

A SLUM AND A CITY

Name : Janahvi Ramakrishnan

Advisor : Prof. Darla Lindberg

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Mumbai's vision for a world-class city is being realized at the cost of communities that once nurtured its growth. Should "world-class" models be limited to urban infrastructure? What would a world-class model for a slum-redevelopment look like? Can Mumbai set an example?

In India's financial capital, Mumbai, more than 50% of the population resides in slum areas. The recent past has witnessed a pressing need for "world-class" infrastructure and planning strategies that would require upgrading the slums from the present 60% to less than 15% of the population. In the heat of this discussion is Dharavi, one of the largest industrial "slum" communities located centrally within the city rubbing shoulders with upscale infrastructure and high-end real estate posing a serious threat to its survival. Spread over 557 acres in between the eastern and western rail line is a nucleus of small-scale industries contributing significantly to the city's economy. What would be the fate of these industries under the impending redevelopment scheme? Can there be an alternative strategy to redevelopment? Could communities like these be the way forward to a sustainable future? My thesis here is an exploration of one such micro-industry that I believe should be allowed to sustain if not grow.

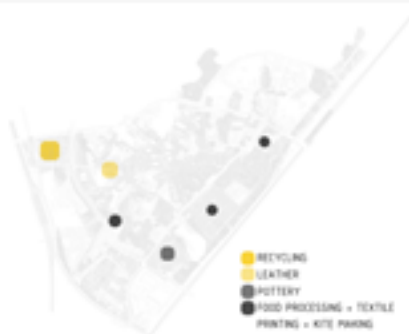
The site is situated in the northern tip of Dharavi flanked by the western railway line and arterial link road that connects eastern and western suburbs of the city. Popularly known as 13th compound, the neighborhood is home to one of the largest and most profiteering small-scale industries of the country, the recycling industry. Grown out of a landfill site, this informal economy has emerged as a result of the entrepreneurial character of the community and the its strong survival instincts.

The organizational principles of the community have helped it shape its fabric that makes the community functional and extremely successful. The neighborhood is equipped with an intricate road network that forms an industrial and spatial divide between the 4 primary industries; paper, goods metal, plastic and dye making. Cart and truck access roads provide a distinct spatial and industrial divide between the 4 chief industries in the neighborhood (paper, plastic, goods and metals, and dye-making).

The design proposed is envisioned in tandem with the impending re-development that is expected to take over the area. In all, the architecture and planning strategies presented in this thesis are driven towards formalizing entrepreneurial communities such as the 13th compound, which exist in other parts of the world.

A SLUM AND A CITY





LEVEL OF PRODUCTIVITY



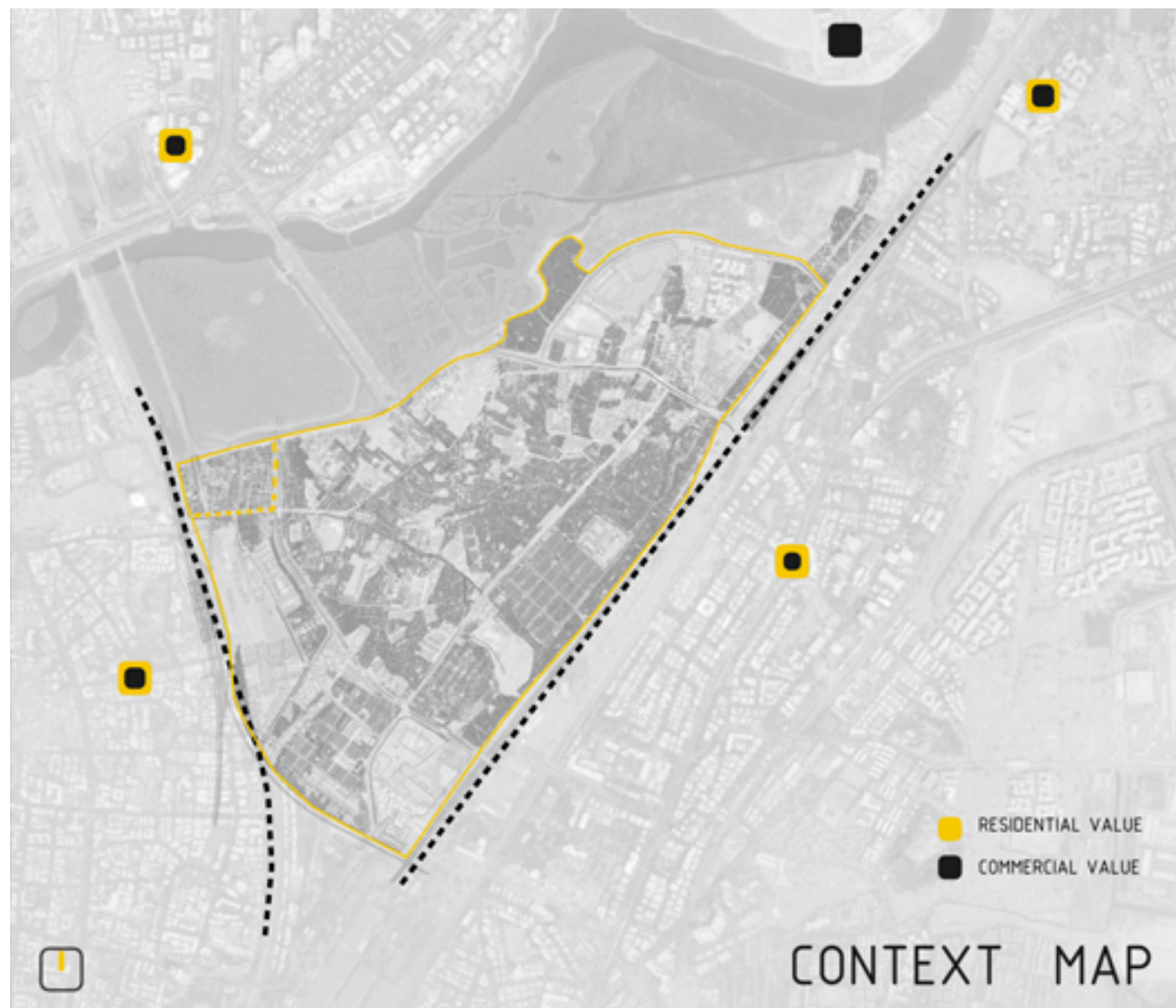
TRANSPORT

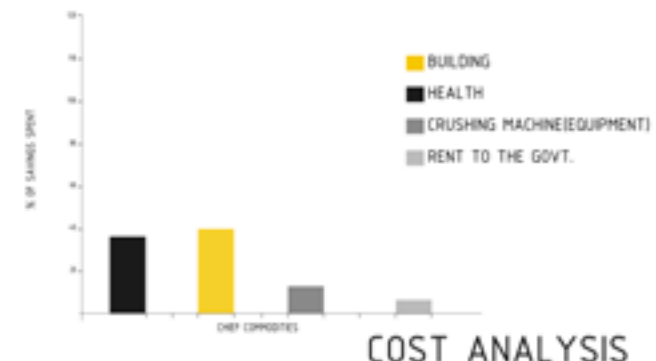
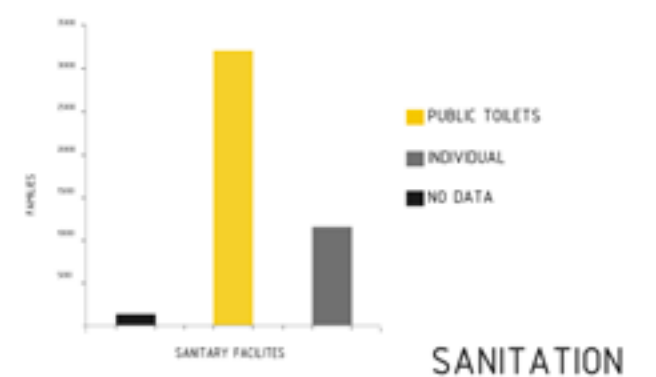
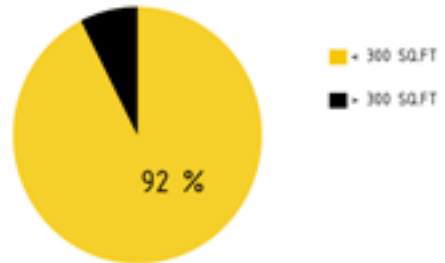
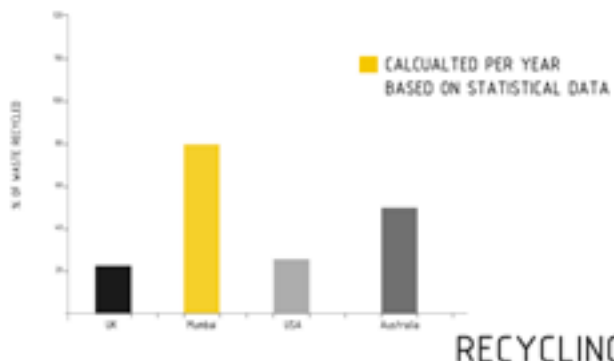
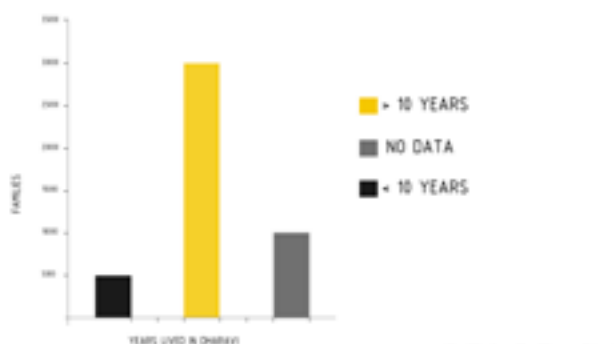
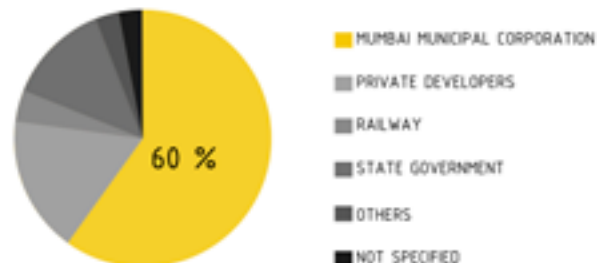


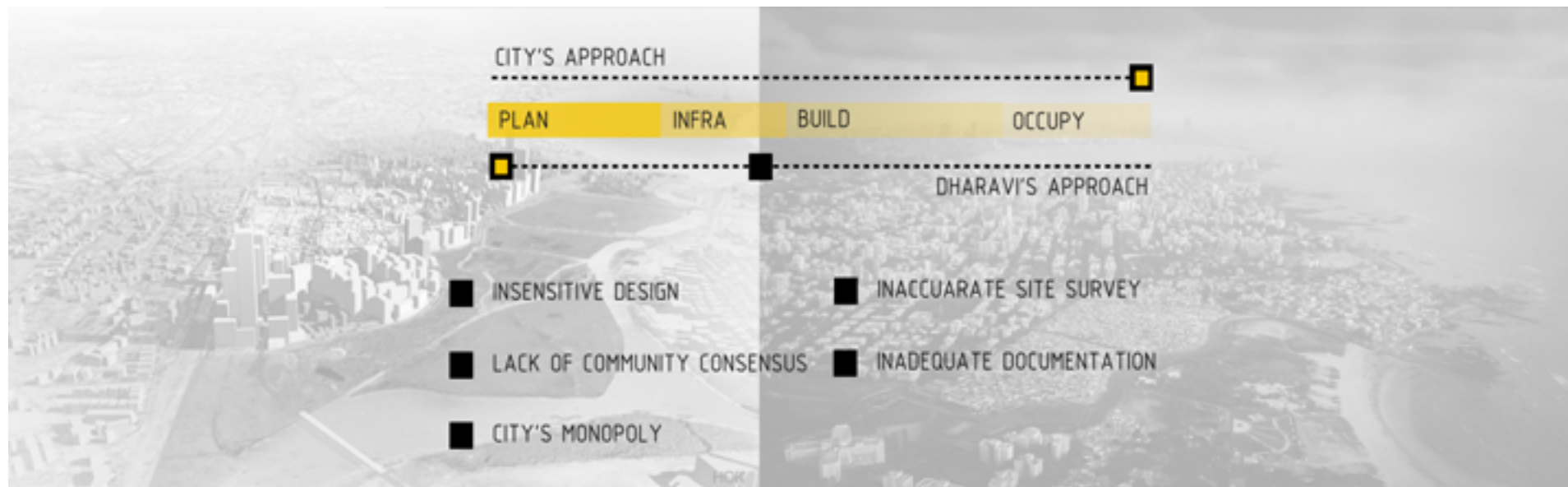
LEVEL OF PRODUCTIVITY



LAND USE









LEVEL 4

PELLET WASHING + DRYING YARD



LEVEL 3

RESTROOMS + REST AREA + KITCHEN



LEVEL 2

SORTING AREA + STOCKING AREA



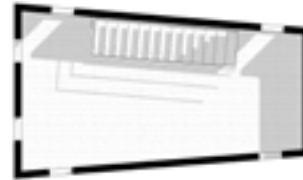
LEVEL 1

UNLOADING AREA + STORE/STORAGE

SCALE : 1/4" = 1'

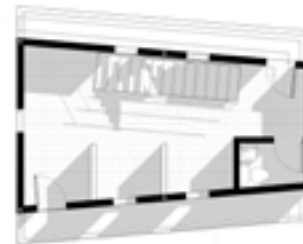
TYPICAL FLOOR PLAN

INDUSTRIAL UNIT



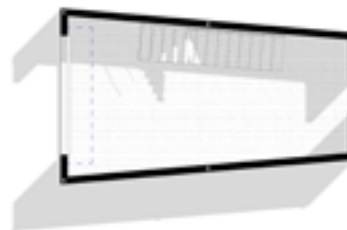
LEVEL 3

RENTABLE FLOOR



LEVEL 2

WORK + REST AREA



LEVEL 1

STORE + STORAGE AREA

SCALE : 1/4" = 1'

TYPICAL FLOOR PLAN

COMMERCIAL UNIT



LEVEL 4

RENTABLE FLOOR



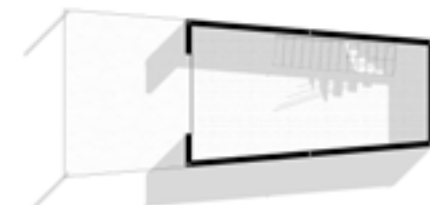
LEVEL 3

WORK AREA + REST AREA



LEVEL 2

RENTABLE FLOOR



LEVEL 1

MARKET FRONT + STORE AREA

SCALE : 1/4" = 1'

TYPICAL FLOOR PLAN

MARKET UNIT



TYPE I

INDUSTRIAL TYPOLOGY



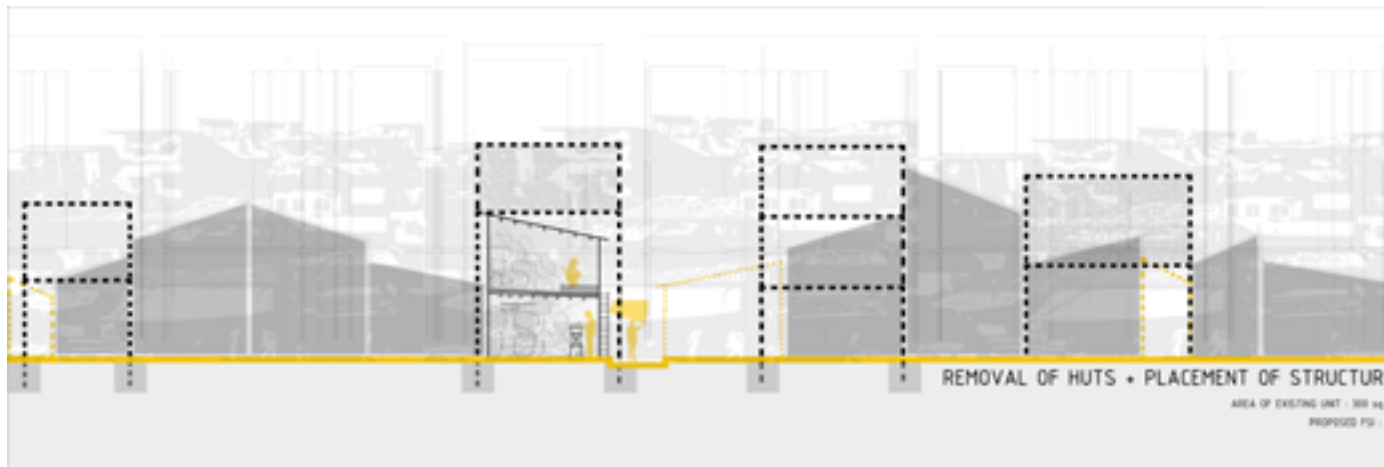
TYPE II

MARKET TYPOLOGY



TYPE III

COMMERCIAL TYPOLOGY





1. ROADS IDENTIFIED



2. ERASURE OF HUTS



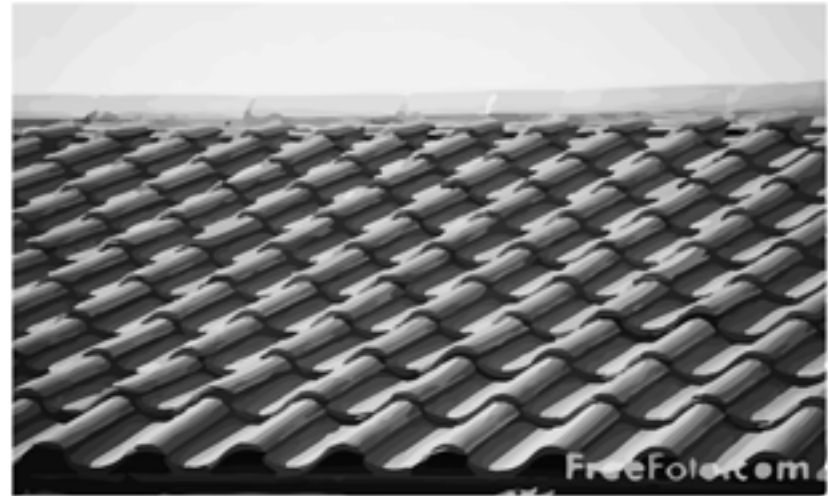
3. PLACEMENT OF STRUCTURE



4. EXPECTED DEVELOPMENT



WALLS : HOLLOW CONCRETE



ROOFING : MANGALORE TILES



SLABS : FILLER SLAB



STRUCTURE : STEEL FRAME

MATERIALITY

INTO A SUSTAINABLE FUTURE.....

