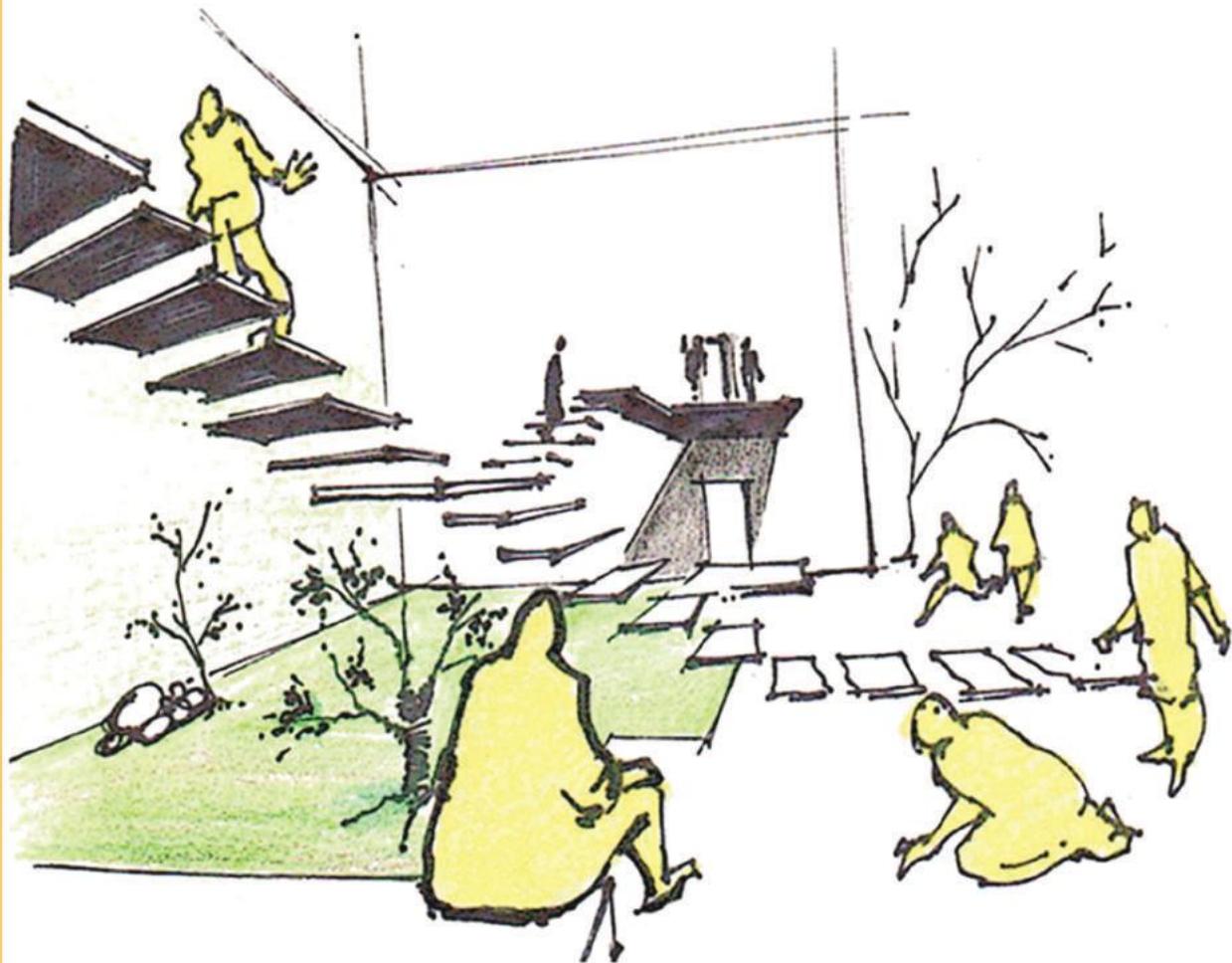


SHARANYA VARMA

SELECTED WORKS



CONTENTS



SHARANYA VARMA

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Architect with interdisciplinary experience in the fields of urban design, planning, landscape and documentation projects, in varied cultures and contexts. Passionate about community work and making a difference in the society.

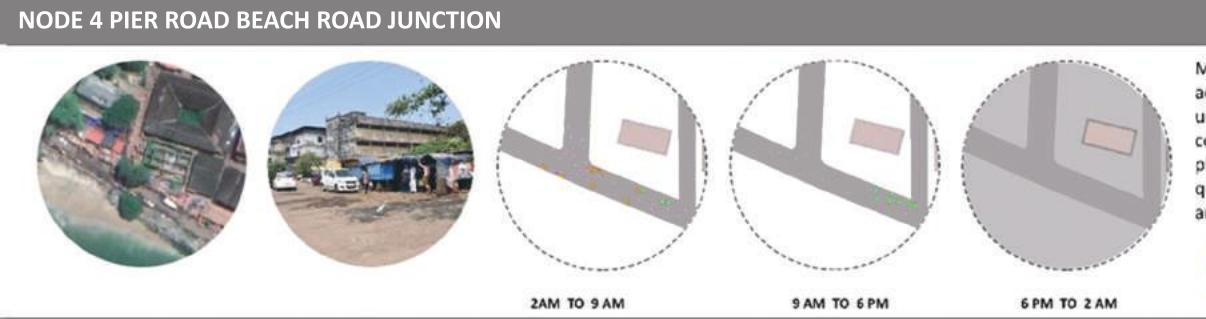
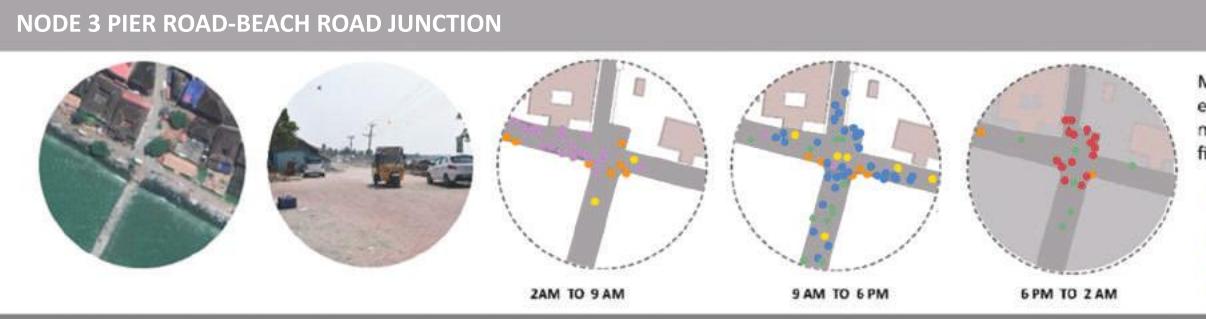
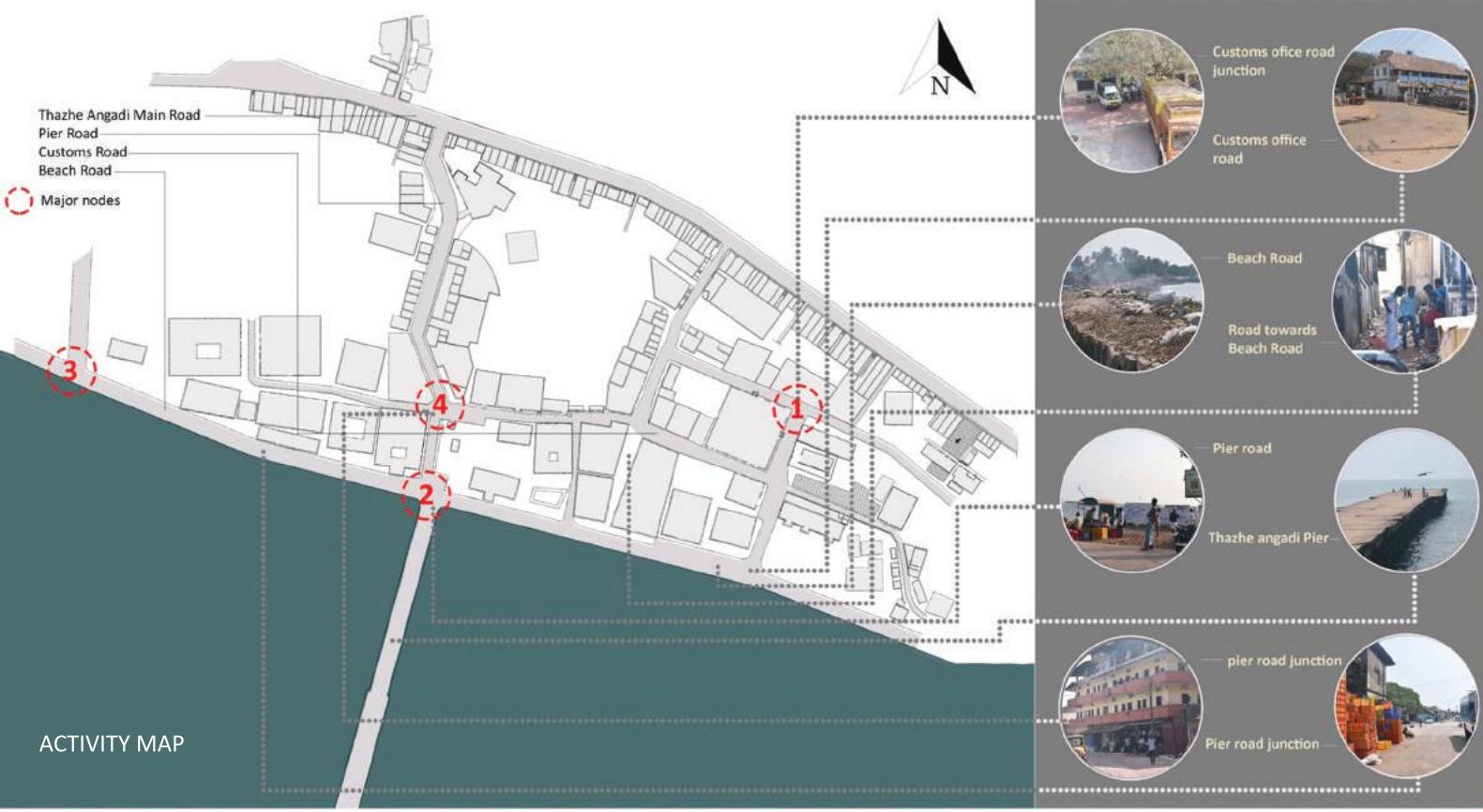
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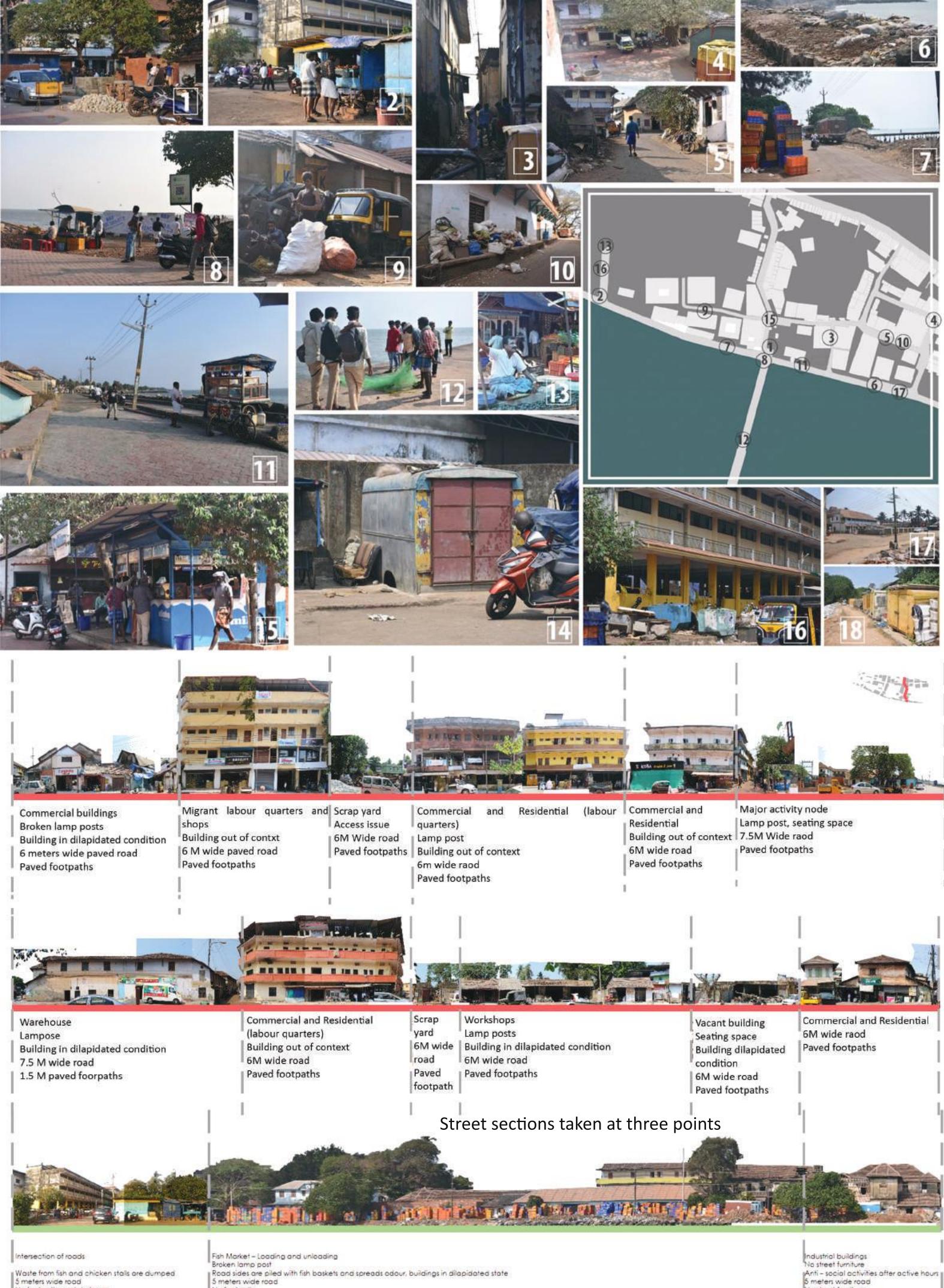
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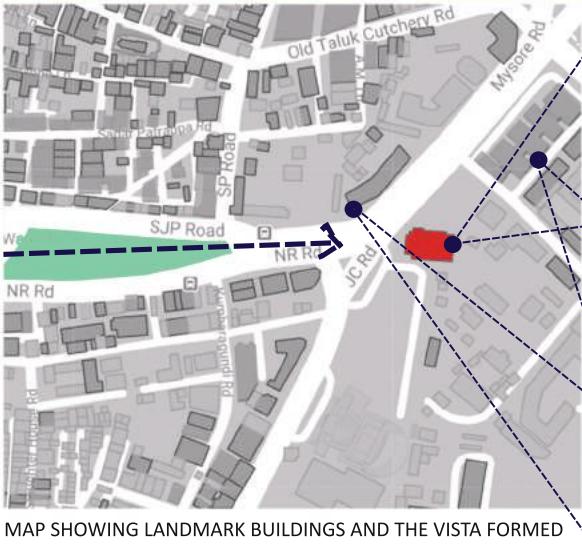
09 **REDEVELOPMENT OF SHIVAJINAGAR BUS STAND** PHYSICAL PLANNING AND IMPLEMENTATION

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URBAN INTERVENTION PROJECT

located in Bangalore, aimed at reinterpreting a particular spot in the city, to re-invoke a lost identity.

The project was to assess the existing problems in the urban fabric of one of Bangalore's oldest heritage structures, TOWN HALL.

Through various means the scenario was studied and proposals were made as an intervention in favour of the heritage structure and on how to invoke the sense of its value in people.

Bangalore Town Hall is a neoclassical municipal building in Bangalore, India. The town hall is named after the philanthropist and former president of Bangalore city municipality, Sir K.P. Puttanna Chetty. The foundation stone for the building was laid by the then Maharaja of Mysore, Krishna Rajendra Wodeyar, on 6 March 1933.



UNDERSTANDING THE PROBLEM

Loss of Public Space -

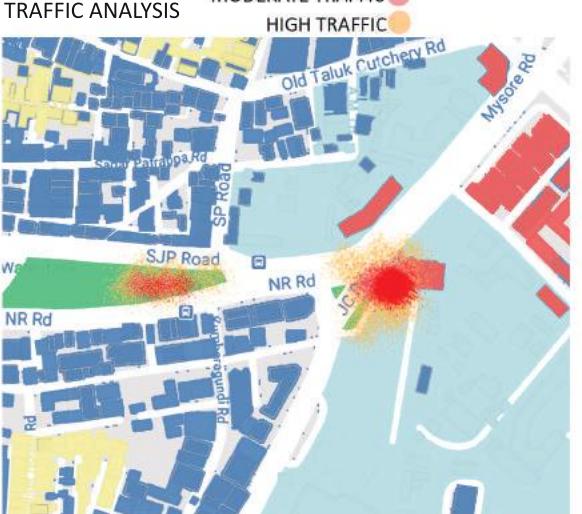
Space which belonged to the public lost to traffic, noise, etc. Before Bangalore sprawled, Town hall used to be the central gathering space .Even today whenever there is a need to gather for a public cause such as peaceful protests etc., Town hall is chosen. Key elements of heritage is losing it's value

What is needed now is recovery of lost space, giving it back to the public.

The three existing public space gardens are not being used and lost its Purpose. Heavy traffic has caused pedestrians to stop using the road
Vistas created from SP Park obstructed by Traffic



TRAFFIC ANALYSIS



TRAFFIC ANALYSIS OVER 15 YEARS

Multiple function/Adaptable space

Importance to lighting, way finding and street furniture.

Importance to lighting, way finding and street furniture.

"PEOPLE RESPONSIVE SPACE "

1) Pedestrian space-1 with Kasuti inspired tile patterns.Kasuti patterns which is a traditional saree embroidery of Karnataka has been used, Since the space is a heritage building of Karnataka to invoke the sense of heritage

This space could also function as an informal exhibition space.

2)Visual axis-Vista created from the park continued in the form of this pattern to highlight the vistas

3)Pedestrian space -2 with kasuti inspired patterns.

4)This space could also function as a open air theatre for performances and street plays etc.

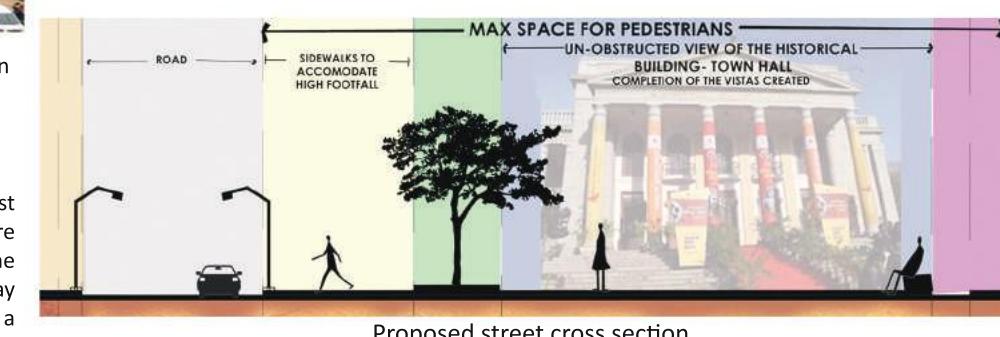
5)Usable green gardens which are connected to the pedestrian plaza .

Proposals-

Declaring the surroundings as heritage area, to prevent loss of heritage.

Decentralising the vehicular traffic from the main road to auxiliary roads to create for space for pedestrians .

Transformational space which could have multiple interpretations.



LOCATION - BANGALORE

SCALE - 2 ACRES

YEAR - 2018

DURATION - 2 WEEKS

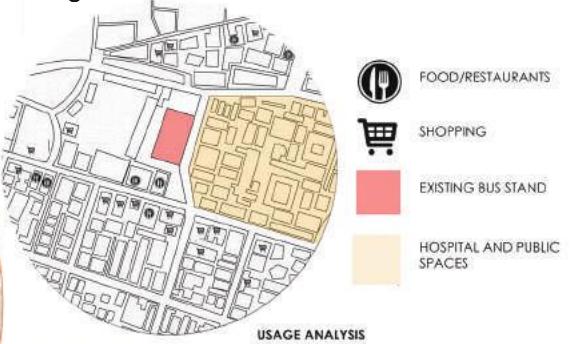
SOLO SEM 7 DESIGN PROJECT



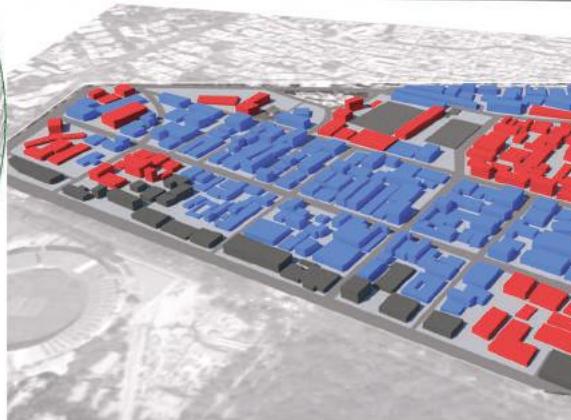
The project involved public transportation issues in Bengaluru. Research was done to decentralize bus routes and designing a multi-modal transit hub, which would accommodate various modes of public transport. Traffic being a key issue in Bangalore, the project was aimed at increasing usage of public transport by addressing key connectivity issues. The traffic volume count of the area has only increased with time and this increase has been a rapid increase and it is predicted to increase even more steeply. The number of accidents has also had a steep increase, with the increase in traffic, more pedestrians are hence facing issues.



MOVEMENT OF 4-WHEELERS/ 2-WHEELERS, AUTOES ETC.



MOVEMENT OF BUSES



MOVEMENT OF PEDESTRIANS

Map of land use analysis



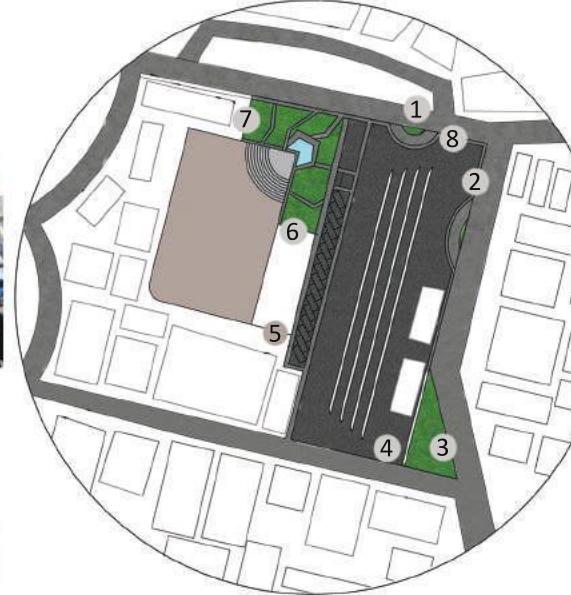
Map of commercial space analysis

MAP SHOWING ALL THE MOVEMENTS AND THE PROBLEM ZONES CREATED

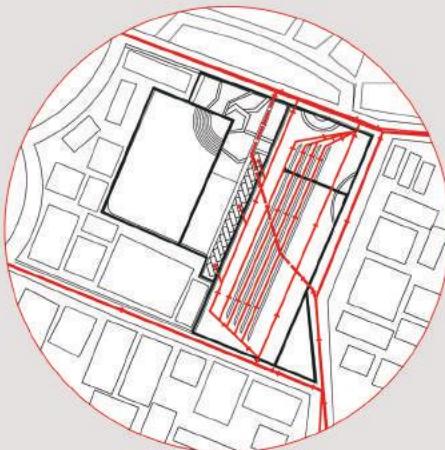


REDEVELOPMENT OF SHIVAJINAGAR BUS STAND

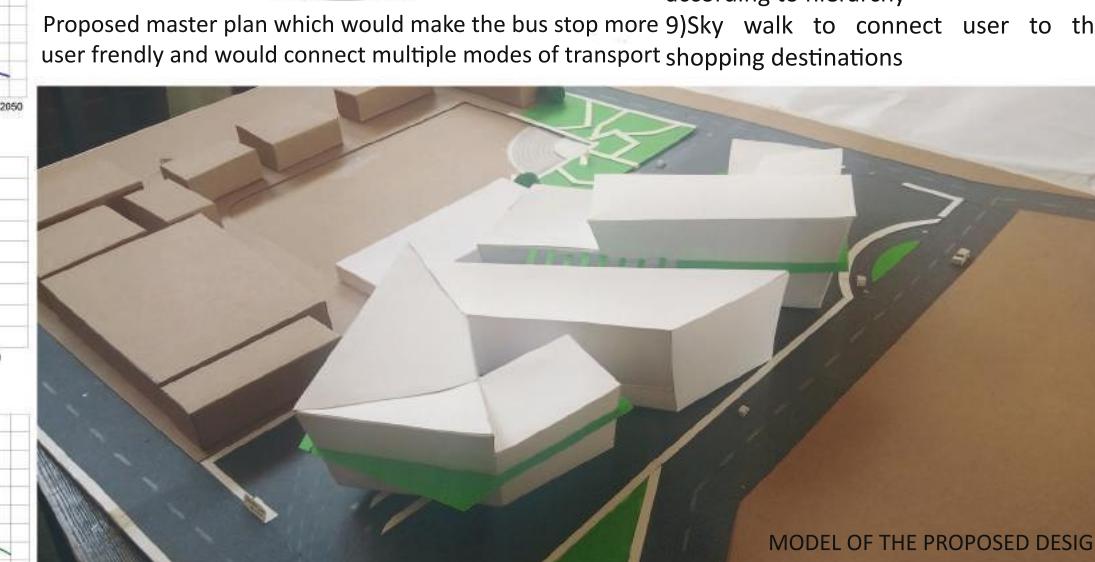
PHYSICAL PLANNING PROJECT



- 1) Segregation of space between the road and the bus stand by landscaping elements
- 2) Roundabout for taxis and other last mile connecting vehicles such as taxis and autos
- 3) Converting the conflict zone into a buffer zone with landscaping
- 4) Entrance for the buses into the bus bays
- 5) Parking for buses that start from Shivajinagar
- 6) Creation of access to the ground to promote its usage
- 7) Open public garden with water body and OAT
- 8) Separate exit and entrances for buses and cars, segregation of vehicles according to hierarchy



SEGREGATION OF ALL THREE MOVEMENT PATTERNS



MODEL OF THE PROPOSED DESIGN



2000

2015



Proposed bus bays with ventilation

LOCATION - SHIVAJINAGAR

SCALE - 2 ACRES

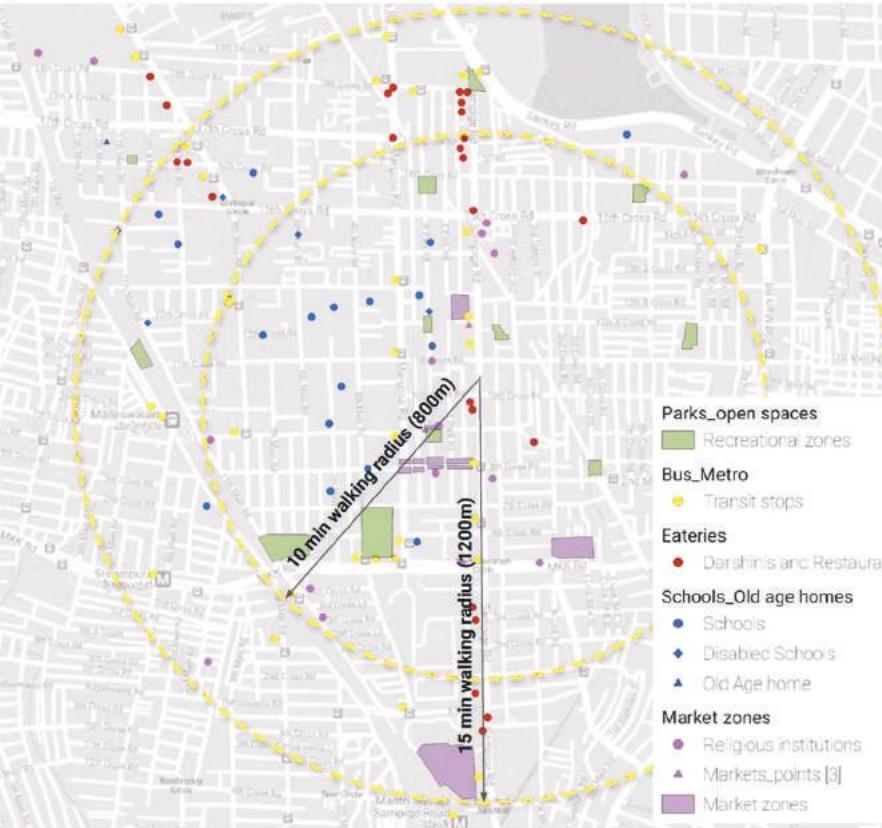
YEAR - 2018

DURATION - 8 WEEKS

TEAM - SHARANYA VARMA

- SAKSHI D JAIN

- SREEPRADA V

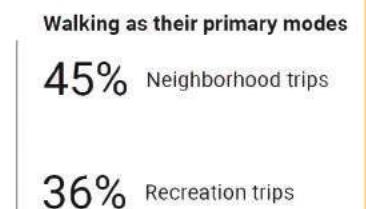
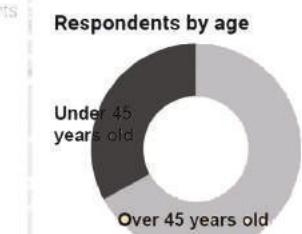


Why walk-ability matters to Malleswaram?

Malleswaram's street network, block layout and land use supports the idea of a classic 15-min neighbourhood. However, poor quality of sidewalks (uneven surfaces, haphazard digging up, encroachment etc.) hinders the walk-ability of this neighbourhood.

79 respondents polled in the survey which captured citizen's-perceptions, preferences and patterns of mobility. The findings are listed below:

- Almost 2/3rds (i.e. 54) of the respondents identified themselves as 45 years or older. Of them, almost 36 and 28 respondents said that they use walking as their primary modes for attending to neighbourhood and recreation trips respectively



Survey results enlist that the challenges that inhibit people from walking are;

- Poor road quality/pedestrian experience
- Footpath encroachment by utility/vendors or construction materials
- Missing first-and-last mile connectivity
- Poor design detailing of the pedestrian infrastructure- high pavements, no ramps, high dividers etc.

The roads in Malleswaram are divided into three types, two main Artillery roads that run throughout the area, Main roads/Crossroads and Conservancy roads. The main road refers to the road in a dynamic form that connects the artillery roads of the city in east and west. The conception of separation of vehicles and people is applied to the inner residential district planning. The separation will make the vehicles convenient to arrive at each household and reduce the interference to the open space. In this planning, we seriously carry out the people-oriented conception and design the roads with obvious classification. Conservancy lanes, which are generally found in the old, planned localities of Bengaluru, run parallel to main roads. They have a width of 8-10 feet and most of them have been concreted. The project involved research about the walk-ability issues in Malleswaram and to redesign the conservancy roads.



LOCATION - MALLESWARAM, BANGALORE

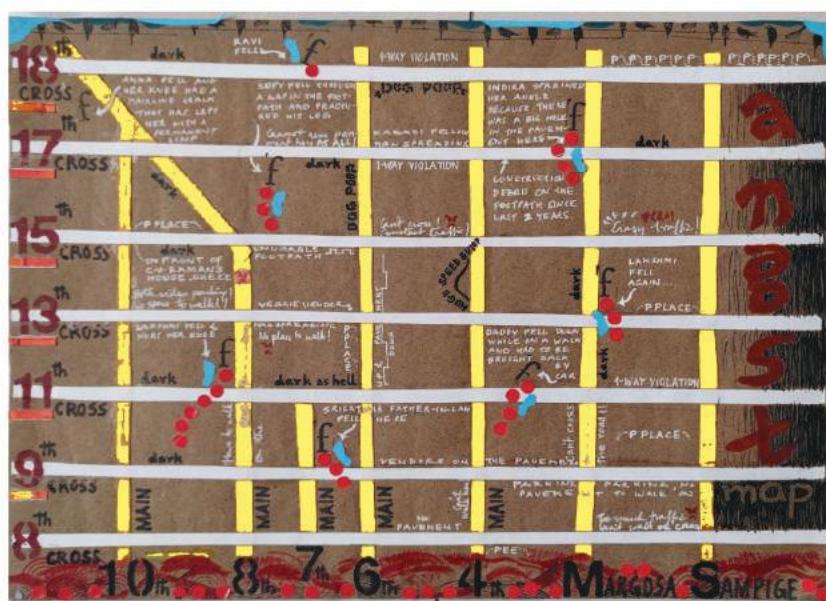
SCALE - 15 Sq Km

YEAR - 2020

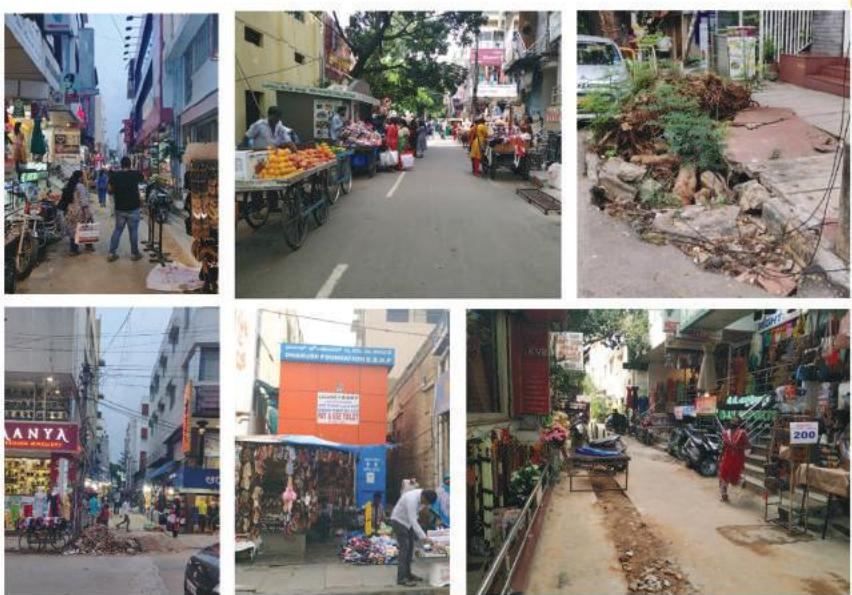
DURATION - 3 WEEKS

TEAM OF 6

ROLE - RESEARCH, ANALYSIS AND DESIGN



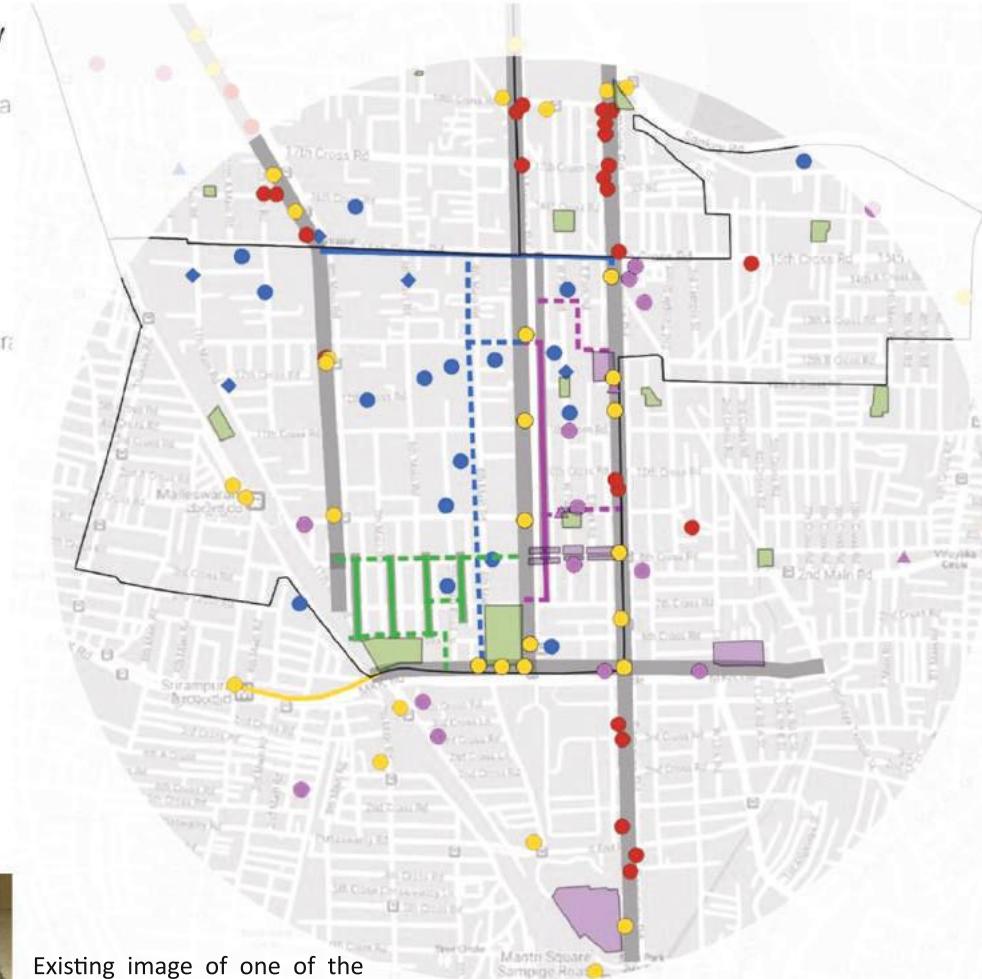
An ANGST map prepared to map pedestrian accidents



A residential area in Bangalore

- PILOT OBJECTIVES:**
- Safer intersections
 - Levelled surfaces
 - Awareness
 - Slower speeds
 - Call out encroachments
 - Regulating vendors / vehicular parking
 - Paver block levelled surface
 - Way-finding
 - Call out encroachments
 - Paver block levelled surface
 - Way-finding and sign-ages
 - Metro scheduling - monitors displaying next metro in x min
 - Reclaiming the conservancies
 - Levelled surface for walking
 - Sign-ages and Way-finding
 - Interesting paver patterns and pavement games

- Recreational_conservancy**
- LMC-Recreation
 - Recreational conserva
- Parks_open spaces**
- Recreational zones
- Bus_Metro**
- Transit stops
- Eateries**
- Darshinis and Restaurants
- Schools_Old age homes**
- Schools
 - Disabled Schools
 - Old Age home
- Market zones**
- Religious institutions
 - Markets_points [3]
 - Market zones
- School route**
- LMC-schools**
- LMC-Market**
- Market route**



Integrated Network of Slow-Ways

A network of walking routes that connect all the main zones and routes in Malleswaram.

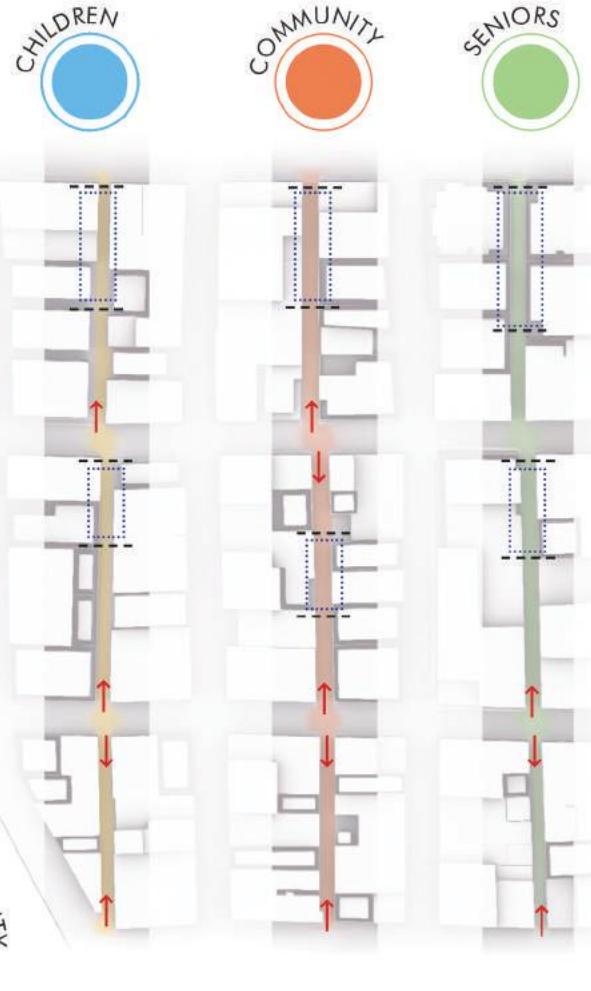


Existing image of one of the conservancy lanes which is disused but has the potential to be a booming space as shown below



Visualizations of the potential of Conservancy lanes and other connecting zones in Malleswaram





WALKABILITY

- TRAFFIC MANAGEMENT Restricted vehicular entry Designated Parking for Residents
- MOBILITY INFRASTRUCTURE Cycle lane Walking path
- TRAFFIC CALMING Paver block flooring Zero tolerance Tabletop crossing
- UNIVERSAL ACCESS Ramp Access Walkpath with handrails for seniors
- SAFETY Street Lighting Activated Street

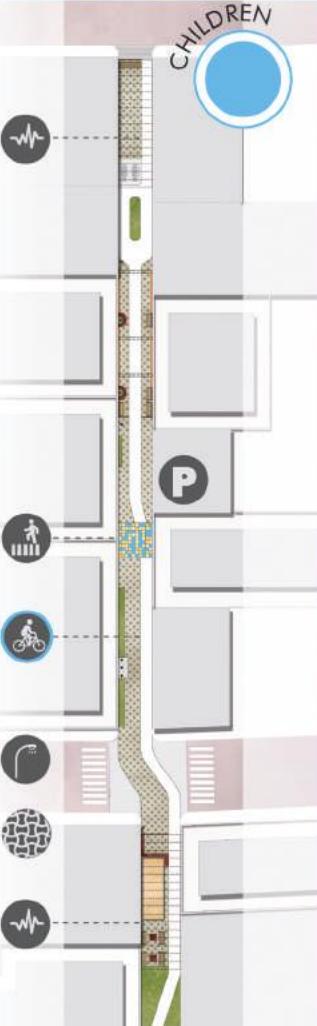
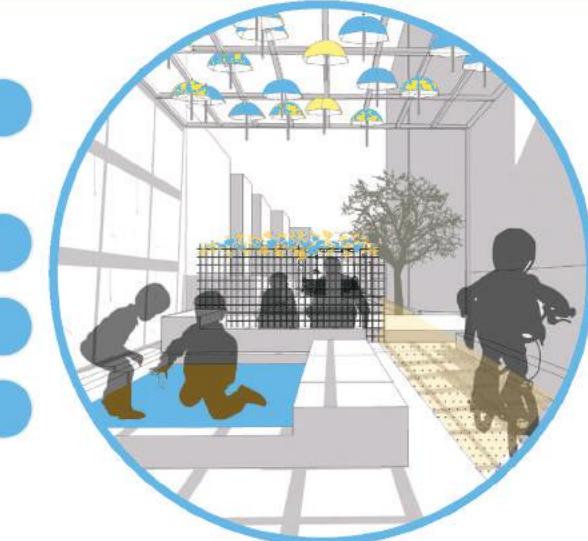
CULTURAL ETHOS



Malleswaram has a rich cultural ethos, with many art institutions and practitioners living in the area. The conservancies are designed to double up as event spaces.

COMMUNITY

- PLAY ZONE Sandpit Hopscotch Snakes and Ladders
- SEATING Benches for parental supervision Low height seating for children
- CYCLE LANE
- PERGOLA FRAME With colourful, replacable decor



- POCKET LIBRARY Maintained by residents
- COMMUNITY GARDEN
- LANE COMPOSTERS For processing wet waste
- COMMUNITY NOTICE BOARDS

COMMUNITY GARDEN
CLUSTERED SEATING
Seating with planter boxes

- WALKABLE NEIGHBOURHOOD "Walkable areas"
"Less traffic, no cars"
"Cycle friendly zone"
"Lighting and safety"
- SPACES FOR GATHERING "Inclusive for age groups"
"Space for seniors"
"Green spaces"
"Lighting and safety"
- CULTURAL ETHOS "Preserve local character"
"Community engagement"



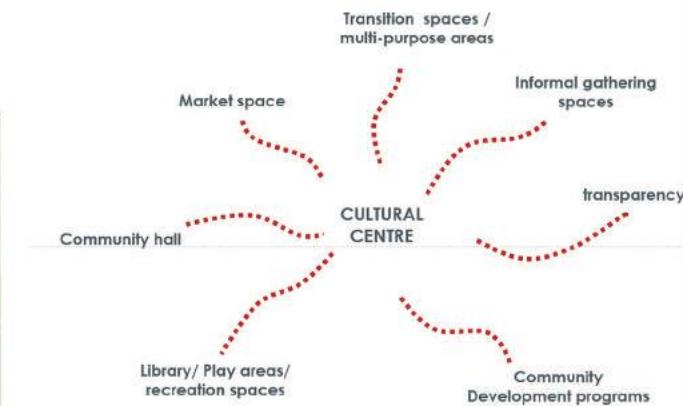
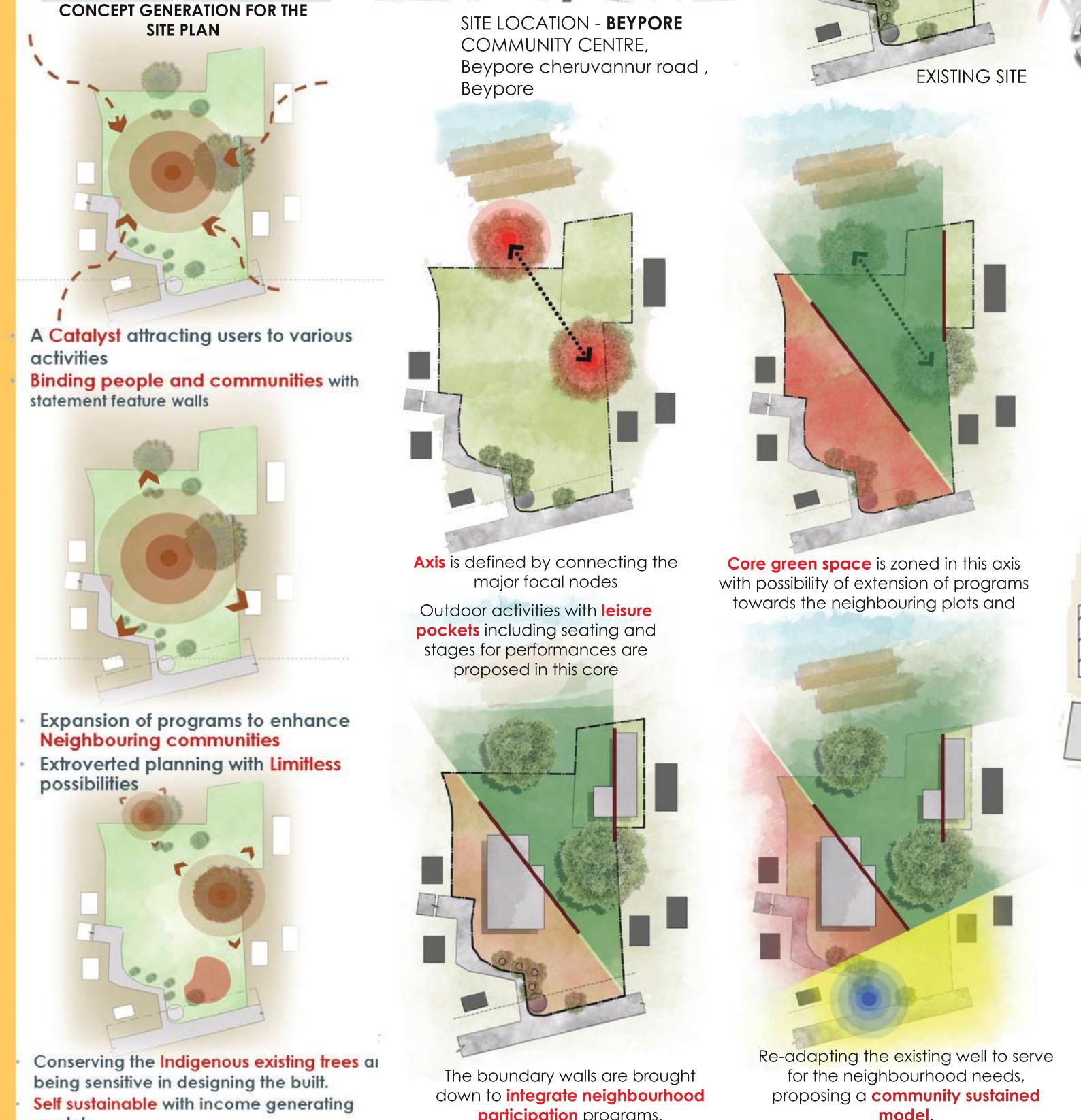
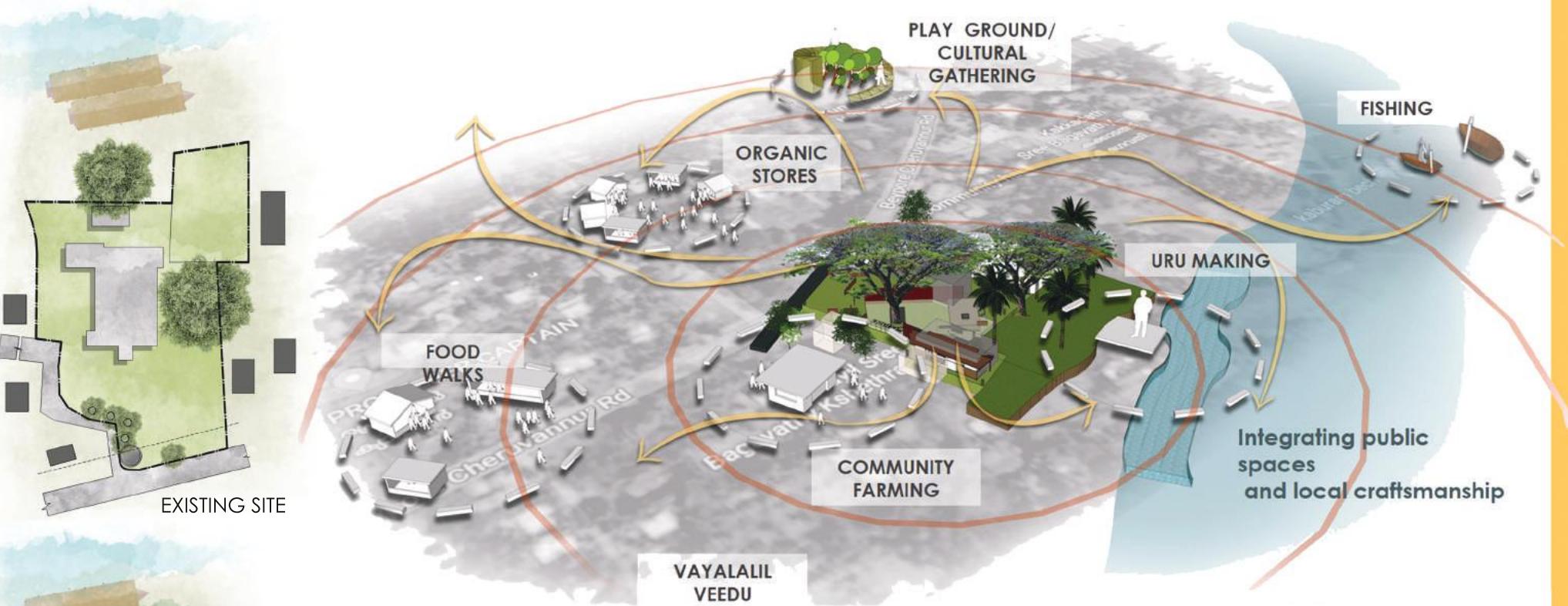
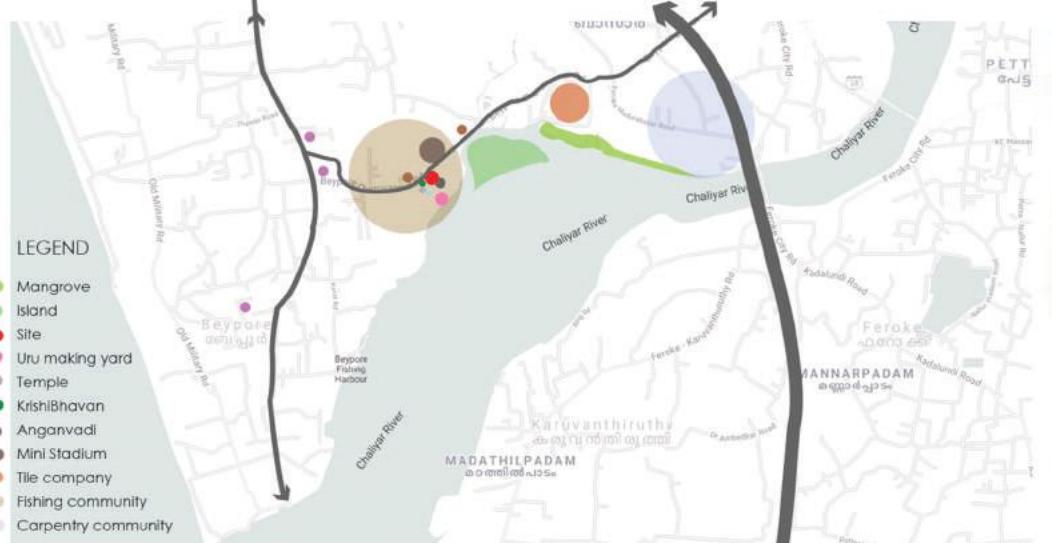
- CLUSTERED SEATING For small groups of seniors
- BOARD GAME ZONE Traditional games Chowka-Baara, Chess, Pallanguzhi
- STREET LIGHTING For safety and comfort



- WALKING LANE With handrail and ramps Universal accessibility
- PERFORMANCE SPACE Small cultural events
- SENIORS' OPEN GYM
- POCKET LIBRARY



RE-PURPOSING CONSERVANCY LANES



The project was a memorial for the famous Malayalam author Vaikom Mohd. Basheer. The design would be community based and contextual as that's represents the character of the author. Basheer was a simple man, down-to-earth, but his literary works had depth, suspense and rustic elements, which would be incorporated in the design. Community gathering spaces, market spaces and recreation spaces would be the main spaces for the community, which would be a way to involve the locals, something Basheer himself would have wanted.

LOCATION - BEYPORE
SCALE - 2 ACRES
YEAR - 2020
DURATION - 2 WEEKS
TEAM OF 5 ARCHITECTS
ROLE - ANALYSIS, SITE STUDY, COMMUNITY STUDY, PART OF MASTER PLANNING



AREA STATEMENT			
SL.NO	PROPOSED SPACES	AREA	
		sq.m.	sq.ft.
1	COMMUNITY HALL		
	GROUND FLOOR	345	3722
	FIRST FLOOR	368	3972
	SEMI-OPEN TERRACE	117	1265
	TOTAL	830	8959
2	CULTURAL CENTRE		
	GROUND FLOOR	300	3228
	FIRST FLOOR	194	2091
	TOTAL	494	5319
3	TOILET BLOCK	74	791
4	AMPHITHEATRE	735	7914



Social sustainability Breaking boundaries for neighbouring communities to come together as a collective responsibility in maintaining the proposed sustainable model.

Construction with **locally available** materials and re-innovating with local skills for efficient work-force management and effective use of resources



LOCATION - BEYPORE

SCALE - 2 ACRES

YEAR - 2020

DURATION - 2 WEEKS

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ROLE - ANALYSIS, SITE STUDY, COMMUNITY
STUDY, PART OF MASTER PLANNING

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