Pune Regeneration Charrette
Shivaji Road, Pune

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The International Network for Traditional Building, Architecture and Urbanism, is a network of individuals and institutions dedicated to the creation of humane and harmonious buildings & places which respect local requirements.

INTBAU's architecture and urban design workshops bring together practitioners, craftsmen, decision makers and the community(RWA’s) on a common platform to direct architecture and urban growth into a sustainable paradigm.
International Body but developing local mandates

Charter (Marathi)
Charrette Process

An intensive 4-day design workshop facilitated by a multi-disciplinary design team.

The objective of the charrette was to highlight Site specific / Planning / Policy Issues

- A Pen on Paper Method

Drawn Physical Solutions presented since community empowerment otherwise is a hollow word
Shivaji Road

- An important heritage corridor
- Connects the administrative centre (PMC) & traditional market (Mandai)
- With its porous boundaries has the right ingredients to highlight issues pertaining to the inner core
- Collection of data, Qualitative analysis of the site
- Receiving Position paper from various organizations
Brand Pune

Knowledge City

Cultural City

Spiritual City

Festival City
Charrette Heritage Walk – Day 1

For understanding Locational issues
Public Interaction – Day 1

A session for public participation was organized in order to provide a platform for dialogue between the local statutory agencies and authorities and the landowners, retailers, voluntary groups and other interest groups.
Aspects Covered for the Zone

- Development Controls & Urban Renewal
- Traffic & Pedestrianization
- Open Space & Landscaping
- River Connection & Ecology
- Heritage Conservation & Evolving New Typologies
Lack of Development Initiatives to promote Conservation efforts by the property owners.

Lack of Renewal of area due to unfriendly rules and regulations not favourable to the owners / developers, fragmentation of properties.
Part of the road in front of the heritage structure could be highlighted by use of different material.

The same could be adopted for the pavements alongside the roads.

Stylized street furniture in terms of bus stops, street lights & benches.
Development Control & Urban Renewal

• Incentives
  • By way of reducing property tax for properties undertaken for preservation and conservation.

• Funding
  • Create funding possibilities by way of
    1. Heritage TDR (Transferable Development Right).
    2. City Heritage Fund generated by selling FSI equivalent to the estimated cost of conserving listed properties
    3. Arrange funds from JNNURM

• Methodology
  • Registered professional guidance made mandatory for undertaking preservation projects.
  • The work should be monitored by Municipal corporation through local Heritage Preservation Groups
  • Owner should undertake to make the property accessible to the city during predetermined time.

D.C. Rules for promotion of Preservation & Conservation
Traffic & Pedestrianization

- Heavy through traffic and congestion along arterial road
- Marginal priority and safety of pedestrian movement
- Inadequate provision of loading and unloading facilities
- Varying road widths giving rise to grey and unused areas
- Underused multilevel parking lots and unorganized illegal on street parking (A Common Inner City scenario)
Traffic & Pedestrianization

- Emphasize on Low Energy living already prevalent in the Traditional Inner City Core due to:
  - Pedestrianization / Bicycling & walkability to work
  - Lower Per Capita Building and Parking Footprint
  - Efficient Use of scare resources by a larger segment of the population.
Traffic & Pedestrianization

- Encourage use of non motorized transport and permit only public transportation.
- Ensure continuous footpaths, barricades at junctions, seating areas at setbacks, appropriate plantation along road and remove illegal encroachments and shop extensions.
- Maintain optimum road widths of 2 lane traffic and design access road to accommodate pedestrians and on street parking
- Remove parking along Kotwal Chawdi junction and Faraz Khana and ensure greater use of multi level parking.
- Specific timings for loading and unloading

Action Points developed with the community
Traffic & Pedestrianization

Scenario Building
- All roads are permitted vehicular movement.
- Footpaths would be provided along the roads

Vehicular Movement

PROS
- Convenience to reach individual property.

CONS
- No Segregation of different modes of transport causing traffic congestion

Alternative 1
The Shivaji road is pedestrianised permitting only public transport vehicles.

The major roads parallel to Shivaji road are kept vehicular.

The connecting streets will be pedestrianised.

**Pros**
- Better provision of pedestrian facilities.
- Will be able to provide wider footpaths along Shivaji road.

**Cons**
- Limitations in accessibility by vehicles to some of the individual properties.
- Loading and unloading would need time segregation.

*Alternative 2*
The Shivaji road is pedestrianised permitting only public transport vehicles to travel on it. The major roads parallel to Shivaji road are kept vehicular. Only two-wheelers and Rickshaws allowed on roads connecting Shivaji road. The junctions near Shivaji road would act as cul-de-sac for two-wheeler vehicles. Loading and unloading would need time segregation.

**PROS**
- Wider footpaths would be available on Shivaji road.
- Vehicular connection between adjacent roads is possible.

**CONS**
- Pedestrian Movement
  - Two wheeler and rickshaws
- Vehicular Movement
  - Only two-wheelers and Rickshaws allowed on roads connecting Shivaji road.

**Traffic & Pedestrianization**
Traffic & Pedestrianization

Potential Micro-level Development Areas
Open Space & Landscaping

Creation of a link by introducing a pedestrian pathway along the road which will mark the heritage corridor

LEGEND

1. SHANIWARWADA FORE GROUND
2. SHANIWARWADA
3. SHANIWARWADA SOUTH SIDE ROAD
4. LAL MAHAL
5. NANA HAUD
6. FARAS KHANA FOREGROUND
7. BEL BAUG TEMPLE
8. KOTWAL CHAWDI
Open Space & Landscaping

Budhwar Chowk- Paar
Large parking lot in front of Faraz khana could be relocated and the open space could be articulated to function as a multi activity plaza which would act as a foreground for Dagadu seth Halwai temple too.
Open Space & Landscaping

Budhwar Chowk- Paar
River Connection and Ecology

- Revive the Ghorpade ghat, Restore Shivaji bridge, Clean the garbage dumped in the river, Introduce cycle tracks along the river.

*Actions*
Heritage Preservation and Evolving Typology

- SHIVAJI BRIDGE: DOWN THE RIVER
- YADNYAVALKYAPATH: THE STREETSCAPE
- NANAHAUD: DOWN LAL MAHAL AND NATU CHAWL
- THE SARDAR LANE: PATWARDHAN – BINIWALE – NANA PHADNIS
- THE BRICK DESIGN FACADES: RANGARI WADA AND DEO WADA
- FARASKHANA: FROM DAGADUSHETH TEMPLE TO MANDAI
- BELBAUG JUNCTION: DOWN TO LAXMI ROAD AND MANDAI (PANDAL)

Vistas- Viewpoints along the Heritage Corridor
Day 4
Further presented to receive feedback and turned into vision guidelines for further interventions in the area
The Charette Method

- Short Circuits Intentions towards Outcomes

- Can facilitate Local Area Planning (Introduced in 2007 by MPD 2021) or Neighbourhood Planning, Precinct Development etc.

- Base for partnership with local bodies (No single consultant)

- Helping their financial development through Local Area Planning to operationalize TOD, Mixed Use levys etc.
Thank You

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