Chapter 05

Spatial Development Strategy

Creating a Unique City Image composed of Rhythmic Skyline & Lifestyle

03 Density Zones with 13 Characters

Spatial Development Strategy

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The key of any city development plan is its spatial development strategy, which lays the foundation layout of the city. Determination of most appropriate city spatial structure and conducting necessary strategic actions to derive it on the ground are the key functions of Spatial Development Strategy.

Objective

The objective of Spatial Development Strategy of **CCCDP – 2019-2030** is to determine the most appropriate city spatial structure for *Colombo Commercial City* in terms of densification pattern, prominent uses and characters which would contribute to enhance its role as a competing international business hub while minimizing negative environmental impacts and social impacts. Maintenance of good city form and a unique city image is another major objective of Spatial Development Strategy.

Approach

The most appropriate city spatial structure for *Colombo Commercial City* is defined in terms of densification, prominent use and character based on a scientific analysis where existing development trends, market forces, city potentials, significance and impacts of prevailing city issues are comprehensively analyzed. Implementation of proposed Spatial Development Strategy is conducted in a regulatory approach. Spatial Development Strategy of **CCCDP** is the principle regulatory framework that acts as the base for all proposed zoning regulations of **CCCDP – 2019-2030**.

Contribution towards the Vision & Goals of CCCDP – 2019-2030

Spatial Development Strategy directly contributes to achieve Goal 02 and 03 of **CCCDP – 2019-2030**, 'the revived internationally renowned *Green Garden City of South Asia*' and 'the *Smart, Smooth & Sensed Urban Space* for all inhabitants' and their consequent objectives as mentioned below. Spatial Development Strategy contributes to achieve Goal 02 directly as it defines the regulatory framework to conserve the green spaces of *Colombo Commercial City*.

In addition, it also contributes to achieve the *Goal 02 – The revived internationally renowned Green Garden City of South Asia* as it defines the regulatory framework to conserve the green spaces of *Colombo Commercial City*. The Spatial Development Strategy directly addresses following two objectives.

- **To have a legible, manageable and sustainable urban form for *Colombo Commercial City* by 2030.**
- **To have an average 0f 35% green cover and the enhanced green experience in *Colombo Commercial City* by 2030**
- **To maintain 20% of the total area as special garden zones by 2030**

Scope

The planning framework of the Spatial Development Strategy includes:

- **Proposed densification pattern of *Colombo Commercial City* defined in terms of density, prominent uses & character**
- **Precise definitions of proposed broader density zones and character zones**
- **Special height controlling zones**

5.1. Proposed Broader Density Zones of Colombo Commercial City

Colombo Commercial City will have three main densification zones namely high density, moderate density and low density as presented in the Map 5.1.

Proposed Broader Density Zones of Colombo Commercial City

5.1.1. Three Broader Density Zones

Three Broader Density Zones

The expected development densities of three broader density zones and the areas falling within each zone will be as follows.

Broader density zone	Expected development density	Areas falling within each zone
High Density Zone	Vertical Density – More than 15% of total buildings falling in the height categories of intermediate or high rise buildings	Colombo CBD, Kollupitiya, Bambalapitiya, Wellawatta, Dehiwala, Mt-lavinia, Kirulapana, Kalubowila, Borella, Maradana, Dematagoda, Maradana, Kotahena, Maligawatta, Bloemandhal & Mattakkuliya
Moderate Density Zone	Vertical Density – 5% to 15% of total buildings falling within the height categories of intermediate or high rise buildings Horizontal Density – Average 65% of plot coverage	Wattala, Kolonnawa, Peliyagoda, Kelaniya and Ratmalana
Low Density Zone	Vertical Density – More than 95% of total buildings falling within the category of low rise buildings Horizontal Density – Average 50% of plot coverage	Kurunduwatta & Thimbirigasyaya (Colombo 07 area) and Boralesgamuwa

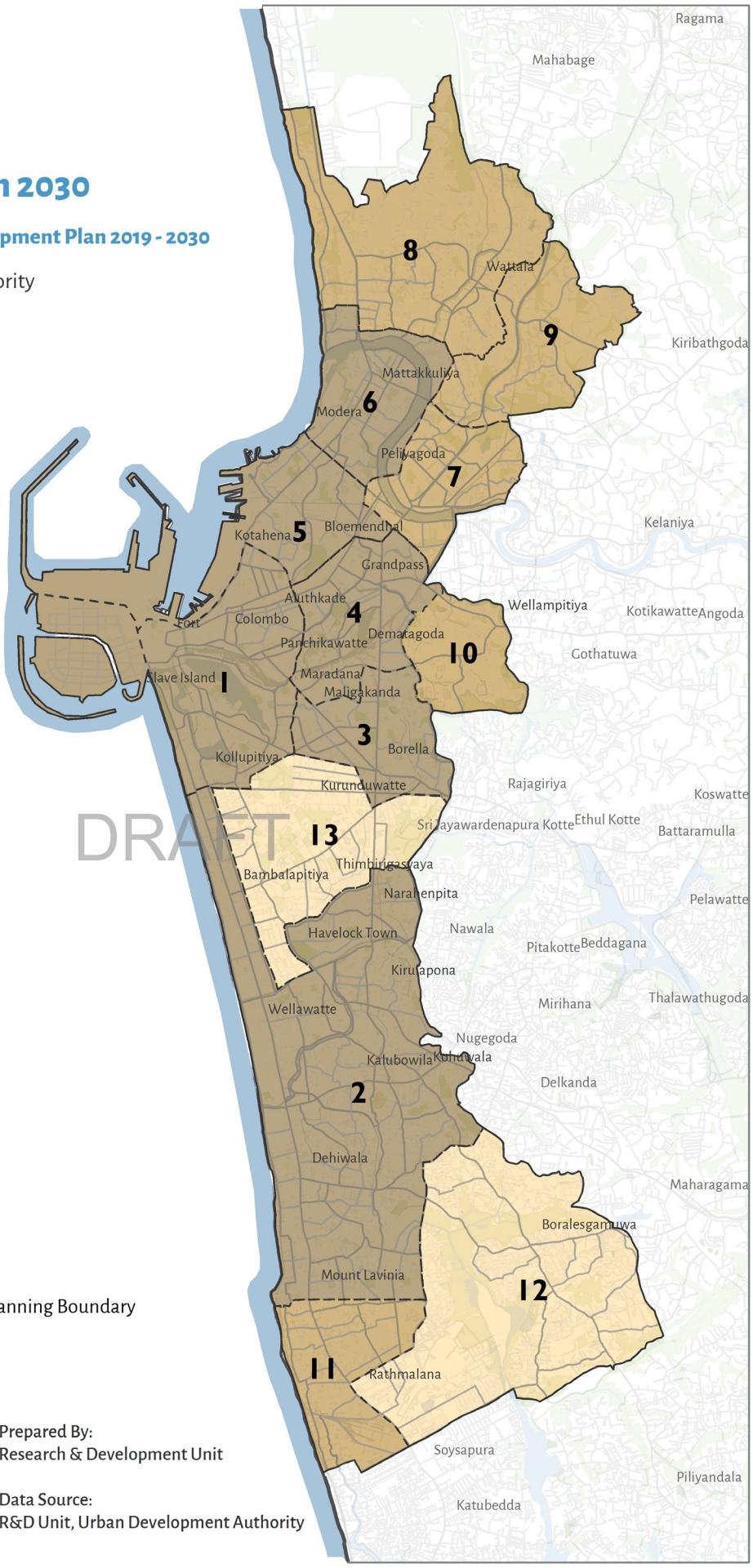
***NOTE :** Low-rise - Up to 03 floors, Intermediate-rise - 04 to 08 floors, Middle-rise -09 to 12 floors & High-rise - over 13 floors*

Table 5.1: *The development densities of broader density zones and areas falling within them*

Density Distribution 2030

Colombo Commercial City Development Plan 2019 - 2030

Urban Development Authority
December 2018



Legend

Density Classification

- High Density
- Medium Density
- Low Density
- Zonal Boundary
- Colombo Commercial City Planning Boundary

N W E S

0 1 2 4 Km

Prepared By:
Research & Development Unit

Data Source:
R&D Unit, Urban Development Authority

Map 5.1: *Proposed Three Broader Density Zones of Colombo Commercial City - 2030*

5.1.2. Demarcation of Broader Density Zones – Justification

The above mentioned three broader density zones; high, moderate and low were derived based on following criteria.

- *Carrying Capacities – (Supply capacity of Infrastructure, Bearing Capacity of Environment, Human Space Demand)*

The reason for inclusion of this criteria was to make certain that high densities will be allowed only within the areas which have relatively high carrying capacities in terms of supply capacities of infrastructure, bearing capacity of environment and space capacities to meet average human space demands. One of the main issues identified during the context analysis was the increasing trend of high-dense developments taking place in areas which do not have adequate infrastructure facilities to meet the growing demands. Hence, it was attempted to address this issue by identifying the areas which have relatively high infrastructure capacities towards which the high-dense developments can be promoted. Also, based on environmental sensitivity analysis, it was ensured that high-dense developments would not be promoted within the areas with high environmental sensitivity.

- *Population & Urbanization Trends*

Existing population growth and urbanization trends are good indicators which help to identify existing development trends. Hence, these trends were analyzed to identify the areas towards which the natural development is trending as a result of market forces, state interventions and other environmental, social and economic factors. The main idea was to guide the high dense development in a economically viable and an environmentally sustainable manner.

- *Land Use & Existing Floor Area Ratios (FAR)*

Existing land use pattern and the utilization of allowed FAR were also considered as main criteria to determine the proposed broader density zones. The areas in which the high-dense developments and related uses are already evident or rapidly trending as per the existing land use pattern were given priority in promoting high dense developments. In addition, the areas which have not achieved permissible FARs due to other development constraints such as Infrastructure deficiencies or lack of investment attraction were also identified to be promoted with high-dense developments.

- *Ongoing & Proposed Projects*

The ongoing and proposed projects were considered as another major criteria when determining the areas to be promoted with high-dense developments. Any area that was supposed to be served with on-going or proposed infrastructure developments were considered priority areas that could be promoted for high-dense developments without encountering problems due to deficiencies in infrastructure such as pipe-borne water supply, electricity supply, waste water management, solid-waste management etc. Also, the inclusion of this criteria enabled to identify the areas which are underutilized in terms of availability of enough capacities, thus which can be immediately densified.

The composite map derived as a result of the weighted overlaying of all above input maps was considered as the base to demarcate the boundaries of three broader density zones as shown in Map 5.1. Demarcation of broader density is further elaborated in the Annexure 5.1.

5.2. Proposed Character Zones of Colombo Commercial City

Colombo Commercial City will have thirteen character zones within identified three broader density zones as described below. The reason for demarcation of different character zones within the identified broader density zones, is to maintain the vibrancy of city enabling variety of experiences though-out without resulting in homogeneous zones.

5.2.1. Thirteen Character Zones

Colombo Commercial City will have thirteen character zones; six of them falling within high density zone, five in moderate density zone and two in low density zones. When considering the six character zones falling within high density zone, each zone will have unique characters differing from each other even though they all indicate a similar density. The character is defined in terms of prominent use and sensible characteristics such as exclusiveness, compactness and eco-friendliness etc. The character zones falling under three broader density zones are indicated in the Table 5.2 and shown in Map 5.2.

Broader Densityn Zones	Character Zones
High Density Zone	Exclusive Premium Mixed Development
	Premium Mixed Development
	High Density Green Mixed Development
	High Density Compact Mixed Development
	Compact Logistics Development
	High Density Residential
Moderate Density	Central Transit Based Development
	Moderate Density Residential Zone 01 - Wattala
	Moderate Density Logistics Development
	Moderate Density Residential Zone 02 - Kolonnawa
	Moderate Density Residential Zone 03 - Ratmalana
Low Density	Low Density Green Residential
	Low Density Garden

Table 5.2: *Character Zones within Broader Densification Zones*

The envisaged characters of each zone and the local areas falling within them are as indicated in the Table 5.3.

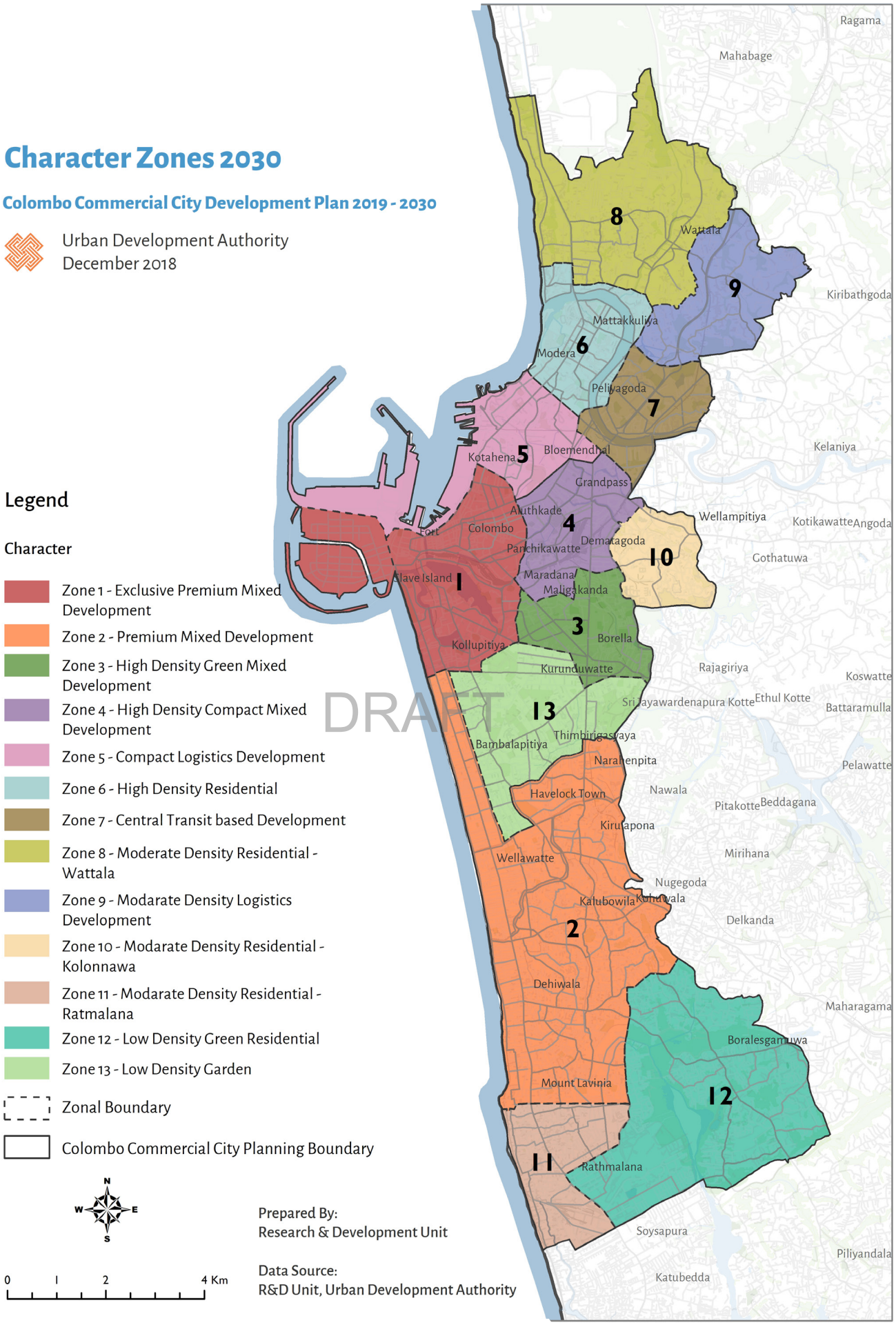
Character Zone	Envisaged Characteristics	Local Areas falling within the Zones
High Density Zones		
Exclusive Premium Mixed Development	Maintenance of average 65% plot coverage Preserved land marks, more public open spaces, busy boulevard streets and well-maintained facades Exclusive category activities and land uses Attractive high-end investment area including international chained star hotels, multi-national companies, super luxury condominiums, head-offices of financial institutions, IT related organizations etc. Beira Lake surroundings and sea-front as the main tourist attraction point	Colombo Fort, Pettah, Slave Island, Wekanda, Jinthupitiya, Part of Kollupitiya, Part of Panchikawatta, Gangaramaya
Premium Mixed Development	Maintenance of average 70% plot coverage High-end activities such as star hotels, branded shopping outlets and luxury apartments. Well-maintained facades, boulevard streets and landscaped streets	Part of Kollupitiya, Bambalapitiya, Wellawatta, Dehiwala, Mt-lavinia, Kirulapana, Kalubowila, Kawdana, Karagampitiya, Nedimala, Kohuwala, Pamankada
High Density Green Mixed Development	Maintenance of average 75% plot coverage Well-maintained facades Boulevard streets High-end investments attractive area with prominent uses such as Luxury condominiums, star hotels, shopping complexes. Approximately 35% of green/ non-paved area of total zone	Borella Junction, Mount Mary, Cota Road

Character Zone	Envisaged Characteristics	Local Areas falling within the Zones
High Density Compact Mixed Development	Maintenance of average 75% plot coverage. Compact retail and wholesale market area. Private office complexes	Dematagoda, Maradana, Maligawatta, Part of Panchikawatta, Orugodawatta, Grandpass South, Kiriwaththuduwa
Compact Logistics Development	Maintenance of average 70% plot coverage. Prominent uses - Port related industrial activities, logistics-based activities and warehouses etc.	Port Area, Sea Avenue, Kotahena, Bloemandhal, Mahawatta, Aluthmawatha
High Density Residential	Maintenance of average plot coverage of 70% Predominant residential area having high-rise apartment complexes built for low-income families of City of Colombo	Mattakkuliya, Modara, Madampitiya
Moderate Density Zones		
Central Transit Based Development	Maintenance of average plot coverage of 70% Central Transit Based activities linked with proposed Multi-modal Transport Hub at Peliyagoda (The Main Regional Transport Hub of Colombo) Water recreational areas and public gathering places linked with Kelani River Water Front	Part of Peliyagoda & Sedawatta

Character Zone	Envisaged Characteristics	Local Areas falling within the Zones
Moderate Density Residential Zone 01 - Wattala	Maintenance of 65% average plot coverage Predominant use – Residential including garden houses, high-rise apartments and condominiums Tourism and recreational activities along coastal stretch High retailing area along major roads.	Hekitta, Kerawalapitiya, Dikovita and Part of Mabola
Moderate Density Logistics Development	Maintenance of 65% average plot coverage Prominent uses - Port related industrial activities, logistics-based activities and warehouses etc.	Part of Peliyagoda, Wanawasala, Dippitigoda and Hunupitiya
Moderate Density Residential Zone 02 - Kolonnawa	Maintenance of 65% average plot coverage Predominant use – Residential including garden houses, high-rise apartments and condominiums	Kolonnawa and Wellampitiya
Moderate Density Residential Zone 03 - Ratmalana	Maintenance of 65% average plot coverage Predominant use – Residential including garden houses, high-rise apartments and condominiums	Parts of Ratmalana and Mt-lavinia, Kaldemulla

Character Zone	Envisaged Characteristics	Local Areas falling within the Zones
Low Density Zones		
Low Density Green Residential	Maintenance of 50% average plot coverage considering the total area More public open spaces linked with green pastures and waterfronts Relatively less congested area Prominent use – residential (garden houses and low-rise houses)	Part of Ratmalana, Belekkade Junction, Bakery Junction and Boralesgamuwa
Low Density Garden	Maintenance of 50% average plot coverage at each and every plot Boulevard streets and more public open recreational spaces Predominant use – residential (garden houses and low-rise houses) High-end investments area prominent for branded retailing, tourism, private office and leisure & entertainment activities	Colombo 07 including Cinnamon Garden, Thimbirigasyaya

Table 5.3: *The envisaged characteristics of thirteen character zones and areas falling within them*



Map 5.2: *Proposed Thirteen Character Zones of Colombo Commercial City - 2030*

5.2.2. Demarcation of Zoning Boundaries based on Characters – Justification

As explained above, there can be local areas with different characters within an identified broader density zone. It was determined to identify these possible heterogeneous characteristics of different local areas and demarcate different character zones in order to ensure that a variety of experiences will be maintained in future Colombo as well. The demarcation of character zones was also based on Weighted Overlay Analysis where below mentioned criteria were considered. The existing characters and trends as well as the anticipated characters which need be there to be aligned with the proposed city vision were both considered as major criteria in demarcating the character boundaries.

- *Space Analysis of Activities identified by the Market Based Analysis. (Changes of Retail, Office and Residential Spaces)*

Existing market trends is one of the key indicatives of emerging special characters of local areas (different parts of *Colombo Commercial City*). Based on market trends, the areas which have high demand for certain activities can be identified and the same can be used to determine the most appropriate characters of each local area. Accordingly, the market studies which have been conducted by relevant agencies of both public and private sectors were used to identify the spatial distribution of different market demands in terms of Retail, Institutions, Private Offices, Tourism and Residential etc. The most appropriate prominent uses and characters of each zone were determined considering the trending activities driven by market forces.

- *Suitability Analysis*

Prominent use is one of the influential factors of zone character thus determination of most appropriate prominent use needs be done based on scientific analysis. Suitability analysis was conducted to evaluate the suitability of different local areas of *Colombo Commercial City* for potential uses considering different factors.

- *Existing Characters which have been derived based on Zoning Classifications*

Existing characters of local areas are mostly derived based on the existing zoning classifications. Hence, existing zoning classification was considered as a base to demarcate proposed character zones. One of the major implications of this criteria is the demarcation of present Special Primary Residential Zone as Garden Zone with the intention of conserving its special garden and residential character.

- *Concept of the Plan – Future Development Direction*

The other major criteria considered was the proposed city vision and the concept plan designed to achieve it. The idea behind is the demarcation of character zones as it contributes to lead the city towards its anticipated future vision. Therefore, the character zones were demarcated as they are aligned with the previously determined characters of seven aqua regions and 08 water esplanades.

5.3. Proposed Hierarchical Nodes of Colombo Commercial City

16 number of hierarchical nodes belonging to 4 major priority levels are proposed within *Colombo Commercial City*. These hierarchical nodes will be emerged within the identified character zones and will act as development concentration points which are enabled to cater relatively higher magnitude of developments within the zones with higher supply intensities of infrastructure and other urban services.

5.3.1. Proposed hierarchical order of nodes

Hierarchical Level	Node	The proposed type of development and anticipated character
Level 01	Pettah	Based on Multi-modal Transport Hub Development Acting as the main center of intra-city transport network of Colombo Commercial City Catering mega scale commercial development
	Peliyagoda	Based on Multi-modal Transport Hub Development (Regional Transport Hub) Acting as one of the main centers of inter-city transport network of the western region and island Catering mega scale commercial development Hosting one of the major Park & Ride Facilities

Proposed Hierarchical Nodes of Colombo Commercial City

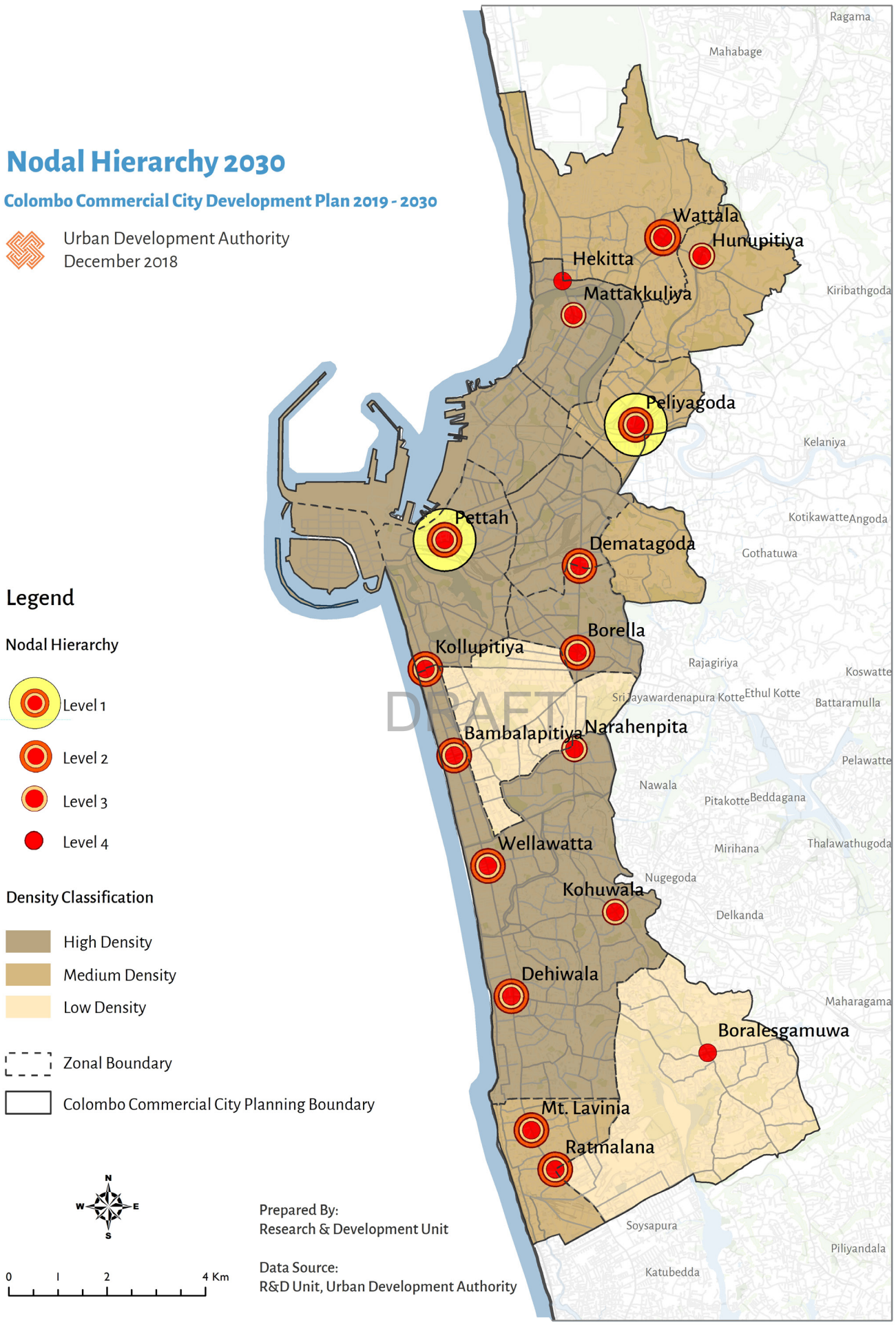
Proposed hierarchical order of nodes

Hierarchical Level	Node	The proposed type of development and anticipated character
Level 02	Dematagoda	Based on Transport Oriented Development (TOD) Acting as the main hub to collect and re-distribute east traffic to Colombo Catering mega scale mixed development
	Ratmalana	Based on Transport Oriented Development (TOD) Acting as the main hub to collect and re-distribute south traffic to Colombo Catering mixed-developments in the immediate surroundings and residential developments in the neighboring area Hosting one of the Park and Ride Facilities
	Kollupitiya Bambalapitiya Wellawatta Dehiwala Mount Lavinia	Major nodes (town centers) in the coastal belt of Colombo Commercial City Based on Transport Oriented Developments of local scale associated with Railway Stations and Mini-bus Stands Catering large scale mixed development
	Borella	A Major node (One of the major town centers with more commercialized and transport Oriented developments) Based on Transport Oriented Development of local scale associated with Railway Station and Mini-bus Stand Catering large scale mixed development

Hierarchical Level	Node	The proposed type of development and anticipated character
	Wattala	Major node catering mixed-developments in the immediate surroundings and residential developments in the neighboring area.
Level 03	Narahenpita	Major node catering mixed-developments in the immediate surroundings and residential developments in the neighboring area.
	Kohuwala	Major node catering mixed-developments in the immediate surroundings and residential developments in the neighboring area.
	Hunupitiya	Local scale Transport Oriented Development associated with different modes such as, LRT, Electrified Rail Network, Expressway. Local scale node catering neighboring residential developments
Level 04	Boralesgamuwa	Local scale node catering neighboring residential developments Green themed nodal development to suit with designated special green character of the area
	Hekitta	Local scale node catering neighboring residential developments

Table 5.4: *The proposed Hierarchical Nodes of Colombo Commercial City - 2030*

The strategic projects to activate above identified hierarchical nodes will be elaborated under the Transport Development Strategy of **CCCDP – 2019-2030.**



Map 5.3: *Proposed Hierarchical Nodes of Colombo Commercial City - 2030*

5.3.2. Determination of the hierarchical order of nodes – Justification

The proposed nodal hierarchy was determined considering the relative importance of nodes in terms of connectivity and their potential contribution to achieve the envisaged densities and characters as explained in the previous sections. The relative importance of nodes in terms of connectivity was identified based on the connectivity analysis which was conducted including following criteria.

I. Connectivity in terms of roads
II. Connectivity in terms of Railway
III. Connectivity with Expressway Network
IV. Possible future connectivity with proposed Water Drives
V. Possible future connectivity with proposed Water Transportation Routes
VI. Possible future connectivity with proposed Light Rail Transit Network
VII. Possible future connectivity with proposed Electrified Railway Network

In addition to the above mentioned criteria on connectivity, the following two factors were also considered when determining the hierarchical order of nodes and assigning the priority levels.

- Ongoing and proposed development projects undertaken within Colombo Commercial City by both government and private parties

- The significance of each node in achieving the proposed concept of aqua regions and ultimate city vision; 'Aquarina – the City in Water'.

5.4. Proposed Hierarchical Road Network of Colombo Commercial City

Hierarchically arranged road network consisting of three levels; Level 01, Level 02 and Level 03 is proposed for *Colombo Commercial City* for the following purposes.

- To connect above explained hierarchical nodes while maintaining their relative prominence based on priority levels
- To induce the anticipated developments in each character zone (Since roads are a mandatory infrastructure to induce developments, more Level 01 roads are proposed in high density zones to facilitate more developments)
- To manage traffic in Colombo Commercial City (Will be elaborated under the *Transport Development Strategy of CCCDP – 2019-2030)*

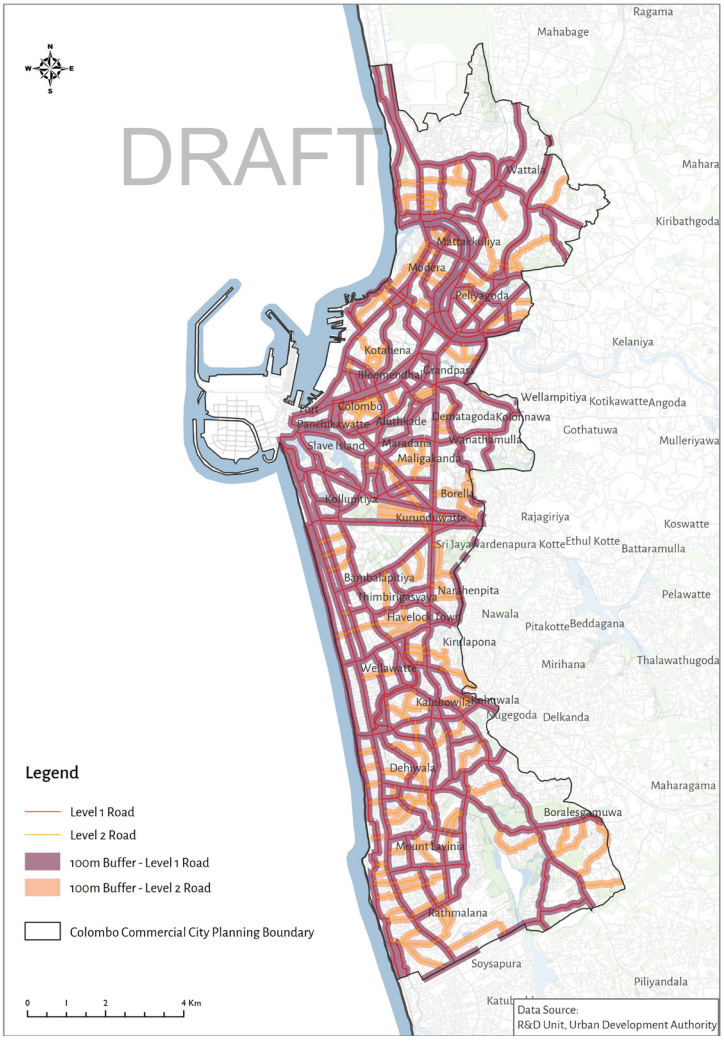


Figure 5.1: *Road Based Development Corridors*

As explained in the above second factor, the widened and improved roads induce more developments to the area and at the same time. On the other hand, a place with relatively high road density has the capacity to cater more developments in terms of traffic handling and generating more convenient spaces with good accessibility. Hence, there is a significant impact of the proposed road structure to the city spatial development. Considering the impacts of proposed road network and its direct and neighboring impact of development, it was identified that the road based development corridors can be emerged as mentioned in Figure 5.1:

5.5. Proposed Sub-density Zones of Colombo Commercial City

51 sub-density zones are proposed within *Colombo Commercial City* for regulating the developments at a detailed scale. The advantage of having detailed sub-density zones rather than broader density zones is that it enables imposing of unique sets of regulations for each zone to manage developments based on;

- Special characters of each zone
- Carrying capacities in terms of roads and other infrastructure
- Impacts of water esplanade developments, nodal developments and other ongoing and proposed projects

The derivation of sub-density zone boundaries was based on following key layers.

1. Three Broader Density Zones
2. Thirteen Character Zones
3. Proposed Hierarchical Nodes
4. Development corridors based on hierarchically arranged road network

In addition to above, existing special characters, environmental concerns and impacts of water esplanade developments and other ongoing and proposed projects were also considered in demarcating sub-density zone boundaries.

The sub-density zones derived based on above criteria are indicated in the Map: 5.4.

Proposed Sub-density Zones of Colombo Commercial City

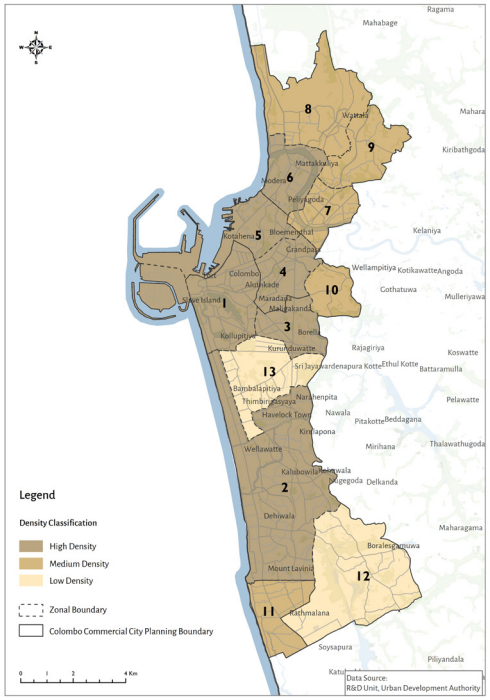


Figure 5.2: *Three Broader Densification Zones*

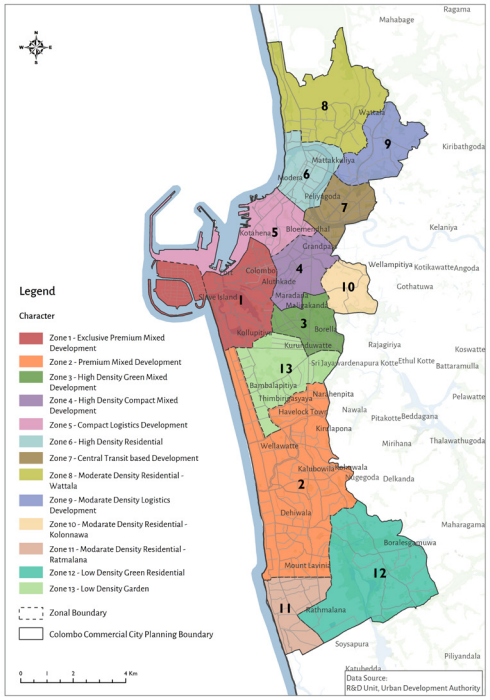


Figure 5.3: *Thirteen Character Zones*

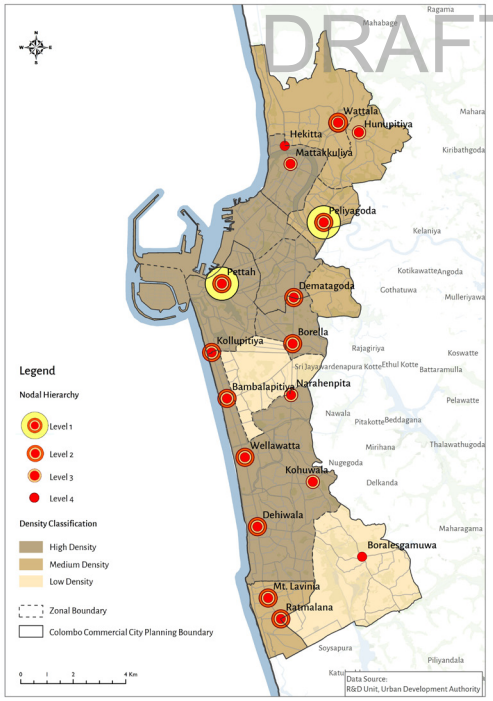


Figure 5.4: *Proposed Hierarchical Nodes*

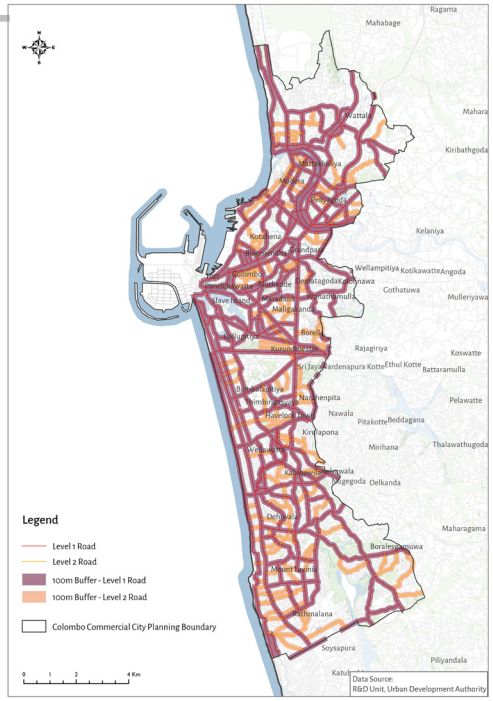
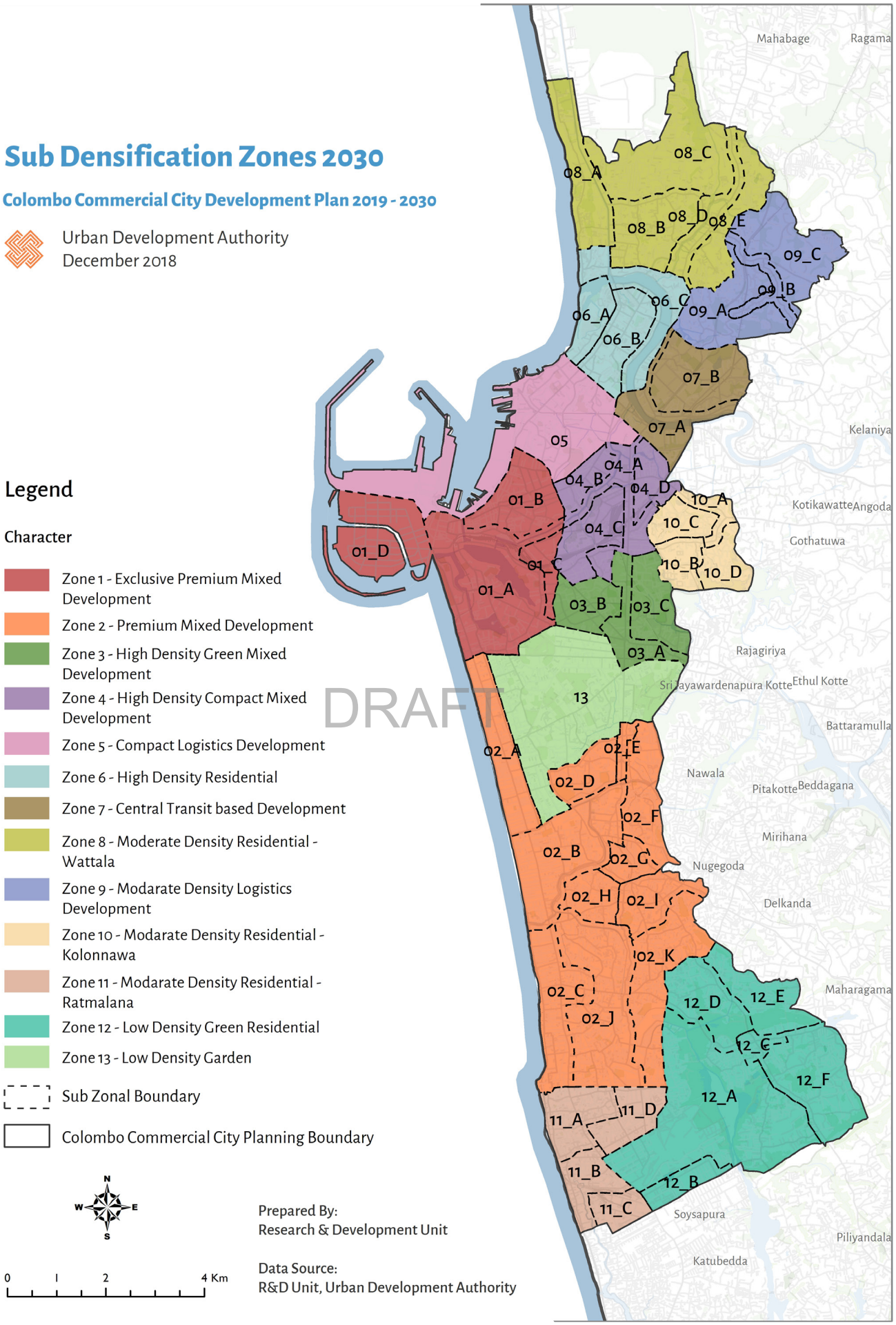


Figure 5.5: *Road Based Development Corridors*

The zoning regulations applied for each sub-density zone is elaborated in the Volume III of *Colombo Commercial City Development Plan – 2019-2030*



Map 5.4: *Proposed Hierarchical Nodes of Colombo Commercial City - 2030*

5.6. Preservation of City Landmarks

Landmarks are essential features of a city as they have a strong influence in making a city more legible and imageable while preserving its identity and enhancing visual quality. Landmarks are point references and their key physical characteristic is singularity which can be derived by maintaining back-ground contrast. Thus, when using landmarks to enhance visual quality of an environment, it is important to manage both the characteristics of the landmark itself and the surrounding elements. At the same time there is a huge impact made by a certain landmark to its surrounding environment as it adds value and character to the surrounding lands in the vicinity.

"The Lotus Tower" is considered as a major Land Mark of City of Colombo. The tower is 350 m tall and claims to be the tallest self-supported structure in South Asia. Considering, its monumental significance, it is proposed to preserve its visual prominence by ensuring its visibility through selected visual corridors. The identification of visual corridors and maximum allowable heights was conducted based on GIS Based Visibility Analysis considering following criteria.

- 2/3 of Lotus Tower is visible in the range of 0.5km to 2.0km
- 1/3 of Lotus Tower is visible in the range of 2.0km to 5.0km
- Lotus Tower is visible from main public gathering places and corridors

Accordingly, the identified visual corridors and their maximum allowable heights are mentioned in the Figure 5.7. The regulatory guidelines applicable for each visual corridor are elaborated in Volume III in terms of boundaries of proposed visual corridors and the maximum building heights allowable from Mean Sea Level throughout the corridors.

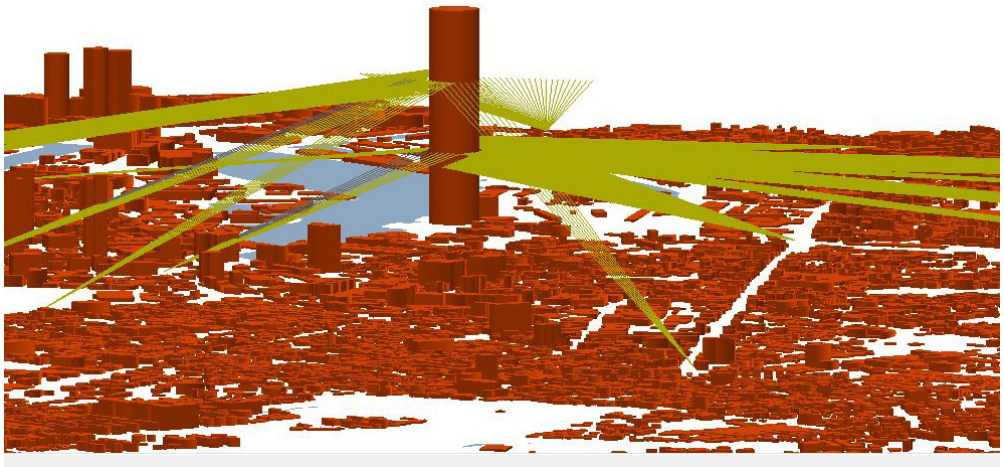


Figure 5.6: *3D Model of Visual Corridors of Lotus Tower - Colombo*

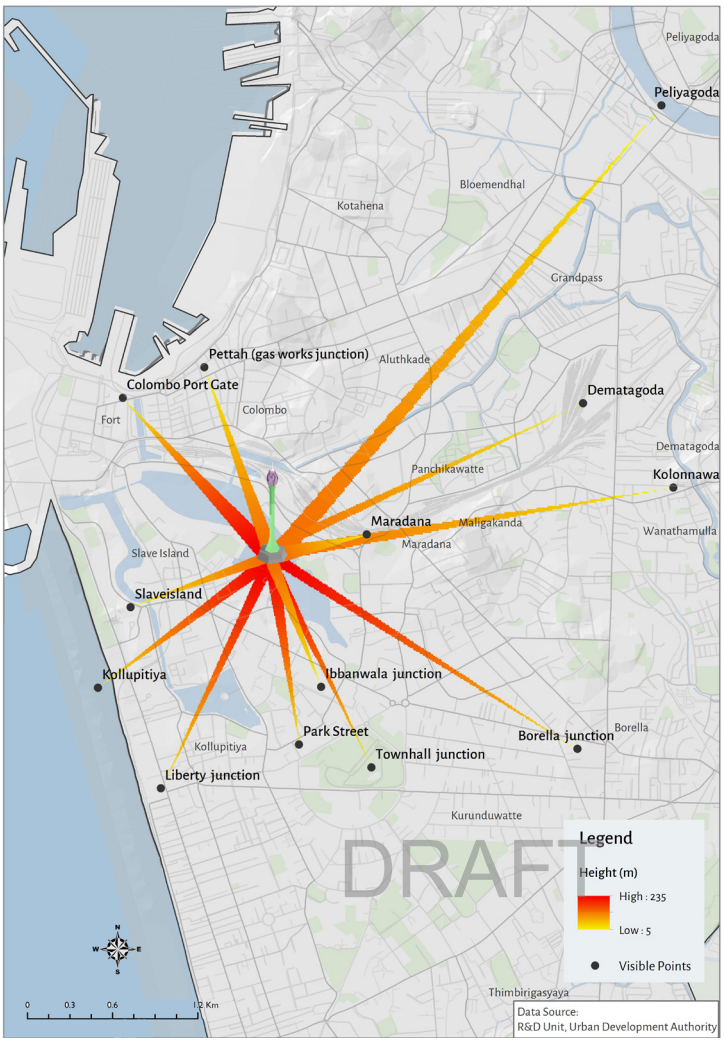


Figure 5.7: *Maximum Allowable Heights along the selected Visual Corridors of Lotus Tower*

5.7. Special Height Control Zones

As per the proposed *Colombo Commercial City Development Plan – 2019-2030*, construction heights are controlled only with regard to following cases. The special height regulations identified for selected special areas as shown in Figure 5.8 are as follows.

a. **Height Controlling within the High Security Zone of Kolonnawa Petroleum Storage Terminal – As per the Gazette Notification No. 1499/24 – 2007 dated 30th May 2007**

b. **Height Controlling within the High Security Zone of Orugodawatta Petroleum Storage Terminal – As per the Gazette Notification No. 1499/24 dated 30th May 2007**

c. Height Controlling in close proximity to Electricity Overhead Lines – As per the Gazette Notification No. 1975/44 dated 13th July 2016

d. Height Controlling in the surrounding area of Colombo Airport – Ratmalana – The height controlling within the 6km radius buffer zone of Ratmalana Airport is site specific depending on site's topography. Thus, all developments taking place within 6km radius buffer zone of Ratmalana Airport should have the height clearances from the Civil Aviation Authority prior to the developments.

e. Height controlling within identified visual corridors of Lotus Tower – Colombo (as explained in the section 5.6)

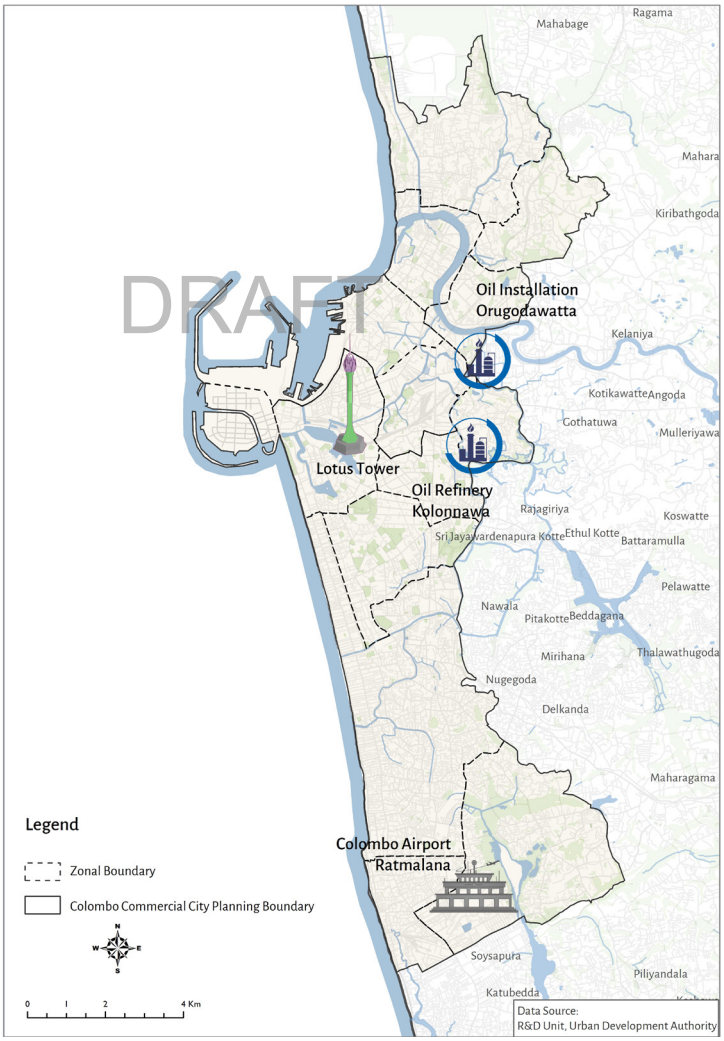


Figure 5.8: *Special Height Control Zones within Colombo Commercial City*

5.8. Overall Densification Pattern of Colombo Commercial City – 2030

The overall densification pattern of *Colombo Commercial City* will be governed based on zoning regulations applied for identified 51 sub-density zones based on their respective character zone and broader density zone and special regulations applied for above mentioned 05 special height control zones. Accordingly, the future envisaged overall built-form and skyline variations are illustrated as follows.

5.8.1. Envisaged overall built-form of Colombo Commercial City - 2030

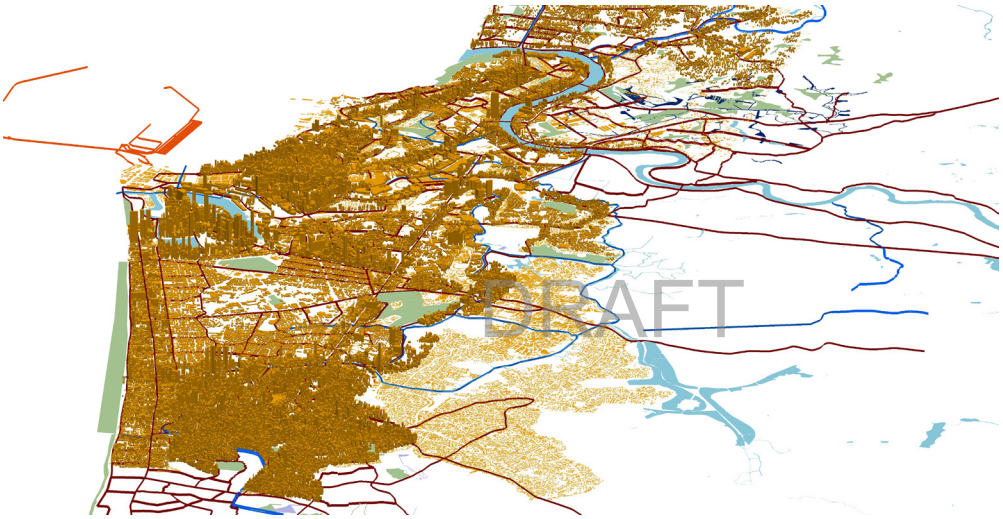


Figure 5.9: *3D – visualization of overall built-form of Colombo Commercial City*

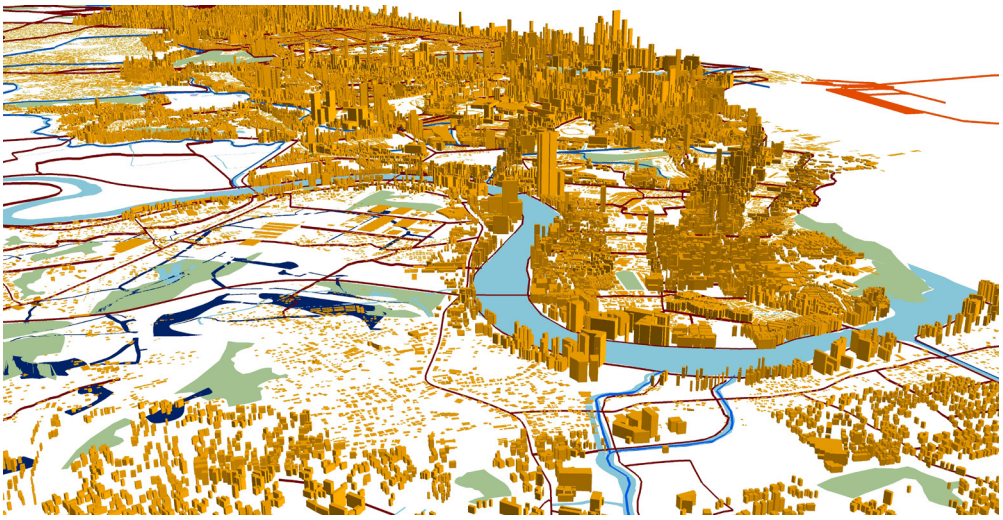


Figure 5.10: *3D – visualization of built-form in north of Colombo Commercial City*

Overall Densification Pattern of Colombo Commercial City – 2030

Envisaged overall built-form of Colombo Commercial City - 2030

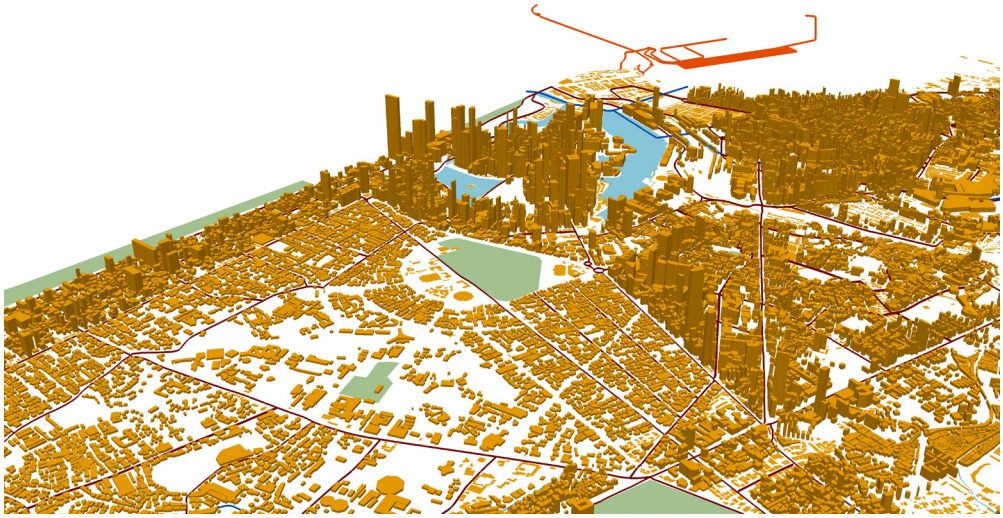


Figure 5.11: *3D – visualization of built-form in proposed Garden and Exclusive Premium Zones*

Figure 5.12: *3D – visualization of built-form – View from the ocean*

5.8.2. Envisaged Sky-line Variation in Colombo Commercial City - 2030

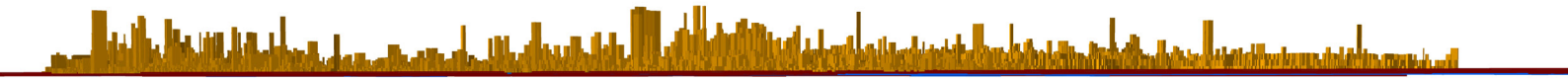


Figure 5.13: Variation of Skyline from Mattakkuliya to Wellawatta

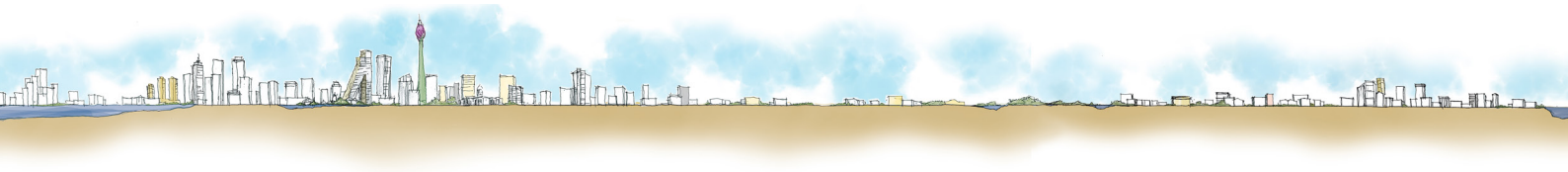


Figure 5.14: *The overall skyline variation throughout a cross section of Colombo Commercial City (From Wattala to Ratmalana)*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