

New visions for the city

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Connecting civic and historic buildings and their sites, and newly proposed public and commercial centres, and large parks and gardens with new public pathways: A new generous plaza – Sadarghat Chottor – is proposed in front of Sadarghat terminal as a public gathering space and forecourt to the terminal where passengers and visitors may assemble. The terminal building can be renovated as a porous and transparent building with better efficiency as a passenger hub and visual connection to the river, as well as a landmark structure on the riverbank.

Generating an active water-based transportation by creating ghats and stations for river-buses and river-taxis: By bringing travellers and tourists from other parts of the city, stations can become hubs for new economic and cultural activities in the neighbourhood.

Civic corridor along Gulshan Avenue

Gulshan Avenue has seen much change, from being a quiet avenue for a planned residential district to a corporate and commercial axis. Despite a lineup of striking buildings, Gulshan Avenue still lacks a proper civic and walkable environment. There are no significant spaces for public gathering, places to go to, and no remarkable sites or structures to celebrate the avenue as a civic corridor. It is merely a road dedicated to the unruly car. The existing scenario can be better arranged with a new installation of exemplary public spaces, parks and pathways stretching from Gulshan-2 to Kawran Bazar via Hatirjheel. We propose the following:

Providing a new schema and standards for the sidewalk in order to create an organised walkable network that links key points, hubs and destinations: Gulshan Avenue itself can become a continuous walkable corridor providing for Dhaka an example of a proper tree lined, comfortable walkable street with the pedestrian as priority. A decent walkable city



Gulshan 2 road intersection can be transformed into a vibrant public plaza with road traffic rerouted in a more efficient way in the outer circle.

can reduce urban stress as well as transport crisis. If one can walk, there will be less need for driving.

Creating generous public places and plazas wherever it is possible (especially on city owned sites): A clearly doable project is to convert Gulshan 2 road intersection into a pedestrian plaza. This can be done by rerouting car traffic around the outer circle of Gulshan 2 in a continuous loop that will also ease traffic movement considerably. The plaza itself can be a lively gathering place for the whole

area, as well as outdoor seating for adjoining businesses. On occasions, the plaza can be used for musical events, melas (fairs), flower shows and other events.

Converting selected city properties into a better and efficient public realm: The DNCC owned markets in Gulshan 2 area can be renovated into a proper civic centre with new shopping facilities, offices, auditoriums, but most importantly, walkable public spaces and passages. Such an arrangement is



also expected to yield higher economic results. In developing each city property, multi-level underground parking is suggested to reduce anarchic parking on the streets.

Promoting parks and gardens wherever opportunities exist: Gulshan and Banani lakes are assets to the city. As an exemplary project, we propose strengthening the development of Gulshan Lake East as a recreational park and ecological zone. We also propose transforming existing Gulshan Park as a design-

nated sculpture park with other art related programmes. A five-storey underground parking can be constructed below the grounds of the green park, along with community and food court facilities. Gulshan and Hatirjheel may be linked through green belts of parks, lakeside walkways and pedestrian corridors.

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