CITY LEVEL PROJECTS

NEW APPROACHES TOWARDS OPEN SPACES

Preet Vihar Community Centre
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”.

(Anglo 9001 : 2008 Certified Organisation)
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 BSES Yamuna Power Limited
 RWA’s and Area Councillors
 Google Earth

Delhi Urban Art Commission

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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
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.

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.

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) Gazipur Landfill Site
ix) Anand Vihar Railway Terminal
x) DMRC, Shastri Rail Yard

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

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

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

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

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.
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.

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.

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.

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.

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

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

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

Neglected corners in the circulation area

Unused green spaces because of construction waste

Low maintenance of green spaces
1.6 Existing Visualization of Site
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 such a way that it attracts people from the community.

**2.1 Structure Plan**

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 Naga Raj Marg for developing a plaza to accommodate the growing demands for commercial space and associated functions.
2.2 Proposed Master Plan

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 minimize 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

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

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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

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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

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

Legend
- Building
- Green
- Road
- Pavement
- Context
- Metro Pillars
- Subway
- Plot Area
- Staircase

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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

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

**Proposed Circulation Network**
- Pedestrian Connectivity to the Site

**View of the drop-off zone from Vikas Marg**
- Subway for pedestrian access
- Drop-off zone to access the Community Centre from Vikas Marg
- Tactile paving for the visually impaired
- Tabletop crossing for continuous pedestrian movement
- Staircase core opening on Vikas Marg

**View of Vikas Marg towards Karkardooma**
- Public plaza with facilities like kiosks, shaded seating spaces and pedestrian connectivity to Community Centre
- Rickshaw stand near the plaza for better connectivity with public transport
- Public utilities (toilet facility) for passersby (pedestrian and vehicular)
- Access to service road from Vikas Marg

**View of pedestrian and vehicular entry points on Acharya Nag Raj Marg**
- Access to basement car park from Acharya Nag Raj Marg
- Staircase core opening near the vending zone
- Reorganised street vendors and open spaces within the community centre
- Pedestrian entrance from the main road leading to the structured activity zone
- Dustbins provided to manage solid waste within the site
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.
Vikas Marg Junction

**Detail A: Vikas Marg Junction**

- Green buffer between footpath and main road
- Intoduction of service road catering to plots along the road
- Raised junction
- Median extended for easy flow of traffic
- Tabletop crossing (raised junction) to bring the level of roadway at the junction to that of the sidewalk in order to force vehicles to slow down before passing

**Legend**
- To Karunyabooma
- To ITO
- Proposed circulation to service road

**Detail B: Plaza**

- Levelled plaza for pedestrians with kiosks and seating near the entrance of the Community Centre
- Steps and planters for seating
- Trees for providing shade
- Buffer in between the plaza and public toilet
- Connection to Community Centre from subway

- Designated space for cycle rickshaw stand
- Raised Junction
- Landscape Medians
- Green buffer between footpath and main road
- Intoduction of service road catering to plots along the road
- Raised junction
- Median extended for easy flow of traffic
- Tabletop crossing (raised junction) to bring the level of roadway at the junction to that of the sidewalk in order to force vehicles to slow down before passing

**Legend**
- Proposed circulation to service road
- Circulation on main road
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.
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

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.

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.

Legend
- Location of Vendors
- Greens
- Site Built
- Context

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.

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

Organised vendors on the footpath at Acharya Nag Raj Marg

Vendors on the footpath at Acharya Nag Raj Marg

Vendors at Vikas Marg junction blocking the pedestrian pathway

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

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:
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.

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.

Some green areas have been designed to define the path of movement.

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 activation.
- 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 Nagarjuna Marg envelope the façade of the building.
• Overhead electrical cables look aesthetically unpleasant.
• Telephone receivers on the rooftop create hindrance to the visual environment.

Existing Scenario of the Visual Environment

Legend
Facade 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.
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.

Colour Palette
- C:20 Y:81 M:50 K:04

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

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.

Jali on the façade

Material: Stone frame structure.

Text:
- C:14 M:93 Y:100 K:4

Durga Motors
Buy and sell new and used cars on commission basis finance facility, GS, Vasundhra tower, Preet Vihar, New Delhi-110092

Photoset
Shop No. 405

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, to complement 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 condition of the façade

Present scenario of the site

Proposed look for the building

View of the proposed internal arcade

Present condition of the 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 (0.3 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.

Proposals for Solid Waste Management: Preet Vihar Community Centre

<table>
<thead>
<tr>
<th>Generation</th>
<th>Segregation</th>
<th>Storage and Collection</th>
<th>Transportation</th>
<th>Processing</th>
<th>Resource Recovery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prevention of waste generation and segregation at source of generation using colour coded bins used for biodegradable and nonrecyclable waste at generation point.</td>
<td>100% regulated waste collection strategy.</td>
<td>Transfer to secondary storage i.e colour coded community bins with lids. Segregation of nonrecyclable waste into combustible/recyclable waste etc and transportation to material recovery facility.</td>
<td>Daily collection by trained waste collectors in covered and compartmented (colour coded) rickshaws with 4-6 detachable containers.</td>
<td>Strict segregation of wet and dry waste by the use of compartmented community bins</td>
<td>Resource recovery of segregated waste at different material recovery units like conversion of C&amp;D into construction materials, Combustibles into waste-to-energy, biodegradable into manure, metals recycled etc.</td>
</tr>
</tbody>
</table>

Recycle
- Reuse/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.

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

Key Plan

Legend
- Mixed Use-Retail &Office Spaces
- Public Semi-public
- Green Areas
- Informal Vendors
- Road

Source: Delhi Urban Art Commission, Solid waste management, CR Park, 2017