TRANSITION

A VISION FOR DEVELOPING TRANSITIONAL SPACE AT

FARMGATE

By

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Abstract:

Certain spaces relate to people in ways that are complex. The complexity arises when spaces require certain forces to create a desired dialogue with the users. Many such spaces fall under the 'transitional space' category, usually lacking an experiential sense of ownership. In the light of the 'non-place' theory related to urban context, the spaces of transition remain 'dead' until they are 'designed' to guide the subconscious of the user. The aim of the project is to design an important transitional space within the city context and provide a vision as to how a non-place could be transformed and developed into providing quality experiential values to the users, thus creating a dialogue between people, space and events.

As a threshold between 'Space' and 'Time', architecture serves as a reference point within our conscious frame work. Interest in architecture today is too often confined to what is pretty or aesthetically pleasant. The forces behind the creation of an architecture that is both a place of transition and interaction; a place that both philosophically and programmatically intends to enhance the life of the town's population by promoting social and civic togetherness. In context of Dhaka city, for the large number of people there is no public recreational place where people can practice, exercise, participate or at least observe. The basic idea is to integrate the development projects with the intervention of recreational urban facilities within a transition and merge it with city scale development projects to create a connected structure of the service of the city. As this is a city scale project and the site is Farmgate, so the intervention will be both in macro (urban issues) as well as micro (architecture/ built form) scale.

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Acknowledgement

No one climbs a mountain alone. This is especially true when the mountain is situated almost ten thousand kilometers from home. I therefore owe a great deal to all those who gave me the benefit of their experience and expertise and supported and encouraged me throughout the project

First of all I'm thankful to almighty ALLAH to give me the opportunity to experience life and give the strength to understand it in depth.

My parents and family who supports me at condition.

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Chapter 01: Introduction

1.1. Background of the project:

In Loving Dhaka, Hatirjheel and the bridge connecting banani with gulsan-2 are not the places to catch up with friends. Nor were these places built to meet one's date for a romantic rendezvous. Hatirjheel was created to moderate the traffic situation, and the Banani Bridge is a BRIDGE! So where do we (people) go? Great question! Dhaka is a metropolis; there are very few number of places where one can time out with friends, family which is meant to be recreational space what couldn't serve the big giant MEGA city, Dhaka. As a mega city, it could not serve other urban issued what is fundamental for city dwellers.

Planned and unplanned outdoor spaces have always been an essential part of human settlements. The scale of an open urban space and the way it is used, however, has undergone massive changes over flow of time. All urban situations have conditions where the buildings create planned or unplanned in-between spaces which eventually become a part of the civic landscape. The quality of life in these spaces is directly affected by the way it is designed, conceived, chosen, constructed and used. The way a space is used cannot be controlled as it mutates socially over time however the architecture of the space remains in its elements, form, material, details, joints and colors. The urban fabric binding the city has torn in places to create segregation in both physical and social bonding of the city and citizens. When an urban transition occurs, there is a formation of a threshold. These thresholds span various urban scales. When residential and commercial uses combine and coincide, there are several transitions and resultant thresholds which are naturally and artificially formed. Dhaka is a city of brutal facts, promoting us to wag our tongue at what seems like a hopeless fate of our own city. It is a giant whirlpool that sucks in anything and anyone foolish enough to come within its furious graphs. Around and around it sends them, like some widely spinning fairground ride bursting with energy. Millions of individual pursuits constantly churn together into a frenzy of collective activity- it is an urban melting pot bubbling over.

The busy and noisy place of our daily life but we still love Dhaka. It is the oldest city. It has 400 year of history but we still love our Dhaka. Though its relentless problem, we are try to

adjust with it. It has evolved from a fishing village from the bank of Buriganga to a fort city of Mughals. After a long time we got our independence. By this tremendous transformation to become this huge metropolis of about 16 million citizens. We can see that with population through time the border line also expended. It expends towards north for higher land form to protect from flood porn area.. There is a damp from Buriganga to Turag. From Buriganga we got old town civilization and then it expended where we get Motijhil. And further nother expansion then we get got Farmget area, resulting multi-centred development. This expansion has not been a nucleated one, the once city centre of Mothijhil area became a principal area. But Farmgate is that central area from where we can go any corner of Dhaka. Thus it becomes an important area. The urban fabric binding the city has torn in places to create segregation in both physical and social bonding of the city and citizens. Few places are available for city dwellers to coverage and interact. The distinction between old Dhaka and new Dhaka has become more pronounced, both in the pattern of development and in the psychological perception of city. Our city is not well standardize. Dhaka city is facing various problem like-crisis of power, deficit of open space, infrequent development, arrant traffic jam, social partition etc.

I n the post independent phase, no new structure or development has been able to capture the attribute of the city in its entirety, to become the centre of it. In the passage of time, in the midst of the rush to implant new technology and under the ever-growing influence of the shift towards western culture. There many rituals and crafts that vaporize into the past. There is no attempt to retain them let alone the development pattern.

All these urban issues can be deal and the sector of dealing this issues is within the void of a city where people just move by a transition. Transition is such an attempt to explore and develop an approach can produce a solution of maximum effect by implementing ideas of integrating the development with participation of user.

1.2. Project Overview:

Start and End of a journey in between of the two points in the transition. The space that houses that transition is the Transitional space, which is a space that contains Motion.
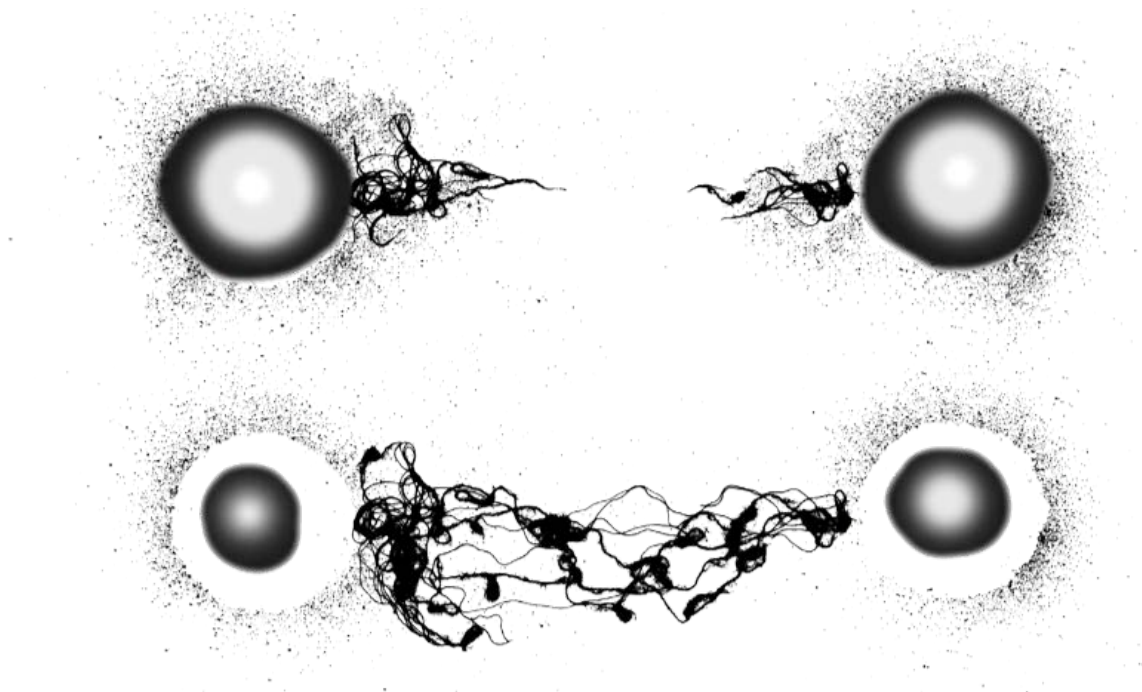

Fig 01: Abstraction of transition.

In Dhaka's context, the exploration of urban transitional spaces mainly on the various nodes of dense vehicular and pedestrian movement, and as a derivative of the evolution of Dhaka city, Farmgate has been considered as a major node of transition. Having identified the site to work on, the major concern to be addressed was the contextual analysis of the site and its integration with the government proposal for the MRT and BRT routes across the city. Having looked upon from a perception of transitional spaces, the functional integration in Farmgate node was derived from an array of analytical studies on land use, greenery, transportation routes and pedestrian movement and activities.

After identifying the events to be housed on site, the emotional factors that create changes in the human subconscious were explored in the light of the 'event-space' theory. The process of conceiving fragments of spaces that designs the events into the site involved studies on human nature, their subconscious reaction to transitional spaces and the intangible 'quality time' factor that the human experiences.
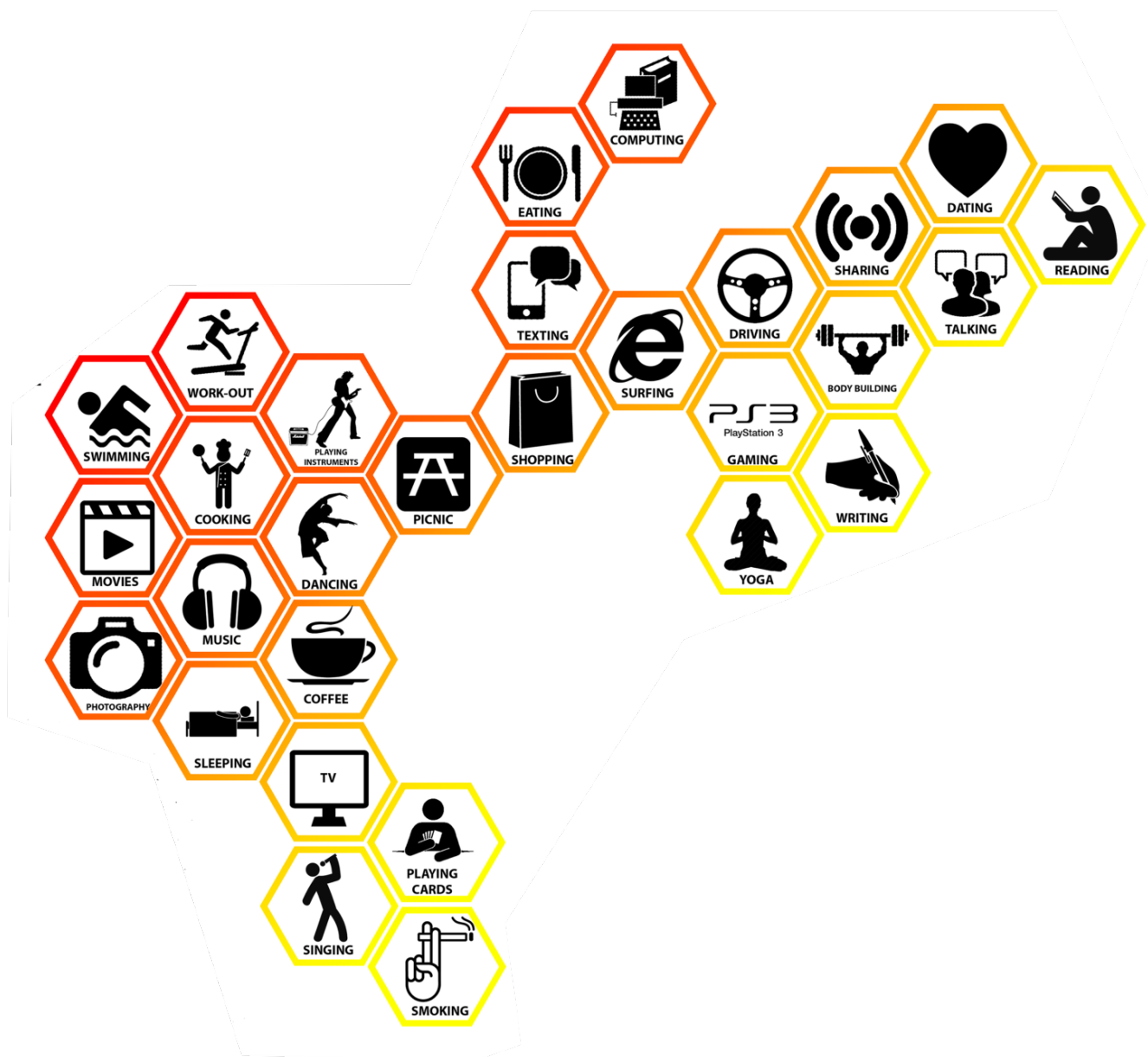

Fig 02: Peoples activity in city life

All design decisions in terms of aesthetics are meant to express the designer's aspirations. On the other hand, the same decisions also satisfy the basic experiential factors of the 'designed non-place'.

As a whole, the project has been based on conceiving an idea, creating a vision for development from a perspective of emotional response, and visually educating Society by creating a dialogue between the users, the spaces and the events.
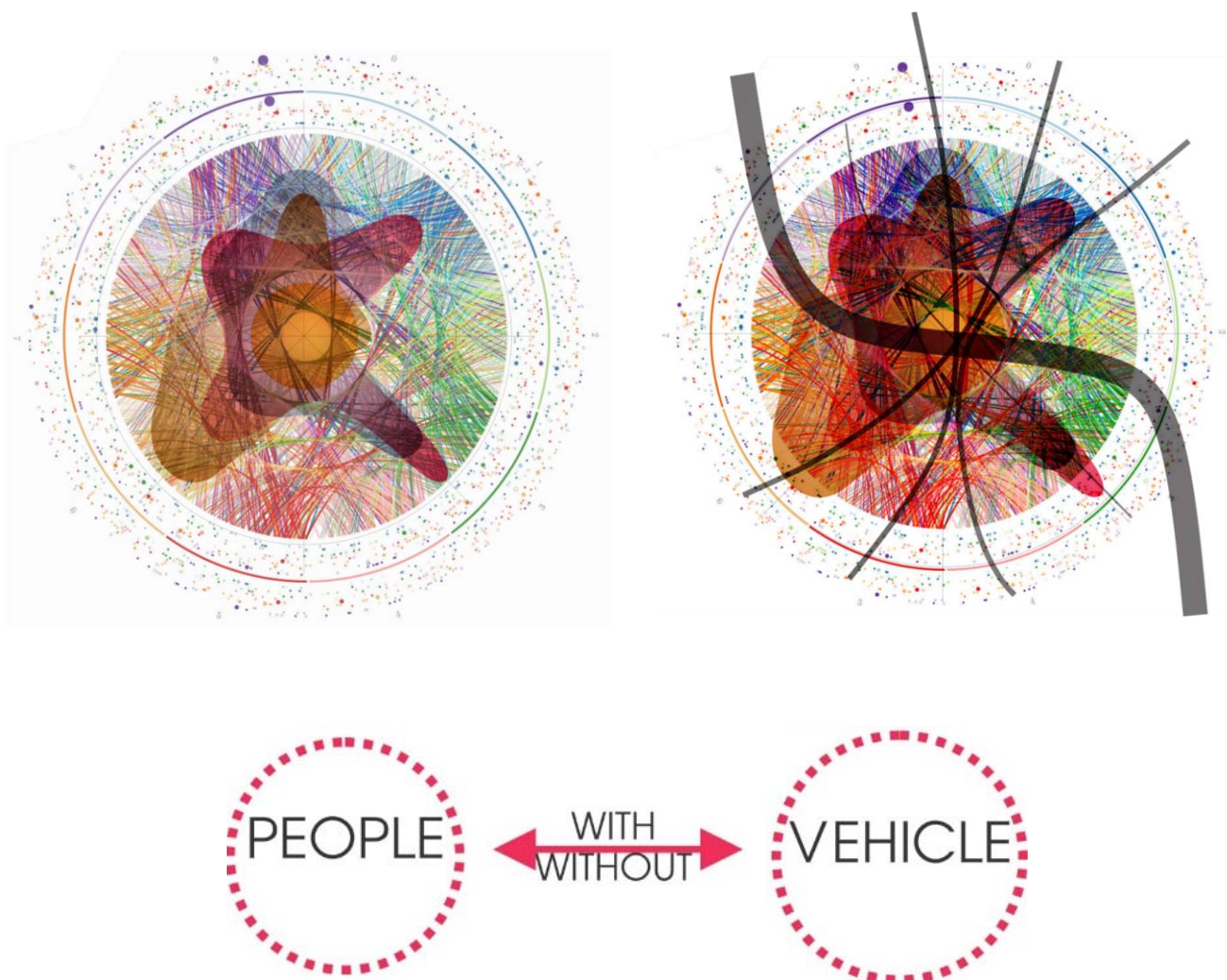

Fig 03: Peoples activity in motion overlapped with the city grid.

1.3. Project Specification:

Name of project: Transition

Client: Department of Architects (P.W.D.)

Consortium Agencies: RAJUK, Dhaka City Co-Orporation, WASA, DESCO,
                           Dhaka Metro Authority, Bangladesh Railway

Site Location: Farmgate.

Site Area: 18.5 Acres

Estimated Budget: 1000 Crore.

Source of Fund: Jaica, GOV, Public Private Partnership.

User group: Farmgate is an important node of Dhaka where all people of Dhaka transit every day. Within this transition the project will address proper recreational, cultural, commercial activity. So user group of this project will be all the people of Bangladesh.

1.4. Key aspect of the project:

This project has the scope of incorporating architecture and urban design issues together. It plays with terms and issues regarding Transport Planning, Urban Intervention, Pedestrian Linkage and Urban Regeneration. The fun and the challenge of this project lies on how to address these issues and simplify them into a precise solution. And there are certain other specific aim and objectives:

- Enhance the experience within transition at Farmgate
- Introducing promenade as public movement with activity.
- Preserve urban green.
- Prioritize people with or without vehicle in transition.
- Integrate commercial, recreational, cultural activity

- Create a Public realm, provide public amenities
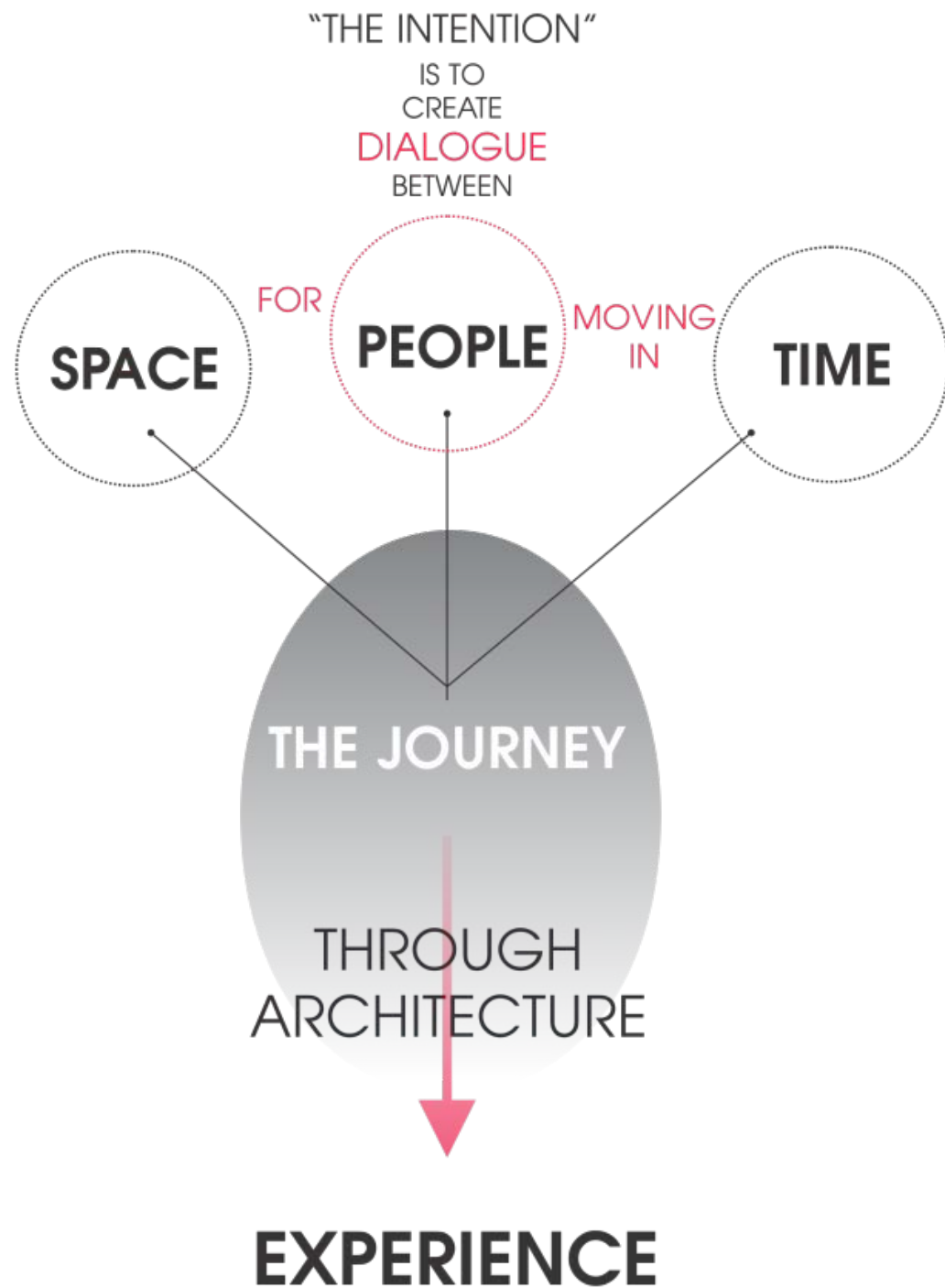- Adaptive reuse of historical building

"THE INTENTION"
IS TO
CREATE
DIALOGUE
BETWEEN

FOR — SPACE — PEOPLE — MOVING IN — TIME

THE JOURNEY

THROUGH
ARCHITECTURE

EXPERIENCE

Fig 04: Aim of the Project

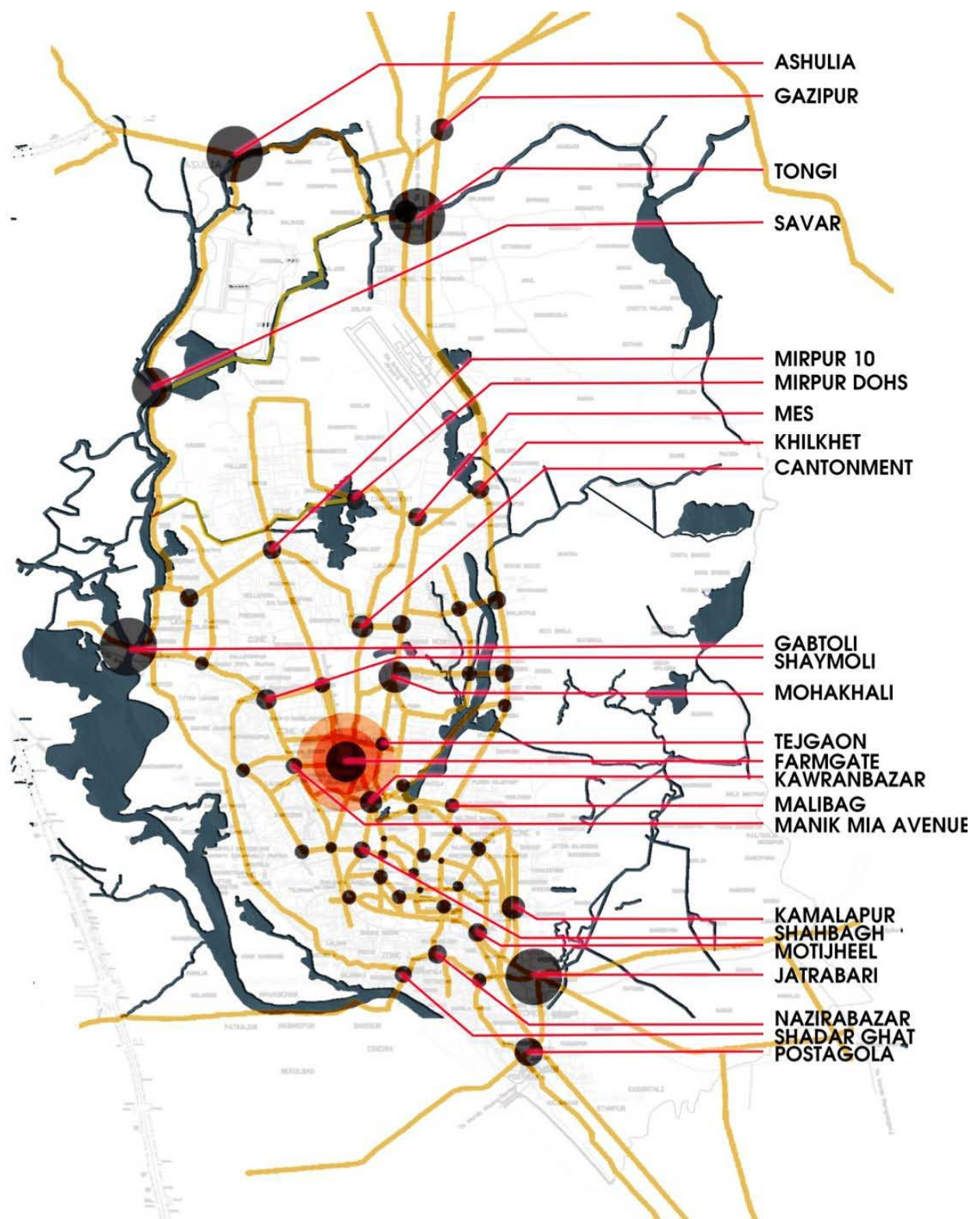## 1.5. Rationale Of The Project:

Fig 05: Farmgate with probable transitional space in Dhaka city.

Here in fig 05, transitional space denoted where peoples movement overlapped in Dhaka city. This transitional space contains transit facility, public open space, commercial function which may act as CBD. But most of this urban node are chaotic and doesn't deal with people's attachment. These important places remains uninviting and unpleasant within transition for the people. So people just want to get rid of this chaos and pass away as fast as they can. Thus this transitional spaces of Dhaka city cannot create dialogue with people and place.

This city scale project has many issues related with urban activity, public accessibility, public security and control, urban rehabilitation, preservation of urban green and historical structure etc. We need to think right now of this issues. So, the main reason for choosing this project is actually to study and analyze urban contemporary issues related with Dhaka city and exercise with different options, judge their feasibility and finally take the decision which will meet the actual demands for specific site. So half of the project is urban design and rest is an individual building design.

1.6. Reasons For Choosing Farmgate:

1.6.1. Create urban linkage with northern and western expansion of Dhaka city:
Location of the site is the transitional or interface zone between Sothern Dhaka and northern Dhaka as well as northern expansion and western expansion of Dhaka city. As a intermediate point it houses lots of activity with peoples with various direction. So a project like this in this specific site can really connect the two part of Dhaka city.

1.6.2. Urban Green As Promenade:
Existing site owner is Gov organization D.C.C. seal the urban green with fencing. But actual preservation of urban green means when people use the open space with vegetation as recreational urban breathing space.
Another issue for future proposal of MRT railway station, the site is selected within Sher-e-Bangla Park. But station could be shifted on integrated commercial, recreational function with extension of Islamia Eye Hospital. There are very few this type of green park inside the

Dhaka city so need to preserve this green land with proper master planning and appropriate landscaping.

1.6.3. Guidance Of The Urban Growth:

Since the architectural detailing is focused primarily to identify potential Crux development guidelines and find out what are the feasible scales of development in the context of Dhaka, Farmgate is an ideal site for such an attempt.

The area is replete with industrial and commercial structures and one of the central place where people get on and off transports to travel here and there, they are always jam-packed scenario. To bring forth a change and improvement to this scenario, the concept of 'Elevated MRT' will play a major role. This mode of transportation will be connected to the central buildings as well as routes to other adjacent areas. In this site, a renowned cinema hall named "ANONDO" is also located surrounded by a park that people would not prefer to even take a stroll into. The idea of combining both this park and cinema hall to create a communal space where people travelling through that area would love to enjoy quality time will make a great utilization of that space. Not only will people feel more relaxed to travel using the Elevated MRT, but rather the park and recreational area will provide people a place to relax and enjoy their time while passing through. An open airy space creating an ambience that will take our minds off the monotony of life.
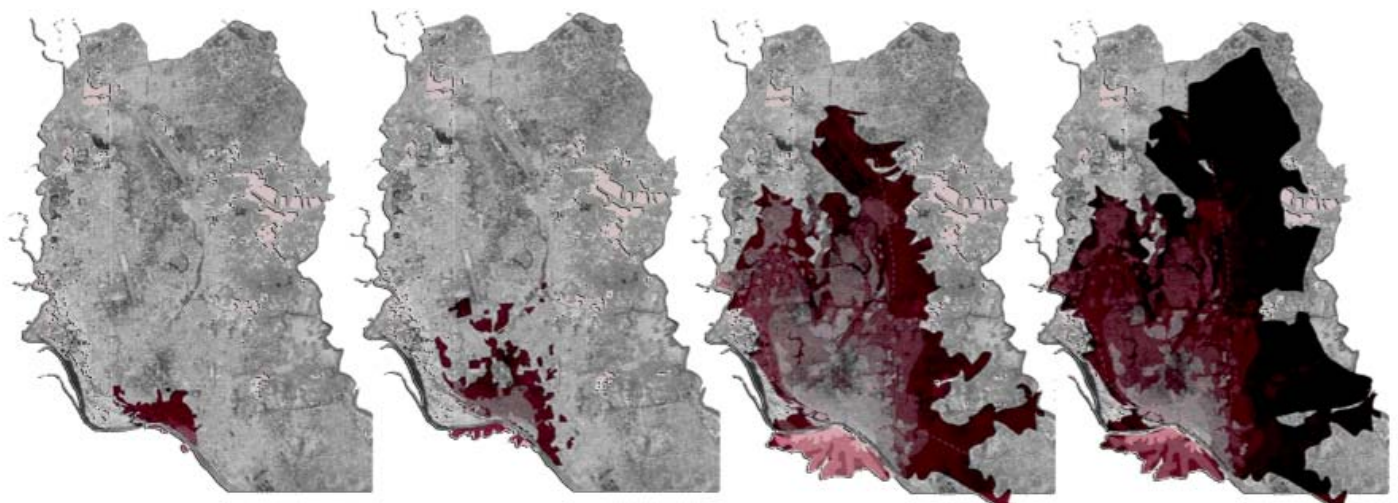

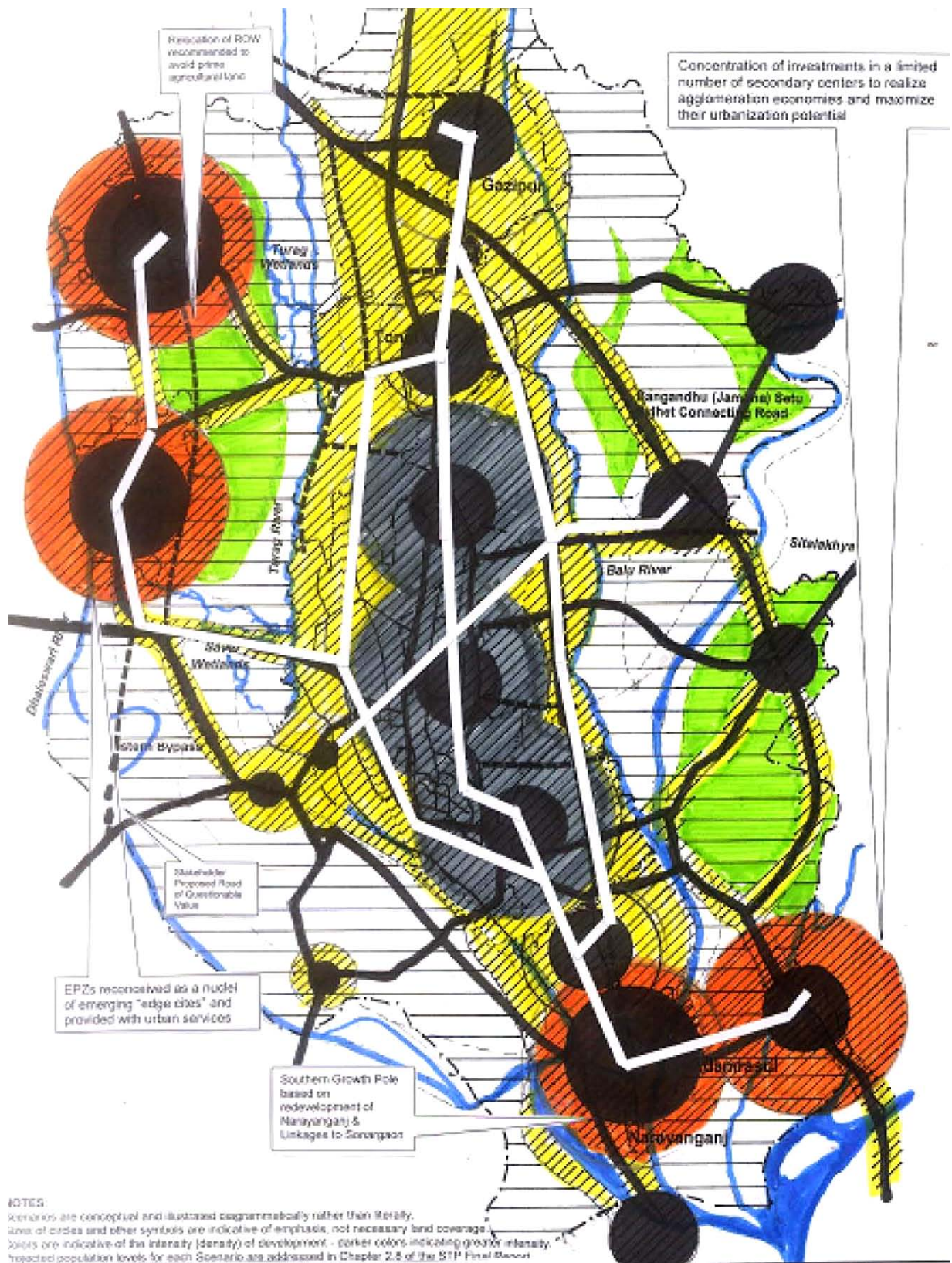Fig 06: Dhaka urban growth

Fig 07: Strong central spine scenario

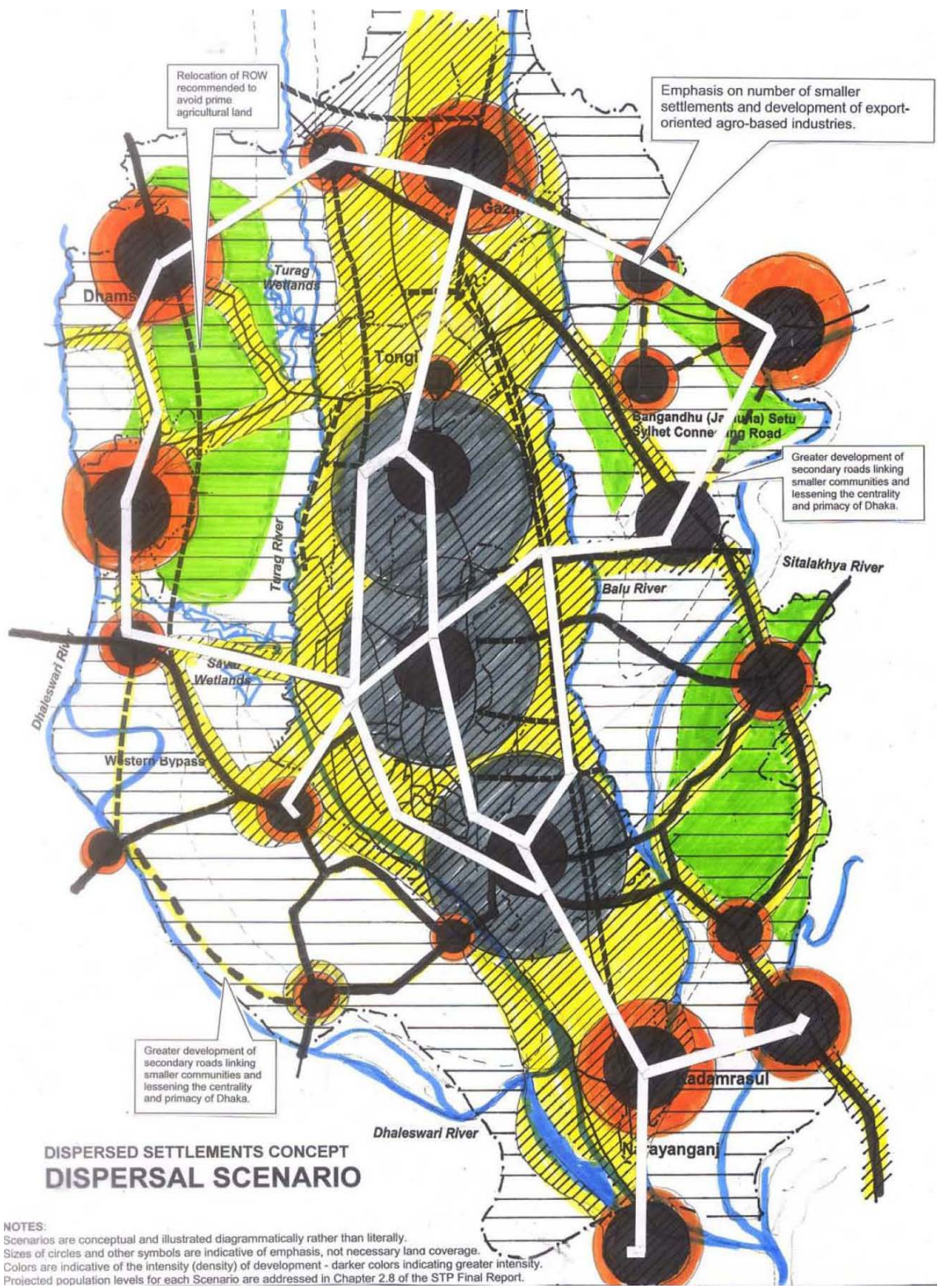Fig 08: Regional growth central scenario

Relocation of ROW
recommended to
avoid prime
agricultural land

Emphasis on number of smaller
settlements and development of export-
oriented agro-based industries.

Turag
Wetlands

Dhams

Tongi

Gaz

Bangandhu (Ja una) Setu
Sylhet Conne ng Road

Greater development of
secondary roads linking
smaller communities and
lessening the centrality
and primacy of Dhaka.

Turag River

Sitalakhya River

Balu River

Dhaleswari Ri

Savar
Wetlands

Western Bypass

Greater development of
secondary roads linking
smaller communities and
lessening the centrality
and primacy of Dhaka.

adamrasul

Dhaleswari River

N ayanganj

DISPERSED SETTLEMENTS CONCEPT
DISPERSAL SCENARIO

NOTES:
Scenarios are conceptual and illustrated diagrammatically rather than literally.
Sizes of circles and other symbols are indicative of emphasis, not necessary land coverage.
Colors are indicative of the intensity (density) of development - darker colors indicating greater intensity.
Projected population levels for each Scenario are addressed in Chapter 2.8 of the STP Final Report.

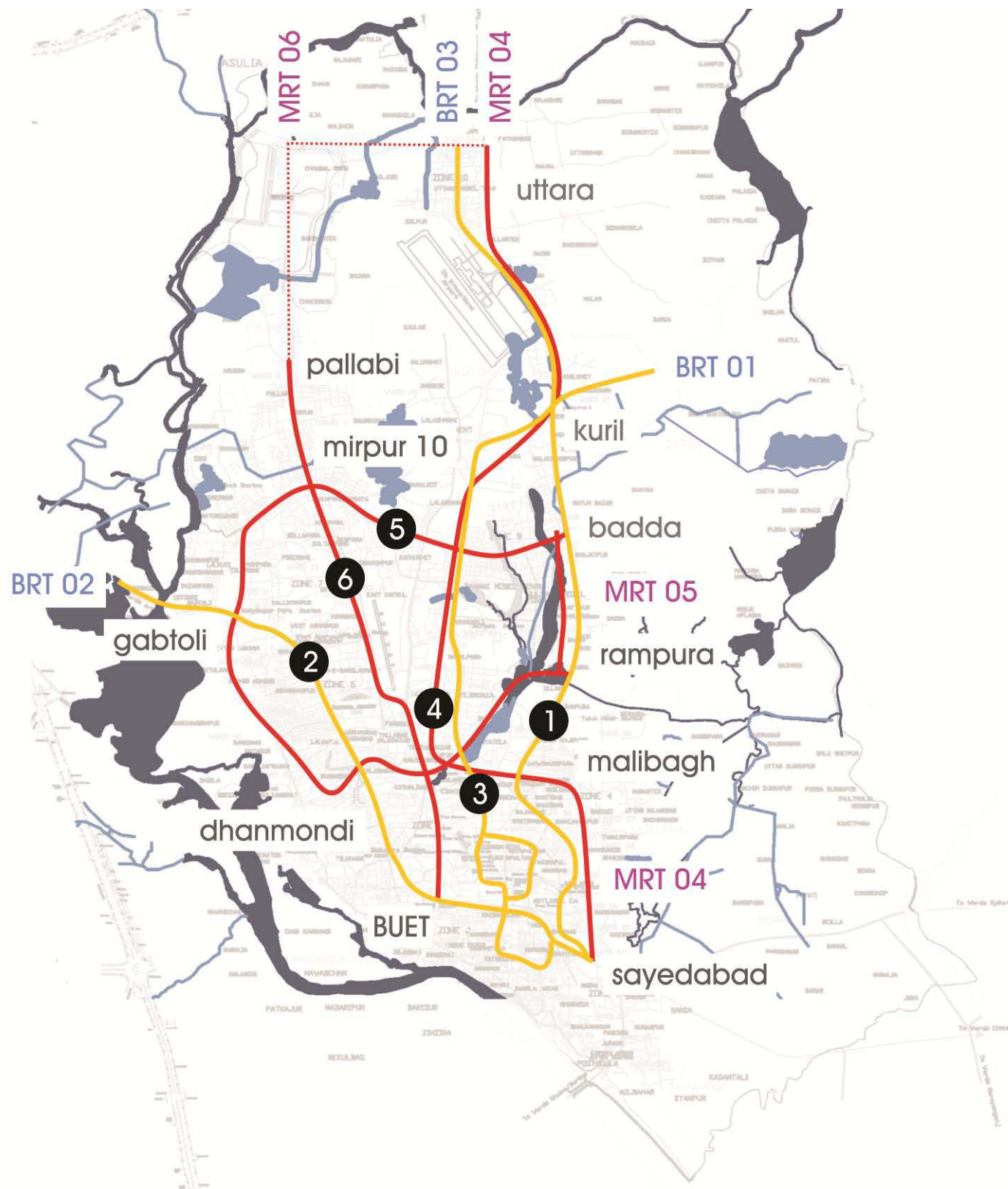Fig 09: Dispersed settlement scenario

Fig 10: Existing transport route

Fig 11: Govt proposed futuretransport route

Fig 12: Mrt 6 line over Khamarbari node to Farmgate node

The MRT 6 Reflects The Historical Prominence Of Transition By Introducing The CITY BEND In The Route.

1.7 Possible Program For Transition At Farmgate:

Even as it is not possible to fully form the program a Crux without a comprehensive site analysis, the possible functions for a hybridized program can be assessed:

Possible Hybridization Of:

• Mrt Station

• Parking

• Bus Stand

• Commuter Rail Station

• Trade Centre

• Restaurant

• Shopping

• Office

• Park

• Children Activity Centre

• Cineplex

• Food Court

• Historic Appreciation Centre

• Auditorium

• Amphitheatre

• Art Gallery

Further program analysis will be generate on extensive site analysis followed in chapter-2.

Chapter 02: Site appraisal

From the early 1990s, the area has seen massive building and construction boom. Consequently the area has got commercial importance and nowadays it has become one of the major transportation hub of Dhaka from where anyone can travel all other parts of the city as well as throughout the country. Today Farmgate has become a more commercial area than a residential area. Neighboring places of Farmgate are Kawran Bazar, Pantapath, National Parliament, Rajabazar etc.

Farmgate is the nerve center of Dhaka city. As a major commercial area of Dhaka, Farmgate serves as one of the significant business hubs of the city. Many Governmental, NGO (Non overnment Organisation), educational institutions, commercial and financial institutions are located in Farmgate. The biggest wholesale market of Dhaka, Kawran Bazar is located right beside Farmgate. Furthermore, Ananda cinema hall, one of the city's traditional and crowded cinema hall is located here. Green Road is the main street of this area extending from Farmgate over bridge to the Pantapath. Department of Agricultural Extension, commonly known as Khamarbari is situated in Farmgate. Traffic congestion is a common scene of Farmgate. As a transportation hub of Dhaka, the area is most often remains crowded and thousands of cars, rickshaws, minibus, bus, trucks remain stranded for even hours in the roads and streets of Farmgate. Majority of the inhabitants of Farmgate are servicemen and businessman. Dhaka's largest sanitary market and Green Super Market is here. Another highly crowded market, known as Sezan Market is located right beside the Farmgate over bridge. With numerous markets, offices accompanied with immense traffic jam, one can take a glimpse and find the ambiance of Dhaka.

Farmgate is one of the busiest junctions in the growing mega-city Dhaka, and to my opinion, is in need of an architectural intervention. This renowned street of Dhaka City acts as a connection to all other streets and roads of the city. Hence the traffic load in this area is immense and needs organizing.
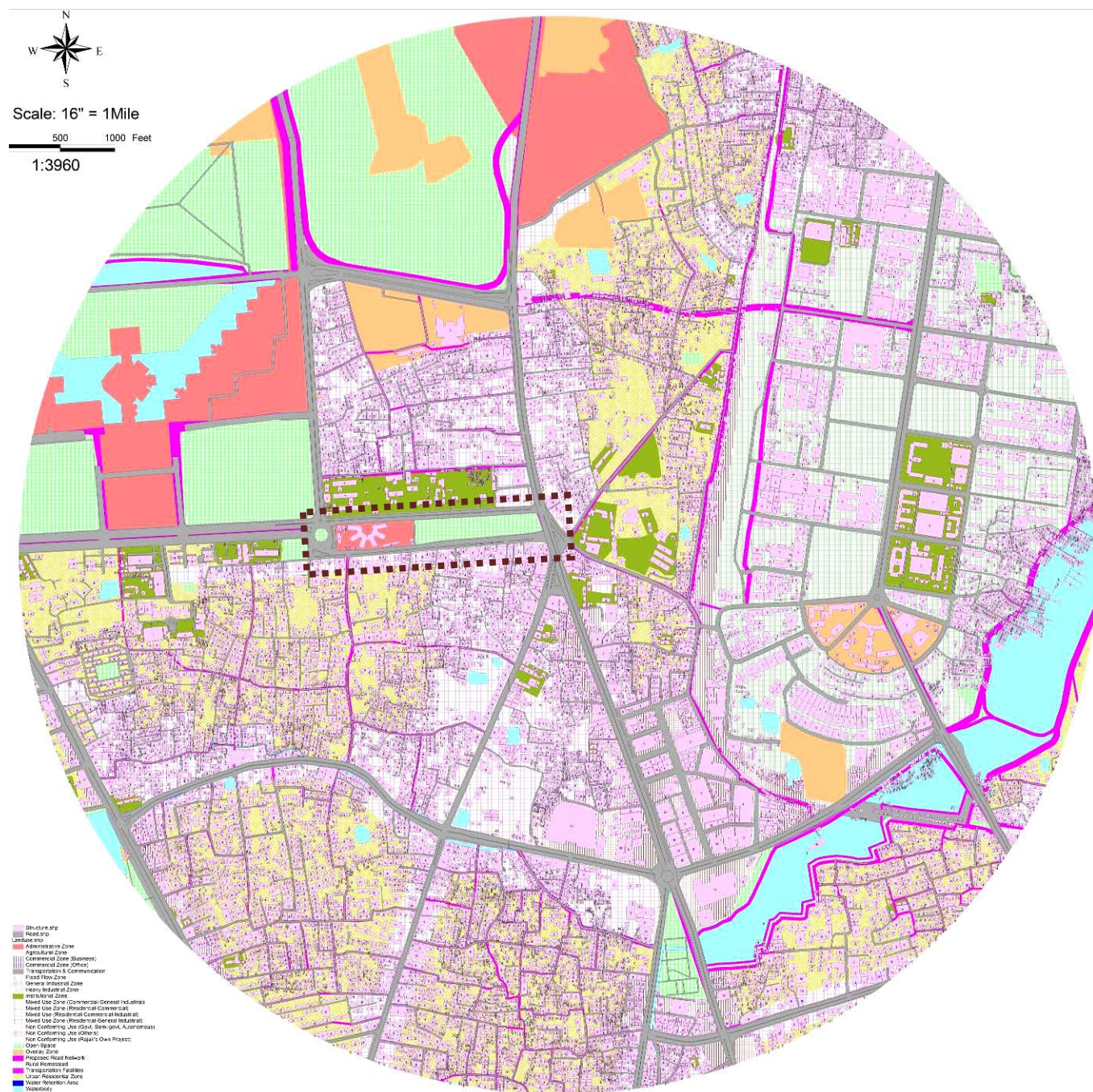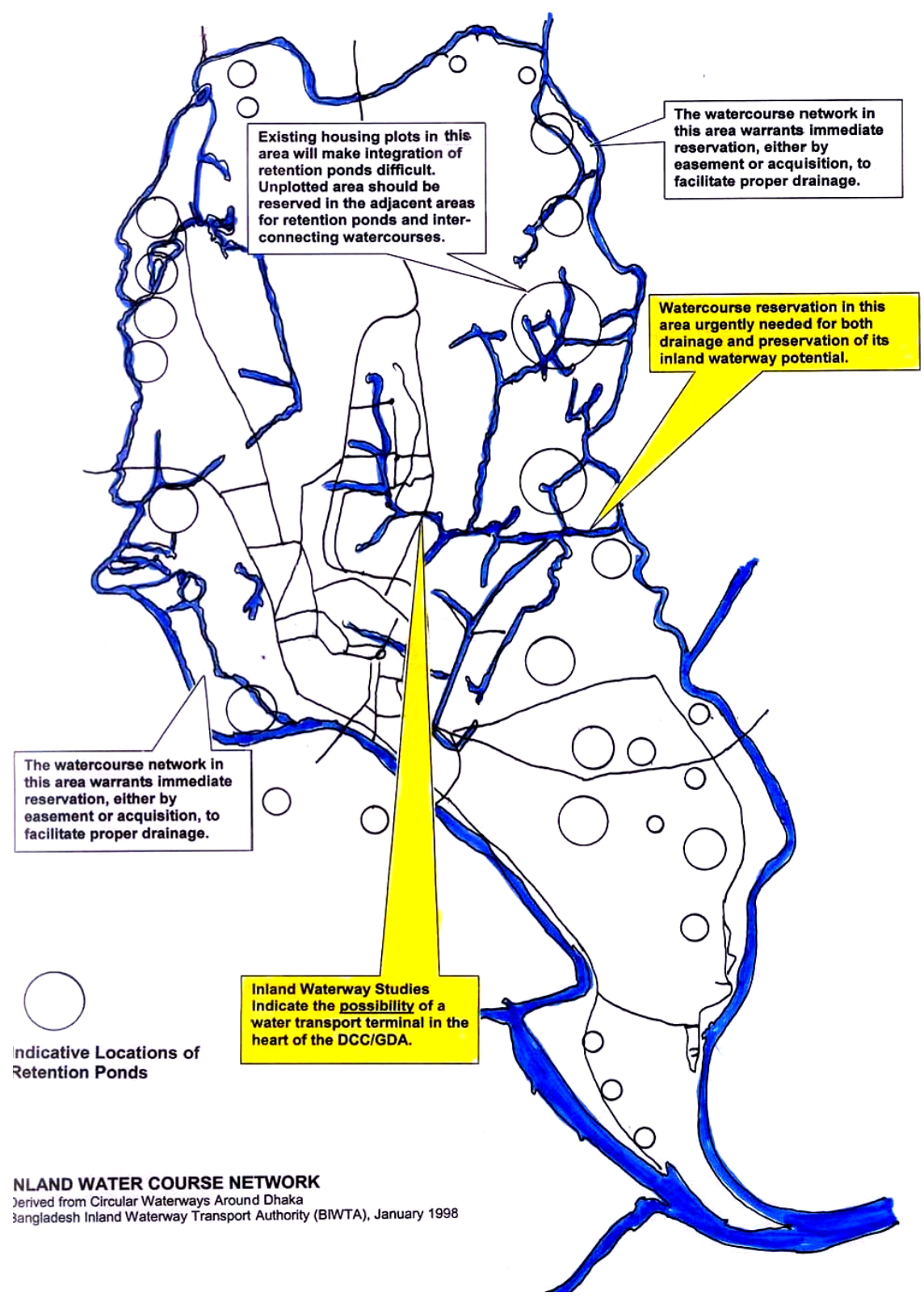
2.1   Site location:

Fig 13: Farmgate Mouza map

2.2   History of Farmgate as transitional space:

Farmgate Is The Oldest Transitional Space Where People's Movement Overlap And Houses The Transitional Routes Of Dhaka.
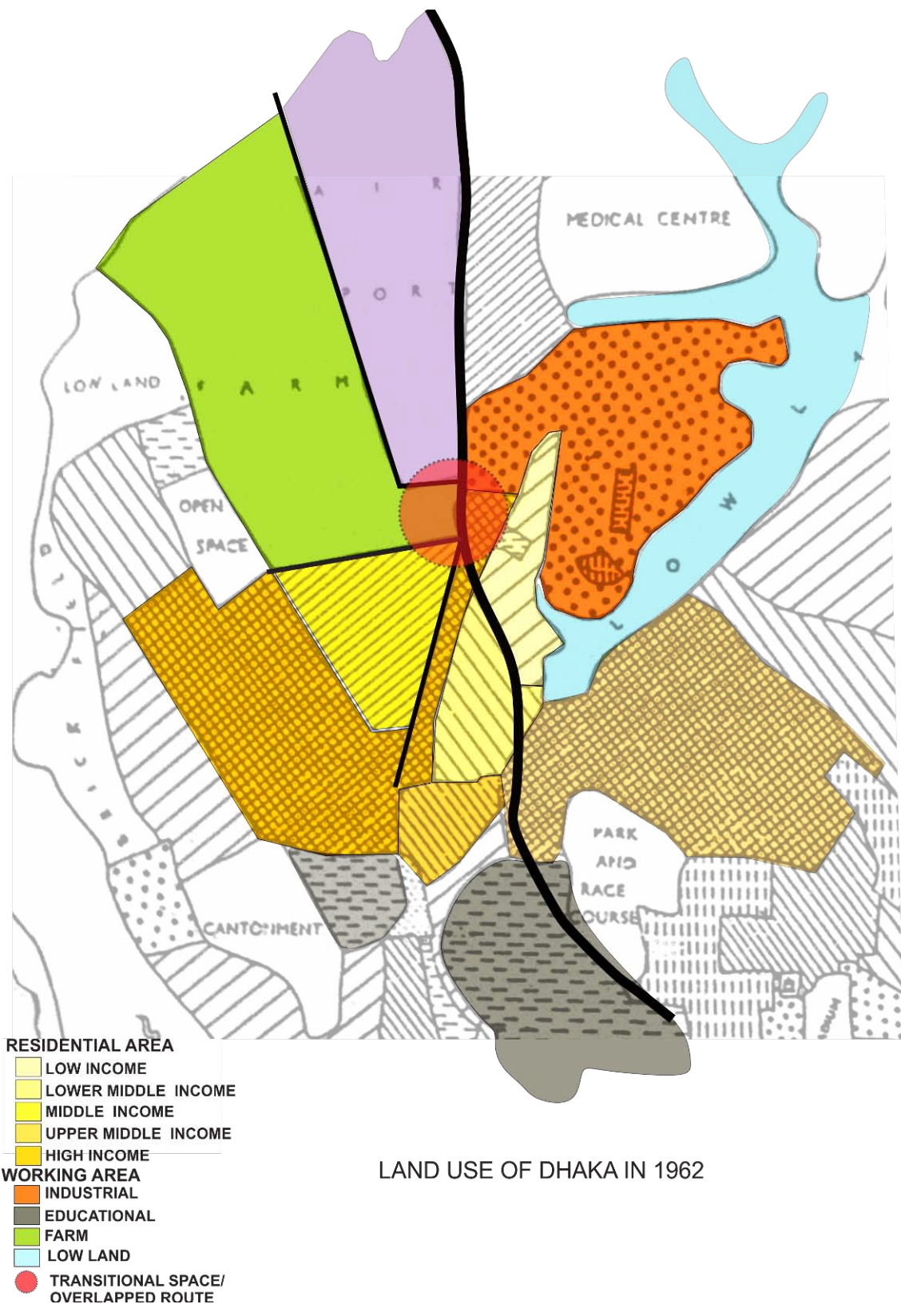
Over Time, Farmgate Became The Crosshair Between Two Complementary Functions : Residential And Workplace.

In past days, people of Dhaka used to travel on waterways (Fig: 14)and there were connected inland water routes with peripheral circular water route system. Usually commerce of river bank cities like Dhaka evolve on water bank and this business hub generate a urban growth with connecting transport facility, residential, industrial, recreational facilities etc . Analyzing historical map of Farmgate, same picture has found. Beside Begunbari khal which is actually connected with Shitolokkha river, were generate a business hub and Industrial zone as Gov proposal (Fig: 15). For better connectivity Rail track and Roadway intervened. Residential area grew surrounding industrial area and farmland. A pivotal hub created on Farmgate for the connectivity with all the facilities. All the recreational (Ananda cinema hall) and commercial amenities also generate on farmgate node for having higher elevation from the flood porn zone. So its visible that Farmgate is the oldest transitional point (Fig: 16) where it tends to connect north Dhaka with west dhaka as well as tie among all the functional aspect as downtown business district.

Existing housing plots in this area will make integration of retention ponds difficult. Unplotted area should be reserved in the adjacent areas for retention ponds and inter-connecting watercourses.

The watercourse network in this area warrants immediate reservation, either by easement or acquisition, to facilitate proper drainage.

Watercourse reservation in this area urgently needed for both drainage and preservation of its inland waterway potential.

The watercourse network in this area warrants immediate reservation, either by easement or acquisition, to facilitate proper drainage.

Inland Waterway Studies Indicate the possibility of a water transport terminal in the heart of the DCC/GDA.

Indicative Locations of Retention Ponds

NLAND WATER COURSE NETWORK
Derived from Circular Waterways Around Dhaka
Bangladesh Inland Waterway Transport Authority (BIWTA), January 1998

Fig   14:
Inland Waterways Transitional route.

RESIDENTIAL AREA
- LOW INCOME
- LOWER MIDDLE INCOME
- MIDDLE INCOME
- UPPER MIDDLE INCOME
- HIGH INCOME

WORKING AREA
- INDUSTRIAL
- EDUCATIONAL
- FARM
- LOW LAND
- TRANSITIONAL SPACE/ OVERLAPPED ROUTE

LAND USE OF DHAKA IN 1962

Fig15:Road network of Dhaka in 1975

ROAD NETWORK OF DHAKA IN 1975

TRANSITIONAL SPACE
ROAD
RAILWAY
GREEN/OPEN AREA

Fig16:Road network of Dhaka in 1975

2.3   Existing site analysis (Macro):

Solid Void Land use pattern: There is a dense development at the south end of the site, while many not accessible green at north, east and west end of the site. The only accessible green that mainly occupies the site now.

Fig 17: Existing solid void land use pattern of Farmgate.

■	1 storied
■	2 storied
■	3 storied
■	3 storied
■	4 storied
■	5 storied
■	6 storied
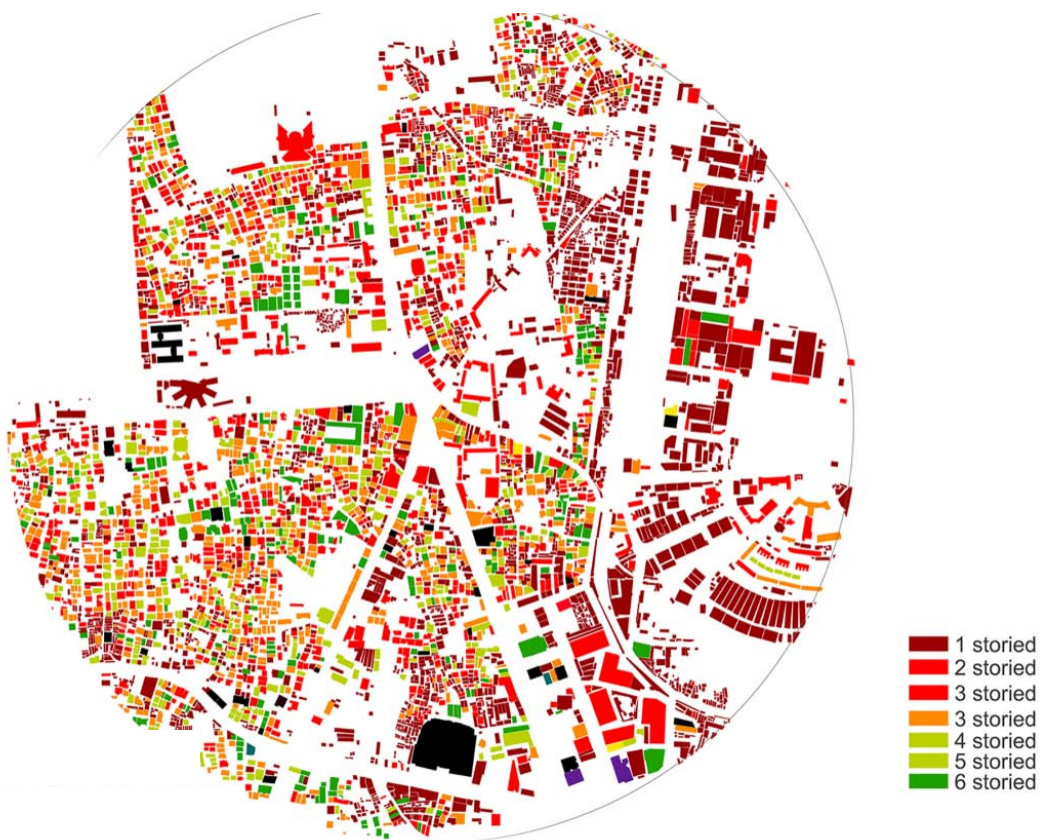
Fig 18: Existing height variation of built form at Farmgate.

Fig 19: road network

Fig 19: Land use pattern

Fig 20: Vegetation

2.4   Existing site analysis (Micro):

2.4.1 Road network and traffic movement:

Fig 21: Existing traffic pattern

This site links to east and west sectors of Dhaka city. It links to major north to south roads of the city that parellely run side by side each other. On the west end there is the Manik Mia Avenue and Begum Rokaya Sharani and the east end there is the Kazi Nuzrul Islam Avenue (Old Aiport Road).

Existing Traffic Pattern survey through site visit examination showed that on the north and south of the site there are tempo stands where they wait to take passengers to Mohammadpur, Hazaribagh, Dhanmondi and Lalmatia. On the east end is the main traffic congestion area of Farmgate due to the two bus stand on both sides and the out pour of vehicles from Holy-Cross Road and Green Road.

2.4.2. Existing pedestrian movement:
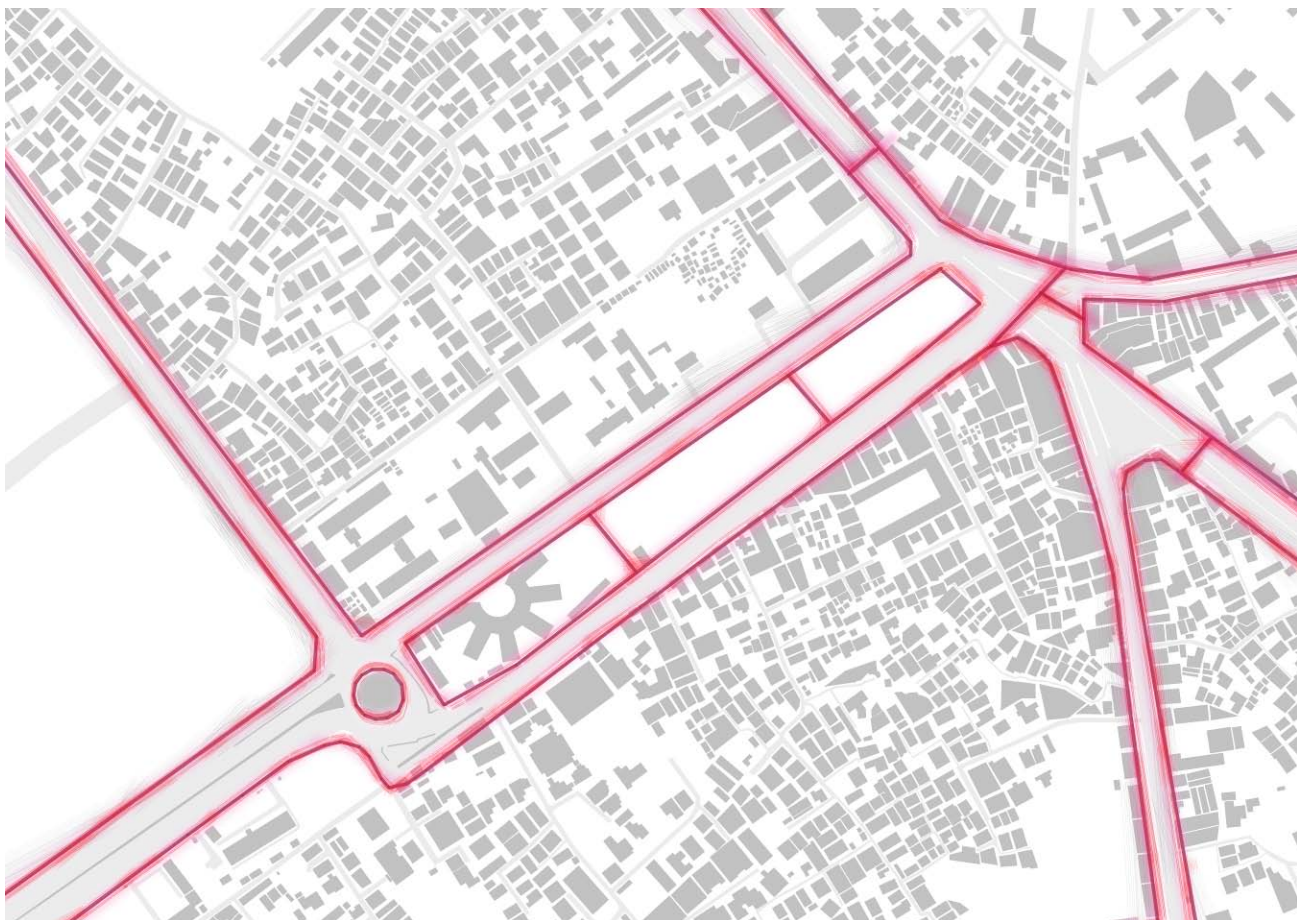
Fig 22: Existing pedestrian flow

There is a dense pedestrian activity on both the east and west end of the site. The east end consists of two major bus stands serving both ways. There is also modal exchange from rickshaw to bus or tempo that occurs mainly in the east end of the site where passengers coming from neighboring areas alight from rickshaws and then take a bus to other parts of the city. Vice versa passengers coming other parts of the city alight here either to make their way to the neighboring well-known educational institutes or residential zones nearby. There are three foot over pedestrian bridges connecting from one end of the Kazi Nuzrul Islam Avenue to another, which are always under heavy pedestrian utilization since the roads underneath are always under heavy traffic vehicular demand. On the west end of the site, scenario is quite different. Due to the Parliament Assembly Building, there is green breath of space and people from various parts of city come here for leisurely purpose. Over

the years, the green roundabout on the west end has come a very popular hangout area for the neighboring people and becomes very crowded especially during the night.

2.4.3. Existing informal landuse:
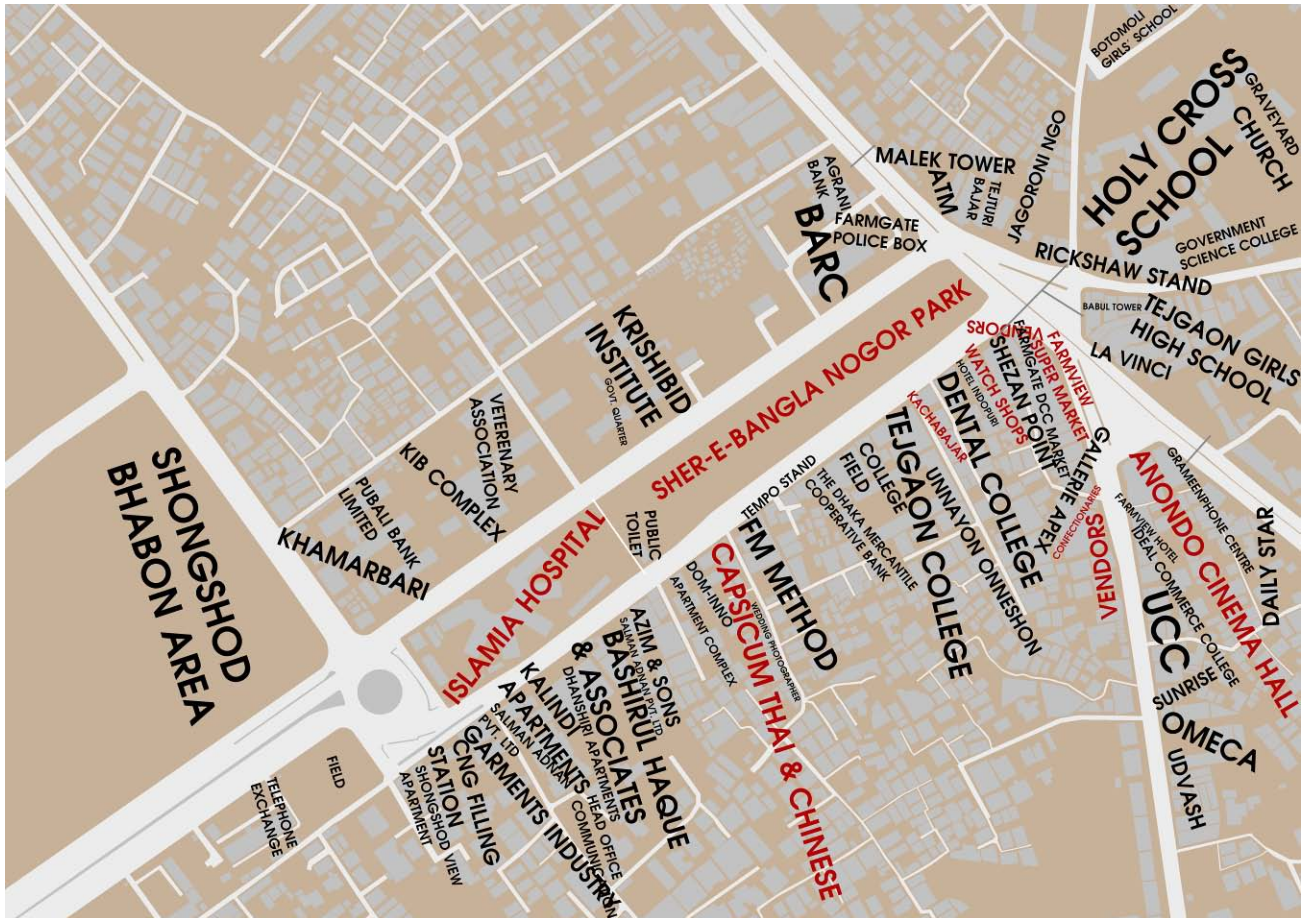
Fig 23: Existing informal landuse

Informal Land use Pattern plays quite a vital role concerning in the sustainability of this site. Informal business through Hawkers and Vendors thrive in the pedestrian footpath of this area due to the immense pedestrian coming and going on the roads. This sector needs to be properly addressed and designedly allocated along the future pedestrian main stream way.

Fig 24: Panoramic view

Fig 25: Nodal activity

Fig 25: Important structure

2.4.4. Site surroundings:

Farmgate is situated in a mixed zone of Dhaka city. The site is surrounded by mixes use development including commercial, residential, hotel, mosque, cinema hall, institutions, hospitals and many other functions.Existing Land-use pattern survey through site visit examination showed that on the north, there is a establishment of Government buildings such as Bangladesh Agricultural Research council(BARC), Bangladesh veterinarian institute, Soil Resource Development Institute(SRDI), etc.

Fig24: Bangladesh Agriculture Research council.

On the south, in the immediate opposite of the site, there is a gradual development of mixed-use which includes commercial on the podium levels and residential in the upper storey. There are also two garments factories and a multi-storied mosque. Further into south, there is a very dense multi-storied development of residential building with very narrow access roads.

There are also educational institutes such as Tejgaon College and Darul Ihsan University in between dense development as well.

Fig25: Garments factory.   Fig26:Mixed use development.   Fig27: Multi-storied mosque

One the west end of the site, there is the Parliament Assembly Building of Bangladesh, Dhaka and on the east end, there is a high density of commercial, health and educational Institutional development.

Figure 28 : Clothing and Shoes Hawkers at the eastern end of the site, occupying half the pedestrian footpaths.

Fig29: Traffic congestion at Farmgate.

Fig30: Tempo Standing area at the south of the site.

Fig31: Rickshaw Standing area at the south of the site.

Fig 32: Foot-over Pedestrian Bridge across Kazi Nuzrul Islam Avenue.

Fig 33: Green Roundabout that has become a popular neighborly hangout spot especially in the evening   due to lack of green.

2.5   Environmental Considerations:

2.5.1   Climate:

The climate of Dhaka experiences a hot, wet and humid tropical climate. The city has a distinct monsoonal season, with an annual average temperature of 25 °C (77 °F) and monthly means varying between 18 °C (64 °F) in January and 29 °C (84 °F) in August. Nearly 80% of the annual average rainfall of 1,854 millimeters (73.0 in) occurs during the monsoon season which last from May till the end of September.

2.5.2   Topography:

Dhaka is situated at 90`, 22.5' east latitude and 35' above from the sea level. The ground plane is mainly flat. Here in the Dhaka elevation map, Farmgate area shows orange and yellow color which express the land is 16'~24' topographic height variation above sea level.

2.5.3 Temperature: Here is the annual temperature chart of Dhaka.
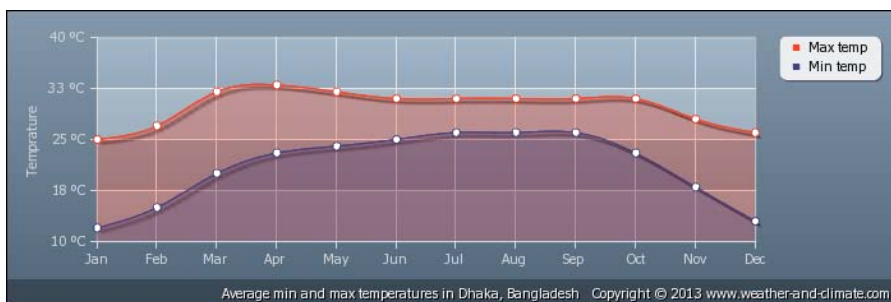
2.5.4 Precipitation: The average rainfall in Dhaka city is 75-80 mm.
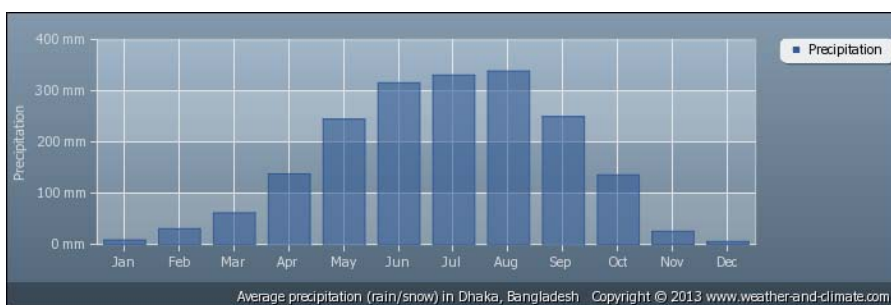
2.5.5 Humidity: Average relative humidity in Dhaka, Bangladesh.
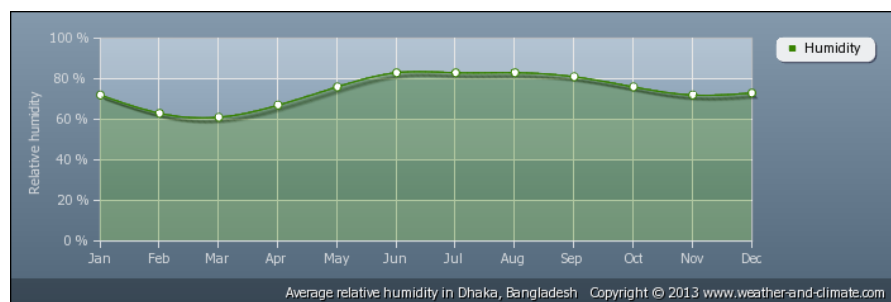
2.5.6: Wind speed: Average wind speed in Dhaka, bangladesh

2.5.7 sunshine: Average monthly hours of sunshine over the year in Dhak, Bangladesh.

2.5.8   Atmospheric Pollution Data at Farmgate:

The air quality standards are different for residential, industrial, commercial, and sensitive areas. The worst affected areas in Dhaka city include: Hatkhola, Manik Mia Avenue, Tejgaon, Farmgate, Motijheel, Lalmatia, and Mohakhali. Surveys conducted between January 1990 and December 1999 showed that the concentration of suspended particles goes up to as high as 3,000 micrograms per cubic meter (Police Box, Farmgate, December 1999), although the allowable limit is 400 micrograms per cubic meter. The sulphur dioxide in the air near Farmgate was found to be 385 micrograms per cubic meter, where as the maximum permissible limit is 100 micrograms per cubic meter. (Air Pollution in Dhaka)
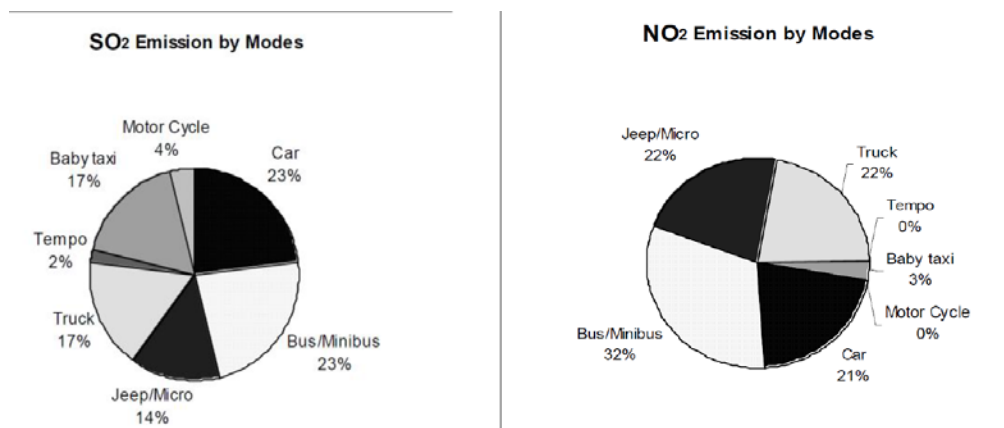
Fig 34: vehicular emission inventory of Dhaka city in 2004(Tons/year)

Sl	Vehicle	Km/Day	Number (2004)*	CO	NOX	SO₂	HC	PM-10
1	Cars	40	130827	47752	2865	153	7640	191
2	Taxis-CNG	130	8600	2040	612	0	816	12
3	3W Taxis-CNG	130	11500	2728	819	0	1091	16
4	LD Diesel	60	25623	2806	4770	224	1122	449
5	Buses	130	12370	5870	9978	470	2348	939
6	Trucks	60	19307	4228	7188	338	1691	677
7	Motorcycles	30	116320	6369	382	25	5095	127
	Total			71793	26614	1211	19804	2412

* Projected from BRTA figures for 2003 with reclassification of vehicle according to emission category. Inter-district buses have not been considered in calculating the inventory.

2.6   Swot analysis:

2.6.1 Strength:

- The site is the most connected place of the city.
- Many transportation facility ease of mass access. Basically hub of all public transportation system
- Mix-use land use pattern, create multi-dimensional acitivity.
- Flea market keep the foot-path alive.

2.6.2 Weakness:

- Poor traffic system. No well defined bus stopage.
- poor waste management.
- Vendor equipped the footpath where people could not access.
- un used public place.

2.6.3 Opportunity:

- Opportunity to have a vibrant CBD with diversified use.
- Potential public and civic space

2.6.3 Opportunity:

- lack of public function and activities
- threat of unhealed rampant development

Chapter 03: Literature Review.

Dhaka as a megacity unfolds a history of various phases of transitions in the school of thought behind its formation and growth. An anomalous growth pattern of the city has regularly been sporadic, yet bound by rational logic placed within an inappropriate framework of philosophical school of thoughts. Where other megacities have flourished in a symmetry over both sides of the all-important river, the growth of Dhaka formed a uniquely intriguing pattern of growth on just one side. This pattern could give rise to various questions which can dictate the very root behind the nature of this growth. In terms of architectural contribution in the development of the city, some important philosophical 'isms' and a few important architects who have worked here would come under the microscope of initial scrutiny.

Architect Muzharul Islam, the pride of our nation, had immense contribution not only on the volumes of built forms but also in the philosophical standpoint of the ethics of architecture as a teacher of society. Many schools of thought produced ideas to define the meaning and purpose of architecture in transforming the social ethics in the right direction, be in on a regional scale or global. The architecture Muzhar produced had two vital elements that are historically kept as second priorities: patriotism, and respect for cultural evolution. The fire in his work and the flare in his words were indication enough about what he feels and how he wants to transform this city and this country into prosperity. This uniqueness of his philosophical standpoint is supposed to teach us a lot about progressive creative thought regarding the evolution of architecture. And the progress always faces hurdles and tough problems which have to be constantly questioning ' the new.'

It is known statistic that mainstream is always the majority, but it is the 'underground' that provides oxygen to mainstream's success or failure with innovative ideas of futuristic visions. The clashes of new 'ism' with their ancestors always result in the production of progressive development. The dominant impact of modernism since the early 1920's grew ever stronger, and its impact on the architectural philosophy of our country still persists. But in the late 1970's in a global scale, the ideals of modernism were questioned, and fantastical, radical ideas were explored which gave birth to deconstruction, and those who precede.

In the context of our architecture in the 21'st century, it seems still evident that mainstream has not necessarily part ways with the teachings of modernism. The new ideas that can be generated thanks to a greater access in today's world to information and technology and help propel experimental ways of sustainable architecture. The future development scheme of associated authorities regarding the controlling the masterplan of Dhaka clearly portrays certain visions of what is thought of in order to develop the megacity's qualitative and quantitative features. Features that include improvements in transportation, civic space quality, re-organization of land-use and many more.

Technical specifications of detailed layouts as to how these improvements could be performed can explain certain feasibility issues regarding the elements to be placed. But a serious attempt regarding integration of various proposals into one could be a progressive solution in terms of proposal policy. The feeling behind such proposals necessarily do not mean to emulate the developed nations and their treatments of urban spaces, especially the pedestrians, underground transportation, elevated layers of transportation, or creation of inter-nodal connections.

Bernard Tsumi talked about event and space, and about the violence that is inevitable when time, space and events collide to give meaning to a certain architecture. The ideas generated by him certainly propagate progressive vibes by inspiring the individuality of human, and also taking into account the inner metaphysical morphology of how an urban human imagines the megacity. Experiments with various spaces where man just passes by, like a pedestrian access, or spaces like nodes of transportation routes where one has to halt for a certain time suddenly become very important not only in terms of technical efficiency but also in terms of experiential virtues. These spaces become the scope for the architect to explore the very nature of the urban human, and what he expects and what he does not.

The time we are in is very much different than what was seen in the past, and also different from what will be experienced in the future. The architecture of this time should also reflect the timeline in terms of progressive knowledge propagation, and re-justification of old-school ideologies. Many an architect and urban planner have proposed various models of cities, neighborhoods, transportation modes in the light of urban demands and necessities.

We could rethink regarding how to utilize our space constraints and limitations into an architectural intervention that exudes innovative solution to age-old problems.

No doubt there is always scarcity of space with the constant inflow of migrating people into the city in search of new income opportunities. This scarcity is latently felt whenever one looks around the streets of any important node within the city. The number of street vendors, the types of business undertaken in the pedestrian walkways, all have formed a system of chaos, visually and also functionally contradicting with the efficiency of space utilization in an urban scale.

But with the introduction of integrated systems, or a nuclear bondage between different public-demand facilities into the grey spaces which is taken for granted as 'grey', a change could be made in terms of how people look into these spaces, how they experience it and how much it becomes important in the overall efficiency of the cities development and organized movement.

3.1. Dealing with non place:

Normally, we tend to think of places as something quite well defined – they are what we live in or go to. But we do also regularly relate to more "fuzzy" kinds of places, such as those in the periphery of our daily routines, places that we vaguely know of but never enter, or those we might find ourselves in without understanding how we got there or how to navigate in. They may give us feelings of uneasiness, or they may require too large an effort to be deeper accessed. Further, we may deliberately avoid places for many different practical or psychological reasons. The disregard of places, momentarily or on longer terms, involves a cluster of judgments too complex to be comprehensively grasped in one singular theoretic discipline, like psychology or aesthetics. Theoretical determination of "place" and of qualities that we may label "placial,"[1] involves by necessity a distinction between "place" and some other part of the geography that is under current study. Recognized as either a background topology, as a counter-place, as a fake place, or simply being neglected, there is always a place-like entity left that has to be placed outside a current definition. What individuals, sciences, and urban practices distinguish as a place, and what they in

consequence disregard as non-place, is indeed a facetted matter and depends in a complex way on our relation to the culture(s) at hand. Nevertheless, attempts have been made to explicitly state what constitutes a place – and when it comes to the design and theorisation of architecture they are an inescapable part of the game.

As a central concept in architecture, "place" has sometimes been defined through other disciplines and sometimes through individual opinion – cognitively, emotionally, semantically, geographically, graphically, cartographically, politically, to mention but a few grounds for delimitation. They more or less involve each-other but highlight a certain aspect. And every time a place or the concept of "place" is defined, there are inevitably left-overs which do not fit into the current idea of what a place is. When a place is recog-nised for instance by the amount of social activity that is going on, or when there is an aesthetic criterion like the harmony of landscape and building, that recognition inevitably also excludes phenomena at hand that does not fit into the picture. This type of exclusion, i.e. this cognitive production of "non-place," may be explicitly declared, for instance as an investigative delimitation of what to regard as placial when performing an anthropological study. But it may also turn out as an unpredicted consequence of the fact that a certain type of focus is kept when a place is studied.

As a way to question Casey's axiological and ontological distinction between "place" and "site," I proposed a hypothetical modalisation of exploitation as a process that showed the interdependence between a site and a place. And in another passage, while rejecting Relph's distinctions between place and placelessness, I proposed instead a re-evaluation of his seemingly useful modalisation of belonging, or identifying with a place, as states or stages of insideness.

In artistic and activist evaluations of a "non-place," the "negativity" may be seen as a resource in itself. The site where the artistic activity takes place, may thus be approached without the intention of turning it into an established "good" place. Such an intervention may be done with more or less intent of investigating, commenting on, criticising, or influencing, the current placial conditions. The specific, situationist, undertaking of place as a locus for dérivé, i.e. drifting as an ad hoc attention to a place while moving against normal cohesion, would typically regard a "dubious" urban condition as a material given to act in, to comment

on, to reorder, and to learn from. Such an activity will thus modalise a place in the sense that it changes its evident role in the apprehension of the city. We may label it modalisation by personal intervention. The question remains though, to what degree, and to which qualities, such an undertaking really effects the daily doings of the community in the area addressed.

3.2.Aspects of Urban design:

New urbanism is an urban design movement which promotes walk able neighborhood that contains a range of housing and job type. New urbanisms are strongly influenced by urban design standards. This movement also includes a more pedestrian oriented variant known as new pedestrianism, which has its origins back in 1929

Principle of intelligent urbanism:

Dhaka urban network in its eventuality is an integrated approach of not designing the city rather designs the guideline for further development. The theoretical basis of urban development is primarily based on the principles of intelligent urbanism

Principle of intelligent urbanism is a theory of urban planning composed of a set of ten axioms intended to guide the city plan and urban designs.

A balance with nature

According to proponents of intelligent urbanism, balance with nature emphasizes the distinction between utilizing resources and exploiting them. It focuses on the threshold beyond deforestation, soil erosion, aquifer depletion and flooding in urban development

A balance with tradition

Balance with tradition is intended to plan interventions with existing cultural assets. Respecting traditional practices and precedents of style. This urban planning principle demands respect for the cultural heritage of a place

Appropriate technology

Appropriate technology emphasizes the employment of building materials, construction technique , infrastructural systems and project management which are consistent with local context. Peoples' capacities , geo-climatic conditions, locally available resources and suitable capital investments all temper technology

Conviviality

The fourth principle sponsors social interaction through public domains, in a hierarchy of spaces. According to proponents of intelligent urbanism, vibrant societies are interactive.

Efficiency

The principle of efficiency promotes a balance between the consumption of resources such as energy , time and fiscal resources, with planned achievements in comfort safety, security, access, tenure, productivity and hygiene. It encourages optimum sharing of public land, roads and facilities.

Human scale

Intelligent urbanism encourages ground level ,pedestrian oriented urban patterns based on anthropometric dimensions .Walk able mixed use urban villages are encouraged over single function block

Opportunity matrix

The PIU envisions the city as a vehicle for personal ,social and economic development through access to a range of organization, services, facilities and information providing a variety of opportunities for enhanced employment, economic engagement, education and recreation

Regional integration

Balanced movement

Institutional integrity

 Smart growth

3.3 Elevated Rail (Metro rail):

The MRT technology is an environmental friendly, non polluting transportation system that can relieve congested and unhealthy transportation environment.

The vehicle run on top of a narrow guideway that is approximately one-half the width of the vehicle. They are stabilized and locked to the guideway by a uniquely shaped center guide rail on top of the runway; derailment is virtually impossible. The centre guide rail is the primary guidance and has many functions. It carries concealed power rails and electronic conduits for operation of the vehicle and it is also used for switching of the vehicle at all speeds.

For elevated guidways, a standard, inverted U-shaped beamway is applied that can bridge long spans between foundations. The cross section is engineered so the beam's inside open space in usable for many functions.The dynamic forces acting laterally and longitudinally on the vehicle interact very close to its low center of gravity, which also coincides with the shear center of the beam way.

Such innovative concepts create minimum rotation and moments on the vehicle bogie and the guideway and simplify, to a large degree, the overall MRT system, resulting in a much lighter and simpler vehicle, considerably less to cost to install, manufacture and operate and maintain. At surface, on a bridge deck or in a tunnel, only the top slab of the guideway is needed.
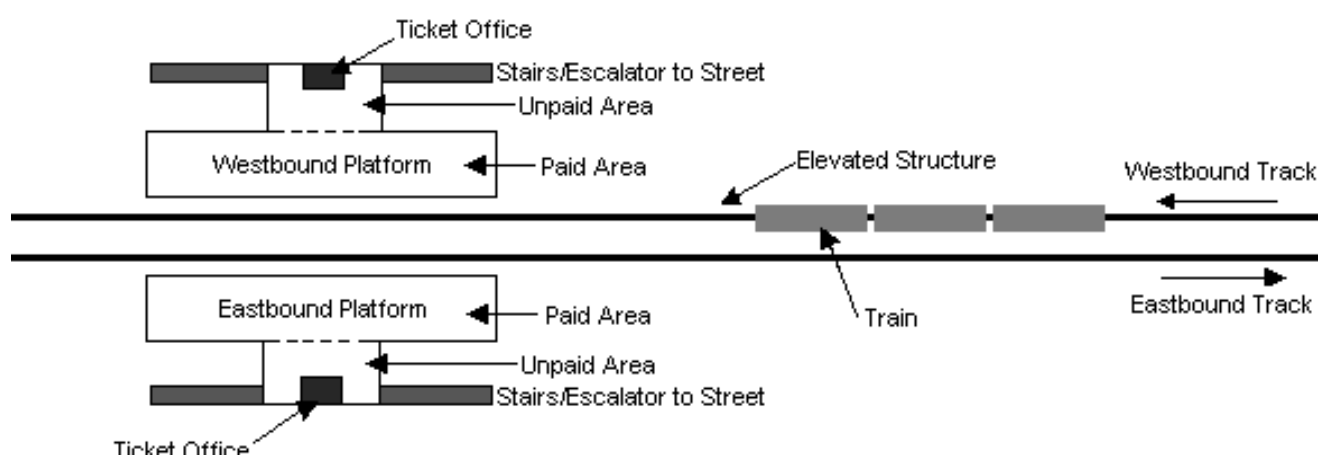
Fig 37: Typical Elevated side platform station layout
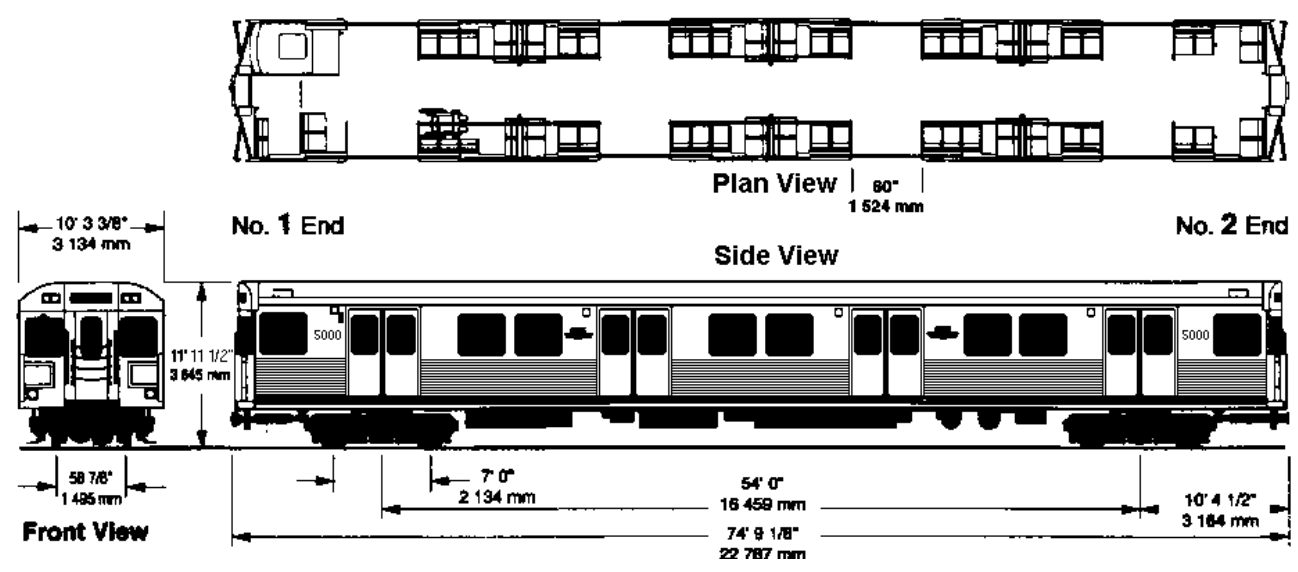
Fig 38: Train bogie dimension
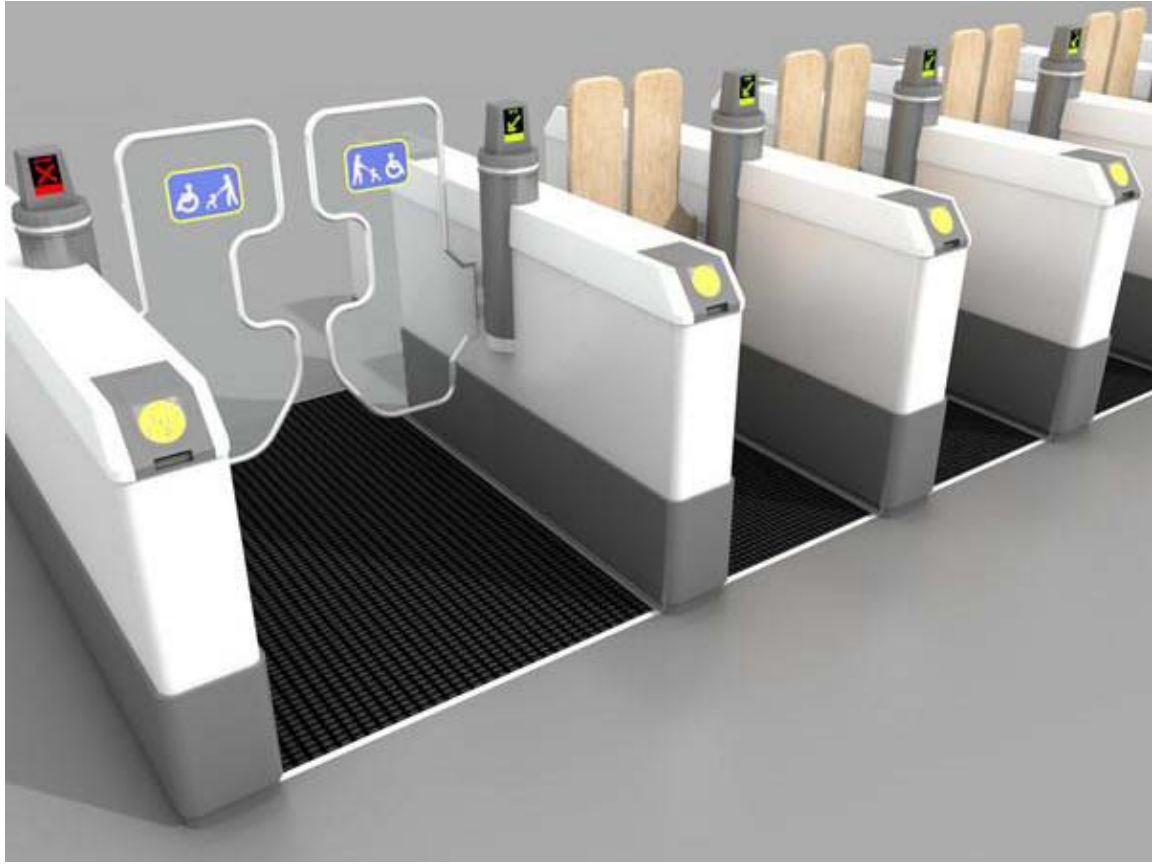
Fig 39: Automatic Ticket Gate with Fare Adjustment Machine Inside

Fig40: Different types of vending machine

7.6332m [25'-1"]

2.0668m [6'-9"]

Height Level of the MRT Rail

5m [16'-5"]

Height Level of the Expressway Ramp

2m [6'-7"]

6m [19'-8"]
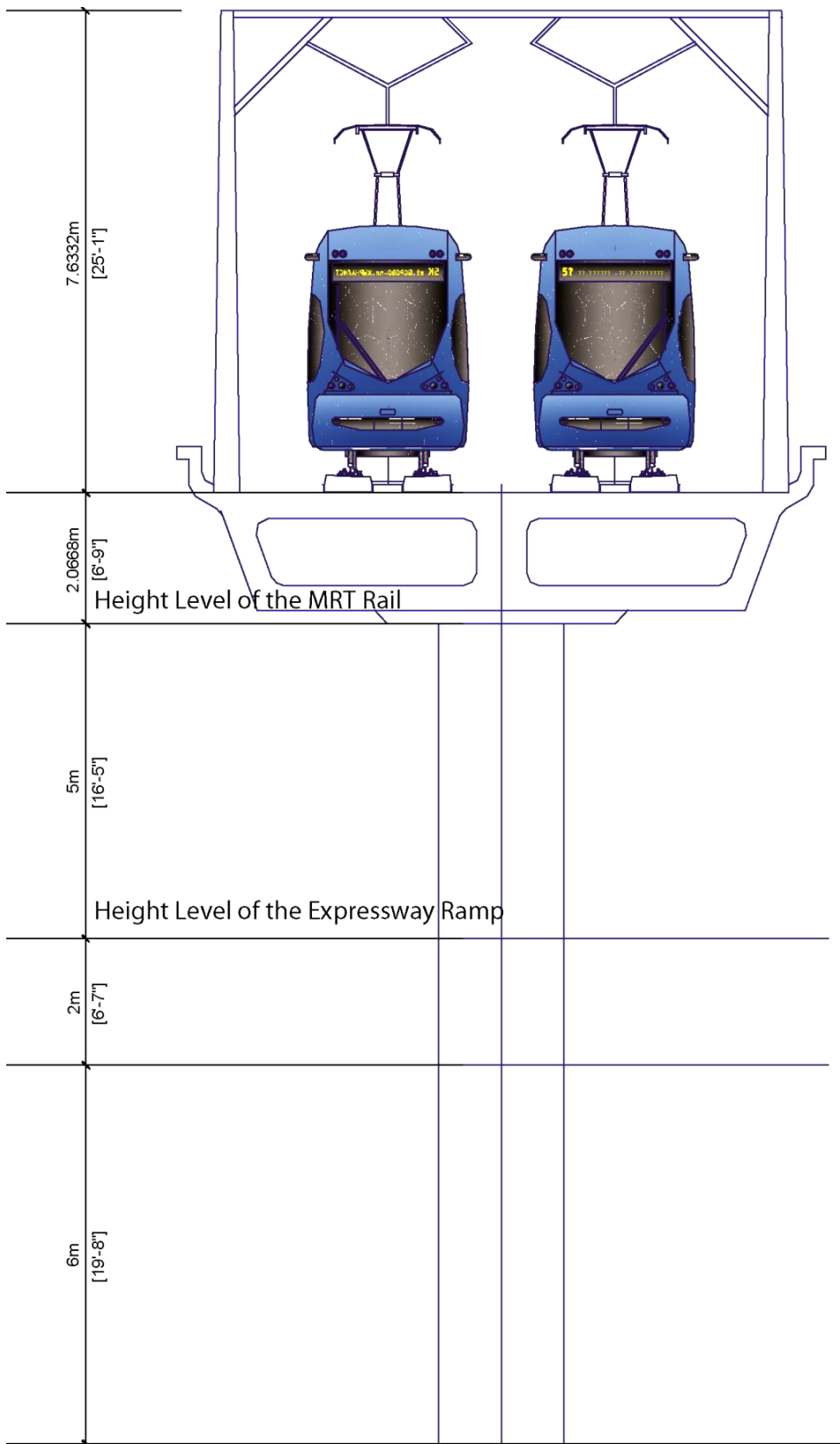
Fig41:Height level of Elevated Mrt Railway

Chapter 04: Case Study

4.1 Mrt station Projects:

4.1.1 Flinders street station Redevelopment competition:

Architect: HASSELL + Herzog & de Meuron

Significance:

The winning proposal for the Flinders Street Station competition comes from HASSELL + Herzog & de Meuron. The design integrates the station with the surrounding urban context, which has evolved and changed significantly since the building was designed 100 years ago. The station concept draws from many aspects – the site's historic fabric, location, and linear nature; the original 19th century design and existing heritage fabric; the river and city edge, rail, public and river-based operations as well as the station's place within the city fabric and public realm.

This proposal updates the station for the 21st Century, turning it from a place to hurry through to a destination. The overall design merit of the proposal can be seen in a new, major public art gallery, public plaza, amphitheatre, marketplace, and a permanent home for arts and cultural festival organizations. But they have also delivered the glory of the first 19th Century design for Flinders Street Station.
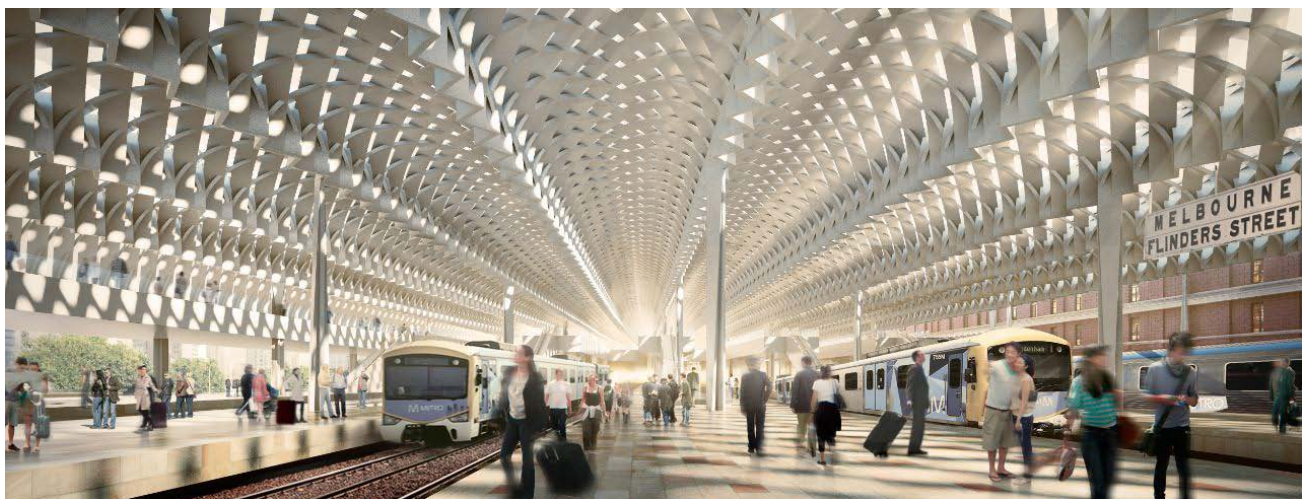
Fig42:Platform

Fig43:Urban promenade

Fig43:Cultural centre

LOADING

DEGRAVES STREET EXIT 2

DEGRAVES STREET EXIT 3

CBD SOUTH STATION INTERCHANGE

WELCOME PLACE

BANANA ALLEY VAULTS

BICYCLE PARKING

METRO UNDERGROUND

FEDERATION SQUARE EXIT
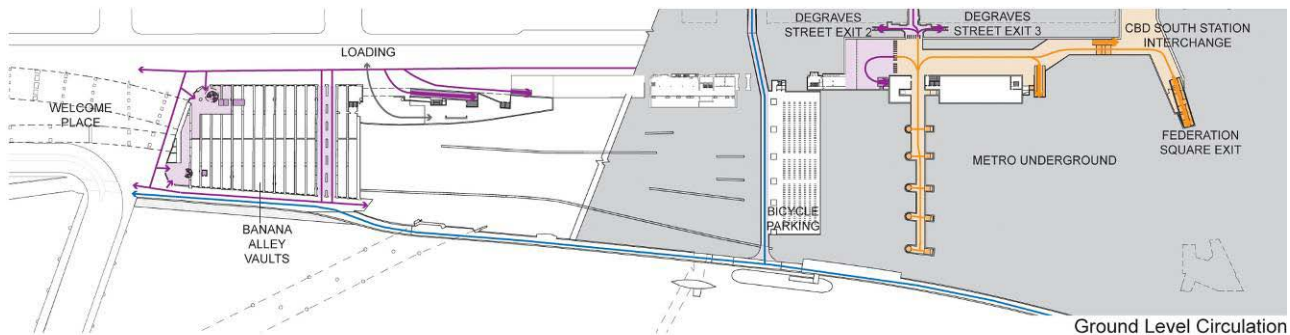
Ground Level Circulation

ADMINISTRATION BUILDING

MILK DOCK
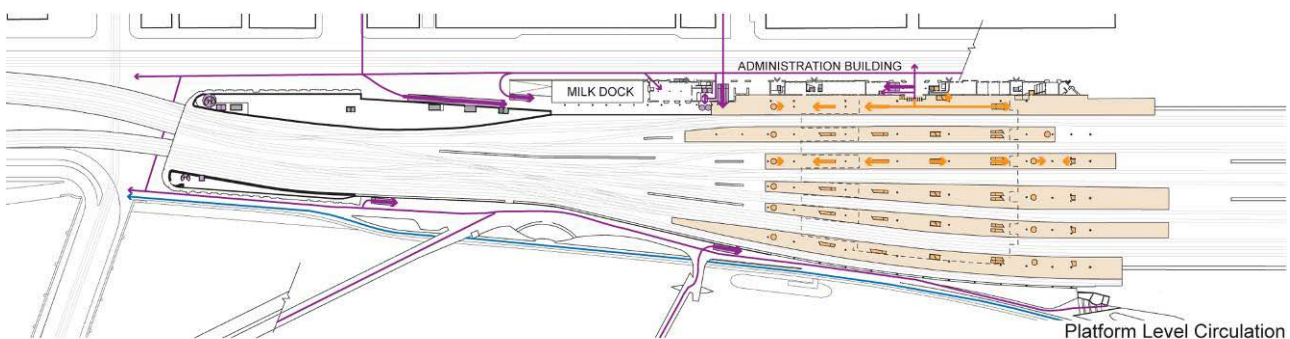
Platform Level Circulation

TRANSPORTATION

OCA GALLERY

OCA GALLERY BOH

PLAZA

THE WESTERN MARKET

BIKE PARKING

TICKETED AREA

NON TICKETED AREA

TICKETED

NON TICKETED

BIKE

HERITAGE

REPAINTED ORIGINAL COLOR
REPLACED PEDIMENTS
NEW OPENINGS

REMOVED VOLUME
ACTIVATED ROOFTOP

Level 4

ROOF TERRACE

Level 3

BALLROOM

OLD GYMNASIUM

Level 2

LOBBY

Level 1

WESTERN CONCOURSE

Level 0

KITCHEN

ELIZABETH STREET

Level -1

LOBBY

FLINDERS STREET
MILK DOCK

BAR

·········· PUBLIC	FESTIVAL SPACE
·········· SERVICE	SERVICE AREA
·········· RAIL STAFF	RETAIL
	MTM OFFICES

STRUCTURE AND CONSTRUCTION STAGING

CONSTRUCTION STAGE

1	2A	2B	3	4	5	6	7

LOBBY

Cross Section A-A'

BOH
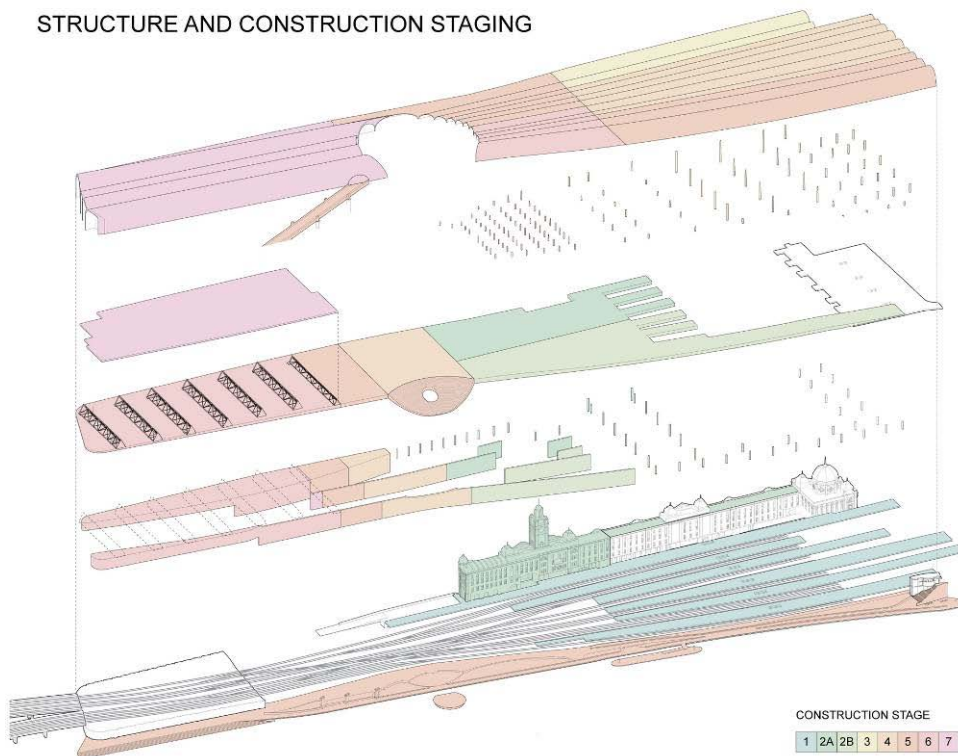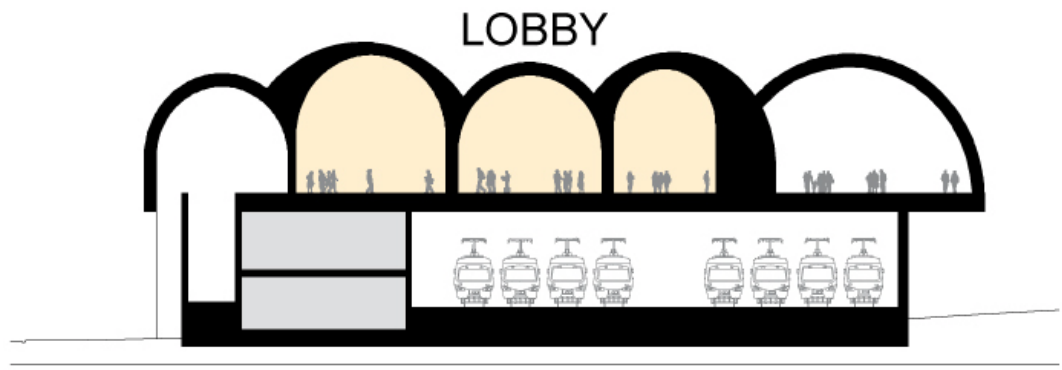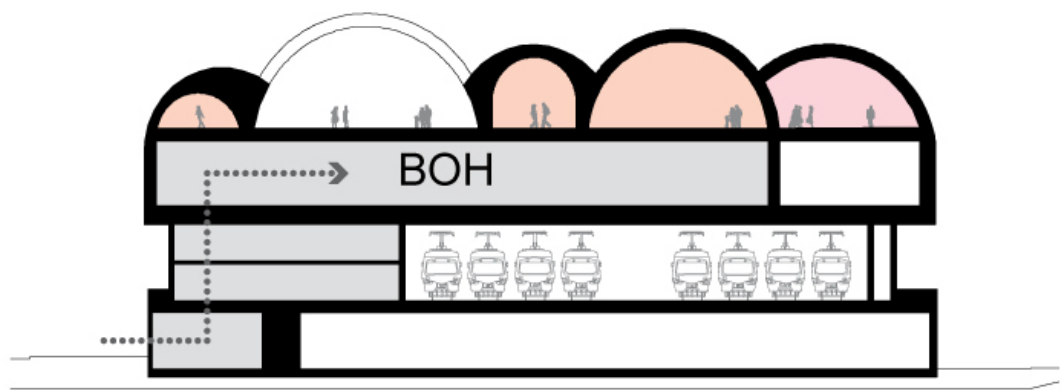
LOADING

Cross Section B-B'

LOBBY & CAFE

PUBLIC PATH
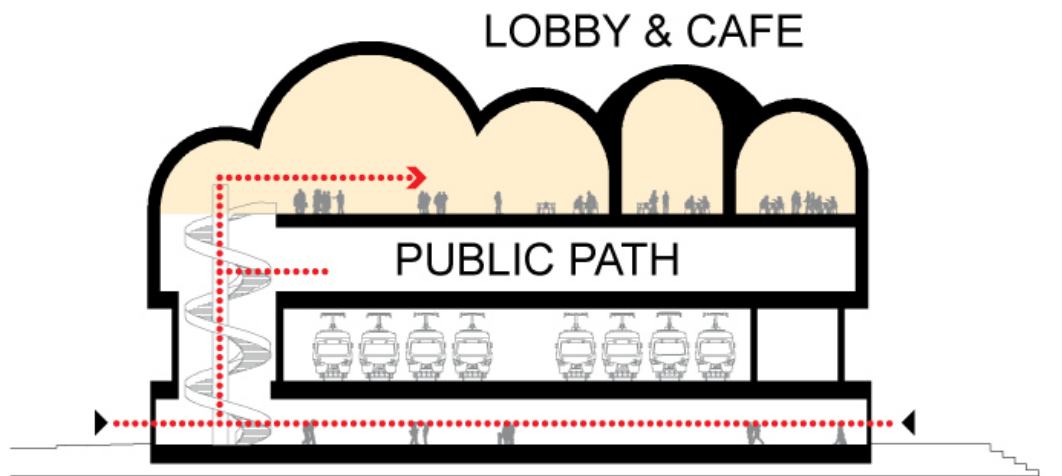
BANANA ALLEY VAULTS LOBBY

Cross Section C-C'

4.1.2 Rotterdam central station:

Architects: West 8, Benthem Crouwel Architects, MVSA Meyer en van Schooten Architecten

Location: Stationsplein 1, 3013 AJ Rotterdam, The Netherlands

Lead Architects: Jan Benthem, Marcel Blom, Adriaan Geuze, Jeroen van Schooten

Design Team: Arman Akdogan, Anja Blechen, Freek Boerwinkel, Amir Farokhian, Joost Koningen, Joost van Noort, Falk Schneeman, Daphne Schuit, Matthijs Smit (†), Andrew Tang, Wouter Thijssen, Joost Vos

Area: 50,000 sqm

Year: 2013
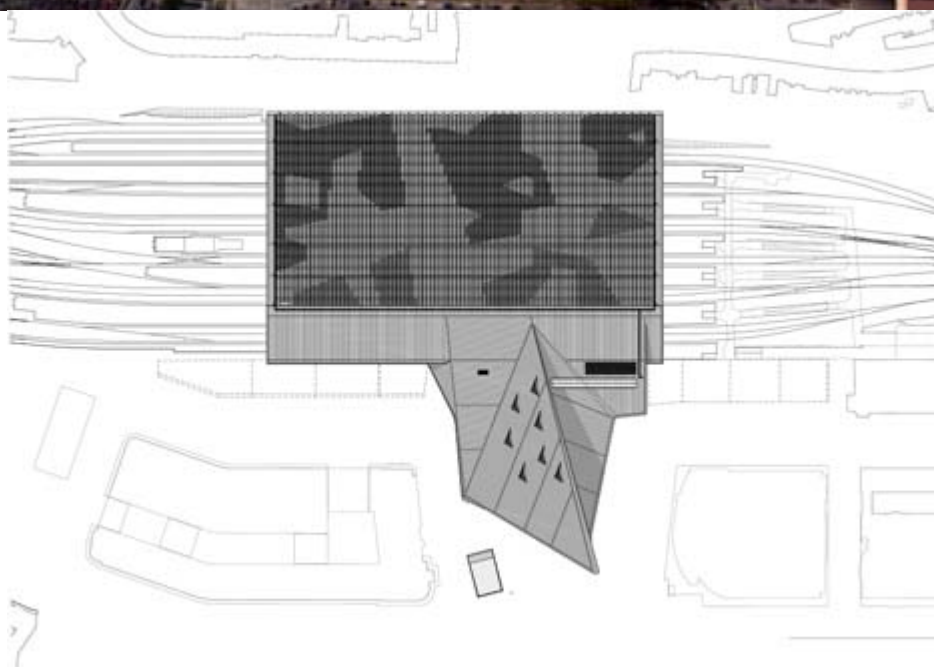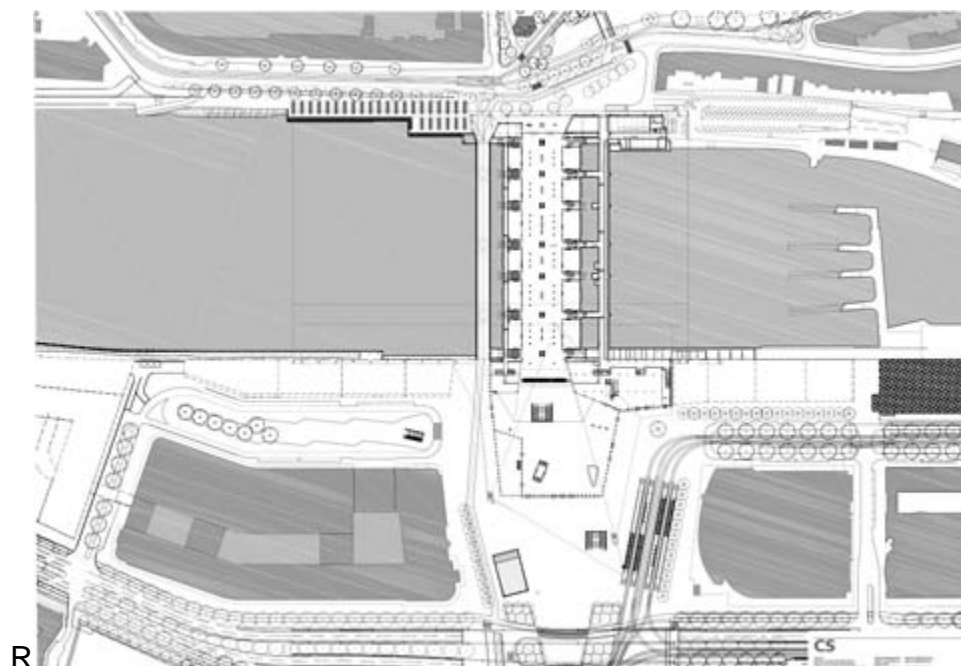
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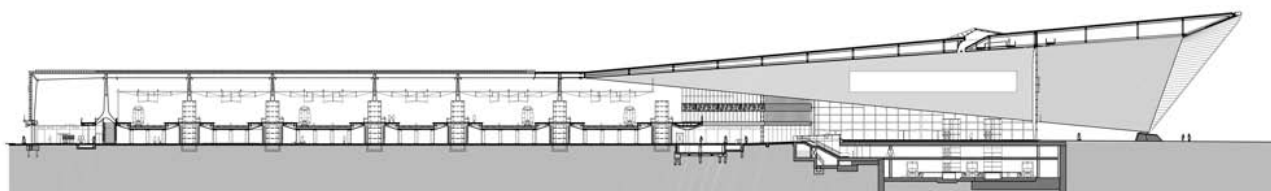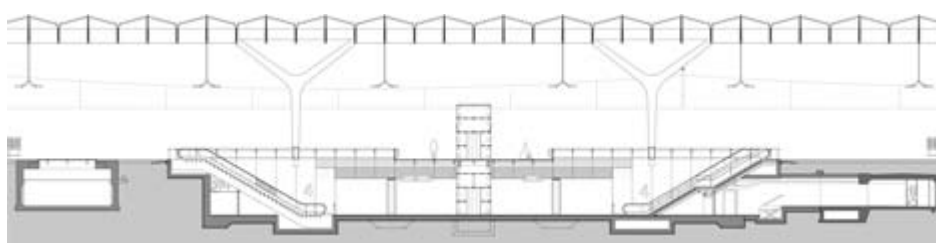
Fig43:drawings

4.1.3: Multi-Modal Passenger Terminal By Fxfowle Architects:

Description: FXFOWLE's design for the Georgia Multi-Modal Passenger Terminal (MMPT), completed in 2013, was developed in association with Atlanta-based Cooper Carry Associates.MMPT creates a new regional and metropolitan transportation center, and a master plan for 119 acres of downtown Atlanta.This critical piece of infrastructure integrates service for 10 passenger train platforms, including commuter rail and high-speed rail, and 80 bus bays for local, regional and inter-city buses in a single station.

BUS
BRIDGE

GREAT HALL

STREET

WEST
PORTE-COCHÈRE

WRAP

CONNECTIVE GREENWAY

BUS CONNECTIVITY

PUBLIC SPACE

PEDESTRIAN BLOCKS

TRAIN AND SUBWAY
NETWORK
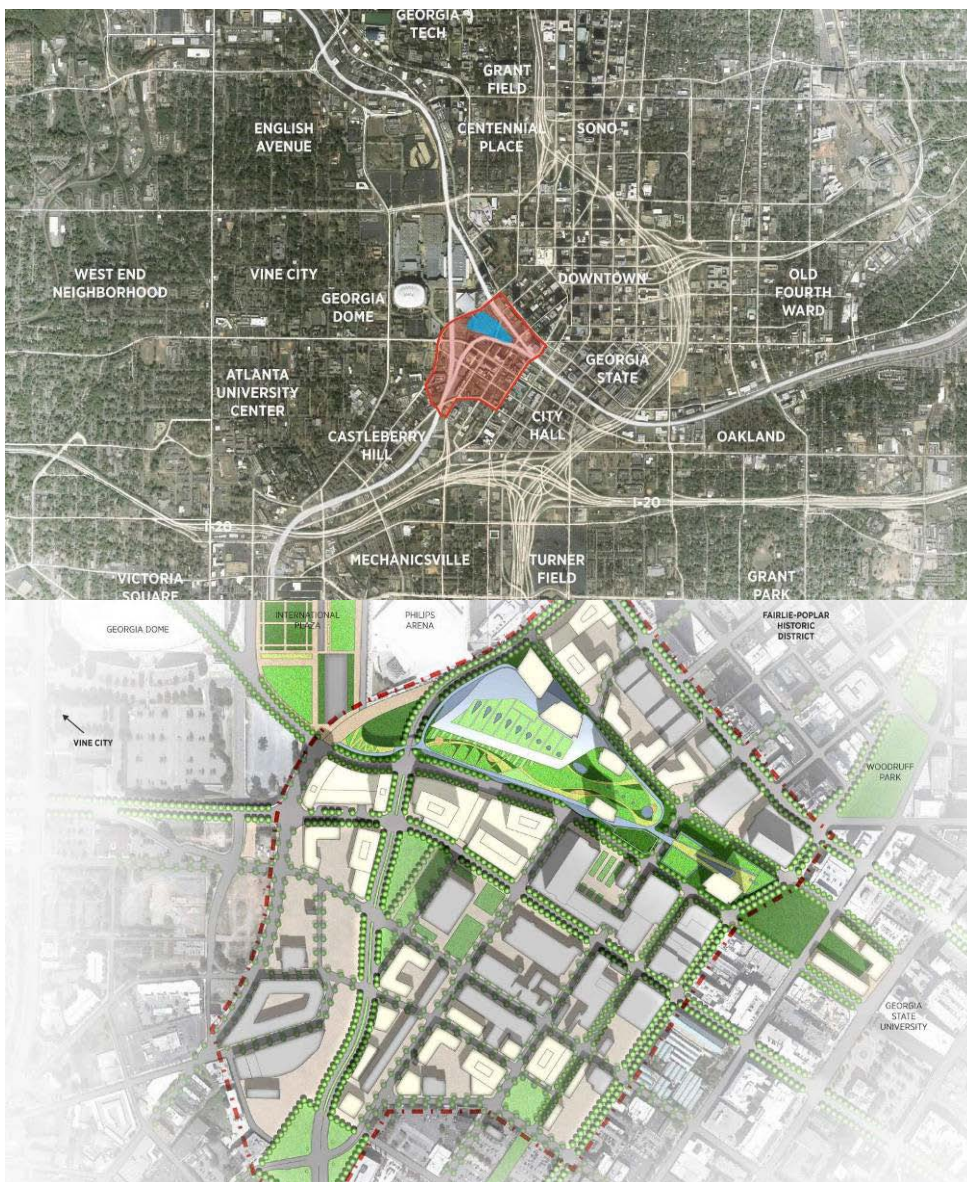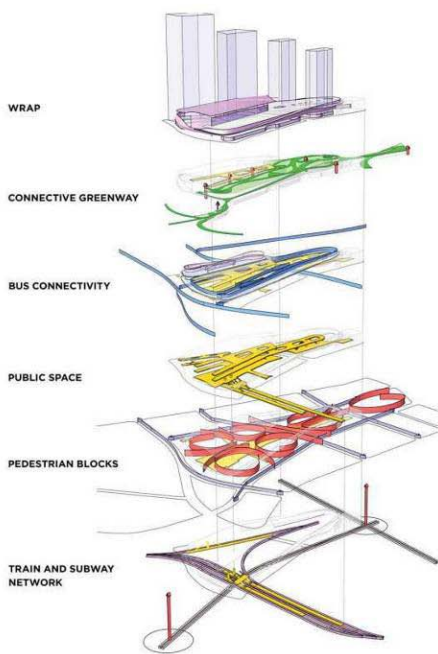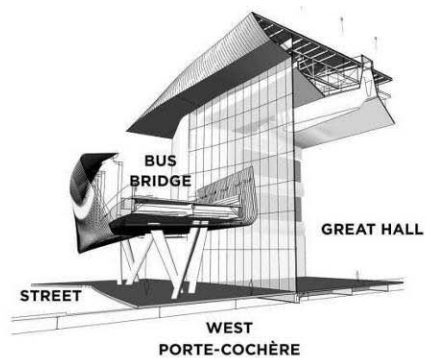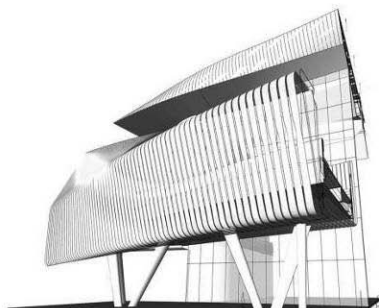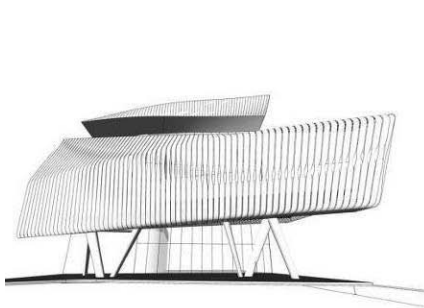
4.2 Public Space Design:

4.2.1 Parc de la villete:

Architect: Barnerd Tschumi

Description: As part of an international competition, 1982-83, to revitalize the abandoned and undeveloped land from the French national wholesale meat market and slaughterhouse in Paris, France, Bernard Tschumi was chosen from over 470 entries including that of OMA/Rem Koolhaas, Zaha Hadid, and Jean Nouvel. Unlike other entries in the competition, Tschumi did not design the park in a traditional mindset where landscape and nature are the predominant forces behind the design [i.e. Central Park]. Rather he envisioned Parc de la Villette as a place of culture where natural and artificial [man-made] are forced together into a state of constant reconfiguration and discovery.

For Tschumi, Parc de la Villette was not meant to be a picturesque park reminiscent of centuries past; it was more of an open expanse that was meant to be explored and discovered by those that visited the site. Tschumi, wanted the park to be a space for activity and interaction that would evoke a sense of freedom within a superimposed organization that would give the visitors points of reference. As part of Tschumi's overall goral to induce exploration, movement, and interaction, he scattered 10 themed gardens throughout the large expansive site that people would stumble upon either quite literally or ambiguously. Each themed garden gives the visitors a chance to relax, meditate, and even play.

Parc de la Villette is designed with three principles of organization which Tschumi classifies as points, lines, and surfaces. The 135 acre site is organized spatially through a grid of 35 points, or what Tschumi calls follies. The series of follies give a dimensional and organizational quality to the park serving as points of reference. The repetitive nature of each folly, even though each one is unique and different, allow for the visitors to retain a sense of place through the large park.

Tschumi's lines are essentially the main demarcated movement paths across the park. Unlike the follies, the paths do not follow any organizational structure; rather they intersect and lead to various points of interest within the park and the surrounding urban area.

Of the 135 acres, 85 acres are dedicated to the green space, which are categorized as surfaces. The large open green spaces give Parisians space to interact, play, relax, and gather. The open space is typically used for large gatherings and even in the summer it becomes a large open air cinema.

Even though most traditional picturesque parks are unprogrammed and usually mean for user definition and interpretation, there is usually still some semblance of desired activity. However, Tschumi's Parc de la Villette is conceptualized as one large user-defined space that is completely open for interpretation. Each of the deconstructivist follies are centers for informal program. Although each folly is unique and formally different, there is no designated program just a space that can harbor activity. It's only until recently that some of the follies have been converted into restaurants, offices, and information centers for the park.

Parc de la Villette is often criticized as being too large being designed without consideration for the scale of a human, and argued to be exist within a vacuum as it does not take the history of the site or the surrounding context into consideration. However with such a large site and the scale seemingly to be out of touch with the human, it becomes an analytical and conceptual approach to the way a human feels within a larger urban setting. The park is almost a perverse reiteration of urban life where the human is caught in the relentlessly overwhelming milieu that removes humanistic sensibility to accommodate for larger numbers of people. Only when a visitor stumbles along a folly or a garden is the scale reduced and the visitor is able to reorient themselves within the larger context. As with the Tschumi's Manhattan Transcripts (1976-1981), Parc de la Villette seems to be a critical manifestation of urban life and activity where space, event, and movement all converge into a larger system.
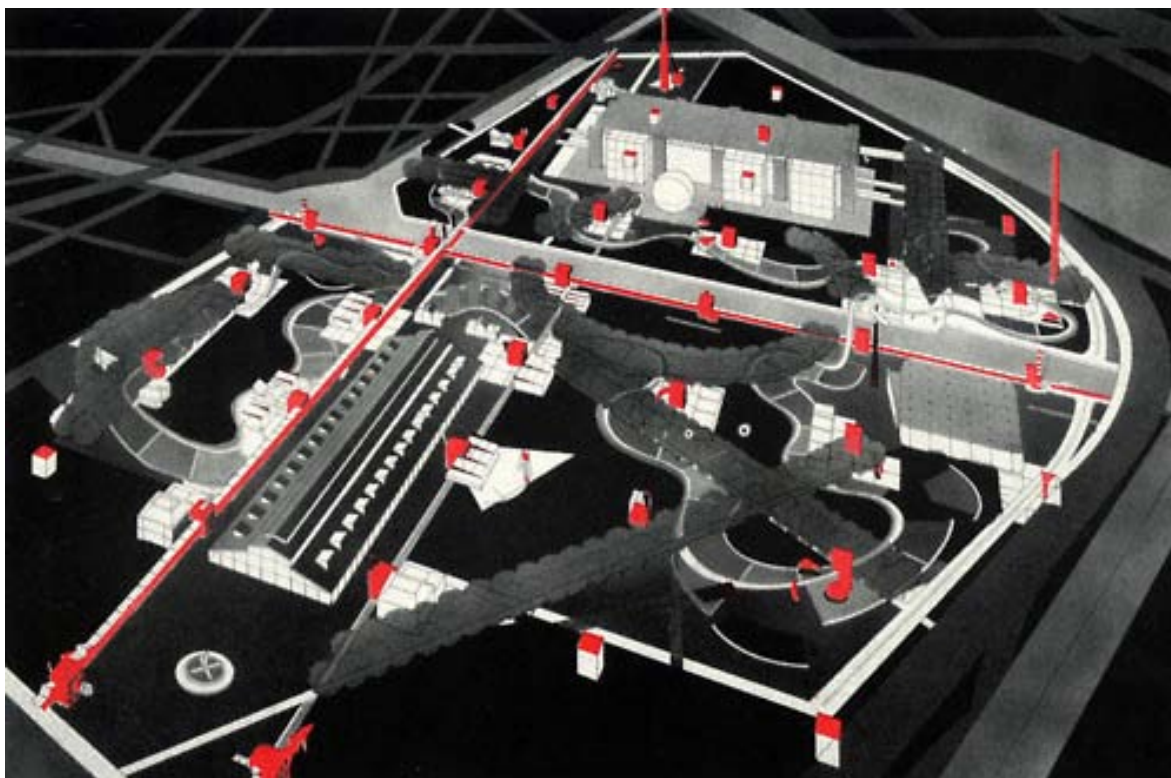
Fig44: Detail Design of Parc de la villete

4.2.2 : Surpentine gallery pavillion:

Architect: Herzog & de Meuron and Ai Weiwei's

Description:Pavilion will take visitors beneath the Serpentine's lawn to explore the hidden history of its previous Pavilions. Eleven columns characterising each past Pavilion and a twelfth column will support a floating platform roof 1.5 metres above ground. Taking an archaeological approach, the architects have created a design that will inspire visitors to look beneath the surface of the park as well as back in time across the ghosts of the earlier structures. The Serpentine Gallery Pavilion will operate as a public space and as a venue for Park Nights, the Gallery's high-profile programme of public talks and events. Connecting to the archaeological focus of the Pavilion design Park Nights will culminate in October with the Serpentine Gallery Memory Marathon, the latest edition of the annual Serpentine Marathon series conceived by Hans Ulrich Obrist, now in its seventh year. The Marathon series began in 2006 with the 24-hour Serpentine Gallery Interview Marathon; followed by theExperiment Marathon in 2007; the Manifesto Marathon in 2008; the Poetry Marathon in 2009, the Map Marathon in 2010 and the Garden Marathon in 2011.

4.2.3. Highline:

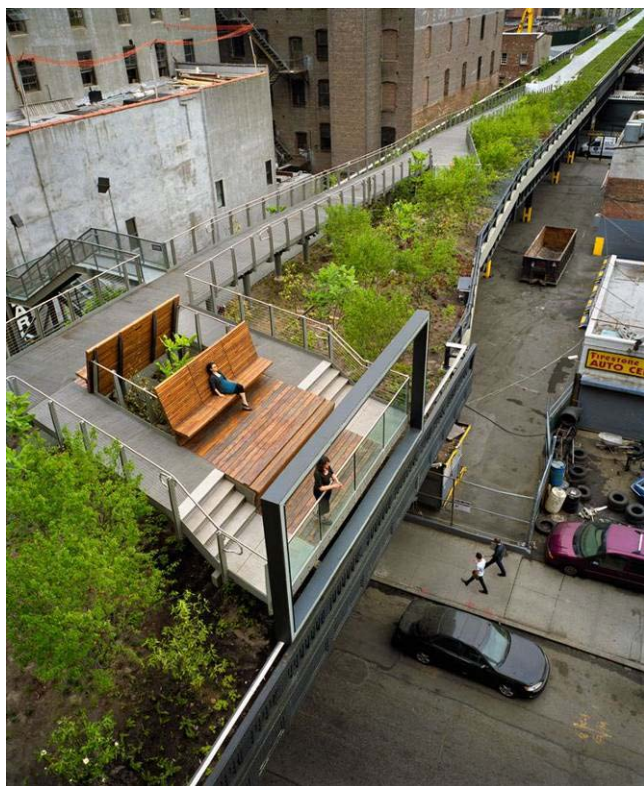Architect: Diller Scofidio + Renfro

Location: New york

Description: In May 2003, James Corner Field Operations with Diller Scofidio + Renfro competed against 720 teams from 36 countries to win the infrastructure conversion project of the New York City High Line. More than half a decade later, the High Line's transition to a public park is almost complete. On June 8th, architects, elected officials, and advocates watched as Mayor Michael Bloomberg cut the ceremonial red ribbon, officially announcing the opening of the first of three sections. The new park offers an alluring break from the chaotic city streets as users have an opportunity to experience an elevated space with uninterrupted views of the Hudson River and the city skyline.

The High Line, which is under the jurisdiction of the Department of Parks & Recreation, was the former West Side industrial railway. It is a 1.45 mile-long elevated, steel structure built in the 1930s for freight trains; the last train ran on it in 1980. Stretching across the west side of the city, it runs from Gansevoort Street, in the Meatpacking District, through the West Chelsea gallery neighborhood, and ends at 34th Street, next to the Jacob Javits Convention Center. In 2003, an open competition was held to convert the existing infrastructure into a public park.

The winning proposal by James Corner Field Operations with Diller Scofidio + Renfro includes over a dozen access points to the elevated park. Whichever entrance is activated, a key component will attract users to spend time and explore the complete park. For instance, enter a little past 14th St. and enjoy the sundeck and water feature; enter close to 23rd St. to lounge on the open lawn and seating steps; or enter past 26th St. to enjoy the viewing area.

4.2.4 Urban and space:

83%
NEGATIVE IMPACT

Poor defined space will
create negative impact
on people's behaviours

50%
BUILDINGS

50%
URBAN SPACES

Time preferred
to spend in urban
spaces or buildings

80%
STREETS

Because it creates a space
that people to travel to
their destination safely.

WHY?

Adults

Urban space
that are used
most often

66%
SPACE BETWEEN SHOPS

It makes the town full
of life and it is more
interesting to look at

Elderly

25%
STREETS

58%
GREEN SPACES

Urban space that
affect behaviours
and well-being

Chapter 05: Programme and development:

5.1 Programme rationale:

The programme of this project is divided into two category . One is the existing programme what is already there in farmgate but isn't serve the context requirement and another is a civic centre/ public gathering space which will act as urban breathing space .

Proposed project is a hybrid programme with office space, commercial/ shopping complex, vendor market, revitalize Ananda cinema hall and many more what serves the demand of Farmgate area. The traffic network system along with bus Station, Mrt station, Elevated pedestrian facility along with MRT station. Another proposal is to revitalize the park as event space. These programme is essential for serving the farmgate as a quality urban life.

Proposed projects in site:

• Farmgate CBD master plan

• MRT Station

• Bus station

Requirement of surrounding area:

• Park

• Elevated Pedestrian facility along with MRT station.

• Urban recreation centre (Theatre, Cineplex, public gathering space, event space)

• Amenity facilities for residential neighborhood

• Urban recreation centre (Theatre, Cineplex, public gathering space, event space)

• Revitalize the cinema hall.

• cultural facilities

BUS STATION
PROBABLE METRO STATION
MRT LINE 1
MRT LINE
RAILWAY
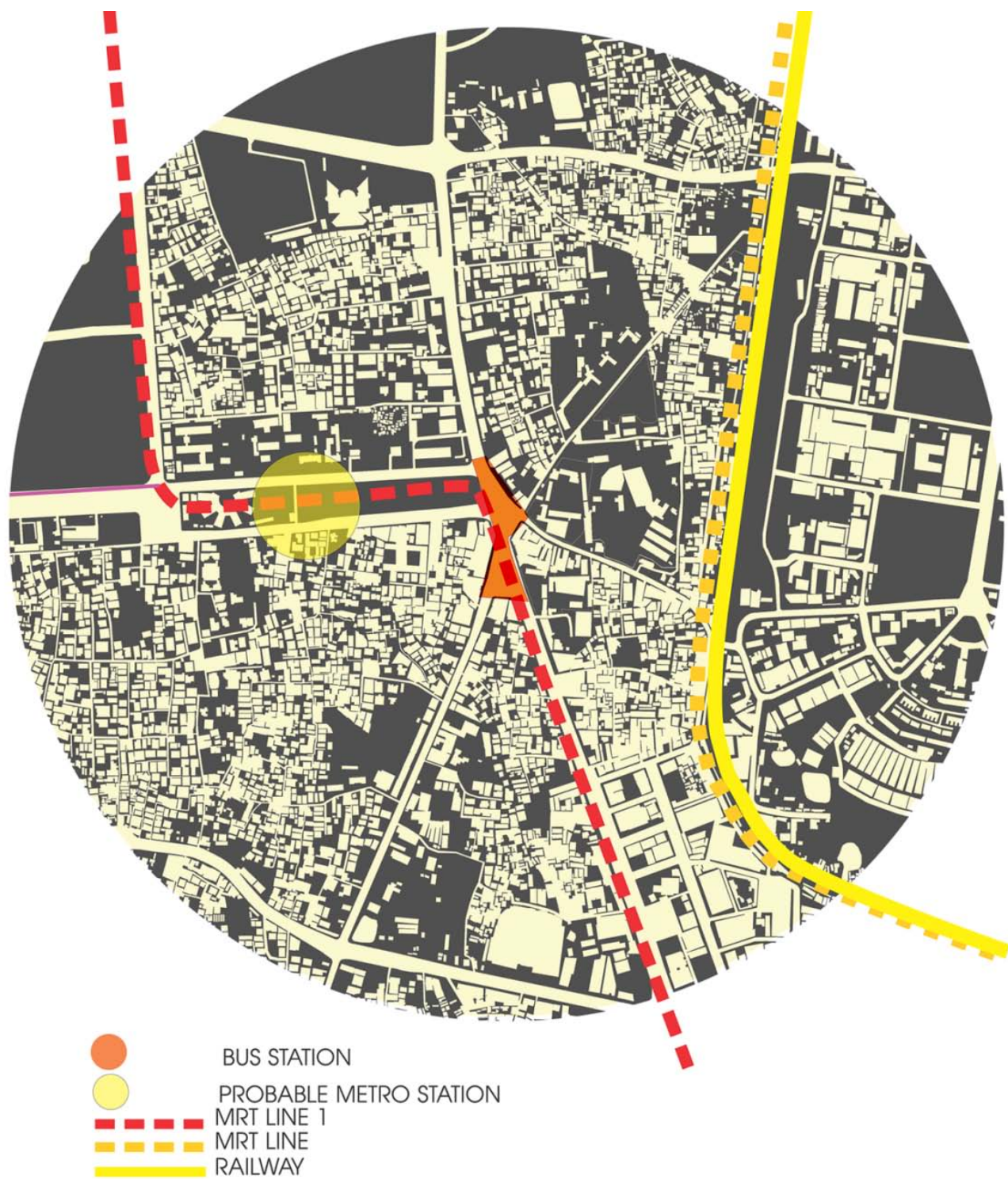
Fig45: Government proposal for Farmgate

5.2 Concretizing events:
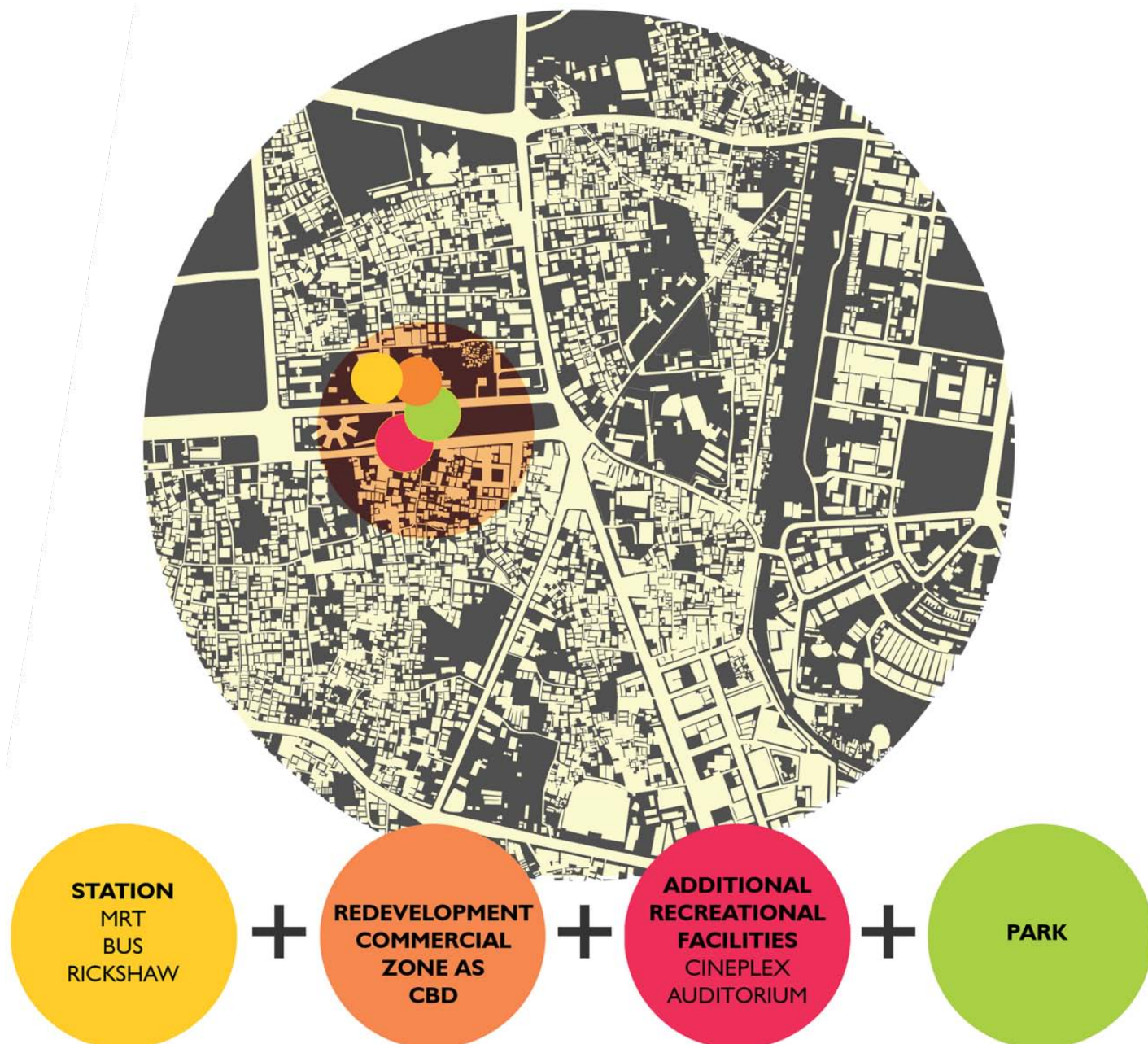
Fig 46: proposed events for Farmgate

**5.2 Rethink the Programme:**
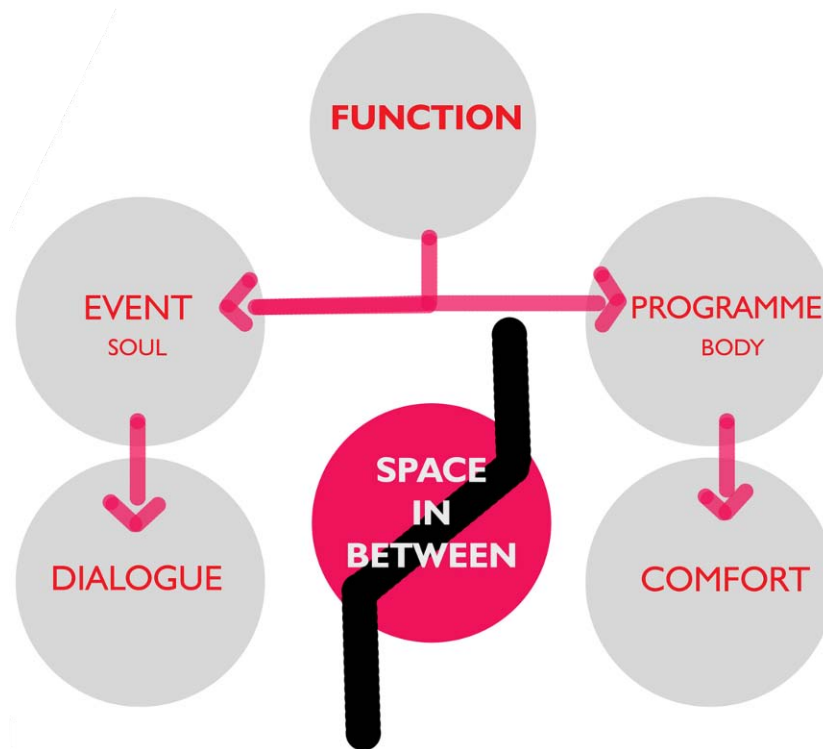
Fig 47: Rethinking the programme

Programme is a guideline for a project development. But it's not the standard perimeter to work in urban context project. The programme should generate as a Autonomous effect from the contextual analysis. Rethinking the system of programme development, (Fig 47) the diagram shows how a project could be eventful as demand. Basically for a successful project there is need of a event (soul) of the program (body) which actually the factors what makes the space lively. For the non place context it is more needed to explore those event generating factors and design accordingly. If all those factors are considered while dealing with non place, then it must create dialogue with the place and the people.

Chapter 06: Designing the events

6.1 Concept development:

Analyzing the site, the MRT rail track goes in the middle of the Eye hospital, and Sher-e bangla park, it create a problem of preserving urban green and have to relocate the Islamia eye Hospital which I don't prefer as a qualified urban intervention. Rather If we blur the edge of street and open space and propose the MRT route within the road then transition and green park work as complementary function.
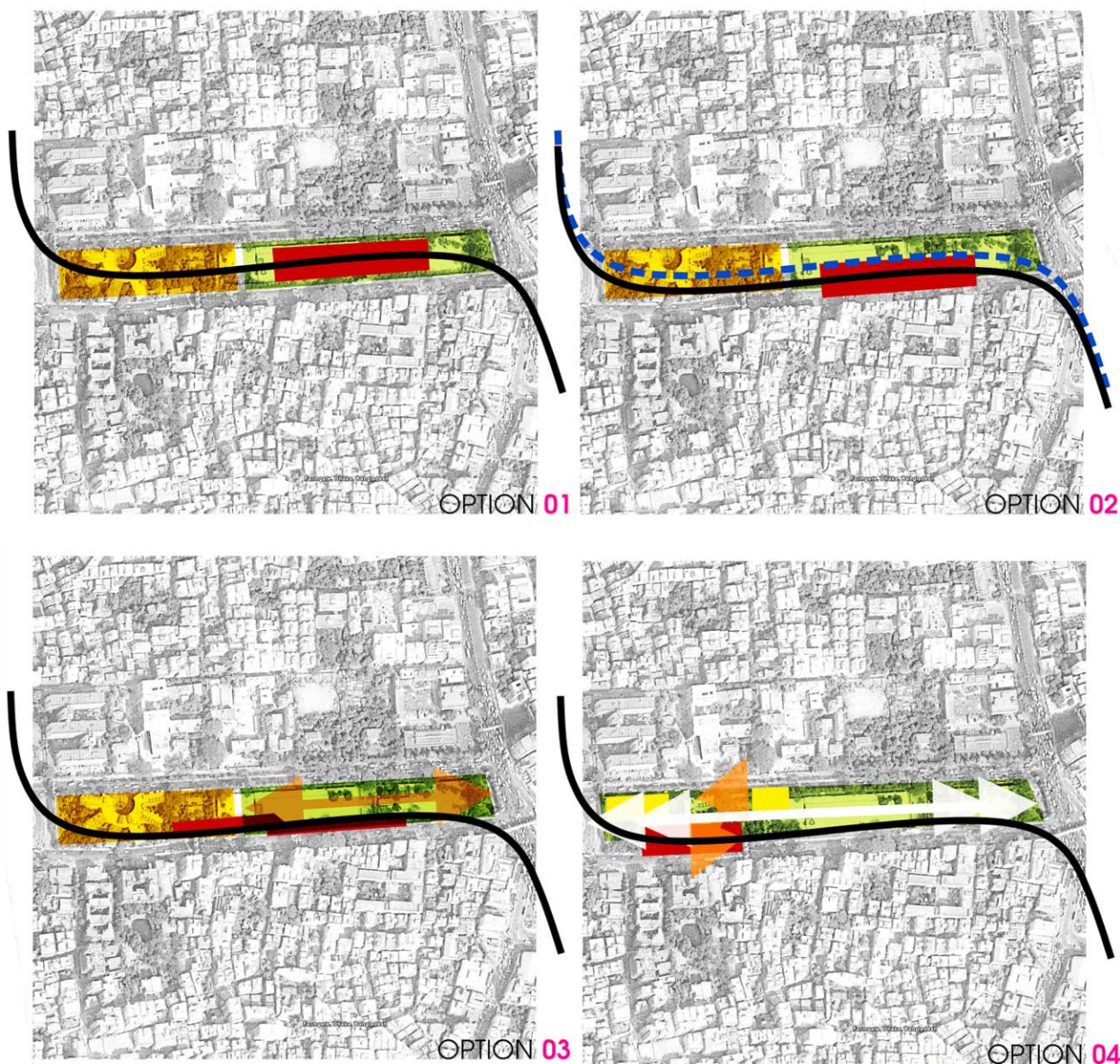
Option 1 shows proposed Mrt station (▮▮) within park. So I Proposed option 4 where the Mrt rout is on the edge of the road and shift the station on Islamia Eye Hospital's existing

site. Although there were proposal for extension of Hospital and have to shatter existing eye hospital structure for construction of Mrt railway track, So I have a preference to integrate all the intervention of Mrt station, commercial block, , recreational block, Extension of islamia eye hospital and a highline/ elevated pedestrian connectivity for smooth transition with the place.

6.2 Considering event generating factors(Dealing with Non Place):

6.2.1. Adding experiential value:

Invitation of a transition and explore guide people to explore the park, a pavilion and folly act as a heart of the park.
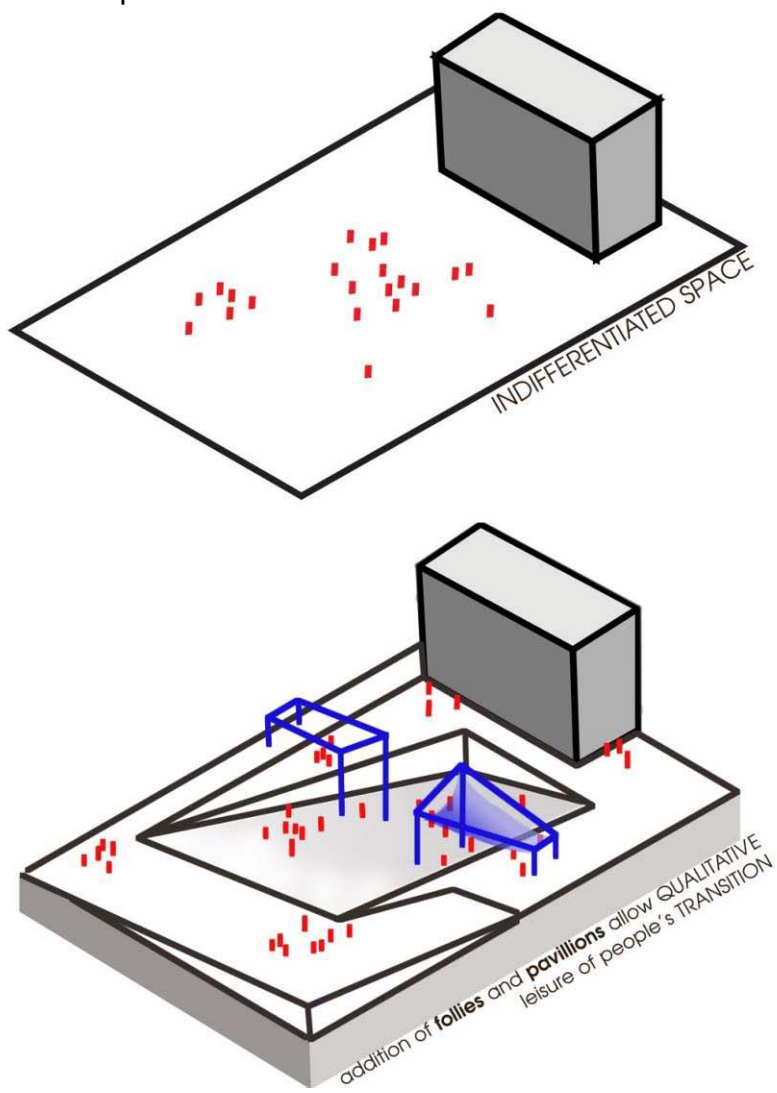
Fig 47: Introducing pavilion and folly within the journey

Design of Public intervention should allow continuous time frame and curated public space. Different level of visual interaction enhance public activity.

AM   PM

+30.00   LOUNGE

+24.00   READ

+18.00   READ   READ

+6.00   MEDIA

-0.00   PERIODICAL   PUBLIC

                        THEATRE

-6.00   KIDS

-9.00   PARK

INDIFFERENTIATED SPACE   CURATED PUBLIC SPACES

MONOTONE SPACE   EVENTFULL SPACES

6 -12   8 - 6

PERIODICAL   CONTINUOUS
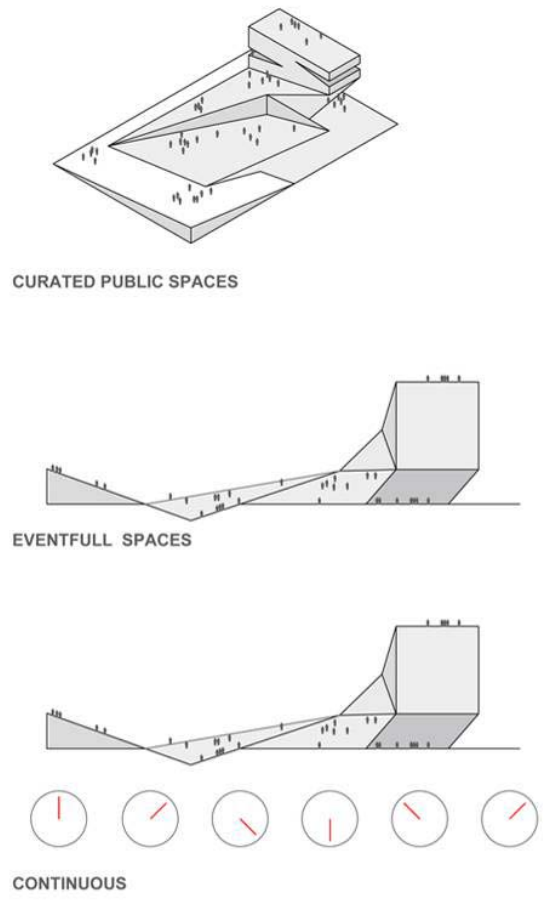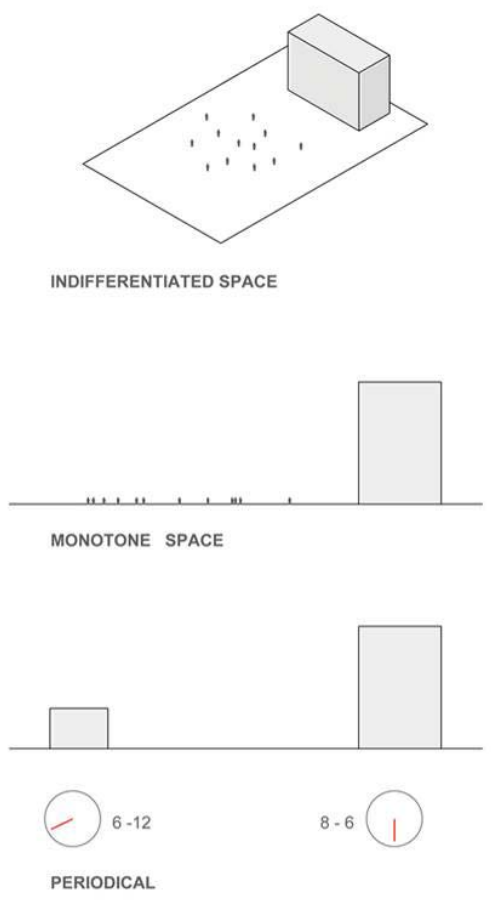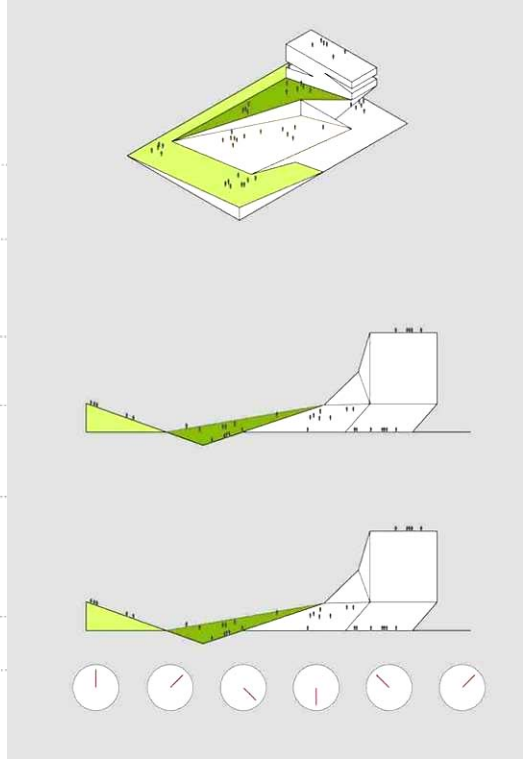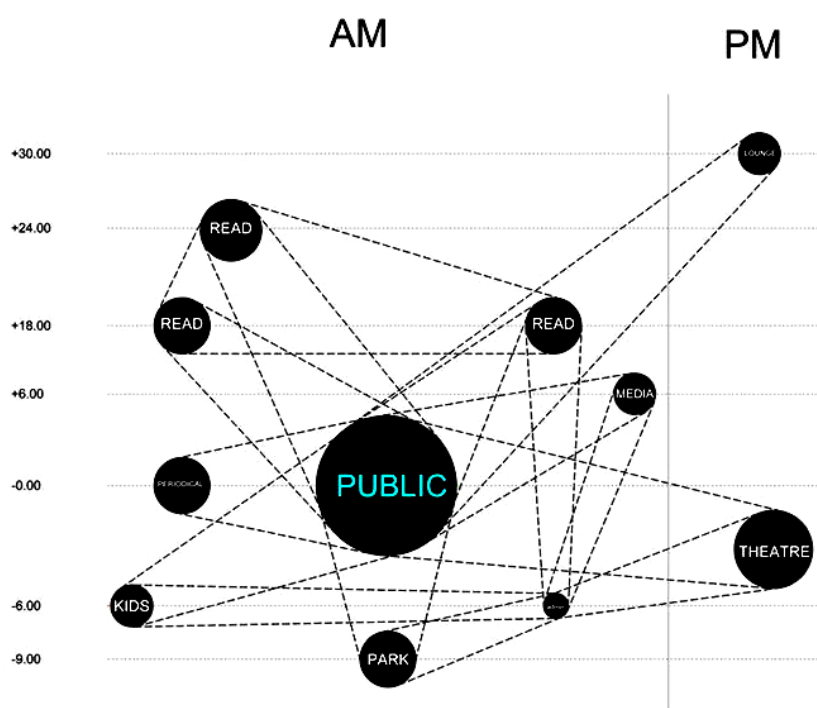
6.2.2. Exhibit positive forces:

Farmgate has different dimensional function. Integrating those function in one place and invite people through transition create a positive forces in urban life. To create a eventful journey spliting the function and design the circulation as demand boost public interaction.

Here, Plinth of transition (Platform of Mrt station) is at 45', Grocery and kiosk like vendor market is at -20' and breakout zone stretched for connectivity at +20' . These approach basically combine the total experience of transition
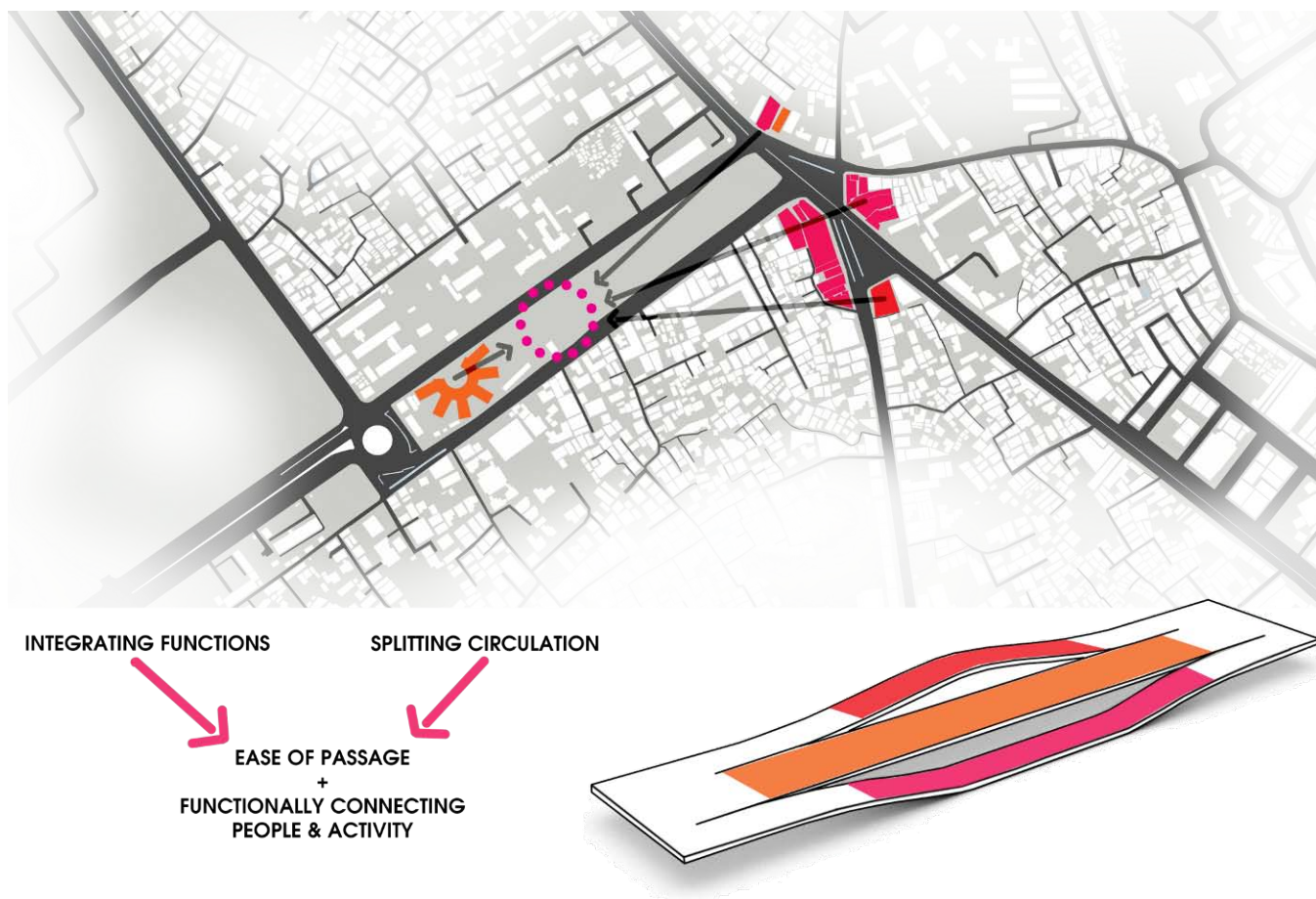
Fig 48: Integrating function and spliting circulation

6.2.3. Blurring the edge:

Blurring the edge definition create greater accessibily to open spaces resulting in qualitative maximization of human interaction.

Present condition of Sher-E-bangla park is sealed by a fence and have just 1 thoroughfare entry. Now people move along the edge of the park. So the park remain dead . Design decision is to opening the park edge and invite people to use the park as public promenade.

Fig 49: Blurring the edge

6.2.4. Guiding subconscious references:

Designing paving and planting trees along the pave people will use the park subconsciously by way of shading and peaceful journey.
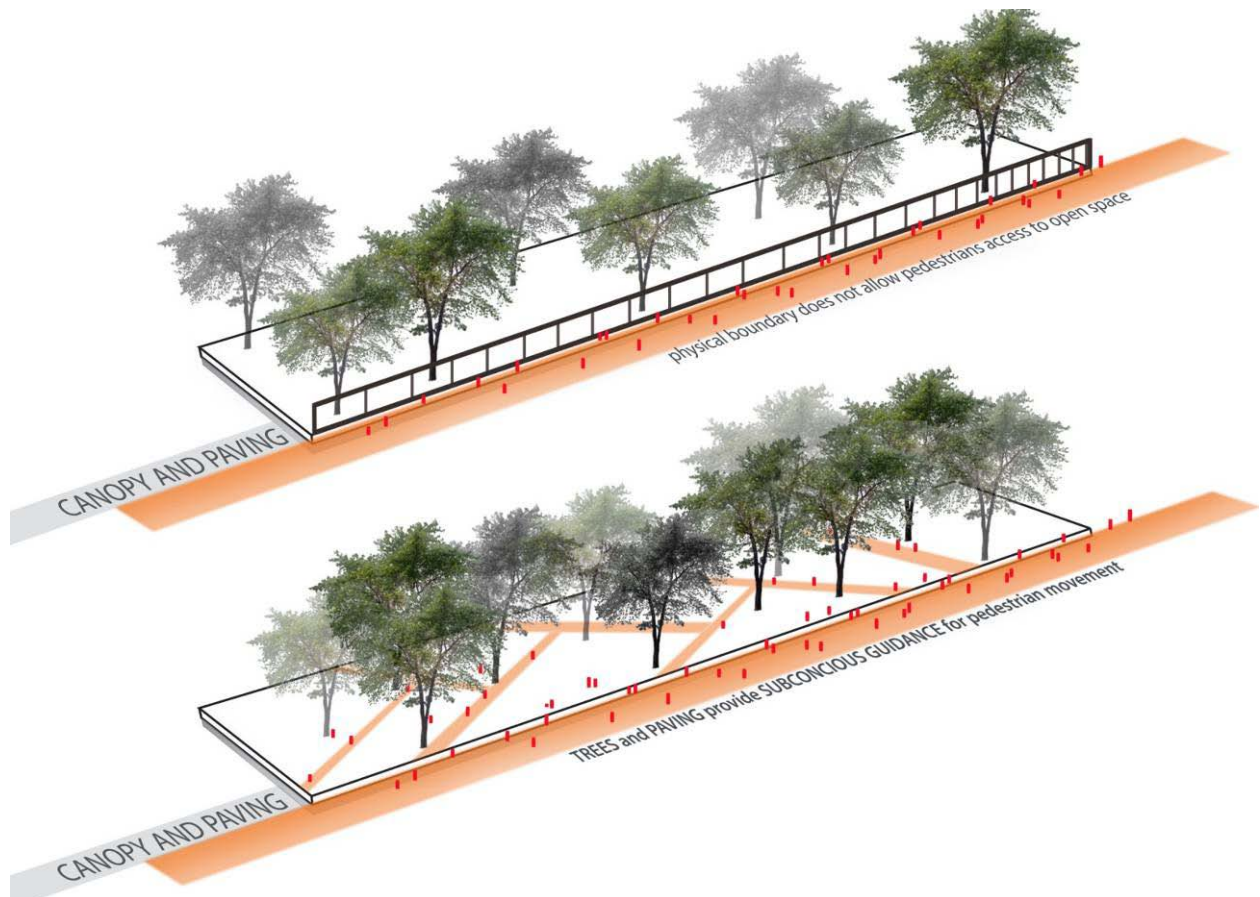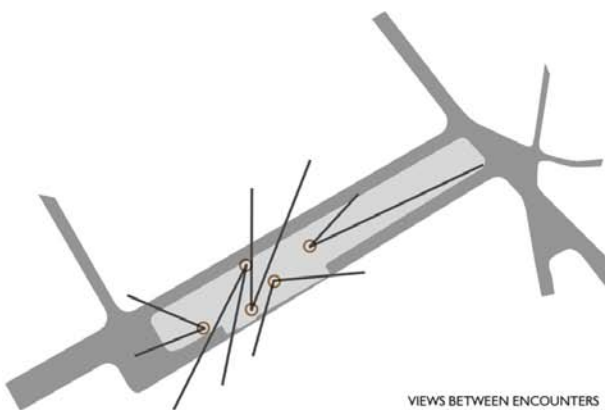

Fig 50: Guiding subconscious references

6.2.5. Pedestrian and vehicular movement:

Segregating vehicular movement on a depressed level encourages greater pedestrian movement.

increase pedestrian movement.

A Short History of Traffic Engineering

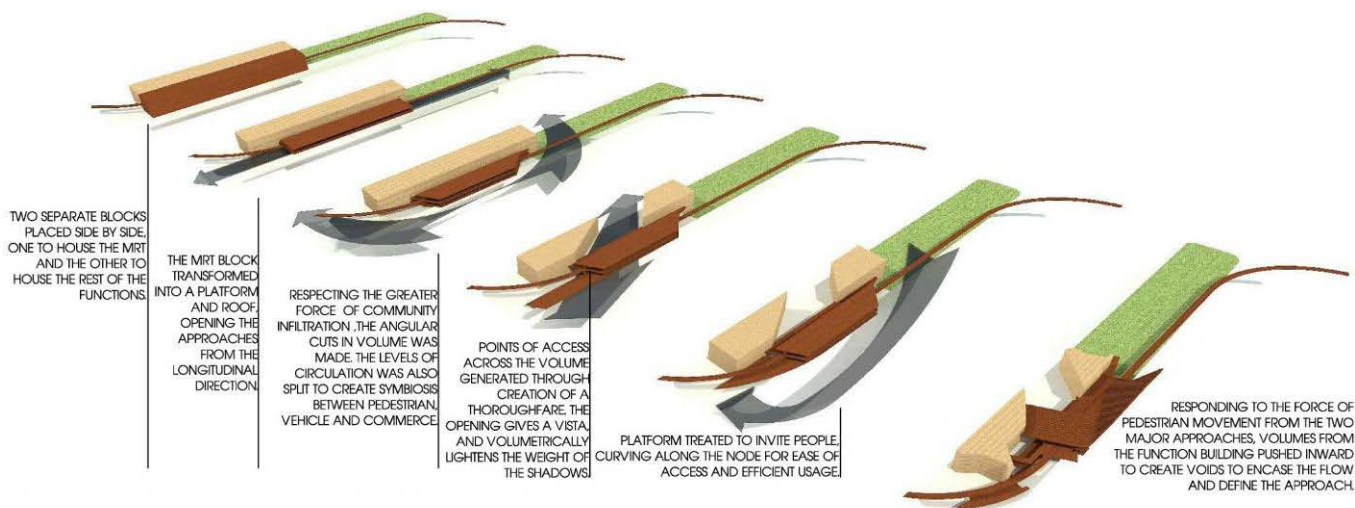## 6.2.6. Designing the approach:
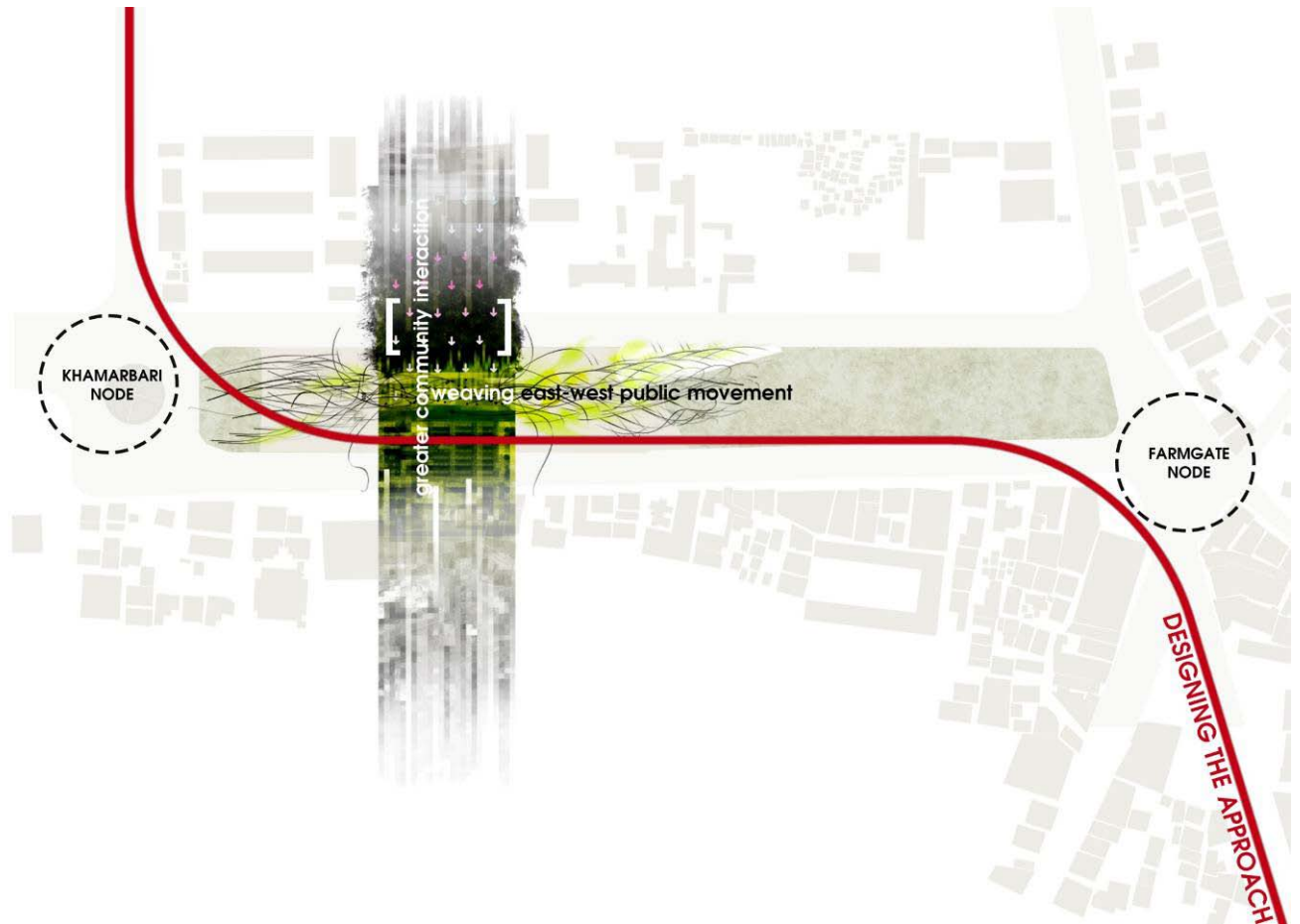
Park is stretched along east west axis. Weaving the Khamarbari node and Farmgate node with this project. on the whole this project is designing the approach of a city breathing space enhance greater communal interaction.
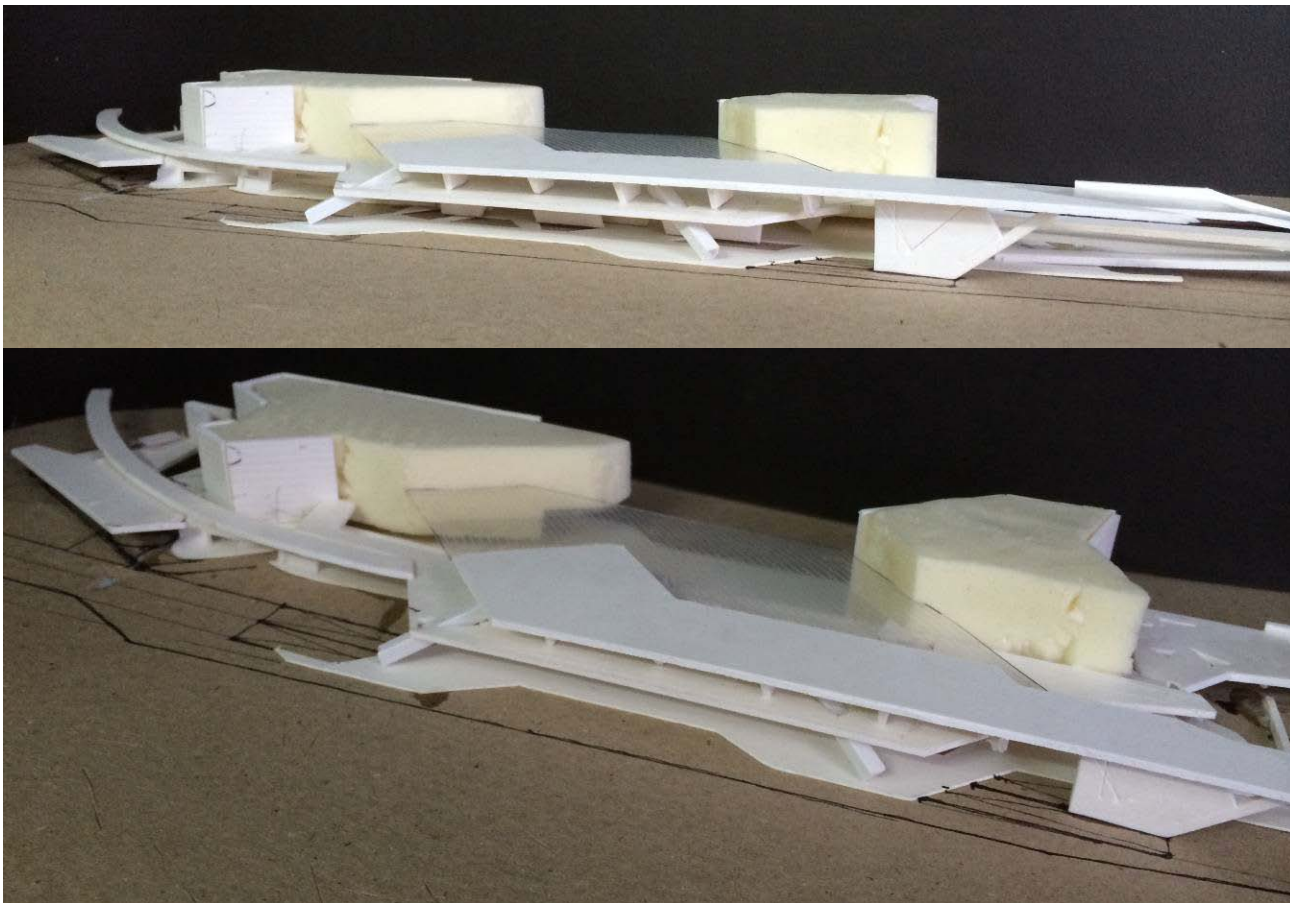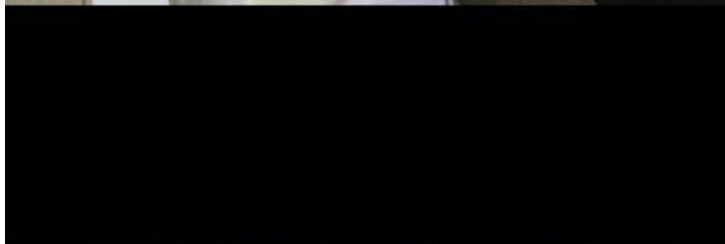
6.2.7: Strategies for park:

PLACEMENT OF FUNCTIONS

THE GRID

VIEWS BETWEEN ENCOUNTERS

LINES OF INTERSECTION

6.2.8: Volume generation:

TWO SEPARATE BLOCKS PLACED SIDE BY SIDE, ONE TO HOUSE THE MRT AND THE OTHER TO HOUSE THE REST OF THE FUNCTIONS.

THE MRT BLOCK TRANSFORMED INTO A PLATFORM AND ROOF, OPENING THE APPROACHES FROM THE LONGITUDINAL DIRECTION.

RESPECTING THE GREATER FORCE OF COMMUNITY INFILTRATION ,THE ANGULAR CUTS IN VOLUME WAS MADE. THE LEVELS OF CIRCULATION WAS ALSO SPLIT TO CREATE SYMBIOSIS BETWEEN PEDESTRIAN, VEHICLE AND COMMERCE.

POINTS OF ACCESS ACROSS THE VOLUME GENERATED THROUGH CREATION OF A THOROUGHFARE. THE OPENING GIVES A VISTA, AND VOLUMETRICALLY LIGHTENS THE WEIGHT OF THE SHADOWS.

PLATFORM TREATED TO INVITE PEOPLE, CURVING ALONG THE NODE FOR EASE OF ACCESS AND EFFICIENT USAGE.

RESPONDING TO THE FORCE OF PEDESTRIAN MOVEMENT FROM THE TWO MAJOR APPROACHES, VOLUMES FROM THE FUNCTION BUILDING PUSHED INWARD TO CREATE VOIDS TO ENCASE THE FLOW AND DEFINE THE APPROACH.
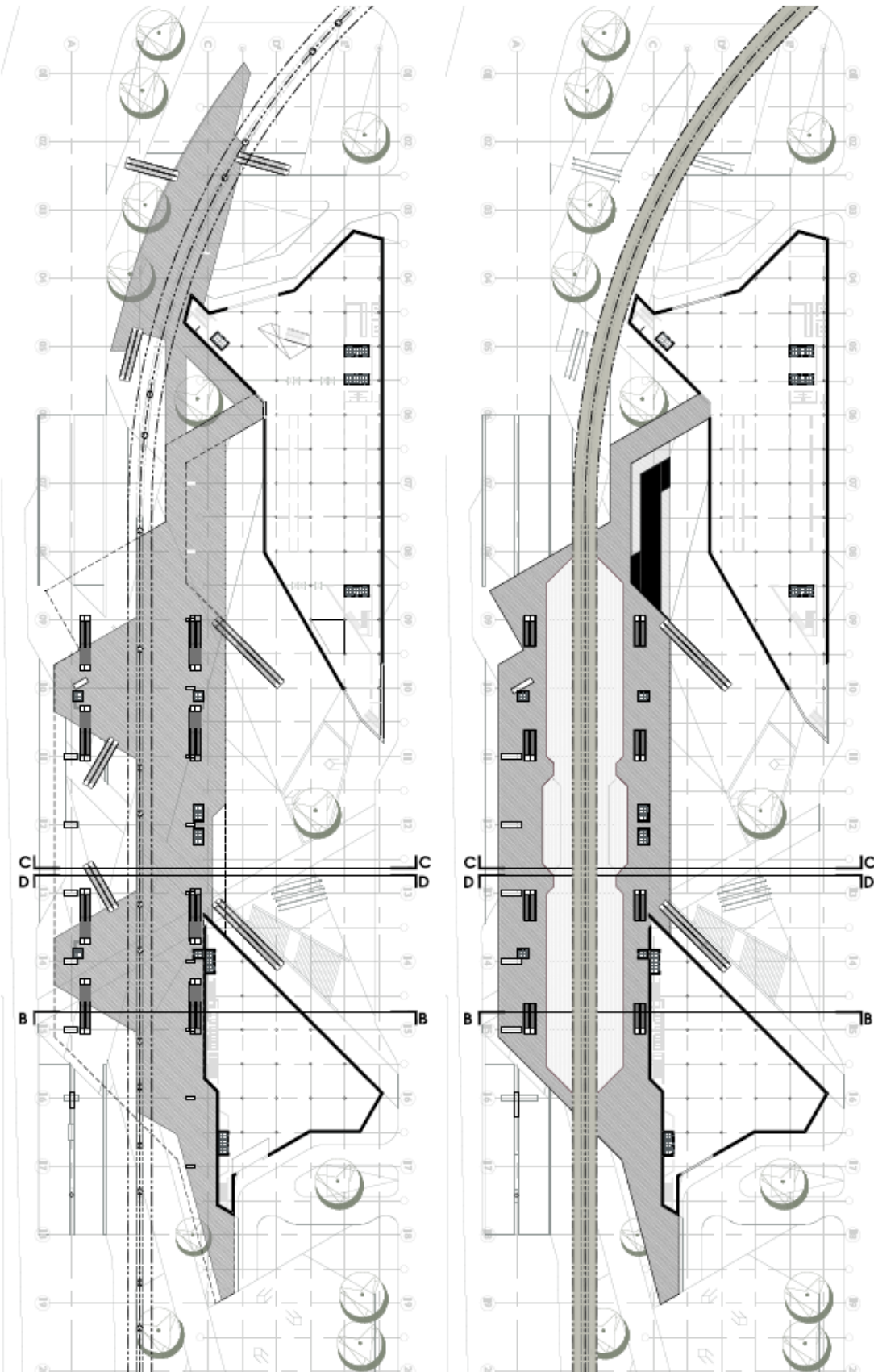
Volume analysis:

6.3 Transition at Farngate

6.3.1 Masterplan

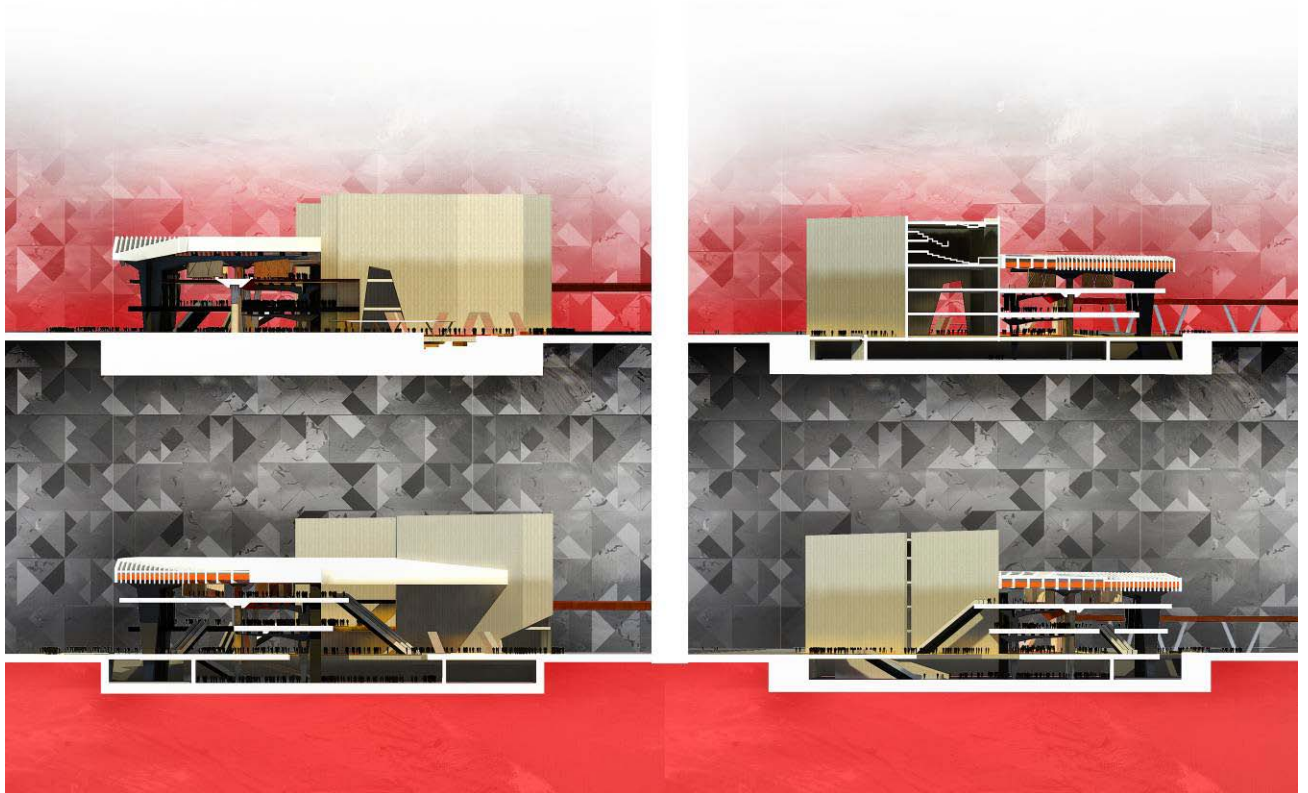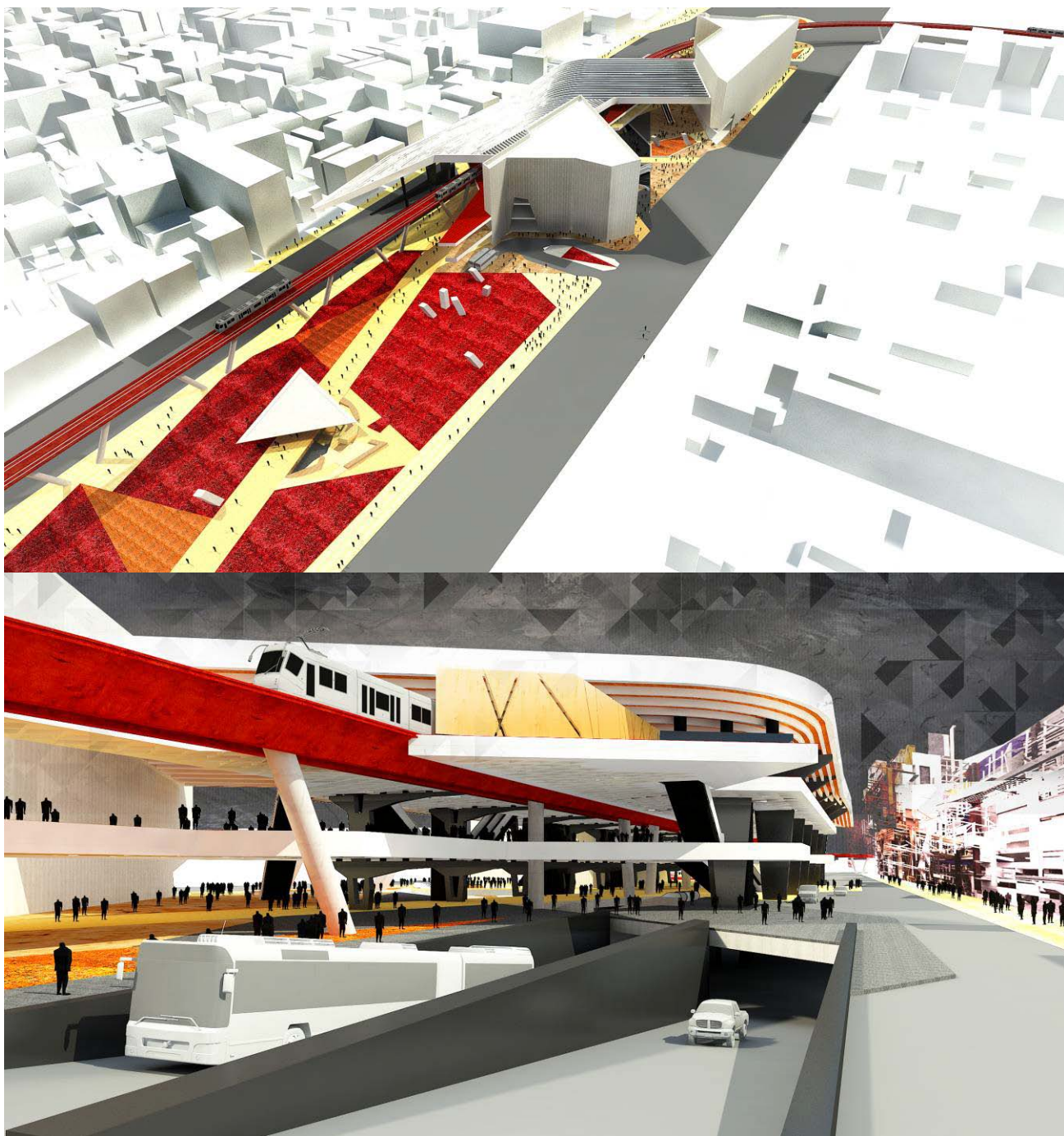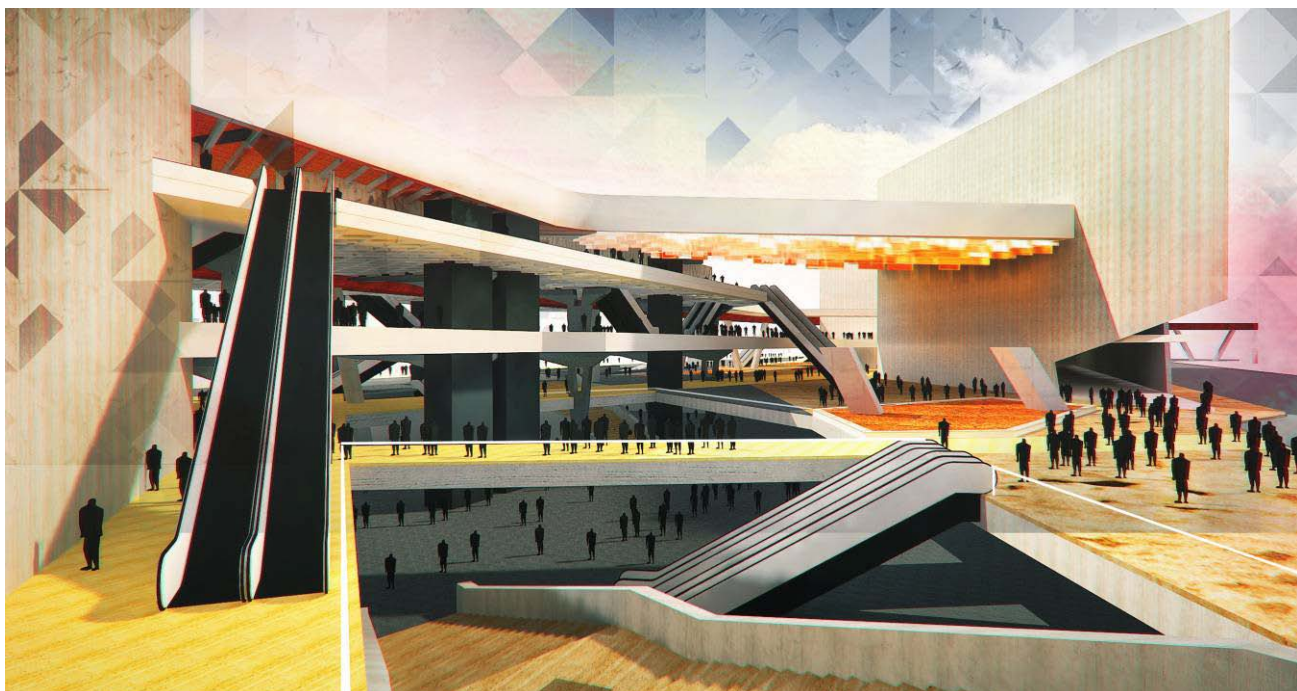**6.3.2 Ground floor plan:**

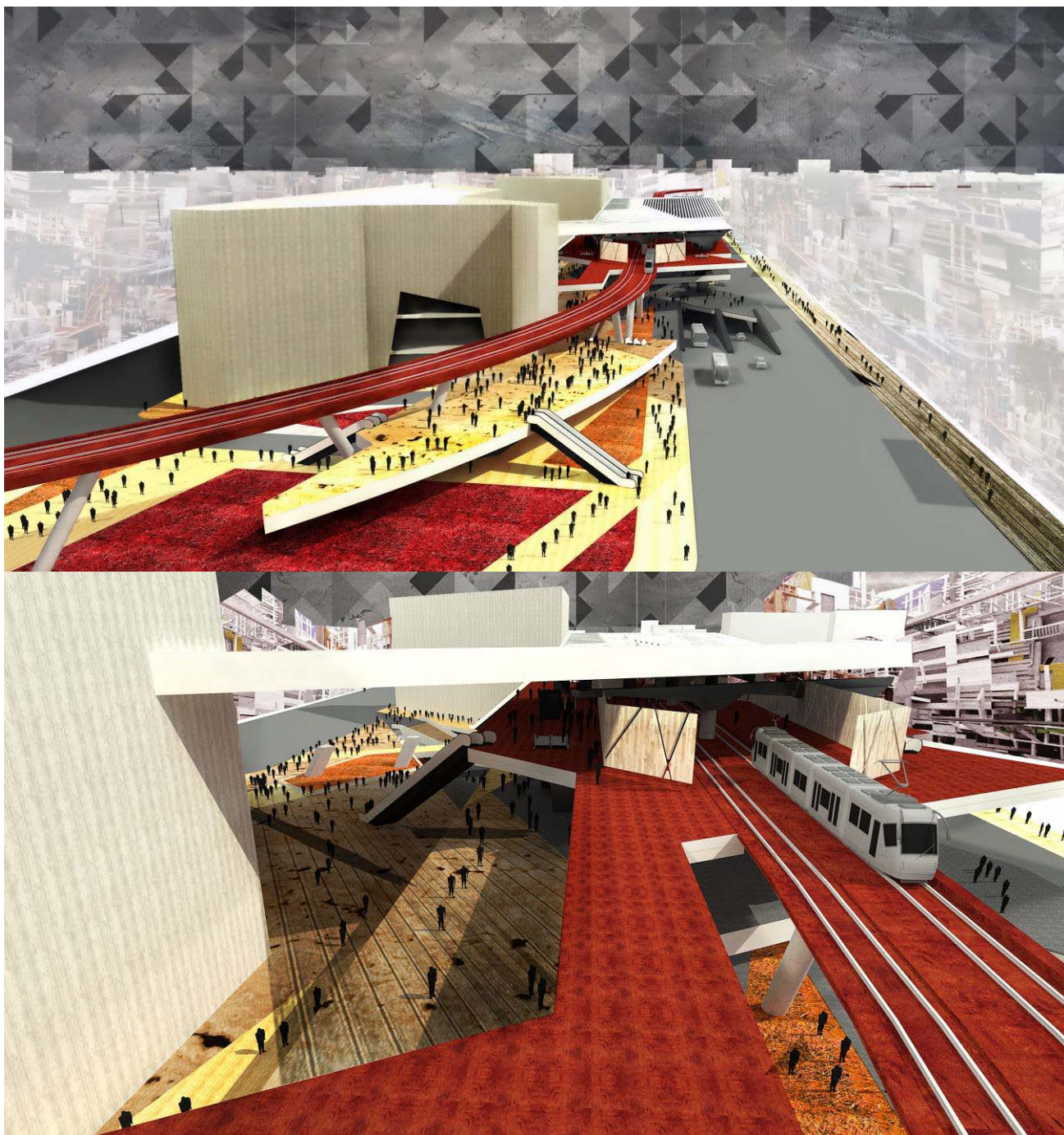**6.3.2 . Plan at 20' breakout level and Plan at 45' platform level:**
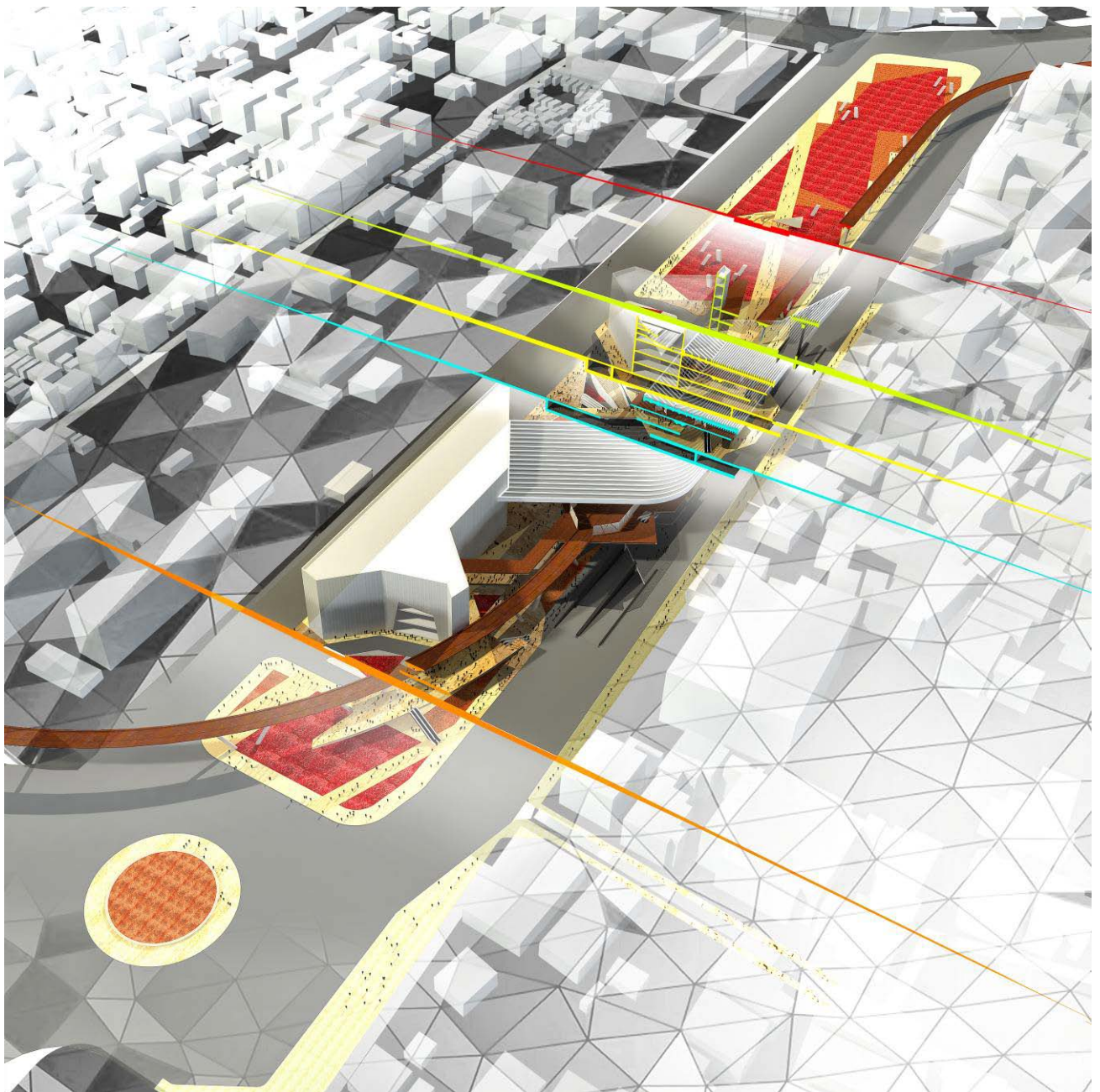
6.3.1 Section

6.3.2 Perspectives:

6.3.3. Sectional perspective:

Chapter 8: Conclusion

The city bend that is designed.

A non place that sprouts out to life as the people and events create a dialogue;

An experience that guides the human subconscious.

Within a transition.

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