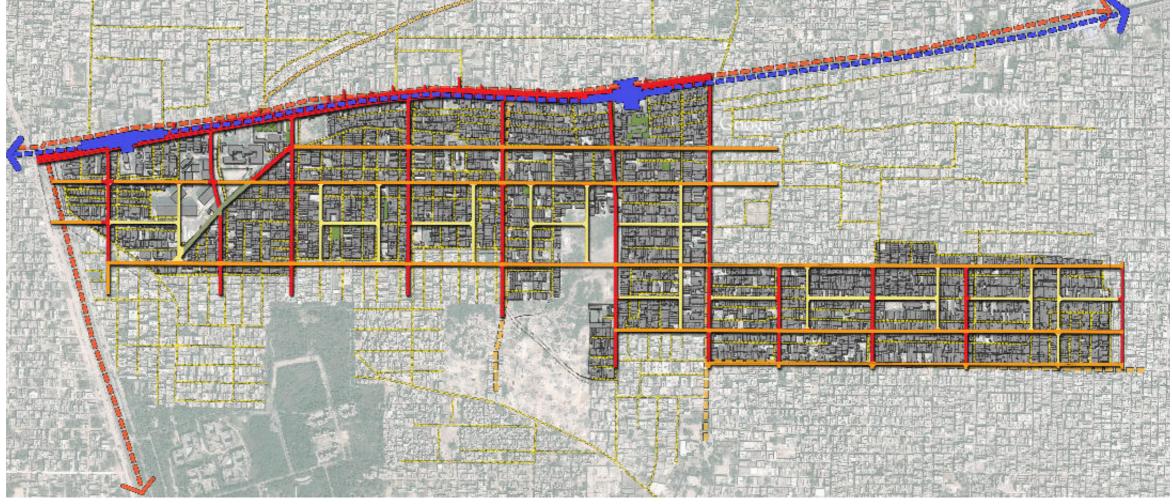
6.4 Proposed Road Structure

The proposed road structure overlaps the existing road patterns. Additional road widths and ROW have been proposed as a part of the redevelopment strategy.

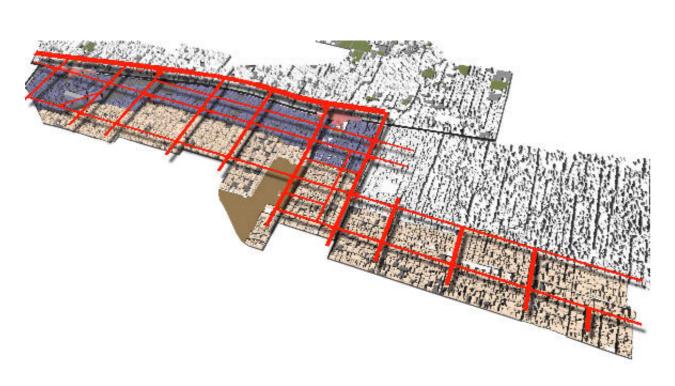
The existing major links to the primary road (Najafgarh Road) presently accommodate commercial activities. The proposed layout builds on a similar nature of development.

The links within the neighbourhood are envisaged as 10.5 m-wide roads.

The improved network of roads that incorporates a multi-nodal transport system will accommodate designated spaces for cyclists and pedestrians. Other utility areas, spaces for kiosks, green areas, benches and bus stops will also be provided.



Proposed Road Structure Layout









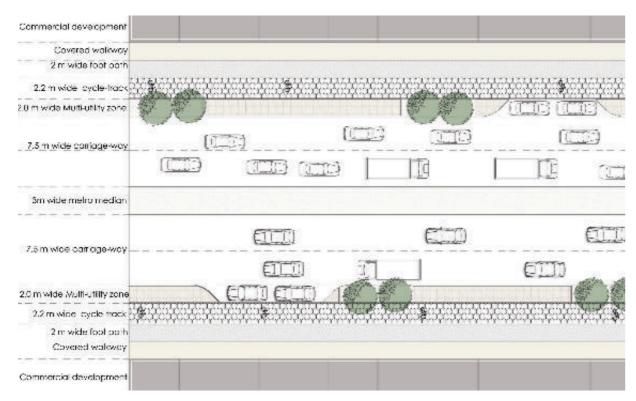




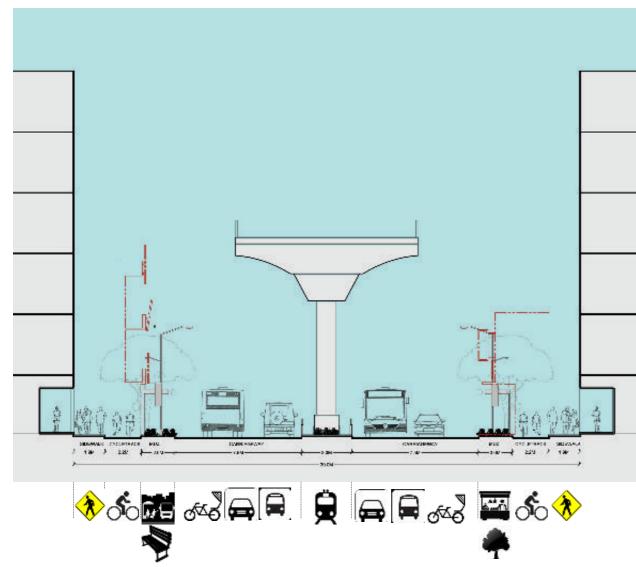
Local streets – 10 m-ROW

Main Najafgarh Road 30 m-ROW

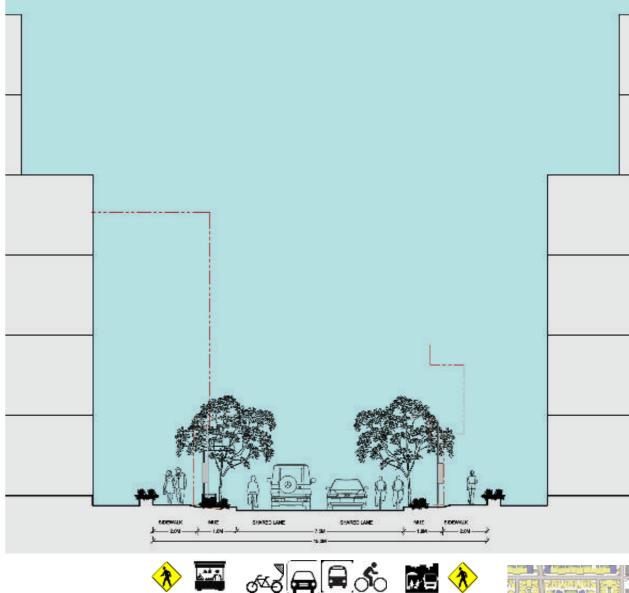
Local streets – 15 m-ROW



Proposed layout of Najafgarh Road



Proposed section through Najafgarh Road







Key Plan





View of the 15 m ROW street

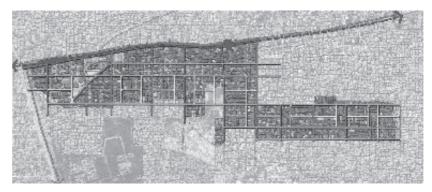
Section through 10.5 m-wide road: secondary street





View of the 10.5 m ROW street

6.5 Process of Redevelopment: Land Readjustment



Key Plan

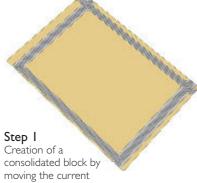


Existing haphazard structure of plots

Block Redevelopment Strategy

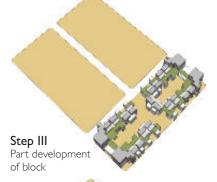
- 1. It is envisaged that landowners will be made stakeholders in the development. The readjusted block boundaries will allow a more efficient right of way accommodating the neighbourhood streets.
- 2. Within the block, property owners will be either relocated in or outside the block, freeing up plots for development. In similar scenarios across the globe, 70% or above residents have to agree to redevelopment.
- 3. The parcels along the Metro line are to be amalgamated in the overall development so that its residents are relocated to interior blocks and share benefits with the entire neighbourhood.
- 4. The development of commercial areas and social amenities will provide financial linkages to development. Subsequent to the redevelopment incorporating land readjustment/land pooling process, an increase in development areas will result from construction of new building blocks.
- 5. The new redevelopment will accommodate, in addition to the original residents, newer residents. In addition, the area will be provided with a substantial increase in commercial and civic amenities.

The process of land readjustment can occur simultaneously, in an independent incremental manner.



consolidated block by moving the current residents to other sites within the ward





Step IV
Development of block in stages



 $\mathsf{Step}\,\mathsf{V}$ Complete block after the proposed redevelopment



Development around the entry and exit points of the Metro station to cater to higher commercial densities as well as utilize large usable open

Organized street space; wider ROW and pavements.

- High Intensity of commercial development with an average FAR of 3 to 3.2 high.
- Development of 10–8 storey high buildings.
- Active edge of commercial/retail typology along the Metro line.

Readjusted residential block with:

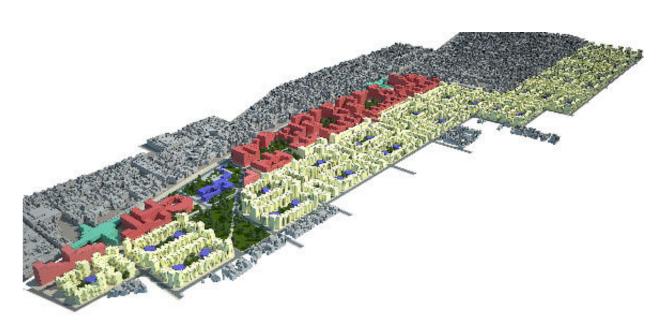
Higher densities and FAR.

Provision for amenities and parking.

Civic amenities are provided at block level to cater to the everyday needs of the



View of overall proposed development



View of overall proposed development

7.1 Zone 1: Design Proposal



Proposed Layout Plan for Zone 1 of Uttam Nagar Ward: along the Metro line





Proposed Layout: Upper Floor Plan for Zone I of Uttam Nagar Ward



Detail of a block in Zone I: The development envisages transitory functions like studio apartments and civic amenities at the interface of the commercial and residential development. This regulates the overflow of uses into another zone of development



View of the intensified commercial/residential development: The built form heights vary from 4 to 10-storey high structures providing for more public spaces and higher FAR $\,$

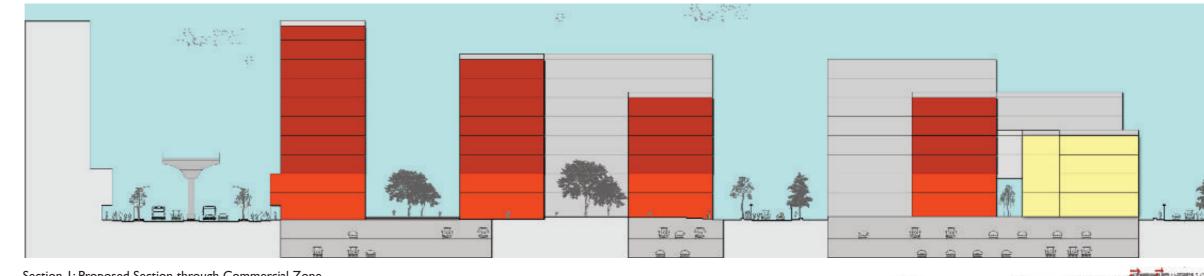
7.1.1 Built Sections

The built form of the proposed commercial development along the Metro line envisages 6 to 10-storey high buildings thus providing for variety of office spaces/incubation hubs for entrepreneurs.

The built form is arranged around large yet intimate interstitial courtyards. The courtyards provide the much needed open space structure that is lacking in the areas. They act as social spaces for people working in the commercial/office areas.

The ground and first floor structures, as a part of commercial zone in the development, cater to the retail needs of the area. The above floors cater to varied office space needs.

As the built form moves away from the Metro Influence Zone, it adapts a more mixed-use character with civic amenities and residential blocks in the form of studio apartments.

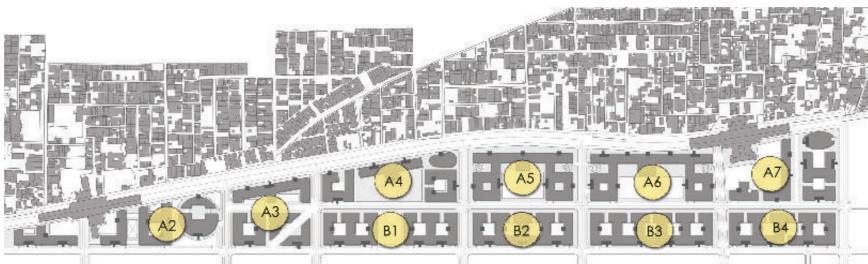


Section 1: Proposed Section through Commercial Zone

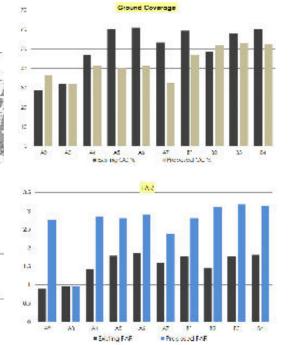




Section 2: Proposed Section through Commercial Zone



Key Map showing the proposed blocks that respect the existing road/block patterns of Uttam Nagar Ward



7.1.2 Analysis

Proposed Road Structure

The proposed road structure provides for segregated pedestrian movement corridors and non-motorized vehicles.



Built Green Open Road Built/Open Ratio

Proposed Road Structure of the Zone I



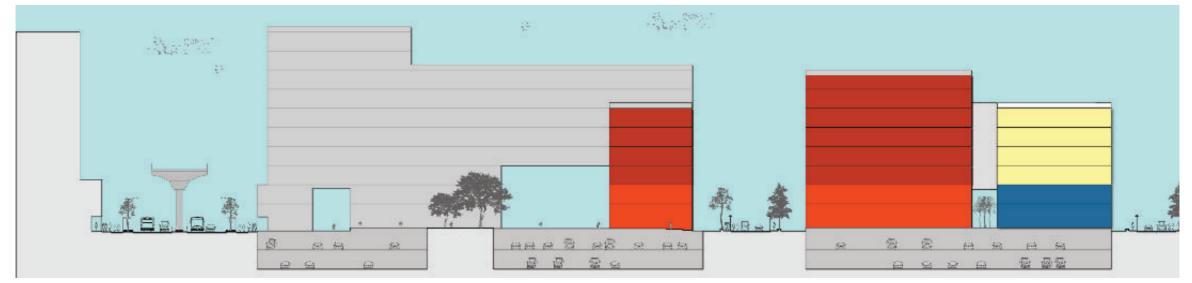




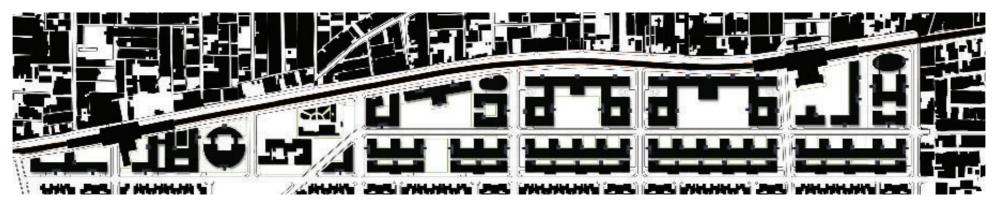
Open/Built Analysis

The proposed layout of Zone I Intense Commercial Development along the Metro line provides for large open spaces and a smaller building footprint.

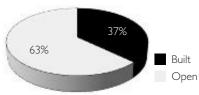
The proposed layout provides for the public realm as a social space. Higher FAR caters to the need for increased commercial spaces in the area.



Section 3: Proposed Section through Commercial Zone



Map showing the Proposed Built/Open Ratio for Zone 1: Proposed Commercial/Institutional



Built/Open Ratio

7.2 Zone 2: Design Proposal

7.2.1 Existing Condition

REDEVELOPMENT PROPOSAL







Land use distribution of the existing block

100 al 	

Built/Open map of the existing block

Area Statement			
	Existing	Proposed	
Total Block Area	3.24	na	
No. of Plots	340		
No. of DUs	1000 (approx.)	1005	
Population Density	1543 PPH	1550 PPH	
Ground Coverage% (excluding roads) Ground Coverage% (only roads)	60% 11.6%	50.5% 36.2%	
FAR	1.76	3.1	

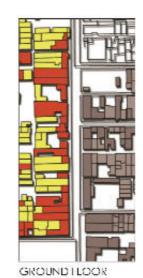
BUILT-OI	BUILT-OPEN RATIO				
40%		■ Built ■ Open			
	60%				
BUILT-OP	EN RATIC	INCLUDING ROADS			

BUILT-OPEN RATIO INCLUDING ROADS

Built
Open

72%

Existing built ratios



FIRST FLOOR

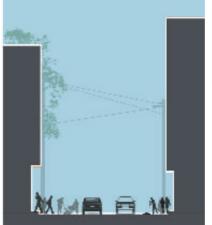


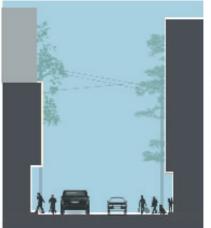
 The existing block condition depicts a mixed-land use character of the ground and first floor along the main connector roads.

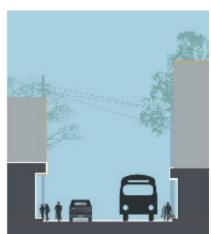
• The sections taken across the varying intervals along the same street depict a non-homogenous character and varying urban forms.

• The diversity of use and nonsegregation forces the pedestrians to follow haphazard patterns along crowded vehicular roads.

Existing land use along the connector road







Varying sections along the existing road



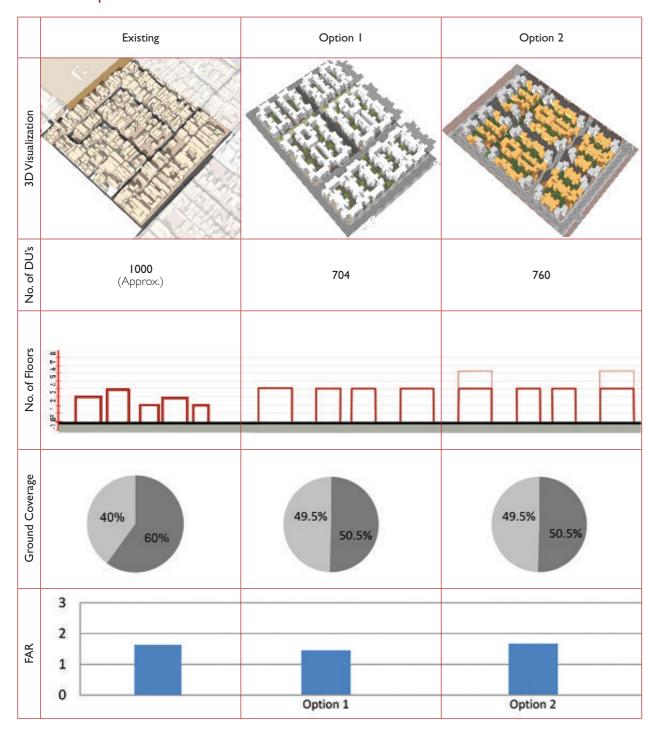




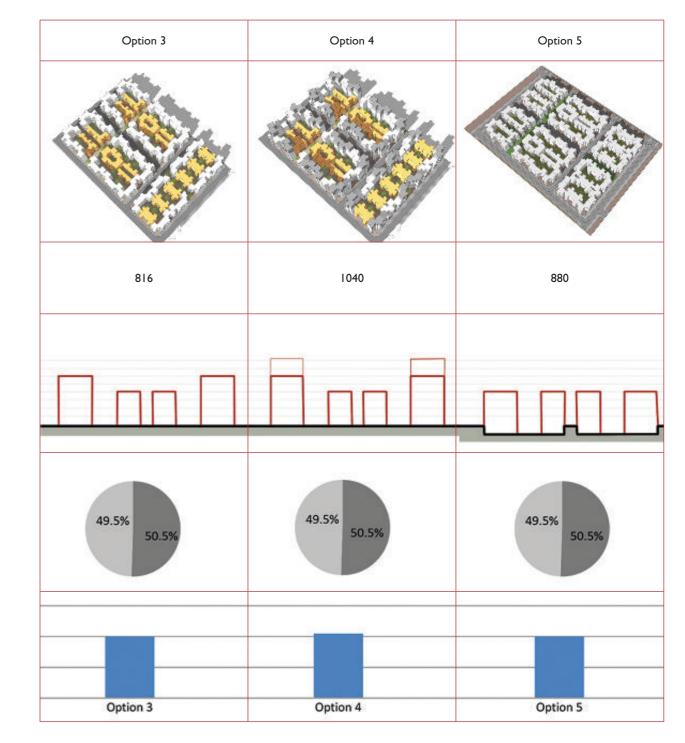


Views showing the existing conditions

7.2.2 Comparative Chart

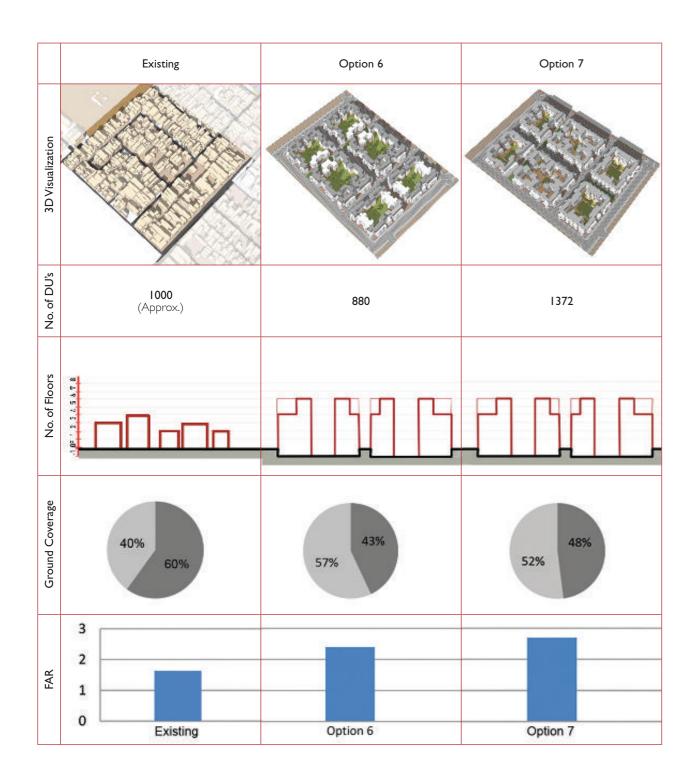


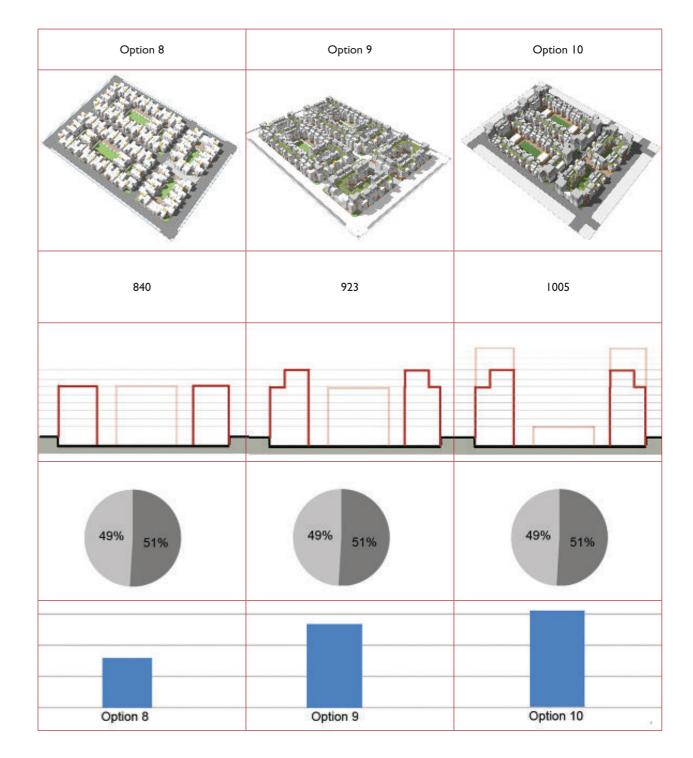
The comparative chart analyses the various design models that can be adopted for redevelopment. This has been based on comparing the various orders of design, the relationship between ground coverage, corresponding building heights and the corresponding FAR. On a relative scale, the advantages and disadvantages of each design layout will be analysed to develop a design model that attempts to overcome the constraints involving very high-rise buildings that compromise the quality of the neighbouring space and hence the quality of life.



Note: In addition, the proposal accommodates areas for commercial development, civic amenities and organized street space.

Continued...





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Option I

Low-rise, High Density Development

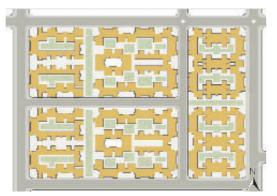
The proposed redevelopment scheme accommodates adequate road networks and housing block redevelopment. The option provides for dwelling units in a variety of sizes. The plan has a well ventilated layout and the housing clusters are surrounded by green pockets.

Achievements

By maintaining high ground coverage, i.e. up to 50.5% and height up to G+3, a FAR of 1.45 is achieved. The proposal is characterized by low-rise high density development.

Constraints

The scheme option offers a reduction in the development area allocated to dwelling units.



Layout Plan

Area Statement			
Proposed Existing			Existing
Site Area 32,419.1 sq m ~3.24 ha			m ~3.24 ha
Area Covere	ed (sq m)	11,740.79 sq m 19,451 sq m	
Built Area	4 Floors	46,963.17 sq m	58,353 sq m
Area Covere	ed by Roads	7,807.33 sq m	3,566 sq m
Ground coverage (Net)		50.5%	60%
Ground coverage (Roads)		36.2%	71.6%
No. of DUs		704	1020
FAR		1.45	1.76



Sectional Elevation

Option 2

Low-rise Development with Mid-rise Edges in a High Density Development

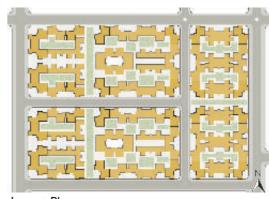
Considering the same design parameters as the previous layout, the corner buildings are considered as 6 floors.

Achievements

By maintaining high ground coverage, i.e. up to 50.5% and height up to G+3, with corner towers rising up to G+5, a FAR of 1.67 is achieved within the development. The proposal is characterized as a low-rise development with mid-rise edges in a high density development.

Constraints

The number of dwelling units is close to those that have mushroomed up in the existing development. The area allocated to dwelling units is reduced in comparison to the existing pattern. The corner towers tend to create shadows that impact the green pockets.



Layout Plan

Area Statement			
Propos	ed		Existing
Site Area		32,419.1 sq m	~3.24 ha
Area Cove	red (sq m)	11,740.79 sq m	19,451 sq m
	6 Floor corner towers	22,064.46 sq m	
Built Area	4 Floor buildings	32,024.46 sq m	58,353 sq m
	TOTAL	54,088.52 sq m	
Area Cove	red by Roads	7,807.33 sq m	3,566 sq m
Ground co	verage (Net)	50.5%	60%
Ground coverage (Roads)		36.2%	71.6%
No. of DUs		760	1020
FAR		1.67	1.76



Sectional Elevation

Option 3

Mid-rise High Density Development

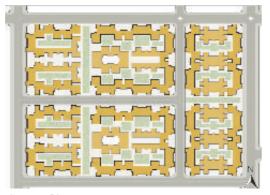
The proposal envisages perimeter blocks up to 6 floors. The inner housing blocks are maintained at 4 floors.

Achievements

By maintaining high ground coverage, i.e. up to 50.5% and height up to G+3 and G+5, a FAR of 2 is achieved. The existing number of dwelling units within the area can be accommodated. The proposal also accommodates an additional number of dwelling units overlooking green pockets.

Constraints

The G+5 towers on the perimeter overshadow the low-rise G+3 structures and the open/green pockets.



Layout Plan

Area Statement			
Prop	osed		Existing
Site An	ea	32,419.1 sq n	n ~3.24 ha
Area C	Covered (sq m)	11,740.79 sq m	19,451 sq m
	6 Floor corner towers	44,449.86 sq m	
Built Area	4 Floor buildings	17,329.96 sq m	58,353 sq m
7 11 Cu	TOTAL	61,779.82 sq m	
Area C	Covered by Roads	7,807.33 sq m	3,566 sq m
Ground	d coverage (Net)	50.5%	60%
Ground coverage (Roads)		36.2%	71.6%
No. of DUs		816	1020
FAR		2	1.76



Sectional Elevation

Option 4

High-rise High Density Development

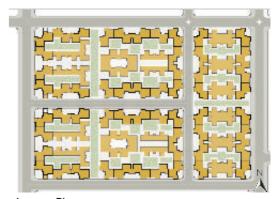
The option envisages corner towers to be G+7 floors, perimeter blocks are up to G+5 floors and the inner blocks are maintained at G+3 floors.

Achievements

By maintaining high ground coverage i.e. up to 50.5% and height up to G+3 and G+5, a FAR of 2.1 is achieved. The existing number of dwelling units within the area can be accommodated. The proposal also accommodates an additional number of dwelling units overlooking green pockets.

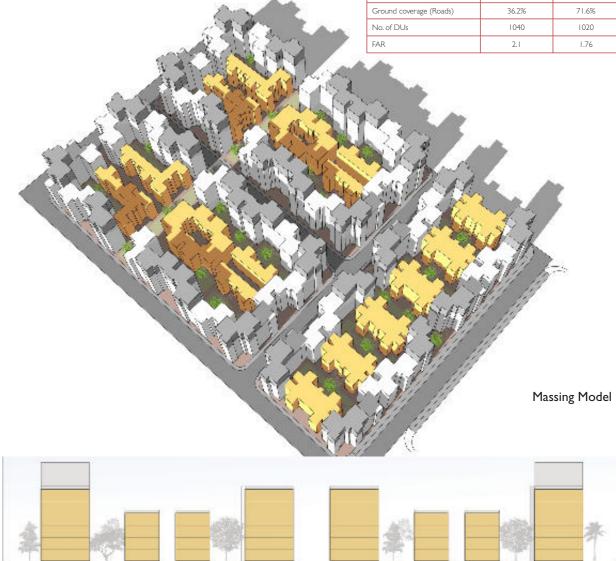
Constraints

Despite the building heights being raised considerably, the FAR increase is not significant, i.e. 2.1. The quality of open spaces is compromised by overshadowing towers.



Layout Plan

Area Statement			
Proposed Existing			
Site Ar	ea	32,419.1 sq r	n ~3.24 ha
Area C	Covered (sq m)	11,740.79 sq m	19,451 sq m
	8 Floor buildings	7,359.32 sq m	
Built	6 Floor buildings	44,449.86 sq m	
Area	4 Floor buildings	17,329.96 sq m	58,353 sq m
	TOTAL	69,139.1 sq m	
Area C	Covered by Roads	7,807.33 sq m	3,566 sq m
Ground coverage (Net)		50.5%	60%
Ground coverage (Roads)		36.2%	71.6%
No. of DUs		1040	1020
FAR		2.1	1.76



Sectional Elevation

Option 5

Low-rise High Density Development (with Sunken Lower Ground)

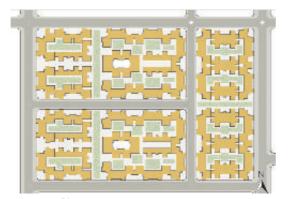
The entire development is proposed as G+3 floors and a sunken lower ground floor is added at Level - I. The sunken lower floor extends over most of the site. The proposal allows all the floors to be easily accessible walk-up apartments.

Achievements

By maintaining high ground coverage, i.e. up to 50.5% and height only up to 4 floors, and one floor below a FAR of 2 is achieved. Light and ventilation conditions are not compromised by high-rise structures. Lifts will not be required for this layout.

Constraints

The additional FAR achieved is only 0.33.



Layout Plan

Area Statement				
Proposed Existing			Existing	
Site Area	Site Area 32,419.1 sq m ~3.24 ha			
Area Cove	ered (sq m)	11,740.79 sq m	19,451 sq m	
Built Area	4 +1 Floors	58,703.95 sq m	58,353 sq m	
Area Cove	ered by Roads	7,807.33 sq m	3,566 sq m	
Ground co	overage (Net)	50.5%	60%	
Ground co	overage (Roads)	36.2%	71.6%	
No. of DUs		880	1020	
FAR		2	1.76	



Sectional Elevation

Option 6

Mid-rise High Density Development (with Sunken Lower Ground)

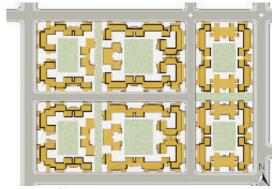
The entire development is proposed as G+3 floors and a sunken lower ground floor is added at Level – I. The sunken lower floor extends over most of the site. An additional level of street is created on the 5th floor. The street provides access to a continuous green realm at an upper level and studio apartments/offices at the 5th/6th floor levels.

Achievements

The proposal achieves a FAR of 2.4. A street is introduced on the 5th floor that provides for horizontal circulation at a higher level.

Constraints

Lifts will be required for this layout.



Layout Plan

Area Statement				
Prop	Proposed Existing			
Site Ar	rea	32,419.1 sq r	n ~3.24 ha	
Area C	Covered (sq m)	10,037.12 sq m	19,451 sq m	
	Duplex apts. on terrace	10,947.14 sq m		
Built Area	4+1 Floor buildings	50,185.6 sq m		
7 11 Cd	TOTAL	61,132.74 sq m	58,353 sq m	
Area C	Covered by Roads	7,807.33 sq m	3,566 sq m	
Ground coverage (Net)		43%	60%	
Ground coverage (Roads)		36.2%	71.6%	
No. of DUs		1232	1020	
FAR		2.4	1.76	



Sectional Elevation

Option 7

High-rise High Density Development

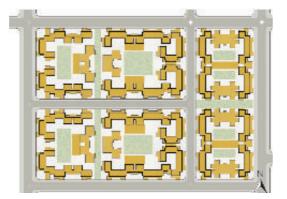
The entire development is proposed as G+3 floors and a sunken lower ground floor is added at Level – I. The sunken lower floor extends over most of the site. An additional level of street is created on the 5th floor. The street provides access to a continuous green realm at an upper level and studio apartments/offices at the 5th/6th floor levels. This design allows all the floors to be easily accessible walk-up apartments.

Achievements

By maintaining ground coverage, i.e. up to 48% and height only up to 4 floors, and 1 floor below, a FAR of 2.7 is achieved. Light and ventilation conditions are not compromised as in high-rise structures.

Constraints

The additional FAR achieved is only 0.94



Layout Plan

	Area Statement			
Prop	oosed		Existing	
Site Ar	rea	32,419.1 sq r	n ~3.24 ha	
Area (Covered (sq m)	11,740.79 sq m	19,451 sq m	
	Duplex apts. on terrace	10,947.14 sq m		
Built	4+1 Floor buildings	58,703.95 sq m	58,353 sq m	
7 11 Cu	TOTAL	69,651.09 sq m		
Area (Covered by Roads	7,807.33 sq m	3,566 sq m	
Ground coverage (Net)		48%	60%	
Groun	d coverage (Roads)	36.2%	71.6%	
FAR		2.7	1.76	



Sectional Elevation

Option 8

Low-rise High Density Development

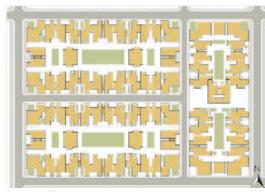
The entire development is proposed as G+3 floors and a sunken lower ground floor is added at Level –1. The sunken lower floor extends over most of the site. An additional level of street is created on the 5th floor. The street provides access to a continuous green realm at an upper level and studio apartments/offices at the 5th/6th floor levels. This design allows all the floors to be easily accessible walk-up apartments.

Achievements

By maintaining high ground coverage, i.e. up to 51.29% and height only up to 4 floors, and 1 floor below a FAR of 2.49 is achieved. Light and ventilation conditions are not compromised by high-rise structures.

Constraints

The additional FAR achieved is 0.25



Layout Plan

Area Statement				
Propose	Proposed Existing			
Site Area		32,419.1 sq r	n ~3.24 ha	
Area Cover	ed (sq m)	12,243.52 sq m 19,451 sq m		
Built Area	4 + I Floors	48,793.36 sq m	58,353 sq m	
Area Covered by Roads		7,807.33 sq m	3,566 sq m	
Ground coverage (Net)		50.9%	60%	
Ground coverage (Roads)		36%	71.6%	
FAR		1.51	1.76	



Sectional Elevation

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Option 9

High-rise High Density Development

The entire development is proposed as G+3 floors and a sunken lower ground floor is added at Level – I. The sunken lower floor extends over most of the site. An additional level of street is created on the 5th floor. The street provides access to a continuous green realm at an upper level and studio apartments/offices at the 5th/6th floor levels. This design allows all the floors to be easily accessible walk-up apartments. In addition to this, duplex/studio apartments are provided on the 5th floor that are connected by a common green terrace.

Achievements

By maintaining high ground coverage, i.e. up to 51.29% and height only up to 4 floors, I floor below and duplex apartments on the 5th floor, a FAR of 2.87 is achieved. Light and ventilation conditions are not compromised.

Constraints

Lifts will be required for this layout. The additional FAR achieved is only 1.09



Layout Plan

	Area Statement			
Propo	sed		Existing	
	Site Area	32,419.1 sq	m ~3.24 ha	
А	rea Covered (sq m)	12,243.52 sq m	19,451 sq m	
	Duplex apts. on terrace	7,340.27 sq m		
Built Area	4+1 Floor buildings	61,217.6 sq m		
7 4 Cd	TOTAL	68,557.87 sq m	58,353 sq m	
Are	ea Covered by Roads	7,807.33 sq m	3,566 sq m	
Gra	ound coverage (Net)	51.29%	60%	
Gro	und coverage (Roads)	36.2%	71.6%	
	FAR	2.85	1.76	



Sectional Elevation

Option 10

High-rise High density development

The entire development is proposed as G+3 floors and a sunken lower ground floor is added at Level – I. The sunken lower floor extends over most of the site. An additional level of street is created on the 5th floor. The street provides access to a continuous green realm at an upper level and studio apartments/offices at the 5th/6th floor levels.

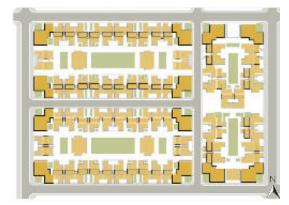
The design provides for 8-storeyed corner towers.

Achievements

By maintaining high ground coverage, i.e. up to 51.29% and height only up to 4 floors, I floor below and duplex apartments. On the 5th floor, a FAR of 2.87 is achieved. Light and ventilation conditions are not compromised.

Constraints

Lifts will be required for this layout. The additional FAR achieved is only 1.34

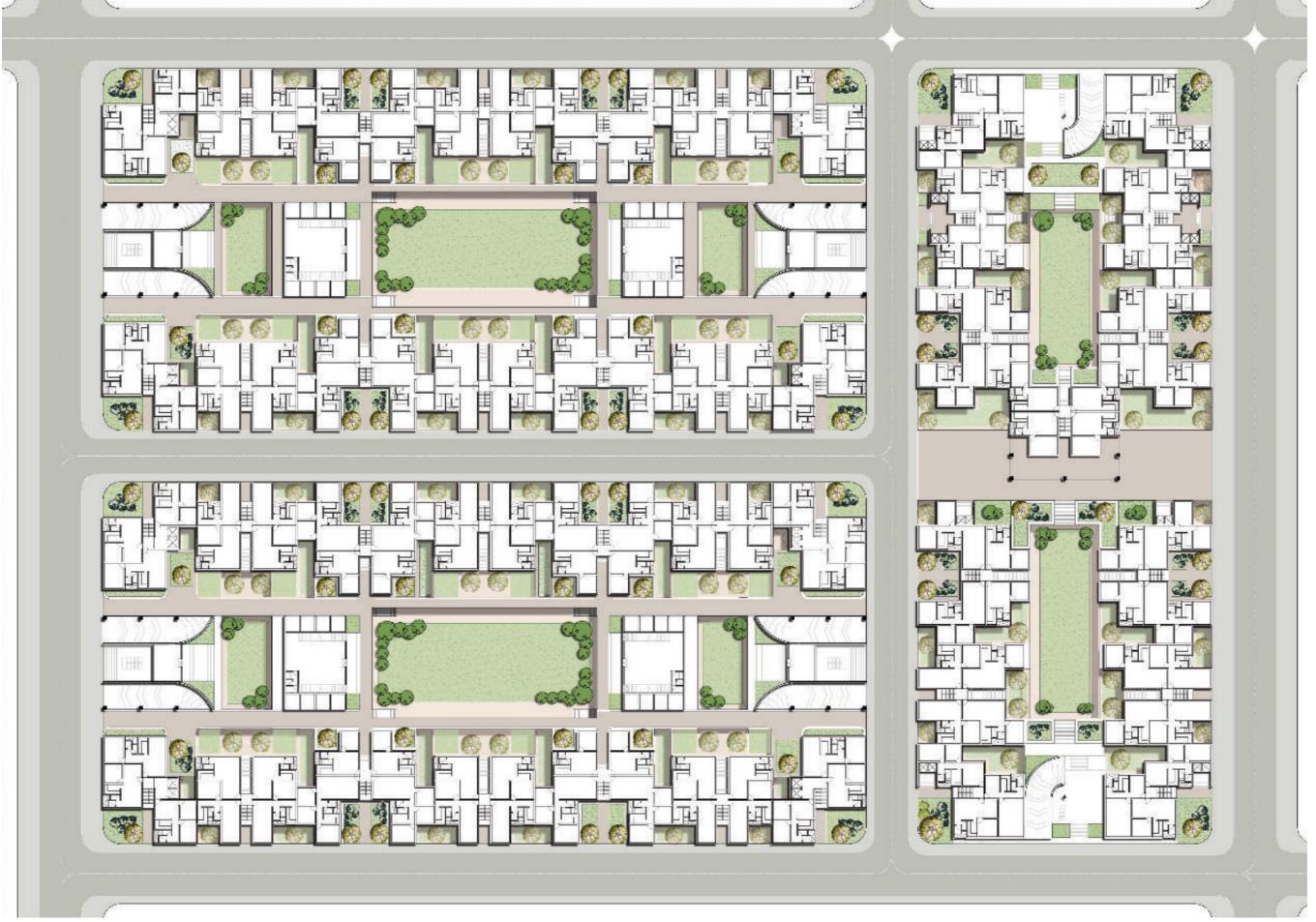


Layout Plan

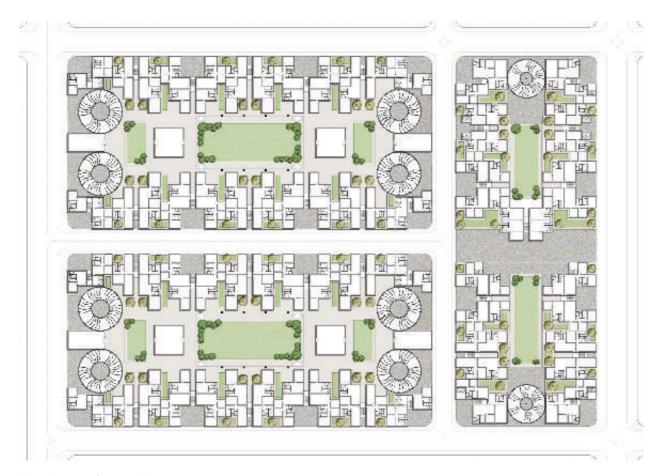
Area Statement				
Propo	osed		Existing	
Site Area	1	32,419.1 sq	m ~3.24 ha	
Area Co	vered (sq m)	12,242.56 sq m	19,451 sq m	
	8 Floor buildings	10,160 sq m		
Built	6 Floor buildings	6,726.72 sq m		
Area	4 Floor buildings	58,407.63 sq m	58,353 sq m	
	TOTAL	75,294.35 sq m		
Area Co	vered by Roads	7,807.33 sq m	3,566 sq m	
Ground coverage (Net)		50.5%	60%	
Ground coverage (Roads)		36.2%	71.6%	
No. of D	Us	1005	1020	
FAR		3.1	1.76	



Sectional Elevation



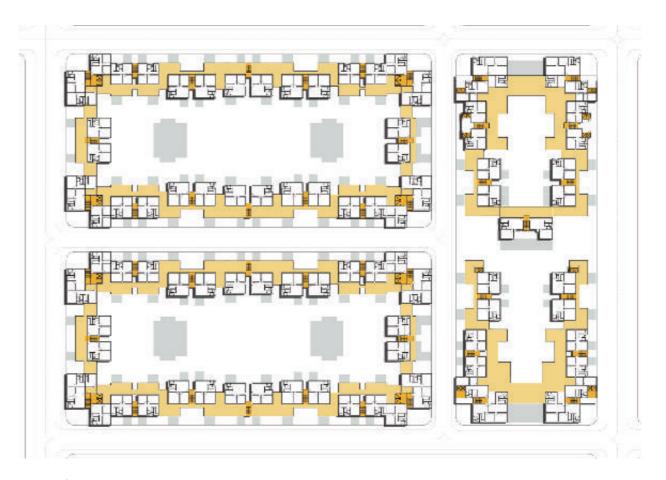
Ground Floor Plan



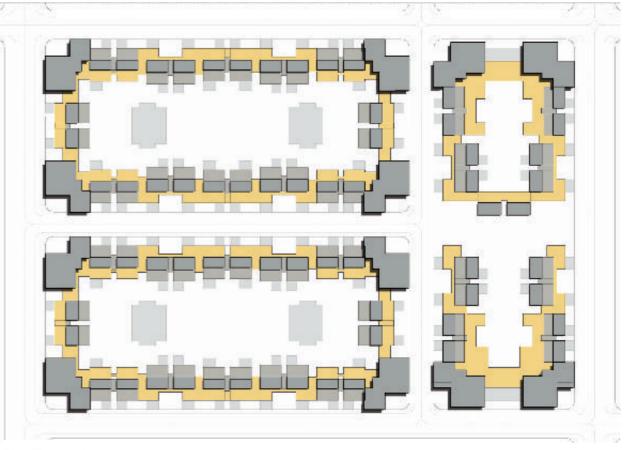
Plan: Lower Ground Floor



Plan: First Floor

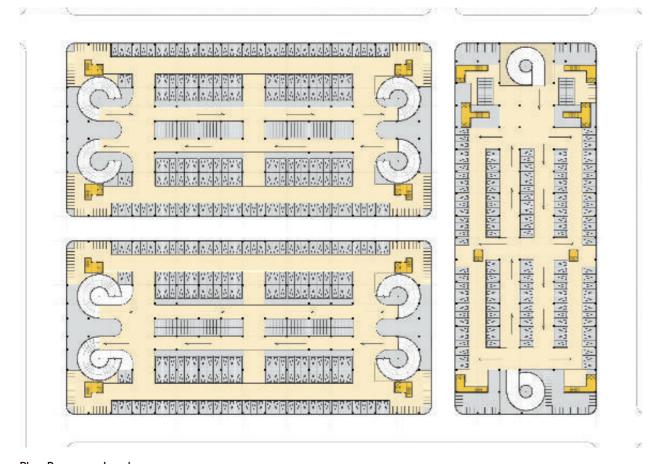


Plan: Fifth Floor



Plan:Terrace Level

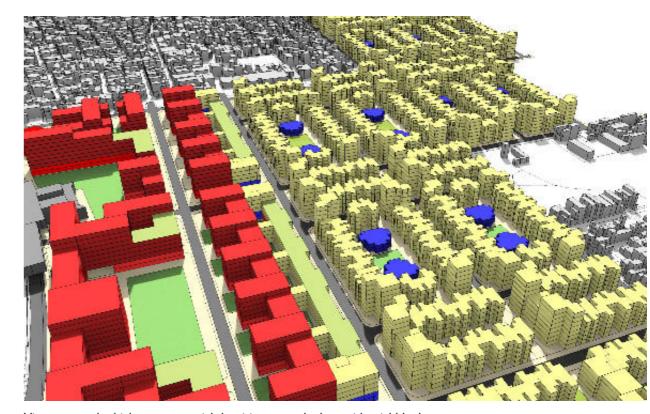
73



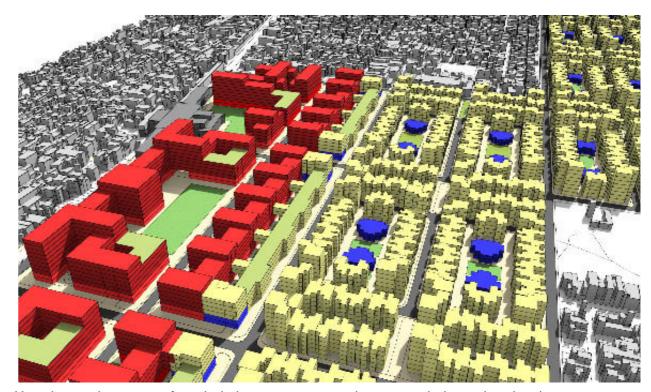
Plan: Basement Level



View across the sunken court



View across the higher commercial densities towards the residential blocks

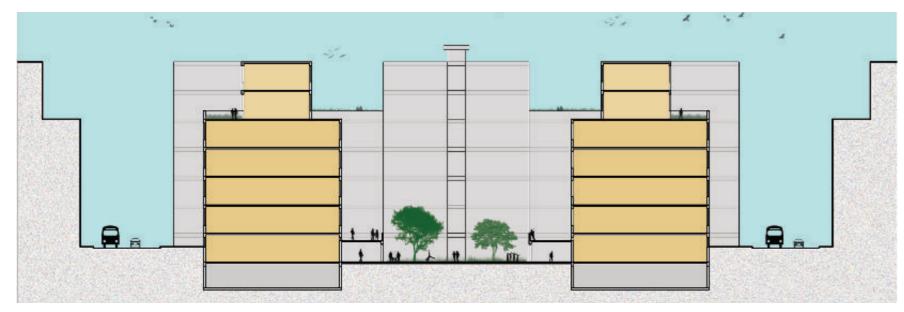


View showing the transition from the high intensity commercial zone towards the residential pockets

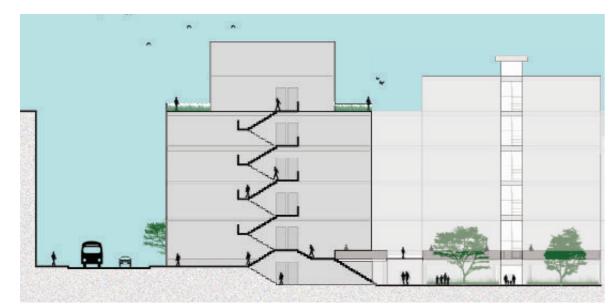
Proposed Sections



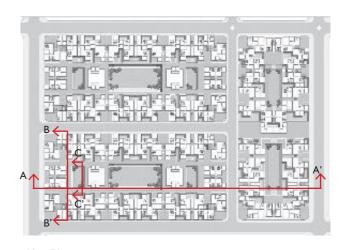
Sectional Elevation AA'



Sectional Elevation BB'



Sectional Elevation CC'



Key Plan



View across the entrance courts

UTTAM NAGAR

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- The entire development is proposed as G+3 floors and a sunken lower ground floor is added at Level I
- The sunken lower floor extends over most of the site



B. View showing the terraces on 5th floor level



C. View across the street



Key Plan

A.View across the sunken court



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7.2.3.2 Views of the Proposed Development



Design Features

- upper level and studio apartments/offices at the 5th/6th floor levels
- The design provides for 8-storeyed corner towers. The corner towers do not compromise the quality of green spaces

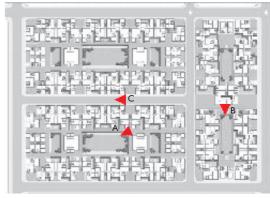




B. View across the sunken court







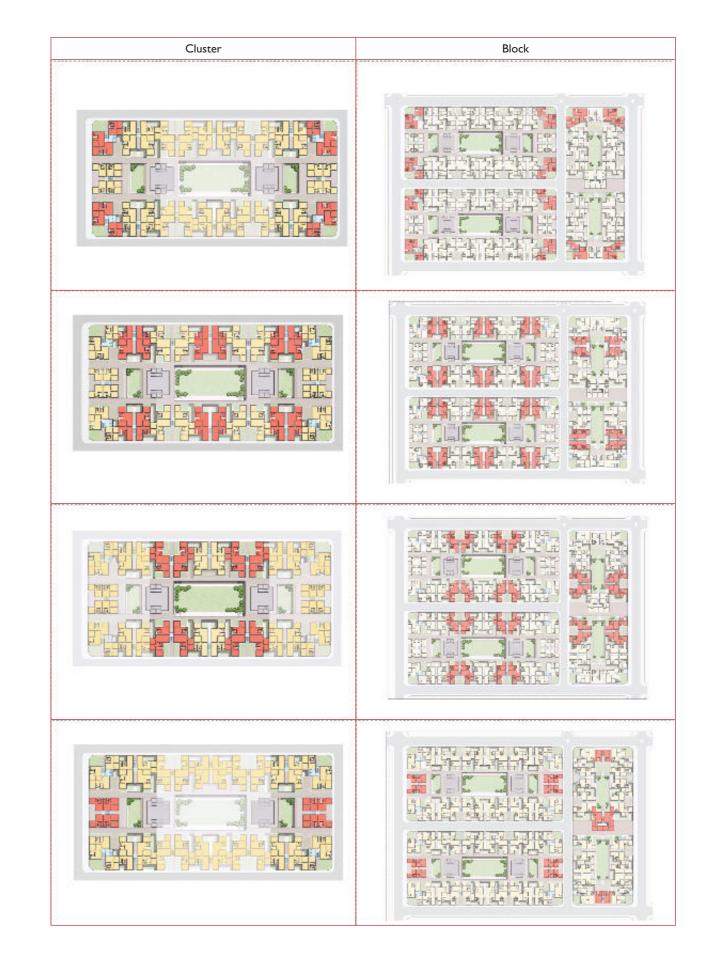
Key Plan

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A. View across the sunken court

7.3 Unit Typology









(An ISO 9001 : 2008 Certified Organisation)

Delhi Urban Art Commission

The Delhi Urban Art Commission was set up by an Act of Parliament in 1973 to "advise the Government of India in the matter of preserving, developing and maintaining the aesthetic quality of urban and environmental design within Delhi and to provide advice and guidance to any local body in respect of any project of building operations or engineering operations or any development proposal which affects or is like to affect the skyline or the aesthetic quality of the surroundings or any public amenity provided therein".



(An ISO 9001 : 2008 Certified Organisation)

Delhi Urban Art Commission

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