

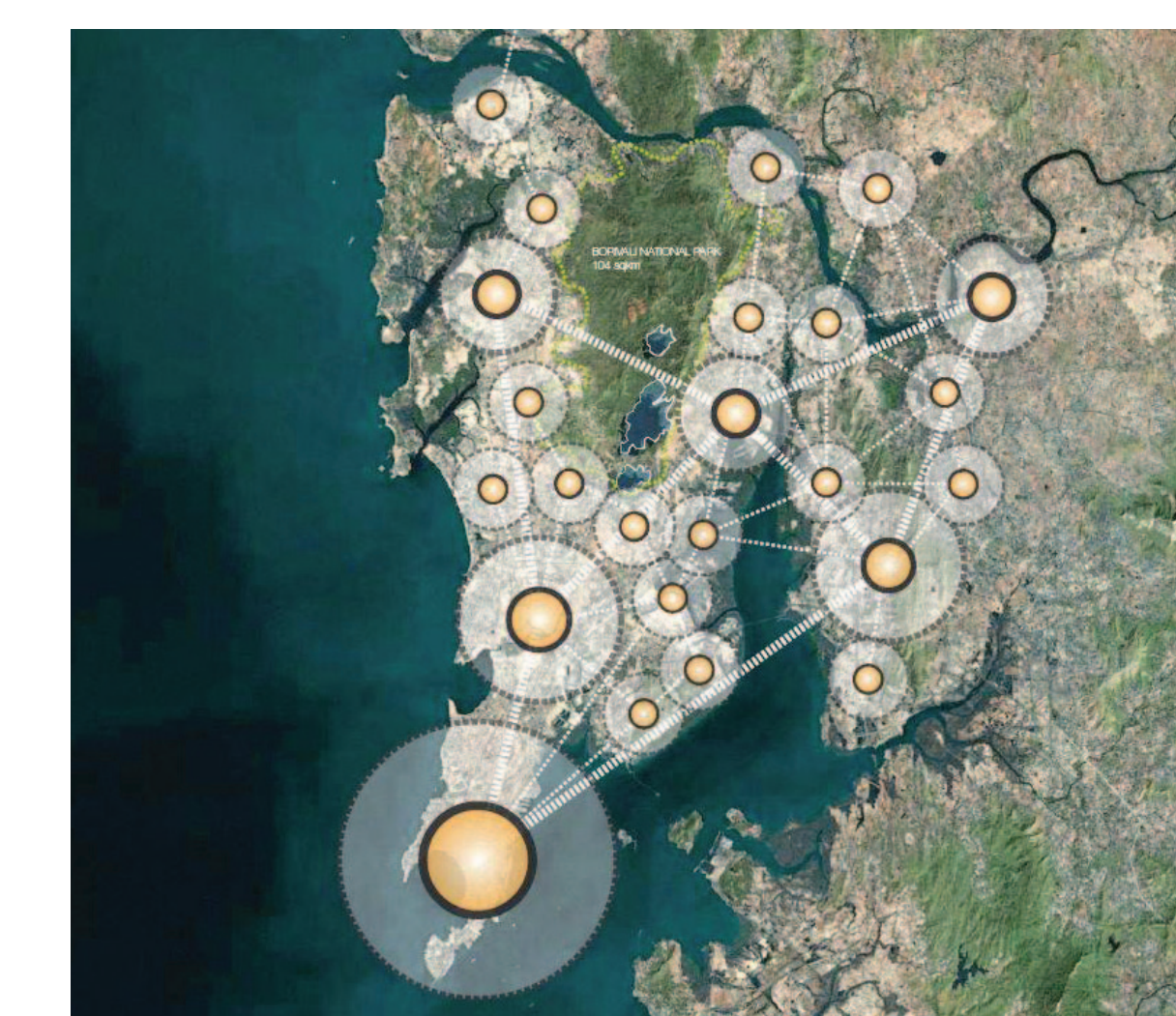
# KALA NAGAR JUNCTION: TRANSIT GATEWAY



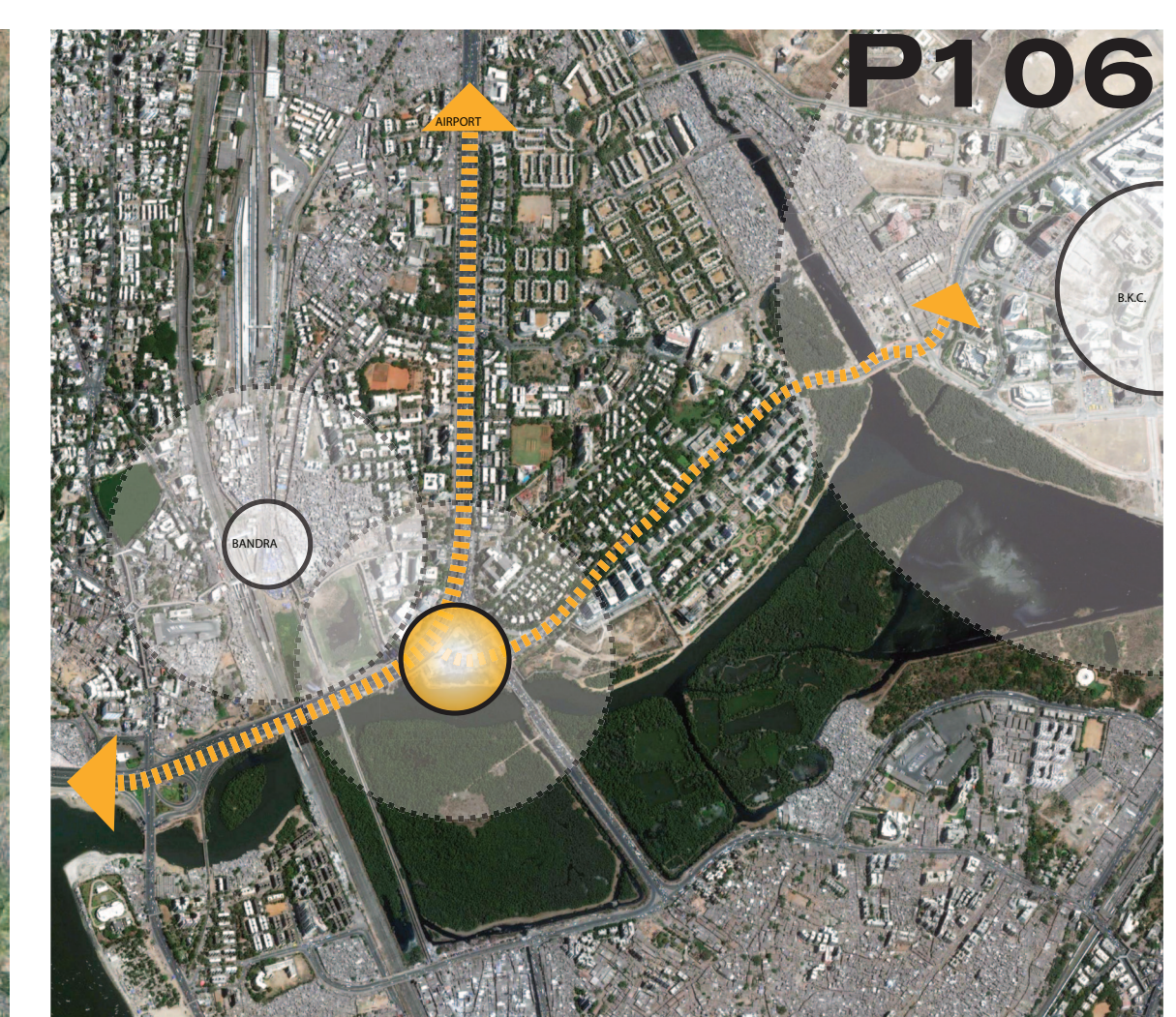
## VISION

Experts at the United Nations Intergovernmental Panel on Climate Change say the way we retrofit our cities, more than any other thing humankind can do, is the number one tool the world can use to reduce carbon emissions and prevent the loss of biodiversity. Currently more than 53% of the global population lives in cities and yet cities only comprise 2% of land mass while producing 75% of the World's CO2 emissions. We believe that we, as planners and urban designers, have a responsibility to tackle climate change, the biggest challenge our century is facing, by minimizing the ecological and carbon footprint of the city through: a climate action plan that promotes an effective public transportation system; smart city design and growth patterns with a sustainable and reliable infrastructure network; and by creating cities that are livable and provide access to open space and cultural facilities.

Our design for the Kala Nagar Junction embraces a vision for Greater Mumbai that promotes a livable city that can prosper well in the 21st century global economy. We believe that the Kala Nagar Junction can be transformed into a truly livable district center where open space, cultural facilities, retail and office can be integrated into a multi-modal transit terminal that promotes a sustainable lifestyle and will reduce the overall carbon footprint of the city.

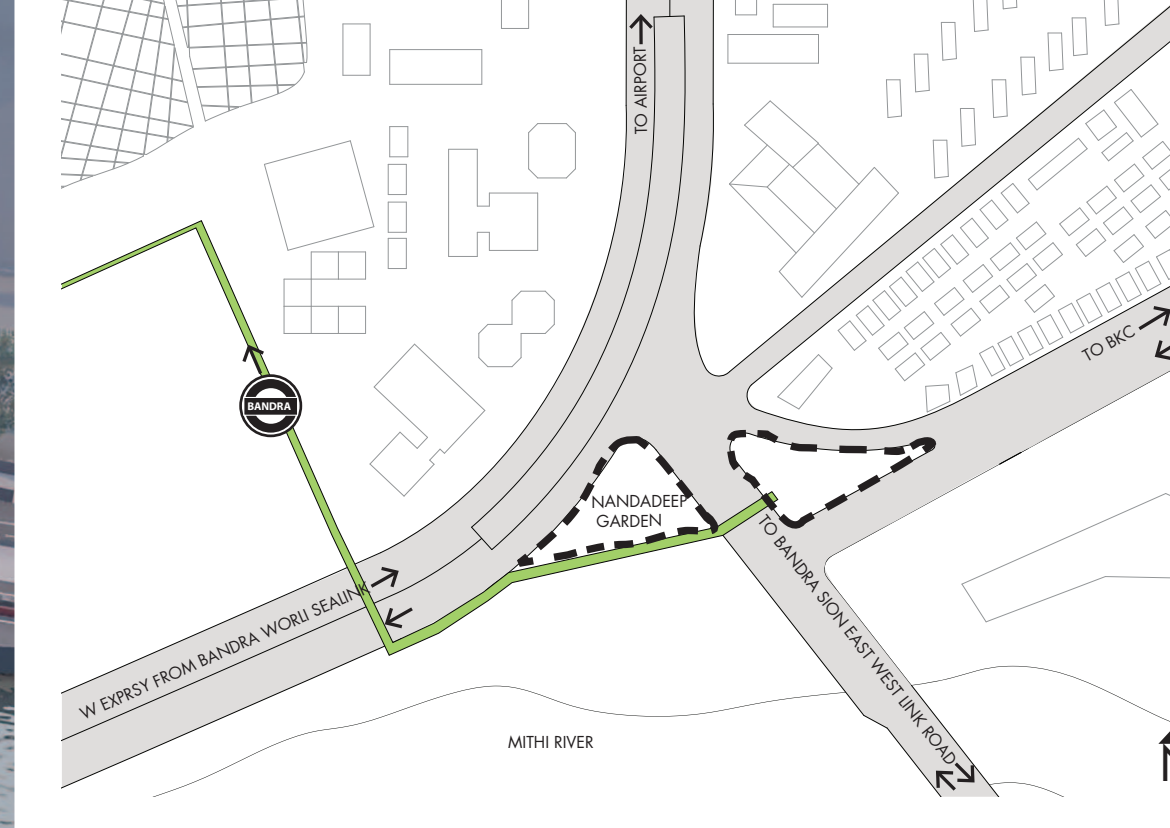


**MUMBAI: TOWARDS A SUSTAINABLE POLY-CENTRIC CITY**  
To solve Mumbai's traffic congestion and resulting carbon footprint, it is imperative that Mumbai becomes a true poly-centric city centered on mixed-use district centers, well connected by public transit. District centers can provide retail, office, cultural centers, hotels and high density residential, all within a short walking distance from a major transit stop.

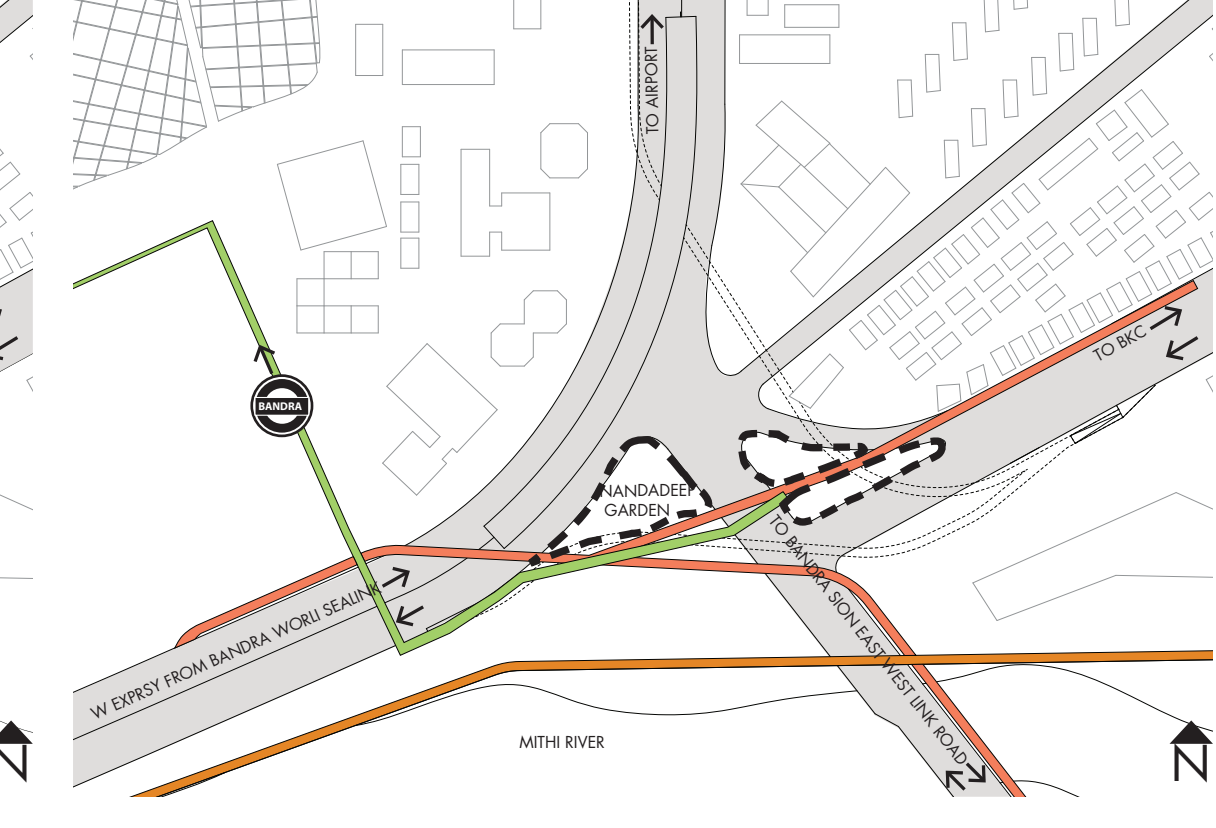


**KALA NAGAR AS A DISTRICT CENTRE AND A GATEWAY TO BKC**  
The Kala Nagar junction can be redesigned in a way that reinforces its role as a destination in the district, and not as a space that is overwhelmed by public infrastructure and traffic congestion. The Kala Nagar Junction can become a true mixed-use district center centered on a multi-modal terminal where the planned Bus Rapid Transit (BRT) and the metro can be interconnected with the Bandra Rail station to create a vital mixed-use destination in the district, and a gateway to the Bandra Kurla Complex.

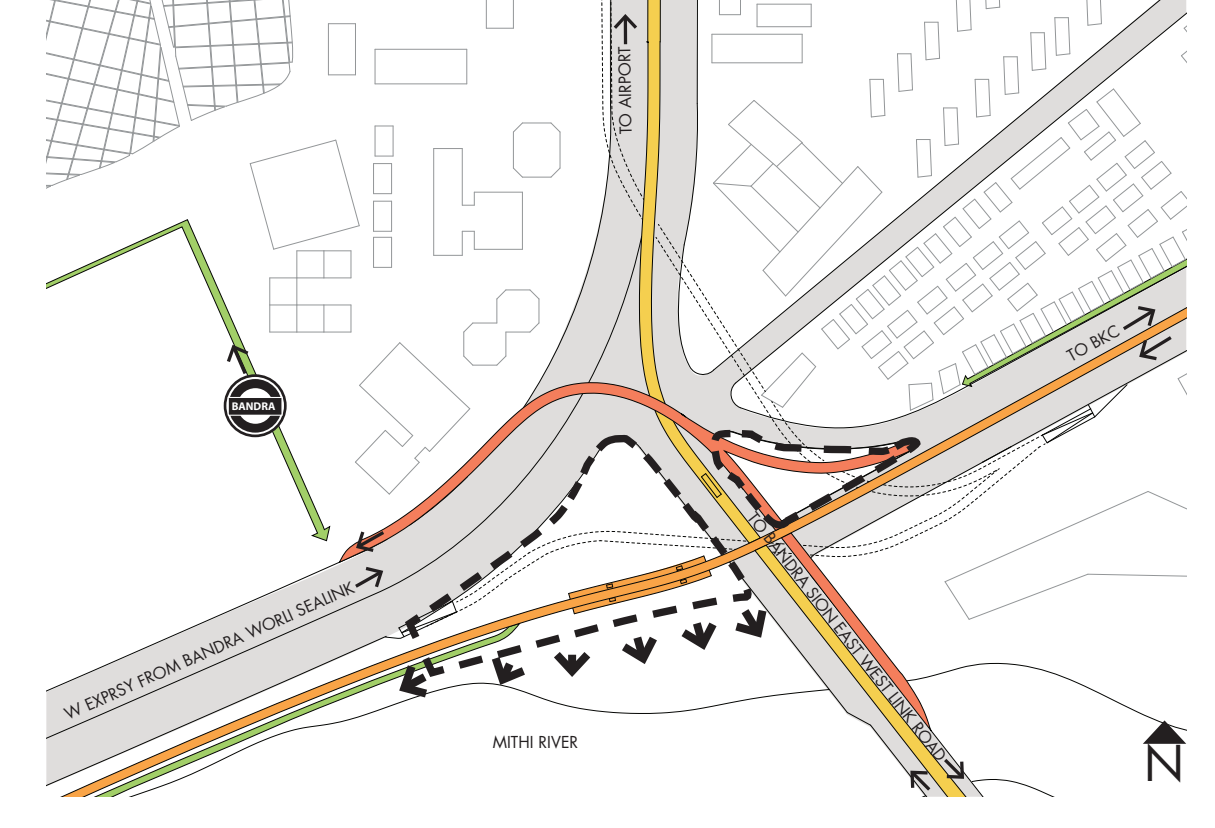
## CREATING A PARCEL



**EXISTING CONDITIONS**  
The current condition of Kala Nagar Junction is inefficient and unsafe but has large potential to be transformed. The overall area of public land is quite large, yet almost completely unusable. The area consists of a series of broken-up parcels that are disconnected by unsafe, overcrowded roads. This results in poor quality of the public realm which is unattractive for pedestrians and confusing for motorists. The bus stop and other public amenities are similarly disconnected from each other and surrounded by noisy, polluted roads making them undesirable destinations.



**MMRDA PROPOSED INFRASTRUCTURE IMPROVEMENTS**  
The MMRDA has put forward a plan to improve the transportation infrastructure at Kala Nagar Junction that, while solving many of the traffic problems, does not help create a meaningful and usable public realm. In addition, the proposed improvements do not address the need to integrate all planned public transportation systems into a multi-modal terminal that would make the public transportation option for all Mumbaiers attractive and realistic. The MMRDA planned improvements also cut the land at the Kala Nagar Junction into a series of smaller land parcels that are not that usable.



**OUR PROPOSED REDESIGN OF INFRASTRUCTURE IMPROVEMENTS**  
We propose to realign some of the MMRDA improvements to recapture land area and create meaningful public open space and other public-oriented development. This approach also connects the Mithi river to the Junction and creates a multi-modal, mixed-use district center that would become a new destination in the city and reinforce the emerging poly-centric form of the greater Mumbai region. The goal is to create a new place in the city that celebrates and enables sustainable transportation alternatives in the Mumbai beyond private cars.

## PLANNING PRINCIPLES

1. Create a Multi-Modal, pedestrian-friendly Transit Hub, connecting the metro train, brrt, and western railway (bandra) to promote sustainable, low-carbon transportation options.
2. Create a District Center and Mixed-Use Destination with a range of public uses, including retail, commercial, and cultural amenities.
3. Expand the waterfront park and public promenade onto, and into, the new mixed use building and transit center.
4. Create a landmark development for Kala Nagar as a district center and a gateway to the BKC office district.

