



CITY LEVEL PROJECTS

NEW APPROACHES TOWARDS OPEN SPACES

Preet Vihar Community Centre





(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”.



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Delhi Urban Shelter Improvement Board

BSES Rajdhani Power Limited

BSES Yamuna Power Limited

RWA's and Area Councillors

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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.

September, 2017

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

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Summary

Community Centres have played a significant role in the life of many local communities and networks, as they are not only limited to recreational activities, but act as magnets attracting citizens from different sections of society. The study is directed towards policy making, with solutions that emphasize the formulation of guidelines and regulations for these areas. The study is dovetailed with the prevailing Master Plan and Zonal Plan of Delhi.

Major issues witnessed by the residents around the community centre of Ward No 228 are related to :

(a) Transport, (b) Parking, (c) Urban Design, (d) Public Open Spaces and (e) Solid Waste Management. Each of these issues have been analysed in order to draft recommendations and proposals. The aim of the study focuses on 'New Approach Towards Open Spaces' by showcasing the case example of Preet Vihar Community Centre and its precincts. The approach to this study has been evolved by understanding the lack of maintenance in the area, coupled with degradation of the Community Centre in the present scenario. The change has been proposed by minimal yet meaningful interventions by selective and specific development of the area with a series of design solutions along with identifying policy making and controls. The scheme thus requires development based on urban design principles involving the community, built form and space use. The proposals also identify the stakeholders involved along with the affected community for the regeneration of the precinct.

Major points which were considered while making policy guidelines include: integration of circulation pattern namely pedestrian and vehicular and open space network, which helps in the facilitation of various activities on the site. It is important while designing, to keep in mind uninterrupted pedestrian circulation which affects people at various stages. Informal street vendors cater to people from different strata of society and thus are structured within the design proposals.

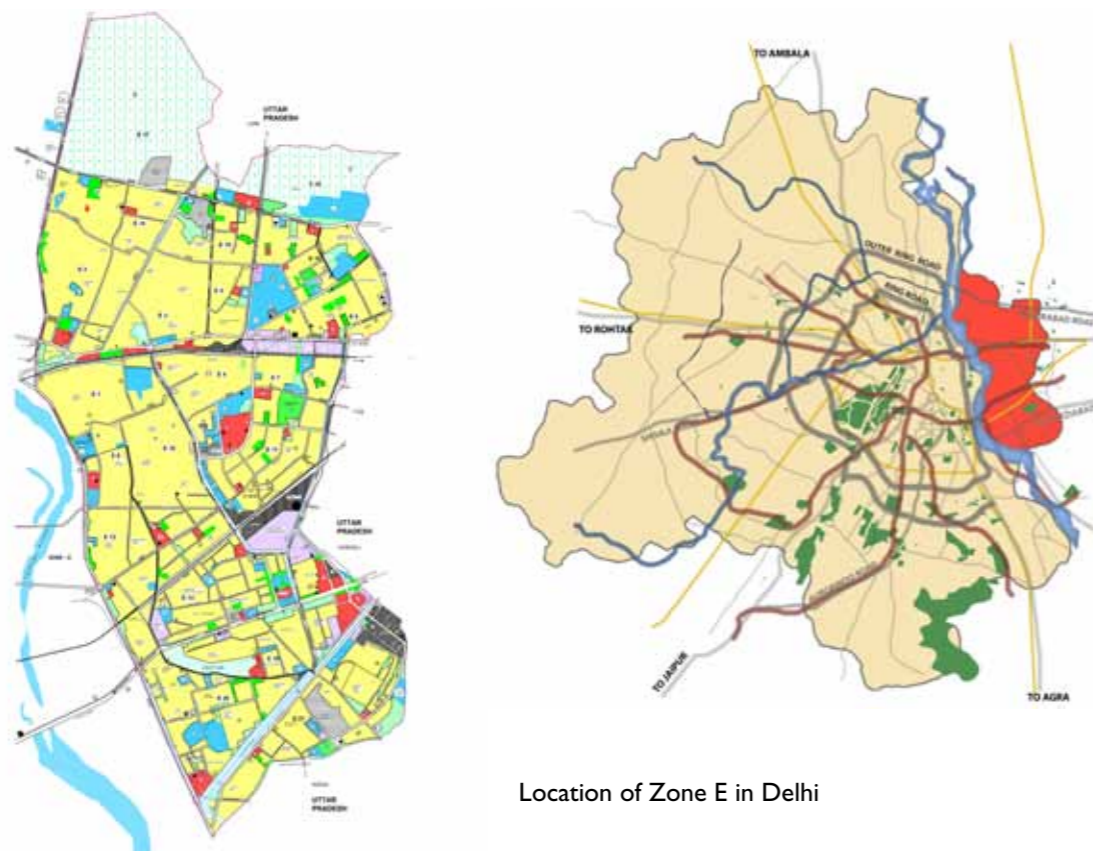
It is observed that the issues faced by residents and the associations in the community centres and district centres around Delhi are generic in nature, thus the findings and recommendations can be applied to similar proposals. Hence the study can be envisaged as a prototype for development of similar spaces in Delhi.

1.1 Zone Plan 'E'

Introduction

The Master Plan 2001 evolved the concept of facility centres and service centres to group two or more facilities available in the area and provide the required social infrastructure to service these facilities. The NCTD has been divided into 15 planning Zones (divisions) designated as 'A' to 'P' (except Zone 'I') in the Master Plan 2021. Planning Zone E comprises an area of 8797 ha (approx.). This zone is surrounded on three sides by Uttar Pradesh and on the fourth by the Yamuna River. For the purpose of "Operations and Maintenance" MCD has divided it into two Zones i.e. Shahdara North and Shahdara South.

ZONE-O



Location of Zone E in Delhi

Zonal Development Plan of Zone E

(Source: Zonal Development Plan (Division) E, East Delhi (2010), www.dda.org/planning)

Special Characteristics of the Zone

Zone 'E' is a large area with old structures and buildings that are in a poor structural condition. It has inadequate infrastructure services and lacks community facilities. Historically East Delhi developed as a series of colonies that were dependent for trade on existing centres in Delhi. Areas closer to GT Road developed into an industrial area.

Significant Features of the Zone are:

- i) Laxmi Nagar District Centre
- ii) Sanjay Lake
- iii) CBSE Building
- iv) Yamuna Sports Complex
- v) Mandoli Jail
- vi) All India Radio Training Centre
- vii) Mayur Vihar District Centre
- viii) Ghazipur Landfill Site
- ix) Anand Vihar Railway Terminal
- x) DMRC, Shastri Rail Yard



Laxmi Nagar District Centre
(Source : <https://www.panoramio.com/photo/49783997>)



Sanjay Lake, Trilokpuri
(Source : <http://www.dnaindia.com/locality/bn/east-delhi-will-migratory-birds-come-sanjay-lake-next-year-31031>)

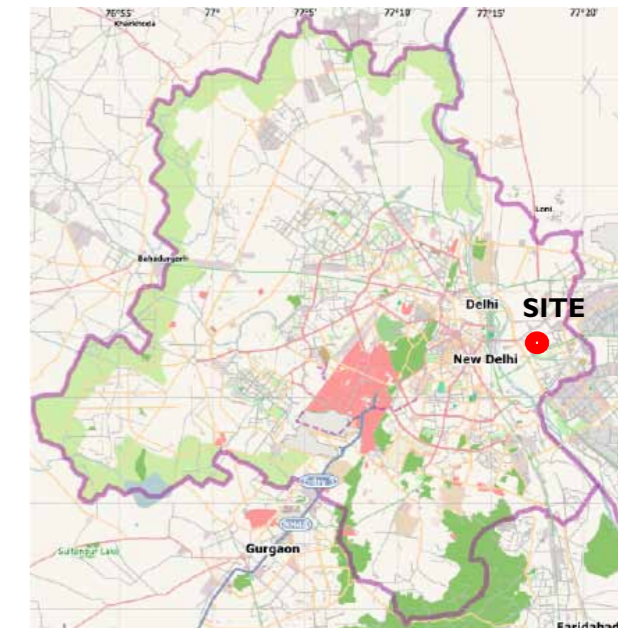


Ghazipur Landfill Site
(Source : <http://www.dailymail.co.uk/indiahome/indianews/article-3024964/Ghazipur-plant-fuels-toxic-alarm-5-million-tonnes-garbage.html>)

1.2 Location and Connectivity

Located in the east of Delhi, the zone is well connected by Metro. It is the last ward falling within the boundary of Delhi according to the Master Plan 2021. The ward is bounded by Noida Link Road in the west and the Delhi boundary on the north, south and east. A railway line passes close to the site. Anand Vihar Inter State Bus Terminal (ISBT) is the nearest bus depot at a distance of approximately 4 km.

Place	Distance from Preet Vihar
New Delhi Railway Station	10 km
ITO	6 km
CP	10 km
Anand Vihar	4 km



Key Map showing the site

(Source: Open Street Maps (2016), <https://www.openstreetmap.org/search?query=DELHI#map=10/28.5978/77.2236>)



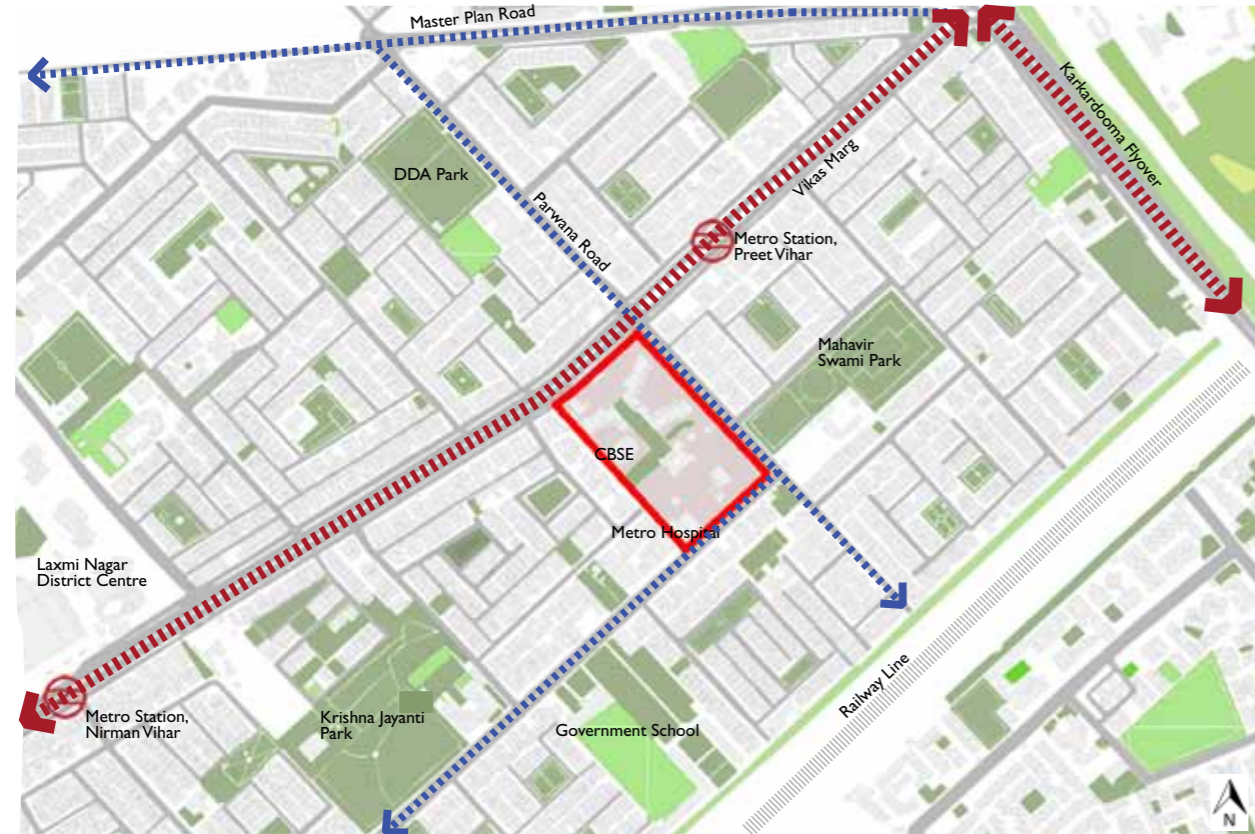
Preet Vihar Ward No 228

(Source: Base Image- Google Earth)

1.3 Movement and Development around the Site

Movement Pattern

Vikas Marg is the major road passing through the Preet Vihar Community Centre. The connectivity in the east is via Karkardooma Flyover which links the zone to Noida. The site is well connected by Metro. On the West, ITO junction connects the site via Laxmi Nagar District Centre. A network of roads and MRTS provides good connectivity to access other destinations.



Legend
 Built-Up Gardens Playgrounds Scrubs Road Metro Station Railway Line



Yamuna Bank Station to the left and the intersection of Vikas Marg and Link Road to the right

(Source: Kapur Varun Shiv (2010), <https://www.flickr.com/photos/varunshiv/4978741215/in/album-72157624931160176/>)



Foot over-bridges connecting Laxmi Nagar Station to different sides of the road intersection

(Source: Kapur Varun Shiv (2010), <https://www.flickr.com/photos/varunshiv/4978741215/in/album-72157624931160176/>)



Nirman Vihar Station with the Lakshmi Nagar Commercial Complex and the adjoining V3S Mall

(Source: Kapur Varun Shiv (2010), <https://www.flickr.com/photos/varunshiv/4978741215/in/album-72157624931160176/>)

1.4 Site

Vikas Marg in Preet Vihar is the most congested stretch within the precinct experiencing a high traffic volume. Of late, the corridor and neighbourhood edges have been further compromised by surface parking by shop owners. New vendors encroaching on to the road have also constrained the traffic flow.



Legend
 Road Metro Station Gardens Built-Up Site



Preet Vihar Community Centre seen from Vikas Marg



Preet Vihar Metro Station Gate No. 2



Preet Vihar Community Centre seen from Acharya Nag Raj Marg



The Preet Vihar Station and the adjoining commercial complex

(Source: Kapur Varun Shiv (2010), <https://www.flickr.com/photos/varunshiv/4978741215/in/album-72157624931160176/>)



Growing Commercial Area around the Metro Station

(Source: Kapur Varun Shiv (2010), <https://www.flickr.com/photos/varunshiv/4978741215/in/album-72157624931160176/>)

1.5 Issues on the Ground

1.5.1 Circulation

- The pedestrian walkway near Vikas Marg and Acharya Nag Raj Road is underutilized due to encroachment by vendors.
- Cars parked by the residents of Preet Vihar on the pavement obstruct the walkway.
- Residents have encroached upon the pedestrian pathway by building ramps on their respective properties, which obstruct pedestrian movement.
- No organized parking system particularly in markets. Road space is used to accommodate parking and this creates chaos.
- Service roads tend to create congestion at the main Vikas Marg junction.
- Lack of pick-up and drop-off points.



On-street parking reduces the carriageway of the road



Encroachment of vendors and rickshaw pullers on to the road connecting the Community Centre to the Metro station



Unused Subway



Encroachment by vendors on to the footpath around the Community Centre

1.5.2 Visual Environment

- All corridors inside the Community Centre have been painted with shop names creating an unpleasant view.
- Advertising boards are hung all over the buildings which makes identification of facilities confusing and chaotic.
- Huge unused hoarding panels obstruct the building view from Vikas Marg.
- Shops on the ground floor have encroached both temporarily or permanently upon corridors, blocking access. Similarly, office extensions on the upper floors have encroached upon balconies. Air conditioners projecting from the wall façade degrade the visual appeal.



Pillars with painted shop signs along the corridor



Advertising boards on the façade of the building spoil the elevation



Hoarding on the main Vikas Marg blocks the view of the Commercial Centre

1.5.3 Utilities

- Open dumping of the waste creates unhygienic conditions and encroachments on pedestrian pathways.
- Waste is generally dumped in following areas of the Community Centre:
 - Parking area
 - Corners and along edges
 - Street vending areas
- There is no scientific method adopted for waste handling at present.
- Transportation of waste in open trucks during peak hours creates both nuisance and traffic congestion.
- There are no spatial standard norms adopted by concerned local bodies for the placement of waste receptacles.



Non-segregated and mixing of wet and dry waste reduces the reusable value of the recyclable waste



Neglected corners in the circulation area



- On Street Parking
- Slip Road



1.5.4 Public Open Spaces

- There is a lack of congregation space in the Community Centre.
- Due to large amount of waste (construction, demolition and food waste from eating hubs), green spaces have become unfit for use.



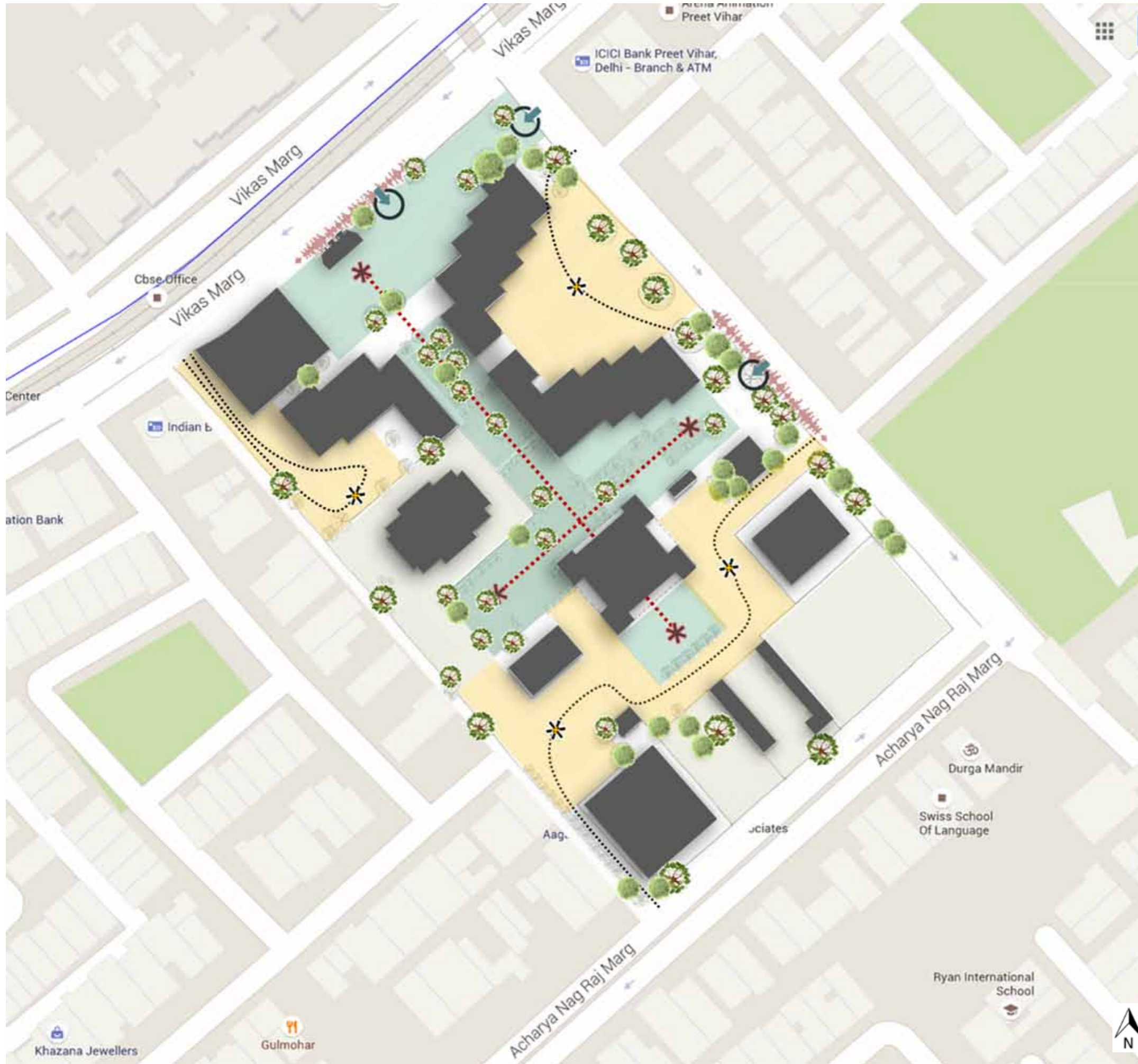
Unused green spaces because of construction waste



Low maintenance of green spaces

1.6 Existing Visualization of Site









2.1 Structure Plan

Rejuvenate the space for maximum utilization by premise users, visitors and adjacent residential areas. The study focuses on analysing the aspects towards New Approach to Public Open Spaces. Preet Vihar Community Centre houses many shops and offices and is one of the premier markets for the sale and purchase of second-hand cars in East Delhi. The complex also houses many stock broking units. There are a few software development firms, builders, and property dealers located in the complex.

Community Centres in India are generally dilapidated structures with issues such as circulation, parking, visual environment, public open spaces, etc. An attempt has been made to create a model that can be adapted for other places. It is important to understand the need for open spaces and to maintain them in a such a way that it attracts people from the community.

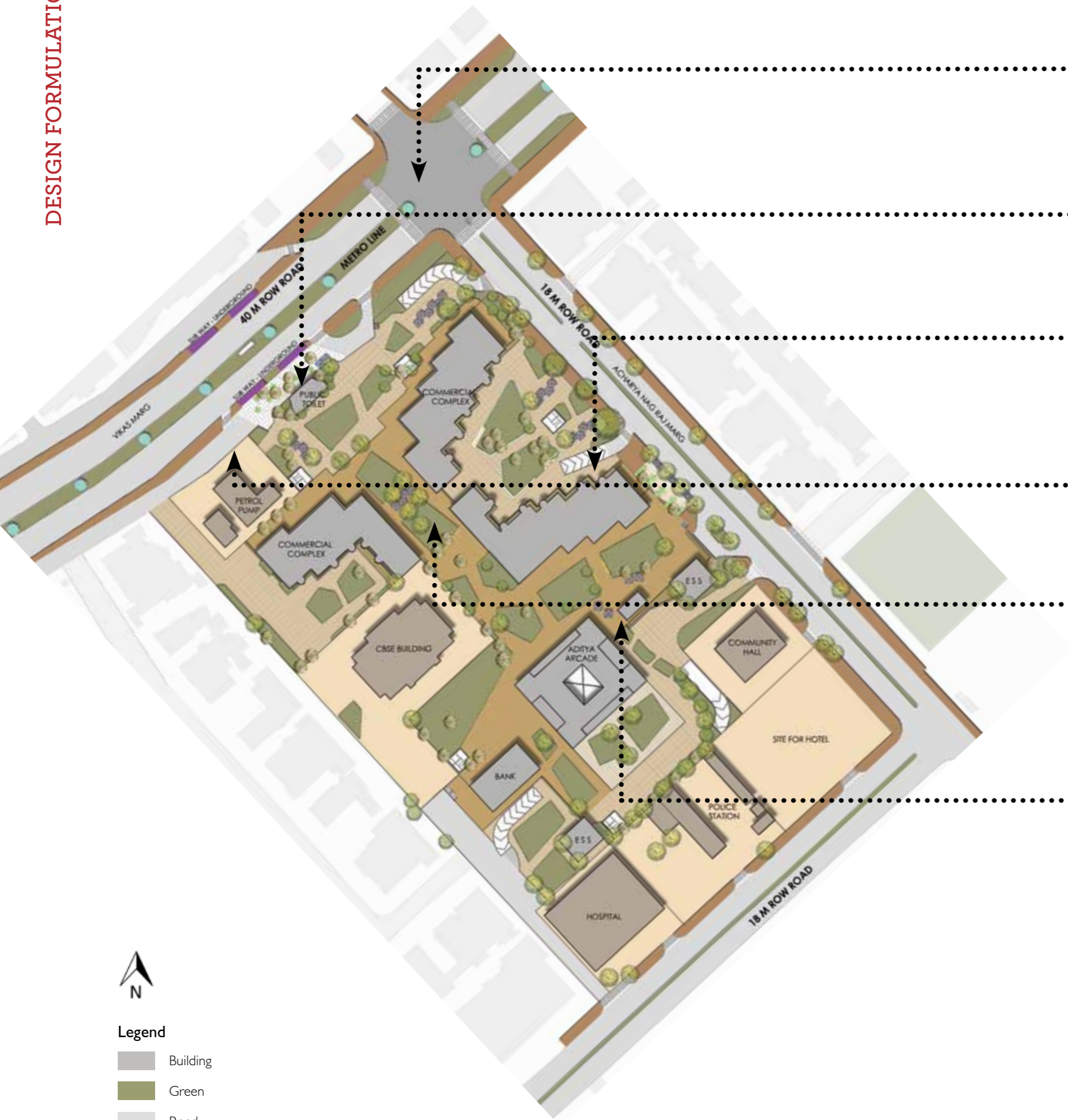
Legend

-  Needs clear and clean access with well-defined entrance plazas.
-  Pedestrian movement to be integrated with green areas that have provisions for seating.
-  Redesign or restructure surface parking with facilities like basement parking, stack parking etc.
-  Needs a visual and a physical connection to the main road.

Intervention

- Reorganize green areas and provide facilities for premise users, visitors and adjacent residents by creating a positive activity space for public interest.
- Integrate improved access, circulation and landscape in the complex.
- The area faces a chaotic situation due to the growing pressure of cars and commercial activities. The suggested proposals focus on a new approach to existing open spaces by eliminating surface parking.
- Specific studies have been done on Vikas Marg and Acharya Nag Raj Marg for developing a plaza to accommodate the growing demands for commercial space and associated functions.

2.2 Proposed Master Plan



Project 1: Tabletop junction provided for better traffic flow

Project 2: Development of a landscaped plaza on Vikas Marg. Integration of street furniture and kiosks

Project 3: Ramps provided on Acharya Nag Raj Marg for basement entry to avoid vehicular parking on the main road

Project 4: Slip roads are eliminated in order to avoid congestion at the junction

Project 5: Reorganize green areas and provide facilities for premise users, visitors and adjacent residents by creating positive active spaces

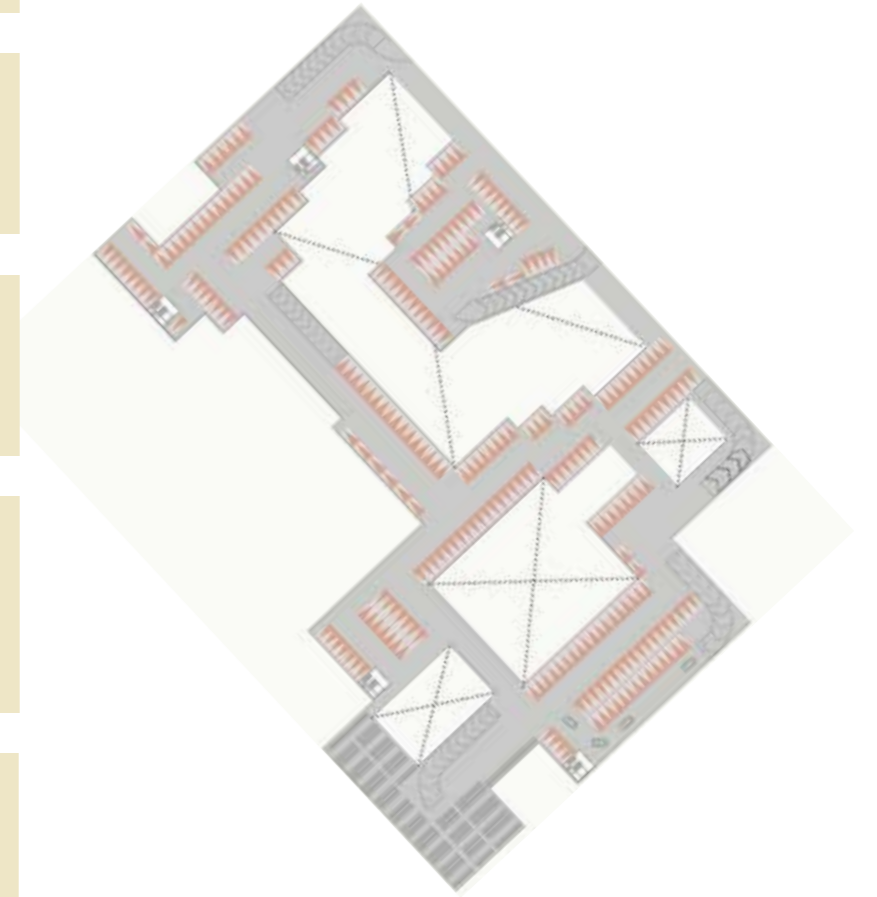
Project 6: Proper allocation of spaces for vendors inside the community centre in order to make the open spaces more interactive and decongest the streets

Project 7: Imposing Urban Design Guidelines for façade control

Project 8: Working on issues pertaining to Solid Waste Management in the area

To solve the parking problem, basement parking has been proposed at the Preet Vihar Community Centre. The issues in the existing precinct are:

- Traffic congestion
- Lack of a parking facility
- Encroachment of parking space by car traders
- No designated parking area
- Haphazard signage and hoardings
- Underutilized open spaces
- Encroachment by hawkers in open spaces



Stack parking has been provided in the complex, under the open area in order to maximise parking space. A buffer of 4.5 m has been kept from the building to minimise the effect on the building foundation.

Area of Basement: 12165 sq m

Circulation Area: 7182 sq m

No. of cars: 450

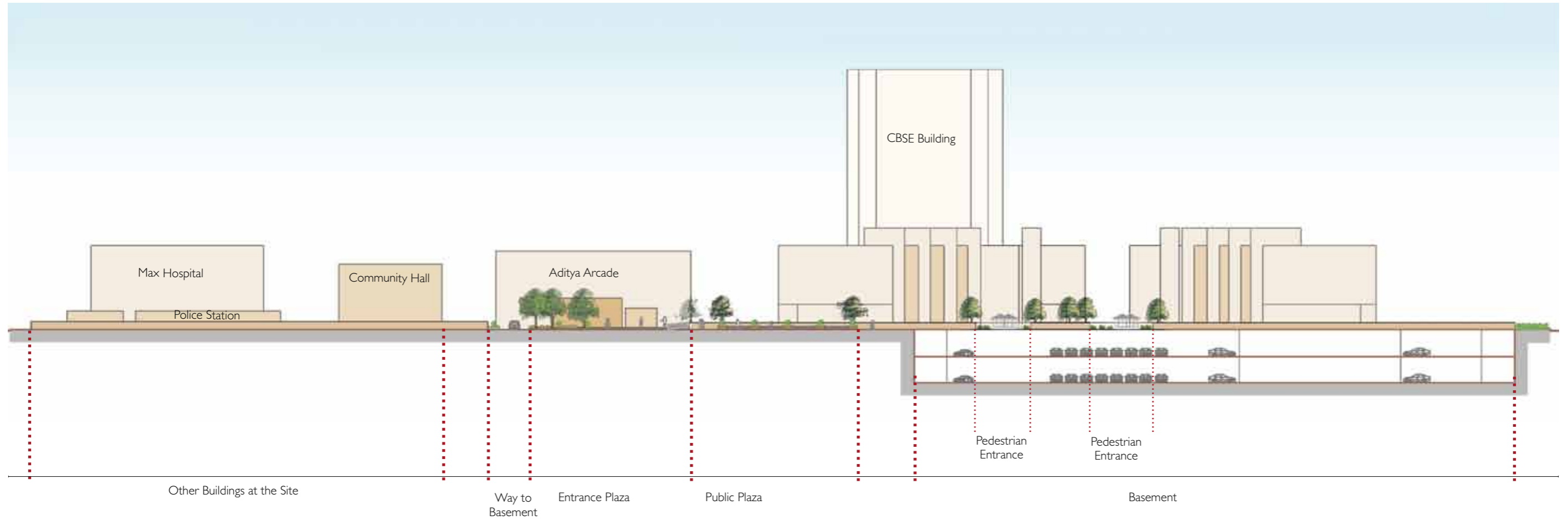
Area occupied by parking: 3837 sq m

2.2.1 3D View of the Site

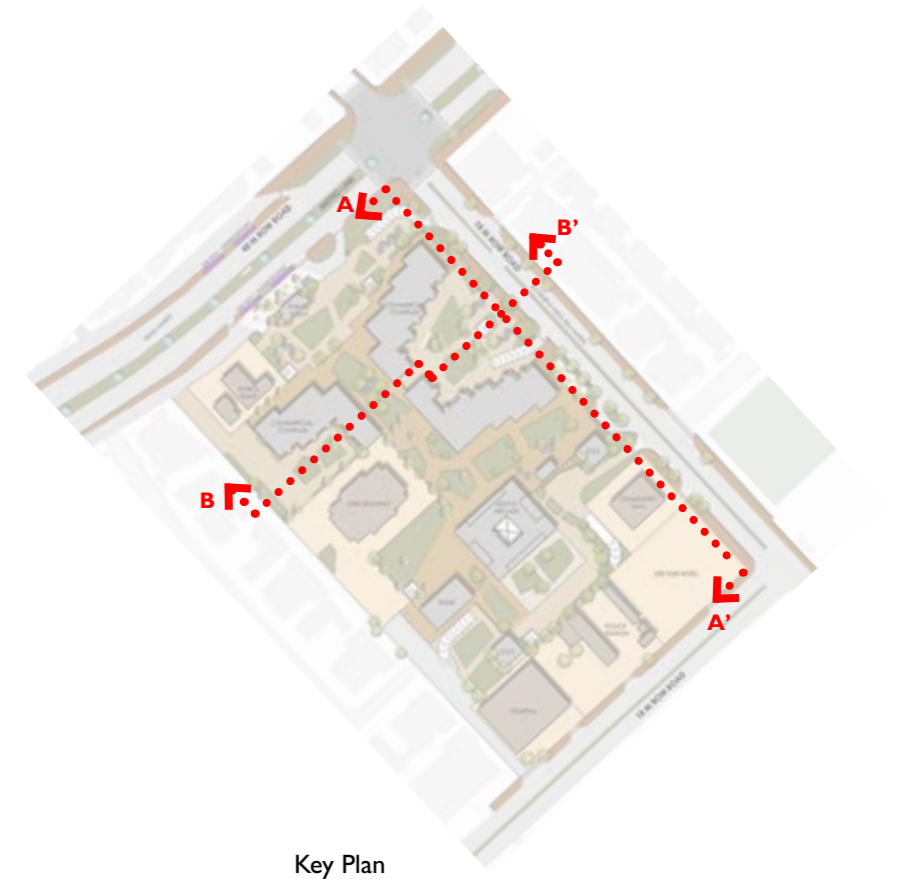
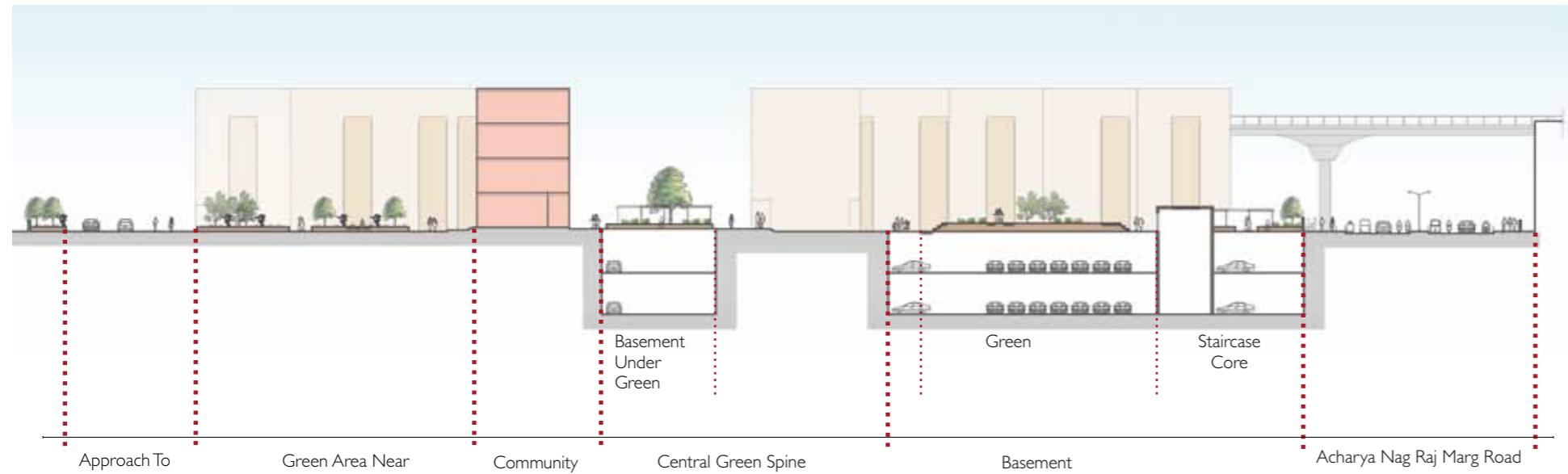


2.2.2 Site Sections

Section AA'

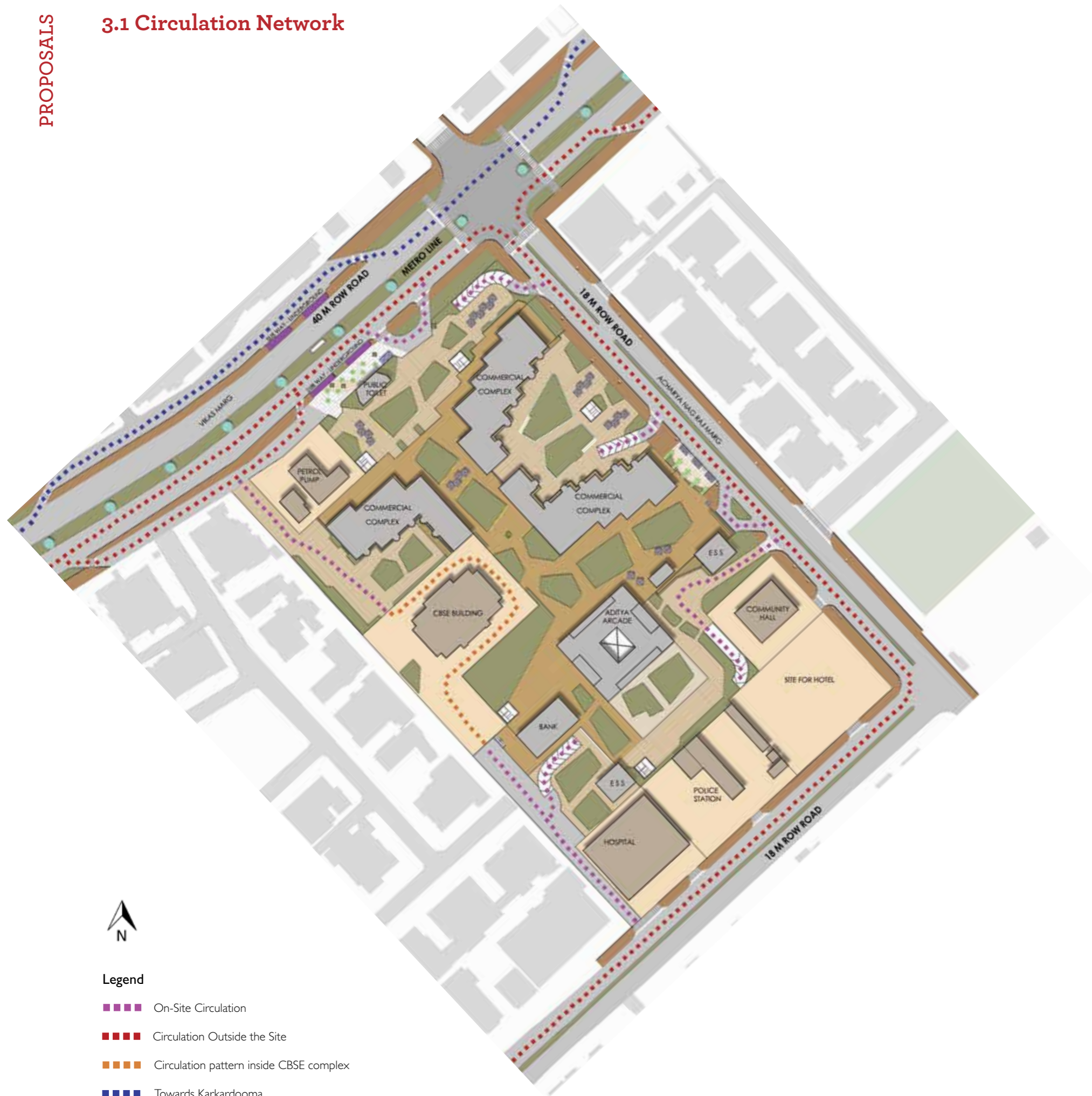


Section BB'



Key Plan

3.1 Circulation Network



Legend

- ■ ■ ■ On-Site Circulation
- ■ ■ ■ Circulation Outside the Site
- ■ ■ ■ Circulation pattern inside CBSE complex
- ■ ■ ■ Towards Karkardooma

Proposed:

- Pedestrian 31.15% (9865 sq m)
- Vehicular 9% (2886 sq m)

Existing:

- Pedestrian 11.35% (3596 sq m)
CBSE 4.9% (1554 sq m)
- Vehicular 9.3% (2933 sq m)
CBSE 3.5% (1130 sq m)

Issues

- **Pedestrian:** Lacks defined pedestrian entrances
Lacks clear passages or walkways
Lacks plazas, sitting spaces or pause points
- **Vehicular:** Parking beyond its threshold leaves no circulation for the movement of cars within the premises
Lacks drop-off zones
- Traffic from Vikas Marg towards the Preet Vihar Community Centre will take the ramp down after taking a U-turn from Acharya Nag Raj Marg to the basement parking of the Community Centre.
- No access has been provided for the basement from Vikas Marg because of heavy volume of vehicular traffic as well as pedestrian movement.
- The gap in the median of the Acharya Nag Raj Marg has been shifted away from the proposed ramp so that the throughfare for non-stop traffic is unobstructed.
- Vehicles coming out of the basement parking of the Community Centre will take the at grade U-turn to go towards the Metro Hospital.
- Ramps for the basement provided in the Community Centre are placed away from the road so that cars coming out can get some breathing space by not hitting the road directly.
- To maintain the continuity of the footpath, a tabletop crossing has been provided at the entry points to the Community Centre.

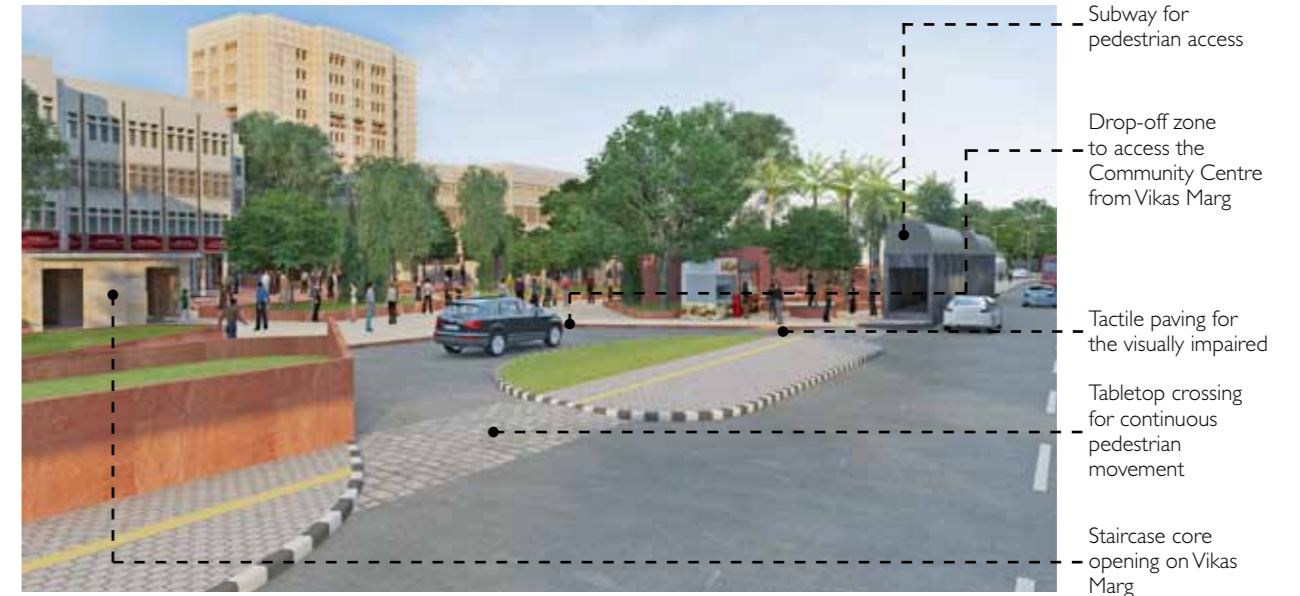
3.1.1 Visualization of Circulation network



Legend
 — Circulation outside the Site — On-Site Circulation — Circulation Pattern inside CBSE — Towards Karkardooma
 Existing Circulation Network
 ● Pedestrian Connectivity to the Site



Legend
 — Circulation outside the Site — On-Site Circulation — Circulation Pattern inside CBSE — Towards Karkardooma
 Proposed Circulation Network
 ● Pedestrian Connectivity to the Site



View of the drop-off zone from Vikas Marg



View of Vikas Marg towards Karkardooma



View of pedestrian and vehicular entry points on Acharya Nag Raj Marg

3.1.2 Redesign of Vikas Marg and Facilities around the Community Centre

Present Situation

The entrance road from Karkardooma to ITO is 40 m wide. Because of the Metro pillars, the existing carriageway on the road is reduced. The edges of the road are flanked by commercial activities such as, street vendors, shops, etc. It is also the spillover area for Preet Vihar Community Centre and Laxmi Nagar District Centre.

The existing road being 40 m in width, lacks a pavement, dedicated hawking spaces, etc. making it extremely difficult to traverse. The road carries heavy pedestrian and vehicular traffic throughout the day.

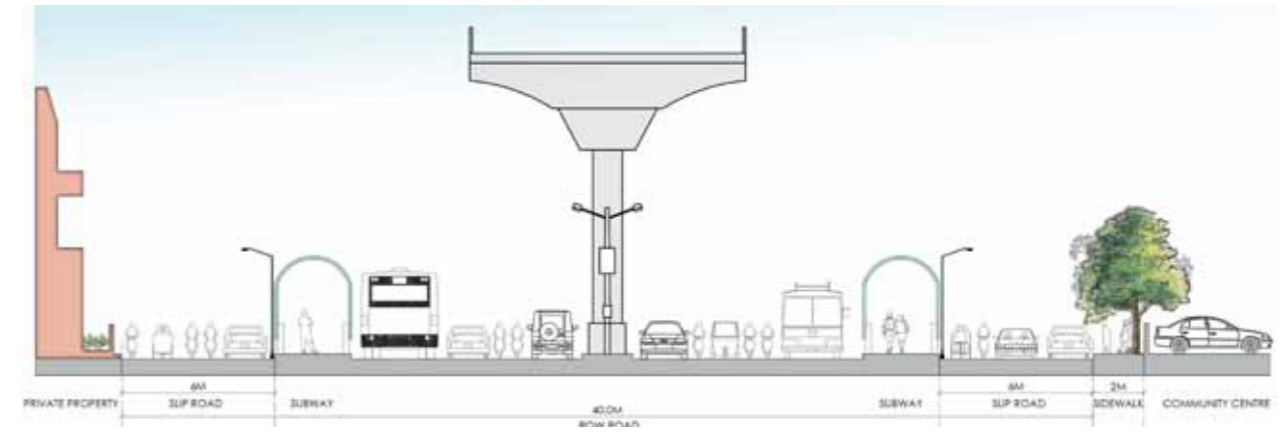
The issues observed at the Vikas Marg junction are:

- As the junction is not planned efficiently for both vehicular and pedestrian movement, it creates regular traffic jams.
- There is no proper lane division at the junction.
- Pedestrian movement is affected due to encroachment by vendors and rickshaw pullers on the edges of the junction.

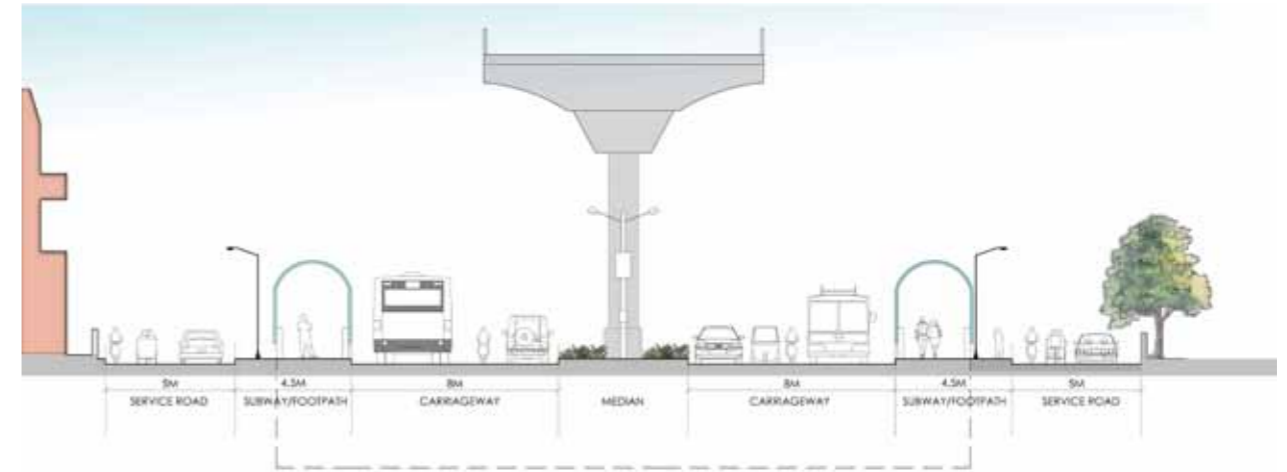


Redesign of the Road

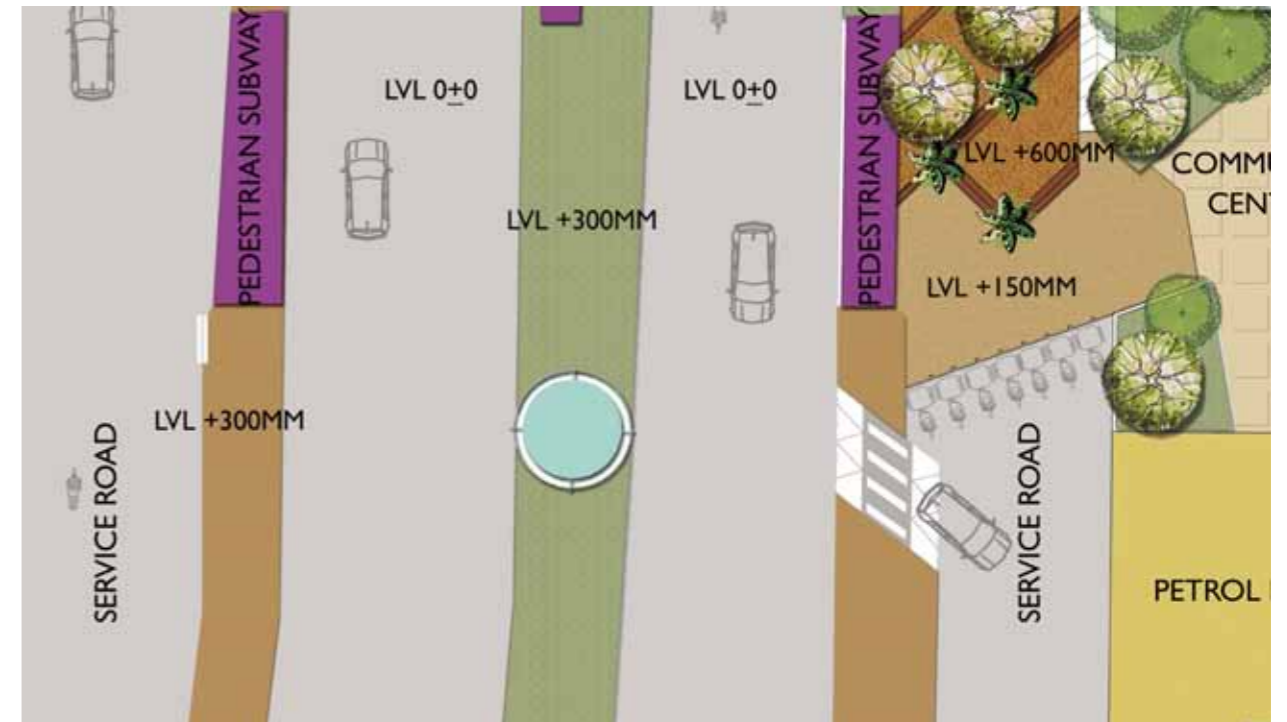
- Designated space for hawkers so as to reduce travel delays and reduce congestion on the road.
- Parking space for rickshaw pullers.
- Separate and uninterrupted pedestrian pathway provided with tabletop crossings.
- Green belt under the Metro line.
- A shaded public plaza for recreational activities by integrating kiosks and street furniture with provisions like a public convenience block, well-lit ambiance, seamless onward connectivity from the subway and road to the site and pick-up drop-off spaces with Inter Para Transit (PT) vehicle stands.
- Connectivity from pedestrian subways.
- Slip roads have been eliminated from Vikas Marg and approach to the properties is provided from service road. The entrance of which is 50 m away from the main junction to avoid congestion caused by the slip road.



Typical Existing Section of Vikas Marg



Typical Proposed Section for Vikas Marg

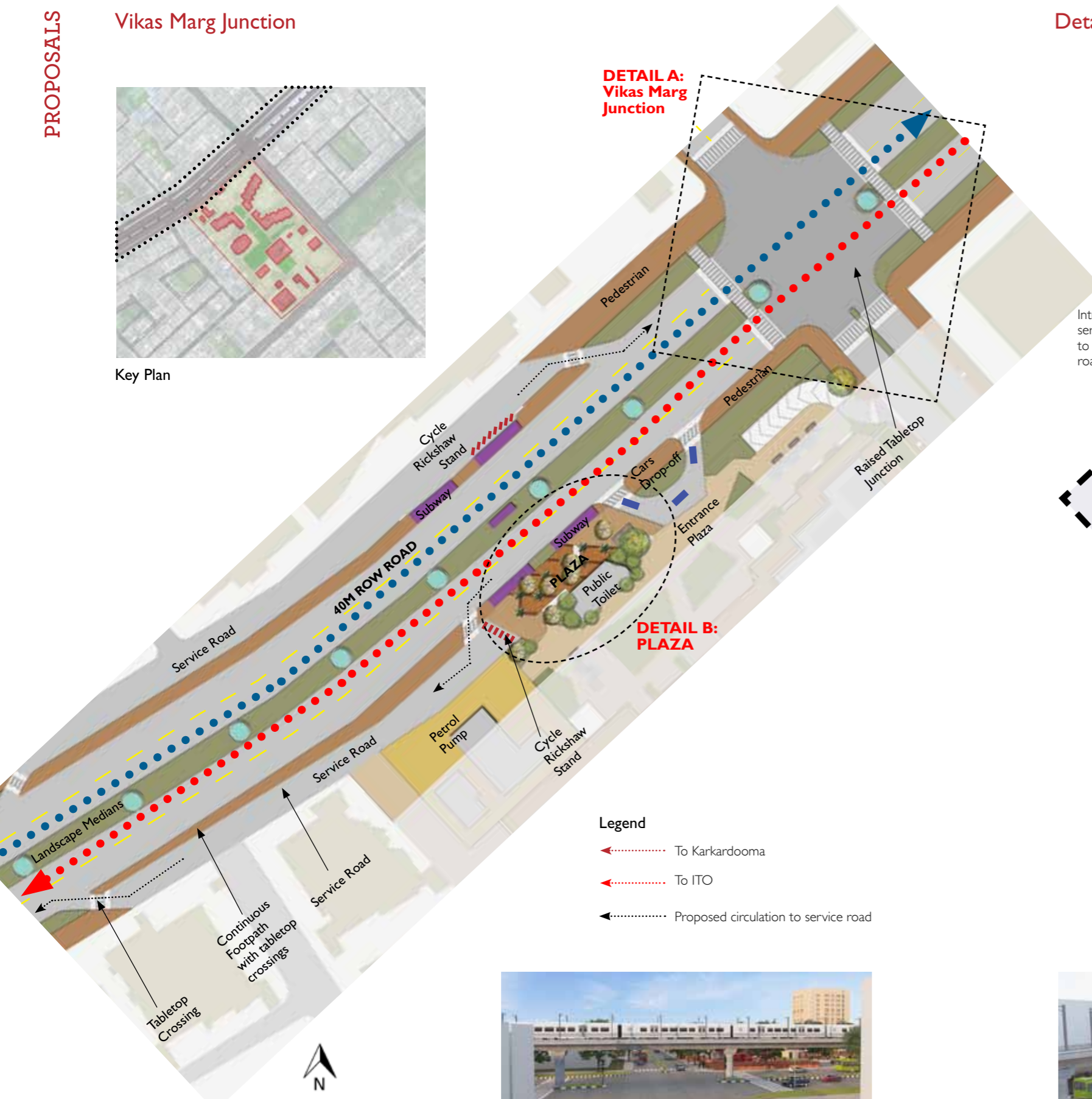


Proposed Plan for Vikas Marg

Vikas Marg Junction



Key Plan

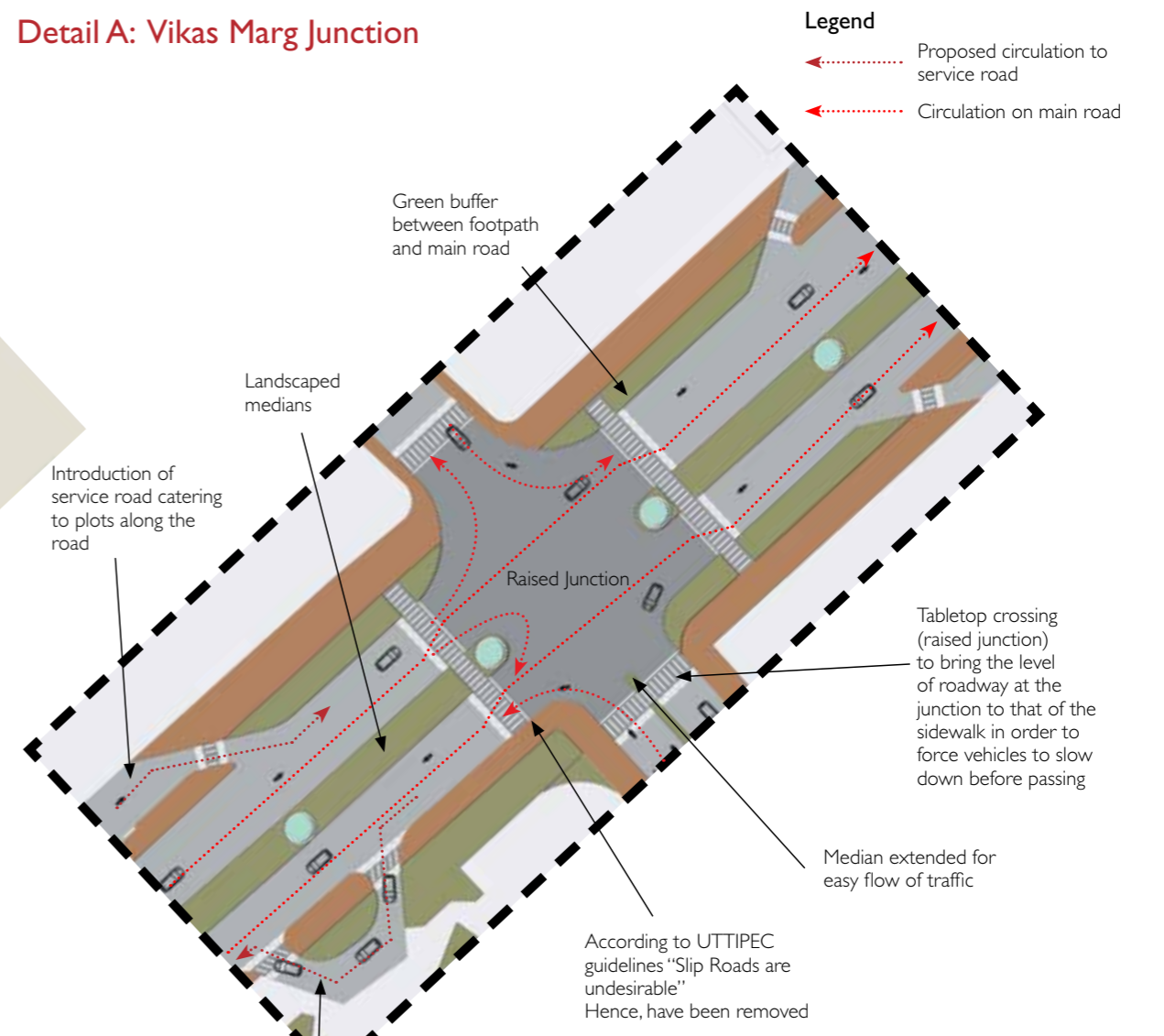


Detail of Vikas Marg Road



Vikas Marg Junction

Detail A: Vikas Marg Junction

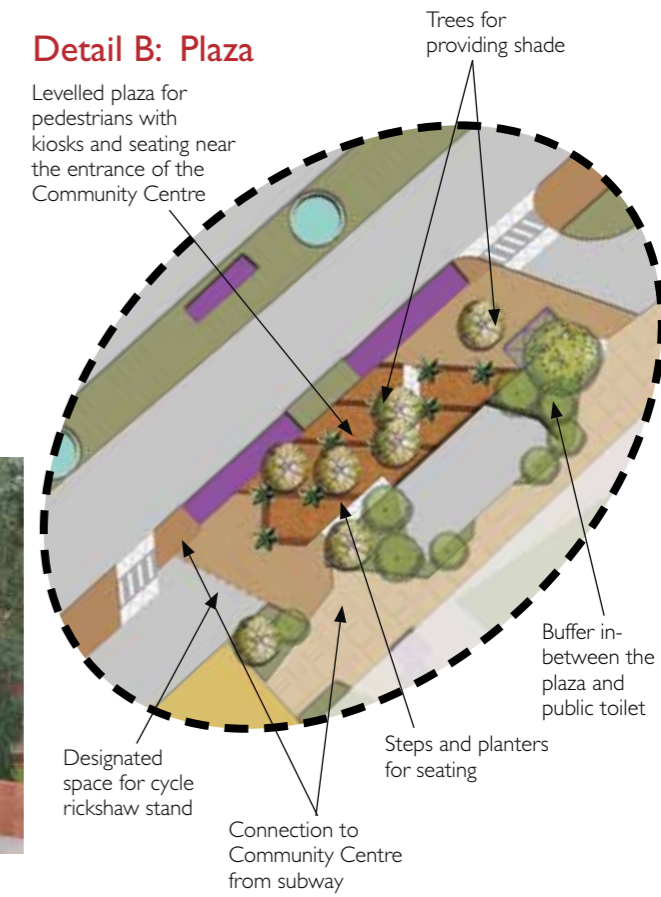


Detail B: Plaza

Levelled plaza for pedestrians with kiosks and seating near the entrance of the Community Centre



Public Plaza on Vikas Marg with auto rickshaw stand



3.1.3 Redesign of Acharya Nag Raj Marg and Facilities around Community Centre

Present Situation

The actual Right of Way (ROW) is considerably reduced due to encroachments and unauthorized parking by residents and visitors. The width of the road is 18 m of which 2 m on both sides is taken up by rickshaw pullers and on-street parking.

Observations regarding the transportation system around the area are:

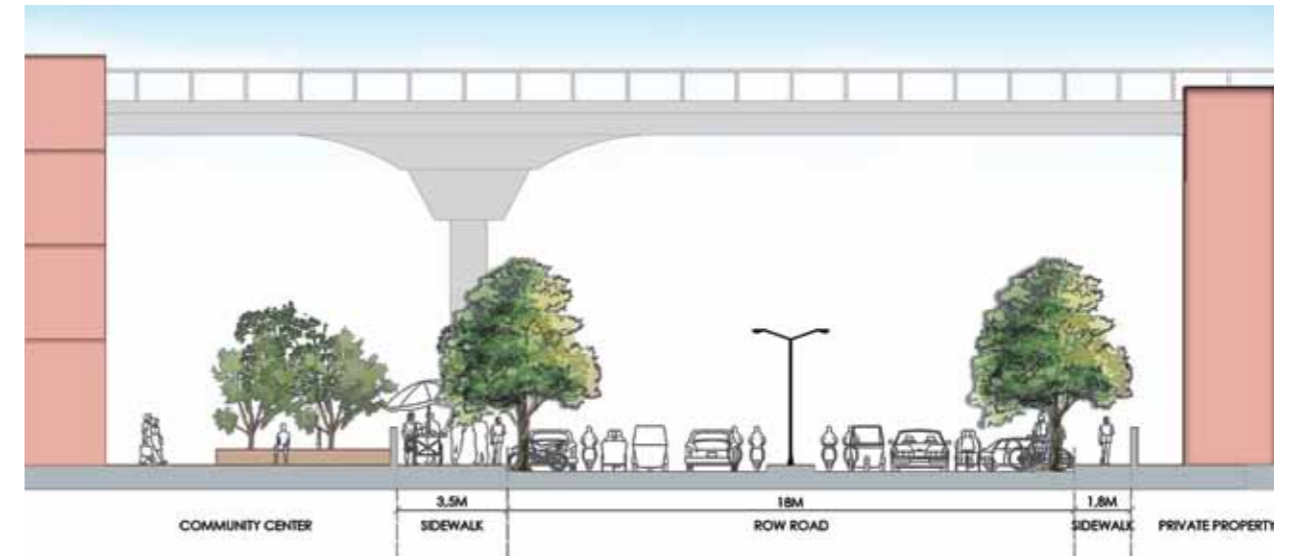
- Congestion on the road at peak hours.
- Unplanned auto and taxi stands lead to congestion on the road.
- No proper parking facility available nearby, which results in vehicles being parked on pavements and roads.
- Inadequate and unkept footpaths.
- Absence of facilities for the disabled and elderly.



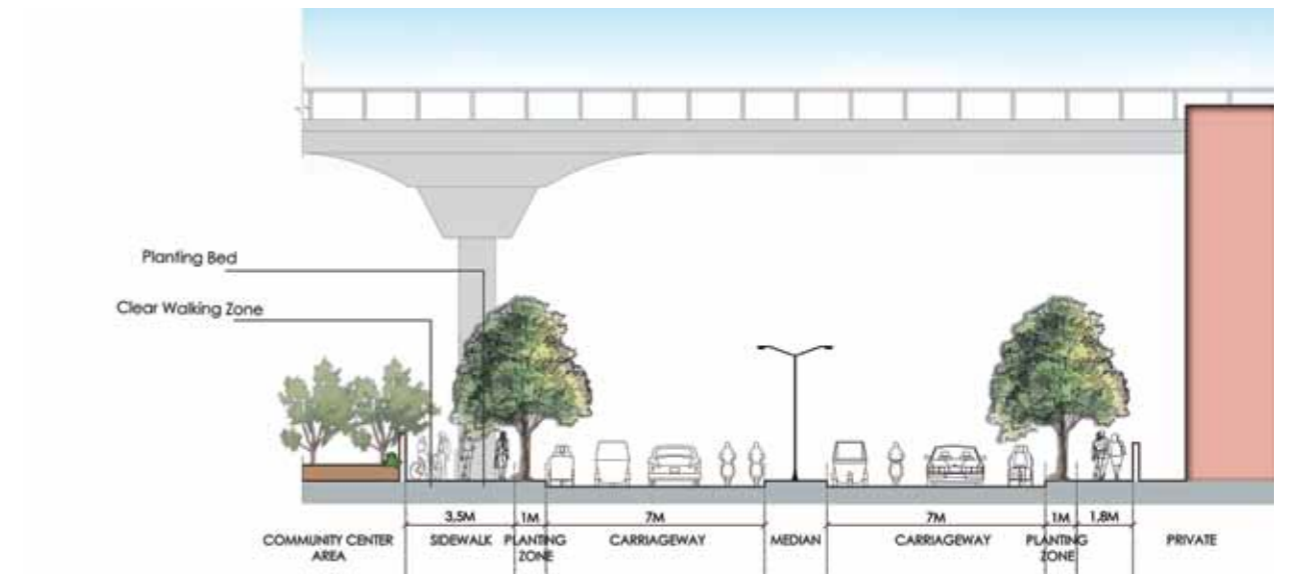
Redesign of the Road

It is therefore proposed to have a multi-nodal transport system which allows for all kinds of traffic movement (pedestrian and vehicular), dedicated spaces for hawkers, green areas, street furniture, pavements on both sides for pedestrians and parking facilities to be provided.

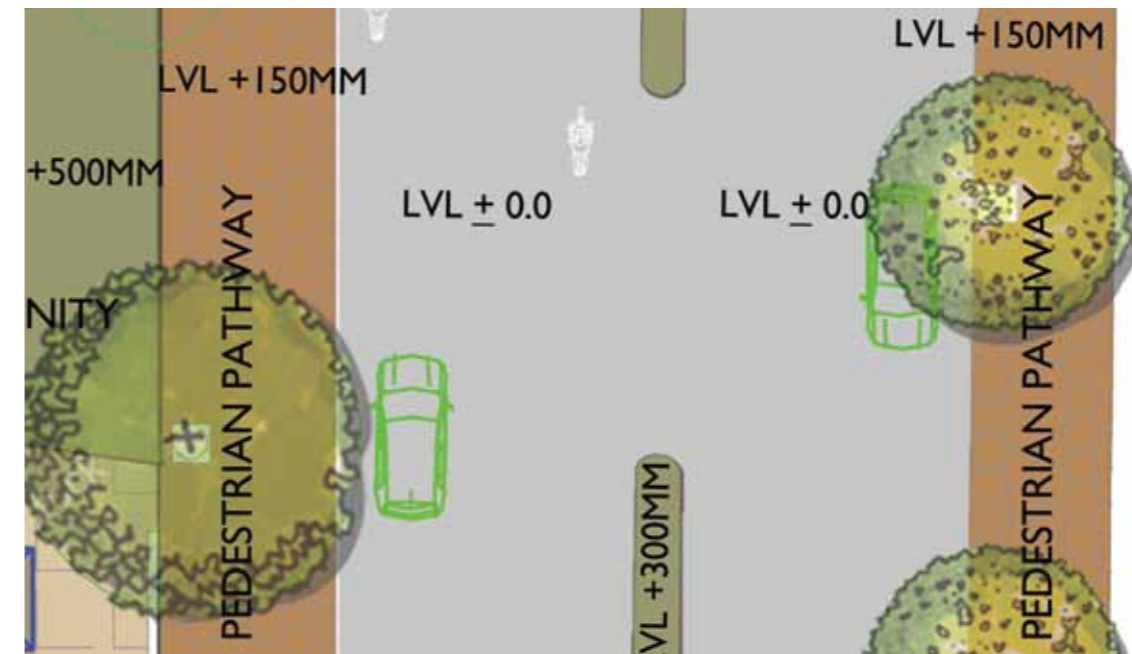
- Ramps have been proposed in order to make the Community Centre disable friendly.
- All the ramps proposed for the basement have been provided on Acharya Nag Raj Marg in order to avoid congestion on the main road.
- The gap on the median has been shifted in order to take a U-turn at Acharya Nag Raj Marg.
- Kiosks on the road that encroach the pedestrian pathway have been provided dedicated spaces. An attempt has been made to ensure that no kiosk opens directly on to the road.



Typical Existing Section of Acharya Nag Raj Marg



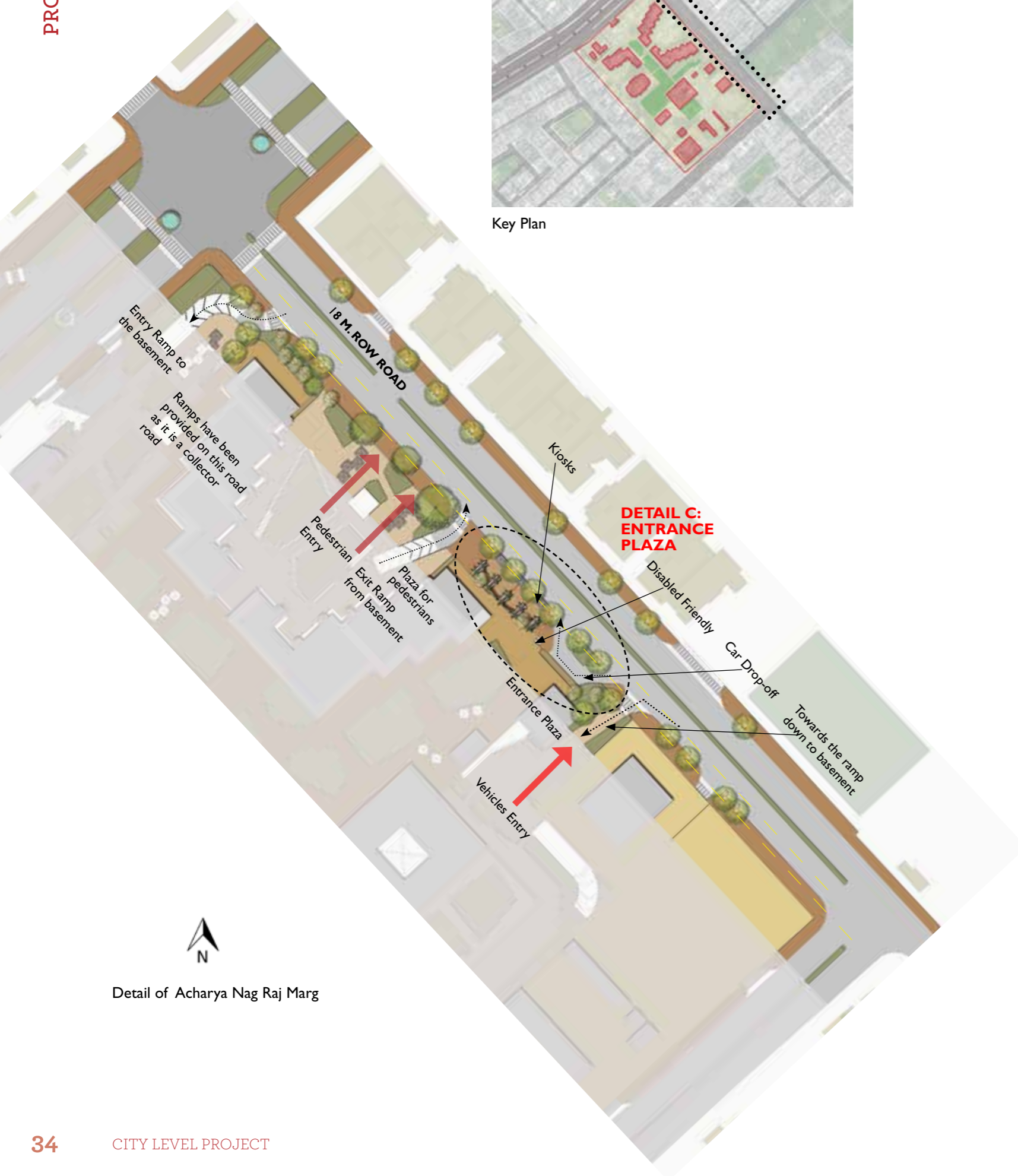
Typical Proposed Section for Acharya Nag Raj Marg



Proposed Plan for Acharya Nag Raj Marg

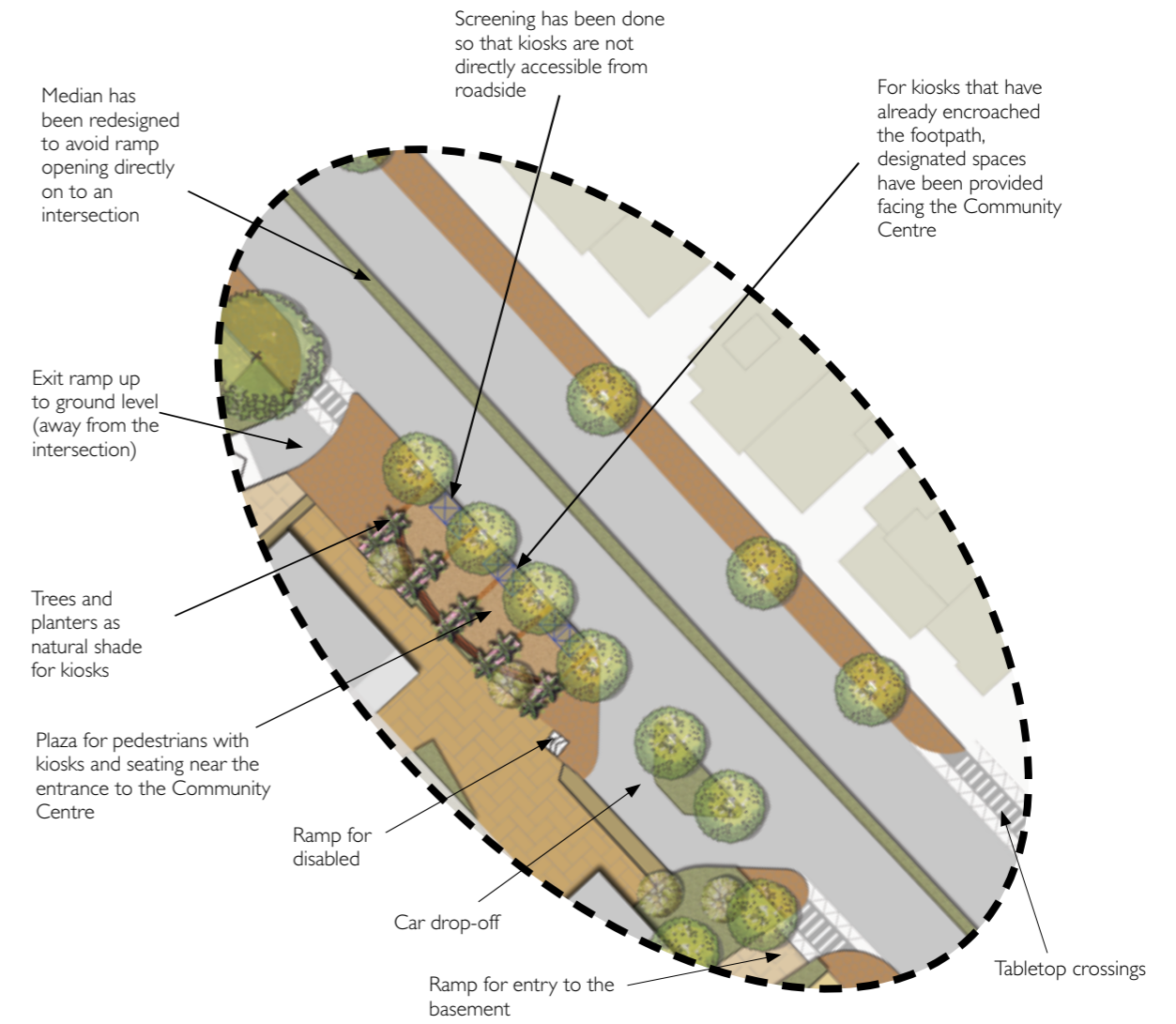


Key Plan



Detail of Acharya Nag Raj Marg

Detail C: Entrance Plaza



For effective functioning and vitality of a pedestrian network, it is important to reinforce it with public amenities that are ancillary to the movement of pedestrians.

Locating these requirements forms a significant part of design. Thus public facilities like toilets and street furniture, etc. are provided at entrance plazas.

Recommendations

Transport and Mobility

- Improvements in transport and mobility. Connectivity has been provided to improve easy access within the precinct and other parts of the city. Additional segments proposed, facilitate improved connectivity. Slip roads should be eliminated in order to improve access and reduce congestion.
- Encroachment on ROW in any form (hawkers/ vendors/parking/electric feeder pillars) should be removed.
- The precincts should be made pedestrian-friendly by providing adequate footpaths on all roads and underpasses wherever applicable.
- While designing, care should be taken to provide facilities for the disabled and elderly.
- Proper streetlights, signage and street furniture should be provided.
- Pedestrian and disabled-friendly crossings/junctions should be designed.

3.2 Reorganizing Informal Spaces



Legend
 ● Location of Vendors ■ Greens ■ Site Built ■ Context

Present Situation

The present chaos takes away from the user the experience of walking at ease while shopping. The absence of arrival points, pause points and sequence of spaces leads to no directional flow within and outside the building. Observation regarding vendor activity around the area:

- Kiosks on the pavement at Acharya Nag Raj Marg create hindrance in traffic movement.
- Unauthorized vendors like tea stalls, a cobbler, flower sellers, cigarette shops, food stalls, etc. interrupt pedestrian movement.



Vendors on the footpath at Acharya Nag Raj Marg



Vendors at Vikas Marg Junction blocking the pedestrian pathway

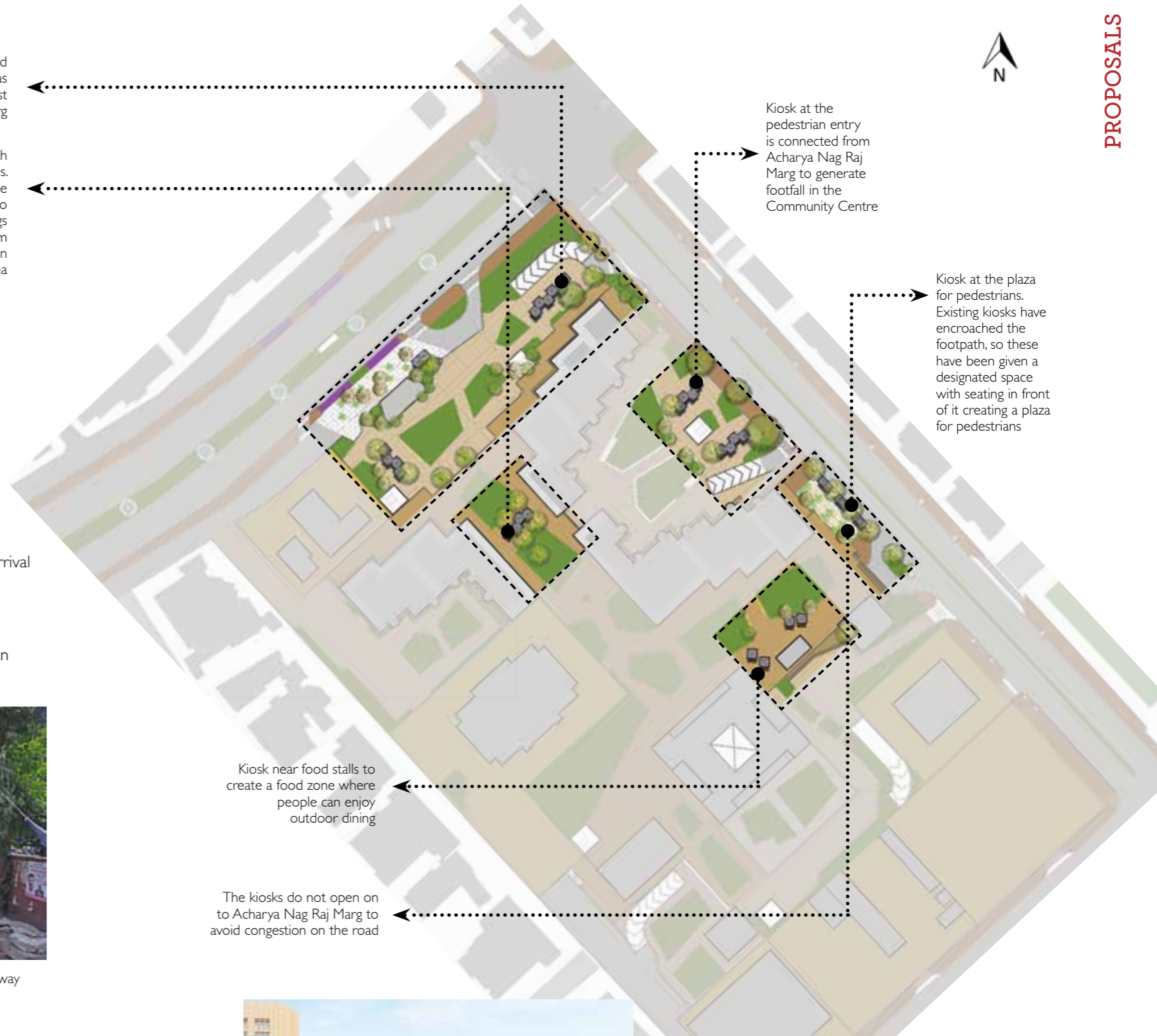


Organised vendors on the footpath at Acharya Nag Raj Marg

Existing kiosk area- 67.63 sq m
 Proposed kiosk area- 200 sq m

The kiosk at the entrance plaza has shaded seating space and a public toilet which has been buffered by a line of trees. It is most accessible from Vikas Marg

A kiosk in between the green spaces with seating and shade from trees. These have been created on the main spine of the Community Centre, in order to facilitate people to use the space. The buildings overlook the main kiosks and the maximum circulation within the Community Centre is in the central area



Kiosk at the pedestrian entry is connected from Acharya Nag Raj Marg to generate footfall in the Community Centre

Kiosk at the plaza for pedestrians. Existing kiosks have encroached the footpath, so these have been given a designated space with seating in front of it creating a plaza for pedestrians

Kiosk near food stalls to create a food zone where people can enjoy outdoor dining

The kiosks do not open on to Acharya Nag Raj Marg to avoid congestion on the road



Recommendations

- Maximum number of kiosks should be located near the main entrance with few along the main spine and the rest spread evenly on the secondary axis near the entrances.
- Select attractively designed benches, trash containers and bicycle racks that complement the existing architecture.
- Street furniture should be comfortable and convenient for the elderly and handicapped.

3.3 Public Open Spaces

Present Situation

Open Spaces in Preet Vihar have been developed on the periphery and are underutilized, bounded by fences and have no clear access. The edges have heavy informal activities and parking which makes these spaces even more difficult to approach.

Observations regarding public spaces around the area are:

- Low maintenance of green areas in the Community Centre
- Waste accumulated around green spaces
- Green area near the CBSE building has been fairly well-managed
- The toe walls around the green spaces are broken and untidy, destroying the purpose of serving people
- Nuisance because of a liquor shop nearby
- Lack of street furniture
- No shaded areas



Condition of open space near CBSE building



Open space near entrance plaza



3.3.1 Structure Plan

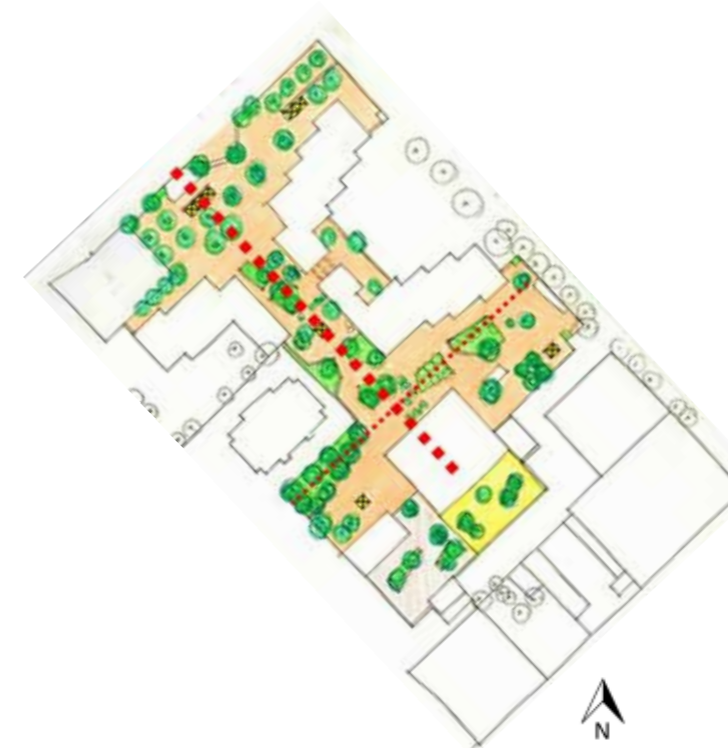
- Vehicular movement and parking is prohibited in this zone, in order to encourage pedestrian movement and create more open public spaces.
- No existing tree can be removed.
- The entrance plaza should provide sitting and recreational spaces for premise users and visitors.
- For minimum maintenance of green spaces creating lawns should be avoided, while planters should be promoted.
- Designated zone for street vendors/kiosks.
- Landscaped plaza for mall users and visitors.
- Pedestrian entrance plaza.

3.3.2 Design Alternatives

Alternative 1



Alternative 2



Source: <http://inhabitat.com/the-plaza-at-the-canadian-museum-of-civilization-is-a-recreation-of-nearby-prairies/>



Source: <http://www.sitelines.org/webatlas/vandowntown/bentalah-5.html>

Alternative 1:

Free-flowing green spaces aligned along the central axis have been explored in Option 1. This was achieved by segregating the existing open spaces and providing adequate lighting and seating spaces to avoid the nuisance created by the liquor shop in the evening.



Source: <http://www.townshendia.com/projects/kings-cross-central-9/>



Source: <http://www.unstudio.com/projects/three-museums-one-square>

Alternative 2:

Geometric green spaces aligned along the central axis have been explored in Option 2. Lighting along the main spine would make the place active in the evening and act as a congregational space for the community. Green planter beds with toe walls serve as seating places for office users and visitors.

3.3.3 Existing Open Space Network



3.3.4 Proposed Layout for Public Open Spaces

Green areas have been introduced to soften the hard paved axis.

Existing Green Area: 2704 sq m (8.5%)

Proposed Green Area: 5130 sq m (16%)

The surface has been cleared of vehicles and has been turned into plazas with sufficient green spaces

Green areas flanked by retail shops act as breathing spaces within a concrete jungle. These are accessible by a ramp



The green areas have been planned in such a way that existing planters can be retained. These are at raised levels and can be used as seating space. Some new trees have been planted at places where shade is required like the entrance plaza, pedestrian plaza, etc.

Some green spaces have been designed to define the path of movement



Green buffer between the police station and the Community Centre

Green buffer created with plantation along the public toilet

Green areas have been introduced by removing surface parking to reduce the chaos within the site

Landscaped plaza created in the central area

Recommendations

- Public spaces and streets should be made more interesting/dynamic by giving them certain character through landscaping, wall murals, wall paintings, sculpture etc.
- All access points need to have a defined entrance plaza with tree plantation wherever possible.
- Drop-off zones to be incorporated to connect the pedestrian spine.
- All existing/mature trees to be incorporated into the design and pervious plantation beds to be provided for the same.
- Provide shaded seating for rest and relaxation along with open space for passive recreation.
- The plaza adjacent to Aditya Arcade to be landscaped for public activities.
- The main spine to be continuous with integrated green beds.
- Select appropriate size, form, colour and texture of roadside plantation that will complement and enhance the existing buildings.
- Place trees and shrubs appropriately.
- Select plant materials with low water and maintenance requirements.
- Minimize surface parking in order to create space for public facilities and green areas.

3.3.5 Visualization of Public Open Spaces



- Green Spaces thus designed, provide informal recreational and congregational spaces for the community, hence they are distributed to maximise the interaction.
- The plazas at entrances act as breathing spaces within the congested and overcrowded surroundings. These public spaces are aligned with vendors and kiosks which cater to the needs of society.
- There is a noticeable buffer provided by the tree cover between public utilities and recreational spaces in order to avoid direct contact.
- Public spaces are designed in such a manner that they organise themselves to the central spine on the site, thereby creating a barrier free and visually accessible flow of movement.
- Adequate street furniture and garbage bins have been placed at regular intervals within the site, which will be maintained by the market association.
- Lamp posts and lighting have been installed to create a safer environment.
- To cater to the spillover of the eateries near Aditya Archade, a landscaped plaza with informal seating has been introduced.

3.4 Visual Environment

Present Situation

The visual quality of Preet Vihar is deteriorating as the façade of the buildings in Community Centre have a considerable amount of hoardings and advertising clutter on the elevation. This in turn diminishes the importance of architectural design in the area.

Observations regarding visual quality around the area are:

- There is a noticeable clutter of signboards which diminishes the façade quality.
- There are no provisions made within and outside the building for the identification of any kind of facility and to ensure easy movement of people.
- High level of encroachment by street vendors and shop owners have reduced the accessibility of pedestrian walkways.
- No guidelines for façade control have been followed.

Facade

- Absence of organized hoardings and signage.
- No provision for electrical ducts and air conditioning units have been given which spoils the elevation of the buildings.
- All the corridors inside the Community Centre have been painted by their respective shop owners creating an unpleasant view for pedestrians.
- Advertising boards are hung all over the building which makes it very confusing for people to orient themselves.
- Huge unused hoarding panels obstruct the building elevation from Vikas Marg.

- Advertising boards seen from the main roads i.e. Vikas Marg and Acharya Nag Raj Marg envelope the façade of the building.
- Overhead electrical cables look aesthetically unpleasant.
- Telephone receivers on the rooftop create hindrance to the visual environment.



Large hoarding structure on Vikas Marg diminishes the character of the building



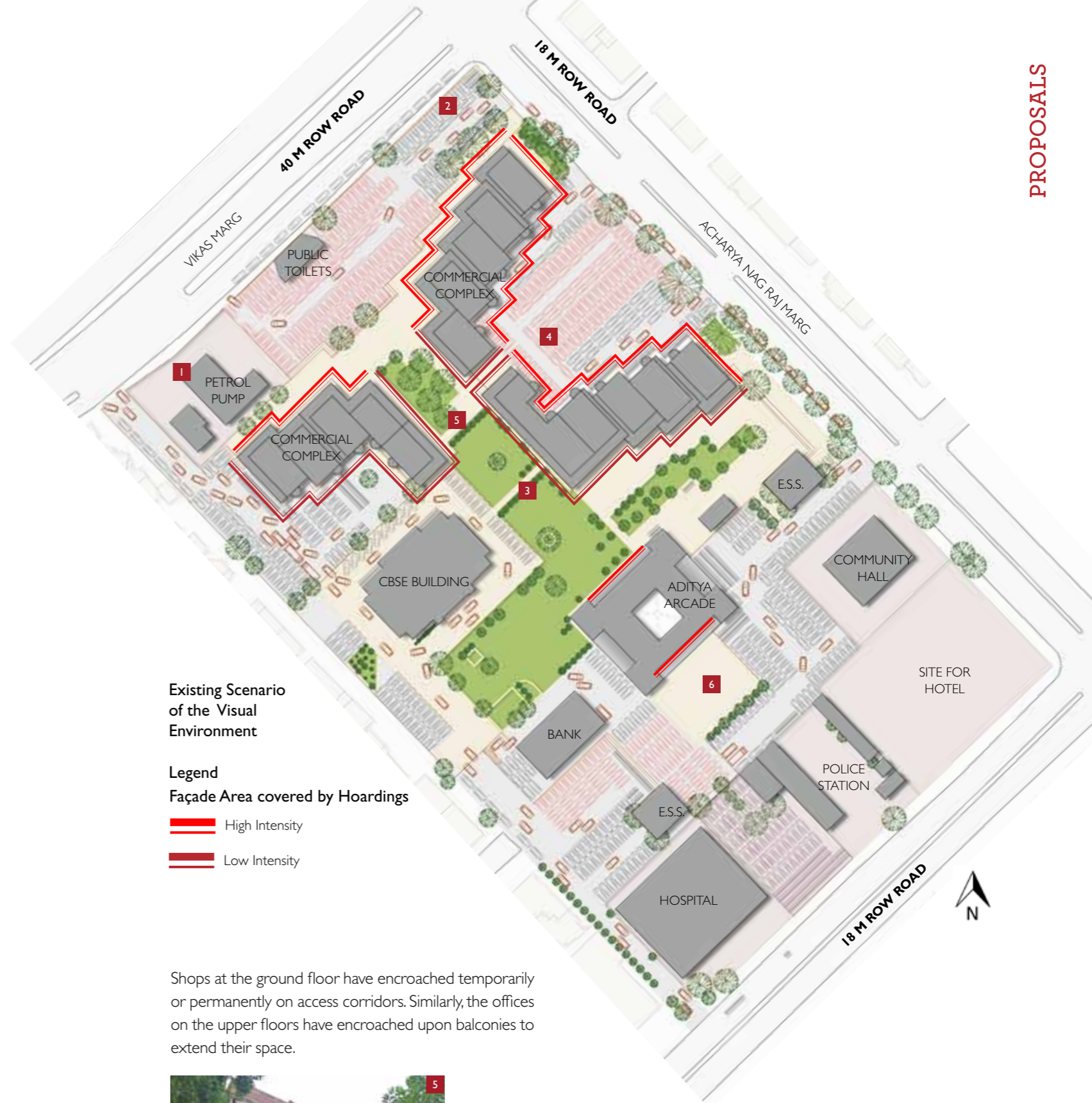
The view of the building as seen from Vikas Marg. The façade is spoilt due to random placement of hoardings and advertisement boards



Encroached accessible corridor



View of the façade covered with advertisements as seen from Acharya Nag Raj Marg



Existing Scenario of the Visual Environment

Legend

Façade Area covered by Hoardings

- High Intensity
- Low Intensity

Shops at the ground floor have encroached temporarily or permanently on access corridors. Similarly, the offices on the upper floors have encroached upon balconies to extend their space.



Condition of the existing façade



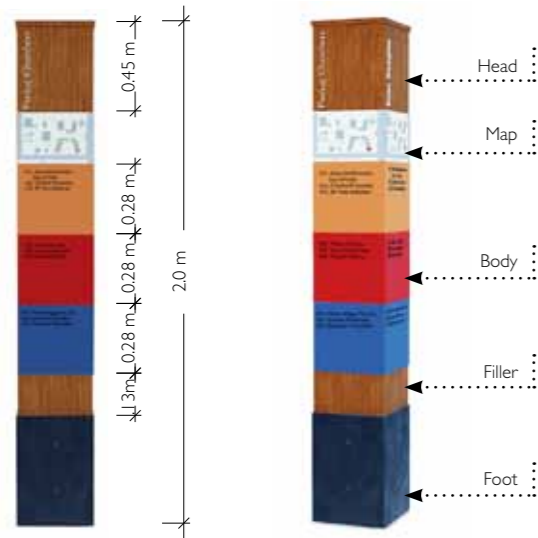
Aditya Arcade, the eating hub

3.4.1 Architectural Controls

Information Tower

- To identifying the building's use, it is necessary that:
- It should be clearly visible, simple and easy to read and interpret.
 - Signage to be placed at the building entry so that it is easily noticeable.

Material: Steel frame structure with coloured acrylic slats screwed on.



- Text:**
- Head- 32pt Gill Sans MT
 - Body- 16pt Gill Sans MT

Shop Signage

A) Ground Floor Signage

- Continuous signage for the shops on the ground floor to be implemented to:
- Create a harmonious visual character.
 - The buildings that already exist will look aesthetically beautiful with the suggested character.

Material: Steel frame structure with coloured acrylic slats screwed on.

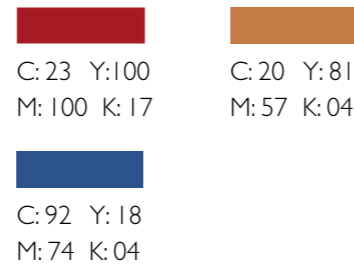
Text:
Text Style: Gill Sans MT, Main Text Height: 48pt, Body Text Height: 24pt.

B) Shop Name Boards

- All the shops in the complex will be marked by boards, which will flag every shop on each floor.

Material: Steel Frame Structure.
Text: Text Style: Gill Sans MT (English), Kruti Dev 010 (Hindi)
 Main Text Height: 32pt., Body Text Height: 16pt.

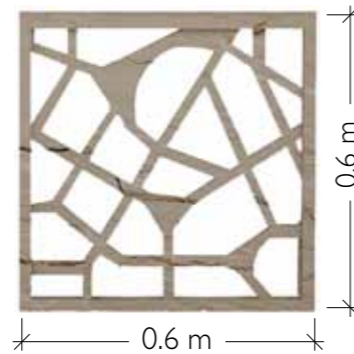
Colour Palette



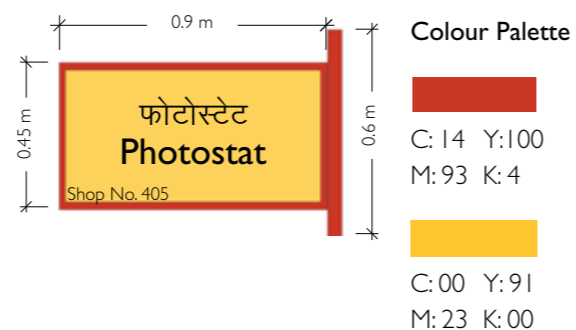
Jalis

- The jali element has been introduced to achieve a parity in the building façade.
- This element not only beautifies the façade but also enhances the character of the building.

Material: Stone jali fixed on steel angles.



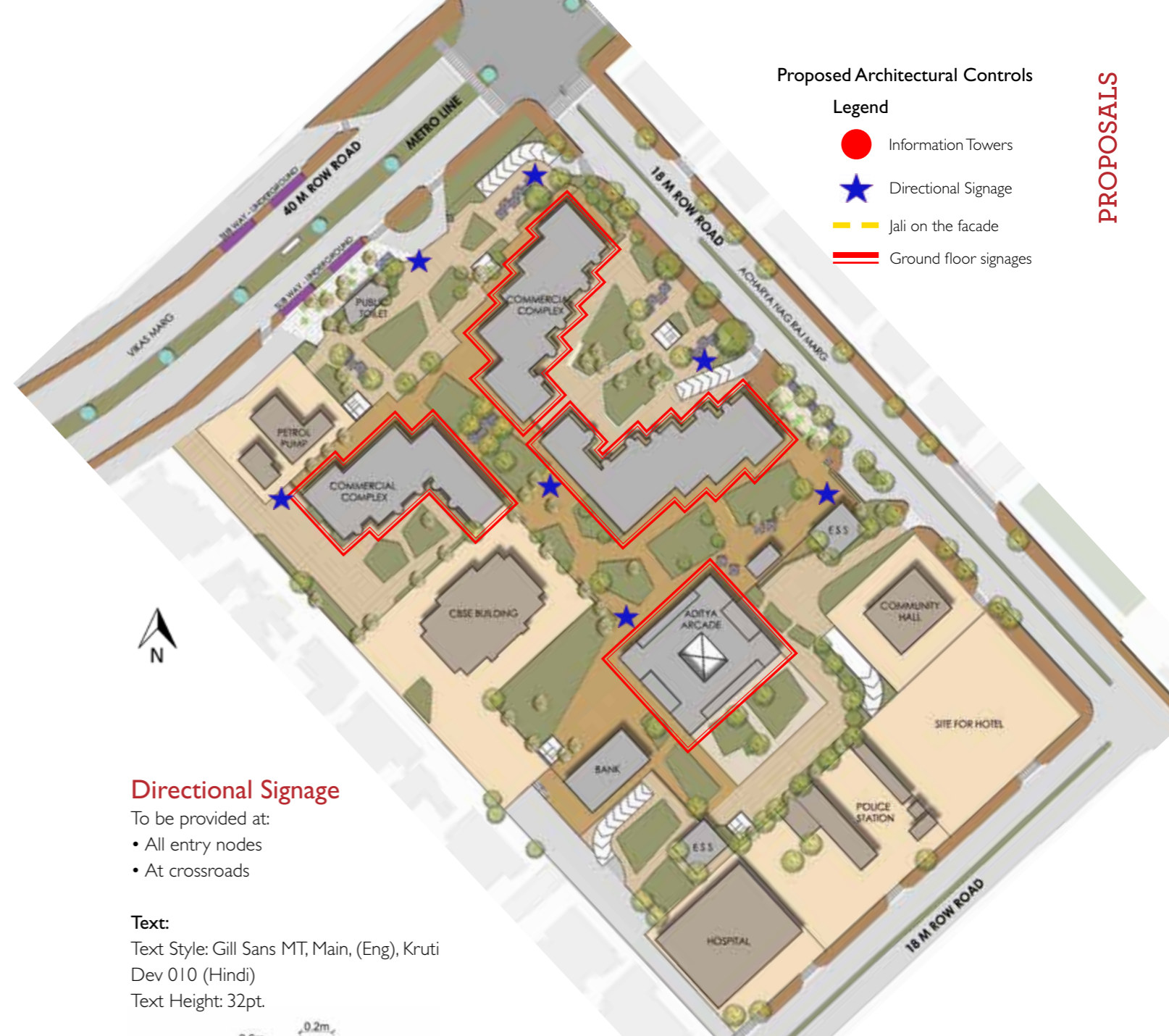
Colour Palette



Proposed Architectural Controls

Legend

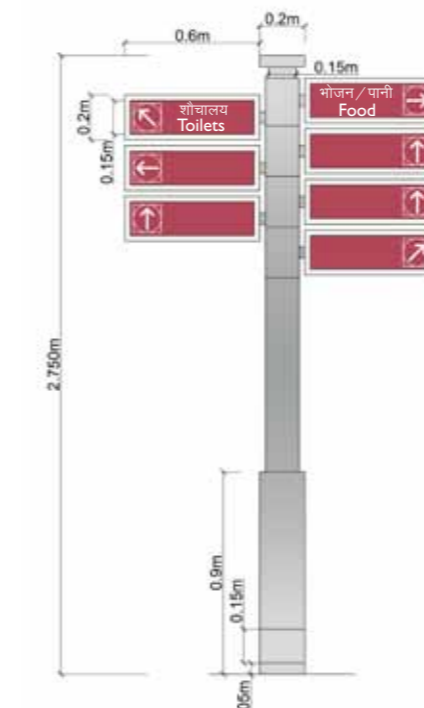
- Information Towers
- Directional Signage
- Jali on the facade
- Ground floor signages



Directional Signage

- To be provided at:
- All entry nodes
 - At crossroads

Text:
 Text Style: Gill Sans MT, Main, (Eng), Kruti Dev 010 (Hindi)
 Text Height: 32pt.



Recommendations for the Visual Environment

- Urban Design Guidelines should be provided to improve the aesthetics of the Community Centre and remove noticeable hoardings and advertisement boards clutter.
- Encroachments on access corridors in any form (hawkers/vendors/parking/electric feeder pillars/advertisement boards) should be removed.
- Provision of directional signage for ease of movement inside and outside the buildings.
- Removal of all billboards and provision of uniform design standards.
- Jali introduced on the façade after 6 m from the front, in order to compliment the existing character of the building.
- Telephone receivers on the rooftop create a visual barrier; hence they should be relocated.
- Electrical lines, electrical ducts and AC units hanging randomly on the façade should be reorganised.
- Solid Waste Management.



View of the Community Centre for Visual Environment



Present scenario of the site



Proposed look for the building



Present condition of the façade



Present condition of the internal arcade



View of the proposed internal arcade



View of the façade after the addition of proposed design elements

3.5 Utilities

Present Situation

- Preet Vihar Community Centre has an area of 3.15 ha.
- The waste generated in the Community Centre is disposed in the Ghazipur landfill site which is at a distance of approximately 6 km.
- No provision of dustbins.
- Open dumping and no regulated solid waste disposal on site.
- Present Waste disposal points:
 - Neglected corners in the circulation area.
 - Parking area – corners and along edges.
 - Street vending areas.
- No segregation of waste at source.
- No recycling and resource recovery.
- No scientific routing of Municipal Solid Waste (MSW)
- Observation regarding solid waste management system around the area are:
 - Solid waste generated in kg per day –3064 kg (03 tons)
 - Organic Waste (40%) – 1226 kg (1.22 tons)
 - Recyclable Waste (44%) – 1348.16 kg (1.34 tons)
 - Combustible Waste (6%) – 183.84 kg (0.18 tons)
 - Inert Waste – 306.4 kg (0.3 tons)
 - Non Recyclable (5–10% max. 0.3 tons) will be disposed in the landfill site.

At present 3 tons goes to the landfill site.



Map showing location of the sanitary landfill site for disposal of waste from Preet Vihar

Proposal for Solid Waste Management: Preet Vihar Community Centre

Generation	Segregation	Storage and Collection	Transportation	Processing	Resource Recovery
Generation Prevention of waste generation and segregation at source of generation using colour coded bins used for biodegradable and nondegradable waste at generation point.					
Collection Daily collection by trained waste collectors in covered and compartmented (colour coded) rickshaws with 4-6 detachable containers.					
Temporary storage points Transfer to secondary storage i.e colour coded community bins with lids. Segregation of nondegradable waste into combustible/recyclable waste etc and transportation to material recovery facility.					
Resource Recovery Resource recovery of segregated waste at different material recovery units like conversion of C&D: into construction materials. Combustibles: into waste-to-energy, biodegradable: into manure, metals: recycled metals etc.					
Recycle Resuse/Recycle of segregated waste at recovery centre and revenue/energy generation					
Transportation of Waste Transportation of rejected waste from the receptacles to landfill in covered vehicles (manual/mechanical)					



- #### Recommendations
- 48 colour coded bins should be provided.
 - 100% regulated waste collection strategy.
 - Installation of community bins at a distance of average 40 m or less covering all the critical open dumping areas.
 - Strict segregation of wet and dry waste by the use of compartmented community bins
 - Use of compartmented collector vehicles with detachable containers.
 - Recycling of recyclable waste.
 - Collaborate with recyclable waste pick-up services
 - Routing of MSW collection focused on minimizing the distance, time, pollution, traffic congestion caused by transportation.



Construction and demolition waste dumped in green spaces



Waste dumped in front of electric substations



Key Plan



Construction and demolition waste dumped behind the buildings



Non-segregated waste dumped in the parking lot



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