

Uniqueness and Integration

Strengthening collective identity of Faridabad

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Abstract

In western countries, the 20th century saw an increasing tendency of segregation of urban structures functionally for carrying out different activities like housing, office, manufacturing, and leisure. Clarifications given for such developments included reasons such as functionally homogeneous areas fit efficiently into the logics of the real estate market and administration. Similarly, the post-independent India saw urban development policies focusing on growth control strategies of metropolitan cities and the idea of satellite towns emerged. Faridabad was strategically established in 1950 to relieve the pressure of population growth in Delhi and to decentralize the location of industries. Presently the city is acting as a dormitory town, mainly catering to housing needs only. With unvarying homogeneous repetitious sectoral planning, the city lacks vibrancy, multi-functionality, and imageability. To live an enriched life, inhabitants of a city require more than just the infrastructure. A sense of belonging is evolved by designing shared public realms to strengthen a city's vision. Faridabad should be visualized as a dynamic and resilient city that has the potential to absorb, resume and be ready for forthcoming economic, environmental or social shocks. By integrating its heritage, culture, green and blue ecosystems; spaces should be created for people first.

Keywords

Uniqueness, Publicness, Collective identity, Self-reliant, Resilience

1. Introduction

1.1. Urban development policies of 20th century

An escalating inclination towards segregation of urban structures functionally was seen in the 20th century in western countries. This has led to the designing of cities into distinguishable shopping, housing, office, manufacturing, and leisure areas. There are some basic explanations given for such development such as functionally homogeneous areas fit very well in the logics of the real estate market, processes of concentration and rationalization in all areas of the economy have led to big building entities, commercialization of leisure has led to development of big mono-functional entities (shopping and entertainment centres, sports facilities etc.).^[1] A majority of the population dreams of living in a single family house in a green area more or less far away from such big entities of business. The availability of the car to a broad layer of society made such mono-functional spaces possible and supports a further intensification of the process. The living environment is now no longer appropriated in common orbits; instead, it is engrossed on different islands (mono-functional spaces) that are connected by rapid transit routes. Administrative reasons also support functionally separated quarters. As a result, the urbanist concepts of the early 20th century zoning laws were often oriented on a functionally organized city. Urban planning should captivate the complexity of human encounters and should map out that experience by building the enriched physical environment. A neighbourhood, city, or region should inspire people to collectively re-imagine themselves. Public spaces should act as the heart of every community, strengthening the connection between people, to maximize shared value. Physical, cultural,

and social identities define a place and support its on-going evolution. Jane Jacobs's renowned theories introduced the notion of designing cities for people as she believed that cities have the capability of providing something for everybody only when they are created by everybody. ^[2]

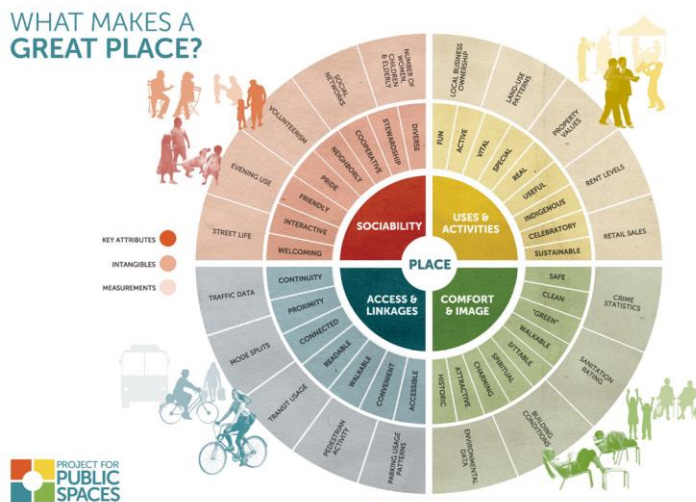


Figure 1. Attributes of Placemaking diagram Source – Project Public Space organization ^[3]

Similarly, post-independent India saw urban development policies focusing on strategies controlling growth of Metropolitan cities and the scheme of counter-magnets or satellite towns appeared widely. On the similar lines, Faridabad was strategically set up in 1950 to relieve the burden of population growth in Delhi and also to decentralize the placement of industries. The city was at its golden period till 1980s, attracting people pan India because of its industries, after which it faced decline due to the economic reforms introduced in India in 1990s. ^[4] The city is currently acting as a dormitory town to decongest population pressure of Delhi. Due to monotonous repetitious sectoral planning, the city somewhat lacks in vibrancy, multi-functionality, and imageability. The residents of Faridabad look towards Delhi and other NCR (National Capital Region Cities) for recreational needs and job opportunities, therefore making Faridabad reliant on Delhi. Faridabad should be visualized as a dynamic and resilient city that has the potential to absorb, resume and be ready for forthcoming economic, environmental or social shocks by emphasizing its uniqueness. ^[5] By integrating its indigenous heritage, culture, green and blue ecosystems; spaces should be created for people first.



Figure 2. National Capital Region Map Source - National Capital Region Planning Board

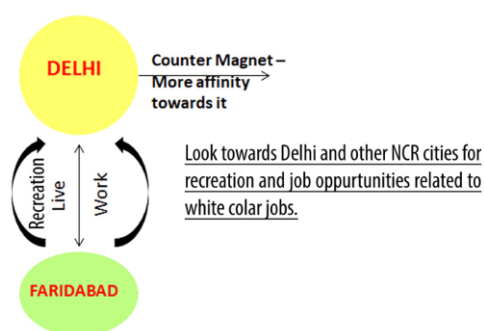


Figure 3. Live - work relationship between Faridabad and Delhi

This paper focused on lessons from theoretical framework studies of scholarly articles in regard to urbanization, Brownfield redevelopment, placemaking, and post-industrial cities. Exemplars of placemaking from cities worldwide are taken for the purpose of this study. Literature and case studies of Faridabad have been carried out at regional, city and neighbourhood level for a better understanding of the city. The lessons from the theoretical study are utilized to resolve Faridabad's concerns for creating a self-reliant, resilient city.

1.2. Maslow's hierarchy of needs by psychologist Abraham Maslow (1943)

The concept of a hierarchy of basic human needs theories by humanist psychologist Abraham Maslow focuses on the necessity for an individual to satisfy certain fundamental needs before responding to more advanced needs.^[6] The basic principles of good urbanism provide the details by which urban planning and design can support the need for community.^[7] The physiological needs falling in the lower most category of the triangle i.e. form are fulfilled by basic planning norms of the city just as in the case of Faridabad by providing housing, employment opportunities, transportation etc. The advanced needs which are at the top of the triangle like belonging and vision can be catered by urban design principles by designing shared public realm to strengthen city's vision. These higher hierarchical needs are also somewhat lacking in Faridabad, which can be enhanced by strengthening its public shared realm by encapsulating its native ecological, cultural and heritage layers.

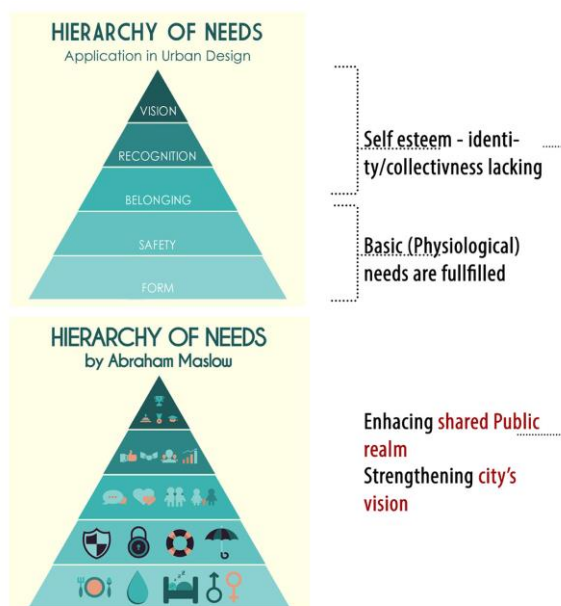


Figure 4. Application Maslow's hierarchy of needs in Urban design diagram Source : Hierarchy of needs: Application in Urban Design and Community-Building, By Mallory B.E. Baches.^[7]

2. Comprehending the City

2.1. Profile of Faridabad city

Faridabad is among the largest and most populous cities in the Indian state of Haryana. It's a leading industrial region situated in the National Capital Region of the Indian capital city Delhi. It is one of the major satellite towns of Delhi. It is bounded by Delhi on its north; Palwal District in the south and Gurgaon District on the west. The river Yamuna separates the district on its eastern side from Uttar Pradesh state. The Aravali ranges borders it along west. Delhi-Agra National Highway Number 2 passes through the middle of the city. Faridabad is popular for production of henna, tractors, tires, refrigerators motorcycles, switch gears, garments, and shoes. Prior to the appearance of Gurgaon as the posterboy of Industrial expansion in Haryana, Faridabad was the main destination for Industries. In recent times, it has lagged much behind the neighbouring cities of Noida and Gurgaon in attracting IT sector investment. It still occupies an important place on the list of manufacturing hubs.

Ecologically, Faridabad comprises of a prime part of Bangar plains of river Yamuna. Its topography is essentially plain with a little hilly terrain towards its north-west. Therefore, the city has a natural slope from north east to south west. Faridabad lies in the semi-arid region of India and hence faces extreme types of monsoonal rainfall and climate. [8]

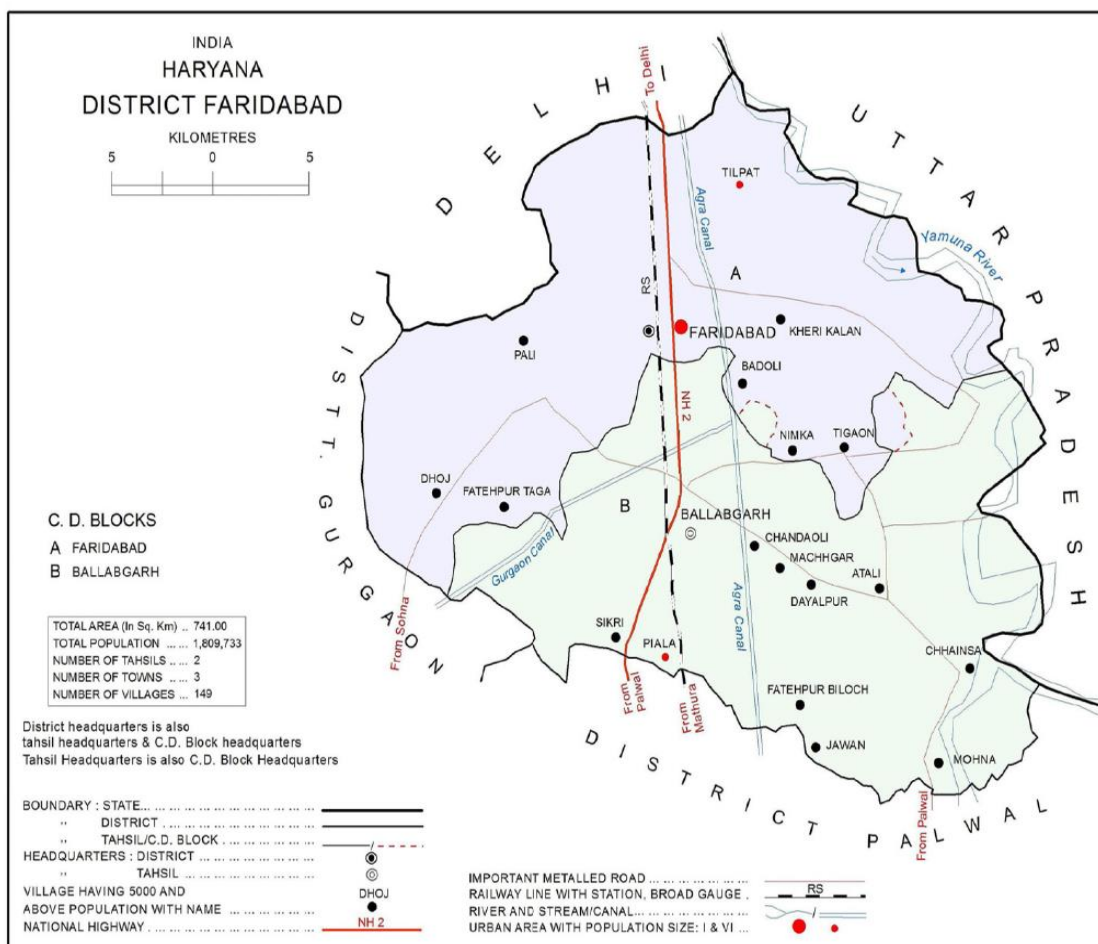


Figure 5. Map of District Faridabad Source - Government of Haryana [9]

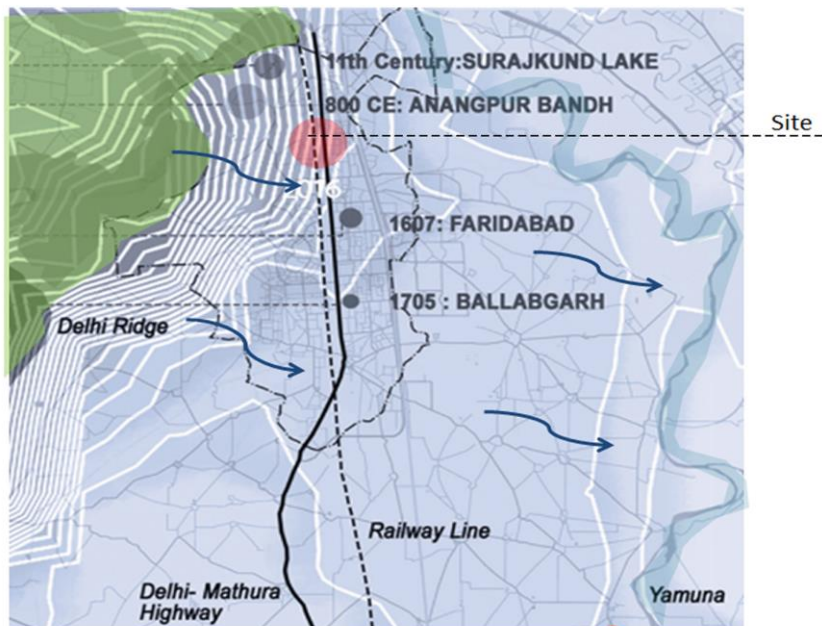


Figure 6. Map showing slope of Faridabad from north west (higher) to south east (lower)

Table 1 Types of Industries in Faridabad Source – District Industrial Centre Faridabad

NIC Code No.	Type of Industry	No. of units	Investment (lakhs Rs.)	Employment
20	Agro based	450	4400	1860
22	Soda Water	5	21	27
23	Cotton textile	12	2060	72
24	Woolen, silk & artificial Thread based clothes	3	32	27
25	Jute & jute based	2	7	12
26	Ready made garments & embroidery	235	3960	1545
27	Wood/wooden based furniture	214	3942	1397
28	Paper & Paper products	127	2176	912
29	Leather based	17	389	121
31	Chemical/chemical based	127	2260	1017
30	Rubber, Plastic & petro based	1429	32117	8774
32	Mineral based	384	6729	2488
33	Metal based (Steel Fab.)	3203	65812	19017
35	Engineering units	5160	82121	30240
36	Electrical machinery and transport equipments	677	12842	4540
97	Repairing & servicing	4421	77560	25520
01	Others	2290	36920	10450

SOURCE: DIC, Faridabad

2.2. Faridabad and its evolution

Faridabad was founded in A.D. 1607 by Shaikh Farid, who was a treasurer of Jahangir (Mughals). Its main objective was protecting the highway which passed through the town^[10]. In the 1947 partition of India, refugees from the North-West Frontier Provinces were rehabilitated on the west of Delhi-Mathura highway. On this site a new industrial estate with a new urban zone came into existence. The name of this urban zone is called 'New Industrial Township' (NIT) Faridabad.^[11] It was intended to retain a population of 20,000 people. The city started expanding beyond the limits set up by the master plan of 1971 and therefore its boundaries got modified. Due to government efforts and its proximity to Delhi,

Faridabad attracted lots of industrial capital. Especially the decade 1981-1991 saw an extremely high growth of the industries in the city and hence it ranked among the first top ten industrial cities of India. The city was at its golden period till 1980s attracting people throughout India because of its industries. After 1990s, it faced a decline due to the economic reforms of 1990s. Now it has fallen behind the neighbouring towns of Gurgaon and Noida in IT sector. According to smart city report of Faridabad 2016, the strategic focus of the city is to transit to engineering services knowledge economy from manufacturing dependent economy, focusing on value creation at higher end. The city's profile revealed that majority of its citizens have to commute for work to other parts of Delhi(national capital city) and National Capital Region, thus making city's economic growth dependent on other cities. This has increased travel demand which has resulted in increase in pollution levels in the city. Hence Faridabad attempts to attract investments in engineering and allied sectors.

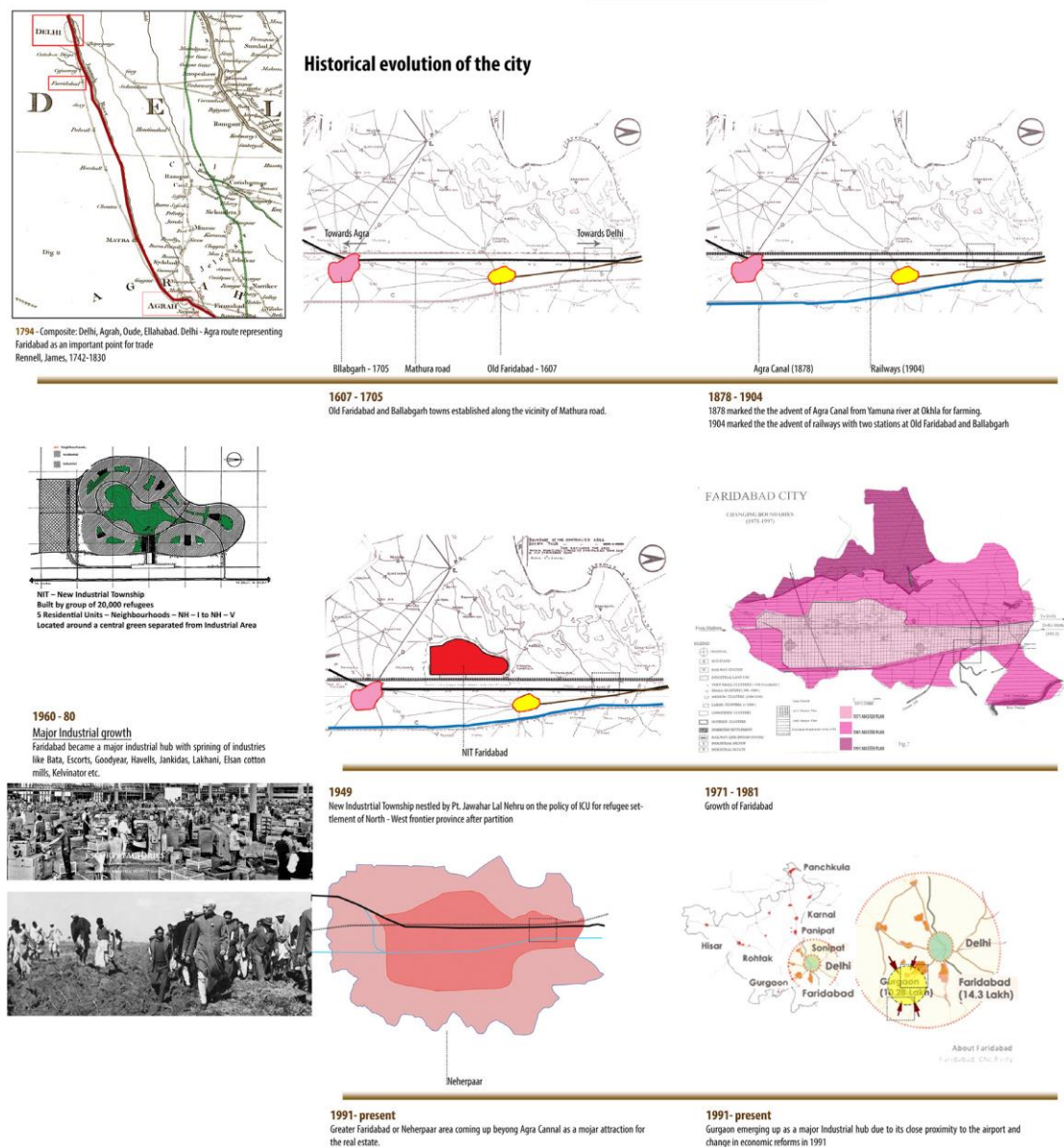


Figure 7. Timeline of Historical evolution of Faridabad

The Final Development 2031 A.D. Plan (FDP) has proposed to shelter 39.55 lakhs people within an urbanised area of 34368 hectares. ^[12] A newly developed region called "Greater Faridabad" (Sec. 66 to 89) has been developed on fringes of the existing city to cater the residential and industrial upsurge demands of the city. Sectors 66 to 74 are converted into Industrial Model Township (IMT) to expedite

industrial growth in the city by the Haryana State Industrial and Infrastructural Development Corporation (HSIIDC) [13]. All the industries which are at non industrial zones are being regulated by shifting them to IMT Faridabad where proper infrastructure is being provided for their robust operation. The industries along the National highway which once marked the dominant image of Faridabad are getting defunct. A tendency of this industrial stretch to transform into commercial is being seen in the last decade. Final Development Plan 2031 has proposed the land use of the same sectors along National Highway i.e. 27A, 27B, 27C, 27D, 32, 35 and 36 (upto a depth of 200 meter) which forms the existing industrial belt along Delhi-Mathura Road (NH-44) to be converted into commercial land use. [14]

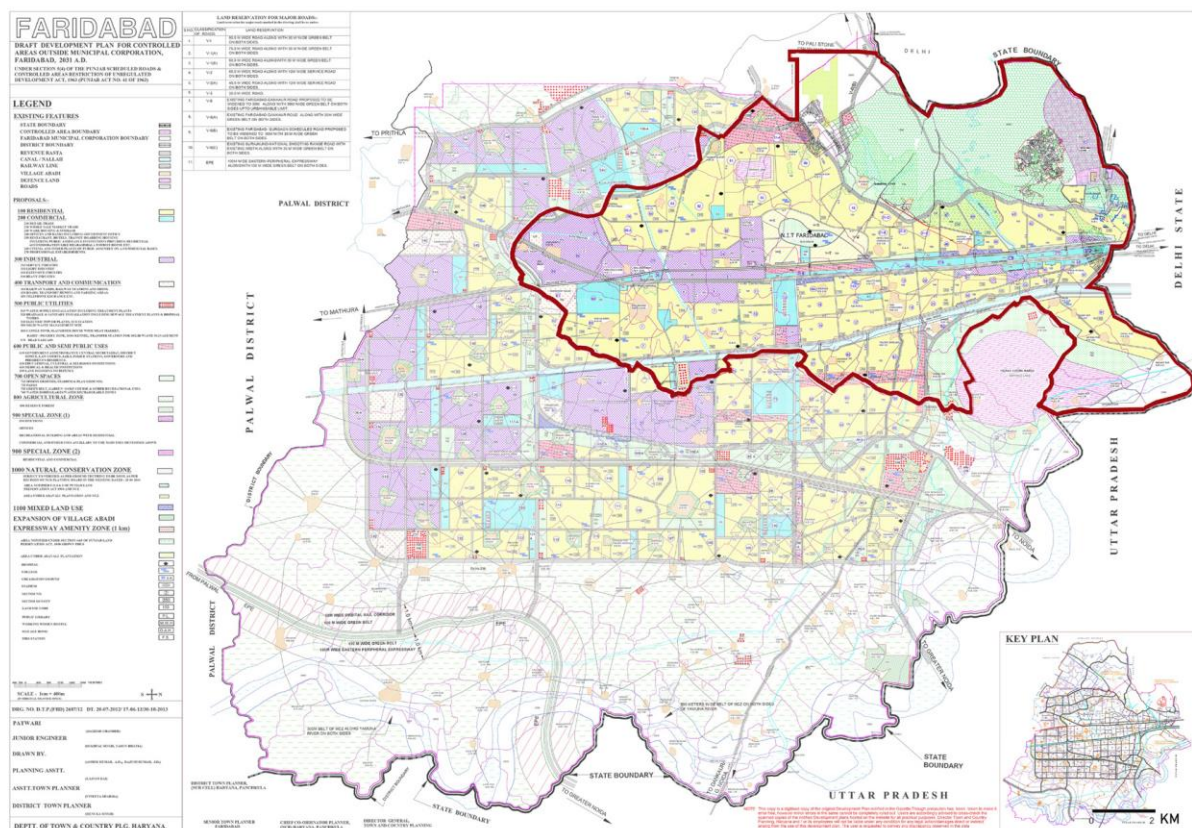


Figure 8. Faridabad Development Plan 2031 Source - Department of Town and Country Planning Haryana

Table 2. Faridabad Development Plan 2031 Source - Department of Town and Country Planning Haryana

Sr. No.	Land Use	Total area (in hectares)	Percentage
1	Residential	14558	42.36
2	Commercial	2078	06.05
3	Industrial	6179	17.98
4	Transport & Communication	4021	11.70
5	Public Utility	638	01.86
6	Public & Semi Public Uses	1148	03.34
7	Open Spaces, Parks & Green Belts	5225	15.20
8	Special Zone	448	01.30
9	Mixed Land Use	73	00.21
	Total	34368	100.00

3. Forming a new Collective Identity of Faridabad

3.1. Strengthening intra-city connections

Whenever someone remembers Faridabad, the image of National Highway connecting Delhi (the capital city) comes to mind instantly. The whole city is designed around this road running in the north-south direction, as if its principal task is to look after the surging demands of Delhi. This National Highway road, the metro rail line and railway line centers all the attention to attract people of Faridabad back to Delhi to carry out their everyday lives. There is an urgent need to focus on enhancing east-west connections (perpendicular to the existing North – South direction) in the city rather than the sole north-south direction of the highway (metro rail, and railways as well) as this will boost intra-city connections rather than inter-city connections which is again developing focus towards Delhi.

Faridabad though being a monotonous city has its own set of destinations. The rejuvenating green edge of Aravali, the high-end retail market at NIT Faridabad, the affordable markets at the Old Faridabad, major institutional sectors, major industrial hub sectors, and the upcoming high end region of Greater Faridabad, all are considered as the major destinations of Faridabad. Though important landmarks, they are kind of dispersed and people prefer to travel to other cities to carry out their needs as the ease of accessibility of the all the major routes of transport in Faridabad (National Highway, Metro rail etc.) are in North-South direction only. A demand for connecting all these important destinations is yearned which can be best fulfilled by strengthening intra city bus routes. The Destination-based bus system connecting one destination of the city directly to the other major destinations in the city will enhance intra-city connections and the shift focus from the National Highway which connects other cities. The routes proposed for intra city network can be taken with the reference to the proposed bus networks by Smart City Faridabad organization. ^[14] Apart from proposing Destination-based intra-city bus system, East- West connections can also be strengthened by proposing Non-Motorized Transport routes running in East-West directions (perpendicular to the north- south of National Highway) at the major junctions of the city such as NHPC Chowk, Badhkal Chowk and Ballabgadh junction etc.

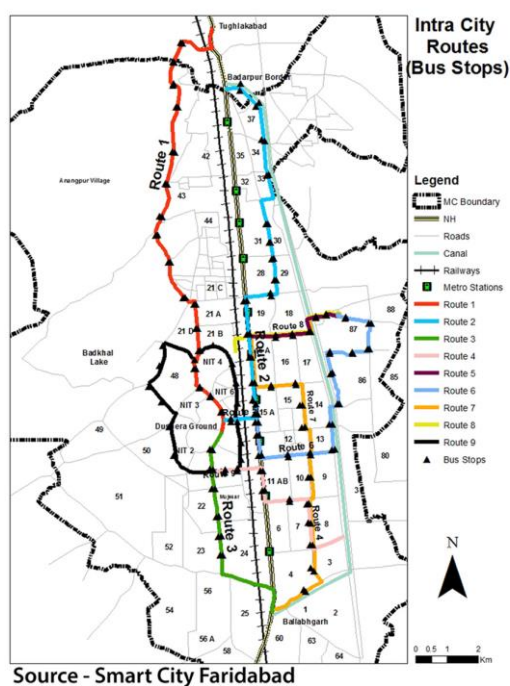


Figure 9. Intra city bus routes proposed by Smart city office Source - Smart city office Faridabad

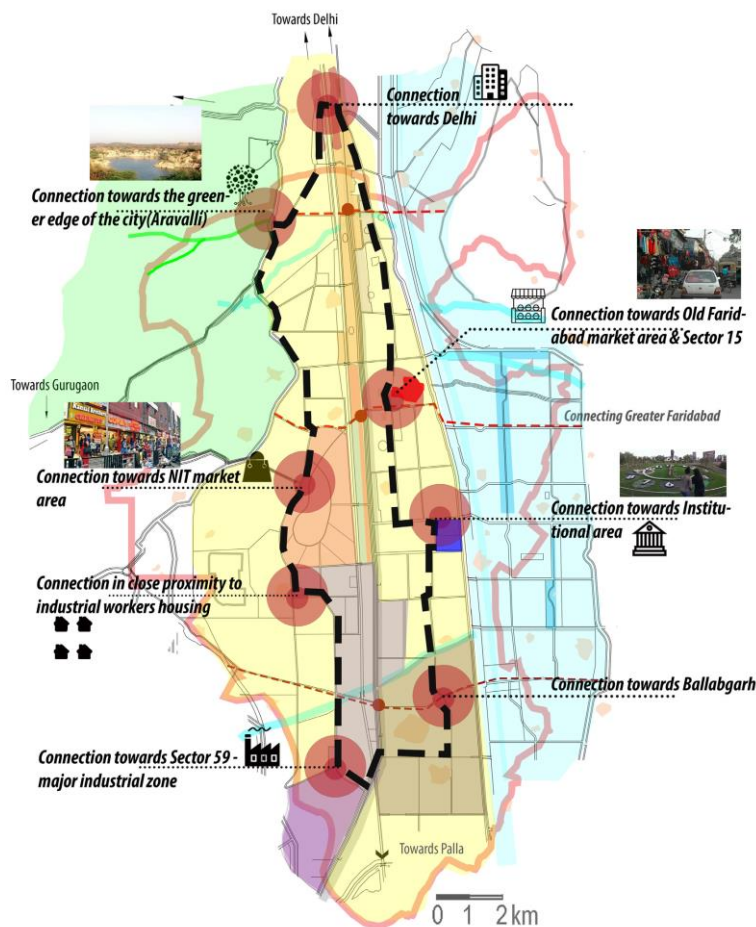


Figure 10. Proposed Intra city bus system network map

3.2. Reinforcing Mixed-use planning

Another important aspect to the enhance multi-functionality of Faridabad to make Faridabad self-sufficient city for its residents is to reinforce mixed-use planning in the city. Transit Oriented Development as a planning tool can encourage this integration. Smart City Faridabad proposal by government has put forward Transit Oriented Development (TOD) around the metro transit stations in Faridabad city. This will promote walkable communities, compact, and mixed-use development. This will incorporate neighborhood social infrastructure buildings, retail, and mix-range of housing types within walkable distance. Apart from encouraging Neighborhood Planning, TOD can be used as a great opportunity to boost the economy of the place by providing space and policies to encourage intense development of offices and residences at closed affinity. Neighborhoods planned with commercial and residential spaces in closed vicinity with high-quality public spaces enforce sustainable development and stimulate economic activity. TOD provides spaces for larger blocks for IT /ITES offices as well as smaller retail spaces at ground level, hence enhancing booth, the macro economy at city level and the local economy at micro-level. Therefore, TOD at major metro stations in Faridabad could be used as an extremely beneficial tool to strengthen job opportunities in the knowledge sector as well as to boost the local economy to decrease dependency of Faridabad on Delhi, consequently making Faridabad a self-reliant city.

3.3. Balancing Ecology and Development

As there is always a constant debate on development and ecology, cities should demonstrate an integrated socio-ecological and economic model to develop planned developments in correspondence to

each other. The potential of storm-water channels for better quality of life and designing it as an alternate forefront of developmental activities, provides an integration of built fabric of the city with the existing blue and green infrastructure of the city (water and vegetation), hence encouraging eco sensitive development.^[15] Faridabad's resilience can be strengthened by commencing on its green network open space system which can also act as an important pedestrian route from the city level greens like Aravali, railway buffers, storm-water drains to the neighbourhood level greens. A lack of following the natural topography and systems of the city has always shown a deepened effect on the city's vulnerability causing frequent and extreme weather incidents. Hence, Faridabad should look for ways to deal with the built fabric in response to the natural environment.

4. Analysing Design possibilities

4.1. Neighbourhood level planning

The earlier mentioned defunct industrial stretch of Faridabad at National Highway which has been proposed to be converted to commercial is an important aspect depicting the future vision of how the city will be transformed. Taking one such portion of the land, a detailed site analysis was performed to bring out a model development which could be replicated at other parts of the city (especially along National Highway). The junction chosen for the analysis and proposing design outcomes is at the NHPC Chowk precinct as it has a major East - West connection. Greenfield colony is located adjacent to NHPC Chowk. The study area lies at the northern most end of the city and acts as a gateway to the city. The development model set here can enhance the imageability of Faridabad. Another important aspect of this region is that it lies in a much closed vicinity of the ecologically important zone of the city, i.e. Aravali range (west). The Chowk has been named so because of the location of NHPC (National Hydro Electric Power Corporation) office in close proximity to the site. The railway line also passes through this region as an overhead bridge. Budhiya Nallah (storm-water drain) which is polluted now also lies in the precinct. The study area predominantly has residential built use with an industrial stretch along NH which is now turning into commercial as mentioned earlier. There is no defined area for bus or para-transit stop. The sole defined public transport station is NHPC Chowk metro (rail) station. A few informal settlements with vibrant narrow streets busy with their everyday activities are observed. Overall, it's a quiet neighbourhood site and the only activities observed are around the National Highway road, especially at NHPC junction. Major arterial streets of industrial sectors become active during afternoon lunch hours as workers accumulate near the vendors which are aligned along the street's edges.



Figure 11. Pictures of Bhudiya Nallah (polluted condition)



Figure 12. Neighbourhood road at NHPC junction. Retail shops are coming up.



Figure 13. Major arterial road in Industrial sector



Figure 14. Defunct Industrial stretch along NH



Figure 15. Commercial developments coming along the present defunct Industrial stretch.

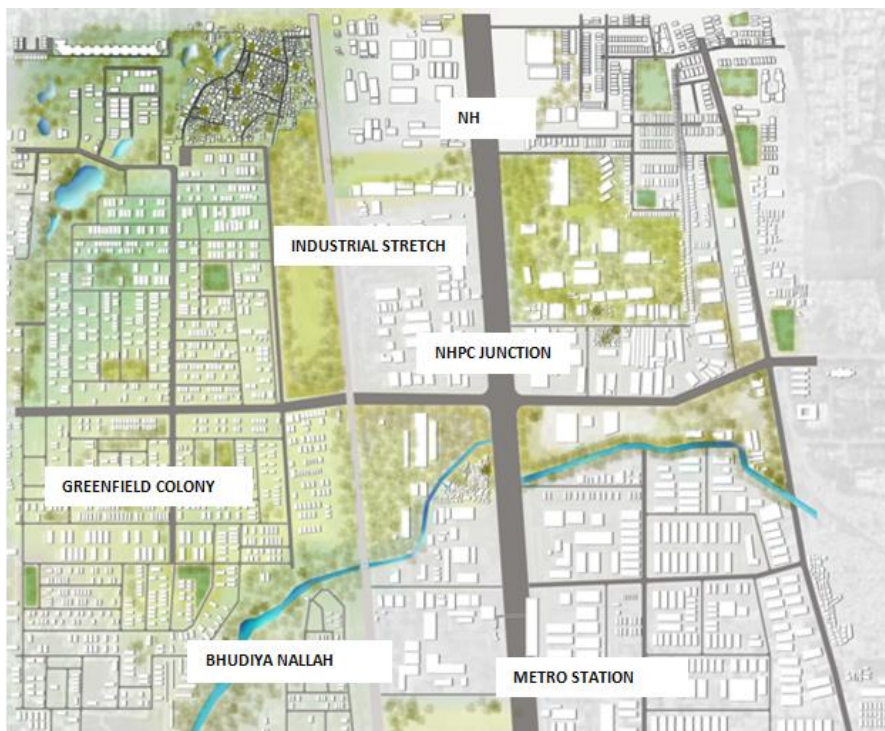


Figure 16. Base map of NHPC precinct



Figure 17. Existing Built Use Plan at NHPC Chowk Precint

4.2. Restructuring the Transport Networks

The proposed spatial interventions at site level consists of enhancing the East - West corridor at NHPC junction and strengthening open space green network system along western side of Aravali. This East-West connection can be enhanced by connecting the existing nodes at NHPC junction, informal Sarai market, retail shops along Greenfield colony, the upcoming development beyond the Agra canal, etc. (all lying on the same route) and proposing a major NMT (Non-Motorised Transport) route along this connection. To strengthen the green network open space system as an important pedestrian route, the existing green and blue infrastructure in this region should be integrated. Westergasfabriek (Amsterdam), a nineteenth-century factory has set an efficient example of a brownfield reclaimed blue - green integrated recreation center comprising an axial promenade with formal urban plaza in the east and an open and naturalized framework in the west (Figure 18).^[16] A brownfield is an under used or abandoned commercial or industrial site where redevelopment is complicated by real or perceived contamination.^[17] The learning from Westergasfabriek should be used to create an open space network at this study area. The green and blue network integrated network here is connecting the city-level Aravali range greens, neighbourhood level parks greens, the unused greens of the railway buffer, along with the Bhudiya nallah (storm-water drain) to form a holistic pedestrian network of open space systems.



Figure 18. Bird's eye view of Cultuurpark Westergasfabriek. Source- Arch Daily website

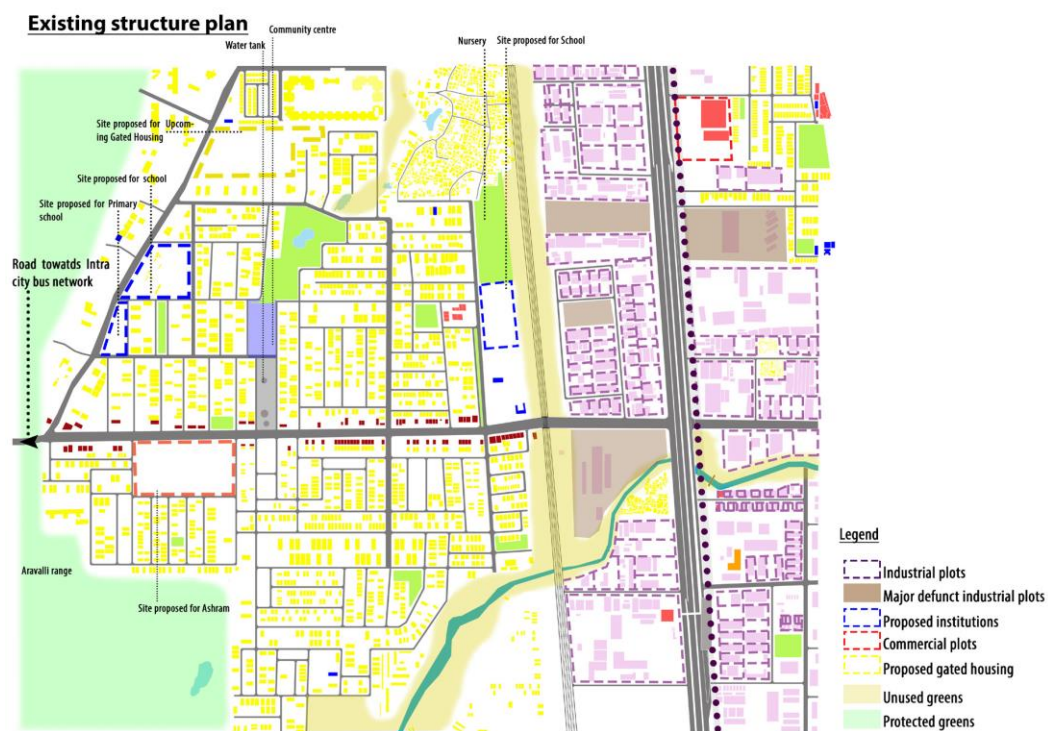


Figure 19. Existing structural plan of NHPC Chowk precinct

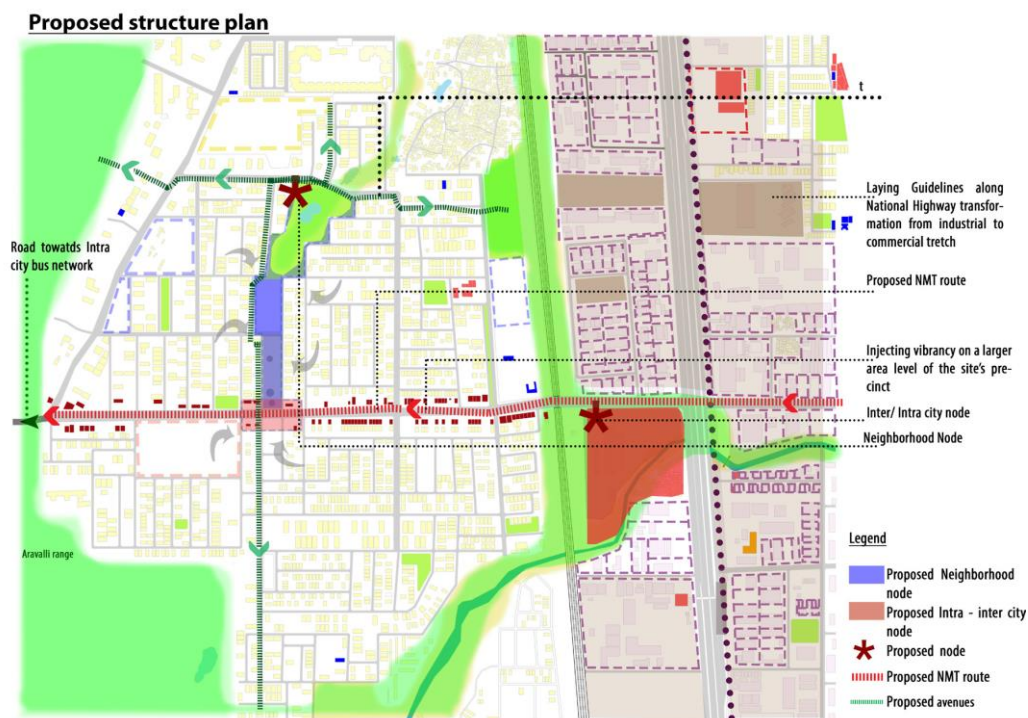


Figure 20. Proposed structural moves at NHPC Chowk precinct

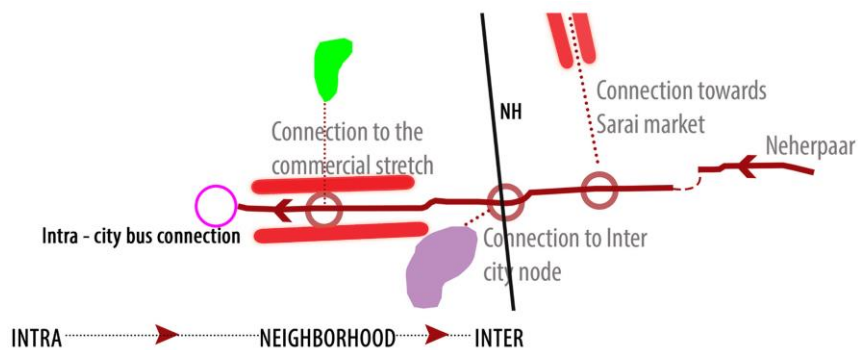


Figure 21. Diagram representation first major structure move i.e. to enhancing East - West corridor by connecting nodes at different levels of collective association

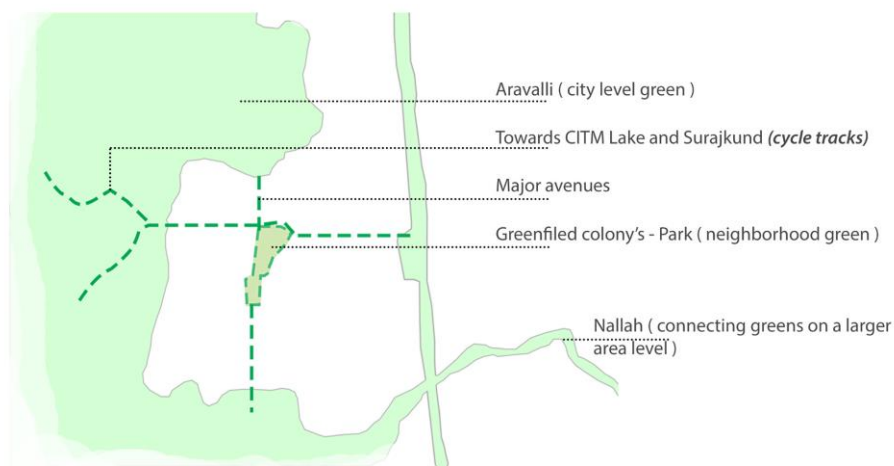


Figure 22. Diagrammatic representation of open space system formed by the green network

4.3. Mixed use planning

The study area falls under TOD influence zone i.e., under 800 meter and 500 meter influence zone of NHPC Chowk metro station. Therefore, it has to follow the guidelines for intense development laid by the Haryana Government.^[18] This region has huge potential to be turned into an upcoming city center. Potsdamer Platz (Berlin), a compact area with 35 meter high blocks with dense street plan and plazas containing a wealth of activities, can set a very good example of designing a people centric city Centre which is also a commercial success (Figure 24).^[19] Potsdamer Platz is a successful public place and an important commercial centre consisting of shopping streets, theatre, hotels, cafes, restaurants and bars. This example can be used to design Faridabad's city centre at the site's 200m -250m defunct industrial stretch along the national highway road at NHPC junction. The recommended development along the NHPC junction contains mixed-use development of commercial, industrial, public/semi-public, housing, public greens, and plazas following the existing TOD guidelines. Commercial land use comprises of shops, retail, hotels, service apartments etc. In the case of industries, only service industries are proposed to curb pollution levels. To boost publicness, conventional spaces like multipurpose halls, auditoriums, workshops, open-air theatre, and skill development centers are proposed. Housing for all economic classes, especially Economically Backward Classes (EWS) has been proposed to design a holistic space where people of all economic and social backgrounds feel welcoming.

Economically profitable vision that people can relate to, gives the basic framework on how to bring change on the ground. Shared public spaces boost group activity that builds social and cultural capital and this reinforces financial values. The skillset and interests of the people residing around should be encouraged and dedicated spaces should be provided for local resident's small businesses to boost the local economies.

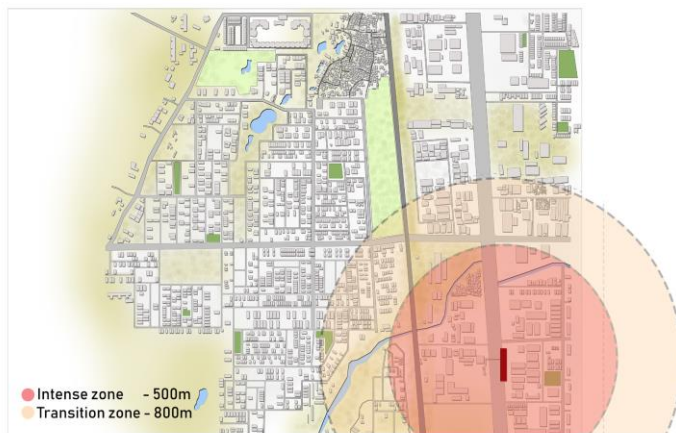


Figure 23. Map depicting TOD influence zones falling in the study area

Table 3. Haryana Shahari Vikas Pradhikaran, Building Regulations [Source](#) – HSVP official website ^[20]**1. INDUSTRIAL**

Maximum permissible coverage on ground	Maximum permissible floor area ratio	Maximum height of the industrial building
60 percent of area of the site	125 per cent	21 meters

2. Information Technology Industry

Maximum coverage on ground (percentage of site area)	Maximum permissible floor area ratio (percentage)	Maximum height of building (in meters)
40% for new units and 60% for existing industry converting into information Technology units.	250	30

3. INSTITUTIONS AND OTHER PUBLIC BUILDINGS

Area of Plot	Maximum permissible coverage on ground floor	Maximum permissible F.A.R
upto 10,000 Sq. mtrs.	33% of the area of the plot	150%
Above 10,000 Sq. mtrs.	25% of such additional plot	150%

Table 4. Planning Parameters within TOD Zone in Haryana [Source](#) - Department of Town and Country Planning Haryana**Planning Parameters (Ground Coverage/FAR) within TOD Zone:-**

Sr. No.	TOD Zone	Maximum Ground coverage	FAR	Minimum/Maximum Density (Persons Per Acre)
Multi-storeyed group housing	Intense	40%	3.5	600 ($\pm 10\%$)
	Transition	40%	2.5	430 ($\pm 10\%$)
Integrated commercial / office spaces/mixed land use	Intense	40%	3.5	-
	Transition	40%	2.5	-
IT/ITes	Intense	40%	3.5	-
	Transition	40%	3.0	-

Figure 24. Bird's eye view of Potsdamer Platz [Source](#) - Greenroofs.Com website

4.4. Guidelines for the upcoming commercial edge

With this upcoming commercial edge, a high tendency for chaos for vehicular and pedestrian movement along the major highway is predicted. Apart from this, the commercial development coming up along NH is gated and secluded, hence decreasing the public realm around it. Therefore, there is a need for creating framework of guidelines which will enhance publicness along the NH and will avoid the chaotic situation which may happen in the future scenario. These guidelines majorly focus on providing a dedicated front setback in the upcoming developments for public activities like retail, public toilets, parks, plazas etc. instead of existing huge walls of the gated buildings. Parking and loading-unloading services should also be pushed towards the rear or side setbacks of the building. To encourage the new commercial developments to give their front portion as a public realm benefits like extra Floor Area Ratios (FAR) should be provided.

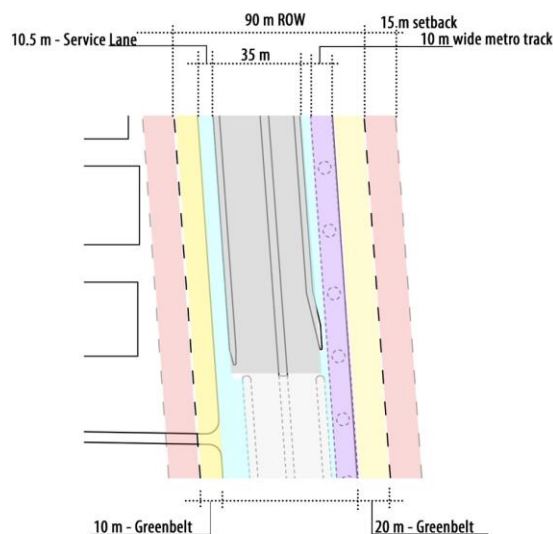
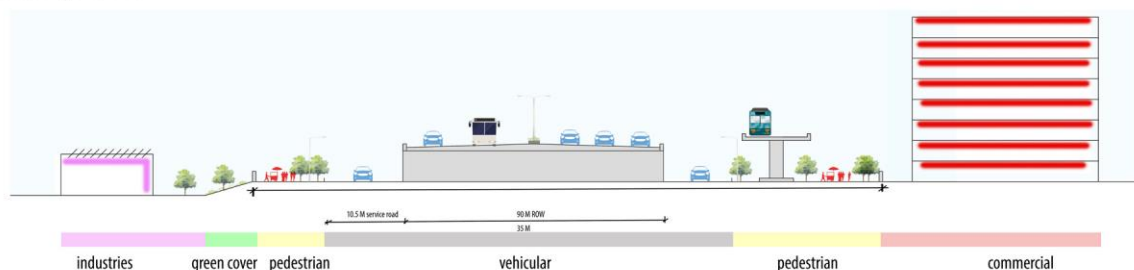


Figure 25. Blow up of existing plan of National Highway

existing section



proposed section

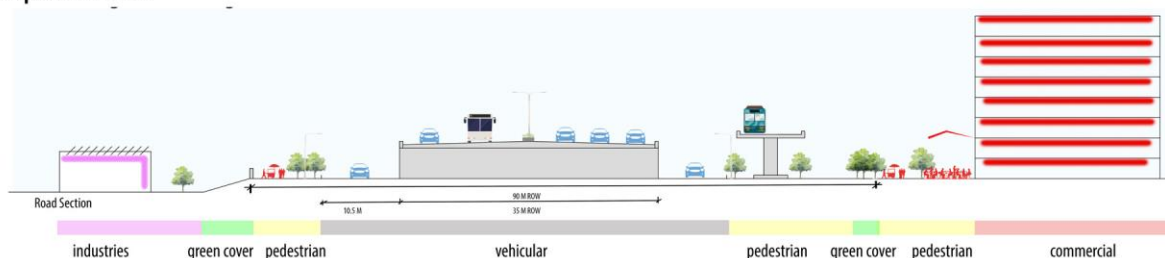


Figure 26. Existing and proposed sections along the National highway. Broad walkways along the NH road proposed for retail and other activities to enhance publicness.

4.5. Proposed Morphology

Commercial edge should be developed along NH (TOD Haryana policies) along with office spaces. The first four to six storeys along NH should be proposed as commercial to enhance publicness at ground level along NH and the above ten storeys as offices. The building heights of proposed buildings are given a gradual decline while moving from highway where buildings are proposed upto twenty storeys to four floors towards the residential side to match the existing fabric. The corner building has been designed as the tallest building to act as the major landmark. The development along the significant East-West spine is kept retail, which is in close proximity to the community and is in continuation to the existing commercial stretch along this road. The storm water drain here falls at the center and is designed as a central interactive public realm for enhancing collective association from neighborhood level to city level as this open space green connects this neighborhood to the city-level greens. . Hence its acting as centrally aligned, soothing , and greenery thriving public realm along the highly commercialized area. Public and semi-public buildings are also placed in closed affinity to this storm-water drain as it will act as a binding agent for interaction.

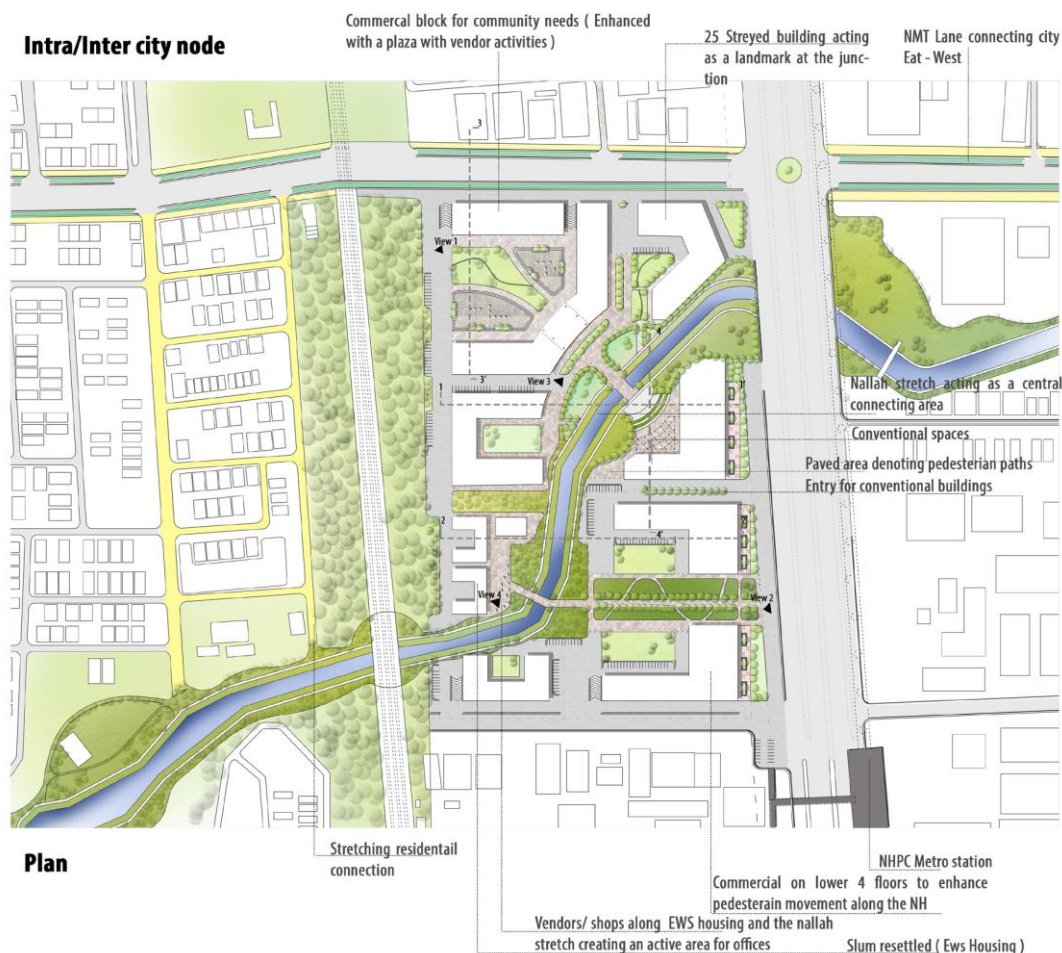


Figure 27. Plan of proposed design intervention

TOTAL AREA OF DEVELOPMENT

- Total area for development = **10 hectares**
- FAR according to TOD norms (in 500 meter zone) = **3.5**
- Maximum ground coverage according to TOD norms (in 500 meter zone) = **40 %**
- Ground coverage achieved = **30 %**
- Total FAR achieved = **3.5**

- Total built up area = **35 hectares**



Figure 28. Conceptual Diagram to represent multifunctionality by proposing various built uses.



Figure 29. Conceptual Diagram representing open space system proposed to enhance publicness.



Figure 30. Conceptual Diagram representing proposed building heights.

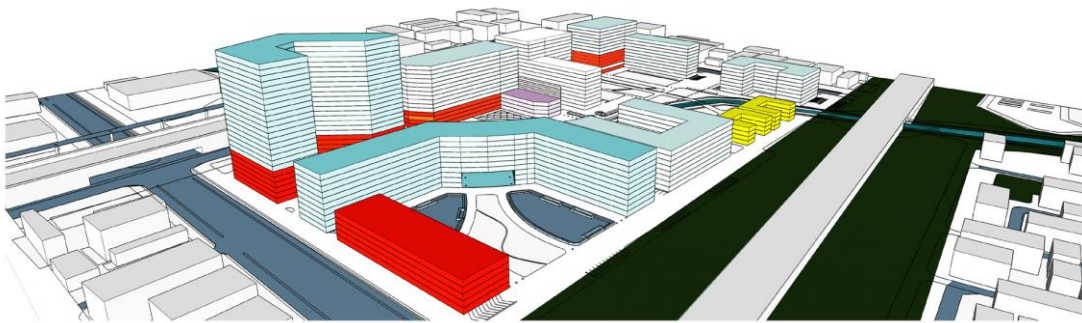


Figure 31. Bird's eye view towards the neighborhood side of Greenfeild colony.

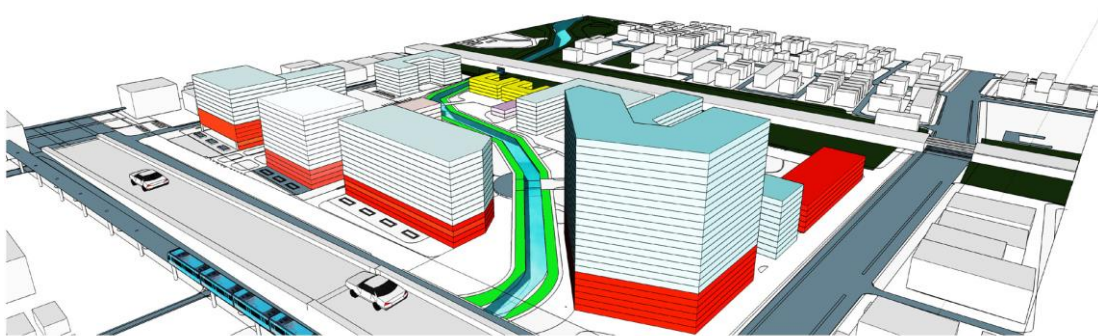


Figure 32. Bird's eye view towards the National Highway road.



Figure 33. View 2 (Site plan in Fig 27) - Enhanced publicness along NH by proposing commercial in lower floors.

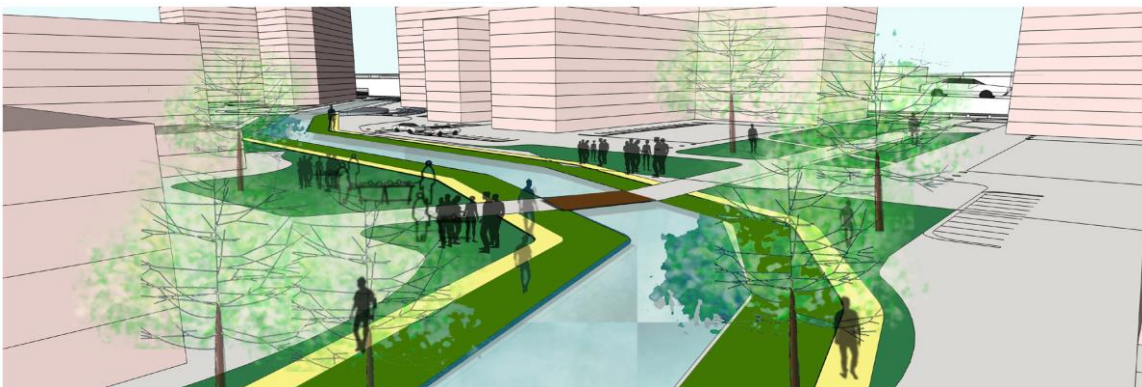


Figure 34. View 3 (Site plan in Fig 27) - Vendors along the EWS housing attract people from offices, hence enhancing publicness.



Figure 35. View 1 (Site plan in Fig 27) - Retail plaza with vendor activities along the Neighborhood side of Greenfield Colony.

5. Way forward

5.1. Future Investigation

This research paper was an attempt to bring to the forefront break-through solutions to the problems of today's uniform urban development by focusing on uniqueness and connectivity of the prevailing aspects of the city to strengthen the association of people towards their city. The paper has tried to put forward solutions at city, regional and neighborhood level by taking the case of the city of Faridabad, with a smaller demonstration area which has the potential for rapid and huge transformation. Stitching together public spaces with the existing fabric of the city can help in forming a new spatial configuration for the built environment which will evolve a new collective identity of the city. The interventions developed in the city of Faridabad, amplifies its individuality like major highway enhancement (on which the whole city is laid upon), boosting intra city connections, fostering common urban greens. This study could be used for rethinking the strategies when designing a new city from scratch and as well as enhancing the exiting built in environment to enhance vibrancy and resilience.

"In the center of Fedora, that gray stone metropolis stands a metal building with a crystal globe in every room. Looking into each globe, you see a blue city, the model of a different Fedora. These are the forms the city could have taken if, for one reason or another, it had not become what we see today. In every age someone, looking at Fedora as it was, imagined a way of making it the ideal city, but while he constructed his miniature model, Fedora was already no longer the same as before, and what had been until yesterday a possible future became only a toy in a glass globe". ^[21]

- (Calvino Italo, 1974)

A city continues to re-imagine itself by forming newer identities to fight for its survival in this altering nature of mother earth. Any settlement with its dwellers should have a measurable ability to maintain continuity through all shocks by adapting its unique heritage while keeping in mind the forthcoming innovative technologies.

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