Appendices

Appendix 2: SWOC Analysis

Strengths

- Unique combination of British and Indian influences
- Many surviving physical cultural assets
- Cultural and religious diversity
- Cosmopolitan
- Diversity of uses
- Tree canopy offers cover from rain and sun
- Quality public infrastructure

Weaknesses

- Limited coordination among governing bodies and NGOs
- Car-centric urban design
- Volume of motorized traffic
- Lack of incentives for maintenance and conservation
- Disconnect between heritage designation and conservation

Opportunities

- Stakeholders interested in conserving and celebrating heritage
- PCB has mandate to enact heritage conservation measures
- Heritage promotion and public education through tools such as heritage walks
- Increased community engagement and stewardship of local heritage
- Economic value of heritage tourism
- Potential engagement of local businesses and chamber of commerce
- Growth pressures off the potential for heritage-friendly development

Challenges

- Current administrative context
- Rising land values and development pressures
- Current heritage conservation measures inadequately enforced or unenforceable
- Economic and social benefits of heritage conservation unrecognized by public
- Perception that heritage conservation runs contrary to land owners' interests
- Project time constraints restrict ability to consult broader public

Appendix 3: Methodology
3.1 Workshop Summary

3.1.1 Workshop Results

Prior to initial fieldwork in India, the project team conducted a workshop at Bharati Vidyapeeth Deemed University (BVDU) College of Architecture to gain feedback on the work completed to date and to inform the direction of the field research. The 15 participants included representatives from Janwani, other architecture and heritage professionals, and BVDU faculty and students. The workshop, which consisted of three stations corresponding to key themes, rotated three groups at 15-minute intervals. Two groups comprised the professionals and BVDU faculty, and a third the undergraduate-level BVDU architecture students. The workshop commenced after a conceptual introduction and description of the stations.

3.1.2 Station 1 – Audit Tool

The first station asked participants to evaluate the audit tool. A photograph of a Cantonment streetscape was projected on a screen, and participants were given several minutes to fill out the audit. Key considerations were the applicability of the study questions, and whether important ones were missing. One group of students and one group of architecture and heritage professionals and BVDU faculty visited the station.

The participants experienced difficulty filling out the audit. The student group was initially confused about how to complete it, but with clarification they were able to fill out certain portions and offer feedback. The second group ignored the audit tool and continued their conversation from their previous station. The station nonetheless succeeded in gathering useful strategies for modifying the audit tool to better reflect the Indian urban context. Students suggested the audit include a greater focus on architecture, landmarks, and other places important to the area. Striking a similar note, the faculty and professionals group suggested including elements that capture personal experience, as well as public spaces and rest stops.

A key outcome of the first station was that it underlined that the audit tool did not yet fit the Indian urban context. The input gained through the course of the workshop assisted in pushing the audit in a more qualitative direction.

3.1.3 Station 2 – Heritage Conservation District

The second station gauged participants' views regarding the suitability of a heritage conservation district in the Sadar Bazaar. Questions concerned the potential boundaries and scope of such a district, key heritage

characteristics, and conservation guidelines. Participants were invited to annotate prints of study area maps and aerial images. Two groups, consisting of architecture and heritage professionals and BVDU faculty visited the station.

Once underway, it became apparent that a "conservation district" of the traditional Western mold would likely face strong public opposition and prove unworkable in the local administrative context. Both groups indicated that the local residents would recoil from any formal, government-led initiative, fearing red tape and reduced property values. Therefore, the participants were unanimously dismissive of such a proposal. Nonetheless, the discussion brought forth valuable ideas. The very concept of heritage required clarification, one participant argued, as the idea could embrace a wide range of characteristics. The participants annotated notable features, key sites, and ethnic enclaves on the maps, and indicated preferred street corridors that given their relatively intact historic character, lent themselves to heritage walks. The discussion revealed information that had eluded the project group, such as certain planning regulations in the Cantonment, and the loopholes that have

undermined them. Participants underlined the importance of finding ways to encourage communities to preserve their own heritage, suggesting that economic benefits of conservation should be highlighted to landowners, and that tours should communicate local stories.

The heritage conservation district workshop succeeded in opening a dialogue with interested parties and offering insights for the project. Notably, the participants rejected the idea of creating a municipal government-regulated heritage conservation district. Instead, the participants suggested a less bureaucratic approach that encourages local residents to value and preserve their heritage assets as an alternative that was more workable and locally acceptable. This strongly influenced the direction of the project, underlining the value of workshops early in a study process. The participants additionally shared their unique perspectives in outlining key areas and activities of use for the development of heritage walks in the Cantonment.

3.1.4 Station 3 – Points of Interest

The third station sought input from locals as to their favourite places within the study area. It aimed to draw from participants' lived experiences and knowledge of Sadar Bazaar to illuminate intangible characteristics that the audit tool would be unable to detect and to identify areas suitable for inclusion in a heritage walk.

The project team prepared a satellite map of the study area and a street map, which participants annotated with markers and adhesive notes. The first group that visited the station consisted of architecture and heritage professionals and BVDU faculty, and the second of architecture students. Participants were asked to identify their favourite places in the study area to eat, to socialize, and to go for a walk.

Both groups expressed initial uncertainty about what was asked of them, but their doubt disappeared soon and participants engaged with the activity enthusiastically. Question prompts proved unnecessary, and the project team rarely interrupted the conversations, though it sometimes meant that

certain aspects enjoyed less attention than others. Still, between the groups, all three topics were discussed. While the group of professionals focused on places to go for a walk and places to eat, the group of students spoke more about places to socialize.

The project team examined the annotated map and identified clusters of identified places, and cross-referenced the map of heritage buildings identified by the client. This assisted in selecting areas to audit, based on the presence and proximity of places of interest. Consequently, this station was useful in focusing the project fieldwork and designing an attractive walking route.

A limitation of the station was that some participants knew the study area well, and were therefore highly engaged with the activity, while others were not. The project team had anticipated this and had hoped to engage less familiar participants by asking them to describe their favourite places outside of the study area and to identify their key traits – traits which the project team could look for in their examination of the study area – but this was not done satisfactorily as both facilitators were occupied in taking notes of the discussion. In future, the facilitator who take

notes and which will ensure all members are engaged should be predetermined; or a third should be added to perform this role.

The station yielded valuable information because it tapped into local perspectives and identified locations and information about the area, which the project team may not have discovered in the course of fieldwork alone. The project team was thus better equipped to design an attractive walking route.

3.1.5 Workshop Results: Conclusion

Through the workshop, the project team gained valuable input into a range of aspects related to the project. Key conclusions were that the audit tool required modification to become more qualitative and open-ended. A government-regulated heritage conservation district was dismissed as unsuitable for the Pune context, leading to consideration of a bottom-up approach to heritage conservation. Input concerning favourite places in the study area assisted in choosing sites and routes that improve the experience of the heritage walk.

Limitations primarily related to time. Budget-

ing more time to the workshop would have allowed for deeper discussions at each station, and allowed each group to visit all three stations. Discussion of the previous station often spilled into the next, and it took several minutes to engage participants in the new topics. Recognizing the time constraints, the project team evaluated the composition of the groups and directed them to stations where their perspectives were expected to prove most useful. The result was a strong body of feedback at each station.

The workshop provided information difficult to come by in other contexts, and succeeded in provoking intensive discussion of key issue areas. This highlights the value of workshops as a tool in the development of heritage walks. Because they engage with people who have an intimate and professional knowledge of the area, workshops help produce a compelling walk experience.

Appendix 3: Methodology
3.2 Site and Route Assessment Rationale

The integrated streetscape audit tool created by term team will be used to assess street segments in Sadar Bazaar. A variety of sources were reviewed during the creation of this tool to ensure that the criteria are appropriate when assessing the streetscape of the study area. The following paragraphs discuss the different aspects of the site and route observation will be discussed.

Surrounding Land Uses

Land uses reflect physical facilities, activities of people that use space, and the functions that the land serves (Hodge & Gordon, 2008). Auditing the land use can gauge what facilities, activities, and functions are being served on a given street segment. A good mix of land uses on a given street segment is a key element to creating an interactive and engaging pedestrian experience. When assessing land uses on a given segment, predominant residential, commercial, institutional, tourist, religious, and public space should be noted.

Aesthetics

An important feature which ties in with architecture and urban design are aesthetics and perception of comfort. Whether the scale and massing of buildings are compatible with the facilities, activities and functions of the area is informed by feeling of enclosure. Equally important for day-to-day activities, the presence of trees and shade provides much needed shelter from the sun and provides aesthetically pleasing greenery.

Architecture

Architecture plays a key role in the quality of the built environment. This can also include having a mix of old and new buildings, representing the evolution of a streetscape or neighbourhood. It is important to understand the role of heritage buildings in the streetscape, and the compatibility of new buildings with old ones.

Accessibility & Ease of Pedestrian Travel

Pedestrian accessibility is one of the key principles of good street design, and describes the ease of traveling to a destination or using a space on foot. Streets should provide supportive facilities that ensure a comfortable, convenient, continuous, and safe experience for pedestrians of all ages and abilities. Accordingly, footpath and roadway design should consider differences in user agility, coordination, hearing, strength, vision, and walking speed (US Department of Transportation Federal Highway Administration, 2014).

In many cases, the needs of pedestrians are subordinated to perceived vehicular require-

ments in the design of roadways. Poor design of pedestrian routes and footpaths may make it uncomfortable, challenging, or dangerous to travel on foot. Without designated spaces, other street activities, such as parking and vending, may spill onto footpaths, impeding mobility and forcing pedestrians to travel on the roadways alongside vehicles. Assessing the continuity and design of pedestrian routes can help identify key issues and possible improvements.

Streets must accommodate both vehicle and pedestrian travel, while also providing space for commercial and social activities. According to the Institute for Transportation and Development Policy's guide to street design in urban India, "[a]ll streets need to have continuous footpaths or safe shared space with minimal grade differences and adequate clear width for pedestrian through movement" (ITDP, 2011, pg 5). To account for the variety of activities that occur on city streets, footpaths are often divided into zones that accommodate different uses and ensure continuous space for walking (**Figure A1**). Frontage or spill-out zones in front of buildings provide space for businesses to advertise or set up café seating, while furniture zones adjacent to the roadway pro-

street, they may not be used for walking if they do not provide sufficient space. In India

have wider footpaths than residential areas. Walking zones should be at least 1.8m wide

Figure A1: Showing divisions of the footpath to allow for different activities (MTO, 2014; Instiute for Transportation and Development Policy, 2013

in residential areas, with additional space for furniture and building fronts. Spatial requirements are considerably larger in more busy commercial areas, which can require up to 4m of walking space, combined with an additional 2.5m for furniture and store frontage. With many activities and users present, footpaths may become crowded and difficult to use. Evaluating the spatial requirements of footpaths can assist in determining appropriate strategies to allocate space and coordinate amenities that meet the needs of all users while maintaining sufficient space for pedestrian movement.

Continuity: Footpaths should provide continuous space for walking as well as flat surfaces that permit proper drainage and easy use. The provision of designated areas for street furniture, vending operations, parking, and utilities, helps limit the number of physical obstructions along footpaths.

The height of footpaths should remain constant along a street segment. This is particularly relevant around property entrances and driveways. Abrupt curbs can make footpaths inaccessible to pedestrians, while uneven or sloped footpaths may not drain properly. However, footpaths should slope gradually,

no more than 2%, towards the roadway to ensure proper drainage (US Department of Transportation Federal Highway Administration, n.d.).

Footpaths that are not flat are not appealing to pedestrians, and many may choose to walk on the roadway instead. Level footpaths are more convenient for pedestrian use. Additionally, providing ramps for vehicles to cross footpaths, rather than abrupt breaks, helps to slow vehicle traffic.

Paving Material: Footpath surfaces, in addition to being level, should also be stable, slip-resistant, and reasonably smooth. Road surfaces are usually paved with concrete or asphalt, but stone, brick, and tile are common alternatives. In historic districts, pathways are often paved with cobblestone, but these are uneven and harder for pedestrians to navigate (US Department of Transportation Federal Highway Administration, 2014). Smooth materials, like tile, can be too slippery. Treated concrete is often preferable as an even, slip-resistant surface (City of Vancouver, 2012).

Changes in the colour or texture of paving materials can assist the visually impaired by

warning of edges or changes in the footpath. Covers, grates, and other openings should not be placed in walking areas.

Maintenance

Roadways also require regular maintenance and upkeep to ensure they remain functional and comfortable for all users. They should be free of potholes, cracks, or debris that may pose a safety hazard to users. Ensuring proper drainage is also important as regular flooding can damage road infrastructure and adjacent buildings, while posing an obstacle to drivers and pedestrians.

Similarly, streets should be kept clear of garbage, signs of vandalism, and graffiti, which discourages use of the space (Banerjee, 2001). An excess of garbage on urban streets is not only unsightly, but also threatens human health. Vandalism is equally problematic in that it may induce fears of crime and perceptions of insecurity.

Clean streets contribute to a more attractive, healthy environment, while promoting feelings of safety and a sense of ownership among users, thereby encouraging the maintenance of clean conditions. The regu-

lar provision of trash bins can help reduce litter on the streets, by making it more convenient to properly dispose of waste (Detroit Environmental Agenda, n.d).

Wayfinding

Wayfinding is the process by which people interpret, understand and navigate urban environments. Wayfinding systems, which include architectural elements, landmarks, signage, maps, lighting, and more recently, digital technology like geographic positioning systems (GPS), can enrich users' experience with urban environments. Wayfinding facilitates the development of cognitive maps and creates a "legible" city with a distinct identity (The Signage Foundation, 2013).

Landmarks: As remarkable sites or reference points, urban geographer Kevin Lynch considered landmarks one of the five organizational units in forming mental maps. Landmarks include historic structures, religious institutions, markets, or other distinctive attractions. These memorable sites anchor an area, serve as a gathering place, and provide environmental cues for those navigating the city.

Lighting: Lighting serves both functional and aesthetic purposes in streetscapes. Functionally, lighting increases visibility during the evenings and overnight. While this helps users navigate the streets, it also enhances safety. It is especially vital that intersections be well lit to improve visibility among different users and reduce risk of collision. Similarly, well-lit streets and public spaces appear more hospitable and are more likely to be used at night, which reinforces safety by eliminating opportunities for crime to occur (US Department of Transportation Federal Highway Administration, 2014). Lights should be evenly distributed to provide a continuously illuminated path that minimizes shadowed areas.

Aesthetically, lighting can enhance a street's character and ambiance, contributing to a sense of place. Light fixtures and posts may have unique designs that provide artistic or historic value to a street or district. Pedestrian-scale footpath lighting enhances the quality of the pedestrian environment.

Signage: As visual graphics that communicate a message, signs play an important role in urban environments by helping users understand and navigate their surroundings.

Serving a variety of purposes, signs may indicate legislative restrictions, provide directions to local destinations, identify business and services, or promote a sense of place by ensuring visual consistency and aesthetic appeal. Directional or wayfinding signs help guide users to destinations by communicating where users are, where users want to go, and how to get there. These signs often include arrows indicating the direction of services or attractions.

While signs that provide directions to various attractions are an important component of urban wayfinding, signs that identify streets are also vital in helping people navigate. Similarly, building addresses should be well-marked and visible, to help people identify their destination. While well-organized and properly displayed signage can enhance the functionality of a site, its absence can cause confusion. By contrast, an excess of signs creates visual pollution. In highly commercial areas, an excess of business signs and advertisements can overwhelm the streetscape, resulting in cluttered environments that can adversely affect viewer experience.

Signage should respect the character of surrounding environments. While signs should

be distinct enough to attract attention, they should not overwhelm viewers and detract from notable scenery or buildings. Signage should be well integrated with architecture and complement existing features. These aesthetic considerations are particularly important in heritage areas, where strict policies and guidelines often govern sign design and placement.

Public Amenities and Services

The presence of public amenities and services in a public space, whether a street, park, or square, improves its attractiveness for pedestrian activity. The availability of amenities for pedestrians that contribute to a good street design and create a good walking experience will factor into the proposed trail route.

The site and route assessment considers the availability of public amenities and services compiled from a range of audit tools and checklists, and considers elements of what makes a successful space. According to Project for Public Spaces (PPS), four key qualities of successful places are accessibility, sociability, comfort, and the presence of activity (PPS, 2014). Elements that contribute to these attributes include seating, toilets, water fountains, and trash bins. These elements improve cleanliness and offer people a place to gather. The assessment also measures accessibility by considering the availability of car, bicycle, and motorcycle parking.

Assessment tools often include the assessment of public facilities and amenities. The Healthy Urban Environments Site Assessment Audit considers the availability of street furniture, such as seating, trash bins, and lighting, at appropriate locations. The Pedestrian Environment Data Scan (PEDS) tool similarly assesses the presence of these amenities as well as water fountains and street vendors or vending machines. The Walkability Checklist developed by Jane's Walk also evaluates "sit-ability," that is, the availability of seating, while noting that street furniture increases social interaction and safety by encouraging regular activity in an area, known as "eyes on the street". The Checklist also extends to shelters and lighting at transit stops, noting that good transit service helps create a good walking environment
.

Road Use

The Site and Route Assessment observes the types of users that use given street segments. The presence of many people on foot suggests that an area may be a good place for pedestrian travel.

Appendix 3: Methodology
3.3 Site and Route Assessment - Sample Forms

3.3.1 Assessment Forms

<u>Site Assessment</u>

Site Name: _____

Location: _____

Day of Assessment: _____

Time of assessment: _____

What is the historical, religious, or cultural significance of this site?

A. PHYSICAL DESIGN

A.1. Do the surrounding buildings respect the site? Are they compatible?

A.2. Are there any unique, interesting, or distinguishable architectural elements on this building?

A.3. What is the condition of the site? Is the site well maintained?

B. ACCESSIBILITY

B.1. Is the site publicly or privately owned?

B.2. Are there restrictions to entering the site? (i.e. number of people; religious denominations)

B.3. Are there physical obstructions or barriers to entering the site? (i.e. fence)

B.4. Are there spaces to stand as a group in front of the site? Which is the safest and quietest?

C. COMFORT

C.1. Is there a comfortable mix of sun and shade?

C.2. Are there any notable scents?

C.3. Are there any notable sounds?

D. PUBLIC AMENITIES

D.1. Is there seating? (i.e. formal like benches or informal like ledges)

D.2. Is there a space in or around this site where people gather?

D.3. Are there parking spaces nearby?

D.4. Are there any other amenities such as toilets, water fountains, trash bins, etc?

E. WAYFINDING

E.1. Is the site visible/recognizable from a distance or from a particular street?

E.2. How well can you see the site from the footpath/road?

F. EXPERIENCE

F.1. What types of activities occur around the site?

F.2. What was your overall experience of the site?

F.3. Would you recommend this site be included on the walking route?

F.4. Is it relevant based on a predetermined theme?

F.5. How would this site enhance the tour?

F.6 How should groups visit the site?

Street Assessment

Street Segment: _____

Between Streets: _____& _____

Day of Assessment: _____

Time of assessment: _____

Sites Nearby: _____

If this street immediately feels unsafe or inappropriate for the purpose of a walking tour, skip to Section F.

A. PHYSICAL DESIGN

A.1. Are there interesting architectural buildings or features along the street?

A.2. Are the contemporary buildings and historic buildings compatible?

A.3. Is there a distinct architectural character along the street?

A.4. Are there any distinct streetscape design features (i.e. lamp posts, footpath materials, etc.)?

B. ACCESSIBILITY

B.1. Are footpaths present? (i.e. 1-sided, 2-sided)

B.2. How are footpaths used? (i.e. walking, parking, street vending)

B.3. What is the physical condition of footpaths? (i.e. materials, maintenance, width, continuity)

B.4. Are there any permanent or temporary obstructions along the street segment?

B.5. How would a group navigate this street segment? (i.e. ease of travel, pedestrian congestion)

C. COMFORT

C.1. Is there a comfortable mix of sun and shade?

C.2. Are there any notable scents?

C.3. Are there any notable sounds?

C.4. Is there any notable garbage/debris along the street?

D. PUBLIC AMENITIES

D.1. Are there seating areas available to rest?

D.2. Are there public gathering spaces along the street?

D.3. Are there any other amenities such as toilets, water fountains, trash bins, etc?

E. WAYFINDING

E.1.Are there any major landmarks or notable sites visible from the street?

F. EXPERIENCE

F.1. What activities or businesses are present along the segment?

F.2. Is this street associated with any cultural, religious, and/or commercial activities?

F.3. What was your overall experience of the street?

F.4. Would you recommend this street be included on the trail?
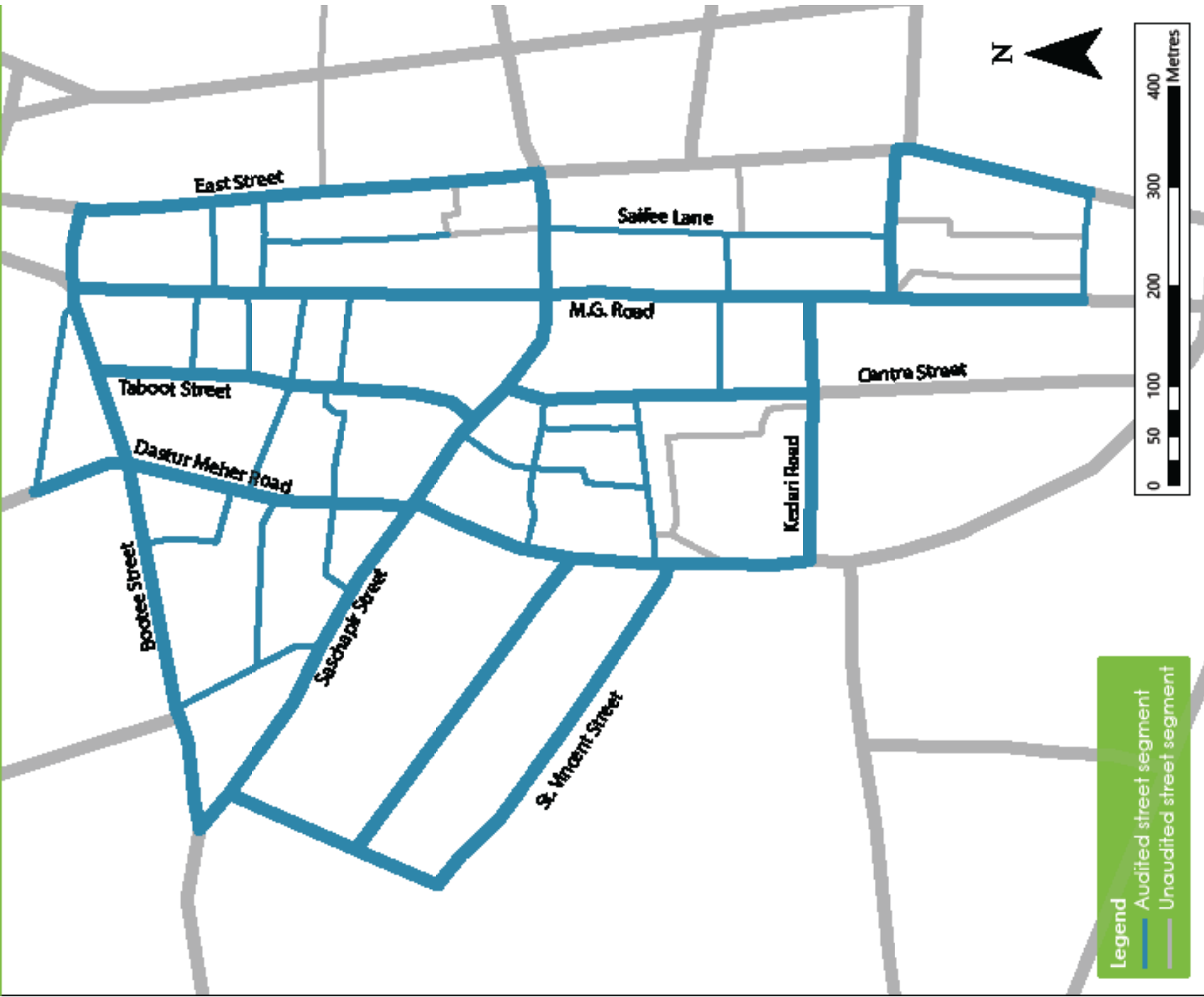
3.3.2 Sample Completed Assessment Form

A1	Shop houses (colonial). A few modern buildings. Mostly British colonial w/ Parsi influence.
A2	Not compatible, but it's not too bad a contrast
A3	Colonial shop houses
A4	Not distinct
B1	No
B2	
B3	
B4	A little bit of parking
B5	Easily along centre of alley (mostly a pedestrian street and 2-wheeler street)
C1	Building shade. Mostly shaded
C2	No (bakery slight smell)
C3	Frame shop saw, repair shop clanging
C4	No
D1	Ledges (elevated plinths of shops)
D2	Tea shop, bakery
D3	Trash bins
E1	Persian bakery on street
F1	Commercial, upstairs residential (all buildings are mixed use)
F2	Commercial
F3	We liked it. Calm, pleasant
F4	Yes, nice connection, nice place to stop for a snack

3.4 Summary of Site and Route Assessment

Audited Street Segments

East Street

Saifee Lane

M.G. Road

Taboot Street

Centre Street

Dastur Meher Road

Kedari Road

Bootee Street

Sachapir Street

St. Vincent Street

N

Metres

400

300

200

100

50

0

Legend
— Audited street segment
— Unaudited street segment

Audited Sites

East Street

M.G. Road

Centre Street

Taboot Street

Moledina Road

Bootee Street

Sachapir Street

St. Vincent Street

Kedari Road

N

Metres
0 50 100 200 300 400

Sites identified by Janwani

1. Ohel David Synagogue
2. Parsi Colony
3. Haji Mohamed Javed Isphani Imambara building
4. Jametul Muslimin Tandel Masjid
5. Sir Jamsetjee Jeejeebhoy Agiary
6. Marz-o-rin
7. Shri Sithala Devi Temple
8. Dawoodi Bohri Hall
9. Seventh Day Adventist Church
10. Agiary
11. Cafe Yesdan
12. Albert Edward Institute Library
13. Kayani Bakery
14. Victory Theatre
15. Jama Masjid
16. Cantonment Court
17. Ashta Siddhi Hanuman Mandir
18. Tailor and barber area
19. Munshiyan Masjid
20. Ardeshir & Sons drinks factory
21. Saint Anthony's Shrine
22. Saint Anne school
23. Saint Vincent school
24. Saint Xavier's Church
25. Shivaji Market
26. Rehman charcoal merchant
27. Jeweller area
28. Regal Tea Depot
29. Qamruddin Masjid
30. Babajaan Dargah
31. Kedari building
32. M. Nusserwanji House
33. Royal Bakery
34. Oldham Memorial Methodist Church
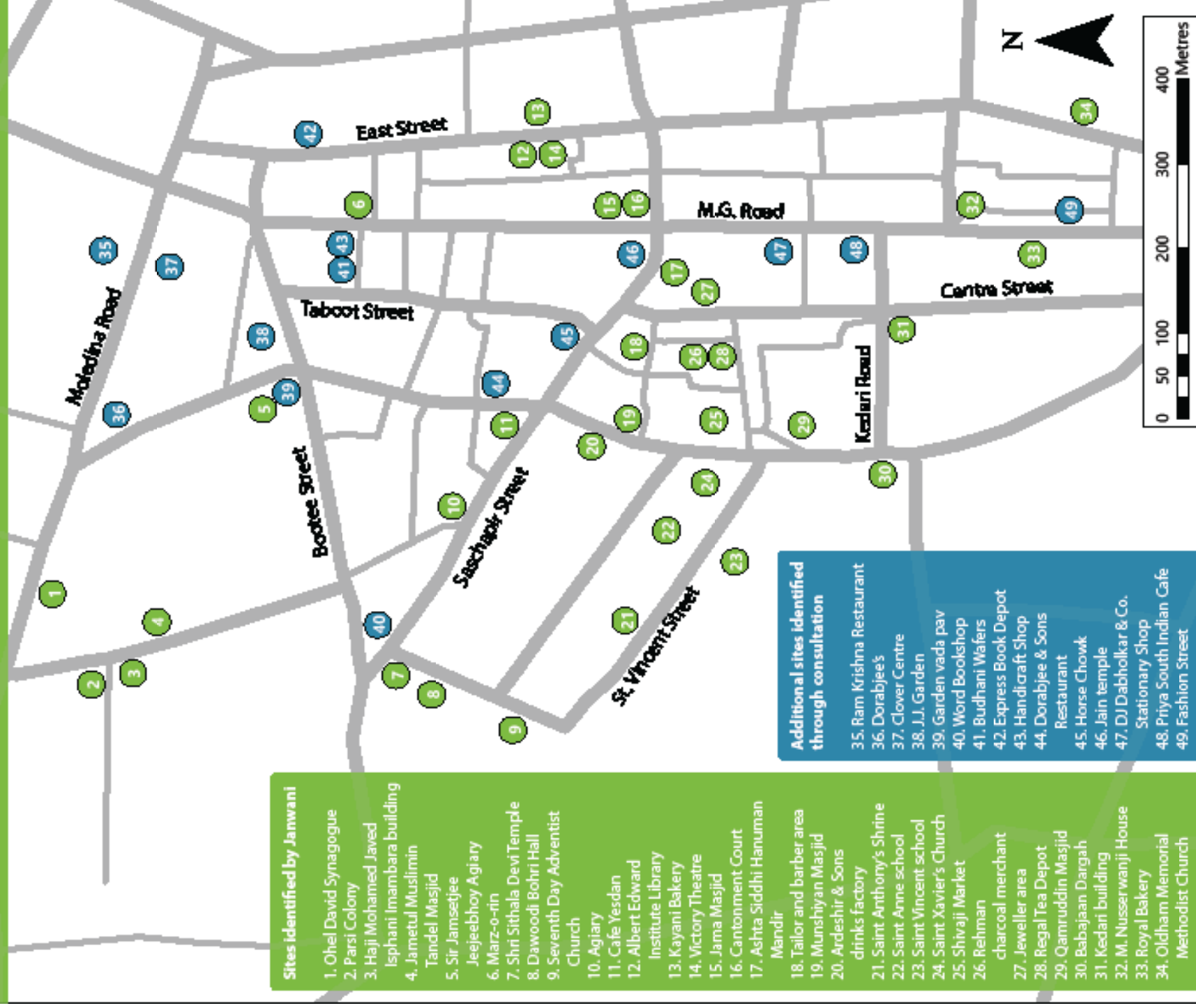
Appendix 3: Methodology
3.5 Sites and Segments Assessed - Fieldwork Schedule

Day 1 December 7th	Day 2 December 8th	Day 3 December 10th	Day 4 December 11th
Corinna, Jesse	Corinna, Mazen	Daren, Natasha	Mazen
Mazen, Miranda	Jesse	Jesse	Thomas
Natasha, Robert	Natasha, Robert	Mazen	
Thomas, Sam	Thomas, Sam	Robert	
		Sam	
		Thomas	

Day 1 – December 7th
1:30pm – 3:00pm

	Site	Segment
Corinna, Jesse	1. Shivaji Market 2. St. Xavier's Church	1. Gaffer Beg St between Sachapeer Rd & St. Vincent St
Mazen, Miranda	1. Victory Theatre 2. Kayani Bakery	1. South of Marz-o-rin Bakery, heading east from MG Rd 2. Residential street – backside of Library (East St) 3. East Street from the Victory Theatre to Segment 2
Natasha, Robert	1. Café Yezdan 2. Dorabje Restaurant	1. Dastur Meher Rd – from alleyway connecting Taboot St & Dastur Meher Rd and Café Yezdan 2. Alleyway between Taboot St and Dastur Meher Rd
Thomas, Sam	1. Marz-o-rin Bakery 2. Library	1. Taboot St – south from Bootee St to 2nd alleyway connecting to MG Rd 2. Alleyway connecting MG Rd to Taboot St 3. Portion of MG Rd located between two alleyways

Day 2 – December 8th
9:30am – 11:30am

	Sites	
Corinna, Mazen	1. Jama Masjid 2. PCB Cantonment Court 3. Hanuman Mandir	4. Munshiyar Masjid 5. Barber and Tailor Area 6. Charcoal Merchant 7. Regal Tea
Jesse	1. Oldham Methodist Church 2. Royal Bakery	3. M. Nusserwanji 4. Kedari Building
Natasha, Robert	1. Sir Jamsetjee Jehabhoy Agiary 2. Ohel David Synagogue 3. Parsee Colony 4. Jametul Muslimin Tandel Masjid	5. Dorabjee's 6. Ram Krishna Restaurant 7. J.J. Garden
Thomas, Sam	1. Aredeshir's Drinks Factory 2. St. Anne's High School 3. St. Vincent's High School 4. St. Anthony's Shrine	5. Seventh Day Adventist Church 6. Hussainy Baug 7. Shri Sithala Devi Temple 8. Zoroastrian Temple

Day 3 – December 10th
9:15am – 11:30am

	Sites	Segments
Daren, Natasha	1. Jain Temple	1. Sachapeer Rd – in front of Jain Temple past Taboot St 2. Taboot St – Sachapeer St to Bootee St 3. Alleyway from Taboot St to MG Rd
Jesse	1. Handicraft Shop 2. Budhani Bros 3. Express Book 4. D. J. Dabholkar Stationaries 5. Horse Chowk	**1.** Bootee St from MG Rd to second intersection near J. J. Garden
Mazen		1. Saifee St - south from Sachapeer Rd 2. Segment connecting Saifee St and East St 3. East St – from Saifee St to Methodist Church 4. West of Church St onto MG Rd 5. MG Rd – near Kohinoor Restaurant 6. MG Rd towards Babajan Dargah
Robert	1. Jewellers' Area 2. Babaja Chowk (Babjaan Dargah) 3. Qamruddin Masjid 4. Kohinoor Restaurant	1. Centre St – from Jewellers' Area to Kedari Rd 2. Kedari Rd – from MG Rd to Babaja Chowk
Sam		1. Covent St (part one) 2. Covent St (part two) 3. Lane in Shivaji Market 4. Lane beside Masjid 5. Lane behind the Market Building (Part One – characterized by vegetable. vendors) 6. Lane behind the Market Building extending to Street #5 (Part two – characterized by vegetable vendors) 7. Lane with Charcoal Merchant - Dwayer Lane Kolsa Gait
Thomas		1. Sachapeer Rd from Dastur Meher Rd until Fire Temple 2. Sachapeer Rd from the street with the Fire Temple to Bootee St 3. Bootee St from Sachapeer Rd to the Dargah 4. Bootee St from the small dargah to Dastur Meher Rd 5. Dastur Meher Rd from Bootee St to the alley that leads to Khushru Irani's office 6. Alleyway where Irani's office is located 7. Dastur Meher Rd from Segment 6 alleyway down to Café Yezdan (Sachapeer Rd) 8. Back lane from Sachapeer Rd (across from grass-roof house) to Taboot St (at Hindu temple) 9. Street from Bootee St dargah to Sachapeer Rd by fire temple 10. Side street from Fire Temple street to Dastur Meher Rd

Day 4 – December 11ᵗʰ
9:00am – 11:00am

	Segments
Mazen	1. East St towards Bootie St 2. North side of J.J. Garden 3. J.J. Garden, Agiary, Wada pav vendor 4. Handicraft laneway 5. Deccan Rd
Thomas	1. East Street from Victory Theatre/Library to Sachapeer Road 2. Sachapeer Road from East Street to MG Road 3. MG Road from Sachapeer to City Bakery 4. Kosla Lane between Centre St and MG Road 5. Kosla between MG and Saifee Street

Appendix 3 Methodology
3.6 Key Informant Interviews

Zoher Siamwala and Barjor Cooper
Faculty, Allana College of Architecture, Pune
8th December 2014

Zoher Siamwala is an architect and urban designer as well as a professor at Allana College of Architecture in Pune. Barjor Cooper is a visiting professor at Allana College of Architecture.

Key Lessons:

- A heritage walk could be effective in generating a public appreciation of Sadar Bazaar heritage. It is essential to understand the audience who would be interested in participating in such a walk and cater the walk to them, perhaps even designing multiple themed walks to appeal to different interest groups.
- Pilot restoration projects may be a good way to demonstrate how to manage heritage and catalyze desirable restoration projects by neighbouring property owners.
- It would be excellent if a heritage walk could allow guests to enter private heritage buildings which they normally cannot enter, such as places of worship, and see what happens inside. This would be an interesting way for people to learn about their neighbours' cultures, and to strengthen ties between different cultural groups.
- Sadar Bazaar heritage cannot stand on its own: the area does not possess any truly unique or monumental architecture that will draw large amounts of tourists. What makes Sadar Bazaar special is not just its built heritage but its cultural heritage. Pairing a heritage tour with a shopping experience, culinary tour, or special event would help to complement the cultural and built heritage and make Sadar Bazaar a stronger tourist draw.
- There are unique shopping experiences to be found in Sadar Bazaar. Conducting an inventory of community assets and highlighting them in advertising would help draw visitors to support the local economy.
- Small projects could occur in the short term to promote cultural heritage, for example putting a horse trough back at Horse Chowk as a reminder of its pre-automobile history.
- Car culture is a negative force in the area, and PCB should make streets friendlier to pedestrians and cyclists as they once were.
- It is essential to make a long-term commitment to any heritage management project to ensure it is successful and does not just become another unimplemented study.
- Bottom-up approaches could be effective in generating public support for heritage management and catalysing a heritage conservation movement, but ultimately government action will be necessary to effectively protect heritage assets.

Interview 2

Saurabh Malpani
Architect, Artha Studios
10th December 2014

Saurabh Malpani is a conservation architect at Artha Studios in Pune, focusing on adaptive re-use and restoration of heritage structures as well as historically sensitive building design.

Key Lessons:
- Rising land values within the Sadar Bazaar have resulted in financial changes, as well as ownership changes. While in the past various cultural groups were content to sell their buildings and businesses within their own cultural and social circles, now they are taking advantage of the rising property values of the area and selling to the highest bidder regardless of associations. This has resulted in a dilution of cultural proximity and, to a degree, geographic cultural coherence.
- It is difficult for property owners to conserve their own buildings. It is financially costly, and the low demand for traditional trades and materials makes them difficult to find and properly oversee. Popular building materials often emulate the West, and so traditional building materials fall out of fashion.
- People are aware of heritage within Sadar Bazaar, but they do not respect it. There do need to be more measures taken to cultivate people's respect for their own heritage assets within their neighbourhoods, and walks can be a great tool. This respect should be fostered from an early age, and so teaching children about heritage and its value is very important. People will only conserve their buildings if they respect them and their heritage value. Getting laypeople to respect their heritage is especially important.
- Policies need to be strengthened and developed to fully protect heritage – building and development policies are very weak and are often circumvented. However, these policies need to reflect what people want and need to benefit both the government and the neighbourhood for them to be followed and implemented.
- Pilot projects are an especially important way of generating buy-in from locals towards the value of heritage protection, as these pilot projects can directly show people the value, both economically and more intangibly, of heritage conservation and protection
- Case studies mentioned for further research: Chiado in Porto, INTACH's work in Pondicherry, Ahmedebad

Interview 3

Jui Tawade
Heritage Architect and Walk Guide, INTACH Pune Chapter
11th December 2014

Jui Tawade is a heritage architect working with INTACH Pune Chapter, who has been guiding heritage walks within both the Camp and the Old City Core for many years. She works on a diversity of projects to promote interest in heritage and cultural assets in Pune.

Key Lessons:
- Buildings within the Sadar Bazaar and the wider Camp area are typically better maintained than in other areas, as shopkeepers have leftover family money from their dealings with the British. However

much of this family money is dwindling, and with strict tenancy laws many buildings are rent-controlled making it difficult for landlords to raise enough money to maintain heritage buildings.

- Military and PCB buildings are also well-maintained, because the government has the funds to maintain them. Also, PCB's legislative power protects the Camp more than the core.
- With commercial buildings, businesses that have been very successful do invest in maintaining their buildings, and people do go to these buildings for their heritage value. (Ex.: Marz-O-Rin Bakery and Kayani Bakery).
- Typically "heritage" is more associated with the old core area – heritage walks can help change this, as showcasing the heritage buildings in the Camp area is a way to attract appreciation for the area.
- Walks: booked walks have many foreigners and visitors, but open walks tend to have more locals who want to discover their own heritage.
- Heritage tourism and cultural tourism in general is growing, and people are getting more and more eager to discover the heritage in their own neighbourhood. However, many people go on heritage walks and think they are interesting, but then their interest and motivation to conserve heritage fades. However, in general people are willing to conserve more than they used to.
- Architectural features of Sadar Bazaar: ornamentation, semi-circular windows, balconies, stained glass windows, stonework and stone foundations, red roofs.
- Daster Mehur road and Shivaji Market would be good candidates for a pilot project.

Interview 4

Dr. Sonal Chitnis-Karanjikar and architecture graduate students
Singhad College of Architecture, Pune
11th December 2014

Dr. Sonal Chitnis-Karanjikar is a practicing architect and assistant professor at the Sinhgad College of Architecture. The five students interviewed, who are studying heritage conservation, are working on a year-long project on the Sadar Bazaar. The first step of their project is the identification of heritage, tangible and intangible, in their study area. They have reviewed local history and completed architectural, cultural, and land use inventories.

Key Lessons:
- Sadar Bazaar is already a destination within the city, for its cosmopolitan feel and amalgam of traditional and colonial heritage. The study area is popular, safe, and diverse – it is a 'social amalgamation,' which makes it unique from the rest of the city.
- There is already a great deal of community pride in heritage, but rent controls starve property owners of the capital necessary for proper maintenance. The maintenance of historic schools and public buildings has been a focus of government funding in recent years. An example of a major restoration effort is the Victoria Theatre.
- The most difficult problem is not convincing locals of the value of heritage conservation, but making the economics work. There are no financial incentives to conserve.
- Another challenge is the lack of knowledge of traditional construction and restoration, including materials and methods. Conservation

requires technical help from experts, and public authorities should facilitate these relationships.

- Traditional streetscapes in the Sadar Bazaar are at a pedestrian scale, and present unique facades, but new, modern buildings are threatening it.
- Pedestrianization has been attempted in the study area, and was not unpopular with business owners; however, initiatives in this direction were discontinued due to outside traffic pressures.

Interview 5

Khushru Irani

Architect, Khushru Irani Design Studio
December 11th 2014

Khushru Irani is an architect and urban designer based in the Sadar Bazaar area of Pune. He has undertaken heritage conservation projects within the Sadar Bazaar area, and his family has been established in the area for many years.

Key Lessons:

- Urban design in Pune is uncoordinated, generally associated with larger developments, and often design decisions are made arbitrarily. However, there have been examples of private firms redesigning streets in India (Ahmedabad).
- Street design: potted plants are great to add greenery; date stones and small signage on buildings; street signs in the footpath pavement; replace cheap footpath pavers with the more durable old stone paving; signboard maps showing notable features of the area and historical photos. Do not add more decoration or ornamentation – the street is busy and ornamented enough.
- Street design in general must enhance the pedestrian realm, as the street is the little public space in the area and often the first level of infrastructure to be established. Try to enhance what little public space there is, and the public realm is the area in which you have some more direct control.
- The area is characterized by its cosmopolitan diversity, the scale and size of the shops, mom-and-pop shops, the commercial market nature of the area, and the older diverse buildings.
- Do not get into religion with a branding or design strategy
- MG Road pedestrianization: shopkeepers were worried it was simply turned into a mall where people loiter. Though pedestrianization is still a good idea in developing the area as a destination, the street still has to be a working street.
- Use architectural references, historical references to create a visual language and design markers. References: extended balconies, bungalows with sloping roofs, brackets below the verandahs, exposed wooden beams, grills.
- It is a good idea to foster some sort of business organization or collectiveness, through some interpretation of a BIA. Fashion Street, just south of the study area, does have this kind of cooperation among business owners.
- Bring awareness to the district and its heritage value – Apps, QR codes, and websites can all help achieve this. The heritage walks have a limited reach in the kind of influence they can have on bringing awareness and respect to the area, and so the broader strategy to promote the heritage of the area and the area itself is important.

Interview 6

Narendra Dengle

Principal, Narendra Dengle and Associates, Architects and Planners

11th December 2014

Narendra Dengle is an author and principal of an architectural practice. He is an academic chair at the Goa College of Architecture and was a founding partner of Grup (The Group for Rural & Urban Planning).

Key Lessons:

- It is vital that property owners see heritage as a complement rather than an adversary to their aspirations. Obstacles to complementarity must be addressed by fixing root problems such as monsoon season flooding, water supply, sanitation, and garbage. Addressing the 'vehicle horror' is also key, but is harder to do.

- A longer-term traffic strategy would see the implementation of quality public transit, surrounding the bazaar area with parking nodes, and gradual pedestrianization using collapsible bollards that permit emergency access.

- Currently, good practices are being misused – see the transfer of development rights system that has been employed for road widening but not for heritage conservation.

- Improve the interface between residents and their heritage. Heritage management should be based on communities, be they geography-, occupation-, or religion-based. Continuity of historic uses, such as tailoring, will result in continuity of built form. Use direct incentives as well as indirect measures to accomplish this.

- There is also potential for land use changes that accommodate heritage conservation – residences are logical conversions to inns.

- Make a strategy so residents start to believe in heritage. Showcasing its economic value is just one aspect. Use preventive policies to avoid the worst development outcomes, but pick your battles. Changes in material, for instance from wood to concrete, is not a problem – it's much more important to enforce appropriate scale and protect the urban fabric.

Interview 7

Kiran Kalamdani

Conservation architect

11th December, 2014

Kiran Kalamdani is a conservation architect at Kimaya Architects. His work focuses on integrating urban design with heritage conservation, restoration of individual buildings and interior design.

Key Lessons:

- Believes that religious sites in the Camp would be open to tour groups entering if Janwani negotiated with them beforehand.

- Heritage protection in the Camp needs to include both top-down and bottom-up elements. Top-down is required because the Pune Cantonment Board has the final decision on all matters in the Cantonment. They have strong legislative authority and have the ability to implement projects and policies relatively independently. However, local merchants also need to be involved for initiatives to be taken up.

- The willingness of the PCB to engage in heritage conservation depends entirely on who is in power at that time. It also depends on

cost as the PCB is considerably more revenue constrained than the PMC since it is drawing from a smaller population.

- There is probably room for community involvement but that type of bottom-up approach isn't very common at present in India.
- The pedestrianization of MG Road was a past initiative of the PCB. On Sundays, the road was restricted to pedestrians. The merchants were not happy with it and pressured the PCB to reverse it. The merchants believed that it was adversely affecting their businesses.
- A heritage walk will provide an opportunity to engage merchants in heritage conservation. Importantly, walks would not involve the PCB. Merchants are likely to be skeptical of planning endeavours initiated by the PCB due to the failure of MG Road pedestrianization.
- Locating local business owners who are more sympathetic to heritage conservation can help show other owners that it can be done effectively and economically. One existing example is Marzorin which has benefited from the renovations done by its owner.
- Pune has a reputation as being a city full of "wise guys." There are quirky, humorous signs specific to Pune called "Puneri Patya." Pune is known for these eccentric signs.
- The entire Western-style planning approach is not so common in India. Heritage conservation is the domain of architects who focus on individual buildings. Movement towards a more holistic view of heritage conservation will be a small process that starts with initiatives like a heritage walk.
- People are unlikely to be open to large or sudden changes. Need to take an incremental approach.

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