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MINISTRY OF MEGAPOLIS & WESTERN DEVELOPMENT
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5. Planning Capital City's Future

5.1 The Vision

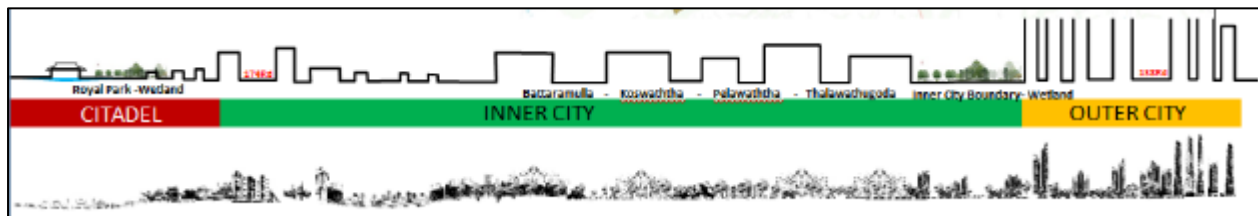
“Diadem Sovereign Sri Lanka”

5.1.1 Vision Statement

“Rejuvenation of the Past glory of the Wetland City”

As a result of the foreign invasions in Ceylon, the citadel of Kotte became a ruined city covered with wilderness. Specially during the British era, Colombo was used as the prominent city for almost every matter. This practice was followed even after the independence until the government of that period proposed Sri Jayawardhanapura Kotte as the Administrative Capital of the country. However, it is a fact to be accepted that, up to this day, Sri Jayawardhanapura Kotte has not succeeded in conveying a strong sense of pride and image.

The vision of the capital city plan is to recreate the forgone magnificent citadel identity back again on the current administrative capital and instill the sense of pride and healthy image of the city in the dwellers and users along with strong emphasis on an environmental baseline which will not be compromised during the implementation.



5.1.2 The Capital City Plan's Outlook on Vision Statement

When tackling the issue of urban planning in Sri Lanka, the absence of a national level capital city vision arose as a major concern. Hence, the need for such was addressed through 'The Capital City Plan'. The formation of imagined capital city on real ground is elaborated on the view of a planner through the vision and vision statement to convey the image and sense of the capital city to be fabricated to create general public consensus.

‘Rejuvenation’ can be described as a comprehensive and integrated vision and action that enables the resolution of urban problems, which seeks to bring about a lasting improvement in the economic, physical, social and environmental conditions of a degraded area.

In this perspective, “Rejuvenation” tends to achieve the goals, which are to: create a befitting city with aesthetically decent environment worthy of emulation, facilitate urban growth and improve standard of living with modern amenities.

During the reign of Parakrama Bahu VI, Kotte was treated as the National Capital of Sri Lanka. This king brought the country under one rule during his time. Buddhism, Sinhala Culture and the country developed rapidly and attained its zenith of glory during his period. ‘The Capital City Plan’ emphasizes the need of creating the pride **‘Past Glory’** by rejuvenating the power pillars including legislature, executive, and judiciary within the capital city. It further expresses the effort taken to replicate the historical city structure uniquely in the capital with the natural wetland feature.

‘Wetlands’ are dynamic aquatic ecosystems found all over the world. It is an area of land that is saturated with water either permanently or seasonally. Wetlands can be freshwater, brackish (partly salty), or saline (very salty). The vision statement in ‘The Capital City Plan’ emphasizes the key environmental component through the term **‘Wetland City’** as the area is mainly covered with wetlands compared to other green space. Hence, the attempt is to highlight and strengthen a positive relationship with this valuable ecosystem while promoting conservation and wise use to achieve sustainable socio-economic benefits.

5.1.3 The Well-known Capital City

‘The Capital City Plan’ is different to those that have gone before it. It is more ambitious and focused than any previous plans. Hence, the implication of it will offer a unique experience to the dwellers and rest of the world. Therefore the capital city will be synonymous for the country as a whole. The name of the capital ‘Sri Jayawardhanapura Kotte’ will represent and symbolize the successful formation of the nation. Accordingly, the vision is underpinned by three sustainable development goals including smart objectives.

5.2 Strategic Approach

To fulfill the vision, three strategic goals are introduced. Each strategic goal involves realistic objectives that touch the urban life style daily.

The success of defined goals is dependent on each other. For instance, a strong, safe and healthy city relies on successful urban management, economic development, management of natural areas and awareness and resilience to natural hazards and climate change. Accordingly, 'The Capital City Plan' has derived three goals to achieve its ultimate vision.

Strategic Approach 1:

The Ambience of a Capital City with a unique Identity and Inherited Character



The capital city of Sri Lanka is blessed with valuable archeological sites in the immediate surroundings such as the Kotte Raja Maha Viharaya, Kaduwela – Kothalawala Sankapitiya Viharaya, Koratota Raja Maha Vihara, Athulkotte Alakeshwara Ruins etc. Sri Jayawardhanapura Kotte also testifies about the great kingdom city which existed back in the history. Hence, it is sensible to create the 'Ambience' on this land back again. This will enhance the character of the administrative capital with all the qualities it has that make it distinct from other cities. 'The Capital City Plan' will help create a modern image of the city that will blend well with the existing image. The heritage and modern elements together tie up to create an interesting dynamic that in turn helps to create a unique identity and inherited character of the city.

Strategic Approach 2:

The Experience of a City bloomed in a Chain of Wetlands



The inherent strength of 'The Capital City' lies on its prevailing green environment. The existence of the green and blue character including Kotte Marsh, Diyatha Marsh, Kolonnawa Marsh, Thalangama Marsh, Kelani River, Diyawanna Oya give the city, the opportunity to be developed as a unique Green

city. It is very important that this potential is used to the fullest. This will go a long way in helping to create a sense of place and ownership for the people to voluntarily work towards maintaining this valuable asset of the city. 'The Capital City Plan' has recognized a strategic approach to open up the eco system in the area to bloom the city with green and blue feature.

Strategic Approach 3:

A Place that Prospers with Smooth and Efficient Urban Systems and Smart Urban Facilities



'The Capital City' plays an extremely important role as the prime service provider of the country. In the future, it shall step forward and perform vibrantly as the destination of choice amongst international and local investors and enterprise. It will enhance the cluster based local economy and strengthen the economic base of the city by creating the necessary space for the potential workforce. 'The Capital City' shall contain an urban environment that feels smooth, polished and perfect with well-designed public spaces, convenient transport modes and well-maintained, clean and safe social and physical infrastructure.

5.3 Objectives of the Capital City Plan

Strategic Approach 1-

The Ambience of a Capital City with a unique Identity and Inherited Character

- **Objective 1.1** -To physically establish the elements of *tias politica* principle model within the identified main axial line by 2030
- **Objective 1.2** -To create a center within 1.5 km radius from the Parliament area which will be branded as "Citadel" by 2030
- **Objective 1.3** -To establish transitional capital hierarchy as citadel, Inner City and Outer City through landscape and an Urban Design approach by 2030

Strategic Approach 2-

The experience of a city bloomed in a chain of wetlands

- **Objective 2.1** -To conserve 100% wetland ecosystem for the environmental stability by 2030
- **Objective 2.2** -To create the hierarchical enclosure, through the wetlands by 2030
- **Objective 2.3** -To open up the wetlands, to achieve the 100% open space demand while increasing the real estate Value by 2030

Strategic Approach 3-

A place that prospers with smooth and efficient urban systems and smart urban facilities

- **Objective 3.1** -To increase efficiency of interaction of commercial activities by clustering of economic space by 2030.
- **Objective 3.2** -To network modern transport system for capital city efficiency by 2030
- **Objective 3.3** -To upgrade the physical infrastructure facilities up to 100% excluding sewerage for the improvement of quality urban living by 2030

6. SWOT Analysis

SA 1: The Ambience of a Capital City with a unique Identity and Inherited Character

Strategic Approach 1 - Strengths

1. Location of the Parliament within the planning area

The Parliament generates great identity to the capital city. It plays a vital role as the country's ceremonial center and preserves the country's global identity.

2. Location of the Parliament Building in line with the Kelani temple.

A capital city is designed with proper concern on design principles. As for the well-known Sri Lankan Architect Geoffrey Bawa's design, the parliament is formed on the axis which falls align to the Kelani temple.



Figure 6.1 Axel Line of the Capital City Plan

3. Currently practiced regulations to control the height level within 1.5 km radius around the Parliament.

The optimum building height regulation practiced within the area helps to preserve the perceived character of the parliament area. (Annex: Visibility Analysis)

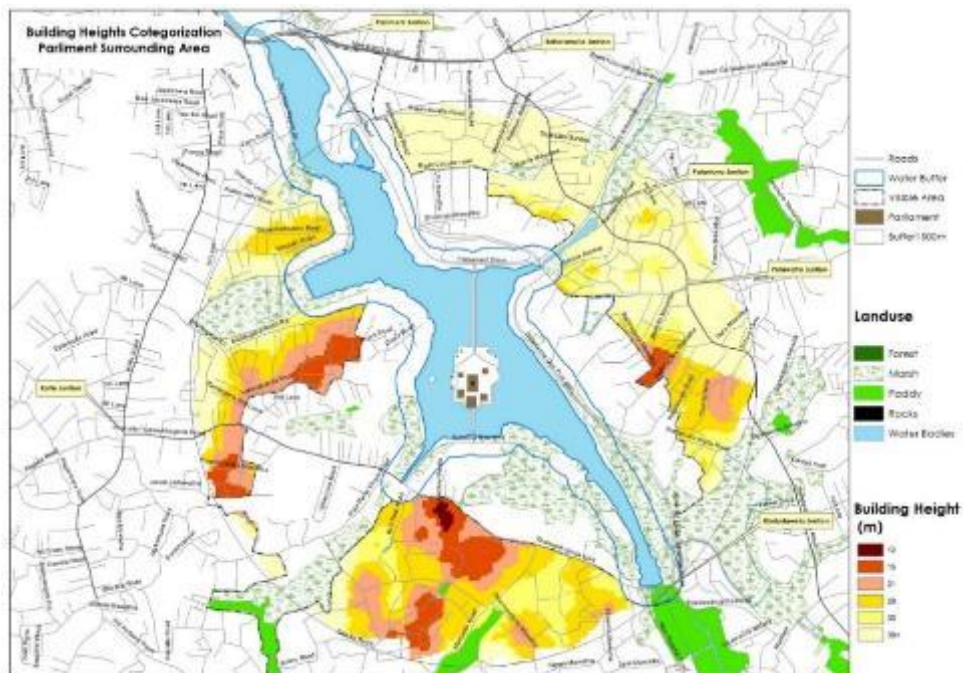


Figure 6.2 Building Heights Categorization - Parliament Surrounding Area

4. Location of 25% National Level Government and Semi Government Institutions within the Planning area.

57 central government Institutions and 42 Semi government institutions are currently established within an area of 170 hectares which is and 1.04% of the total planning area. These institutions provide ample support to hold the ‘Administrative Character’ of the area.

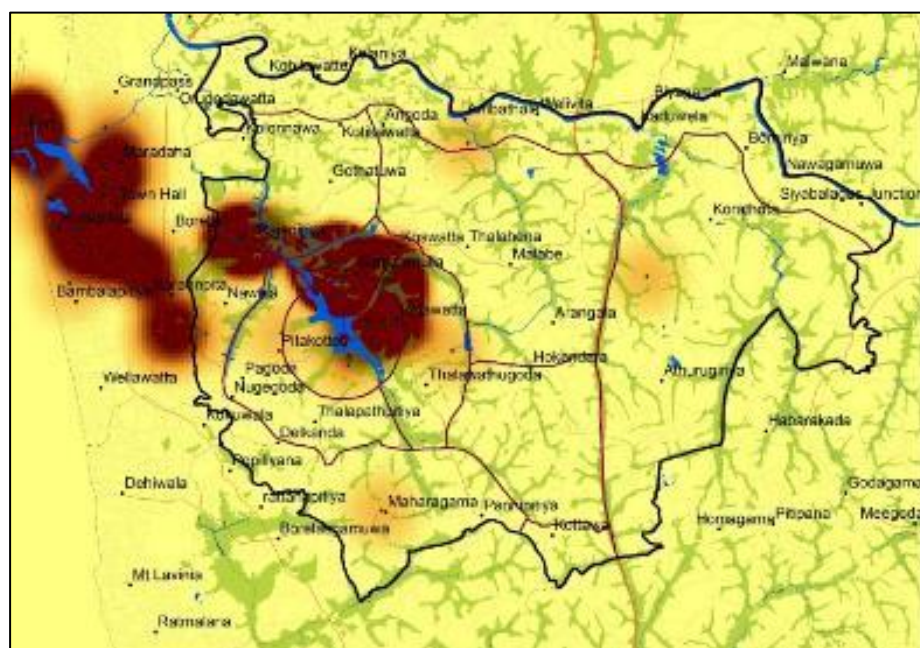


Figure 6.3 Distribution of National Level Government and Semi Government Institutions

5. Coverage of 20.48% of Wetland Ecosystem which can develop as landscapes

The natural Wetland feature is the most exceptional character of the Capital City planning area. It upholds the Capital City among the other capital cities in the world.

6. Existence of Historical Kotte Kingdom Archeological sites

The Capital City is well-known for the inherited historical value it holds. Especially the proposed citadel area which holds the ruins of the Rampart wall, Alakeshwara Ruins, Angampitiya Ground, Wehera Kanda, Outer Canal, Ambalama and Tunnel enriches the unique character of the Citadel Area.

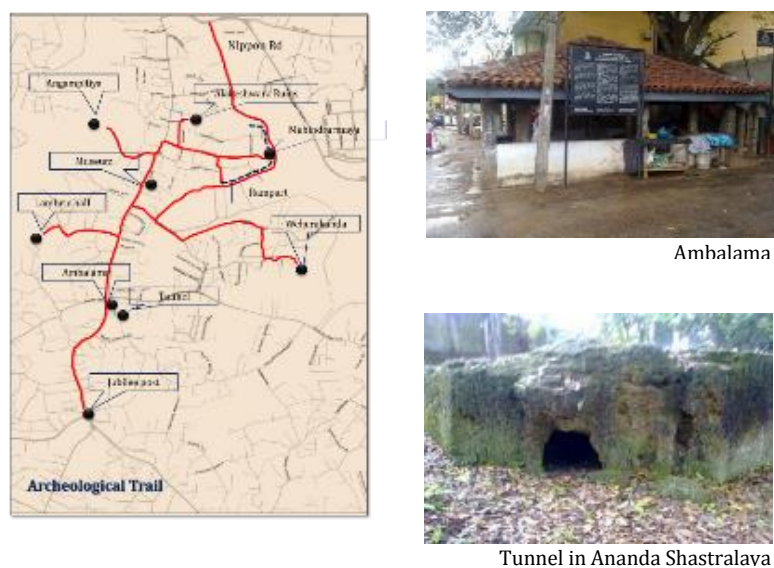


Figure 6.4 Kotte Archeological Sites

Strategic Approach 1 – Weaknesses

1. Low Sensibility of Sri Jayawardhanapura Kotte area as the Capital City and low influential changes taken place along the past years.

According to survey results carried out by the Urban Development Authority, the respondents had mentioned that the Parliament building is the only iconic building which emphasizes the capital city character of Sri Jayawardhanapura Kotte.



2. Strategic Points on axial line is densified with active urban functional activities.

When the hypothetical axial from the Parliament to Kelaniya temple is considered, it is recognized that the area is densified with commercial and administrative activities.

3. Seven sites identified as underserved settlements in the Planning area.

Two sites of the seven underserved settlements are located within the ‘Citadel’ and ‘Inner City’. This incident could right away affect the ‘Character’ of the Capital City.

Identified Location	Land Ownership	No. of Houses
Obesekarapura (Arunodhya Mw)	KMC Land & Private	668-700
Kinda Ela Reservation	SLLRDC Land	To be Identified
Bnadaranayakepura	Private	To be Identified
Maligawa Road	UDA Land	60
Baddagana Road	SLLRDC Land	17
Kittampahauwa Canal Reservation (Perera Mw)	SLLRDC Land	7-10
Kelaniweli Reservation	CGR Land	144

Source: GN office data of Sri Jayawardhanapura Kotte MC, Filed Survey and Observation

Table 6.1 Underserved Settlements in the planning area

4. Less consideration for Remaining archeological sites

The remaining archeological sites in the current capital city area are given a very low consideration. As a result, some dwellers have overtaken the historical ruins for their personal use. These incidents have dimidiated the conservation of this valuable city.



Figure 6.5 Remaining Archeological Sites

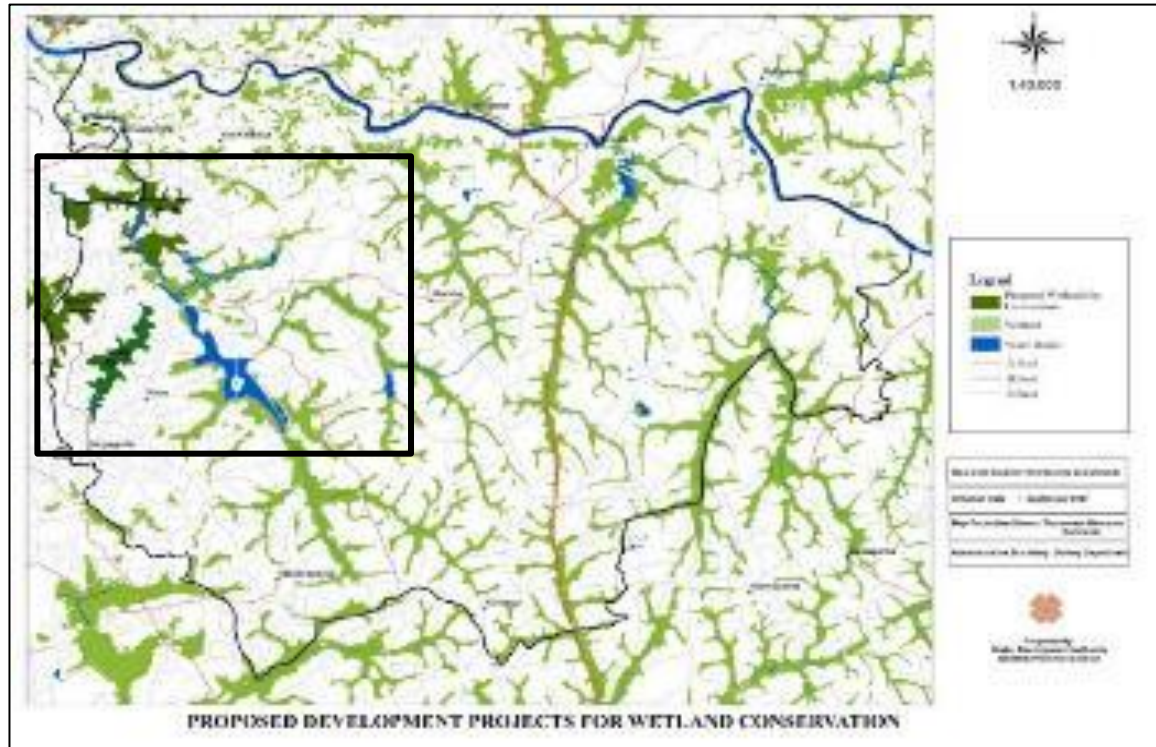
Strategic Approach 1 – Opportunities

1. *Proposed Judicial Court Complex Relocation project in the existing location.*

2. *Proposed wetland based recreational area development projects.*

2.1. *Master Plan proposed by SLLRDC for Wetland Conservation and Inland Water Transport*

Floating Cabanas, Floating Restaurant, Canal Bank Conservation, Bird Watching Towers, Eco Friendly Tourist Bungalow, Proposed Wetland Park and Organic Paddy field are expected to enhance the ‘Character’ of the area.



2.2. Project of Waters' Edge Greenway Trail, Diyatha Uyana- Colombo

The proposed project is to be implemented within a land extend of 53 acres in the prime location of Battaramulla area bounding the Diyatha Uyana Park & Waters' Edge Hotel.

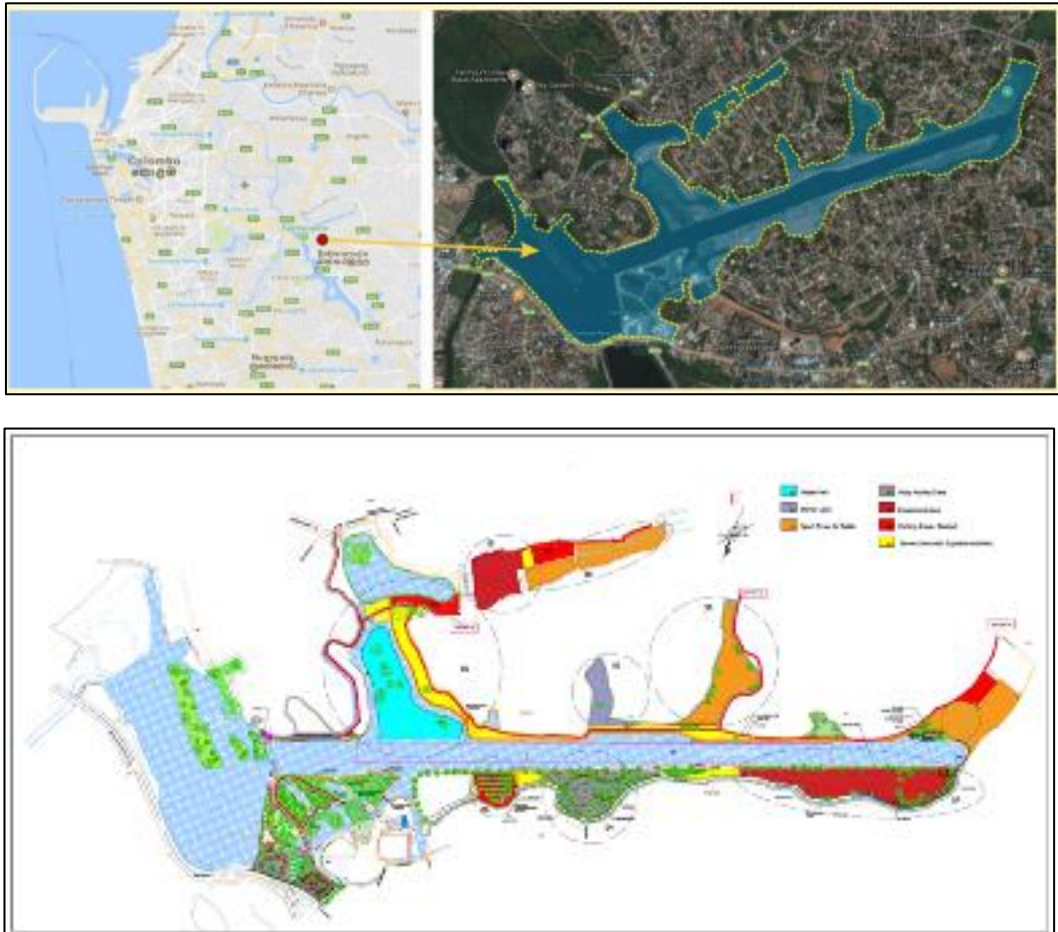


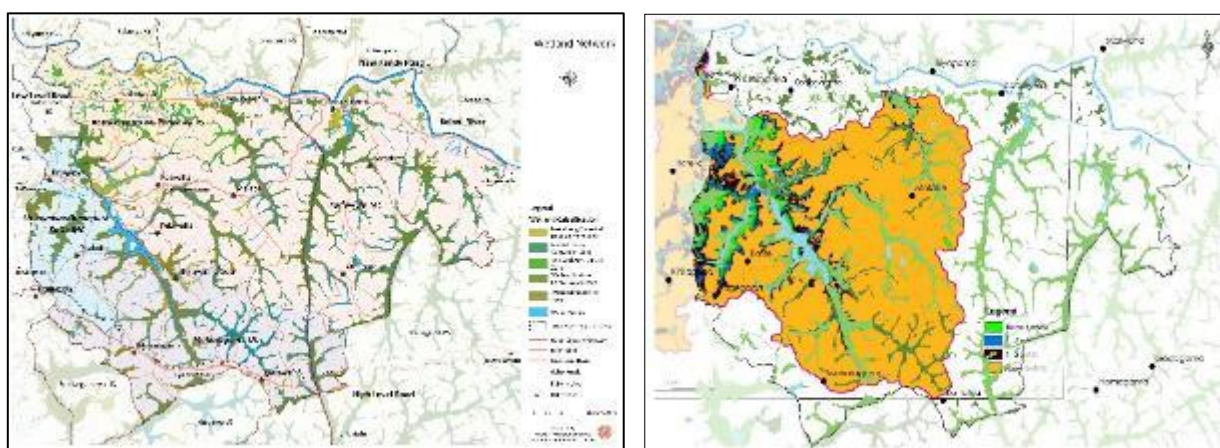
Figure 6.7 Project of Waters' Edge Greenway Trail, Diyatha Uyana- Colombo

SA 2- The experience of a city bloomed in a chain of wetlands

Strategic Approach 2 - Strengths

1. Coverage of 20.48% of planning area with wetland ecosystem

The chain of the wetlands is the main strength to the plan area. Accordingly, 17% of the Environmental Sensitive area is Legally Protected. On the other hand, 78% of Greater Colombo Flood Retention Area is located within the Capital City Planning area.



Strategic Approach 2 – Weaknesses

1. Gradual Reduction of Wetlands by 47% During the period of 1956 to 2016

The gradual decrease in wetlands around Kaduwela and Kotte areas over the past decades has threatened the eco systems. (Gunawardena G.M.W.L, Urbanization and Wetland Ecosystems – a case study in Sri jayawardhanapura Kotte and suburbs)

Year	Area (m2)
1956	8805188
1972	8210412
1999	6339851
2007	5548696
2016	4664412

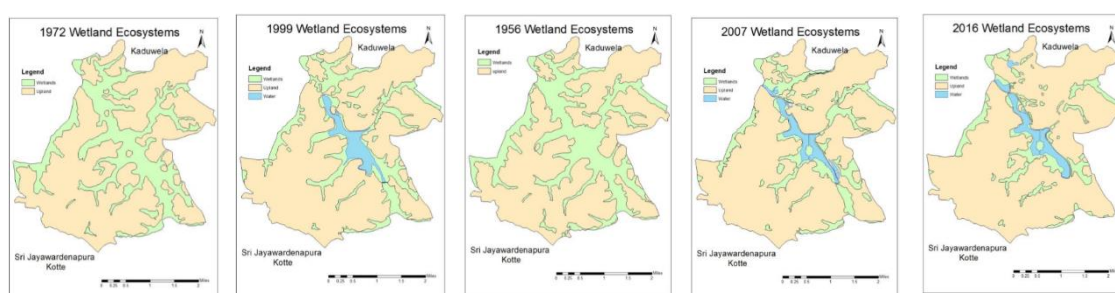


Figure 8

Further, the NDVI analysis indicates reduction in green coverage of the capital city planning area. (annex: NDVI Analysis)

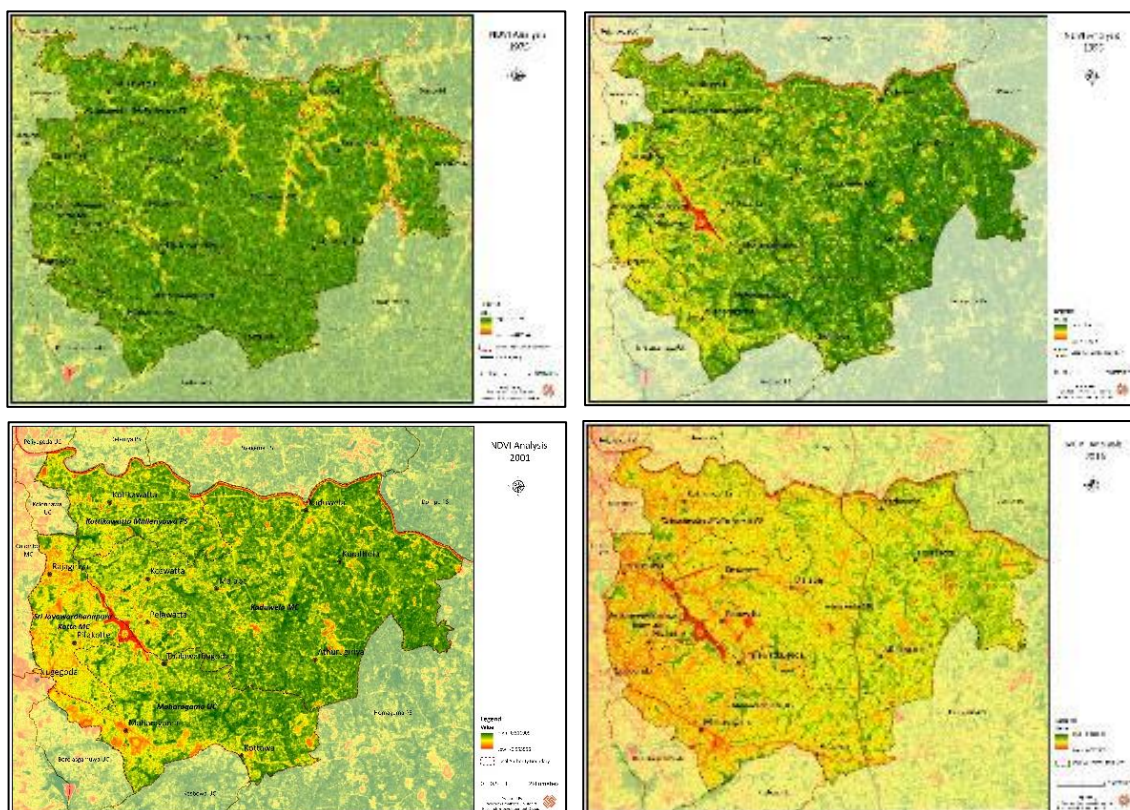


Figure 9

2. Missing linkage in Identified Wetland Boundaries.

Strategic Approach 2 – Opportunities

1. Legal Conservation Status of Wetlands

- Parliament Lake and associated wetlands are designated as a Wildlife Sanctuary (Sri Jayawardanepura Kotte Sanctuary) by the Department of Wildlife Conservation (DWLC) under the Fauna and Flora Protection.
- Talangama Lake (CEA) under the National Environment Act (NEA), 1980.
- Wetland zoning guidelines gazetted in 2006 by the Urban Development Authority (UDA) for the Western Province (WP) in order to facilitate environmentally & economically sustainable use of wetlands in land use planning.

These statues support to create the blooming city feature by conserving wetlands.

2. Proposed Master Plan and Projects for Wetland Conservation

2.1. Master Plan proposed by SLLRDC for Wetland Conservation

Inland water transport, Floating Cabanas, Floating Restaurant, Canal bank Conservation, Bird Watching Towers, Eco Friendly Tourist Bungalow, Wetland Park and Organic Paddy field are the proposals of this project.

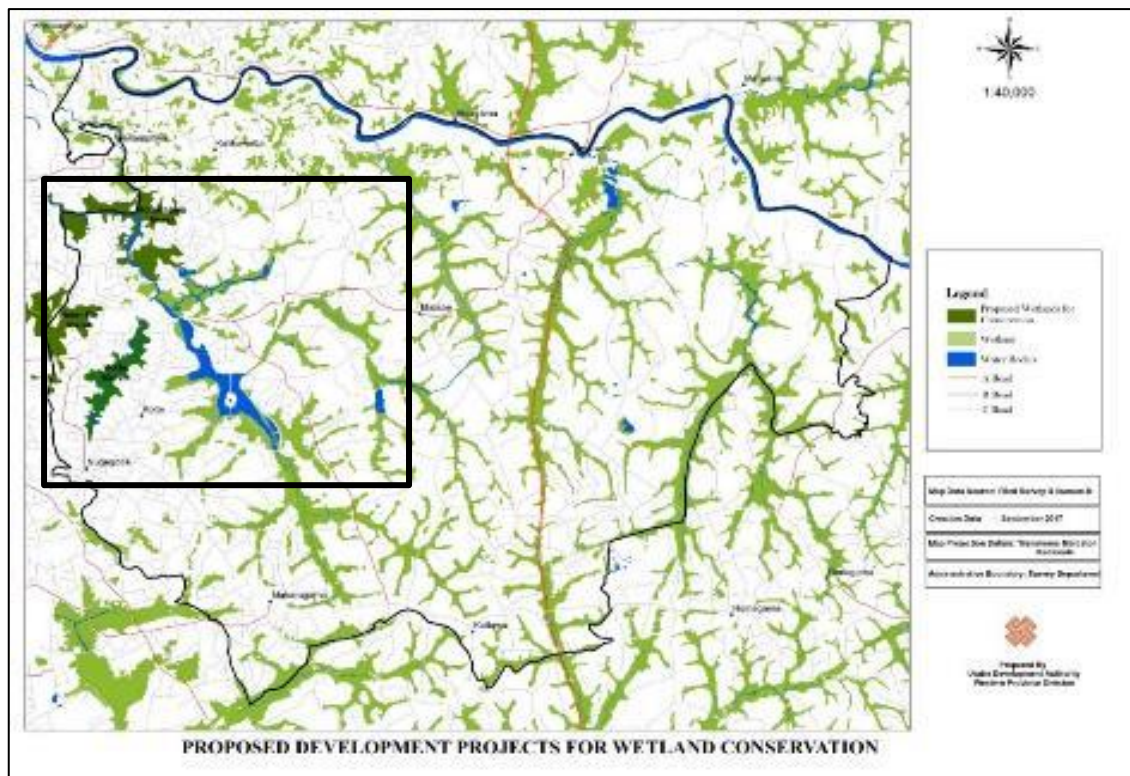


Figure 10

2.2. Wetland Management Strategy – 2016

Thirty two hectares of land from Thalawatugoda Wetland, twenty six hectares of land from Kibulawala Wetland and eighteen hectares of land from Baddagana Wetland are to be restored as wetland habitats and it is expected to uphold the city character with conservation of available wetlands

2.3. Baddegana Bio Diversity Park and Kotte Rampart Nature Park Project

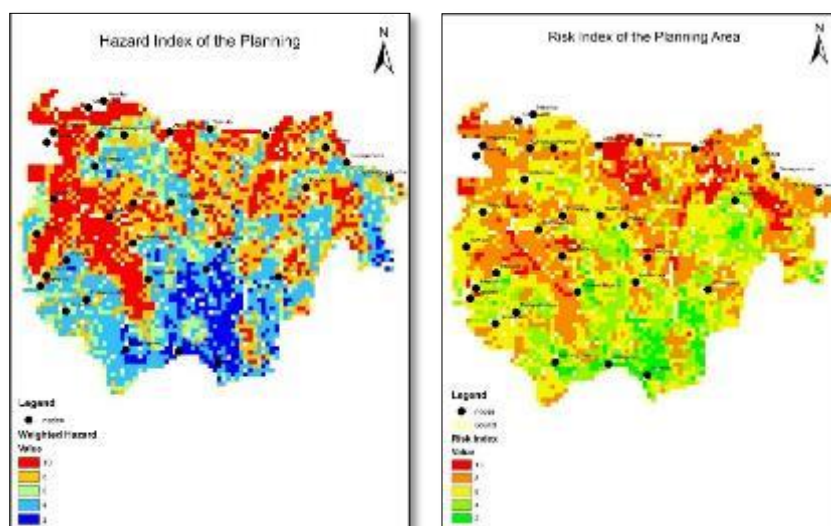
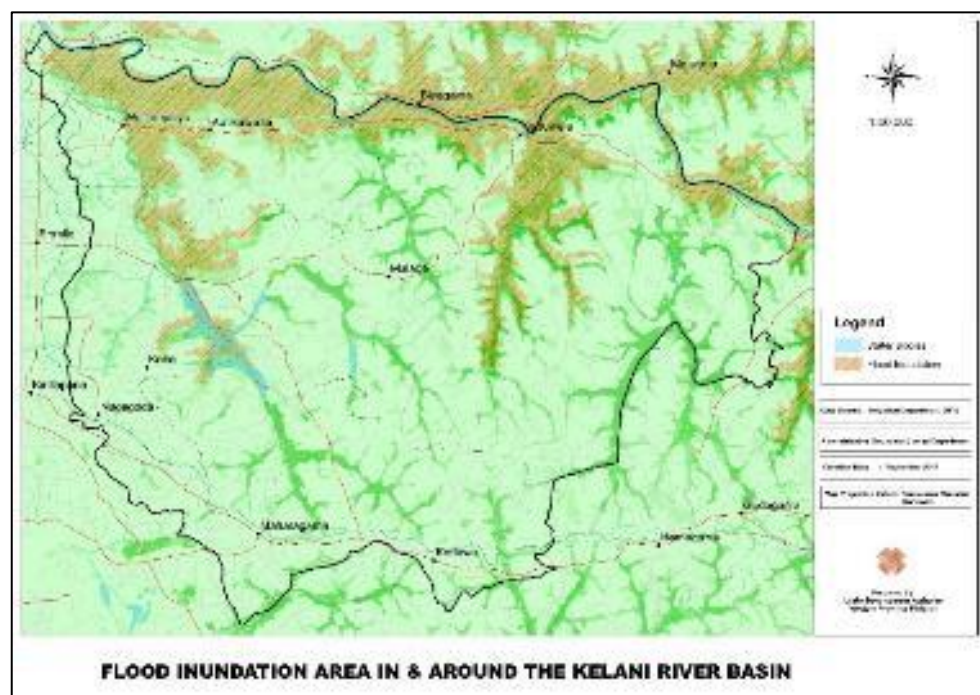
The land with an extent of forty-six acres bounded by the Diyawanna lake is to be developed as a Bio Diversity Park and Bird Sanctuary by the Urban Development Authority.

Strategic Approach 3- A place that prospers with smooth and efficient urban systems and smart urban facilities

Strategic Approach 3-Strengths

1. *Existence of functional clusters which can promote and contribute to the city economy.*
2. *76.86 % of Capital City Planning Area recognized as Natural Hazard Free Areas*

According to Hazard index and Risk index of the Planning area, 76.86% of the Planning area is recognized free from the natural hazards. (Annex: Hazard Index & Risk Index Analysis) Hence, it will support the improvement of smooth urban system.



3. *Better Connection between Regional & Local Nodes.* (Annex: Node Place Analysis)

When the existing distribution of the nodes of the planning area is considered, it can be identified that nodes are spread in close proximity to each other with an approximate distance of 5km. Hence, these nodes are expected to provide provisions for a smooth urban system.

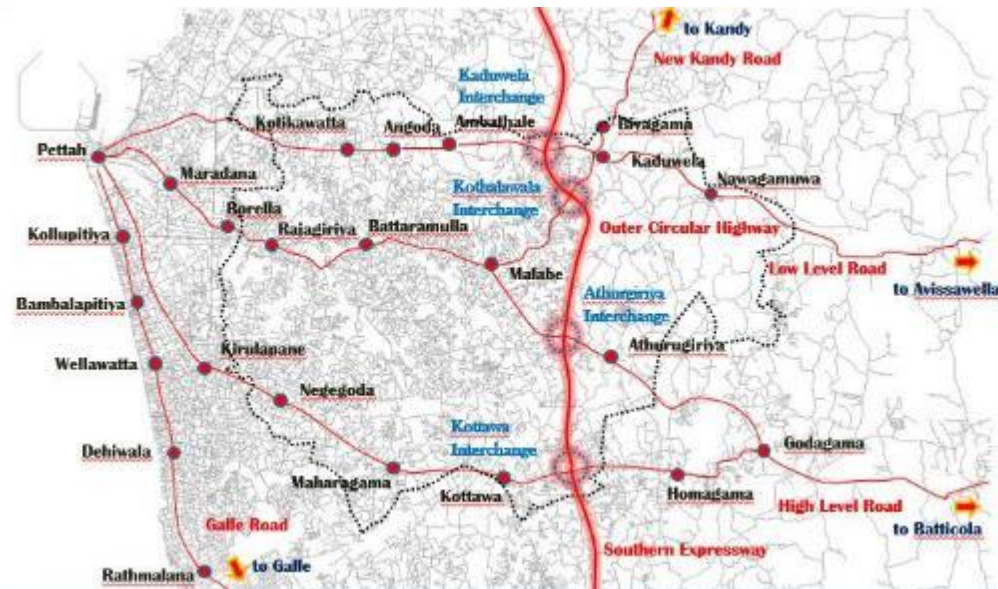


Figure 11

4. *Usage of Land of Proposed Administrative District for Functions with National Level Importance.*

A land area of 3.2% of the total land area is allocated for Administrative Institutions within the proposed Administrative District including Sethsiripaya Stage 1, Stage 2, Suhurupaya and Department of Census & Statistics. These Institutions are to provide a Smooth Urban System through cluster efficiency.

Strategic Approach 3-Weaknesses

1. *Identification of 23.14% of the planning area as flood inundation area*

An extent of 23.14% of the capital city planning area is unable to create developable lands due to flood inundation. Further, the Development Pressure of the planning area comprised with wetlands is comparatively high. (Annex: Development Pressure Analysis)



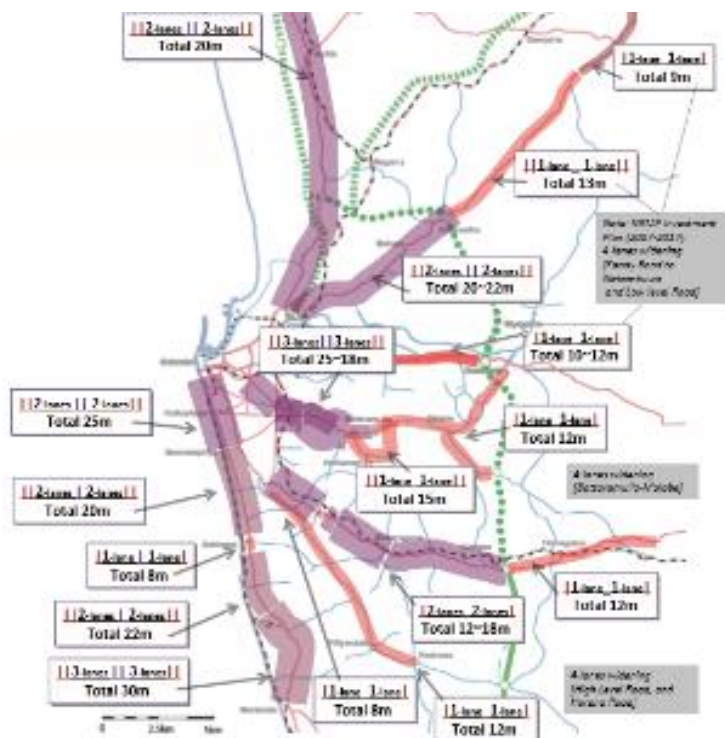
WETLAND VS DEVELOPMENT PRESSURE INDEX IN AND AROUND THE CAPITAL CITY AREA

Figure 12

2. The Existing Inefficient Transport System which Generates Traffic.

When the hourly capacity (pcu) of the major corridors of the Capital City planning area is considered, Malabe Corridor and Low Level Corridor exceeds the capacities.

7 Corridors	Peak hour road traffic (pcu)	Hourly capacity (pcu)
Kandy Corridor	4400	3300
Low Level Corridor	2900	2200
Malabe Corridor	5100	4400
Galle Corridor	2900	2300
Horana Corridor	2200	2300
High Level Corridor	2000	2300
Negombo Corridor	4000	4400

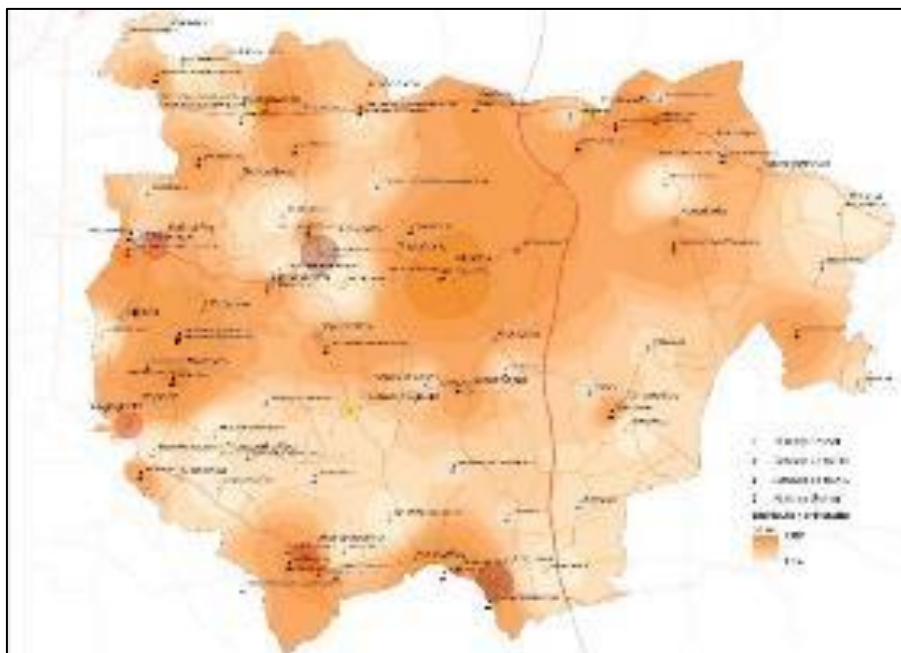


3. Location of 75% Government and Semi Government Institutions beyond the Proposed Administrative City Area.

Institutions are located beyond the proposed Administrative City area namely, 266 Institutions in the CMC, 5 institutions in Dehiwala, 5 institutions in Ratmalana, 4 institutions in Homagama and 4 institutions located in Kolonnawa UC.

4. Availability of Education facilities

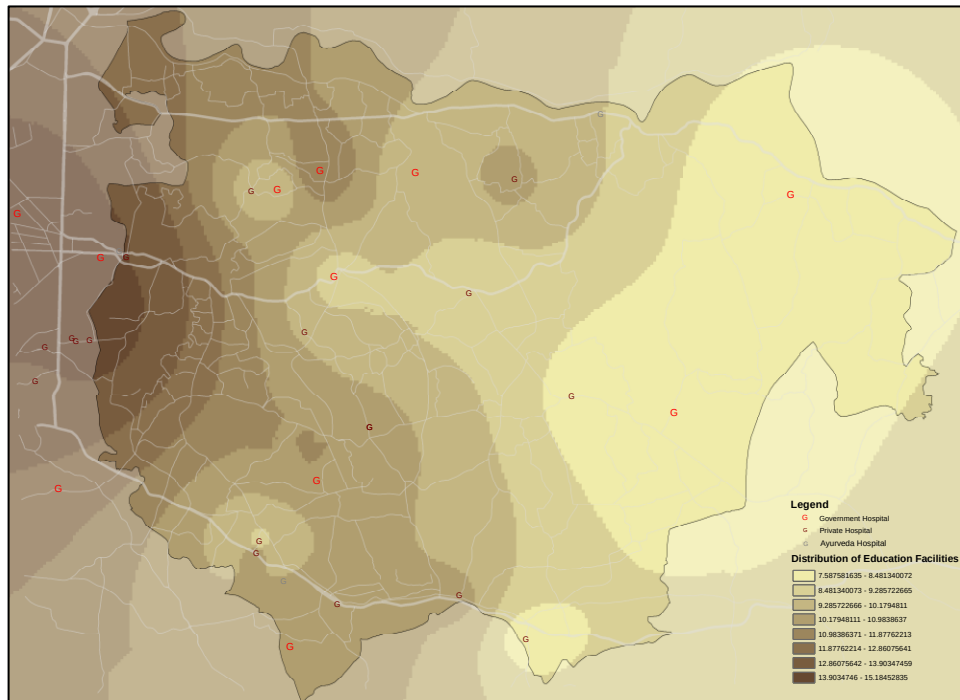
A total number of 81 schools are situated within the Capital City Planning area. The 81 Schools include 19 National Schools, 23 up to A/L, 30 up to O/L and 9 Primary Schools.



5. Availability of Health facilities

A total number of 22 government and private hospital are located within the planning area. The 22 government hospitals include 3 Teaching Hospitals, 2 Base hospitals, 3 Divisional hospitals, 12 private hospitlas and 2 Ayurveda hospitals.

Further, there are main hospitals situated with close proximity such as, Colombo General Hospital (2.9 km), Colombo South Teaching Hospital (1.4km), Ayurveda Hospital, Rajagiriya (100m), Asiri Surgical Hospital (2.9km), Ninewells Hospital (Pvt) Ltd (2.6km) and Oasis Hospital (3km).



Strategic Approach 3- Opportunities

01. Proposed Transport Infrastructure related Projects.

1.1. Proposed Light Rail Transit Project.



The project is initiated by the Ministry of Megapolis and Japan International Corporation Agency (JICA)

The JICA Line runs from Fort to Malabe via Capital City Planning area. Three packages are proposed by the Ministry of Megapolis and the package 3 line (22.3km) runs via planning area from Ragama to Kottawa. It is expected to support a smooth urban system by reducing the heavy traffic burden.

1.2. Water transport Projects.



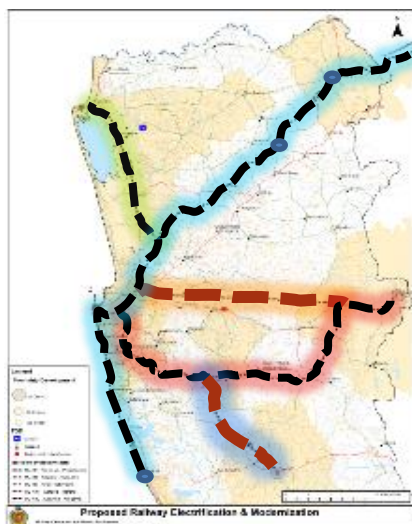
These projects are initiated by the Sri Lanka Land Reclamation and Development Corporation (SLLRDC). Two projects of the above relate to the planning area. Water Based Transport System from Diyatha Uyana to Wellawatta and Water Based Transport System from Mattakuliya to Hanwella along Kelani River are the transport related proposed projects of the area. They are also expected also support the smooth urban system by reducing the heavy traffic burden.

1.3. Elevated highways to link Kelaniya, Rajagiriya, Athurugiriya



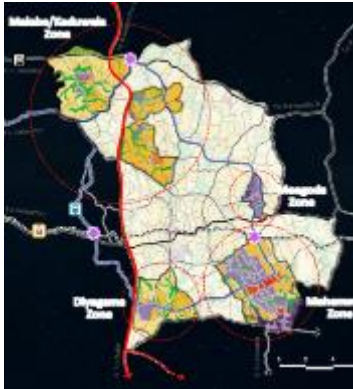
Ministry of Higher Education and Highways has proposed the construction of two elevated highways. One elevated highway is to be built via planning area, consisting of 4 lanes with a distance of 6.9km from the Kelaniya Bridge to Rajagiriya. It will connect to Battaramulla, Malabe, Athurugiriya and the Outer Circular Expressway. This project is also expected to create a smooth urban system by reducing the traffic congestion.

1.4. The Railway Electrification and Modernization Project (REMP)



Four railways are proposed for electrification and modernization from the REMP project. Even now the Kelani Valley line runs along the planning area. Further, the proposed electrified railway line from Kelaniya to Kosgama runs adjacent to the planning area. Hence, these projects are to support a smooth urban system by reducing the traffic congestion.

2. Science and Technology City



The project is initiated by the Ministry of Megapolis & Japan International Corporation Agency (JICA). It includes a Township Development with IT, High Tech and Business Development facilities. This project is to support to create a smooth urban system by enhancing the cluster system.

3. Administrative City Development Project

This project is initiated by the Ministry of Megapolis and Western Development and proposed to construct a Building Complex for Cabinet Secretariat, Parliament related activities and Offices for Constitutional Commissions with a High-Rise Mixed Development and Road Development connecting Battaramulla Junction & Polduwa Road.

The Sethsiripaya Administrative complex project is also a long term project which proposes to build a series of buildings to house a large number of Government Ministries and Administrative offices in one location in Sethsiripaya premises, Battaramulla. Sethsiripaya stage III is another project proposed in the Administrative district. It is carried out under Administrative Cities Development Project.

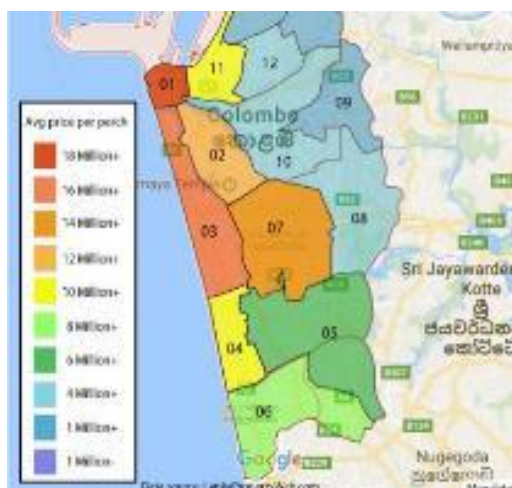
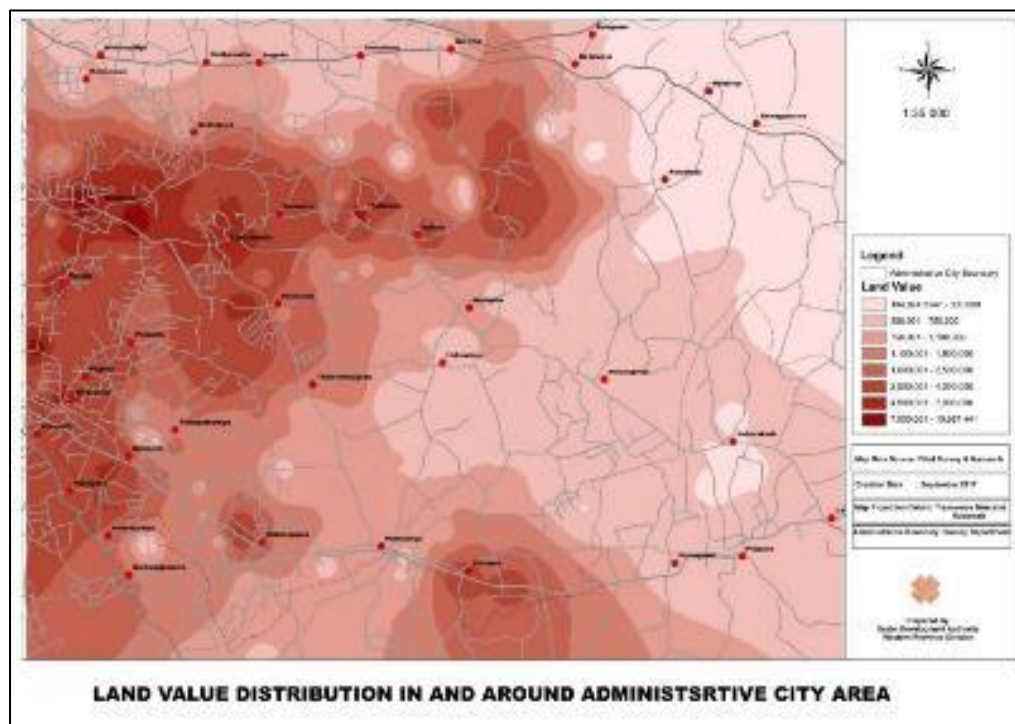
These projects are expected to support the enhancement of cluster efficiency in the Administrative district.



Total floor area (m ²)	123,909.2
Service area & Circulation (m ²)	32,419
Parking area (m ²)	18,694
Rentable area (m ²)	72,792.2

4. Real Estate Market demands the area for Expected Catalyst Development.

Since the land value of the Capital City Planning area is relatively lower than the land values of CMC area, it is expected to support the future catalyst development.



PHYSICAL INDICATORS		
Office Stock and Rental Values		
Micromarket	Stock	Rentals/sq. ft
Grade A CBD	0.9 Mn sq. ft.	LKR 250 - 375
Grade A SBD	0.1 Mn sq. ft.	LKR 290
Grade B CBD	0.6 Mn sq. ft.	LKR 180 - 225
Grade B SBD	1.2 Mn sq. ft.	LKR 165 - 250
Grade B (Peripherals)	0.2 Mn sq. ft. (Rajagiriya)	LKR 150 - 200

Note: Rentals for SBD markets appear higher or at par with CBD rentals due lack of a representative sample size

Source: JLL Research™ Note: JLL Estimates

5. *Proposed Infrastructure related projects*

5.1 *Athurugiriya New Township Development Project*

The Western Province Division of Urban Development Authority has planned to acquire a land consisting 8 acres (approximately) for the Athurugiriya New Township Development project. It is comprised with following components in order to provide present and convenient environment for general public by reducing the traffic congestion of the city center.

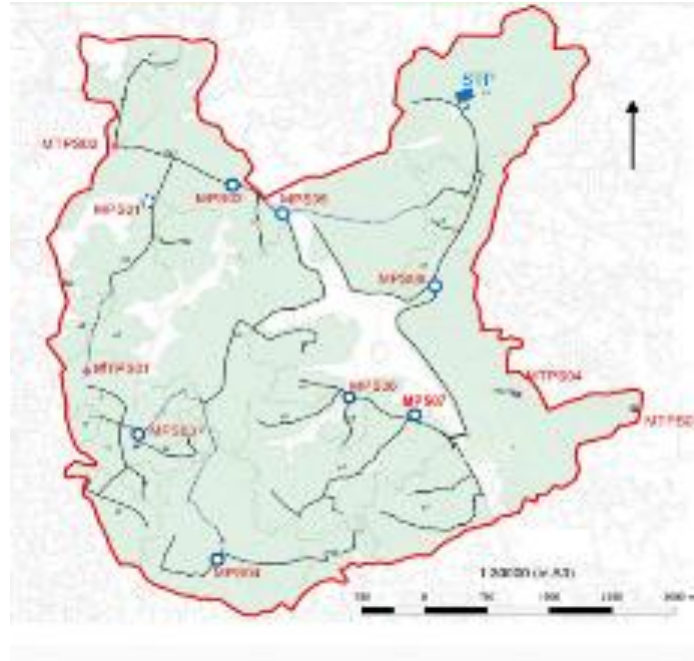
- Development of new bus terminal
- Development of public fair
- Mixed commercial development.
- Development of public car park
- Cannel improvement project with retention pond.

Source: Concept Paper of Athurugiriya New Township Development Project 2017, Western Province Division, Urban Development Authority.

5.2. *Waste Water Treatment Plant Project*

The project is to provide piped sewerage facilities to serve a total area of approx. 3,400 ha to cover the major Government and Private Institutions and a population of 222,000 in Sri Jayewardenapura Kotte and adjacent parts.

- Piped sewerage facilities
- Total area of 3,400 ha
- Covers the major Government and Private Institutions
- And a population of 222,000 in Sri Jayewardhanapura Kotte and adjacent areas



6. *Climate Resilience Improvement project (CRIP)*

Climate Resilience Improvement Project (CRIP) was commenced in 2014 and implemented under Ministry of Irrigation and Water Resources Management with the financial facility of the World Bank.

The Project Development Objective (PDO) is to reduce the vulnerability of exposed people and assets to climate risk (hydro meteorological risks: flood, drought and landslide) and to improve Government's capacity to respond effectively to disasters.

Strategic Approach 3- Threats

01: Competitive Cluster Development in the Outer Side of the Planning Area.

7. The Plan

7.1 The Concept Plan

The Concept Plan is formed in order to achieve the vision, goals and objectives. It is conceptually layered on ten districts within the planning boundary. Mainly, the concept plan is developed based on five design principles and 'city in wetland' theme.

The recognized five design principles are most commonly practiced in the planning world. These design principles have become a norm as cities which followed them have achieved their plans for Capital cities successfully. They are,

1. Axis / Axes

Orientation and the other elements to fall in appropriate locations

2. Center /s

A strong and legible center

3. Hierarchy

The Landmark, Nodes and the Pathways shall have a clear hierarchy

4. Enclosure

Physical or implied through landscape

5. Transitions

Entrances to different entities beginning from the outer sphere to interior

The revealed principles can be applied to achieve Sri Lanka's capital city design goal as the setting of the city is already equipped with many features which can guide the initiatives. As shown by point 01 in figure 7.1, '**The Principle of Centre**' currently exists, as the location of the parliament gives the feeling of a strong and legible centre to the dwellers and visitors. On the other hand, a visibility analysis done by the Urban Development Authority has identified the current practice of height and density control over the area of 1.5 km around the Parliament. This point too provides evidence for the application of the principle of Centre. Hence, 'The Concept Plan' strengthens the above feature through 'The Capital City Plan'.

Geoffrey Bawa, the architect of the Parliament has designed the Parliament and Kelaniya Raja Maha Vihara in one axel. Hence, an 'Imaginary Valley' exists and **'The Principle of Axel'** is available. As a result, 'The Capital City Plan' has figured out a regulated buffer zone on either sides of the 'Imaginary Valley'.

The urban form should be changed in a way to offer the commuters different feelings when moving towards the capital city. The Concept Plan uses five zones to demonstrate **'The Principle of Hierarchy'**. They are Citadel, Inner City, Outer City, Periphery and Caring Belt. They include unique characteristics and most importantly are been created based on the existing spatial pattern and expected spatial form. Accordingly, *The Citadel* is the most prominent zone among the others. Hence, it is guided by special provisions to enhance the character of the capital city (Point 01). *The Inner City* (Point 02) is subdivided into two sub zones namely *Administrative District* (Point 02-A) as the Capital City is promoted as the administrative capital of the country and *Distinctive Residential District* (Point 02-B) as it is expected to cater the high end executive dwellers of the capital city. The third zone is *The Outer City* (Point 03) which consists of four sub zones. They include, *Commercial Strip* (Point 03-A), *Office District* (Point 03-B), *Knowledge District* (Point 03-C) and *Transitional District* (Point 03-D). This zone is reserved to strengthen the local economy. *The Periphery* (Point 04) is totally reserved for multi purposes of the dwellers and occupants in the capital city while *The Caring Belt* performs as a disaster resilient zone within a 100m buffer zone the Capital City planning area.

The capital city land is partially enclosed with a natural wetland feature. It means that, **'The Principle of Enclosure'** exists. The disconnection in the wetland chain is refilled by 'The Capital City Plan'. Further, the importance of the chain of wetlands is exemplified by the vision itself as; the rejuvenation of the capital city is expected to be built through the wetlands.

'The Principle of Transition' emphasizes the sense and feeling while a user passes different levels of the hierarchy towards the capital city. The nodes and corridors within the capital city planning boundary are established to convey the transitional change.

'The Capital City Planning Area' has grown in both size and complexity over the past decades and come to be uncontrollable in most of the circumstances. The need of having a guide to regulate and shape this complexity is vital.

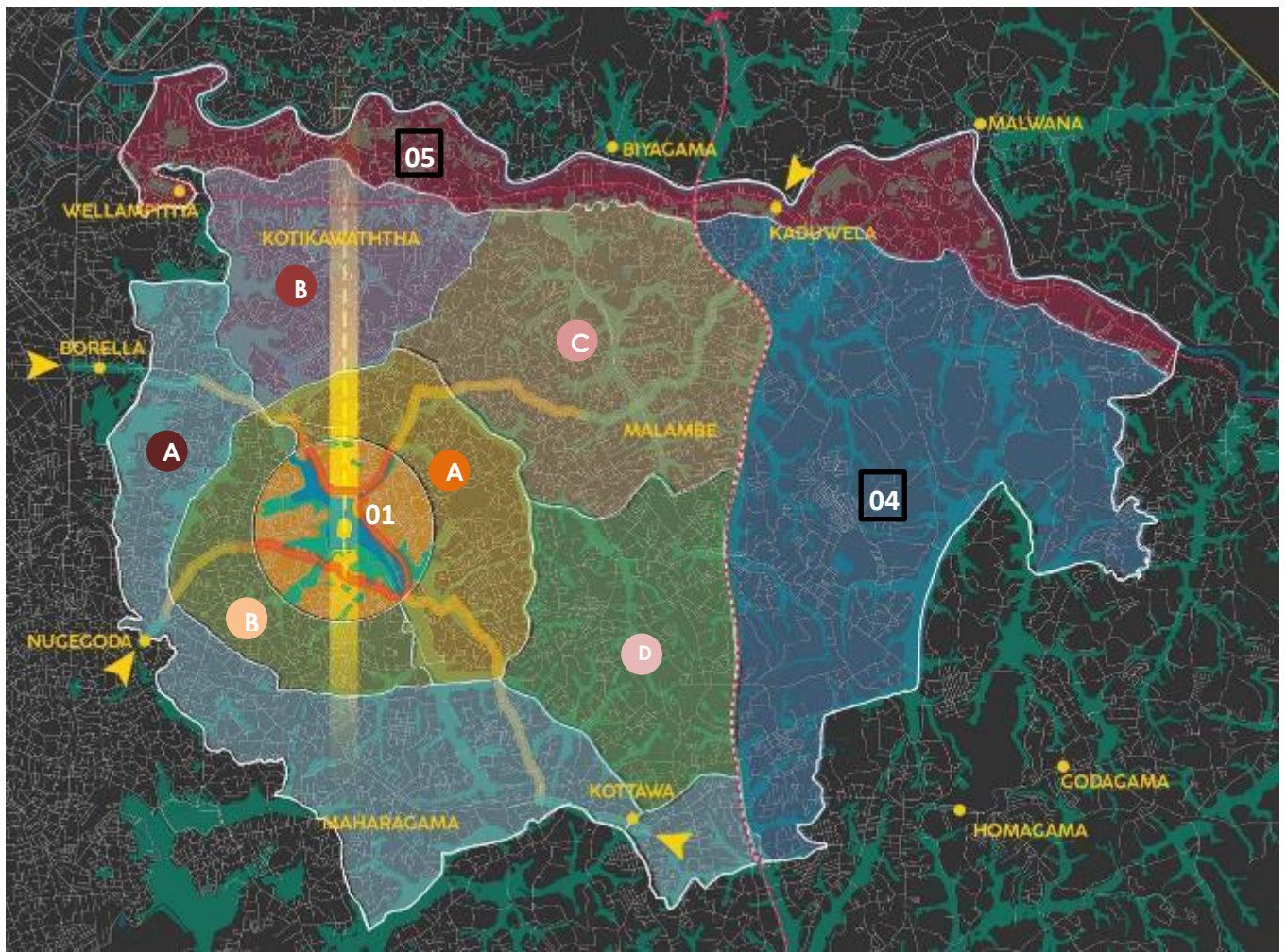


Figure 7.13 The Concept Plan

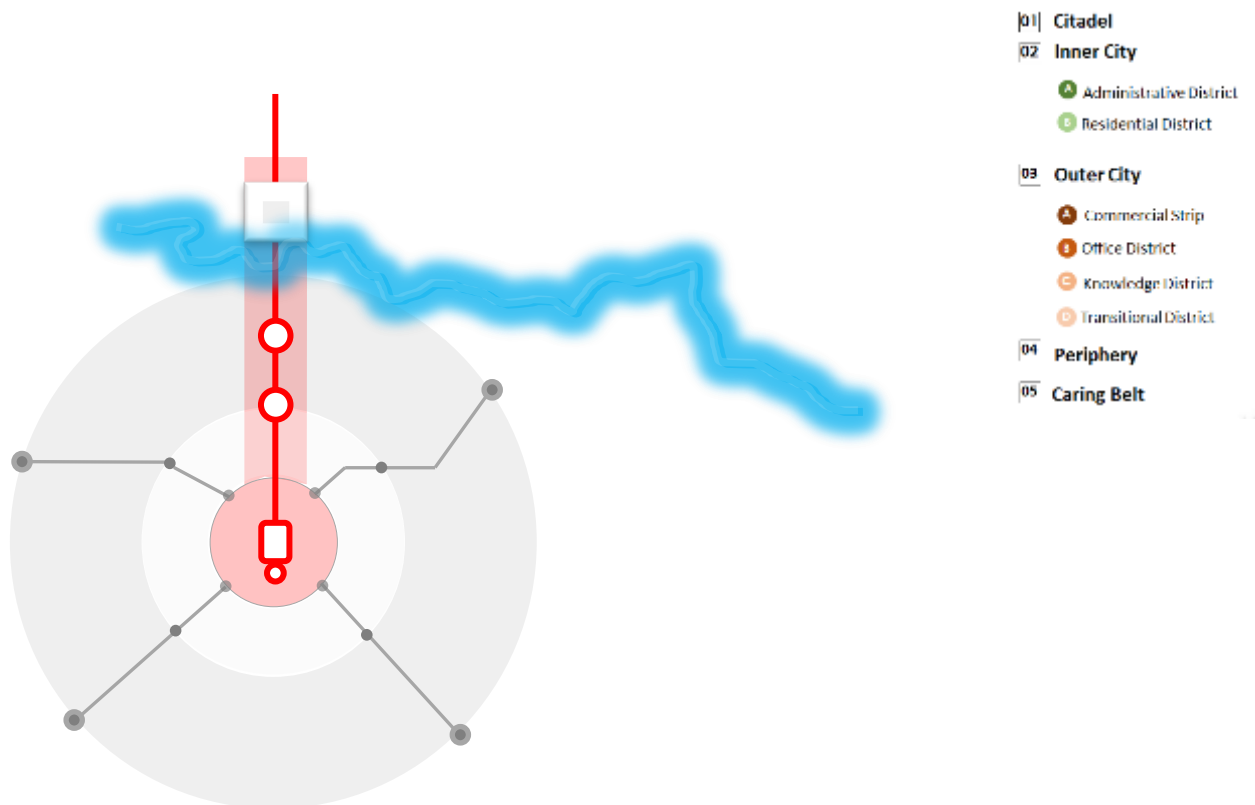


Figure 7.14 Design Principles Embedded on the Capital City Planning Area

7.2 Land & Building Development Strategies

7.3 Social and Physical Infrastructure Development Strategy

7.3.1 Social Infrastructure

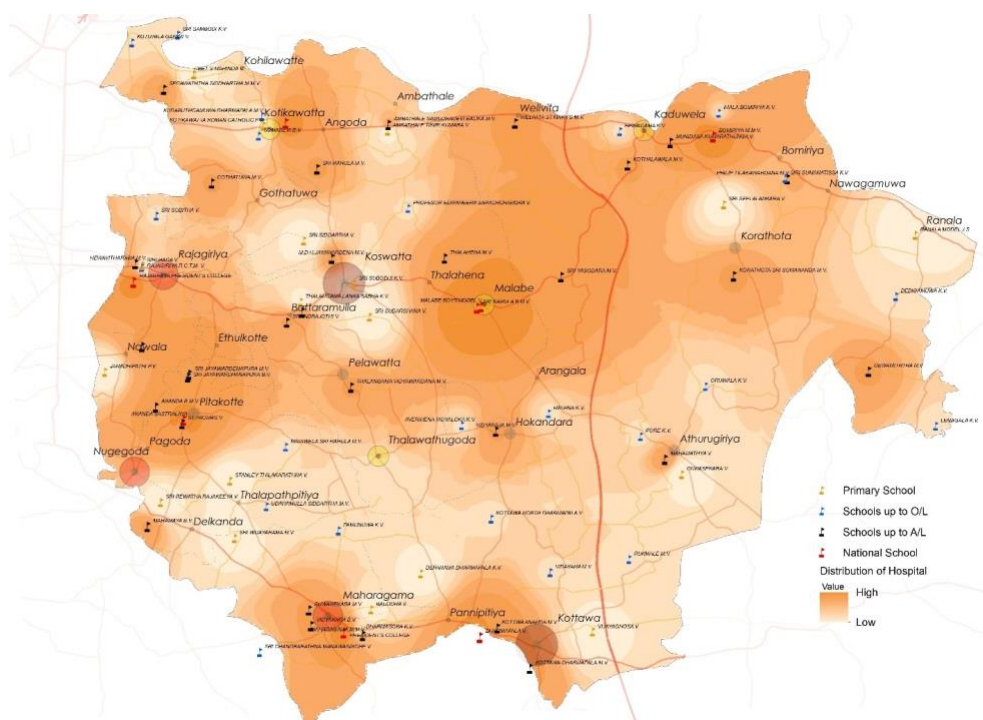
Social infrastructure can be broadly defined as the construction and maintenance of facilities that support social services. Types of social infrastructure include health care (hospitals), education (schools and universities), public facilities (community housing and prisons) and transportation (railways and roads). All of these structures serve as the backbone for communities and societies.

In here, capital city plan mainly considers about the health and education sector of the planning area.

Education Sector Improvement Strategy

Education sector improvement strategy is the sub component of social infrastructure plan.

There are around 81 government schools are located within the planning premises and among that 81 schools, 19 schools belong to the National Level School category.



145,000 student population are recorded in 2012 and 85,267 students are studying in government schools within the planning area.

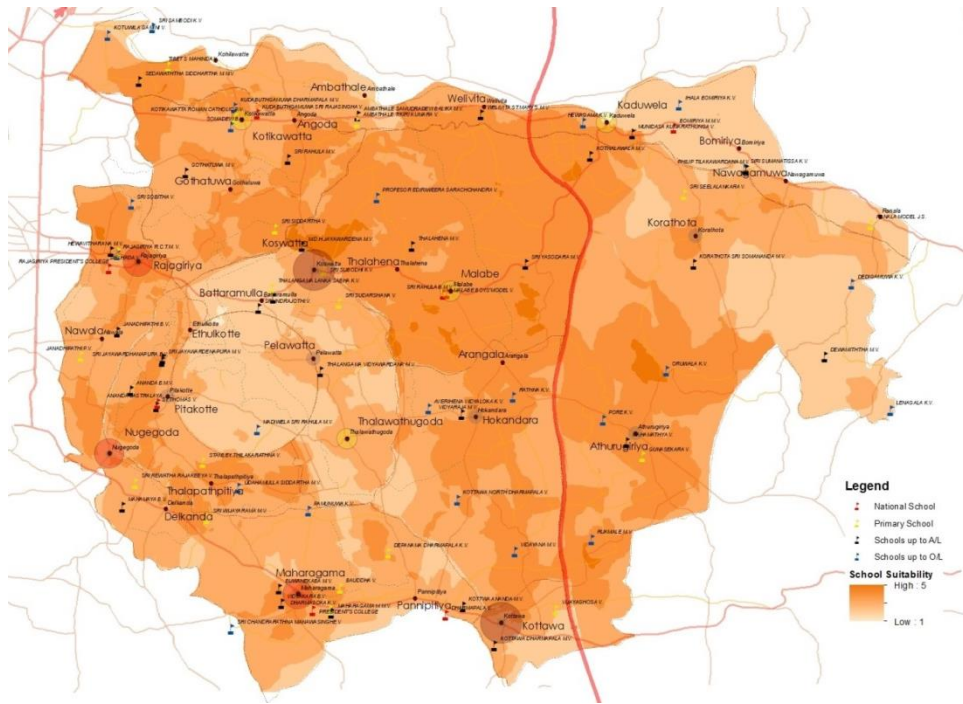
Assume that all student population of the planning area studies in government, private and other (schools which are located outside of the planning boundary) and there are no students come to schools which are located in planning area from the outside.

Among that total student population 59% of students identified as government school students and rest of 41 % assumed as private schools (international and other) students in 2012 based on following assumptions.

Type	No. of Gov. Schools
National School	19
Up to A/L	23
Up to O/L	30
Primary School	9
Total	81

1. The all population which belongs to the age group of 5 years to 19 years within the planning area attends to schools which locate within the planning premises.
2. The total students of each school in 2015 identified as the maximum capacity of the schools.

There are around 169,715 student population will identified from the predicted population of 2030. Then 100,132 of student population identify as government school students by applying same percentages which identified before. There are 17 % increasing percentage of government school capacity identified with the student population in 2030. For facilitate that 17 %, identified the suitable areas based on distribution of predicted student population, proposed road network and proposed concept plan.

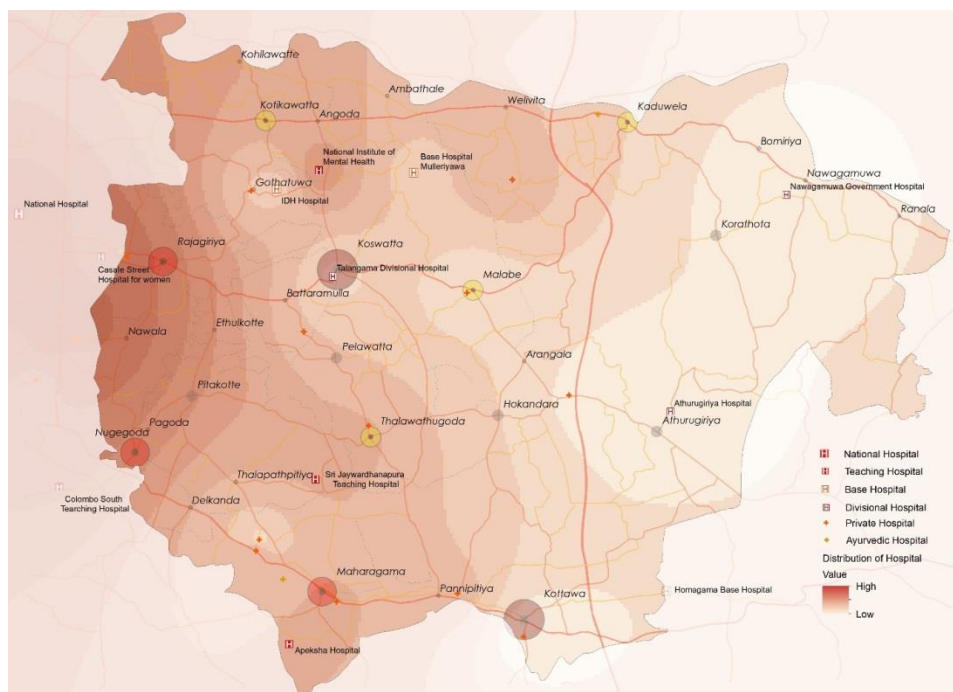


According to the suitability analysis knowledge city area and part of the peripheral residential area identified as most suitable areas for improve the education facilities with in the planning premises.

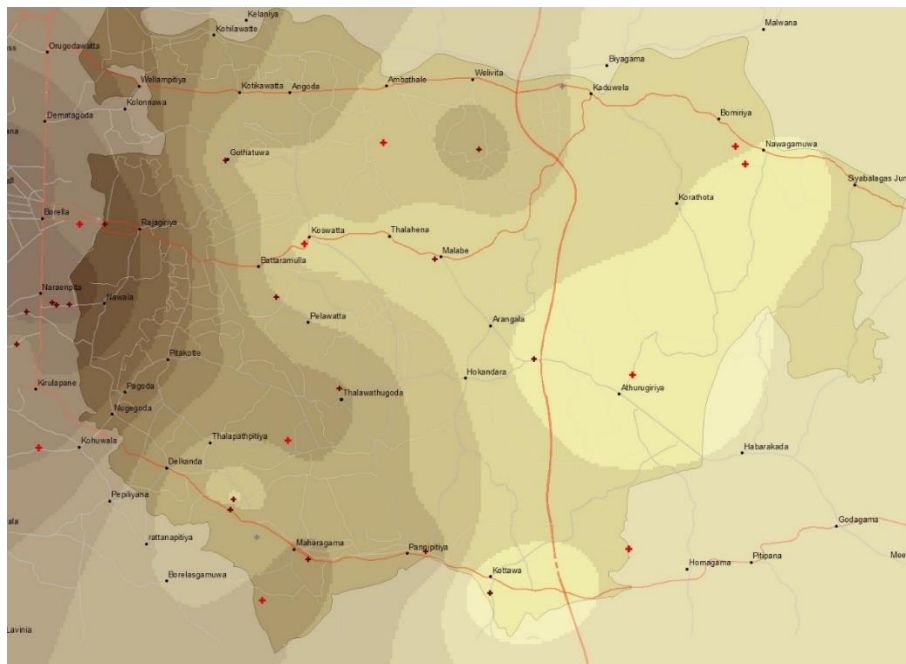
Health Sector Improvement Strategy

Health sector improvement strategy is the sub component of social infrastructure plan.

In the existing situation, there are around 22 government and private hospitals located within the planning premises. Among those hospitals, 3 hospitals belong to the Teaching Hospital Category (Sri Jayawardhanapura Hospital, National Institute of Mental Health and Apeksha Hospital).



2. Alternative 2 - Nawagamuwa site



7.3.2 Settlement Plan

Introduction

A Settlement Plan plans for growth based on prevailing data and sets out directions for spatial distribution of future growth. It provides an outline for planning for growth including computation of the demand for residential and support real estate uses such as healthcare, education, shopping/retail, social/recreational, sports facilities, etc. with infrastructure provision and land allocation.

The Capital Settlement Plan is a one of the Service Sector Plans which attempts to create 'A place that prospers with smooth and efficient urban systems and smart urban facilities'.

The exhibit in (Figure 3.11) outlines the estimated population projection and existing population which have been utilized to estimate the broad area requirements for residential/ housing purposes in the Capital City Plan. Hence, it will facilitate all types of residents in the area.

Map of Overall Plan

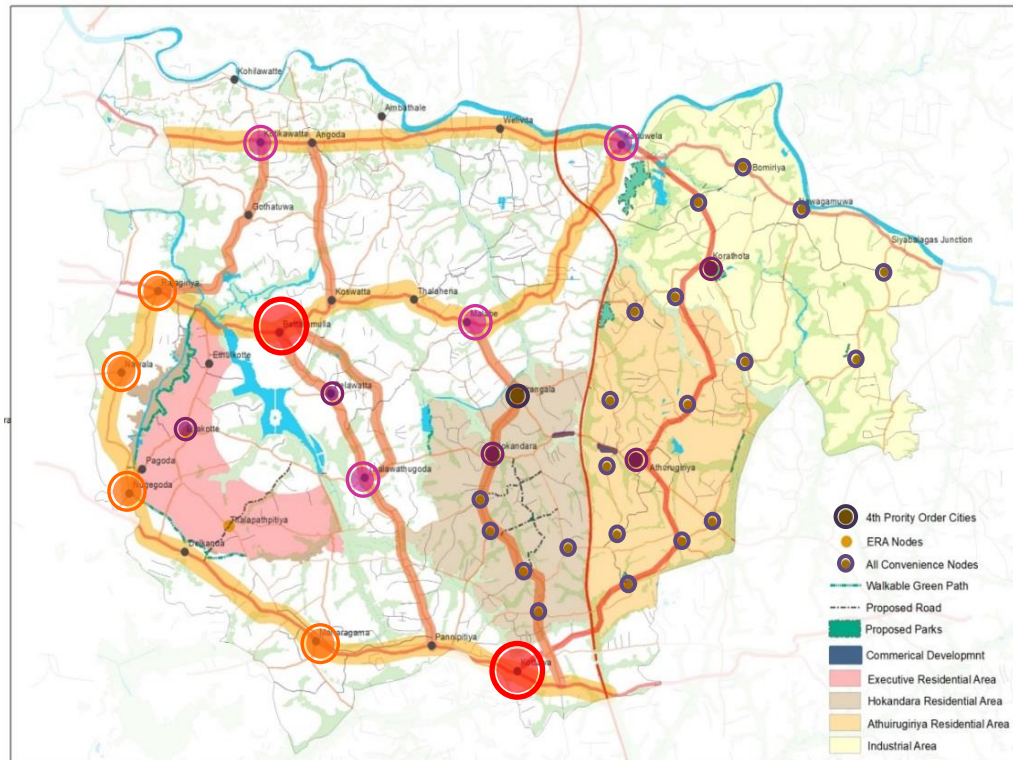


Figure 7.15 Composite Map of Settlement Plan

Summary of the Settlement Plan

The Settlement Plan consists of two main sub plans as follows;

1. Cluster Development Plan
 - A. Distinctive Residential Area Plan
 - B. Residential Promotion Area Plan
 - C. Peripheral Residential Area Plan
2. Settlement Management Plan

Strategic Interventions for quality living:

- ## 1. Cluster Development Plan

1 A - Distinctive Residential Area Plan

Strategy 1: Infrastructure Improvement

- 1.1 Create main linkages between Distinctive Residential Area and Administrative Area
- 1.2 Create two major access ways by connecting the Citadel Area and Commercial Belt (High Level Road)
- 1.3 Improve Pita-Kotte Junction and Embuldeniya Junction as a Transitional Junction

Strategy 2: Environmental Improvement

- 2.1 Promote Kotte Marsh as an Eco- Friendly Nature Park
- 2.2 Extent Muchanayaka Gradern Road up to Sri Jayawardhapura Mawatha
- 2.3 Promote Boat Service Facilities along Kotte Canal by providing boat landing facilities and access points at identified locations

Strategy 3: Facilitate towards a Wealthy Community

- 3.1 Identification of two sites for High- End Residential Development
- 3.2 Promote a Land for High-end Commercial Activities

1 B - Residential Promotion Area Plan

Strategy 1: Infrastructure Improvement

- 1.1 Improve existing Kottwa- Malabe road as a major access route which connects the Commercial Belt and Knowledge City.
- 1.2 Create two major access ways to connect the Administrative Area with the surrounding area.

Strategy 2: Environmental Improvement

- 1.1 Promote Green Walk way parallel to Thalangama Wetland by connecting Hokandara- Athurugiriya Road

Strategy 3: Urban Service Improvement

- 3.1 Promote an area of 7.5 acres in Hokandara Junction as Special Commercial Nodes to accommodate City residents

3.2 Promote high end commercial activities along the access road with a length of 400m on the left-hand side of the Outer Circular Expressway

3.3 Create three community parks to facilitate the community

1 C- Peripheral Residential Area Plan

Strategy 1: Infrastructure Improvement

1.1 Improvement of Kaduwela- Homagama Road from Wellehandiya to Homagama

Strategy 2: Improve Neighborhood Nodes

Strategy 3: Improve Convenience Nodes

2. Settlement Management Plan

Strategy 1: Redesign Approach

Strategy 2: Relocation Approach

Strategy 3: Special Project Approach

Justification of the Plan

Settlement Plan is a one of the service sector plans which consists two main sub plans as follows;

1. Cluster Development Plan

A. Distinctive Residential Area Plan

B. Residential Promotion Area Plan

C. Peripheral Residential Area Plan

2. Settlement Management Plan

- The planning boundary of the settlement plan mainly derives from the Residential Suitability Analysis and the Concept of the plan.
- The delineation of boundary of those three sub plans are based on natural boundary; specially wetlands.

- For identification of above residential area planning boundary, a suitability analysis was done under the following criteria; availability of social infrastructure, elevation below 30 degrees, areas which comparatively have less land values, 500m walkable distance from the existing recreational areas, existing land use, areas which comparatively have less integration and flood free areas of the Kelani river flood prone area.
- Suitability Map – Attached in Annexure

Figure1: Map (Composite map of Settlement Plan)

1. Cluster Development Plan

A. Distinctive Residential Area Plan

The Distinctive Residential Area Plan is a part of Inner city of the Capital City concept. The plan is bounded by Sri Jayawardhanapura Kotte road on North, the 1.5 km radius of the Parliament on the East, Kotte Marsh on the West, and Parliament upper marsh, Old Kesbewa road and Udahamulla Station road on South. Accordingly, Pitakotte and Thalapathpitiya are identified as two major service nodes by the Distinctive Residential Area Plan. The Proposed population density is 8276 persons/sqkm in the year 2030. This plan is expected to facilitate residents who are living in the capital city area. Further, the plan will facilitate the development of high end apartment trend with amenity development in the identified two nodes. Hence, it is identified that the plan mainly considers the improvement of accessibility in the considered area. Most importantly, the plan is expected to assist the wetlands open up to attract residents and sight seers.

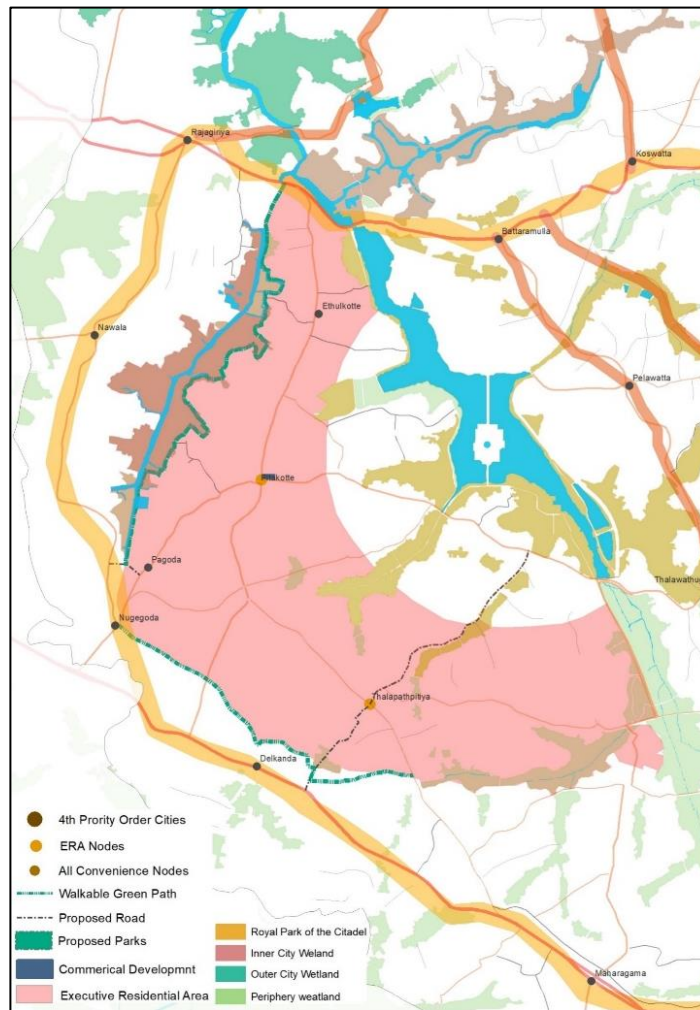


Figure 2: Map (ERA plan)

Main Interventions of the plan

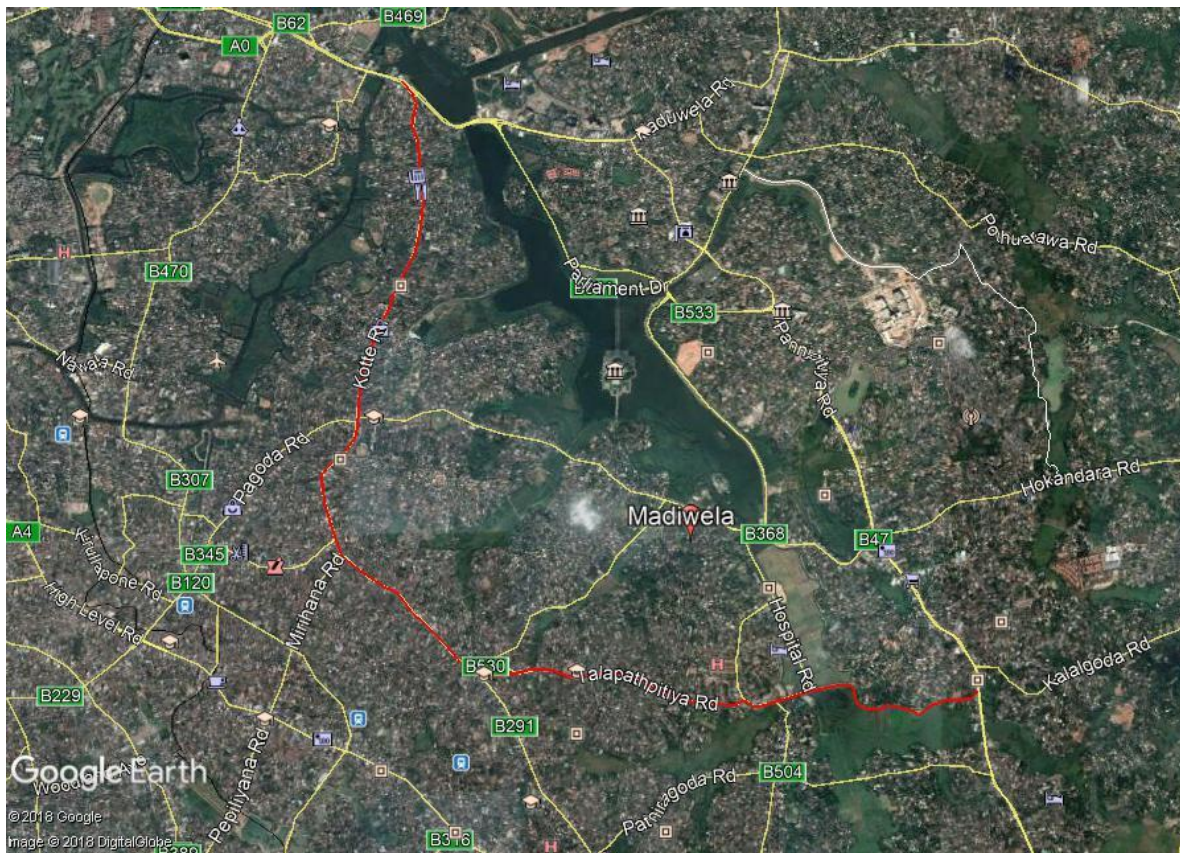
The intervention of this plan can be classified in to three major sectors. They are, 'Infrastructure Improvement', 'Environmental Improvement' and 'Wealthy Community'.

1. Strategic Interventions -Infrastructure Improvement

The 'Infrastructure Improvement' intervention mainly considers on the improvement of the accessibility to attract more residents to cater high end apartment trend.

- **Create main linkages between Distinctive Residential Area and Administrative Area** is the first intervention strategy of the plan. This linkage will develop from Sri Jayawardhanapura Mawatha to Pannipitiya- Battaramulla road via Kotte road (B120), Old Kottwa road (B291) Thapathpitiya road (B530) and New Hospital road. (Figure: Google Image of the road trace) It will perform as the main route facilitator for the dwellers within a

distance of 8.8 km. It is expected to contribute the pedestrians' comfort by creating a convenient environment with 1m pavement in both sides of the road with shady trees which is to be done using the random sampling method.



(Figure 3 : Google Image of the road trace)

- **Create two major access ways by connecting Citadel Area and Commercial Belt (High Level Road)** is the second intervention strategy of the plan. Existing Pagoda road from Nugegoda to Thalawatugoda is one of the major access ways of the area and most importantly, it is identified as a Ceremonial Access Way to the Capital City by the Design Plan. The other intervention is to create a direct link between Madiwela and Wijerama. It is proposed to be built by connecting missing links.



(Figure 4: Google Image of the new road trace from Madiwela to Wijerama)

- **Improve Pita-Kotte Junction and Embuldeniya junction as Transitional Junction**

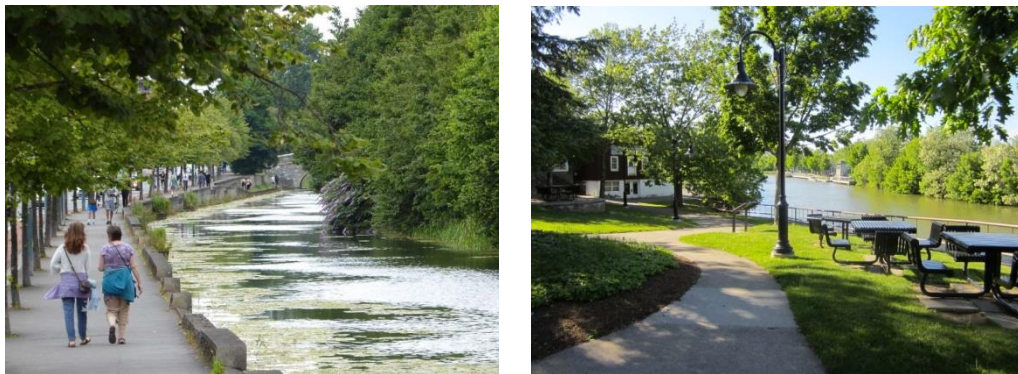
Pitakotte and Embuldeniya junctions are identified as Main Service Nodes for the Distinctive Residential Area Plan and most prominently, Pitakotte is recognized as a main Transitional Node of the Ceremonial Access.

The Façade improvement of 500m length is to be done along either sides of the Pitakotte junction. On the other hand, amenity development is to be initiated in Embuldeniya junction to facilitate the dwellers in the area.

2. Strategic Interventions -Environmental Improvement

- **Promote Kotte Marsh as Eco-Friendly Nature Park** performs as the main environmental intervention of the Distinctive Residential Area Plan. Environmental improvement projects are expected to attract more residents with the aesthetic value they hold. The proposed Eco- Floating Restaurant, Eco-Cabana, Bird Watching Towers, and Passes will further enhance the value of Kotte marsh.

- **Extension of Munchanayaka Garden Road up to Sri Jayawardhapura Mawatha** is the second intervention which proposes a green corridor development in identified two locations in the planning area. It includes the extension of Munchanayaka Garden Road up to Sri Jayawardhanapura Mawatha (15ft width) along the canal bank of Kotte marsh with proper landscaping & tree planting. This green road is assumed to be a strategic solution for the illegal encroachments of the wetland which was identified as an issue at the problem framing stage. *(Figure: Existing Situation of Kotte Marsh)* The main purpose of the second initiative is to establish the physical boundary of the DRA. It is to be developed as a green walkway from Nugegoda Bus stop to the Parliament Upper marsh through Old Kesbewa Road and Udahamulla Station Road. It is to improve the accessibility of the area.



(Figure 5: Existing Situation of Kotte Marsh)



(Figure 6: Expected Situation of Canal road along Kotte Marsh)

- **Promote Boat Service Facilities along the Kotte Canal by providing Boat Landing Facilities and Access Points at identified locations** is the third intervention under the Environmental Improvement Strategy. This project is identified by the Megapolis Transport plan 2016. Accordingly, the canal from Wellawatta to Battaramulla (IW1) has the best potential to provide an urban transport solution as it intersects six main roads including

Marine Drive, Galle Road, Highlevel Road, Baseline Road, Nawala Road and Parliament Road out of which three are main corridors.

3. Strategic Interventions - Wealthy Community

Two key intervention projects are identified under the strategy of Wealthy Community. These identified projects are to act as cartelist projects to develop the DRA by attracting the wealthy community.

- **Identify two sites for High- End Residential Development**

Two sites are identified at Pitakotte and Thalapathpitiya area for residential development. This residential development will facilitate the residents who are living in the capital city area.

- **Promote a Land for High-End Commercial Activities**

The land which is located in Pitakotte junction is identified for the development of a shopping mall. The mentioned land is owned by the Kotte Municipal Council.

B. Residential Promotion Area Plan

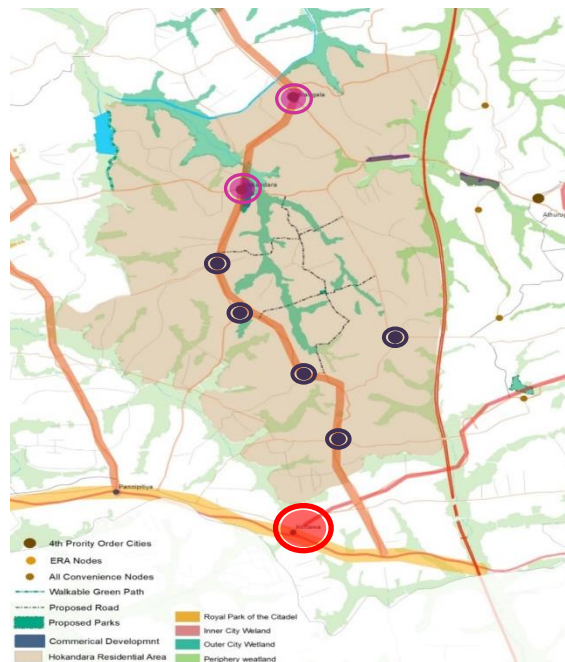


Figure7: Map (RPA plan

The Residential Promotion Area Plan is a part of the Outer city of the Capital City concept. The total planning area is bounded by natural boundaries. Accordingly, Hokandra and Arangala are recognized as Major Service Nodes of Residential Promotion Area Plan and as 4th priority cities under the Node Analysis. The Proposed population density is 5027 persons per square kilometer by the year 2030. Correspondingly, the plan is assumed to facilitate residents who are working in the Administrative City and Knowledge City. Hence, the plan is mainly considered on the improvement of accessibility and urban service of this area. Further, the plan is assumed to ensure the open up of wetlands to attract condominium development with aid of locational advantage of the area.

Major Interventions of the plan

The intervention of this plan can be mainly classified as ‘infrastructure improvement’ and ‘urban service improvement’.

Strategic Interventions- Infrastructure Improvement

As the road network of the area is considered, it is clear that existing roads do not possess a strong network with surrounding areas. However, it also can be notified that the poor road network supports the conservation of the character and the peaceful environment need of dwellers.

- **Improve existing Kottawa - Malabe Road as a major access by connecting Commercial Belt and Knowledge City.**

Kottawa- Malabe road is the most prominent access way which runs through the Residential Promotion area. The first intervention of the plan is to improve the Kottawa- Malabe road from the Kottawa Multi Model Transport Hub (MMTH) up to the connection point of Kottwa Bope Road (6.7 km). It will facilitate to attract more residential development towards to this area.

- **Create two major access ways by connecting Administrative Area.**

The second strategic intervention is accessibility improvement of area by connecting surrounding areas. Those two roads proposed from administrative area and one of it is improvement of Hokandara road (3km) and Wanguru Mawatha (900m) up to Koskandawila

Junction at Malabe Athurugiriya Road. Improvement of Kalalgoda road (2km) is the other intervention under this strategy. The proposed routes are to attract the residential development from Administrative Area to the Planning Area.

Strategic Interventions- Environmental Improvement

- **Promote Green Walk way parallel to Thalangama Wetland by connecting Hokandara Athurugiriya Road**

The overall plan is concerned on the preservation of natural wetland system. For that reason, this strategic intervention backbone preservation of the natural environment by connecting the missing links of the existing wetland road. The proposed project is to be initiated by the extension of the wetland road up to Hokandara- Athurugiriya road as a green pathway (450 m distance).



(Figure 8: Existing Situation of Thalangama Wetland based road)



(Figure 9: Expected Situation of Thalangama Wetland based road)

Strategic Interventions- Urban Service Improvement

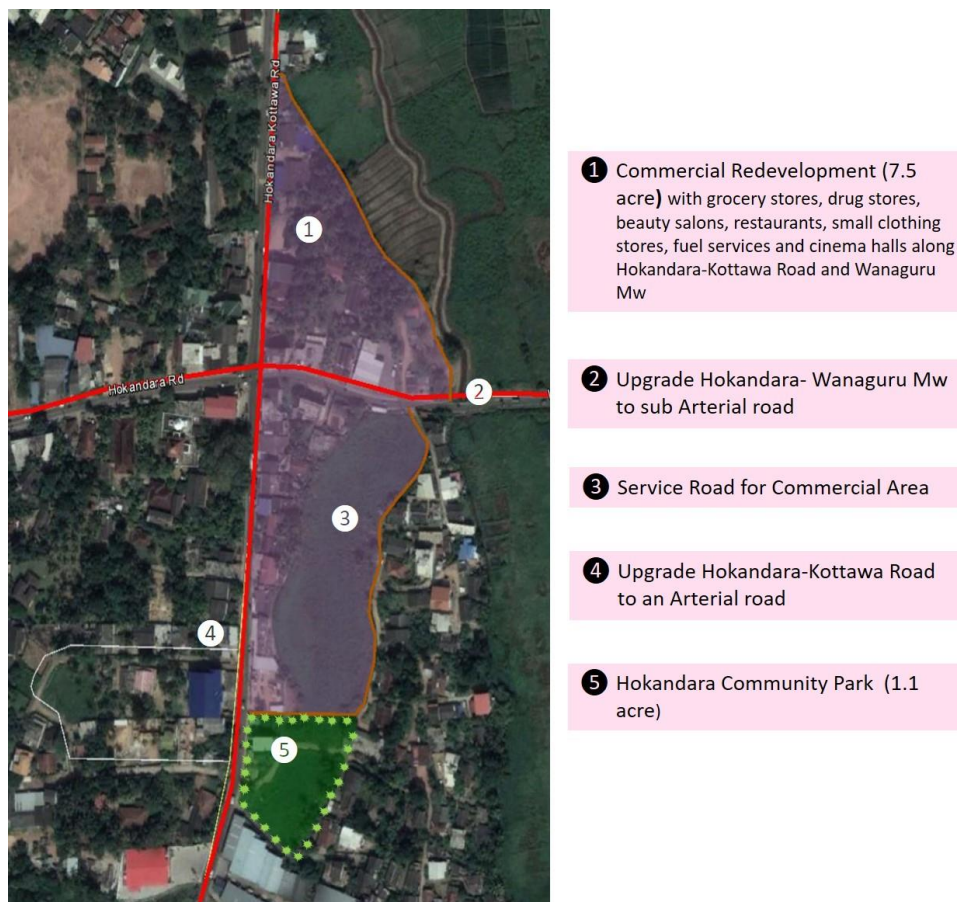
- **Promoting an area with an extent of 7.5 acres in Hokandara Junction as a Special Commercial Node accommodating city residents.**

Hokandara Township Improvement Project is the first intervention under the Urban Service improvement Strategy. The relevant area currently possesses the basic requirements such

as a school, post office, banking facilities, super markets, petrol station etc. Hence, it is assumed that this area would develop in a natural trend even without an artificial trend. However, according to the images, it is clear that the facilities available are not sufficient to cater the expected population. Hence, the township improvement proposes a redevelopment in Hokandara (7.5 acre) with a pocket park, a restaurant and shopping area. The Purpose of these proposals is to encourage investor and consumers.



(Figure 10: Existing Situation of Hokandara Junction)



- **Promote high end commercial activities within 400m on the left side of the Outer Circular Expressway Access Road.**

Development of 400m length high end commercial stretch is the second intervention under the Urban Service Improvement Strategy to facilitate the proposed residential community as well as pass by commuters of the Knowledge Corridor. On the other hand, the proposed area is located in close proximity to the Expressway Interchange in Athurugiriya (100m) and it will plan with shopping areas, restaurants, parking facilities, and a recreational area with retention ponds.



(Figure 12: Existing Situation)

- **Create three community parks to facilitate the community**

Three community parks are introduced by the Residential Promotion Area Plan as follows;

- Community Park I – near Hokandara Junction (1.1 acres)
- Community Park II – near Vidyala Junction (2.5 acres)
- Community Park III – near Hatharaman Handiya (0.45 acres)

The purpose of this intervention is to provide relaxation places for the community as, such places exist in limited numbers on the real ground.

Correspondingly, the plan proposes the improvement of existing Dhakshina Mawatha by connecting Katukurunda Junction and Wanaguru Mawatha as Green Corridor. This New Green Corridor (2.7 km) is expected to connect the three proposed community parks.

C. Peripheral Residential Area Plan

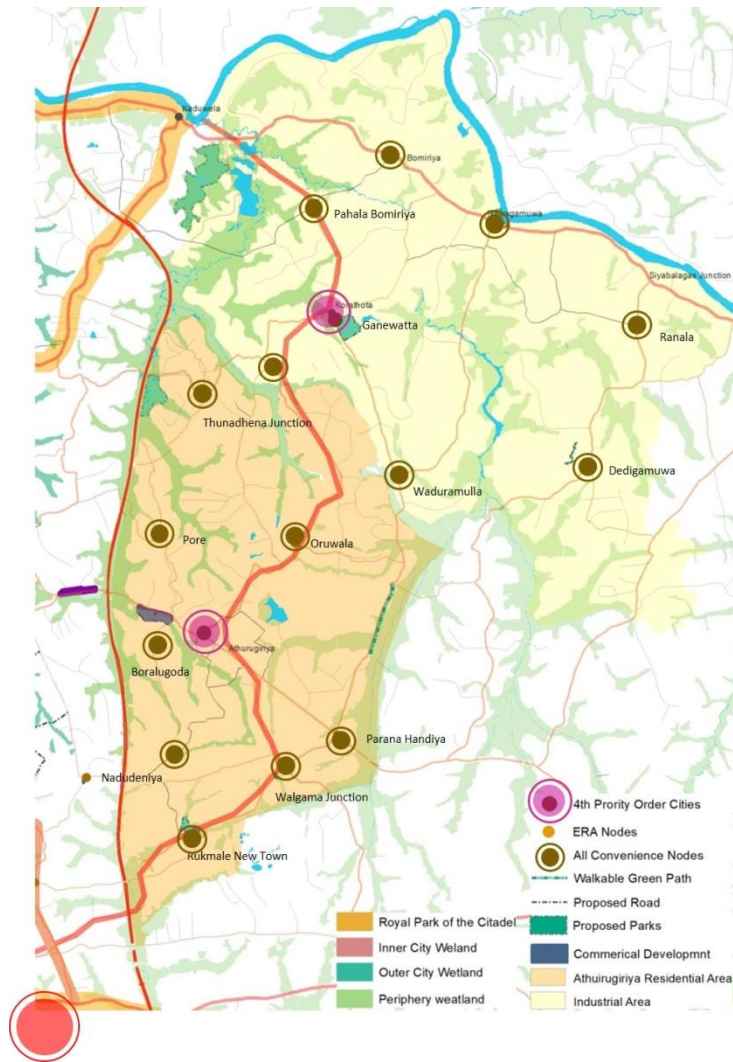
The Peripheral Residential Area Plan is derived from the Capital City Concept of Periphery. The Plan area is bounded by the Kelani River on North, Outer Circular Highway on the West and the High Level Road on South. The proposed population density for 2030 is 10,008 persons per

square kilometer. The Peripheral Residential Area Plan is designed in a manner to cater the residential population approximately within 20 minutes of time. Most importantly, one node of the plan it is expected to serve the population within 5km radius. As a result, two Major Service Nodes and fifteen Convenience Nodes will be introduced by the peripheral residential area plan. One of important aspects of this plan is, it calculates the minimum requirement of service nodes for the identified threshold population based on below assumptions.

Precinct	Node Type	Area (ha)	Threshold Population	Required Commercial Space (1000 persons 0.05 ha)	Required space for Community Hall (15000 persons 0.2 ha)
Athurugiriya	Neighborhood Node	674	36300	1.815 ha	0.48 ha
Walgama Junction Oruwala Vidyala Junction Parana Handiya	Convenience Nodes				
Rukmalagama New Town Boralugoda Rukmale East B	Convenience Nodes	474	31230	1.5615 ha	0.42 ha
Waduramulla	Convenience Node	182	8830	0.4415 ha	0.12 ha
Koratota	Neighborhood Node	306	9960	0.498 ha	0.13 ha
Thunadahena Junction		161	9060	0.453 ha	0.12 ha
Gnewatta		122	4400	0.22 ha	0.06 ha

Pahala Bomiriya B	Convenience Nodes	410	17760	0.888 ha	0.24 ha
Pahala Bomiriya		212	20340	0.017 ha	0.27 ha
Nawagamuwa		183	2760	0.138 ha	0.04 ha
Dedigamuawa		280	5820	0.291 ha	0.08 ha
Pore		89.4	5610	0.2805 ha	0.07 ha
Ranala		182	8850	0.4425 ha	0.12 ha

- All service nodes are designed based on the eight key elements of the great urban neighborhood as follows;
 1. **Walk to Shop-** *A great neighborhood has everyday stores and services within an easy walk from home.*
 2. **Safe Street** -*A great neighborhood has safe and friendly streets.*
 3. **Get Around Easily-** *A great neighborhood has many ways to get around.*
 4. **Housing Choices-** *A great neighborhood has a variety of housing types.*
 5. **Gathering Places-** *A great neighborhood has places for people to meet and talk.*
 6. **City Services-** *A great neighborhood has a full range of public services for residents.*
 7. **Special Character-** *A great neighborhood has its own character.*
 8. **Part of the whole-** *Great neighborhoods make great cities.*



Strategic Intervention- Infrastructure Improvement

▪ **Improvement of Kaduwela - Homagama Road from Wellehandiya to Homagama**

Kaduwela- Homagama road is the most prominent access way which runs through the proposed Peripheral Residential Area. Hence, as the first intervention of the plan, Kaduwela- Homagama road from Wellehandiya to Homagama (10 km) is expected to be improved. It is expected to facilitate and attract more residential development towards this area as a result.

Strategic Interventions- Improvement of Neighborhood Nodes

▪ **Development of Athurugiriya Neighborhood Node**

In accordance with the Capital City Plan, Athurugiriya is to be developed as a Forth Priority order Main Service Center to the Peripheral Residential Area. Hence, it is assumed to attract more residential population in and surrounding area. Moreover, as for the current situation,

most of the commercial activities are been developed in liner way along the main road. This trend has created congestion in the Athurugiriya town center during peak hours on the existing road network. Even though the public and private sectors provide better transport services for the commuters, road side parking, narrow road network, lack of safety access for human beings, have created the high congestion in the town center.

Therefore, a land of 7 acres in extent located near the Athurugiriya Interchange is identified for the Athurugiriya Township Development Project. The project is comprised with following components in order to provide a pleasant and convenient environment for the general public.

- Mixed Development (1A 1R 9P)
- Bus Terminal (1A 2R 20P)
- Mini Urban Park (10 P)
- Pola Development(1A)
- Public Car Parking Area (90 P)
- Water Retention Area (90 P).

This Township Improvement Project incorporates with the Settlement Plan for the development of Athurugiriya as a neighbourhood node. (Annexure: 1)

▪ **Development of Koratota Neighborhood Node**

Koratota is the second neighborhood node which is been identified by the Peripheral Residential Area Plan. Koratota is also identified as a Forth Priority Order City according to the Capital City Plan. In the existing situation, Koratota area is famous for religious and industrial activities. Hence, this area is assumed to be planned as an Industrial Based Neighborhood Node by facilitating the existing trend without promoting an artificial trend.

Strategic Interventions- Improvement of Convenience Nodes

▪ **Development of Thunadahene Convenience Node**

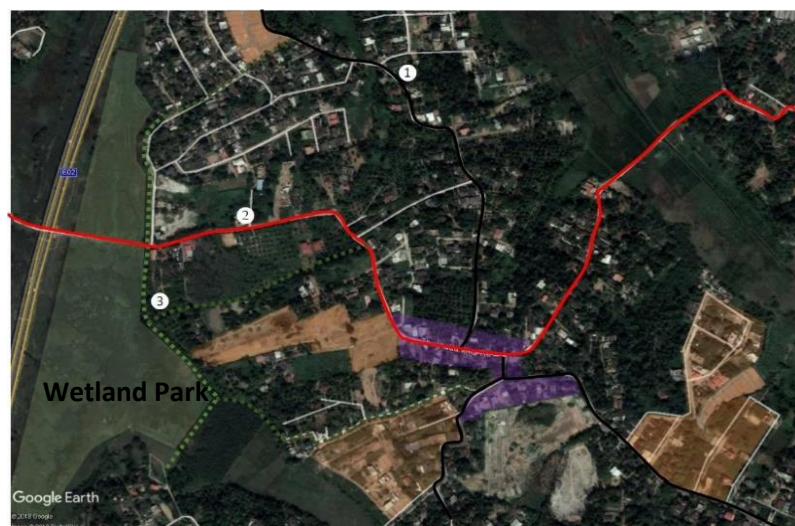
Proposed Thunadahena Convenience Node is located in Thuadahena Koratota Road. Even it is not situated facing the main artery, it indicates a development trend compared to other junctions. The basic components such as, a community center, ayurvedic dispensary, pre

school and few boutiques are available. It lacks shopping centres, gathering places and safe streets to cater the population.



(Figure 13: Existing Situation of Thunadhena)

Hence, Thunadahena Node is designed as a location for relaxation. Accordingly, a land with an extent of twenty-acres adjacent to the Outer Circular Highway is identified for the Thunadahena Wetland Park as the first intervention. Accessibility Improvement is the second intervention of the project. The below roads are planned to be improved by considering the third key element of the Great Urban Neighborhood. They are,



(Figure 14: Proposed Layout of Thunadahena Convenience Node)

1. Extension of Rathnayaka Mawatha up to Thunadahena Junction
2. Improvement of Thunadahena Koratota Road
3. Development of Wetland Roads

The land with an extent of 3.5-acres in Thunadahena Junction is proposed to be redesigned with Grocery stores, Mini Market, Bakery, Dispensary, Community Hall, Hardware stores etc. as the third intervention of the project.

▪ **Development of Rukmalgama New Town**

The Proposed Rukmalgama New Town is a convenient node which is located in the Athurugiriya-Kottawa Road. It is approximately 3.4 km away from the Kottawa town center. Currently, this location consists of a place for relaxation, a small scale bus terminal, a mini super market and a few boutiques. However, Rukmalgama lacks a place for city services and a place to learn with Safe Street to cater daily needs of the population.



(Figure 15: Existing Situation of Rukmalgama New Town)

According to the above images, it is clear that the available commercial and public services are not adequate for the threshold population. But, dwellers in the Rukmalgama new town are capable to reach the Kottawa town center within a time duration of 20 minutes approximately for daily needs. As a result, the node will be designed to improve Mahabo wewa as a public open space with city services. The first strategic intervention is to improve the accessibility to Mahabo Wewa as a public park. Accordingly, two greenways are proposed from the Athurugiriya Kottawa Road to Mahabo wewa Public Park with city services. The land with an

extent of 1 acre adjacent to the Rukmalagama temple and Mahabo Wewa is identified for city services. Accordingly, the Community hall and the Children's play area are designed to cater the daily needs of the residents.

On the other hand, the development of Rukmalagama Bus Station (0.10 acre) as a mini bus station is the second intervention.



① Green Access Road to Mahabowewa Park

② Community Hall with Children Play Area

(Figure 16: Proposed Layout of Rukmalagama New Town)

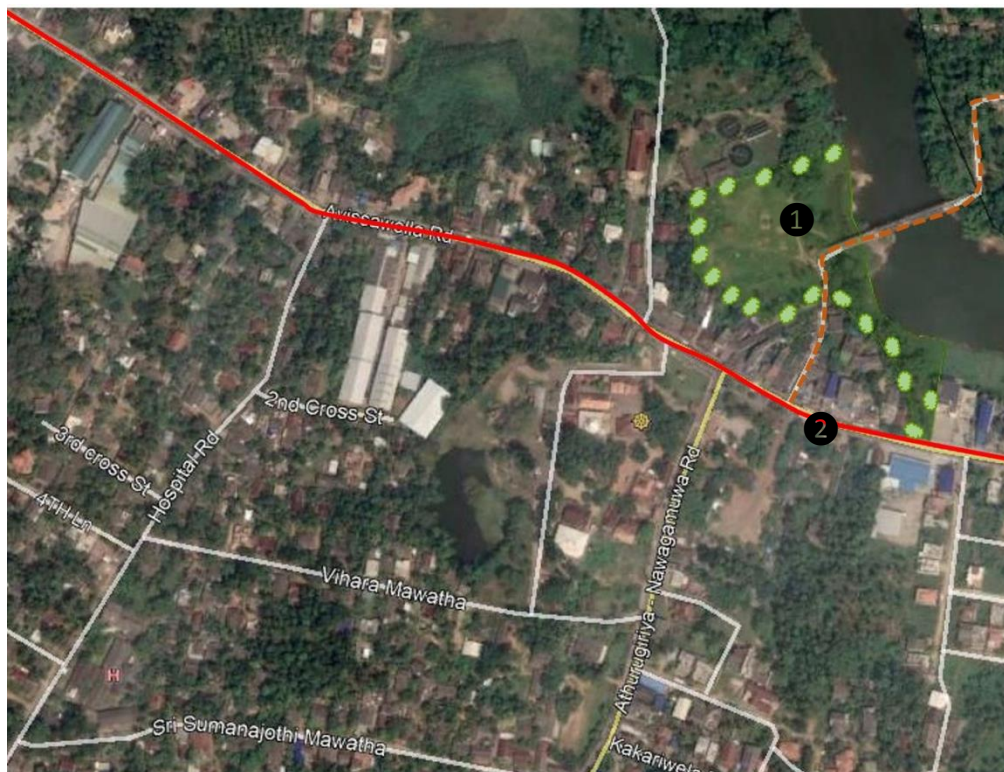
▪ **Development of Nawagamuwa Convenience Node**

Nawagamuwa is a convenience node which is situated by the side of the main artery of Low level Corridor. When the growing trend of Nawagamuwa is compared with other Convenience Nodes, it is recognized that the area has grown with a religious aspect from the past. Hence, the development functions beyond the junction level. It currently, has basic components such as, a hospital, a police station, a sub post office, a primary school and commercial facilities(Figure:17). However, the area lacks a place to relax for the threshold population.



(Figure 15: Existing Situation of Nawagamuwa)

According to the existing situation it is clear that Nawagamuwa node has capability to act as a Convenience Node. Hence, through this intervention, it is expected to upgrade the quality of life of the dwellers by proposing a place to relax. For this purpose, a land with an extent of 3.94 acres is proposed as a Meditation Park. The propose land situated in the bank of Kelani river in close proximity to Nawgamuwa temple and Nawagamuwa Pahala Mapitigama Road is to be improved as a green road from Low Level Road to Hanwella Malwana Road in order to offer better access to the proposed Meditation park.



- ① Meditation Park
- ② Low level Road Improvement

(Figure 16: Proposed Layout of Nawagamuwa)

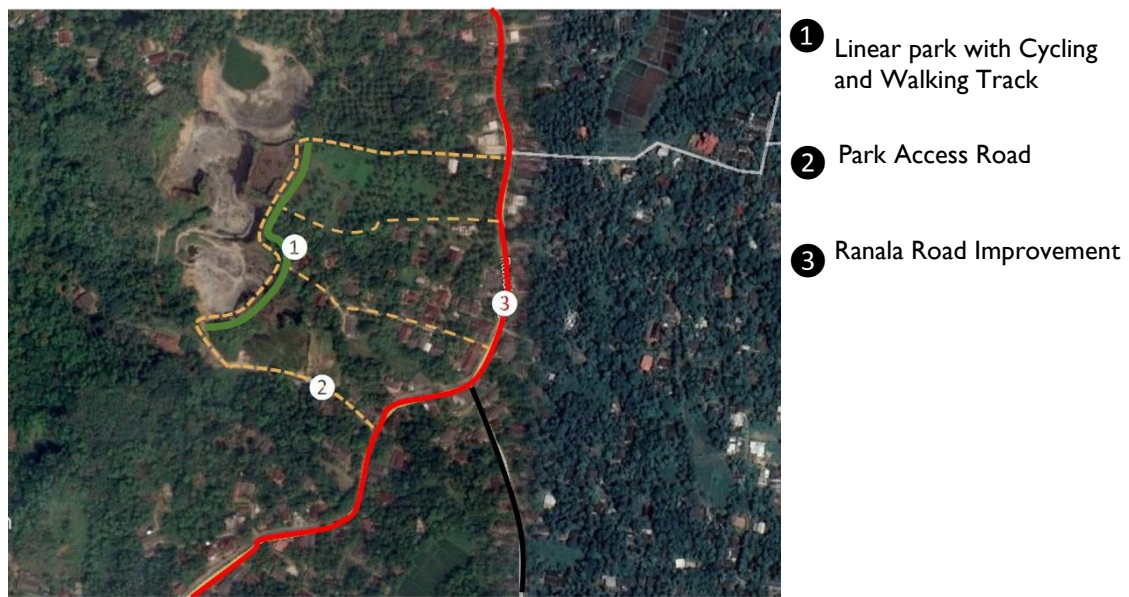
- **Development of Dedigamuwa Convenience Node**

The proposed Dedigamuwa convenience node is located in Habarakada- Homagama road. It is approximately 9.35 km away from the Kaduwela city center and 2.75 km away from the Low Level Corridor. This Convenience Node is designed to facilitate a threshold population of 5820 persons. Currently, this node consists of a school (Dedigamuwa Vidyalaya) and a few small scale boutiques. (Figure: 17) On the other hand, a few number of small and medium scale industries are located in the surrounding area. Most importantly, the Dedigamuwa forest reserve stands as the most important natural element of this node. However, the quarry is located adjacent to the forest reserve.



(Figure 17: Existing Situation of Dedigamuwa)

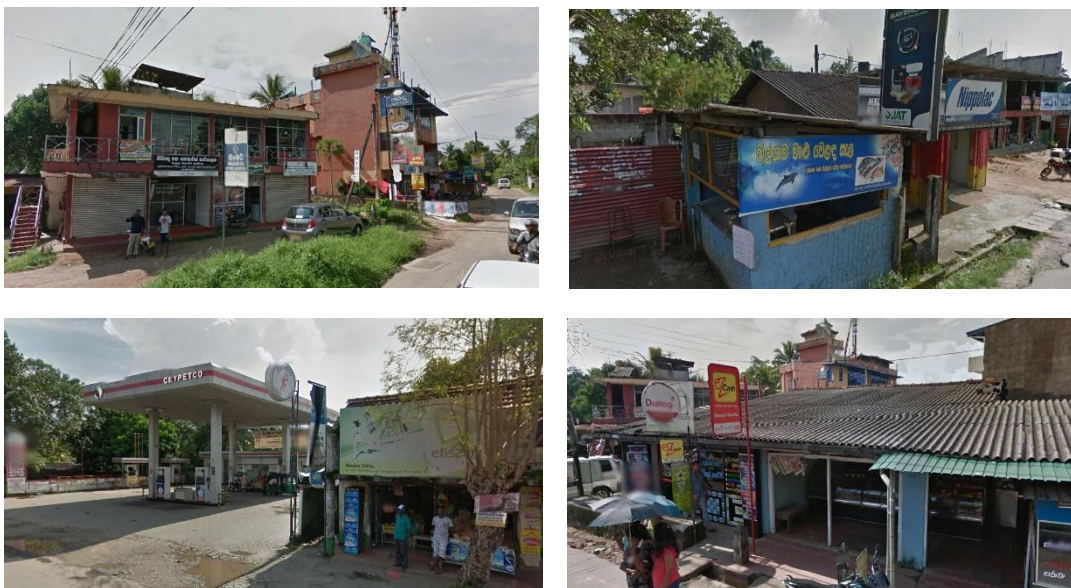
Adhere to the existing situation, liner path with cycling and walking track (350 m length and 1 acre) is proposed in adjacent to the quarry and forest reserve as the first intervention of the Dedigamuwa Convenience Node. Four roads are identified under the second intervention to improve as park access roads to provide better access to the proposed liner park. The third intervention is to upgrade the existing Ranala road into a sub arterial road.



(Figure 18: Proposed Layout of Dedigamuwa)

■ Development of Walgama Junction Convenience Node

Proposed Walgama Junction Convenience Node is located in Kottawa- Athurugiriya road and Homagama- Athurugiriya road. It is approximately 1.7 km away from the Athurugiriya city center and 3.2 km away from Homagama. When other Convenience Nodes are compared, Walgama Junction Convenience Node offers basic commercial facilities with informal shops. (Figure:19)



(Figure 19: Existing Situation of Walgama Junction)

According to the above images, it is clear that available commercial and public services are not adequate to cater the threshold population. However, dwellers in Walgama Junction can easily access Athurugiriya town center within 20 minutes of time to attain daily needs. Hence, this node is designed to improve public open space to provide a better environment to the dwellers and commuters.



❶ Rest Garden with Food stalls (0.7 acre)

❷ Park Access Road

(Figure 20: Proposed Layout of Walgama Junction)

Hence, Walgama Junction Plan is designed to create a place for relaxation. Accordingly, a 0.7 acre marshy land which is located in close proximity to Walgama Junction is proposed as a rest park. A 150m road is also projected as a service road towards the proposed rest park.

2. Settlement Management Plan

The main objective of the settlement Management Plan is to maintain the proposed character and enhance the living quality of the Capital City by addressing the underserved settlements.

The Settlement Management Plan proposes three approaches to address underserve settlement issues within the planning premises. They include,

1. Redesign Approach
2. Relocation Approach
3. Special Projects Approach

Redesign Approach

The Redesign Approach is the most flexible and innovative solution to address the underserve settlement issues in identified areas of the plan. 'The land right' is the main mechanism to identify underserve settlements in the Redesign Approach.

Relocation Approach

The Relocation Approach is a management solution to maintain the proposed character and enhance the living quality of the Capital City by removing unauthorized settlers from canal reservation and unauthorized lands.

Special Projects Approach

The Special Project Approach is defined with the national scale infrastructure development projects. The identified underserve settlements in planning area proposes redesign and relocation with the concepts as follows,

	Identified Location	Land Ownership	No. of Houses	Propose Method	Proposed Site
1	Obesekarapura (Arunodhya Mw)	KMC Land & Private	668-700	Special Project (URP) & Redesign Approach	Obesekarapura (Arunodhya Mw) On site Relocation
2	Kinda Ela Reservation	SLLRDC Land	To be Identified	Relocation Approach	Obesekarapura (Arunodhya Mw)
3	Bnadaranayakepura	Private	To be Identified	Redesign Approach & Relocation	Bandaranayakapura (On Site Relocation)

4	Maligawa Road	UDA Land	60	Relocation Approach	Bandaranayakapura
5	Baddagana Road	SLLRDC Land	17	Relocation Approach	Bandaranayakapura
6	Kittampahauwa Canal Reservation (Perera Mw)	SLLRDC Land	7-10	Relocation Approach	Obesekarapura (Arunodhaya Mw)
7	Kelaniweli Reservation	CGR Land	144	Special Project (Kelaniweli Railway Project)	Proposed Site by Kelaniweli Railway Project

Source: GN office data of Sri Jayawardhanapura Kotte MC, Filed Survey and Observation



(Figure :21 Composite Map of Settlement Management Plan)

Impact of the Settlement Plan

Population Density

Cluster Development Plan

A. Distinctive Residential Area Plan

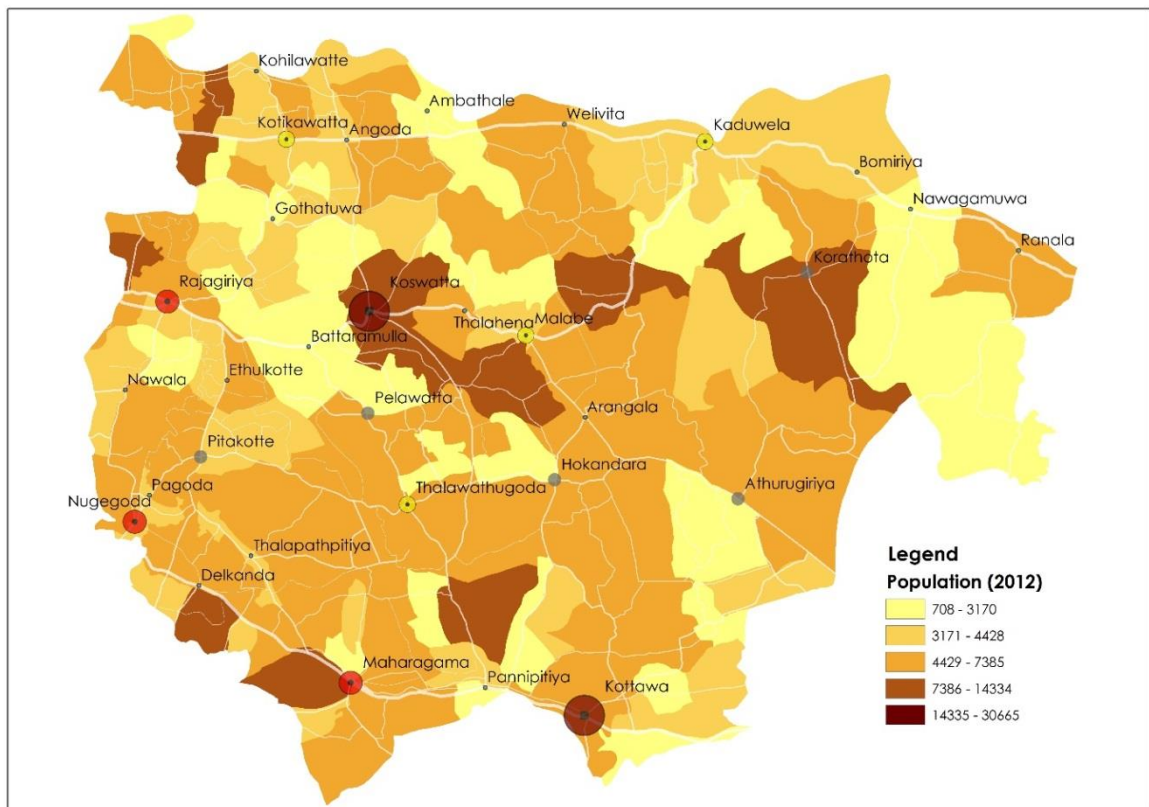
- In 2012, total population density of Inner City area was 5523 persons per square kilometer and Distinctive Residential area was 7482 persons per square kilometer.
- The Capital City plan proposes a population density of 5593 persons per square kilometer in the Inner City area and 8276 persons per square kilometer in the Distinctive Residential Area by the year 2030.

B. Residential Promotional Area Plan

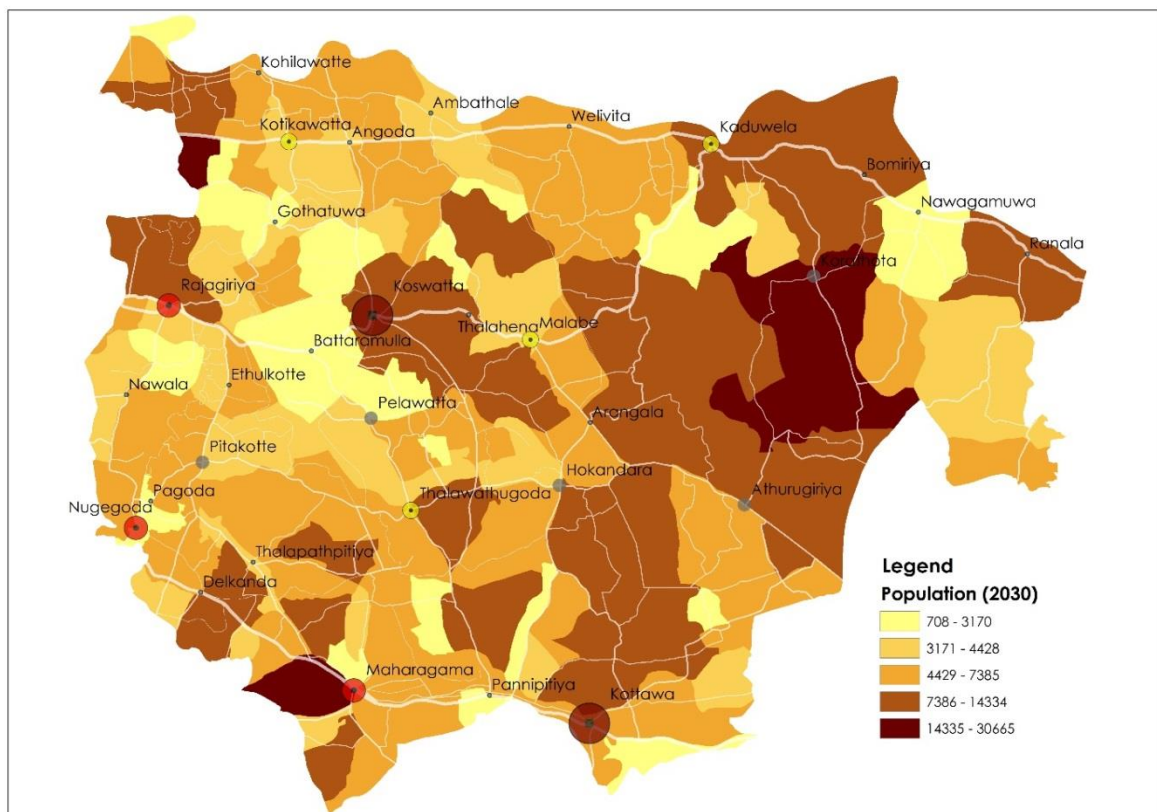
- The population density of total Outer City Planning Area was 4905 persons per square kilometer and 3757 persons per square kilometer in Residential Promotional Area in 2012.
- The plan proposes a population density of 6292 persons per square kilometer in the Outer City area and 5027 persons per square kilometer population in the Residential Promotion Area by the year 2030.

C. Peripheral Residential Area Plan

- The population density of peripheral residential area in 2012 was 5568 persons per square kilometer and the propose population density of 2030.



(Figure: 22 Population Map of 2012)



(Figure: 23 Predicted Population Map of 2030)

The implementation of Cluster Development Plan is expected to attract the target residential population to the planning area and develop four Neighbourhood Nodes and fifteen Convenience Nodes to facilitate the residents.

To fulfill the total required commercial space 24% of area (4.98 ha) develop with commercial facilities by cluster development plan.

Settlement Management Plan

The settlement management plan intervention is assumed to remove 100% identified underserved settlements within the Capital City Planning Area to maintain the proposed character.

7.4 Transport Plan

“Higher the Accessibility Greater the Potential”

Transport Plan is main Planning Requirement for the Development Plans in the sense of Operation, Provision of Management and Facilitation of Different transport modes to achieve Safer, Faster, Comfortable, Convenient, economic and Environmental – friendly movement on Passengers and Goods. The Preparation of Transport Plan for the Capital City Development Plan is based on achieving identified Goals for the Better planned, Sustained City.

Among the formed three main Goals, one of the principal Goals mentioned about the Prosperous city facilitating with Efficient and smooth Urban System. To achieve above goal Planning team has focused on key concepts high lightening Efficient and Smooth Urban System. Review

One of the principal goals for the Capital city Facilitating with Efficient and Smooth Urban System. Smooth road and public transportation system will help in achieving this goal. The following general four main transport strategies are proposed, to build above transport plan. The future road network will also be sub-categorized based on the level of social interaction, infrastructure levels and in line with international practice to create streets for people in urban settings.

Capital City Development Plan has key Development Goals with Supportive Objectives and Strategies. Overall Concept has demarcated specified land Uses and Densities for the Planning Boundary. Though there is a Space arrangement covering the Whole Capital City It Seems there is a difficulty to display expected city form in macro Scale. So Strategically Planning team try to employ and practice all the strategies along the identified nodes and Corridors within the Planning area. Ultimate expectation of the Capital City Plan is make an Ancient Royal Capital City with mix of new technology based Urban System. To achieve the expected Urban Form Planning team has Guided by two Main Criteria's as Follows:

- 1. Track Capital City Design Principles**
 - 2. Achieve expected Capital City Form through formation of Identified Nodes and Corridors.**
- Track Capital City Design Principles.

When Planning the Capital City in Sri Lanka Planning team incorporated five Key Design Principles Center, Axis, Hierarchy, Transitions and Enclosure consequently. Detail explanation for above Principles will comprise in Last Chapters. Transport Plan Point out key strategies for Axis, Hierarchy and Transitions Development. Provision for Axis Development Will Provide through Transport Plan. Axis line named as Capital Valley in the Capital City. Axial line definition says it's Orientation and other elements to fall in an

appropriate Location. In Capital City Plan Capital Valley defined as **Angoda Colombo road**. 1km Reservations and Regulations will create either side of the **Angoda – Colombo Road** (0.5km Special Guide Buffer) to achieve Expected Form and Design Considerations. Second Design Consideration is Create Hierarchical Order within Planning Boundary. For the requirement Completion, Planning Team has introduced Four Ceremonial Access through mentioned roads as below:

1. D.S Senanayake to Parliament Junction via Rajagiriya Flyover
2. Nugegoda to Pitakotte via Nugegoda Super Market Junction
3. Makubura to Kibulavila Junction via Panniptiya
4. Kaduwela to New Akuregoda Road Through Malabe Junction.

All above Junctions will get different type of Densities, Landmarks and all the Proposed, density changes. As a strategic approach planning team has decided Plant diverse range of trees, representing different hierarchical levels of the City. As the Trees grow, it will become a hierarchical place mark for the Citizens who passes the Capital City. Color variations will make an identity to People to identify the Different Hierarchical Order in the area. Proposed Road network system and Transport Plan will have a major influence on Strategy. Third key Design Consideration was given to the Transition Node Development. For Identified Transition Nodes all the Nodes have Categorized based on Node Place Analysis and identified Four levels of Nodes based on Node Intensity and Node Diversity. Last followed design Principal was creating Enclosure. Enclosure of the area has demarcated through the Wetland and Wetland Roads.

- Achieve expected Capital City Form through formation of Identified Nodes and Corridors.

To develop Transport Plan for the Capital City in Sri Lanka is based on two Principals and Principal two defined all about city formation and identification of Nodes and Corridors. The plan has identified two types of Nodes for the Development in the sense of Capital City Image Building and City order formation. In the Design Sense Nodes identified innovative approaches to the design of new or Upgrades efficient interchanges. The main interest of the Planning Team is, when designing an interchange, it should be to connect “People to the Places and by the time these designed Nodes should want to provide the Sense of Capital Cities for the Citizens and Foreign Tourists who visit the City. When designing these Nodes Four main dimensions have considered: Architectural, Hierarchical Designs and High quality User Experience and a Connected and Integrated System. Those identified Design nodes are:

1. Parliament Junction
2. New Akuregoda Junction
3. Thalawathugoda Junction

4. Pitakotte Junction
5. Rajagiriya Junction
6. Malabe Node
7. Pannipitiya Junction
8. Nugegoda Supermarket Node
9. D.S Senanayake Roundabout
10. Kaduwela Interchange
11. Makubura TOD
12. Nugegoda Fly-over
13. Palam Thuna Junction
14. Kimbulawala Junction

Second type of Nodes derived based on Node Place Analysis. Objective of these node Development is to Formation the City Order. To Form Conceptually Designed City Order, Planning Team has identified four City Priority Levels based on Node Diversity and Node Intensity and Place Diversity and Place Intensity. To analyze the level of Nodes following criteria's were used Orderly:

For the Node Diversity Calculation Four Criteria's were taken as follows;

1. Road networks that feed different regional scales
2. Railroad Connections
3. Other transportation facilities
4. Broadband facilities for Communication

Node intensity measurement Criteria's

1. Traffic Congestion
2. Regional Connection
3. Actual quantities of the Flow.

Place Diversity Measurement Criteria's

1. Land uses
2. Services and Other Functions to the inhabitants and firms of the City
3. Place in Its Veracity
4. Innovatively
5. Attractively as living and Working environment

Place Intensity Measurement Criteria's

Weighted Forecast analysis has been carried out to Identify the major Cities as Prioritized based on Characters. Those Characters are Land use type, Development Pressure, Sensitivity analysis, Land Value, Vertical Density, Horizontal Density, Land Value and Land Use Changes from past to Present. End of The Analysis Result has shown four types of nodes. Those nodes categorized as follows

1st priority Nodes – Koswaththa , Kottawa

2nd Priority Nodes – Maharagama, Nugegoda, Rajagiriya

3rd Priority Nodes - Kaduwela, Malabe, Kotikawaththa, Thalawthugoda

4th Priority Nodes – Athurugiriya, Korathota, Hokandara, Pelawaththe, Pitakotte

The main interest of the planning team and Developer is to create nodes for connect “People to the Places”. Four Dimensions have to be considered: Architectural and Functional Design, the Provision of accessible and efficient journeys, high quality user experience, and a connected and integrated system.

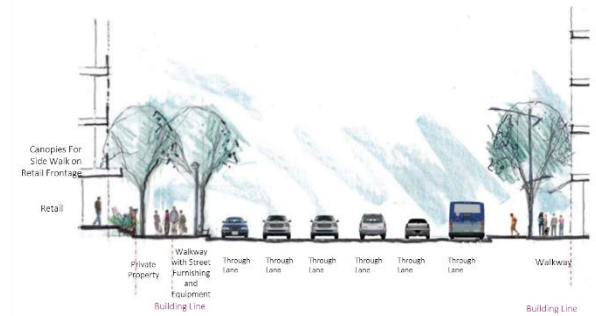
Strategic Planning approach will follow to achieve the spatial form of the City and Conceptual Urban Form in the Capital City Plan.

I. Road widening Proposals

A road hierarchical order is proposed for the Capital city. The grid network includes roads designed and classified based on functions and capabilities. Table I shows the proposed 4 classifications of roads. They are:

Code	major classes
P1	Urban Functional Highways
P2	Arterial Roads
P3	Sub-Arterial Roads
P4	Wetland Roads

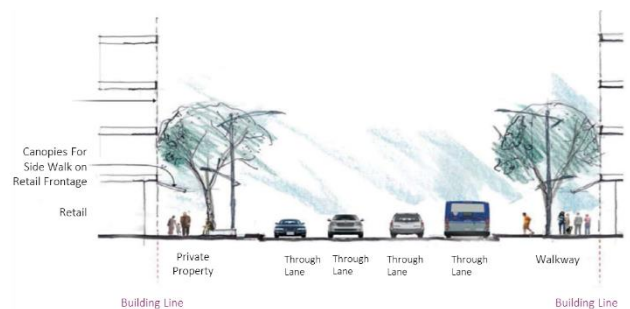
I.) Urban Functional Highways



The urban functional Highways will provide circulation along the fringe of the city, therefore allowing through-traffic to bypass the Capital city Core. three major corridors which link regional connection

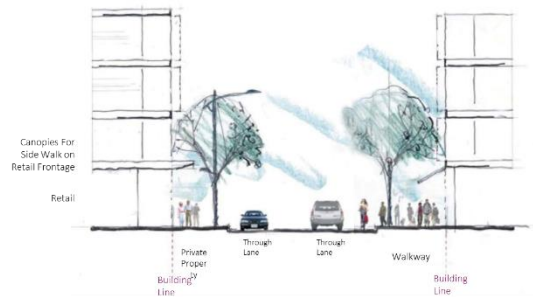
Speeds along urban Highways are generally high to minimize travel time along the roads. Major proposed growing nodes eg (Baththaramulla Koswatta, Kottawa, Nugegoda, Malabe, Kaduwela) to be located near the Urban functional Highways expressways.

II.) Arterial Roads



An arterial network is developed to certify movement between Urban Functional Highways within the City i.e. Citadel area, Commercial Strip, Administrative District, Residential District and Periphery. The arterial network also serves as the major transit corridors, especially for rapid transit systems. Infrastructure mains are to be located within or adjacent to the arterial network to ensure access to utilities. Traffic speeds along arterial roads should be maintained at 40-60kmh.

III.) Sub-Arterial Roads



Sub-Arterial Road network is the provider of traffic at neighborhood level. Access to developments are to be gained from the collector roads. Neighborhood and Arterial roads are to be connected to the Sub Arterial road network. That kind of roads are to be normally planned for higher social interaction because of that speeds should be limited to no more than 40kmh, depending on context

IV.) Neighborhood roads

Unclassified roads such as local and access roads (classified as Neighborhood Roads) are not identified at transportation Master Plan level, however detailed guidelines for local roads should be prepared to guide developers during development control.

2. Drive along Wetland



As specified in the Wetland capital concept, special Roads have been open to wetlands in the city. This will help to create green network of the city. The green axes shall house large linear parks and strips.

Being close to the state government offices, residential areas. These parks and open spaces will give ceremonial character to the capital city.

3. Alternative Transport Modes



Water Transport

IW 1: Wallawatta – Battaramulla

IW 2: Fort - Union Place

Present Status of Inland Water Transport

- Pre Feasibility Study has been completed
- EOI published on 20th June 2017
- Closing date for Submission of EOI was on 24th July 2017
- One applicant has submitted EOI
- PC reviewed the submitted EOI document and CANC Approval to be obtained
- Obtained the Approval of CANC for the TEC report for shortlisting of EOI and for the RFP Volume I, II, III



Next Activity

To issue the RFP document to the shortlisted firms

Railway

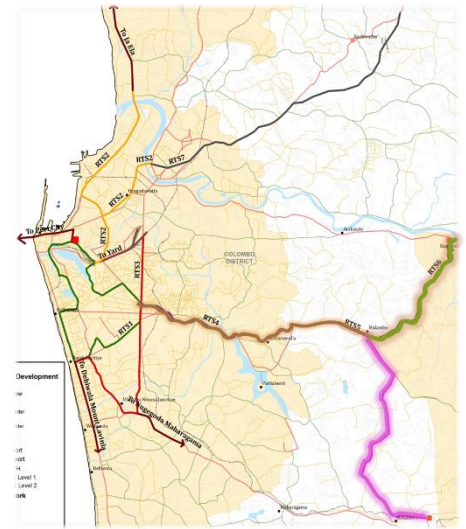
Light Rail Transit (LRT)

Light Rail Transit (LRT) is a rail-based rapid transit which uses dedicated tracks to guide its vehicles. Typical systems are trams and guided trains. These systems can be built as part of the road network. As a newly established Administrative areas and regional centers, the population in Capital city expected to grow exponentially. The Road transportation and Railway system alone cannot meet the future passenger capacity, and the need for fast connection inside the city as well in between capital city and commercial city

LRT tracks will be located at elevated corridors above the Urban Functional Highways, Arterial Roads, Sub-Arterial Roads and b Neighborhood roadss. The seven Light Rail Transit (LRT)

lines identified in the Megapolis Transport Master Plan are listed below.

- I. Green Line (RTS1) Fort, Kollupitiya, Bambalapitiya, Borella, Union Place, Maradana) - 14.8km
- II. Yellow Line (RTS2) Fort, Maradana, Mattakkuliya, Peliyagoda)-11.5km
- III. Red Line (RTS3) Dematagoda, Borella, Kirulapona, Havelock Town, Bambalapitiya - 10km
- IV. Purple Line (RTS4) Borella – Battaramulla, Malabe 11.7km
- V. Pink Line (RTS5) Malabe – Kottawa 9.6km
- VI. Olive Line (RTS6) Malabe – Kaduwela 6km
- VII. Ash Line (RTS7) Peliyagoda – Kadawatha 13km



Due to the long implementation time for LRT, the LRT system is to be designed in two phases:

Phase I: MRT 1 Borella – Battaramulla, Malabe 11.7km and Malabe – Kottawa 9.6km

Phase 2: MRT 3 Malabe – Kottawa 9.6km

BRT

Bus priority lane project is one of the project identified under the main project “Modernize and the Improving the Quality of Busses and Services”. Rs. 400 Million has been allocated from the treasury for the year 2017 to the implementation of Stage I of the Project. Pilot project was successfully conducted from Rajagiriya junction – Borella Ayurveda junction on March, 2017.

7.5 The Wetland Plan

Introduction:

Proposed Capital city planning area laying on Kelani river basin. Therefore the naturally area consist with wetland to retain the overflow of river during raining seasons. But sprawl of Colombo development, create high demand for the land around this area leading to encroachment of wetlands and reclamation of canals increasing runoff of the area. High flood risk arise within the area with this wetland decline leads to discourage investors to invest in the area. Therefor intention of the wetland plan is to develop a city emerge within the wetland. For that it is proposed separate goal with 2 objectives as follow to conserve 100% wetland system of the area while encouraging development to create prosperous city.

Goal: The experience of a city bloomed in a chain of wetlands

Objective: To conserve and enhance the protection of the existing wetlands ecosystems

To open up the wetlands, to the public and to enhance the water/wetland front developments

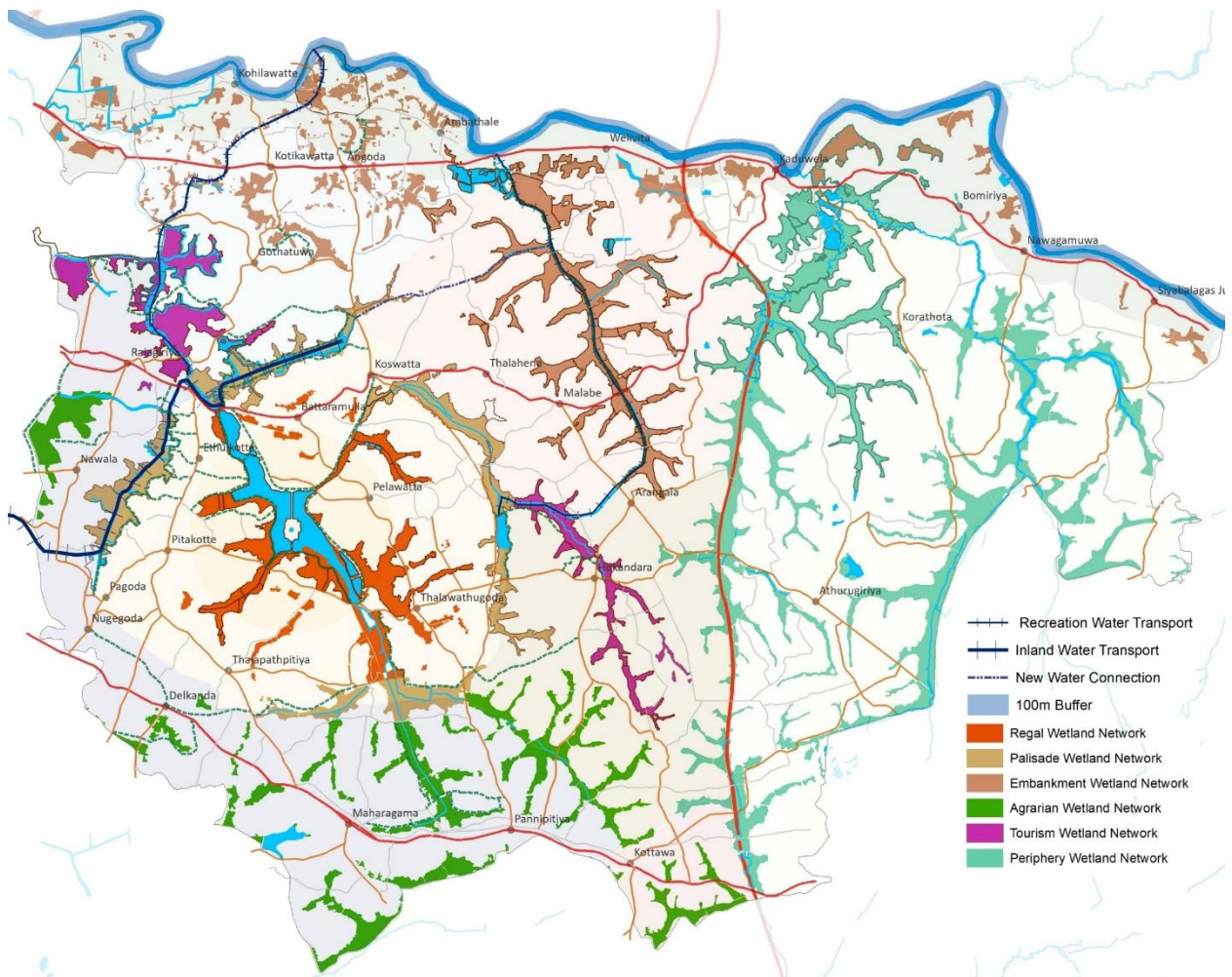
Wetland Plan consist with two main sub plans as,

- Green Network Plan
- Blue Network Plan

Green Network Plan:

Green network Plan consist major two strategies as follow to open up to the public while protecting to future generation,

- wetland Classification
- wetland parks
- green preservation

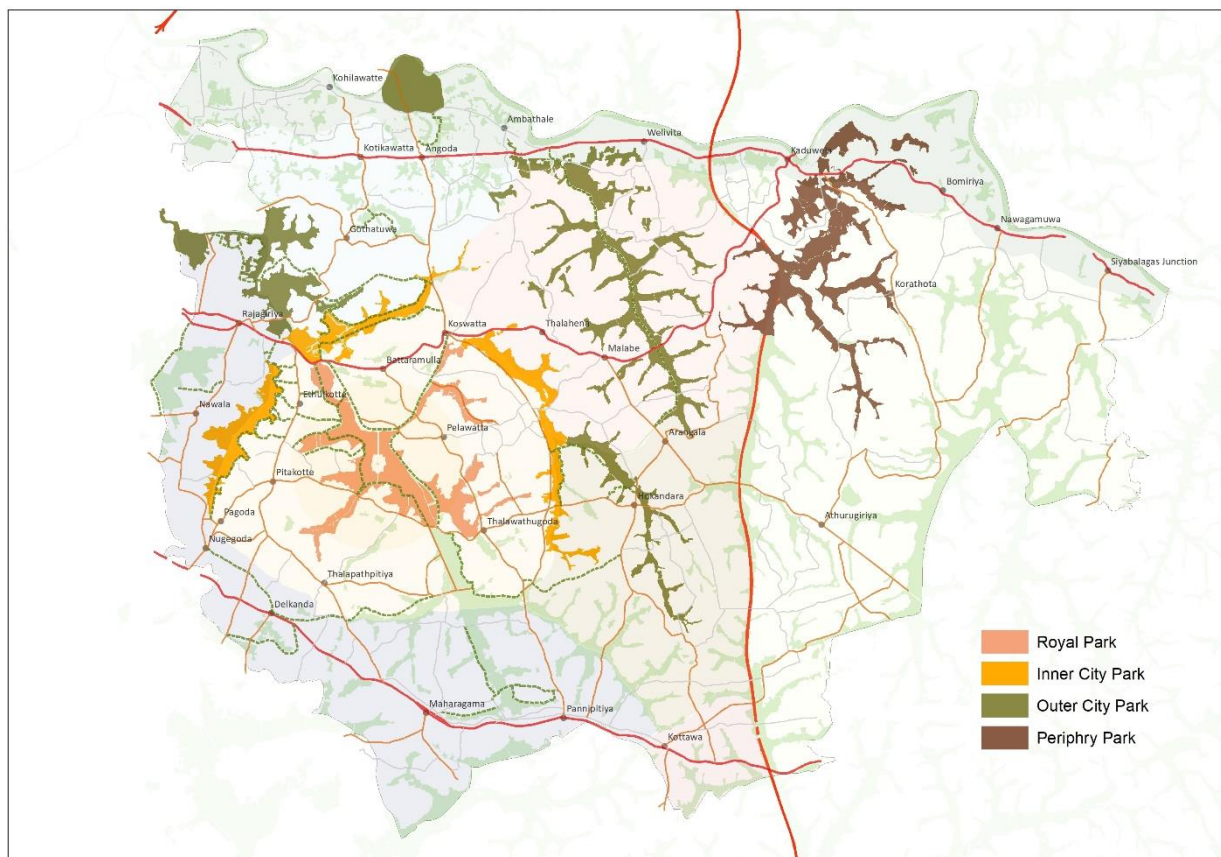


Wetland Classification

Intention of wetland classification is to guide the developers of wetlands and to achieve different image with unique identity to each wetland. The whole wetland network within the Citadel categorized as Royal Park to create mitigate the flood threat for the Citadel area, inner city wetland network considered as Palisade wetland network with the intent of giving idea entrance of and enclosure of inner city and outer city. There are three types of wetland categorization proposed for the outer city area as embankment wetland network to maintain current retention capacity while reducing the speed of spreading water flow during the rainy

Wetland Parks

The second strategy of the wetland conservation is proposal of park development. Through this strategy not only wetland conservation to protect eco system services but also able to supply open space demand of the area. Four types of parks were proposed with four different characters based on levels of royalty which have to be maintain within the area of Citadel, Inner city, Outer city and periphery with the intention of influencing to the proposed character of the Capital city.



- Center Park

The main intention of propose park for the center is to reduce the flood risk of the area and this park is combination of Baddagana marsh, Bird park marsh and parliament road marsh and with the area of 2.94km².



- Inner city Park

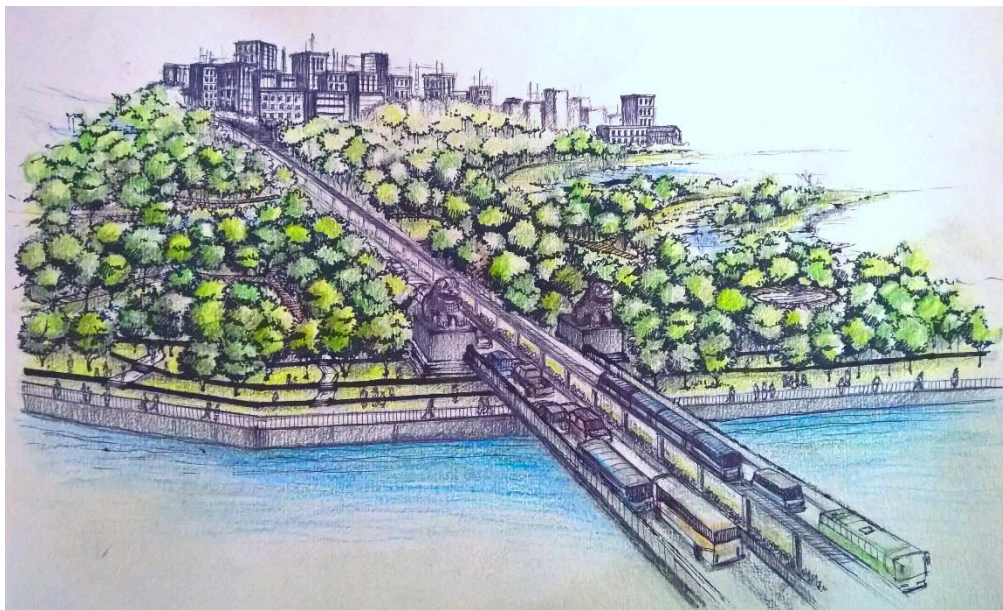
There are two inner city parks proposed for the Thalangama Marsh, and for the Kotte marsh and Diyatha Uyana marsh with the total area of 2.96km².



- Outer City Park

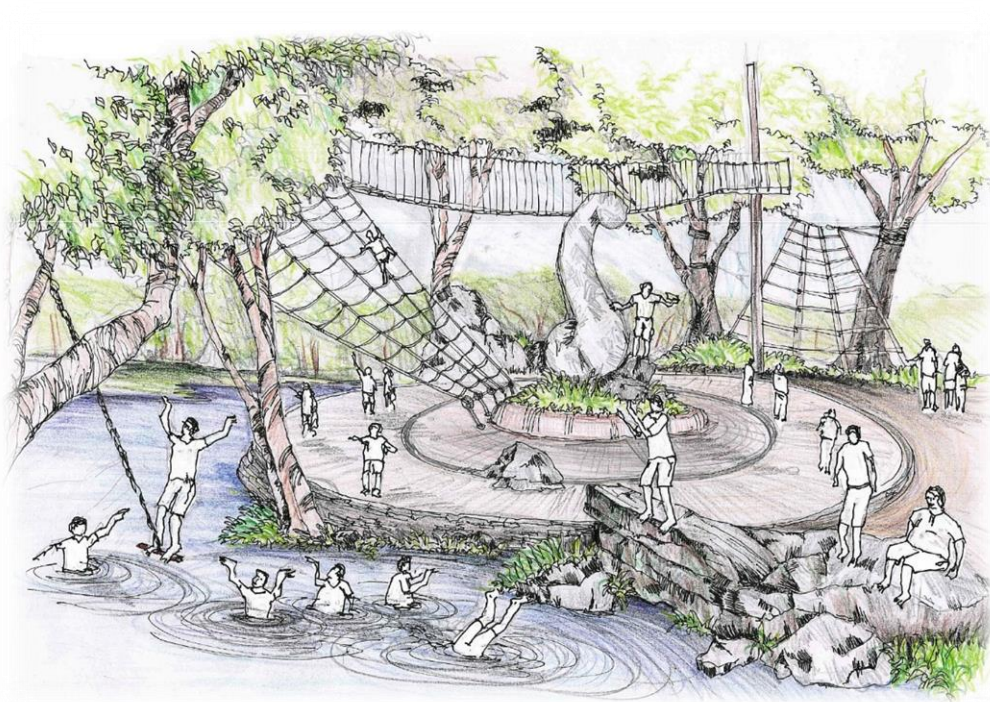
There are four outer city park proposed for the wetlands of Kolonnawa, Madinnagoda, part of Thalangama as tourist related park, Malabe, Muleriyawa for the office space development Park and not classified marsh in Kelanimulla wetland to reduce the high flood risk and which can be effects for the newly proposed third order city of Kottikawatta- Angoda node and also especially to create the sense of entering to the

“capital city in wetland” as it is the entrance to the Colombo district from Gampaha district with the total area of 6.36km²



- **Periphery Park**

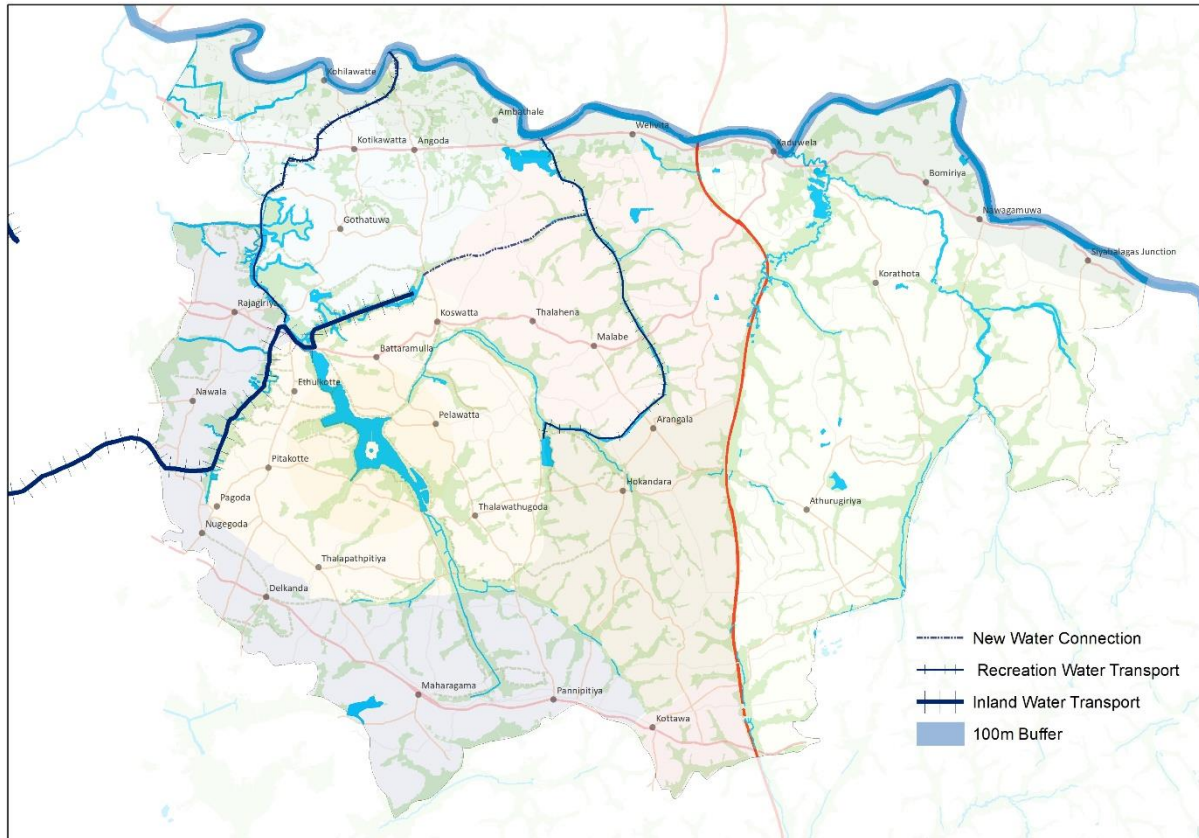
Periphery Park proposed for the Kaduwela marsh will be developed as an adventure park to serve for the residential populations and for the tourist with the total area of 3.22km².



Green Preservation

Blue Network Plan

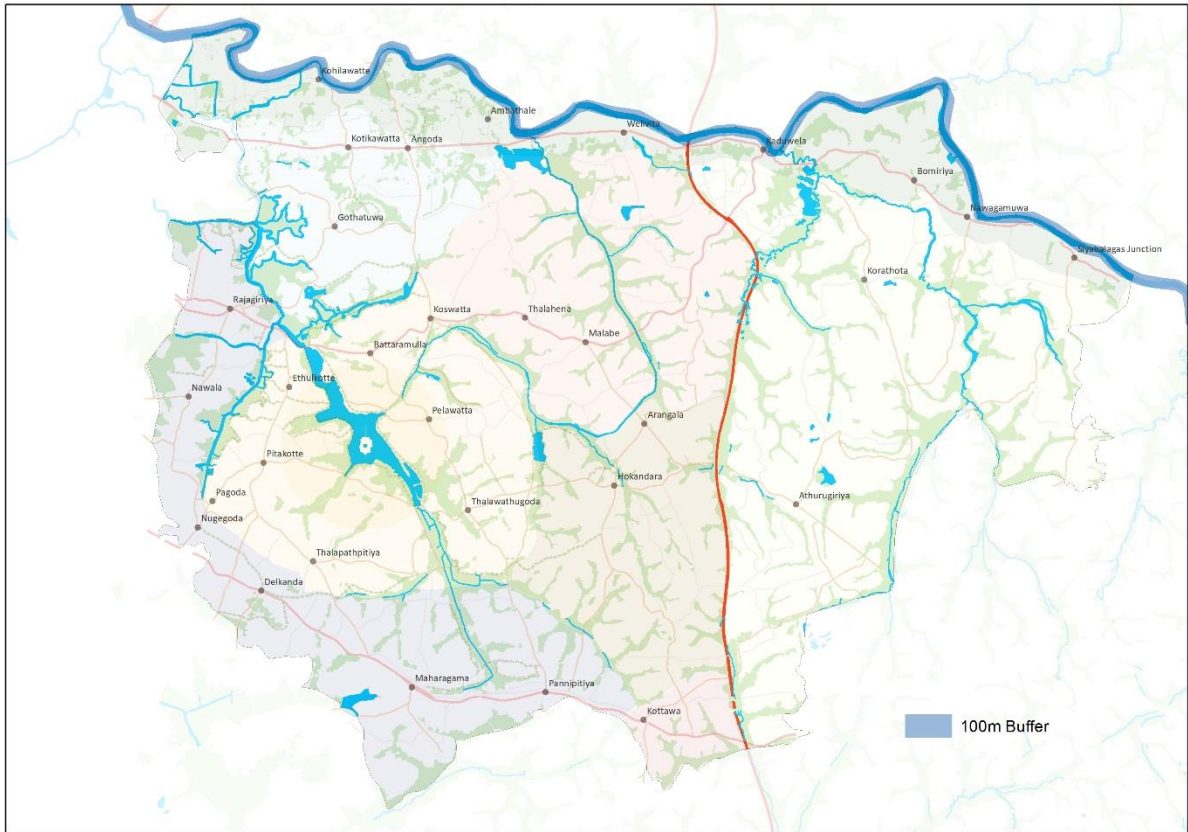
Further to mitigate the flood of the area, developed blue network plan for the area other than to wetland green plan. There are three strategies used as maintaining buffer for the Kelani River, interconnect all the existing reservoirs water bodies and green feature by connecting missing links and creating new paths to form an extensive water-networked city. Third one is to developed blue infrastructure network



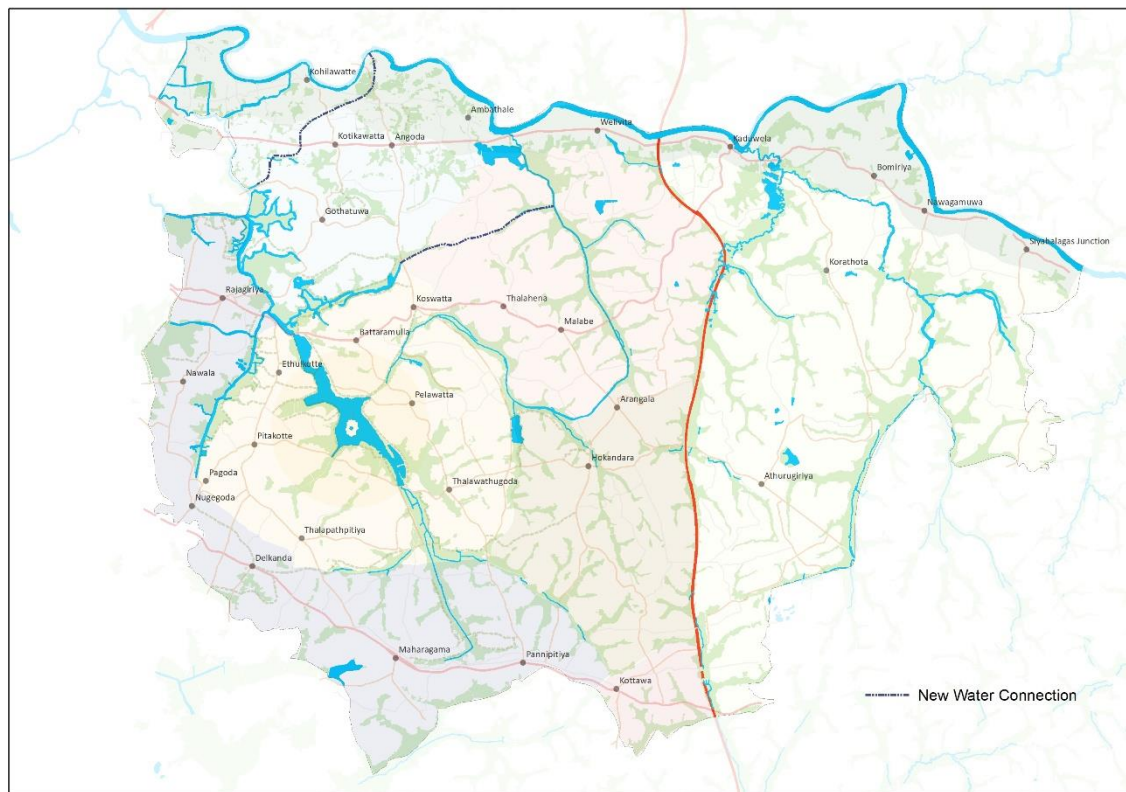
100m buffer zone for the area of 5.41km² with the length of approximately 25km is proposed for the Kelani River to reduce disturbance for the water flow. As per the Land Development Ordinance No: 19 of 1935, provide following specifications for stream reservation

River with (m)	Width of stream reservation (m)
Less than 4.6	20 from the bank each side
4.6 – 15.2	40 from the bank each side
More than 15.2	60 from the bank each side

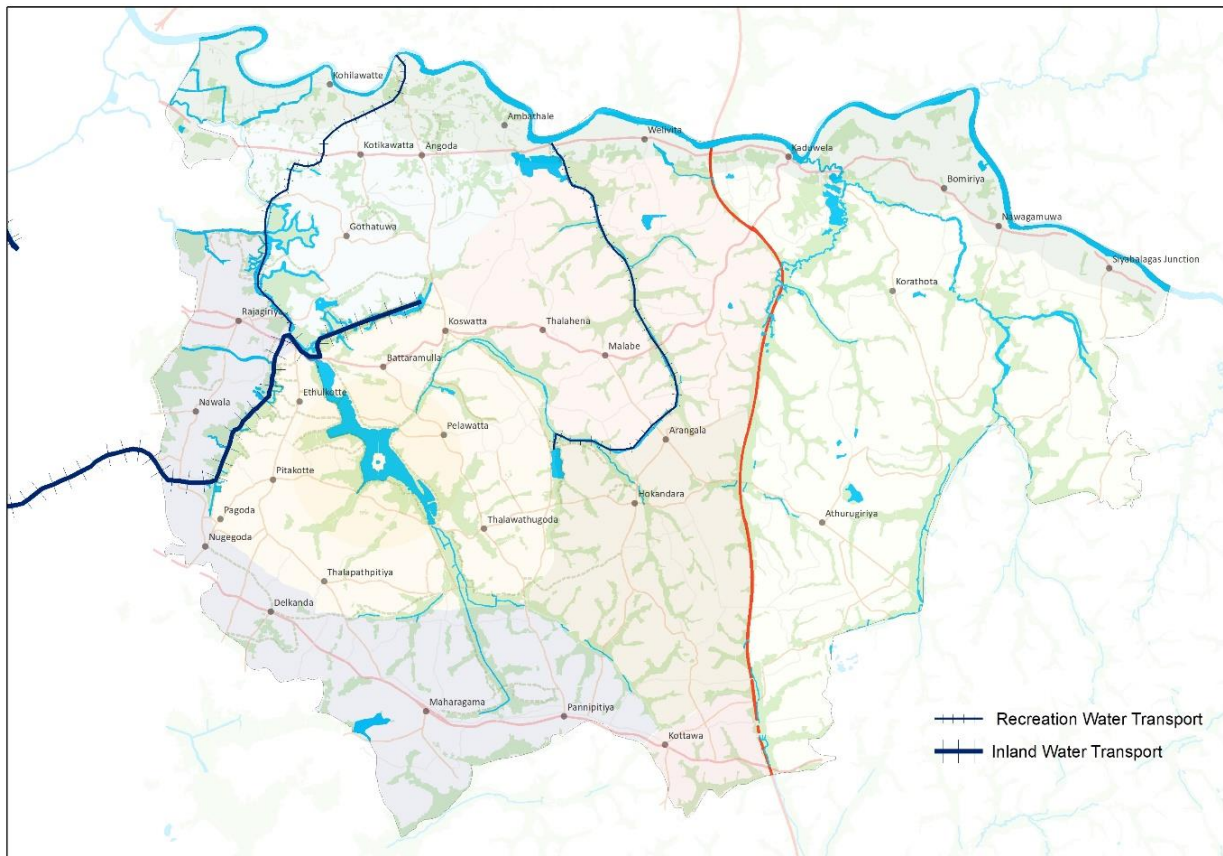
As the width of Kelani River is more than 15.2m, permanent structures restricted within buffer of 60m and remaining 40m release for the development under the special regulations. And proposed landscaping project to discourage the encroachments and to gain visual access of river. And also under this Kelani river landscape project Kelani River bridge has been given special attention by re designing giving royal architecture touch as it is connecting two district Colombo and Gampaha.



Through the flow direction analysis identified the missing links with the length of 7km of the canal network and proposed to develop all those missing links with new proposing connection which will be helps to maintain the whole green and blue network. By that intent to mitigate flood risk of the area while creating nice view of natural environment which will helps to enhance the image of capital city.



With this connection improvement able to developed water transport service with the total length of 14km for the area and hope to reduce reclamation of canals of the area. Already SLLRDC proposed passenger transport service connecting wellwatta and Battramulla via Wellawatta canal and Diyawanna Oya going. Then by UDA proposed small scale new canal connecting existing cannels from Battramulla to Kelani River and form Malabe to Thalangama tank for the passeneger transport, but due to the issue of deep of the canal it is not used for the large scale passenger transport but used for the leisure type water transport. With this canal project it is hope to landscape beside the canal with the intention of changing character of the Kottikkawatta area match to the proposed capital city.



Impacts of the Wetland Park

Whole this wetland plan which consist with conservation of green and blue components, proposed to accomplished mainly three task as to mitigate flood risk, to protect the bio diversity, to supply open space demand and to enhance the real estate market of the area.

The plan proposed to conserve 100% of the wetland network with the area of by using above mention strategies as this area prone to flood risk. Through this proposals it is able to maintain the identified retention capacities of the identified catchments.

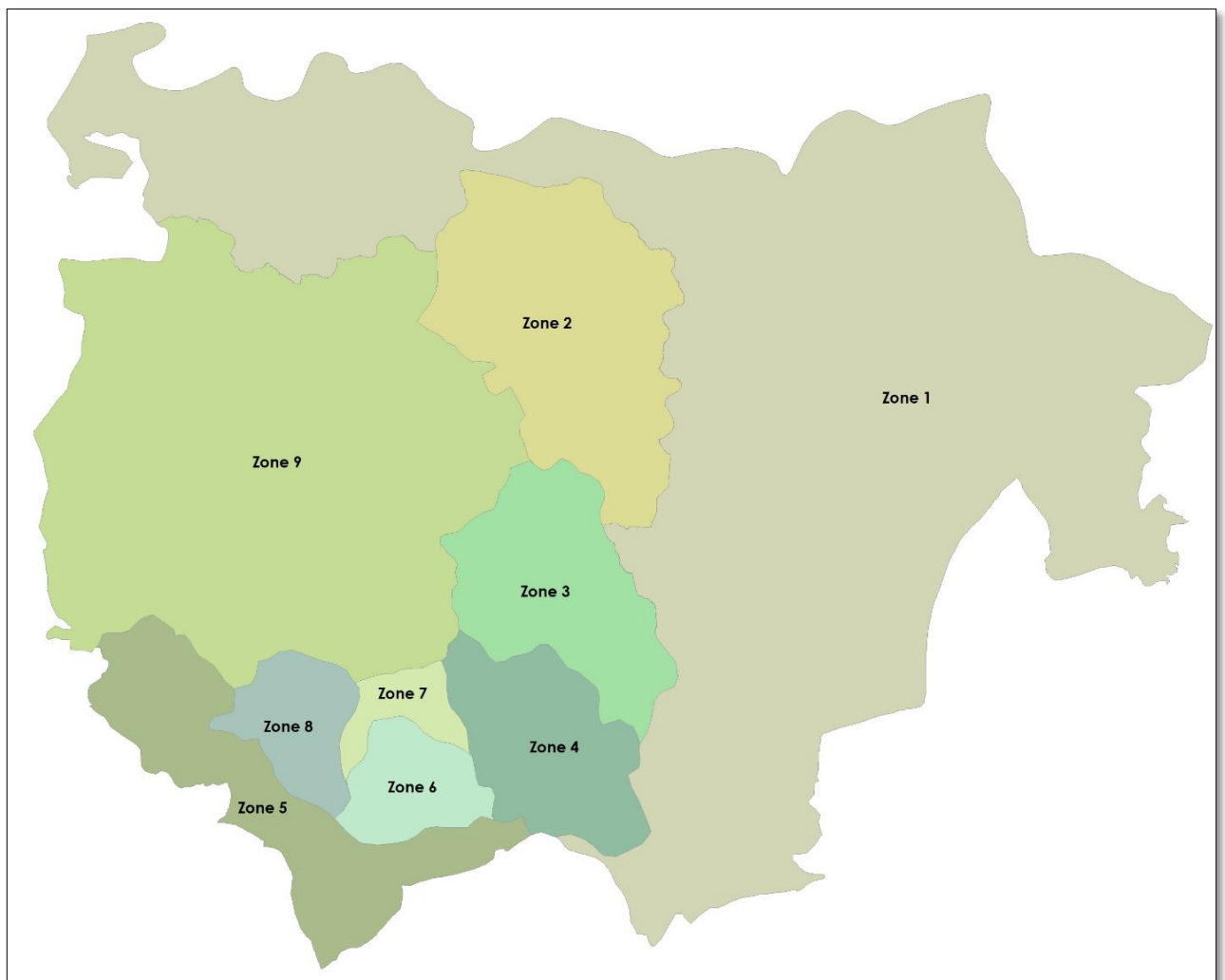
Consideration:

Total Wetland of Capital City: 33467890sqm

Metro Colombo Region wetland: 19091336sqm (57.04%)

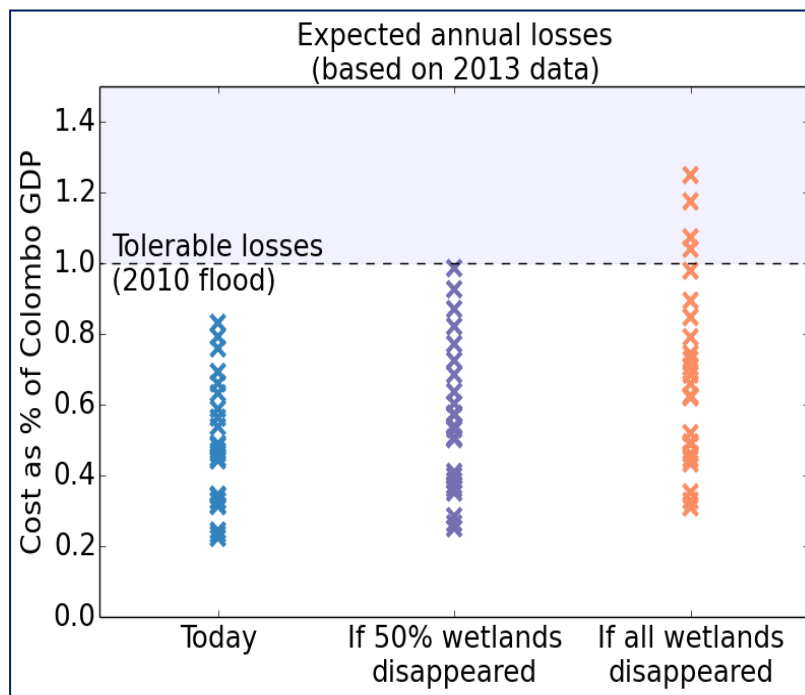
Remaining Wetland of Capital City: 14376554sqm (42.9%)

Metro Colombo Region wetland network retain 30.42% of storm water



Catchment	Wetland Area	Retention Capacity
Zone 1	15560000	20.76356299
Zone 2	2590000	3.456145767
Zone 3	1400000	1.868186901
Zone 4	1170000	1.561270482
Zone 5	1164000	1.553263967
Zone 6	680000	0.907405066
Zone 7	9690000	12.9305222
Zone 8	440000	0.587144455
Zone 9	8440000	11.26249818
Total	41,134,000	54.89

According to the analysis of Sri Lanka Land reclamation and Development Corporation, there will be 1.3% annual GDP loss for the Colombo with the reduction of wetland of Metro Colombo Region as follow.



Then total annual Colombo GDP loss of the area if all wetland disappeared in the capital city planning area is 1.94%.

And also this helps to maintain the drainage system of the area as follow.

Catchment	Total land area(sq.m)	Runoff of the Area CIA	Retention Capacity%	Retention Capacity m3/h	Remaining Runoff of the Area
Zone 1	79,950,533.59	5,190,563.78	20.73	1,076,003.87	4,114,559.91
Zone 2	38,402,609.08	2,469,717.78	3.45	85,205.26	2,384,512.51
Zone 3	13,359,593.11	818,735.19	1.86	15,228.47	803,506.71
Zone 4	8,019,271.59	504,881.50	1.56	7,876.15	497,005.35
Zone 5	9,118,129.74	625,182.42	1.55	9,690.33	615,492.10
Zone 6	3,198,472.57	138,068.90	0.91	1,256.43	136,812.47
Zone 7	1,563,162.43	138,068.90	12.93	17,852.31	120,216.59
Zone 8	3,054,445.82	254,922.07	0.58	1,478.55	253,443.52
Zone 9	6,519,974.75	549,895.40	11.26	61,918.22	487,977.18
Total Area	163,186,192.69	10,690,035.95	54.89	5,867,760.73	9,413,526.36

The third advantage of conserving wetland network of the area is able to cater 100% open space demand for the Capital City area as follow.

According to the Urban Development Authority standards should provide 1.4 ha of open space for 1000 people 100% open space demand can be achieved as follow.

Area	Population	Required Open Spaces(Acres)	Provision of Open Spaces (Acres)
Citadel	46617	160	930
Inner & outer	644713	2231	5386
Periphery	202858	701	2311

According to the “American Planning Association. 2018. Standards for Outdoor Recreational Areas. [ONLINE] Available at: <https://www.planning.org/pas/reports/report194.htm>. [Accessed 18 September 2018”

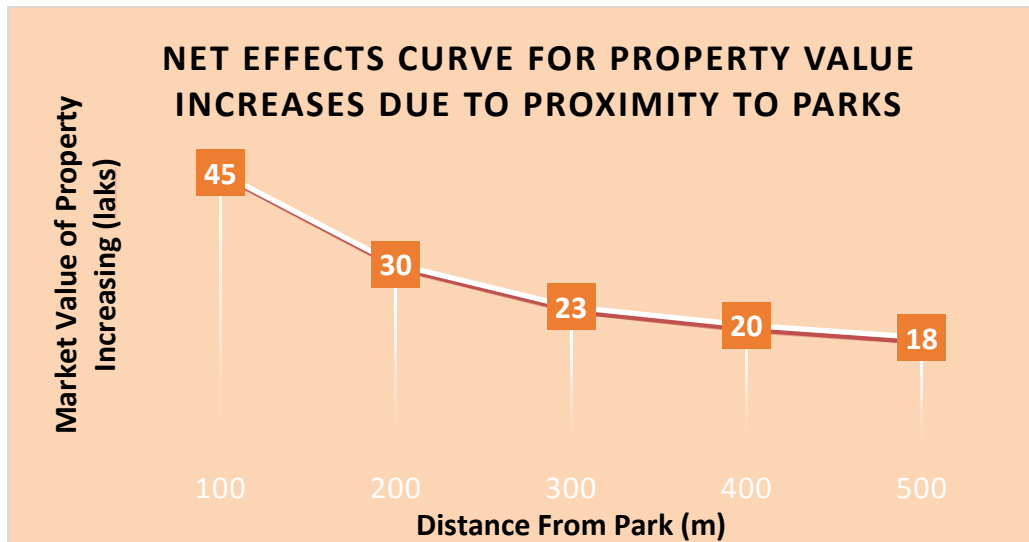
Estimated the park needs of a city of **100,000** people to be,

Recreational Uses	Area
Reservations	700acres
1 large city park	400acres
10 neighborhood parks	250acres
50 playgrounds	100acres
gardens and squares	50acres
Total	1500acres

Citadel Area	Population	Required Open space (Acres)	Provision Of Open Space
Passive Open Space	46,617	350	
Active Open Spaces		400	930
Total Open Spaces		750	930
Inner City & Outer City	Population	Required Open space(Acres)	Provision Of Open Space
Passive Open Space	644,713	4513	236,441
Active Open Spaces		5158	68,839.75
Total Open Spaces		9671	305,280.75
Periphery	Population	Required Open space(Acres)	Provision Of Open Space
Passive Open Space	202,858	1430	86,352.9
Active Open Spaces		1643	32,249.37
Total Open Spaces		3043	118,602.27

Through this intervention of park development, able to impact to the prices of real estate market. According to the research carried out by department of Estate Management and Valuation “Real Estate Market Responses in Urban Change in Administrative Capital” identified that 41% of land value increased for the residential use and 77% land value increased for the for

the commercial use within the least distance of 0.5 km from Diyatha Uyana Park. Based on this assumed same result can be achieved for the area of 81 km² by the proposed park development of capital city plan.



Other than to those major impacts generate with the green network conservation, it is able to maintain the bio diversity which discussed on the SWOT analysis, helps to maintain ground water level and combination of air particles of the atmosphere. And through the blue network transport service proposals it is able to impact for the reduction of traffic generation of the area.

7.6 Economic Development Strategies

Introduction

Align with the Vision, Goals and Objectives

Spatial Planning is explained as one of the vital tools in achieving economic development of a City or Country (Fainstein, 2002; Faludi, 1994). Mainly in preparation stage of the Development Plans for the Cities the interaction between Spatial Patterns and dynamics of economic activities are taken into the Consideration. The term **Local** in the definition signifies that LED involves building the economic strength of a local area by optimizing local resources and capacities; the prime movers or driving forces are economic stakeholders in communities, villages, municipalities and cities singly or collectively; and it is territorial (or area-based) in its approach. The **Economic** in Local Economic Development drives home the importance of identifying and seizing business opportunities, supporting entrepreneurial initiatives (whether formal or informal, micro or large), facilitating market access and creating a climate conducive to investment and business activity. The term **Development** emphasizes that LED is holistic; it does not only cover the economic dimension but also includes social, politico-administrative and cultural aspects. The quality and direction of growth is as important as its quality and size. Local Economic Development (LED) has been conceived as an alternative approach to bringing about sustainable and equitable economic growth. Spatial strategies applied through urban planning and management are among the dominant strategies that have been advocated for promotion of LED.

Capital City Development Plan has identified a need of the Economic Development Plan for the Planning area during its Problem and Potential Identification Stage. Reference to the Volume I – Capital City Plan there is a potential of Geographic Concentration of different Economic Activities within the Planning Boundary. To address the above mentioned Potential Within the Capital City, Plan has introduced an achievable Goal as below:

Goal - “A Prosperous City Facilitating with efficient and Smooth Urban System”

Objective – “To increase efficiency of interaction of commercial activities by clustering of economic space by 2030.”

This Goal has created an economic supportive Objective by considering the Existing Concentration levels of Economic Activities on Space.

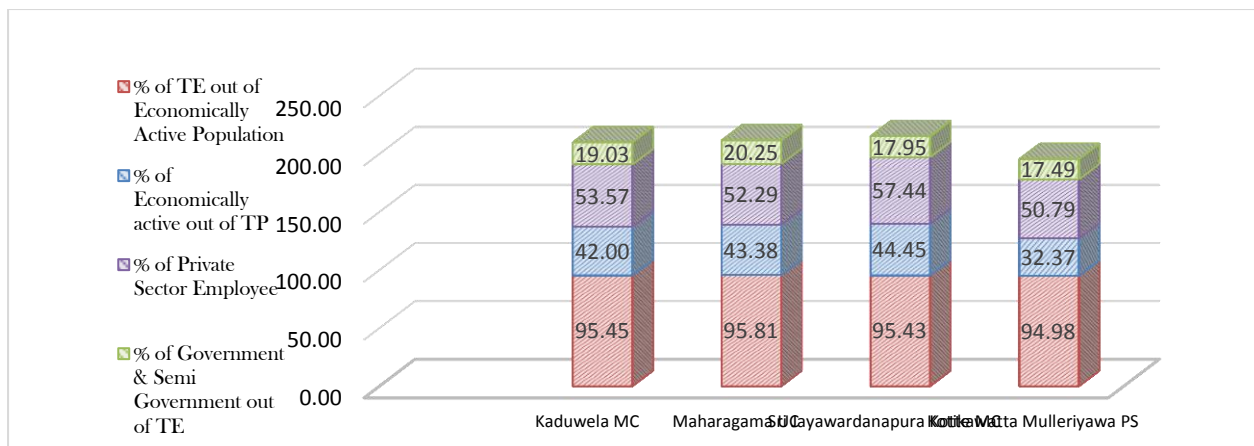
Identification of main Economic Drivers of the Planning Area

The economy of the capital city is primarily driven by agricultural (viz. production and harvesting of crops including paddy) and service sectors mainly Administrative Activities. The industrial activity in the region is limited along the Sedawaththa – Ambathale road and it's mainly connect with warehouse and Stores. And all over the City Retail, Wholesale, Office Spaces and other Commercial Spaces.

Employment Status of the Capital City can explain as Below by underlining four main Local Authorities.

DSD Area	Total Employed	Status and Sector of Employment					
		Government Employee	Semi Government Employee	Private sector Employee	Employer	Own Account Worker	Unpaid Family Worker
Kaduwela	101,044	15,223	4,003	54,127	3,925	21,086	2,680
Maharagama	81,641	12,514	4,020	42,690	3,019	17,174	2,224
Sri Jayawardanapura Kotte	45,778	6,342	1,875	26,296	2,347	7,906	1,012
Kolonnawa	69,880	8,703	2,151	37,347	2,436	17,008	2,235

Source: Department of Census & Statistics Sri Lanka



Source: Department of Census & Statistics Sri Lanka

Proposed Plan

Local Economic Development Strategies in Capital City Plan.

Make the Agglomeration enhance the Profit. This refers to Increase the amenity value and Promote the Strategic advantage of Agglomeration base Development. Basically Economic Plan has three Strategies that is Support to achieve the Goal 3 all about Local economic Development and make Cluster promotion. The Purpose of the economic Development Plan is to provide the Planning and Economic guide for the Capital City Plan. Three strategies can explain as below:

1. Strategy 1: Nodes and Commercial Corridors Development
2. Strategy 2: Economic Infrastructure Development
3. Strategy 3: Cluster Space Economy Promotion by Anchoring Project

Justification for the Selected Projects

Strategy 1: Nodes and Commercial Corridors Development

Intervention 1: Commercial Node Classification

A node is a point of intersection/connection within a network. In an environment where all devices are accessible through the network, these devices are all considered nodes. This Commercial Node Classification has worked out by using Node –Place Analysis. (Refer Annexure) The concept of nodes works on several levels, but the big-picture view defines nodes as the major centers. These Guidelines strategies may apply to properties fronting arterial roads in

Nodes, as identified in the Urban Hamilton Official Plan in the absence of an approved Secondary or Node Plan. However, as these areas allow for more intense development and have less neighborhood context than the Corridors, these guidelines should be carefully considered in combination with other policy direction, such as the Official Plan.

-  1st Priority Oder Node
-  2nd Priority Oder Node
-  3rd Priority Oder Node
-  4th Priority Oder Node
(Neighborhood Node)
-  Convenience Node



Intervention 2: Commercial corridor Classification

The Purpose of the City Wide Corridor and Node development is to Provide Planning, Economic and Design Guidelines directions to the Corridors in the Capital City. **Corridors** are defined in the

Urban Hamilton Official Plan (2011) as areas of street oriented uses which incorporate a mix of retail, employment and residential uses, developed at overall greater densities, located along arterial roads serving as major transit routes. Corridors link Nodes and important areas of activity within the City and are intended to be key locations for residential intensification. For the Corridor plan in Capital City Plan we have identified four types of Street Classification Considering the Integration level and Existing use of the corridors.

1. High Commercial Street (Urban Functional Highways)

Mix Used Buildings, with Vertical density, with ground floor live work / Commercial Spaces /Continuous Retail Development

Create an Active Street frontages – Sideway Activity & Sidewalk Cafes

Good public transportation. (Different types of Modes)

2. Commercial Street (Arterial Roads, Wetland Roads)

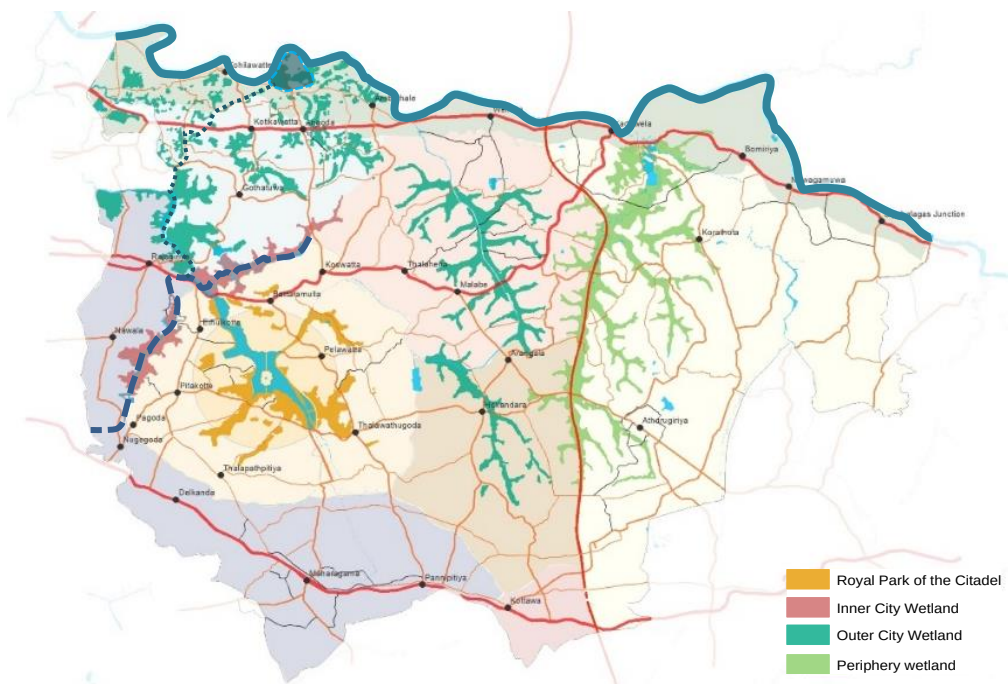
Create an Active Street frontages – Sideway Activity & Sidewalk Cafes Broad tree lines with side walking paths

3. Neighborhood Street (Sub Arterial Roads, Wetland Roads)

Tree lined boulevards and generous sidewalks to promote walking as the prominent means of circulation

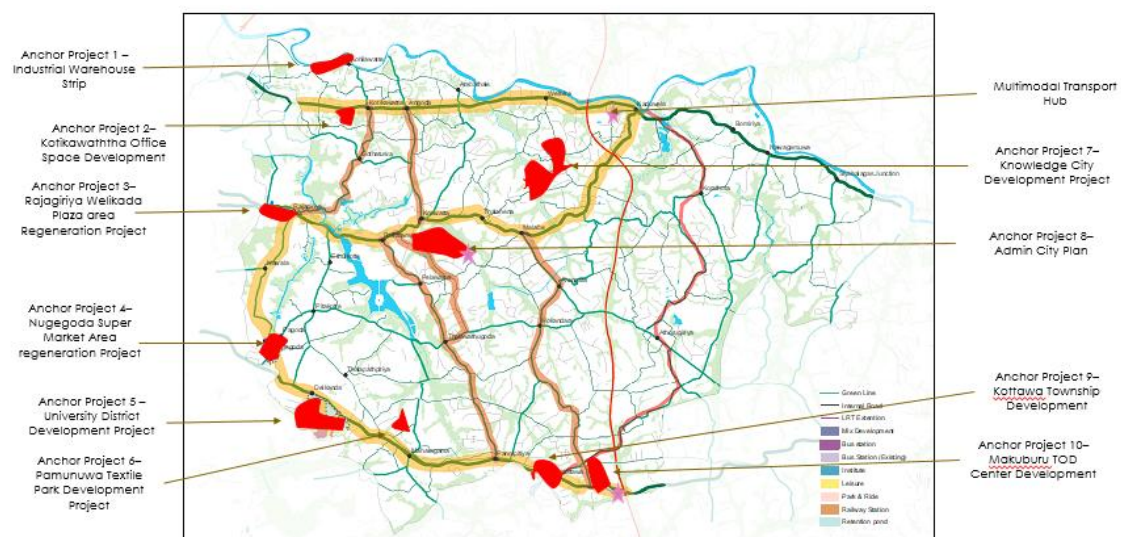
4. Convenience Street

All type of Commercial Activities locate on this type Street



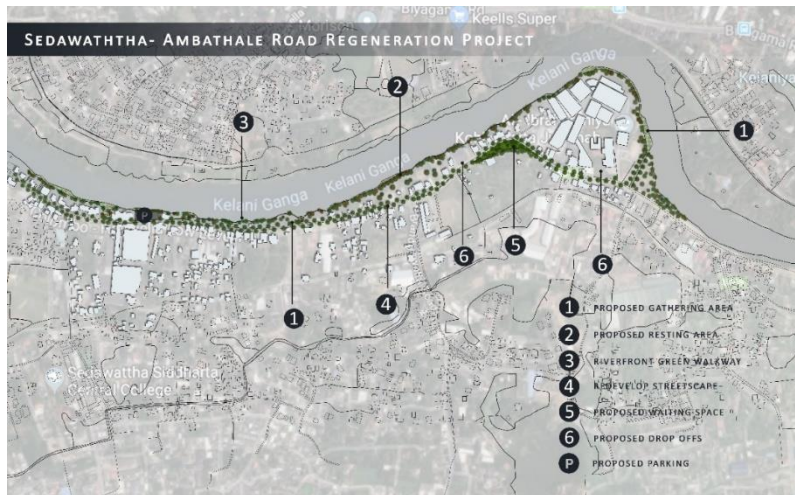
Strategy 3: Cluster Space Economy Promotion by Anchoring Project

A cluster is a group of companies sharing local resources, using similar technologies, and forming linkages and alliances. These linkages can take the form of buyer-supplier relationships, turnover and "pirating" of employees, joint marketing, training, or research initiatives, associations, and lobbying. To promote the identified clusters in the Capital City Planning team has proposed specified Economical Promotion to the Identified Commercial Zones. These Cluster Identification of the Area has completed based on the Suitability analysis (Refer Annexure ...)



Anchor Project 1: Outer Ring –Canal Warehouse Strip Development Project

Sedawaththa Ambathale Corridor Regeneration Project. Project Includes strip Regenerate with existing Industry and warehouse. Regeneration Area (Sq.ft) = 1,263,885 (Foot Print). This type of warehouse derived from coastal predecessors, had unique features: it had internal water filled canal arms that entered the building, it was multi storey with canal access at one level and road and even rail egress at another, and has a hoist system powered by a water wheel or at later stages steam. Canal warehouses were transshipment warehouses, holding goods until they could be shipped out to their next recipient.¹



Anchor Project 2: Outer Ring –Office Cluster Development

Kotikawaththa Town Center Development Project including,

Office Space & Institution Space Development (Sq.ft) : 440,000

Commercial & Retail Space Development (Sq.ft) : 190,000 (Foot Print)



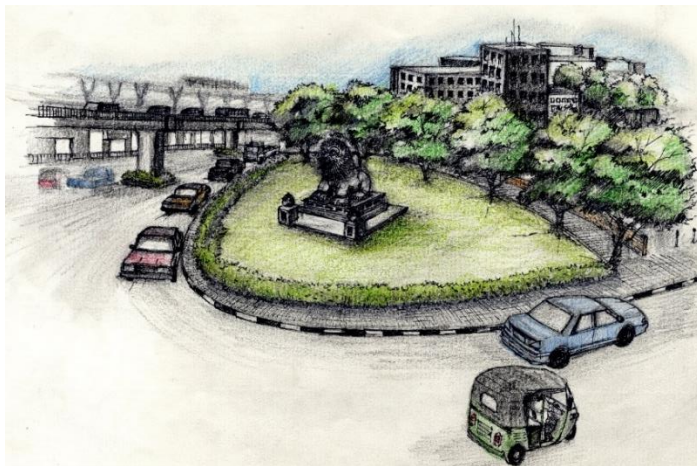
Anchor Project 3: Outer Ring – Special Mixed Development Zone

Community Development Node in Rajagiriya. This Mix Development Project includes Welikada Plaza area regeneration

Office Space Development (Sq.ft) : 300,000

Commercial & Retail Space Development (Sq.ft) : 800,000

Residential Space Development (Sq.ft) : 200,000 (Foot Print)



Anchor Project 4: Nugegoda Super Market Area Regeneration Project

Office Space Development (Sq.ft) : 100,000

Commercial & Retail Space Development : 123,698

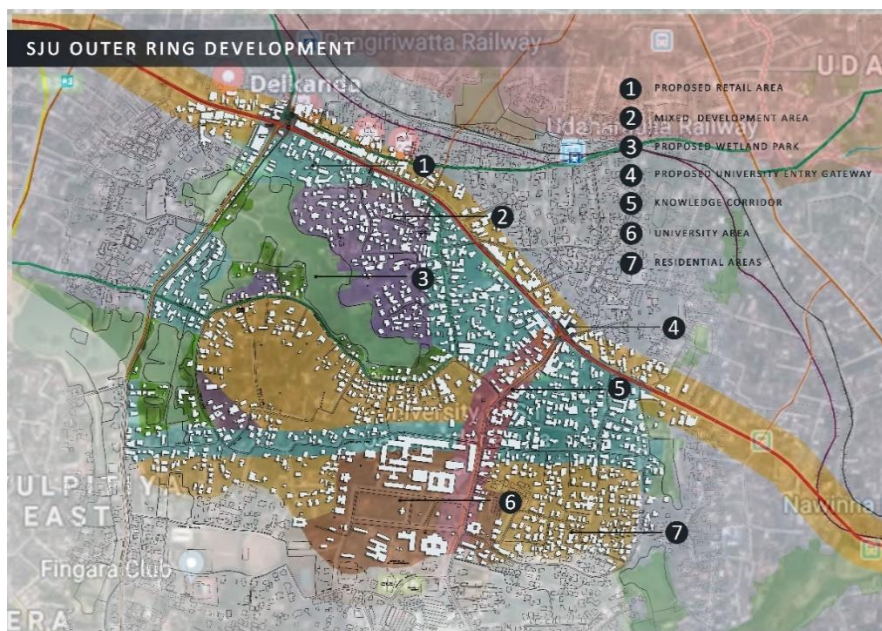
Residential Space Development (Sq.ft) : 97,000 (Foot Print)



Anchor Project 5: University District Development Project

Including University District related Services

Commercial & Retail Space Development: 1,800,000 (Foot Print)





Anchor Project 6: Pamunuwa Textile Park Development

Textile Park Development Project in Pamunuwa

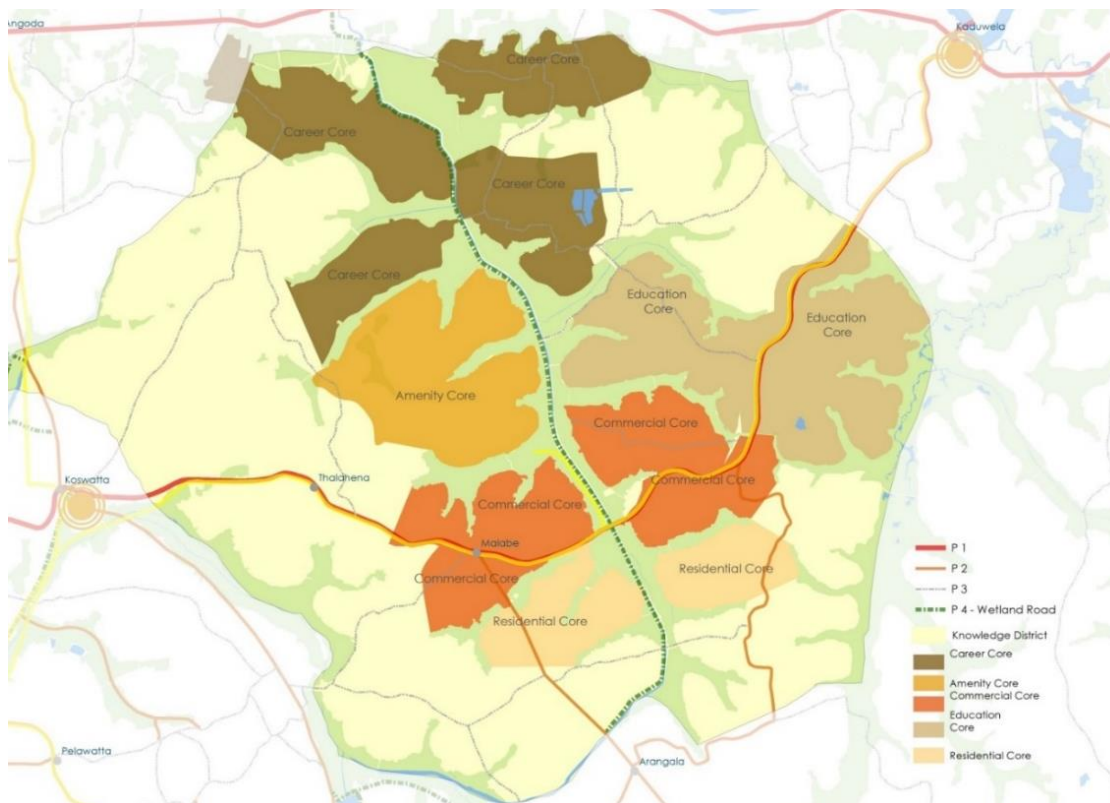
Commercial & Retail Space Development: 2000

Other Service area Development (Sq.ft) : 2000



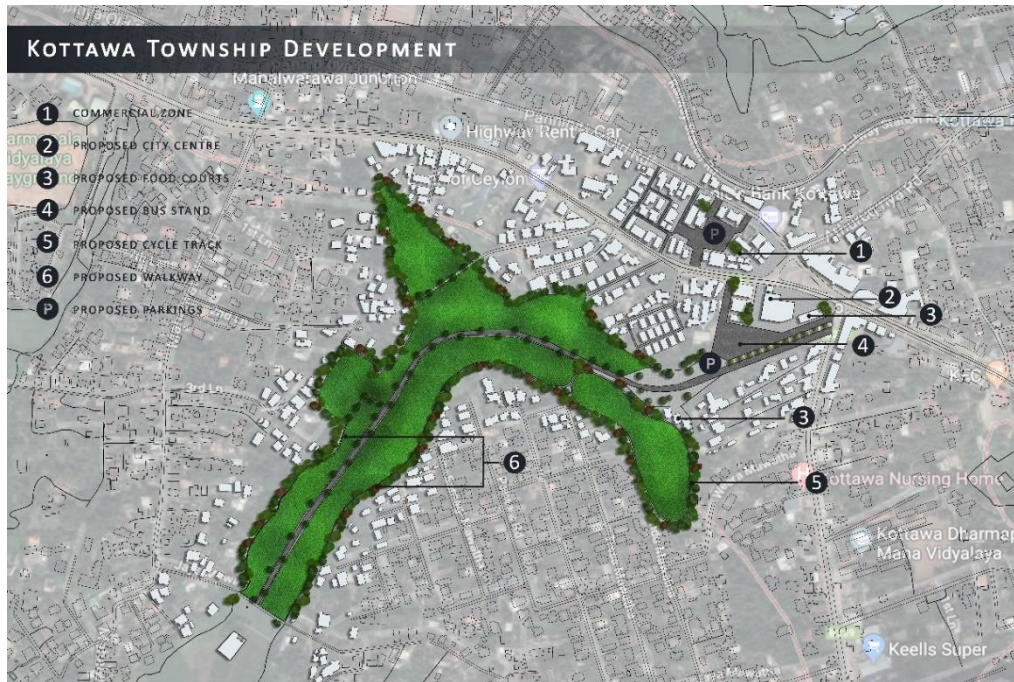
Anchor Project 7: Knowledge City Development Project

Commercial & Retail Space Development: 1,900,000 (foot Print)



Anchor Project 8: Kottawa Township Development Project

Mixed Development that contains Bus Stand relocation Project with Commercial and Residential Space Development



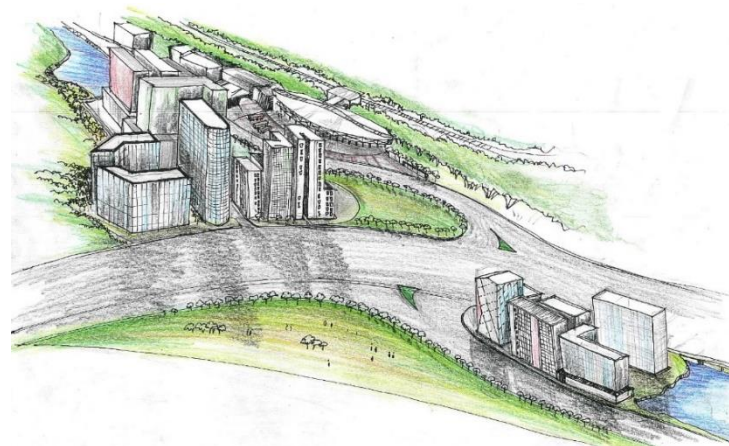
Anchor Project 9: Makubura Transit Orient Development

Makubura new Township development Project (Space calculation included Kottawa Township Development Project)

Office Space Development (Sq.ft) : 200,000

Commercial & Retail Space Development (Sq.ft) : 800,000

Residential Space Development (Sq.ft) : 200,000 (Foot Print)



7.4.3 Project Impacts and Incorporate with Other Projects

An economic Impact Analysis examined the effect of Economic Development Strategies on the Capital City Plan. It measured changes through the Spatially added economic spaces (foot print) and generated new Jobs. Adding Commercial Space through Anchor Project Activation will create New Jobs for the Capital Cities Labor Force Participation. Total Direct Gross Employment generation through the Anchor Projects IS 56,054 and this will expand labour Force Participation 36.24% (2016) to 50.86% (2030).

Node & Corridor	Proposed Type of Node	Typical Anchor	Added space (Sq.ft) Foot Print
1.Kottawa	Regional	Town center Development - Kottawa Interchange Township Development – Makubura	Commercial & Retail :21,182,784 Office : 197,109 Institution: 300 Residential: 236,857
2. Maharagama	Regional	Textile Park Development - Pamunuwa	Commercial & Retail: 1,140 Other Service area : 1380
3.Delkanda	Neighborhood	University District Development – SJU	Commercial & Retail : 1,815,914
4.Nugegoda	Neighborhood	Upmarket Retail Market Development – Nugegoda	Commercial & Retail : 123,698 Residential : 97,945 Grade Office : 119,657
5.Rajagiriya	Community	Special Mixed Development project – Welikada Plaza	Commercial & Retail : 824,542 Office : 277,717 Residential : 166,846
5.Kotikawaththa	Community	Kotikawaththa Town center Development Project	Office Space: 243,456 Commercial & Retail: 189,807 Institution : 199,621

7.Sedawaththa – Ambathale	Neighborhood	Knowledge City	Commercial & Retail Space: 1,994,321
8. Admin Corridor		Industry –warehouse strip	Industry warehouse Regeneration Area- 1,263,885
		Admin city Development phase I	Commercial & Retail – 426,888 Institution – 3,972,672 Residential – 853,776

7.7 Administrative City plan

Introduction

The capital city exercises primary status in a country and physically encompasses the government institutions. The proposed capital city area of Sri Lanka facilitates 99 of National level institutions (Government and Semi Government Institutions) within a land area of 170 hectares and accommodate approximately 26,000 government employees.

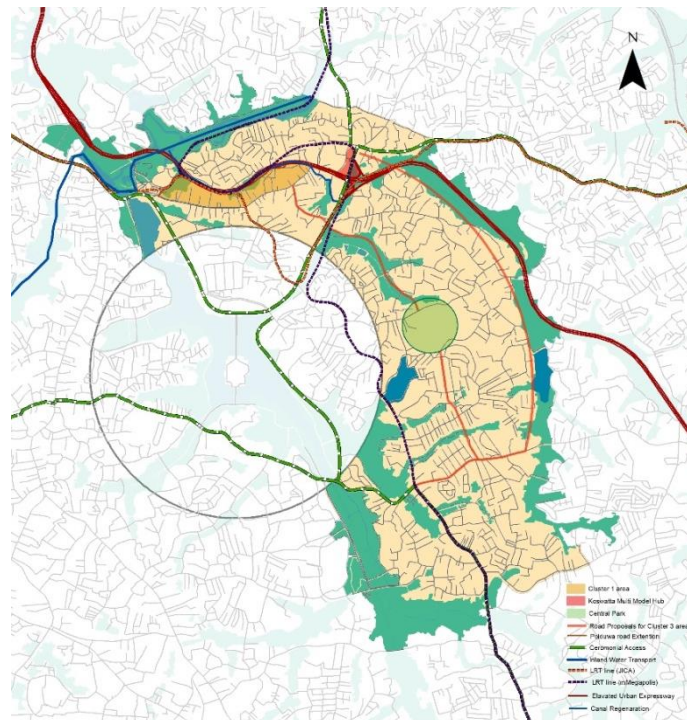
The proposed Capital City Plan will attract more national level institutions to the proposed administrative district that enclosed by the wet lands. According to Census and Statistics Data, 266 Government and Semi government institutions are located in Colombo Municipal Council and there are 214 of Government and Semi Government institutions are identified to relocate to Capital City.

Main Objectives of this plan are

1. Improve character of the Capital city with sense of Administrative Functions by providing more spaces for Administrative activities
2. Provide efficient and smooth administrative facilities by improving Cluster efficiency

Idea of the admin plan

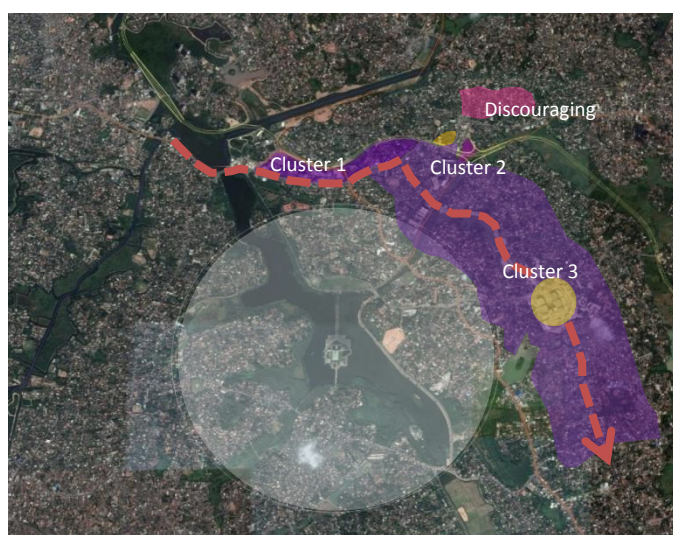
Accommodate and facilitate National level important administrative institutions to the proposed Administrative District which is proposed from concept of the Capital City planning area is a Basic idea of Administrative plan.



Composite map of Administrative plan

This plan Consists with three phases

1. Cluster 01 - Regeneration of Administrative Area
2. Cluster 02 - Multi Model Hub Development
3. Cluster 03 - Central Park Area Development and Road Improvement



Idea of the Administrative Plan

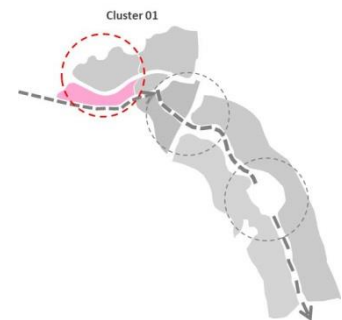
This plan proposed to readjust Cluster 1 area by allocating lands to fulfill requirement of the national level important administrative institutions and following criteria are considered to propose cluster 1 area.

1. Location of Existing Administrative institutions
2. Existing Road Network
3. Proposed Road and Transport projects (Polduwa Road Extension, proposed LRT Network and proposed LRT Stations and Elevated Urban Expressway)

When considering about existing trend of distribution of Administrative institutions, it can be spread toward Malabe side from Battaramulla and it is not suit with concept of the Capital city plan, hence this area identified as an Administrative area discouraging area and Administrative institutions discouraging area will support to avoid spread administrative institutions toward Malabe area and propose to discourage distribution of administrative institutions by enforcing regulations.

1. Cluster 01 - Regeneration of Administrative Area

Existing administrative institutions such as Sethsiripaya Stage 1, Stage 2, Suhurupaya, Department of Census & Statistics and proposed Sethsiripaya Stage 3 building complex are located in the Cluster 1 of proposed Administrative district.



- **Resign of Cluster 1 area**



Cluster 01 area

About 70 acre of land is proposed to develop administrative functions and about 29 acres from the selected land area is already covered with the administrative activities such as Sethsiripaya Stage 1, Stage 2, Suhurupaya, Department of Census & Statistics and proposed Sethsiripaya Stage 3 building complex and propose to redesign cluster 1 area with more green spaces and allocate land to the remaining land.

- **Designing Administrative Cluster 01 area as Evening and Night Space**

When considering about existing situation of the cluster 1 area, it is not effectively functioning at the night time. There are two proposals are proposed to take optimum benefit from cluster 1 area.

- ✓ Ground floors of all Administrative Buildings as Public Space

Ground floors of the Administrative buildings are proposed to use as public spaces to convert active spaces in night time and weekends.

- ✓ Land in to Urban Spaces and Recreational Parks

It is proposed to readjust surrounding lands of the administrative building as urban spaces and recreational parks with more green spaces to provide recreational facilities to offices and public. Further it is proposed to incorporate Diyatha Park extension project and proposed to regenerate canal which is near to Diyatha Park and flow toward koswatta area with landscaping surrounding of the canal.



Cluster 01 area



Cluster 01 area

2. Cluster 02 – Multi Model Hub Development

Multi model Hub at Koswatta node is a Main component of the cluster 2 area and it is proposed to developed as a first priority node and it acts as center point of Administrative district by provisioning transport facilities with Multi Model Hub that comprise three transport modes.

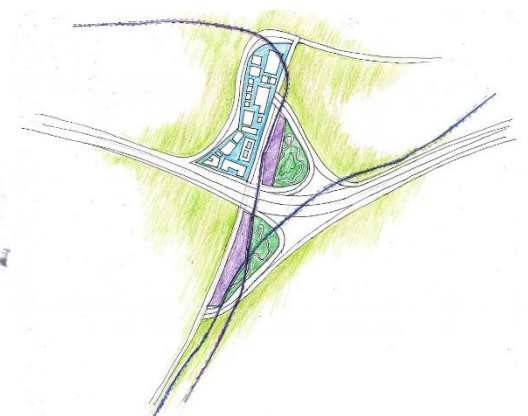
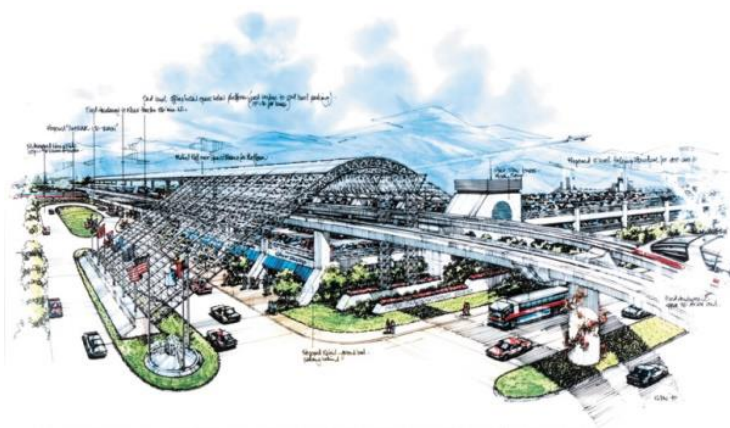
When considering about road network of the Koswatta node, Koswatta is a Junction of five roads, linked with the Colombo and Kaduwela through new Kandy road, linked with the kelaniya and Kolonnawa through Kalapaluwawa road and linked with the parliament through Denzil Kobbekaduwa Mawatha. further Koswatta is adjacent to the Robert Gunawardhana road and pipe line road.

Not only the road network, propose elevated expressway from New Kelani Bridge (NKB) to Athurugiriya (OCH) (17.3 km) and propose Light Railway Transit (LRT) from Malmbe to Colombo (21km) and **Hunupitiya to Makumbura (25km)** also proposed to move through the Koswatta node. Hence there are three transit modes are proposed to move via Koswatta node and koswatta will be one of the major transport node and Due to that reasons Koswatta is identified as an ideal place to establish Multi Model Hub and about 12 acre of the land from Koswatta node is proposed to construct multi model hub and it provides provision to administrative

functions of the cluster 01, 02 and cluster 03, including township development with Canal regeneration, Landscaping and walkability improvement.



Cluster 02 area



Proposed Multi Model Hub at Koswatta

When considering about general idea of the Administrative cluster 01 and 02, it compromised with,

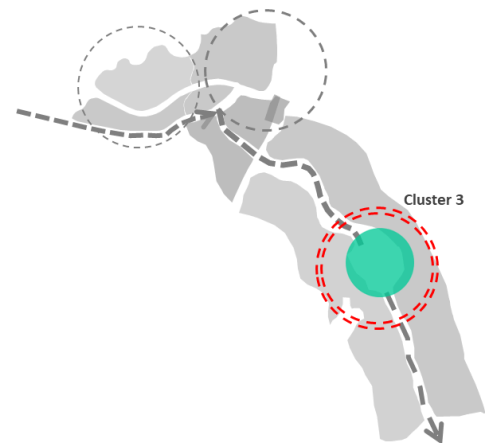
- National Important Administrative Institutions
- Canal Regenerations project
- Diyatha park extension
- Multi Model Hub

Landscaping of the Cluster 01 and 02 areas is another Imperative matter and it is proposed to increase Green foot print rather than the Build foot print of particular area.

1. Cluster 03 - Central Park Area Development and Road Improvement

Under this development mainly proposed to provide provision to the Administrative functions of the Cluster 03 area and this cluster is mainly comprised with the two components.

1. Central Park Development surrounded by the Defense Ministry building
2. Road improvement toward the cluster 03 area



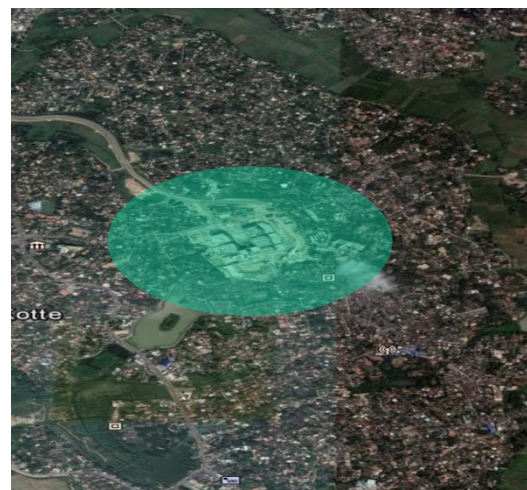
1. Central Park Development surrounded by the Defense Ministry building

When considering about existing situation of Administrative function of the cluster 03, Building of the Defense Ministry give landmark to the administrative activities of the area.

Hence defense ministry building is highlighted. it may cause to increase sense of the administrative cluster.



Cluster 03 area



Central Park Development

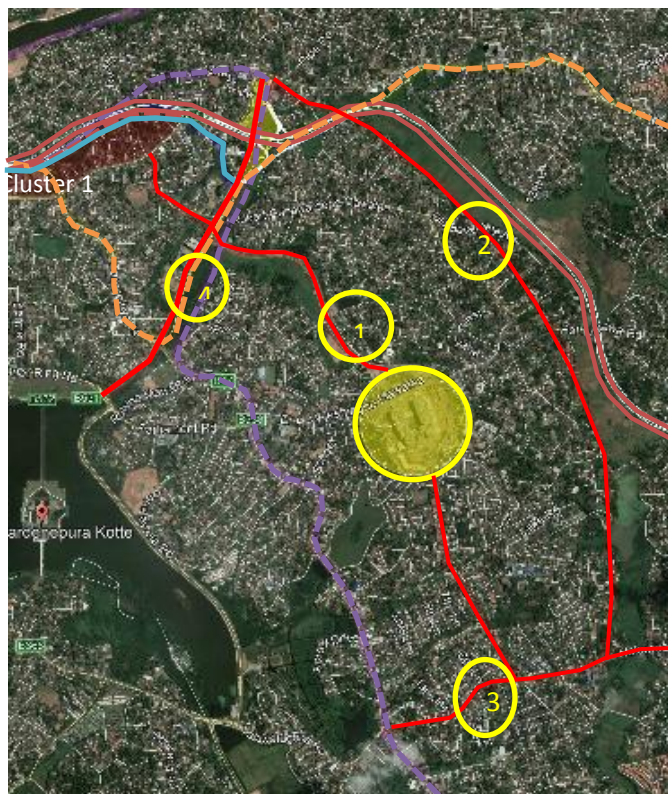
2. Road improvement toward the cluster 03 area

propose to give intervention for future administrative institutions by proposing roads and there are four roads are proposed to provide provision to the cluster 03 area

1. Development of four lanes Road from Ganahena to Hokandara

Stage 1: Widening of Robert Gunawardhana Mw from Ganahena to Denzil Kobbekkaduwa road into 04 lanes (0.39km)

Stage 11: Widening and Extension of Biso Manike Road from Defence Ministry Building to Hokandara into four lanes (1.2km)



Road Improvement of Cluster 03

2. Develop Half Circular shape 04 lane Road from Koswatta to Hokandara adjacent to Thalangama Tank & Marshy land (4.0 km)

3. Widening of Hokandara Road into 04 lane Road

4. Widening of Denzil Kobbakaduwa Road into 04 lane road

Impact of Administrative Plan

- When considering about existing situation of the capital city planning area, there are 99 of government and semi government offices are available within this area and 214 of National Level Institutions are proposed to Relocate from Colombo MC area. Finally, this planning area will totally accommodate 165 of Central government and 148 of Semi government institutions.
- When Considering about existing Administrative institutions of land use of proposed Administrative district, there are 3.2% of the land use is covered by the Administrative Institutions and with proposed Public & Semi Public Office Spaces newly 3.3% will add to land use and finally 6.5% will be the future land use coverage of Administrative Institutions in the proposed Administrative District.
- When considering about existing situation of the Capital city area, according to Census and Statistics data there are 25,970 employees are working in government and Semi government institutions and with the proposed office space additionally 36,761 employees are proposed to the proposed Administrative district and finally this plan will support to facilitate facilities for about 63, 000 government employees.
- When considering about existing floor area of selected Institution which are proposed to relocate to Capital city of Colombo MC, it is approximately 650,000m² and Approximately proposed Floor Area of Selected Institution of CMC is 900,000m² . finally, Government Institution which are relocate from CMC additionally gain 250, 000m² space.
- Approximately 160 acre of land is released for commercial purposes in Financial Capital and hence Rs.200 billion worth land (only consider value for foot print) is released for Commercial use of Colombo.

7.8 Urban Design Plan

Introduction

Under problem identification, the need of a city with royal ambience inheriting the identity and character of a capital city emerged. The first goal was established based on it and as a result the urban design plan was originated. After having the Understood of Capital City Nature Goal highlights the need of an Identity and Character for the Jayawardhanpura City.

Goal: A City with Royal Ambience Inheriting the Identity and Character of a Capital City.

In order to achieve the goal, three objectives can be derived. They are,

- To physically establish the elements of tias-politica principle model within the identified main axial line by 2030.
- To create a center within 1.5 km radius from the Parliament area which will be branded as “Citadel” by 2030.
- To establish transitional capital hierarchy as citadel, Inner City and Outer City through landscape and an Urban Design approach by 2030.

To fulfill the mentioned objectives, five design principles which are most commonly practiced in the planning world are recognized. These design principles have become a norm as cities which followed them have achieved their plans for Capital cities successfully. They are,

1. Axis / Axes - *Orientation and the other elements to fall in appropriate locations*

2. Center /s - *A strong and legible center*

3. Hierarchy - *The Landmark, Nodes and the Pathways shall have a clear hierarchy*

4. Enclosure - *physical or implied through landscape*

5. Transitions - *Entrances to different entities starting from the outer sphere to interior*

Summary of the Urban Design Plan

Strategy 1: Create Center

Strategy 2: Create Axes/ Axial

Strategy 3: Create Hierarchy

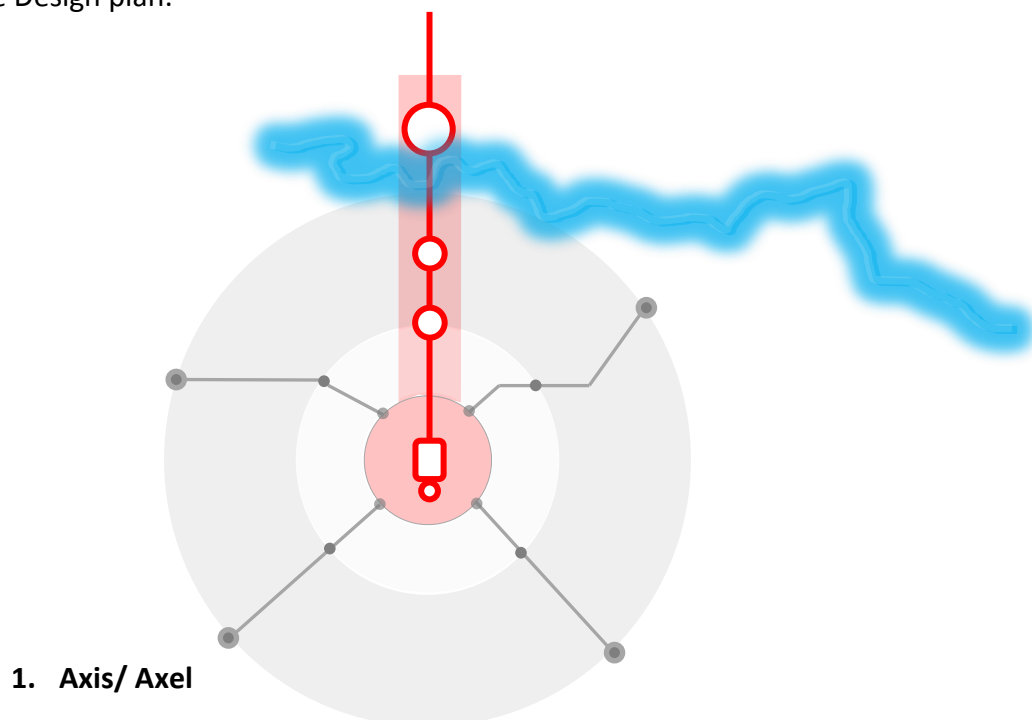
Strategy 4: Create Enclosure

Strategy 5: Create Transition

The revealed principles can be applied to achieve Sri Lanka's capital city design goal as the setting of the city is already equipped with many features which can guide the initiatives. They are,

- The principle of Centre currently exists, as the location of the parliament gives the feeling of a strong and legible centre to the dwellers and visitors. On the other hand, a visibility analysis done by the Urban Development Authority identified that the area of 1.5 km around the Parliament is regulated to control height and density. This point too provides evidence for the application of the principle of Centre.
- Geoffrey Bawa, the architect of the Parliament has designed the Parliament and Kelaniya Raja Maha Vihara in one axis. Hence, the principle of Axel is available.
- The centre of the capital land is naturally enclosed with a wetland feature. It means that, the principle of Enclosure exists.

For that reason, the mentioned forcing factors can be acknowledged to build-up the concept of the Design plan.



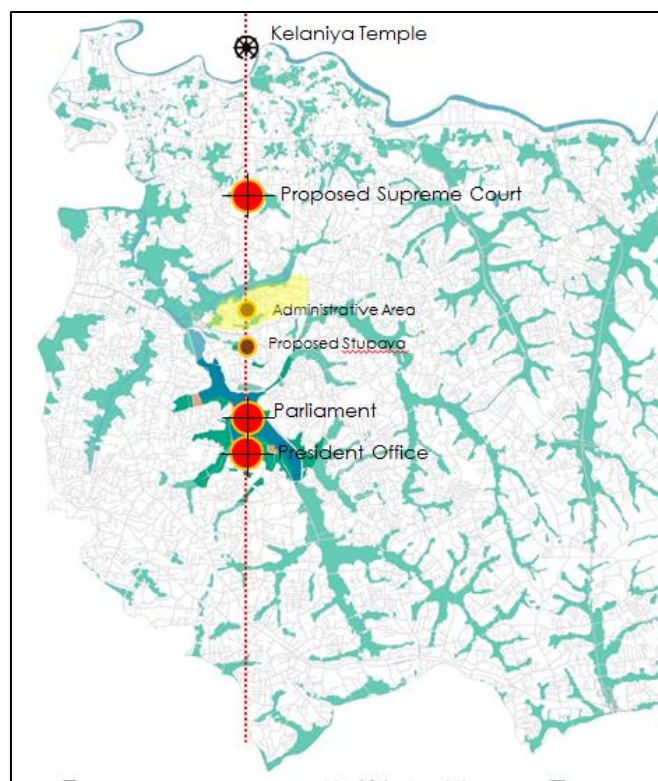
This principle explains about the orientation of features and the other elements in appropriate locations. Accordingly, the plan proposes feasible interventions as below.

- Capital valley Establishment

Capital valley Establishment

Physically establish the trias political principle model

Taking Geoffrey Bawa's design concept into consideration, the plan proposes to relocate the Legislative, the Executive and the Judicial in one line. The main objective is to brand this special feature in the capital city citadel area.



City Land Mark Establishment

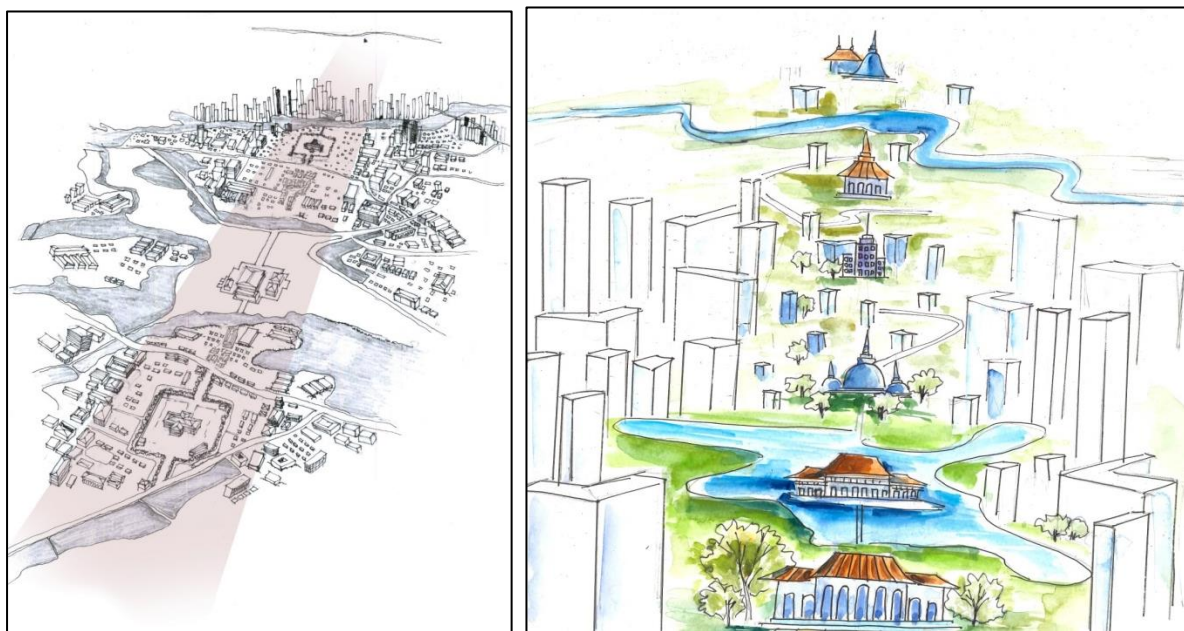
Apart from the establishment of main power pillars, it is imperative to establish a significant landmark along the proposed capital valley to represent the main religion of the country. In order to do so, the vacant land adjacent to the Agricultural Department in Battaramulla is identified as it is located along the axis. However, the President's Secretariat office has also recognized the particular land to develop as a Buddhist Cultural Centre. Hence, the plan

proposes to construct the Buddhist Cultural Centre under the visibility analysis requirements and establish the stupa, the iconic landmark which denotes the main religion of the country on top of it to fulfill both requirements. Further, this landmark is expected to be completed with unique architectural features and modern technology.

The capital city plan proposes to continue the administrative hub in the current position as it is located along the defined axis. However, it is expected that the axil would be defined with tree lines, buildings, and boulevards with entrance and exit points wherever possible.

Maintaining a regulatory control along the buffer with 1km width

The Capital valley establishment is an exceptional feature added to the capital city plan. For that reason, it is necessary to maintain the uniqueness of the area. The ultimate objective of the regulatory framework is to hold a low density and low height around the considered area, so that, the commuters would experience a memorable feeling at the city.



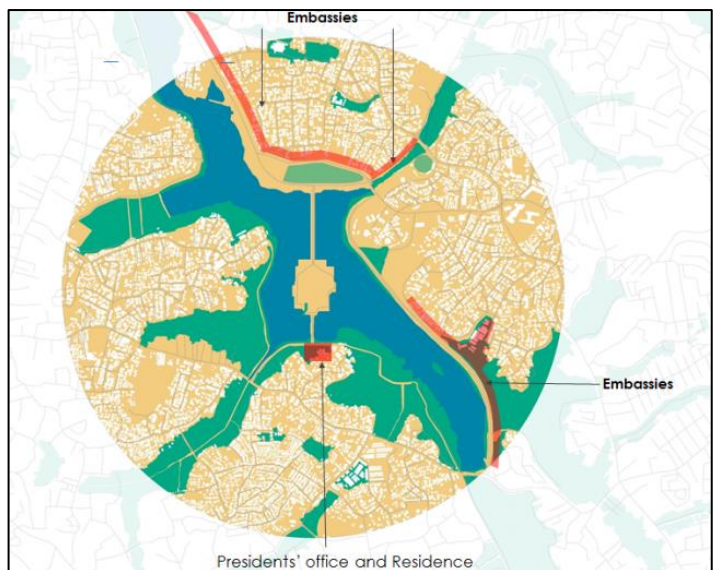
2. Centre

This principle describes that, it is crucial to establish a strong and legible center in the city. A visibility analysis was conducted within a radius of 1.5km around the Parliament since the issue of indistinct visibility occurred due to the high rise buildings around it. The analysis imposed regulations accordingly. This particular area is considered as the 'Citadel' in the capital city plan. It proposes to develop the area as a low dense and low height area with a large proportion of open space in order to give a calm and majestic sense to the dwellers and visitors. Accordingly, three initiatives are offered. They are,

- Diplomatic Conversion
- Royal Park Establishment
- Cultural Grove Redevelopment

- **Diplomatic Conversion**

The parliament complex is the only recognised landmark which upholds the noble status of the capital city to this date. Hence, the plan proposes to re-establish the Diplomatic Offices along the land strip from Kibulawala junction to the Parliament junction and maintain a high secured zone. Further, the President's Office and Residence is to be moved towards the Capital Valley Axel while, the Prime Minister's Office and Residence is to be built in the citadel area. The main objective of this intervention is to instill an extinguished brand to the city.

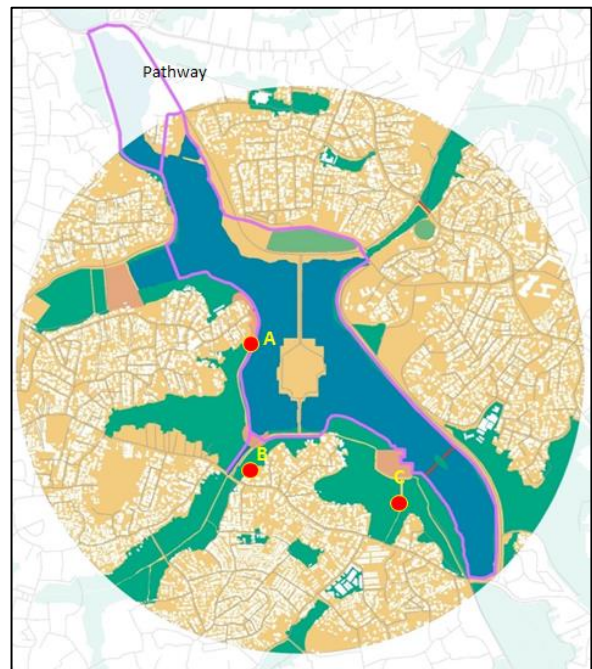


- **Royal Park Establishment**

In order to convey the meticulous sense of the proud citadel, the city should be functional enough to cater the needs of occupants and facilitate roaming around the city.

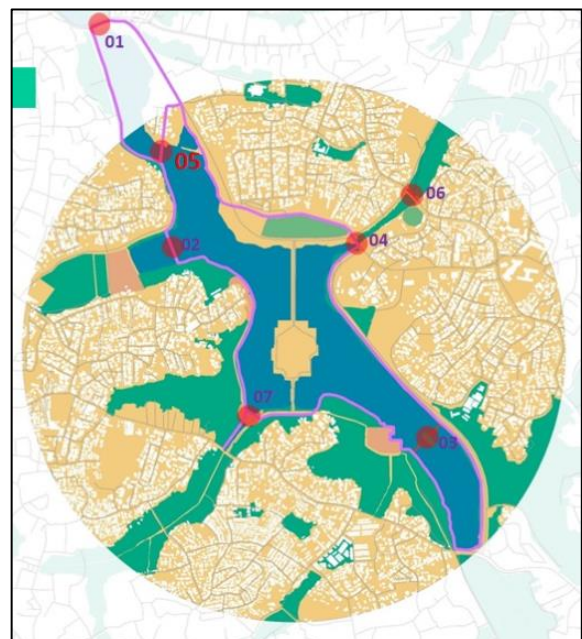
Pathway & Pocket Parks Development

The ultimate objective of this intervention is to enhance the aesthetic value of the area while conserving the native green feature completely. On the other hand, it is believed that this initiative could possibly yield great economic benefits to the country. The plan proposes to enhance the natural assets by opening up eco- friendly wetlands around the centre and pocket parks at points A, B and C as illustrated in the map. Further, park connectors are proposed to link the wetlands. These park connectors will allow the wetlands ecosystem to thrive providing green links for the pedestrians and non-motorized transport.



Giving an Architectural Touch to the Bridges

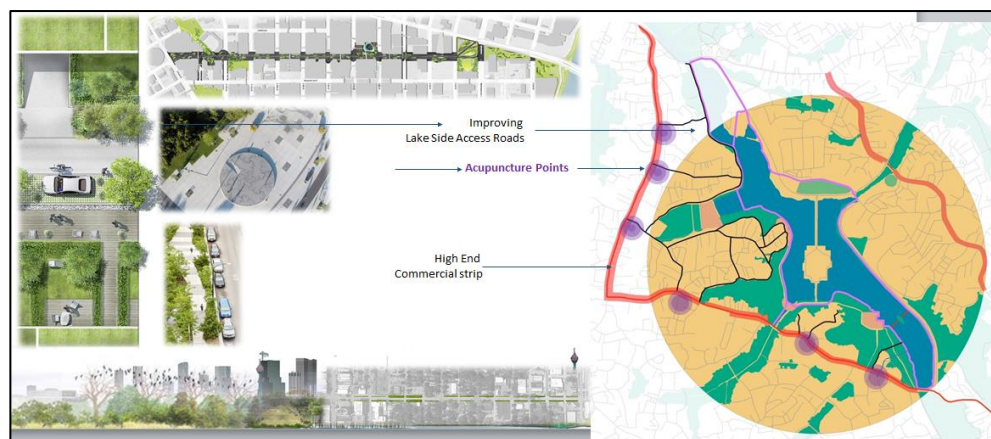
The capital city of the country should contain incredible physical elements to emphasis the value of it. Bridges are a main element of such. The plan proposes to include an architectural touch to the bridges around the citadel. Further, bridges are proposed to be constructed at points 03 and 05 as given in the map so that



the pathway around the centre would be more active.

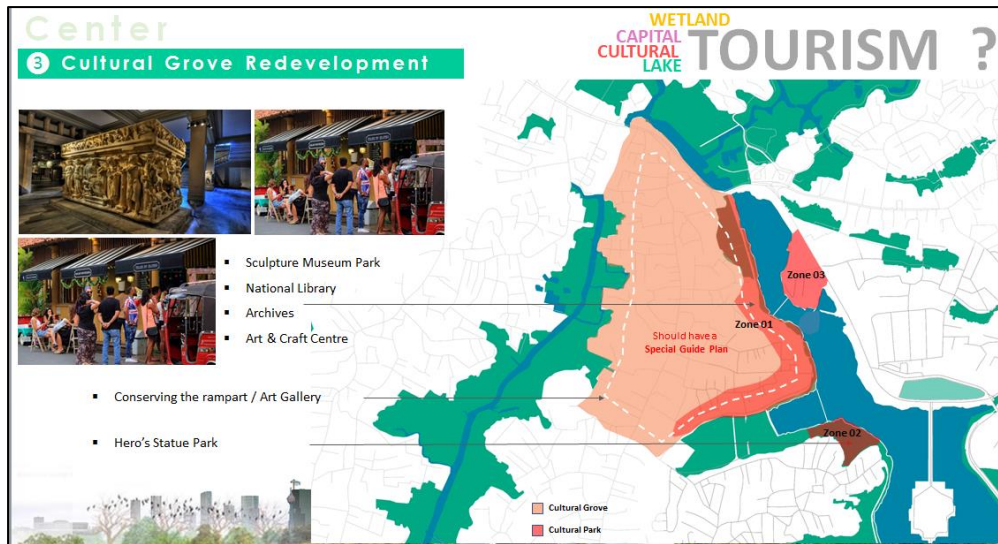
Lake Access Roads Improvement

Currently it can be noted that, wetlands are not optimally used. The main reason could be the low and irregular accessibility. For that reason, the road axes are proposed to be developed with perfect eco-friendly landscaping. This initiative will promote a great combination between the environmental sensitive areas and urban areas.



▪ **Cultural Grove Redevelopment**

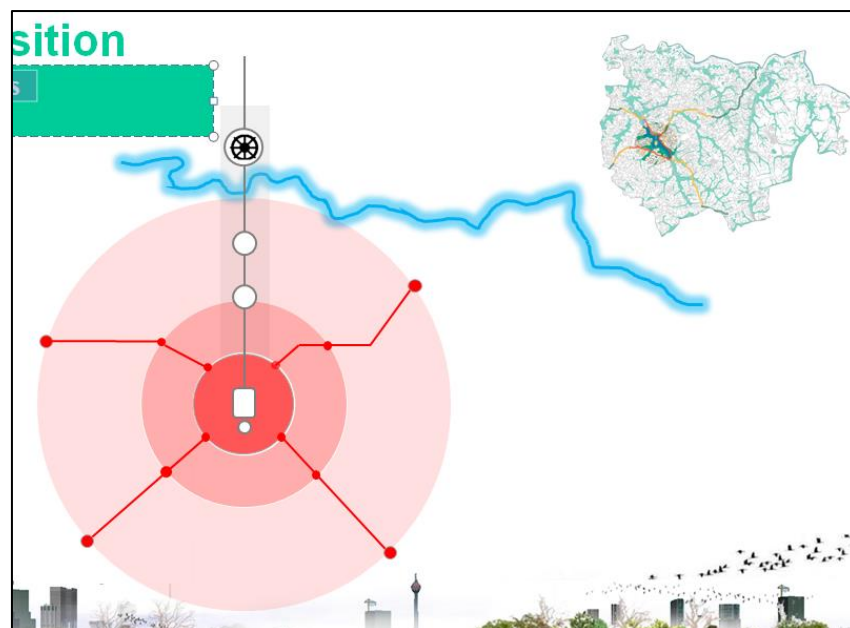
The ruins of once a great citadel still exists in the centre of the planning area. There are critical challenges in managing this historical sight and conserving the unique architectural and cultural values associated with it. Hence, it is a proposed fact that a special guide plan should be mandatorily used to protect the area bordered with the rampart. Further, proper regulations must be applied in order maintain a special character in the preserved area. The features with historical and cultural value such as the Museum, The National library, The Art Gallery, The Art and Crafts Centre and Archives are projected to be moved to this area which will allow the financial capital of the country to function well.



3. Hierarchy/ Transition

The urban form should be changed in a way to offer the commuters different feelings when moving towards the capital city. The identified main gates and routes are proposed to transform into corridor- ceremonial access development in an exceptional approach. The initiative aims to improve the transition and hierarchy along the ceremonial access. The initiative and interventions are as below.

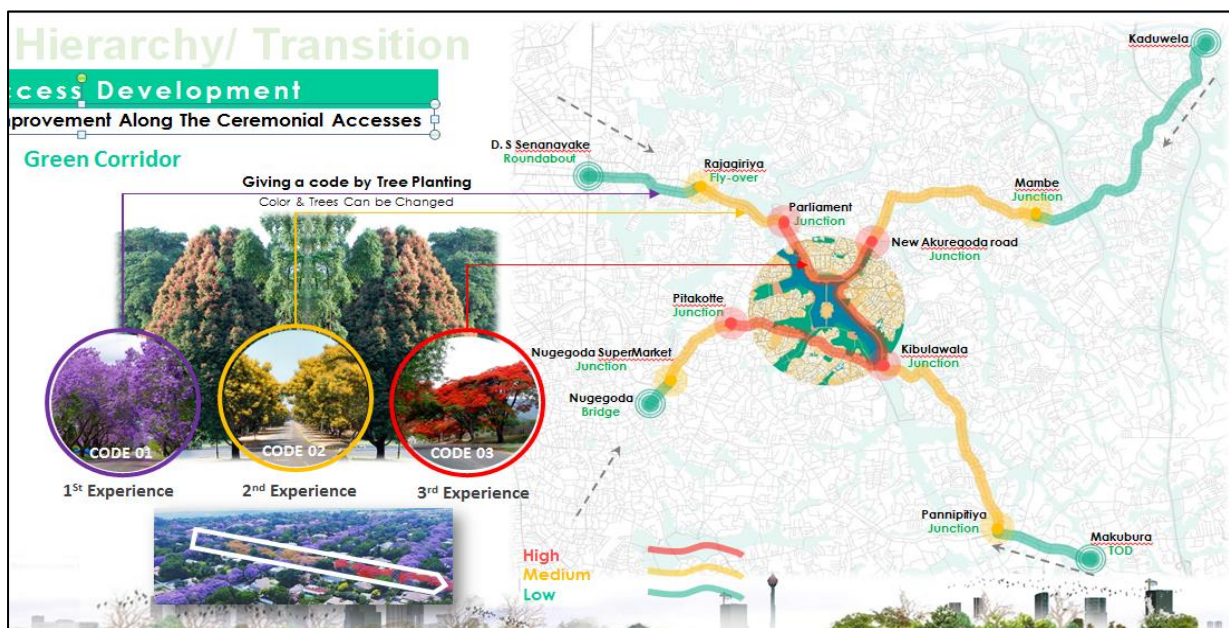
- Ceremonial Access Development



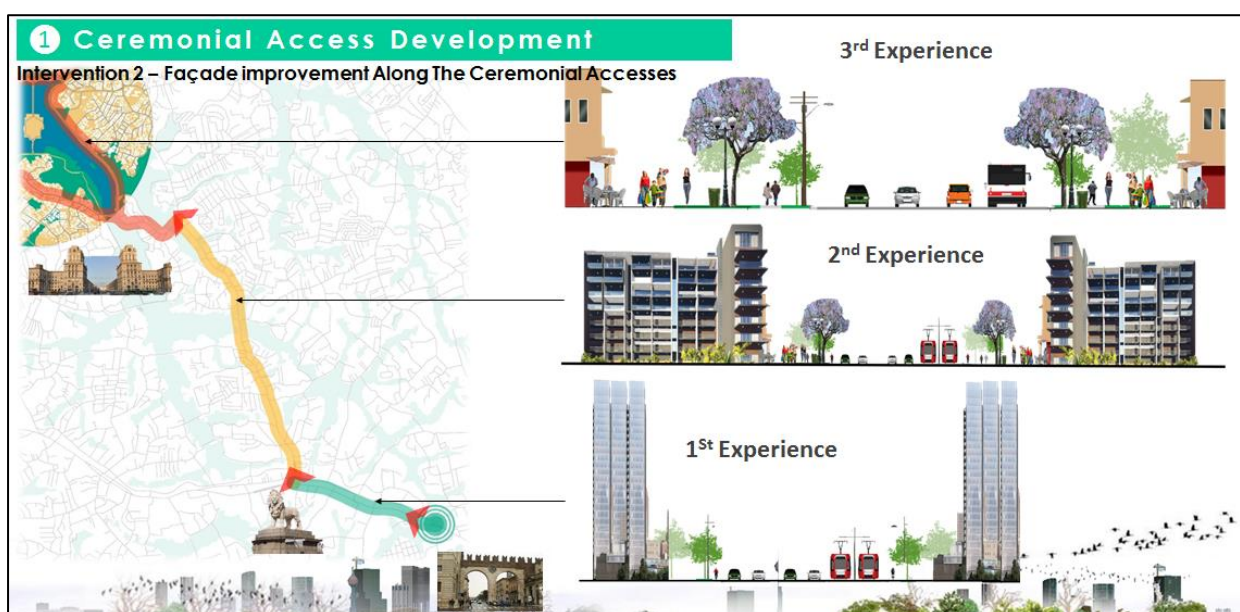
▪ Ceremonial Access Development

Landscape improvement Along the Ceremonial Accesses

The landscape along the ceremonial access is proposed to be improved in a manner to convey the feeling that a sightseer passes the outer city, inner city and citadel. Trees with different colour codes is the best alternative to convey such impression. The tree planting should be done along the ceremonial access and change at main corridor gates.

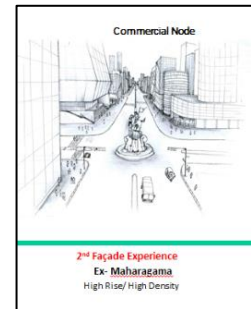


Façade improvement Along the Ceremonial Accesses

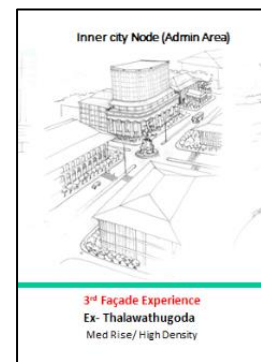


The city form should be improved in a manner to offer diverse impressions along the ceremonial access. Accordingly,

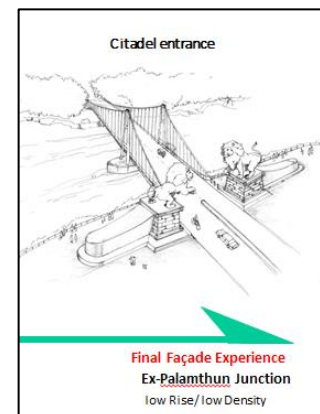
- The outer city – This city area would consist of high-rise buildings in order to cater a high density. It will function independently in almost every way. Most importantly, it will act as the main commercial and office space provider and be the generator of employment. Further, the knowledge city is also proposed to be established within the area.



- The inner city – This area is proposed to be set up with giant buildings with medium height and large floor areas in order to serve a medium density. Mainly, the administrative area and executive residence area is to be established within this area.



- The citadel – Special featured buildings with a unique architectural character embossed are proposed in the citadel in order to enrich the appearance. This intervention would make city streets more inviting and create more interesting places to wander. A special concern is to hold the area with low rise structures and low density.



Further, it is proposed to improve the façade of the buildings which could make a better first impression and improve the marketability of the city area. The ultimate aim of the intervention is, build the expression of pride along the ceremonial access and attract more visitors to the area. On the other hand, contribute to the quality of life of dwellers.

Transitional Junctions Improvement

The proposed improvement is set to be implemented at fourteen recognized nodes along the ceremonial access. They are,

- Parliament Junction
- New Akuregoda Rd
- Thalawathugoda Junction
- Pitakotte Junction
- Rajagiriya Node
- Malmbe Node
- Pannipitiya Junction
- Nugegoda SuperMarket Node
- D. S. Senanayake Roundabout
- Kaduwela Interchange
- Makumbura TOD
- Nogegoda Fly-over
- Palam thuna Junction
- Kimbulawala Junction

The upgrading of these nodes should enhance the aesthetic beauty of the city area while inculcating the impression of gradual rise of power. These include statues, sign boards and other architectural elements along the road.

City Gates Establishment

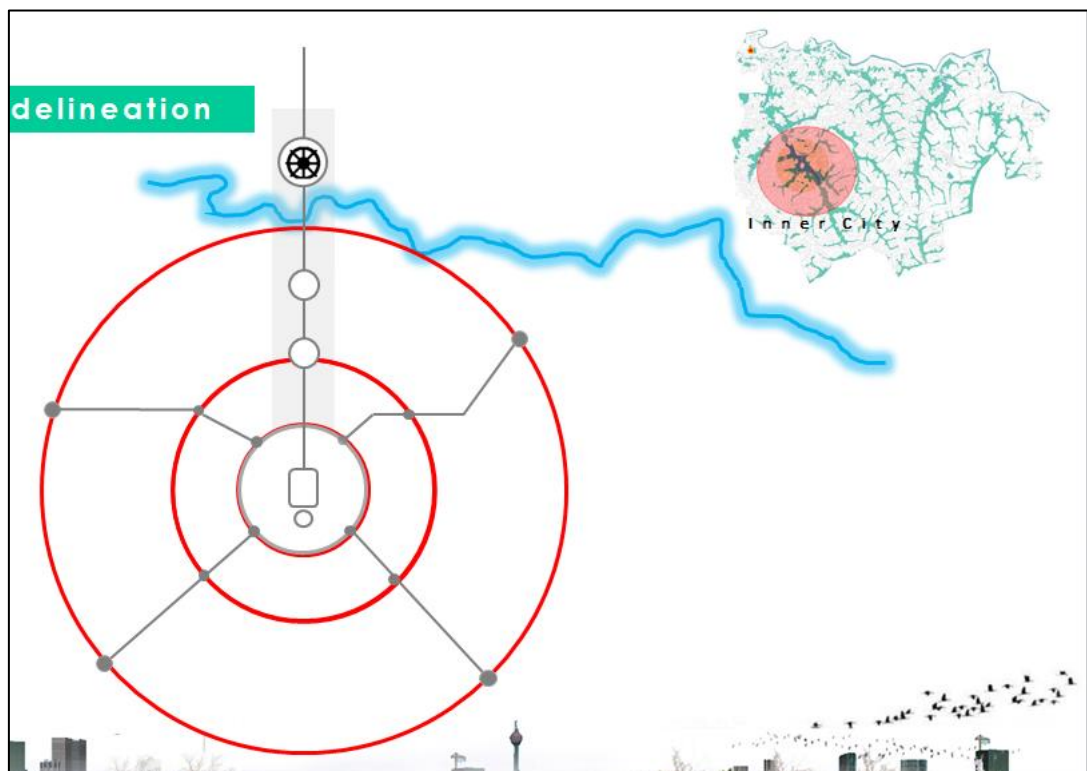
The city gates establishment is performed as a symbolic gesture in honor of the unique history. This improvement should necessarily enhance the magnificence gradually from the outer city towards the citadel.



4. Enclosure

It is highlighted that the enclosure is one of the most important features of urban spaces, particularly from an aesthetic perspective. Hence, it is aimed to enrich the sense of place through attractive spaces. In order to do so, the proposed initiatives are as below,

- Inner City Boundary delineation



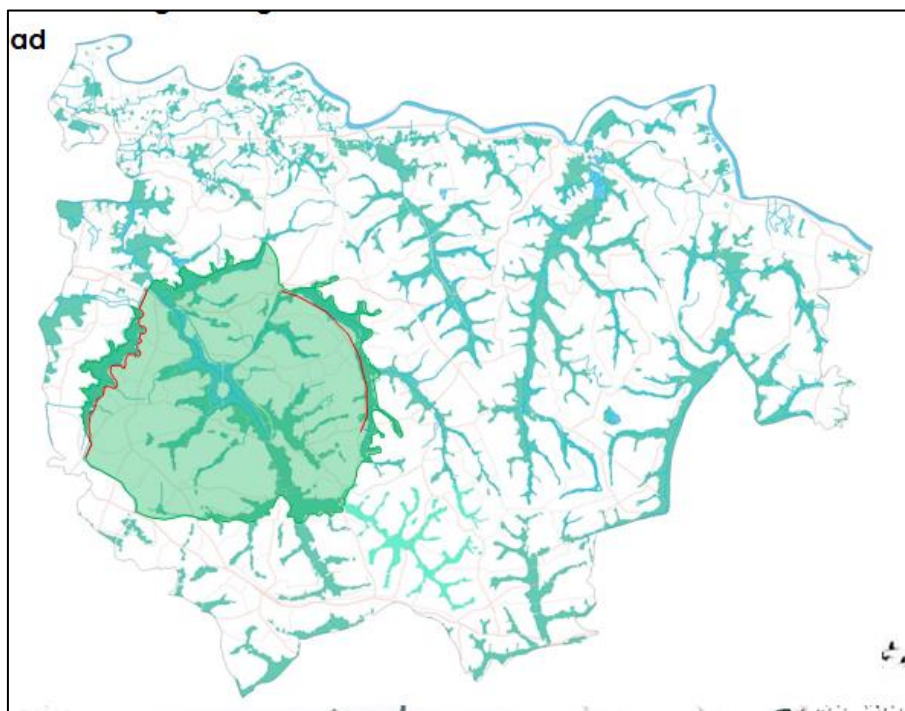
- **Inner City Boundary delineation**

Demarcate inner city boundary by connecting missing links

The inner city boundary is demarcated by the wetland feature. However, it is challenging to demarcate the boundary completely with the wetland feature since, the link of the natural feature is missing in some points. For that reason, the plan proposes to develop the Kalapaluwawa Road and Road as boulevards. It is expected to maintain the green character with this intervention.

Develop Half Circular shape two road

In order to emphasize the conservation and wise use of wetlands, it is crucial to make an improvement in the use of wetlands. The plan proposes to promote the usage of wetlands by developing eco- friendly roads along the wetland boundary adjacent to the admin cluster margin and the Kotte marsh adjacent to the executive residential area.



1. Reduce disturbance on the water flow of Kelani River by a 100m buffer zone including 60m permanent structure restriction and 40m specially regulated development zone.
2. Conserve the green blue feature by linking the missing canal network of 7km.
3. Development of water transport service of 14 km and reduce reclamation of canals in the area.

