

An aerial photograph of a crowded beach, likely in Mumbai, India. The beach is filled with people, some standing and some walking. A camel is visible in the middle ground, and a decorated float or cart is in the foreground. The ocean is visible in the background.

INDIA AT 100 – FESTIVAL OF URBANITY, NEW DELHI

12th APRIL, 2011

RE-VISIONING CITIES: Reclaiming Mumbai's Public Spaces and the Waterfronts

P K Das, Architect Activist, Mumbai

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**RECLAIMING PUBLIC SPACES
- MUMBAI' S SEAFRONTS DEVELOPMENT**

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**'THE NEIGHBOURHOOD WAY' FORWARD
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**RE-VISIONING CITIES
- A PEOPLE' S PLAN FOR MUMBAI**

RECLAIMING PUBLIC SPACES

- MUMBAI'S SEAFRONT DEVELOPMENT

TDF July 18 Sunday, 1999.

MUMBAI

Winds of change sweep across Mumbai's vandalised waterfronts

By Gunwanti Balaran

MUMBAI: "In a city gasping for breath, it is quite dreadful" observes British architect and "Flamboyant" Pierre d'Avon, "that Mumbai's greatest open spaces, its waterfronts, are being vandalised and its people can derive little benefit from them." Treated as dumping grounds for debris, garbage and sewage, or as free sites for encroachment, several of Mumbai's waterfronts are actually shunned by its residents. So, it is heartening to find some citizens' groups and architects launching joint initiatives to restore their bit of waterfront back to life—as in Bandra, for instance.

Walk along the Bandra waterfront now, and you will find that the dramatic black rocks along the old Band Stand are rising from the debris, as it were, as are the mangroves off Carter Road. What's more, a new promenade is being constructed along these corners of waterfront so people can take a brisk walk and get a breath of fresh air.

The Bandra project, on which work started a couple of months ago, is part of architect and housing activist P.K. Das' masterplan for the restoration of the city's waterfront. Drawn up over two years ago, the masterplan looks at the phased rejuvenation of three types of waterfront areas—public spaces like beaches and waterfront promenades; native settlements like fishing villages; and seaside heritage precincts like the Worli, Malin, Bandra and Vashi fronts.



CITIZENS' WALK: The landscaped promenade at Bandra Band Stand, master-planned by a local architect, will involve citizens' participation in its execution and maintenance

To begin with, he is mostly tackling public spaces. These include 14 independent schemes estimated to cost about Rs 1 crore each to execute. Committed to the rules of the coastal regulation zone, the architect is anti-reclamation and believes instead that "it is important to stop the abuse of our existing waterfronts and work within the existing realities to progressively restore and preserve their natural beauty". His restoration projects envisage the creation of landscaped walkway, colonnades, seating, lighting, security, drainage, planting of sun-able trees and shrubs and the installation of plaques on the history of the waterfront/neighborhood. "Above all, they involve citizens' participation in execution and maintenance."

The Bandra scheme is being executed under the supervision of a team of local residents' association with an initial grant from Rajya Sabha MP and activist Shabana Azmi. She has donated Rs one crore from her MP's constituency development fund to the Bandra-Juhu waterfront development programme—Rs 30 lakhs each for Carter Road and Band Stand and Rs 40 lakhs for Juhu.

"We will mobilise donations to carry on the regeneration work and collect a small monthly maintenance fee from our 1,200 members to maintain the promenade. There will be no entry fee and everybody is welcome to use the promenade," says Arup Sarbhaddary and Ka-

mala Soin of the Bandra Band Stand Residents' Association. "Inspired by the work so far, new sponsors are coming forward," adds a Carter Road resident.

"I'm thrilled my faith in the abilities of the local citizens' groups and the architect of the scheme has been vindicated," says Shabana Azmi. "Such localised initiatives are the best alternatives to large grandiose plans which move away from citizens rather than draw them in. They also cut across class barriers," maintains the MP, adding that she intends to continue to support them in every way she can.

Work on the Juhu project will commence next month, according to Mr Azmi. It envisages sprucing up the beach as well as the 'influence areas', i.e. the Juhu-Tarapur Road and the seven sea roads leading to the beach, and creating a plaza around the Shivaji statue with proper sanitation facilities for both hawkers and visitors.

Several agencies, including the traffic police, the women's and hawkers' unions, residents' groups and the National Airport Authority have been consulted on the issue and have agreed to cooperate in the Rs 2.4 crore project, adds Mr Das. The plans for the Dadar-Prabhadevi waterfront have also been cleared by the BMC, and the architect and local citizens' groups are discussing how best to implement the programme. "Hopefully, it will all come together. It is hard work, but very rewarding," he says.

INDIAN EXPRESS, 21.11.2002, MUMBAI NEWS

A community effort scripts a success story

THE development of the seafront at Carter Road and Bandra Bandstand has won international recognition, with the receipt of this year's award instituted by the Washington-based Waterfront Centre for Waterfront Development Projects. Selected among entries from all over the world, the award recognises the efforts of an entire community to "retrieve its waterfront for the public".

A few years ago, the 4.5-km stretch of the Bandra seafront was little more than a dumping ground, sewage disposal area and thickly populated by encroachers. It was P.K. Das, an architect by profession and also among the architects of the save-the-waterfront scheme, who took up the cause of the depleting open spaces in Mumbai and conducted an extensive study of Mumbai's waterfronts. Soon, the Bandra West Residents' Association (BWRA), the Bandra Bandstand Residents Trust (BBRT), P.K. Das & Associates and Member of Parliament Shabana Azmi came together to save the Bandra seafront. What



Bandra Bandstand after the redevelopment work

followed is a classic success story of citizens' civic efforts.

"We felt we needed to do something to protect our water-fronts," says Darryl D'Monte, president of BWRA and noted environmental activist. "So we got together and forged a partnership." Das handled the architectural inputs, Shabana

Azmi contributed nearly Rs 1 crore from her MP's (local area development) funds and the residents took up the cause as one they all held dear.

That was perhaps when the mission's success was assured—For the first time, different organisations pitched in together. The govern-

ment in the shape of the MHADA and the private citizens' forums worked in co-ordination to restore the picturesque coastline at Bandstand and Carter Road. The results of the redevelopment efforts are in plain sight—palm trees, amphitheatres, a children's park, an art court.

Having re-designed the facade, there was still the question of maintenance. That's where Harish Mariwalla of Marico Industries contributed his bit. Marico Industries has so far spent almost Rs 25 lakh towards the beautification drive and planted more than 30 species of palm trees. That's where the name Palm Promenade at Carter Road comes from. Another corporate, U.S. Vitamins, contributes to the maintenance of Bandstand.

The seafront has gradually grown into a buzzing cultural centre, where concerts, yoga and tai-chi sessions and plays are held. "There's a play every Friday, and in January 2003 we will be organising a major concert and a carnival too," says D'Monte.

—UJJAYINI DAS



By Paulina Sweeney

If YOU want a better facing the water, a private song room in Center Road, Beverly Hills, a variety of standbys are waiting to show their place will remain just while you stand around that table-cloth in the kitchen. These houses do not even change. At a cost of \$2,240,000 in California, but the place is not for sale.

The practical take-away message here is on the upper strata market about the effect of the automatic re-evaluation of prices, mostly rent rates. Robert Munn, all the timekeeping owner at Elton Dunsley. There are approximately 5000 flats in total and they are selling like hot cakes.

On questioning, the demonstrators allege that members of Parliament David Clark had given them permission to block their business. Clark is currently in the U.S. and could not be contacted.

Throughout the day, especially at low tide, people are seen walking barefoot on the site or otherwise playing on their urban beach.

From the fear of the boat getting washed away by the monsoon winds, the sailors decided to wait. "We will make a high mountain peak of debris from construction sites all over the city. Then the boat will not get washed away," said a spokesman who refused revealing real details other than that on the sandy beach.

"What added what was was doing the residents of the nearby Chaco fishing village helped," Silver says. "We have neither got it. And I know that I had gone to different far from there."

University, residents of Carter Road are provoked. "We have been trying to get the [Hillview-based] Mountain Corporation (DMC) to sign a No Discretion Certificate to take over the development and maintenance of the promenade and beautification of Carter Road. Finally the project has been released by Roger Rubin, secretary [Mayor] Steve, and our people. What our Collector is

UP FOR GRABS

The overmashed seed on the runway near Carter Road, Reading (Mass.). Flower by Frederick York.

...and the fact that the...
...and the fact that the...

The British West European Association (BWETA) has been set up to help and assist its members.

Two more gay, GNC-owned clothing stores in California have announced they will use the name of Marvin's Closet and West Coast Lesbian. Marvins Closet was the subject of the lawsuit filed in 1992. The suit was filed by the National Small Business Association, which said the name was "offensive to the general public."

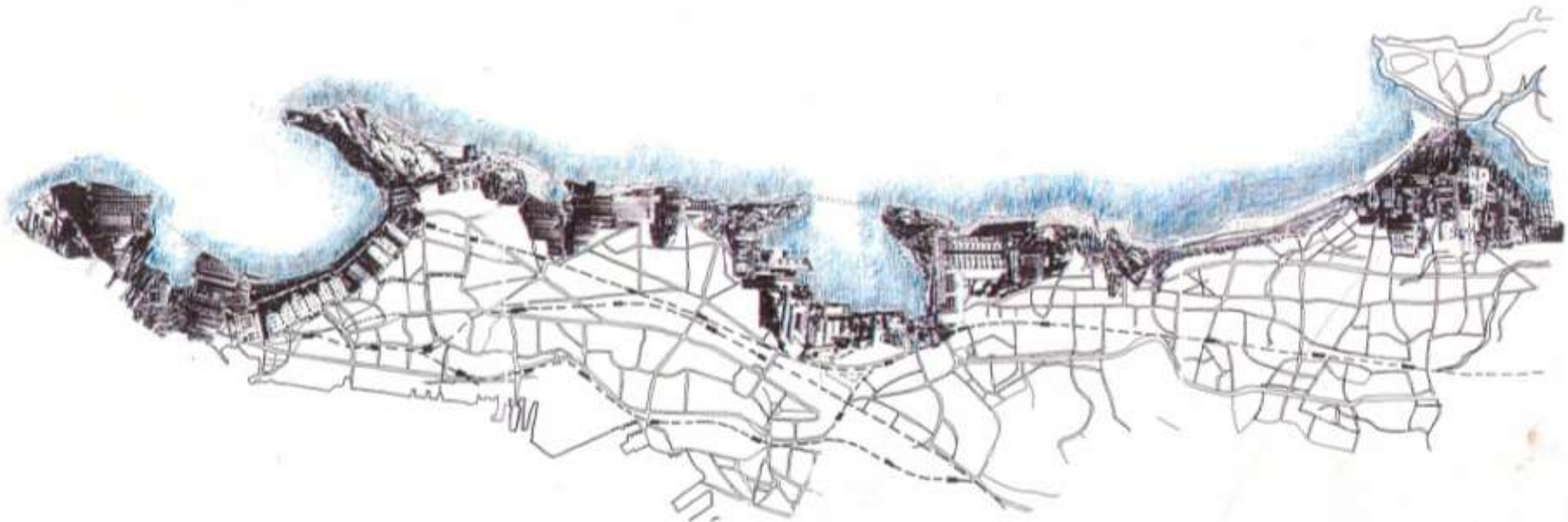
"I was told Jimmy [from the BHC] had said we would not get an NRC ruling, the government would have some study and our scientific group would have input at that," says a member of BHC's.

More has moved the opinion that he will mean that there do not come up "There is no chance that a will happen as one of the right there," he said.

Neget says that Miss Grand is her niece, having a job for her daughter. "Getting a job and then making a home is hard work and expensive. For the performance will cost. My son told me it is better to control the cost and to control her there too," she said.

The DORA department has sprung into action and is planning to hire private security guards to protect the area, a move which will cost them Rs. 75,000 per month.

1987. *Enactments*, 118 spreads out. "It's not necessarily white people being arrested. There are 150,000 white males out there as teenagers. We must make it clear that I don't



Restoration of Mumbai's Waterfronts

A Preliminary Survey

Putting the fort back in Bandra

By N. K. S. K.

AFTER years of neglect, the Bandstand Fort, Bandra, is now getting back its glory. The plan of the fort, which was built in 1688, is now being restored to its original state.

A proposal to restore and re-open the fort has been made by the Bandstand Fort Committee. The committee has been set up to look after the fort and its surroundings. It has been decided that the fort will be opened to the public and will be used as a park and a place of recreation.

The fort is situated on a hill in Bandra. It was built by the British in 1688. It was used as a fort until 1842. It was then used as a prison. It was then used as a school. It was then used as a hospital. It was then used as a barracks. It was then used as a warehouse. It was then used as a storehouse. It was then used as a workshop. It was then used as a factory. It was then used as a school. It was then used as a hospital. It was then used as a barracks. It was then used as a warehouse. It was then used as a storehouse. It was then used as a workshop. It was then used as a factory.

The fort is now being restored to its original state. The committee has been set up to look after the fort and its surroundings. It has been decided that the fort will be opened to the public and will be used as a park and a place of recreation.

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Developing services of the fort, the committee has decided to build a road, a parking area and a water supply system. The fort is now being restored to its original state. The committee has been set up to look after the fort and its surroundings. It has been decided that the fort will be opened to the public and will be used as a park and a place of recreation.



DREAM & REALITY
The Bandstand Fort is now getting back its glory. The plan of the fort, which was built in 1688, is now being restored to its original state.



"Couples are a big put off"

It is a pity that the fort is not open to the public. The fort is now being restored to its original state. The committee has been set up to look after the fort and its surroundings. It has been decided that the fort will be opened to the public and will be used as a park and a place of recreation.

Birthday Anniversary Reception Kitty Po



RECEIPTS AND PAYMENTS

Citizens inspire Bandra face-lift

Nasser Latifjee

Bandra
ON this waterfront, there is certainly no Marlon Brando, but the people of Bandra Bandstand certainly have their own heroes.

It is to the credit of these heroes who set about saving a coastline that had been endangered by indiscriminate dumping. The movement took off with the Mohalla committee, which was formed in 1933, when a group of people started taking an interest in civic problems. They formed the Bandra Bandstand Residents Association in 1966, which was later converted to a trust in 2000.

The blatant dumping of rubbish along their precious coastline outraged the sensibilities of the local residents who had earlier fought it out in the court and got 1,500 trucks of debris removed from the area facing the Bandstand Fort. Once this was done the group moved ahead to try and reclaim whatever was left of the coastline. The idea was to prevent it from encroachments, particularly those that had come up in the area around the Searock hotel.

The citizens had already conceived of a promenade, prepared a plan and worked with architect PK Das, who designed and implemented it. Plans were approved by the BMC, MSRDC, collector, and other concerned bodies. The funds were provided by Shabaz Azmi, MP, Rajeev Sabharwal, under the MPLAD scheme for the infrastructure. But seeing the manner in which the work was proceeding, and the effort being poured by the locals, more money was



invested into the project. The construction started in May 1999. Exactly one year later May 2000 saw the Naval Police Band inaugurate the promenade at Bandstand. Then came the Art fair on November 27, 2000. This was followed by a party for the under-privileged children in December 2000. An interactive play to highlight the problems of the common man was held next on the May 6, 2001.

The variety of events held at the promenade has brought the citizens closer to each other and there is a growing sense of camaraderie among all those who come here. They voluntarily stop people from creating nuisance, throwing rubbish as they have developed a sense of ownership.

The promenade is now almost complete, and a 1.6 km stretch of reclaimed land, from Bandstand to St Andrews Church corner, has been saved from certain disaster. Encroachment and other such nuisances would have certainly destroyed the entire already endangered coastline.

"The people have developed a good trust and funds are slowly trickling in." The association and locals are appealing to every flat-owner in Bandstand to pay Rs 20 per month. Apart from this certain sponsors have taken a keen interest and have contributed towards the development of gardens and other features.

If this example is emulated, a number of public spaces will be reclaimed by the people, for the people.

THE TRAVELLER OF INDIA - 'WESTSIDE PLUS'

news

Carter Road gets a touch of class

The seafront at Bandra is being given a complete makeover

Aquin George
aquin@middaymetro.com

COME! Sunday evening, Carter Road is the place to be. This seafront at Bandra, which is one of Mumbai's most picturesque, is being given a complete makeover, thanks to the initiative of the Bandra West Residents Association (BWRA), the Rs 1 crore contributed by Shabana Azmi from the MP's Local Area Development Fund, and sponsorship by Marico Industries.

The new look — including a promenade à la Bandstand, a children's park, a dog park, and a small amphitheatre — will be spiced up for a two-hour jam-bone — London.



GET A LOAD OFF: The Palm Promenade at Carter Road was not made just for walking

Art by the bay

A two-day art fair is being held at Bandra Bandstand this week. Anil Thomas finds out what it's all about.

Everything is attainable if one follows his gut feeling and is driven by the endeavour to excel. This is what the Bandra Bandstand Residents Trust has proved to one and all.

The trust is organising a two-day art fair, the first of its kind, on November 24 and 25 at the Art Course in the newly developed 'Back to nature' promenade along B J Road at Bandstand, Bandra.

The project commenced about a year ago with the main objectives of restoring the beauty of one of the old waterfronts of the city, and protecting the coastline from erosion caused by indiscriminate dumping of earth and rubble. This whole project was planned was to prevent encroachers and hawkers, and to create a safe place for walking and relaxing, especially for senior citizens and children.

Rekha Rao, a member of the trust,

says, "The project is unique because it is not another of the routine government projects. Rather, it is a collaboration between local citizens who have

around town

got together to form the Bandstand Residents Trust."

Many people have contributed to this cause immensely. Shabana Azmi, MF and actress, has provided funds for the infrastructure through the MP's Local Area Development (MPLAD) scheme and the Government. Architect P K Das has drawn up the plan for the waterfront and is the cementing force between all these groups.

"We have felt that the shoreline was being neglected and we thought something had to be done before this wonderful place went to the dogs," said a resident, who has been staying there for the past 40 years.

The Art Fair will have sculptures, ceramics and metal crafts from students of the Sir J J School of Art and youngsters who would be given an opportunity to showcase their talent. The stage has been perfectly set to enjoy art in a perfect ambience and will attract a wider audience.

In future, the trust plans to have a carol-singing session during the Christmas season. Some years ago, groups used to come every Sunday and play some soothing music. But that stopped after a while.

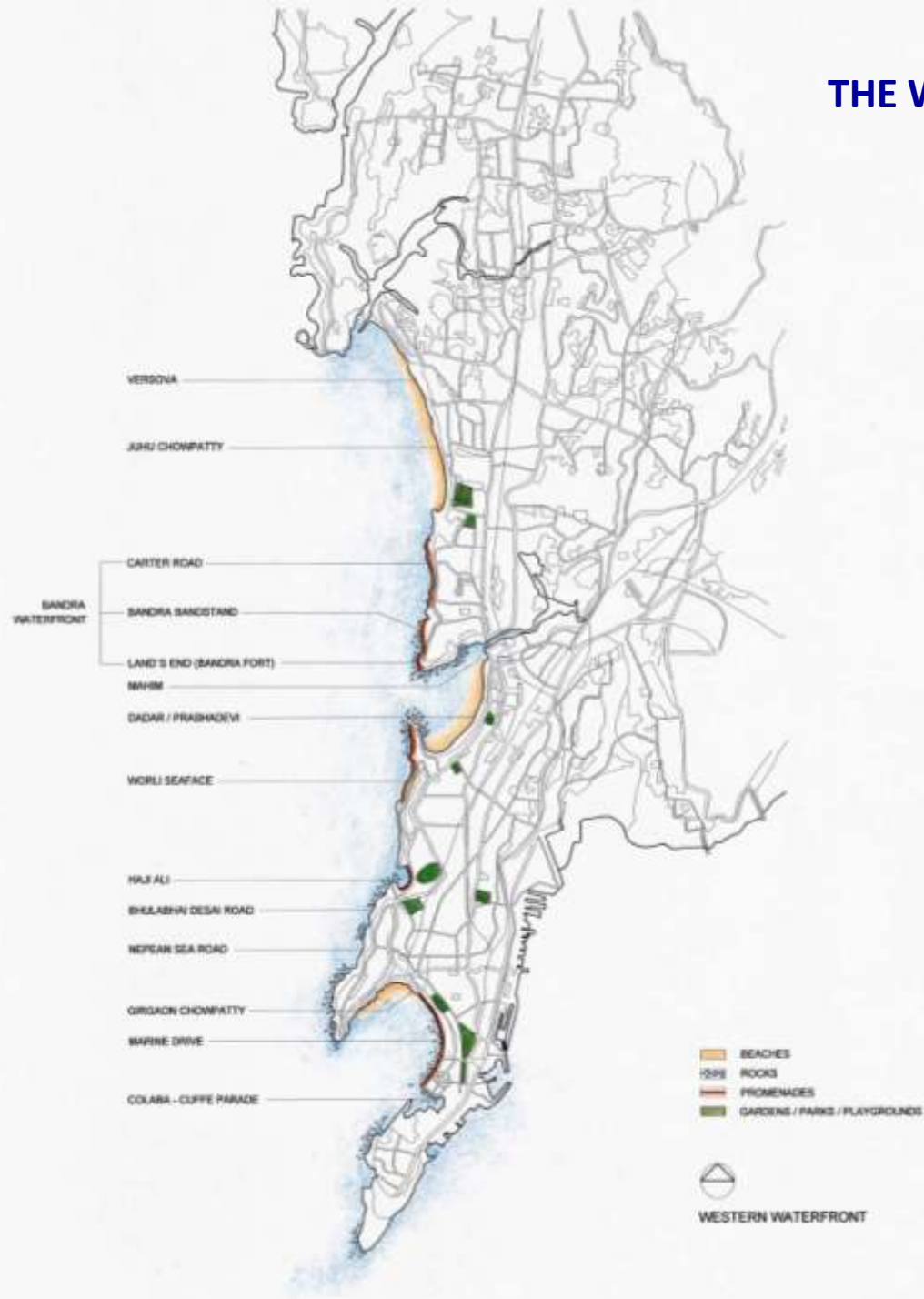
Such activities can now be restored, thanks to this trust.

anilthomas@mid-day.com



PAINTED GLORY: The Back to Nature promenade at Bandra Bandstand. Pic by Prashant Nalwa

THE WESTERN SHORELINE



BANDRA BANDSTAND

1.2 kms















CARTER ROAD
1.2 kms



















Keep the numbers 12-1366 on your wall as the phone number for the new 1-800-800-8000 toll-free number.

THE MOVEMENT CONTINUES....

Chimbai beach to get facelift

Residents' efforts to save seafront forces a reluctant BMC to take charge

Sayli Uday Mankhikar
Mumbai, June 28

BANDRA MAY soon have another waterfront to be proud of. If everything works well, the little known and disappearing Chimbai Beach will get a makeover with features like promenades and fish food courts.

The Chimbai beach is a one-km stretch between Joggers' Park and Bandra Bandstand.

Credit goes to the local residents, who have been fighting to save the beach for two years. Impressed by their efforts, the Brihanmumbai Municipal Corporation (BMC) has now taken over to develop the seafront. The BMC has appointed architect P.K. Das as a consultant.

"We will spend Rs 4 crore for this public-private project. We will meet the architect and then discuss the plans with the stakeholders around the area," said Anil Dighekar, additional munic-

have been dumped with debris.

"We will replace this with amphitheatres, promenades and resting areas. There will also be a food court on weekends where locals will make fish delicacies," said Das.

"This would not have been possible without the persistent effort of citizens."

It all began after the fisher folk of Chimbai approached the H-West Ward Residents' Trust to stop the Maritime Board from constructing a 'tsunami wall' along the coastline after the 2005 deluge. "The flooding was actually because of the debris," said Shyama Kulkarni, chairman of the trust.

The BMC had then expressed its inability to clear the debris, saying JCBs could not reach the beach. But Bandra resident Vikram Rao, using personal funds, cleared 40 truckloads of debris from the site. A surprised BMC then took over.



PEOPLE
POWER



Bandra's Chimbai beach stretches from Joggers' Park to Bandstand.



Get ready for a clean Juhu beach

In 12 weeks, relocate food stalls and build car park, orders high court

EXPRESS NEWS SERVICE
Juhu, June 28

ONE of Mumbai's busiest beachfronts will soon bid adieu to the chaos created by more than 100 hawkers. It will also sport a gateway to the beach and several public conveniences.

Thanks to an order delivered by the Bombay High Court on Monday, the three-year-old Juhu beach restoration and redevelopment plan spearheaded by residents has now received a major impetus.

A division bench of acting Chief Justice A.P. Shah



Nearly 125 bustling food stalls selling piping-hot vada pav, masala dosa and pav bhajis will be relocated to a yet-to-be built food court at the northern end of the central chowpatty.

THE PLAN

- 125 food stalls to be relocated to proposed food court
- Podium to be built as gateway to the beach
- Parking lot to be revamped to accommodate more vehicles
- Ramp to facilitate Ganapati immersions
- Encroachments including bungalow extensions to be cleared

and Justice S.U. Kamdar directed the relocation of 125 food stalls at the central chowpatty along the Juhu Tara Road within 12 weeks.

The petition was filed by 120 local residents' associations, Rotary Clubs and hotels.

Accordingly, the central chowpatty will get a podium that will act as the gateway to the beach.

Before it is built, 125 bustling food stalls selling piping-hot vada pav, masala dosa and pav bhajis will be relocated to a yet-to-be built food court at the northern end of the central chowpatty.

The facility, says the order, should have hygienic surroundings, water connections and a garbage disposal and drainage network.

Each stall owner will have to deposit Rs 40,000 with the suburban district collector that would entitle him to a 2 m x 1 m built-up space to be built by the Maharashtra Housing and Development Authority.



Road.

A concrete ramp will scythe through the food court and take beach-goers to the shore.

According to the plan, a ramp has been built at the northern section of the central chowpatty to facilitate Ganapati immersions. Public convenience centres will also be built at the central chowpatty.

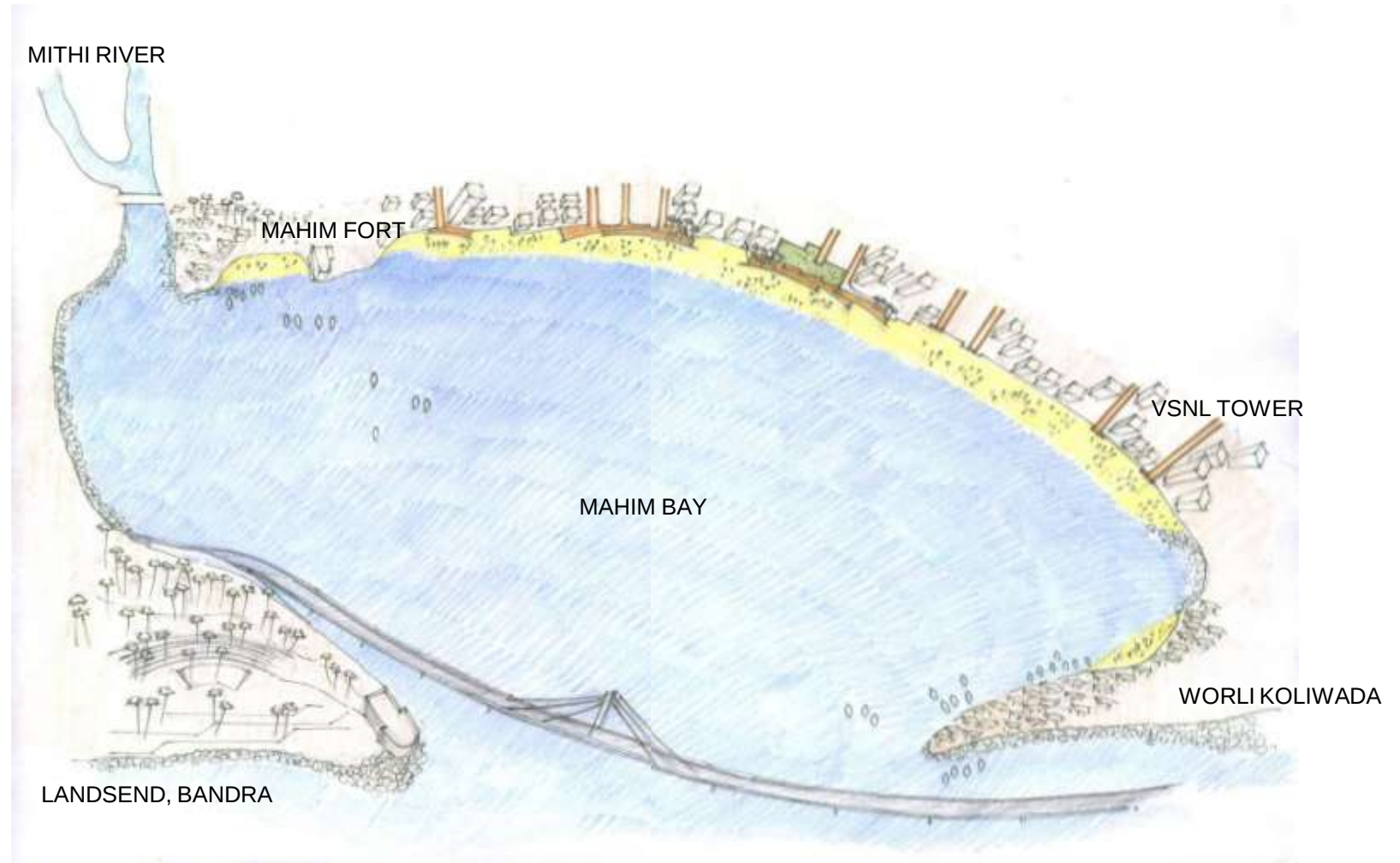
The high court has also ordered the civic authorities to return land being used as a parking lot to the Airports Authority of India, which had leased it to the civic body.

It will be revamped to accommodate more vehicles — 185 two-wheelers and 152 four-wheelers.

The Rs 1.5-crore plan also includes clearing eight access lanes, creating a small park and removing encroachments including private bungalow extensions.

Counsellor Shiraz Rustomjee and Jamshed Mistry represented the petitioners.

DADAR-PRABHADEVI BEACH NOURISHMENT





‘THE NEIGHBOURHOOD WAY’ FORWARD

- ‘Juhu Vision’



EXPANDING PUBLIC SPACES

Vision Juhu



JUHU

PART OF K WEST WARD

Area: 3.86 sq.kms

Population

(estimated for 2008):

2,20,000

Density

(estimated for 2008):

56,995 people/sq.km

Reserved open space:

0.27 sq.km (2,70,825 sq.m)

Ratio of open space

(estimated for 2008):

1.23 sq.m/person



Juhu Landmarks

Land Development History of Juhu



SURVEY MAP OF BOMBAY, 1921

Three gaathans—Tara, Juhu and Mora (Gundoor) exist along with farmland and large tracts of mudflats. Airport Authority of India's wireless station land is acquired. Sunbathers along the beach have already been established. Natural drainage lines pass through the mudflats.



SURVEY MAP OF BOMBAY, 1933

Juhu Gaathan and St. Joseph's Church are seen clearly. Juhu Aerodrome land is identified. Isolated development is seen growing along the stretch of Juhu Beach. Theosophical Society is established. Most of the area is still marsh and farmland.



ROAD MAP OF BOMBAY, 1969

Shows most identifiable features of Juhu, including road layouts, JVPD Scheme and Guimchar Road. The edges along the beach show hotels and residential development. Some educational institutions appear as well.



1700s
1800s
1920
1930
1940
1950
1960
1970
1980
1990
2000

Early 1600s

Fishing villages of Mora and Tara are established on mudflats on the northern and southern ends of the suburb.

Early 1700s

The agricultural settlement of Juhu Gaathan is founded, along with Juhu Church. The residents carry out agriculture and related activities in small fertile patches of land adjoining the beach stretch.

Late 1800s

Jamshedji Tara purchased land in Juhu and built a bungalow. He planned to develop 1200 acres (5 km²) in Juhu Tara. This was to yield 500 plots of 4,000 m² each and a seaside resort.

1920

The areas around Juhu and Tara had developed sufficiently to warrant their own local government and municipal councils. They formed part of the so-called Suburban District.

1925

Development took off near Juhu Tara villages by the late 1920s with the extension of the Western Trunk Road to Jogeshwari.

1928

By the 1930s Juhu had become a recreational centre. The richer classes of Bombay used the area for sports, bathing and motoring. Weekend cottages and bungalows mushroomed around this time.

1930

Juhu Aerodrome, serving Mumbai, was India's first civil aviation airport opening in 1928 as the then Vile Parle Flying Club. It served as the city's sole airport till the one at Santacruz took over in 1958.

1930

By the late 1930s the municipality of Vile Parle had absorbed the smaller bodies around it. Then with the formation of Greater Bombay in 1945, the areas came directly under the Bombay Municipal Corporation.

1966

The first large hotels in Juhu, King's Hotel and Hotel Horizon are established.

1975

ISKCON is established in Juhu, adding another tourist attraction to the suburb.

1945

With the formation of Greater Bombay in 1945, the areas of Juhu, Tara and Mora came directly under the Bombay Municipal Corporation.

1969

JVPD Scheme and Guimchar Road, one of the last planned layouts in Mumbai are established. Many of the HIG plots in the JVPD scheme area are purchased by film actors of Mumbai's film industry, earning the suburb the misplaced moniker of Beverly Hills of Mumbai.

1961

Mithibai College is established. Utpal Sanghi School and Jamnabai Nanasee School are established by the early 1970s. Many more educational institutions come up subsequently, leading to the suburb having the highest density of educational institutions in the city.

1980s

The growth in MIG and HIG population and a shortage of housing leads to the formation of slums in the suburb along the drainage channels and on the edges of the Airport Authority of India owned land. The residents of the slums are primarily service providers to the suburb's population.

1991

Coastal Regulation Zone law is enacted by the Central government, covering a large part of Juhu's coastline and adjoining land. Stringent built form guidelines are placed on properties near the sea.

1995

Slum Rehabilitation Authority (SRA) is set up and formulates rehousing schemes for slum dwellers inviting private capital to take part in the process. Many slums undergo redevelopment under the SRA's aegis.

2000

A plan to restore Juhu Beach was prepared by architect P K Das and published by INTACH. With extensive support from local MPs, activists and the judiciary, the plan was sanctioned in 2004, gradually giving residents the idea of preparing 'Vision Juhu.'

1992

Changes in Development Control Regulations accompanying the Mumbai Development Plan of 1961 allows the transfer of development rights (TDR) from one part of the city to another. The low FSI consuming, low rise, low density parts of JVPD and Guimchar Road see another construction boom.

Vision Plan Highlights – 1

Development of Public Spaces.



Open space ratio comparison
between major cities of the world in 2000



Development of Public Space

- Conserving and redeveloping reserved open spaces
- Creating new open spaces for the public

The current reserved open space in Juhu is 2,70,825 sq. m, out of which 2,03,119 sq. m is unavailable for public use due to misuse, land grab, encroachments, etc. We aim to free, protect and redevelop the current reserved open space through citizen activism, government and corporate support. We also propose to redefine the term Public Space. By including and networking the beach, the neglected mangroves and the encroached space along the nala, reclaiming restricted playgrounds, developing edges of large open lands (aerodrome) and footpaths and improving open spaces near markets and institutions, bus stops and railway stations, the potential open space in Juhu would increase manifold.



Public spaces.

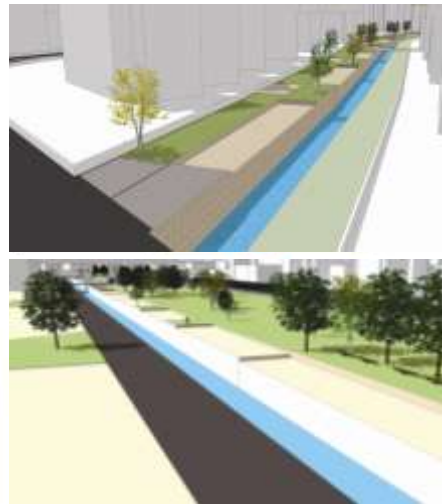
Vision Plan Highlights -2

Irla Nala Development and Creation of Public Spaces.

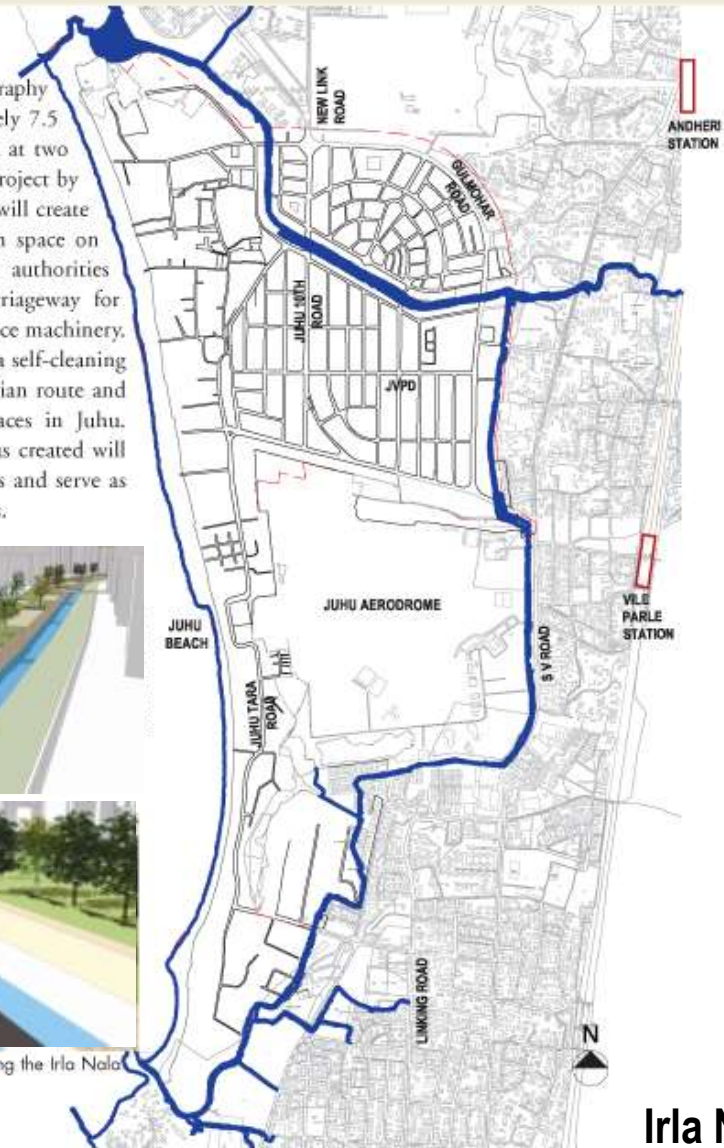
Irla Nala Development and Creation of Public Space

- Creating greenbelt along nala's edges
- Addressing flooding issues

Irla Nala dominates the geography of Juhu and runs approximately 7.5 kms, meeting the Arabian Sea at two points. The BRIMSTOWAD project by the BMC is under way which will create approximately 20 feet of open space on either side of the nala. The authorities propose to use this as a carriageway for service vehicles and maintenance machinery. Instead, we propose to install a self-cleaning system, develop it as a pedestrian route and link it with other public spaces in Juhu. The new porous greenbelt thus created will measure approximately 10 kms and serve as a flood plain during monsoons.



Proposed pedestrian pathway along the Irla Nala



Irla Nala.



Imagining the nala as a public space spine connecting the different institutes



Proposed Pedestrian Route near Vidyanidhi Circle



Proposed Pedestrian Route behind Mithibai College

Irla Nala.

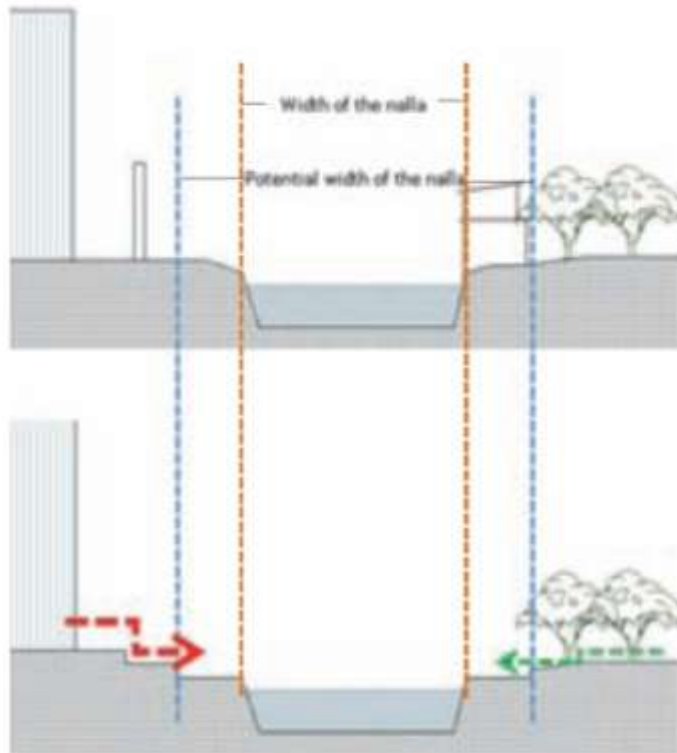


Fig.7



Proposed Pedestrian Pathway behind Mithibai college



Irla Nala Development and Creation of Public Space

- Creating greenbelt along nala's edges
- Addressing flooding issues



Current condition of the nala and its surroundings

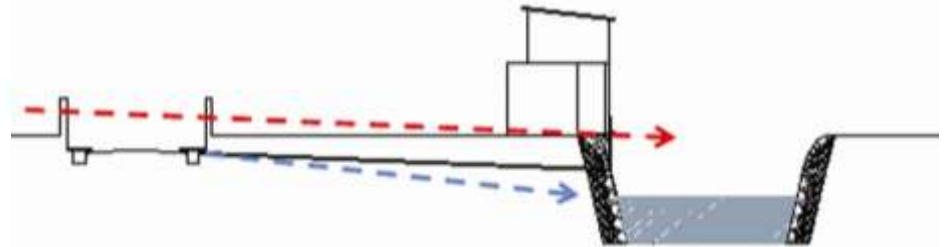
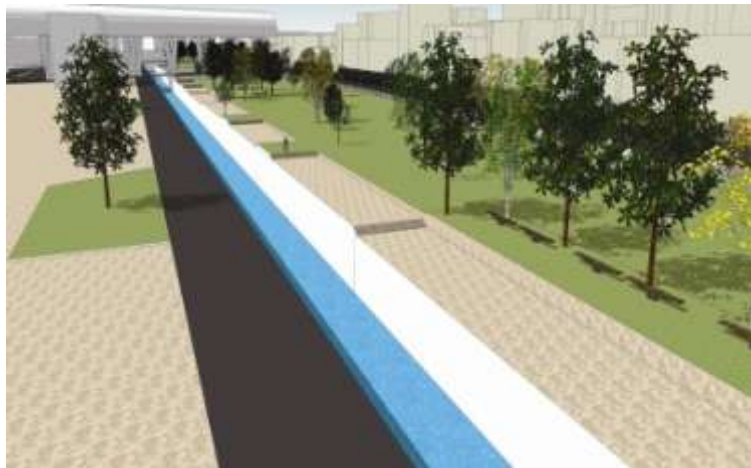


Fig.4. The natural slope of the surface drainage is blocked by impermeable compound walls, squatters and raised ground levels



Proposed view of the nala after development

Irla Nala.

Diagrammatic representation of the self-cleaning system for the nala.



Fig.5 Ref. from Hindustan Times article 'A drain that cleans itself' dated April 15, 2008 by Sayli U. Mankikar

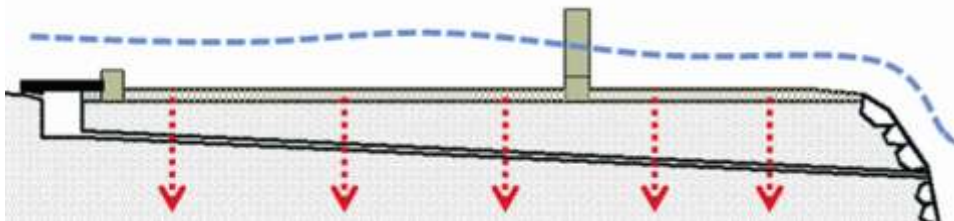


Fig.6. Paved surface will allow permeability

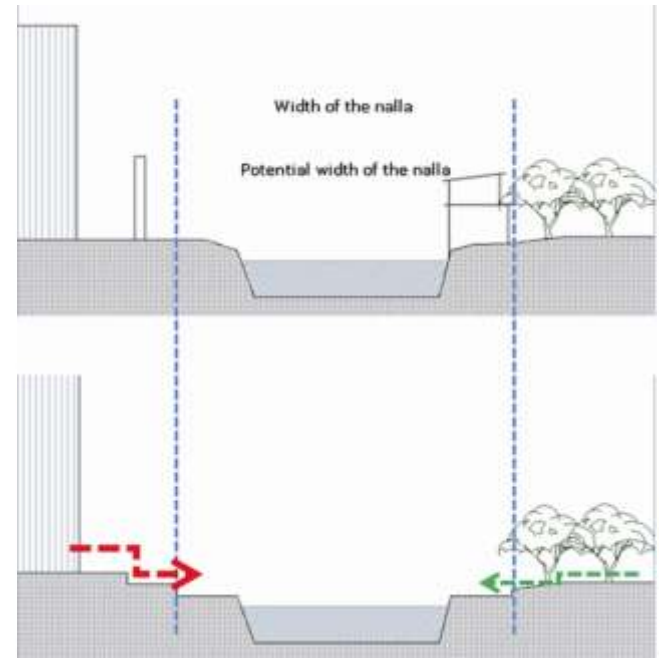


Fig.7



Proposed Pedestrian Pathway behind Mithibai college

Irla Nala.

Vision Plan Highlights -3

Conservation of Juhu Beach and Its Connectivity.



Conservation of Juhu Beach and its Connectivity

- Include Juhu beach in Mumbai's reserved spaces
- Opening up lesser-known accesses from Juhu Tara Road
- Integrating the beach with the neighbourhood of Juhu

Juhu Beach is one of the major tourist attractions of the city. It invites a lot of people who come for relaxation and recreation from everywhere in the city. In the Development Plan the beach has not been considered as a public space, leaving unclear who is responsible for its maintenance. Also there is a lack of access to the entire stretch of beach because of which it gets underutilized.

Conservation of Juhu beach is extremely important, as it is a crucial open space in the city. As a result of a long and hard fought battle in the courts of law, Juhu beach today is free of encroachments from builders, industrialists and even gangsters. Citizen activists, to save and restore the beach, had filed several public interest litigations and it is our duty now to conserve this stretch of public space. The best way to protect the entire four km beach is by maximum and equal utilization of all its entry and exit points.

Currently, the stretch near Santacruz police station is the most crowded because of an easier access point. This stretch also has the maximum number of facilities for the people, resulting in high amount of public activity. There are eight access points to Juhu beach from Juhu Tara Road. They all need to be opened up, strengthened and artistically designed to encourage public movement. This would activate the entire stretch of beach and make it a better public place. We also aim to link these accesses to the internal public spaces thus forming a larger network of public spaces.



Juhu Beach.

Vision Plan Highlights – 4

Locating the Metro Rail.

Locating the Metro Rail

- Proposing underground metro rail
- Shifting proposed placements of Metro stations and integrating them with open spaces

Roads network and one-ways

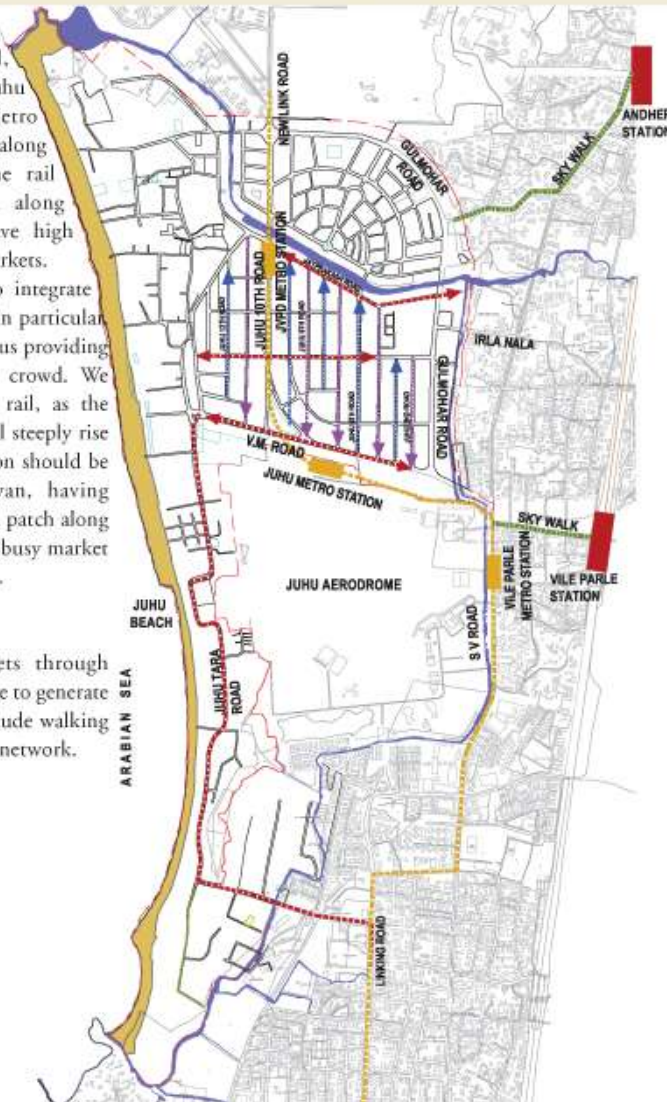
- Utilizing internal, low traffic density roads as pedestrian pathways and one-ways

MMRDA has proposed the Charkop – Mankhurd Metro Rail, which will pass through the Juhu region. Two elevated Metro stations are proposed in Juhu along 10th Road and VM Road, the rail further proceeding to Bandra along Linking Road. These roads have high vehicular density and bustling markets.

Our proposal's objective is to integrate the Metro route and the stations in particular with the public space network, thus providing easy access and dispersal of the crowd. We propose an underground metro rail, as the population density in the area will steeply rise in the near future. Also one station should be situated near Kaifi Azmi Udyan, having entrances and exits from the green patch along the nala and the other behind the busy market complex near the aerodrome land.

Roads network and one-ways

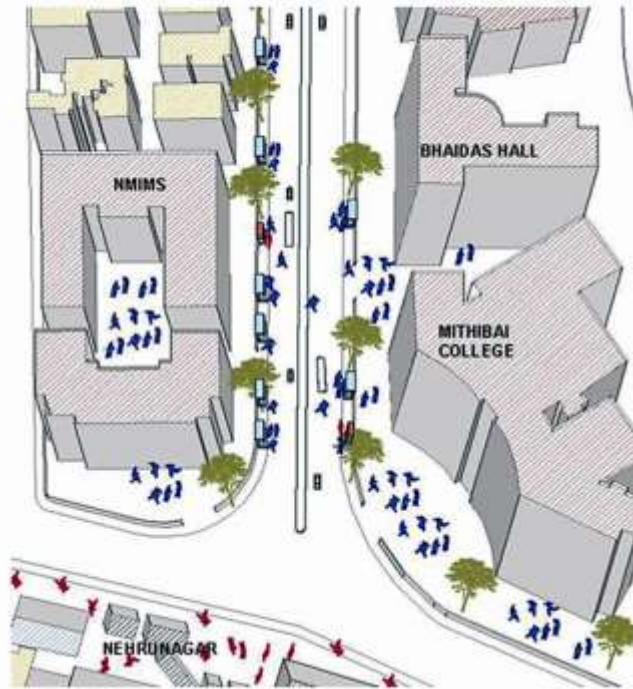
By proposing one-way streets through extensive traffic studies, we propose to generate dedicated pedestrian paths to include walking and cycling in the transportation network.



Metro Rail.

Vision Plan Highlights – 5

Integration of Social Amenities
and Institutions.



Integration of Social Amenities and Institutions

- Integrating them with the public space network

With 40 schools, colleges, hospitals and hotels within its 3.86 sq. km, Juhu probably has the highest number of institutions compared to any other region in Mumbai. Our aim is to connect all the scattered institutions with the public spaces network. Thus students and other users can easily walk to their institutions and utilize the open spaces more.



Ecole Mondiale (International School)



Social Amenities.

Vision Plan Highlights – 6

Improvement of amenities in slum and conservation of Goathans.

Improvement of amenities in Slums and conservation of Gaothans

- Including them in the redevelopment plans for the city

We propose to integrate the slums with the redevelopment plan by enhancing infrastructure and social amenities within the slums and connecting these areas with the public space network. The proposed green patch near Nehru Nagar and Shivaji Nagar will give these slums safer access to public amenities.



High density street in Nehru Nagar

Gaothans

The three gaothans in Juhu (Moragaon, Taragaon and Juhu Gaothan) are a vital part of the area's history and its important to protect their characteristic development. We propose to improve social amenities within the gaothans and guard its built environment by including it in the redevelopment plans for the area.



A typical street in a Gaothan dotted with grottos



Slums and Gaothans .

Juhugiri. Pyar se.

Double open space: add almost 3 Oval maidans
 Create 10 km tree-lined, flood-free walkway along Irla nala
 Inter-connect open spaces with institutions & amenities
 Re-align & integrate Metro rail network with public spaces
 Protect beach, improve access, enhance facilities
 Provide civic amenities for gaathans, re-develop slums
 Form a model for neighbourhood planning,
 participation & governance

Vision Juhu *Expanding public space*

Kamala Raheja Vidyamandir Institute for Architecture • PK Das & Associates, Architects • Mumbai Waterfronts Centre

Supported by: Juhu Citizen's Welfare Group (JCWG) • Gulmohar Area Society's Welfare Group
 Juhu Scheme Residents Association • JVPD Housing Association Limited • Gaathian Area Residents Association of Juhu (GARAJ)
 Juhu Residents Association • Irla Residents Association • Rotary Club of Juhu • Research Sponsor: ICICI Prudential
 Contacts: amiradhi.paul@gmail.com • p.k.das.arch@gmail.com • dayidmouc@gmail.com



RE-VISIONING CITIES

- A PEOPLE' S PLAN FOR MUMBAI

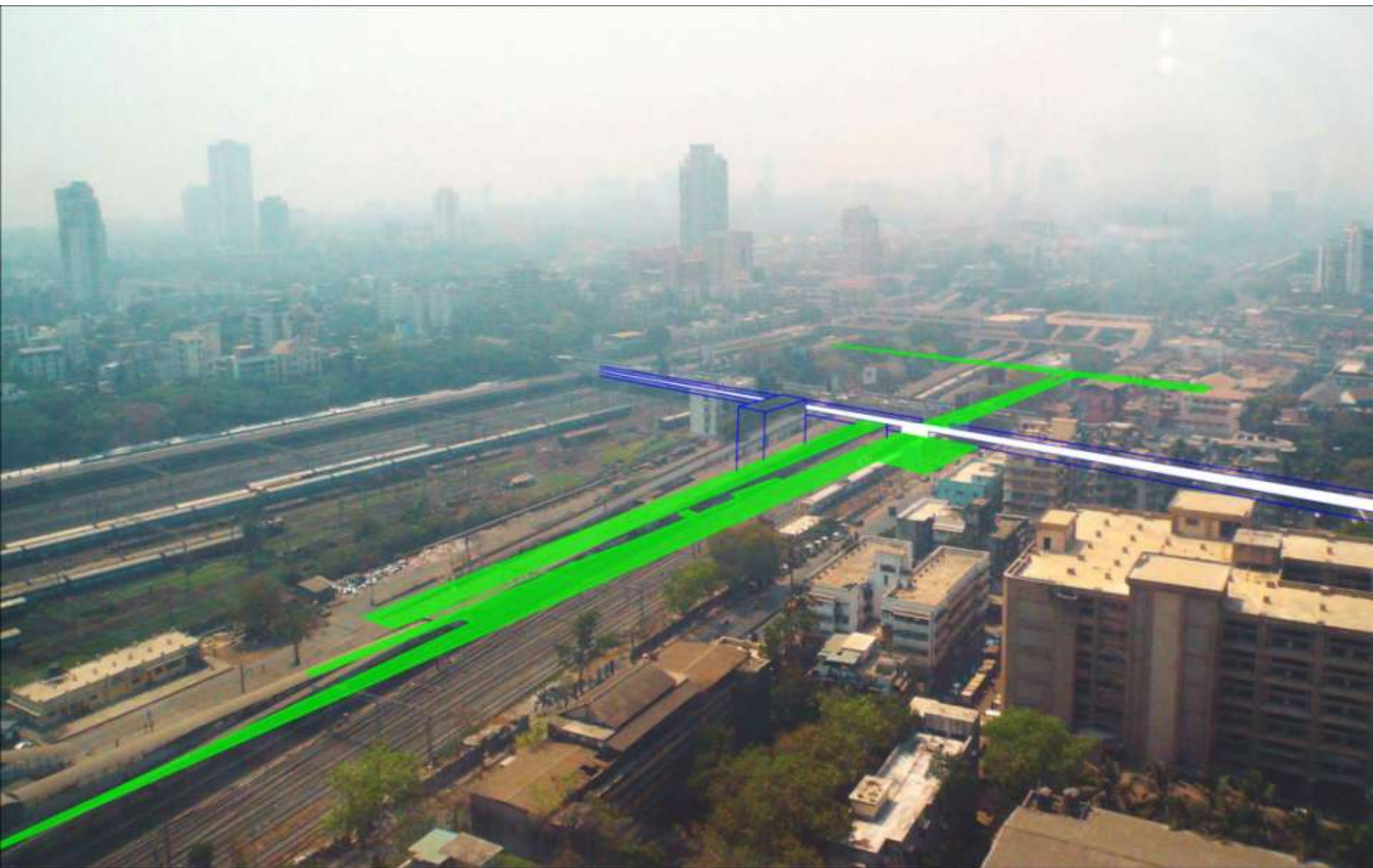


MUMBAI'S OPEN SPACES MAP

INDEX

	Nos.	AREA-SQKM	%	SIGN
MUMBAI BOUNDARY		482.74 (A)		
WARD BOUNDARY				
RAILWAY STATIONS & PROPERTY		9.41	1.94%	
AIRPORTS, DEFENCE, PORTS		14.557	3.01%	
MAJOR ROADS & HIGHWAYS		30.0	6.21%	
GARDENS [G] & PARKS [P]	428	3.41	0.7%	
PLAYGROUNDS [P.G]	690	3.77	0.78%	
RECREATION GROUNDS [R.G]	690	7.84	1.62%	
ENCROACHED OPEN SPACE [on G, P.G., R.G, N.D.Z, Mangroves, Mudflats]	627	10.10	2.09%	
FISH DRYING YARDS	5	0.16	0.03%	
LAKES, PONDS & TANKS	23	7.06	1.46%	
CREEKS, RIVERS AND NALAS		13.14	2.72%	
WET LANDS [Includes salt pans]		8.01	1.66%	
MANGROVES		62.94	13.0%	
BEACHES	10	1.44	0.29%	
PROMENADES	6	0.12	0.02%	
HILLS , FORESTS & NATIONAL PARK		53.6	11.1%	
N.D.Z [excluding hills, mangroves, wetlands]		38.00	7.87%	
TOTAL AREA		257.31 (B)	54.4%	
Balance land area for development of Housing (5 categories as per DP), Industrial(6 categories as per DP), Commercial (2 categories as per DP), Amenities (34 categories as per DP), Services (15 categories as per DP)	- (A) less (B) =	225.44 SQ KM	45.5%	





REVISIONING MUMBAI

Democratising Public Spaces and Waterfronts

Indira Munshi & P.K. Das