

# Chapter 07

# *City Economic Development Strategy*

**Chapter 07**  
*City Economic  
Development Strategy*

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*Concept PlanPort  
related Logistics Activity  
Development*

*Property Development*

*Tourism Development*

*Spatial Development  
Strategy*

*Transport Development  
Strategy*

*City Economics  
Development Strategy*

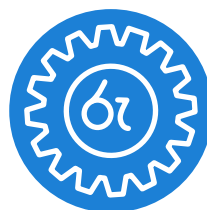
*Future Impacts due to  
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*Settlements  
Development Strategy*

*Utilities Management  
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Space (PORS)  
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## ***Leading to be an Investments Magnet in South Asia***

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### **Enhanced Economic Space of High Quality for Retail, Tourism, Logistics & Real-estate Markets**

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## **City Economic Development Strategy**

### **Introduction**

City Economic Development Strategy is a mandatory component of any City Development Plan as it provides a guide how the city economic activities should be aligned with its overall spatial development contributing to achieve the anticipated city vision. The envisaged physical development of the city cannot be achieved without public and private sector investments.

### **Objective**

The objective of City Economic Development Strategy of CCCDP – 2019-2030 is to ensure that city would have the right market exposures and would attract required investments to drive the city towards its planned transformations and achieve anticipated spatial form and city vision. The overall intention of all interventions that will be made under the City Economic Development Strategy is to supply realty space of high quality to the market in order to cater the increasing real estate demand created by various growing economic sectors of the city.

Exposing the city property market to cater booming economic sectors of Colombo Commercial City such as retail, private office in the fields of IT, Financial and Services fields, real estate, high-rise condominiums, logistics related industries and tourism etc. while enhancing its role as an international business hub is one of the specific objectives of the City Economic Development Strategy.

## Approach

City Economic Development Strategy is proposed combined with other strategies of CCCDP – 2019-2030 such as water esplanades, nodal, transport, settlement and infrastructure developments and public outdoor recreational space management in order to derive the catalyst projects to boost the city economy. City Economic Development Strategy is proposed to be implemented in the real grounds in terms of three approaches such as;

- **Regulatory approach**  
*(including policies and regulations imposed by relevant state agencies)*
- **Direct interventions of state agencies**
- **Collaborative approach**  
*(including direct private investment & public-private partnerships)*

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

City Economic Development Strategy directly contributes to achieve Goal 01 – ‘The most sought Water-front Business Environment Experience in the World’ and its subsequent objective

- To open up 3000 ha of lands in waterfronts for business activities, residences and recreation purposes by 2030

## Scope

The City Economic Development Strategy of CCCDP – 2030 has its focus on three major sectors such as;

- Port related logistics activity development
- Property development
- Tourism development

The planning framework of the Economic Development Strategy includes:

- Strategic interventions and projects proposed by UDA and other stakeholder agencies to promote and develop port related logistics activities
- Strategic interventions to guide property developments
- Identification of different types of tourism zones and strategic interventions to promote them

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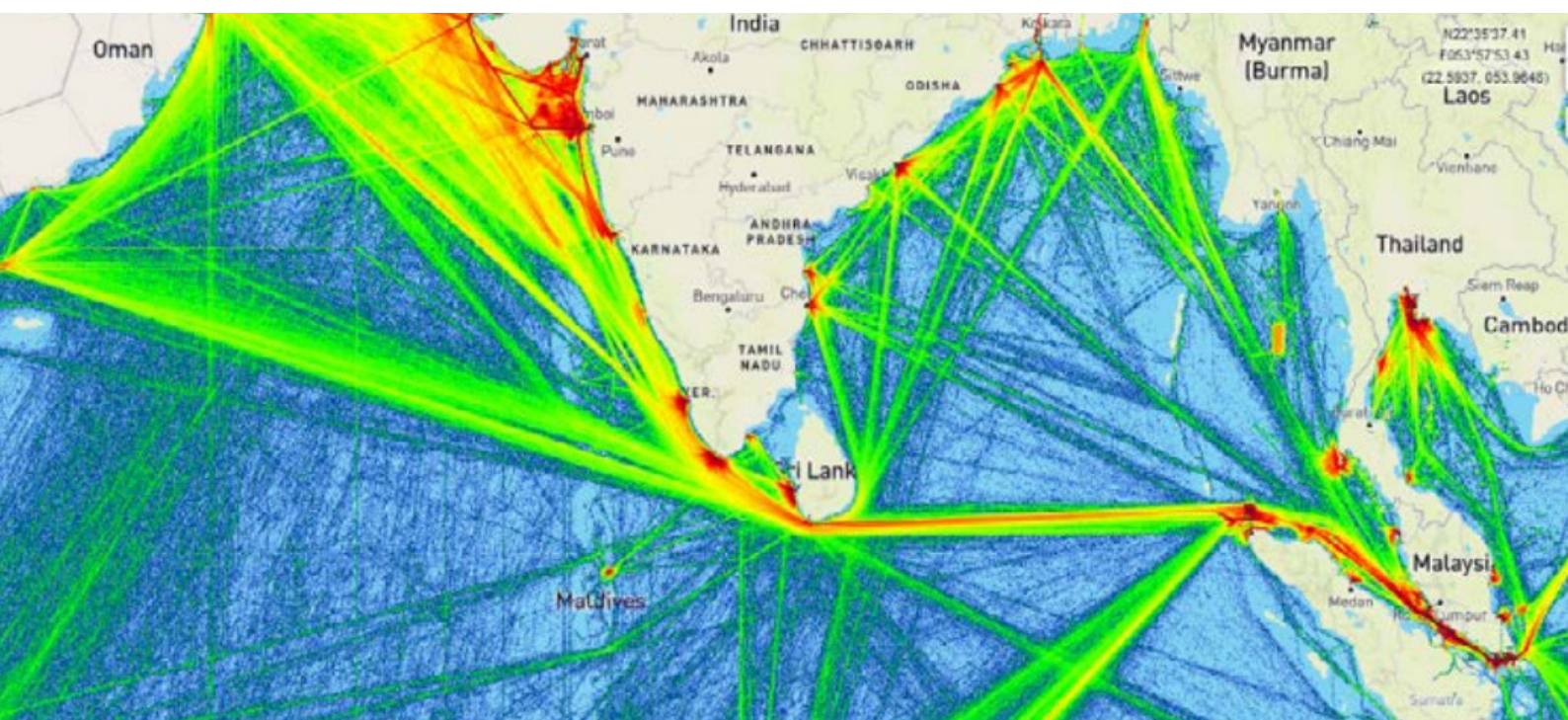
## 7.1. Port related Logistics Activity Development (Project Code – E-1)

Port is one of the most important elements of *Colombo Commercial City* based on which the city developed and gained its importance as a booming business hub both internationally and nationally. Colombo Port's strategic location in the international sea route is its most important potential that has enabled it to become one of the busiest maritime hubs of South Asia and to be ranked among the 'world's best 25 harbors in accordance with the Alphaliner rankings in 2017'. Port of Colombo handled over 6 million TEUs in the year of 2017, with its increased capacities due to the construction of Colombo International Container Terminal in 2015. As per the Economics Statistics of 2017, the performance enhancement of Colombo Port is as follows.

Indicator	2014	2015	2016
No. of vessels arrived	3,742	4,197	4,405
Total cargo handled (MT '000)	74,794	73,718	81,879

**Table 7.1:** Performance Indicators of Port of Colombo (2014–2016)

Source: Economics Statistics of 2017, Department of Census & Statistics Sri Lanka



**Figure 7.1:** Marine Traffic Density Map, 2017

Source: National Export Strategy of Sri Lanka: Logistics Strategy 2018–2022/  
Marine Traffic Density Maps; [www.marinetraffic.com](http://www.marinetraffic.com)



With the growing performance of Colombo Port, occurs the need of physical expansion of port and related infrastructure and enhancement of port and logistics related services systems. It is one of the key objectives of the City Economic Development Strategy of CCCDP – 2019-2030, to address this need with the provision of adequate ground facilities to accommodate the port related logistics activities, fulfilling space requirements and incorporating port and logistics related projects proposed by relevant stakeholders.

All projects proposed by CCCDP – 2019-2030 and other relevant stakeholder agencies in the scope of Port related Logistics Development are aligned under City Economics Development Strategic Action Type 01 with the project code E-1.

### **7.1.1. Incorporating Colombo Port Expansion Project proposed by Sri Lanka Ports Authority (Project Code – E-1-1)**

All proposals coming under the ongoing Colombo Port Expansion Project conducted by Sri Lanka Ports Authority are incorporated into the *Colombo Commercial City Development Plan* under project code E-1-1.

The Colombo Port Expansion Project has been proposed with the objective of catering increasing demand of services in the international shipping industry. As per the master plan of Colombo Port Expansion Project, it is proposed to develop a new harbor having 3 terminals each having 1,200m length and facilities to accommodate 3 berths alongside. The Port of Colombo which had a capacity about 4.5 million TEUs is proposed to be increased with another 7.2 million TEUs capacity per annum in two separate phases under this development.

Harbor infrastructure works which consisted of a Main Breakwater of 5.14km length, Secondary Breakwater of 1.65km length, Access Channel of 9km length and basic infrastructures were completed as the first phase of the project in 2012. Construction of South Container Terminal (SCT) which is now known as Colombo International Container Terminal (CICT) which consists of a 1200m long quay wall, 18m depth basin and a yard capacity of 2.4 million TEUs was completed and commenced operation in 2013.

As per the master plan of Colombo Port Expansion Project, the East Container Terminal (ECT) consists of 1200m long Quay wall alongside of water depth of 18m and a yard capacity of 2.4 million TEUs per annum. However, as the first phase of ECT development, construction of 440m quay wall alongside water depth of 18m has been successfully completed in 2015. Therefore, the remaining works of ECT Development

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and all projects proposed under the master plan of Colombo Port Expansion Project are incorporated into the CCCDP – 2019-2030 given its importance in achieving the Goal, Colombo as the most sought Waterfront Business Environment Experience in the World. The main projects proposed under the master plan of Colombo Port Expansion Project are indicated in the Table 7.2 and Figure 7.2.

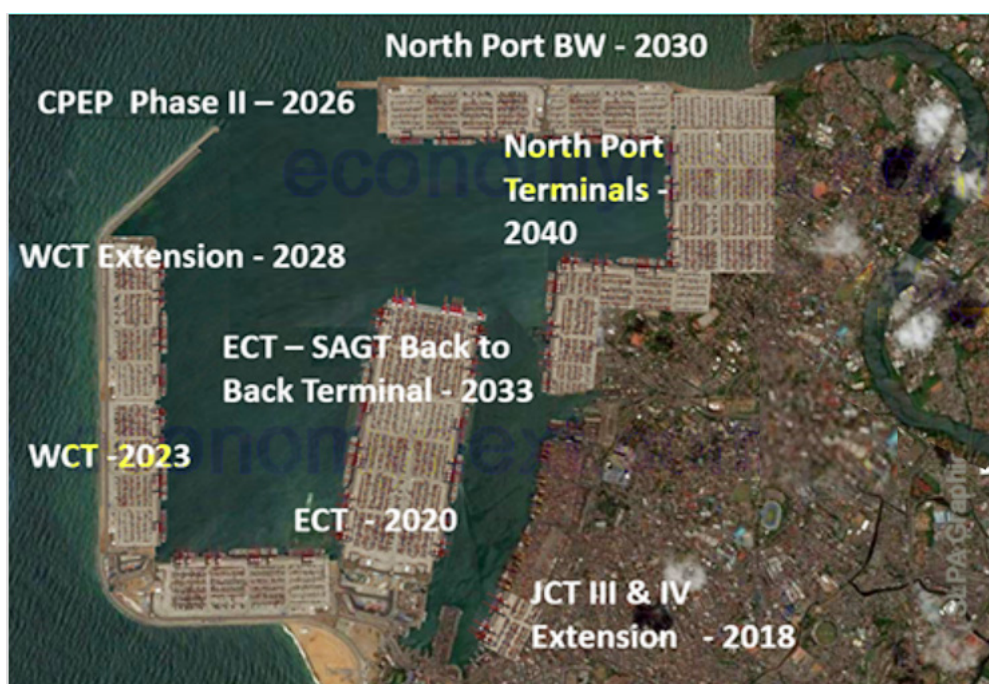
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*Incorporating Colombo Port  
Expansion Project proposed  
by Sri Lanka Ports Authority*

No.	Project Name	Proposed year of completion	Remarks	Project Code
01	Harbor Infrastructure Works	2012	Completed	-
02	South Container Terminal/ Colombo International Container Terminal (CICT)	2013	Completed	-
03	East Container Terminal (ECT)	2020	Partly completed/ Ongoing	E-1-1-1
04	Jaya Container Terminal III & IV Extension	2018		E-1-1-2
05	West Container Terminal (WCT)	2023	-	E-1-1-3
06	WCT Extension	2028	-	E-1-1-4
07	Colombo Port Expansion Project – Phase II	2026	-	E-1-1-5
08	ECT – SAGT (South Asia Gateway Terminal) Back to Back Terminal	2033	-	E-1-1-6
09	North Port Breakwater	2030	-	E-1-1-7
10	North Port Terminals	2040	-	E-1-1-8

**Table 7.2:** Proposals under Master Plan of Colombo Port Expansion Project

**Source:** Sri Lanka Ports Authority, 2018



**Figure 7.2:** Proposals under Master Plan of Colombo Port Expansion Project

Source: Sri Lanka Ports Authority, 2018

### 7.1.2. Promoting logistics zones and corridors

Sri Lanka has a unique selling proposition to develop as a world-class logistics hub and enter the global supply chain industry, which is rapidly digitalizing and creating a new generation of consumers. According to the Government, logistics services contribute 2.5% of gross domestic product, which represents around US\$ 2 billion. (National Export Strategy of Sri Lanka: Logistics Strategy 2018 – 2022)

Logistics refers to a series of services and activities – such as transportation, warehousing and brokerage– that help to move goods and establish supply chains across and within borders. In Sri Lanka there is a wide range of facilities and services involving logistics: shipping, freight forwarding and logistics operations, ports and inland container depots/ dry ports, bonded zones and warehousing, domestic transportation, free zones and commercial hub activities.

- *Logistics Strategy of Sri Lanka – 2018 – 2022*

The Logistics Strategy under National Export Strategy of Sri Lanka (2018 – 2022) adopts the vision ‘Sri Lanka: the Indian Ocean maritime, logistics and distribution hub providing all services and facilities for integrated connectivity’. One of the strategic objectives following the above vision is to ensure adequate facilities and availability of a qualified labor force. Provision of adequate facilities refers to creating conditions such as land and logistics zones for the private sector to lead development of cold storage solutions and multi-user facilities across the country and

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attracting skilled labor. This is one of the aspects which requires integrated logistics development and urban planning interventions as provision of suitable lands for the purpose of logistics development comes under the purview of city planning.

• ***Incorporating Logistics Corridor Development proposed by Western Region Megapolis Planning Project – 2030 (Project Code – E-1-2)***

In conformity to the policy guideline on provision of adequate facilities as given by the Logistics Strategy of Sri Lanka (2018 – 2022), *Western Region Megapolis Planning Project – 2030* aims to establish a logistics corridor connecting Port of Colombo and Bandaranaike International Airport at Katunayake as shown in Figure 7.3. It is planned to connect the city through expressways and a railway network for freight handling and transportation and to include distribution centres, warehousing, cold storages, dry ports, cargo distribution and trans-shipment facilities.



**Figure 7.3:** Concept Plan of Logistics Corridor proposed by Western Region Megapolis Master Plan Project - 2030

**Source:** Ministry of Megapolis & Western Development, 2018



All projects which have been proposed under the Logistics Corridor Development by Western Region Megapolis Master Plan Project and which are falling within the boundary limits of *Colombo Commercial City* are incorporated into the **CCCDP – 2019-2030** under the project code – E-1-2 given the condition that they shall be in conformity with the overall concept and proposals of **CCCDP – 2019-2030**.

- ***Promoting two dedicated zones for Logistics Activity Development within Colombo Commercial City***

Around 80% of the logistics companies are located within Western Province, and among them the majority are located in close proximity to Colombo Port; areas such as Bloemendhal, Kotahena, Modara, Mattakkuliya, Dematagoda and Peliyagoda and in the corridors connecting Port of Colombo and BIA at Katunayake and Port with nearest Export Processing Zones at Katunayake & Biyagama; areas such as Wattala, Ja-ela, Kolonnawa, Kotikawatta and Kelaniya. It is important to note that all these areas are located in the proposed Logistics Corridor by the Western Region Megapolis Master Plan – 2030.

No.	Name of the Zone	Areas falling within the zone	Envisaged Character
05	Compact Logistics Development Zone	Port Area, Sea Avenue, Kotahena, Bloemendhal, Mahawatta, Aluthmawatha	Port related industrial activities, logistics-based activities, warehouses etc. as prominent uses  Relatively high built-up density with 70% of average plot coverage
09	Moderate Density Logistics Development Zone	Part of Peliyagoda, Wanawasala, Dippitigoda and Hunupitiya	Port related industrial activities, logistics-based activities, warehouses etc. as prominent uses  Relatively moderate built-up density with 65% of average plot coverage

**NOTE:** Previous Reference – Table 5.3 *The heterogeneous characteristics of 13 character zones of Colombo*

**Table 7.3:** *Proposed two dedicated zones for Logistics Activity Development*

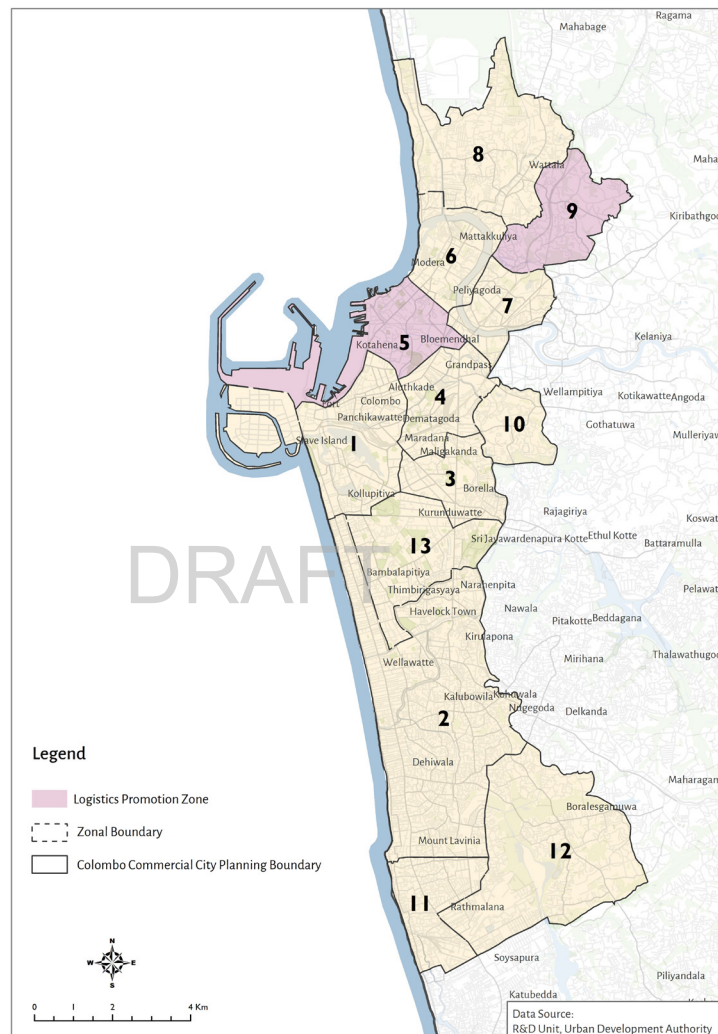


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In order to strengthen the proposed Logistics Corridor and to accommodate the trending space demand for logistics related activities in the immediate surroundings of Port of Colombo and the above mentioned corridors, it has been proposed to allocate two special zones out of 13 character zones of *Colombo Commercial City – 2030* for Logistics Activity Development as mentioned in the Table 7.3 and shown in the Figure 7.4.



**Figure 7.4:** Proposed two dedicated zones for Logistics Activity Development in Colombo Commercial City

It is envisaged that these zones will provide the advantages of agglomeration of economies and will effectively facilitate all logistics related activities such as warehouses, logistics centers, customs inspection sites, cold storage facilities, export oriented industries and intermediate product processing industries etc.

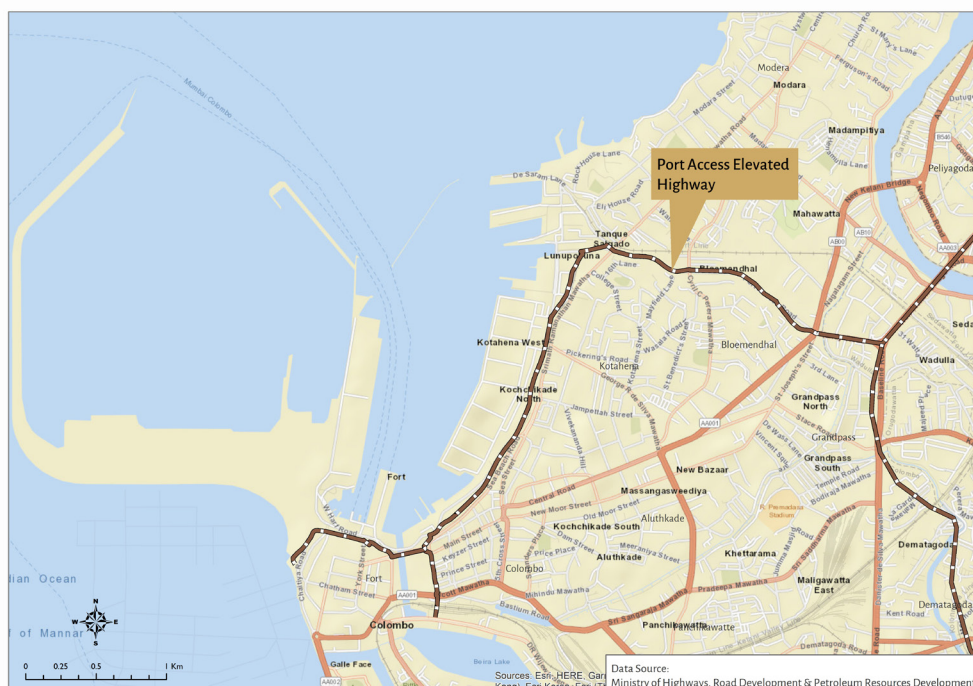
The special regulations and development guidelines pertaining to above two Logistics related development zones will be elaborated in Volume III of *CCCDP – 2019-2030* under the zoning regulations.

### 7.1.3. Special Transport Development Interventions to facilitate Freight Transportation

In order to attract logistics operators and maximize the potential of air and sea links to entice more goods to flow through Sri Lanka, rail, air and sea connectivity around the country must be improved enabling expansion of logistics services. (National Export Strategy of Sri Lanka: Logistics Strategy 2018 – 2022) In order to address this requirement, two special road and rail transport developments proposed by Ministry of Highways, Road Development and Petroleum Resources Development and Sri Lanka Railways have been incorporated into CCCDP – 2019-2030 under the project code – E-1-3.

#### (a) Incorporating proposed Port Access Elevated Highway Project (Project Code – T-1-3-1)

In order to enhance the accessibility to Port and to provide a dedicated access way for freight transportation while keeping the freight traffic away from regular city traffic, an Elevated Highway has been proposed connecting Ingurukade Junction and Colombo Port City and proposed Multi Modal Transport Hub at Pettah via Port of Colombo. The need of a separate Port Access Road has been initially identified and recommended by the CoMTrans Urban Transport Master Plan.



**Figure 7.5:** Proposed trace of Port Access Elevated Highway

**Source:** Ministry of Highways, Road Development and Petroleum Resources Development - 2018

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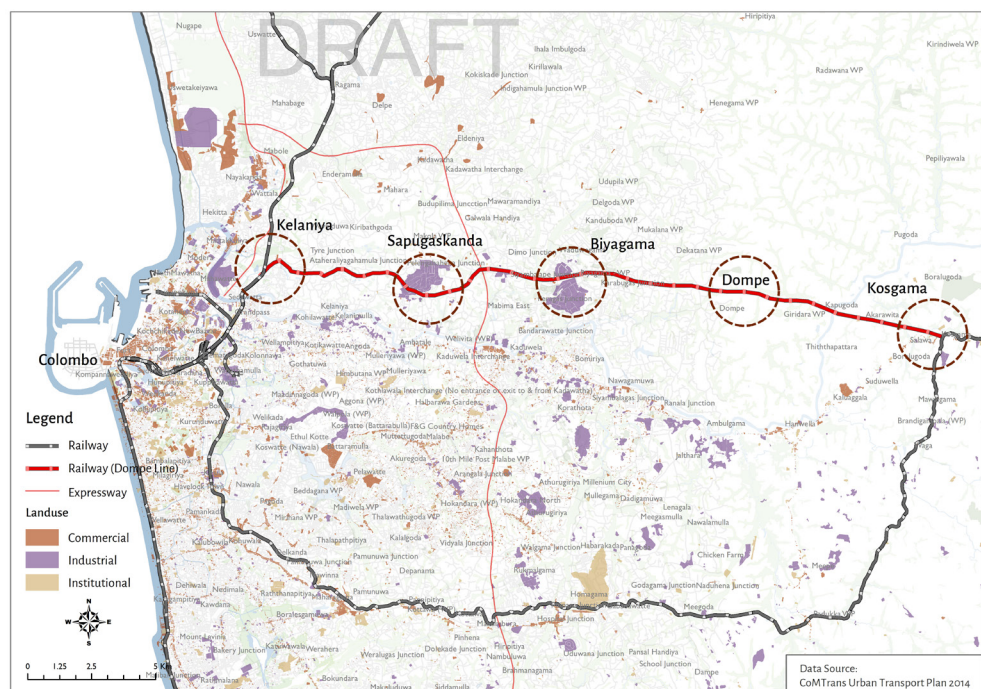
### Port related Logistics Activity Development

#### Special Transport Development Interventions to facilitate Freight Transportation

Port Access Elevated Highway Project conducted by the Ministry of Highways, Road Development and Petroleum Resources Development is incorporated into the CCCDP – 2019-2030 under the Project Code – T-1-3-1 as mentioned in the Section 6.1.5 under the Transport Development Strategy of CCCDP – 2019-2030. The proposed trace of Port Access Elevated Highway is shown in the Figure 7.5.

### (b) Incorporating New Electrified Railway Line (Dompe Line) Project (Project Code – T-2-2-3)

The need of a special Railway Line to support Freight Transportation has been highlighted in the CoMTrans Urban Transport Master Plan. It has been stated that a Railway Line connecting Kelaniya Railway Station and Kosgama via Sapugaskanda, Biyagama and Dompe would enable the private sector stakeholders in the logistics related industry to transport bulk products including oil and containers. It has been emphasized that the promotion of this proposed railway line for freight transportation would alleviate traffic congestion in northern part of Colombo where many trucks carry cargo on the roads. Since the trace of the proposed railway line intersect Biyagama Export Processing Zone and other major industrial areas, it would definitely be an effective freight transport mode in future.



**Figure 7.6:** Proposed trace of New Electrified Railway Line (Dompe Line)

**Source:** CoMTrans Urban Transport Plan - 2014



Hence, considering the importance of this new railway link, Construction of New Electrified Railway Line (Dompe Line) Project has been incorporated into CCCDP – 2019-2030 under the project code – T-2-2-3 as mentioned in the Table 6.3 under the Transport Development Strategy. The trace of proposed Dompe Line is given in the Figure 7.6.

#### 7.1.4. Incorporating Bloemendhal Logistics Park Project (Project Code – E-1-4)

Bloemendhal Logistics Park Project has been proposed by the Ministry of Megapolis & Western Development in collaboration with the Sri Lanka Ports Authority, Sri Lanka Customs, Sri Lanka Railways and Urban Development Authority. The project includes clearing of solid waste dumping yard at Bloemendhal and development of a Logistics Centre, Customs Scanning Facility and an Urban Recreational Park in the Bloemendhal Area. The proposed layout plan of Phase I of proposed Bloemendhal Logistics Park is given in the Figure 7.7.

One of the main objectives of this development is to clear existing four warehouses with conventional cargo at Bandaranaike Quay at Colombo Port to provide space for its intended development into a fully-fledged 'Passenger Ship Terminal'. It is expected to relocate the functions of these warehouses to the proposed Logistics Centre at Bloemendhal. The overall expectation of this development is to regularize and speed up the logistics handling process and to increase the efficiency of cargo handling in Colombo Port ensuring higher contribution to the national income. The positioning of logistics centre and customs scanning facility in close proximity to the Port of Colombo will reduce the cost of cargo handling and boost up the import/export industry through fast track operations.

Considering the importance of Bloemendhal Logistics Park Project as elaborated above, it has been proposed to incorporate its project components falling within the limits of proposed Compact Logistics Zone of CCCDP – 2019-2030 under the project code – E-1-4 given the condition that they are aligned with the overall concept and objectives of CCCDP.

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#### Port related Logistics Activity Development

Special Transport  
Development Interventions  
to facilitate Freight  
Transportation

Incorporating Bloemendhal  
Logistics Park Project

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**Incorporating Bloemendhal  
Logistics Park Project**



**Figure 7.7:** Proposed Layout Plan of the Phase I of Bloemendhal Logistics Park

**Source:** Ministry of Megapolis & Western Development, 2018

**Project Components of Phase I of Proposed Bloemendhal Logistics Park**

1. Proposed Logistics Center (SLPA/ UDA)
2. Proposed Logistics Center (SLPA/ UDA)
3. Custom Scanning Facility/ Green Park
4. Custom Scanning Facility/ Green Park
5. Reserved Area for Railway Development
6. SLPA Stage II Development
7. SLPA Land for Future Accommodation
8. Kimbula Ela Wetland Park
9. SLPA Stage III Development
10. Proposed Housing Complex/ Logistics
11. Proposed Housing Complex/ UDA
12. SLPA Land for Future Accommodation



### 7.1.5. Promoting Port related Recreational and Pleasure Activities (Project Code – E-1-5)

The spatial and functional separation of commercial ports and urban activities has become a controversial issue in many of the world's major ports. Hoyle (2000) has suggested that ports typically evolve through a five stage cycle: (i) primitive city port, (ii) expanding city port, (iii) modern industrial city port, (iv) retreat of the city from the waterfront, and (v) redevelopment of the waterfront. Around the world, many commercial ports are either in or moving towards the fifth stage in Hoyle's port evolution model. In many countries, public ports have gained increased autonomy through various commercialization and privatization reforms. As a result, many of these ports are seeking additional, alternative sources of revenues, which may be provided by waterfront redevelopment projects. (Michael C. Ircha, 2002)

In the present context, Port of Colombo operates as a modern industrial port and functions separated from the city both spatially and functionally. The Port of Colombo is both visually and physically barricaded due to security reasons, thus is spatially separated from the city fabric. Even though, it is accessible for public for educational and occasional visits with special permission, most of the time it acts as an industrial monster with whom the city has no relationship in its daily functions. However, it can be identified that the Port of Colombo has the potential to promote a part of it for pleasure and recreational activities combined with waterfront development, aqua-based recreational activities, cruising and boat rides etc. especially parallel to ongoing Colombo Port Expansion Project. Hence, the project; Promotion of port related pleasure and recreational activities linked with Port of Colombo is proposed as a strategic project by CCCDP – 2019-2030 under the project – E-1-5.

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*Incorporating Bloemendhal  
Logistics Park Project*

## 7.2. Property Development (Project Code – E-2)

The main objective of intervening in the property market of *Colombo Commercial City* is to steer up the property market and induce modern developments especially in present underutilized areas which indicate relatively low land values due to deteriorating built environments, non-exposure and incompatible uses. On the other hand it is expected to ensure adequate supply of high quality investment space for trending economic sectors such as real estate, tourism, retail, private office and condominiums etc.

Two main strategic interventions made for property development of *Colombo Commercial City* include direct engagements in property development through catalyst projects, state housing projects and special property development projects and exposing of realty properties (land and built spaces) for development through releasing of lands from their existing incompatible uses. All property development projects proposed under CCCDP – 2019-2030 are aligned under the City Economics Development Strategic Action Type 02 with the Project Code – E-2.

### 7.2.1. Direct Engagements in Property Developments (Project Code – E-2-1)

#### (a) Catalyst Projects proposed by CCCDP – 2019-2030 under Water Esplanade and Nodal Developments (Project Code – E-2-1-1)

The catalyst projects proposed for Water Esplanade Developments and Nodal Developments under Water Esplanades Development Strategy and Transport Development Strategy respectively are some of the direct engagements in property development made by CCCDP – 2019-2030.

#### *Property Development Catalyst Projects proposed under Water Esplanade Developments*

No.	Project Name	Project Code	Previous Reference
01	Hamilton Canal Entrance Development Project	W-4-1-1-1-d	Table 4.9: Proposed Catalyst Projects at the Recreational Stretch of Marina Investment Esplanade

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No.	Project Name	Project Code	Previous Reference
02	Incorporating the Construction of Multistoried Mixed Development Buildings at each Railway Station at Southern Railway Line proposed under Maritime City Development Project proposed by Ministry of Megapolis & Western	W-4-1-3-2	Table 4.11: Proposed Catalyst Projects at the Premium Investments Stretch of Marina Investment Esplanade
03	Incorporating the property development projects of Colombo North Gate Development Project proposed by Urban Development Authority	W-4-2-1	Table 4.12: Proposed Catalyst Projects at the Kelani River Investment Esplanade
04	Incorporating property development projects proposed under Beira Lake Intervention Area Development Plan - ... proposed & implemented by Urban Development Authority	W-4-3-1	Table 4.13: Proposed Catalyst Projects at the Beira Lake Investment Circle
05	Clearing of existing Underserved Settlements in the Reservation and surroundings of St. Sebastian Canal and open up them for Mixed Developments	W-4-4-3	Table 4.14: Proposed Catalyst Projects at the St. Sebastian Canal Investment Esplanade

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No.	Project Name	Project Code	Previous Reference
06	Conducting a Mixed Development Project at Sri Nigrodharama Mawatha Slums Area (approx. extent of 3 ha)	W-4-5-2	Table 4.15: Proposed Catalyst Projects at the Dematagoda, Kinda Canal & Kirulapana Canal Investment Esplanade

**Table 7.4:** Property Development Catalyst Projects proposed under Water Esplanade Developments

**Property Development Catalyst Projects proposed under Nodal Developments**

No.	Project Name	Project Code	Previous Reference
01	Charmer's Granary Mixed Development Project Proposed by Urban Development Authority	T-4-1-1-2	Table 6.6: Proposed Projects under Pettah Nodal Development
02	Waterfront Mixed Development Project at Galle Face Front	T-4-1-1-3	
03	Mixed Development Project at Gunesinghapura, Pettah	T-4-1-1-4	
04	Construction of Rooftop Public Deck on top of the Trace Expert City Building Complex (Sight Seen deck, Open restaurants)	T-4-1-1-7	

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No.	Project Name	Project Code	Previous Reference
05	Development of an Urban Square along the Right Bank of Kelani River (Peliyagoda Stretch)	T-4-1-2-2	Table 6.7: Proposed Projects under Peliyagoda Nodal Development
06	Mixed Development at (Sedawatta) Kelani River left bank area	T-4-1-2-5	
07	Promote mixed development at existing Dematagoda Railway station area	T-4-2-1-2	Table 6.8: Proposed Projects under Transit Oriented Development at Dematagoda
08	Promoting mixed developments with public open space at railway lands (existing CGR Quarters land), Ratmalana	T-4-2-2-1	Table 6.9: Proposed Projects under Transit Oriented Development at Ratmalana
09	Conducting Ratmalana - Belekade Pola Development Project	T-4-2-2-7	
10	Promoting mixed developments at Wellawatta Public Car Park Land	T-4-2-3-6	Table 6.10: Projects coming under proposed Nodal Development at Wellawatta
11	Mixed Development Project at UDA Market Land	T-4-2-4-2	Table 6.11: Projects coming under proposed Nodal Development at Dehiwala
12	Mixed Development project at Dehiwala Mt-lavinia MC Market Land	T-4-2-4-3	



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No.	Project Name	Project Code	Previous Reference
13	Promoting Mixed Developments at UDA owned land located adjacent to Colombo – Horana Road opposite to Pirivena Road	T-4-3-2-3	Table 6.13: Projects coming under proposed Nodal Development at Boralesgamuwa
14	Promoting Commercial and Mixed Developments at the existing Boralesgamuwa Police Station Land	T-4-3-2-4	

**Table 7.5:** Property Development Catalyst Projects proposed under Nodal Developments

**(b) Property Developments conducted under Urban Regeneration Project of UDA (Project Code – E-2-1-2)**

Property development in the scope of housing is carried out under the Urban Regeneration Project (URP) of UDA. The housing projects carried out under URP fall within two main categories such as low-income housing and middle-income housing. All housing developments proposed by URP of UDA in the boundary limits of *Colombo Commercial City* are incorporated into **CCCDP – 2019-2030** under the project code – E-2-1-2. Low-income housing development projects and middle-income housing development projects proposed under URP of UDA are indicated in the Table 7.6 & Figure 7.8 and Table 7.7 & Figure 7.9 respectively.

- *Low-income housing development projects*

No.	Project Name	Location	Remarks
01	Mihindusenpura Housing Project	Dematagoda	Completed – Relocation is on the process
02	Puradora Sevana Housing Project	Orugodawatta	-do-
03	Lakmuthu Sevana Housing Project	Wellawatta	-do-
04	Sirisanda Sevana Housing Project	Cyril C. Perera Mw	-do-
05	Sirisara Uyana Housing Project	Borella	-do-
06	Methsara Uyana Housing Project	Borella	-do-
07	Randiya Uyana Housing Project	Henamulla	-do-
08	Sirimuthu Uyana Housing Project	Sirimavo Bandaranaike Mw	-do-
09	Laksanda Sevana	Kolonnawa	-do-
10	Muwadora Uyana	Ferguson Road	-do-
11	Thachchiwatta Housing Project		Projects under construction – Phase I
12	Pradeepa Mawatha Housing Project		-do-
13	Salamulla (Phasell) Housing Project		-do-
14	Kalinga Mawatha Housing Project		-do-
15	Colombage Mawatha I Housing Project		-do-

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No.	Project Name	Location	Remarks
16	Maligawatta Housing Project		-do-
17	Kolonnawa Housing Project		-do-
18	Agrarian Service Land, Mattakkuliya Housing Project		Projects under construction – Phase II
19	Aluthmawatha I Housing Project		-do-
20	Aluthmawatha II Housing Project		-do-
21	Mattakkuliya Housing Project I		-do-
22	Mattakkuliya Housing Project II		-do-
23	Orugodawatta Housing Project		-do-
24	Apple Watta Housing Project – Phase I		-do-
25	Aramaya Place Housing Project		-do-
26	Torington Mawatha Housing Project		-do-
27	Kimbula Ela Housing Project		-do-
28	Colombage Mawatha Housing Project II		-do-

**Table 7.6:** Proposed Low-income Housing Projects under Urban Regeneration Project of UDA

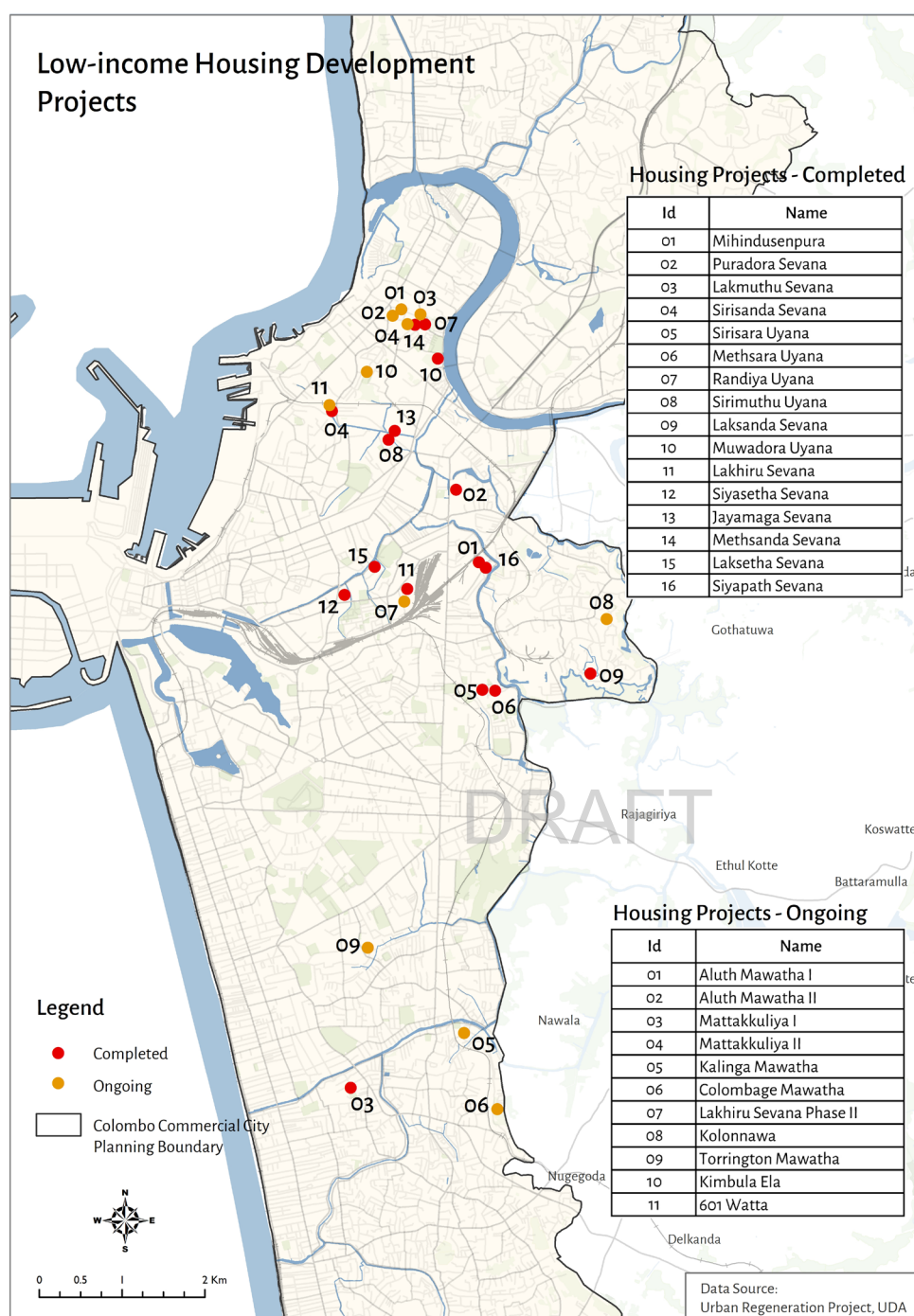
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Direct Engagements in Property Developments



**Figure 7.8:** Proposed Low-income Housing Projects under Urban Regeneration Project of UDA

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Development  
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Property Developments*• *Middle-income housing development projects*

No.	Project Name	Location	Remarks
01	Pelangasthuduwa Housing Project	Pelangasthuduwa land, Borella	
02	Ratmalana – Kandawalawatta Housing Project	Kandawalawatta Land, Ratmalana	
03	Elliot Place Housing Project	Elliot Place, Borella	
06	Ambahagawatta Housing Project		
07	Maradana Housing Project		
08	Palathuruwatta Housing Project	Pelanwatta, Colombo	
09	Orugodawatta Housing Project	Orugodawatta, Kolonnawa	
10	Baseline Road, Borella Housing Project		
11	Peliyagoda Housing Project		

**Table 7.7:** *Proposed Middle-income Housing Projects under Urban Regeneration Project of UDA*

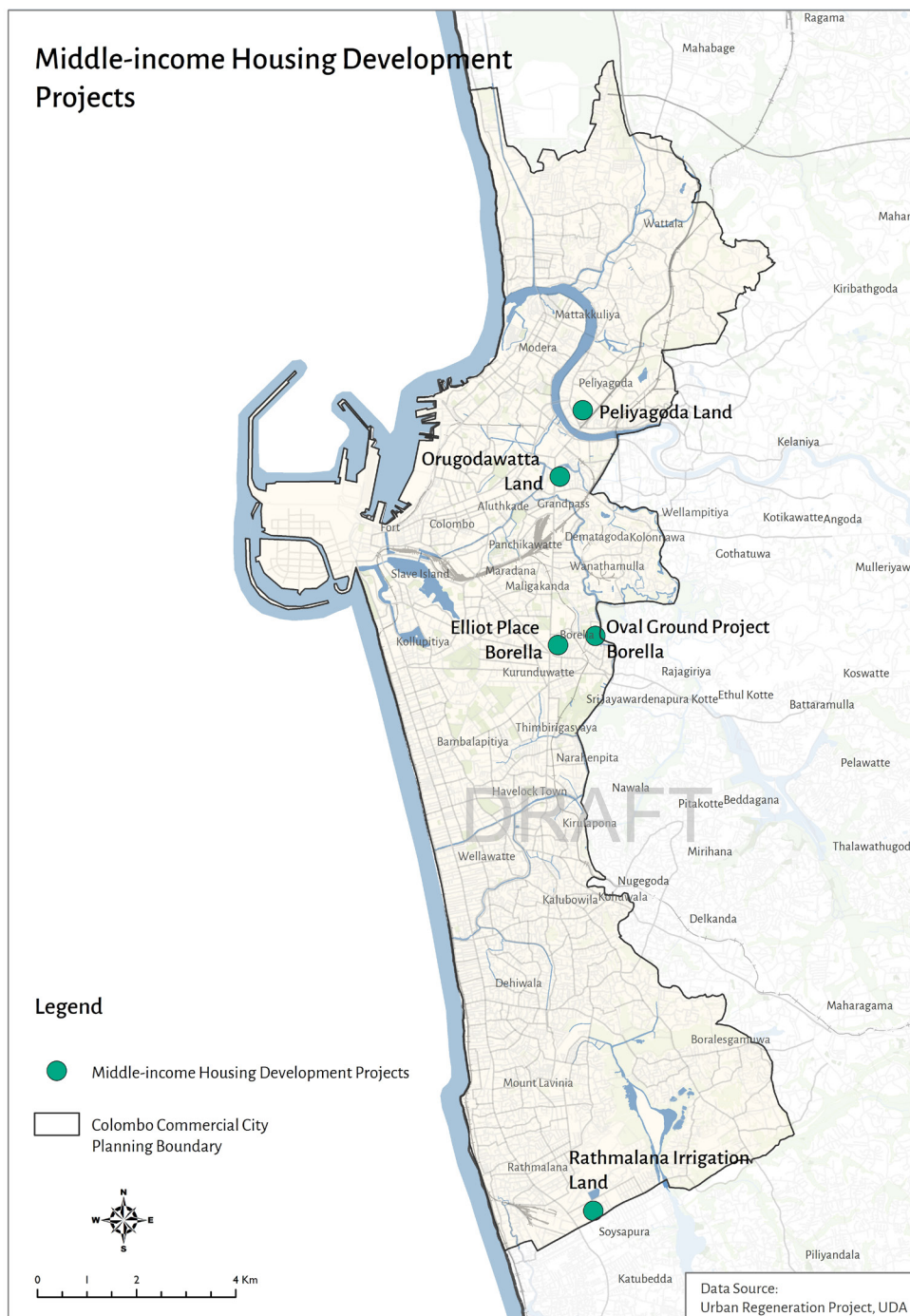
**Source:** *Urban Regeneration Project - UDA, 2018*



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**Figure 7.9:** Proposed Middle-income Housing Projects under Urban Regeneration Project of UDA

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**(c) Special Property Development Projects conducted by UDA in collaboration with relevant stakeholders (Project Code – E-2-1-3)**

No.	Project Name	Project Code
01	Borella Cemetery Park Development Project	O-1-6-3 * Following Reference: Table 11.4
02	Colombo Hospital Square Development Project	E-2-1-3-2
03	Mixed Development Project at Borella Postal Office Premises	E-2-1-3-3
04	Elumaduwa and Masmaduwa (Baseline Station) Development Project	E-2-1-3-4
05	Existing Kyman Gate and Old Town Hall Regeneration Project	5
06	Manning Market Relocation Project	6
07	Kirimandala Mawatha Mixed Development Projects	7

**Table 7.8:** Proposed Property Development Projects undertaken by UDA

Source: Western Province Division - UDA, 2018

### 7.2.2. Releasing of Realty Space (lands & built space) for Property Developments (Project Code – E-2-2)

It was identified in the context analysis as elaborated in Volume I of CCCDP – 2019-2030 that there is an increasing demand in real estate market within *Colombo Commercial City*. This real estate market demand is resulted due to growing economic sectors such as retail, tourism, private office and condominium housing. Even though, there is a market driven demand for real estate in *Colombo Commercial City*, it can be identified that the supply of realty space is quite limited due to several factors.

There are many potential lands which are currently at an underutilized state compared to their land values and are not being exposed in the realty market. One of such reasons is the occupation of such potential lands by underserved settlements, government establishments, warehouses and industries which can be considered as inappropriate or less optimum uses in terms of planning point of view. Another reason is the abandoning or underutilization of some buildings due to their deteriorated state even though they are located at prime locations. Most of the old buildings which also possess historical or archeological value fall under this category, and there are many examples how these building are currently being underutilized irrespective of their prime values. On the other hand, there are many valuable lands having higher potentials for investments, but not being exposed in the realty market as they are being owned by state agencies and that there is no interest or proper mechanism to expose them in the market.

Hence, considering the above factors, following strategic interventions are proposed under the project code – E-2-2 by *Colombo Commercial City Development Plan – 2019-2030* to release more potential lands for developments.

#### **(a) Releasing lands occupied by Underserved Settlements through Urban Regeneration Project (URP) of UDA (Project Code – E-2-2-1)**

Urban Regeneration Project (URP) of UDA was commenced in year 2010 to fulfill the mission of identifying households living in underserved settlements within City of Colombo and relocating them to newly constructed housing units in high-rise apartment buildings. The objectives of URP are to provide better housing for underserved settlement communities while providing enhanced opportunities to upgrade their lifestyles and to release prime lands which are currently being utilized by underserved settlements for investments and potential developments.

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It is expected to release approximately 390 Acres of lands within Colombo Commercial City by relocating underserved settlement communities to newly constructed housing units in high-rise apartment buildings. It is important to note that 48% of total liberating lands are located in the immediate or neighboring surroundings of waterfronts of *Colombo Commercial City*. This strategy can be considered as one of the most contributing interventions to achieve the anticipated goal; The most sought Waterfront Business Environment Experience in the World.

Hence, the Urban Regeneration Project components; relocation of underserved settlements and releasing of lands for investments are incorporated into the *Colombo Commercial City Development Plan* under the Project Code – E-2-2-1.

**(b) Releasing of lands by relocating Government Establishments to Kotte Capital City (Project Code – E-2-2-2)**

Sri Jayawardhanapura Kotte – Sri Lanka's New Administrative Capital City Project was initiated by the Special Gazette Notification No. 335/5 of 1985 and one of the policy decisions followed that was the locating of administrative establishments within the declared administrative city boundary. Accordingly, many administrative establishments have already been located within Kotte Administrative City. The continuity of this initiative was ensured by the recent intervention of *Western Region Megapolis Planning Project – 2030* through which it has been identified to shift 214 number of Government and Semi-government Institutions to Kotte Administrative Capital City. This proposal has also been incorporated into the Kotte Capital City Development Plan (2019 – 2030) as one of its main strategies.

It is estimated that approximately 160 Acres of lands within *Colombo Commercial City* will be released for investments through this intervention.

The releasing of properties for investments by relocating Government Establishments to Kotte Capital City as proposed by *Western Region Megapolis Planning Project – 2030* and *Kotte Capital City Development Plan (2019 – 2030)* are incorporated into the CCCDP – 2019-2030 under the Project Code – E-2-2-2.

**(c) Releasing of Urban Development Authority Owned Properties for Developments (Project Code – E-2-2-3)**

The following UDA owned properties located within *Colombo Commercial City* have been identified to release in the property market for developments under the Project Code – E-2-2-3. The objective of this strategic action is to ensure the adequate supply of realty space to meet with the increasing demand.

### 7.2.3. Management of Historical Buildings through conservation to safeguard historical value while enhancing economic value (Project Code – E-2-3)

There is a significant number of historically renowned buildings and sites located within *Colombo Commercial City*, which are the reminiscence of the historical events took place mainly in last five centuries including the Colonial Periods. There are 62 number of Historical Buildings located within *Colombo Commercial City*, which have been declared as Listed Buildings under the legal provisions of Antiquities Ordinance No. 9 of 1940.

In the present context, some of these buildings are well conserved and optimally used for economic activities. Yet, there is a significant number of buildings which are in a dilapidated status thus need immediate conservation interventions to avoid them becoming totally disappeared over the time. In addition, most of these listed buildings are located in prime locations with high land values, thus they have the potential to be exposed in the property market and attract more investments.

In order to ensure conservation and optimum utilization of historical buildings to safeguard historical value and enhance economic value, it has been proposed to manage all 64 listed historical buildings and monuments (as given in Annexure 7.1) located within *Colombo Commercial City* by adopting following Conservation Tools. The objective of adopting these conservation tools is to conserve the identified historical buildings while enhancing their economic, environmental and social values with both direct and indirect means.

- **Reuse:**

This methodology is oriented to reuse the inherited buildings with modern or same use by keeping its original structure and finishing as well. It has been academically justified that the adoptive reuse of historical (buildings) is a better way forward to the sustainable development. Since it helps to preserve the physical context while transmitting the feelings of the heritage values of a site, the methodology is considered as most influential in heritage conservation.

- **Redesign**

This methodology is oriented to reuse the inherited buildings with modern use by keeping only its original structure while designing its interior with modern architectural and engineering concerns. This methodology of heritage conservation influence to attract more economic value.

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#### **Property Development**

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- **Redevelop**

This methodology of heritage conservation is oriented to rebuild or recreate the inherited which are in a dilapidated state or not in existence at all. The concept of redevelopment can be used with buildings, monuments, sculpture, etc. This would lead to recreate the historical values within new context.

- **Marketing and promotion (Living with Heritage Concept)**

It is essential to have a proper marketing strategy to promote the concept of 'Living with Heritage'. According to the existing trend of Sri Lanka, most developers act with the belief that only modern architectural and engineering designs attracts the more economic benefits. But it has been justified by the heritage valuers that the inherited monuments have innumerable value besides its economic values. Therefore, embarking the concept among the relevant stakeholders by having proper marketing methodology, would enable people to realize the magnitude of the idea behind.

All the conservation, rehabilitation, management and marketing interventions that will be carried out with regard to 64 number of listed historical buildings and monuments and any other identified historically renowned building within *Colombo Commercial City* will be aligned under the Project Code – E-2-3 within CCCDP – (2019 – 2030). It is recommended to carry out these interventions in accordance with the Antiquities Ordinance No. 9 of 1940 and in consultation with the relevant stakeholder agencies such as Department of Archaeology.



### 7.3. Tourism Development (Project Code – E-3)

Sri Lanka's tourism industry today stands at different points within the continuum from exploration to development, depending on the destination. The Vision of Sri Lanka Tourism Strategic Plan (2017 – 2020) is 'To be recognized as the world's finest island for memorable, authentic and diverse experiences'. The Tourism Strategic Plan (2017 – 2020) identifies Colombo as one of Major Tourism Hubs located in the Main Touring Circuit connecting other major destinations of the country including, Cultural Triangle (Anuradhapura & Polonnaruwa), Kandy, Hill Country (Nuwara Eliya & Bandarawela) and Southwest Coast. The Jones Lang LaSalle Report – 2016 states that, a tourist who spends an average of 10 days in Sri Lanka stays at least 2 days in Colombo and spends around USD 100 per day.

Tourism sector is one of the major economic sectors of Colombo, and it has many potentials to be enhanced by promoting various categories of tourism such as;

- Sun & Beach Tourism
- Cultural & Heritage Tourism
- Fashion Tourism
- Water-based Tourism
- Cruise Tourism
- Nature-based Tourism
- Nightlife Tourism
- Culinary Tourism
- MICE (Meetings, Incentives, Conferences & Events) Tourism

Different Tourism Zones have been identified as indicated in the Table 7.9 and Map 7.1 based on existing locational and resources potentials of each area to promote above mentioned various categories of tourism. The demarcation of Tourism Zones within *Colombo Commercial City* and identification of catalysts projects to activate these zones were carried out in accordance with the recommendations given in Sri Lanka Tourism Strategic Plan (2017 – 2020) for Tourism Development in Colombo.

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No.	Name of the Tourism Zone	Areas falling within the Zone	Major Tourism Categories to be promoted
01	Beach Tourism Zone	31km long coastal stretch extending from Wattala to Ratmalana	Sun & Beach Tourism Cruise Tourism Fashion Tourism Nightlife Tourism Culinary Tourism
02	Aqua Tourism Zone 01 – River Experience	Surroundings of Kelani River stretching 7km length from Mattakkuliya to Kelaniya	Water-based Tourism Cruise Tourism
03	Aqua Tourism Zone 02 – Canal Experience	Either sides of Hamilton Canal, St. Sebastian Canal, Wellawatta Canal, Dehiwala Canal, Kirulapona Canal, Kinda Canal & Kittampahuwa Canal	Water-based Tourism Fashion Tourism Nightlife Tourism Culinary Tourism
04	Wetland Tourism Zone	Surroundings of Bolgoda Tributaries, canals and Attidiya Marsh & Sanctuary in Boraesgamuwa, Ratmalana & Attidiya	Nature-based Tourism Water-based Tourism Nightlife Tourism Culinary Tourism
05	Colombo Tourism Zenith	Colombo Central Business District Zone including Pettah, Beira Lake Surroundings, Colombo Port City, Kollupitiya, Bambalapitiya, Colombo 07, Borella, Narahenpita & Kirulapona	Fashion Tourism Nightlife Tourism Culinary Tourism MICE Tourism Water-based Tourism
06	Colonial Heritage Zone	Colombo Fort, Pettah, Sea Street, Colombo Port, Colombo 07 & Maradana	Cultural & Heritage Tourism Fashion Tourism Nightlife Tourism Culinary Tourism

**Table 7.9:** Proposed Tourism Zones of Colombo Commercial City - 2030

# Tourism Promotion Zones

Colombo Commercial City Development Plan 2019 - 2030



Urban Development Authority  
December 2018

## Legend

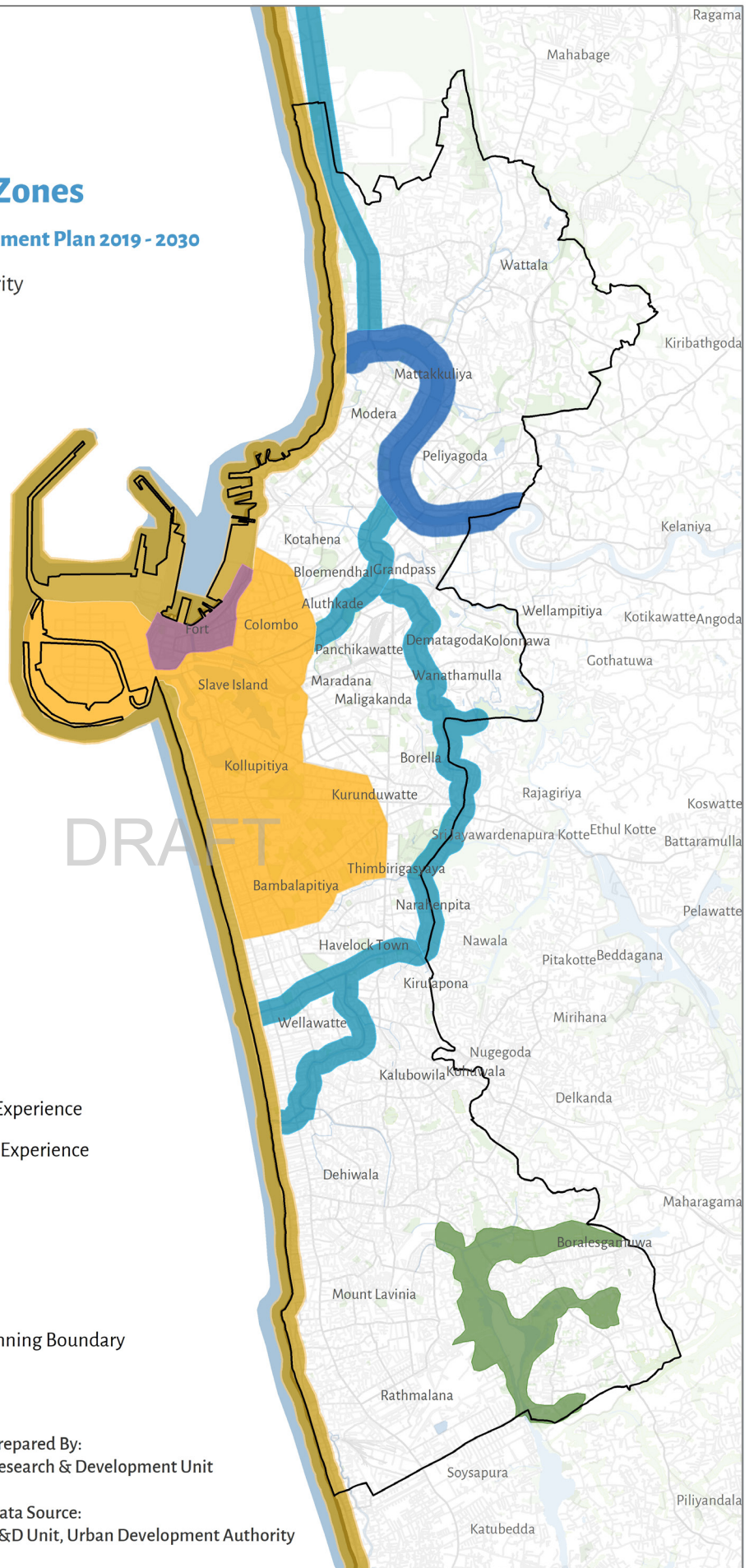
- Beach Tourism Zone
- Aqua Tourism Zone 01 - River Experience
- Aqua Tourism Zone 02 - Canal Experience
- Wetland Tourism Zone
- Colombo Tourism Zenith
- Colonial Heritage Zone
- Colombo Commercial City Planning Boundary



0 1 2 4 Km

Prepared By:  
Research & Development Unit

Data Source:  
R&D Unit, Urban Development Authority



Map 7.1: Proposed Tourism Zones within Colombo Commercial City - 2030

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*Carrying out Catalyst  
Tourism Projects to promote  
identified Tourism Zones*

### 7.3.1. Carrying out Catalyst Tourism Projects to promote identified Tourism Zones (Project Code – E-3-1)

With the intention of promoting relevant tourism categories within above identified tourism zones, following tourism related catalyst projects have been either newly proposed or incorporated into the CCCDP – 2019-2030 under the City Economic Development Strategic Action Type 03 with the Project Code – E-3-1.

#### a) Catalyst Tourism Projects to promote Beach Tourism Zone (Project Code – E-3-1-1)

- Incorporating Tourism Projects proposed by stakeholder agencies at Beach Tourism Zone (Project Code – E-3-1-1-1)*

No.	Project Name	Implementing Agency	CCCDP Project Code
01	Colombo Port City Project	Ministry of Megapolis & Western Development & CHEC	E-3-1-1-1-a
02	Development of Yacht Marina and Boat Building Yard in Dikowita	Ministry of Economic Development	E-3-1-1-1-b
03	Maritime City Development Project	Ministry of Megapolis & Western Development	W-4-1-3-2 *Previous Reference: Table 4.11
04	Crow Island Beach Park Project	Metro Colombo Urban development Project	W-4-1-2-4 *Previous Reference: Table 4.10
05	Promoting a tourism fishery village at Dikkovita	Ministry of Economic Development	W-4-1-1-1-a *Previous Reference: Table 4.9
06	Developing a linear park along the beach from Kerawalapitiya to Kelani River Mouth at Mattakkuliya	Ministry of Economic Development	W-4-1-1-1-b *Previous Reference: Table 4.9

No.	Project Name	Implementing Agency	CCCDP Project Code
07	Promoting Preethipiura Beach for Recreational Activities	Ministry of Economic Development	W-4-1-1-1-c *Previous Reference: Table 4.9

**Table 7.10:** Catalyst Tourism Projects proposed by Stakeholder Agencies at Beach Tourism Zone of Colombo Commercial City

- **Tourism Projects proposed by CCCDP – 2019-2030 at Beach Tourism Zone (Project Code – E-3-1-1-2)**

No.	Project Name	CCCDP Project Code
01	Promoting water recreational and pleasure activities at Kelani River Mouth, Sea-front and Hamilton Canal Entrance Area	W-4-1-1-2 *Previous Reference: Table 4.9
02	Construction of a continuous walkable path (approx. 4.7 km) connecting Crow Island and Pettah Bazaar.	W-4-1-2-5 *Previous Reference: Table 4.10
03	Promoting the beach strip from Dehiwala Railway Station to Mount-lavinia including the section of underserved settlements (fishery industry based community settlement) for fisheries based tourism activities with application of the design concept of 'slum architecture'	W-4-1-3-3 *Previous Reference: Table 4.11
04	Promoting a beach park at Ratmalana Beach close to the Railway Station	T-4-2-2-5 *Previous Reference: Table 4.11

**Table 7.11:** Catalyst Tourism Projects proposed by CCCDP - 2030 at Beach Tourism Zone of Colombo Commercial City

## **b) Catalyst Tourism Projects to promote Aqua Tourism Zone 01 – River Experience (Project Code – E-3-1-2)**

- **Incorporating Tourism Projects proposed by stakeholder agencies at Aqua Tourism Zone 01 – River Experience (Project Code – E-3-1-2-1)**

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No.	Project Name	Implementation Agency	CCCDP Project Code
01	Incorporating the proposals of Tourism & Livelihood Development Plan: Hamilton Canal and its Environs (2011) proposed by the Ministry of Economic Development	Ministry of Economic Development	W-4-2-2 *Previous Reference: Table 4.12

**Table 7.12:** Catalyst Tourism Projects proposed by Stakeholder Agencies at Aqua Tourism Zone 01 – River Experience of Colombo Commercial City

- **Tourism Projects proposed by CCCDP – 2019–2030 at Aqua Tourism Zone 01 – River Experience (Project Code – E-3-1-2-2)**

No.	Project Name	CCCDP Project Code
01	Promoting water recreational and pleasure activities at Kelani River Mouth, Sea-front and Hamilton Canal Entrance Area	W-4-1-1-2 *Previous Reference: Table 4.9 & 7.11
02	Develop two linear parks at left & right banks of Kelani River from Mattakkuliya to Peliyagoda	WO-1-3 *Previous Reference: Table 4.6 & 4.12
03	Colombo North Gate Development Project	W-4-2-1 *Previous Reference: Table 4.12
04	Promoting Water Transportation links along Kelani River as Tourism Recreational Activities (Cruise Service) and Passenger Transportation	W-4-2-3 *Previous Reference: Table 4.12
05	Development of an Urban Square along the Right Bank of Kelani River (Peliyagoda Stretch)	T-4-1-2-2 *Previous Reference: Table 6.7

**Table 7.13:** Catalyst Tourism Projects proposed by CCCDP - 2030 at Aqua Tourism Zone 01 - River Experience of Colombo Commercial City



### c) Catalyst Tourism Projects to promote Aqua Tourism Zone 02 – Canal Experience (Project Code – E-3-1-3)

- *Tourism Projects proposed by CCCDP – 2019-2030 at Aqua Tourism Zone 02 – Canal Experience (Project Code – E-3-1-3)*

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No.	Project Name	CCCDP Project Code
01	Development of a Linear Park along the left bank of St. Sebastian Canal from Pettah to Peliyagoda (approx. length of 3.6 km)	WO-1-5 *Previous Reference: Table 4.6 & 4.14
02	Development of two Nodal Parks at St. Sebastian Canal Investment Esplanade	W-4-4-1 *Previous Reference: Table 4.14
03	Promotion of a Cruise Service linking Beira Lake and Kelani River	W-4-4-5 *Previous Reference: Table 4.14
04	Development of an Urban Park at the existing Meethotamulla Waste Dumping Site (approx. extent of 7.1 ha)	W-4-5-1 *Previous Reference: Table 4.15
05	Development of a Recreational Park at Kolonnawa Marsh (approx. extent of 18.5 ha)	W-4-5-2 *Previous Reference: Table 4.15
06	Constructing a Linear Park along Kittampahuwa Canal to connect Kolonnawa Marsh Recreational Park and Meethotamulla Urban Park (approx. length of 3.2 km)	WO-1-6 *Previous Reference: Table 4.6 & 4.15
07	Development of a Linear Park along Wellawatta Canal (approx. length of 3 km)	WO-1-7 *Previous Reference: Table 4.6 & 4.16
08	Development of an Open Public Space adjacent to Open University of Sri Lanka at Nawala managed by the University. (approx. length of 1 km)	W-4-6-1 *Previous Reference: Table 4.16

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No.	Project Name	CCCDP Project Code
09	Incorporating the existing proposal to initiate water transportation from Wellawatta to Battaramulla via Wellawatta, Kirulapana & Kinda Canals.	W-4-6-2 *Previous Reference: Table 4.16
10	Promoting a Water Transportation Hub by constructing of a boat/cruise anchoring area to facilitate water transportation initiation link from Wellawatta to Battaramulla	T-4-2-3-1 *Previous Reference: Table 6.10
11	Construction of two Linear Paths at the either sides of Mudun Ela by continuing the existing walking path. (approx. length of 3.3 km)	WO-1-8 *Previous Reference: Table 4.6 & 4.17

**Table 7.14:** Catalyst Tourism Projects proposed by CCCDP - 2030 at Aqua Tourism Zone 02 - Canal Experience of Colombo Commercial City

**d) Catalyst Tourism Projects to promote Wetland Tourism Zone (Project Code – E-3-1-4)**

- Incorporating Tourism Projects proposed by stakeholder agencies at Wetland Tourism Zone (Project Code – E-3-1-4-1)

No.	Project Name	Implementation Agency	CCCDP Project Code
01	Bolgoda Lake Tourism Project		E-3-1-4-1-a

**Table 7.15:** Catalyst Tourism Projects proposed by Stakeholder Agencies at Wetland Tourism Zone of Colombo Commercial City

- *Tourism Projects proposed by CCCDP – 2019–2030 at Wetland Tourism Zone (Project Code – E-3-1-4-2)*

No.	Project Name	CCCDP Project Code
01	Promoting a Wetland Recreational Area (Development of a Wetland Park) at the Attidiya Bird Sanctuary area and Nedimala Canal Area	W-4-8-1 *Previous Reference: Table 4.18 & 6.13
02	Constructing a Linear Park connecting Weras Ganga Recreational Park and Borelesgamuwa Lake Recreational Area (approx. length of 1.6 km)	WO-1-10 *Previous Reference: Table 4.6 & 4.18
03	Promoting an Agricultural Tourism Model Village at Katuwawala	T-4-3-2-1 *Previous Reference: Table 6.13

**Table 7.16:** Catalyst Tourism Projects proposed by CCCDP - 2030 at Wetland Tourism Zone of Colombo Commercial City

### e) Catalyst Tourism Projects to promote Colombo Tourism Zenith (Project Code – E-3-1-5)

- *Tourism Projects proposed by CCCDP – 2019–2030 at Colombo Tourism Zenith (Project Code – E-3-1-5)*

No.	Project Name	CCCDP Project Code
01	Incorporating Beira Lake Intervention Area Development Plan proposed & implemented by Urban Development Authority	W-4-3-1 *Previous Reference: Table 4.13 & 6.6
02	Continuation of the Linear Park encircling entire Beira Lake Area	W-4-3-2 *Previous Reference: Table 4.13
03	Open Space Development at Bestian Mawatha (At the existing Manning Market Premise & Private Bus Stand)	T-4-1-1-5 *Previous Reference: Table 6.6
04	Construction of Rooftop Public Deck on top of the Trace Expert City Building Complex (Sight Seen deck, Open restaurants)	T-4-1-1-7 *Previous Reference: Table 6.6

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Projects Proposed by Sri  
Lanka Tourism Strategic  
Plan – 2017-2020

No.	Project Name	CCCDP Project Code
05	Conducting a Cultural & Recreational Zone Development at Maradana linking Trace Expert City land, Maradana Railway Station, Elphinstone Theatre, Tower Hall, Kularatne Mawatha and T.B. Jaya Mawatha	T-4-1-1-6 *Previous Reference: Table 6.6
06	Development of a Contemporary History Museum and a Contemporary Art & Architecture Exhibition Centre	E-3-1-5-1

**Table 7.17:** Catalyst Tourism Projects proposed by CCCDP - 2030 at Colombo Tourism Zenith of Colombo Commercial City

**f) Catalyst Tourism Projects to promote Colonial Heritage Zone (Project Code – E-3-1-6)**

- *Tourism Projects proposed by CCCDP – 2019-2030 at Colonial Heritage Zone (Project Code – E-3-1-6)*

No.	Project Name	CCCDP Project Code
01	Conducting Colonial Heritage Conservation Project at Colombo Fort, Pettah & Maradana	E-3-1-6-1 *Previous Reference: Table 6.6
02	Implementing a special Guide Plan for the Pettah Bazaar Area in order to conserve the archeologically important buildings and the special character associated with its daily functioning pattern.	W-4-1-2-2 *Previous Reference: Table 4.10 & 6.6

**Table 7.18:** Catalyst Tourism Projects proposed by CCCDP - 2030 at Colonial Heritage Zone of Colombo Commercial City

**7.3.2. Incorporating Tourism Projects Proposed by Sri Lanka Tourism Strategic Plan – 2017-2020 (Project Code – E-3-2)**

Tourism Projects proposed by Sri Lanka Tourism Strategic Plan – 2017-2020, which are falling within the boundary limits of *Colombo Commercial City* and which are aligned with the Vision and development guidelines and proposals of CCCDP – 2019-2030 are incorporated in to the *Colombo Commercial City Development Plan* under the Project Code E-3-2.

### 7.3.3. Introducing a Heritage Trail as a novel tourism experience within Colombo Commercial City (Project Code – E-3-3)

It is proposed to introduce 3 different heritage trails within *Colombo Commercial City* area in order to provide a novel tourism experience which will be based on both tangible and intangible heritage. Accordingly, these three heritage trails are designed as to provide the sense of colonial heritage value, different social and urban characters and natural and man-made water feature experience etc. The tangible heritage category includes the archeologically, historically and architecturally important buildings, special streetscapes, and historically renown sites whereas intangible heritage category includes softscapes such as parks, green pastures, wetlands, sea & beaches and natural and man-made inland water bodies.

The three trails are designed in such a way that it enables the city tourist to experience the above mentioned both tangible and intangible heritages of *Colombo Commercial City* as well as diversified city characteristics composed of varying built form and skyline and rhythmic lifestyles of different communities. The sub trails of Colombo Heritage Trail are presented in the Table 7.19.

Name of the Trail	Experience
Trail 1 - Red Line (Feel the Legacy of Colombo)	One day tour around the Colombo Fort and Pettah area to experience the dynamic architecture and diversified characters at the core of Colombo
Trail 2 - Blue Line (Refresh with water)	One day tour along the River Kelani (water cruise) and Crow Island Beach park and Galle face Ground activities
Trail 3 - Green Line (Rest in the Green City)	One day tour in Colombo Garden City with deluxe shopping experience

**Table 7.19:** Proposed sub trails of Colombo Heritage Trail

All sub-projects proposed under the proposed Colombo Heritage Trail including all three trails; red line, blue line and green line are incorporated into the **CCCDP – 2019-2030** under the Project Code – E-3-3. Few of the initial sub-projects identified under proposed Colombo Heritage Trail Project are listed in the Table 7.20.



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### Tourism Development

Introducing a Heritage Trail as a novel tourism experience within Colombo Commercial City

No.	Sub-project	Project Code
01	Renovation of Listed Building Falling within the identified Heritage Trail	E-3-3-1/ may be implemented linked with project code – E-3-2
02	Establishing Tourist Information Centers	E-3-3-2
03	Promoting Pettah Bazaar as a special walking area	E-3-3-3
04	Introducing a Hop-On Hop-Off City tour bus service	E-3-3-4
05	Linking water transportation into the Heritage Trail	E-3-3-5
06	Maintaining a special paved character and pedestrian environment within the pedestrian paths falling within the proposed Heritage Trail	E-3-3-6

Table 7.20: Sub projects proposed under Colombo Heritage Trail

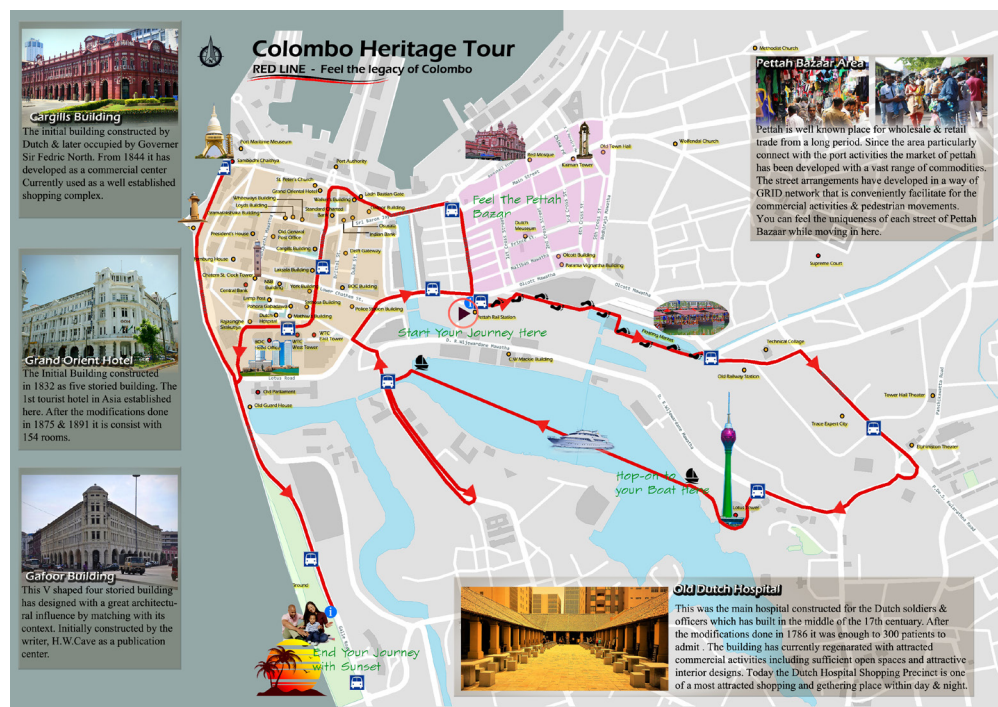


Figure 7.10: Proposed Red Line of Colombo Heritage Trail

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Introducing a Heritage Trail as a novel tourism experience within Colombo Commercial City



Figure 7.11: Proposed Colombo Heritage Trail

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*Introducing a new City  
Branding to Colombo  
Commercial City with a  
Unique Signage System*

### 7.3.4. Introducing a new City Branding to Colombo Commercial City with a Unique Signage System (Project Code – E-3-4)

Maintaining a unique city image is important when promoting *Colombo Commercial City* as an internationally competing business hub and as well as an attractive tourist city. How the city-built form and the skyline should be arranged to maintain a unique city image was determined under the Spatial Development Strategy of **CCCDP – 2019-2030** as explained under the Section 3.4. In addition to properly maintained city built-form and skyline, the signages within a city are also very effective visual elements which contribute to the image of a city. Thus, a special consideration should be given in designing the public signages within the city such as road signs, public advertisements, navigation signs, information boards and billboards etc. In maintaining a unique signage system, it is also important to have a unique typeface family which depicts the unique cultural and technical functionalities of the city. Dubai, London, New York and Hong Kong are some major cities which maintain unique signage systems and typeface families to maintain their unique city characters.

In this background, **CCCDP** proposes to conduct an overall city branding project under the project code – E-3-4 and the sub-projects mentioned in the Table 7.21 have been proposed as initiatives of this project.

No.	Sub-project	Project Code
01	Maintaining a unique signage system for road, highway, rail, LRT, water transport networks of Colombo Commercial City	E-3-4-1
02	Maintaining a unique signage system for public signs including information boards, navigation maps and public advertisements boards	E-3-4-2
03	Having a special set of guidelines to maintain standards for private sign-boards and billboards	E-3-4-3
04	Having a unique typeface family that can be used in all types of public documentation related to Colombo Commercial City	E-3-4-4

**Table 7.21:** Sub projects identified under introducing a new city branding and a unique signage system



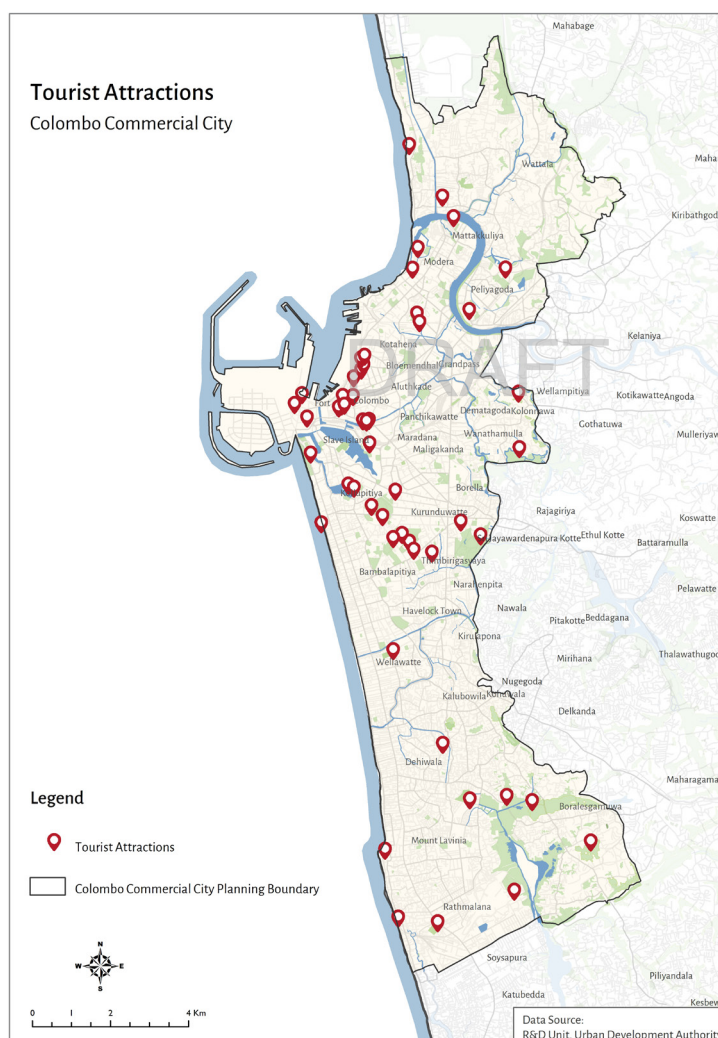
### 7.3.5. Promoting and facilitating identified tourist attraction places within Colombo Commercial City (Project Code – E-3-5)

It was identified in the context analysis that *Colombo Commercial City* is a well established most sought tourism destination in the country as well as in the world. There are a number of compelling tourist attraction places located within *Colombo Commercial City*. Highly sought public gathering places located within *Colombo Commercial City* as mentioned in the Figure 7.12 are promoted and facilitated as compelling tourist attractions of *Colombo Commercial City* by the CCCDP – 2019-2030 under the project code – E-3-5.

## Chapter 07 City Economic Development Strategy

### Tourism Development

*Promoting and facilitating identified tourist attraction places within Colombo Commercial City*



**Figure 7.12:** Compelling Tourist Attractions in Colombo Commercial City

# City Economics Development Plan 2030

Colombo Commercial City Development Plan 2019 - 2030



Urban Development Authority  
December 2018

## Legend

- Tourist Attractions
- Archeological Sites
- Retail/ Wholesale Activities
- Lands releasing for Commercial Uses by URP
- Logistics Promotion Zone

## Tourism Promotion Zones

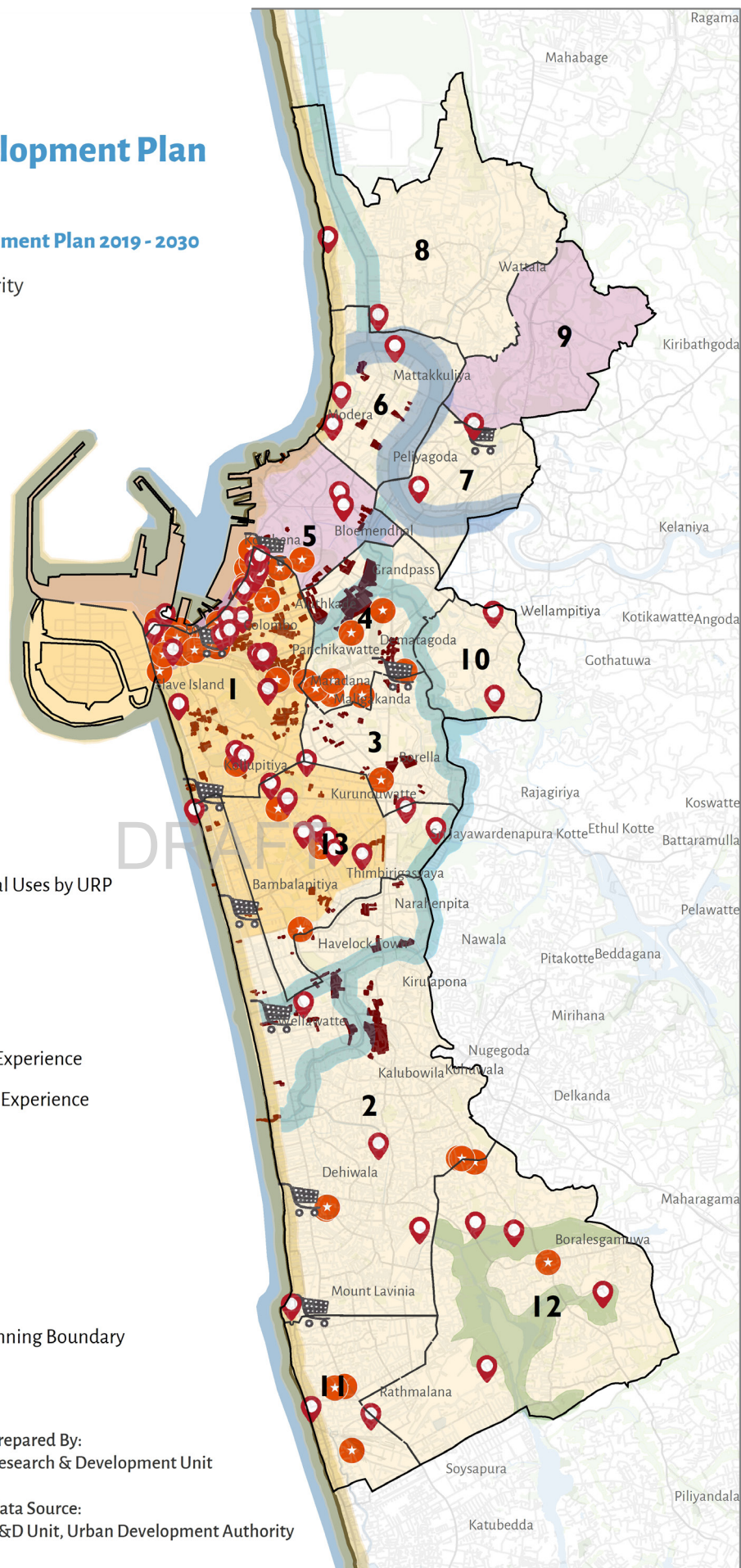
- Beach Tourism Zone
- Aqua Tourism Zone 01 - River Experience
- Aqua Tourism Zone 02 - Canal Experience
- Wetland Tourism Zone
- Colombo Tourism Zenith
- Colonial Heritage Zone
- Zone Boundary
- Colombo Commercial City Planning Boundary



0 1 2 4 Km

Prepared By:  
Research & Development Unit

Data Source:  
R&D Unit, Urban Development Authority



Map 7.2: City Economics Development Strategy Composite Map - 2030