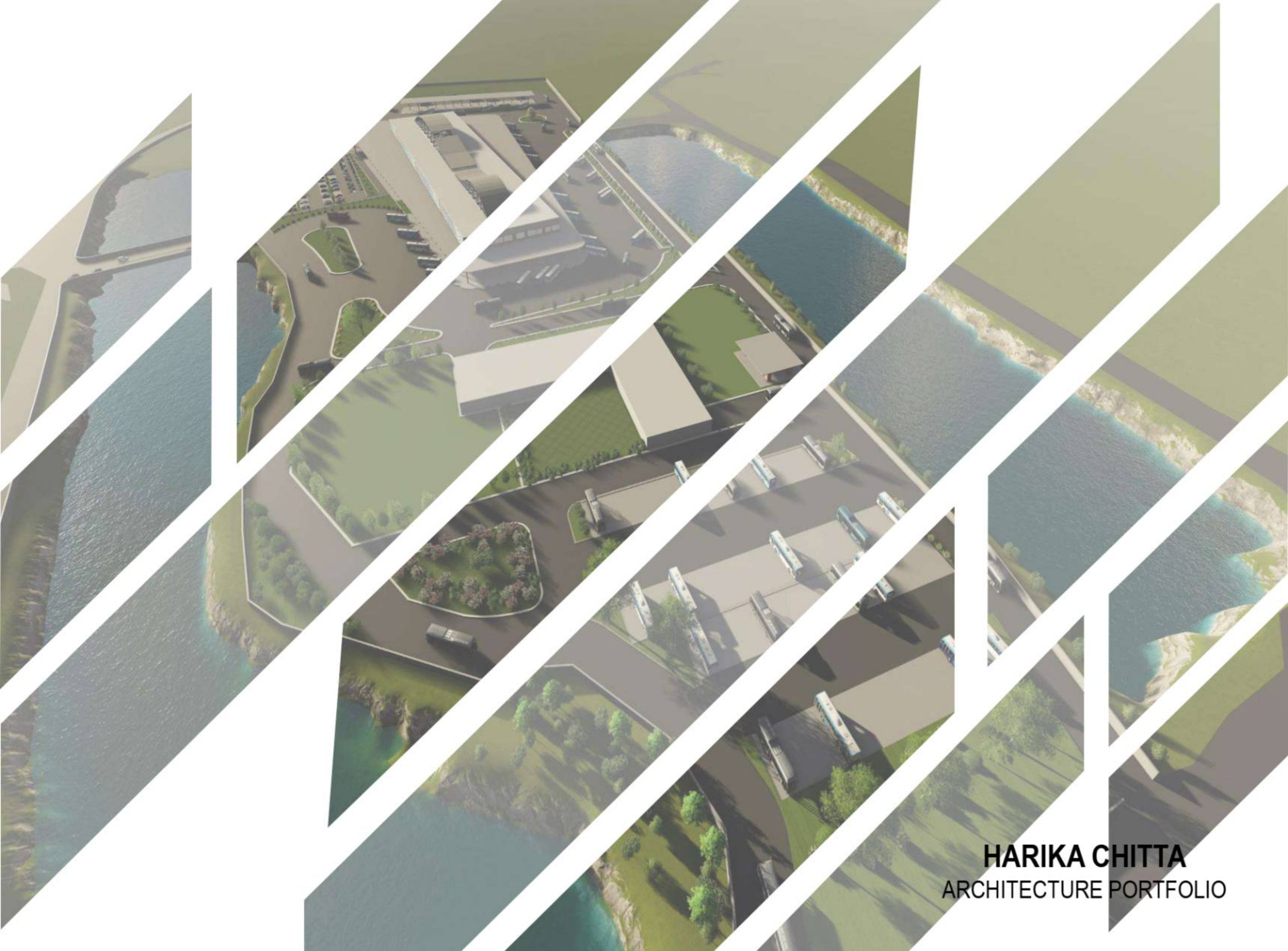
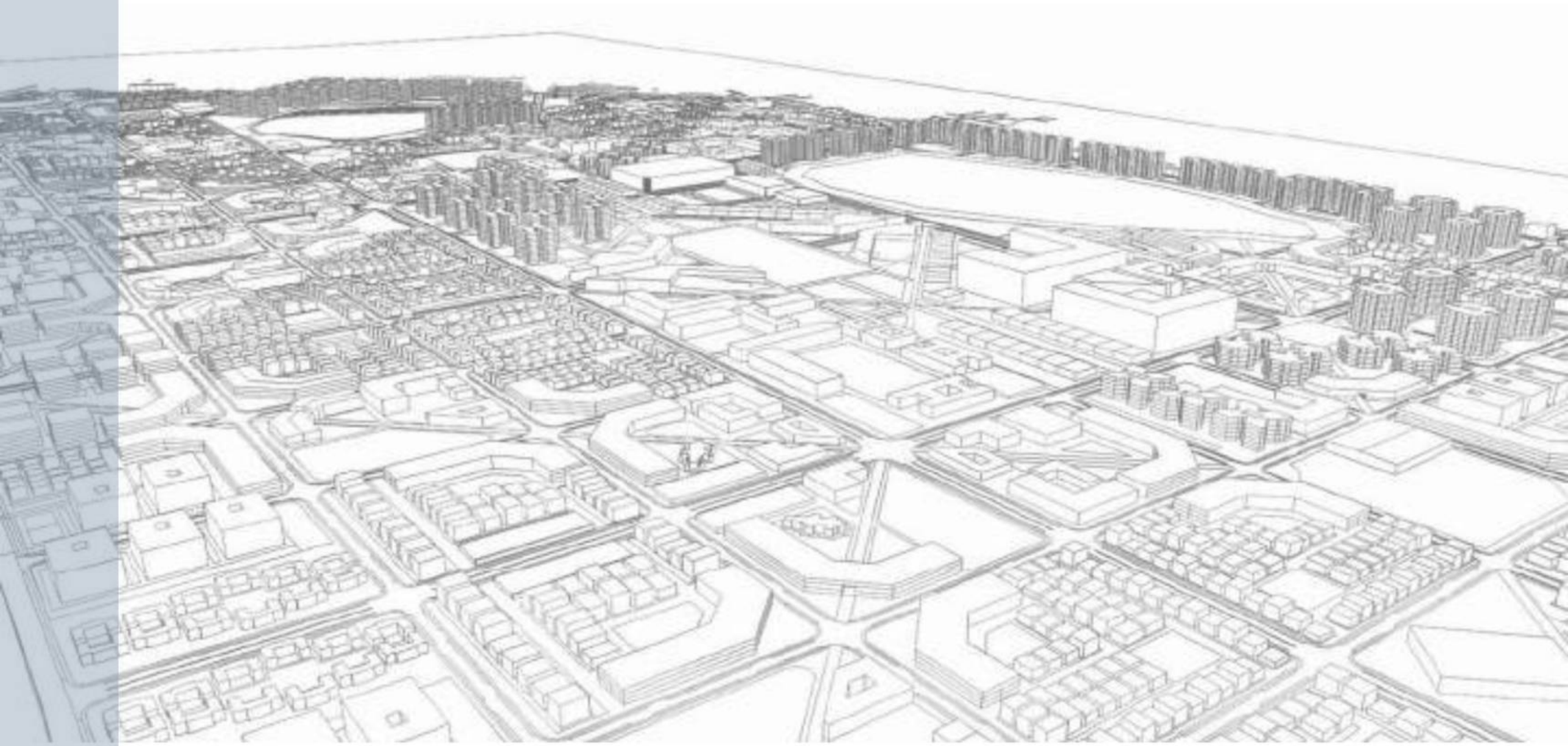


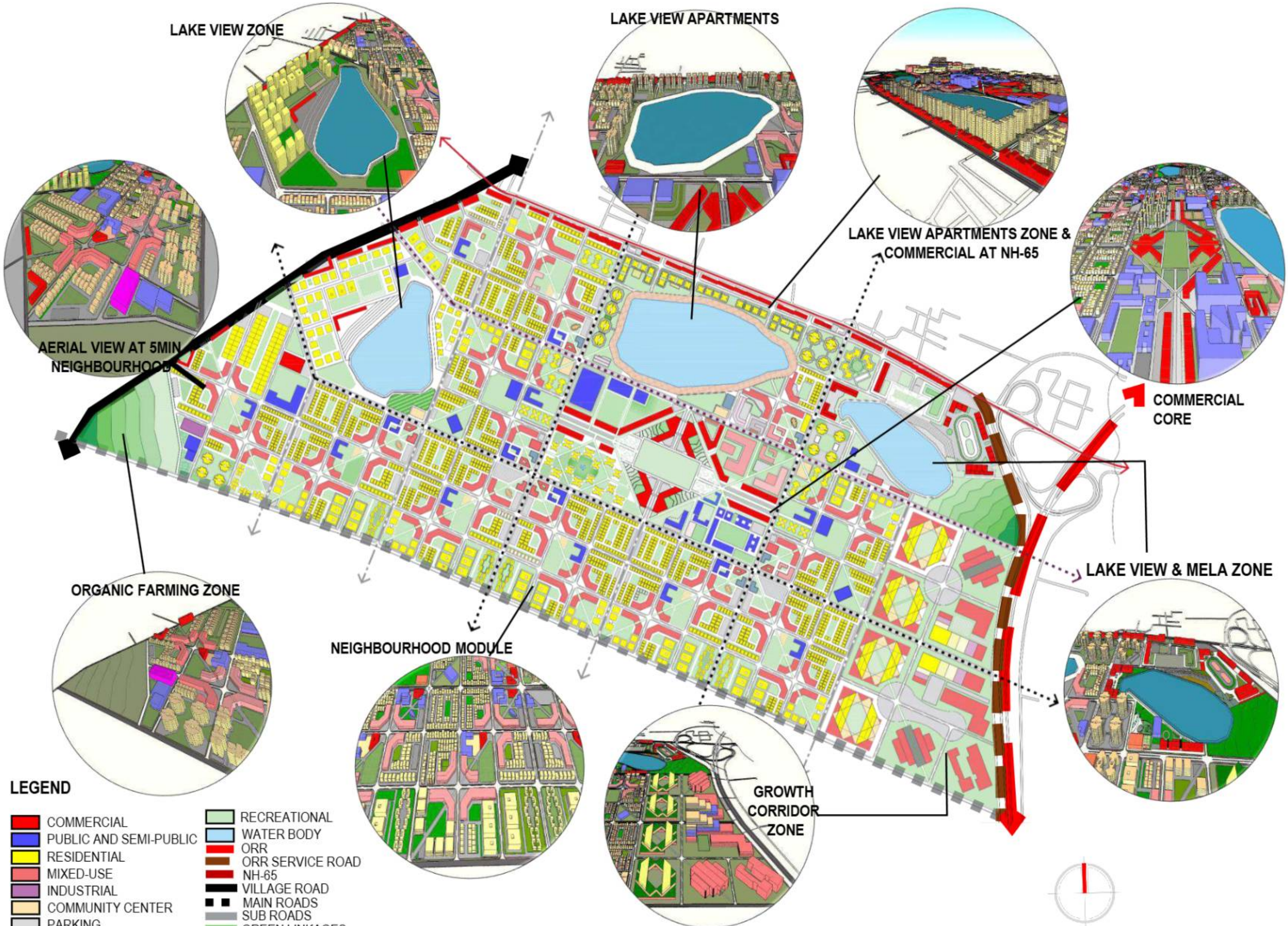
HARIKA CHITTA

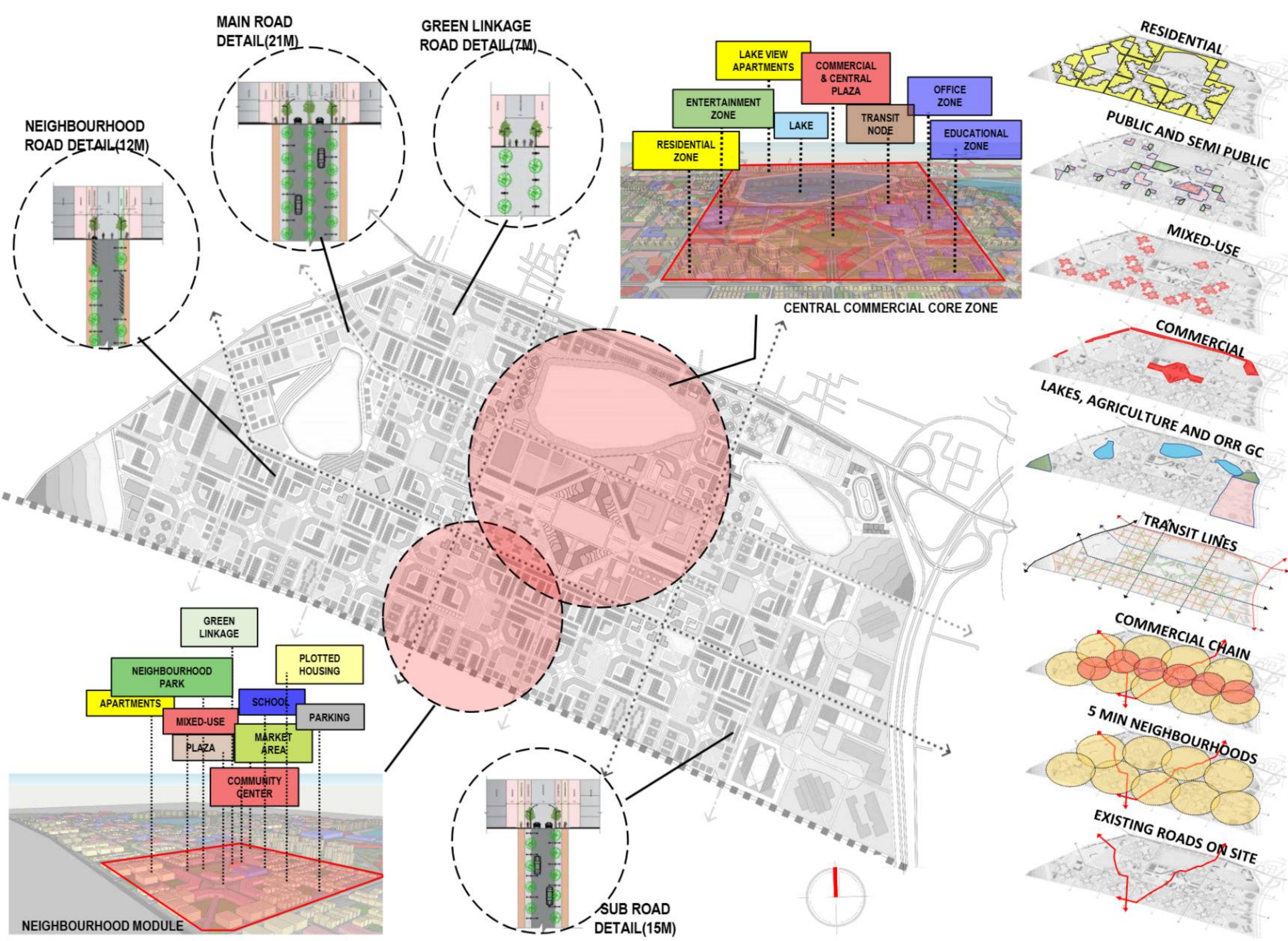
ARCHITECTURE PORTFOLIO

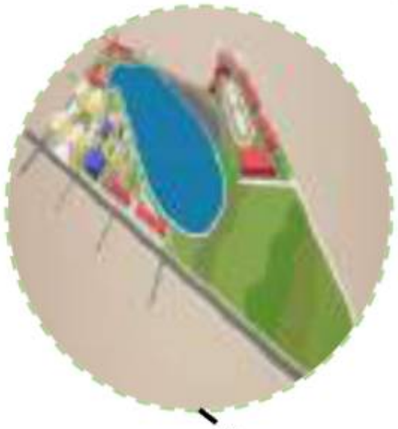
URBAN DESIGN

15-MINUTE CITY:
THE "15-MINUTE CITY" IS AN APPROACH TO URBAN DESIGN THAT AIMS TO IMPROVE QUALITY OF LIFE BY CREATING CITIES WHERE EVERYTHING A RESIDENT NEEDS CAN BE REACHED WITHIN 15 MINUTES BY FOOT, BIKE OR PUBLIC TRANSIT. THIS CONCEPT PUTS AN EMPHASIS ON CAREFUL PLANNING AT THE NEIGHBORHOOD LEVEL, GIVING EACH DISTRICT THE FEATURES, IT NEEDS TO SUPPORT A FULL LIFE – INCLUDING JOBS, FOOD, RECREATION, GREEN SPACE, HOUSING, MEDICAL OFFICES, SMALL BUSINESSES AND MORE. AND IMPORTANTLY, IT'S A FULL LIFE THAT DOESN'T REQUIRE A CAR.
AIM:
TO DESIGN A MODULE FOR A 15-MINUTE CITY THAT CAN BE REPLICATED TO CREATE A LARGER CITY. YOU CAN DESIGN A FICTIONAL CITY OR RE-DESIGN A SMALL PART OF AN EXISTING CITY ANYWHERE IN THE WORLD. AS A CITY PLANNER/DESIGNER, YOU ARE ALSO FREE TO RECOMMEND RULES AND POLICIES TO HELP MAKE THE LIVES OF YOUR CITY'S OCCUPANTS' BETTER.




LAKE VIEW ZONE
LAKE VIEW APARTMENTS
LAKE VIEW APARTMENTS ZONE & COMMERCIAL AT NH-65
AERIAL VIEW AT 5MIN NEIGHBOURHOOD
COMMERCIAL CORE
LAKE VIEW & MELA ZONE
ORGANIC FARMING ZONE
NEIGHBOURHOOD MODULE
GROWTH CORRIDOR ZONE
LEGEND
COMMERCIAL
PUBLIC AND SEMI-PUBLIC
RESIDENTIAL
MIXED-USE
INDUSTRIAL
COMMUNITY CENTER
PARKING
RECREATIONAL
WATER BODY
ORR
ORR SERVICE ROAD
NH-65
VILLAGE ROAD
MAIN ROADS
SUB ROADS
GREEN LINKAGES


MAIN ROAD DETAIL(21M)
GREEN LINKAGE ROAD DETAIL(7M)
NEIGHBOURHOOD ROAD DETAIL(12M)
LAKE VIEW APARTMENTS
COMMERCIAL & CENTRAL PLAZA
ENTERTAINMENT ZONE
OFFICE ZONE
LAKE
TRANSIT NODE
RESIDENTIAL ZONE
EDUCATIONAL ZONE
CENTRAL COMMERCIAL CORE ZONE
RESIDENTIAL
PUBLIC AND SEMI PUBLIC
MIXED-USE
COMMERCIAL
LAKES, AGRICULTURE AND ORR GC
TRANSIT LINES
COMMERCIAL CHAIN
5 MIN NEIGHBOURHOODS
EXISTING ROADS ON SITE
GREEN LINKAGE
NEIGHBOURHOOD PARK
PLOTTED HOUSING
APARTMENTS
SCHOOL
MIXED-USE
PARKING
PLAZA
MARKET AREA
COMMUNITY CENTER
NEIGHBOURHOOD MODULE
SUB ROAD DETAIL(15M)



LAKE VIEW AND GROWTH CORRIDOR

TOTAL AREA - **77 ACRES**

TYPES OF SPACES INCLUDED -

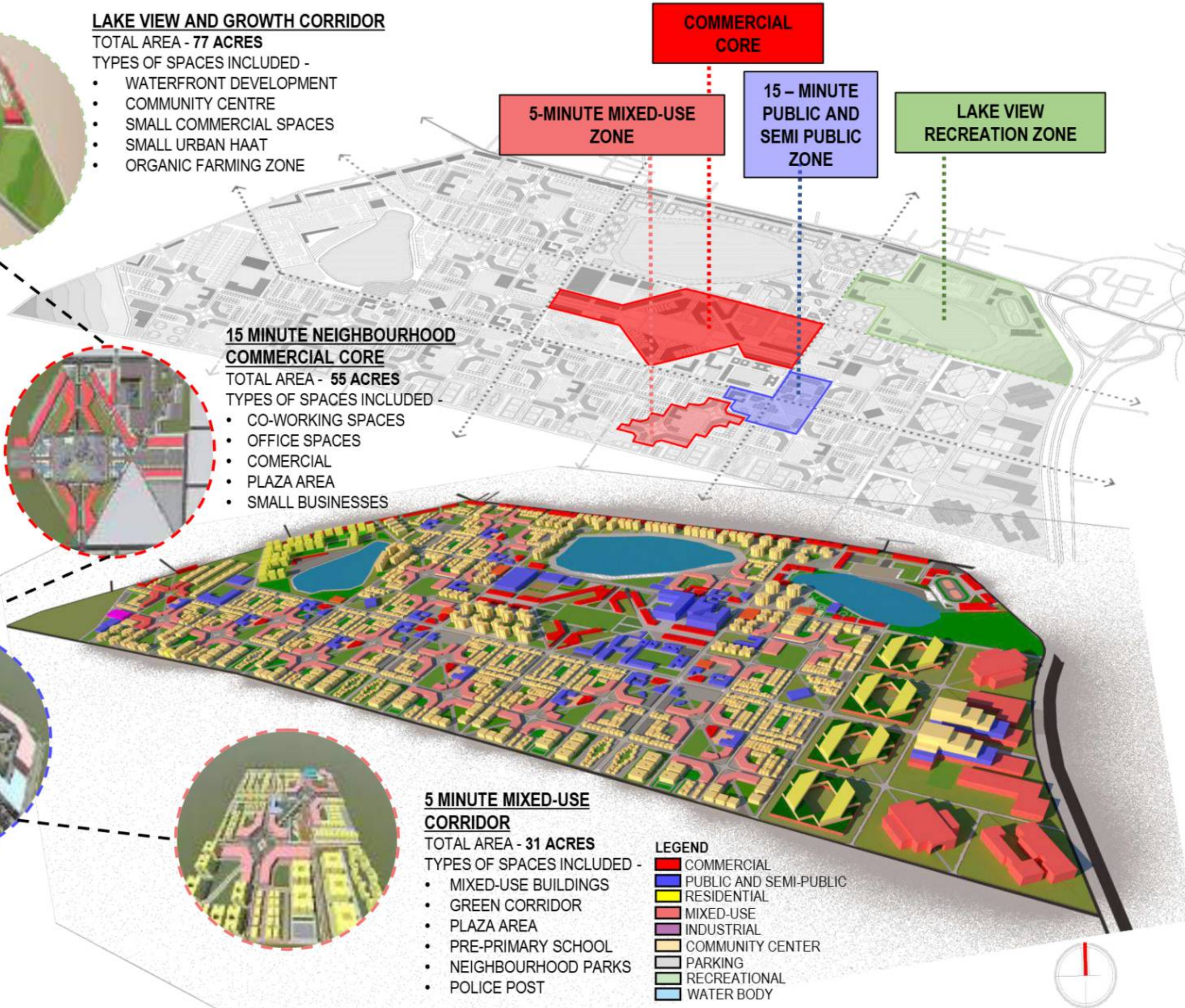
- WATERFRONT DEVELOPMENT
- COMMUNITY CENTRE
- SMALL COMMERCIAL SPACES
- SMALL URBAN HAAT
- ORGANIC FARMING ZONE

COMMUNITY NODE

TOTAL AREA - **44 ACRES**

TYPES OF SPACES INCLUDED -

- INSTITUTIONAL
- WEEKLY MARKET
- RELIGIOUS SPACE
- COMMERCIAL
- HEALTH CARE
- BANK/ ATM
- MIXED USE BUILDINGS



15 MINUTE NEIGHBOURHOOD COMMERCIAL CORE

TOTAL AREA - **55 ACRES**

TYPES OF SPACES INCLUDED -

- CO-WORKING SPACES
- OFFICE SPACES
- COMERCIAL
- PLAZA AREA
- SMALL BUSINESSES

5 MINUTE MIXED-USE CORRIDOR

TOTAL AREA - **31 ACRES**

TYPES OF SPACES INCLUDED -

- MIXED-USE BUILDINGS
- GREEN CORRIDOR
- PLAZA AREA
- PRE-PRIMARY SCHOOL
- NEIGHBOURHOOD PARKS
- POLICE POST

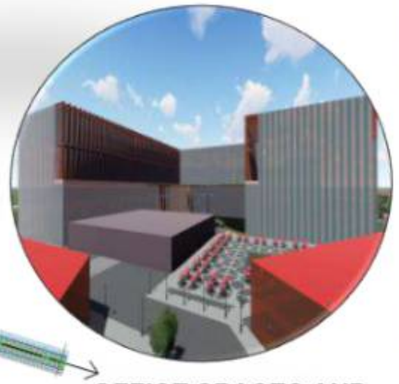
COMMERCIAL CORE

The commercial core area is the heart of the neighbourhood which has all four corners connecting into a huge plaza area with commercial corridors running across to make people walk in freely. The area is strictly a pedestrian and bicycle area which makes the place extremely important in our 15 minute city.

WAY TOWARDS CENTRAL PLAZA

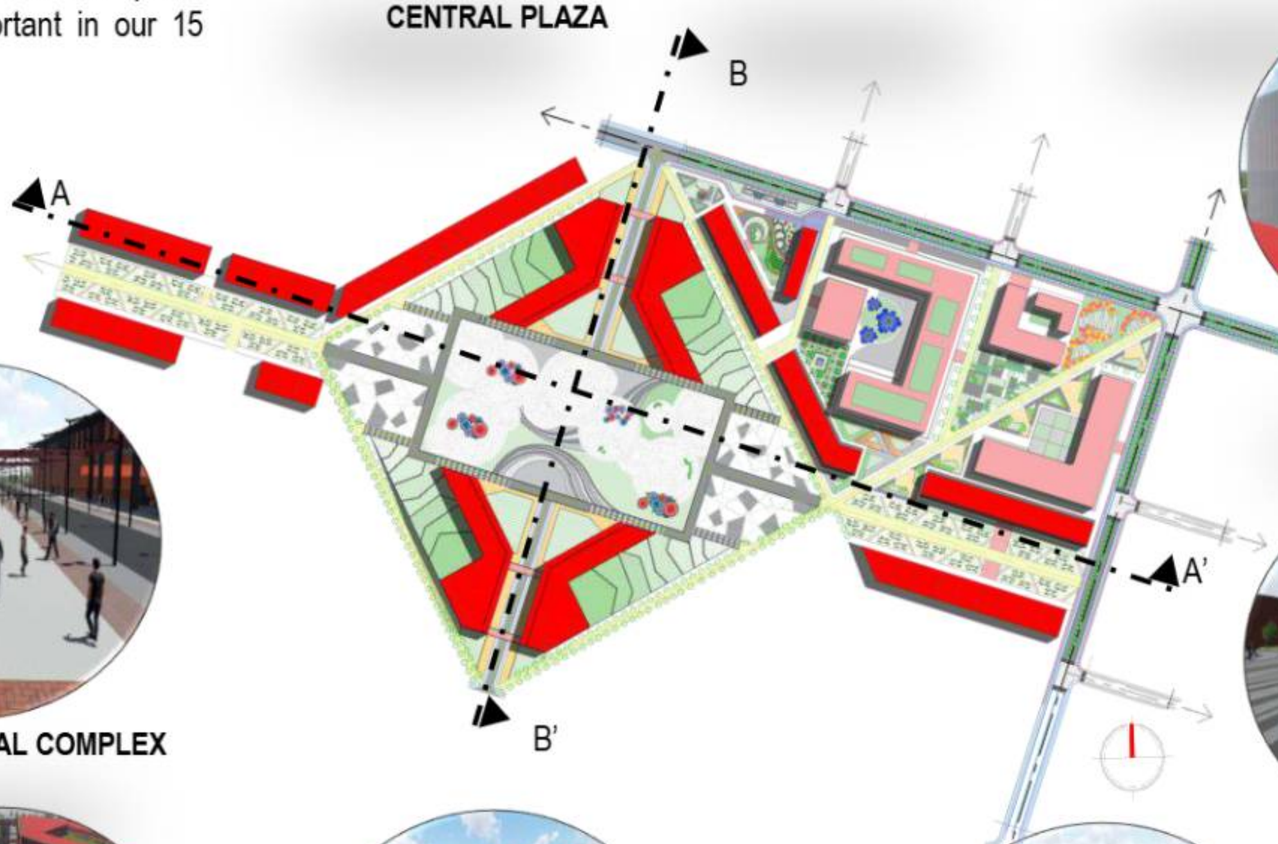
TRANSIT NODE

SEATING AREA ALONG COMMERCIAL CORRIDOR



OFFICE SPACES AND SEATING AREAS

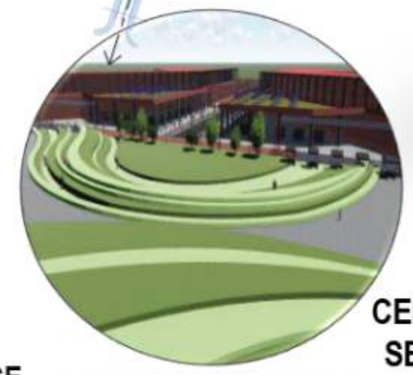
COMMERCIAL COMPLEX



CENTRAL PLAZA SEATING AREA

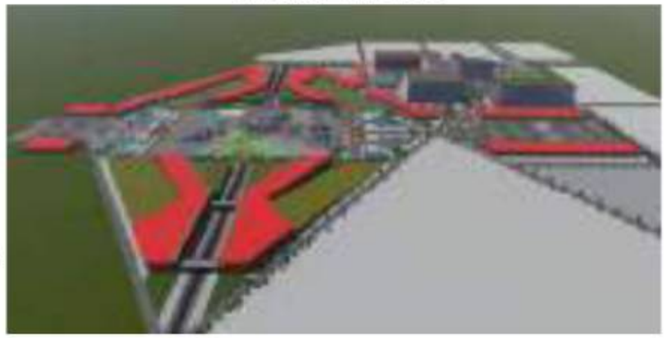
CENTRAL PLAZA

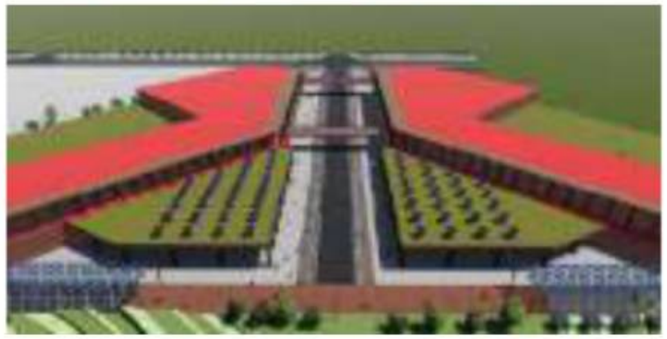
COMMERCIAL COMPLEX WITH PEDESTRIAN WALK OVER BRIDGE



CENTRAL PLAZA SEATING AREA

AERIAL VIEWS





SECTION-AA'

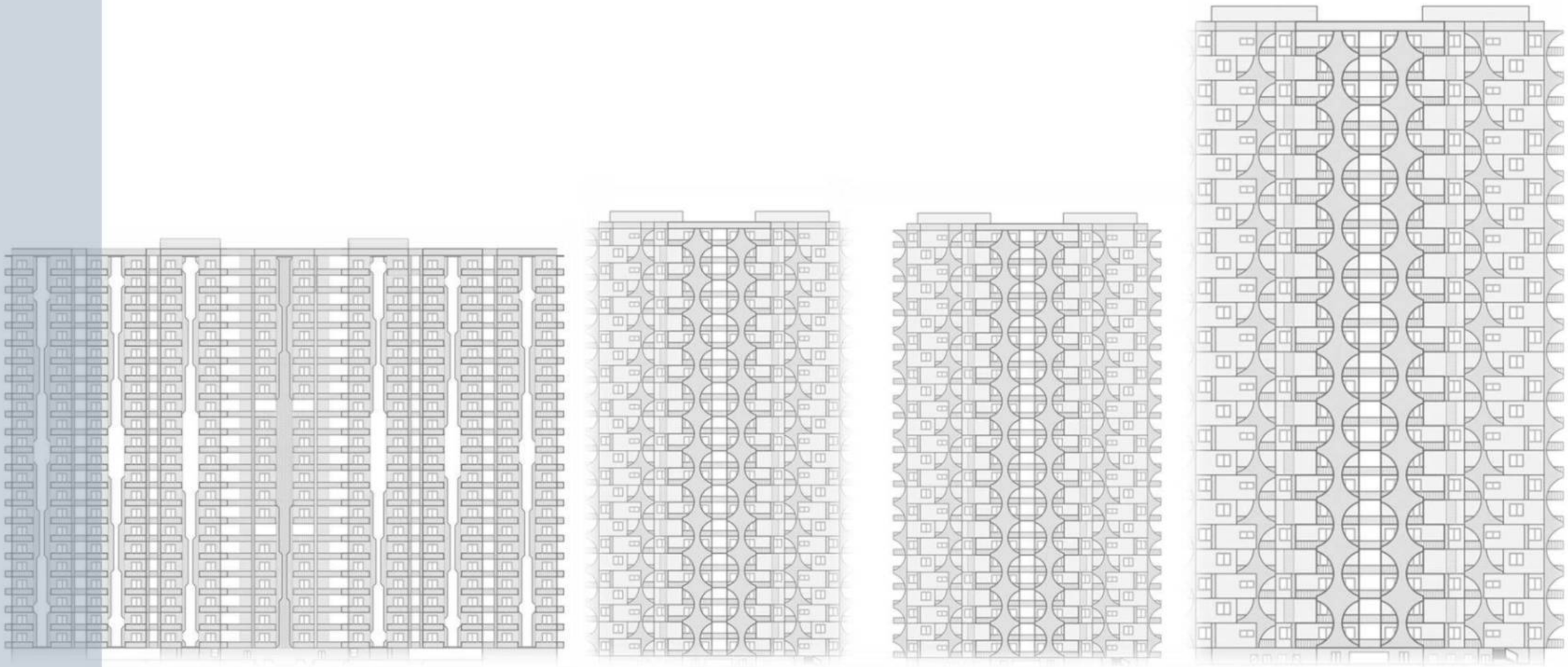
SECTION-BB'

LEGEND

- VILLAGE ROAD
- MAIN ROADS
- SUB ROADS
- GREEN LINKAGES

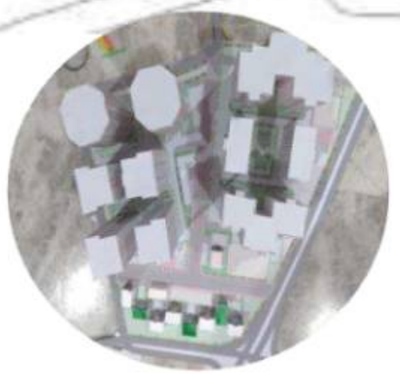
HOUSING IN SUBURBAN AREAS

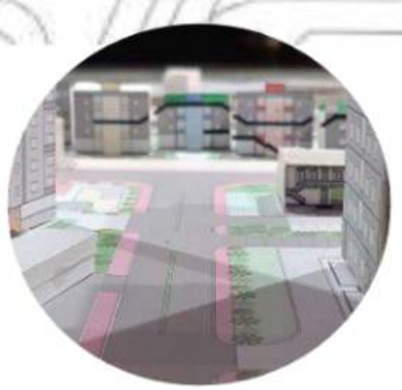
AIM:
IDENTIFY HOUSING GROWTH RATE AND THE FURTHER EXPANSION PATTERN IN THE OUTSKIRTS OF A CITY AND SELECT A WARD WHERE YOU WILL BE PROPOSING A HOUSING NEIGHBORHOOD. HOUSING HAS TO BE DESIGNED FOR A COMMUNITY OF PEOPLE FROM ALL INCOME SECTIONS OF SOCIETY, IDEALLY DEPICTING THE CROSS-SECTION OF THE CITY. THE DESIGN HAS TO TAKE CARE OF THE DIFFICULTIES FACED BY THE LOWEST STRATA AND NOT COMPROMISE WITH THE LIFESTYLE CHOICES OF THE RICHEST IN THE COMMUNITY. IMMEDIATE FACILITIES HAVE TO BE PROVIDED BY FOLLOWING THE NORMS DEPENDING ON THE LOCATION OF SITE AND SIZE OF THE POPULATION. FUTURE EXPANSION OF THE SUBURB INTO THE NEIGHBOURING SPACES AND EXHAUTION OF CURRENT LIVING SPACE SHOULD NOT BE COMPROMISED.

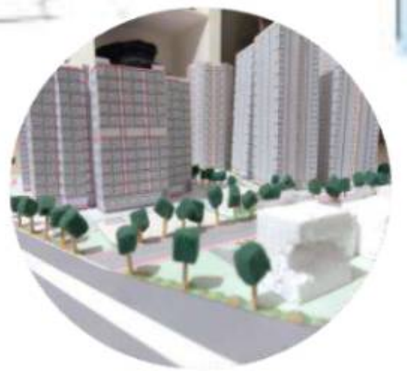


SITE PLAN

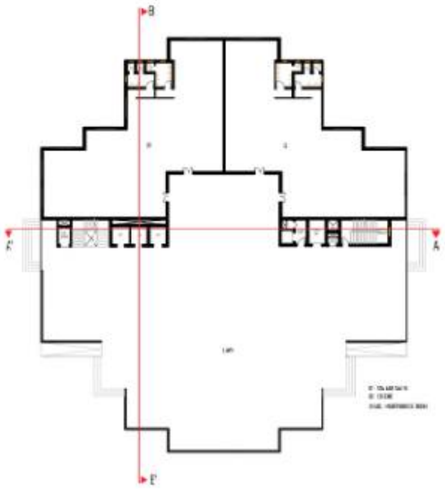
LEGEND
1 - ENTRANCE & EXIT
2 - INWARD
3 - COMMUNITY CENTRE
4 - CONVENIENCE SHOPPING
5 - INWARD'S GROUND
6 - PLAY GROUND
7 - CHILDREN PLAY AREA
8 - CENTRAL COURTYARD
9 - BASKET BALL COURT
10 - CRICKET PRACTICE NETS
11 - SPORT AREA
12 - RECREATIONAL AREAS
13 - PAVILION
14 - ORGANIC FARMING
15 - GREEN AREAS
16 - PEDESTRIAN PATHWAYS
17 - WATER TANK
18 - ELECTRICAL SUBSTATION
19 - ORGANIC WASTE MANAGEMENT
20 - RAMPS



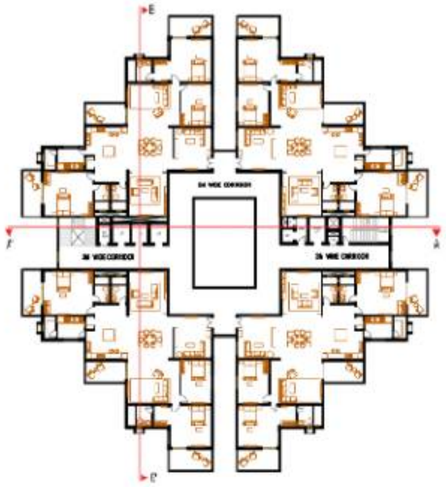




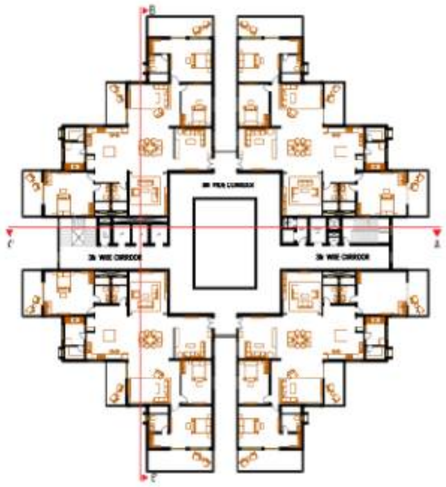
INCOME GROUP – MIG – TYPOLOGY I



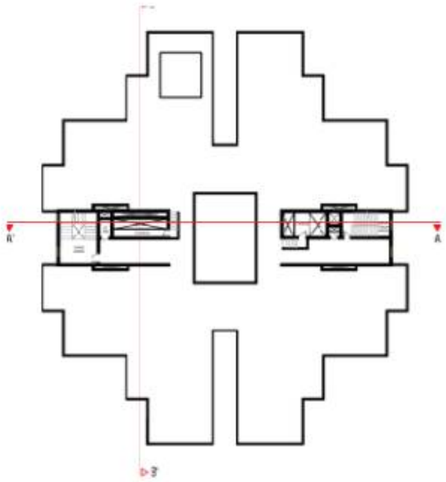
GROUND FLOOR PLAN



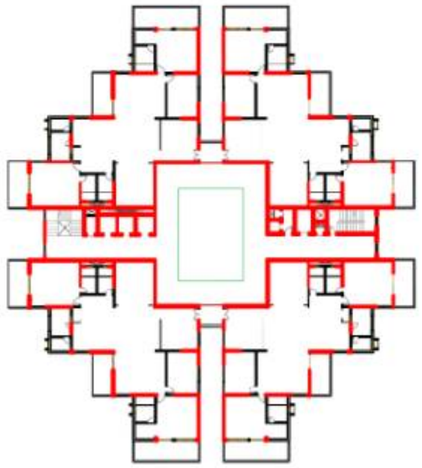
TYPICAL FLOOR PLAN - (ODD FLOORS)



TYPICAL FLOOR PLAN - (EVEN FLOORS)



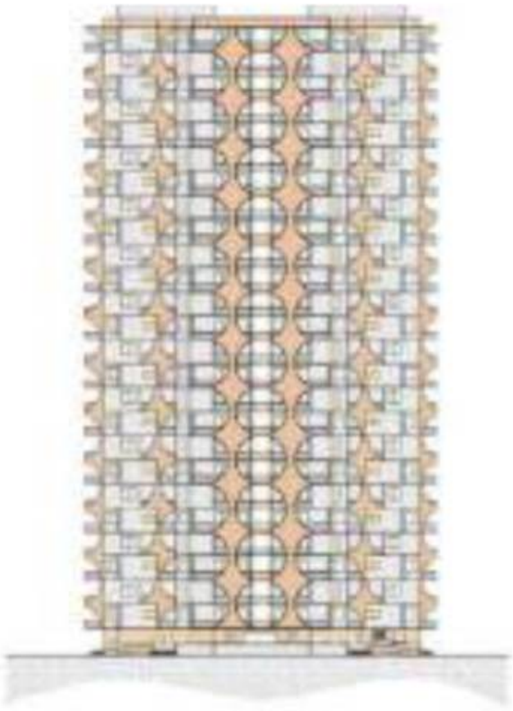
TERRACE FLOOR PLAN



SHEAR WALL LAYOUT

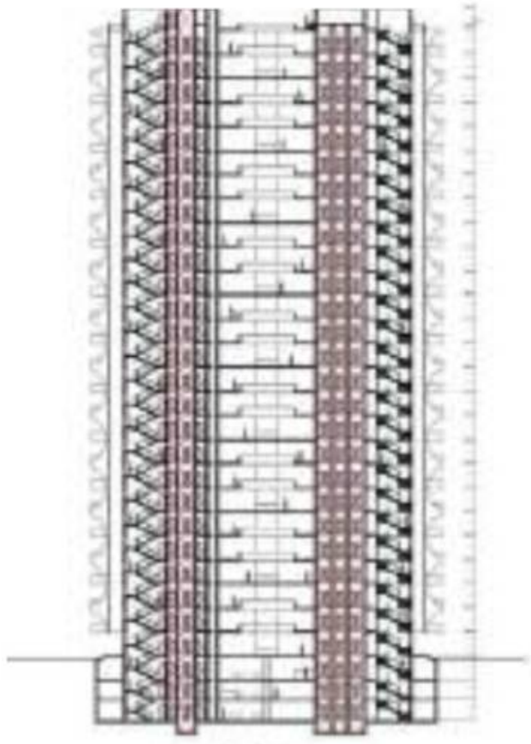
DETAIL OF FLAT - (ODD FLOORS)

DETAIL OF FLAT - (EVEN FLOORS)

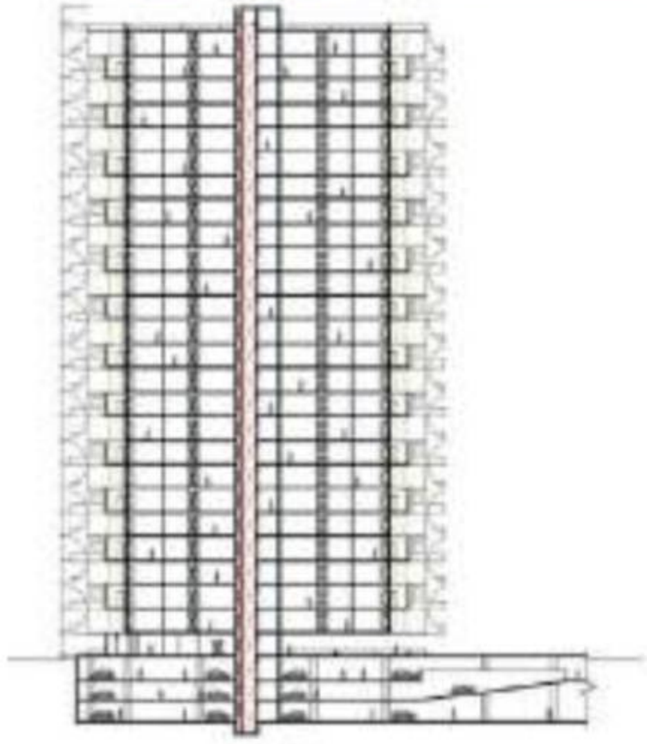


FRONT ELEVATION

SIDE ELEVATION

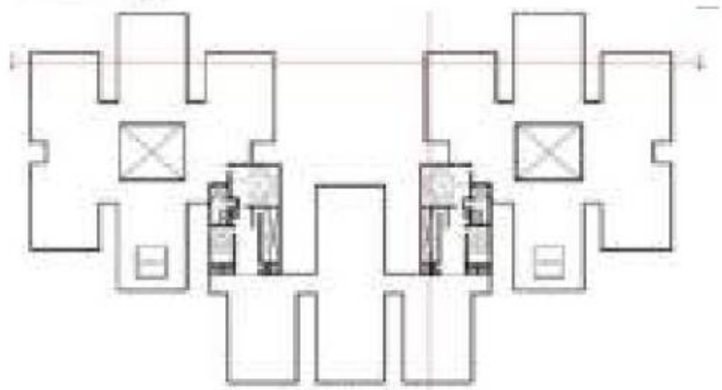


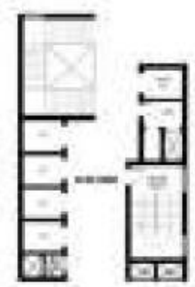
SECTION AA'



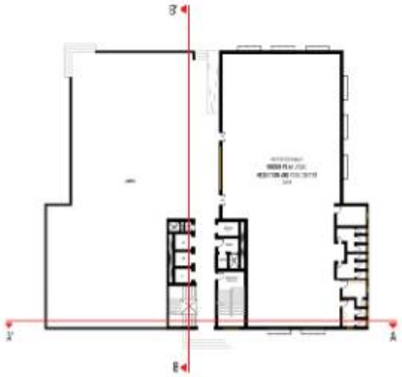
SECTION BB'

INCOME GROUP – MIG – TYPOLOGY II





INCOME GROUP – HIG – TYPOLOGY II

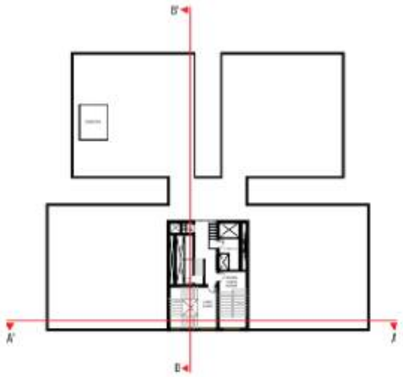


GROUND FLOOR PLAN

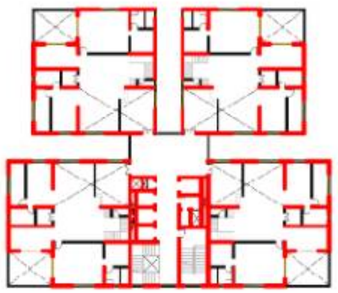
TYPICAL - FLOOR PLAN (DUPLEX - FLOOR 1)

TYPICAL - FLOOR PLAN (DUPLEX - FLOOR 2)

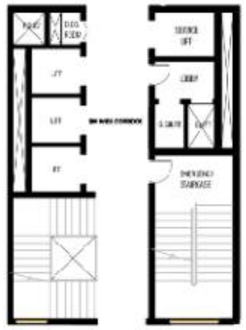
DETAIL OF FLAT (DUPLEX - FLOOR 1)



TERRACE FLOOR PLAN

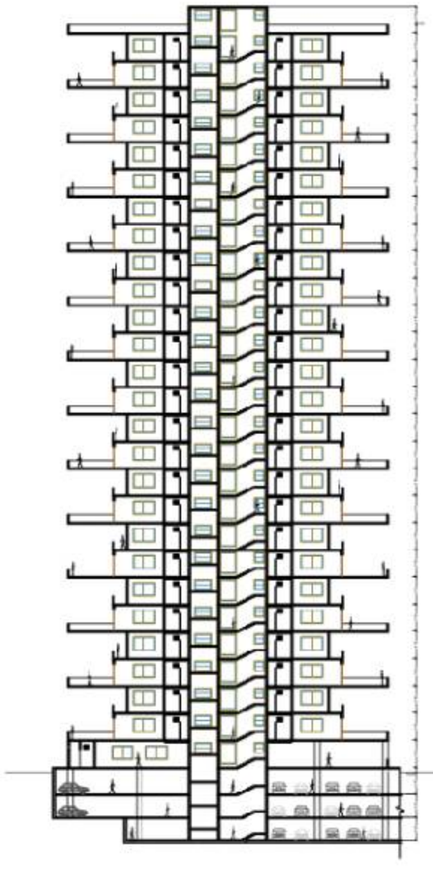


SHEAR WALL LAYOUT

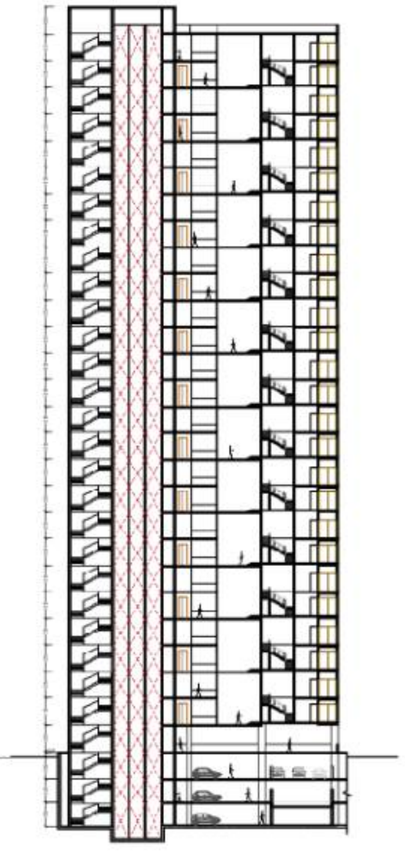


SERVICE BLOCK

DETAIL OF FLAT (DUPLEX - FLOOR 2)

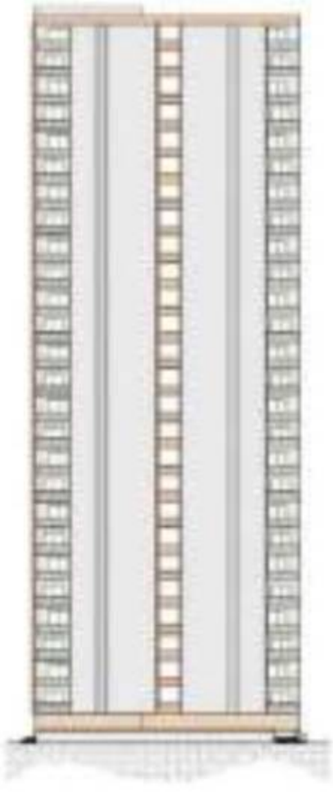


SECTION AA'



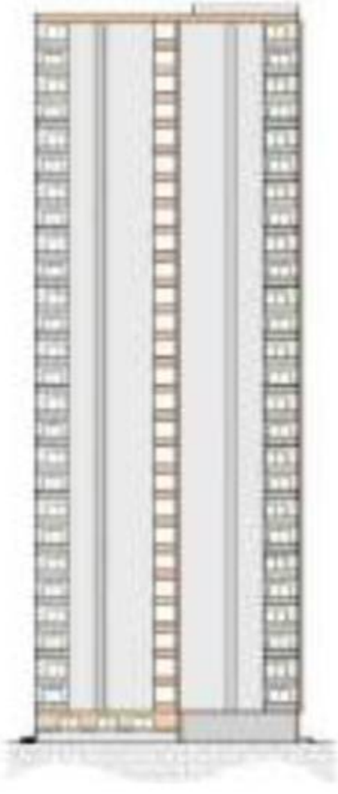
SECTION BB'

FRONT ELEVATION



SIDE ELEVATION

REAR ELEVATION



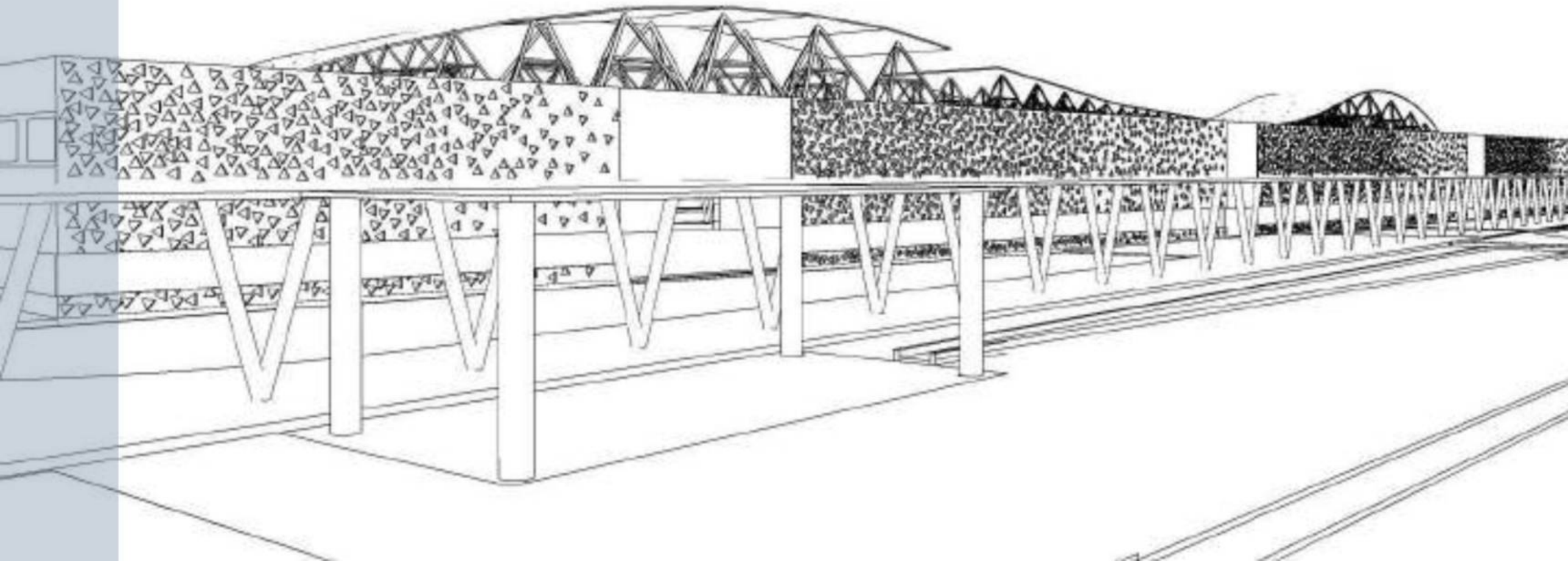
SIDE ELEVATION

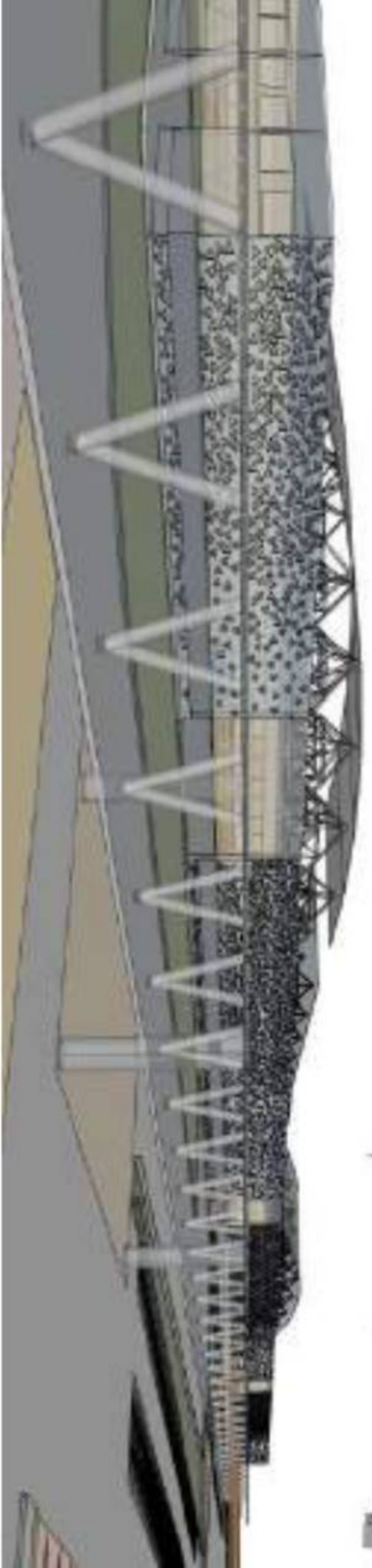
RE-DESIGNING BUS TERMINAL

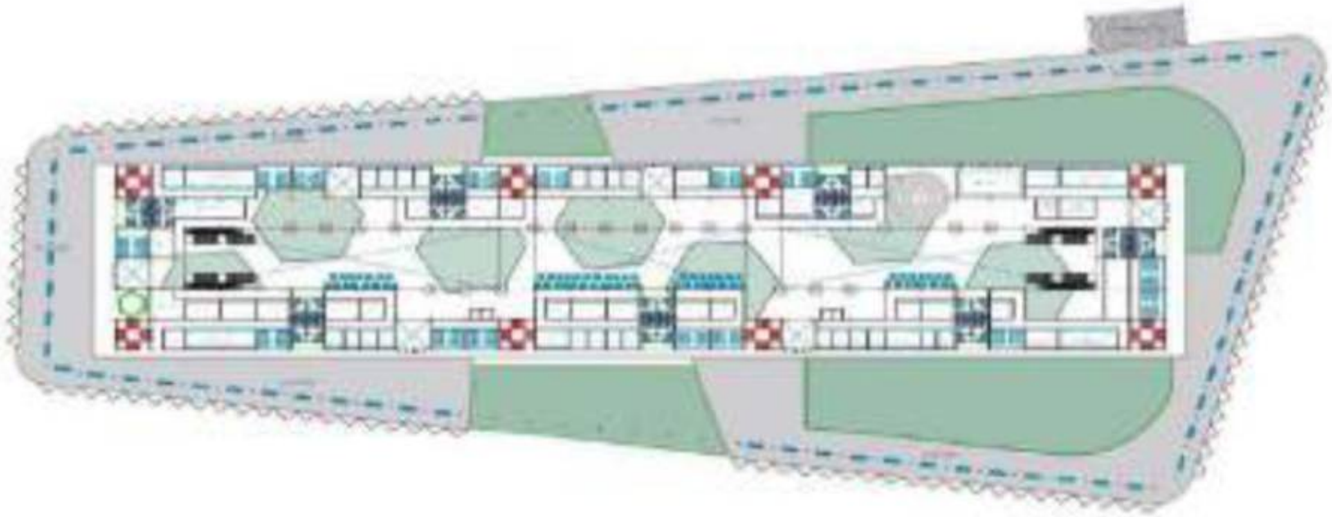
BACKGROUND:
THE MAHATMA GANDHI BUS STATION IS THE THIRD LARGEST BUS STATION IN INDIA IN TERMS OF AREA AFTER THE CHENNAI AND DELHI BUS TERMINUSES OCCUPYING 20 ACRES AND BUILT-UP AREA IN A SPRAWLING EIGHT-HECTARE COMPLEX. ANOTHER SALIENT FEATURE OF THE TERMINAL IS THE PRESENCE OF THE LARGEST INTER-CHANGE METRO STATION IN INDIA COVERING AN AREA OF 26,000 SQ. MTS.

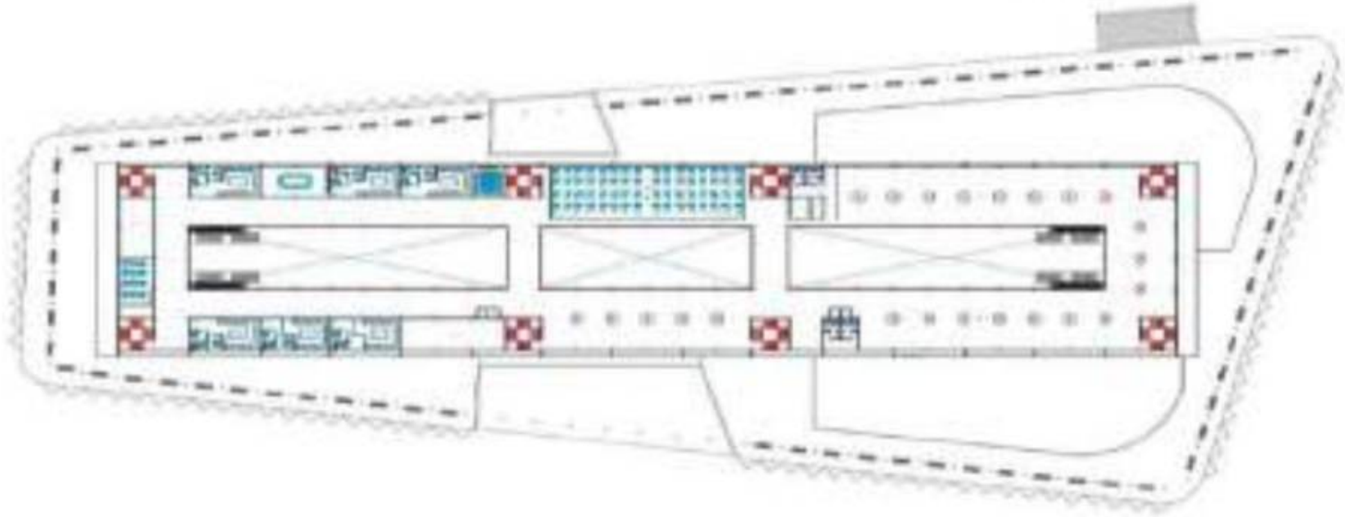
NEED FOR REDESIGN:
THE EXISTING BUS TERMINAL DEALS WITH A LARGE FOOTPRINT IN A SMALL AREA. IT ALSO HAS CERTAIN OTHER SPACES LIKE THE GHOSHALA AND TEMPLE WHICH ACT AS BARRIERS FOR BETTER CIRCULATION AND PLAN. IN ADDITION TO THESE, IT LACKS THE USE OF MODERN TECHNOLOGY.THE LANDSCAPE EXPANSE IS VERY LOW (AFFECTING THE MICROCLIMATE OF THE AREA) . TO MEET THE REQUIREMENTS OF SUCH PROBLEMS, THE BUS TERMINAL WOULD BE REDESIGNED.

AIM:
TO MEET THE PRESENT DEMANDS OF THE POPULATION OF THE TWIN CITY METROPOLITAN AREA, THE EXISTING BUS TERMINAL SITE HAS BEEN SELECTED WHERE STUDENTS NEED TO REDESIGN THE TERMINAL WITH A NEW APPROACH OF PLANNING AND DESIGNING, KEEPING THE REDESIGN ASPECTS MENTIONED ABOVE.

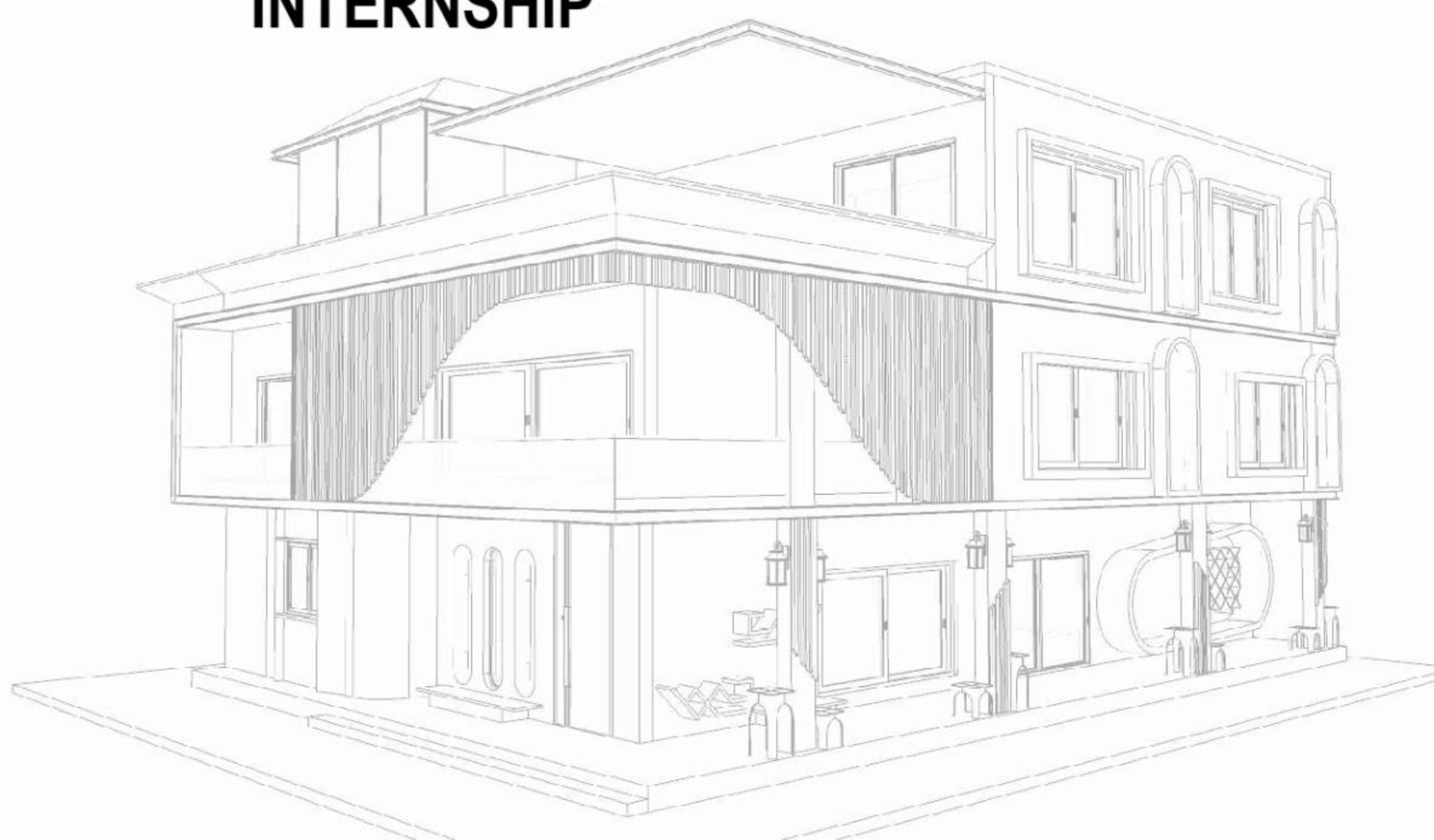


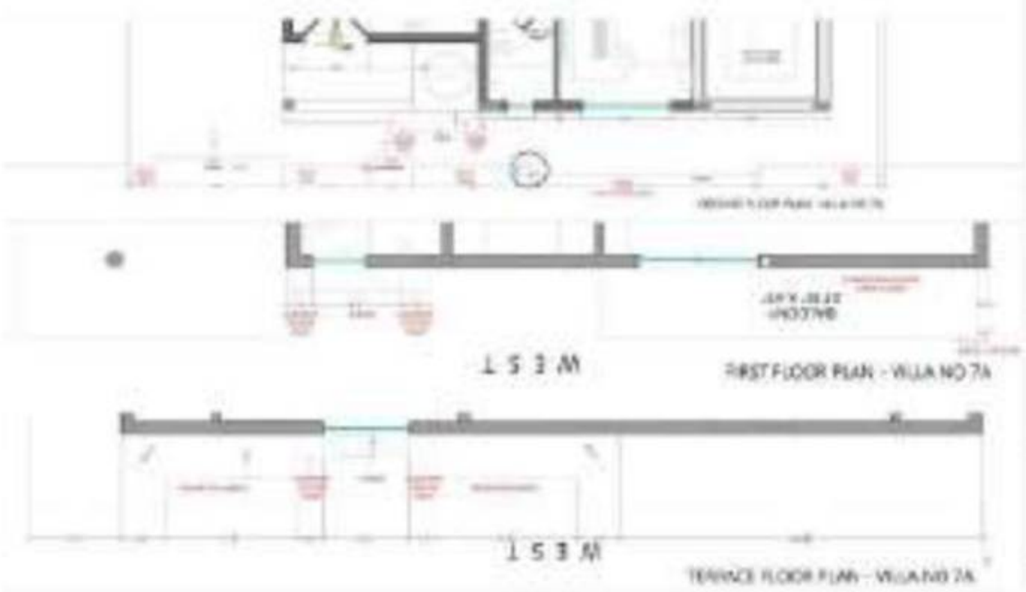


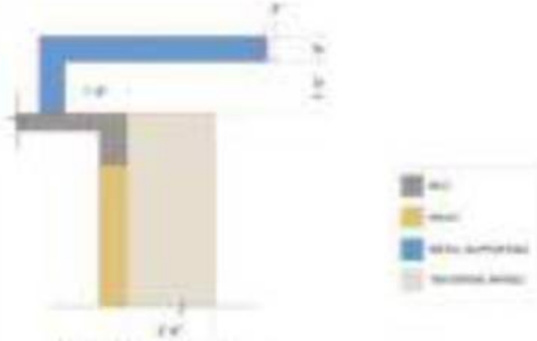




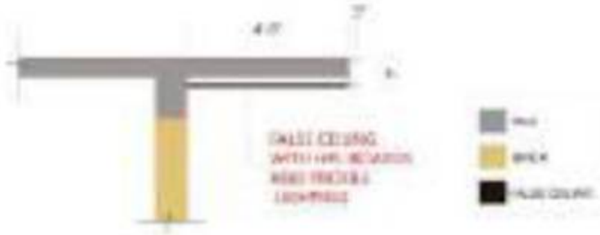
INTERNSHIP







DETAIL AT A



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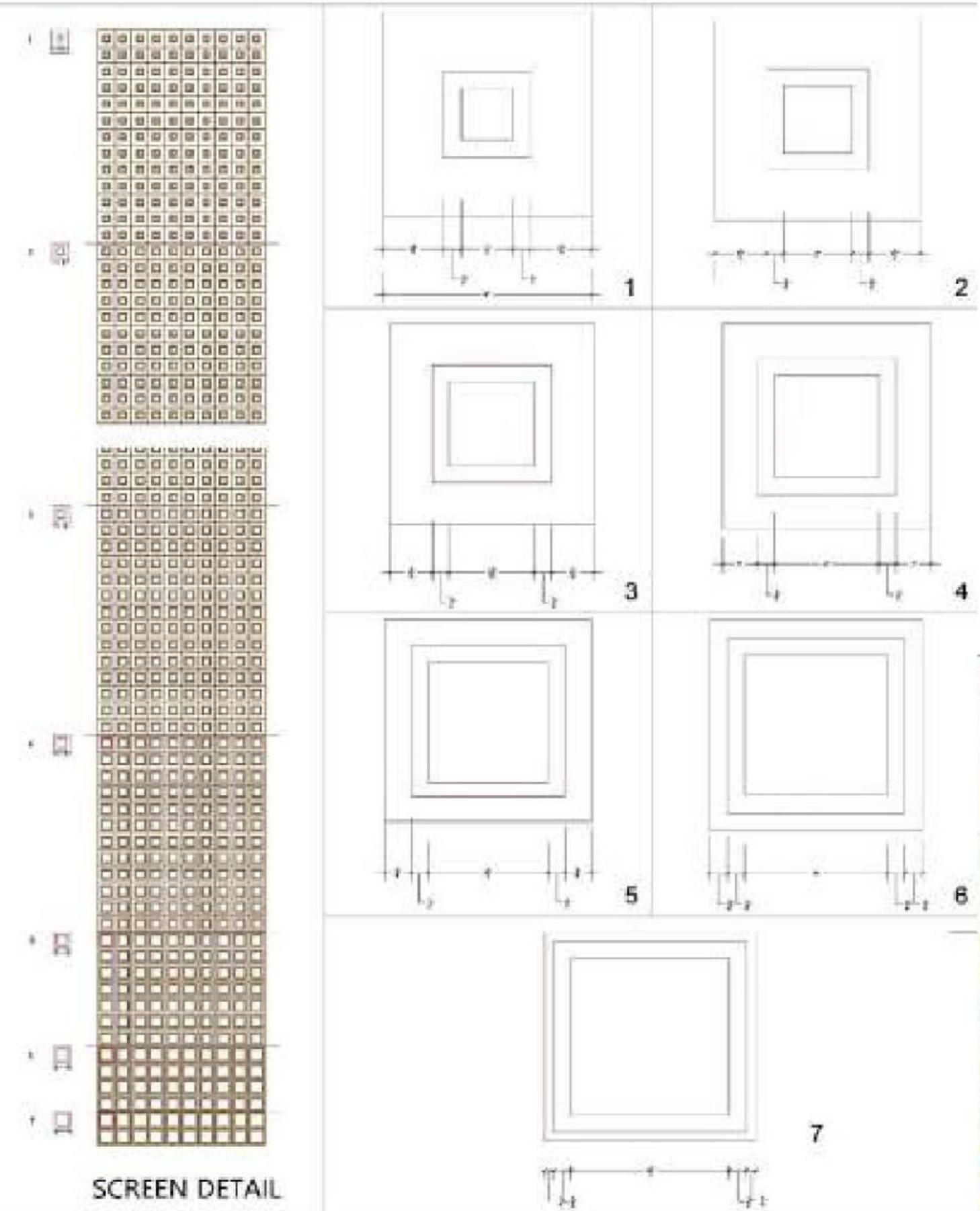
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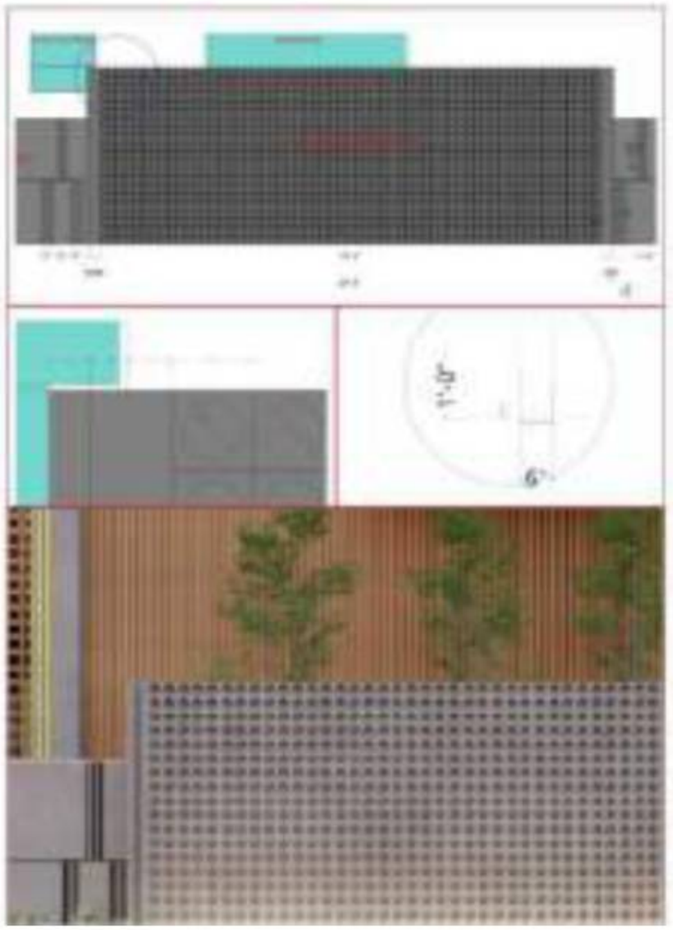
SCREEN DETAIL

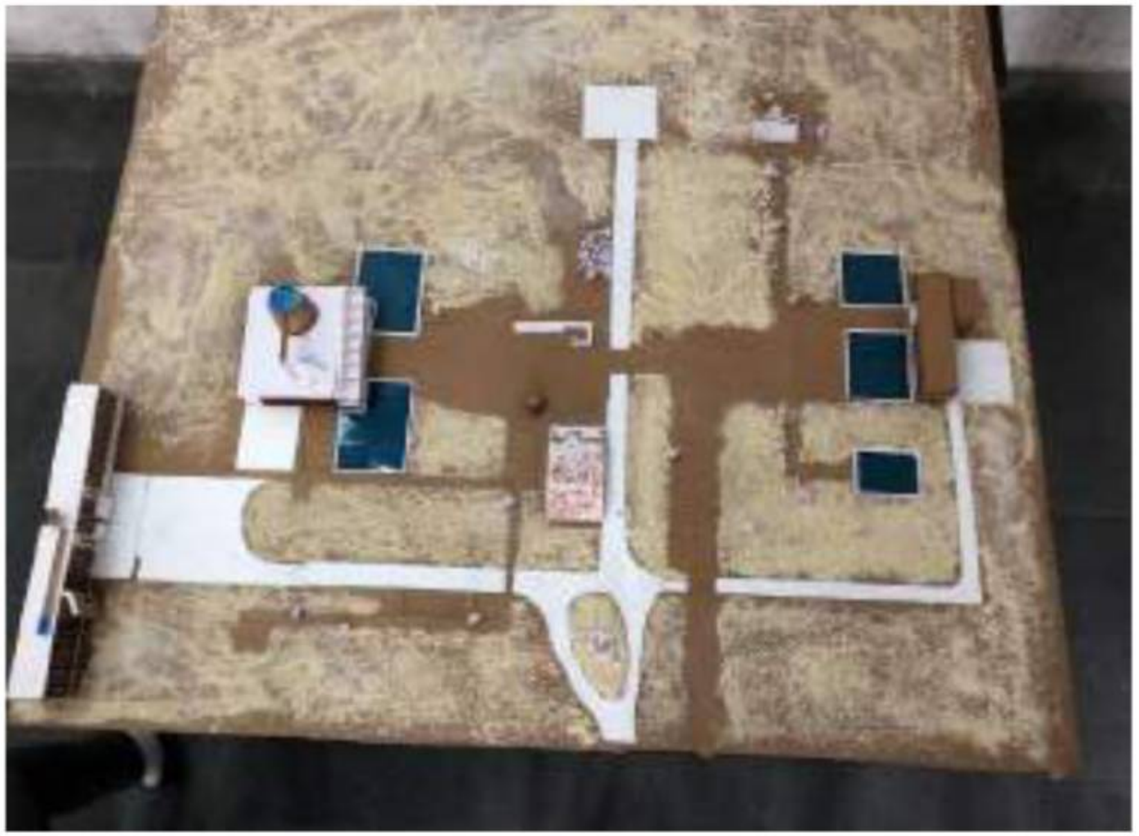


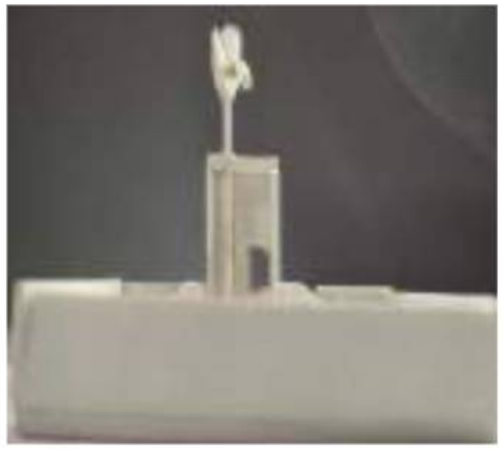
ARTWORK AND TRAVEL

ART WORK

MODEL MAKING

CAPITOL COMPLEX





TRAVELOGUE

AUROVILLE

PUDUCHERRY

MAHABALESHWAR

CHANDIGARH

NEW DELHI

MUMBAI

GOA