

Knowledge tapping between Government and academia

Interfacing between Architecture and Planning through Urban design studio



Department of Architecture

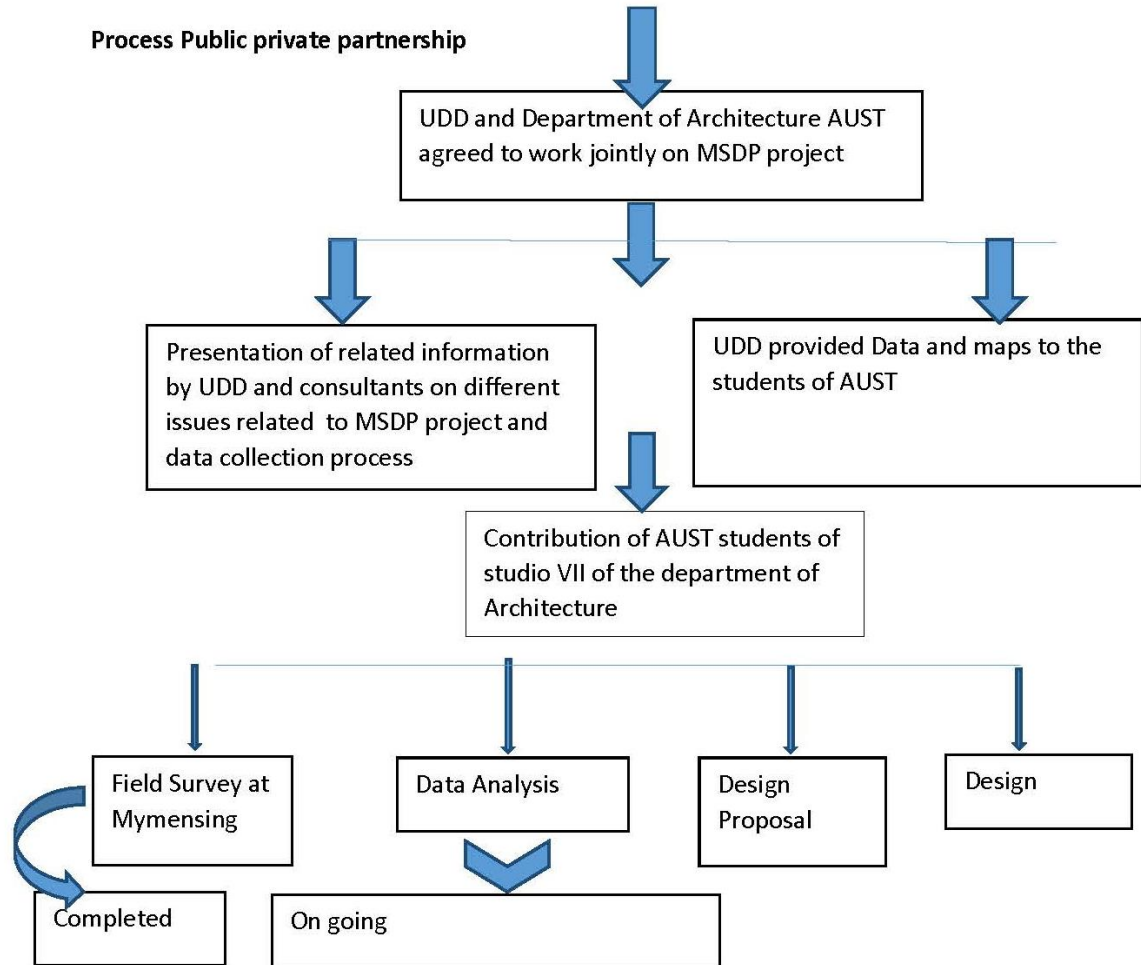
Ahsanullah University of Science and Technology

www.aust.edu

Schedule

- Meeting with UDD about detail area plan of Mymensingh city, 15.10.2014
- Students initial presentation about different issues of Mymensingh city, Date 14.10.2014 & 16.10.2014
- Presentation of UDD at AUST, Date 18.10.2014
- Site survey and interactive sessions, Date 20.10.2014 to 24.10.2014
- Students presentation, Date 28.10.2014
- Presentation for Mayor, Date 29.10.2014
- Students presentation, Date 01.11.2014
- Students presentation, Date 08.11.2014

Process Public private partnership



Presentation of UDD at AUST, Date 18.10.2014



Dr. M A Muktadir, head, Department of Architecture, AUST, sharing his views with UDD members



UDD Project Director Dr. Taufique presenting his lectures



Site survey and interactive sessions, Date 20.10.2014 to 24.10.2014



Site survey and interactive sessions, Date 20.10.2014 to 24.10.2014



Site survey and interactive sessions, Date 20.10.2014 to 24.10.2014



Some output of survey interactive sessions

Project 1: Redesign of Mynewinch Central Railway station area as a multimodal transportation

- Railway station: centre of a city
- Multimodal transportation: train station, rapid transit station, bus stops, tram stops, ferry slips

Findings:

- connectivity between two opposite portion of station
- lack of security
- No direct connection with city
- Wide roads need to be provided
- 8 trucking trailers and 2 of them are used for industrial purpose no industry, no productions
- In need of nearby colony for railway station employees
- Sufficient space for parking & departure
- Daily 6000 people come and go
- Lack of pedestrian facility
- more shade needed
- problem arise when fire service needed because of jam
- no direct connection with Chorpam more
- more decreasing of productivity resulting decreasing of Cargo service
- No common terminal satisfied with current transport system

Main design consideration:

- Economy
- city resources
- opportunities
- Improvement of accessibility and efficiency (sustainable)

Other consideration:

- public transportation
- Basic needs
- recreational & other facilities

Findings: Our analysis

- we have to design such a space where all the facilities related to economy and sustainability will be provided then it will enable us to promote the best solution

Group 6+11

Survey Study

Project: 01

Schematic Plan

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Name	Rush hour	Off hour	City
Peterson	11:45	7:00	
Khalid	1:54	4:48	
Ah	1:08	6:00	

Group 6+11

Project: 02

Survey Day: 3

Friday

MASKANDA BUS STANDS

Findings:

- Bus stop passengers from the road which cause jam
- Temporary Action should be taken on the road
- Bus stands through Chorpam more than through the road
- The local people needs the bridge from old to be wide

LEVEL CONSIDERATION:

- Capacity of Maskanda Bridge
- Vehicle
- Size
- Weight
- Speed

CONSIDERATION:

- Capacity of Maskanda Bridge
- Vehicle
- Size
- Weight
- Speed

Group 6+11

Survey Study 2

22.10.2016

Wednesday

Palygudan more

Findings:

- Maximum space of 'Uthir Boys' bus stand remains empty
- Most of the buses going towards Datta shade on the road
- Illegal establishment
- CNH station beside the road causing jam
- Illegal trucks stand blockage the nearby road of bus stop
- jam increases from 12 pm

Vehicle	Bus	Truck	Truck	Truck	Truck
1	10	5	1	1	1
2	10	5	1	1	1
3	10	5	1	1	1
4	10	5	1	1	1

CONSIDERATION:

- 3 trucks run within 2 km
- As the local people collect oil
- Palygudan is not a good place
- security jobs in each of border

Findings:

- Connectivity between Chorpam more and Palygudan more is important because
- Bus route from Chorpam more to Palygudan more
- These buses creates jam all the time
- Road is too narrow
- There are lots of religious and diagnostic facilities

CONSIDERATION:

- Many illegal establishments were found along the road
- Some overroads also have been created recently
- There was a proposal of developing the road which is now cancelled

Group 6+11



Project 01

**Redesign of Mymensingh central
railway station area as a
multimodal transportation hub**

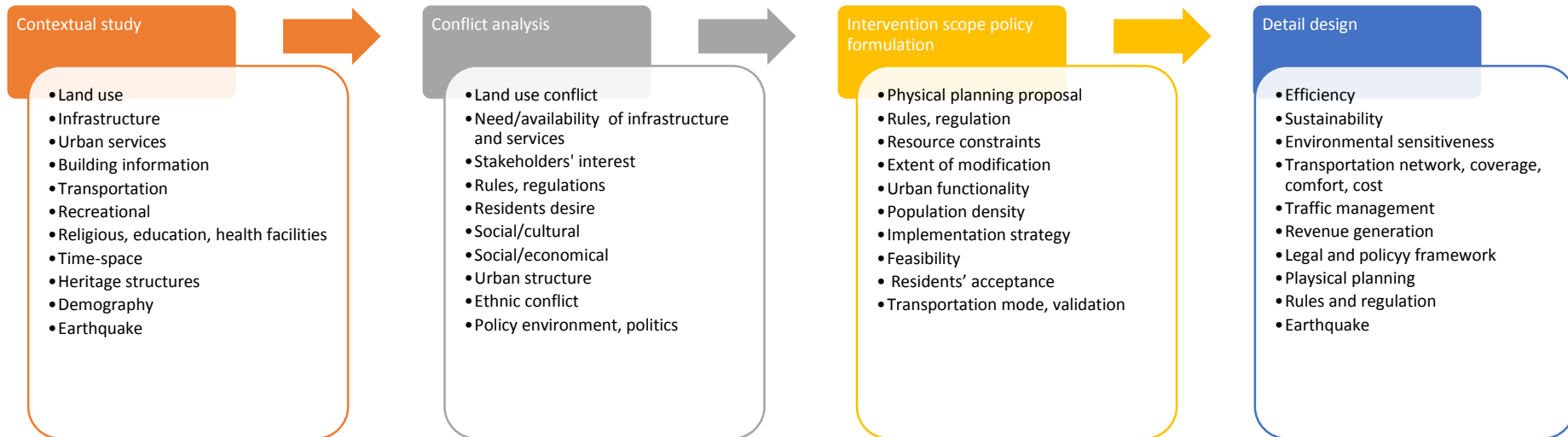
Project 01

Redesign of Mymensingh Central Railway Station Area as a Multimodal Transportation Hub

In last few decades, specially since 1980s the city of Mymensingh has faced rapid urbanization. The railway station which was once built in the outskirts is now located at the middle of the city and it divides the city into two segments. There are several level crossings throughout the city that hampers the smooth connectivity through road network. This station has a great potential to work as multimodal transport hub. The project is perceived to transform the railway station as a well-designed, carefully integrated into the urban fabric of the city, and sensitively connected into the transport systems of the city and region and thus make it play a major role as a multimodal transport hub that could become critical asset in spurring on the revitalization of Mymensingh.

This project is carried out by studying the surrounding area of the railway station in terms of land use, transportation network, infrastructure and urban services, demographic information etc. in order to understand the setting of the station. Then problems and conflicts are identified and feasible solutions are searched. Solutions are considered to address the present problems and have a vision of 20 years ahead. This project is envisaged to perform as a well-functioning integrated transport system that supports a growing economy and improve accessibility and efficiency of the city's resources and opportunities for all.

Project 1: Redesign of Mymensingh Central Railway Station Area as a Multimodal Transportation Hub



Project 01: Redesign of Mymensingh Central Railway Station area as a multimodal transportation hub.

Survey



Railway station and its surroundings



Project 01: Redesign of Mymensingh Central Railway Station area as a multimodal transportation hub.

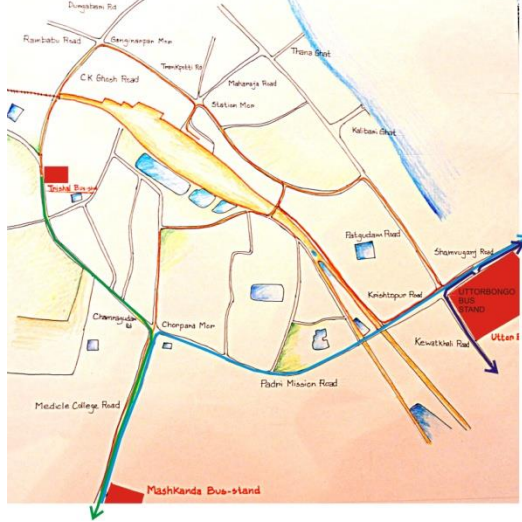


Railway station and its surroundings

Survey findings presentation (Date

01.11.2014)

BUS STAND:



TRISHALI BUS STAND

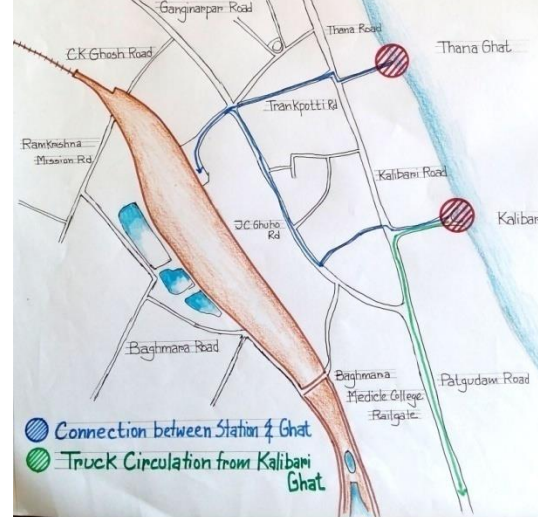


UTTORABONG BUS STAND



MASHKANDA BUS STAND

GHAT:



THANA GHAT



KALI BARI GHAT

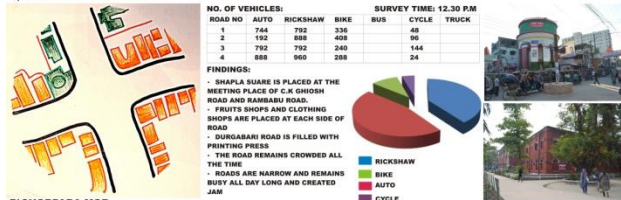


TRUCKS COLLECTING SAND FROM KALIBARI GHAT

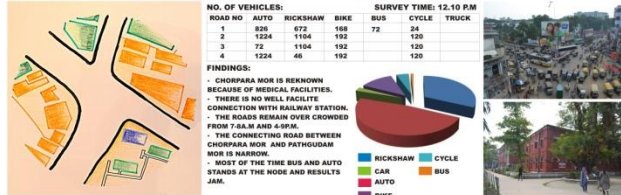
● Connection between Station & Ghat
● Truck Circulation from Kalibari Ghat

NODES:

A) GANGINAR PAR MOR:

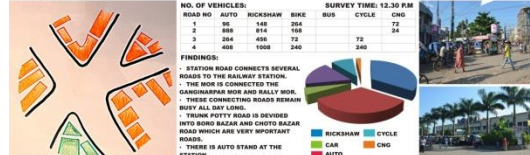


B) CHORPARA MOR

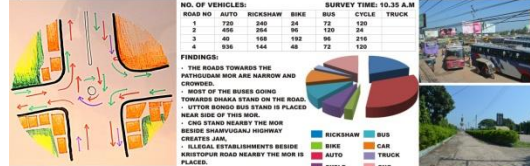


NODES:

C) STATION MOR:

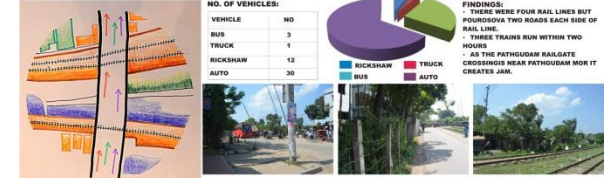


D) PATHODHAM MOR:

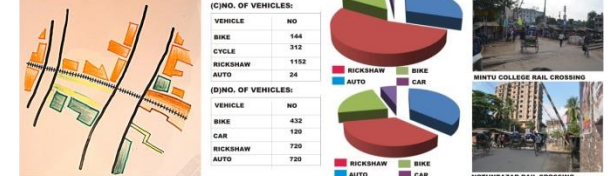


CROSSING:

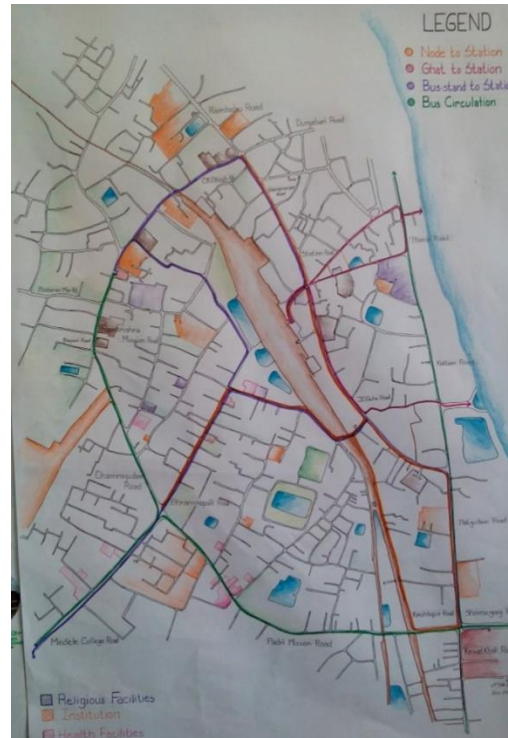
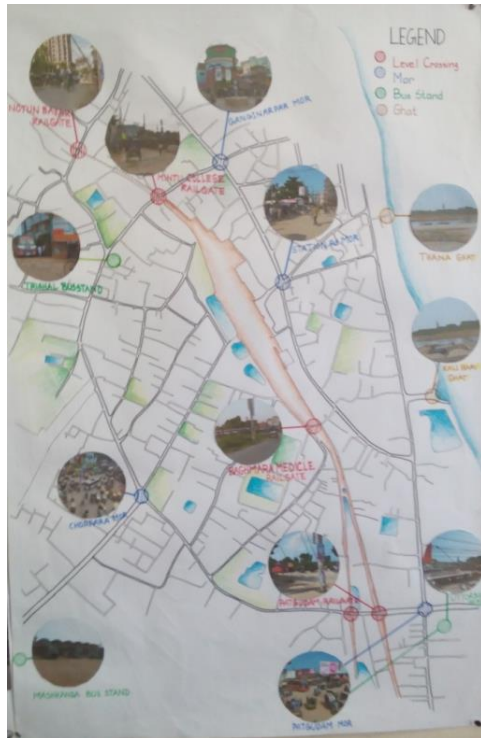
A) PATHODHAM RAILGATE & B) JALIA MADRASA RAIL GATE:



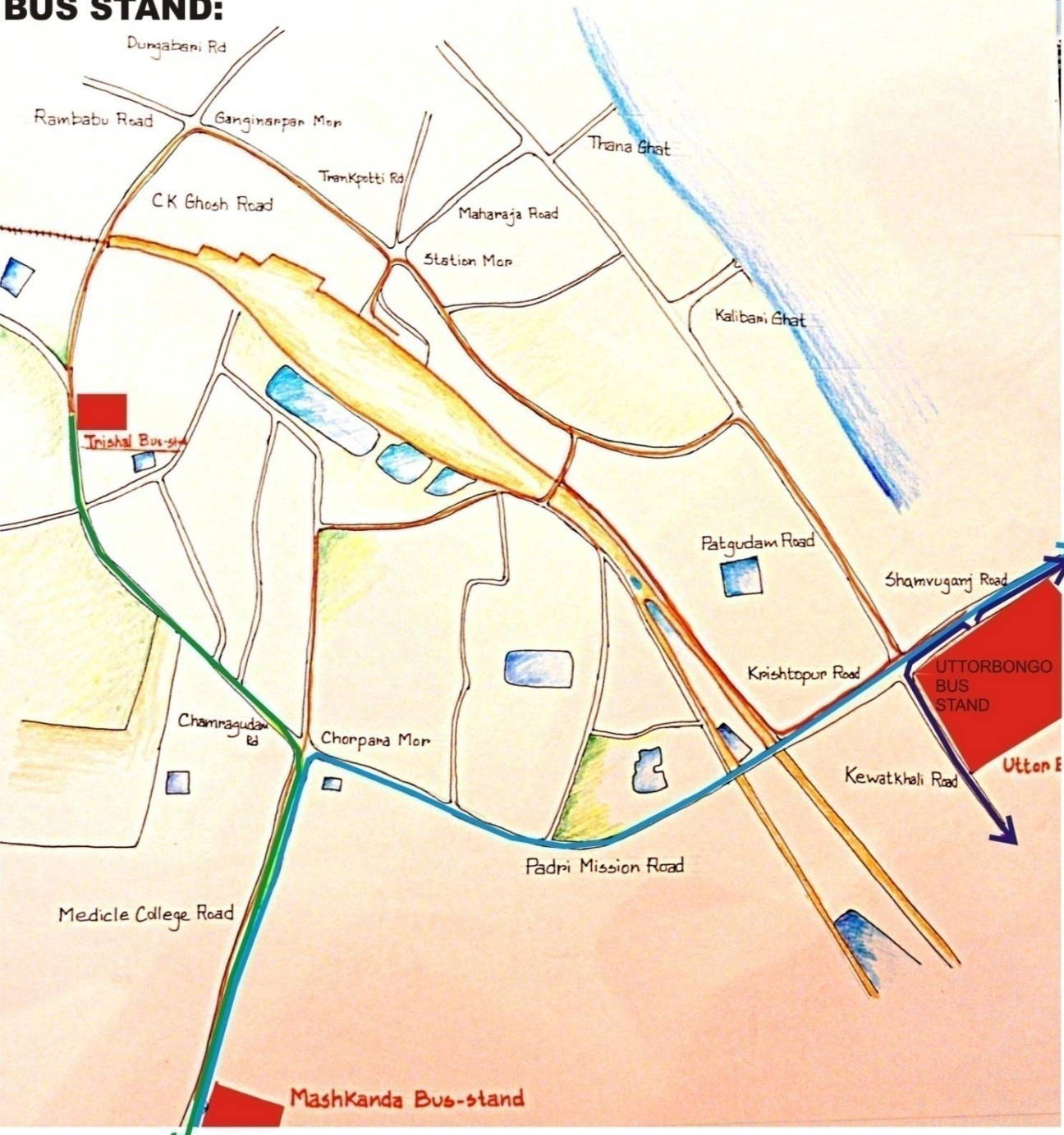
C) MINTU COLLEGE RAIL GATE & D) NOTUNBAZAR RAIL GATE:



Survey findings



BUS STAND:



TRISHAL BUS STAND

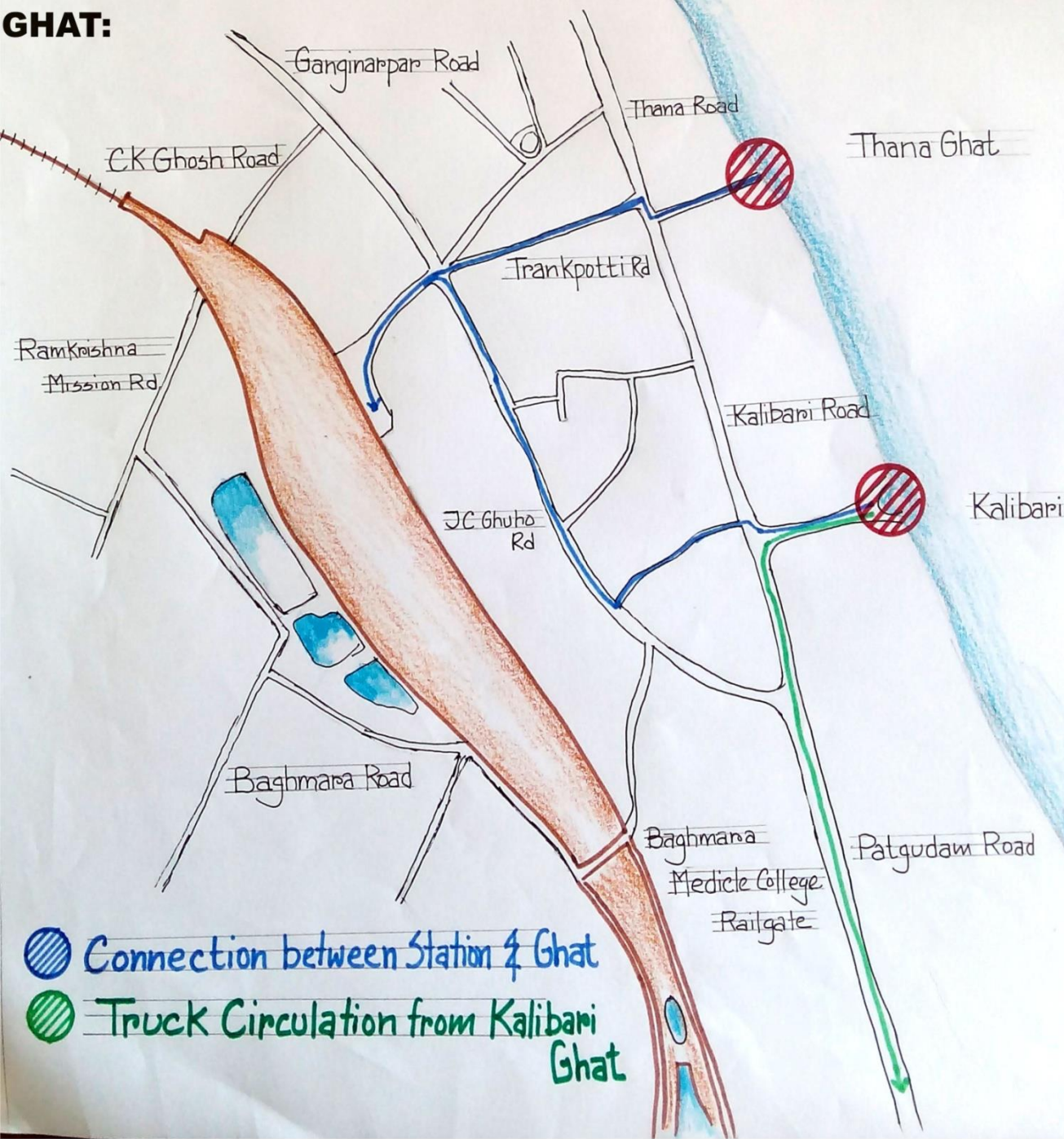


UTTORBONGO BUS STAND



MASHKANDA BUS STAND

GHAT:



THANA GHAT



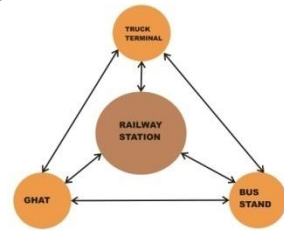
KALI BARI GHAT



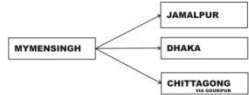
TRUCKS COLLECTING SAND FROM KALIBARI GHAT

Survey findings presentation (Date

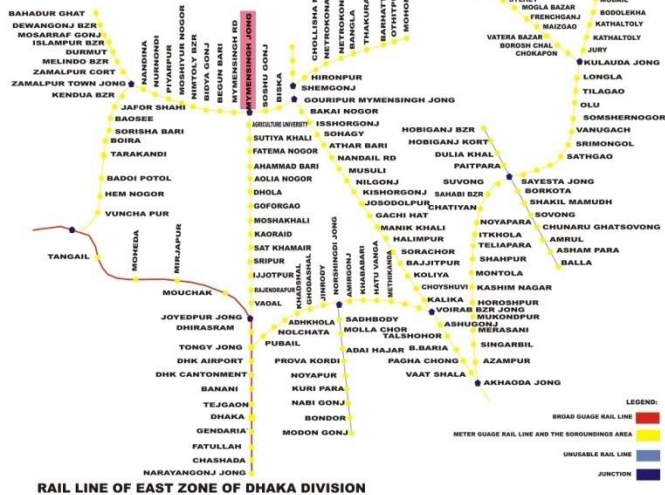
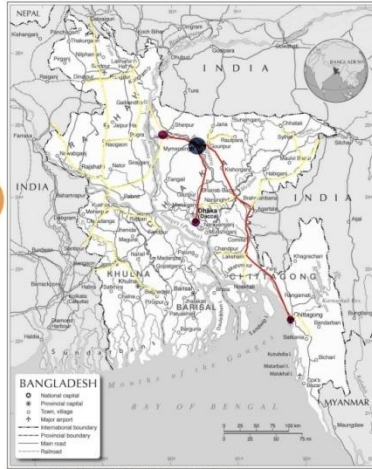
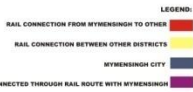
REDESIGN OF MYMENSINGH CENTRAL RAILWAY STATION AREA



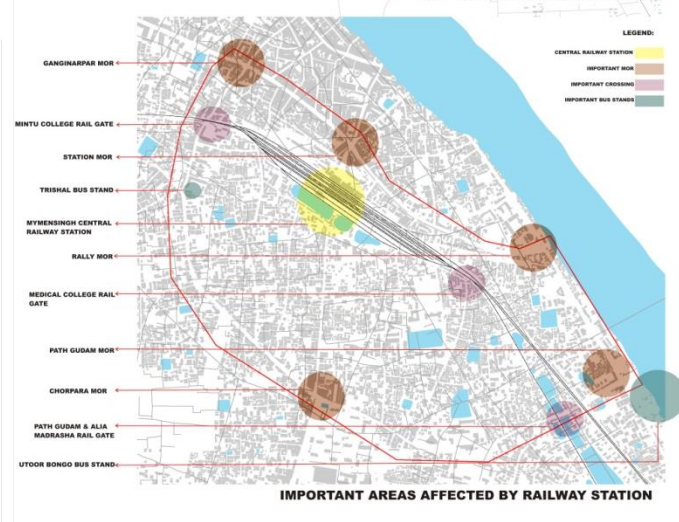
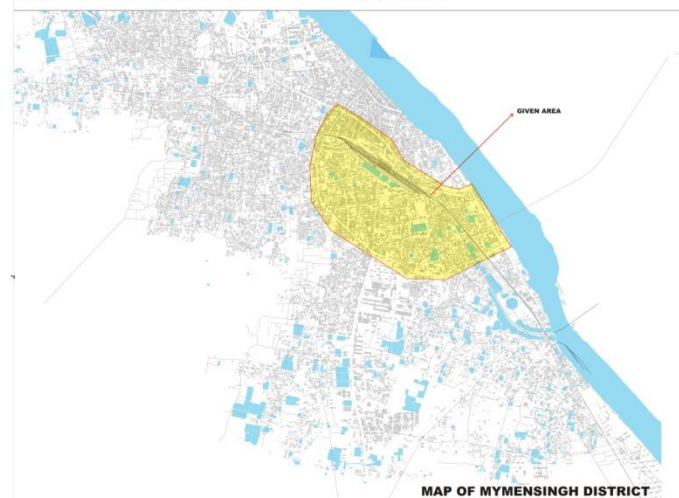
MULTIMODAL TRANSPORTATION HUB



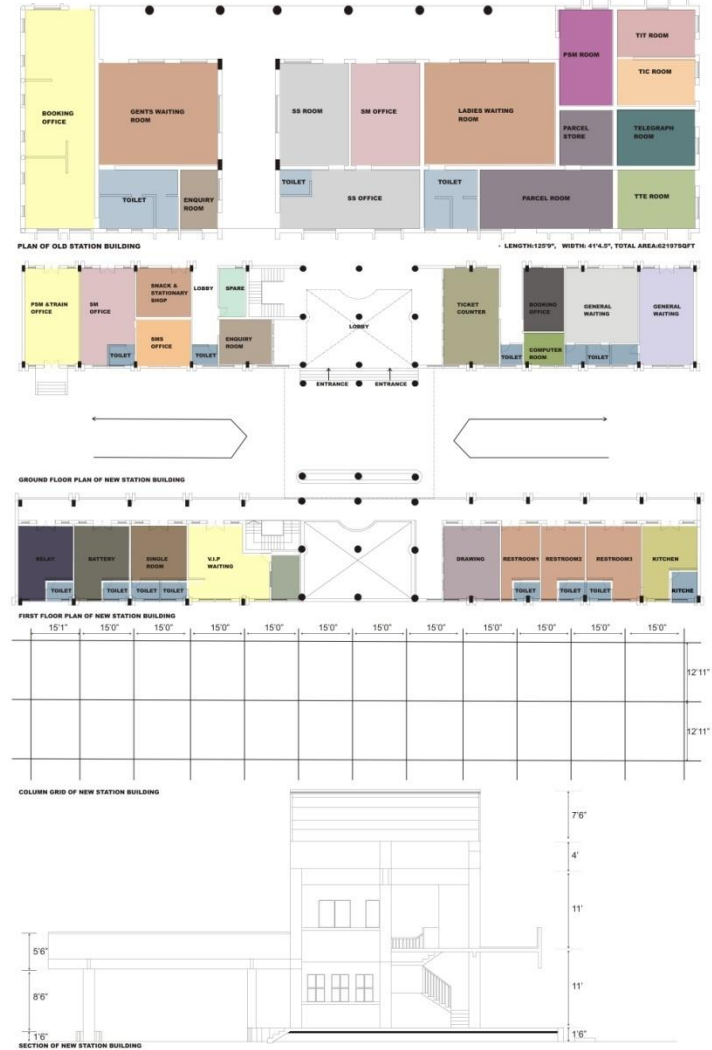
RAIL CONNECTION FROM MYMENSINGH



AS A MULTIMODAL TRANSPORTATION HUB

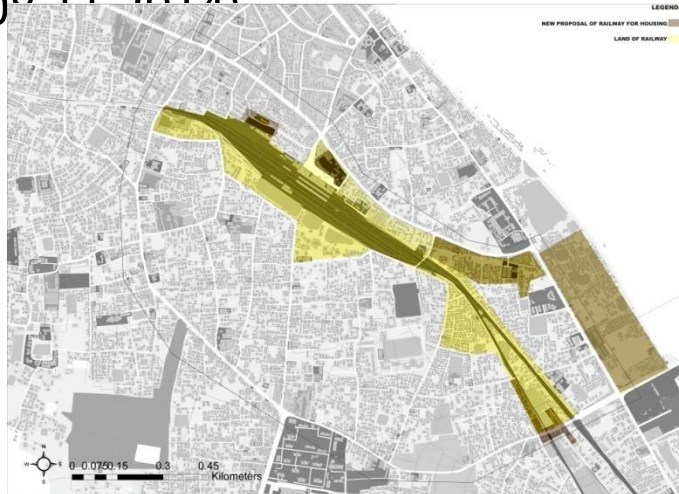


Survey findings presentation (Date

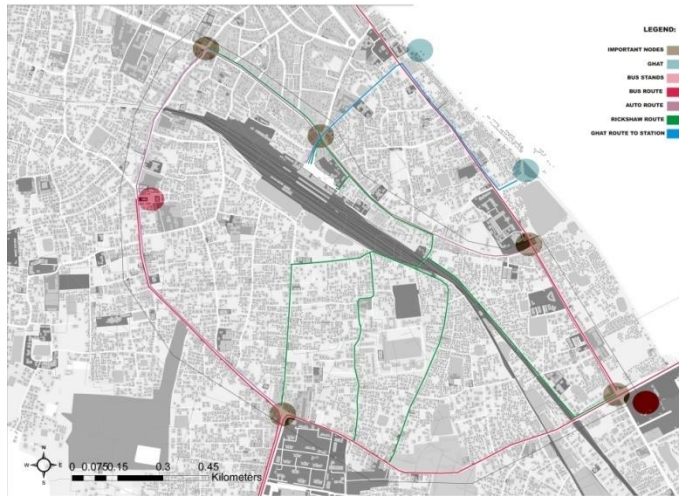


Survey findings presentation (Date

08.11.2014)

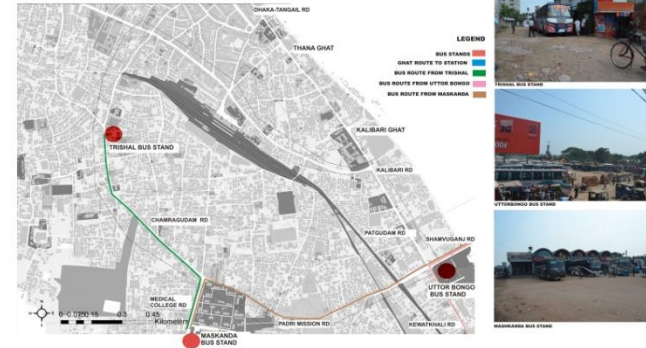


MAP SHOWING THE LAND OF RAILWAY



MAP SHOWING THE LAND OF RAILWAY

BUS STANDS AND GHAT



A) UTTOR BONGO BUS STAND:

FINDINGS:
 - MAXIMUM SPACE OF UTTOR BONGO BUS STAND REMAINS EMPTY
 - MOST OF THE BUSES GOING TOWARDS DHAKA STANDS ON THE ROAD
 - ILLEGAL SETTLEMENTS ARE FOUND IN FRONT OF THE STAND
 - ILLEGAL TRUCK STAND SOLECK THE HEAVY ROAD OF BUS STAND
 - JAM INCREASES FROM 12 PM.

PLACE NAME	BUS	TRAIN
GAURIPUR	✓	—
VAIRAB	✓	—
JARIA	✓	—
BIRSHIRI	✓	—
HUGLA	✓	—
DHAKA	✓	—
MANOHGANJ	✓	—
RANGPUR	✓	—

PLACE NAME	BUS	TRAIN
DINALPUR	✓	—
PABNA	✓	—
RIVULNA	✓	—
KISHORGANJ	✓	—
LALMONIRHAT	✓	—
PONCHOSAR	✓	—
THAKURGAON	✓	—
PHULPUR	✓	—

PLACE NAME	BUS	TRAIN
HALLUAGHAT	✓	—
SHERPUR	✓	—
NOOLA	✓	—
PHULBARIA	✓	—
JAMALPUR	✓	—
DHAKA	✓	—
BAKSHGANJ	✓	—
NETROKONA	✓	—

B) MASKANDA BUS STAND:

FINDINGS:
 - THE BUSES USE THE ROUTE CHORPARA MOR - PADRI MISSION ROAD - PATUGRAM MOR TO REACH UTTOR BONGO.
 - WHEN BUSES ARRIVE AUTO AND WAIT IN FRONT OF THE STAND TO PICK UP PASSENGERS WHICH MAKE THE ROAD CONGESTED
 - SOME AUTO AND RICKSHAWS PARK BESIDE THE ROAD THOUGH ITS NOT MEAN TO BE A PARKING SPACE.

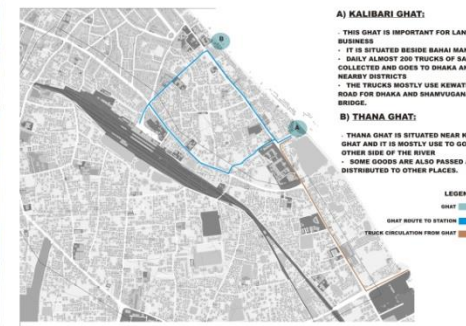
PLACE NAME	BUS	TRAIN
DHAKA	✓	—
SHERPUR	✓	—
JAMALPUR	✓	—
PHULBARIA	✓	—
KISHORGANJ	✓	—
HALLUAGHAT	✓	—

PLACE NAME	BUS	TRAIN
NETROKONA	✓	—
DHOBRAHA	✓	—
HUMSHANGAJ	✓	—
KALAKALANTA	✓	—
NALITABARI	✓	—
MUNSHAT	✓	—

C) TRISHAL BUS STAND:

FINDINGS:
 - IT IS SITUATED BESIDE BAKSHOSINGH MISSION ROAD
 - THE BUSES LEAVE WITHIN EVERY 10 MINS
 - THE ROAD IN FRONT OF THE STAND IS NARROW
 - BUSES TRAVEL ONLY TO TRISHAL AND PHULBARIA
 - BUSES GO CHORPARA MOR MEDICAL COLLEGE RD. TO REACH DHAKA, PHULBARIA AND TRISHAL.

GHAT



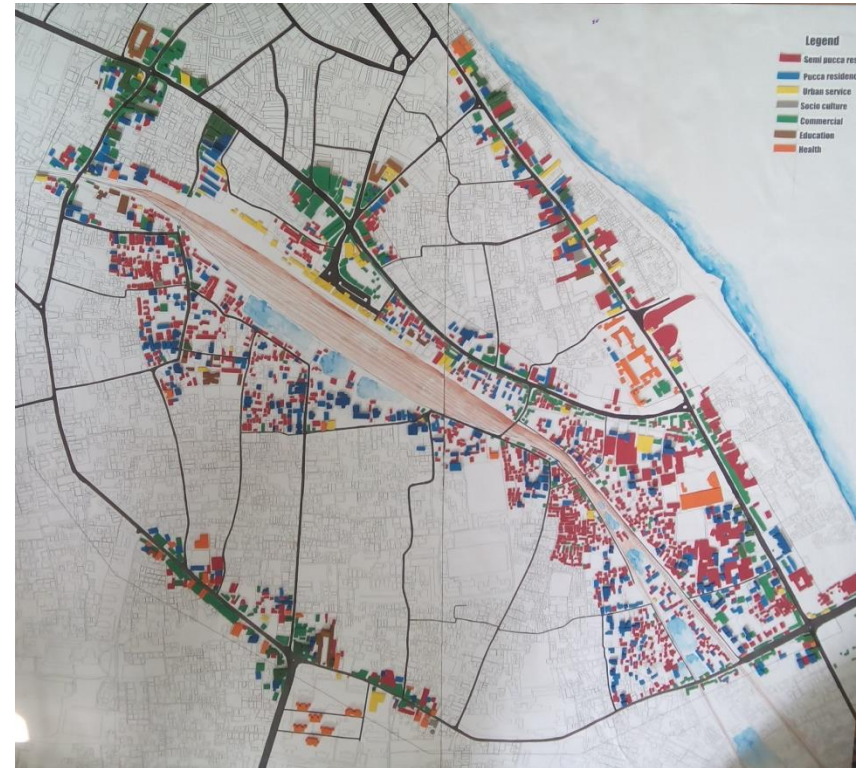
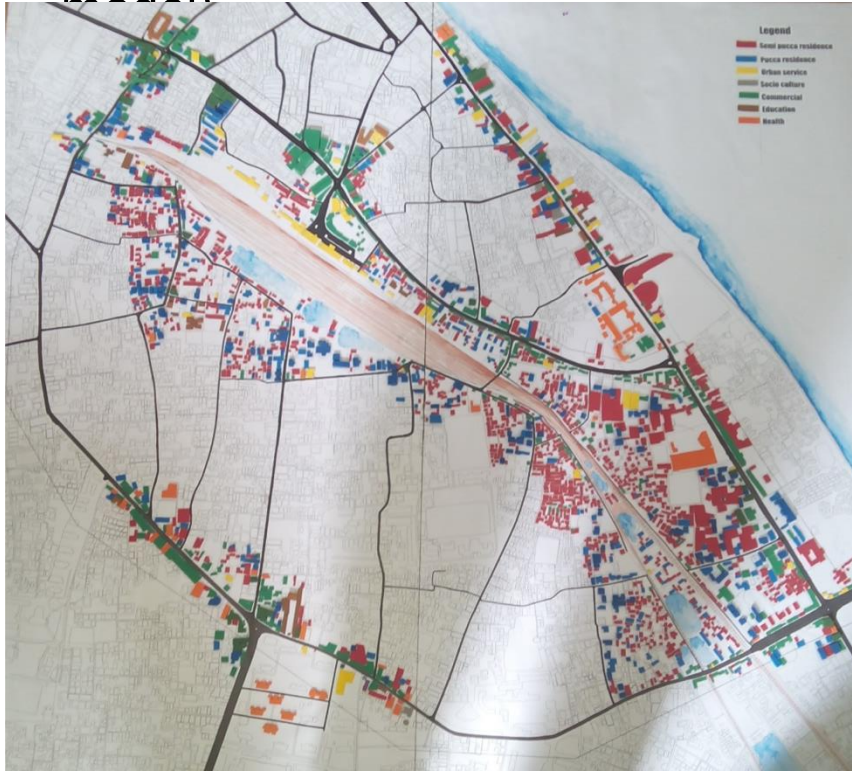
A) KALIBARI GHAT:

THIS GHAT IS IMPORTANT FOR LAND BUSINESS:
 - IT IS SITUATED BESIDE BAHAI MANDIR
 - DAILY ALMOST 200 TRUCKS OF SAND IS COLLECTED AND GOES TO DHAKA AND NEARBY DISTRICTS
 - THE TRUCKS MOSTLY USE KENATKHALI ROAD FOR DHAKA AND SHAMVUDANJ BRIDGE.

B) THANA GHAT:

THANA GHAT IS SITUATED NEAR KALIBARI GHAT AND IT IS MOSTLY USE TO GO TO OTHER SIDE OF THE RIVER
 - SOME GOODS ARE ALSO PASSED AND DISTRIBUTED TO OTHER PLACES.

Survey findings presentation (existing model)



**BRAHMAPUTRA NOD RIVERFRONT DEVELOPMENT
“DREAM PLACE OF
SHILPACHARYA JAINUL ABEDIN”**

PROJECT 02

'Brahmaputra Nod*' Riverfront Development as A Dream Place of Shilpacharya Jainul Abedin

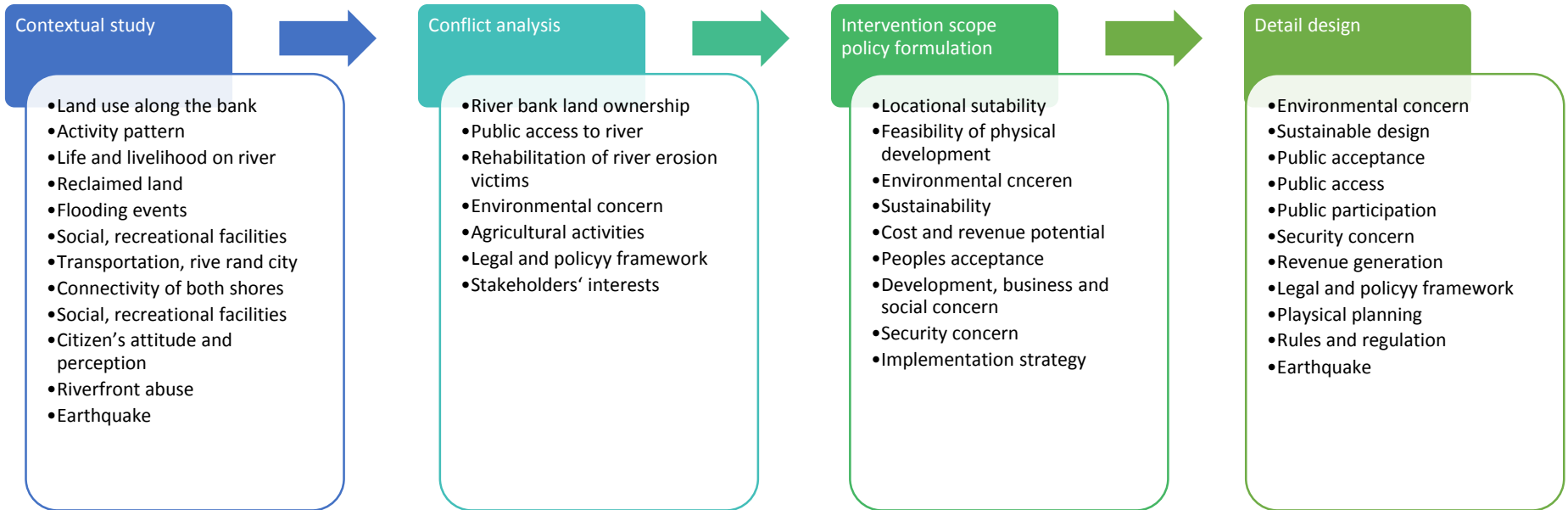
(*Nod is a bangalee word of the River)

In our riverine country rivers are integral part of our lifestyle and obviously of our settlement spaces. Rivers are the major transportation route beside the source of water for various purposes. Monsoon fed rivers are also utilized for farming in the dry season. Beside purely practical purpose rivers also offer opportunity for regional social and recreational activities. It is not uncommon that intensive use of river tend to deteriorate the quality of the riverbank and the river itself. Informal activities, squatter settlements, industrial and other types of pollution, extensive economic activities on the river bank, sand and stone extraction from river bed, hydrological projects that lack environmental concern rampant encroachment, and perpetual lack of attention to the river have taken their toll on the river. And gradually the use and abuse of river have made the river neglected and the city has turned its back towards the river. This studio exercise is intended to tackle such a situation in Mymensingh.

This project considers the riverfront development of Brahmaputra Nod. Eminent Artist, Jainul Abedin grew up amidst a placid surrounding dominated by the river Brahmaputra. Later the Brahmaputra was framed in many of Zainul Abedin works and a source of inspiration all the way through his career. The project aims to develop the riverfront to provide, in an organised way, areas for recreation, civic, economic, and transport facilities for the whole city with the articulation as Shilpachaya Jainul Abedin's dream place.

This project studies the area along the river in detail. Then conflicts are identified and following this proposals are made which ensures Mymensingh with a meaningful riverfront environment along the banks of the 'Brahmaputra Nod' and to redefine an identity of Mymensingh around the river. The project looks to reconnect the city with the river and positively transform the neglected aspects of the riverfront with consideration for environmental improvement, social enhancement and sustainable development.

Project 2: Brahmaputra Nod Riverfront Development as A Dream Place of Shilpacharya Jainul Abedin



Field Survey



Activity along Brahmaputra River

Field survey

Activity along Brahmaputra River



Field survey

Activity along Brahmaputra River



Survey findings presentation

Brahmaputra Nod Riverfront Development
Project-02

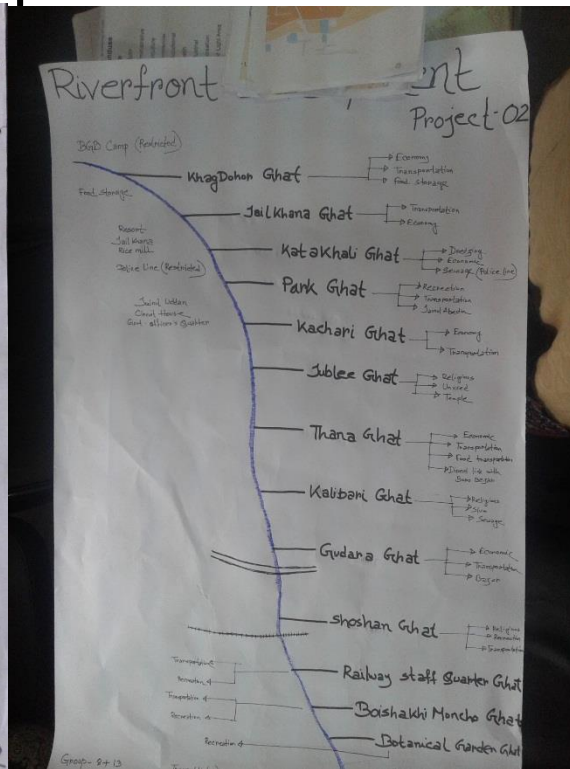
Objectives:

- * Reducing possibilities of flood & erosion
- * Sewage diversion
- * Water retention
- * Rehabilitation & Resettlement of Riverbank dwellers.
- * Creating Parks & Public space.
- * Socio-cultural amenities.
- * Generation of Resource & Revenue.
- * Minimum negative environmental confliction.
- * Feasibility
- * Community Participation.

Information to be collected

- * Land use
- * Activity Pattern
- * Vulnerability & Int
- * Infrastructure Along River
- * River transportation.

Group-08+13 PROJECT-02



BRAHMAPUTRA NOD RIVERFRONT DEVELOPMENT DREAM PLACE OF JAINUL ABEDIN

Impressions derived in childhood play a very significant part in an artist's career. Naturally the child's thoughts, the memories and the ideas that come to his mind as he grows up are shaped at that time. In the case of Jainul Abedin, who was born in a village in the district of Brahmaputra, his life is a story of a boy's childhood in the village and the river. The boy's life is a story of a boy's childhood in the village and the river. The boy's life is a story of a boy's childhood in the village and the river.

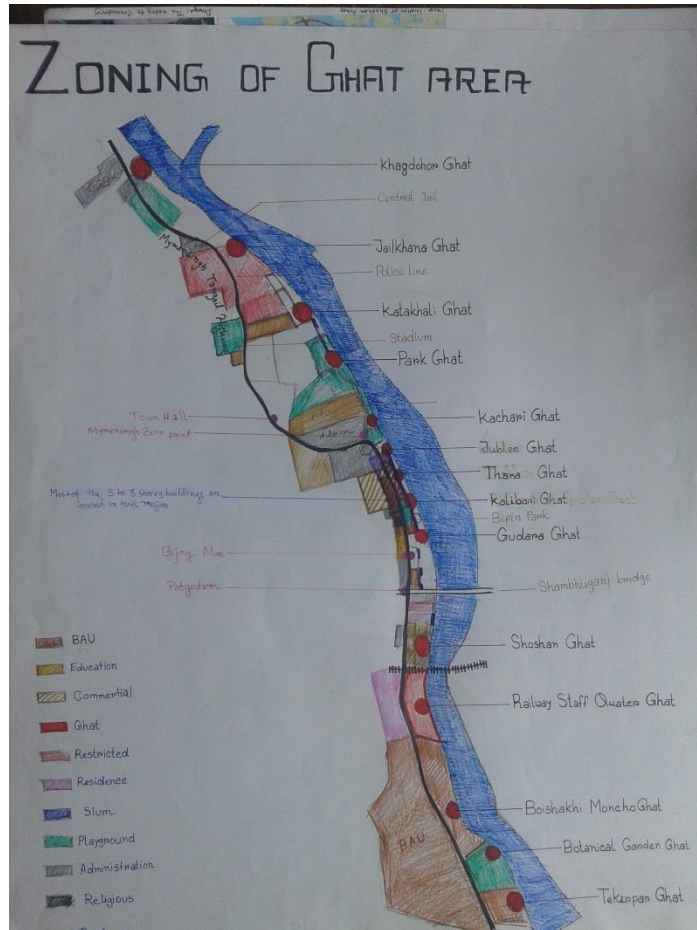
It was in them that he discovered the basis of his art - the scenes in which man and nature are united, with the human and animals on boat-men towing their boats along the banks of rivers.

Jainul Abedin's Landscapes and nature paintings bring to the viewer the essential nature of our rivers. The river's calm, sun villages, the mystery of the river as well as the splendor of our village life. In the pictures Jainul Abedin shows us the life of a village. In a typical Abedin canvas we observe a boat on the river, a group of men in the middle and the horizon meeting the sky.

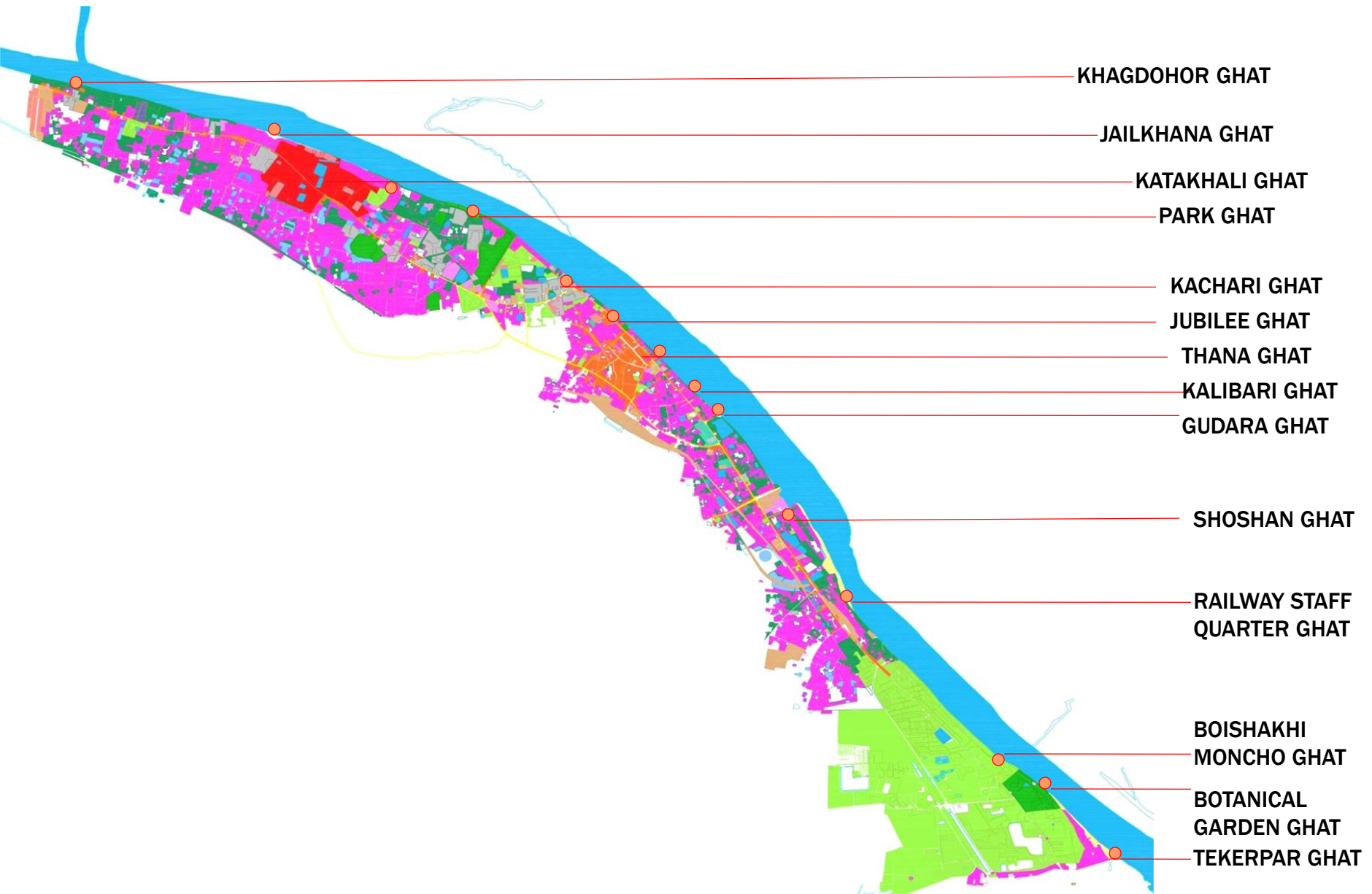
Jainul Abedin was the child of a land which was not by mere and the cities he daily saw had little or no complication in them. The poet, man in relation to nature and in some of man's ordinary business of life. He had the name gift of capturing the scenery and song of our rural life.

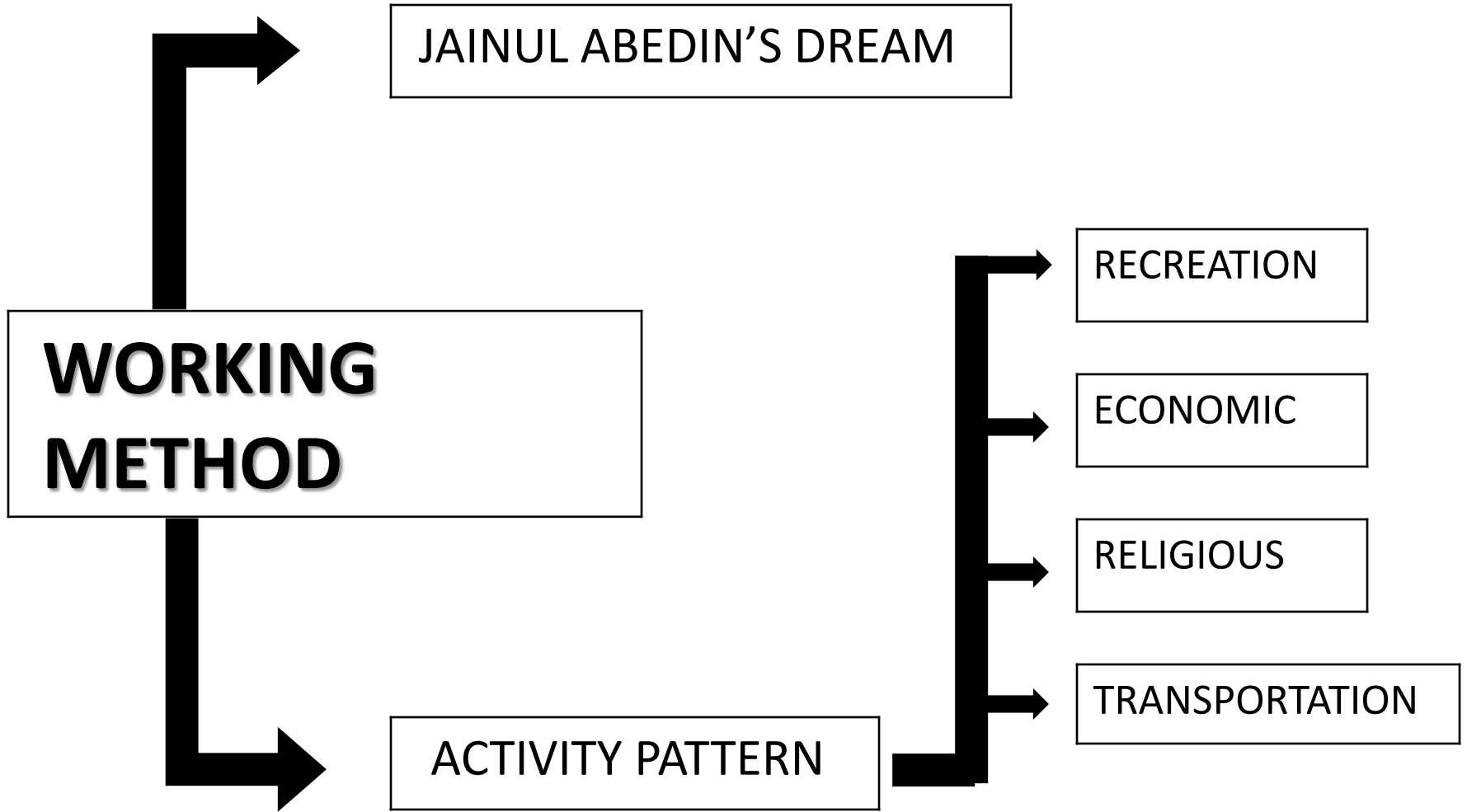
Works by Jainul Abedin were purely based on the nature and simplicity of the Brahmaputra and the activities of people around. River development has left Brahmaputra ignored, people are being polluted and neglected. Activities along Brahmaputra are slowly being more commercialized and is tending to lose the beauty it use to hold.

Analysis



LANDUSE & ZONING





Site Model



Project 03

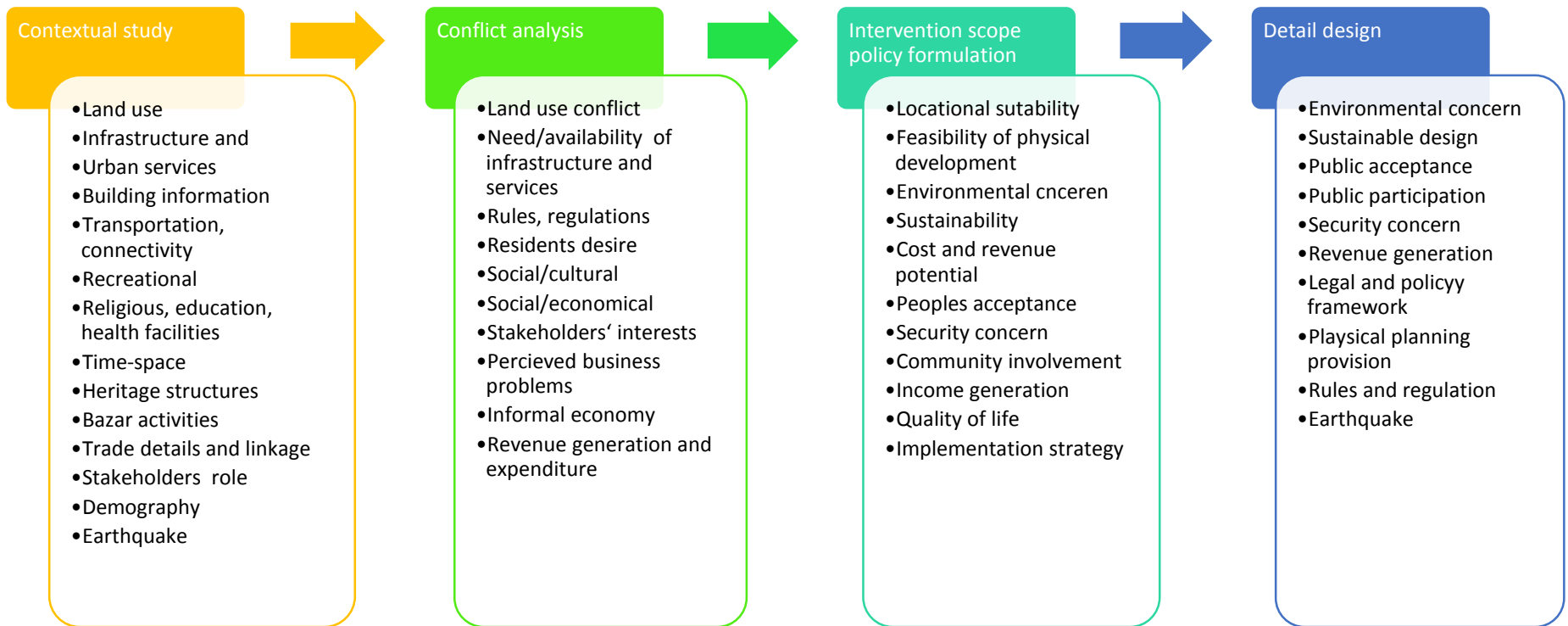
**Understanding The Dynamics of
Shambhuganj Bazaar Area and Its
Revitalization**

PROJECT 03

Understanding the Dynamics of Shambhuganj Bazar Area and Its Revitalization

This studio exercise is considered to revitalize Shambhuganj area with a view to establish the area as a growth center with enhancement of the Shambhuganj Bazar. This project considers sharing of the benefit of economic agglomeration in the bazar and establishment of the bazar area as a growth center. Growth center can support a balanced rural and urban development for the city. If rural-urban migration flow- share contained in the domicile regions via growth center promotion, the prospects for integrating the urban and rural economies are promising. These prospects can be enhanced by a focus on agricultural processing industries and by investing in an intra-regional road system to encourage agricultural marketing, commuting, and other urban-rural linkages. Since the growth centers will be directly linked with the primate city and other major cities as well as with the smaller urban centers, including market centers, within the region, they form the critical nodes for diffusion of development and social change and for national spatial integration. Shambhuganj as a growth center for the region is expected to ensure job opportunities, especially in the service sector, high-order urban and public services, social adaptation, a decline in fertility, and, through demand effects, a stimulus to the commercialization of agriculture.

Project 3: Understanding the Dynamics of Shambhuganj Bazar Area and its Revitalization



Project 03: Understanding The Dynamics of Shambhuganj Bazaar Area and Its Revitalization Survey



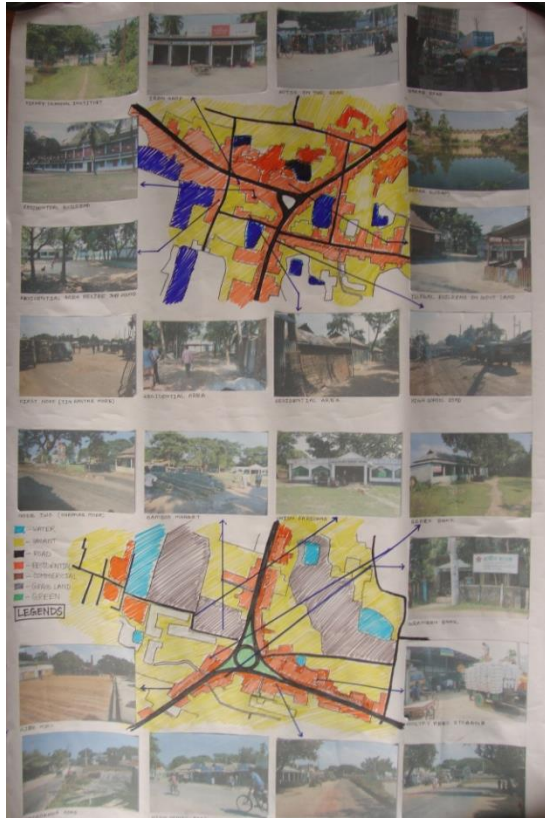
Shambhuganj bazaar area and its surroundings

Survey

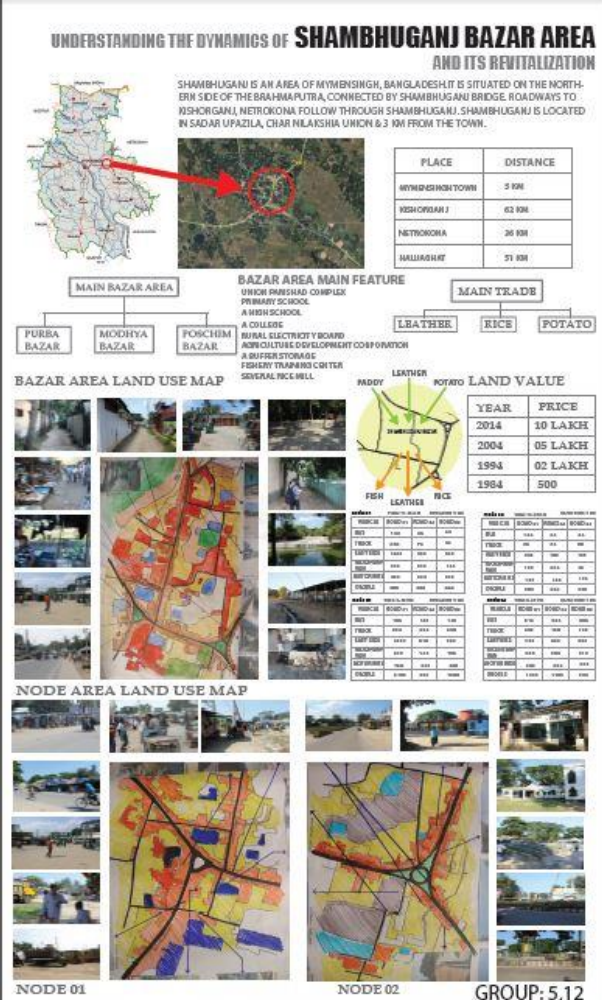
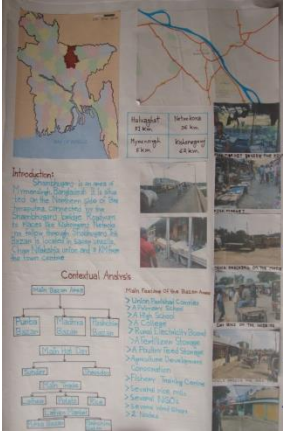
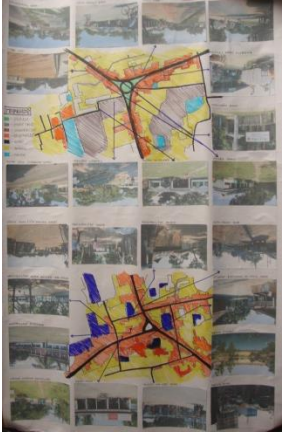


Tannery area

Survey findings



Survey findings



Survey findings presentation (Date 01.11.2014)

Shambuganj Bazar is one of the most important bazar amongst all the bazar of Bangladesh. It is economically a bright place for bazar its position in the node point of Three district- Mymensingh, Kishorgonj & Netrokona. Every year govt get a good Amount of revenue from the Bazar. Many important features as Make the bazar area as a growth center of this region.

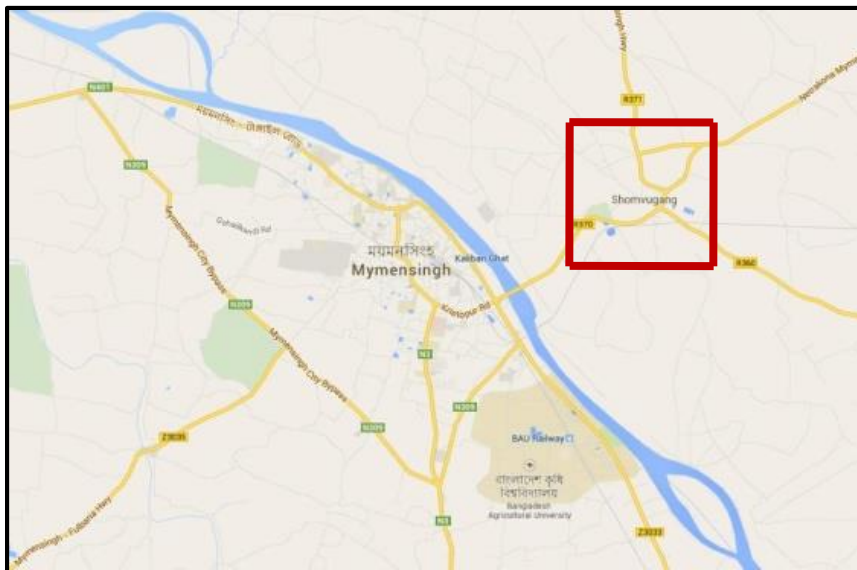
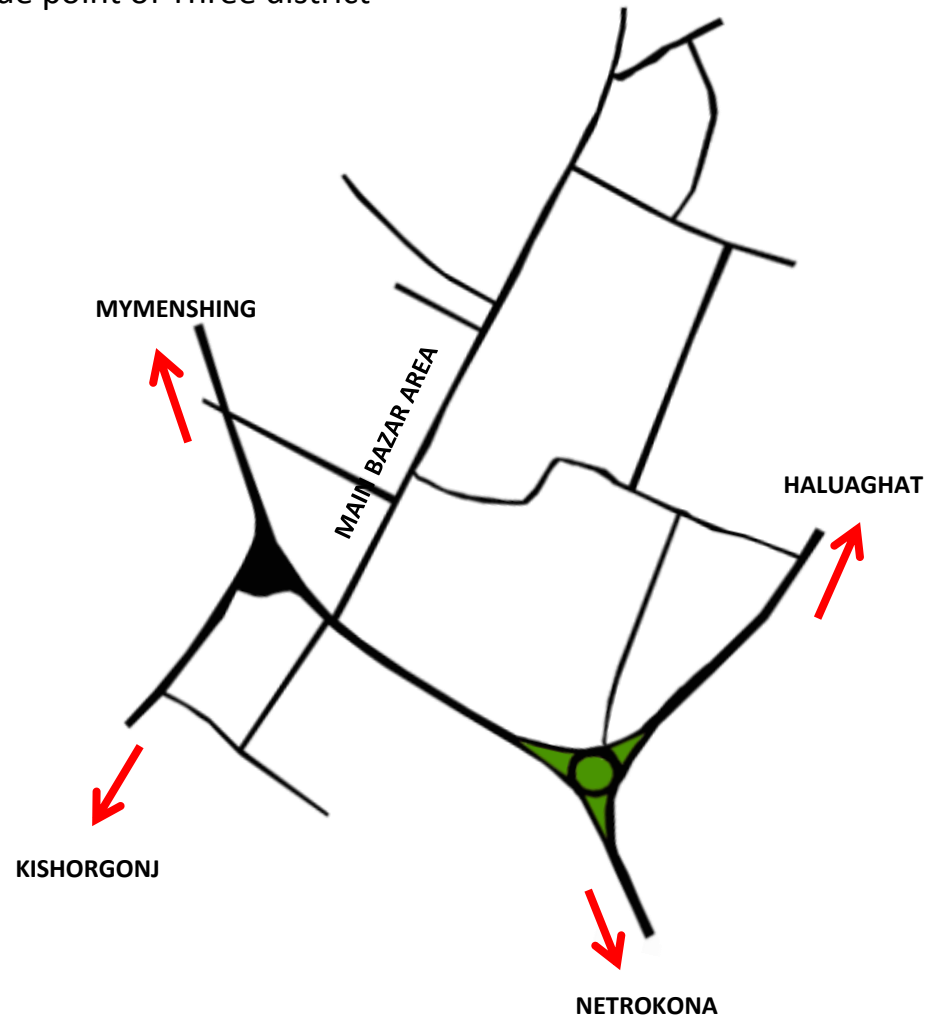
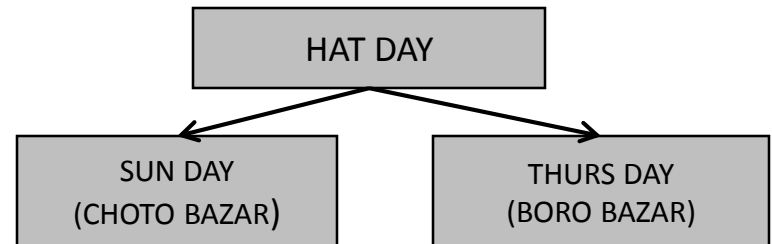
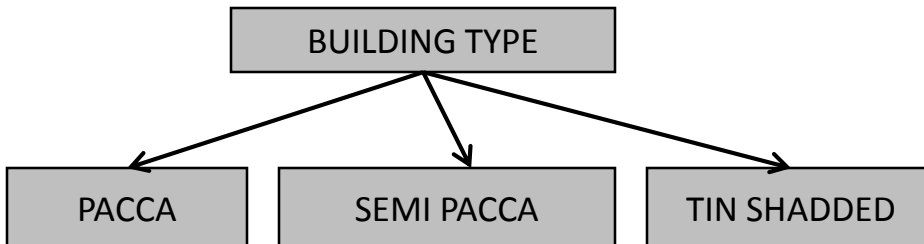
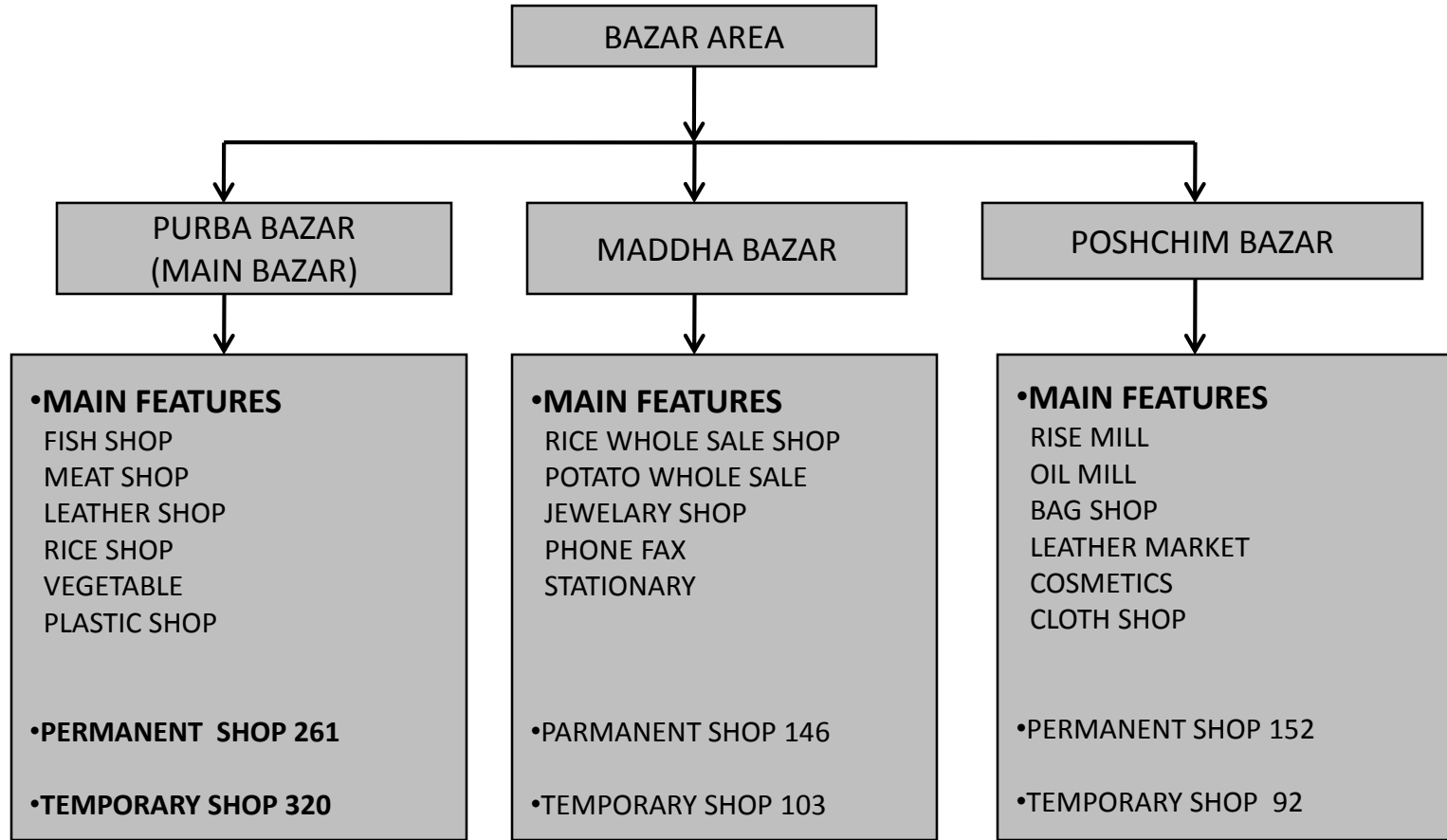


Figure: Location Map of Shambuganj Bazar



FEATURES OF SHAMBHUGANJ BAZAR

- MAIN FEATURE OF THE BAZAR IS LENEAR



LANDUSE PLAN



MAIN BAZAR ROAD



FISH MARKET



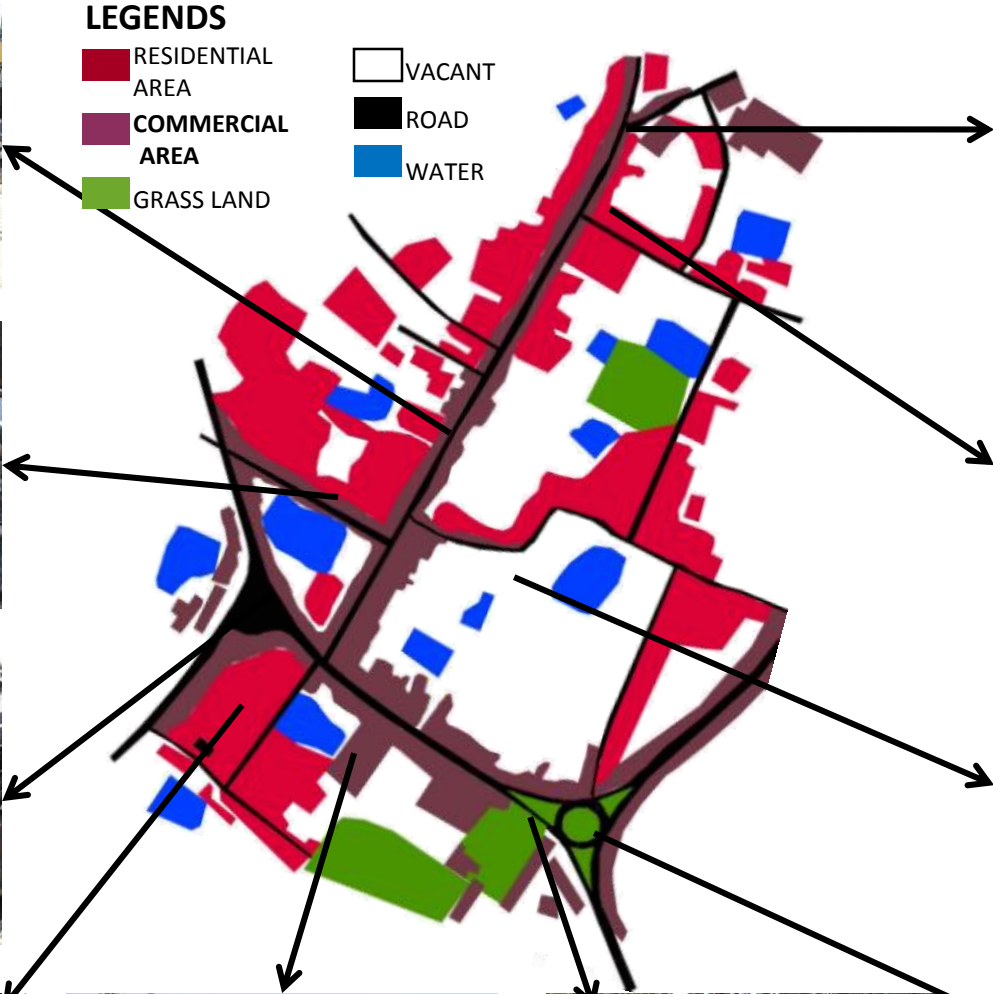
1ST NODE(TIN RASTAR MOR)



RESIDENTIAL AREA

LEGENDS

- RESIDENTIAL AREA
- COMMERCIAL AREA
- GRASS LAND
- VACANT
- ROAD
- WATER



POSHCHIM BAZAR



RICE MILL



TANNERY MARKET



BUFFER GUDAM



UNION PARISHAD



2ND NODE(SHOPNOER MOR)

FINDINGS

- NARROW ROAD (WIDTH-15 FEET)
- MISUSE OF PEDISTERIAN
- NO DRAINAGE SYSTEM
- NO PUBLIC TOILET
- NO SLAUGHTER HOUSE
- NO PROPER LOADIND AND UNLOADING AREA
- NOT ENOUGH SHADE FOR LATHER MARKER
- STREAT AR FLOODED IN RAINY SEASON
- NO SPACE FOR TRADITIONAL FAIR
- PROPER ZONING MISSING
- SCARCITY OF SHADED SPACE IN THE HAT
- LACK OF GARBAGE MANAGEMENT



CONFLICT ANALYSIS

- DIFFERENT BUSINESS MAN DEMEND SAME PLACE IN THE BAZAR
- SYNDICATORS CONFLICT WITH ONE ANOTHER
- CONFLICT BETWEEN GOVERNMENT & BUSINESSMEN
- RETAIL SALER DO NOT GET PROPER SPACE
- SYNDICATORS BLAME THE RETAIL SALER FOR PRESENT CONDITION
- RETAIL SALER ALSO BLAME THE SYNDICATORS FOR PRESENT MISERABLE CONDITION

1ST NODE(TIN RASTER MOR)



LEGENDS

- RESIDENTIAL AREA
- COMMERCIAL AREA
- VACANT
- ROAD
- WATER



TIME-11:00

DURATION:1HOUR

VEHICLE	ROAD-1	ROAD-2	ROAD-3
BUS	144	48	24
TRUCK	246	72	84
AUTO	1032	480	240
VAN	216	216	144
BIKE	408	264	261
PEOPLE	960	648	480

TIME-02:30

DURATION:1HOUR

VEHICLE	ROAD-1	ROAD-2	ROAD-3
BUS	168	120	144
TRUCK	504	264	240
AUTO	1200	816	960
VAN	216	144	168
BIKE	720	360	480
PEOPLE	2160	960	1200

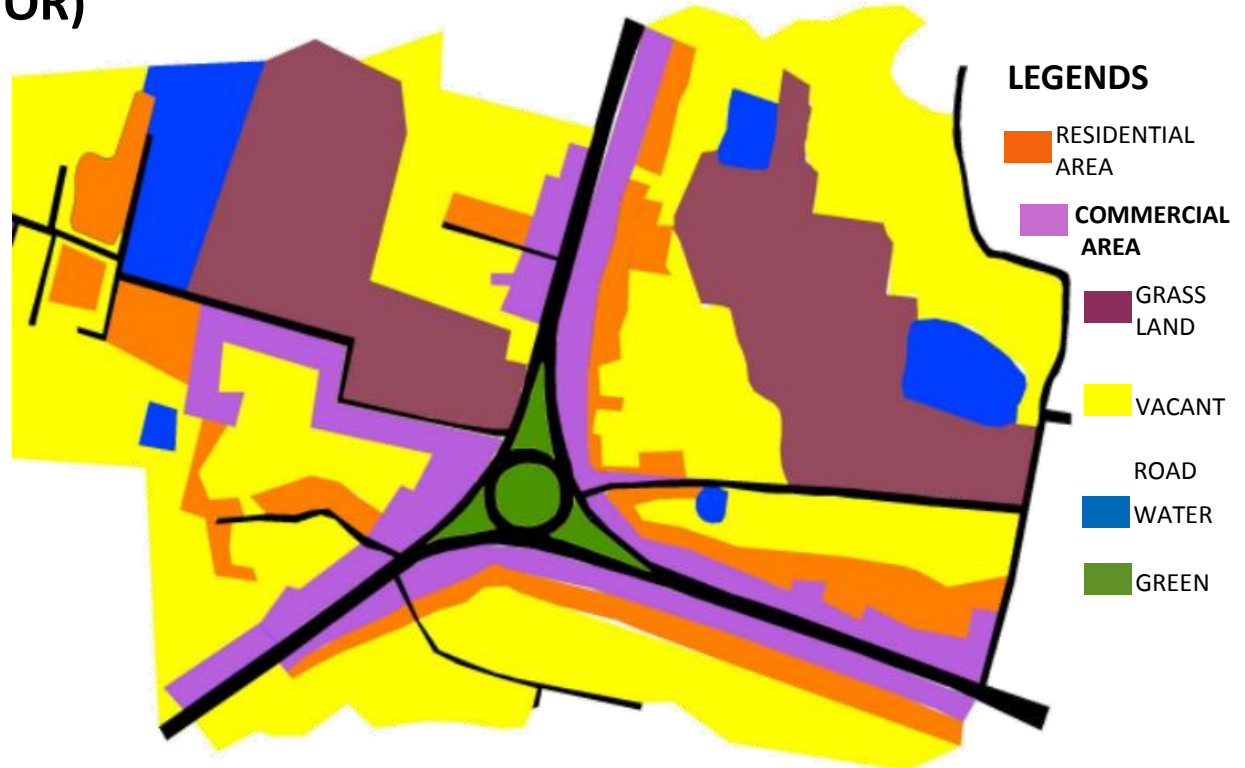
2ND NODE(SHOPNOER MOR)



TIME-11:45

DURATION:1HOUR

VEHICLE	ROAD-1	ROAD-2	ROAD-3
BUS	144	24	24
TRUCK	48	24	96
AUTO	504	192	120
VAN	168	264	48
BIKE	168	144	168
PEOPLE	504	384	360



LEGENDS

- RESIDENTIAL AREA
- COMMERCIAL AREA
- GRASS LAND
- VACANT
- ROAD
- WATER
- GREEN

TIME-03:00

DURATION:1HOUR

VEHICLE	ROAD-1	ROAD-2	ROAD-3
BUS	312	504	408
TRUCK	240	168	120
AUTO	720	480	552
VAN	336	264	321
BIKE	360	384	264
PEOPLE	1200	1104	744

Existing study model



Project 04

Preservation of historic structure of Mymensingh city & design a heritage walk route to historic old core & sustainable tourism based on existing heritage & religious structure

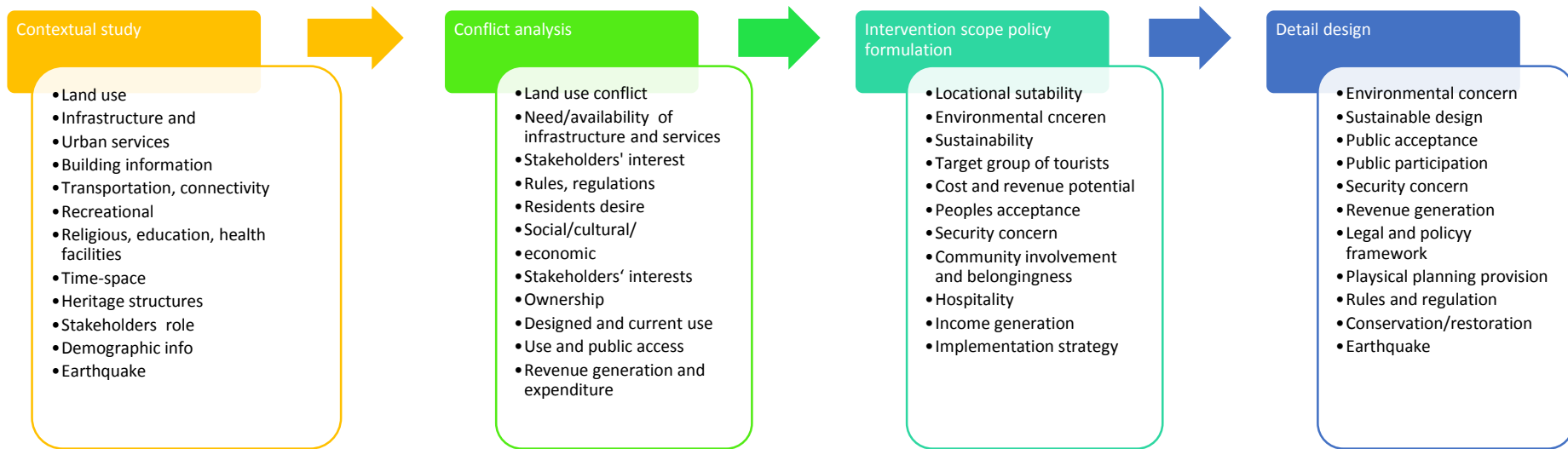
PROJECT 04

Preservation (Revitalization / Conservation) of Historic Structures of Mymensingh City and Design a Heritage Walk Route to the Historic Old Core. Integrated and Sustainable Tourism Based on Existing Heritage and Religious Structures

Mymensingh is one of the 16 old districts of Bangladesh which was constituted by the British East India Company. Being more than 400 years old, Mymensingh has a rich cultural and political history and has a very significant position in History of Bangladesh. It was known as the city of Zamindar [land-lord]. The city was moulded by twelve renowned Zamindars around 1887. The twelve of them allied and formed their territory by constructing Zamindar Houses and a planned 'road network'. The original road-network was designed to maintain their communication as well as establish and exercise power. The roads connect all the Zamindar Houses and displays a bond among them. The morphological pattern of the city has developed from this correlation between these two factors. Beside this Zamindar Houses, there are many temples with rich details and ornamentation in the city. These buildings have historic value and tell us about the life and culture of our past. Urban revitalization of this city core area can improve the quality of life of the population greatly and enhance the image and economic strength of the city as well through tourism.

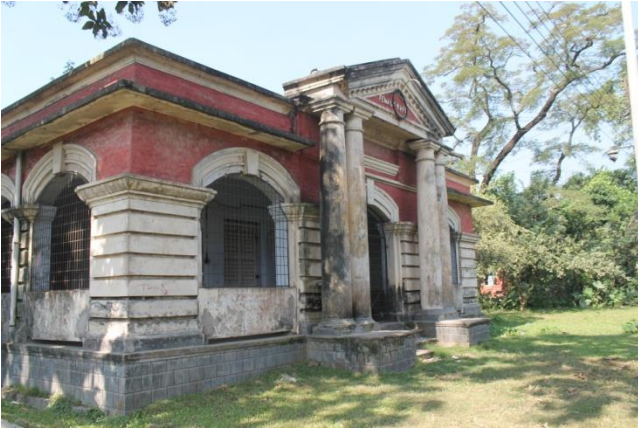
This project considers revitalizing the historic part of the Mymensingh city with emphasis on tourism based development. Students are required to propose a revitalization scheme and chalk out a tourism plan. A well planned tourism plan can make the city core area as a base station and the historic structures as points of attraction in the city and includes the nearby spots, such as Garo hill, Brishiri area etc. within reach. Such a tourism plan can easily attract people and make them stay in Mymensingh for a few days exclusively for tourism and this has a great potential to contribute to the economic strength of Mymensingh and boost the city image.

Project 4: Preservation (Revitalization / Conservation) of Historic Structures of Mymensingh City and Design a Heritage Walk Route to the Historic Old Core. Integrated and Sustainable Tourism Based on Existing Heritage and Religious Structures



Project 04: Preservation of historic structure of Mymensingh city & design a heritage walk route to historic old core & sustainable tourism based on existing heritage & religious structure

Survey



S K Hospital



Telegraph Office



Survey



Shoshi Lodge



Biddamoye School



Diabetic Society



Museum



Raj Rajeshewari
Water Works



Gouripur Lodge

Alexander Castle



HERITAGE WALK ROUTE



JAINUL ABEDIN



ALEXANDER CASTLE



GEORGE COURT



RAJ-RAJESWARI WATER WORKS



GAURIPUR LODGE



HASAN MANJIL



SATISH LODGE



GHOSH ACADEMY



SHIB MANDIR



BORO MASJID



TELEGRAPH OFFICE



S.K HOSPITAL



ANANDA MOHON COLLEGE



ZILLA SCHOOL



BIDDAMOYI SCHOOL



CITY COLLEGIATE



SOSHI LODGE



MUSEUM



SK HOSPITAL:

RELIGIOUS
STRUCTURE



LANDMARK
COMMERCIAL(
AUTO MOBIES
SHOP)
RESIDENCE

TEA STALL



HASAN MANJIL:

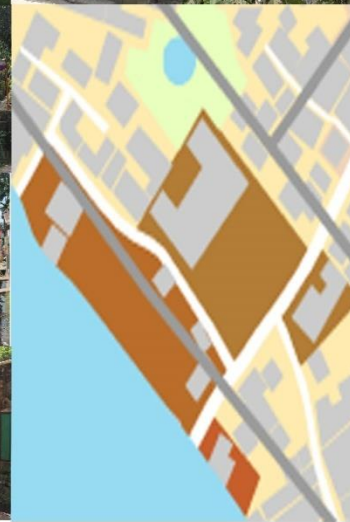
SHOPS

LOWER INCOME
GROUP(RESIDEN
CE)

OLD STRUCTURE

SCHOOL

RESIDENCE(TIN
SHADE)



SHIEV TEMPLE:

RELIGIOUS
STRUCTURE(MOSQUE)

BAZAR AREA

RESIDENCE(APARTMENT)

MIXED USE(GROUND
FLOOR SHOP+RESIDENCE)



MYMENSING MUSEUM:

GOVT
OFFICE

RESIDENCE

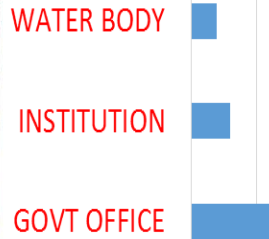
TEA STALL

LANDMARK

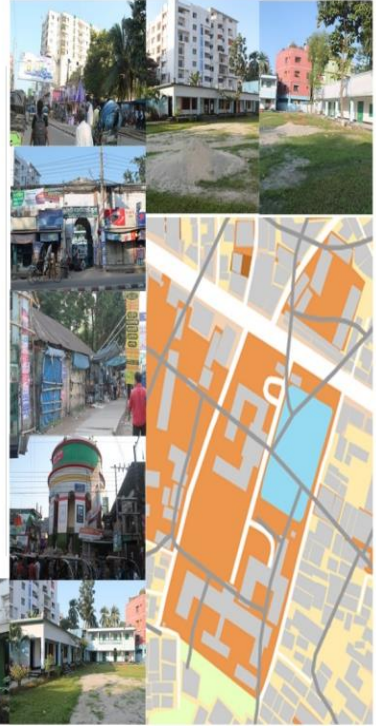
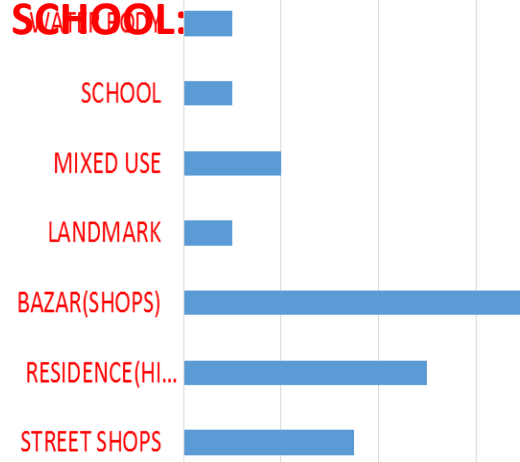




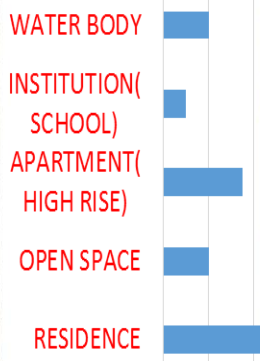
GEORGE COURT:



CITY COLLEGIATE SCHOOL:



ANANDA MOHAN COLLEGE:



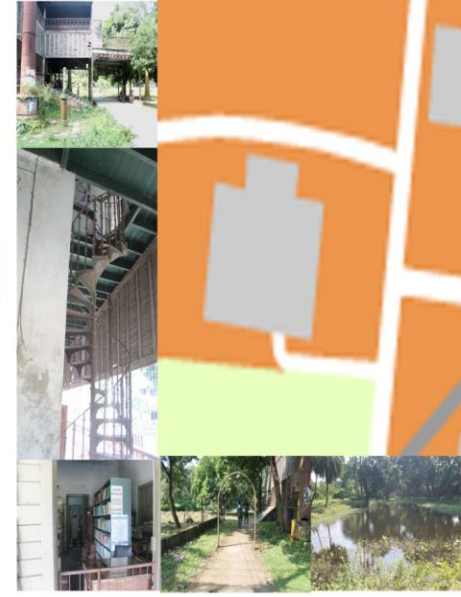
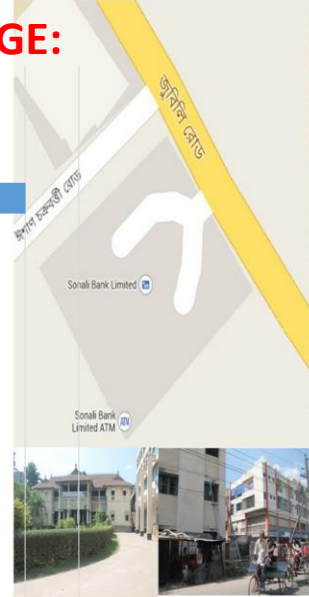
BIDYAMOYI GOVT GIRL'S HIGH SCHOOL:



GOURIPUR LODGE:



- MIXED USE
- RESIDENCE
- TEA STALL
- GOVT BUILDING
- COMMERCIAL MARKET
- PARK AREA(BIPIN PARK)
- OPEN AREA(TRUCK STAND)



ALEXANDER CASTLE:

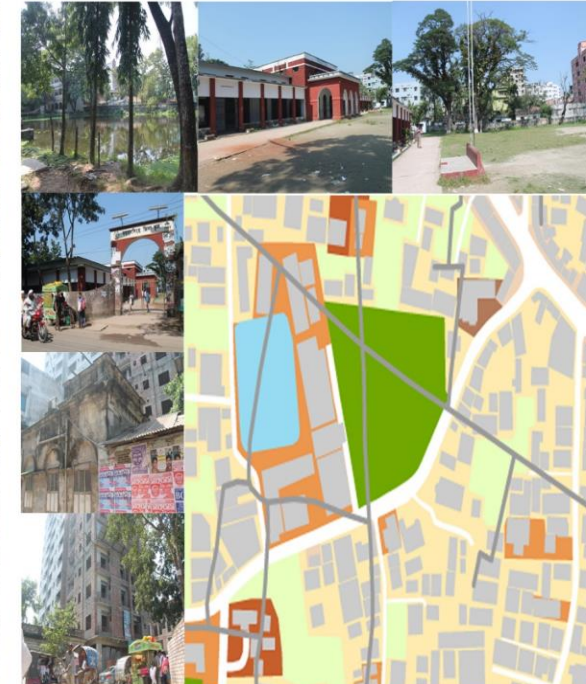
- LANDMARK
- WATER BODY
- OPEN SPACE
- GOVT OFFICE
- INSTITUTION



SHOSHI LODGE:



- WATER BODY
- RESIDENCE
- SHOPS
- APARTMENT(HIGH RISE)
- SCHOOL
- STREET SHOP
- GOVT OFFICE

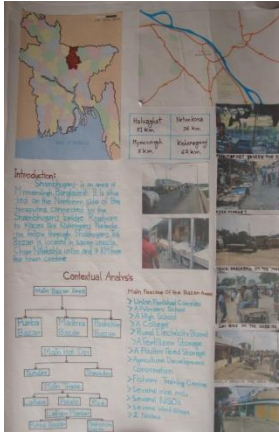


MYMENSINGHA ZILLA SCHOOL:

- WATER BODY
- OPEN SPACE
- LANDMARK
- SHOP
- RELIGIOUS STRUCTUR...
- OLD STRUCTURE
- RESIDENCE(APARTME...



Survey findings



UNDERSTANDING THE DYNAMICS OF SHAMBHUGANJ BAZAR AREA AND ITS REVITALIZATION

SHAMBHUGANJ IS AN AREA OF MYMENSINGH, BANGLADESH IT IS SITUATED ON THE NORTH-EAST SIDE OF THE BARAHMAPUTRA, CONNECTED BY SHAMBHUGANJ BRIDGE. ROADWAYS TO JESHANGALI, NETROKONA FOLLOW THROUGH SHAMBHUGANJ. SHAMBHUGANJ IS LOCATED IN SADAR UPAZILA, CHAR NALAKSHA UNICW & 3 KM FROM THE TOWN.

PLACE	DISTANCE
MYMENSINGHTOWN	3 KM
JESHANGALI	62 KM
NETROKONA	26 KM
HALLIGHAT	31 KM

MAIN BAZAR AREA

- PURBA BAZAR
- MODHYA BAZAR
- POSCHEM BAZAR

BAZAR AREA MAIN FEATURE

- UNION PANCHASAT COMPLEX
- PRIMARY SCHOOL
- A HIGH SCHOOL
- A COLLEGE
- RURAL ELECTRICITY BOARD
- AGRI CULTURE DEVELOPMENT COOPERATION
- A SUPER STORAGE
- FEEDBACK TRAINING CENTER
- SEVERAL PCC-WELL

MAIN TRADE

- LEATHER
- RICE
- POTATO

BAZAR AREA LAND USE MAP

LAND VALUE

YEAR	PRICE
2014	10 LAKH
2004	05 LAKH
1994	02 LAKH
1984	500

NODE AREA LAND USE MAP

NODE 01 **NODE 02** **GROUP: 5,12**

Existing Study Model



Project 05

**REDESIGN OF 9 IMPORTANT
NODAL POINTS
IN MYMENSINGH CITY**

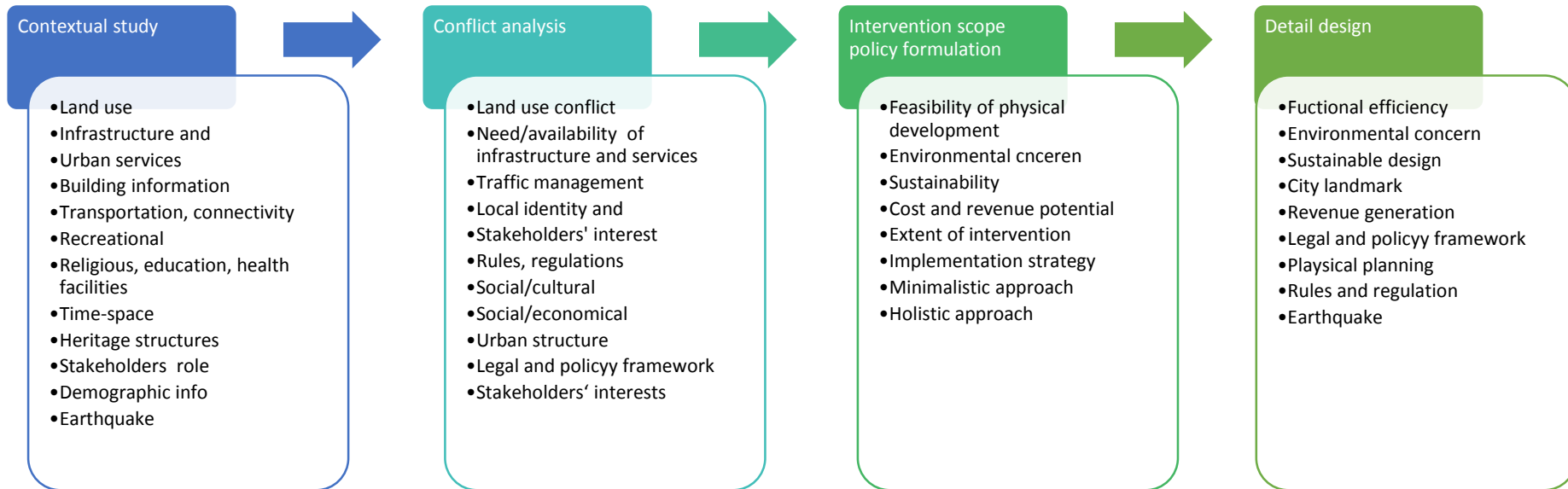
PROJECT 05

Redesign of 10 (Ten) Important Nodal Points in Mymensingh City

This project considers to improve the efficiency of the nodal points of Mymensingh and enhance their images in the cityscape as distinguished landmarks. There are several nodal points in the Mymensingh City. They are important not only for transportation, they are also important to provide the city some character. For example, the Ganginapar node and Town Hall node are the main urban cores that are connected with other roads and streets of the city. The main commercial zone of the city has been developed on both side of main road near the Ganginapar node after the establishment of Mymensingh Railway Station. On the other hand educational facilities have concentrated near Town Hall node. The nodal points have faded their importance with course of time due to various reasons, such as being overburdened and lose their functional effectiveness and/or characters they are assigned for. This studio project seeks to revive such nodal points in the city of Mymensingh to restore their functional efficiency and enhance the characters that provide them individuality.

This project starts with studying the nodal area intensively and then analyses all the problems and their causes. Then it suggests ideas for resolution considering minimum and required level of intervention whether it is structural or simple traffic management.

Project 5: Redesign of Important Nodal Points in Mymensingh City

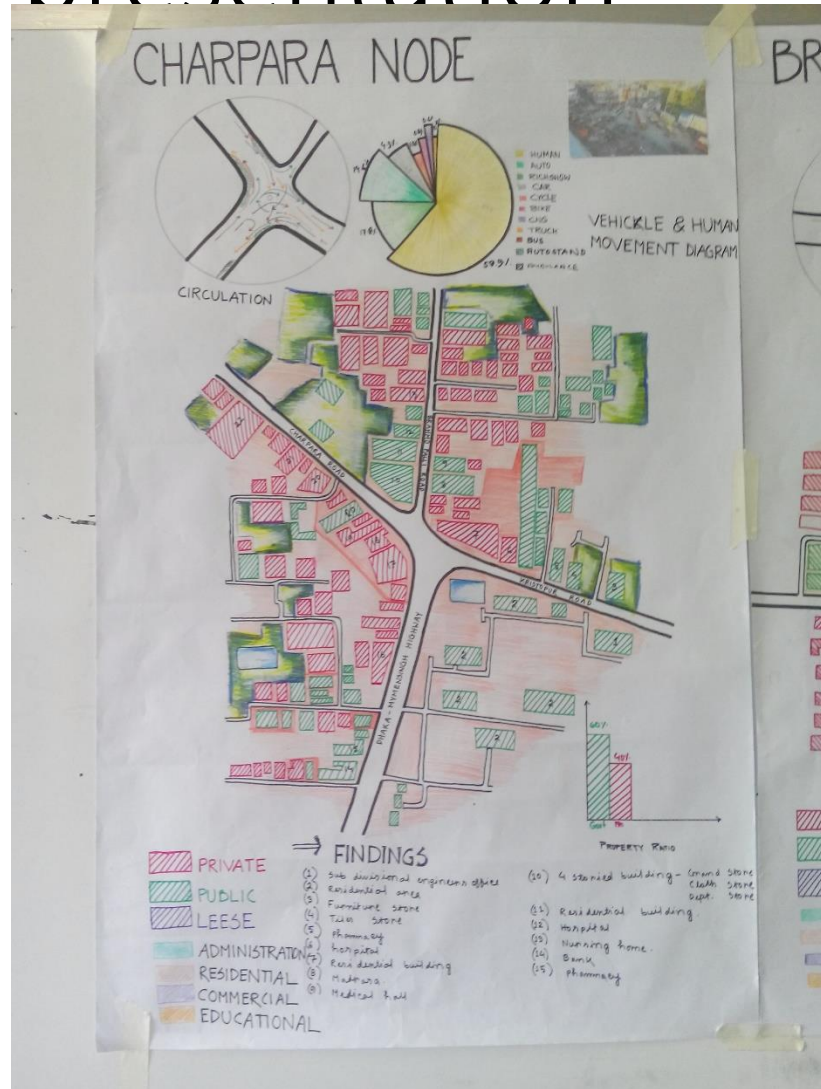
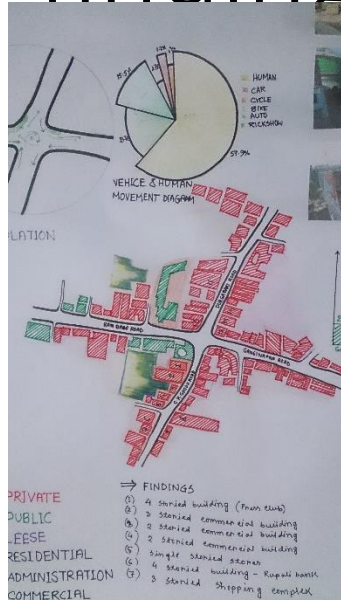


Survey

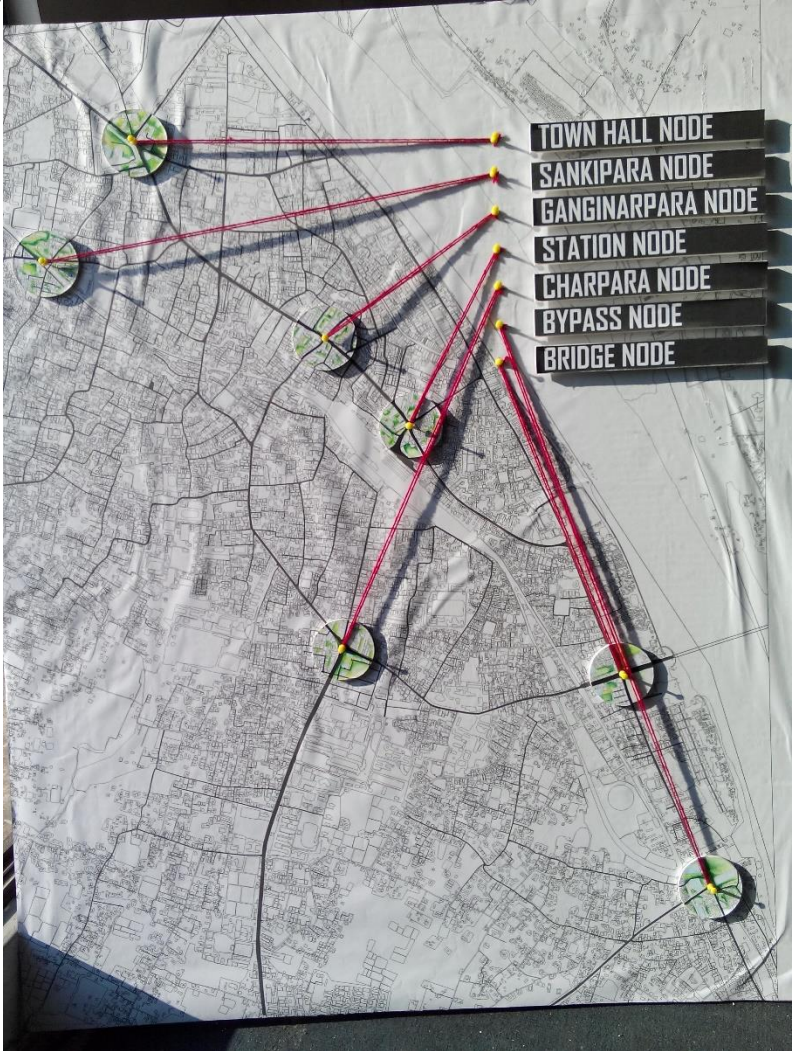




Survey findings presentation



Survey findings presentation



Project 06

**Amusement in a “Char” : Proposed
leisure and recreational facilities in
Mymensingh**

Project 06

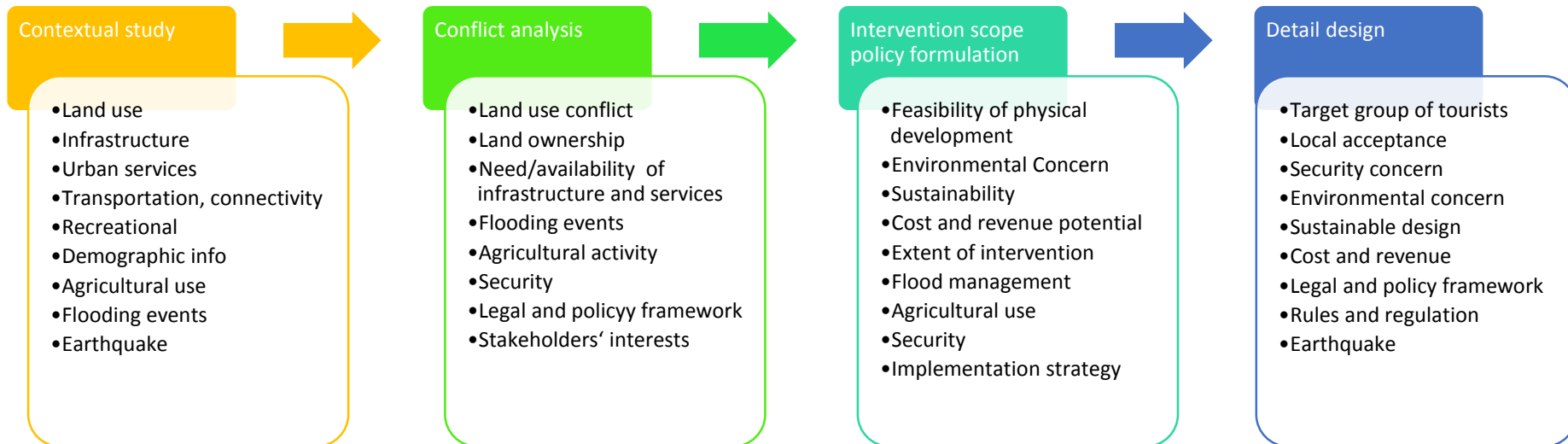
Amusement in a 'Char': Proposed Leisure and Recreational Facilities in Mymensingh

The project referred to as Amusement in 'Char' is perceived to design recreational facilities in the small islets, the 'Char' areas, on the Brahmaputra River flowing along Mymensingh. The river is the old tract of the once mighty river that changed the course due to earthquake in 1762 and now a seasonal flow. The islets recovered from the riverbed is known as 'char's. There are several char areas on both the upstream and downstream of the river along the city. These char areas are subjected to regular, which is almost an annual event, seasonal flooding by heavy monsoon rain and flashes from the Garo hills of Meghalaya in India. Periodic floods also deposit fresh alluvium replenishing the fertile soil. Thus flooding, agriculture, and agricultural practices and lifestyle of the people along the river are closely connected.

This project is considered to offer highly ambitious leisure and recreational activities. Amusement activities are be designed with priority for higher income people, provisions are to be created for mid income people where family fun will be provided. The project is to be considered as an entertainment and tourist centre where all class of peoples of all ages can feel a touch a gentle breeze and have fun and joy. This could be a wonderful combination of natural and manmade gift from the people of Mymensingh to the outside world. The proposed project will be an international standard with modern attraction amenities

& themes and its will be provided for having fun and joy. It will endeavour is to bring new ideas in the society and business and always look forward to devote itself for the cause of social uplift and thereby developing better human relationship as well as social bondage.. The Amusement project will definitely attract the peoples of all ages and will generate substantial amount of revenue, which further justify the huge market potential of the project. Furthermore, the project will cater the social need, create employment generation and new business opportunities, also attract the foreign tourists, and thereby earn valuable foreign exchange for the country as a whole.

Project 6: Amusement in a 'Char': Proposed Leisure and Recreational Facilities in Mymensingh

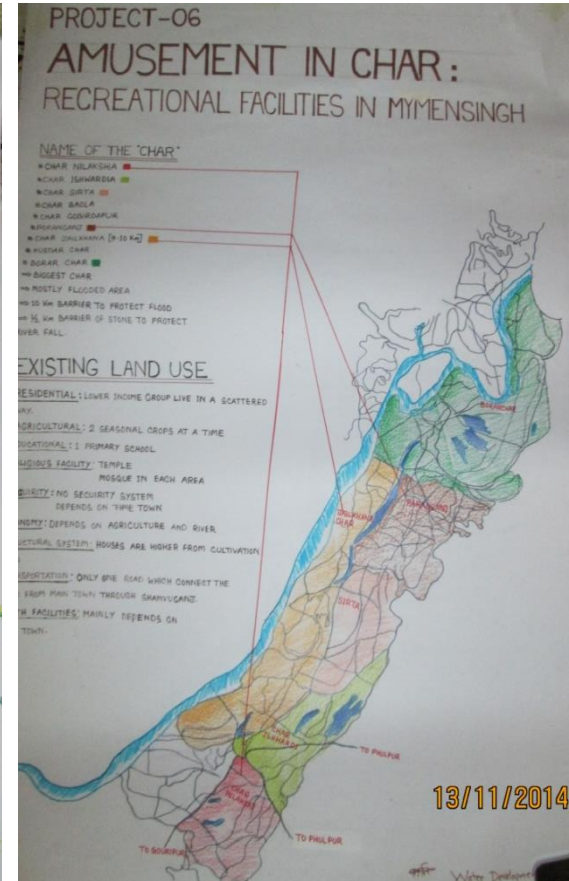
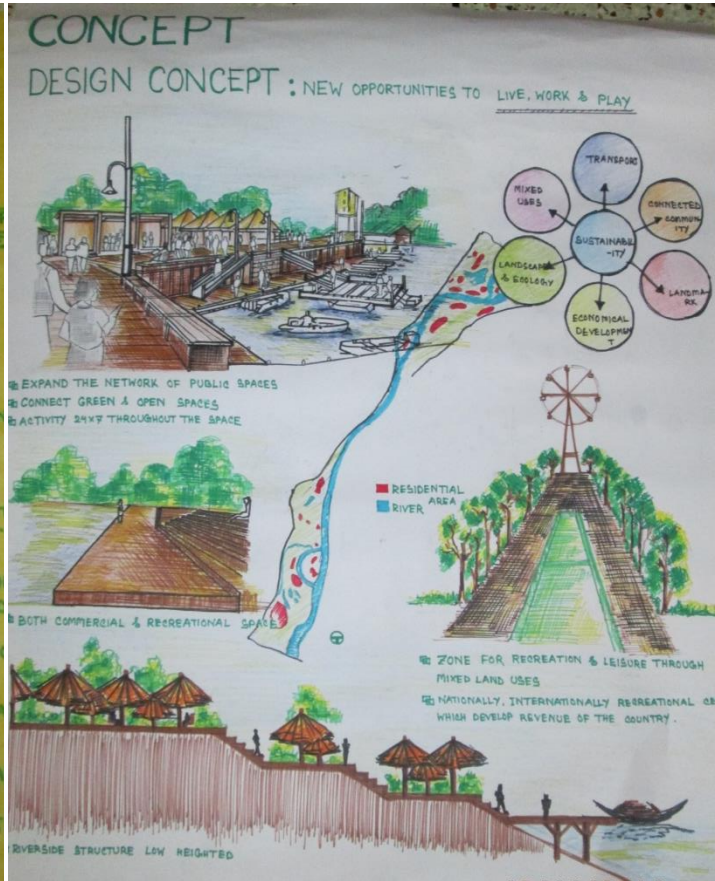
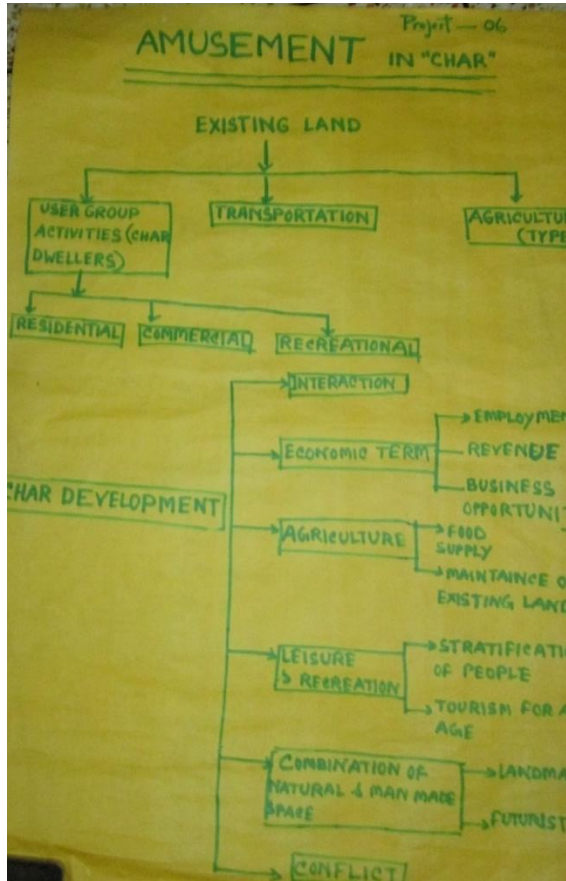


Project 06: Amusement in a “Char” : Proposed leisure and recreational facilities in Mymensingh Survey

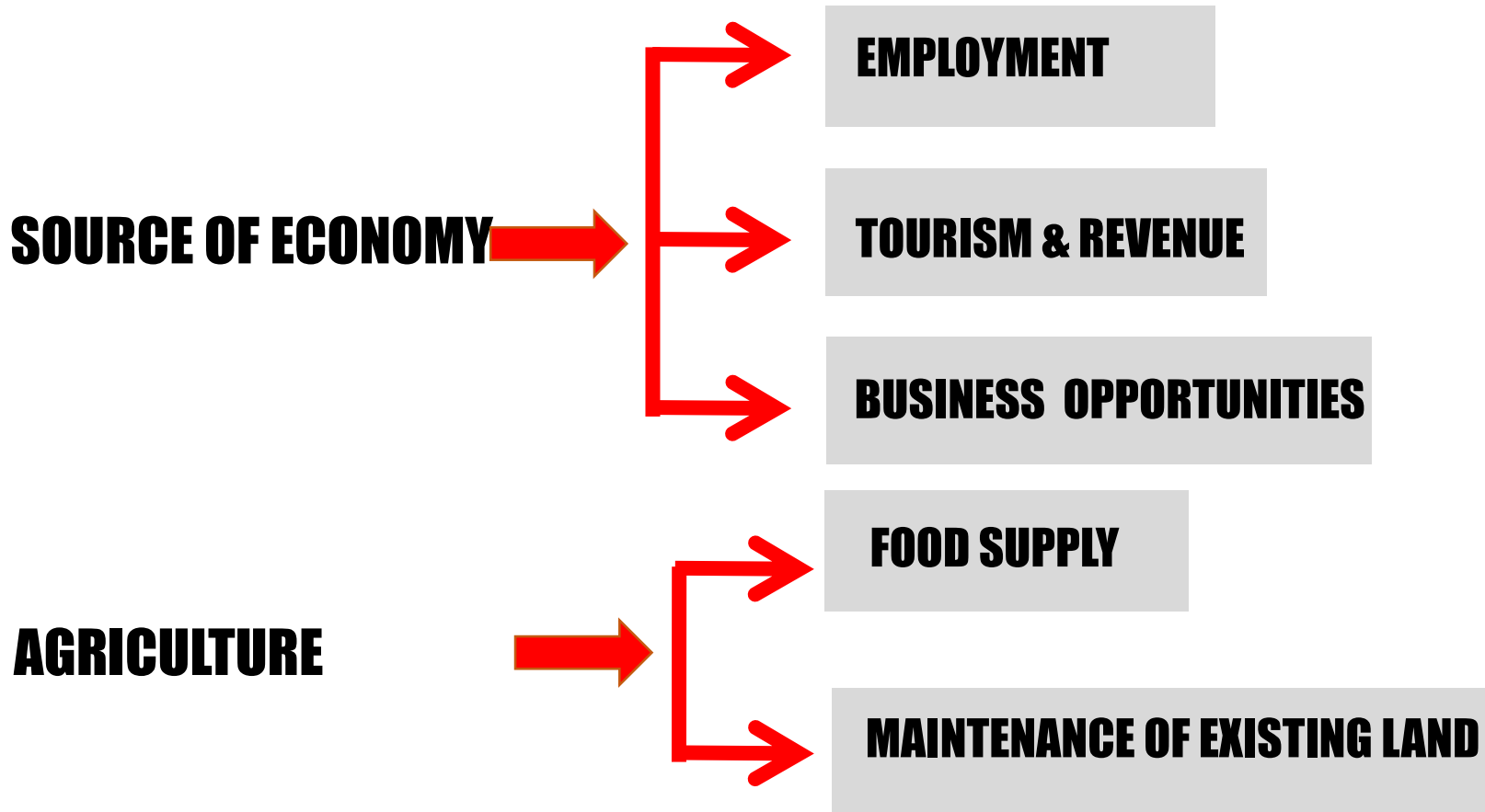


Char area
Surroundings

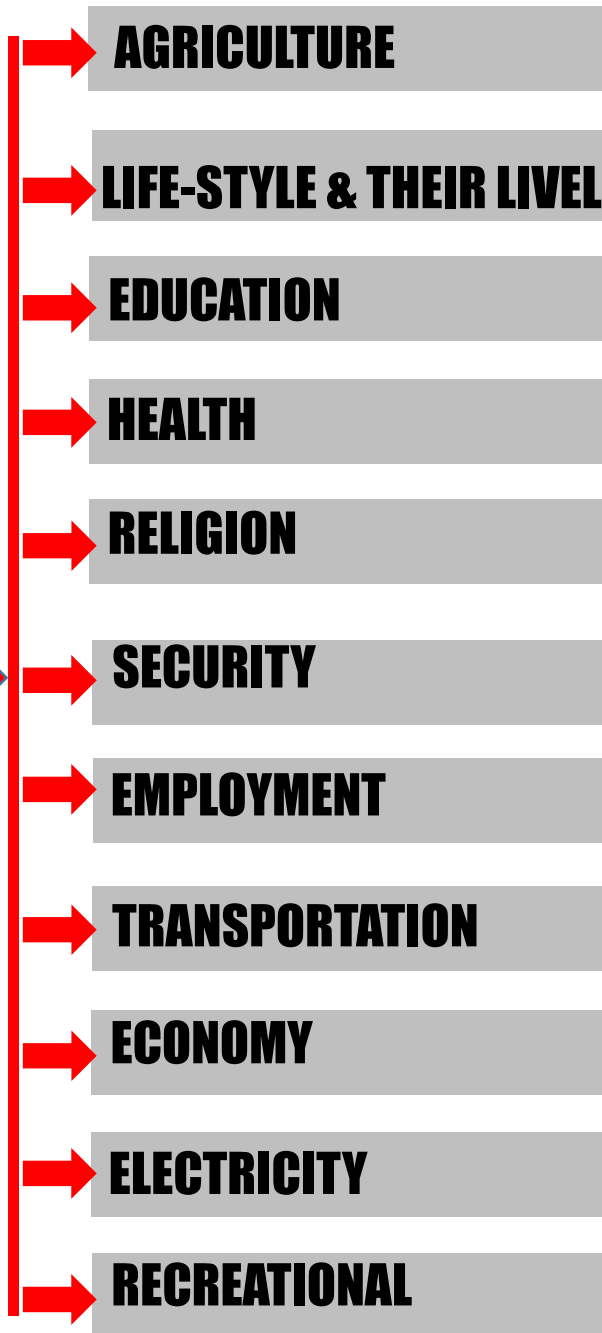




PURPOSE OF THE PROJECT



FINDINGS



AGRICULTURE

LIFE-STYLE & THEIR LIVELIHOOD

EDUCATION

HEALTH

RELIGION

SECURITY

EMPLOYMENT

TRANSPORTATION

ECONOMY

ELECTRICITY

RECREATIONAL

NAME OF THE CHAR

•BORAR CHAR

LARGEST CHAR
10 KM BARRIER TO PROTECT FLOOD
0.5 KM TO PROTECT RIVER FALL
MOSTLY FLOODED AREA

•CHAR JAILKHANA

LARGEST IN POPULATION DENSITY
9-10 KM IN LENGTH

•PORANGANJ

•CHAR BEGUNBARI

•CHAR BAULA

•KUSHTIAR CHAR

•CHAR NILAKSHIA

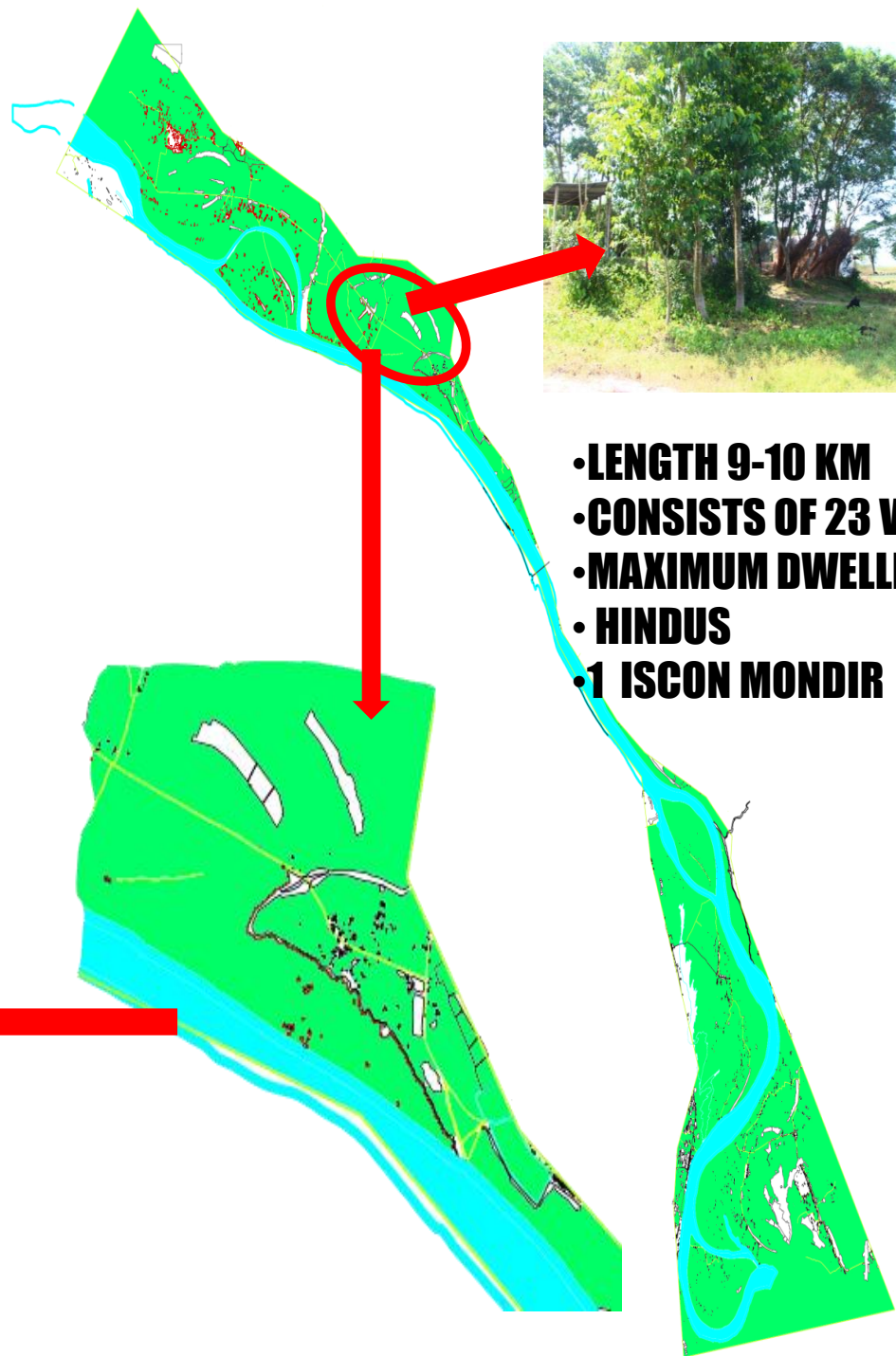
•CHAR ISHWARDIA

•CHAR SIRTA

DETAIL OF CHAR JAILKHANA

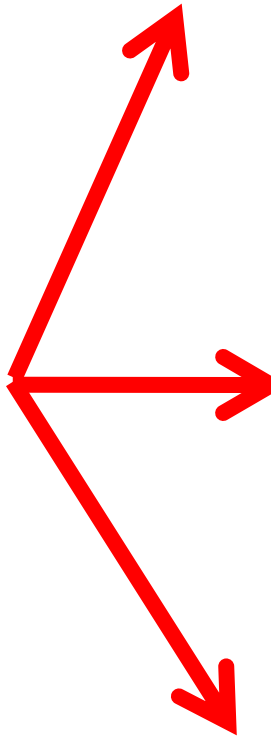
TOTAL LAND	3867.2700 ACRES
AGRICULTURAL LAND	700.3500 ACRES
RESIDENTIAL LAND	500.0000 ACRES
INHERITTED PROPERTI	781.3900 ACRES
GOVT. PROPERTI	100.0300 ACRES
RIVER	1748.8000 ACRES
ROAD	26.3000 ACRES
BAZAR	0
SCHOOL	1
COLLEGE	0
PARK	0

REFERRANCE: BHUMI JORIP OFFICE, MYMENSINGH



- **LENGTH 9-10 KM**
- **CONSISTS OF 23 VILLAGE**
- **MAXIMUM DWELLERS 10000**
- **HINDUS**
- **1 ISCON MONDIR**

AGRICULTURE



RELIGIOUS FACILITIES

- ➔ 1 ISCON MANDIR
- ➔ 1 MOSQUE IN EACH VILLAGE



STRUCTURE

- ➔ DIFFERENT LEVEL
- ➔ BASED ON POST



LIFE-STYLE

- ➔ LOWER INCOME PEOPLE
- ➔ HAVE DOMESTIC ANIMAL
- ➔ CONSERVATIVE



HEALTH

- ➔ DEPENDS ON TOWN

EDUCATION

- ➔ 1 PRIMARY SCHOOL
- ➔ ORGANIZED BY TEJE BROT HERS
- ➔ ALSO ACT AS DISASTER HOUSE

SECURITY

- ➔ DEPENDS ON MAIN TOWN

EMPLOYMENT

➔ **BOATMAN, FARMER, LABOURER**

ECONOMY

➔ **LARGELY DEPENDS ON AGRICULTURE**

➔ **DOMESTIC ANIMAL**

TRANSPORTATION

➔ **CONNECTING ROAD TO MAIN TOWN THROUGH SHAMVUGANJ**

➔ **USING CYCLE FOR INTER ROAD CONNECTION**

➔ **BY BOAT FROM TOWN TO CHAR**



RECREATIONAL FACILITIES

➔ **NOUKA BAICH**

➔ **BAISHAKHI MELA**

➔ **SHARER LORAI**



HAT

➔ **WEDNESDAY & SATURDAY
(JOY BANGLA BAZAR)
FRIDAY & MONDAY
(KHUCHRA BAZAR)**



CONFLICT



**FLOOD IS THE
MAIN
OBSTRUCTION**

**CHAR DWELLERS
REACTION WITH
OUR FUTURISTIC
PROGRAMME**

**THEIR CONCERN
ABOUT THEIR
BASIC NEED
RATHER THAN
TOURIST
RECREATIONAL
FACILITIES**

**CITY PEOPLE'S
PERCEPTION
AND VIEWS**

Project 07

**Reconsidering the 'BSCIC' industrial
estate & feasible alternative use**

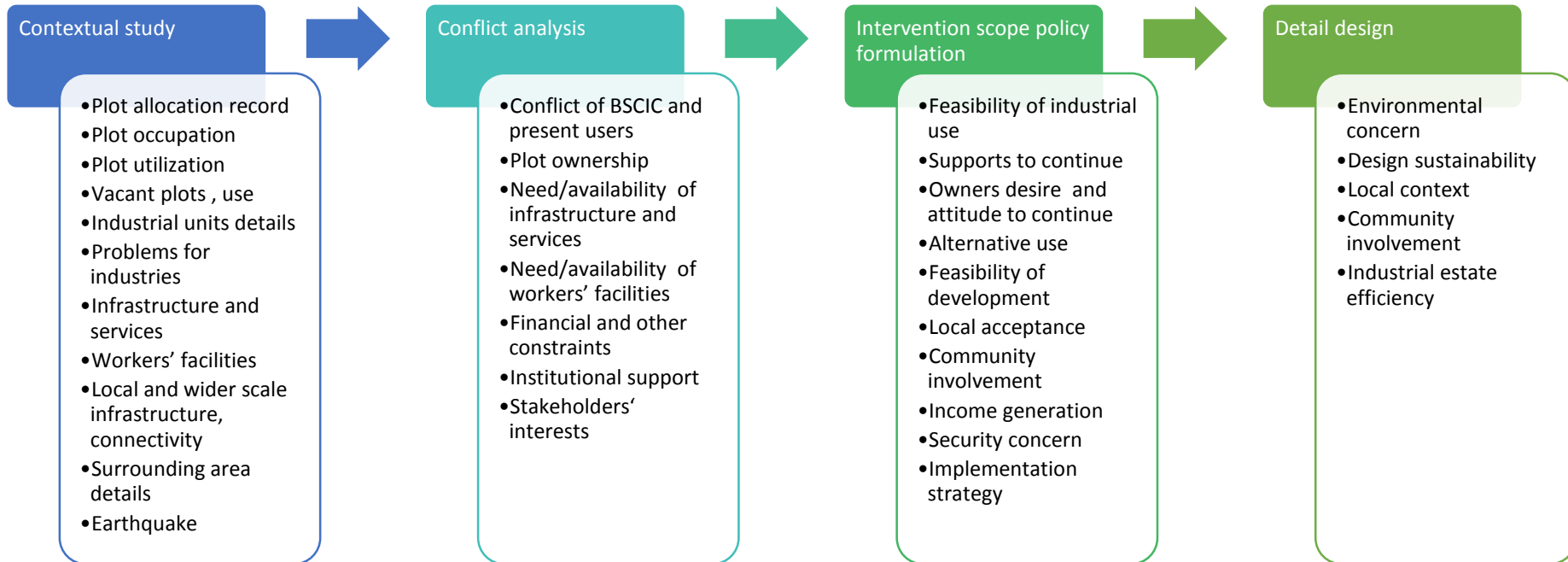
Project 07

Reconsidering the "BSCIC" Industrial Estate and Feasible Alternative Use

BSCIC Industrial Estate, Mymensingh was established on 1st September, 1968 in Maskanda, central Mymensingh. It had an area of 10.81 acres. In 1993 it was extended for more 9.62 acre. According to BSCIC website, 55 of total 60 plots are allotted and 36 units are on production in the older estate. In the extension area all 50 plots are allotted and 51 units are on production. However in reality the situation is different which is to be analyzed in this project.

This project seeks to understand the real situation of the industrial estate and identify the problems faced by the entrepreneurs. It studies each and every plot of the industrial estate in detail to record the land use, industrial operation, industrial type, available services for industrial use etc. and other issues in the wider scale such as facilities for workers, infrastructure and other services in the city and national scale etc. Then it analyses the existing problems and the prospect of running this industrial estate with possible assistance from the public sector. In case it appears that the intended industrial estate for SMCLs are not practical in the existing setting with possible public investment, then students are free to suggest viable alternative use of the area with necessary supporting arguments.

Project 7: Reconsidering the “BSCIC” Industrial Estate and Feasible Alternative Use



Reconsidering the 'BSCIC' industrial estate & feasible alternative use



Fig 1,2,3
Existing conditions of different factories in mymensing 'BSCIC'

Reconsidering the 'BSCIC' industrial estate & feasible alternative use

4



5



6



7



8



9

Fig 4,5,6,7,8,9
Existing conditions of different factories in mymensing 'BSCIC'

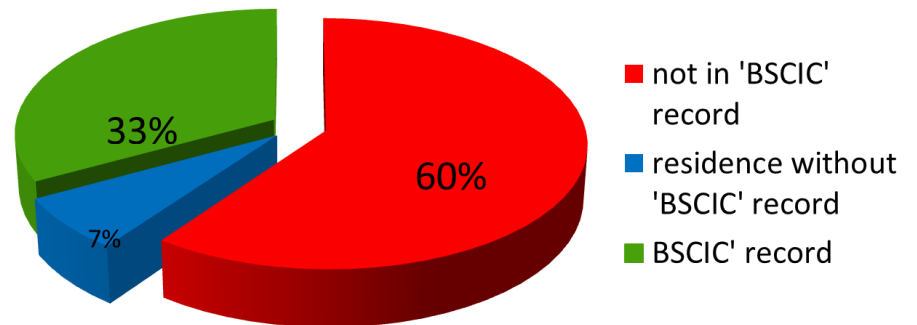
Presentation on Survey Findings

Plot allocation & use type in BSCIC record

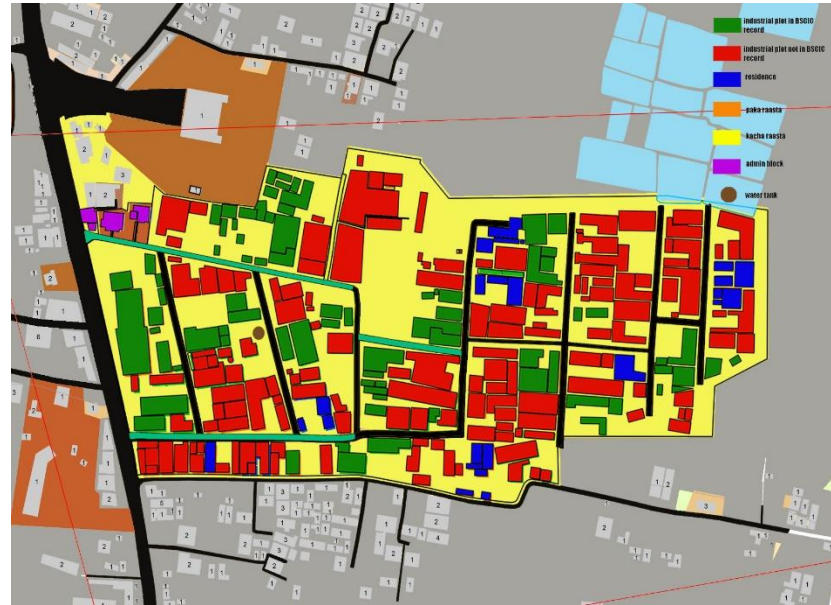
	old	Extension	Total
No. of Factories	39(60 Plots)	51 (50 Plots)	90(110 Plots)
Production In Produce	27 (36 Plots)	44(49 Plots)	71(85 Plots)
Handover In Progress	2 (3 Plots)	1	4(4 Plots)
Changing Industry Type	3 (3 Plots)	2	5 (5 Plots)
Issues With Bank	2(5 Plots)	2	4 (7 Plots)
Renovation	2 (4 Plots)	1	3 (5 Plots)
Under Construction	2 (5 Plota)		2(5 Plota)
Trial Production	1(3 Plots)		1(3 Plots)

Actual Scenario & Present Use Or Occupied Plots/Units

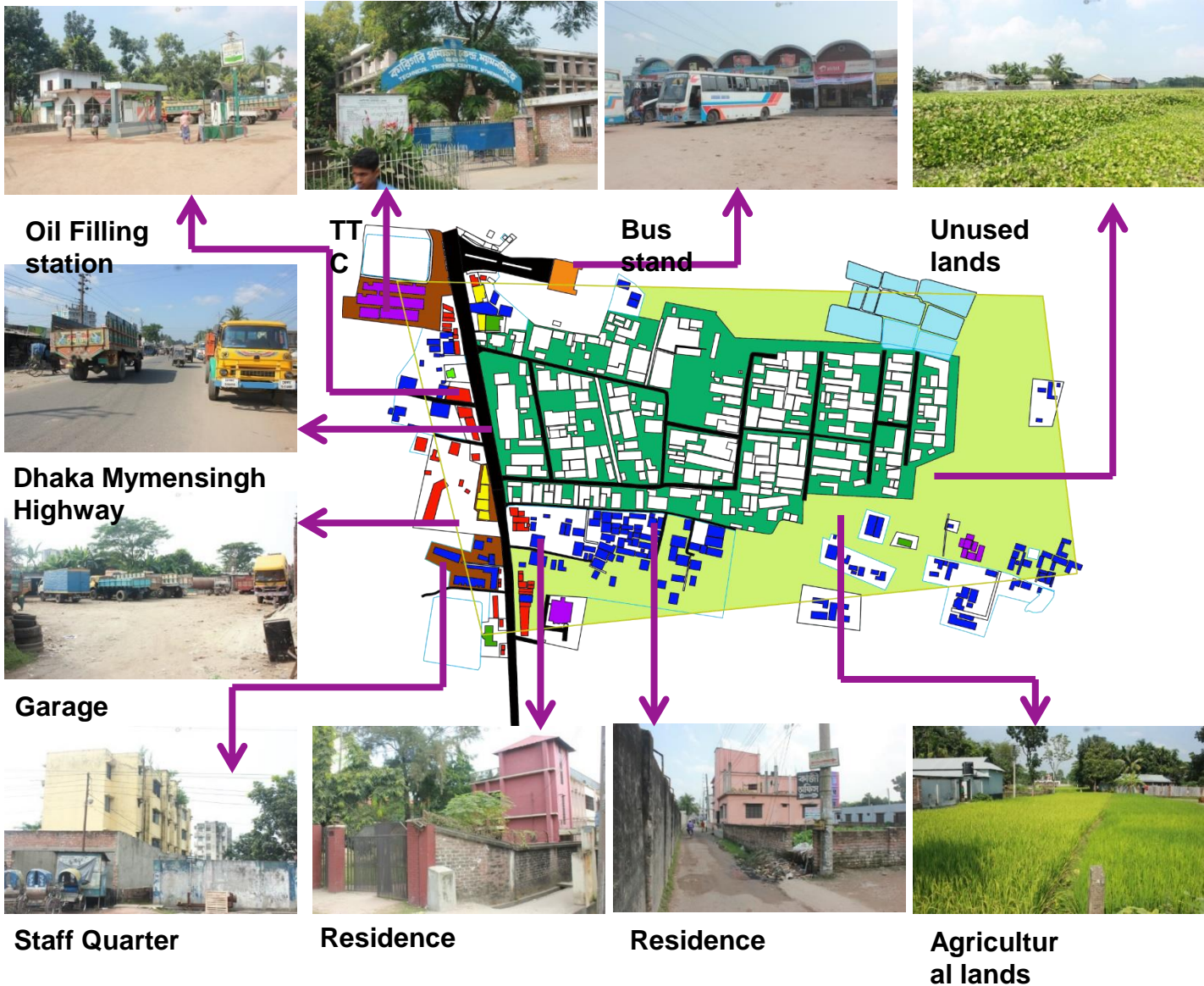
Total Plots	110
No. Of Factory	79
Closed Units	55
Running Units	27



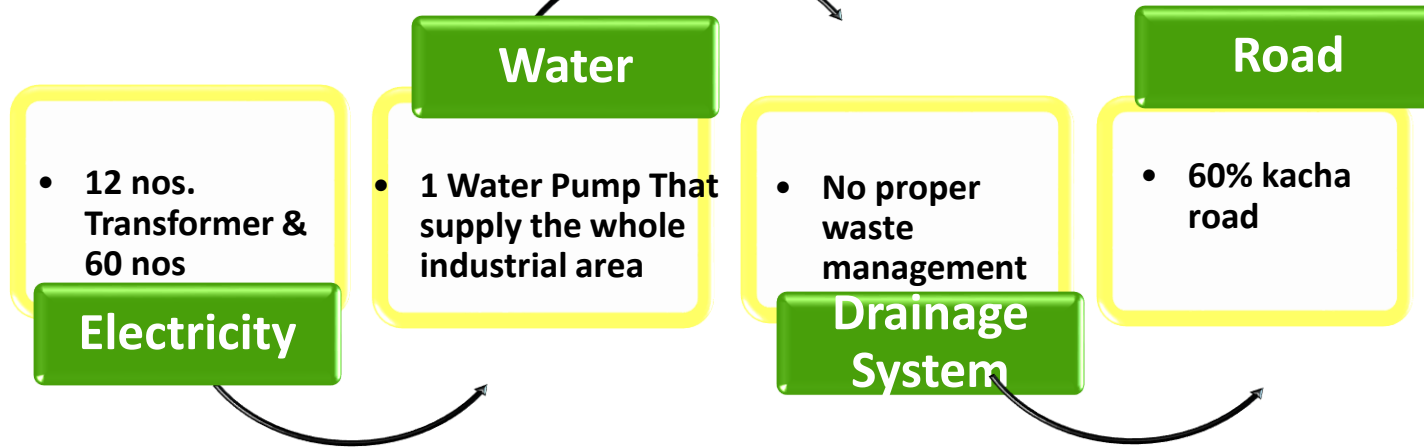
Presentation on Survey Findings



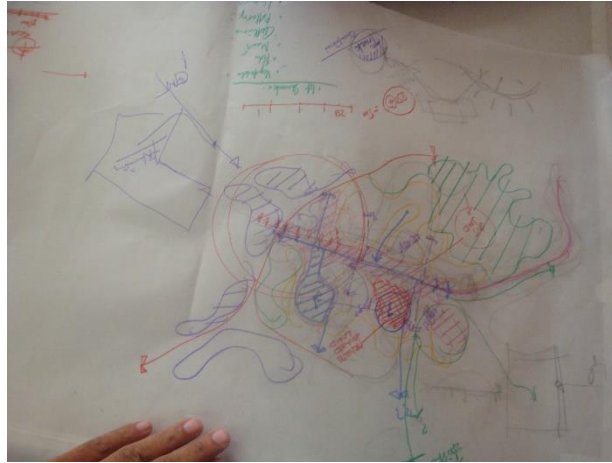
Analysis on Survey Findings



Analysis on Survey Findings



Analysis on Survey Findings



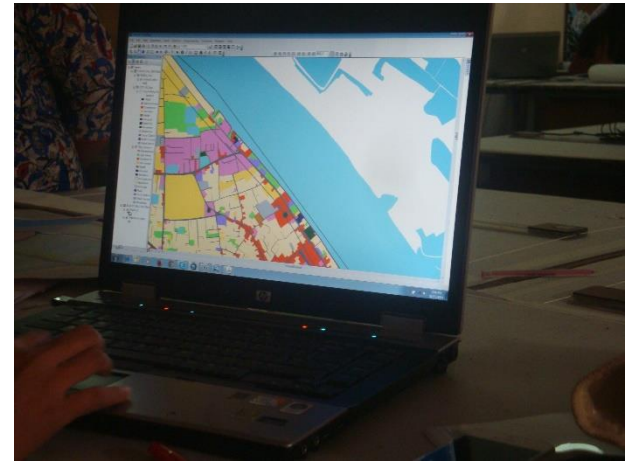
10



12



11



13

Fig 10,11,12,13
Class discussion on GIS based maps and sketches

Project 08

Open space adaptation in disaster management: designing recreational facilities and open spaces in Mymensingh City and their possible utilization in disaster management

Project 08

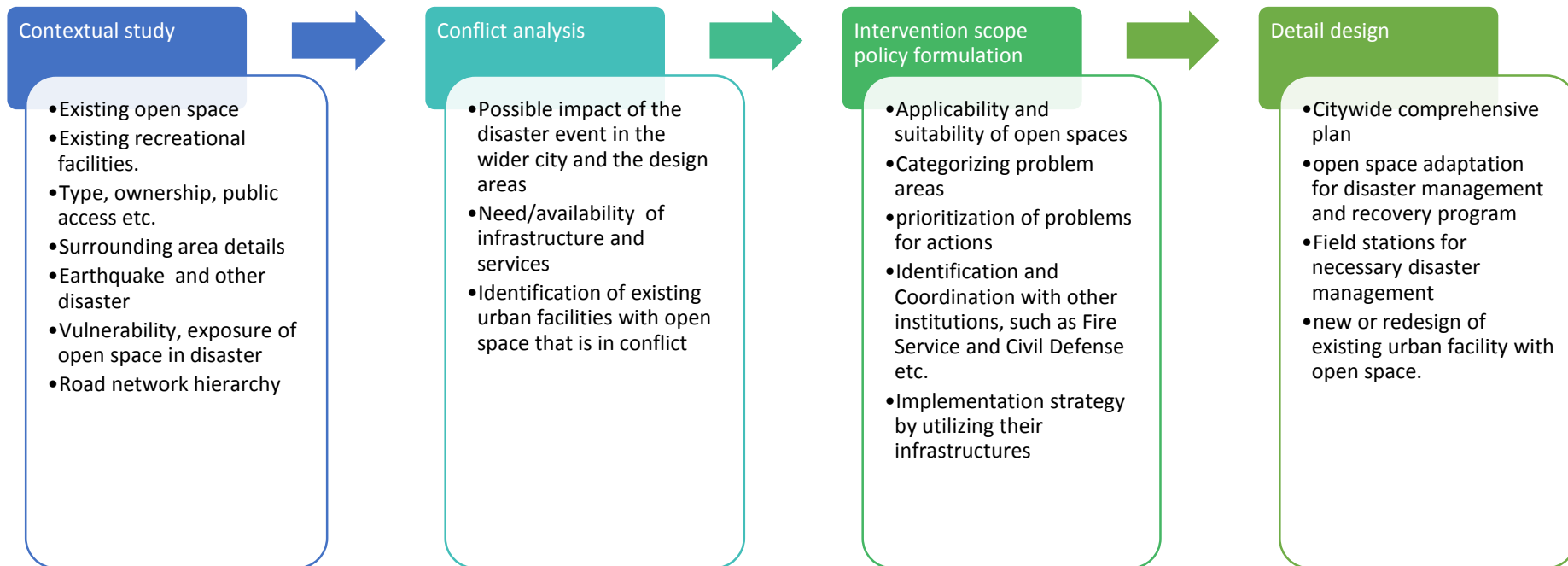
Open Space Adaptation in Disaster Management: Designing Recreational Facilities and Open Spaces in Mymensingh City and Their Possible Utilization in Disaster Management Program

Alongside various recreational and social use of open spaces, their importance in the disaster preparedness is increasingly being recognized. Open spaces are required to provide emergency and basic services on the aftermath of disasters. With the increasing demand for risk-sensitive land use planning urban open spaces are to be designed as a part of the comprehensive disaster management program.

Perhaps, the most important challenge a natural disaster, like earthquake, brings is the relocation of the displaced people and provide them emergency services. Particularly in our cities, where quality of buildings lack necessary measures to minimize the effects of a disaster and limited open space are available in the urban areas, caring millions of helpless people exerts a huge challenge for the government and other agencies concerned. Alongside casualties and structural collapses, an earthquake results in millions of homeless people. The challenge to care for them requires space for emergency shelter relocation, temporary hospitals, storage of relief materials, field stations to operate and manage rescue and relief functions etc. On this background, this project aims to utilize the potential of urban open spaces in the city of Mymensingh for post disaster management with particular, but on only, emphasis to earthquake.

The outcome is expected to be a comprehensive plan for disaster, earthquake for example, preparedness and management scheme with a network of open spaces with necessary infrastructures distributed around the city and the connectivity of the entire network with Dhaka as well as neighboring districts.

Project 8: Open Space Adaptation in Disaster Management: Designing Recreational Facilities and Open Spaces in Mymensingh City and Their Possible Utilization in Disaster Management Program



Project 08: Open space adaptation in disaster management: designing recreational facilities and open spaces in Mymensingh City and their possible utilization in disaster management

Survey



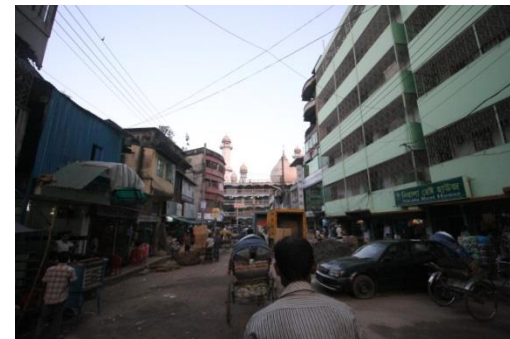
Open space in Ananda Mohan College



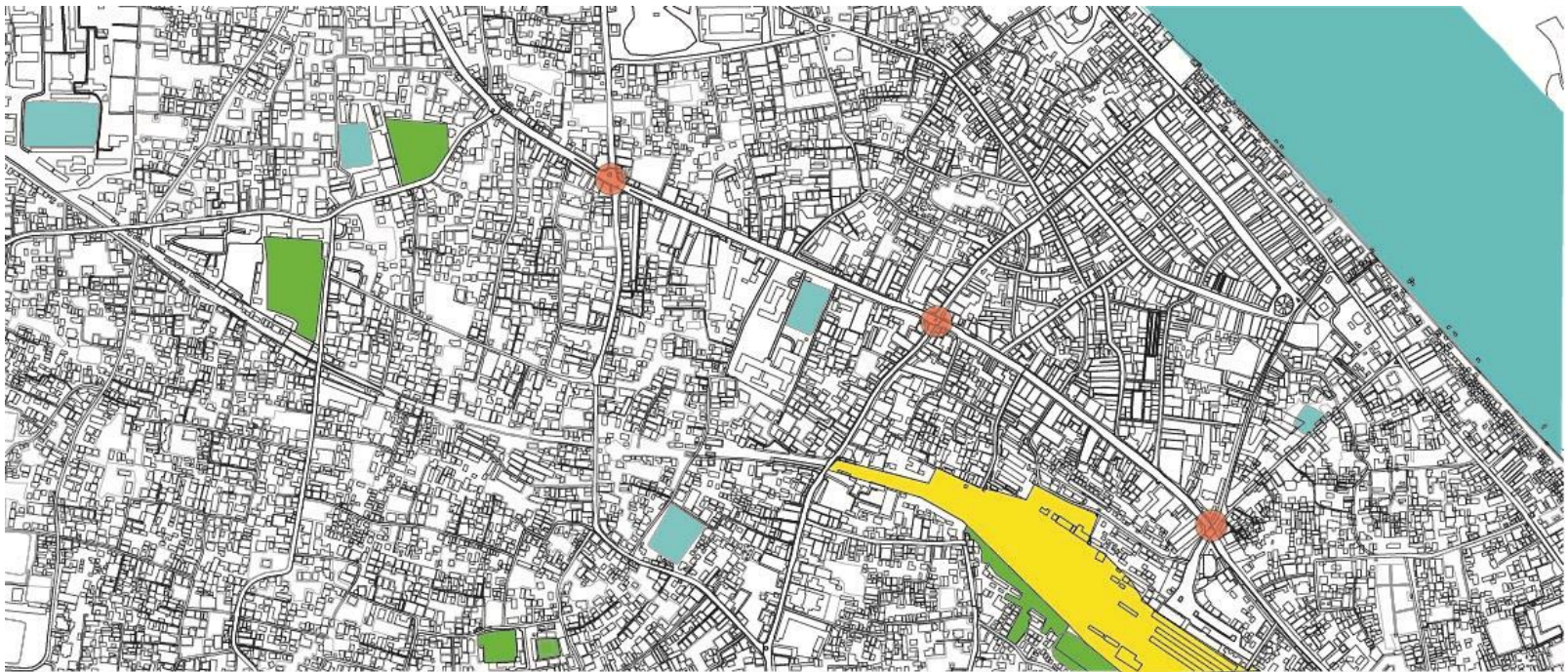
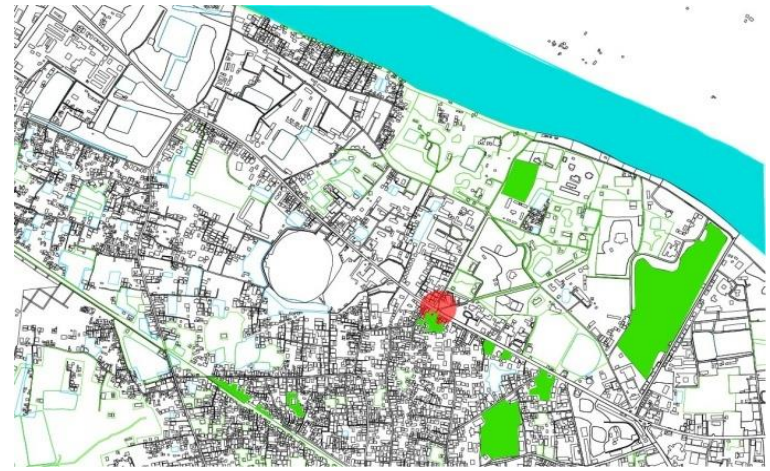
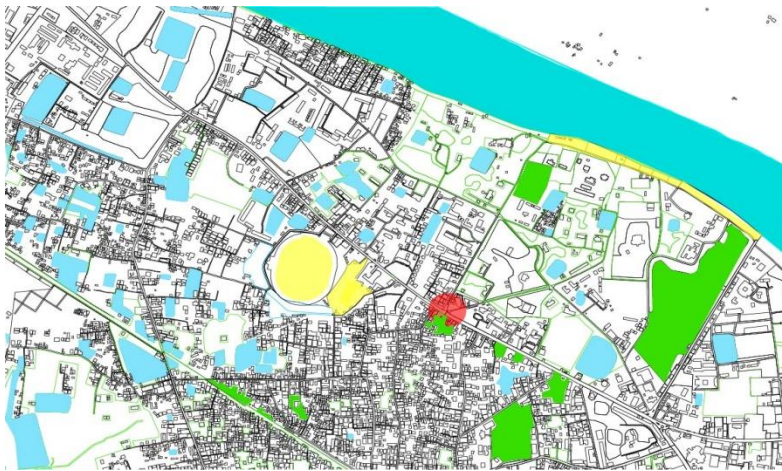


Open space and water bodies of Mymensingh city

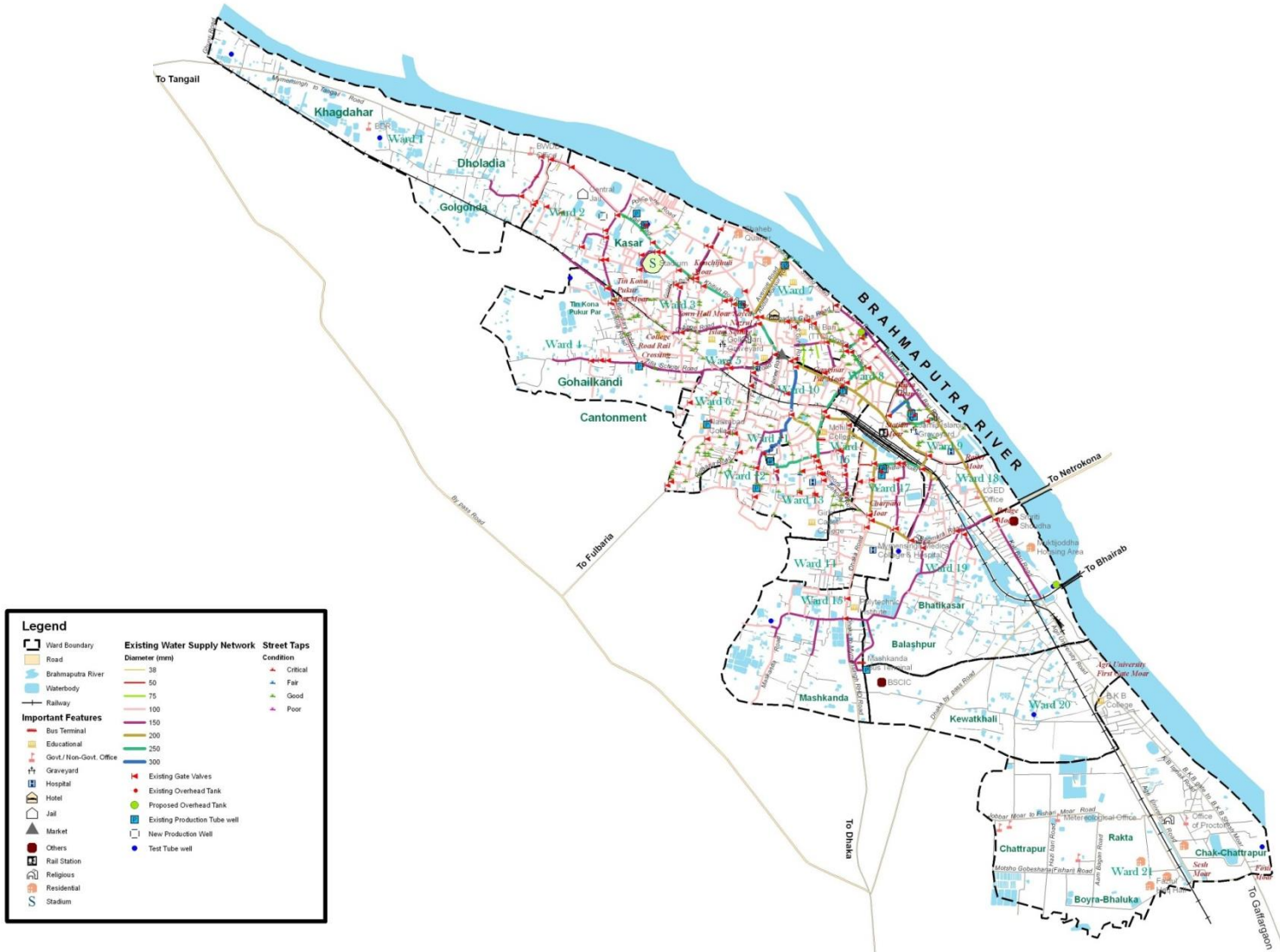
Road network of Mymensingh city



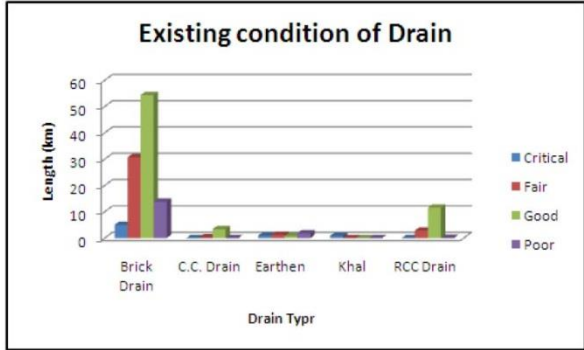
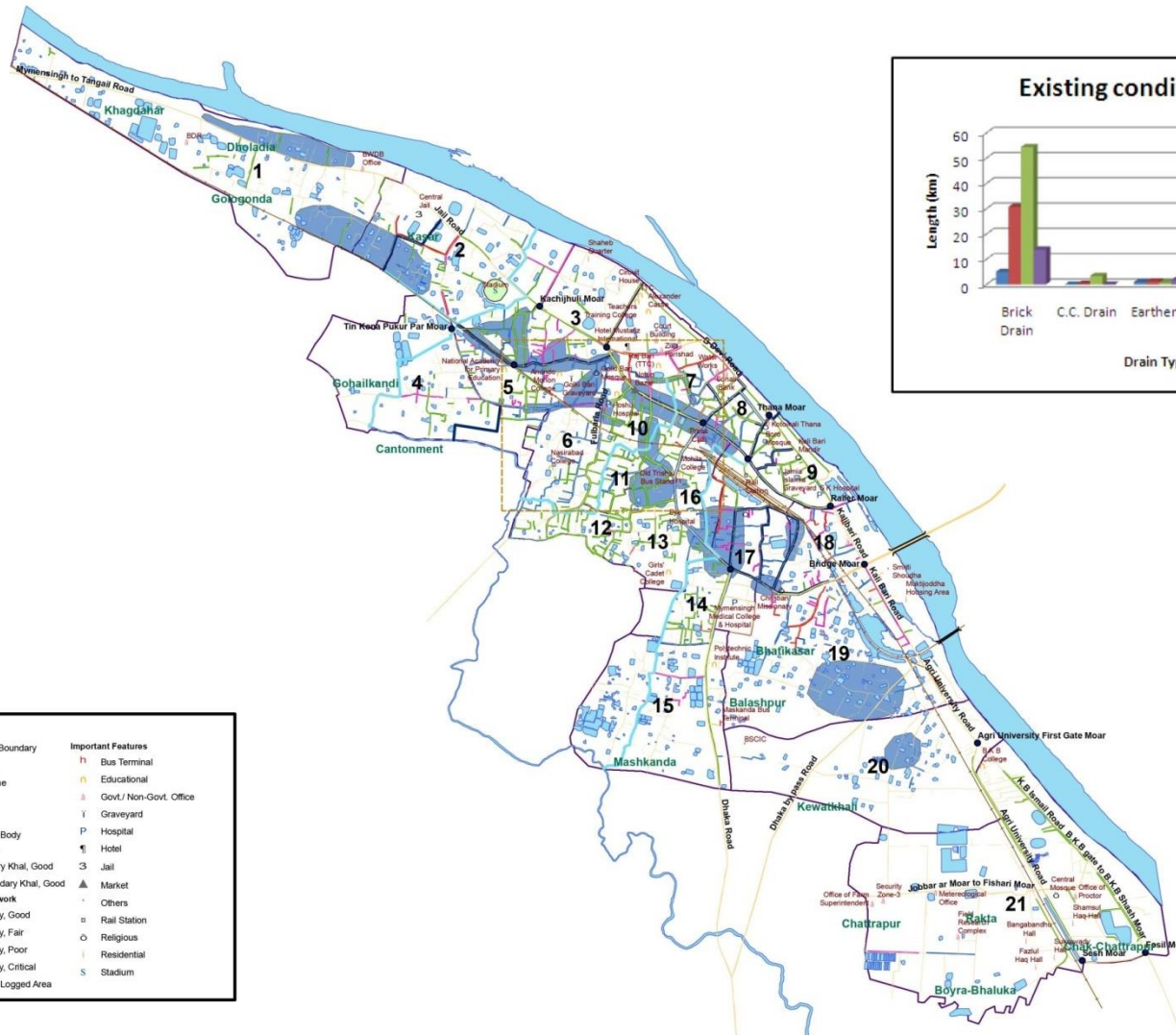
Survey findings and analysis (Date 01.11.2014)



Water supply map



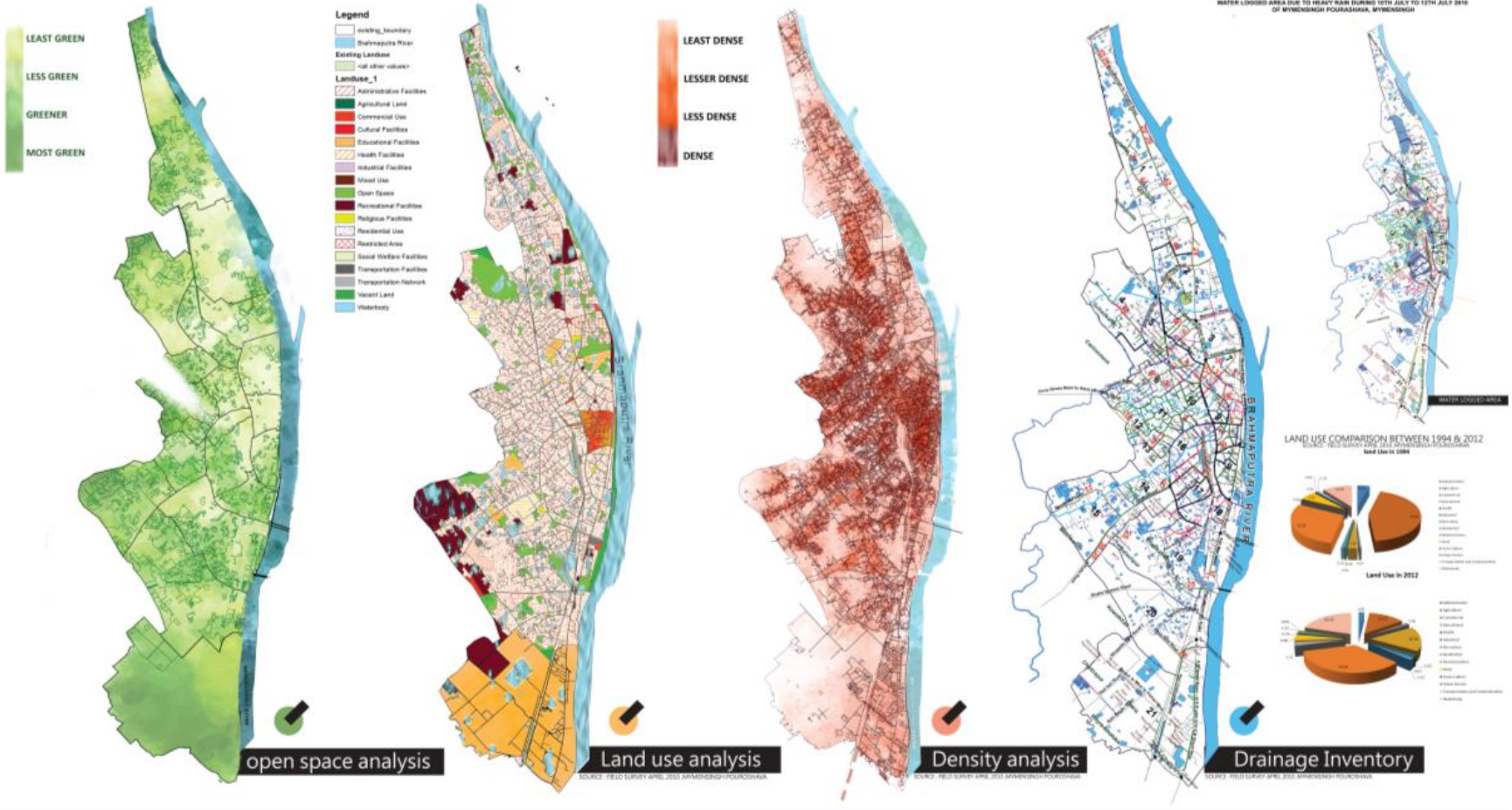
Water clogging map



Field Survey, April 2010



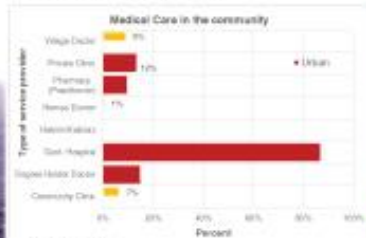
Survey findings and analysis (Date 08.11.2014)



Survey findings and analysis (Date 08.11.2014)



MEDICAL SERVICE PROVIDER



#Govt. hospital meets the most of local demand
#Private clinic does a little

SOURCE OF WATER SUPPLY

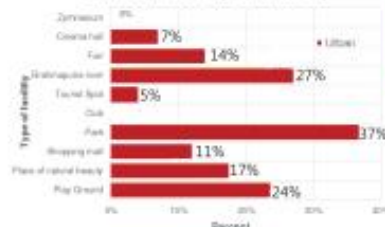
Name of sources	Urban HH
Pipe Line Supply	50%
Common Tube-well	39%
Khal/ River	9%
Others	1%
Total	100%

Waste disposal system

Waste disposal/dumping place	Urban HH
Khal/ River	4%
Outside the House	24%
Dustbin	40%
Collect from HH by association	26%
Hole of Soil (pit)	3%
Others	3%
Total	100%



Sources of leisure facility of the community



Source: Urbanism/Urbanization

Topography and Natural Features

Land surface of whole of zila lying on both sides of the Brahmaputra river from Gara-Hill to Bharab bazaar is higher than the rest of the area.
Soils of the zila are dominated by the oldest Brahmaputra Flood Plain of the Ghatal soil association in the form of silty clay.
58.66 percent of the soil of the zila is doash, 24.87 percent is etel, 12.37 percent is bele and the rest are kankar and others.

Disaster information

Waterlogging is common but severe in urban area #
Earthquake has felt in urban area #
Cyclone and flood are not very common in both urban and rural areas



**THINK URBANISM
NOT URBANIZATION**



CONCEPTUAL SKETCHES & GRAPHICS



CONCEPTUAL SKETCHES & GRAPHICS
WIDER SIDEWAY / FOOTPATH



CONCEPTUAL SKETCHES & GRAPHICS