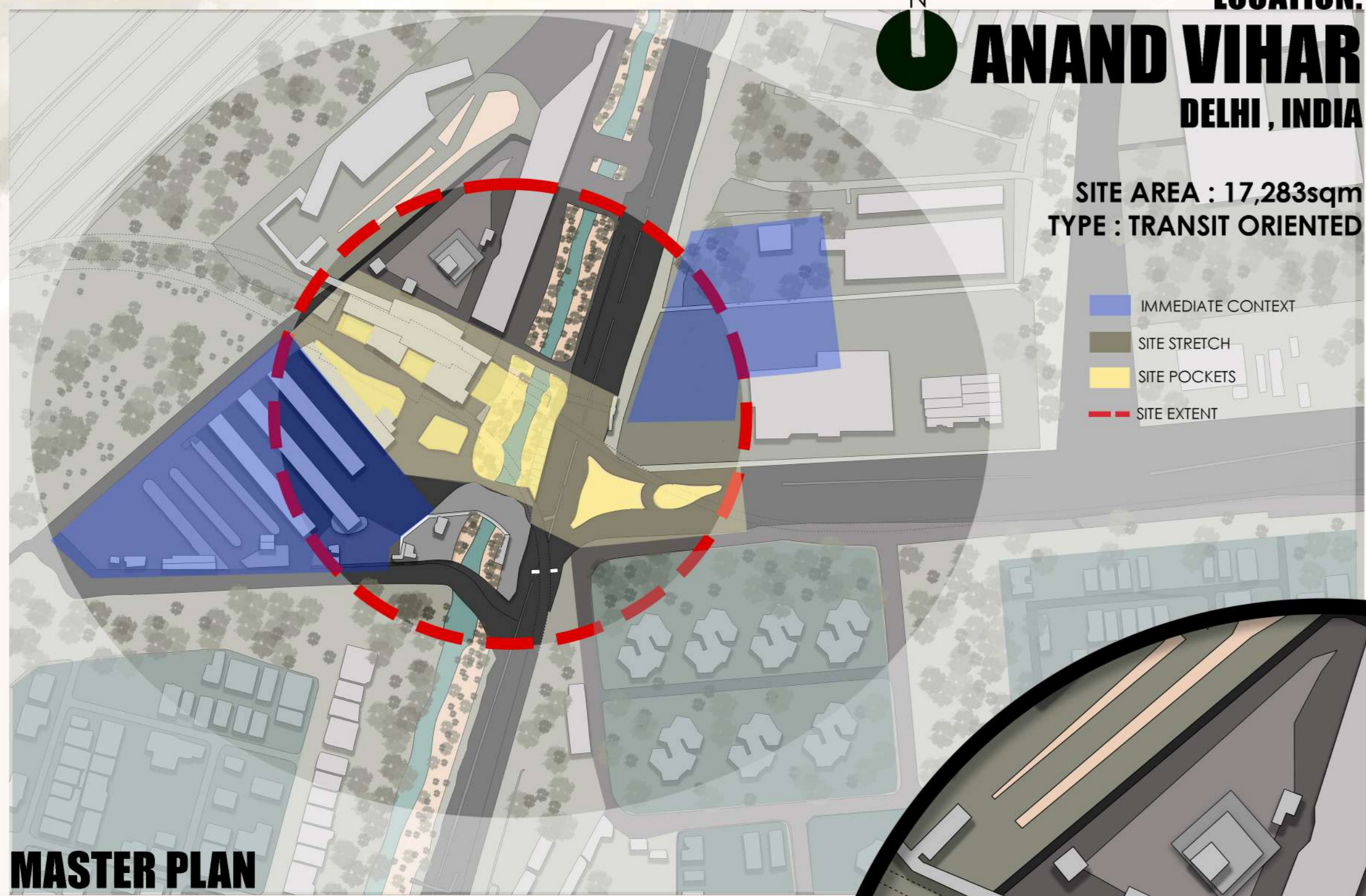


THE CITY UN-CLOGGED



SITE DEVELOPMENT

2000 Only the Anand Vihar ISBT (bus terminal) and a small local railway station (ANVR/Halt) existed.

2006 Site clearance began for Phase I of the Anand Vihar Terminal to relieve pressure on other major Delhi railway.

2008 Construction officially started for both the Railway Terminal Phase I and Metro Station.

2010 Both the Metro Station and the Railway Terminal became fully operational.

2014 Phasell construction to expand to 7 platforms and fully integrate the old local halt with the main terminal

NEWSPAPER CLIPPINGS

4/10/2010
Article: Anand Vihar railway station 11...

Publication: Times Of India Delhi Date: Dec 3, 2009; Section: Times City; Page: 4;

Anand Vihar railway station hits hurdle

Traffic Cops Feel Entry Point Will Be A Bottleneck

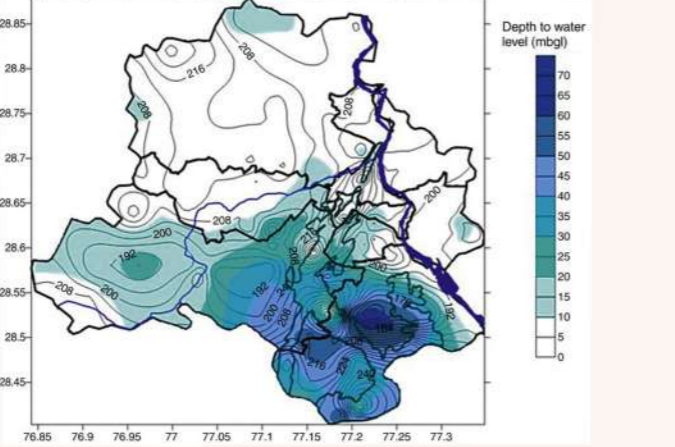
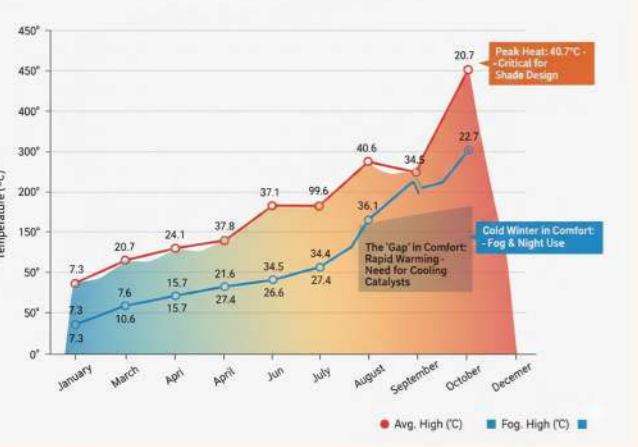
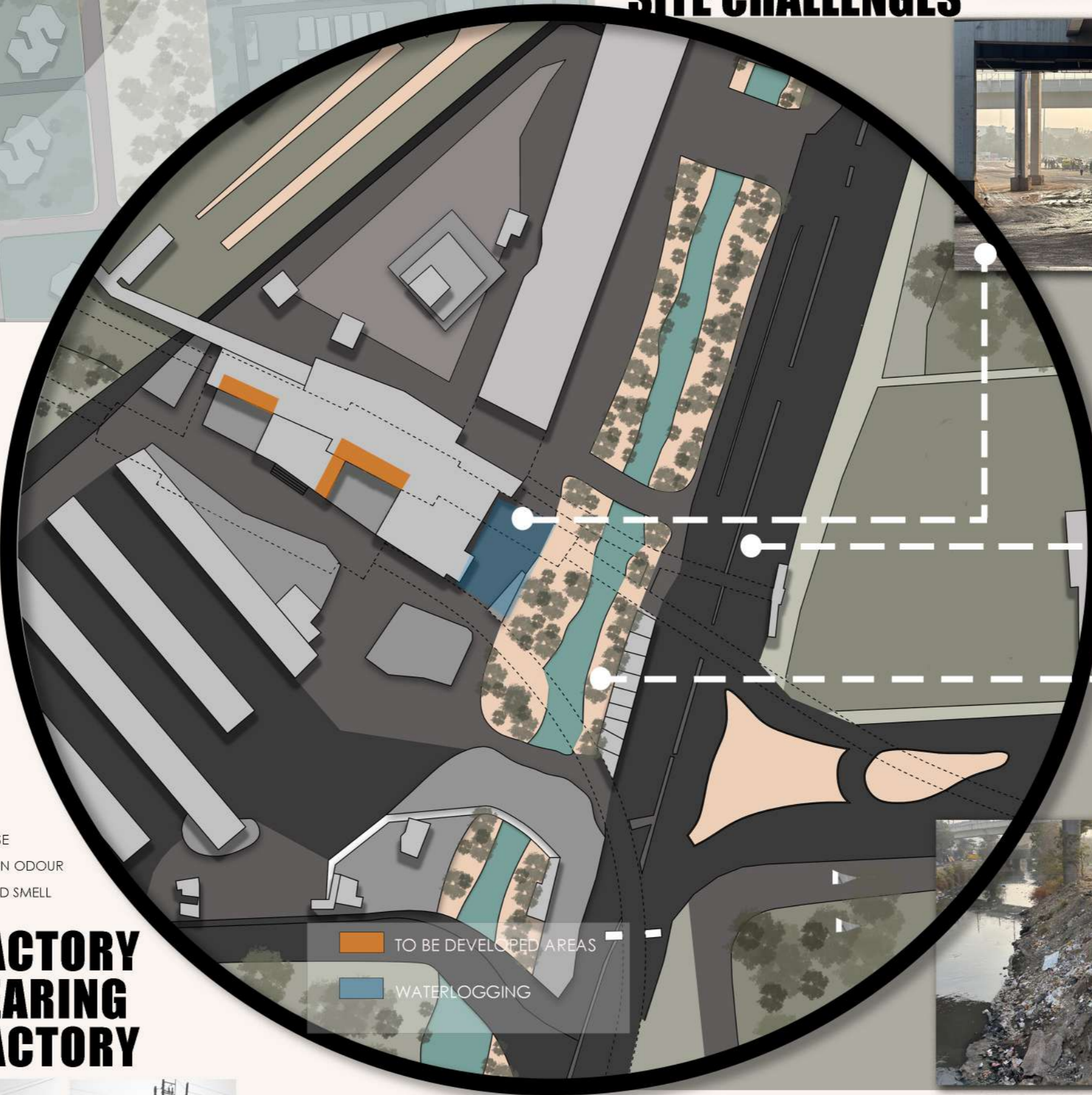
Recipe For Chaos On Road?

Stakeholder Interview - Auto Driver

Anand Vihar remains notorious hot spot of localised air pollution

SURVEY
WE HAVE TAKEN LIVE SURVEYS FROM PEOPLE ON SITE

SITE CHALLENGES



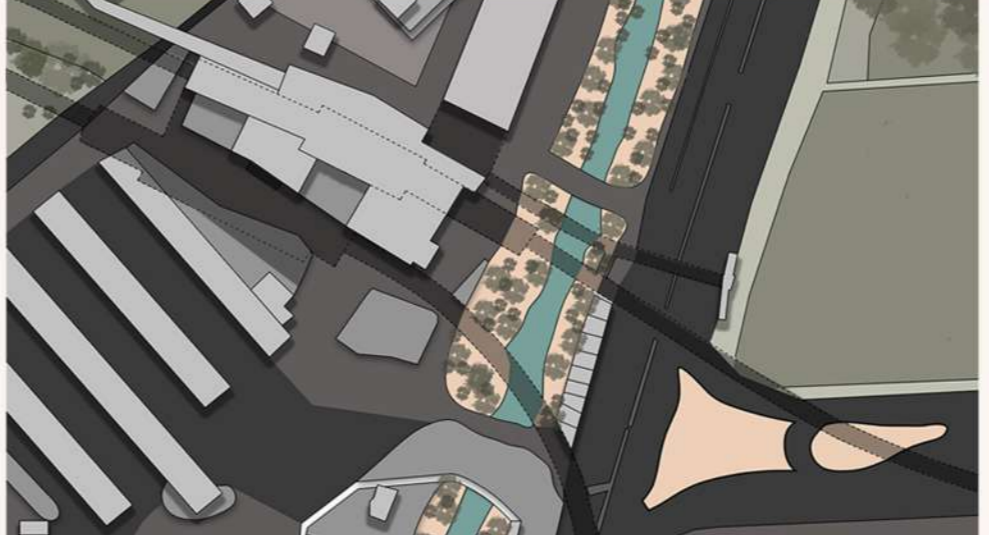
INFERENCE:



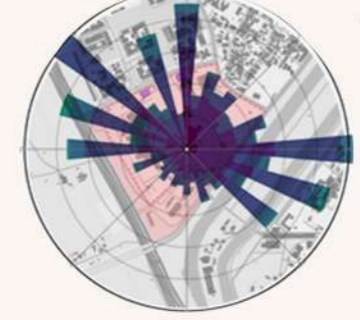
EXISTING DRAIN ODORS AND FOOD SMELLS FROM DEVELOPING FOOD SPOTS WILL NEGATIVELY IMPACT THE SITE'S OVERALL ATMOSPHERE AND SURROUNDING VICINITY.

METRO STRUCTURES SHADE 40% OF THE SITE; OUR DESIGN ADDS 15% THROUGH SEATING AND TREES, LEAVING THE REMAINDER OPEN FOR WINTER SUN.

SHADOW ANALYSIS



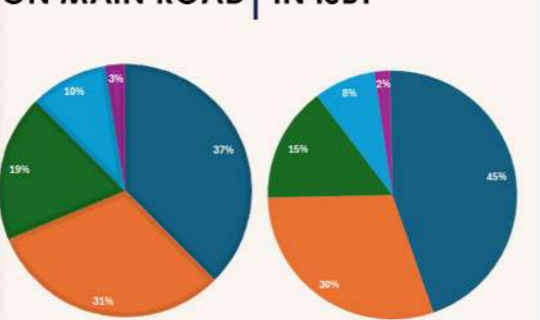
IN SUMMER, DUE TO HEAT AND LESS WATER COLLECTION THE LEVEL OF WATERLOGGING IS LESS. DURING MONSOON, SLOPES FROM 3 SIDES CONVERGE AT THIS POINT MAXIMISING THE WATERLOGGING.



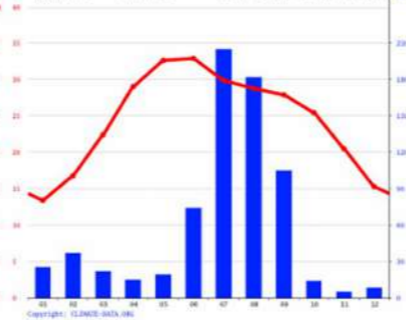
THE INTERSECTION OF THE WESTERN WIND FLOW AND THE YELLOW SUN PATH CREATES A HIGH EXPOSURE ZONE ON THE SITE, WHICH WOULD BENEFIT FROM THE COOLING EFFECT OF THE ADJACENT GREEN AREAS IF THE INTEGRATED INTO A BLUE-GREEN DESIGN.

CIRCULATION AND ACCESS

VEHICLE DISTRIBUTION ON MAIN ROAD | IN ISBT



COMPOSITE CLIMATE



INFERENCE: THE ISBT PIE CHART SHOWS A CLEAR DOMINANCE OF BUSES AND AUTOS, SHOWING ITS ROLE AS A MAJOR TRANSPORT HUB. THE ANAND VIHAR MAIN ROAD PIE CHART HAS A MORE BALANCED MIX, WITH REDUCED BUS SHARE AND MORE PRIVATE VEHICLES.

A HIGHLY ACCESSIBLE MULTI-MODAL TRANSPORT HUB SIGNIFICANT FOOTFALL LARGE DEVELOPABLE LAND PARCELS

RESIDUAL WATER-LOGGED SPACES CAN BE REPURPOSED INTO BLUE-GREEN INFRASTRUCTURE TO ENHANCE DRAINAGE. LANDSCAPING PLATFORM CAN BE PROVIDED FOR EXISTING SCATTERED VENDORS

LOW-LYING TOPOGRAPHY AND IMPERVIOUS SURFACES CREATE INFRASTRUCTURE BARRIERS THAT CAUSE SEVERE WATERLOGGING AND PEDESTRIAN COMFORT

INTENSE RAINFALL AND INFRASTRUCTURE OVERLOADING, COUPLED WITH MULTI-AGENCY COORDINATION CHALLENGES, MAY HINDER LONG-TERM PROJECT RESILIENCE.

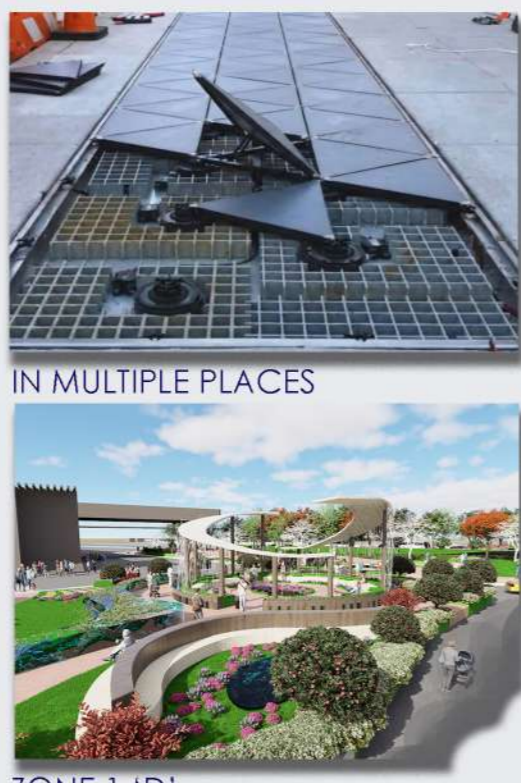




RAIN CHAINS USED WITHIN THE SEATING ADD TO THE SENSORY ATMOSPHERE OF THE PLACE IN TERMS OF SIGHT AND SOUND.



ZONE 1 'A' FEATURES SEATING IN FRONT OF DEVELOPING FOOD SPOTS AT THE METRO ENTRANCE. THE DESIGN SHOWS INTERACTIVE SEATING WITH A SENSORY PLAY OF GREENS (IN COLUMN AND WALL) AND WATER (CENTRAL ELEMENT AND WATERFALL AT EDGES)



ZONE 1 'D'

PIEZOELECTRIC FLOOR TILES CAN BE USED IN HIGH-TRAFFIC PATHWAYS TO CONVERT THE PRESSURE OF FOOTSTEPS INTO CLEAN ELECTRICITY.



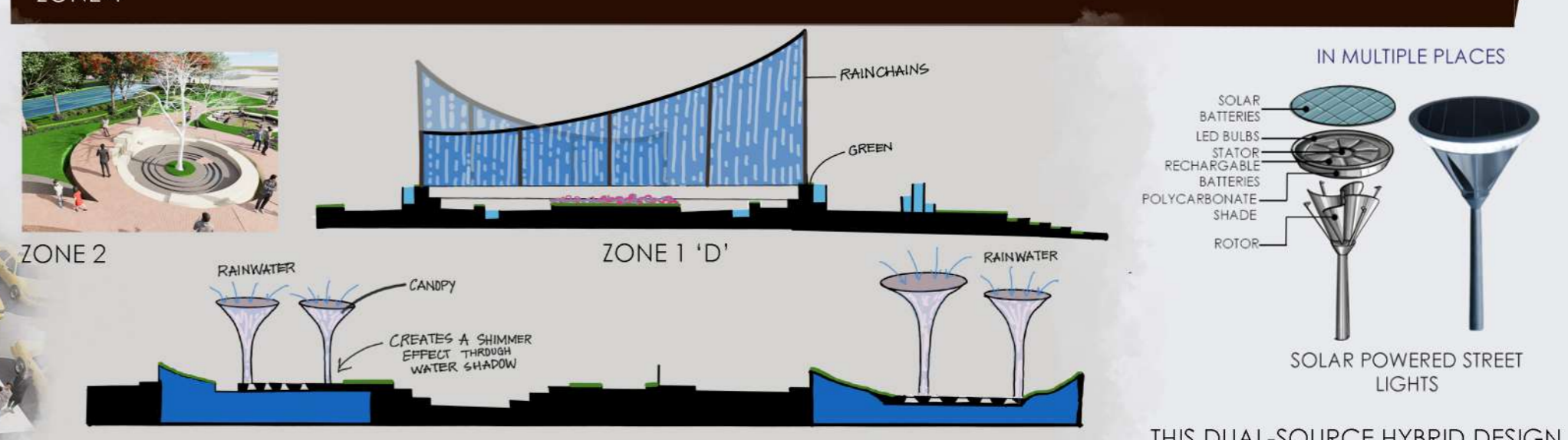
"THIS LANDSCAPE PRIORITIZES PROBLEM-SOLVING OVER AESTHETICS, TURNING EVERY SITE CHALLENGE INTO AN IMPACT-DRIVEN SOLUTION"

- WATER LOGGING: ZONE 2 & ZONE 4
- CROWDING: ZONE 1 & ZONE 3
- SMELL: ZONE 2 & ZONE 3
- WASTE-SPACE UTILIZATION: ZONE 1 & ZONE 4

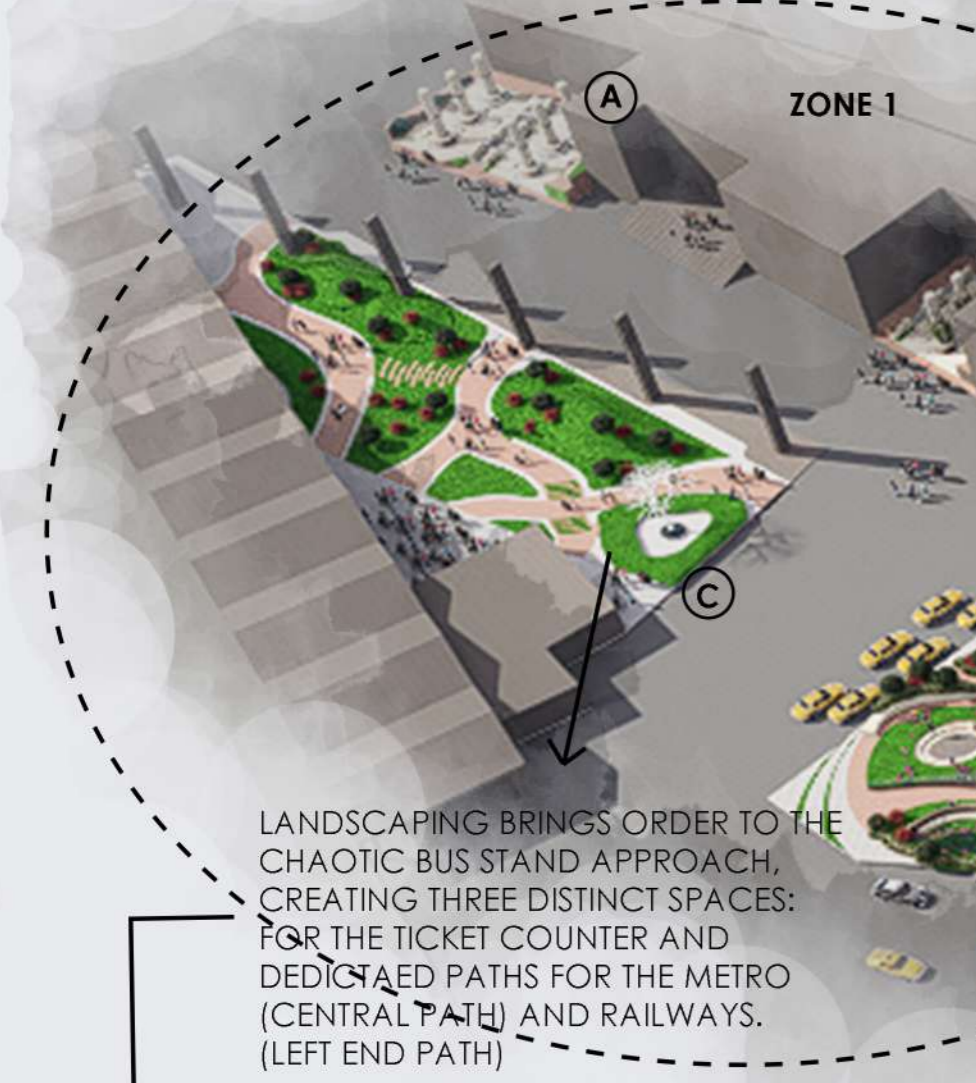
INSTEAD OF LETTING METRO DRAINS FLOOD THE ROAD, WE BUILT A BASIN AT THE COLUMN TO COLLECT AND NATURALLY INFILTRATE THE WATER

THIS OPEN AIR THEATRE (OAT) SERVES AS A WINTER PERFORMANCE VENUE AND A MONSOON CATCHMENT BASIN TO MITIGATE LOCAL WATERLOGGING.

ZONE 4



THIS DUAL-SOURCE HYBRID DESIGN UTILIZES WIND AND SOLAR ENERGY TO MAKE EACH STREET LIGHT ENTIRELY ENERGY-INDEPENDENT



VIEW OF THE TICKET TRIANGLE

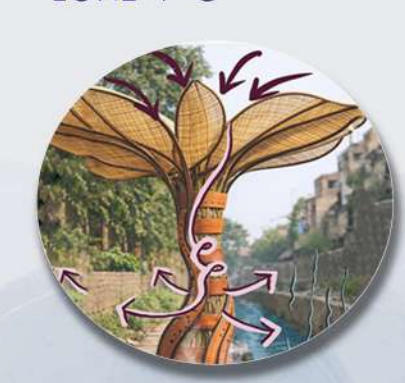


ZONE 1 'C'



ZONE 2

THIS COMMUNAL SPACE ENCOURAGES PLAY BETWEEN LOCAL DOGS, UTILIZING HOLLOW SEATING AS A DUAL PURPOSE SHADE AND SLEEPING NOOK FOR THE DOGS.



AIR IS CIRCULATED THROUGH THE TRUNK, PASSING OVER FRAGRANT ELEMENTS LIKE LEMO RELEASED BELOW, NEUTRALIZING THE DRAIN SMELL.

INSTALLATION WITH RAIN CHAINS ADDS TO THE SENSORY HEARING EXPERIENCE OF THE PLACE

WATER BENEATH THE SLAB EVAPORATES THROUGH GAPS BETWEEN THE KOTA STONE, COOLING THE AIR ALONG THE PATHWAY - REDUCES HEAT ISLAND EFFECT



DRAIN FILTERING MECHANISM
OUR BRIDGE-MOUNTED PROTOTYPE FEATURES A THREE-STAGE FILTRATION SYSTEM (MESH, SAND/GRAVEL, AND JUTE) TO REMOVE DEBRIS, MICRO-PARTICULATES, AND OILS. INTEGRATED INTO BRIDGE COLUMNS, THESE UNITS ENSURE EASY MAINTENANCE WITHOUT IMPACTING THE CITY'S VISUAL LANDSCAPE



LEMON GRASS / CITRONELLA - CITRUS SCENT THAT MASKS ODOUR EFFECTIVELY.



RAAT KI RANI (NIGHT-BLOOMING JASMINE) - STRONG NIGHT FRAGRANCE; EXCELLENT FOR PATHWAYS



KARANJ (PONGAMIA PINNATA) - NITROGEN-FIXING, ABSORBS GASEOUS POLLUTANTS, LOW MAINTENANCE



NEEM (AZADIRACHTA INDICA) - EXTREMELY POLLUTION-TOLERANT



MAJORITY OF ZONE 1, 2 AND 3 EXPERIENCES SHADING BECAUSE OF THE LARGE BUILT MASS OF THE METRO STATION AND THE METRO LINES GOING ABOVE



DEDICATED PLATFORMS ORGANIZE SCATTERED STALLS TO CLEAR ROAD AND BRIDGE CONGESTION, CREATING A FLEXIBLE SPACE THAT TRANSITIONS FROM A MARKET FOR COMMUTERS BY DAY TO A KIDS RECREATION ZONE AT NIGHT



FOOTPATH AROUND THE PARK CONNECTING WITH THE MAIN BUS STAND

HARD SCAPING (PATHS, SITTING SPACES, AND DOG RECREATION AREA WITH SHELTER FOR THEM)

GREEN BUFFER AREA
BIOSWALES CAPTURE FILTER AND INFILTRATE RAINWATER TO RECHARGE GROUNDWATER AND PREVENT DRAIN OVERFLOWS.

DRAIN WITH DRAIN FILTERS USED

BIOSWALES
GREEN BUFFER AREA THIS 3-3.5 M BUFFER SCREENS THE MARKET FROM THE DRAIN USING POLLUTION-TREATING TREES, ODOUR-MASKING AROMATICS, AND DENSE SHRUBS

HARDSCAPING (FOR PATHWAYS, PLATFORM FOR MARKETS, FOR PLAY AREAS AT NIGHT)

GREEN PATCHES FOR BUFFER

FOOTPATH AROUND THE PARK CONNECTING WITH THE MAIN ROAD WHERE AUTOS CAN ALSO STAND TO PICK UP PASSENGERS