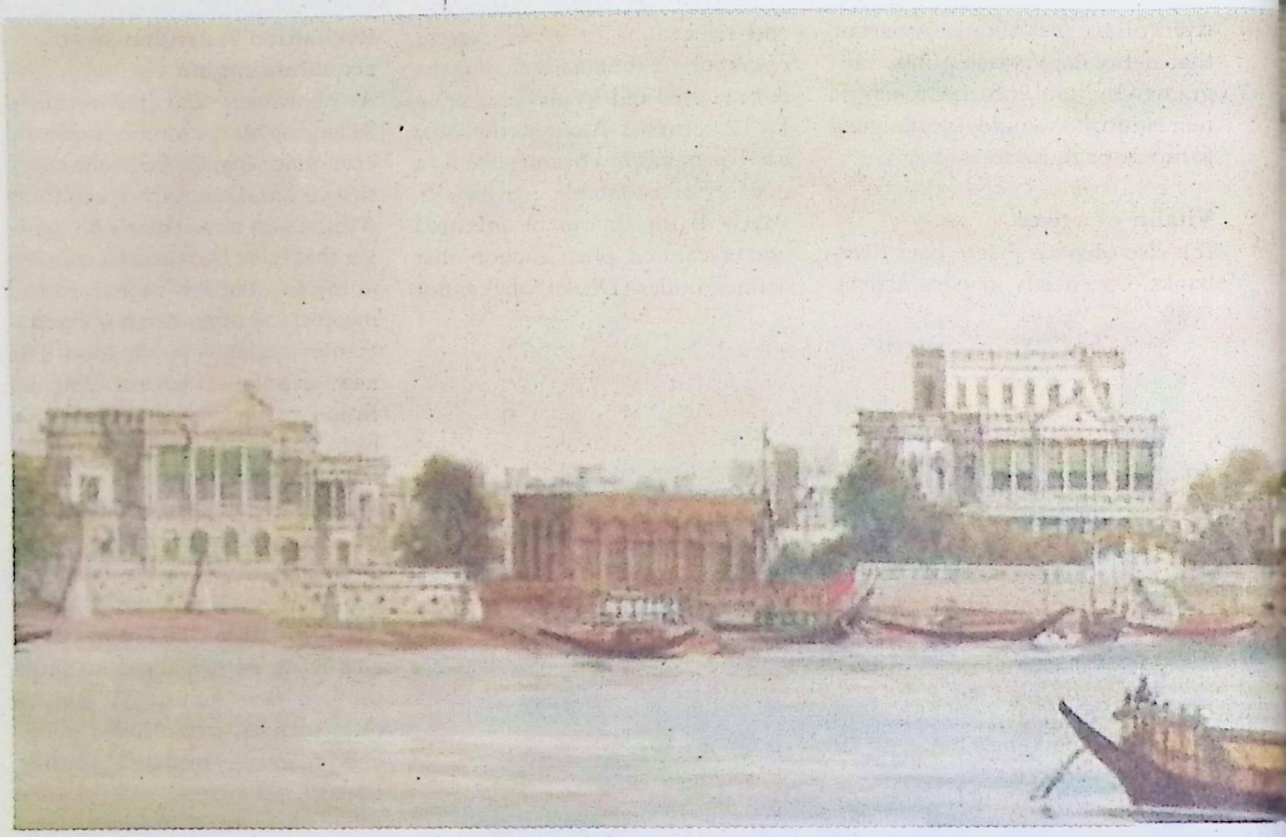


haps a light rail link that could be conceived over the embankment encircling Dhaka. Land traffic should be linked to river buses at strategic stops on the banks. Such nodes could be developed as centres of new planned activities. Pedestrian and vehicular traffic along the riverbank should be carefully segregated so that there is mostly uninterrupted pedestrian movement. The current flood protection wall built above the existing street level gives a cue to build an elevated walkway or promenade above the wall.The lower level could be used as vehicular road, car park, or some commercial functions.

A riverbank language

Architectural and spatial types need to be innovated that are appropriate for a riverbank urban experience. The architectural and civic assets already existing in the district can be enhanced and used as loci of new activities. The Ahsan Manzil area, for example, should be maintained as a civic place with the current museum as the focal point, but with better connections to the city. Ali Mia's Talao, a most unique development around a water tank, is another urban treasure that now lies completely inaccessible and unrecognised. The new design for the riverbanks could establish links to such significant locations making a new and clearly designated network of urban spaces. The potential of some existing cultural nodes, such as Bulbul Academy, could be heightened and used to inject new cultural dynamics to the area. The move to make Shakhari Bazar a heritage neighbourhood could also be linked to the district. Such a clear composition of spaces, streets and buildings, connecting the historic and the new, the city and the river, could serve as desti-

There are many reasons to target Sadarghat. First of all, it's where it all began; it represents the original vibrancy of the city.