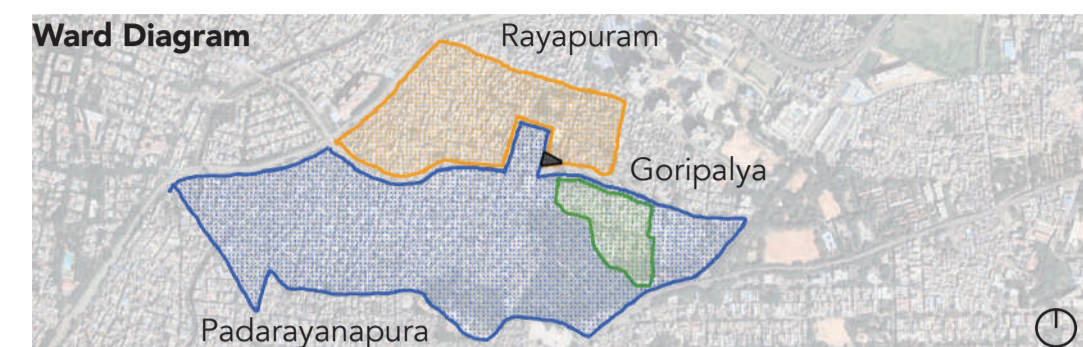


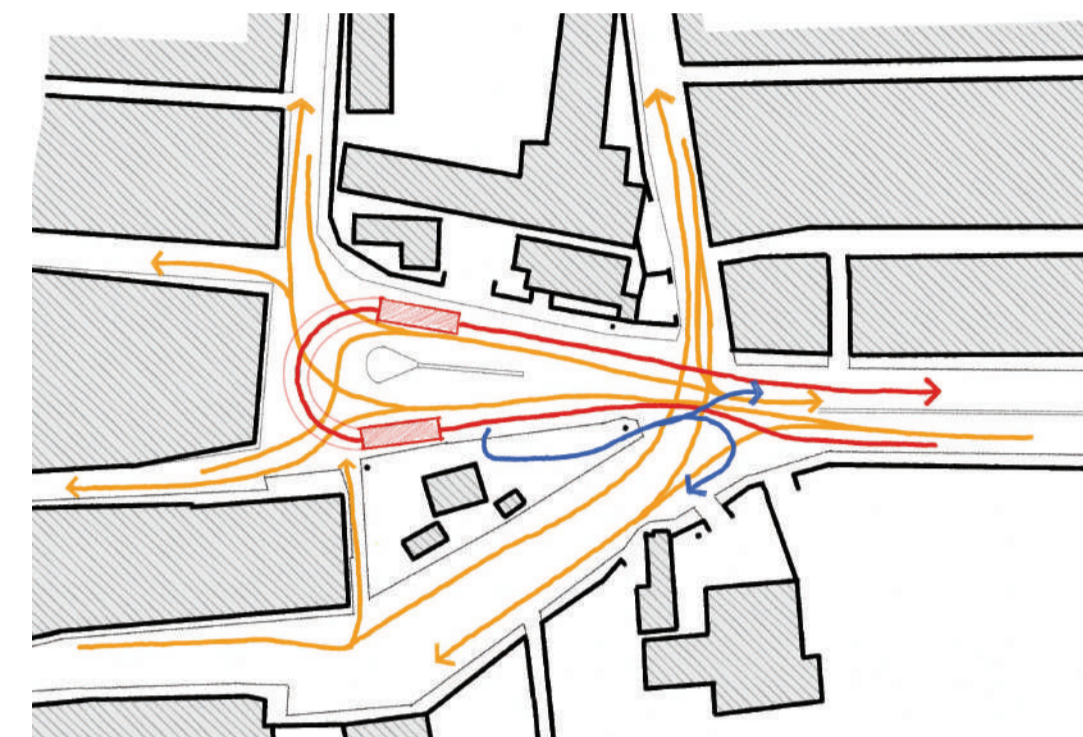
The concept of place keeping seeks to avoid generic, standardized development approaches that can erode the distinctiveness and character of a place. The site at Padarayanapura serves as an example to implement techniques of place keeping via following strategies:

- Reorganised road network
- The Plaza
- Community Engagement



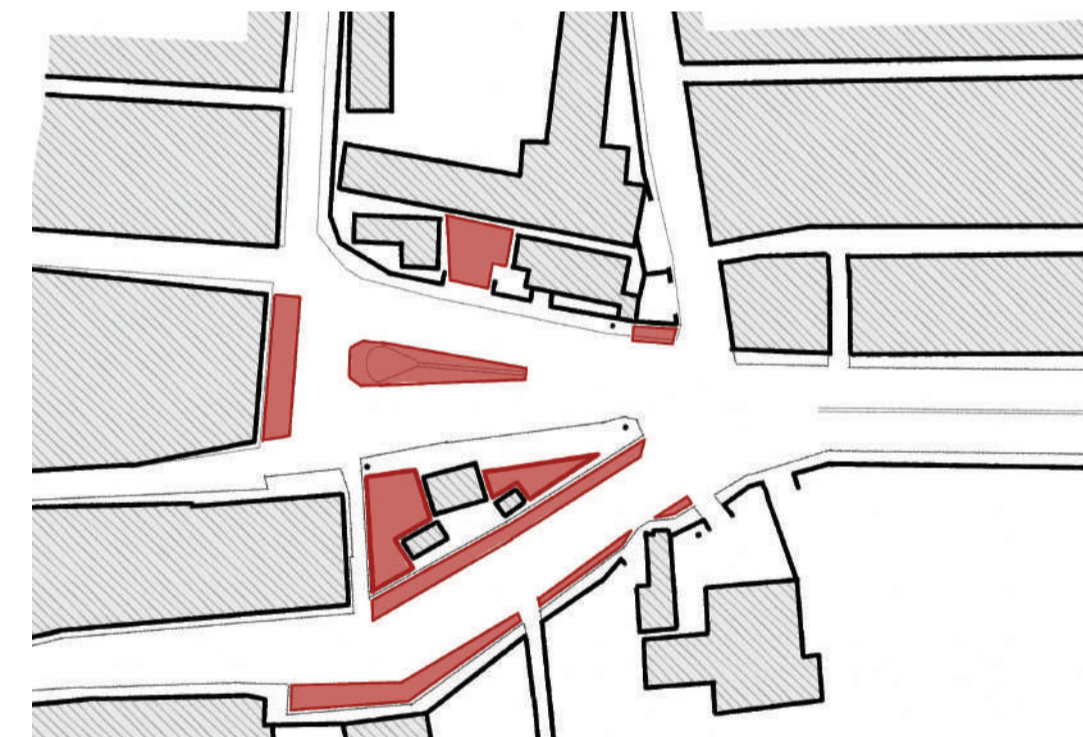
**ISSUES OF URBAN PRIORITY**

**01. CHAOTIC MOVEMENTS**



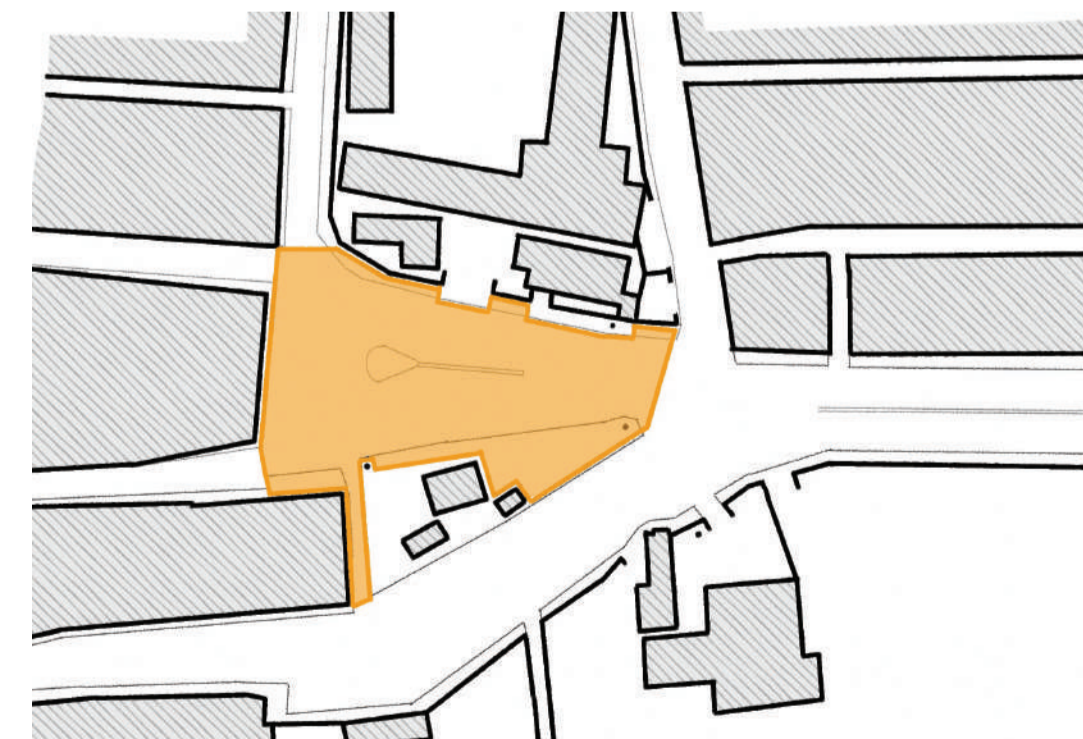
While the large road width accommodates for various scales and types of transport. The overlapping traffic hierarchies create clutter and junctions are prone to accidents.

**02. URBAN RESIDUES**



The site contains various scales of residual spaces that are inaccessible and sometimes used as a parking space or even used to dump garbage.

**03. BLURRED BOUNDARIES**



The site operates as a large unbound plaza with few or no boundaries between various spatial agencies. This trapezoidal unorganised organic public realm holds potential to become a vibrant public plaza.

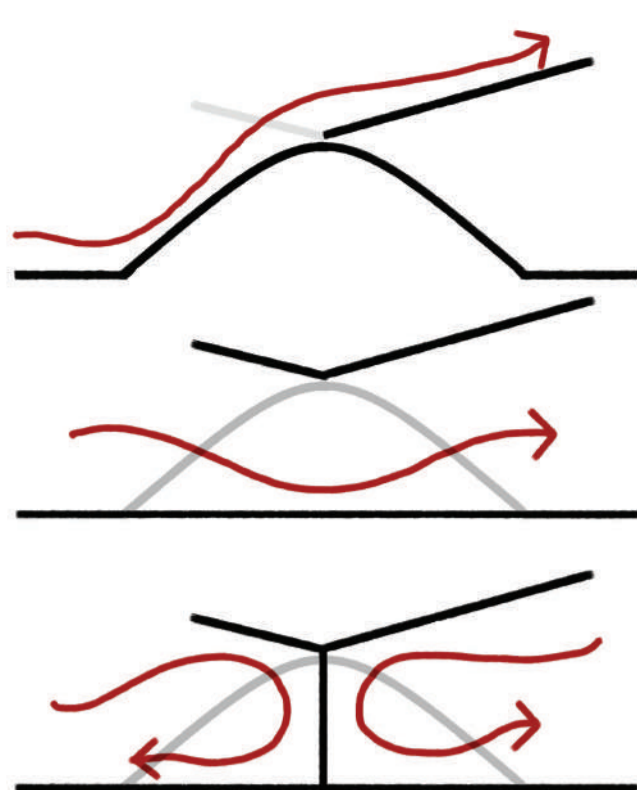
**CONCEPT DIAGRAM**

The diagram below shows the different spheres of engagement on the site, which form the plaza.



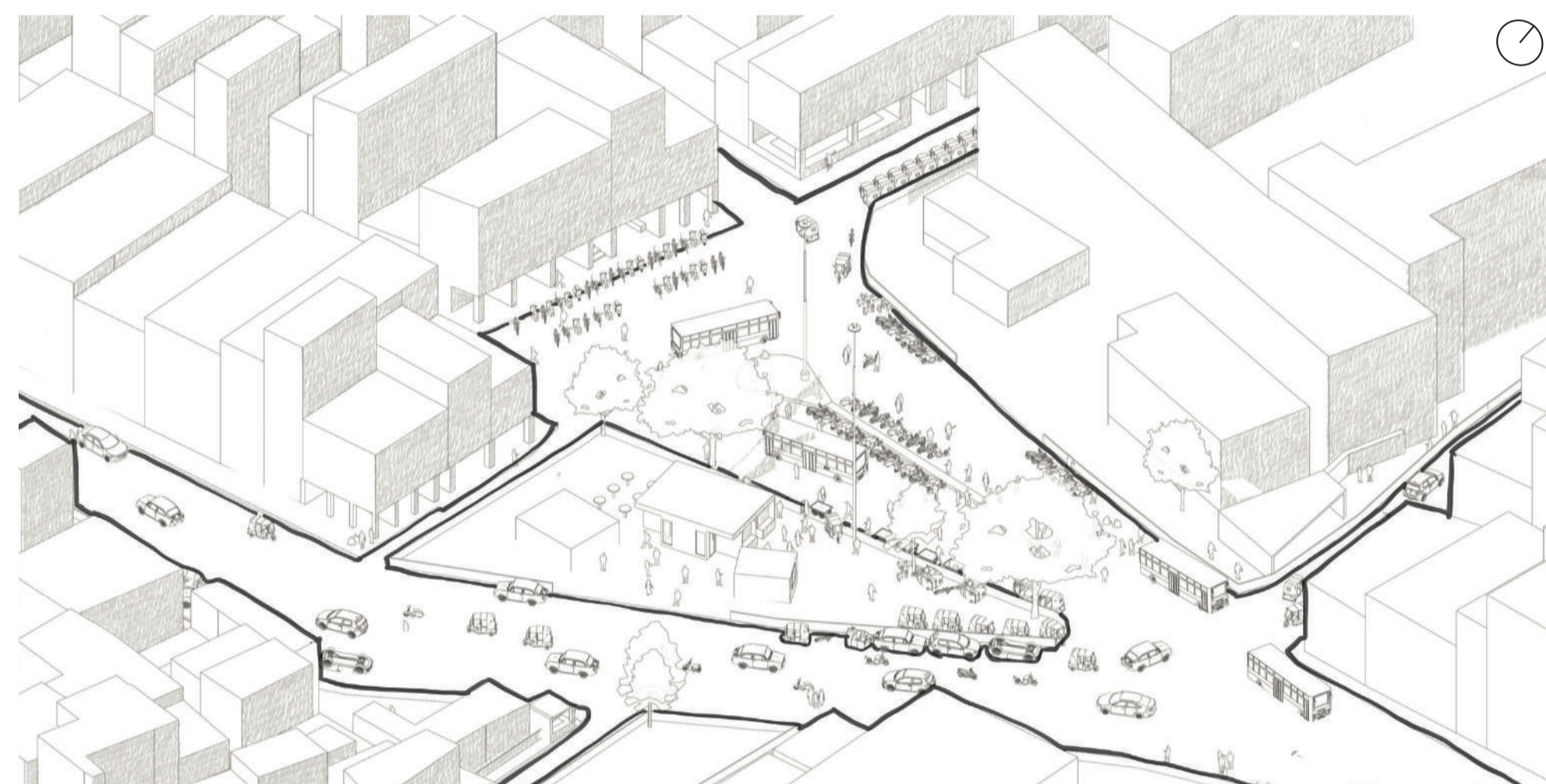
**IDEAS**

Conceptual a mound is introduced in a concentric form of the bus which softly bounds the plaza. The structure is a functional and a formal engagement between the people and the place. The following show the various engagements with space.



**EXISTING SITE CONDITION**

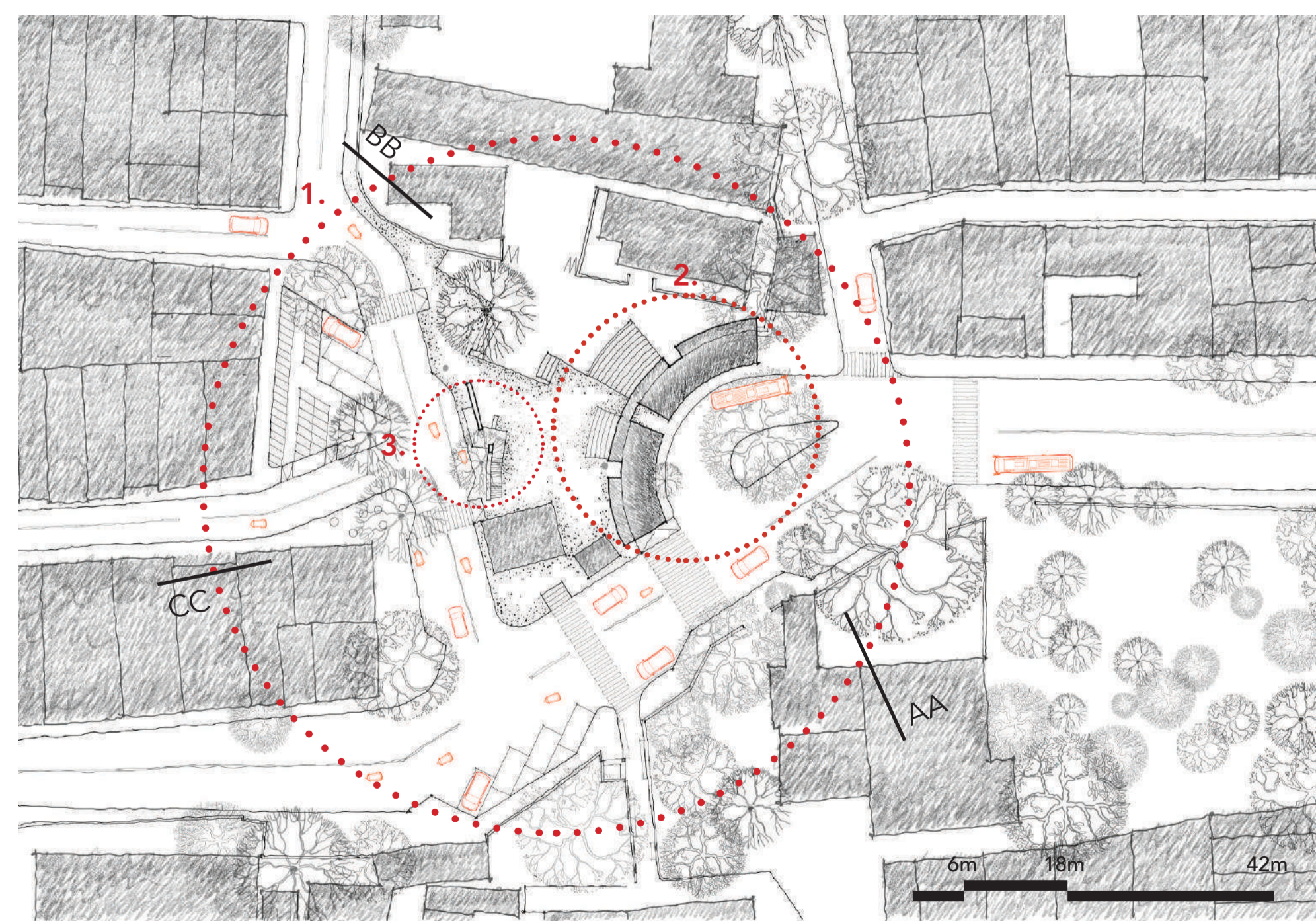
The current condition has certain key factors such as Indira canteen, Nandini shop, restaurants, bar and permanent hawkers, large tree canopies, etc which keep the area active and vibrant throughout the day.



**CONTEXT PLAN**

The masterplan is envisioned in different scales of intervention as follows;

- LARGE INTERVENTION :** Redirected road network and plaza plinth.
- MEDIUM INTERVENTION :** Bus stand, Public toilet, Shops, Amphitheatre.
- SMALL INTERVENTION :** Auto Stands, Parking, Yulu Stand. Urban Furniture, Wall Art, Flag pole, etc.

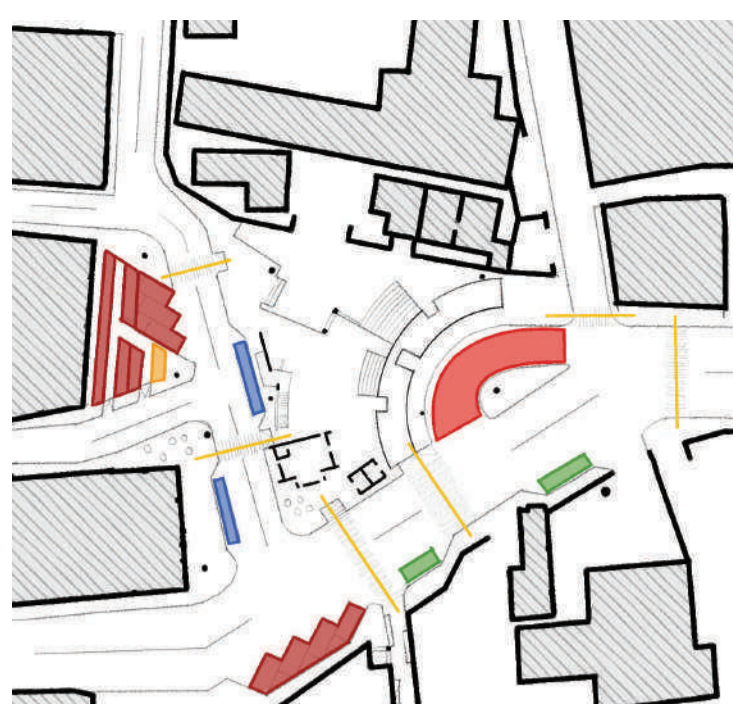


**INTERVENTION LAYERS**



01. CHANNELISED MOVEMENTS

The vehicular movement is resolved with an introduction of a bus lane and an 7m wide lane that connects Padarayanapura to Hosahalli main road.



02. TRANSIT ZONES

The plaza accommodates various forms of transport such as buses, autos, yulu and private parking zones.



03. PLAZA & DEFINED PARTS

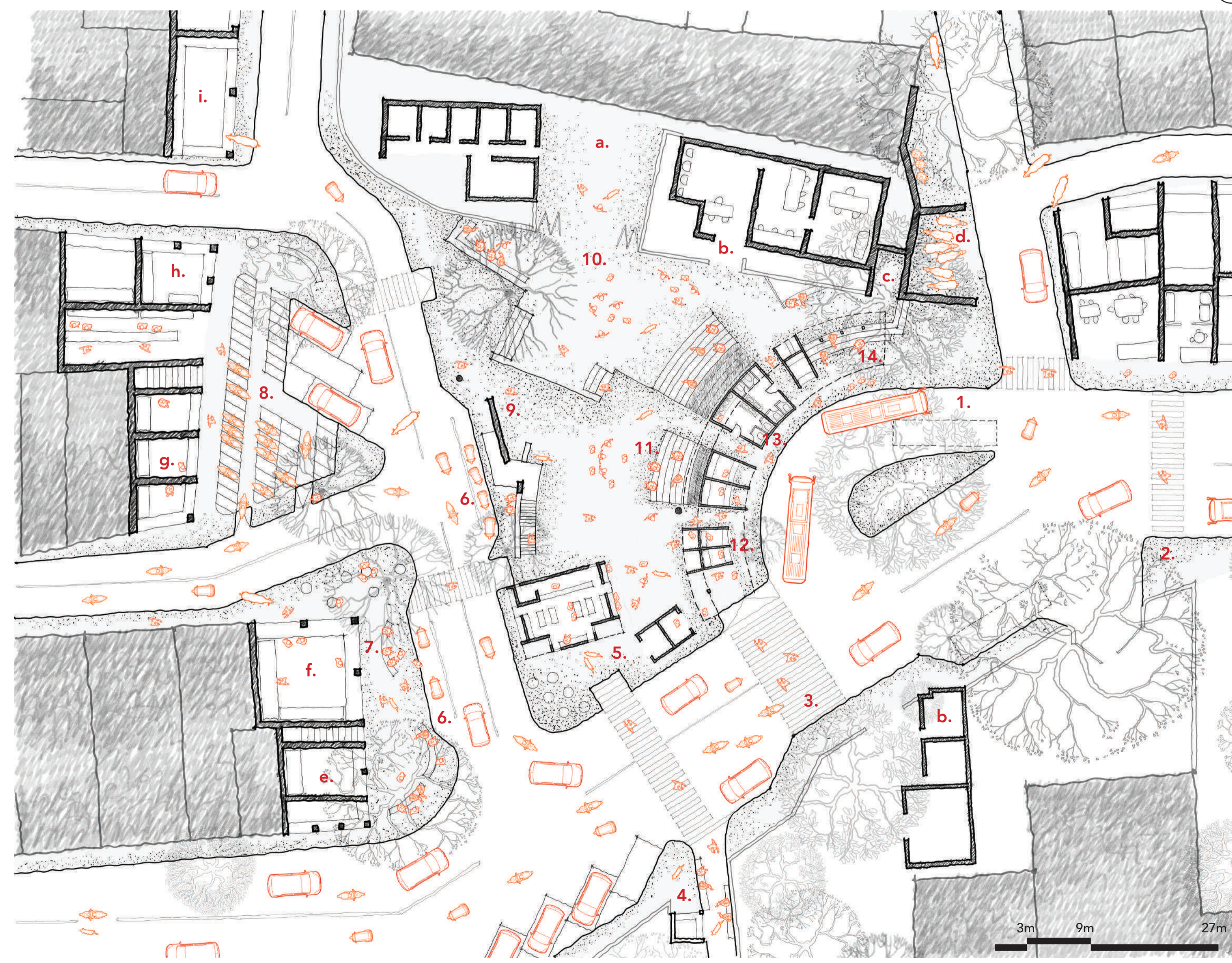
The plaza is an extension to the school foreground, while it arcs to form a bustand and retail space.

**MASTERPLAN**

The plaza connects and becomes an extension of the school front yard and further flows and becomes part of the plaza. The bus stand caters to the population 3 wards and a start to 4-5 routes. Pedestrian crossings connecting domestic scales of Gowripalya to the Padarayanapura Plaza. Indira Canteen and Nandini shop retain and made part of plaza. Dedicated auto stands on either sides of the street.

**LEGEND**

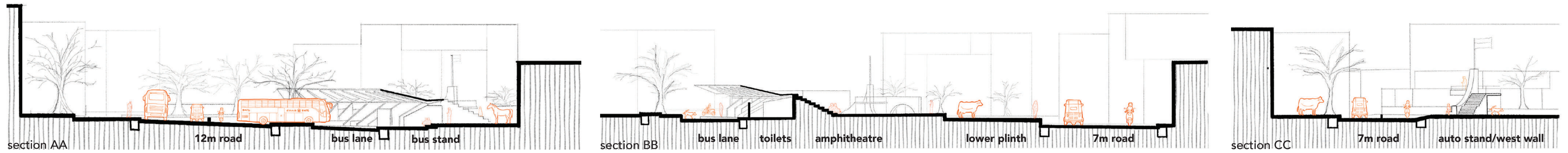
- |                     |                                   |                                      |
|---------------------|-----------------------------------|--------------------------------------|
| a. Girls school     | 1. Bus lane                       | 8. Yulu stand & Parking              |
| b. Police station   | 2. BBMP park                      | 9. West Wall, Public bench, Platform |
| c. Water purifier   | 3. Pedestrian crossing            | 10. School foreground.               |
| d. Horse stable     | 4. Gowri palya street             | 11. Amphitheatre                     |
| e. Mechanic shop    | 5. Indira canteen & Nandini booth | 12. Shops (9 no.)                    |
| f. Kebab restaurant | 6. Auto stand                     | 13. Public toilet                    |
| g. Shops            | 7. Urban furniture                | 14. Bus stand                        |
| h. Bar              |                                   |                                      |
| i. Bakery           |                                   |                                      |



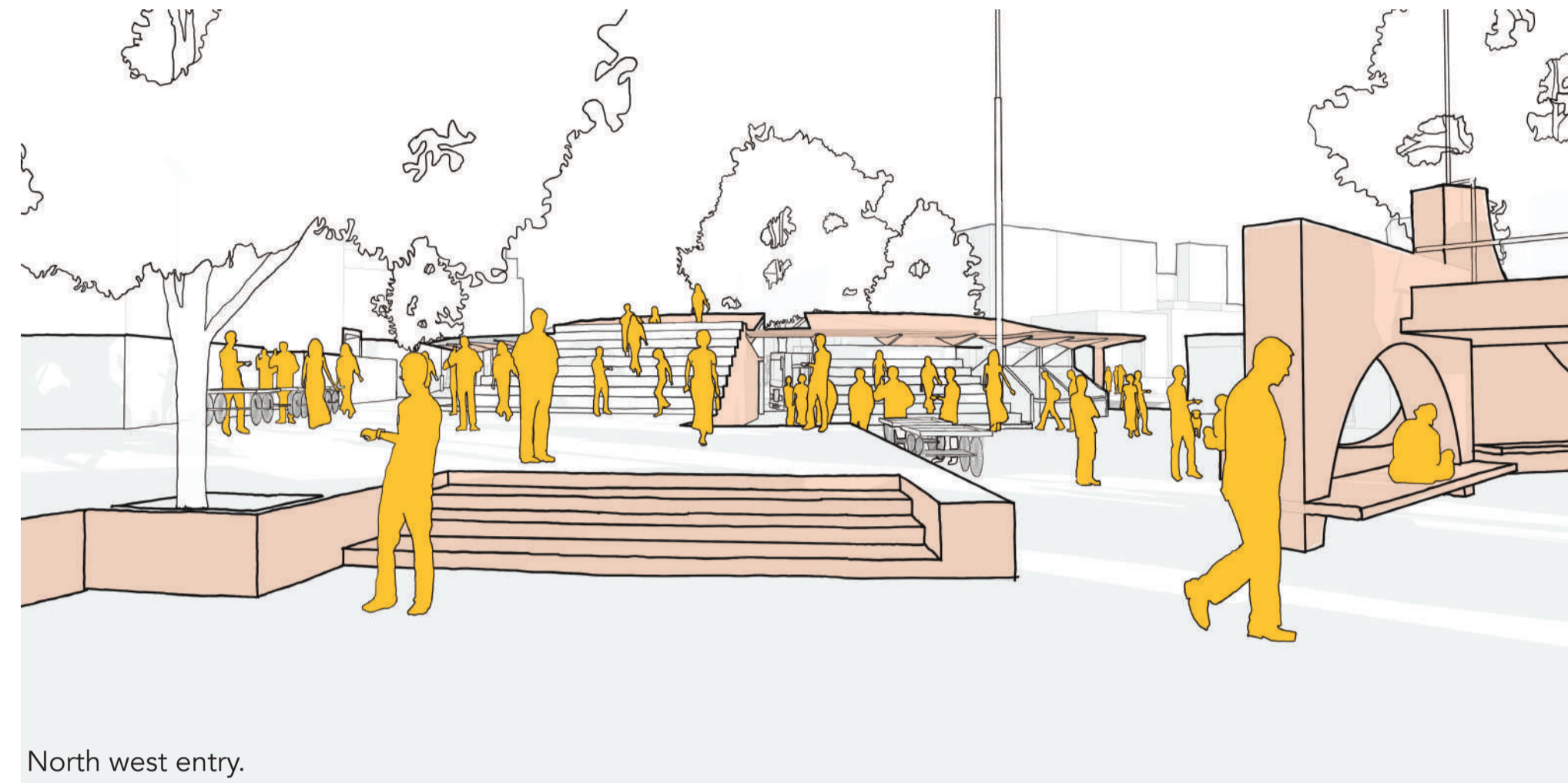
**SITE SECTIONS**

The site gently slopes from towards the south west and the plaza mitigates this slope with series of plinths.

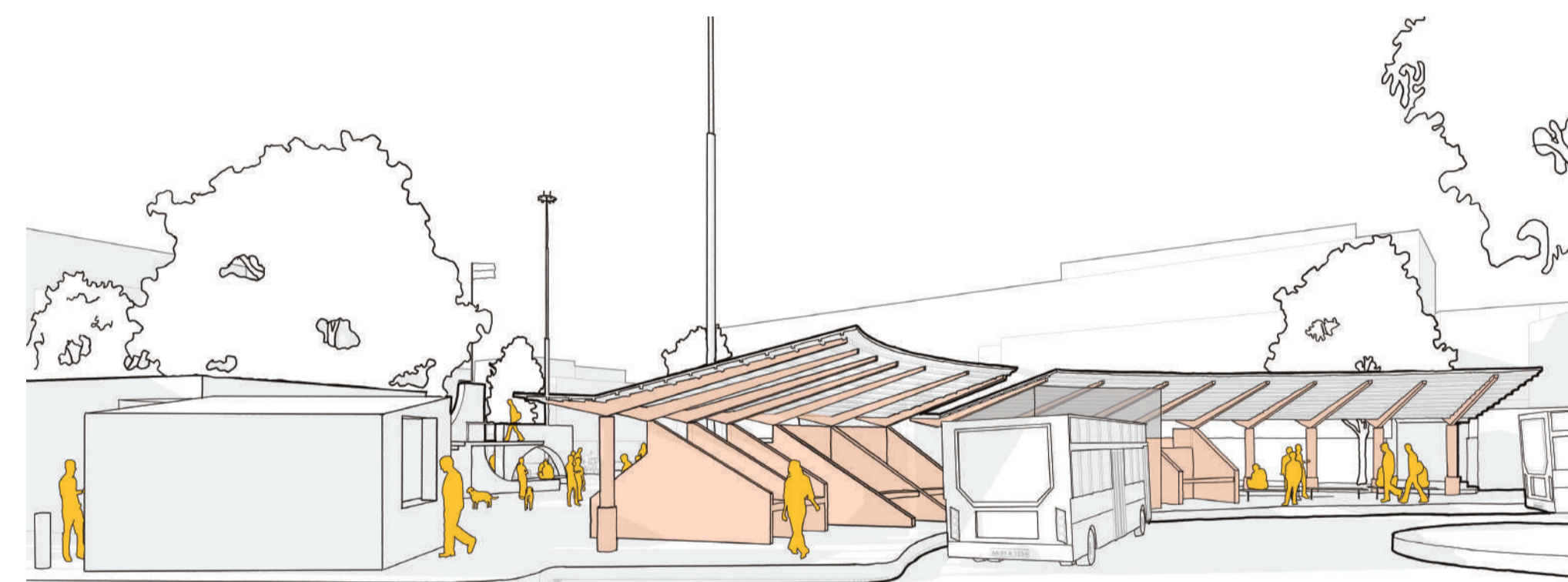
The bus stand structure has a dual character, one of that mound that faces the plaza and a pavilion like that faces the bus lanes.



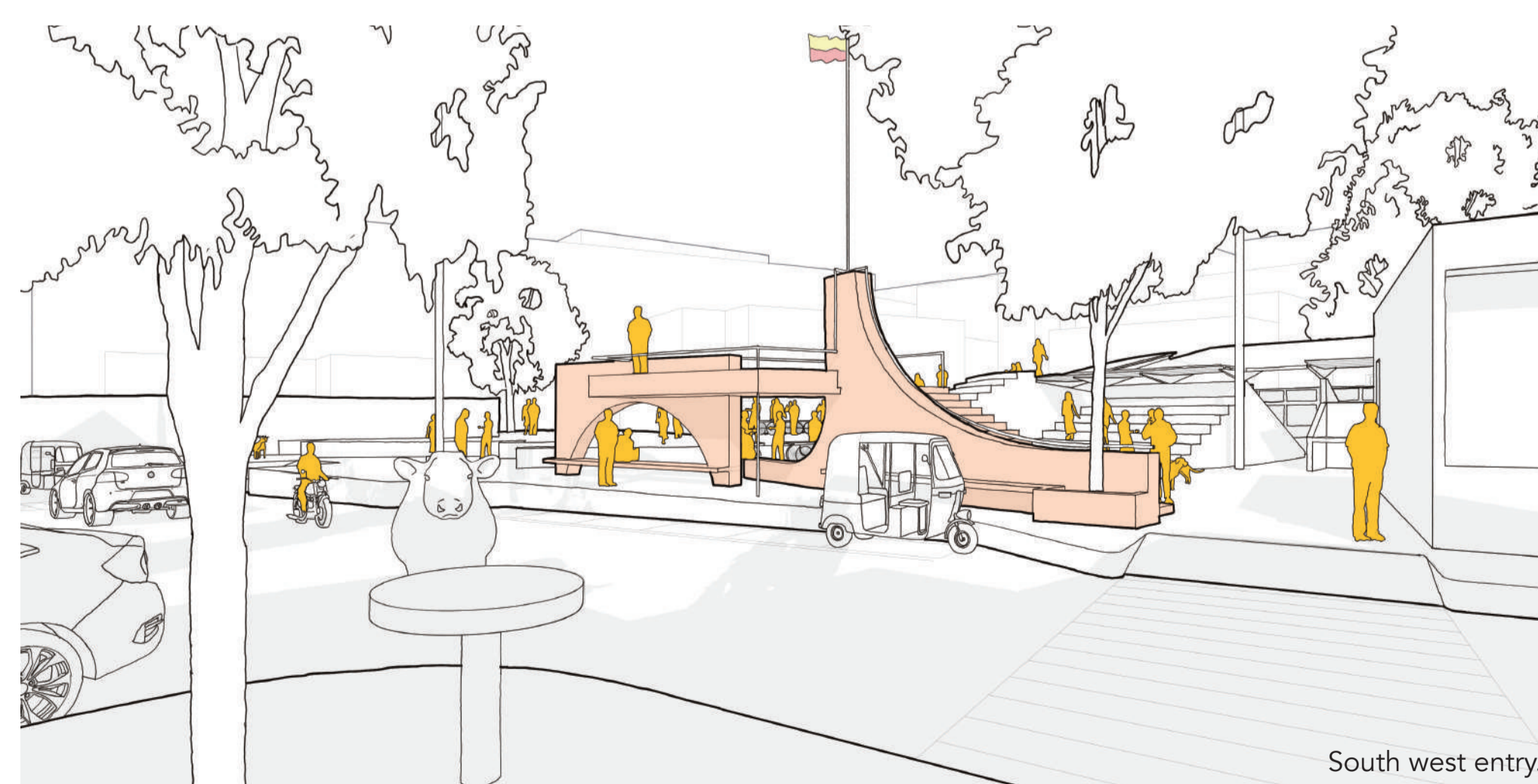
**STREET VIEWS**



North west entry.



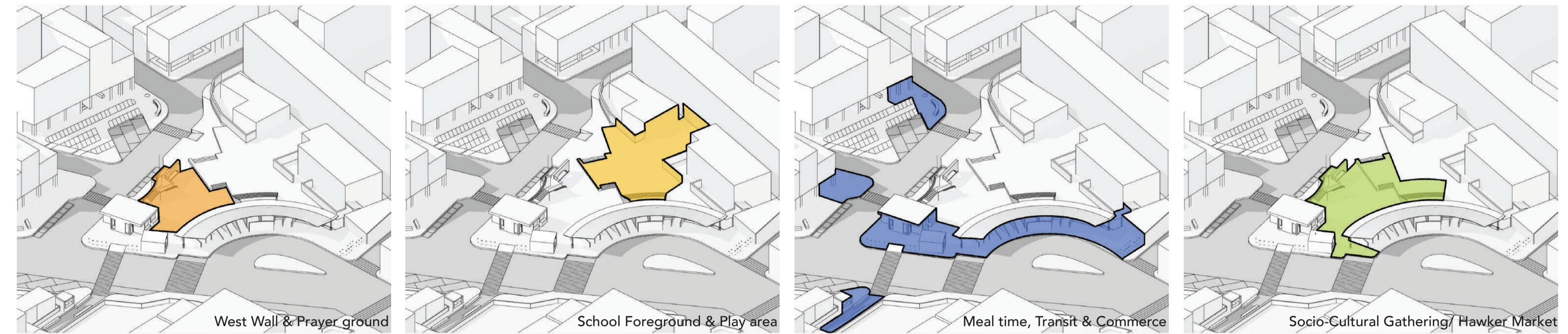
South east entry.



South west entry.

**PARTICIPATORY PLAZA SCENARIOS**

The openness of the plaza and its edges responds and accomodates for various activities (existing & new) in the context at different times of the day and seasons.



**ISOMETRIC VIEW OF THE PROPOSAL**

