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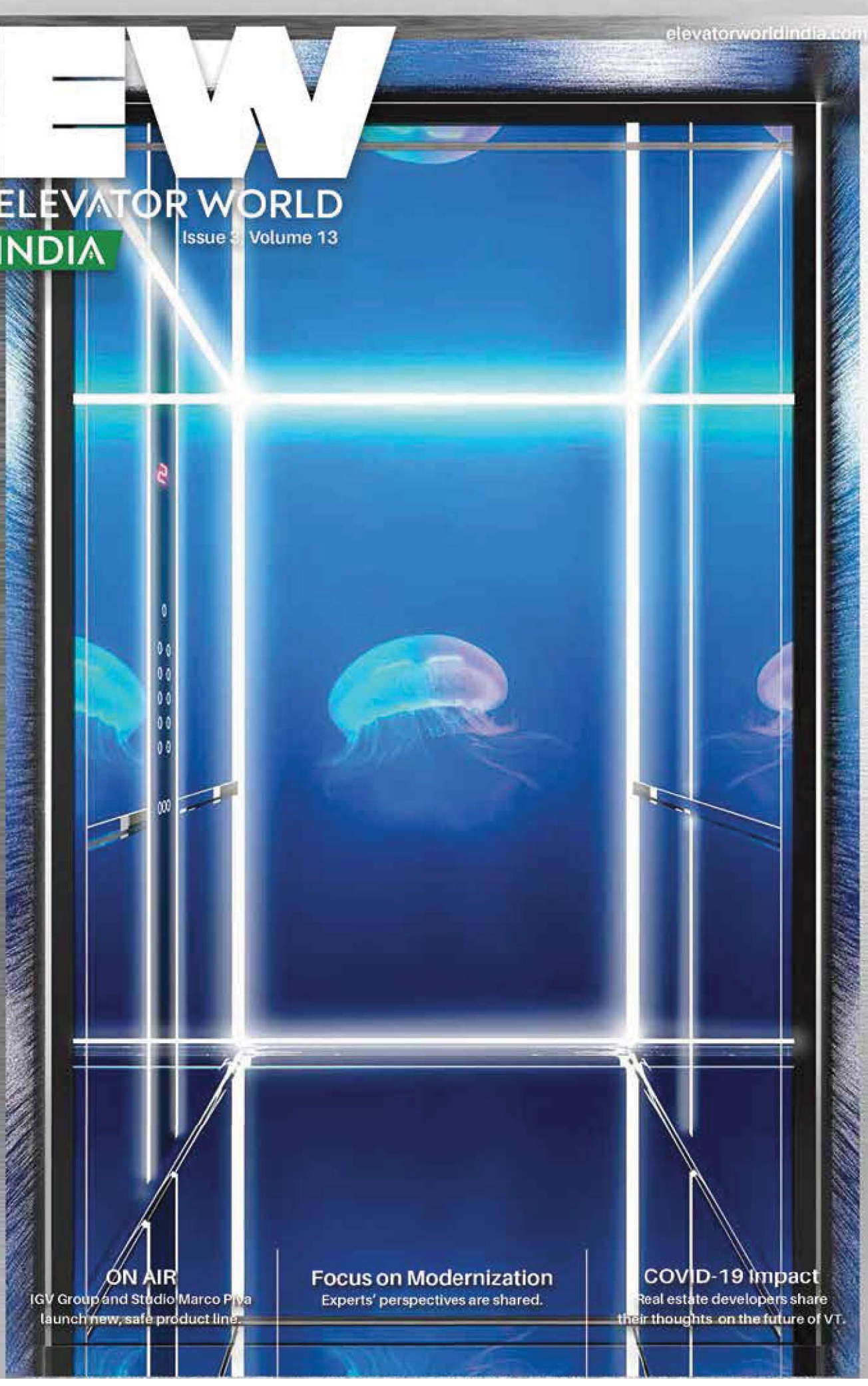
ELEVATOR WORLD INDIA

Issue 3 | Volume 13



ON AIR

IGV Group and Stadio Marco Piva launch new, safe product line.

Focus on Modernization

Experts' perspectives are shared.

COVID-19 Impact

Real estate developers share their thoughts on the future of VT.

Contents

ELEVATOR WORLD India
3rd Quarter 2020 Issue 3, Volume 13

COVER STORY

34 ON AIR
by Sheetal Shelar Patil
Michele Suria, CEO, IGV Group, and architect Marco Piva share insights about the product line and its many facets.

FEATURES

50 VT in Gurugram's Gulf Adiba
by Sheetal Shelar Patil
Anand Sharma, founder partner, Design Forum International, shares insights on the Gulf Adiba project.

64 How Things Will Change, RE. Urban Density
by Lee Freeland
"Global Digital Event Series" kicks off to good attendance, charity funding.

72 "COVID-19 Impact — Real Estate Developers' Perspective: Future of VT Systems"
by Vijay Pandya
Second webinar in series yields lively exchange of ideas.

80 Meeting a Need
by Sheetal Shelar Patil
Hamstede Living Chief Projects Officer Suraj Bhatt explains the intricacies of the student-housing and coliving segments.

FOCUS ON MODERNIZATION

30 Modern Modernization
by Sheetal Shelar Patil

32 Making the Most of Modernization
by Sheetal Shelar Patil

COLUMNS

22 A Developer's View
by Yash Pandya

26 Bharat Bijlee
by Sheetal Shelar Patil

40 A Question of Space
by Sheetal Shelar Patil

44 E(law)vating Your Thoughts
by Sushant Shetty

48 Silver Linings
by Sridhar Venugopal

54 Offsite Insights
by Sheetal Shelar Patil

58 Time to Soar
by Dr. Paresh M. Kariya

60 Elevator Safety and the Indian Market
by Subramania Bharathiyar

62 Conserving Resources
by Sheetal Shelar Patil

68 The Green Alternative
by Yash Pandya

78 Returning After Crisis
by Sheetal Shelar Patil

86 Team Touchless
by Sheetal Shelar Patil

88 Era of Change
by Yash Pandya

90 Pandemic Drives Demand
by Sebi Joseph

DEPARTMENTS

3 Editor's Overview
4 Calendar
6 Inside India News
12 Regional News
91 Product Spotlight
95 Marketplace
96 SOURCE Directory
96 Advertisers Index

ELEVATOR WORLD INDIA

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Editor's Overview

Upgrading to the "New Normal"

by Vijay Pandya

The theme of this issue is "Modernization," a topic that has gained much significance in light of the ongoing COVID-19 crisis. Managing the simplest tasks has become difficult for all stakeholders connected with vertical transportation (VT), because one has to first analyze the possible implications of every step.

Be it the end users, manufacturers, components makers or technology-based solutions providers, the thinking caps are on while contemplating the way forward as people across the globe continue to grapple with this persistent pandemic. While COVID-19 has thrown up challenges for real estate design and development (as well as incorporating VT into the current scenario), the scope for upgrading existing projects, along with the refurbishment of their elevators and escalators, cannot be denied.

From incorporating technological advancements in elevators and escalators to make them future-ready, the aspects that need to be considered for their modernization or adjusting elevator lobbies in synchronization with the people flow and number of elevators, plus rethinking their positioning to reduce the pressure levels, myriad avenues are being explored. Recommended strategies and ideal approaches are being discussed regularly in online forums.

The demand for elevators from the real estate redevelopment segment is another example of how modernization has assumed greater importance than it would have otherwise. With slums posing a major obstacle to containing the spread of COVID-19, additional focus on replacing them with proper houses has emerged. Space constraints in major metros necessitate going vertical, while accommodating these people *in situ* per Slum Rehabilitation Authority (SRA) norms.

Similarly, the creation of rental housing for migrant labor near their place of employment, the process for which is being facilitated by the government, represents yet another segment that has received an impetus due to the pandemic. In both cases, basic high rises with entry-level elevators will be essential.

So, the future of VT is quite bright. It is just a matter of riding out this difficult phase until real estate construction activity regains its fast-track pace. Everyone is hopeful that a vaccine for COVID-19 will soon be launched, enabling all aspects of life to resume full flow. Until then, following social-distancing norms and adopting the "stay safe" mantra remain necessary.

VT in Gurugram's Gulf Adiba

Anand Sharma (**AS**), founder partner, Design Forum International (DFI), shares insights with your author (**SSP**) on the Gulf Adiba project.

by Sheetal Shelar Patil

SSP: What was the thought process behind Gulf Adiba's orientation-sensitive design and sand dune effect?

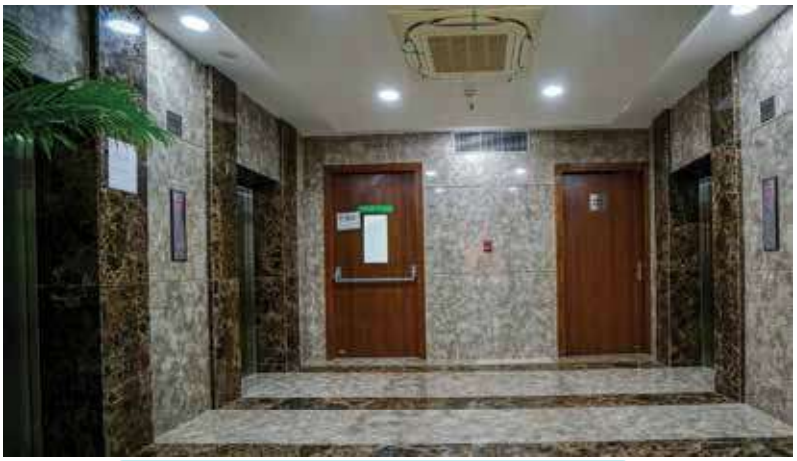
AS: Gulf Adiba's orientation-sensitive design is enabled by stepping the built form as it recedes south to north, enabling the north glazed façade with scatter-free light and ensuring that all internal courts get sufficient sunlight. It also allows for terraces to be formed on the southern side, full of sunlight and ventilation, a welcome break from enclosed office spaces. North and south faces are open to enable wind flow. In the absence of formal site influences, a fluid, rhythmic yet continuous form inspired by nature creates identity in the otherwise mundane surroundings. This is achieved by the

creation of gradual-stepping terraces. A roofline that follows the floor profile complements the overall form of the built volume, resulting in a structure that bears a resemblance to the sand dunes in the deserts of the Middle East with the distinct floors characterized by the ripples on a sand dune. Glass/polycarbonate panels create a semi-covered roofing system, to which the building tapers. This enables the aerial view to be viewed as a vague "8."

SSP: What was the ambience you wanted to create?

AS: Located in the suburban National Capital Region (NCR) within proximity of South and West Delhi and very close to the airport, Gulf Adiba is an information-technology (IT)/IT-enabled services office complex on a 4,000-m^2 industrial plot within a dense office complex site comprising another similar milieu. The development's functional, Vaastu-compliant edifice was envisaged as a paradigm shift from the typical, closed work environment that creates a stressful work ecosystem. The lack of significant views determined the design development as a distinctive, introverted, environment-friendly, climate-responsive built volume with sufficient recreational spaces that would allow for employee interaction, engagement and pleasurable workspaces, both private and public. The building norms, permissible ground coverage (40%), a height restriction of 30 m and floor area ratio (two) further led the private, calm design spread across seven floors. A stilted open space frees up the ground to bring in light and circulate air.

This spacious lobby for the central lift core is accentuated with ambient lighting and contemporary furnishings.



The project is home to four Mitsubishi Electric elevators.

A low, recessed adjacent neighboring plot further enables the creation of an east-facing entry court that not only reinforces the private nature of the office, but also creates landscaped zones away from noise and pollution. The porous ground level also permits the movement of ample natural light and ventilation through the built volume, while crafting interactive and recreational spaces as a part of the interiors. The southwest zone being blocked by construction further necessitated the conception of recreational spaces at every level. This outdoor space at every level provides opportunity for interaction, while aiding a visual connect and moving air.

SSP: How was vertical transportation (VT) incorporated within this design?

AS: VT as an important intervention was designed to ensure safety of the occupants. Elevators are in the center of the building. This VT core provides a lavish experience. The four elevators from Mitsubishi Electric include two with a capacity of 13 passengers each and two with a capacity of 20 passengers each. They travel at 2 m/s.

SSP: To what extent were elevator aspects, like the type of footfalls envisaged, taken into consideration?

AS: The norms for planning the VT at Gulf Adiba had been central to the concept behind overall design. This has been done by keeping people movement in mind. An IT building must be designed to provide 10 m^2 per person with 20% extra area for service personnel and visitors. With an estimated footfall of 1,326 persons per month, Gulf Adiba is built on a 4,000-m^2 plot with a 16,830-m^2 total built-up area. The three basements occupy 5,780 m^2, and the built-up area of the floors is 11,052 m^2.

SSP: How did the unique design of the building impact the decisions regarding elevator selection and access?

AS: The VT core was chosen to be centrally located due to its unique and rhythmic design. The design also impacted the way the elevators operate. In handling capacity, two elevators cater to the odd floors, and the other two elevators cater to the even floors.

SSP: How is DFI leveraging advances in technology and keeping the environmental impact in mind when designing projects? What is the significance of incorporating VT in the process?

AS: There are many aspects of teamwork at DFI: mechanical engineering, lighting design, fire protection, electrical engineering, health and wellness, experiential design and sustainability. From the outset of a project, our design teams work cohesively to provide efficient building systems that aim to reduce energy and water consumption, enhance user experience and ensure indoor environment quality. The sustainable design strategies are employed after detailed analysis of their environmental, social and economic performance and impact. Our expertise ranges from building design to urban master plans. We make sure that, from conceptualization to final commissioning, the systems

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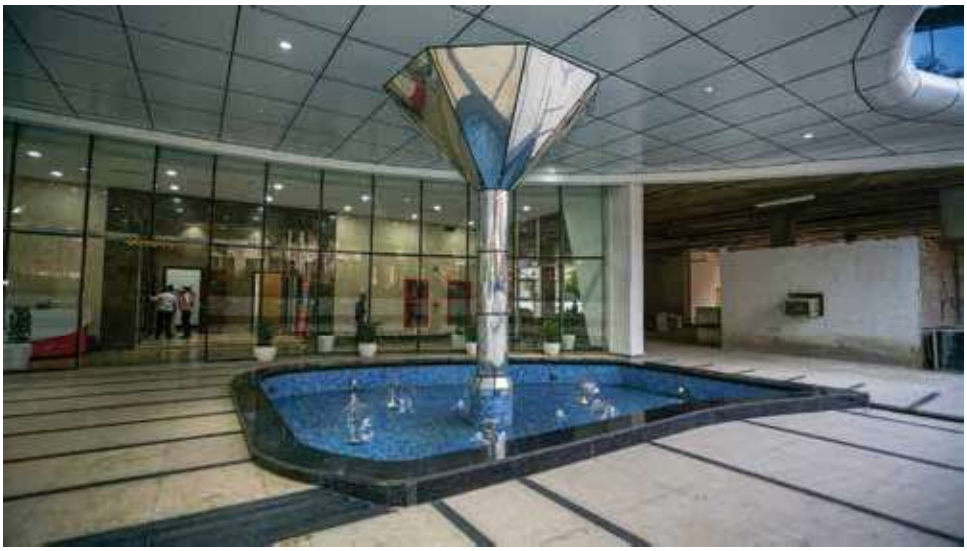
The design exploits the sustainable paradigm at the entrance and mimics the natural ripples of sand dunes.



The entrance, with its bodies of water and design elements in metallic finish, provides shaded pedestrian routes and an engaging experience.

For a functional edifice to be Vaastu-compliant, the VT core and emergency exit staircase must be located at the west.

delivered are based on a sustainable network of lighting design, daylight solutions and VT.

VT is one of the most important building systems that have witnessed innovation at a higher scale than other services. Furthermore, it is an important aspect of fire evacuation planning and management. The efficient operation of VT in a building design system ensures comfort and safety of the occupants. Therefore, placement of elevators, brand and speed play important roles in the overall planning of a space, especially corporate offices or workspaces.

SSP: How have you incorporated car-parking systems?

AS: The car-parking system at the stilt floor and three basements comprises 96 physical car spaces made into 204 equivalent car spaces via mechanical stack parking.

The fluid, rhythmic form and neatness of materiality continues here to the entrance, where high-performance glass glazing is used.

About Anand Sharma

Sharma

Anand Sharma holds a bachelor's degree in Architecture from the Indian Institute of Technology, Kharagpur. He started the practice Tevatia Chauhan & Sharma Architects in 1995. In 2003, the practice was rechristened as Design Forum International (DFI) with a clear intent to foster an egalitarian organizational ethos where distinctive architectural talent finds self-expression in a democratic and collaborative work environment. Anand is an architect, singer and literary enthusiast. His contribution to nation-building includes projects like the Vanijya Bhawan, Ministry of Commerce, Government of India; New Integrated Terminal Building Delhi, Guwahati International Airport; metro stations; the Dakshineswar Skywalk, Kolkata; and the ITO Skywalk, Amritsar Railway Station and Multi-Modal Logistics and Transport Hub, Dadri.