Palava

Mumbai

January 2nd , 2012

M/s Prabhakar B. Bhagwat

ROW options



PROPOSED OPTION BY M/S SASAKI ASSOCIATES

Primary street



Option 1

Primary street



Option 2

Primary street



Option 3

Primary street



PLAN
SCLAE-1:200
30 M STRETCH
NUMBER OF CAR PARK POSSIBLE-10



Option 4

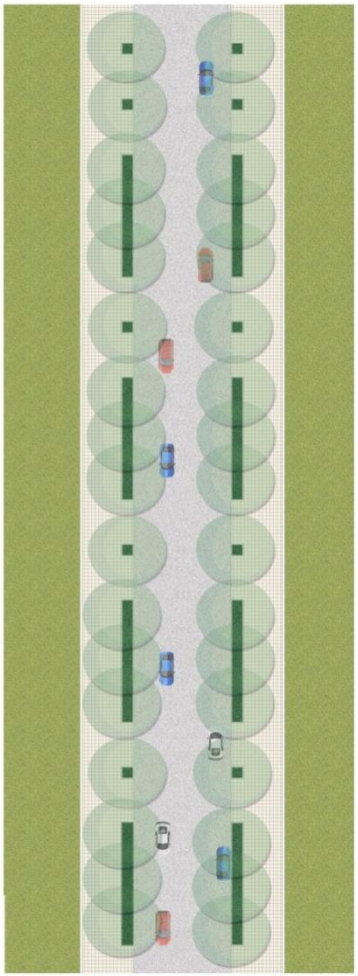
Primary street



PROPOSED OPTION BY M/S SASAKI ASSOCIATES

Secondary street



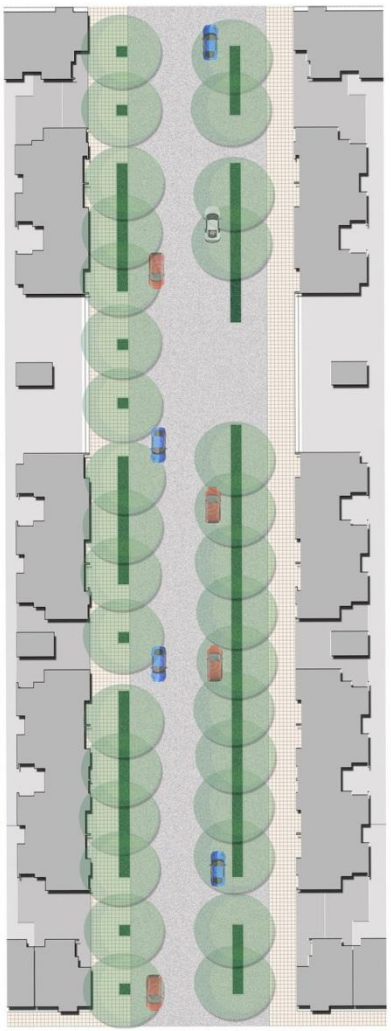


NUMBER OF CAR PARK POSSIBLE-32
STRETCH-120 M

Option 1

Secondary street



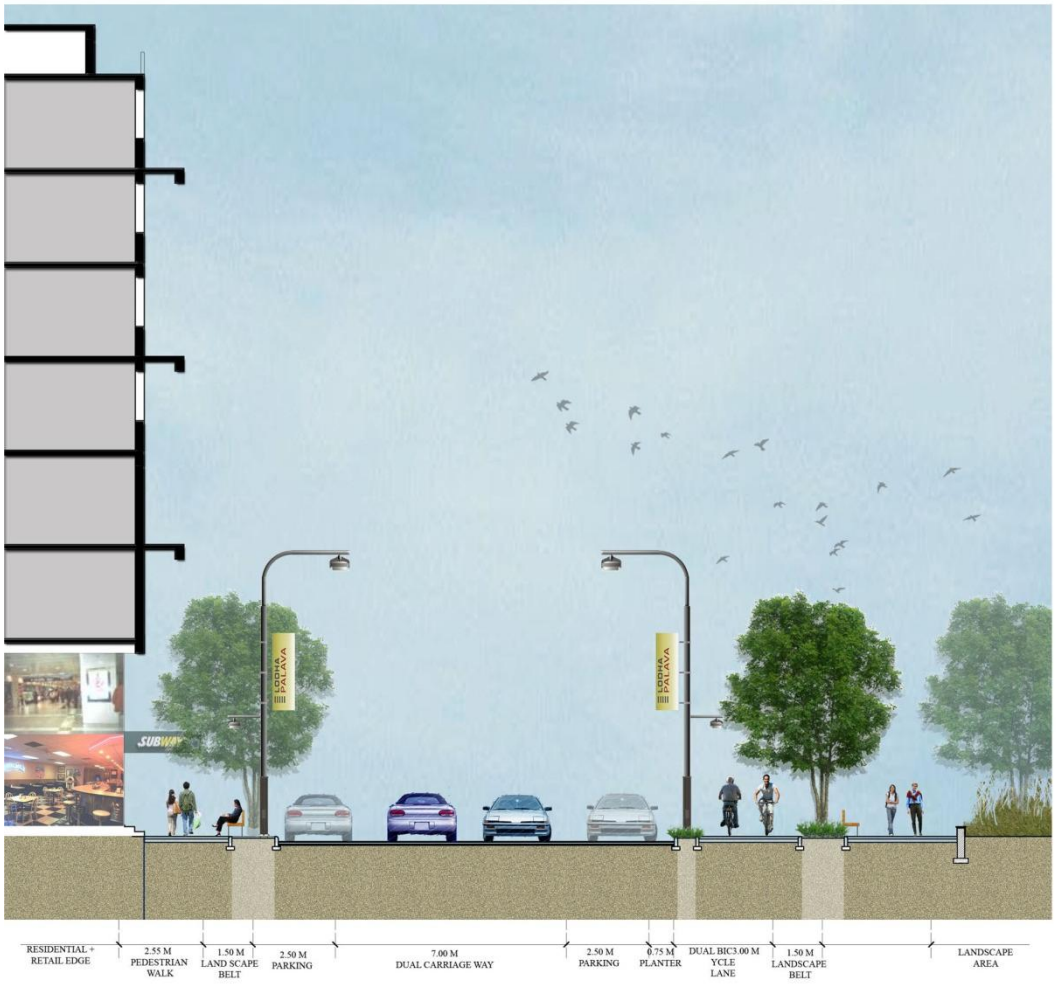


NUMBER OF CAR PARK POSSIBLE-32
STRETCH-120 M

OPTION-2

Option 2

Secondary street





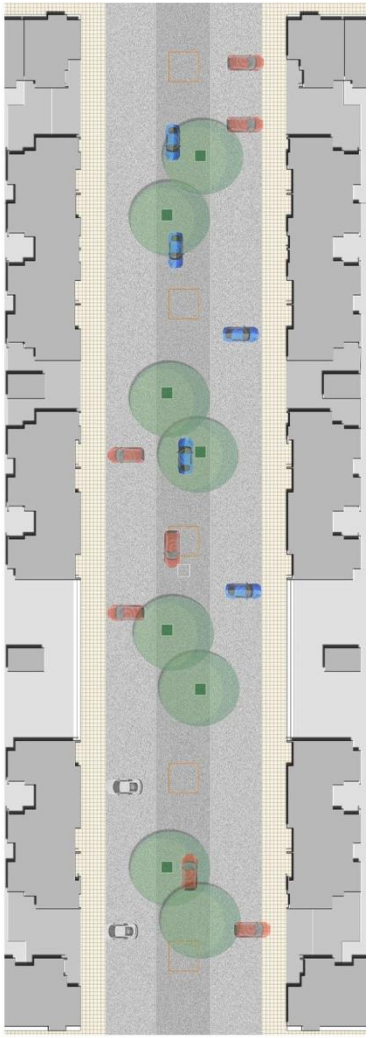
NUMBER OF CAR PARK POSSIBLE-32

STRETCH-120 M

Option 3

Secondary street



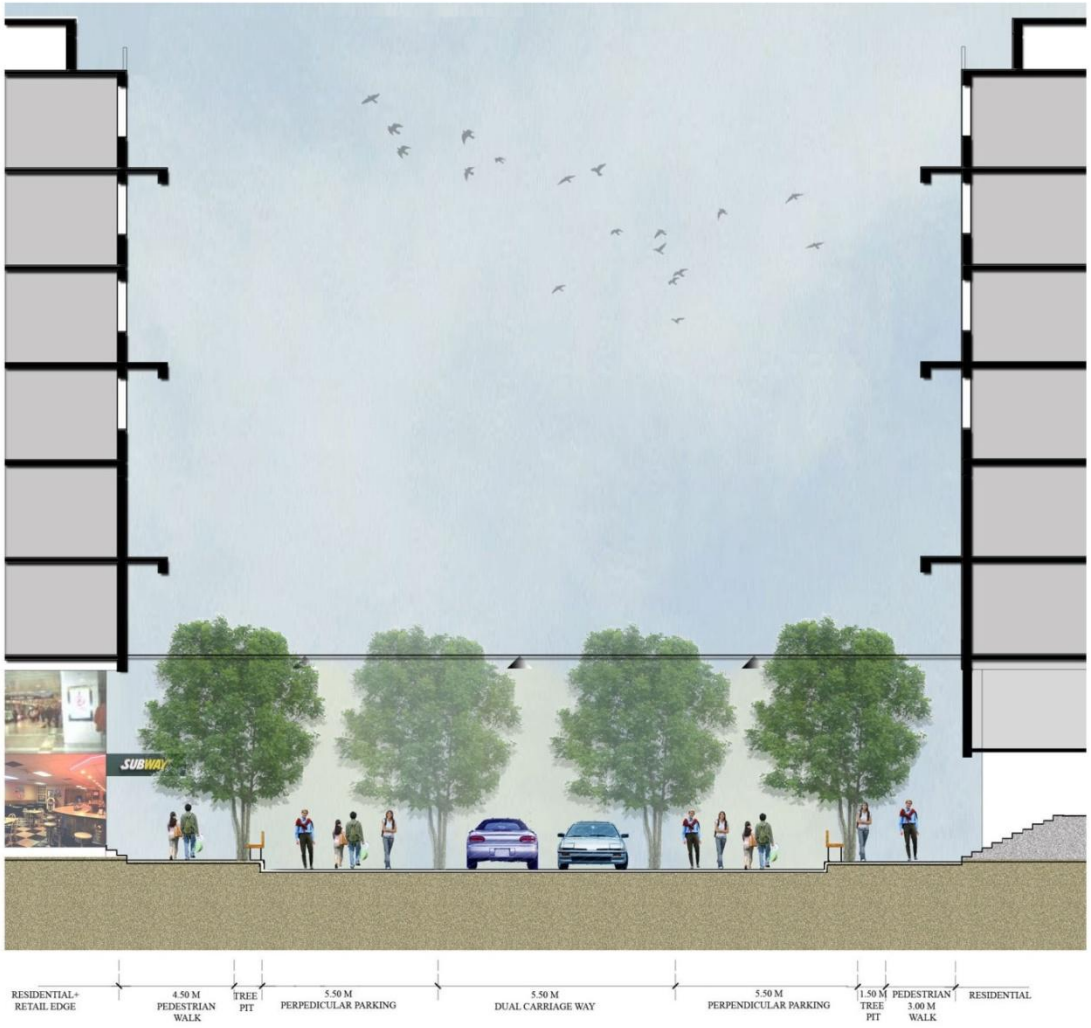


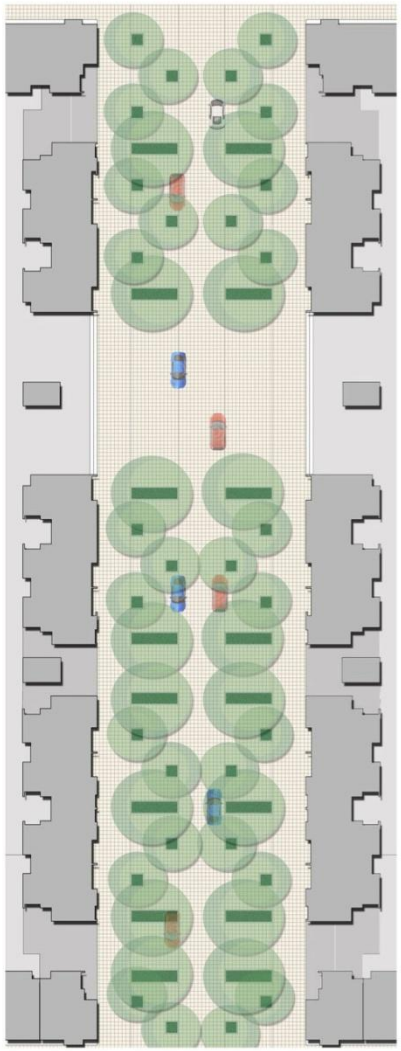
NUMBER OF CAR PARK POSSIBLE-42

STRETCH-120 M

Option 4

Secondary street



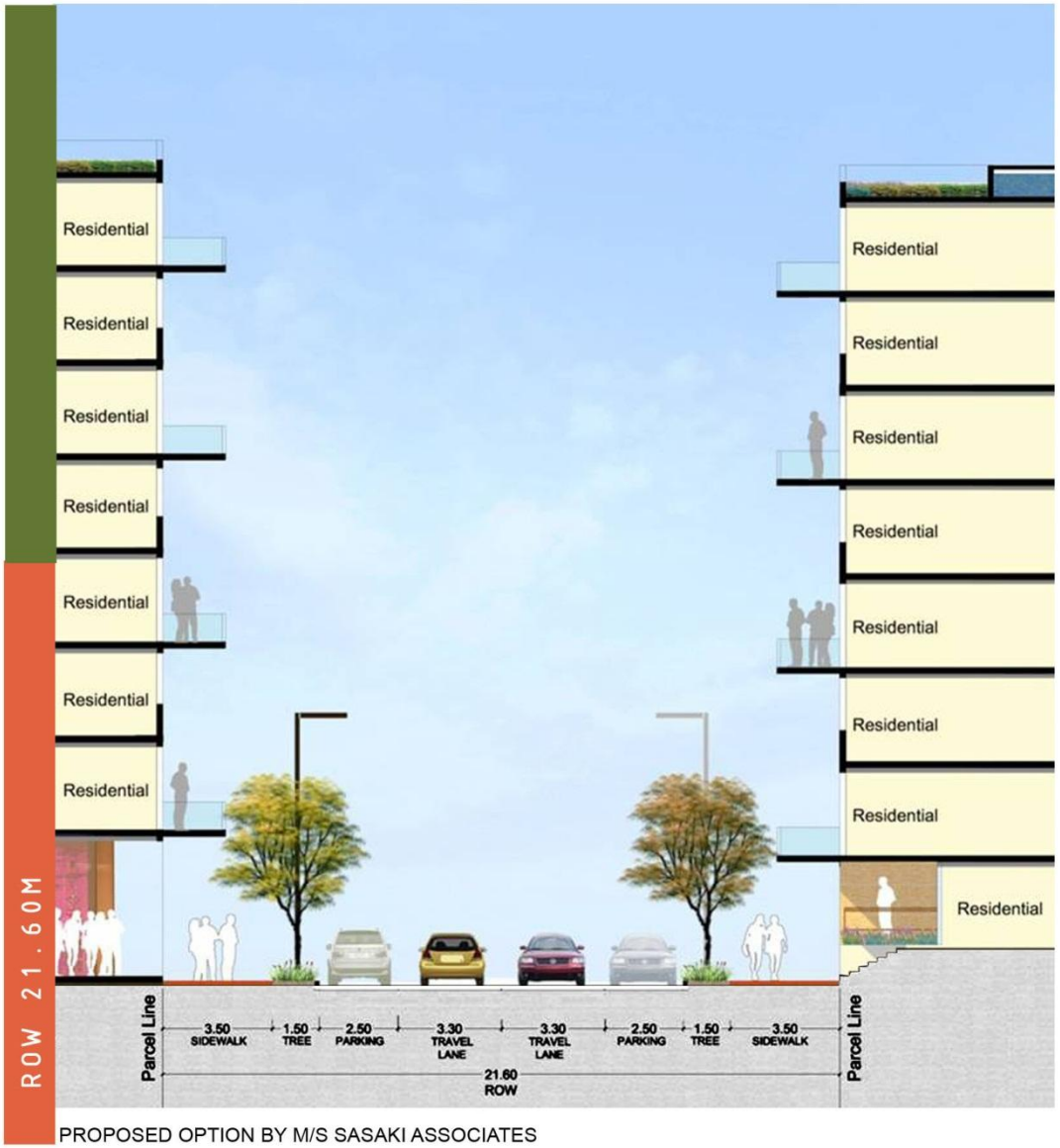


NUMBER OF CAR PARK POSSIBLE-42

STRETCH-120 M

Option 5

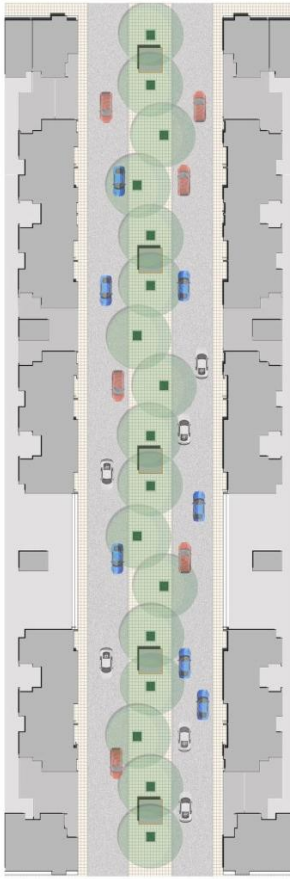
Secondary street



PROPOSED OPTION BY M/S SASAKI ASSOCIATES

Tertiary street

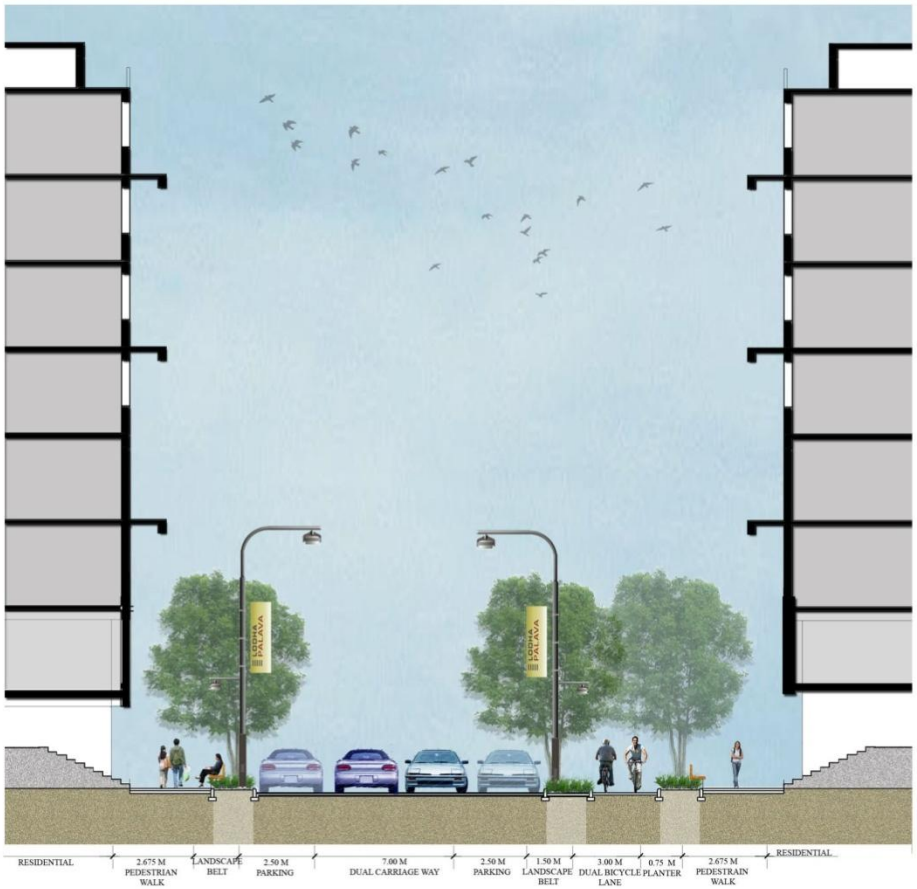


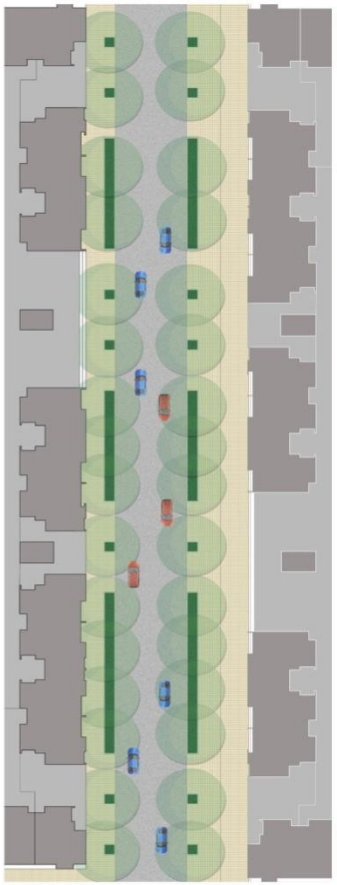


NUMBER OF CAR PARK POSSIBLE-32
STRETCH-120 M

Option 1

Tertiary street



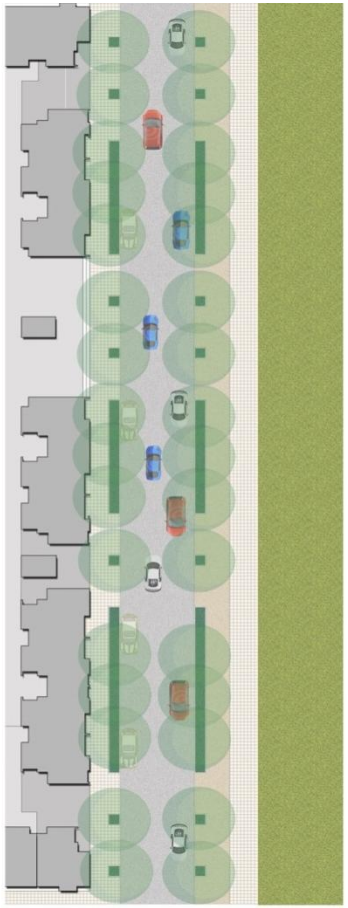


NUMBER OF CAR PARK POSSIBLE-32
STRETCH-120 M

Option 2

Tertiary street

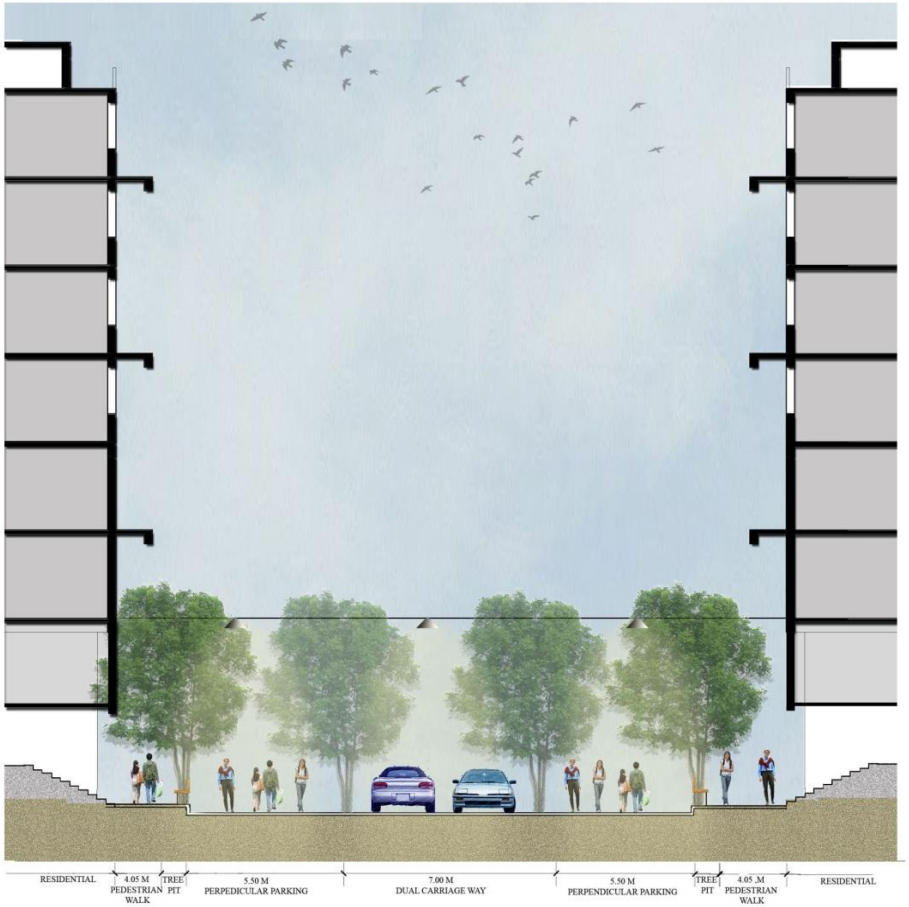




NUMBER OF CAR PARK POSSIBLE-16
STRETCH-120 M

Option 3

Tertiary street



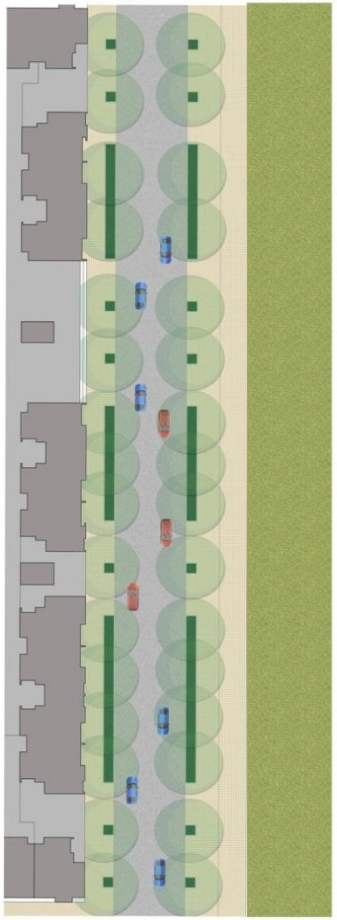


NUMBER OF CAR PARK POSSIBLE-42
STRETCH-120 M

Option 4

Tertiar





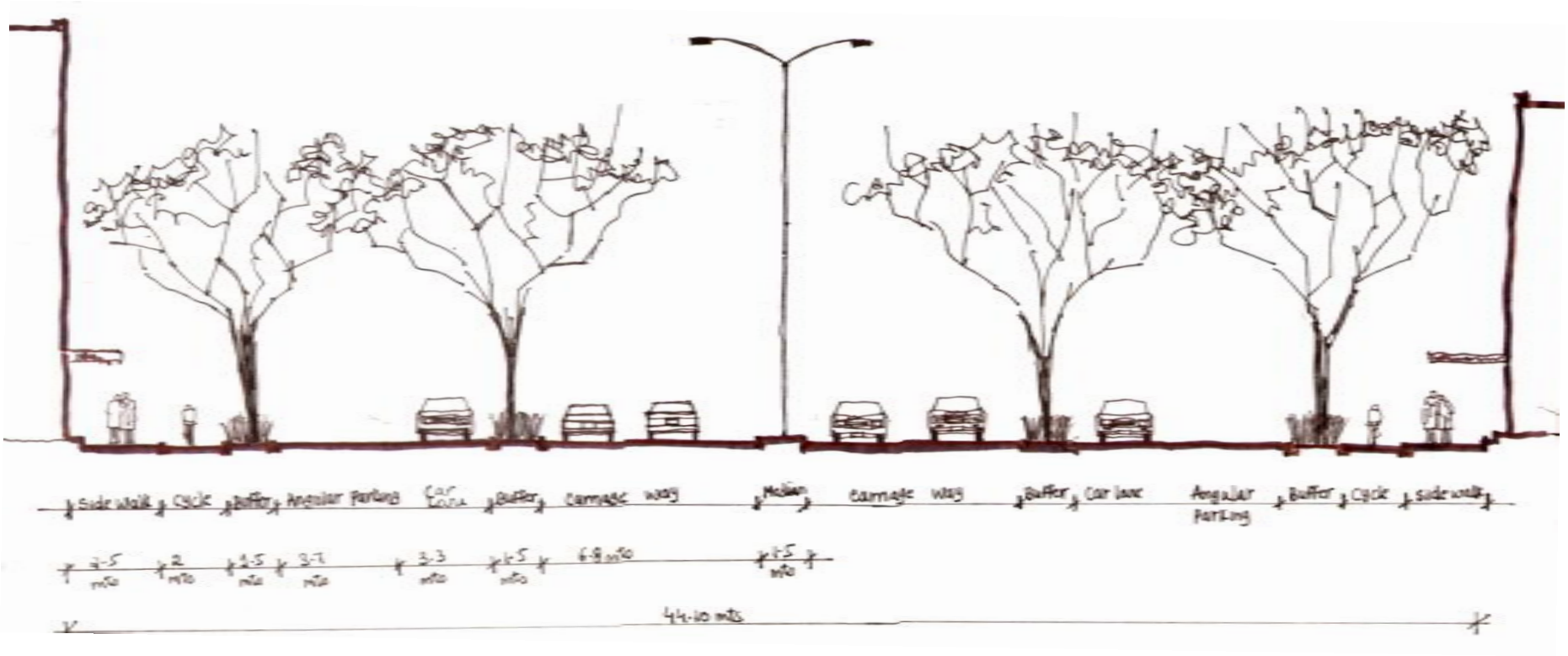
NUMBER OF CAR PARK POSSIBLE-16
STRETCH-120 M

Option !

Tertiar

ROW: Revised options

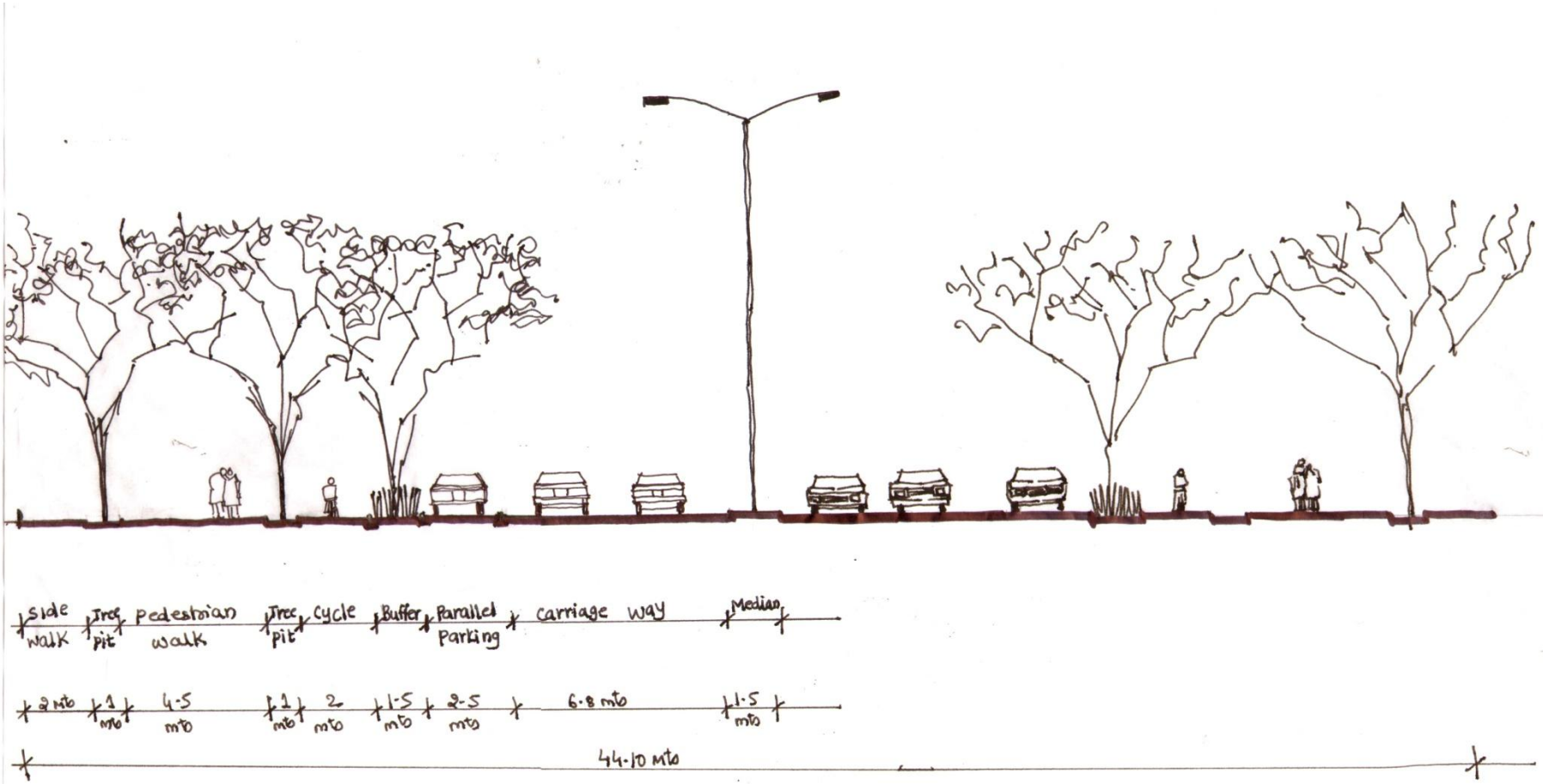
Primary street options



Option 1- Primary road with angular parking

Primary street - 44.10 mts

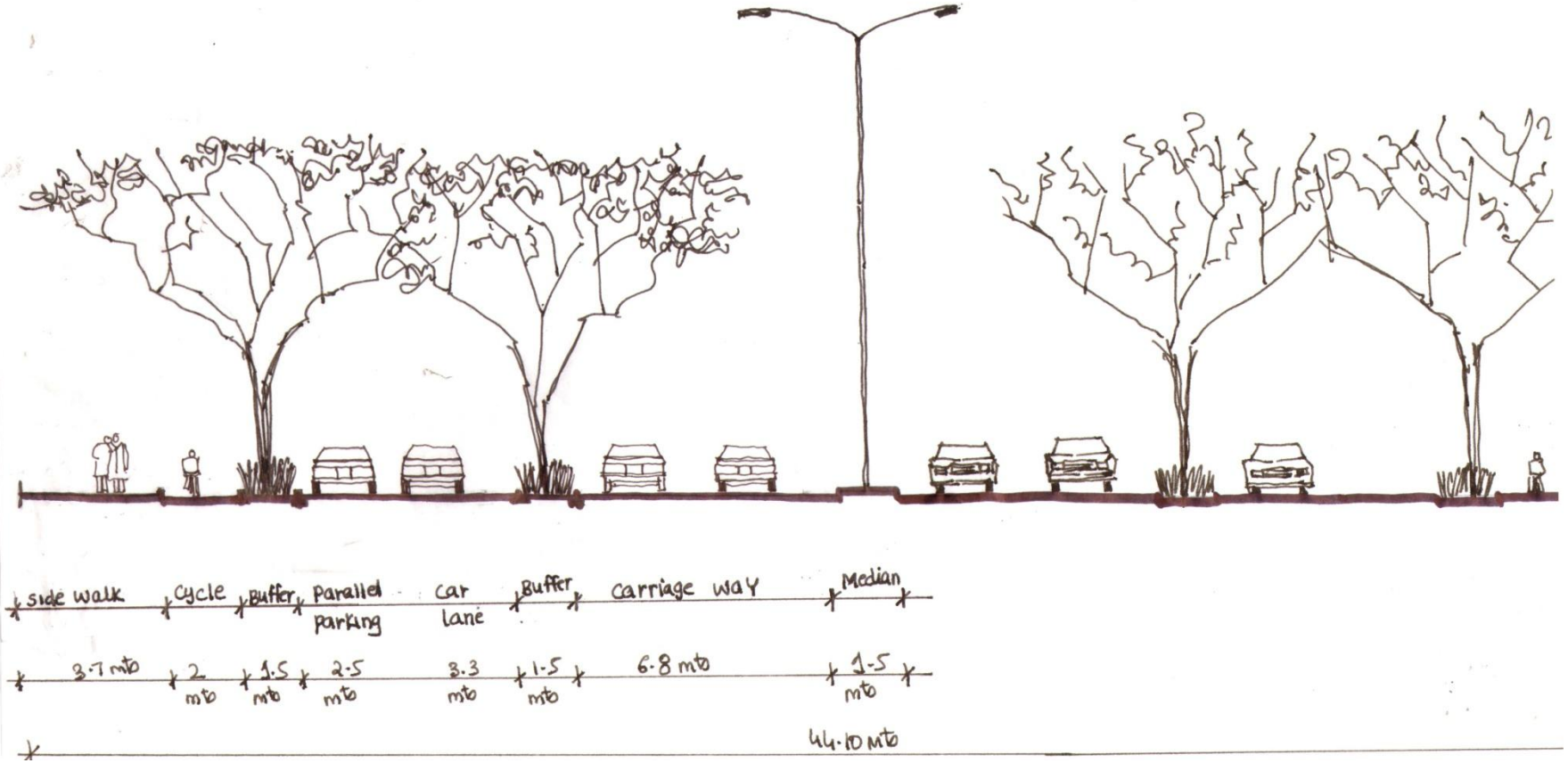
2nd January 2012



Option 2- Primary road with parallel parking off the road

Primary street - 44.10 mts

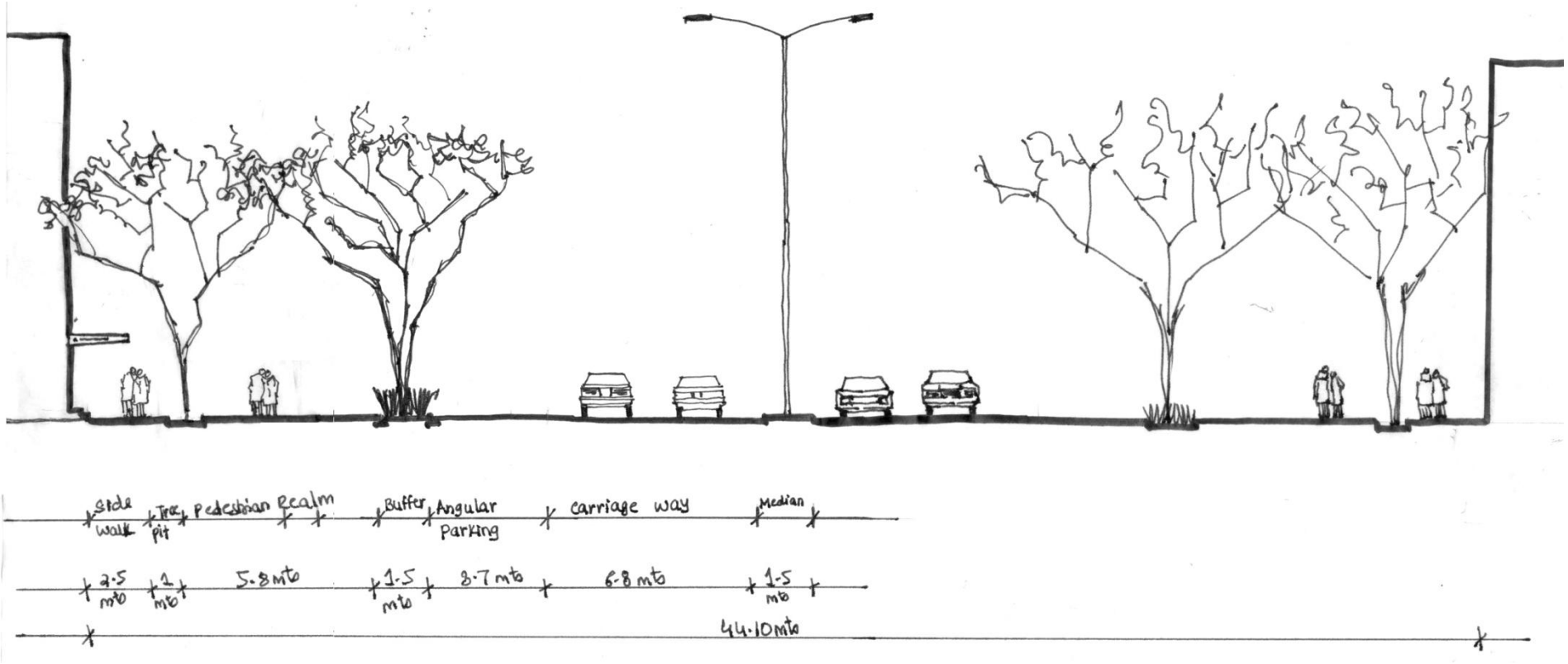
2nd January 2012



Option 3- Primary road with parallel parking

Primary street - 44.10 mts

2nd January 2012

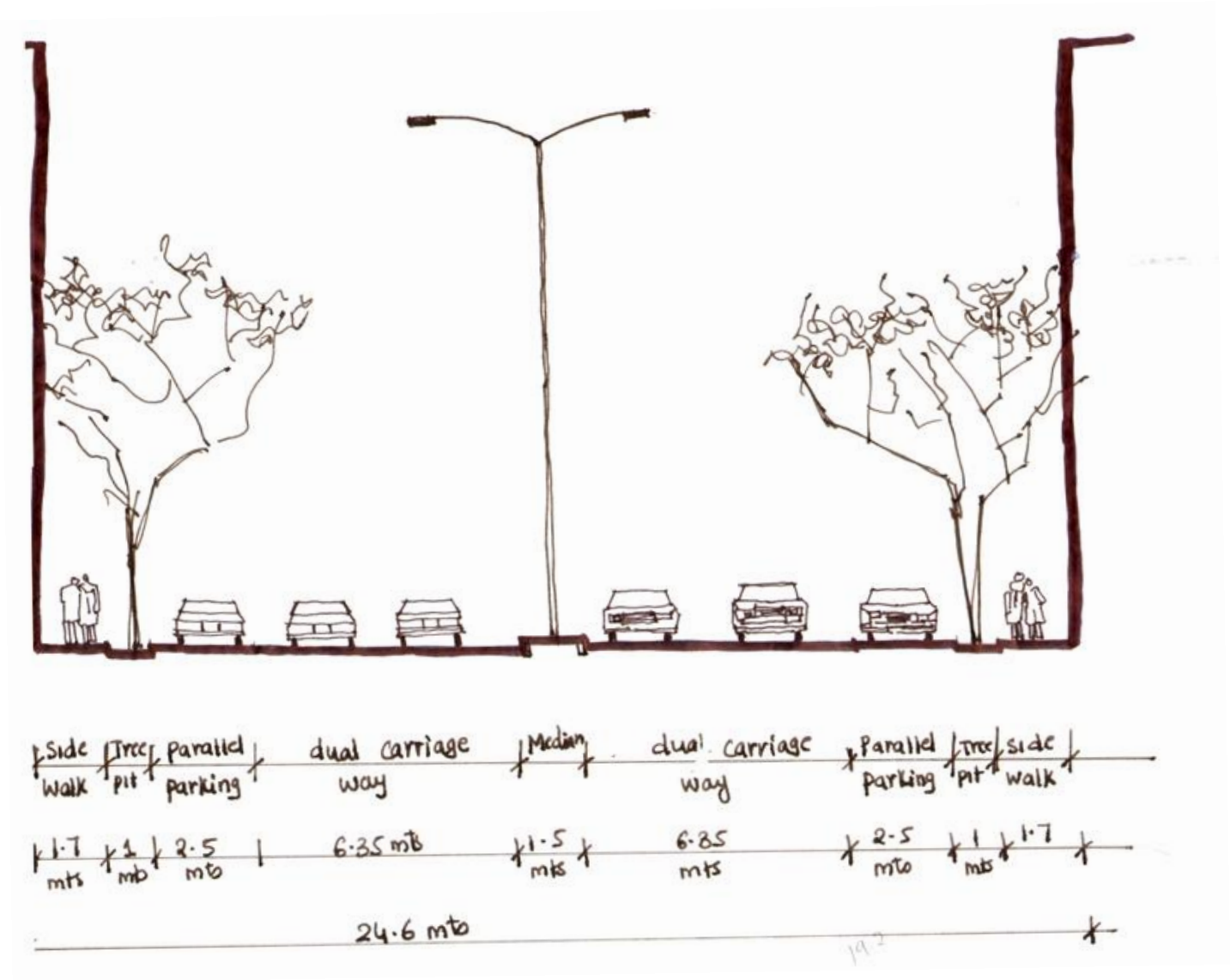


Option 4- Primary road with angular parking off the road

Primary street - 44.10 mts

2nd January 2012

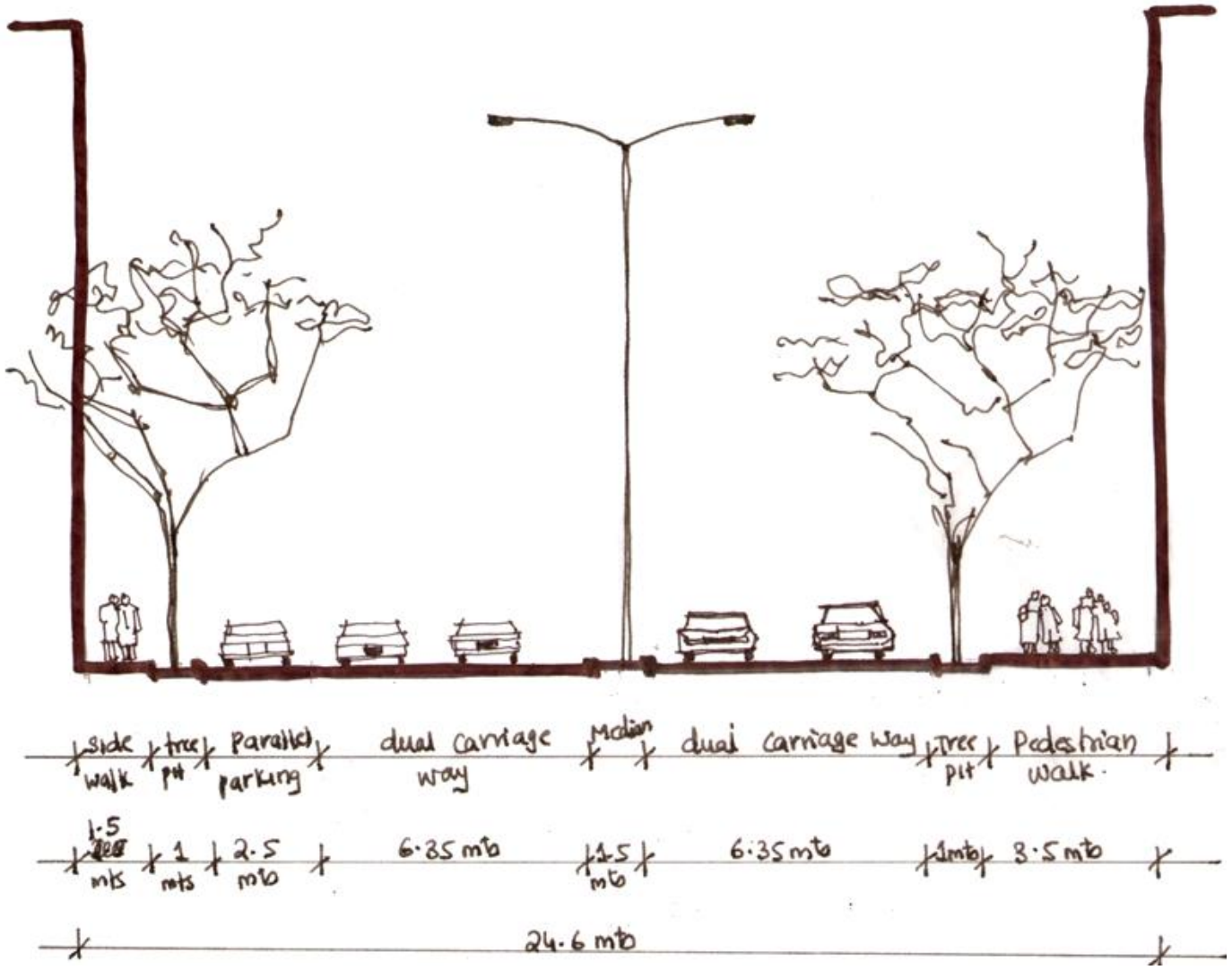
Secondary street options



Option 1- Secondary road with two side parking

Secondary street – 24.6 mts

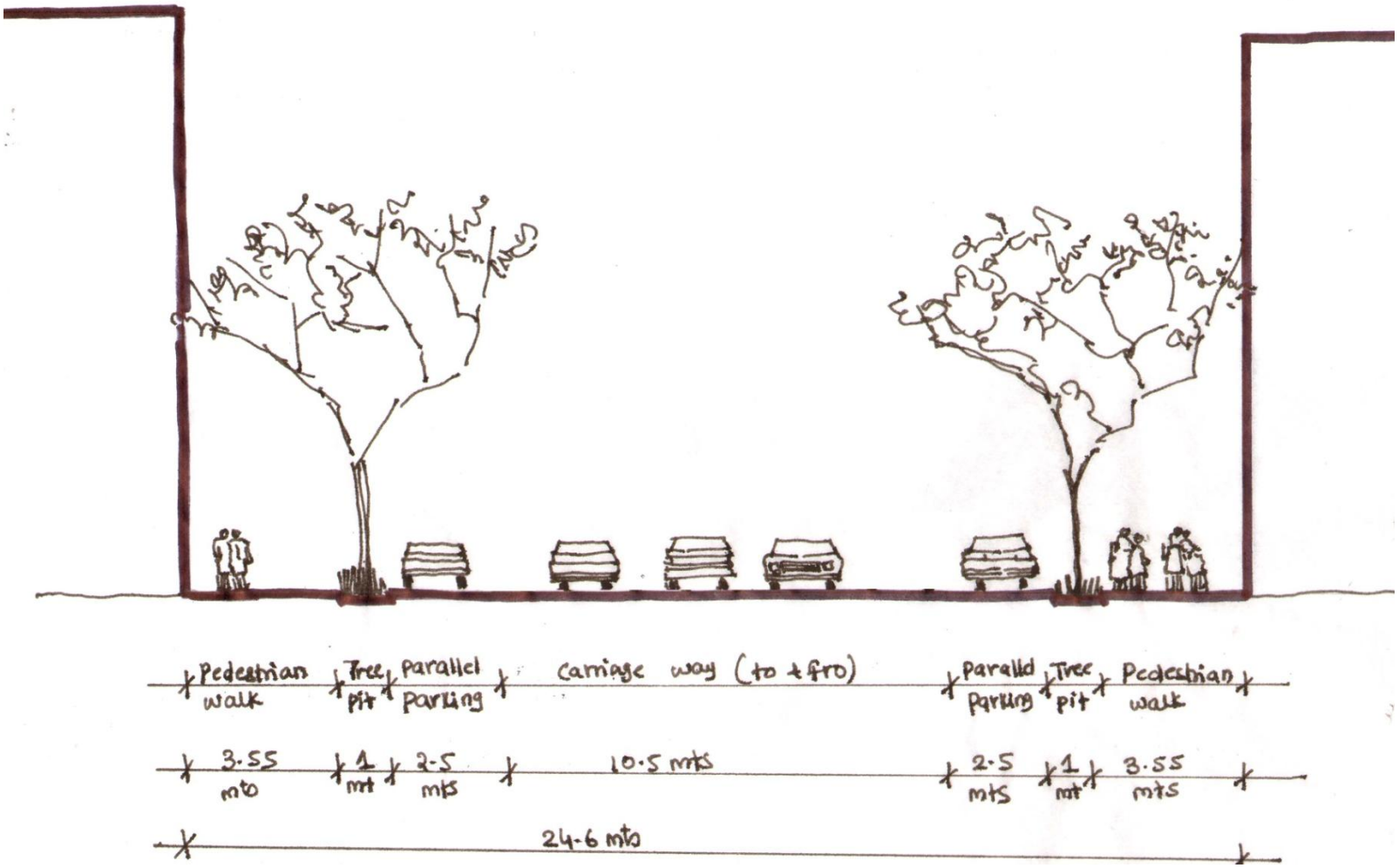
2nd January 2012



Option 2- Secondary road with one side parking

Secondary street – 24.6 mts

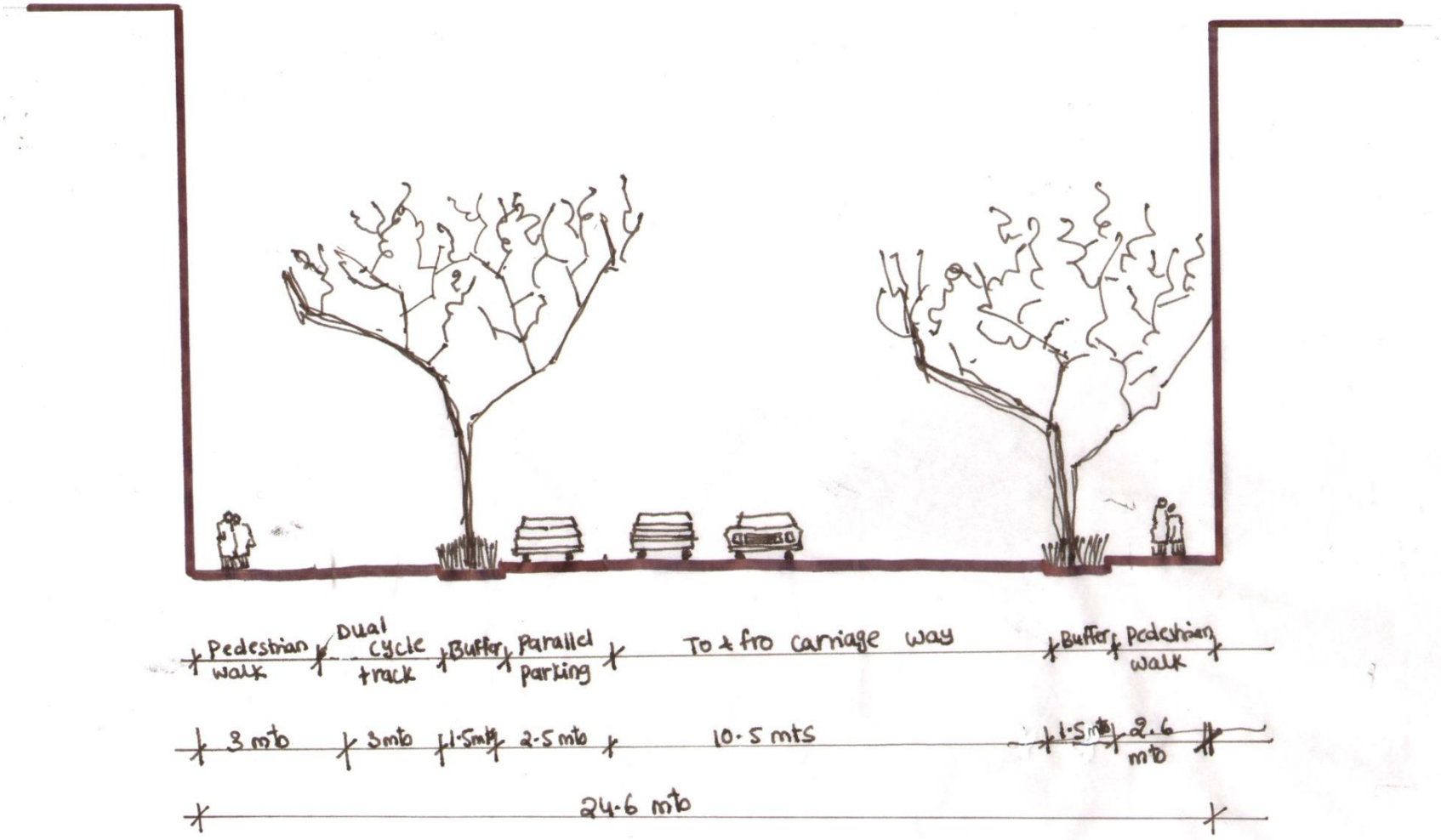
2nd January 2012



Option 3- Secondary road with to & fro movement with parallel parking

Secondary street – 24.6 mts

2nd January 2012

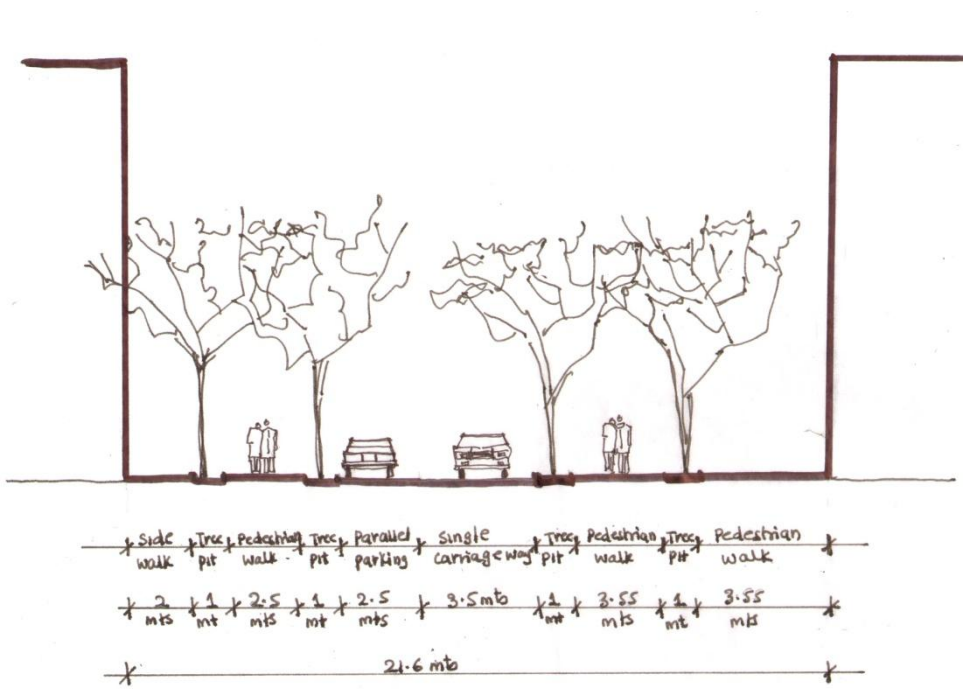


Option 4- Secondary road with dual cycle path on one side

Secondary street – 24.6 mts

2nd January 2012

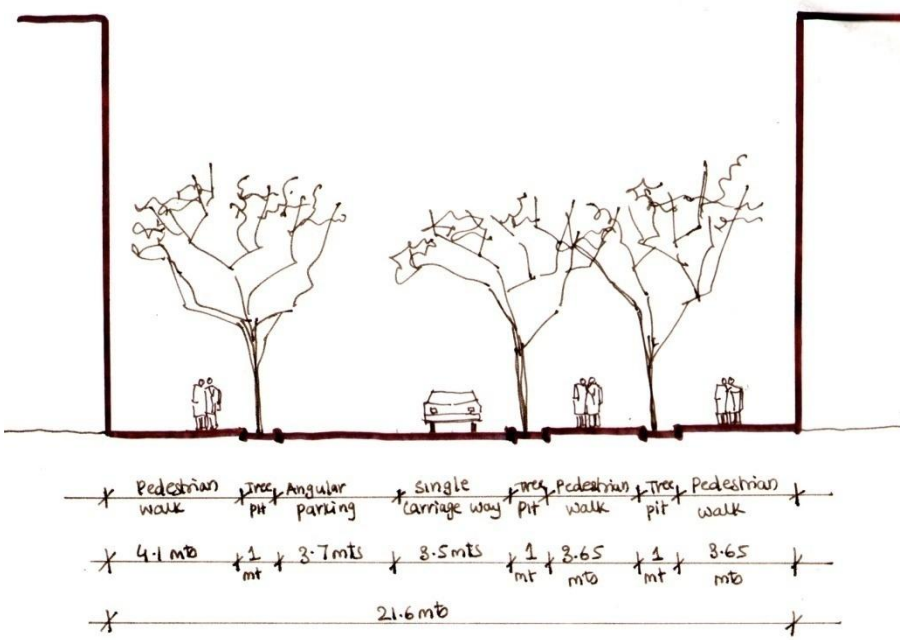
Tertiary street options



Option 1a- Tertiary road with single carriage way and parallel parking on one side

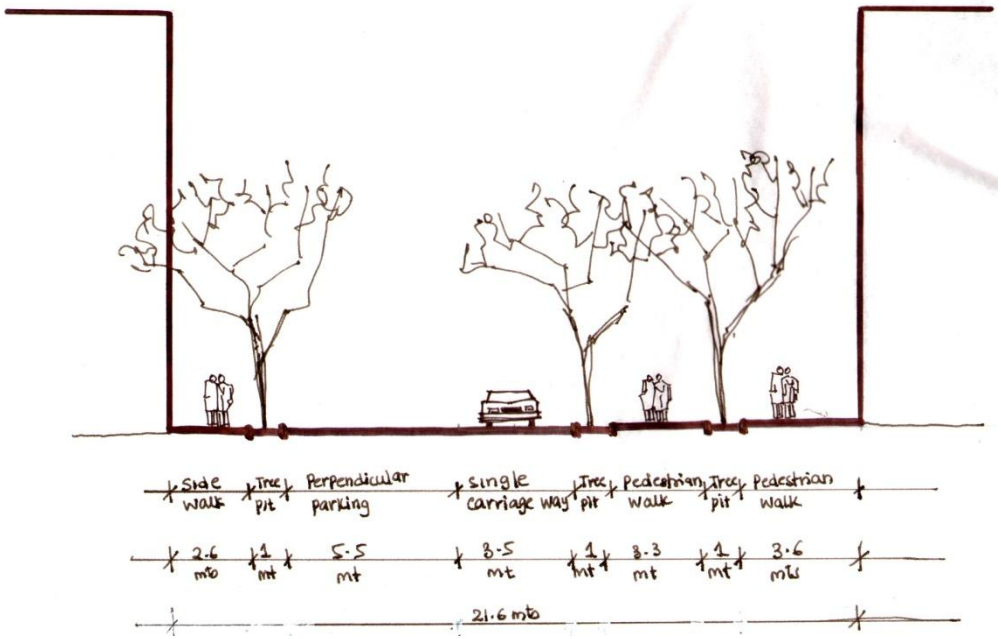
Tertiary street options 21.6 m

2nd January 2012



Option 1b- Tertiary road with single carriage way and angular parking on one side

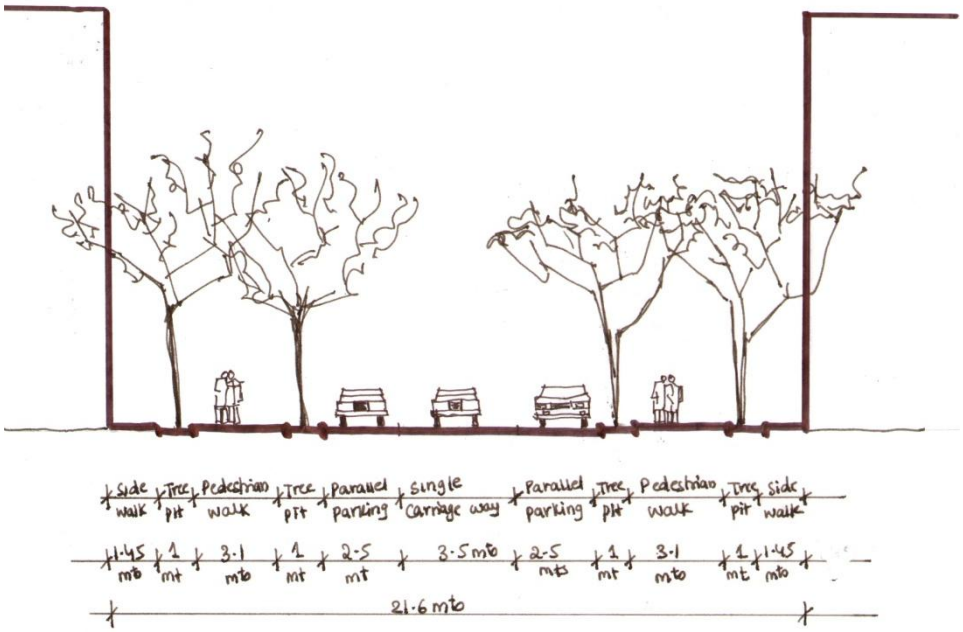
Tertiary street options 21.6 m



Option 1c- Tertiary road with single carriage way and perpendicular parking on one side

Tertiary street options 21.6 m

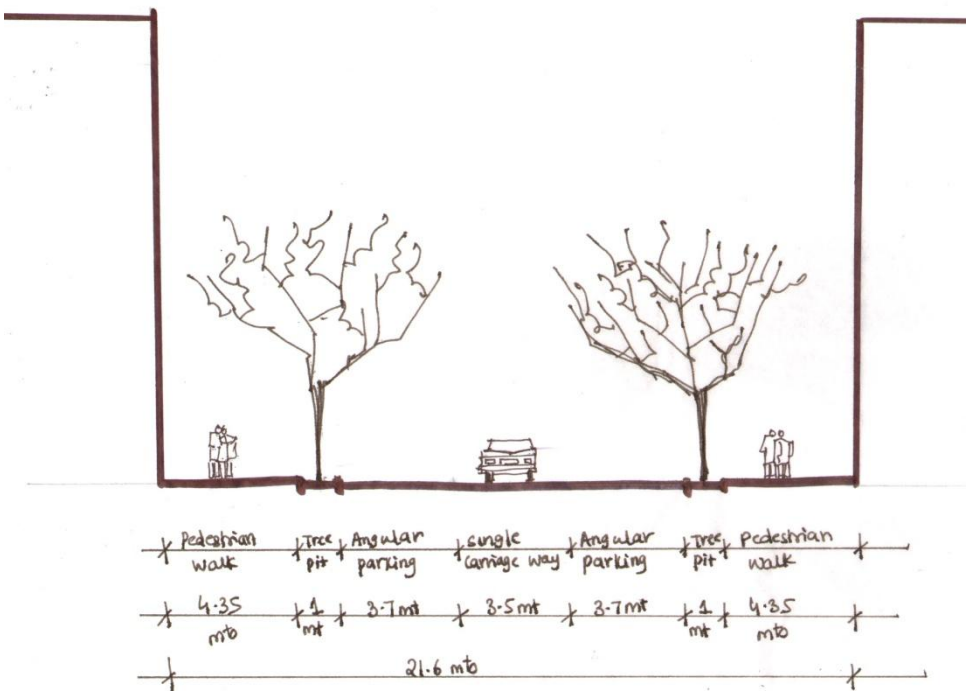
2nd January 2012



Option 2a- Tertiary road with single carriage way and parallel parking on both side

Tertiary street options 21.6 m

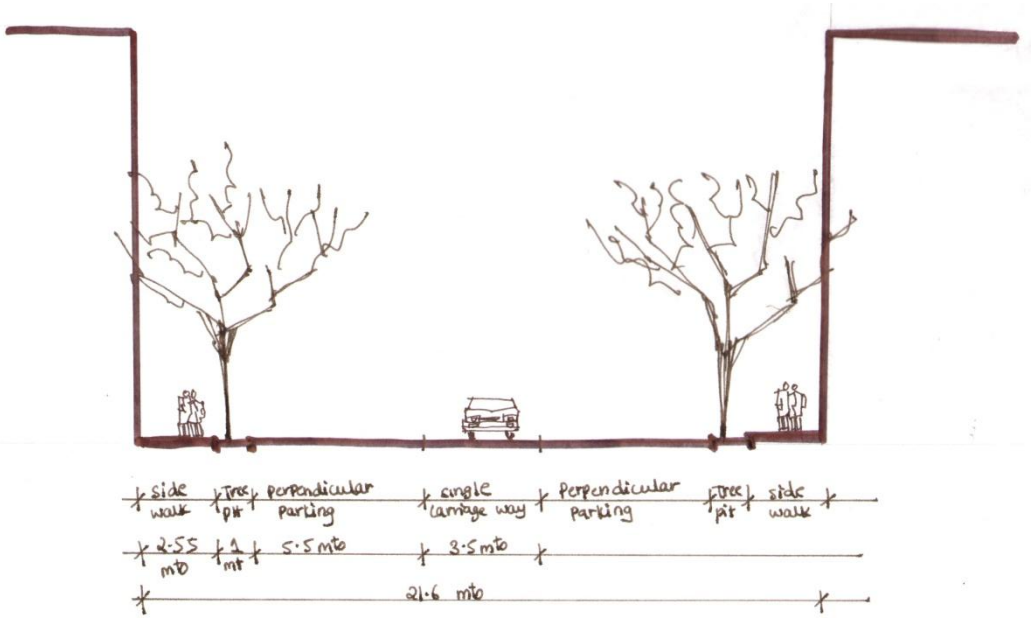
2nd January 2012



Option 2b- Tertiary road with single carriage way and angular parking on one side

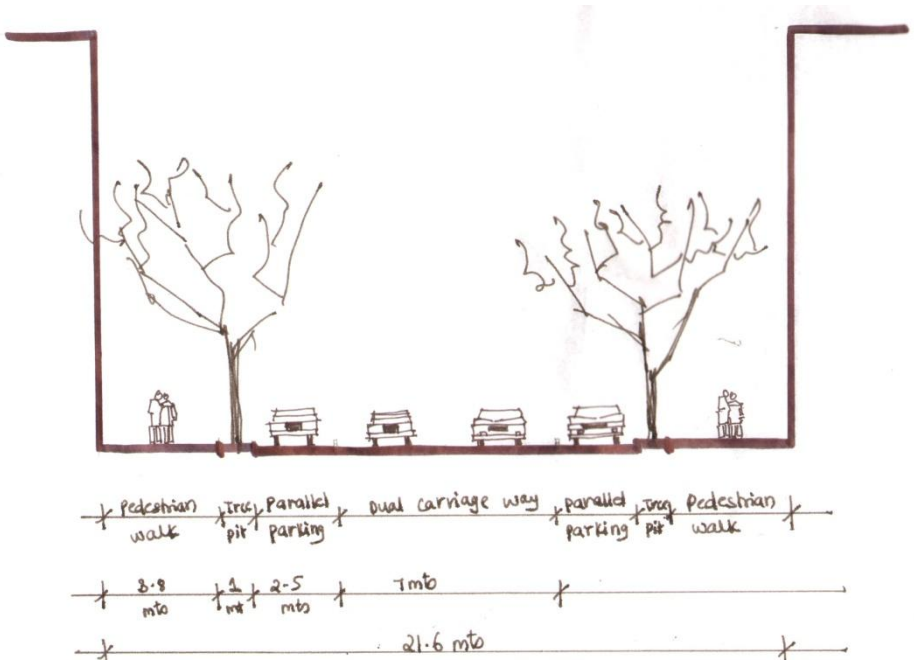
Tertiary street options 21.6 m

2nd January 2012



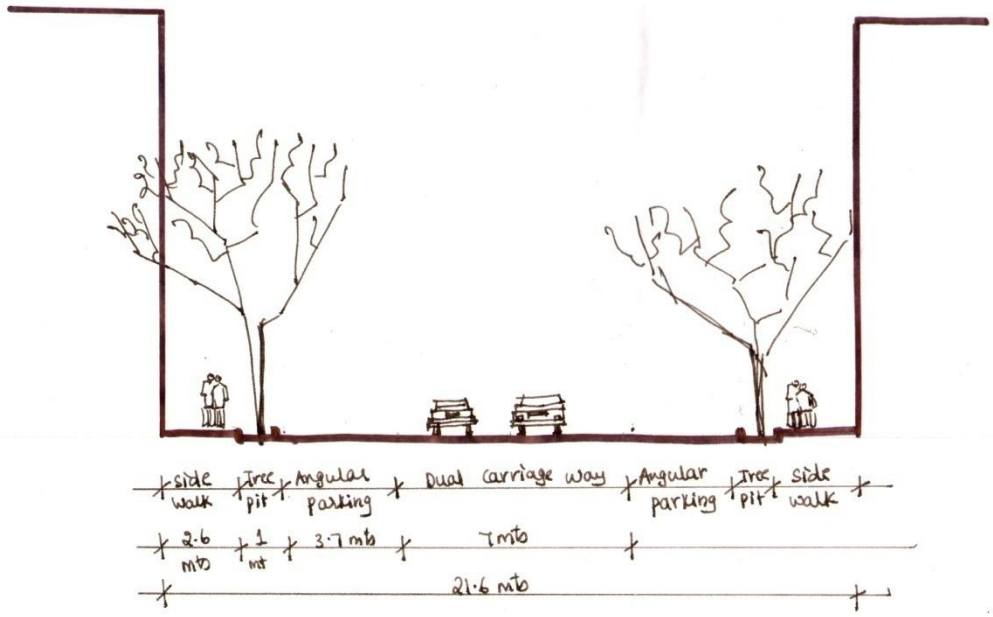
Option 2c- Tertiary road with single carriage way and perpendicular parking on one side

Tertiary street options 21.6 m



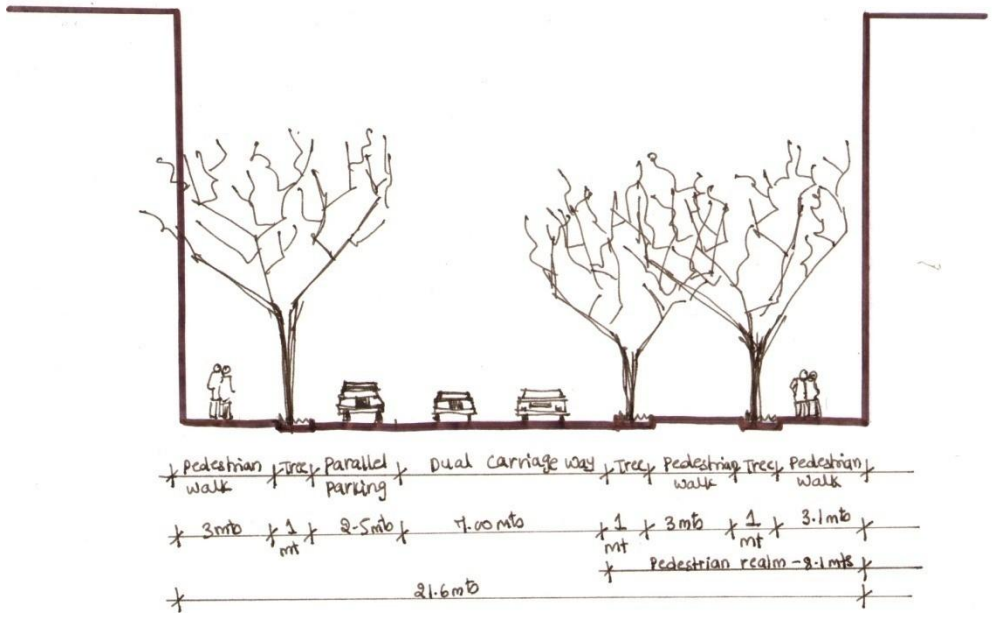
Option 3a- Tertiary road with dual carriage way and parallel parking on both side

Tertiary street options 21.6 m



Option 3b- Tertiary road with dual carriage way and angular parking on both side

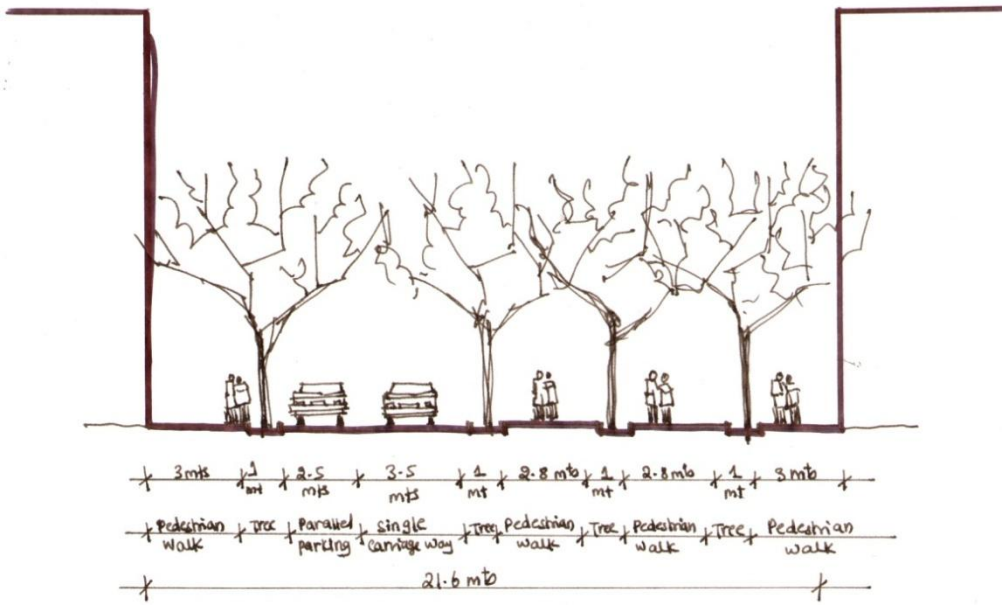
Tertiary street options 21.6 m



Option 4- Tertiary road with dual carriage way and parallel parking on one side

Tertiary street options 21.6 m

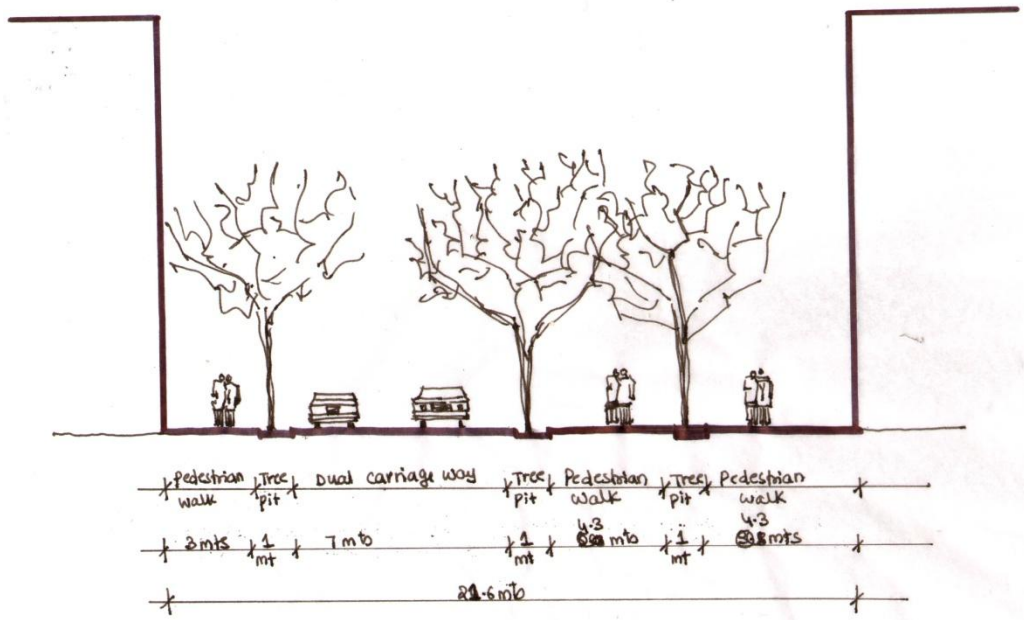
2nd January 2012



Option 5- Tertiary road with single carriage way with pedestrians taken on one side

Tertiary street options 21.6 m

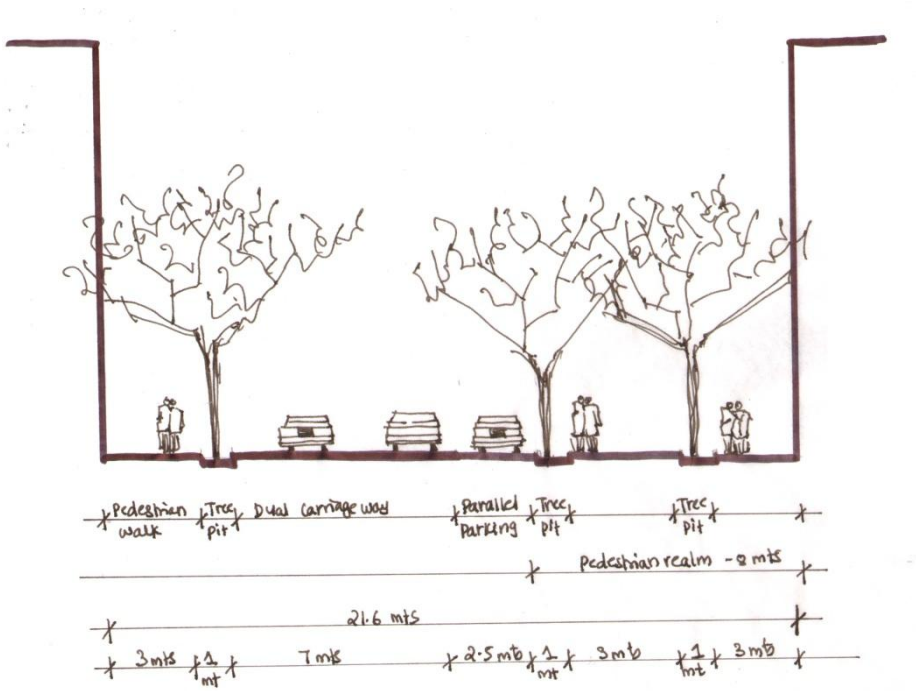
2nd January 2012



Option 6- Tertiary road with dual carriage way with no parking and pedestrians taken on one side

Tertiary street options 21.6 m

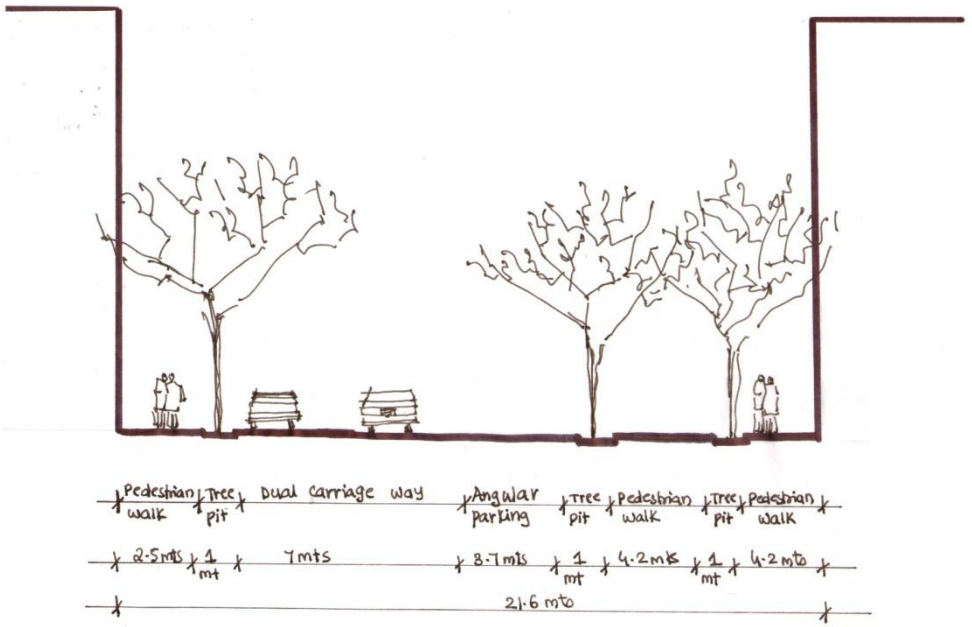
2nd January 2012



Option 7- Tertiary road with dual carriage way with parallel parking and pedestrians on one side

Tertiary street options 21.6 m

2nd January 2012



Option 8- Tertiary road with dual carriage way and angular parking on one side

Tertiary street options 21.6 m

