



CITY LEVEL PROJECTS

# MALVIYA NAGAR, HAUZ RANI AND KHIRKI EXTENSION

Site Specific Design for  
Ward Number 161, 162, 189 and 191





(An ISO 9001 : 2008 Certified Organisation)

## **Delhi Urban Art Commission**

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Ministry of Urban Development, Government of India  
Delhi Development Authority  
Government of National Capital Territory of Delhi  
North Delhi Municipal Corporation  
East Delhi Municipal Corporation  
South Delhi Municipal Corporation  
New Delhi Municipal Council  
Geospatial Delhi Limited  
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

Master Plan Delhi 2021 has introduced the concept of Local Area Planning with a view to decentralize urban governance and develop a framework for participatory planning and control. The process could command the views of people of the locality and the elected ward councilors directly. The change so observed will reflect need based, locally generated-monitored growth of the area, i.e. the ward.

**Objective:** With the above in mind, the Delhi Urban Art Commission envisages undertaking area specific ward design under the ambit of Local Area Planning in order to present easily understandable planning policies and proposals which can apply to the specific area. The following report analyzes parts of Malviya Nagar, Hauz Rani, Greater Kailash II and Shahpur Jat (Municipal Ward Nos 161, 162, 189 & 191), in an effort to come up with solutions for the area. These areas witness typical chaos due to the advent of a mix of conditions akin to the rest of Delhi/NCR. These are areas of extremely high volume of vehicles on roads, causing ROWs to shrink and wide rampant horizontal growth largely. This chaotic development is largely in violation of the development guidelines promoted across various sections

of Master Plan Delhi 2021 to sustain increasing population & socioeconomic growth of the city.

**Methodology:** Since the site area has been studied numerous times in the past, it becomes mandatory to consult those works and try to carry forward those ideas in order to shape meaningful interventions for the site. This also helps in the public participation process as the primary stakeholders have been consulted many a times in all the previous studies and cues can be taken from them for further development.

**Approach:** Overall this study has been developed as a pro-people plan and the approach has been related to the ground level difficulties faced by them. The pedestrian movement has been preferred over the vehicular movement and more emphasis has been given to public transport systems rather than private means. Different areas have been studied and there has been an intent to decongest them whether the area is an urban village or a market area or a transport line.



## Existing Context

- Background
- Background
- Master Plan Delhi 2021
- Area Location
- Connectivity
- Area of study under different wards
- Land Use (MDP vs ZDP vs Existing)
- Existing Monuments in the Site

## 1.1 Background

Any study related to the area of Malviya Nagar, Village Hauj Rani and Khirki Extension would naturally come under the scanner of its forerunners. The area has been documented and scrutinized from time to time and used as an experimental ground for academicians and professionals alike to understand the morphology and fabric of the complex urban character in the city.

The speciality of the study area lies in the wide variety of activities associated with the area. Within the study area lies the multiple facets of urbanism. Right from multiple monuments to a historic urban village to unauthorized colony to planned residential area to slum to neighbouring high-end commercial areas to hospitals to various old established markets to various transport facilities, all coexist in this relatively small part of the city.

Due to the characteristic diversity of the area, the usual approach of local area planning cannot be applied. There will be a need to pick up various characters of the area in order to study, analyse and propose accordingly. Hence the different areas are dealt with separately and presented in different Project Proposals of this study.

In each Project Proposal the following aspects are addressed :

- Environment
- Recreation
- Commerce
- Infrastructure
- Housing

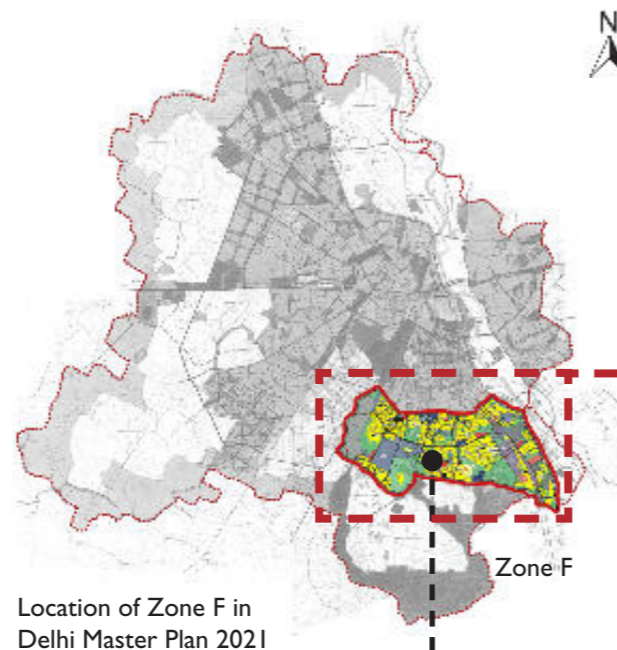
## 1.2 Master Plan Delhi 2021

The National Capital Territory of Delhi has been divided into 15 Planning Zones (Divisions) designated 'A' to 'P' (except (Zone 'I')) as per Master Plan 2021, Zone 'F' covers an area of 11958 ha.

- **North** it is bounded by the Ring Road from Dhaura Kuan to Maharani Bagh,
- **East** it is bounded by River Yamuna and NH-2 bypass,
- **West** it is bounded by Delhi Cantonment area, Indira Gandhi International Airport and by National Highway-8
- **South** it is bounded by Badarpur–Mehrauli–Mahipalpur Road Delhi

For the purpose of administration Delhi is divided into:

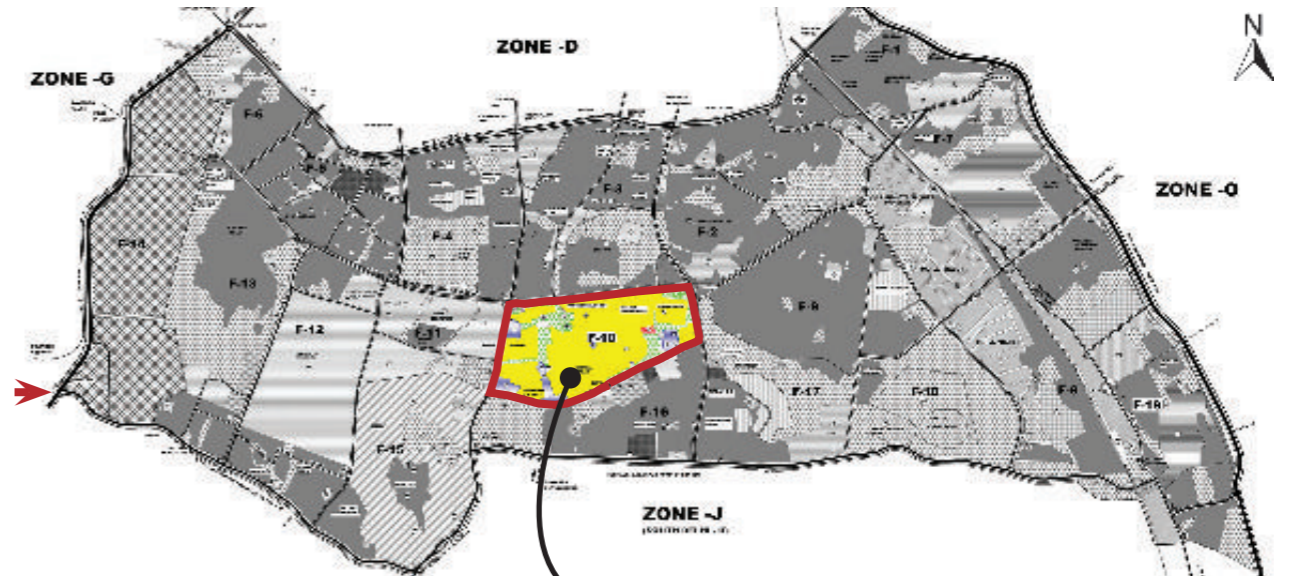
- 15 Planning Zones
- 3 Municipal Corporations of Delhi (North, South and East)
- 272 Wards.



Location of Zone F in Delhi Master Plan 2021

Location of Sub-Zone – F 10 in Zone F

## 1.3 Area Location



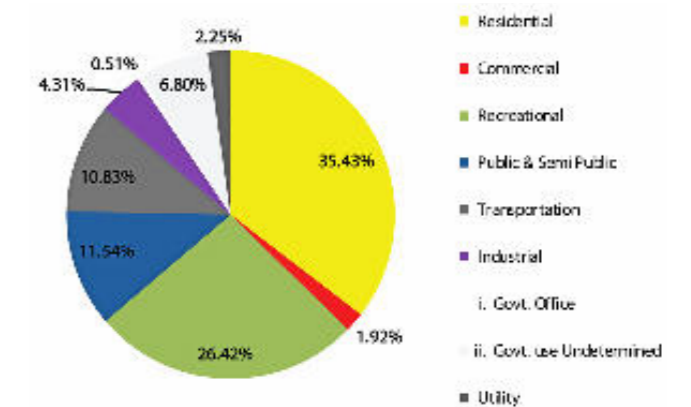
Location of Sub-Zone - F-10 in Zone F

The study area is located in Sub-Zone F-10 of the Zone F according to the MPD 2021

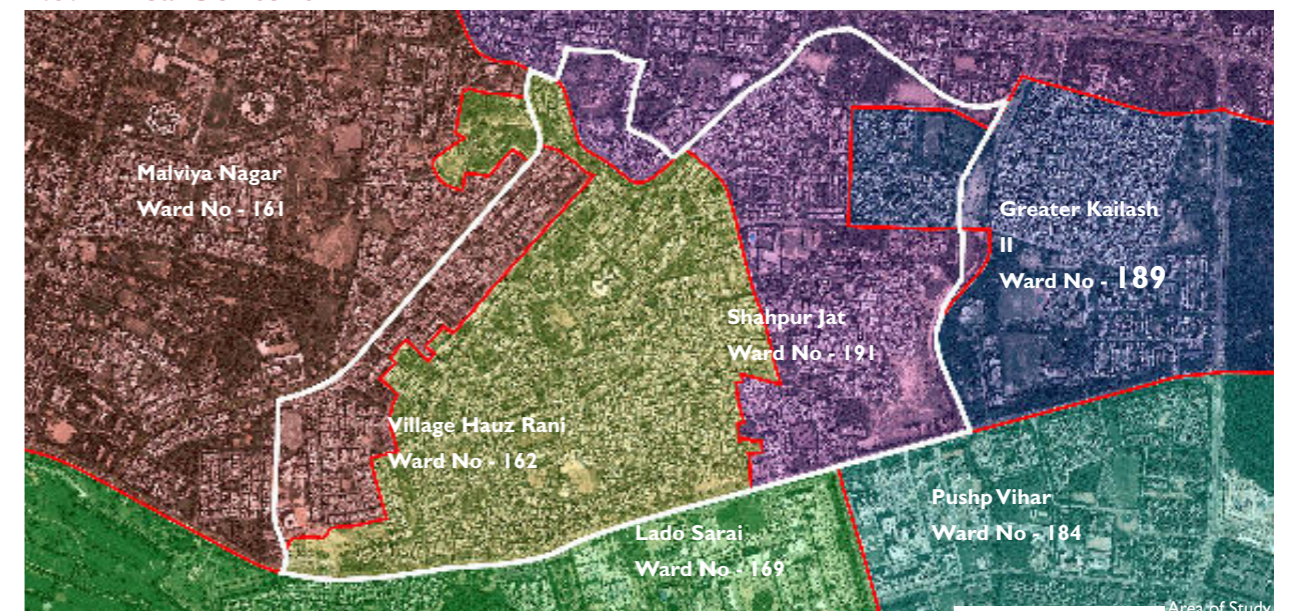
As per MPD 2021, the Zonal Plan for Zone 'F' was prepared for a population of about 19,75,000 by the year 2021 and the total area of the Zone as 11,958 ha.

| No. | Land Use (ZDP)                  | Area (Ha) | Percentage (%) |
|-----|---------------------------------|-----------|----------------|
| 1   | Residential                     | 4236.2    | 35.45          |
| 2   | Commercial                      | 229.41    | 1.91           |
| 3   | Recreational                    | 3159.5    | 26.42          |
| 4   | Public and Semi-Public          | 1380      | 11.53          |
| 5   | Transportation                  | 1294.88   | 10.82          |
| 6   | Industrial                      | 515.01    | 4.31           |
| 7   | i. Government office            | 61        | 0.51           |
|     | ii. Government use undetermined | 813       | 6.8            |
| 8   | Utility                         | 269       | 2.25           |
| 9   | Total                           | 11958     | 100            |

Land Use of Zone F



### 1.3.1 Area Context



Study Area

- Ward No - 161 (Malviya Nagar)
- Ward No - 162 (Village Hauj Rani)
- Ward No - 169 (Lado Sarai)
- Ward No - 184 Pushp Vihar)
- Ward No - 189 Greater Kailash II)
- Ward No - 191 (Shahpur Jat)
- Area of Study

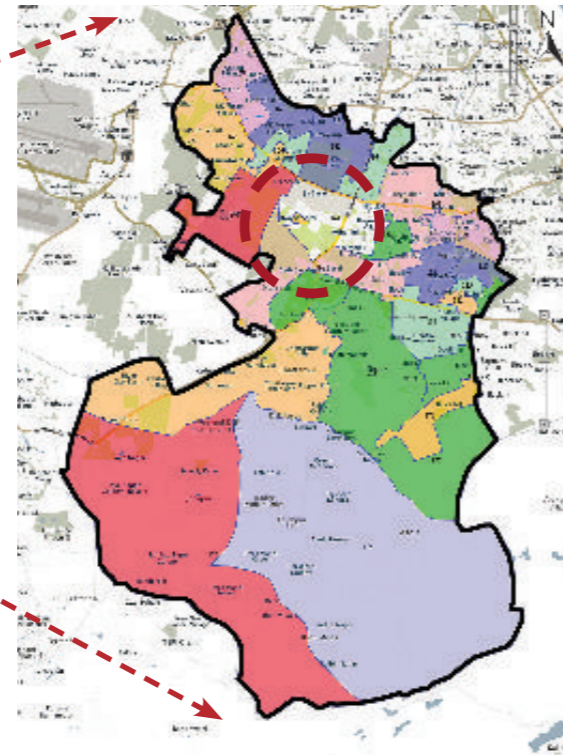


South Zone of Delhi Ward map

The site is located in the South Zone of Delhi and consists of parts from 4 different wards out of the 25 wards present in the Zone.

The wards which constitute the total area of the site are:

- Malviya Nagar: Ward 161
- Village Hauz Rani: Ward 162
- Greater Kailash: Ward 189
- Shahpur Jat: Ward 191



Map of different wards present in South Zone of Delhi



Khirki Masjid, a landmark of the site area



Location of site in Delhi w.r.t major physical features

The site is located in the southeastern part of Delhi. It lies on the south of the Outer Ring Road and east of Aurobindo Marg which leads to Gurgaon.

The site is also surrounded by green areas within a catchment radius of 1.5 to 3 km.

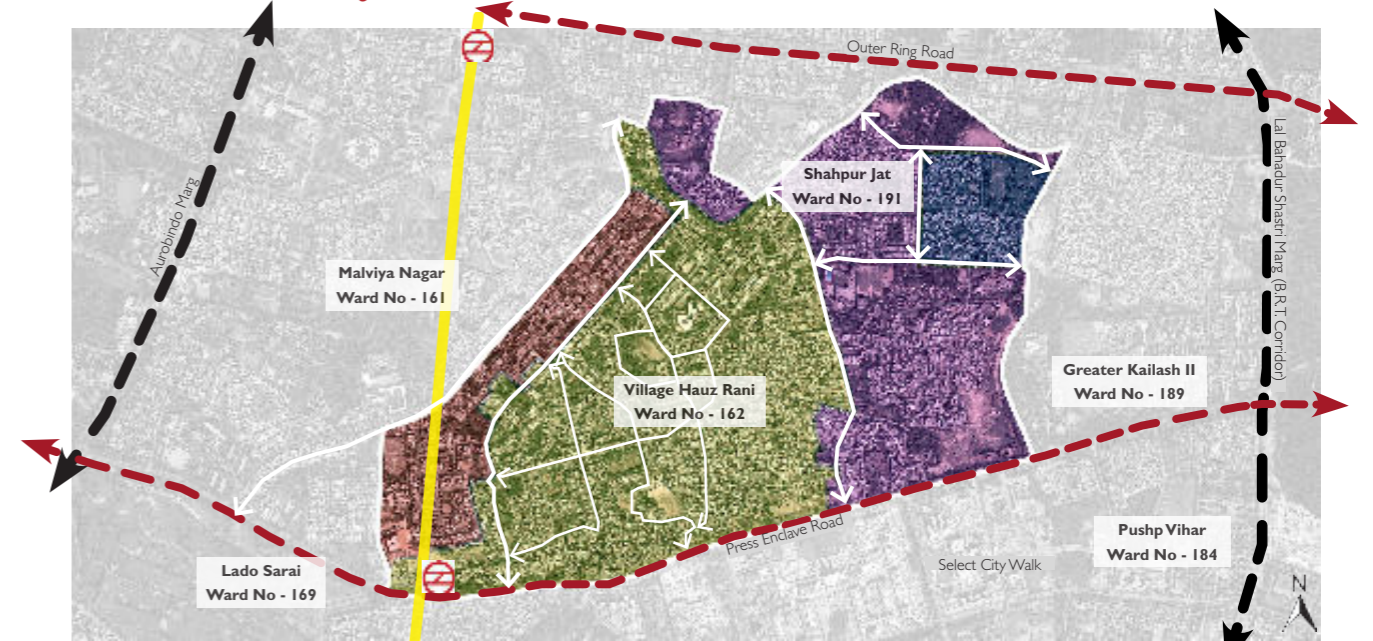
- Hauz Khas District Park – northwest – 3 km
- Hauz Khas Forest – Siri Fort – northeast – 2 km
- Jahapanah Forest Extension, Chirag Dilli – east – 1.5 km
- City Forest, Hauz Rani – south – 2 km
- Qutub Golf Course – southwest – 1.5 km
- Sanjay Van, Lado Sarai – west – 3 km



Malviya Nagar Metro Station

The total site area is 204.25 ha covering entire Ward 162 and parts of Ward 161, 189 & 191 which is around 1.71 per cent of Zone F.

### 1.4 Connectivity



Area of study for the project

- Ward Boundary - 161
- Ward Boundary - 162
- Ward Boundary - 189
- Ward Boundary - 191
- Area of Study
- Metro Line
- Arterial Road - 45 m
- Primary Collector Road - 30-40
- Secondary Collector Road - 18-24 m
- Tertiary Roads

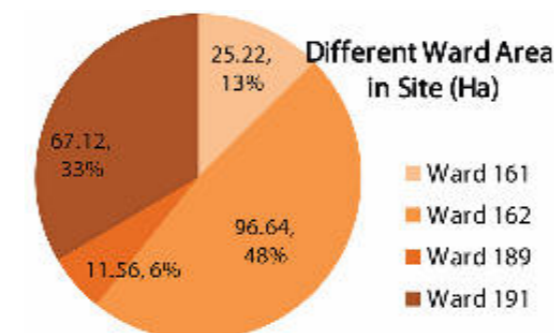
The study area is well connected by various modes of transport like Metro, bus and road. The site lies within a travel time of approximately 1 hour to parts of Delhi making it a highly desirable location for residences and for commerce.

Total Area of the Study - 200.54 ha (495.55 acres)

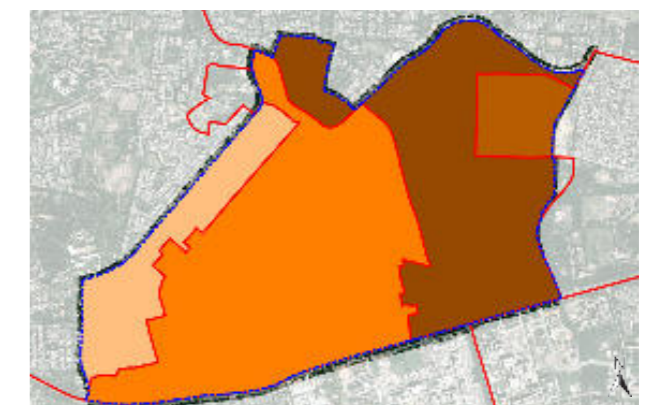
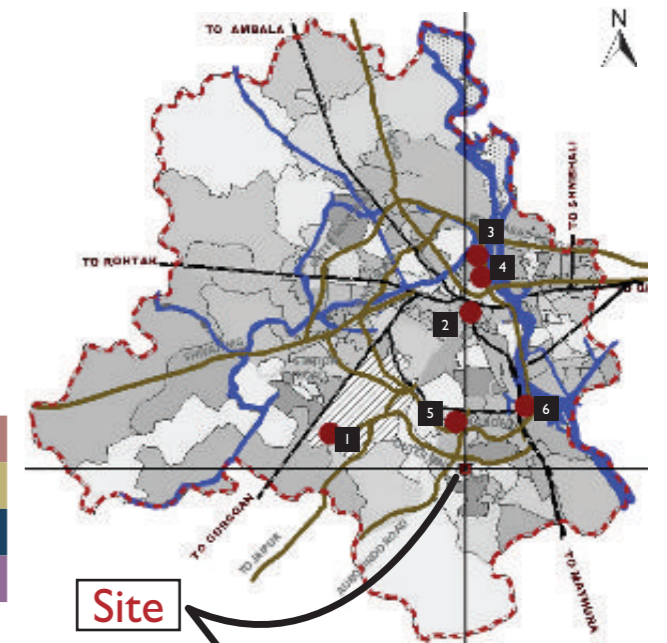
- 1. IGI Airport - 17.0 km
- 2. New Delhi Railway Station - 15.0 km
- 3. ISBT Kashmere Gate - 20.0 km
- 4. Old Delhi Railway Station - 19.0 km
- 5. AIIMS - 07.0 km
- 6. ISBT Sarai Kale Khan - 12.5 km

### 1.5 Area of study under different wards

|                    |          |          |              |
|--------------------|----------|----------|--------------|
| Malviya Nagar      | Ward 161 | 25.22 ha | 62.32 Acres  |
| Village Hauz Rani  | Ward 162 | 96.64 ha | 238.80 Acres |
| Greater Kailash II | Ward 189 | 11.56 ha | 28.56 Acres  |
| Shahpur Jat        | Ward 191 | 67.12 ha | 165.86 Acres |



The rationale of the selected study area is its internal cohesion among different layers of urban development demarcated by major roads and the Satpula Nullah. However administratively, it has four municipal wards, three of which lie mostly outside the study area



Ward Distribution within the site area

## 1.6 Land Use (MDP vs ZDP vs Existing)

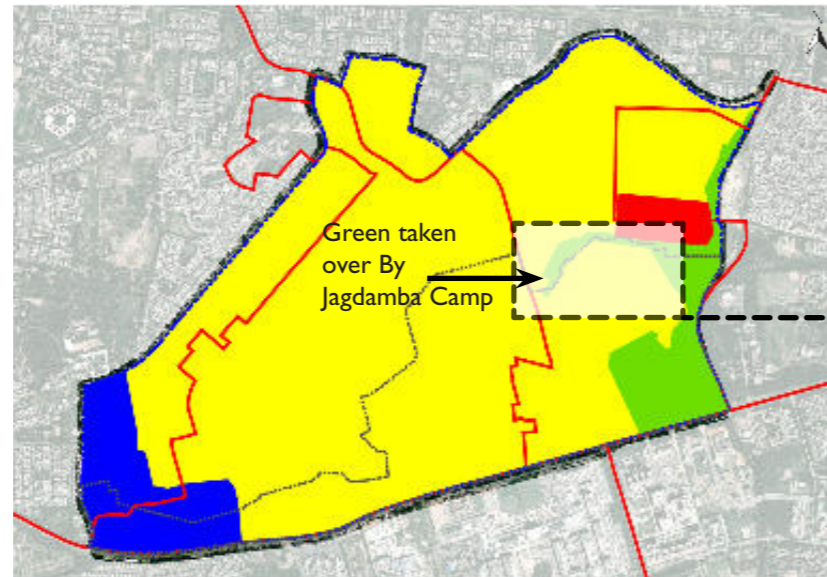
### MPD 2021

According to the Master Plan Delhi 2021 the site area is approximately 84 per cent residential.

The public/semi-public component of land use takes up around 7 per cent of the site area.

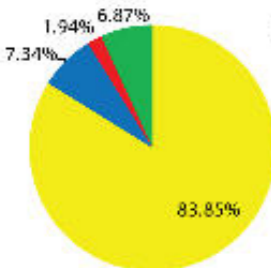
The presence of Khirki Masjid and the green channel south of Sheikh Sarai amounted to almost 7 per cent of green recreational area and commercial was only about 2 per cent.

The MPD gave a broad classification of land use permitted in that area upon which a further Zonal Development Plan was formulated and approved by 8th March 2010.



Land Use Plan of Site According to MPD 2021

Commercial Green Spaces Residential Institutional



Landuse according to MPD 2021

Residential Public Semi Public Commercial Recreational

| S. No | Land Use           | MPD Area (Ha) | MPD Area (Acre) |
|-------|--------------------|---------------|-----------------|
| 1     | Residential        | 168.15        | 415.50          |
| 2     | Public/Semi-public | 14.72         | 36.37           |
| 4     | Recreational       | 13.78         | 34.05           |
| 5     | Total              | 200.54        | 495.54          |

### ZDP - Zone F

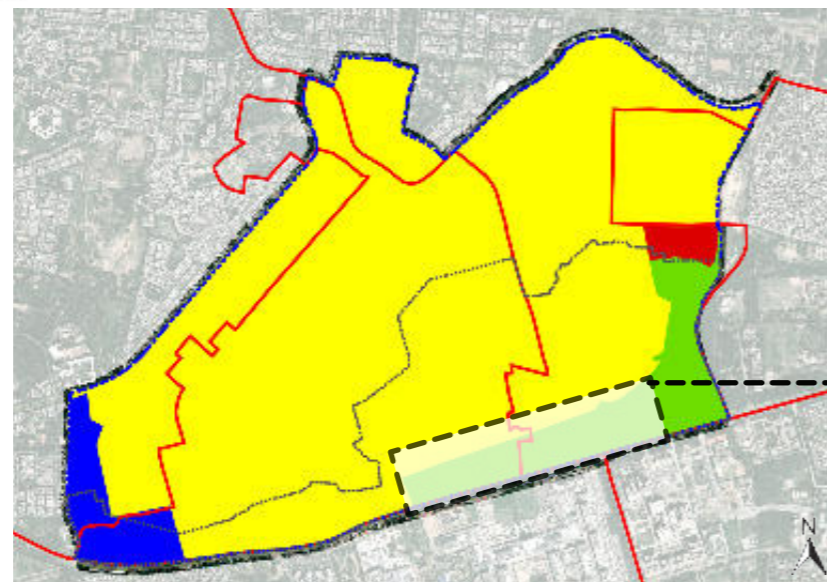
Due to the late development of ZDP, i.e. by 8th March 2010, there were many unforeseen deviations in the land use plan developed by the MPD 2021.

According to the Zonal Development Plan of Zone F the site area was dominated by 86 per cent of residential area.

The public/Semi-public land use observed a decline from 7 per cent to almost 4 per cent. There was a decline in commercial area where it was reduced by almost 1 per cent.

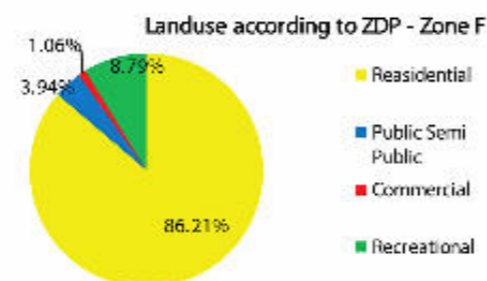
The green recreational area was increased from about 7 per cent to approximately 9 per cent.

The Zonal Development Plan supersedes the Master Plan



Land Use Plan of Site According to ZDP

Commercial Green Spaces Residential Institutional



Landuse according to ZDP - Zone F

Residential Public Semi Public Commercial Recreational

| S. No | Land Use           | ZDP Area (Ha) | ZDP Area (Acre) |
|-------|--------------------|---------------|-----------------|
| 1     | Residential        | 172.88        | 427.19          |
| 2     | Public Semi Public | 7.91          | 19.54           |
| 3     | Commercial         | 2.13          | 5.27            |
| 4     | Recreational       | 17.62         | 43.55           |
| 5     | Total              | 200.54        | 495.54          |

### Differences between MDP and ZDP

Among the apparent difference between the Master Plan and the Zonal Plan in terms of area allocation for different land uses, there is a major difference in terms of location of the green recreation area. According to the Master Plan 2021 the green area located on the south of Sheikh Sarai along with a water channel was notified as a green area but due to the encroachment by Jagdamba Camp slum, it led to the reduction of that green area and a consequent blocking of a natural drainage channel.

In order to compensate for the loss of the green recreational area the Zonal Plan demarcated a green strip north of Press Enclave Road in Khirki Extension. Not being a natural green and due to it being squeezed between a road and a dense habitation, the area failed to serve its intended purpose. The "green area" is reduced to a rubble pile and garbage dumping ground and has become a cattle shed and temporary shack.



Jagdamba Camp Encroaching on Master Plan Green



Nullah and Jagdamba Camp



Jagdamba Camp Community Space



Zonal Recreational Area Rendered Useless

The Zonal recreational area is rendered useless due to it being cut off from the natural eco-zone of the Satpula Nullah, and subsequent degradation into a rubble dumping ground



C&D waste and garbage dump



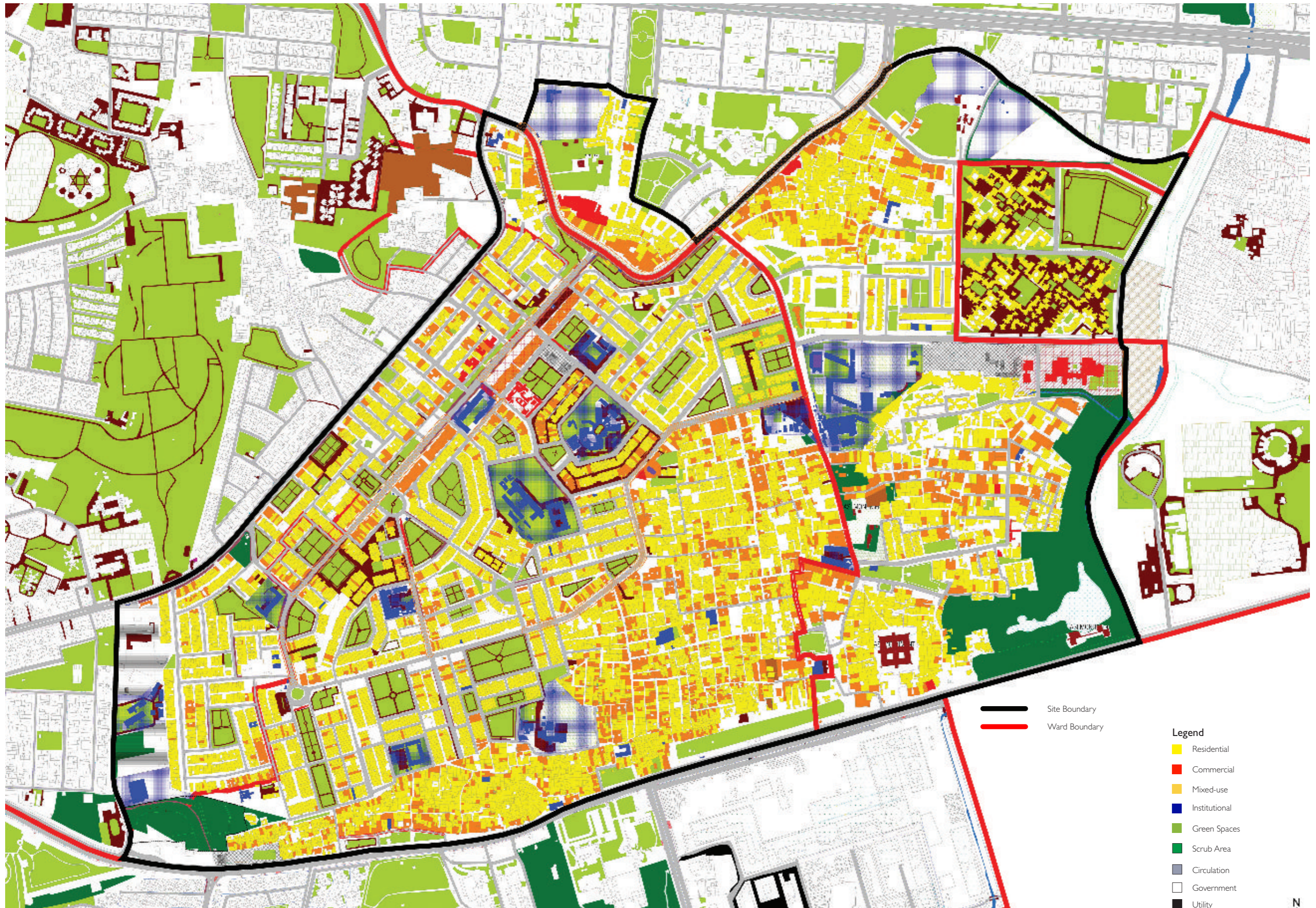
Cattle Shed in Zonal Green

### Existing Land Use

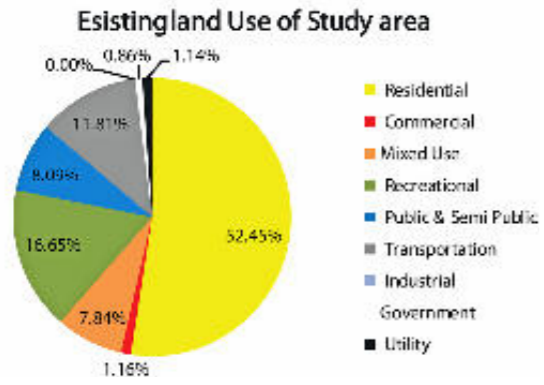
Around Khirki Village and the unauthorized colony of Khirki Extension, the ZDP has accepted the status quo.

There has been an organic evolution of mixed land use as many of the plots and the buildings are used in multiple ways. The ground floor is often commercial and the upper floors are residential in nature.





Land Use Plan of Site in the Existing Scenario



| S. No | LAND USE           | Area (ha) | Area (acres) |
|-------|--------------------|-----------|--------------|
| 1     | Residential        | 105.19    | 259.93       |
| 2     | Commercial         | 2.32      | 5.74         |
| 3     | Mixed-use          | 15.73     | 38.86        |
| 4     | Recreational       | 33.39     | 82.50        |
| 5     | Public/Semi-public | 16.22     | 40.08        |
| 6     | Transportation     | 23.69     | 58.54        |
| 7     | Industrial         | 0.00      | 0.00         |
| 8     | Government         | 1.72      | 4.25         |
| 9     | Utility            | 2.28      | 5.63         |
| 10    | Total              | 200.54    | 495.54       |



Satpula



Satpula Lake Complex



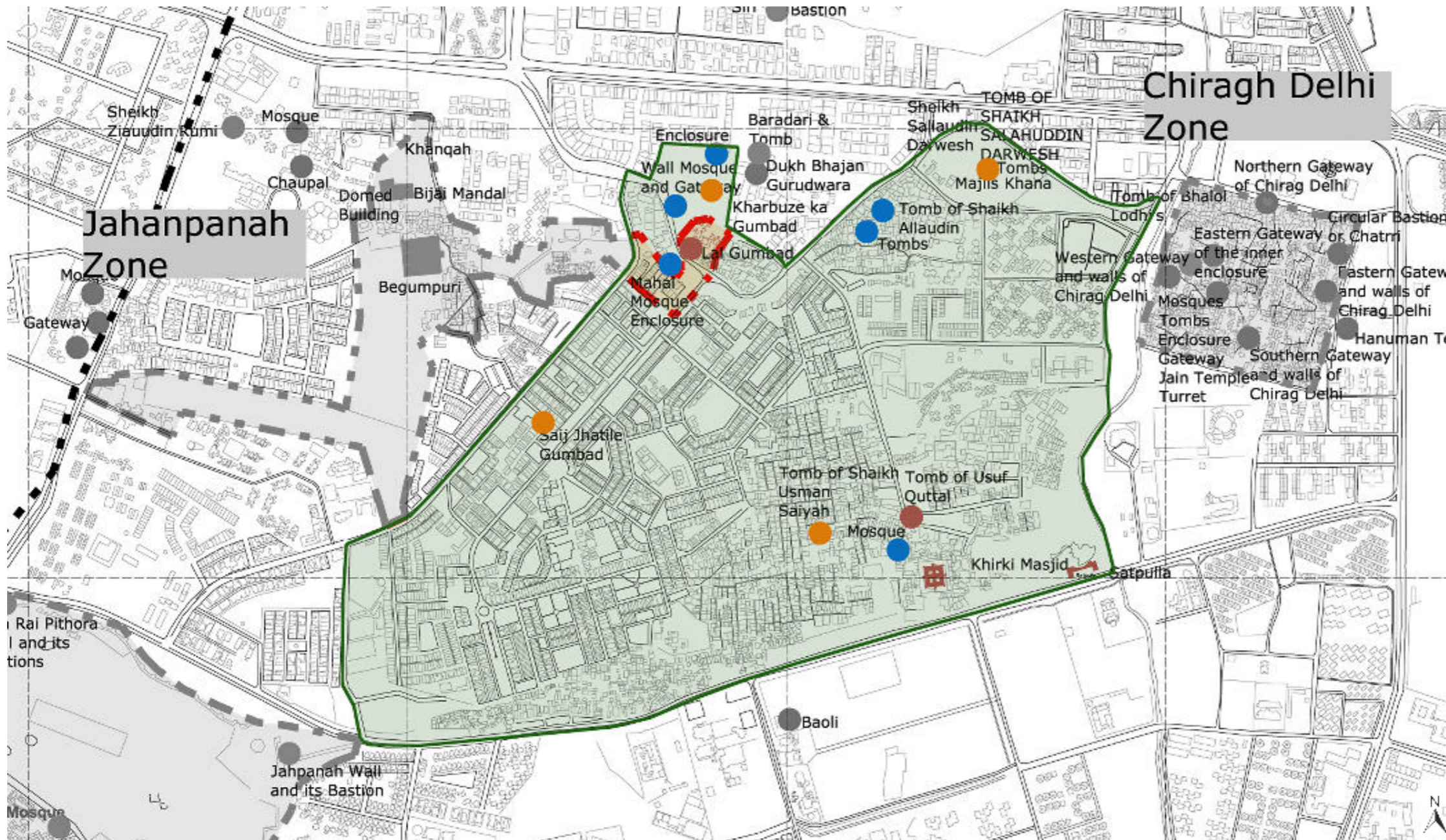
Tomb of Yusuf Qattal



Khirki Masjid

### 1.7 Existing Monuments in the Site

The site area belongs to one of the most monument rich areas of Delhi as it is dotted with as many as 14 identified monuments including the famous Khirki Masjid and the Satpula, along with various other protected and notified monuments which are documented by Archaeological Survey of India, Department of Archaeology, Government of NCT of Delhi and INTACH.



Monuments Map of the Site Area

Source: INTACH Delhi Chapter



Khirki Masjid



### Project Proposal 1: Press Enclave Road

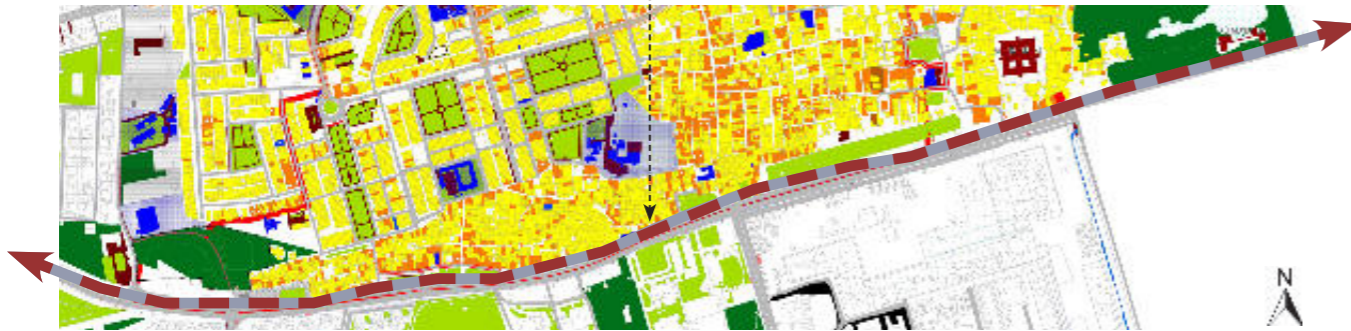
- Press Enclave Road in Existing Context
- The Precincts
- Issues
- Proposals

## 2.1 Press Enclave Road in Existing Context

Press Enclave Road (PER) connects Sri Aurobindo Marg to BRT Corridor. Total length of Press Enclave Road within the site is 2041 m. It lies on the south of the study area and is termed as Primary Collector according to MPD 2021.

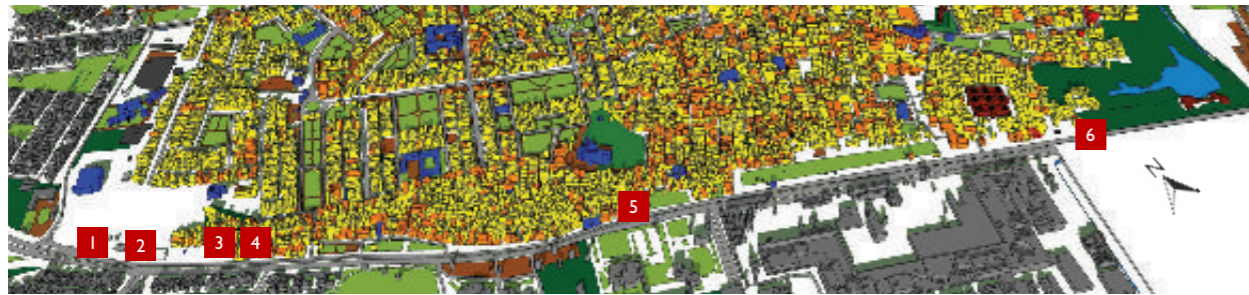


Zonal Development Plan of Zone F-10 indicating PER



According to MPD 2021

- PER is termed as Primary Collector.
- The recommended ROW in existing urban area is 30–40 m.
- Minimum 45 m in the proposed urban extension.
- According to the Zonal Development Plan the prescribed ROW of Press Enclave Road is 45 m.
- In addition to this, a separate cycle track should be provided wherever possible.



View of Press Enclave Road



Malviya Nagar Metro Station



Pottery shops on PER



Traffic congestion on PER



Office of DJB Junior Engineer

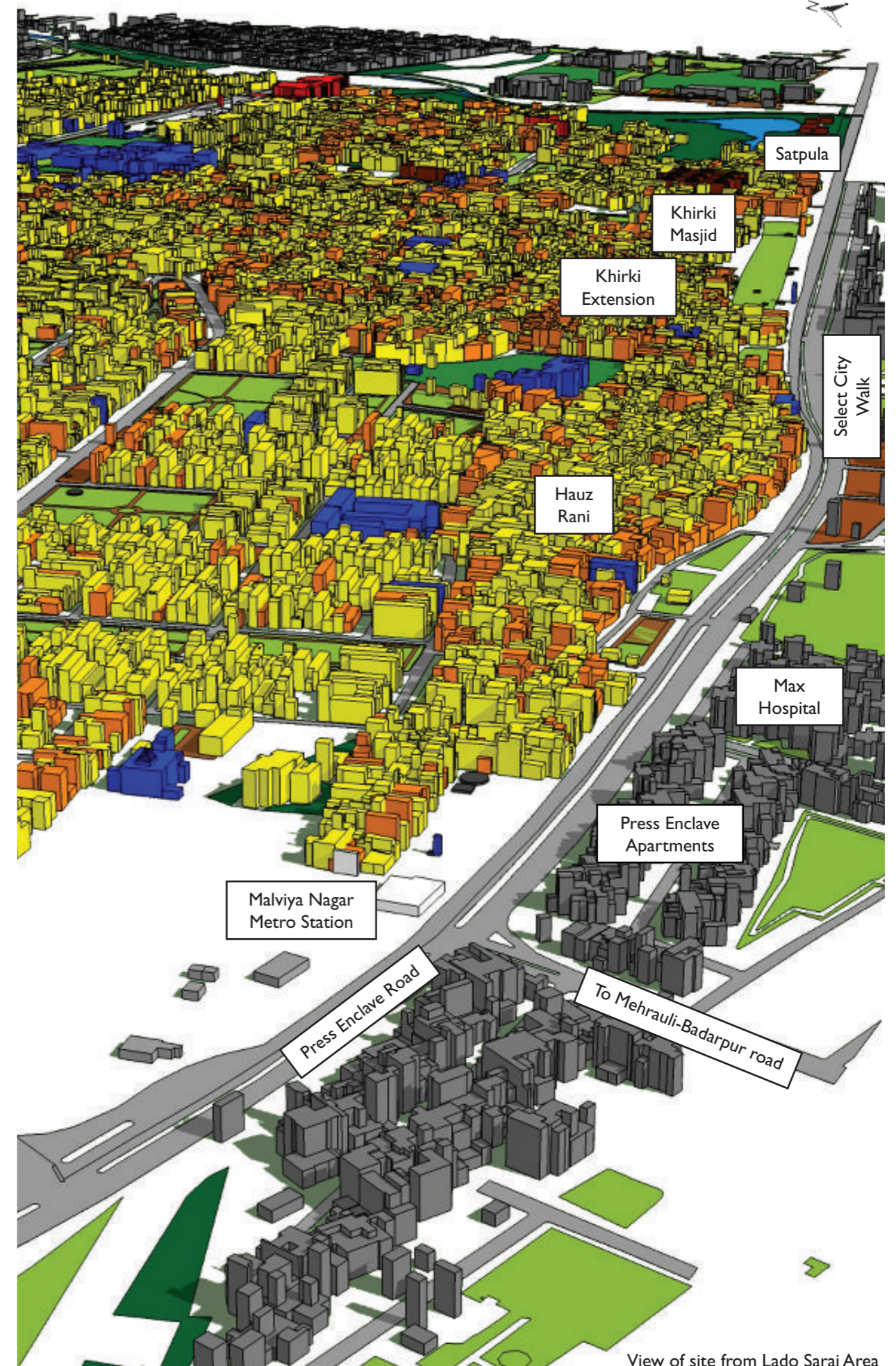


Welding Workshop



Encroachment near Satpula

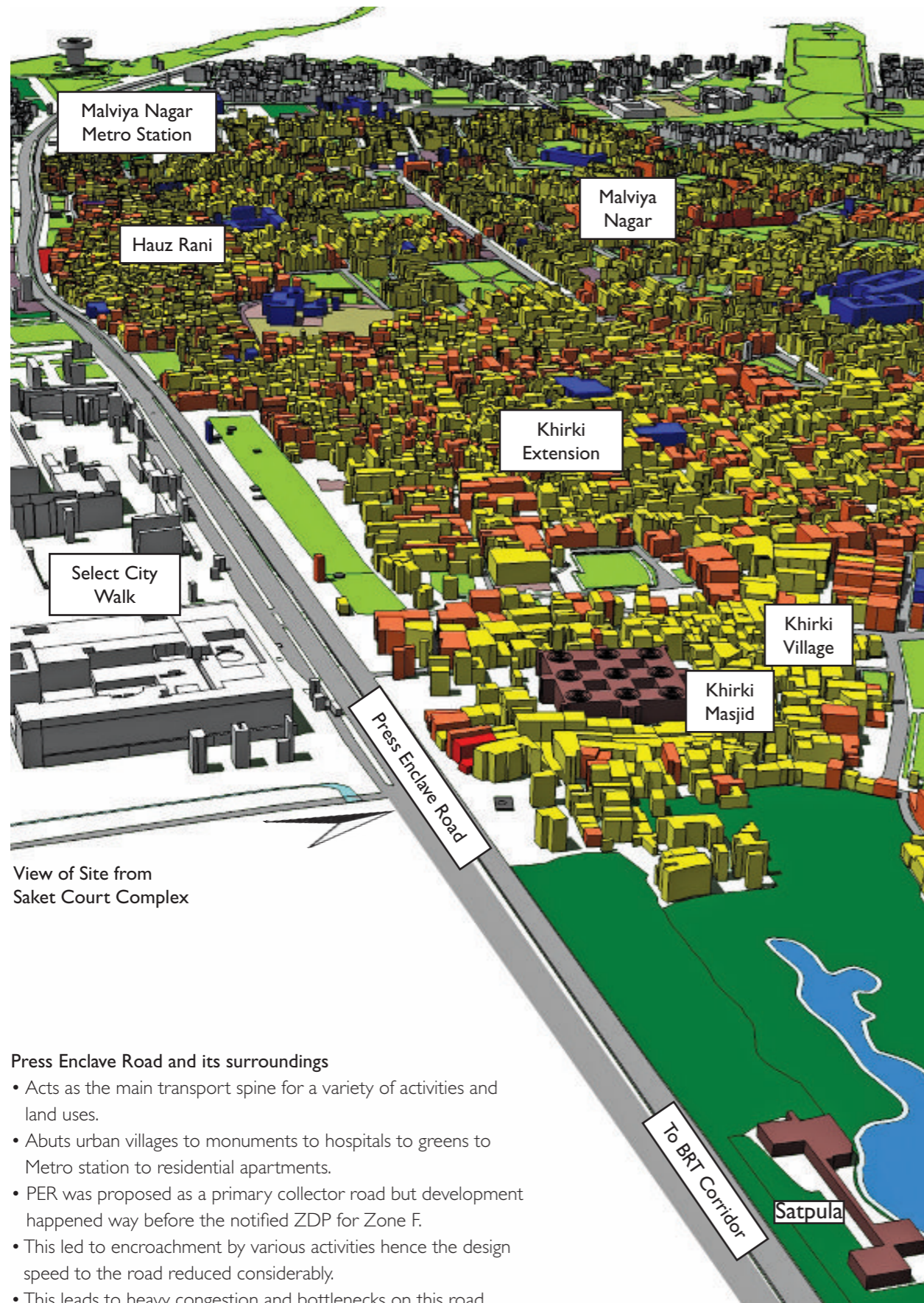
## 2.2 The Precincts



View of site from Lado Sarai Area

**Press Enclave Road: Main Observations**

- Road blockage due to on-road parking by the residents. Lack of space for pedestrians.
- Presence of pottery shops and workshops abutting and spilling on to the road.
- On grade pedestrian crossings near Saket District Centre create an accident prone zone.
- Lack of disaster refuge area/spillover for the dense urban village and unauthorized colony in the event of a disaster.
- Evident misuse of ZDP green near Khirki Village rendering it useless for the residents.



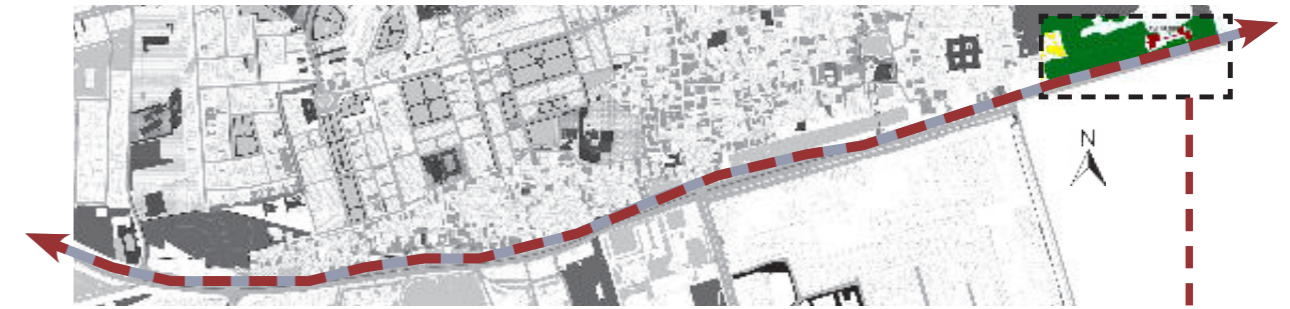
View of Site from Saket Court Complex

**Press Enclave Road and its surroundings**

- Acts as the main transport spine for a variety of activities and land uses.
- Abuts urban villages to monuments to hospitals to greens to Metro station to residential apartments.
- PER was proposed as a primary collector road but development happened way before the notified ZDP for Zone F.
- This led to encroachment by various activities hence the design speed to the road reduced considerably.
- This leads to heavy congestion and bottlenecks on this road.

**2.3 Issues**

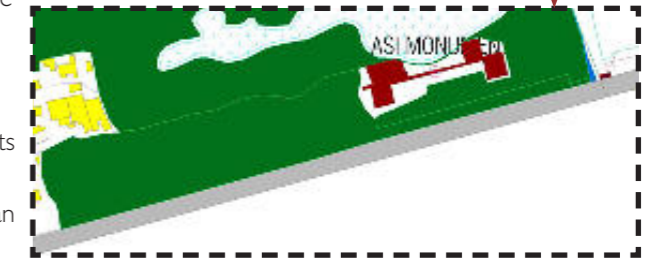
**2.3.1 Pedestrian Encroachment near Satpula**



Press Enclave Road

**Issues**

- The pedestrian walkway near the Satpula is unutilized due to presence of garbage and construction and demolition waste.
- Presence of parked cars by the residents of Khirki village and Panchsheel Vihar on the pavement walkway obstructs the walkway.
- The daily wage labourers have squatted on the pedestrian paths with their temporary housing structures.



1. Encroachment on the Pedestrian Walkway



2. Unusable shaded pedestrian pathways near Satpula.



3. Dumping of C&D waste on Pedestrian Walkway

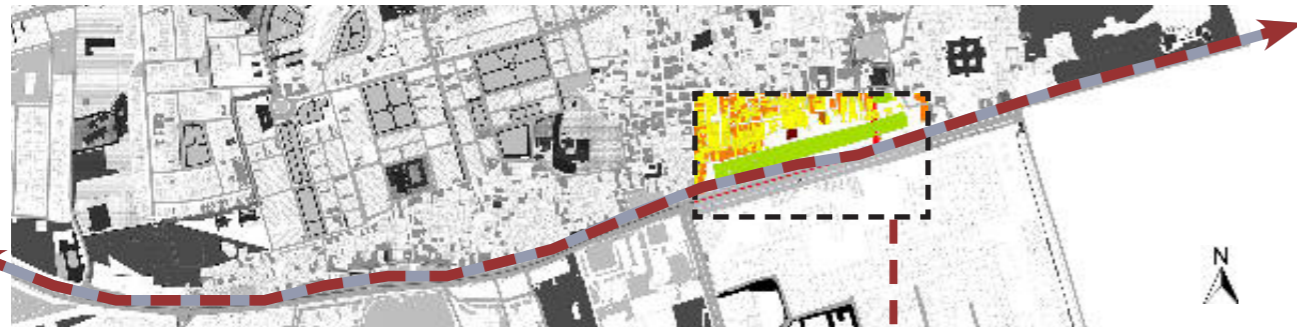


4. Garbage Dumping near Satpula



5. Encroachment on pedestrian walkway by local vehicular parking

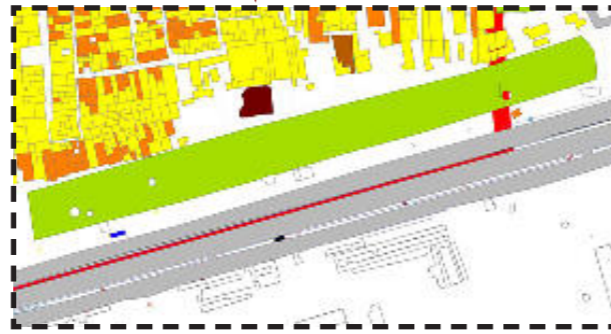
### 2.3.2 Misuse of ZDP Green near Khirki Village



Press Enclave Road

#### Issues

- The ZDP designated this area as a green strip in continuation of the green originating from Satpula.
- Presently the continuity of the green strip is disrupted by Khirki Village.
- The green strip is a health hazard and a waste dumping yard of construction and demolition waste.
- The open space serves no purpose to the adjacent dense Khirki Village and Khirki Extension.
- This designated green is now subjected to encroachment and is used as a cattle shed and livestock handling area.



- Critical misuse and abuse of Zonal Development Plan designated green area
- Green area of almost 1.8 ha is rendered useless for the residents of the area



1. Vehicular parking leading to lack of pedestrian space

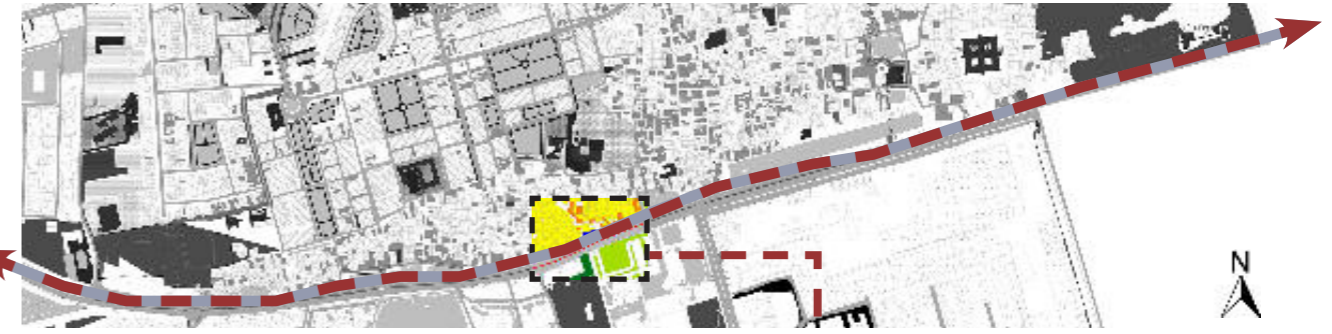


2. Encroachment and garbage dumping in ZDP green



3. Dumping of C&D waste and misuse of ZDP green

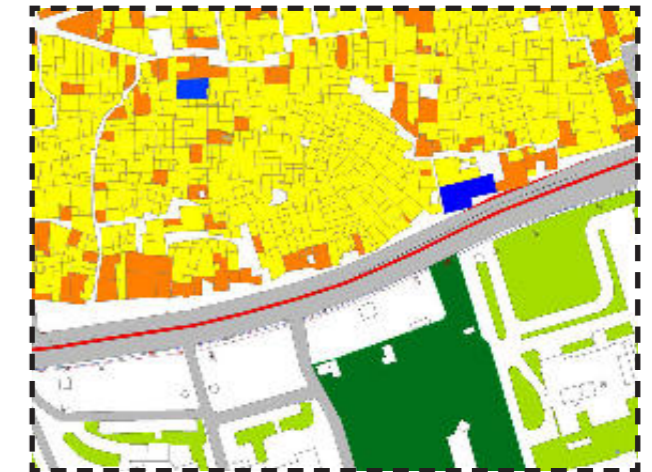
### 2.3.3 ROW encroachment near Hauz Rani



Press Enclave Road

#### Issues

- Due to congestion the average speed of traffic is much lesser than the design speed.
- The on-grade pedestrian crossing makes it accident prone.
- Removal of illegal shops/structures have been difficult.
- Fragmented walkways discourage the movement of pedestrians.
- Street parking by the residents adds to the traffic congestion.
- Ill-placed street furniture is more obstructive than being a convenience.
- Lack of garbage disposal leads to spilling of filth on the road and walkways.



- According to ZDP the ROW prescribed is 45m
- But encroachment has reduced of ROW to 18–20 m
- At some places there's only one usable lane.



1. Congestion on Press Enclave Road



2. Ill-placed street furniture

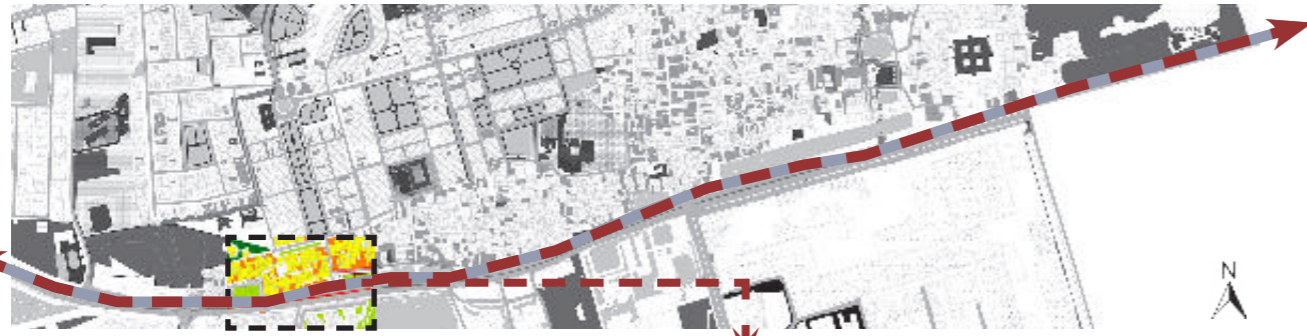


3. ROW reduction to a single lane near Hauz Rani



4. Encroachment by hawkers on pedestrian paths

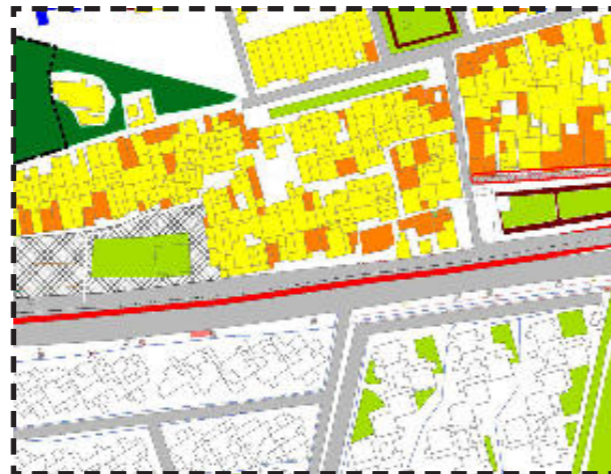
### 2.3.4 Encroachment by pottery and other shops near Metro station



Press Enclave Road

#### Issues

- The pottery shopkeepers have shops on the ground floor and live in the upper floor in deteriorated conditions.
- The cars parked in-front of these shops are a major source of roadblocks in this stretch.
- The welding workshops handle their waste very poorly, creating hazardous situations for the passing pedestrians.
- The waste sorting shops also generate a large amount of garbage which is left lying on the road and the walkway.



- The pedestrian path is obstructed by the pottery items on display.
- Roadblocks due to customer parking.
- Scrap sorting shops also create a nuisance.



1. Customer vehicles blocking the pedestrian paths



2. Pottery shops



3. Repairing and welding shop

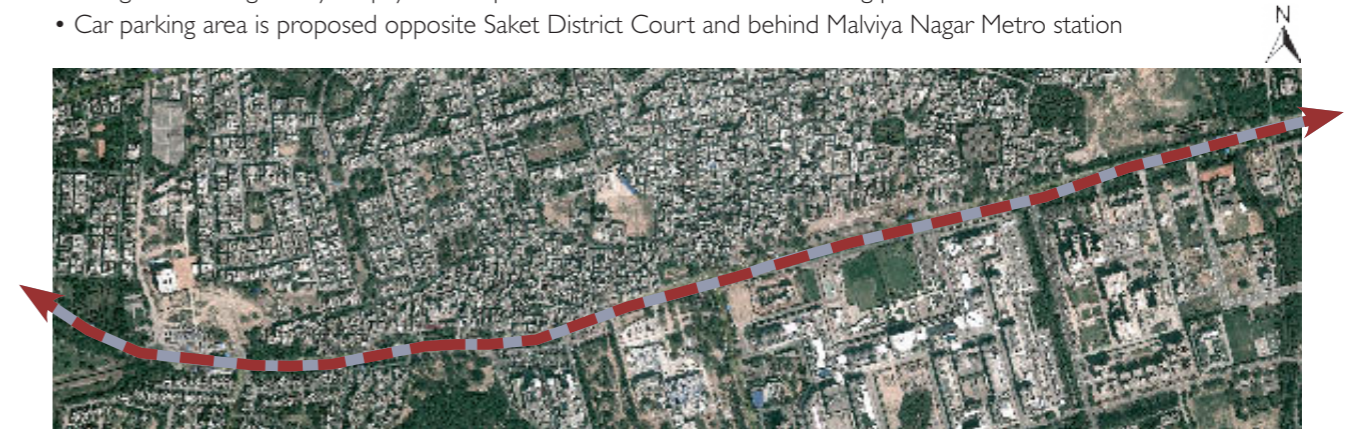


4. Scrap and waste littered on the road and pedestrian path

## 2.4 Proposals

### 2.4.1 Overview of Proposals at PER

- Total length of Press Enclave Road within the site is 2041 m.
- Despite being notified as a 45 m ROW, encroachment has reduced the ROW to 18–20 m on an average.
- In purview of the above points, it is proposed that PER should be designed as a limited motor vehicular movement corridor while maximizing the space for pedestrian movement.
- Design speed is 20 km/hr
- This is the CHAMPS ELYSEE of New Delhi – thus it is a social and cultural hub.
- On account of the special pedestrian nature of this road and the strong public transport service, a 25 m wide ROW motorized traffic is proposed.
- Congestion charges may be payable for private motorcars in the area during peak hours.
- Car parking area is proposed opposite Saket District Court and behind Malviya Nagar Metro station



Satellite image of Press Enclave Road

### 2.4.2 Proposals for PER

- Realignment and Restructuring of Press Enclave Road
- Conversion of ZDP Green to Public/Semi-public Use

#### 2.4.2.1 Realignment and Restructuring of Press Enclave Road

##### Option 1: 45m ROW

- Road widening is not possible in this context as it is an existing urban area.

#### Different ROW Options for PER

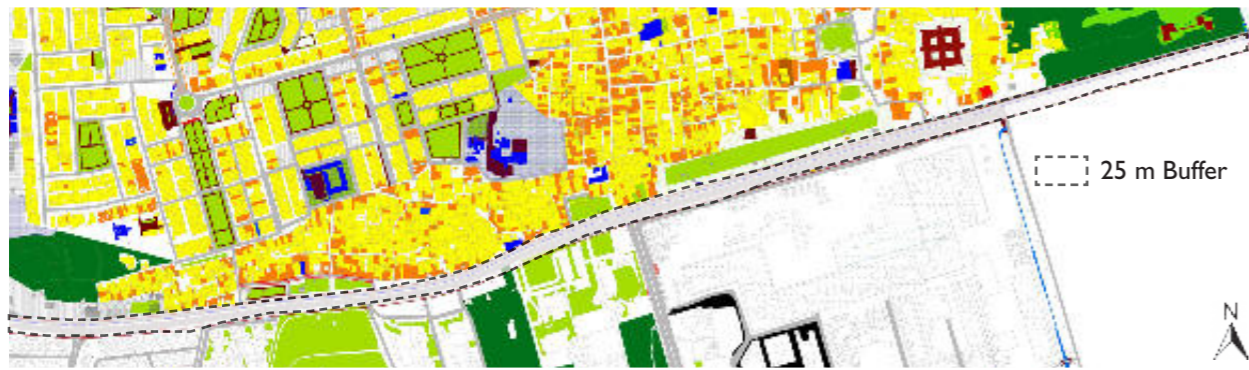


PER with 45 m ROW and Existing Median

#### ROW = 45 m & Median: Existing

- Around 70-80 houses & shops will face demolition.
- 1 religious structure will be demolished.
- Apartment setback will be claimed.
- Landscape area will be claimed

- Land from 3 parks in Hauz Rani area will be claimed.
- There will be lots of political resistance to carry out this plan.
- Beneficial only for vehicular traffic.
- Hawkers will be placed at regular intervals on the new pedestrian path.



PER with 25 m ROW

Option 2: ROW of 25 m with re-aligned median

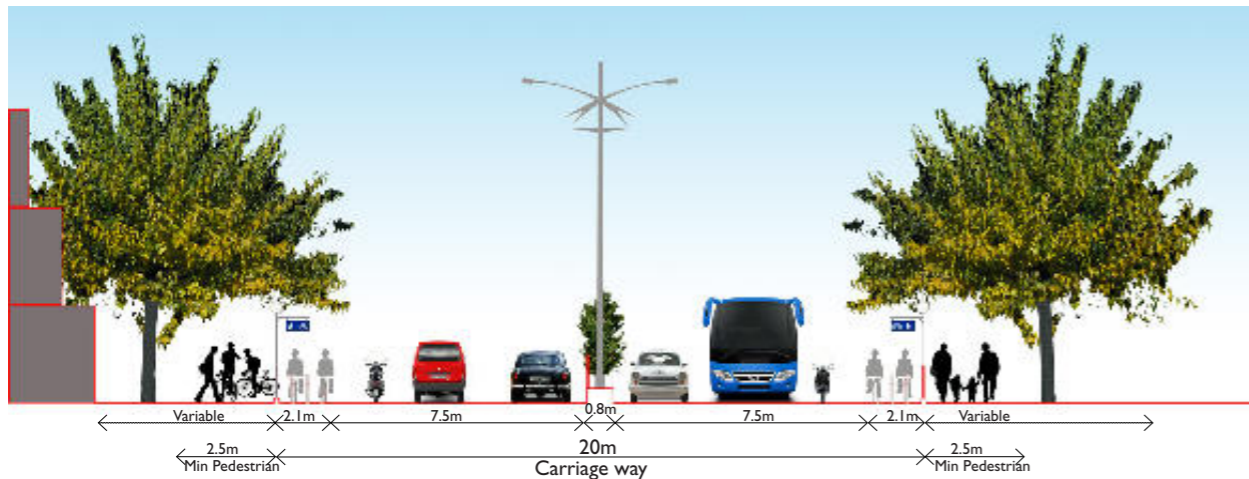
ROW = 25 m & Median: Realigned

- Land from setback will be claimed.
- Open land from hospital will be claimed for pavements
- Cycle Lanes incorporated

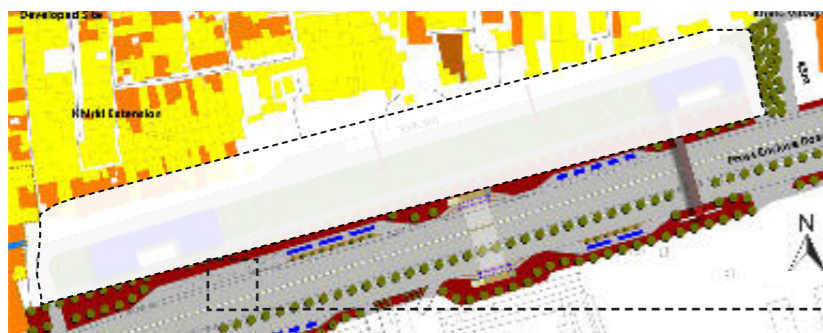
- No political resistance to carry out this plan.
- Beneficial for pedestrian movement with extended width wherever available.
- Vehicular traffic flow maintained equivalent to the flow capacity of function of traffic lights along PER

THIS IS A FEASIBLE AND ECONOMIC SOLUTION LEADING TO REGENERATION OF DESIRABLE URBAN SPACE.

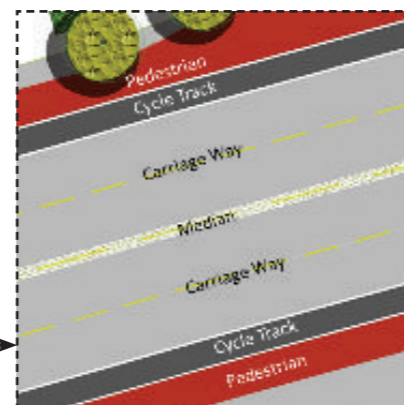
Proposed Road Section of PER



Road Section of PER indicating different components



Blow-up of PER to show details of the subdivisions



- The main emphasis has been given to the pedestrian movement.
- The vehicular traffic has to be provided with 4 lanes with unrestricted flow of movement.

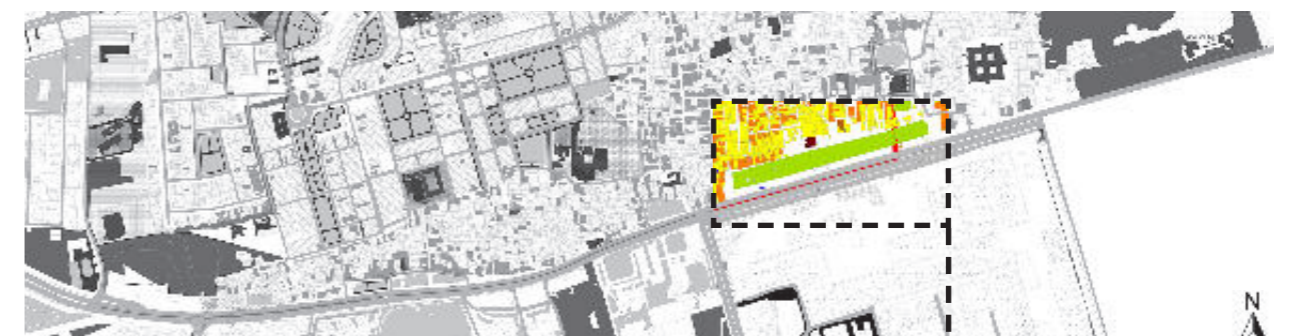
Road Section View



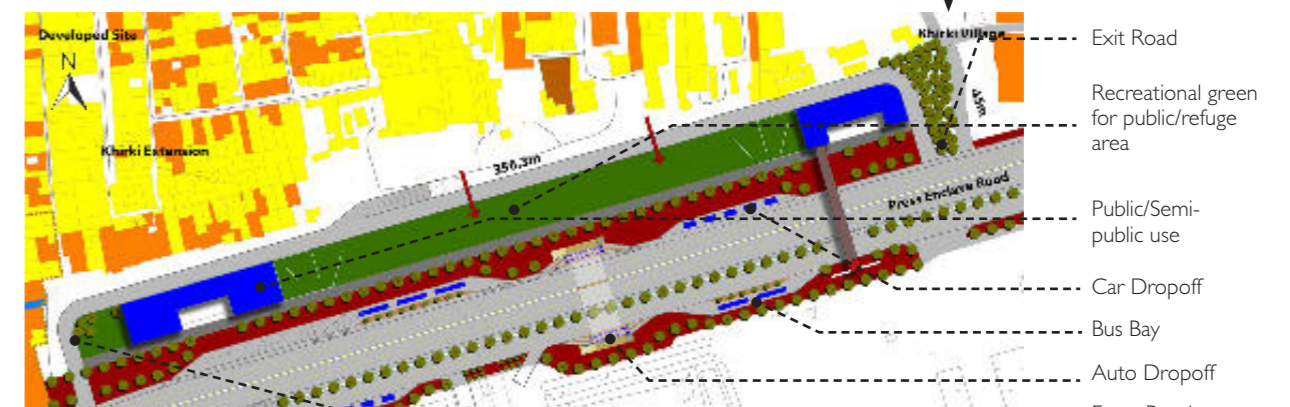
2.4.2.2 Conversion of ZDP Green to Public/Semi-public Use

Proposal

- This designated ZDP green is reclaimed as Public/Semi-public
- As per the Master Plan this space was designated for residential land use.
- It is proposed to convert this to Public/Semi-public use so as to serve the pressing needs of the populations of Khirki Village, Khirki Extension and Malviya Nagar.
- The soft natural green area is proposed to be recovered along the drainage tributary presently blocked by Jagdamba Camp slum to form a contiguous green recreational zone with the proposed Satpula Lake complex.
- The built form should strictly be G+1 structure with green roof, recreational and foodcourt roofs which are low cost and affordable.
- Provide pedestrian access from Khirki Extension towards the newly proposed Public/Semi-public space along Press Enclave Road.

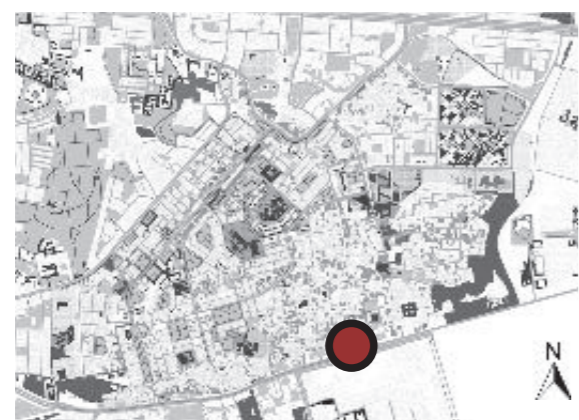
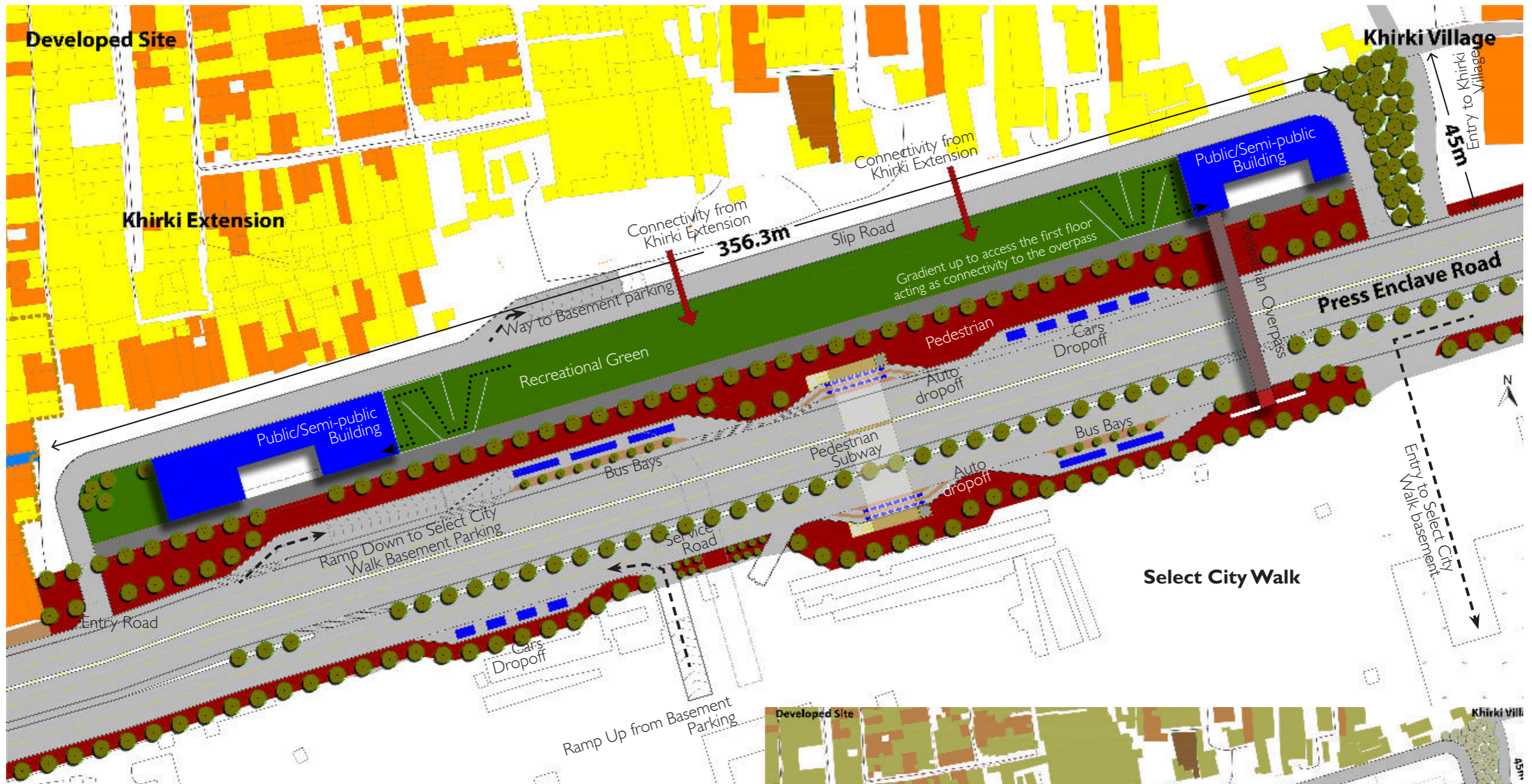


PER with ZDP Green



Proposed Public/Semi-public Building replacing the ZDP Green



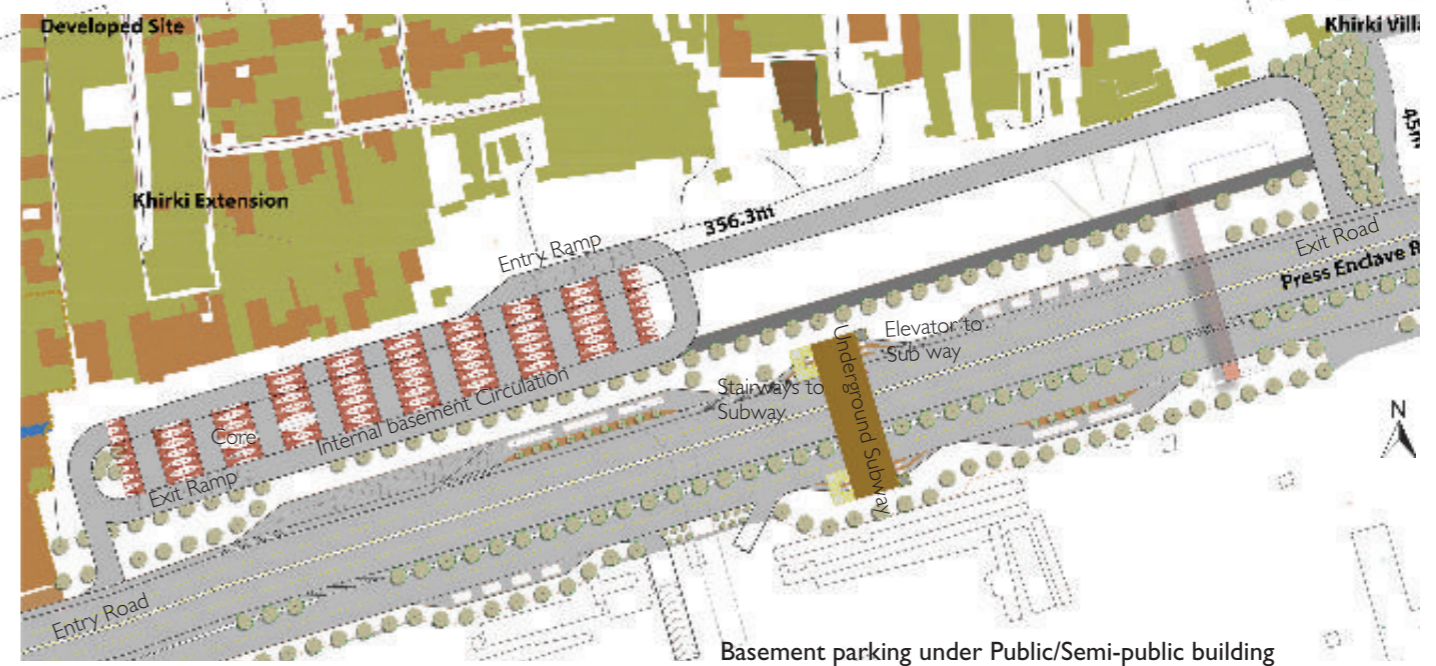


- Location of basement parking with context to the whole site
- Catchment area of the basement parking (400-500 m radius)

Key map for the basement catchment area

**Basement capacity**

- No of Cars: 132
- Total Area: 4554.18 sq m
- Number of Ramps: 2
- Number of Cores: 2

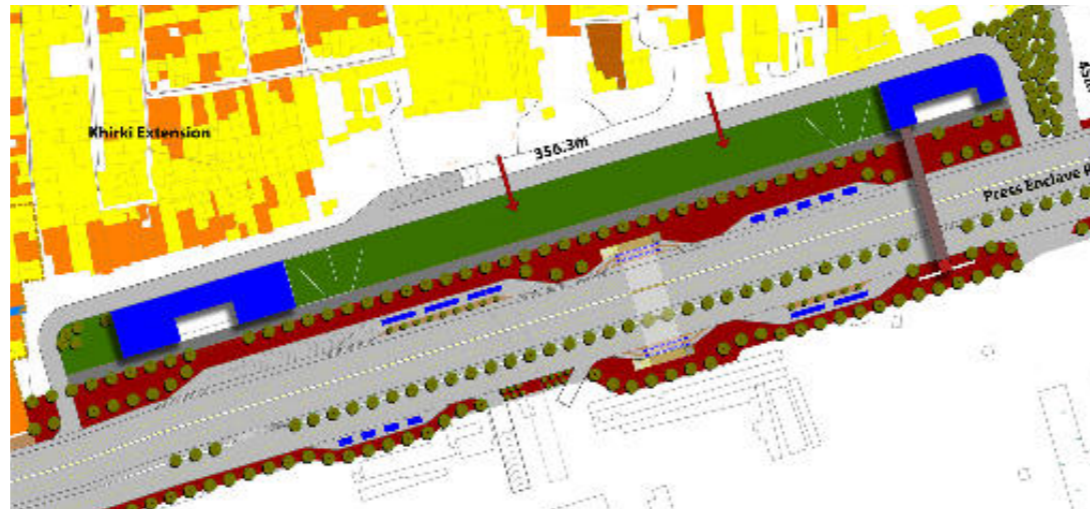
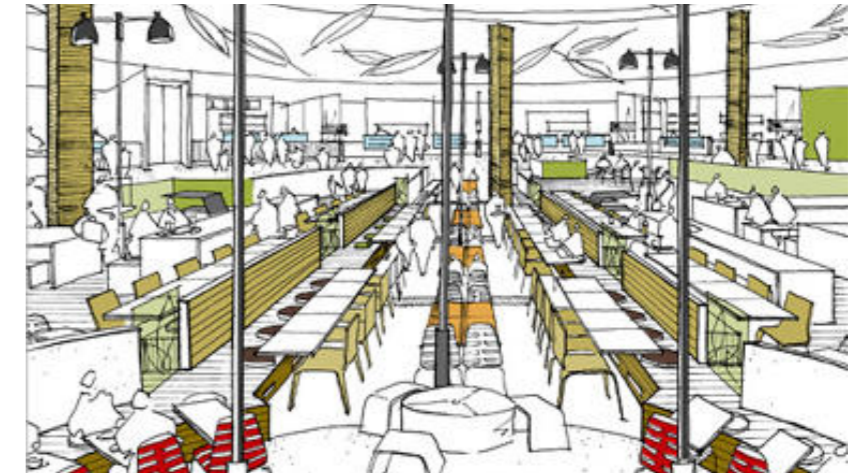


Basement parking under Public/Semi-public building

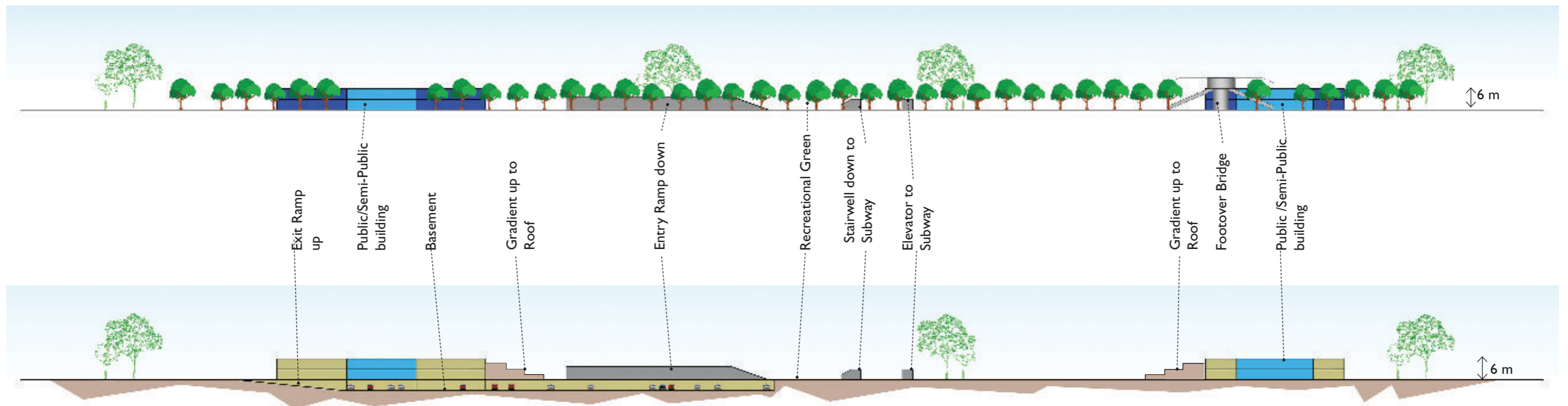
Use of the Semi-Public Building Roof

- The roof of the building will be utilized as a green roof.
- The terrace area will also be utilized as an affordable foodcourt which will serve as an alternative to the residents of Khirki Extension and Khirki Village.
- The area will also be used for solar harvesting by covering the canopies and the shades with photovoltaic cells which will in turn meet the electrical needs of the building.

The examples of green roof with foodcourts



Elevation of the building from Press Enclave Road

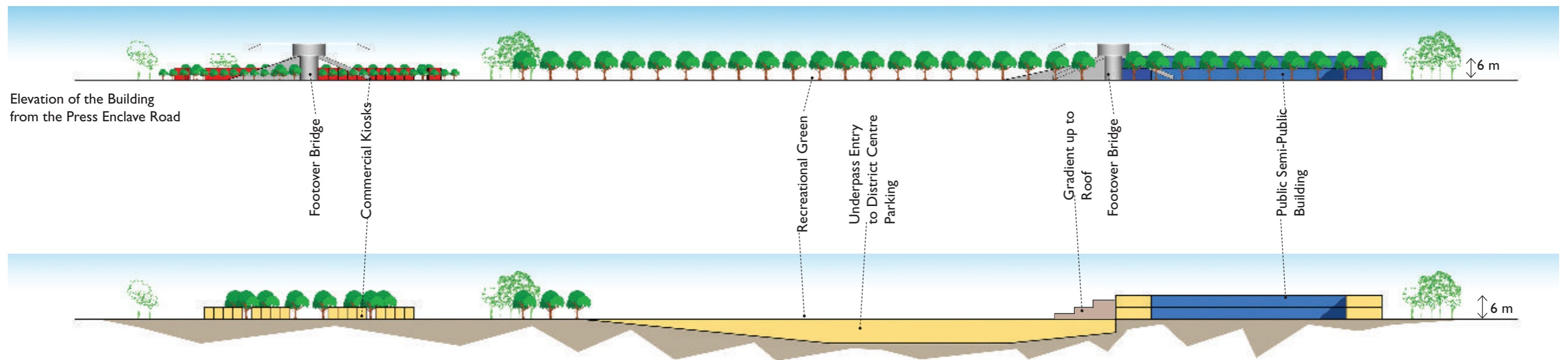
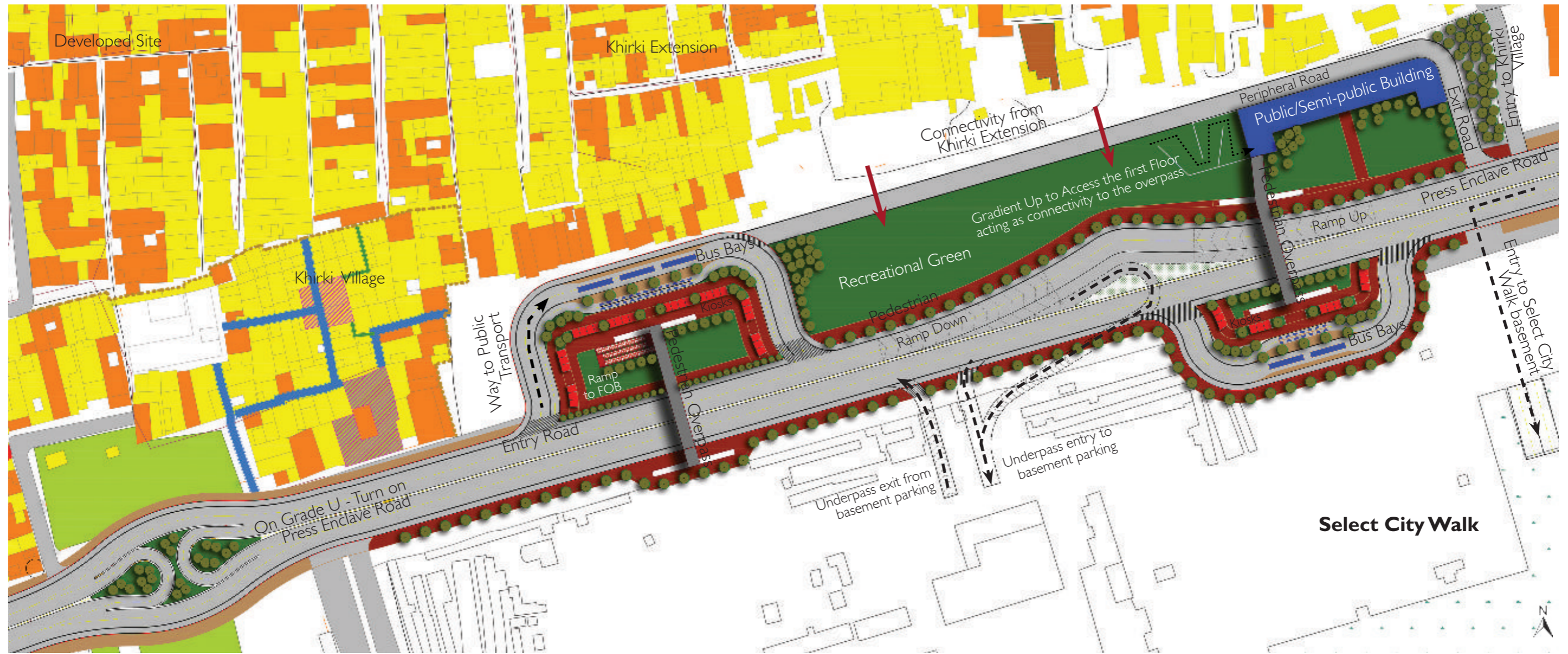


Section of the Site



- The outgoing traffic emerging from the basement of Select City Walk will take the road to the back of District Centre through Mandir Marg and finally meet Press Enclave Road through Saket Court Complex leading to Lal Bahadur Shastri Marg (BRT Corridor)
- The rear side road of District Centre and the Saket Court Complex Road will be widened and cleared of the existing obstacles so as to provide a smooth movement to the vehicles from the parking lots of the District Centre, Saket
- The Existing U – Turns near Saket District Centre will be stopped so that the movement on Press Enclave Road is smooth.
- The vehicles coming from Aurobindo Marg to District Centre, Saket, will take the ramp down to the basement parking of the District Centre for a smooth transgress.

- Traffic Movement To & Fro from District Centre Basement Parking
- Traffic Movement from Aurobindo Marg to BRT Corridor
- Traffic Movement from Aurobindo Marg to Basement Parking of District Centre, Saket



Section of the Site



District Centre, Saket

- The traffic coming from Aurobindo Marg towards District Centre, Saket, will take the ramp down and underpass entry to the basement parking of the District Centre.
- The traffic coming from BRT Corridor towards the District Centre will take the basement entry on the left-hand side of the Press Enclave Road.
- The public transport is recessed into the site on both sides of the Press Enclave Road so that the thoroughfare for the non-stop traffic is unobstructed.
- The vehicles coming out from the basement parking of the District Centre and from Mandir Marg will take the ongrade U-Turn to go towards the BRT Corridor.
- The intersection at Mandir Marg is non-signalized and obstruction free for vehicles
- The U-Turn near the District Court, Saket, intersection is stopped

- Traffic Movement To & Fro from District Centre Parking and Press Enclave Road
- Traffic Movement from Aurobindo Marg to BRT Corridor
- Traffic Movement from Press Enclave Road to Basement Parking of District Centre, Saket
- Traffic Movement using a U-Turn on Press Enclave Road

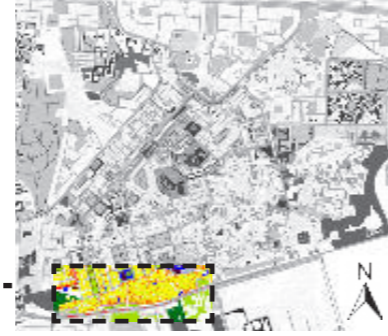


## Project Proposal 2: Hauz Rani

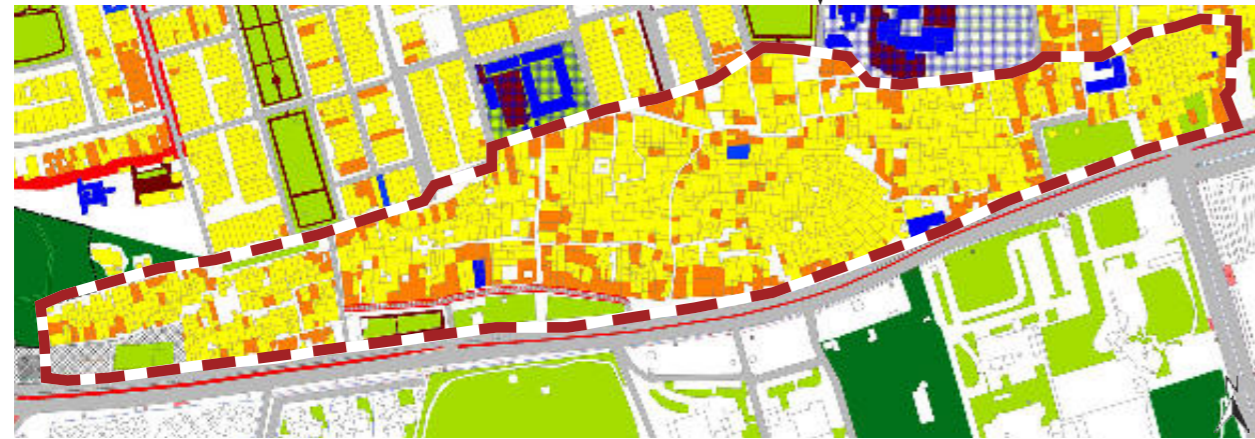
- Existing Scenario
- Issues
- Hauz Rani Internal Street Study & Proposal
- Hauz Rani Internal Street Layout

### 3.1 Existing Scenario

- Hauz Rani Village is approximately 800 years old, and is now an urban village on the north of Press Enclave Road.
- Narrow lanes, bad housing conditions, lack of light and ventilation are among the key problems of the village.
- The strategic location of the village and the comparative cheaper rental values have led to the overcrowding of Hauz Rani.
- Lack of monitoring by the developmental authorities has also led to the haphazard growth in the area leading to both horizontal and vertical extensions of the buildings.



Malviya Nagar site indicating Hauz Rani



Hauz Rani Village

--- Hauz Rani Village Boundary

#### Hauz Rani: Existing Scenario

- Lack of open spaces, community space.
- Bad housing conditions dominate the urban village.
- Narrow lanes and multi-utilization of streets lead to congestion.
- Vulnerable to any disastrous situation.
- Movement & parking of two-wheelers in the narrow streets.
- Many hazardous small-scale industries present in the area.
- Inadequate sanitation and water supply in the area.



View of Hauz Rani



Entry to Hauz Rani



Dilapidated structures and overhanging wiring



Narrow approach



Underdeveloped property near Badi Masjid



Workshops in Hauz Rani



Car repair shops creating congestion



Open area at the eastern edge of Hauz Rani



Hauz Rani expanding into ZPD green at northeastern edge

### 3.2 Issues

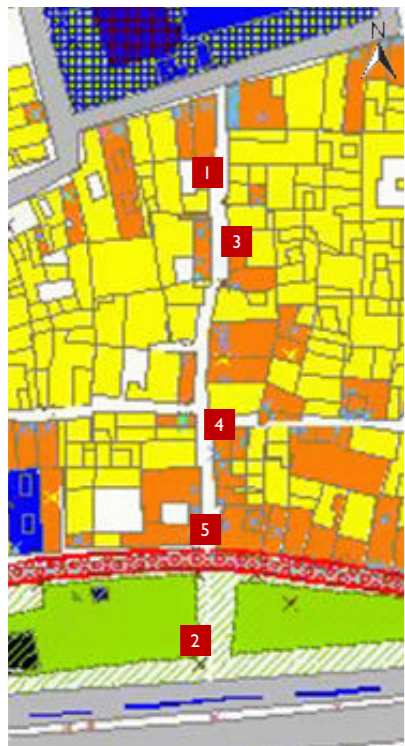


Hauz Rani Village: Areas that were inspected in detail

### 3.2.1 Badi Masjid Street

#### Hauz Rani: Internal Streets

- Very narrow internal lanes with two-wheelers parked, leave hardly any space for people to walk.
- Dilapidated structures scattered in village have good potential for new community spaces.
- Overhanging balconies on the street space lead to very low daylight penetration.
- Limited access to surrounding green areas.
- Hazardous small-scale industries in the area are health risk for the population.



The condition of internal streets in the urban village is deteriorating and there is urgent need to upgrade them.



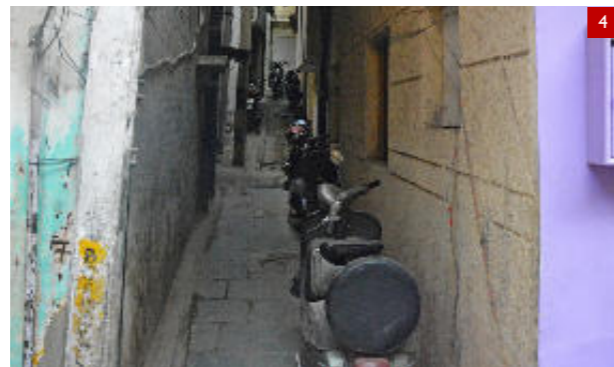
1 Dilapidated structure in Hauz Rani



2 Illegal parking by residents near Haji Park



3 Hazardous workshops operating in Hauz Rani

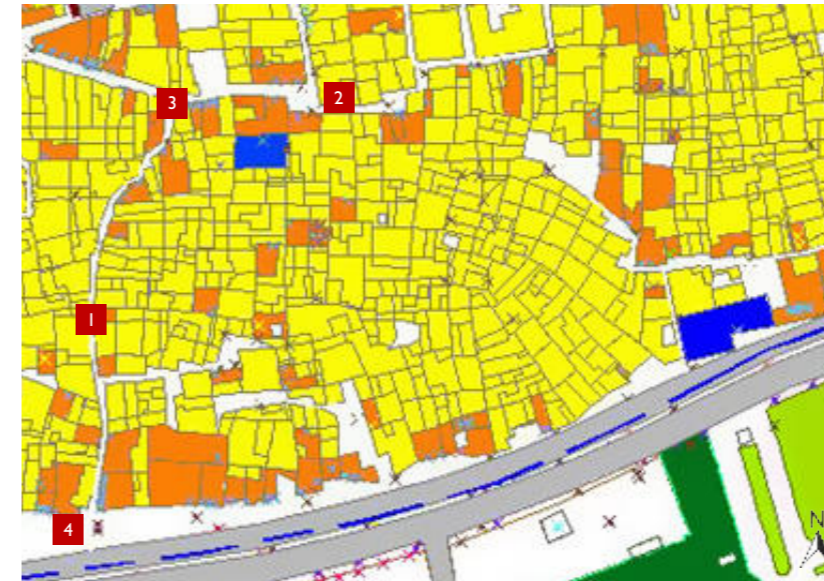


4 Narrow lanes in Hauz Rani blocked by two-wheeler parking



5 Lack of light and ventilation due to building projections and balconies

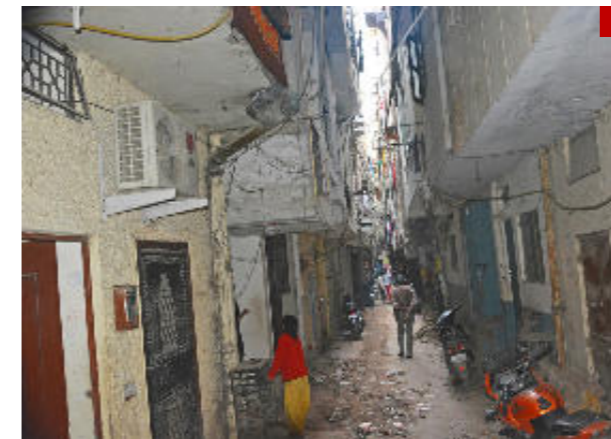
### 3.2.2 Interior Hauz Rani



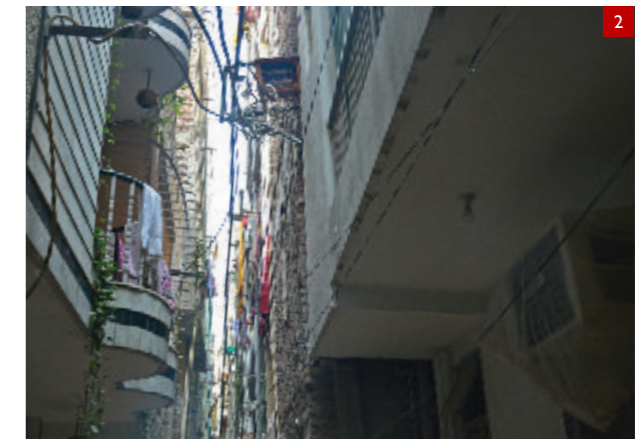
- There is lack of community spaces/ refuge areas in the village.
- Services like fire brigades, ambulances are impossible to reach inside Hauz Rani within the existing scenario.
- This can be dangerous in an event of a disaster.

#### Hauz Rani: Refuge areas & Community spaces

- The width of the streets are insufficient for any medical emergency evacuation.
- Similarly, in case of any calamity, there are high chances of chaos and fatalities.
- Flouting of setback guidelines can also lead to amplification of natural calamity due to the domino's effect.
- Lack of open grounds and community spaces can lead to flash crowding which otherwise could have been used as refuge areas or spillover spaces.
- Entry & parking of four-wheelers is a major addition to congestion in Hauz Rani.



1 Bad condition of streets inside Hauz Rani



2 Lack of light and ventilation



3 On-street parking creates congestion



4 Insufficient road width creates congestion at entry



### 3.3 Haуз Rani Internal Street Study & Proposal

#### 3.3.1 Existing



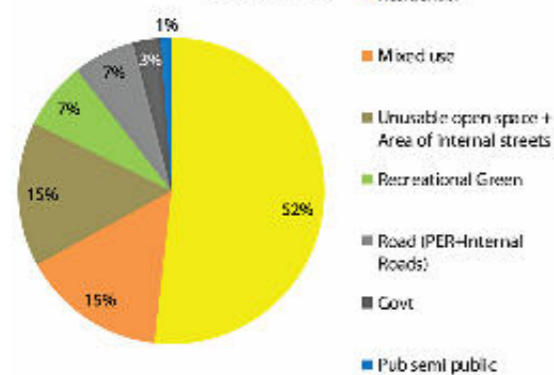
Hauз Rani Village --- Hauз Rani Village Boundary

#### Master Plan requirements for street widening

- The street pattern in residential areas is proposed to be restructured with linkages from Metro station.
- The minimum road width and prioritizing of road widening are dictated by fire and other management criteria.
- Common facilities shall be located with linkages to pedestrian roads and Metro station.

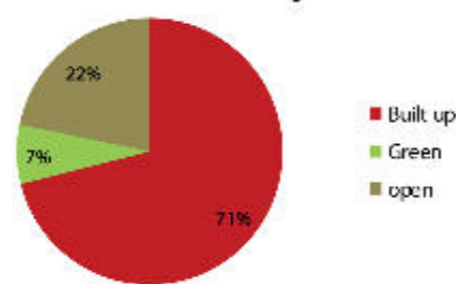
| S. No. | Length of street (m) | Minimum street width requirement (m) |
|--------|----------------------|--------------------------------------|
| 1      | >50                  | 4.5                                  |
| 2      | 30 - 50              | 3                                    |
| 3      | <30                  | 1.5                                  |

Hauз Rani Land-use before street widening



| S. No. | Land use                                       | Area (Sq m) |
|--------|--|-------------|
| 1      | Residential                                    | 51813.15    |
| 2      | Mixed-use                                      | 15258.74    |
| 3      | Unusable open space + Area of internal streets | 15245.79    |
| 4      | Recreational Green                             | 7186.12     |
| 5      | Road (PER+Internal Roads)                      | 6527.89     |
| 6      | Government                                     | 2952.79     |
| 7      | Public/Semi-public                             | 1103.81     |
| 8      | Total  | 100088.28   |

Hauз Rani Land-Utilization before street widening



| S. No. | Land Utilization | Area (Sq m) |
|--------|------------------|-------------|
| 1      | Built up         | 71128.48    |
| 2      | Green            | 7186.12     |
| 3      | Open             | 21773.68    |
| 4      | Total            | 100088.28   |

#### Improvement Strategy:

- Complete pedestrianization of Haуз Rani is required.
- Identify streets for emergency vehicular access.
- The ambulances and fire tenders should be of specific design and sizes suitable to the street widths.
- Identify underdeveloped plots for acquisition to provide community spaces and refuge areas.
- Prepare incentive & compensation schemes for relocation/ properties required to be removed for emergency movement.
- Pedestrian access to Malviya Nagar Metro Gate No 3 should be reinstated.

#### 3.3.1 Haуз Rani Proposal (A Process Instead of a Plan)



Hauз Rani Village

#### Detailed proposal for Haуз Rani to be prepared for step by step improvement:

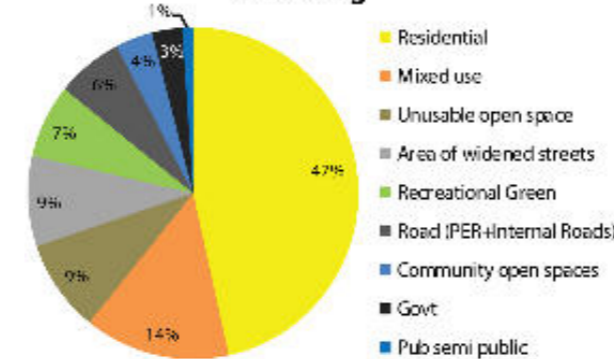
- Ensure access by giving adequate width and through passage
- Provide refuge area in all localities
- Permit redevelopment with financial benefits for redevelopment to improve access to light & ventilation.



#### Probable Building Alteration

| S. No. | Space                | Complete | Partial |
|--------|----------------------|----------|---------|
| 1      | Community open space | 22       | 5       |
| 2      | Street widening      | 80       | 430     |
| 3      | Total                | 102      | 435     |

Hauз Rani Land-use after street widening

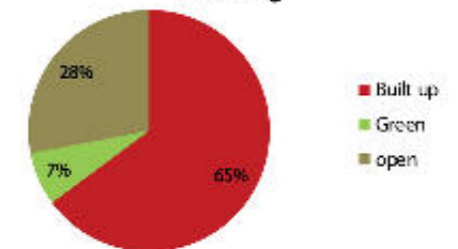


| S. No. | Land use                  | Area (Sq m) |
|--------|---------------------------|-------------|
| 1      | Residential               | 46575.69    |
| 2      | Mixed-use                 | 14290.51    |
| 3      | Unusable open space       | 9013.97     |
| 4      | Area of widened streets   | 8804.47     |
| 5      | Recreational Green        | 7186.12     |
| 6      | Road (PER+Internal Roads) | 6527.89     |
| 7      | Community open spaces     | 3656.68     |
| 8      | Government                | 2952.79     |
| 9      | Public/Semi-public        | 1080.16     |
| 10     | Total                     | 100088.28   |

#### Potential Master Plan Suggestions with Improved Emergency vehicular access & Refuge Area/ Community Spaces:

- Alternate vehicular design for ambulance and pressurized hydrants for firefighting to be considered.
- Scheme for relocation in housing projects or elsewhere may be published.
- All unsafe and under-serviced properties may be purchased for redevelopment.
- The interlinking layout works more efficiently during an evacuation plan as more alternatives are present in case one of the streets is blocked.
- Every locality to be provided with a refuge area/ community space in its proximity for safety and social purposes.

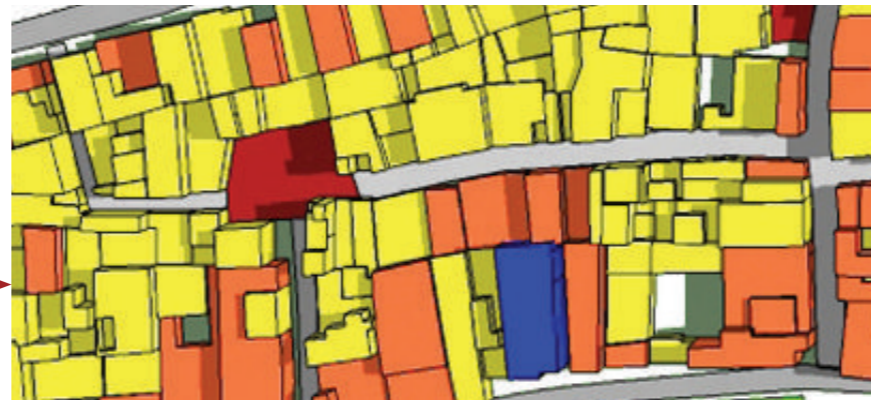
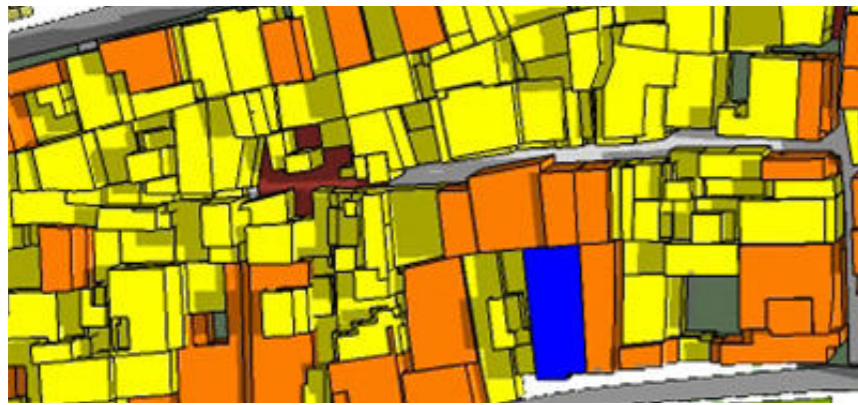
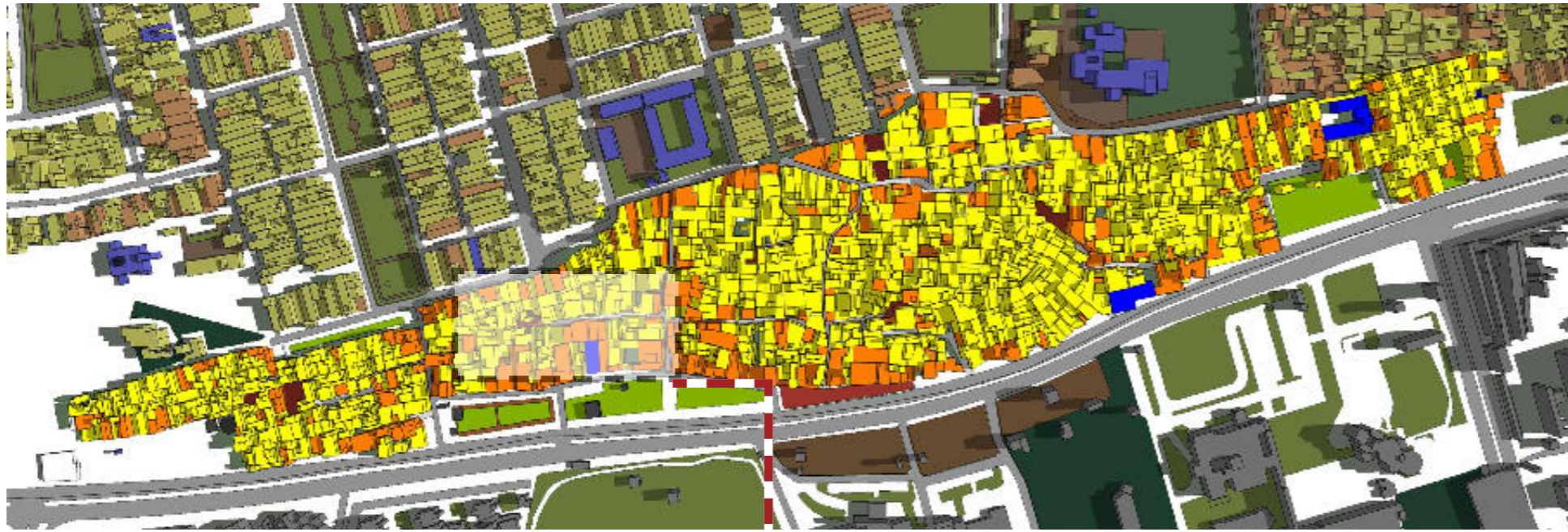
Hauз Rani Land-utilization after street widening



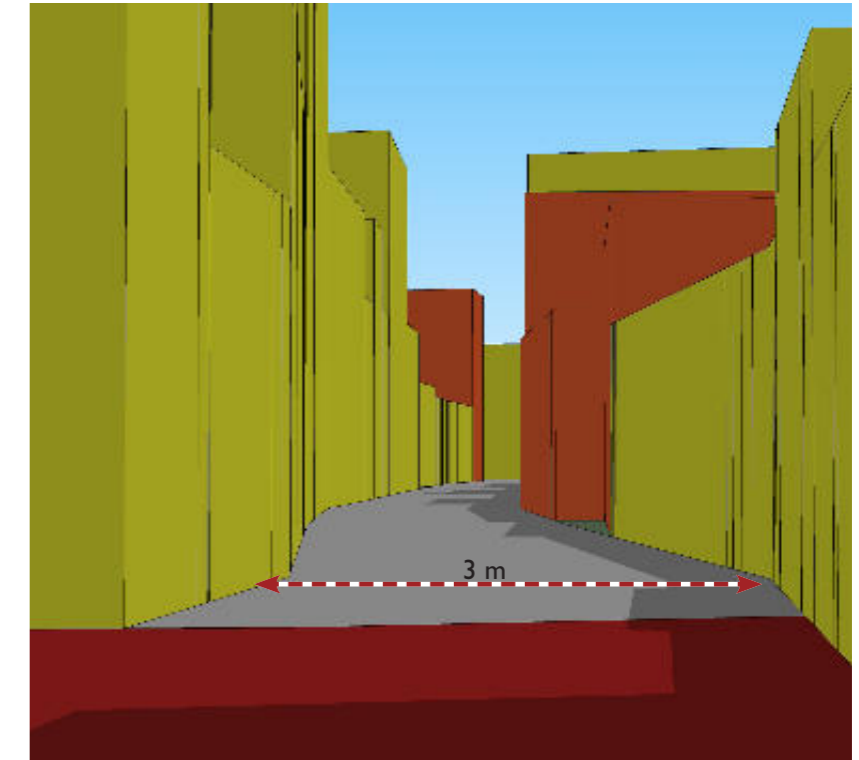
| S. No. | Land Utilization | Area (Sq m) |
|--------|------------------|-------------|
| 1      | Built up         | 64899.15    |
| 2      | Green            | 7186.12     |
| 3      | Open             | 28003.01    |
| 4      | Total            | 100088.28   |

### 3.4 Hauz Rani Internal Street Layout

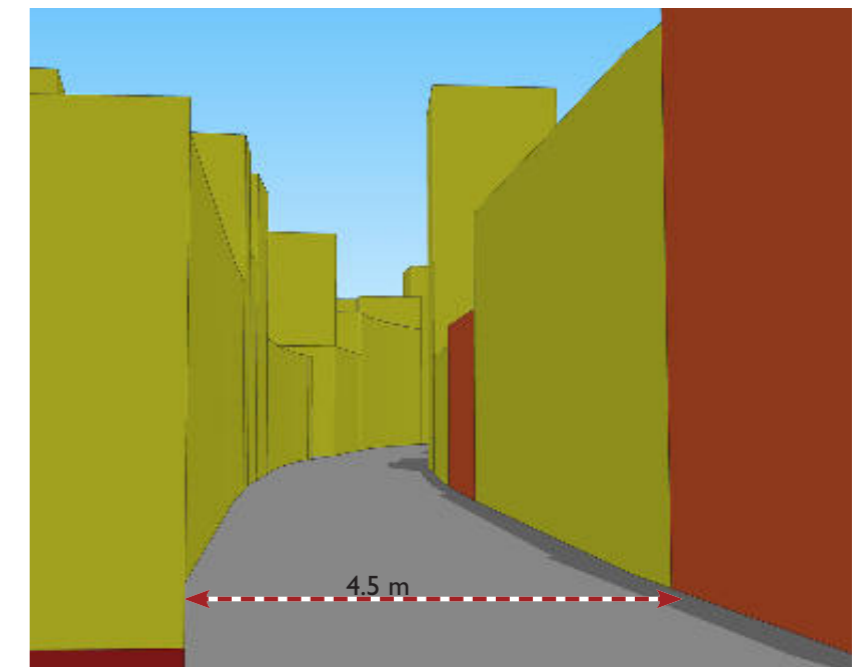
Hauz Rani before street widening



Hauz Rani after street widening



- The community spaces will be created by removing the properties only after a proper ground survey.
- The disaster mitigation preparedness is better when the building norms are followed.
- The wider streets ensure better light and ventilation than the existing situation in the village.





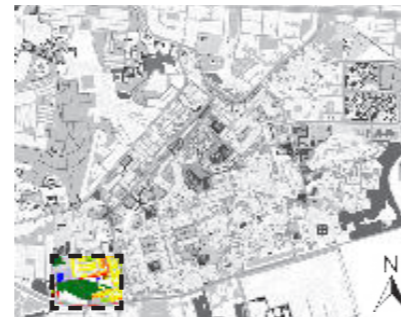
### Project Proposal 3: Malviya Nagar Metro

- Malviya Nagar Metro Proposals
- Metro Transport Hub
- Metro Transport Hub: Sub-Proposals

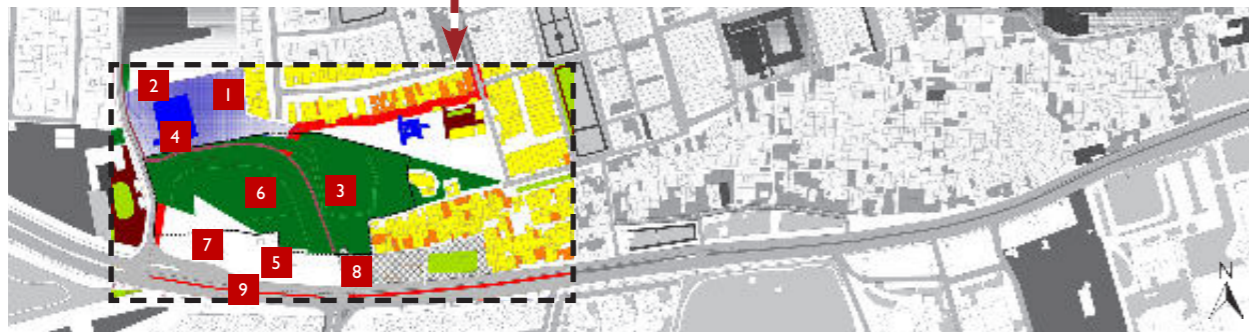
## 4.1 Malviya Nagar Metro Proposals

### 4.1.1 General Proposals

- Metro and parking, transport hub along with EWS housing for temporary relocation of people from Hauz Rani
- To provide access for rickshaws and pedestrians from Malviya Nagar to unused Metro entry
- Relocation of potters/other shops to enable adequate right of way with pedestrian pavement along Press Enclave Road



Malviya Nagar site indicating site for Transport Hub



Site for Transport Hub

#### Facilities to be provided on the site:

- Transport hub integrating city bus, taxi, auto services.
- Rental parking for commercial vehicles.
- Apron space for three-wheelers and taxis.
- Public facilities like ATM, foodcourt, transport interchange, commercial area.
- Provision of the space to be commercially active to make the area safer at odd hours.
- Increase connectivity between Malviya Nagar and Metro entry 1 & 2 with access to only pedestrians, two- and three-wheelers.
- EWS housing to function as temporary housing for relocation.

1. Abandoned Metro entry
2. Underutilized Metro entry
3. Unutilized area behind Malviya Nagar Metro station
4. Under construction hospital
5. Malviya Nagar Metro station
6. Corridor to be left unbuilt for Metro
7. Metro parking
8. Office of Junior Engineer
9. Press Enclave Road



Existing site condition



Google image of site for Transport Hub

## 4.2 Metro Transport Hub

### 4.2.1 Proposals



Site zoning for Metro Transport Hub

#### Proposals for Metro Transport Hub

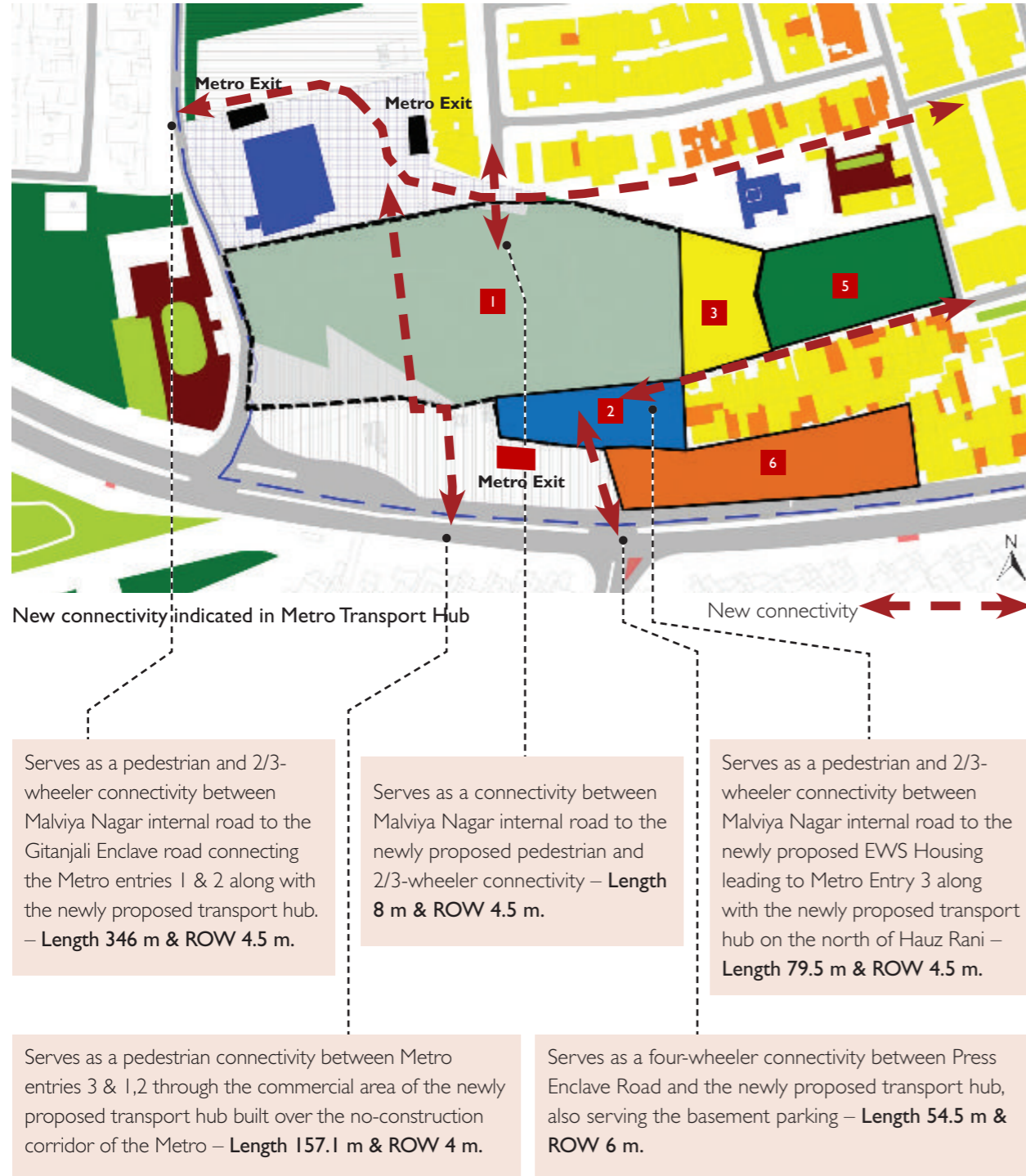
1. The site is suitable for development of a transport hub integrating the facilities.
2. The site will also house a single-floor basement parking for approximately 200 cars and bikes each for the residents of Malviya Nagar and Hauz Rani.
3. The transport hub will connect (pedestrianized) the existing Malviya Nagar Metro Gate No 3 to the abandoned Metro Entry 2 and under-utilized entry No 1.
4. The provision for EWS Housing which is in its initial stages will function as temporary housing for relocation of people during the street re-networking and widening in Hauz Rani urban village.
5. Development of commercial and office complex as an auxiliary space for the transport hub.
6. Development of commercial space for pottery shops/other shops, housing for the pottery shop owners and office space for Junior Engineer which is replaced.
7. Conversion of extension of Hauz Rani south of Baba Deep Singh Gurudwara into a park (Recreational Green).
8. Metro entries (abandoned and under-utilized).

Total Area of the site: 19035.94m<sup>2</sup>

### 4.2.2 Requirements according to MPD 2021

| Use of Premise             | Activities Permitted   | Development Controls |                     |     |   |
|----------------------------|--|----------------------|---------------------|-----|---|
|                            |  | Area Under Operation | Area Under Building | FAR | Floor Area that can be utilized for Passenger Accommodation |
| Bus Terminal/<br>Bus Depot | All facilities related to bus & passengers, parking including watch & ward, soft drink & snack stall, administrative office, other offices, and hotel. | 50%                  | 50%                 | 100 | 25%   |

### 4.2.3 Proposal for new roads & connectivity



### 4.2.4 Area Statement for Metro Transport Hub

| S. No. | Use  | Area (Sq m)     | Area (ha)   |
|--------|--|-----------------|-------------|
| 1      | Transport Interchange/Hub along with public facilities   | 14779.08        | 1.48        |
| 2      | Commercial and Public/Semi-public space (as an auxiliary space for the transport hub.)                                   | 1890.99         | 0.19        |
| 3      | EWS Housing which is in its initial stages will function as temporary housing  | 2365.87         | 0.24        |
| 4      | <b>Sub-Total</b>   | <b>19035.94</b> | <b>1.9</b>  |
| 5      | Development of a park (Recreational Green).  | 3125.07         | 0.31        |
| 6      | Commercial space for pottery shops/other shops, housing for the pottery shop owners and office space for Junior Engineer | 3685.43         | 0.37        |
| 7      | <b>Grand Total</b>   | <b>25846.44</b> | <b>2.58</b> |

### For GC Calculation

| S. No      | Use          | Area (sq m)      | Area (ha)         |
|------------|--------------|------------------|-------------------|
| 1          | FOB          | 150.7965         | 0.01507965        |
| 2          | SHOPS        | 488.8407         | 0.04888407        |
| 3          | BUILDING     | 686.4897         | 0.06864897        |
| 4          | CORE         | 125.261          | 0.0125261         |
| 5          | <b>Total</b> | <b>1451.3879</b> | <b>0.14513879</b> |
| <b>GC%</b> |              |                  | <b>9.82</b>       |

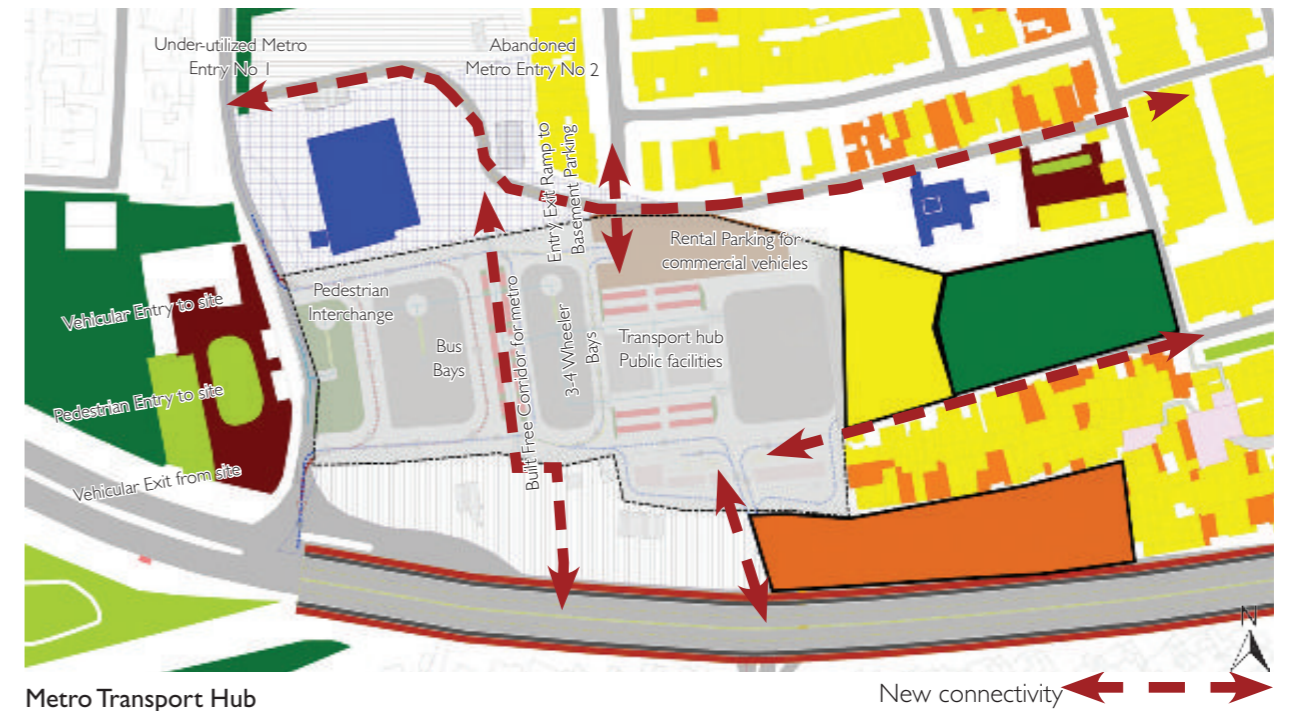
### For FAR Calculation

| S. No      | BUILT UP                | Area (sq m)     | Area (ha)        |
|------------|-------------------------|-----------------|------------------|
| 1          | FOB                     | 150.7965        | 0.01507965       |
| 2          | SHOPS                   | 488.8407        | 0.04888407       |
| 3          | BUILDING                | 3432.4485       | 0.34324485       |
| 4          | CORE                    | 125.261         | 0.0125261        |
| 5          | BUS & TAXI WAITING AREA | 1372.95165      | 0.137295165      |
| 6          | <b>TOTAL</b>            | <b>5570.298</b> | <b>0.5570298</b> |
| <b>FAR</b> |                         |                 | <b>37.69</b>     |

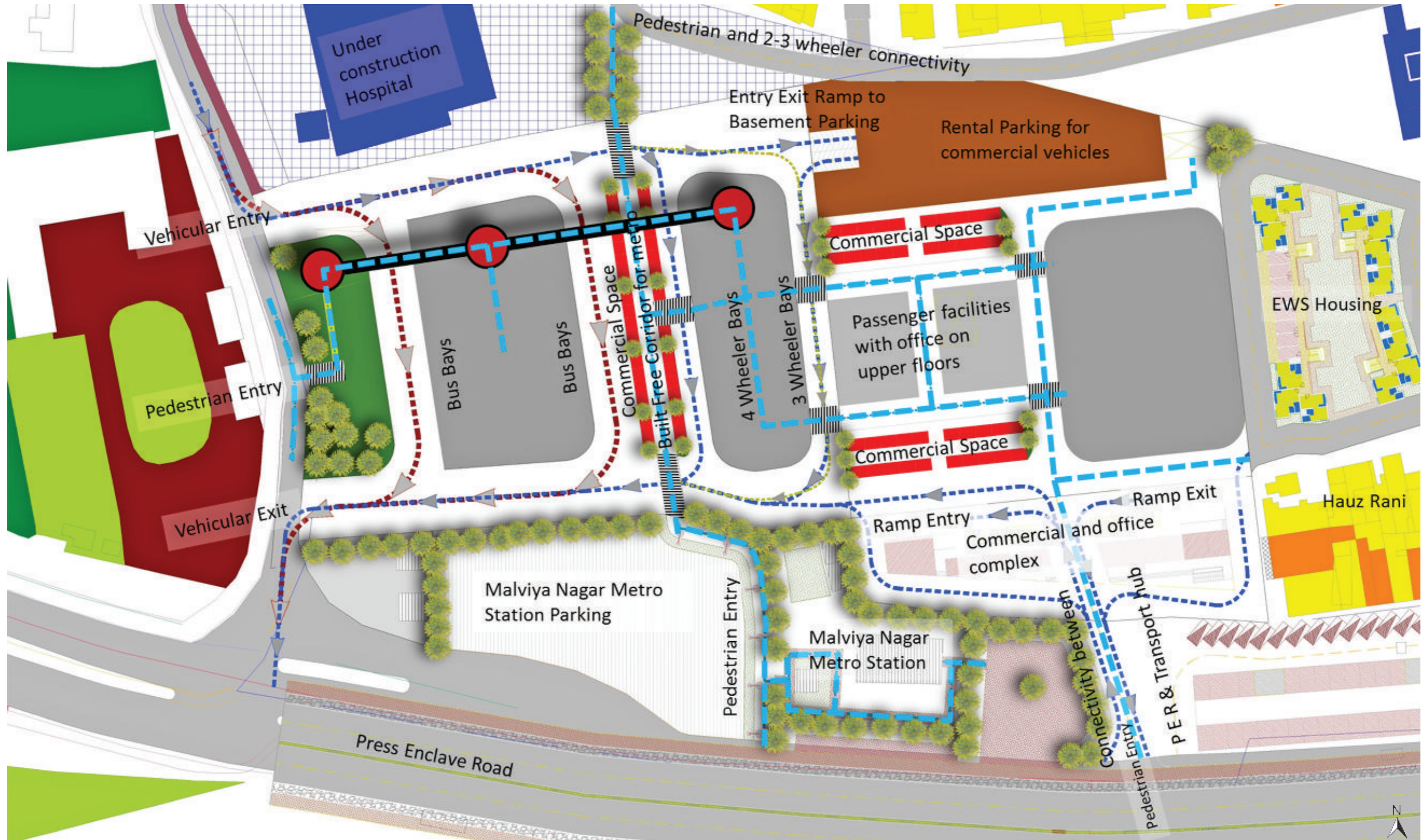
### For Land Utilization

| S. No | Use                     | Area (sq m)     | Area (ha)       |
|-------|-------------------------|-----------------|-----------------|
| 1     | GREEN                   | 807.8228        | 0.08078228      |
| 2     | CIRCULATION AREA        | 6614.99         | 0.6614993       |
| 3     | BUS & TAXI WAITING AREA | 2745.9033       | 0.27459033      |
| 4     | BUILT UP                | 1451.3879       | 0.14513879      |
| 5     | RAMP                    | 73.5049         | 0.00735049      |
| 6     | RENTAL PARKING          | 1463.0723       | 0.14630723      |
| 7     | FUTURE EXPANSION        | 1622.3971       | 0.16223971      |
| 8     | <b>TOTAL</b>            | <b>14779.08</b> | <b>1.477908</b> |

### 4.2.5 Metro Transport Hub setting



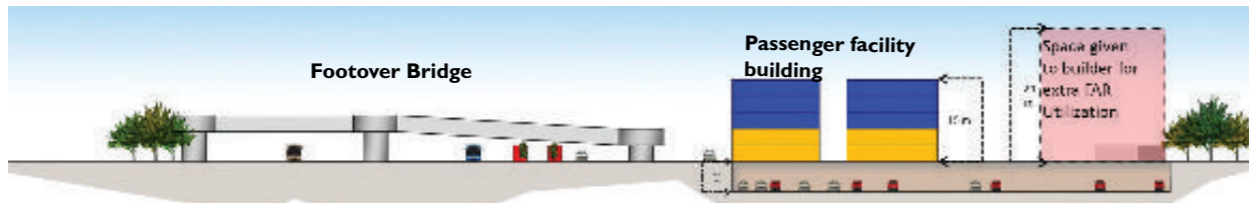
4.2.6 Metro Transport Hub Circulation



Circulation details of Metro Transport Hub including all the modes of public transportation to be used.

- Bus Route
- 1 Wheeler Route
- 3 Wheeler Route
- Pedestrian Route
- ||||| On-grade Pedestrian Interchange
- FOB

### 4.2.7 Metro Transport Hub Section

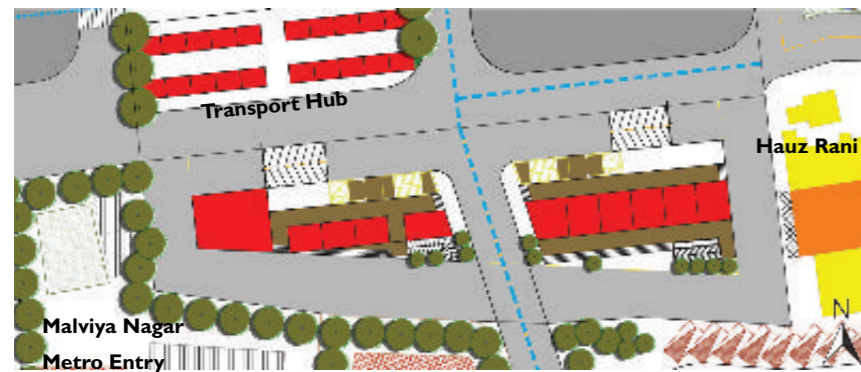


### 4.3 Metro Transport Hub: Sub-Proposals

#### 4.3.1 Commercial – office complex near Metro station

##### Area Statement

| S.No. | Floor        | Use        | Area (sq m) |
|-------|--------------|------------|-------------|
| 1     | Ground Floor | Commercial | 634.19      |
| 2     | First Floor  | Commercial | 676.78      |
| 3     | Second Floor | Office     | 1143.14     |
| 4     | Third Floor  | Office     | 1143.14     |
| 5     | Total        |            | 3597.25     |
| 6     | Plot Area    |            | 1885.02     |
| 7     | GC%          |            | 33.64       |
| 8     | FAR          |            | 190.83      |



Ground Floor



First Floor



Second & Third Floor

### Views



View from the Transport Hub



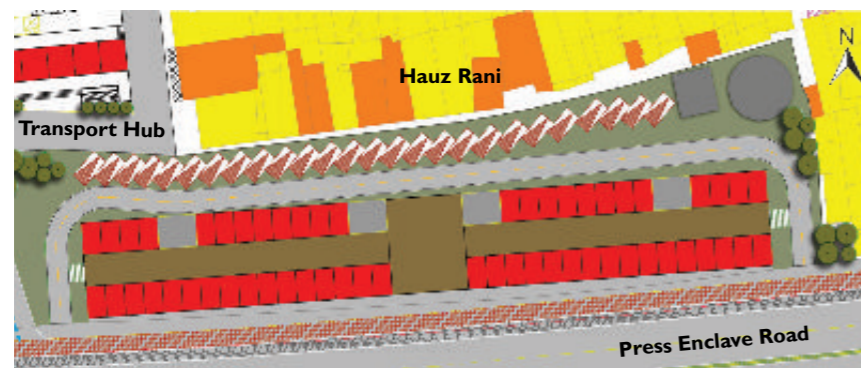
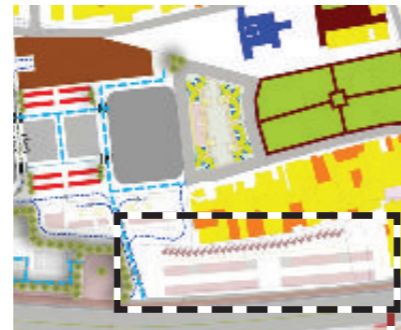
View from the EWS housing



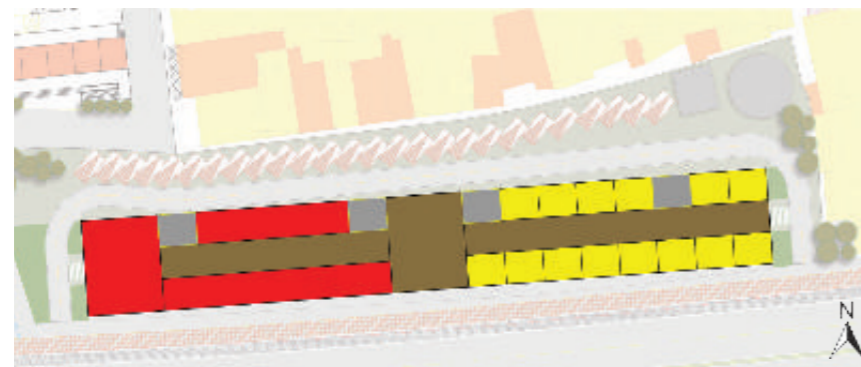
View from Press Enclave Road

### 4.3.2 Resettlement of pottery and other shops on PER along with housing for potters and office space

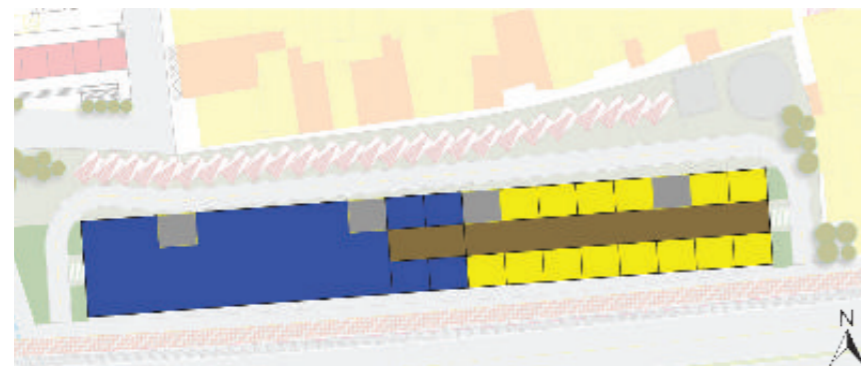
1. The potters along the PER to be relocated and established in this area and provided with residential facilities as well as shops.
2. Around 20 potter families to be given shops on the stilt and first floor
3. The residential houses (EWS housing) is provided on the G+1 to G+4 Floors.
4. 36 houses to be allotted to the families relocated during the re-networking plan of Huaz Rani.
5. Half of the building to be given to the Delhi Jal Board where the Engineer's office can be established encouraging mixed use development.



Ground Floor



First Floor



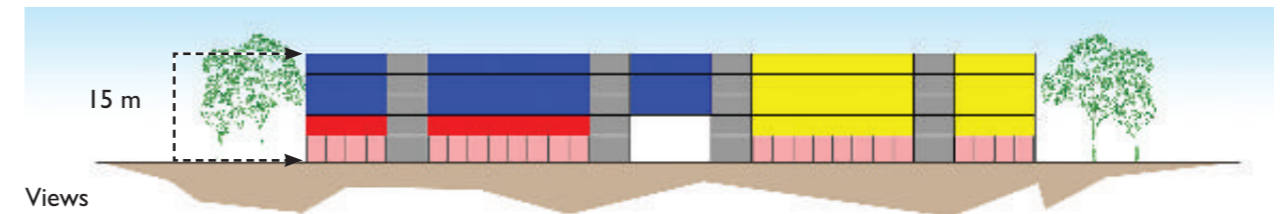
Second, Third & Fourth Floor

| S. No. | Floor        | No. of Residential Units | Area (sq m) | Total Area (sq m) |
|--------|--------------|--------------------------|-------------|-------------------|
| 1      | Stilt        | 0                        | -           | 0                 |
| 2      | First Floor  | 14                       | 30          | 420               |
| 3      | Second Floor | 14                       | 30          | 420               |
| 4      | Third Floor  | 14                       | 30          | 420               |
| 5      | Fourth Floor | 14                       | 30          | 420               |
| 6      | Total        | 56                       | -           | 1680              |

#### Area Statement

| S. No. | Floor        | Use                    | Area (sq m) |
|--------|--------------|------------------------|-------------|
| 1      | Stilt        | Commercial             | 1620        |
| 2      | First Floor  | Commercial/Residential | 1620        |
| 3      | Second Floor | Office/Residential     | 1620        |
| 4      | Third Floor  |                        | 1620        |
| 5      | Fourth Floor |                        | 1620        |
| 6      | Total        |                        | 8100        |
| 7      | Plot Area    |                        | 3685.43     |
| 8      | GC%          |                        | 43.96       |
| 9      | FAR          |                        | 219.78      |

#### Section



#### Views

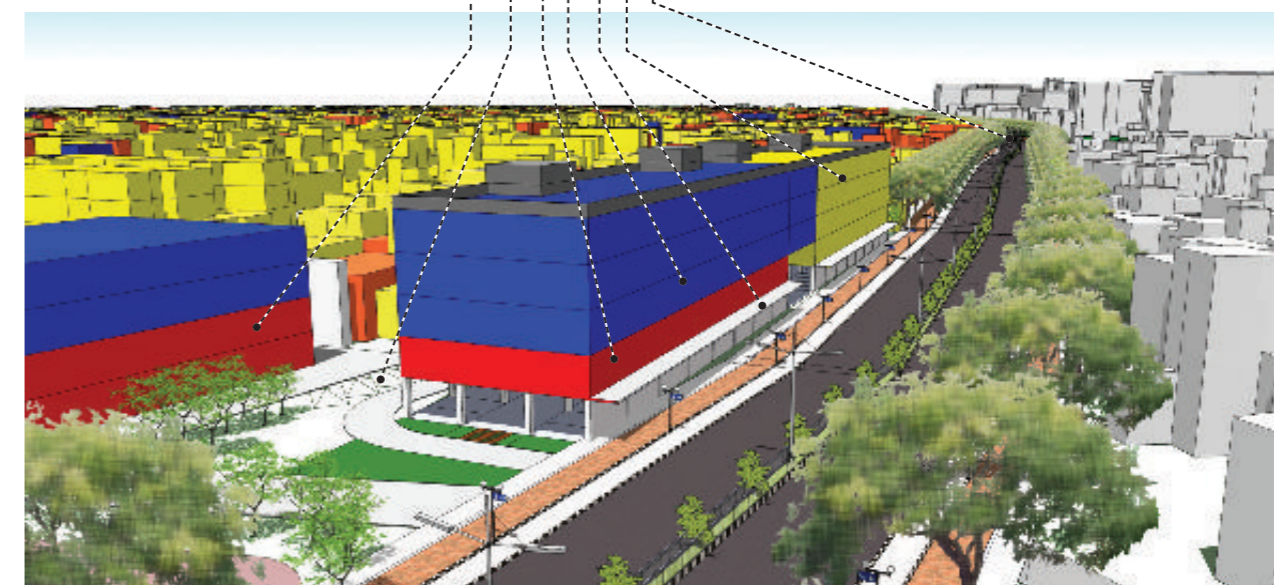


View of the stilt area used as shops



View of the Metro station exit

- Realigned Press Enclave Road
- EWS Housing
- Commercial shops in stilt
- DJB office on upper floors
- Commercial shops on first floor
- Vehicle parking
- Commercial - office complex near Metro station



Complex viewed from Press Enclave Apartment



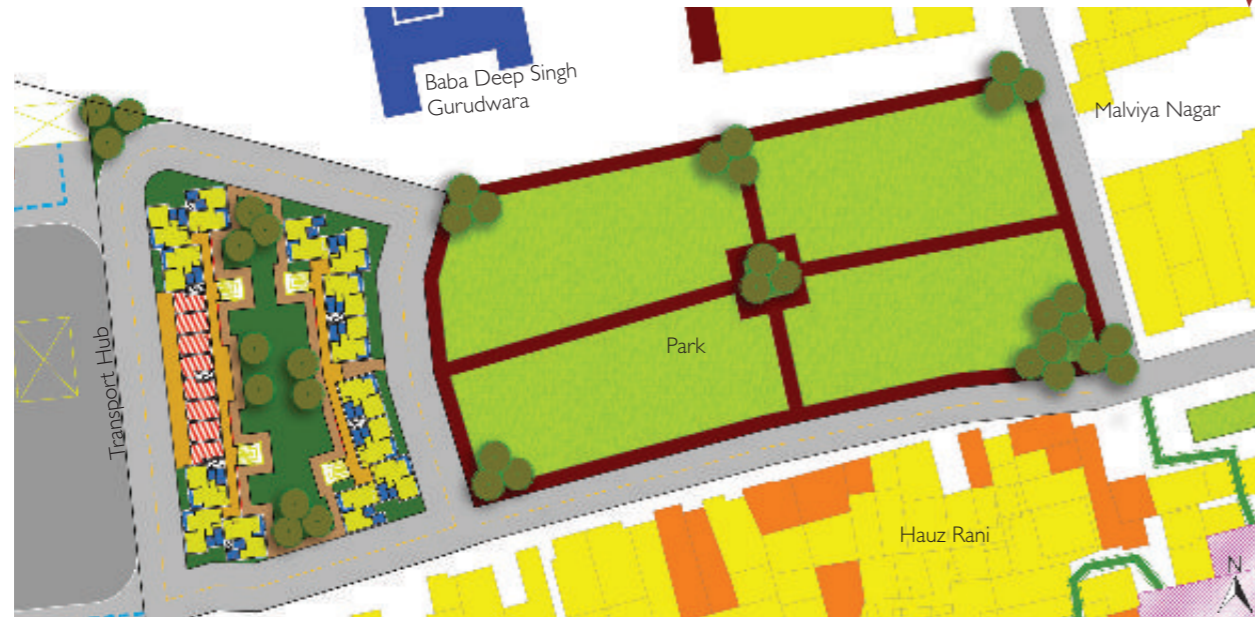
### 4.3.3 EWS housing for temporary resettlement of people from Hauz Rani and Park

1. EWS housing/Sarai to be provided on the site which is underutilized behind Metro parking area.
2. The Sarai can be used as temporary shelter for relocation of people displaced due to the widening and re-networking of Hauz Rani village to provide access for safety & public refuge area.

| S. No. | Floor        | Residential Units |
|--------|--------------|-------------------|
| 1      | Ground Floor | 14                |
| 2      | First Floor  | 18                |
| 3      | Second Floor | 18                |
| 4      | Third Floor  | 18                |
| 5      | Fourth Floor | 18                |
| 6      | <b>Total</b> | <b>86</b>         |
| 7      | Shops on GF  | 8                 |



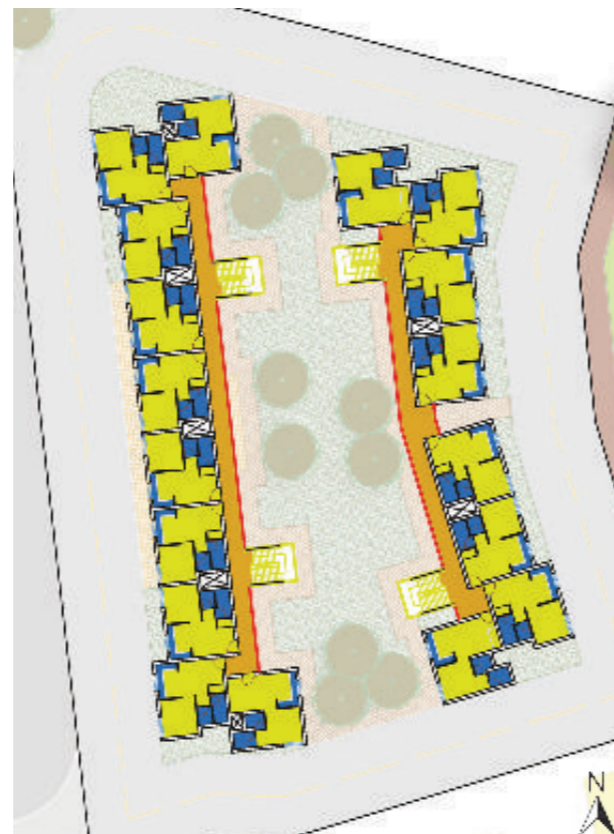
Location of the EWS Housing & Park



Site Plan



Ground Floor

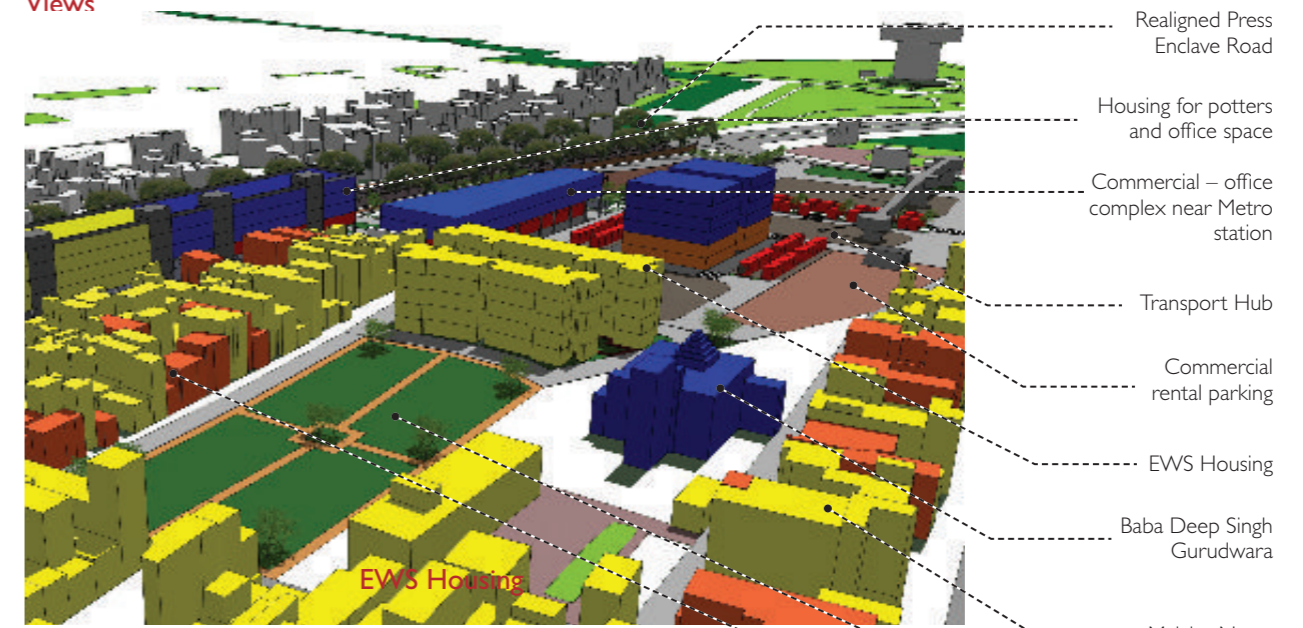


G+1, 2,3 & 4 Floors

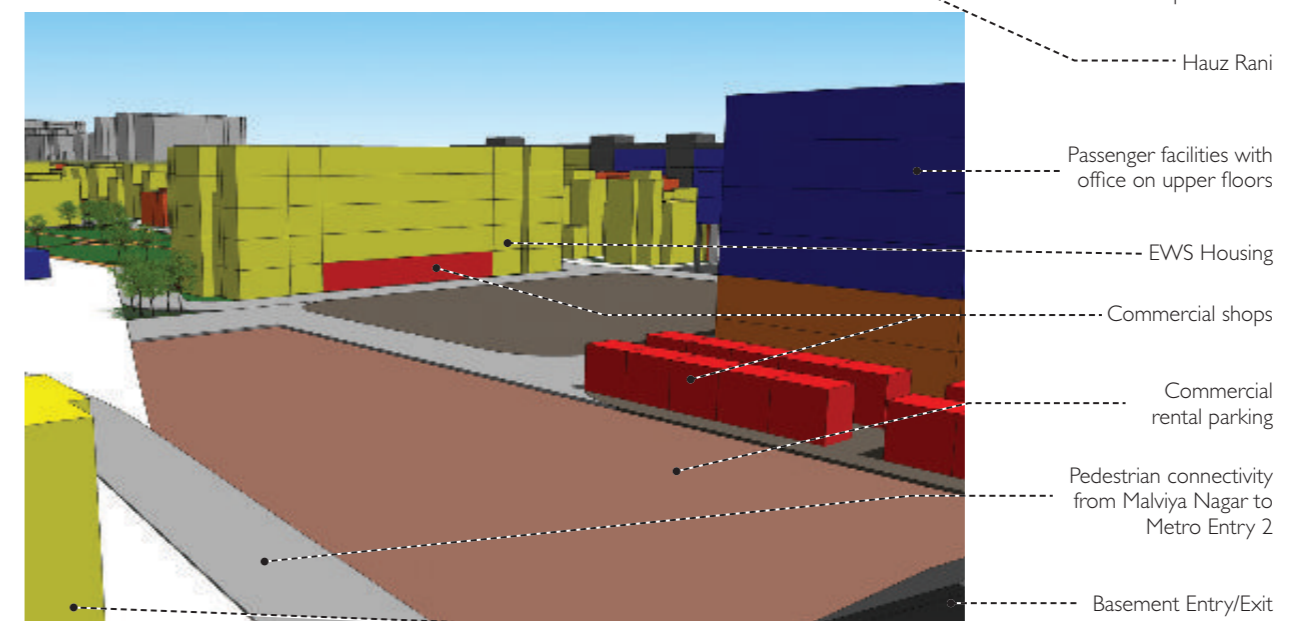
### Area Statement

| S. No. | Floor           | Use                    | Area (sq m) |
|--------|-----------------|------------------------|-------------|
| 1      | Ground Floor    | Commercial/Residential | 753.62      |
| 2      | First Floor     | Residential            | 640.42      |
| 3      | Second Floor    |                        | 640.42      |
| 4      | Third Floor     |                        | 640.42      |
| 5      | Fourth Floor    |                        | 640.42      |
| 6      | Total           |                        | 3315.3      |
| 7      | Plot Area       |                        | 2365.27     |
| 8      | Ground Coverage |                        | 753.62      |
| 9      | GC%             |                        | 31.86       |
| 10     | FAR             |                        | 140.17      |
| 11     | DU Density      |                        | 363.6       |

### Views



EWS Housing:View from Malviya Nagar



EWS Housing :View from Transport Hub

### 4.3.4 Metro Transport Hub: Basement

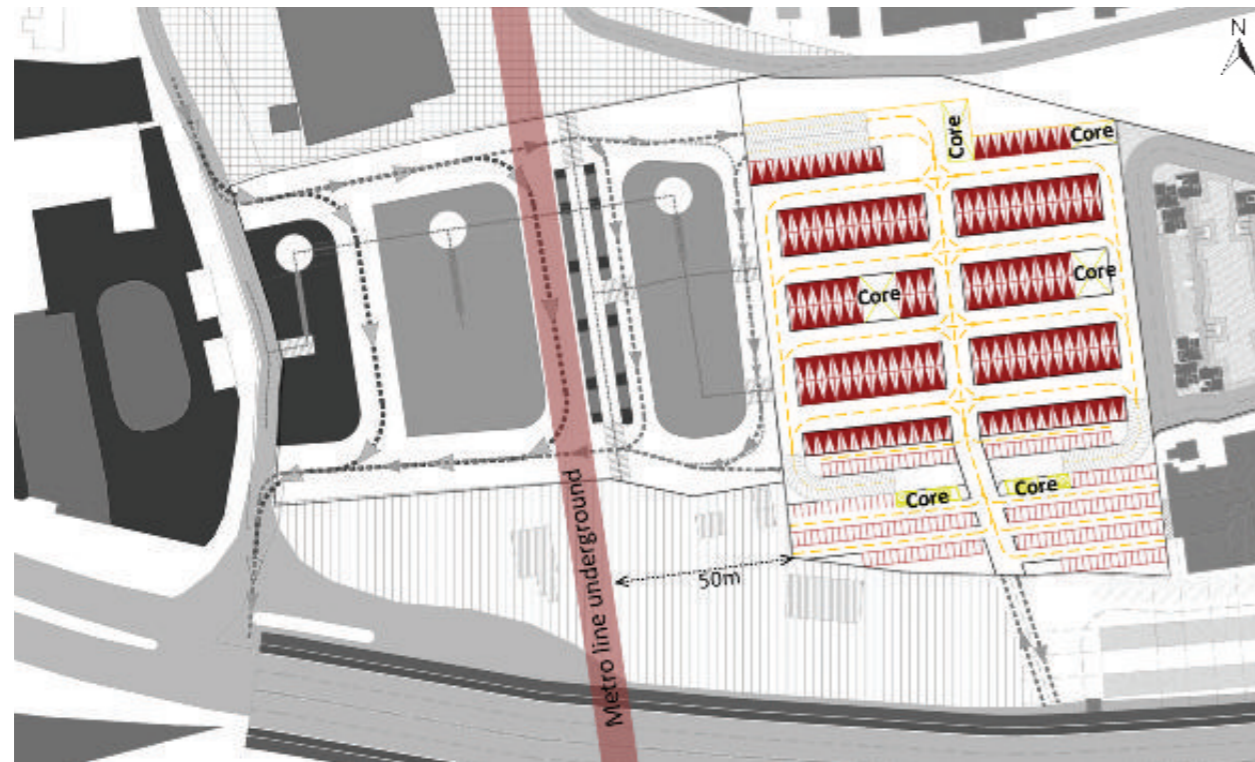
Underground single level basement at the transport hub:

1. The proposed basement will cater to the parking needs of the local residents within the catchment area of 400-500 m, i.e. a 5-8 minute walking range.
2. Parking charges should be collected for the use of the basement parking from the residents for the operation and maintenance of the basement.
3. Strict monitoring should be done by the RWAs and the ULB in order to restrict cars from being parked on the streets, thus obstructing the pedestrian and vehicular flow.
4. There should be strict provision of fines and penalties in case of any violation of the law.
5. This basement will also cater to the new housing development on the eastern side of the transport hub.



Key map for the basement catchment area

- Location of basement parking with context to the whole site
- Catchment area of the basement marking (400 - 500 m radius)



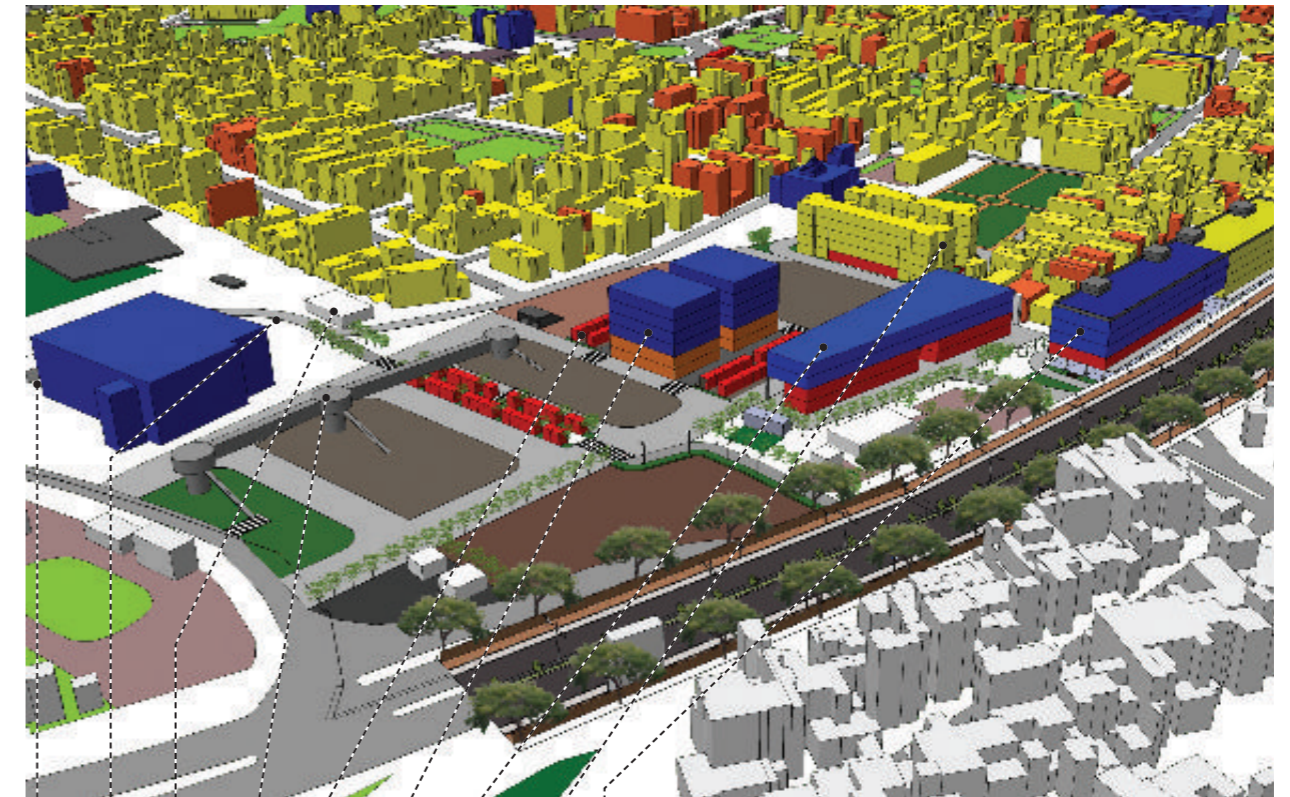
Basement plan under the Transport Hub

#### Basement capacity

- No of Cars: 175
- No of Bikes: 165
- Total Area: 7770.89 sq m
- Number of Ramps: 4
- Number of cores: 6

### 4.3.5 Views of Metro Transport Hub

Transport Hub from Press Enclave Apartment



- Metro Entry 1
- Proposed pedestrian connectivity
- Metro Entry 2
- Footover Bridge
- Commercial Area
- Passenger facilities with offices on upper floors
- Commercial and public/semi-public space
- EWS Housing and Park
- Proposed pottler area and office
- Proposed pedestrian connectivity
- Realigned Press Enclave Road
- EWS Housing
- Commercial and public/semi-public space
- Passenger facilities with office on upper floors
- Commercial Area
- Basement Parking Entry/Exit
- Commercial vehicle parking
- Baba Deep Singh Gurudwara



Transport Hub from Malviya Nagar



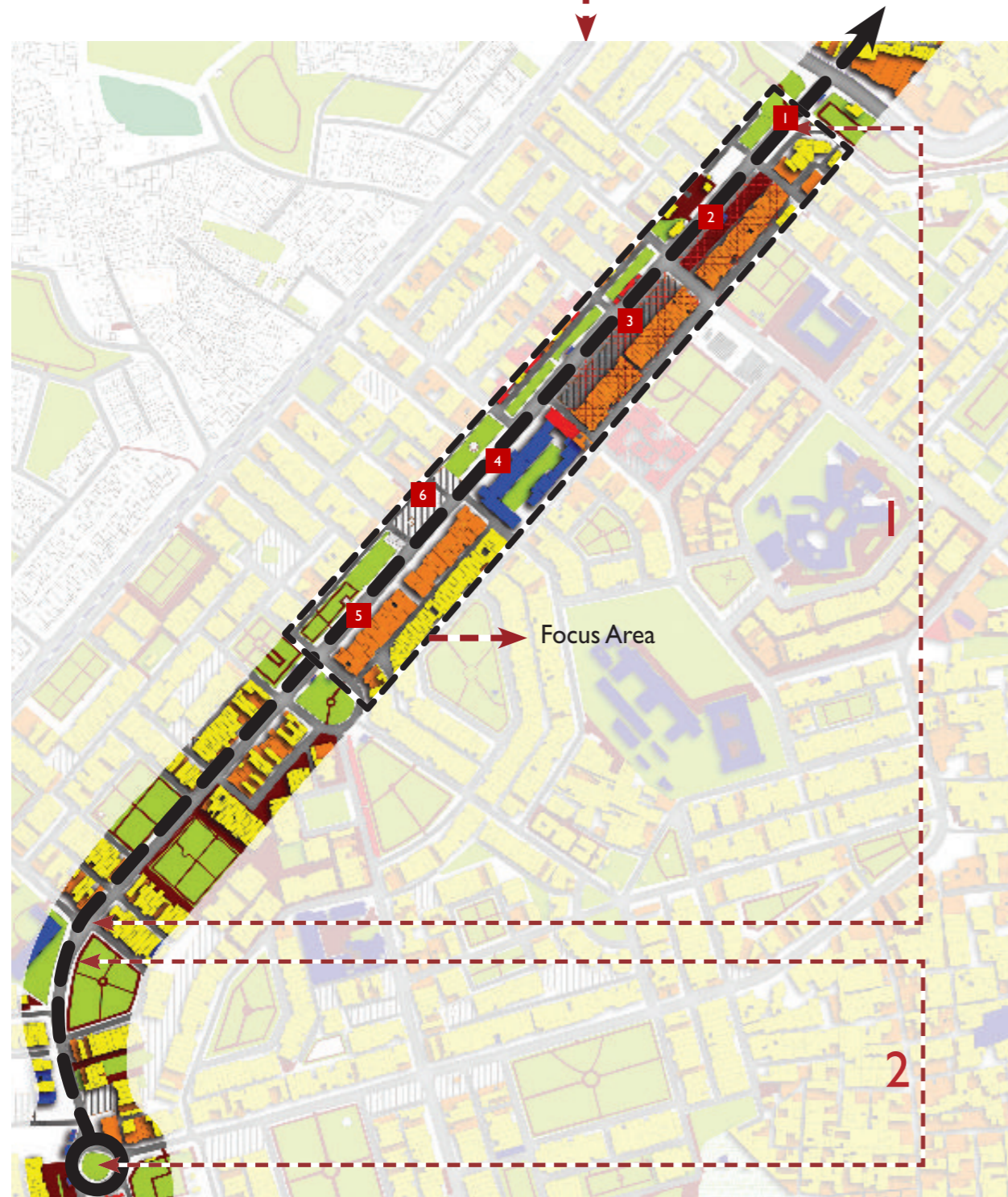
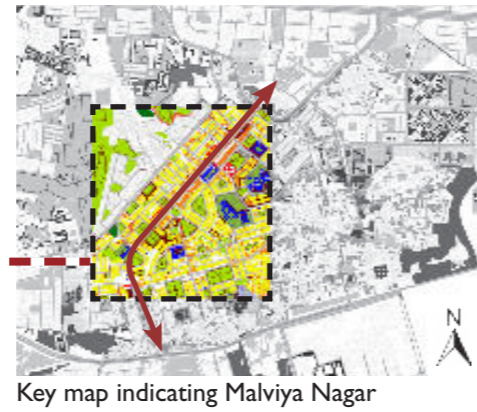
### **Project Proposal 4: Malviya Nagar Market**

- Malviya Nagar Market: Existing Scenario
- Malviya Nagar Market :The Main Issues
- Malviya Nagar Market: The Precincts
- Malviya Nagar Market: Proposals

## 5.1 Malviya Nagar Market: Existing Scenario

### 5.1.1 Existing Scenario

1. Malviya Nagar Market is located along Guru Gobind Singh Marg and has a strong mixed-use character.
2. According to Zonal Development Plan of Zone F the Malviya Nagar Market has been notified as a commercial/mixed-use street



1. List of Mixed-use Streets MoUD, Government of India on 07.09.2006.
2. Commercial Streets Notified vide corrigendum issued on 14.09.2006 by GNCTD.

| S. No | Name of Road/Street                  | Stretch of Road From to                          | Nature of the street | ROW (mts.) |
|-------|--------------------------------------|--|----------------------|------------|
| 1     | Malviya Nagar (Main Market Road)     | Entire Stretch                                   | Mixed Use            | 18         |
| 2     | Guru Gobind Singh Marg Malviya Nagar | From Batra Medicos to Round-about (Bus Terminal) | Mixed Use            | 15         |

Malviya Nagar Market appears in both the lists which validates its commercial and residential character Malviya Nagar Market and its surroundings

- According to the Zonal Plan of Zone F the Guru Gobind Singh Marg is a collector road.
- Acts as the main transport spine between Maharshi Dayanand Marg and the internal areas of Malviya Nagar
- Runs through the main market with mainly mixed use activities.
- Due to commercial activities the area is highly congested during the peak hours
- Due to overspilling of commercial activities on the road and pedestrian walkways the area becomes highly congested.

### 5.2 Malviya Nagar Market :The Main Issues

1. Road blockage due to on-road parking by the residents
2. Unutilized plaza due to illegal parking by commercial vehicles.
3. Lack of pedestrians due to unfavourable design and encroachment.
4. Lack of parking is one of the major issues faced by the people in this area, both residents and the floating population.
5. Despite vehicular entry being restricted in the inner lanes of the market, the shopkeepers park their vehicles leading to congestion and reduction in walkability of the area.



Inner lanes of the market converted to parking areas



Mixed use with residential on the upper floors



Haphazard parking and filth mar the space



Parking on underdeveloped pedestrian walkway



Encroachment on pedestrian path making it un-walkable



Commercial vehicles illegally parked in the market

### 5.3 Malviya Nagar Market: The Precincts



- Proposed Transport Hub
- Under Construction Hospital
- Baba Deep Singh Gurudwara
- MCD Secondary School
- Industrial Training Institute
- Pandit Madan Mohan Malaviya Hospital
- Government School

Guru Gobind Singh Marg

Apeejay School

Government School

MCD Secondary School

Malviya Nagar Gurudwara

SKV Raja Ram Mohan Roy School

Hauz Rani

Government School

Guru Gobind Singh Marg



## 5.4 Malviya Nagar Market: Proposals

### 5.4.1 Proposal I: Basement Under Parks

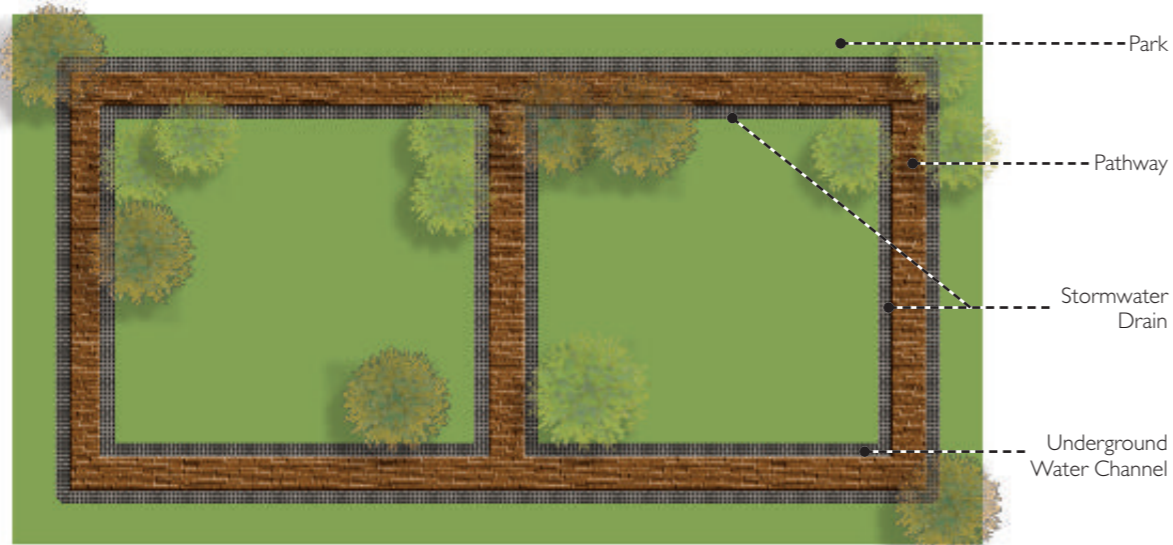
Providing basement parking under the parks present in the market with provision of artificial groundwater percolation to eliminate waterlogging.

#### Issues of basement parking

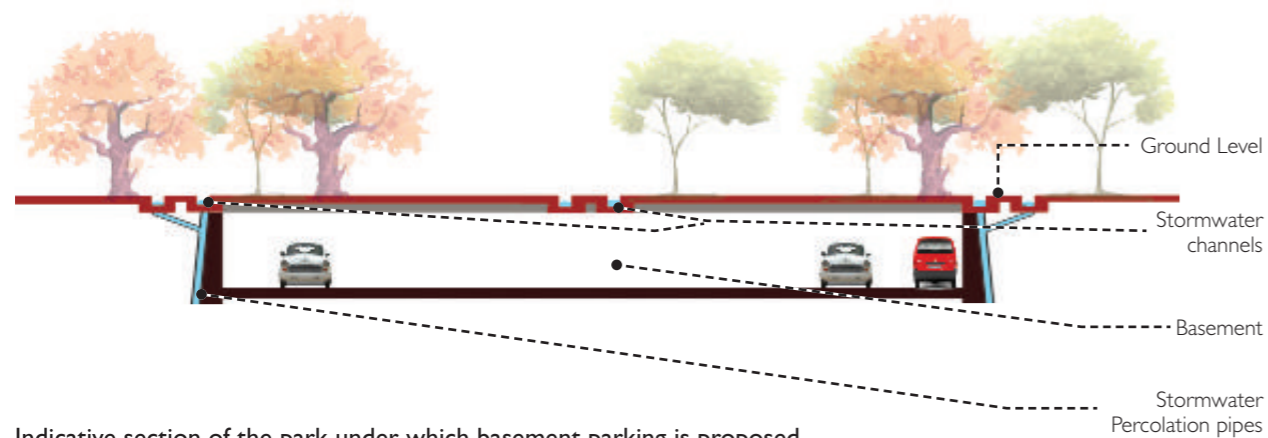
- The major problem faced while designing a basement parking with a park on top is the reduction of permeability of the ground surface.
- Because of the presence of an impervious surface under the park, the rainwater is unable to percolate into the ground water table.
- This usually results in waterlogging of the nearby areas making it very undesirable to construct a basement parking under a park.
- The basic concept behind is the construction of a green roof for a street level basement parking.

#### Use

- Once the issue of stormwater is managed by its efficient collection by the percolation pipes, the collected water can be used in various ways:
  - For fire fighting purposes in the nearby areas.
  - For horticulture and gardening purposes.
  - Can be stored in underground water sumps
  - Can be released into the aquifers recharging the ground water table



Conceptual representation of park under which basement parking has to be proposed



Indicative section of the park under which basement parking is proposed

### 5.4.2 Basement location



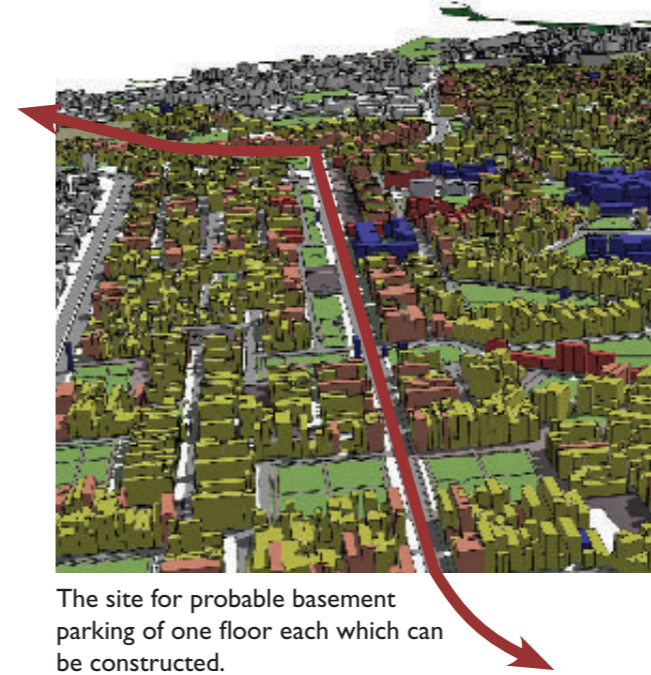
Location of basement car/bike parking and NMT surface parking in Malviya Nagar Market

| Sr. No. | NMT Parking | Area (sq m) |
|---------|-------------|-------------|
| 4       | 1           | 770.5       |
| 5       | 2           | 1586.45     |
| Total   |             | 2356.95     |



**Key map for the basement catchment area**

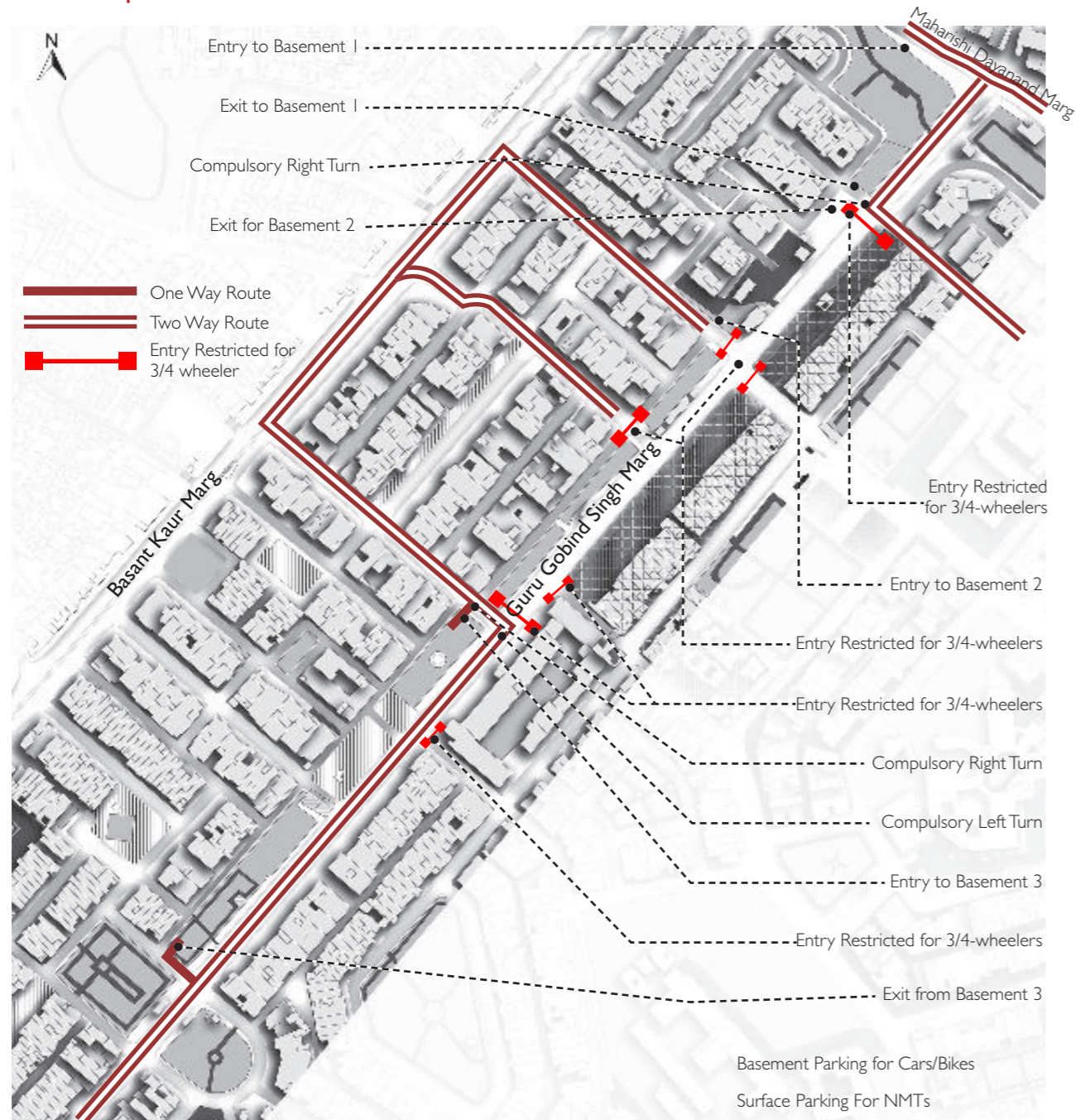
- Location of basement parking with context to the whole site
- Catchment area of the basement marking (400 - 500 m radius)



The site for probable basement parking of one floor each which can be constructed.

| Sr. No. | Basement | Area (sq m) | ECS (sq m) | Capacity |
|---------|----------|-------------|------------|----------|
| 1       | 1        | 2731.35     | 32         | 85       |
| 2       | 2        | 2075.9      | 32         | 65       |
| 3       | 3        | 4689.96     | 32         | 147      |
| Total   |          | 9497.21     | --         | 297      |

### 5.4.3 Proposal 2 : Route Diversion



Location of basement car/bike parking and NMT surface parking in Malviya Nagar Market

#### Malviya Nagar Market :

Thoroughfare traffic and parking issue to be eliminated:

- By diverting the traffic through Basant Kaur Marg and Maharishi Dayanand Marg
- By allowing only pedestrian/NMT movement inside the market area.

#### Requisites for Malviya Nagar Market:

- All the vehicular traffic should be diverted from Guru Gobind Singh Marg (ROW: 18 m) to Basant Kaur Marg and Maharishi Dayanand Marg which are of 24 & 30 m ROW respectively.
- The entry/exit to the Malviya Nagar Market has to be restricted to 3 and 4 wheelers in order to curb congestion during the peak hours.
- The intra-market movement of the people is aided by the non-motorized transport vehicles.
- Apart from NMTs the market should be pedestrianized removing all the encroachment.
- The proposed basement should be used by the people coming to the area for shopping and the shopkeepers present in the market.

#### 1. Jagdamba Camp

- Relocation of Jagdamba Camp from current location to the new site identified near Savitri Nagar playground
- Reclamation of the green belt along with the water channel as indicated in the MPD 2021

#### 2. Khirki Extension

- Existing underdeveloped/undeveloped plots to be purchased by DDA at market price and devoted to public open space and as social gathering space

#### 3. Maharshi Dayanand Marg

- Street section to be studied and rectified of existing flaws

#### 4. Khirki Village

- Stormwater drainage and water recharge arrangement near Sai Baba temple, Nandan Park (historical pond) and Khirki Masjid (historical outlet from Khirki Masjid to Satpula lake complex)

#### 5. Sheikh Sarai Commercial Complex

- Proposal of a multi-level parking





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## **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”.





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## **Delhi Urban Art Commission**

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