ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

Rhythm of Streets -Reframing Urban Life Across Connected Streets of M.G Road & Church Street

M. Kiranamirtha[1]; Yothi Gupta[2]

[1]Author; [2]Co Author
[1;2]School of Architecture, Christ University, Bengaluru, India

Publication Date: 2026/11/05

Abstract: This research paper explores the connection between urban form, pedestrians' movement, diversification of the land use, the public realm and human activity on Church Street and MG Road in Bengaluru's Central Business District. The study focuses on the impact of street connectivity, commercial use of the area, the quality of public realm, and place identity on urban life. The methodology of the research includes theoretical research (Kevin lynch principles,), spatial mapping, on-site investigation (Church Street and MG Road), users study, and application of the urban design principles of New Urbanism as guidelines for identifying problems and challenges in the present situation. 4 Literature review and 4 case studies and practical knowledge on walkability, mixed use, connectivity, sustainability, and lively public realm. According to the findings, multifocal and mixed-use urbanity will be the key concept of the project as it includes diversification of activities, variety of functions and active life 24 hours per day. The zoning system reflects this idea by designing three parcels with different functions. In the end, this research aims to provide a human-centric approach to urban design that will build a stronger connection between the network of streets and public activities, thus creating a more accessible, vibrant, inclusive, and sustainable urban realm.

Keywords*: Urban Design, Connected Streets, Church Street, MG Road, Urban Form, Pedestrian Connectivity, Walkability, Mixed-Use Development, Multifocal Urbanity, Public Realm, Place Identity, New Urbanism, Human-Centred Design, Urban Vitality, Sustainable Urban Development.*

How to Cite: M. Kiranamirtha; Yothi Gupta (2026) Rhythm of Streets -Reframing Urban Life Across Connected Streets of M.G Road & Church Street. *International Journal of Innovative Science and Research Technology*, 11(10), 2941-2961. https://doi.org/10.38124/ijisrt/26oct1618

I. INTRODUCTION

"Rhythm of Streets: Mapping Urban Life Across Connected Streets" is urban neighbourhood design research to understand the connection between streets, public spaces, movement, and urban life in Central Business District of Bengaluru. This research is to help in investigating how connected streets act not only as a neighbourhood corridor for movements but as a social, cultural, economic and experiential space that define urban character.

This project is focused on the area of Church Street and MG Road which is full of commercial buildings, office spaces, retail shops, cultural centers, public facilities and infrastructural facilities. Although this area is lively and accessible, there are many issues related to pedestrian movements, fragmented public spaces, concentration of activities and different urban usage.

These issues have been analyzed in the study based on the techniques such as spatial analysis, site analysis, and user analysis in terms of walkability, connectivity, mixed use and public space quality. This research is to help in developing design strategies through multifocal urbanity and walkable environment within 15 minutes.

➢ *Aim and Objectives*

"Rhythm of Streets: Designing Walkable Urban Districts on Linked Streets" seeks to aim an urban district within a 15-minute walk that will reinforce the interconnection between people, streets, and places by combining walkability, multifocal urbanism, and 24-hour urban rhythm.

- *The 4 Objectives are as Mentioned Below:*

✓ *To Create Walkability, Connectivity and Accessibility*

Create a continuous and safe network of pedestrian-oriented connections for linking streets, public places, facilities, and destinations.

✓ *To Develop Multifocal Urbanism and Mixed-Use Diversity*

Disperse activities in multifocal areas and combine retail, recreational, cultural, institutional, and social uses.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

✓ *To Improve Public Spaces and Build Place Identity*

Create inclusive public spaces and distinct street environments that foster social interactions and culture, reinforcing place identity.

✓ *To Enhance a Dynamic, Sustainable and People-Oriented Urban Environment*

Support activities at all times of the day and improve safety, comfort, environment, resilience and sustainability.

II. METHODOLOGY

The 4 Methodologies are as Mentioned Below along with a Schematic Illustration in Fig. 1:

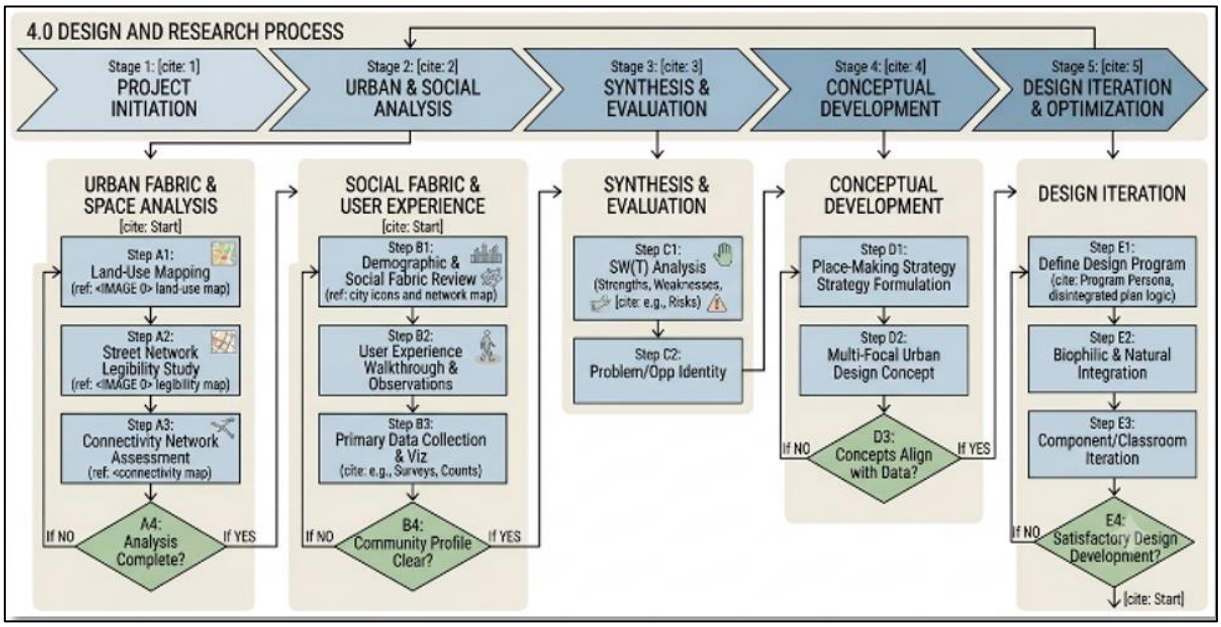


Fig 1 The Flowchart Outlines the Stages of Urban Neighborhood Design.

➢ *Literature Review and Theoretical Basis*

An extensive four literature review on urban design theories, urban planning approaches, and the latest concepts of urban development has been conducted to determine the theoretical basis for this research work. Relevant theories and design approaches have been used to understand the issues related to urban form, public life, movements, sense of place, accessibility, and human-oriented cities. The theoretical basis has influenced not only the analysis but also the design process.

➢ *Spatial Analysis and Urban Design*

The physical structure of the research site has been analyzed using different mapping tools and observation techniques. Various urban design theories and evaluation approaches have been used to analyse spatial legibility, connectivity, land-use patterns, movement systems, public spaces, and the general state of the urban environment.

➢ *Analysis of Current Situations*

The study area has been analyzed employing proven approaches in urban design and planning in order to recognize its advantages and disadvantages, as well as to determine opportunities and challenges. The analysis paid attention to accessibility, walkability, urban vitality, connectivity, mixed-use qualities, quality of public space and user experience. This analysis became the foundation for further design intervention and propositions.

➢ *Development of Conceptual Framework*

The conceptual framework has been developed by means of synthesizing results obtained through site analysis, user survey, theoretical research and urban design principles' application. These frameworks defined strategies in relation to visual imageability, multifocal urbanity, walkability and improvement of public life on the interconnected streets.

This approach allows acknowledging the usage of principles and frameworks without converting the report into a theory listing.

III. SCOPE AND CHALLENGES

The investigation addresses the issue of examining the connections between the urban form, mobility, public life, and place-making in the selected study area. It assesses the current spatial structure, land use, connectivity, pedestrians' mobility, built form, public spaces, activities, and users' experiences in order to reveal opportunities for urban design intervention. The research considers the potential of the connected street network as a unified system of public spaces promoting walkability, accessibility, mixed uses, and diverse activities at any time of day. Urban design theory and principles, along with existing frameworks of practice, are used as the tools for analysing the current situation and designing interventions. The scope ranges from site analysis and user studies through conceptual design and spatial zoning

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

to the creation of an urban design plan aimed at enhancing the quality of the public realm.

➢ *Research Questions*

- *What Measures can be Adopted to Improve Pedestrian Mobility and Connectivity?*

Church Street has several issues to do with pedestrian congestion, pedestrian mobility, connectivity, conflicts among pedestrians, gathering and serving the commercial premises. This impacts walkability and connectivity with adjacent streets and activity zones.

- *What Measures can be Taken to Improve the Public Domain for the Benefit of its Diverse Users?*

Shortage of seating facilities, shade, universal access and comfortable resting places determine the quality of the pedestrian realm. The various requirements of different people including students, office people, shoppers, tourists, leisure visitors and serving people require better public realm.

- *How can Commercial Activity be Integrated with Pedestrian Flow and Public Domain?*

The intense commercial activity and outdoor eating contribute to the vitality of the street, but this may compete with pedestrian mobility and public realm. Balancing commercial needs with public realm that will allow gathering and serving non-consumer users is one of the major challenges.

- *How can Place Identity, Wayfinding and Safety be Promoted During Various Periods of the Day?*

It is very important to preserve place identity, way finding and visual continuity to reinforce the place identity. The differences in activities during daytime, evening and late hours show the need for a better and safer place identity.

IV. LITERATURE REVIEW

The principles of urban design set the foundations to create physical environments that have the qualities of being spatial, functional, social, and sustainable. The following is a detailed framework of the principles of urban design, imageability theories, and the principles guiding site analysis, data collection, and master planning.

➢ *Lynch's Imageability Elements*

The concept of imageability is formed by the urban theorist Kevin Lynch in his book The Image of the City published in 1960. Imageability is a quality in the physical environment where there is a likelihood of high probability to evoke strong mental images for an observer. According to Lynch, people perceive and navigate their way in urban environments based on mental maps created with five specific spatial features that are as mentioned below:

- Paths: Such as streets, paths, and roadways that aid people to move around and find their way around the city as in fig.2.
- Edges: Such as rivers, highways, and railroad tracks that separate or join different urban areas as in fig.3.
- Districts: Different districts within the city based on their land use or activities as in fig.4.
- Nodes: Points of interest where people tend to congregate or move around; for example, intersection points as in fig.5.
- Landmarks: Unique features within the city such as monuments that aid people to locate particular spots within the city as in fig.6.

- *Path*

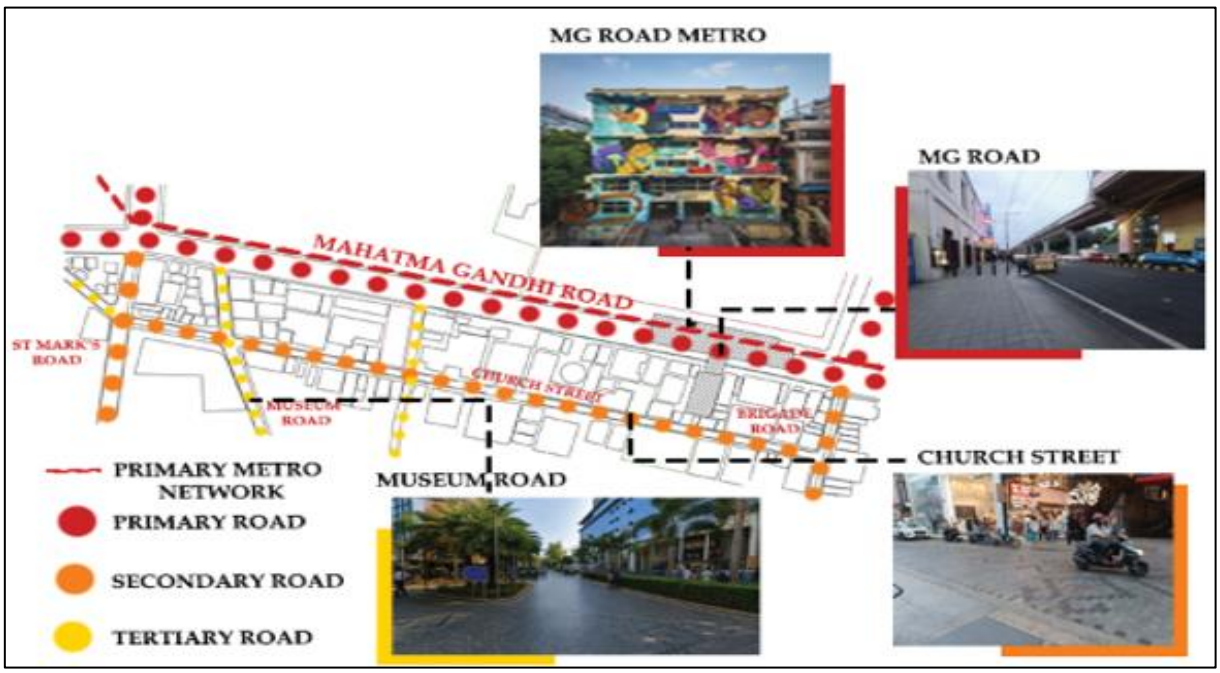


Fig 2 The Walkways, Streets, Transit Lines Analyzed in a Hierarchy.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

- *Edge*

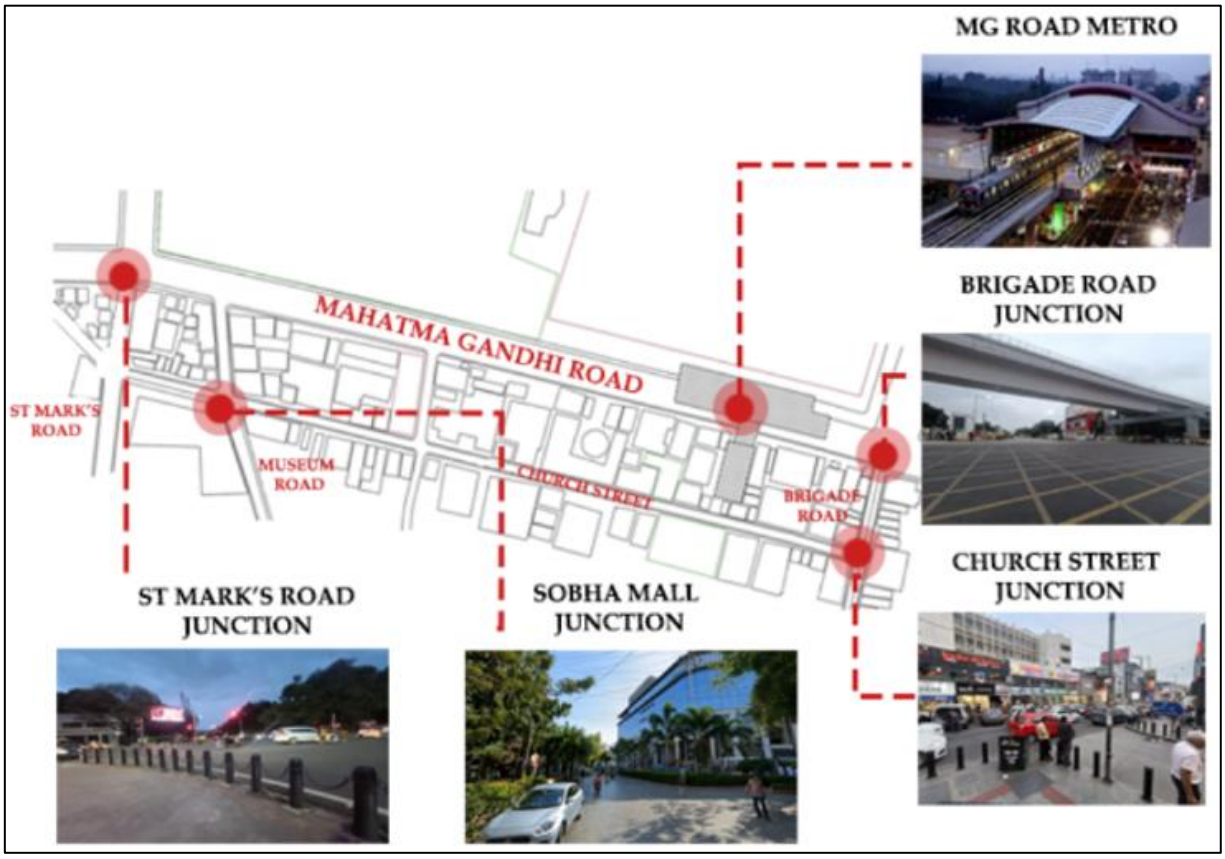


Fig 3 The Edges that Create a Distinctive Boundary, in the Site Context.

- *District*

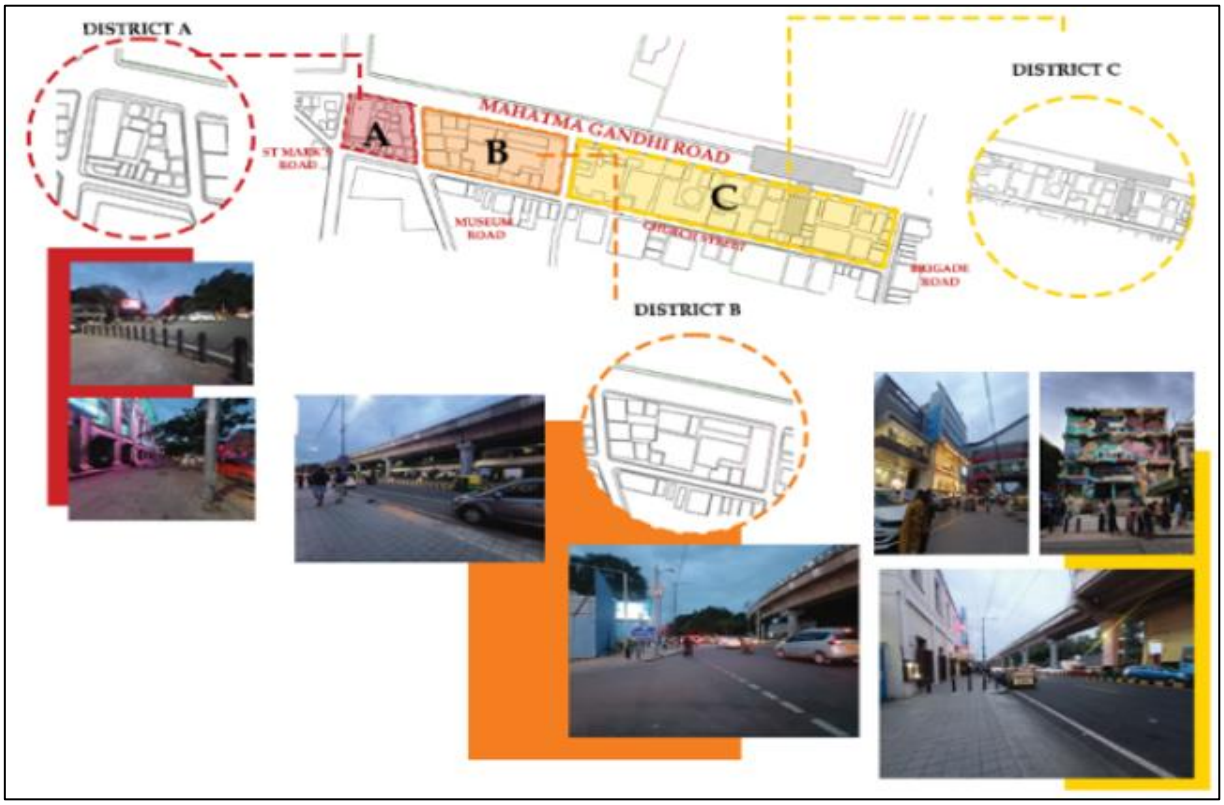


Fig 4 District Zoning Based on Spatial Separation and Individual Character.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

- *Nodes*

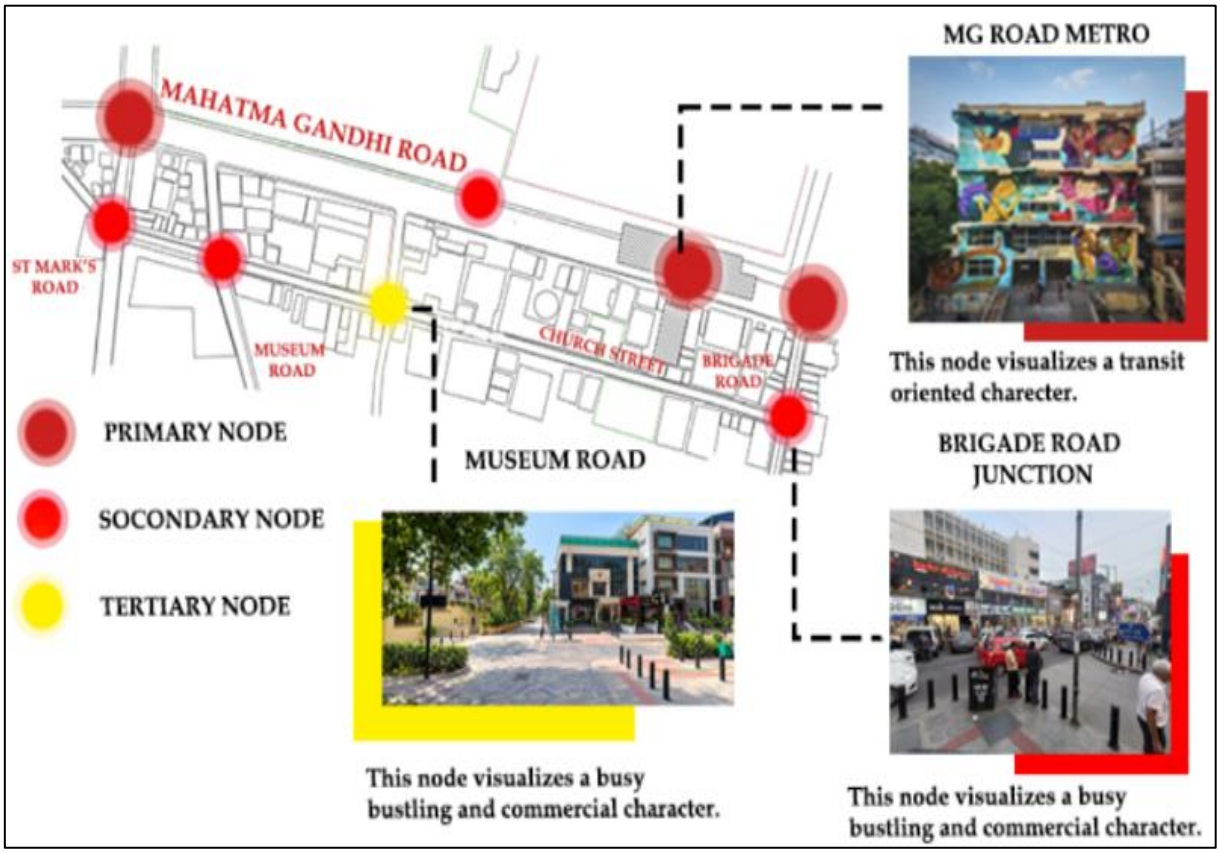


Fig 5 The Hierarchy of Strategic Points, Junctions, Plazas, Encourage People to Exchange Areas.

- *Landmark*

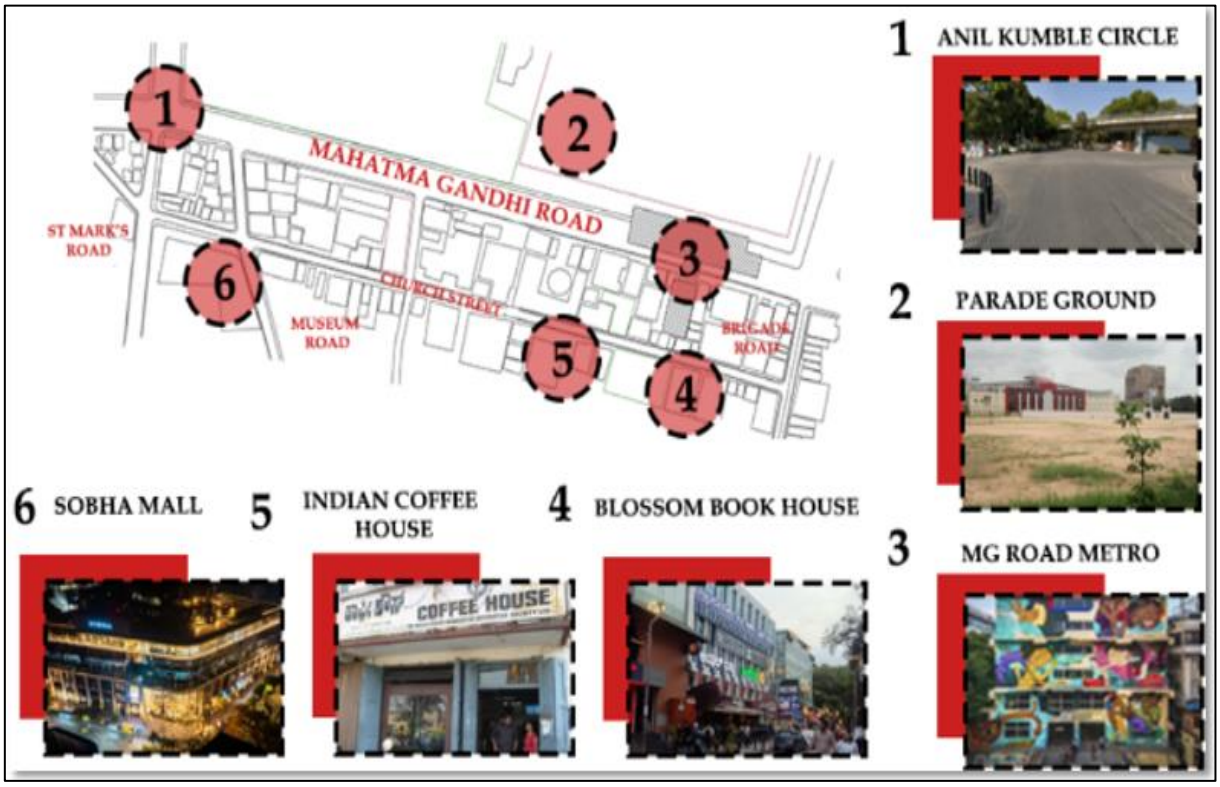


Fig 6 Landmark as the Identification, Reference Points to Make the Site Accessible & Familiar.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

➢ *The 5D's Framework*

Through transportation and urban planning studies (by Ewing and Cervero), the 5 D's theory provides a quantitative framework to analyse the relationship between the built environment and travel behaviour as in fig.7.

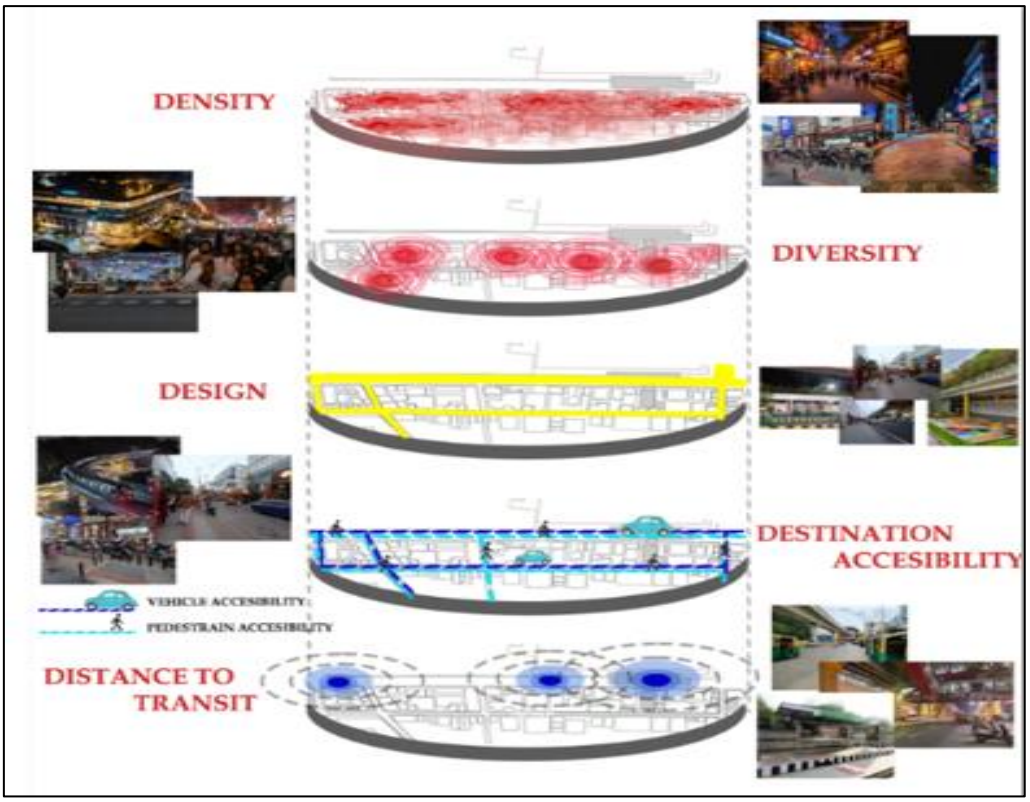


Fig 7 Illustration of Layered Spatial Analysis of 5 D's Framework

➢ *Ten (10) Principles of New Urbanism*

The approach employed in "Rhythm of Streets: Mapping Urban Life across Connected Streets" includes theoretical research, site research, user research, and the ten principles of New Urbanism to investigate the interrelation of urban form, mobility, land use, and urban life. The Ten Principles as mentioned in fig. 8, fig. 9, fig. 10, fig. 11, serve as the means for evaluating current conditions and developing strategies for improving walkability, connectivity, diversity, sustainability, and urban life in general.

- *Mobility & Accessibility*

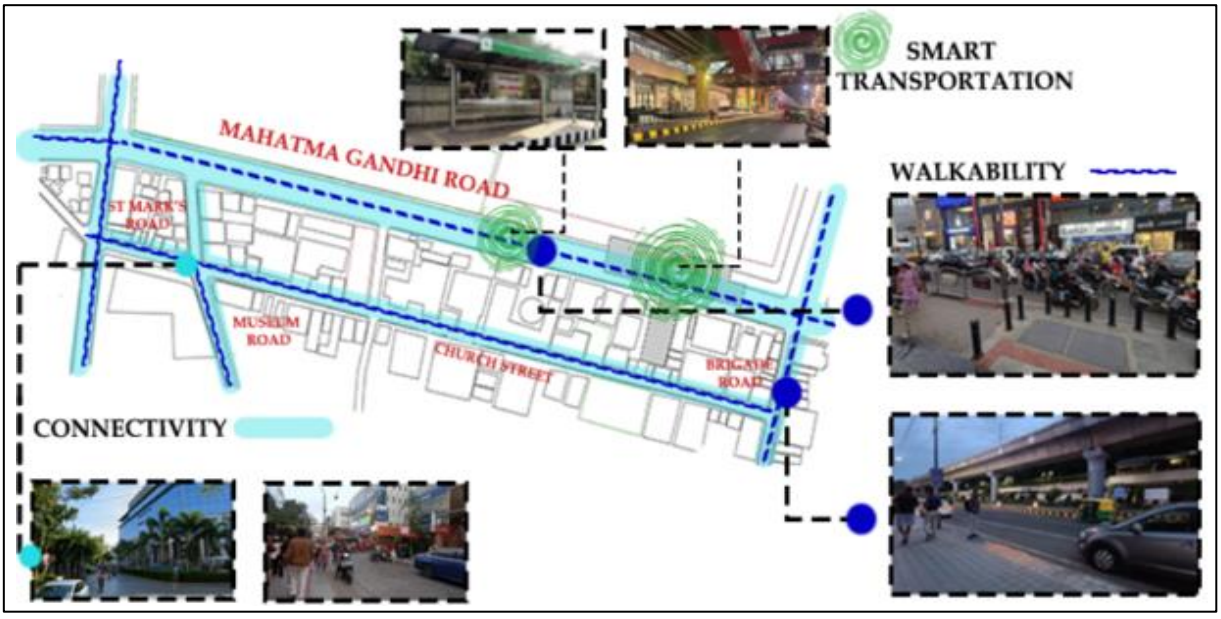


Fig 8 Spatial Mapping of the Streets According to Movement.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

- *Landuse & Urban Form*

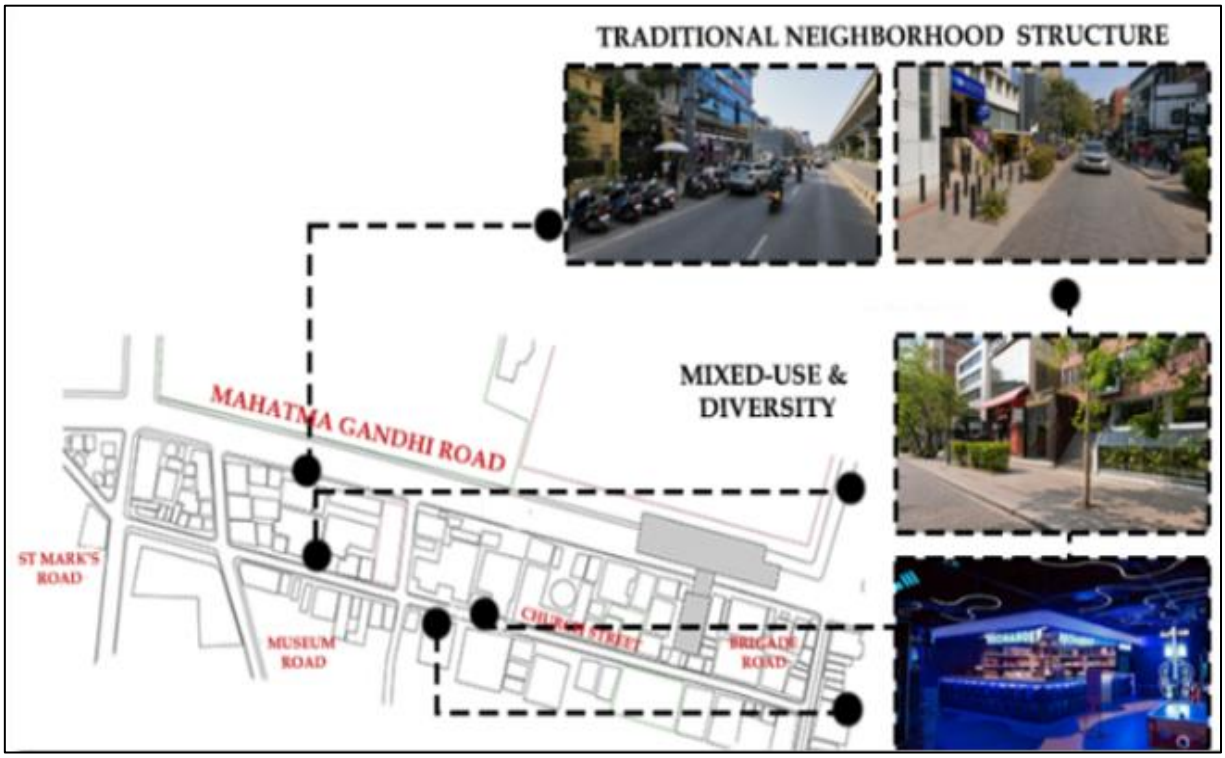


Fig 9 The Land Use Pattern and Urban form Showcasing Tradition & Mixed-Use Diversification.

- *Design & Place Making*

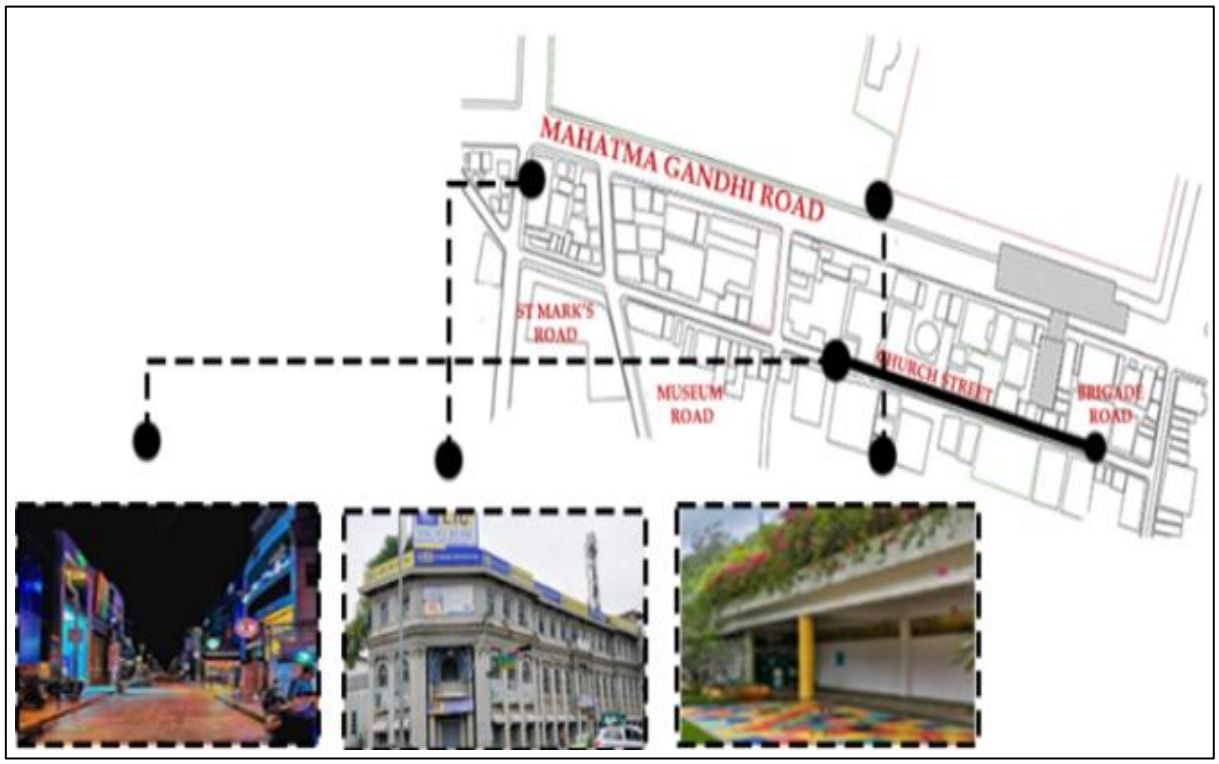


Fig 10 The Spatial Mapping According to Urban Character of Contemporary Commercial Buildings, Heritage Buildings and Pedestrian Friendly Public Spaces.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

- *Sustainability & Livability:*

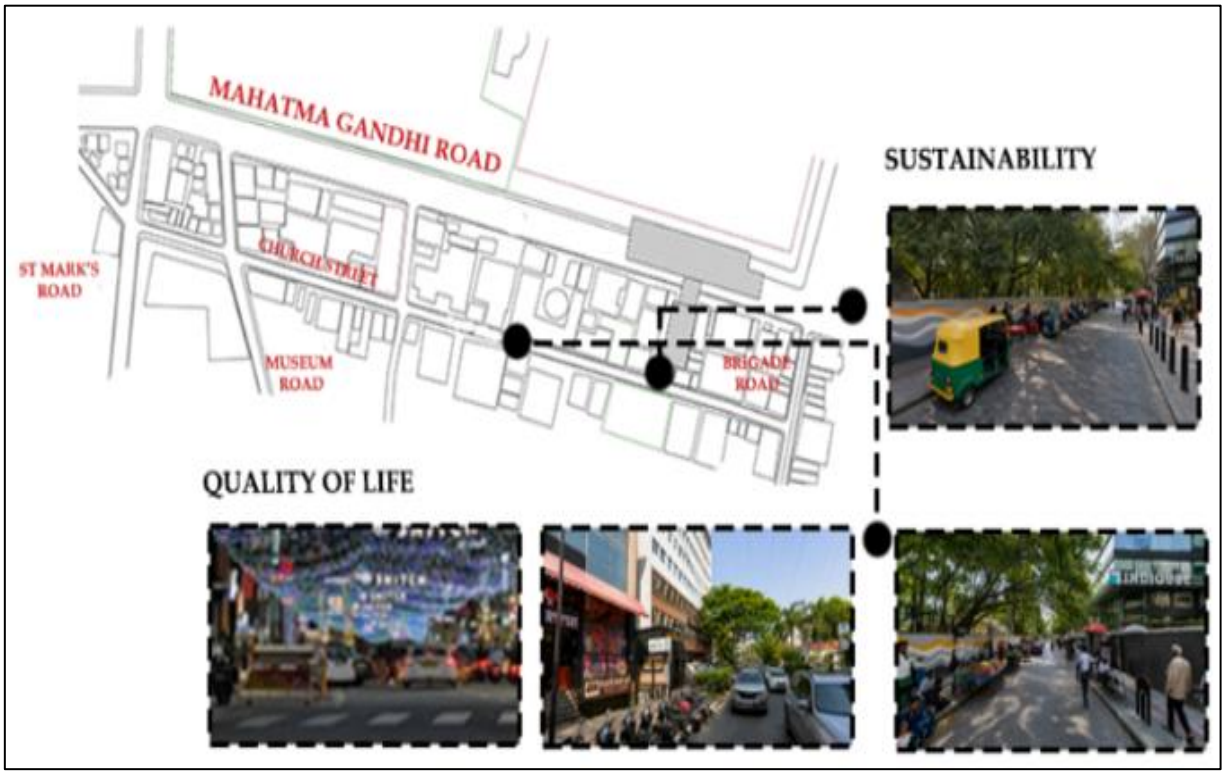


Fig 11 Mapping the Urban Character of mg Road & Church Street to Evaluate Sustainability and Quality of Life.

➢ *Seven Qualities of Urban Design*

The Seven Qualities context, character, choice, connections, custodianship, collaboration, creativity as mentioned in (fig.12. fig.13, fig.14, fig.15, fig.16, fig.17, fig.18) offers a qualitative criterion for evaluating the value of urban places in terms of their experience, architecture, and civic dimension. This perspective is based on shifting the attention away from functional zoning and towards the full experience of citizens, including their local identity and sustainable management.

- *Context*



Fig 12 A Contextual Illustration of mg Road & Church Street's Urban Character Across Ages.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

- *Character*



Fig 13 A Cultural Representation of its Character, Heritage, Art & Culture.

- *Choice*



Fig 14 The Contrasting Dual Feature of Vehicular Corridor and High-End Retail with Pedestrianized and Vibrant Streets.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

- *Connections*

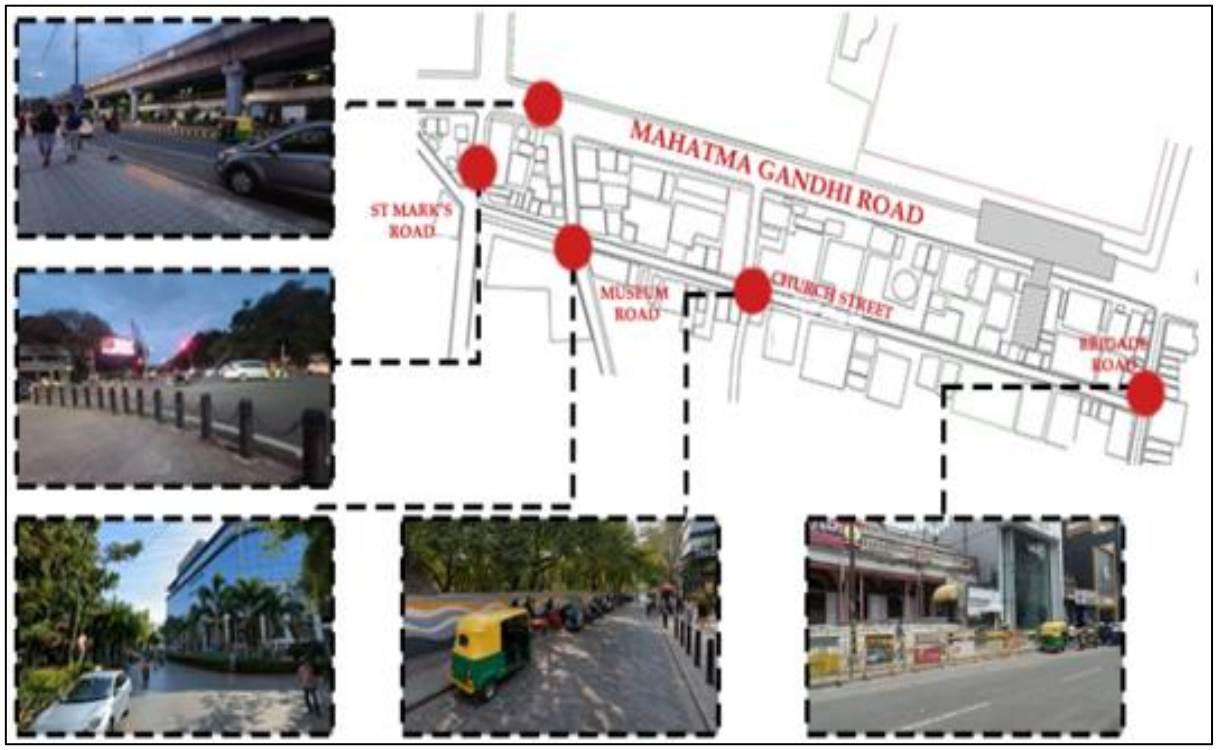


Fig 15 A Multimodal Accessibility Diagram Shows the key Transition Nodes from mg Road Metro Hub to Church Streets Streetscape.

- *Custodianship*

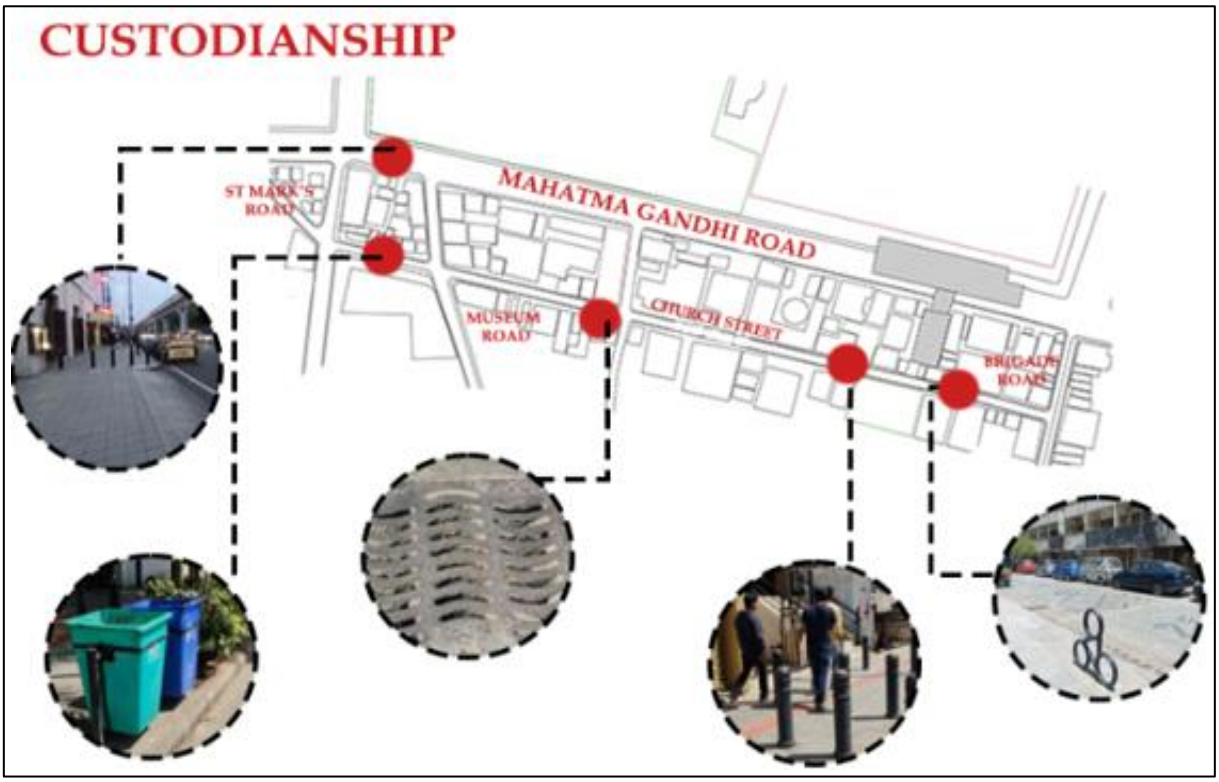


Fig 16 The Sustainable Features Utilized for the Maintenance of the Site Context.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

- *Collaboration*

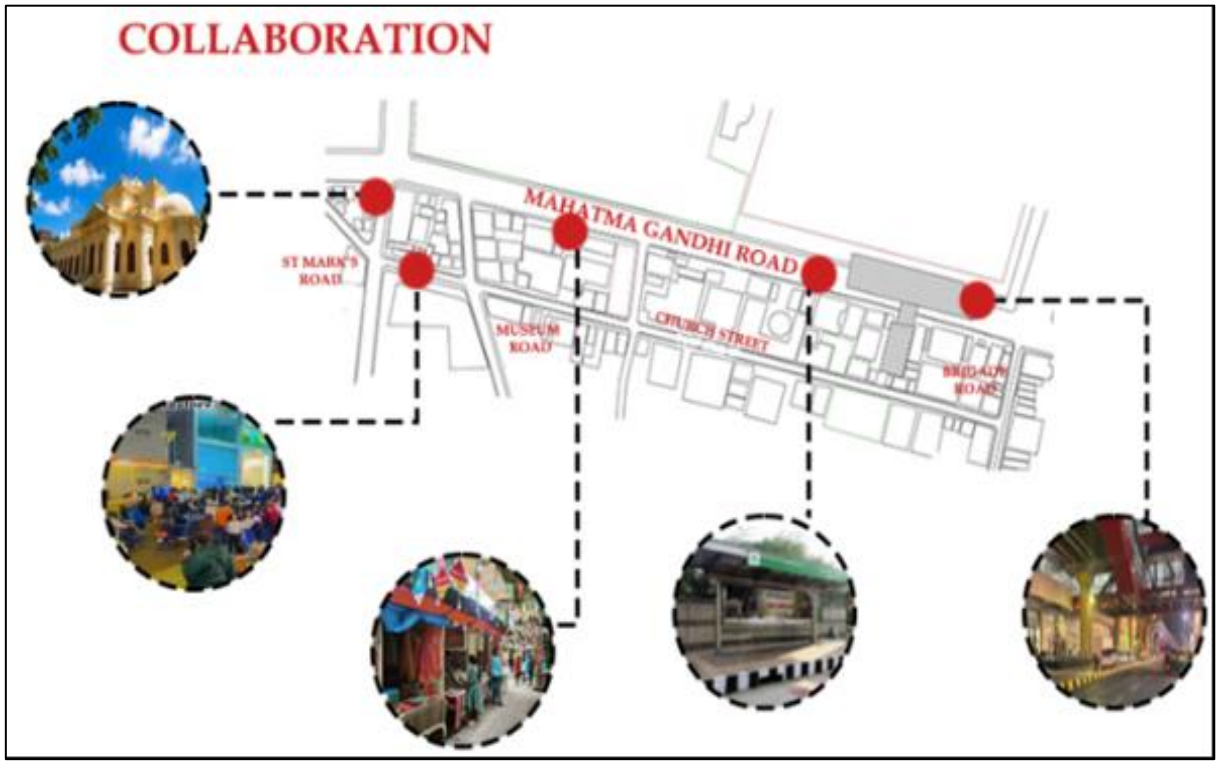


Fig 17 The Representation of Various Features Contributing to Enhance Commercial Interests, Public Accessibility, Heritage Conservation and Urban Development Goals.

- *Creativity*



Fig 18 The Illustration of Various Cultural, Artistic, Infrastructural Key Features Contributing to mg Road and Church Street.

V. CASE STUDY

The four case studies are as follows:

➢ *Neighbourhood Regeneration for Traditional Indian Neighbourhoods – Alwar, Rajasthan*

In the Alwar case study, there is the development of a Neighbourhood Vitality Tool using Geographic Information System (GIS) for assessing the physical, social, economic, environmental, heritage, demographic and safety conditions in the traditional neighbourhoods. Using the identification of 66 historic mohallas grouped into 30 Neighbourhood Planning Units, the case study uses the mapping, surveys, perception of the communities and coloured assessment matrices to reveal the strengths and challenges of each neighbourhood as mentioned in fig.19.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618



Fig 19 Urban streetscape of Alwar, Rajasthan

➢ *Urban Regeneration through Citizens – Aya Nagar, Delhi*

In the case study of Aya Nagar as mentioned in fig.20, there is the consideration of the role played by community participation and professional planners in the urban renewal process. With challenges of inadequate drainage, sanitation, water management and infrastructure, the community has partnered with various institutions including local institutions and experts to identify priorities and locally appropriate solutions. This case study focuses on decentralized infrastructure, environmentally sustainable drainage, resource mobilization and implementation.



Fig 20 Urban Settlement Across the Streets of Aya Nagar, Delhi.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

- *Sustainable City's Liveable Neighbourhood – Barcelona, Spain*

The model of the Superblock as mentioned in fig.21 developed in Barcelona changes the street system to reduce the dominance of cars and to provide road space for pedestrians, bikers, vegetation, and community functions. The traffic is directed to the peripheral streets, while internal streets are oriented to serve the local community and their needs for social interaction. This solution contributes to walkability, environmental performance, health, and 15 minutes-city. Still, the case of the Poblenou district shows the problems related to traffic displacement, parking, disputes among stakeholders, business issues, and inequality of the benefits.



Fig 21 The Grid-Iron Superblocks and Interactive Public Spaces of Barcelona, Spain.

- *Criteria for Sustainable Neighbourhoods in Urban Settlement Areas – Green Pramuka, Jakarta, Indonesia*

The evaluation of the neighbourhood performance is conducted with reference to the Sustainable, Regenerative, and Liveable (SRL) criteria based on the urban design theory of Hamid Shirvani and the detailed spatial plan of Jakarta as mentioned in fig.22. 30 hectares of the neighbourhood area are split up into 30 zones, which are evaluated using a five-point Likert scale. The assessment includes land use, building morphology, circulation, public open spaces, infrastructure, environmental quality, and community facilities. Even though Green Pramuka.

Provides examples of mixed-use development and good access, while poor distribution of green space and lack of social interaction facilities suggest the need for better neighbourhood design.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618



Fig 22 The Spatial Settlement Along the Streets of Green Pramuka Jakarta.

VI. SITE ANALYSIS

The site analysis has nine subcategories which is described as below:

- *Location and Context*

Study site is in the heart of Bengaluru central business district, connecting important commercial and urban zones as mentioned in fig.23. Bengaluru emerged through the interplay of cantonment settlements, traditional localities, commercial centers and urban planning. Important events include creation of British Cantonment, emergence of military and religious institutions, settlement growth, public health improvements and establishment of the Bangalore Development Authority in 1976.Study site shows how Bengaluru turned from the urban centre of colonial era into a metropolitan district.

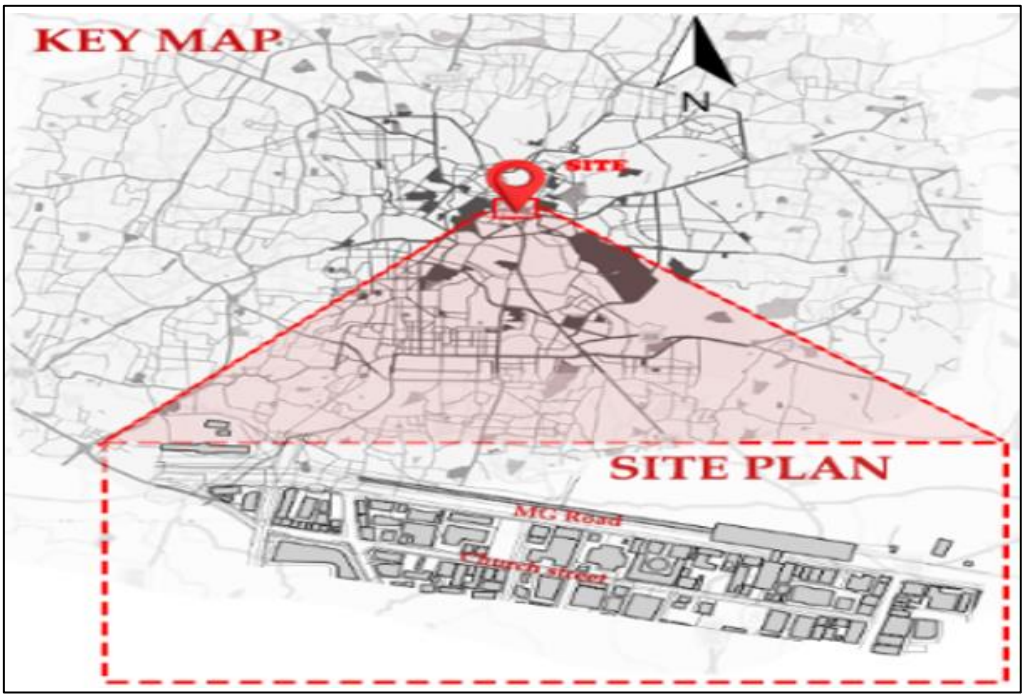


Fig 23 Illustration of Contextual Site Map.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

➢ *Historical and Cultural Significance of MG Road and Church Street*

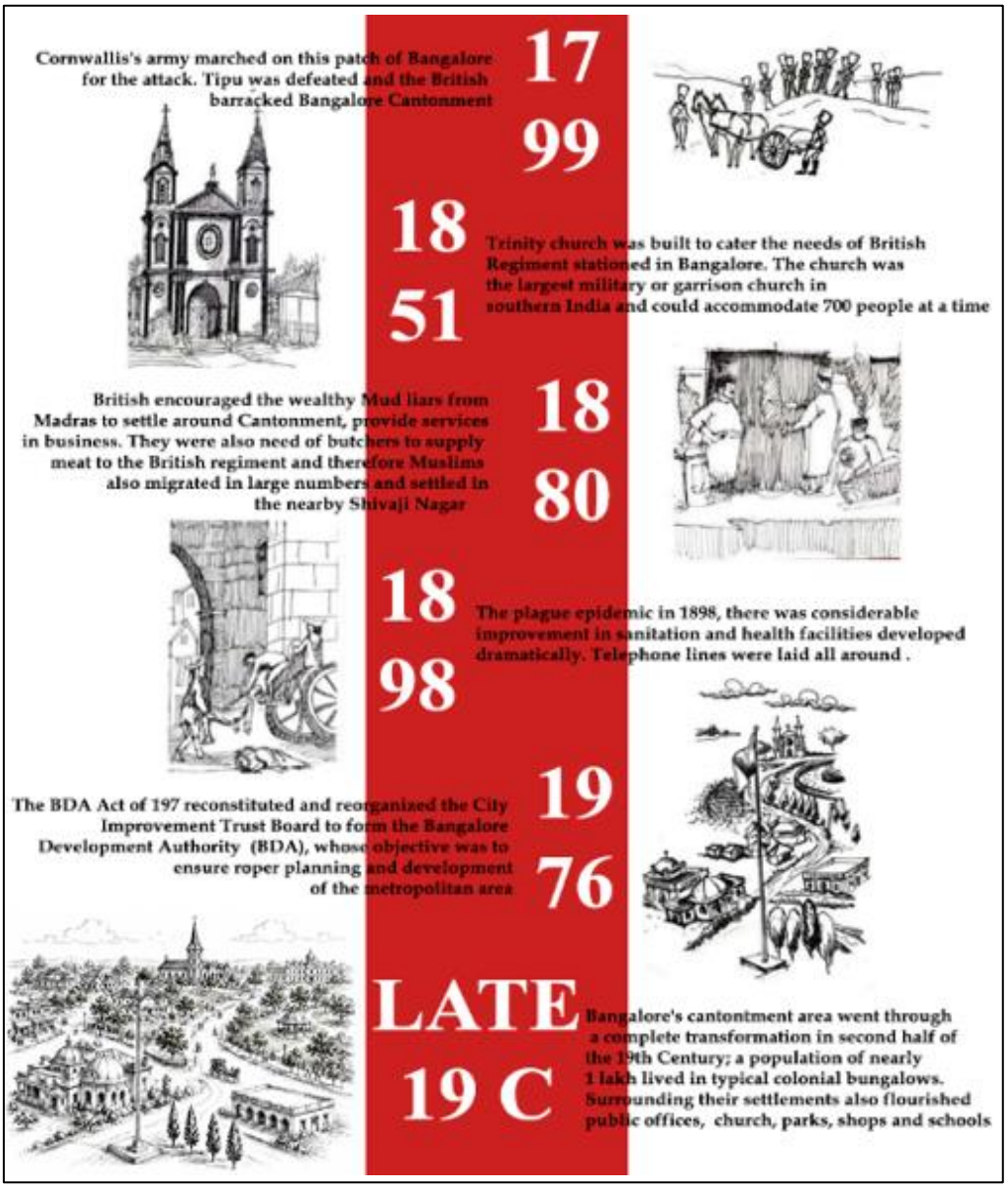


Fig 24 Graphical Representation of Historical Context of the Site.

MG Road was historically known as South Parade. As mentioned in fig.24, It emerged as an important boulevard during the era of British Cantonment. Currently, it serves as an important commercial, transportation and civic route.

Pedestrian oriented road featuring cafes, bookstores, small businesses and creative activities. MG Road demonstrates character of the cantonment era boulevard, but Church Street is the secondary road developed in connection to institutions, businesses and surrounding areas. MG Road is used for events and urban gatherings, but Church Street is more suitable for socializing and spending more time walking.

Accessibility, commercial entities, transportation and pedestrianized areas make these streets attractive to different people. Church Street has become a cultural thoroughfare with a reputation for literature, music, art, photography, cuisine and creativity. Bookstores, street art displays, music venues, cafes and historical buildings have helped to create this image of the area.

➢ *Urban Neighbourhood Analysis*

The northern and western regions have a lot of business activities, whereas the surrounding regions have residential, mixed-use and institutional activities. Schools and hospitals help perform the everyday functions in the neighbourhood. There are temples, churches, and mosques, which represent the diversity of religious institutions in the surrounding neighbourhood.

➢ *Site Dimensions*

The analysis shows a study area with an area of approximately 13 acres (52600sqm= 700m * 75m), as mentioned in fig.25 wherein MG Road, Church Street, Brigade Road, and St. Mark's Road are significant linkages.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618



Fig 25 Dimensional Precinct Site Extent Boundary.

➢ *Topography & Landform*

The area lies on the Deccan Plateau, characterized by gently sloping terrain and shallow ridges associated with the wider watershed system. Elevations range from approximately 920–930m above mean sea level as mentioned in fig.26, indicating relatively gentle terrain with around 10 m of relief.

The highest point is Bengaluru golf club located in the western part of the site and relatively next highest is Bengaluru cantonment it is in the northern part of the site The lowest point is Ulsoor lake located in the Northeastern part of the site and relatively next lowest is adjacent to Old Madras Road it is in the Southeast part of the site.

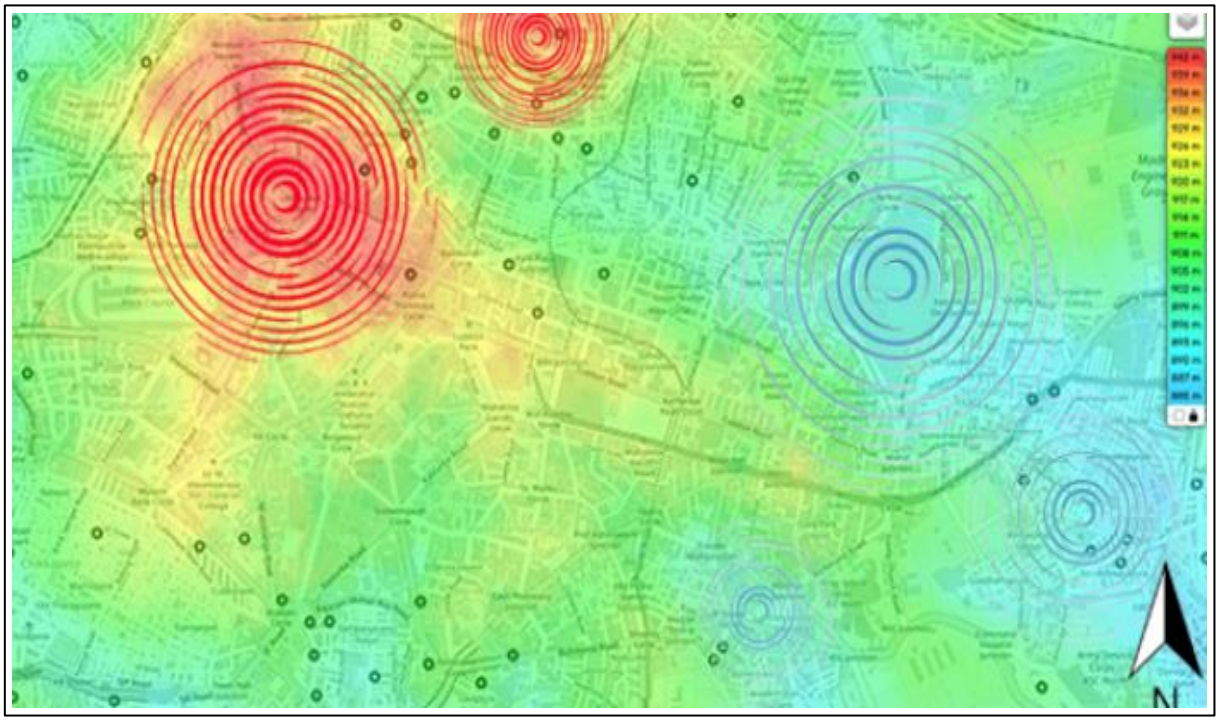


Fig 26 Topographical Contour Map and Illustration of High & Low Points.

➢ *Ecology & Vegetation*

Cubbon Park and Ulsoor Lake serve as a source of biodiversity, environmental quality, and the greater ecological network. Ulsoor Lake, Lalbagh Lake, and Kempambudhi Lake form a part of the greater ecological network. Cubbon Park, Parade Ground, ASC Golf Course, institutional landscaping, and roadside tree plantations provide considerable green cover as mentioned in fig.27.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618



Fig 27 The Green Space Proximity Around the Site Context.

➢ *Land Use & Built Environment*

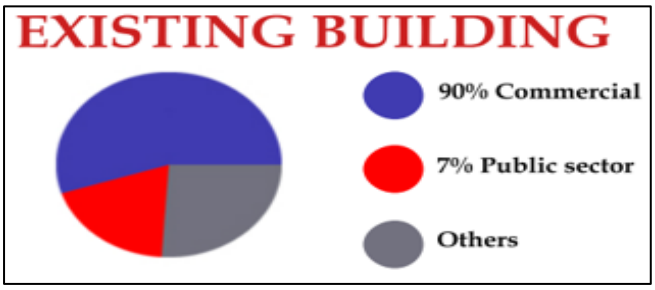


Fig 28 The Spatial Distribution of the Site Context.

The built form is characterized by commercial uses (90%), with public sector and mixed-use accounting for the rest as mentioned in fig.28. The height of buildings in Church Street varies between G+2 and G+5, while those on MG Road vary between G+3 and G+8.

➢ *Accessibility & Connectivity*

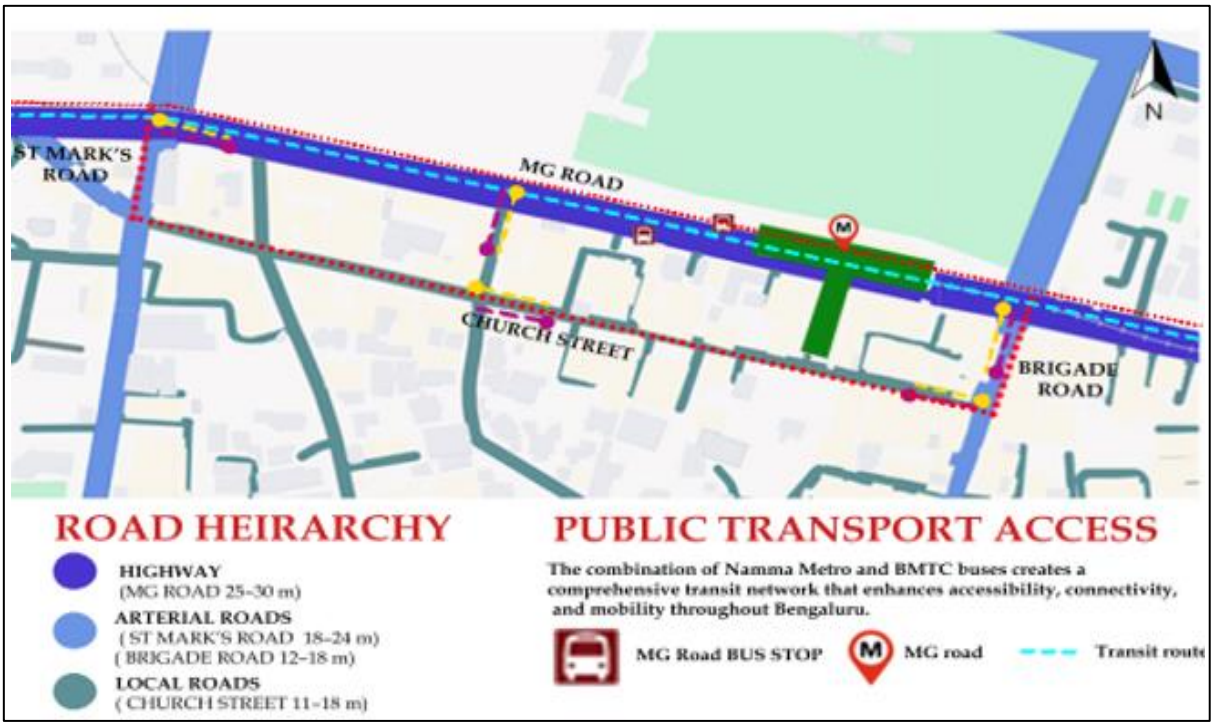


Fig 29 The Street Hierarchy and Public Transit Accessibility of the Site.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

There exists an efficient transit network comprising Namma Metro stations, BMTC bus stops as mentioned in fig.30, and an efficient pedestrian-friendly street network with wide footpaths and active ground floor frontages as mentioned in fig.29.

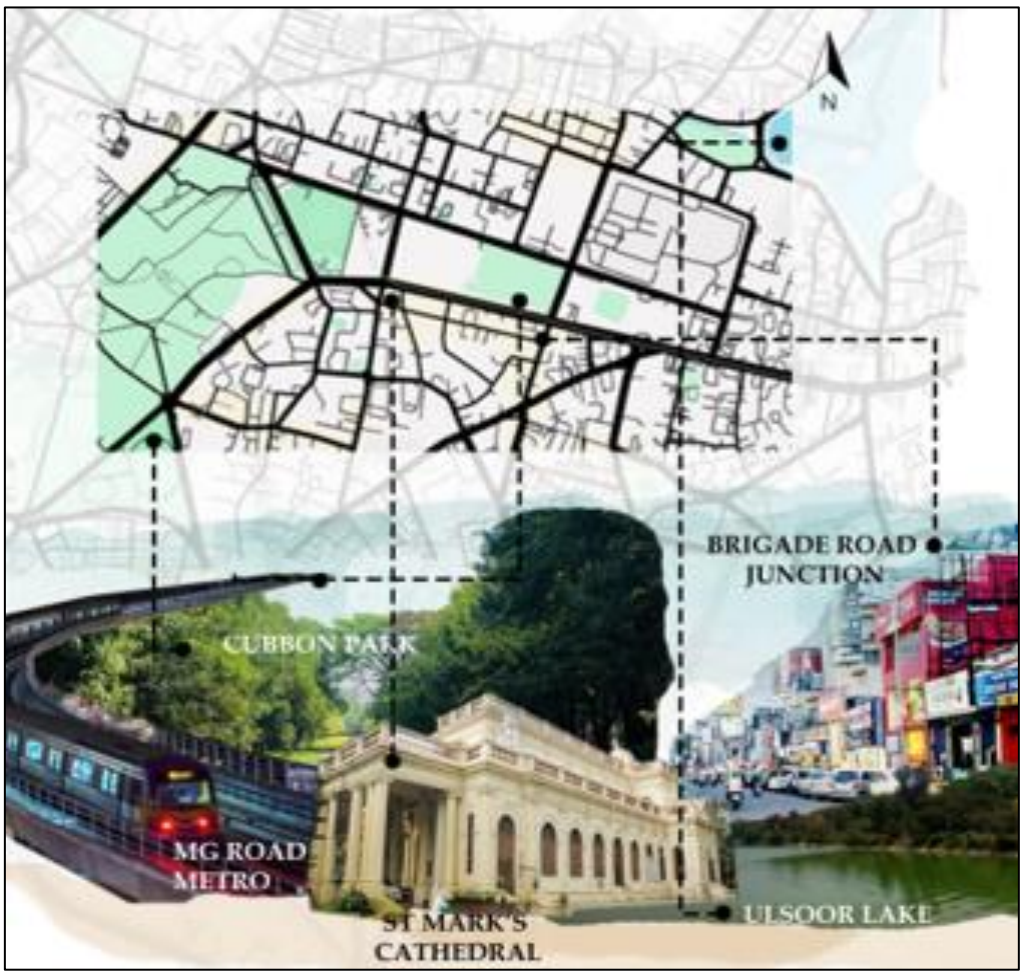


Fig 30 The Key Landmark Identified in a Closer Proximity to the Site.

➢ *Infrastructure & Utilities*

The storm water and drainage systems drain as mentioned in fig.31 into the regional water bodies, whereas the wastewater systems are maintained using the BWSSB underground network systems that connect to the K & C Valley STP located at Challaghatta.



Fig 31 The Infrastructures Identified are the Wastewater Systems.

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

VII. DESIGN CONCEPT

The design concept is divided into two categories as mentioned below:

➢ *Visual Imageability and Place Identity (Kevin Lynch Principles)*

This plan aims to create a culturally identifiable urban area through the use of legible physical components. This includes the use of critical pathways like Church Street, MG Road, Brigade Road, Museum Road, and pedestrians as major pathways of movement. It is designed to enhance navigational capabilities, promote walking, make the local business visible, and offer an integrated urban experience.

Identifies strategic points and spaces where movements and interactions occur. The plan is designed to function as dynamic focus points for social and economic activities. Includes distinctive visual points, colorful pathways, and recognizable structures for spatial orientation.

It will enhance place identity, attract users, and create memorable visual experiences in the urban district. The focus is on the active edges and transitions from buildings, landscapes, and movements pathways. It is designed to create visual continuity, engage pedestrians, and enhance urban vibrancy. Defines zones based on heritage, density, and the presence of retail. Creates variety and user experience.

➢ *Multifocal Urbanity & 24-Hour Urban Cycle*

Establishes a polycentric urban district structured around multiple interconnected centers to distribute activity evenly and prevent congestion on a single corridor.

Features distributed neighbourhood centers connected by a balanced, multi-modal movement network.

Integrates diverse functions, services, and user groups within the same urban footprint to maintain continuous daily interaction and flexibility.

Employs increased building density around focal nodes and transit points to support viable, active urban centers.

Links various destinations through coherent movement pathways and high-quality architecture where distinct uses coexist harmoniously.

Integrates walkability and smart transportation strategies to ensure activities evolve seamlessly from day into evening.

Fosters safe, comfortable, and vibrant environments that sustain public life well beyond standard working hours to enhance overall quality of life.

VIII. DESIGN PROPOSALS

The five design proposals are as mentioned below:

- Transform the major movement pathways into seamless, car-free pedestrian spines and green walkways which facilitate wayfinding and visibility. Ensure consistent surface paving and materiality with barrier-free pathways along MG Road and Church Street which will promote walking.
- Create pedestrian intersections and outdoor plazas at pedestrian pathways intersection points to serve as vital nodes for pedestrian interactions and activities. Create designated meeting places with provisions of outdoor seating and events space which would form the nucleus for economic and cultural activities.
- Create visual focal points through installation of artworks, colorful paving treatments to enhance orientation within the pedestrian realm. Use architectural focal points as well as heritage buildings as markers to ensure unique identity of the area.
- Provide seamless transition between building facade and the pedestrian pathway through permeable building frontages with visible shop fronts and outdoor extensions of building. Create seamless landscape transition between the pedestrian realm and the streetscape.
- Wayfinding Uses color separation of adjacent urban blocks to create a visual demarcation of neighborhoods, improve imageability, and provide an instant orientation experience for visitors as they move through the vehicle-free system does not determine the ultimate skywalk configuration from the map itself.

The proposed urban design interventions will make the precinct a lively, vehicle-free pedestrian thoroughfare by integrating chromatic identity, accessibility, and polycentric activities to maintain constant public presence 24 hours a day.

IX. CONCLUSION

The urban neighborhood design study of Church Street, MG Road and the adjacent streets underscore the need for improvement in pedestrian connectivity, creation of public spaces and place identity. From the overview of the literature review, case studies & the site analysis, the project design proposal makes use of Visual Imageability and Place Identity and Multifocal Urbanity and the 24-Hour Urban Cycle in developing a connected, walkable and lively urban precinct.

In terms of design strategies, the design proposal consists of continuous pedestrian linkages, public plazas, visual cues, active street edges and color-based wayfinding systems. Several activity centres promote an even spread of economic, social and leisure activities throughout the 24 hours of the day.

In summary, the whole concept of the project is geared towards the development of an inclusive and human-scale urban environment of movement, economy, culture and public life. In future the masterplan, landscape drawing (hard & soft) street furniture, central vista, multi-level car parking,

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

green infrastructure. Working drawings and respective urban details will be followed. This is my first semester M arch urban neighborhood design studio project.

REFERENCES

[1]. Frago, L., & Morcuende, A. (2024). Urban planning paradoxes and sociospatial fragmentation: The Superblock Barcelona case (2016–2023). International Journal of Urban and Regional Research, 48(6), 1055-1078. https://onlinelibrary.wiley.com/doi/full/10.1111/1468-2427.13273

[2]. Cervero, R., & Kockelman, K. (1997). Travel demand and the 3Ds: Density, diversity, and design. Transportation research part D: Transport and environment, 2(3), 199-219. https://www.sciencedirect.com/science/article/abs/pii/S1361920997000096

[3]. Congress for the New Urbanism. (1996). The charter of the New Urbanism. In The City Reader (pp. 413-416). Routledge. https://www.taylorfrancis.com/chapters/edit/10.4324/9780429261732-49/charter-new-urbanism

[4]. Ewing, R., & Cervero, R. (2010). Travel and the built environment: A meta-analysis. Journal of the American planning association, 76(3), 265-294. https://www.tandfonline.com/doi/abs/10.1080/01944361003766766

[5]. Gehl, J. (2012). Life between buildings: using public space. Princeton University Press. https://books.google.co.in/books?hl=en&lr=&id=WsrNEQAAQBAJ&oi=fnd&pg=PT8&dq=Gehl,+J.+(2011).+Life+between+buildings:+Using+public+space+(J.+Koch,+Trans.).+Island+Press.+(Original+work+published+1971)&ots=oZ3qenuUmH&sig=2E3chReglrLfQ795fDEPI6HCnik&redir_esc=y#v=onepage&q&f=false

[6]. Debates, S. P. (2007). Official Report. https://kla.kar.nic.in/council/houseproceedings/130/debates02022016.pdf

[7]. Ganju, M. N. A. (2016, September 20). Urban Renewal by Citizens: A case study of an urbanizing village on the outskirts of Delhi – Aya Nagar. Architecture Live https://architecture.live/urbanising-village-outskirts-of-delhi-aya-nagar-case-study-m-n-ashish-ganju/

[8]. Jacobs, J. (1961). The Death and Life or Grate American Cities. https://academia-edu-documents.ada3b51d29be5ae5c31d26340608fd48.r2.cloudflarestorage.com/58736355/5816-15512-1-PB20190328-113674-17px9eh-libre.pdf?response-content-disposition=inline%3B%20filename%3DJane_Jacobs_contradictions_and_tensions.pdf&response-content-type=application%2Fpdf&X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=62bb68dcc7da7de029ac4fdac624cee9%2F20261015%2Fauto%2Fs3%2Faws4_request&X-Amz-Date=20261015T191834Z&X-Amz-Expires=3600&X-Amz-SignedHeaders=host&X-Amz-Signature=d55e9b9ed5aea7c6473926f536a88f312fe5ef925825fe971854f63ccf6fd16e

[9]. Lynch, K. (2013). “The Image of the Environment” and “The City Image and Its Elements”: From The Image of the City (1960). In The urban design reader (pp. 125-138). Routledge. https://www.taylorfrancis.com/chapters/edit/10.4324/9780203094235-16/image-environment-city-image-elements-kevin-lynch

[10]. Moreno, C., Allam, Z., Chabaud, D., Gall, C., & Pratlong, F. (2021). Introducing the “15-Minute City”: Sustainability, resilience and place identity in future post-pandemic cities. Smart cities, 4(1), 93-111. https://www.mdpi.com/2624-6511/4/1/6?ref=growingupalienated.com

[11]. VA Group. (n.d.). Redevelopment of Church Street, Bengaluru. https://www.vagroup.com/projects/redevelopment-of-church-street-bengaluru/

[12]. Dhingra, M., Singh, M. K., & Chattopadhyay, S. (2016). Rapid assessment tool for traditional Indian neighbourhoods: A case study of Alwar Walled City in Rajasthan. Sustainable Cities and Society, 26, 364-382. https://www.sciencedirect.com/science/article/abs/pii/S2210670716301251

[13]. Nello-Deakin, S. (2024). “Winner” versus “loser” streets? Pedestrianization and intra-neighborhood equity. Journal of Urban Mobility, 5, 100074. https://www.sciencedirect.com/science/article/pii/S2667091724000049

[14]. Vagale, U. K. (2004). Bangalore-future trends in public open space usage. Case study: Mahatma Gandhi Road, Bangalore (Doctoral dissertation, Virginia Tech). https://vtechworks.lib.vt.edu/items/60539020-5b1d-4da1-80fc-e212f7d73e4d

[15]. Metwally, W. M. (2026). Streetscapes and street livability: Advancing sustainable and human-centered urban environments. Sustainability, 18(2), 667. https://www.mdpi.com/2071-1050/18/2/667

[16]. Porta, S., Crucitti, P., & Latora, V. (2006). The network analysis of urban streets: a primal approach. Environment and Planning B: planning and design, 33(5), 705-725. https://journals.sagepub.com/doi/abs/10.1068/b32045

[17]. Heihati azar, A. A., Ezatpanah, B. & Hosseinzadeh Dalir, K. (2024). Evaluation of smart sustainable urban regeneration in the central context of Tabriz city. Geographical planning of space quarterly journal, 13(4), 151–171. https://doi.org/10.30488/gps.2023.375357.3603

[18]. Conway, L., & Hess, P. M. (2009). The Development of a Walkability Index: Application. https://www.ipenproject.org/documents/publications_docs/Frank%20et%20al%20published%20NQLS%20walkability%20paper.pdf

[19]. Bangalore Development Authority. (2007). Revised master plan 2015: Volume III—Zoning of land use and regulations. https://data.opencity.in/dataset/bda-revised-master-plan-2015

ISSN No:-2456-2165 https://doi.org/10.38124/ijisrt/26oct1618

[20]. Alex, E. C., Ramesh, K. V., & Sridevi, H. (2017). Quantification and understanding the observed changes in land cover patterns in Bangalore. International Journal of Civil Engineering and Technology, 8(4), 597-603. https://www.researchgate.net/profile/Sridevi-Hari/publication/316471841_Quantification_and_understanding_the_observed_changes_in_land_cover_patterns_in_Bangalore/links/5900208d0f7e9bcf65456319/Quantification-and-understanding-the-observed-changes-in-land-cover-patterns-in-Bangalore.pdf