

Map 5.13 : Expected level of spatial integration in Capital City
Source : Western Province Division and Research & Development Unit, UDA - 2018



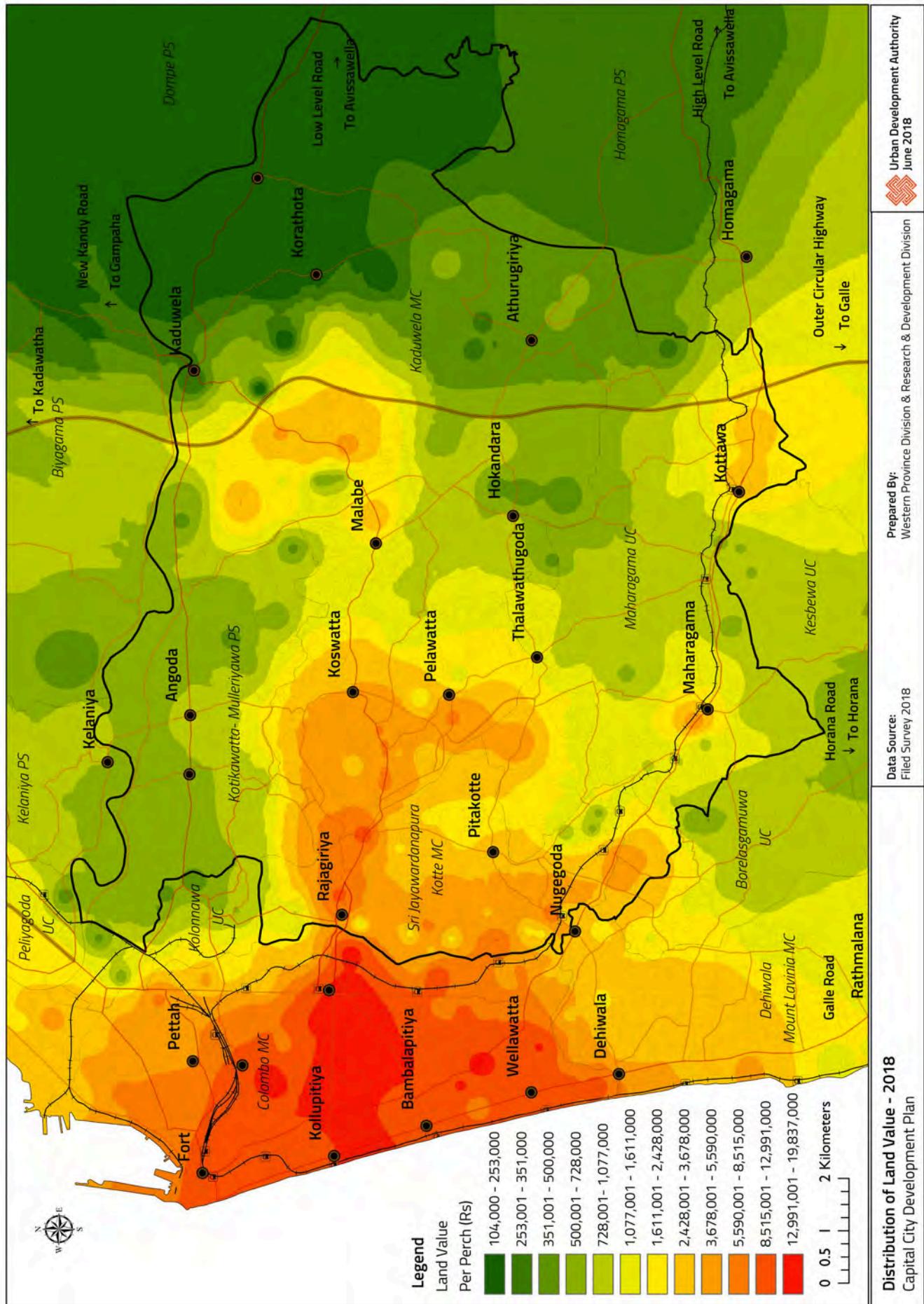
Chapter 05
**TRANSPORT
DEVELOPMENT
STRATEGY**

**Impacts of Road
Widening Proposal of
Transport Strategy**

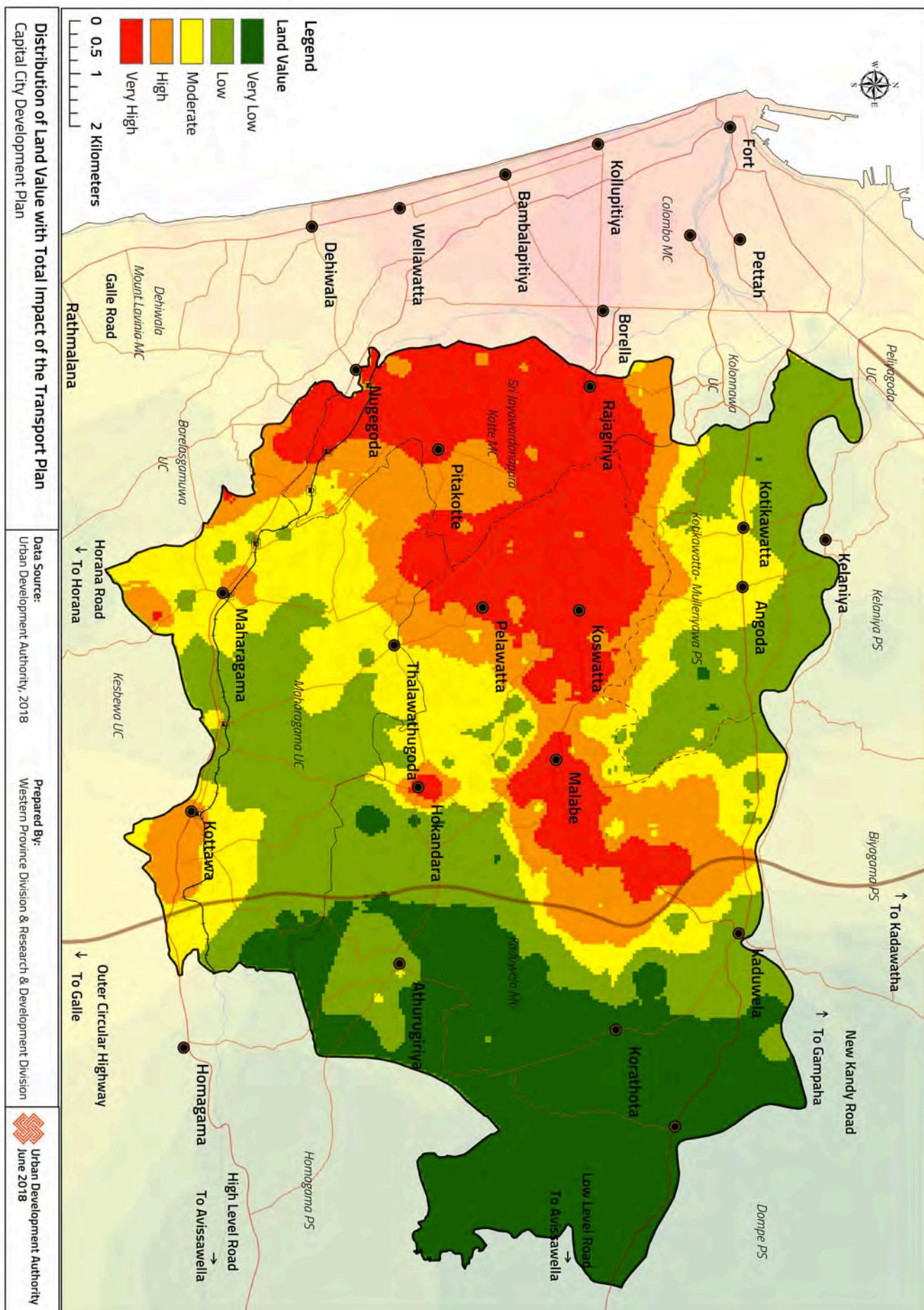
4. Road widening and Land value

The changing level of integration will influence the land value of the selected areas and support to achieve the priority level of nodes, densities and zones in the area by the year 2050. According to the existing and proposed land value maps, it is clear that land values in current low density and moderate density areas will gain a higher value. This motivation will encourage the intensified residential and commercial developments in the selected areas.

Rajagiriya and Nugegoda are planned to be developed as up-market commercial areas of the capital area. The high land values in these two centres tends to attract the high end investors. Kotikwatta- Angoda, Malabe and Kaduwela with three identified corridors are expected to be developed with a new character. The Peripheral areas such as, Athurugirya and Korothota with low land values are expected to encourage the residential space development compared to other areas of the Capital City.



Map 5.14 : Distribution of land value without impact of the transport development strategy - 2018
Source : Western Province Division and Research & Development Unit, UDA - 2018



Map 5.15 : Distribution of land value with total impact of transport development strategy
Source : Western Province Division and Research & Development Unit, UDA - 2018

The background of the image is a high-angle aerial photograph of a city. It features a mix of architectural styles, from traditional low-rise buildings to modern high-rise skyscrapers. Interspersed among the buildings are large green areas, likely parks or undeveloped land. The lighting suggests it might be dusk or dawn, with some buildings having their lights on.

06

*Settlement
Development
Strategy*



Chapter 06
**SETTLEMENT
DEVELOPMENT
STRATEGY**

Introduction

Aims and Objectives

The Approach

**Scope of the
Settlement Strategy**

6.1. Introduction

A Settlement Plan sets out directions for spatial distribution of the future growth of the residential population. It provides an outline for the planning of necessary land uses, residential developments along with provision of the physical and social infrastructure, based on the projected and estimated populations within given time durations in specific geographical areas.

6.1.1. Aims and Objectives

The aim of this Capital City Settlement strategy is to promote a prosperous Capital City with smooth, efficient and effective urban systems and smart urban facilities'

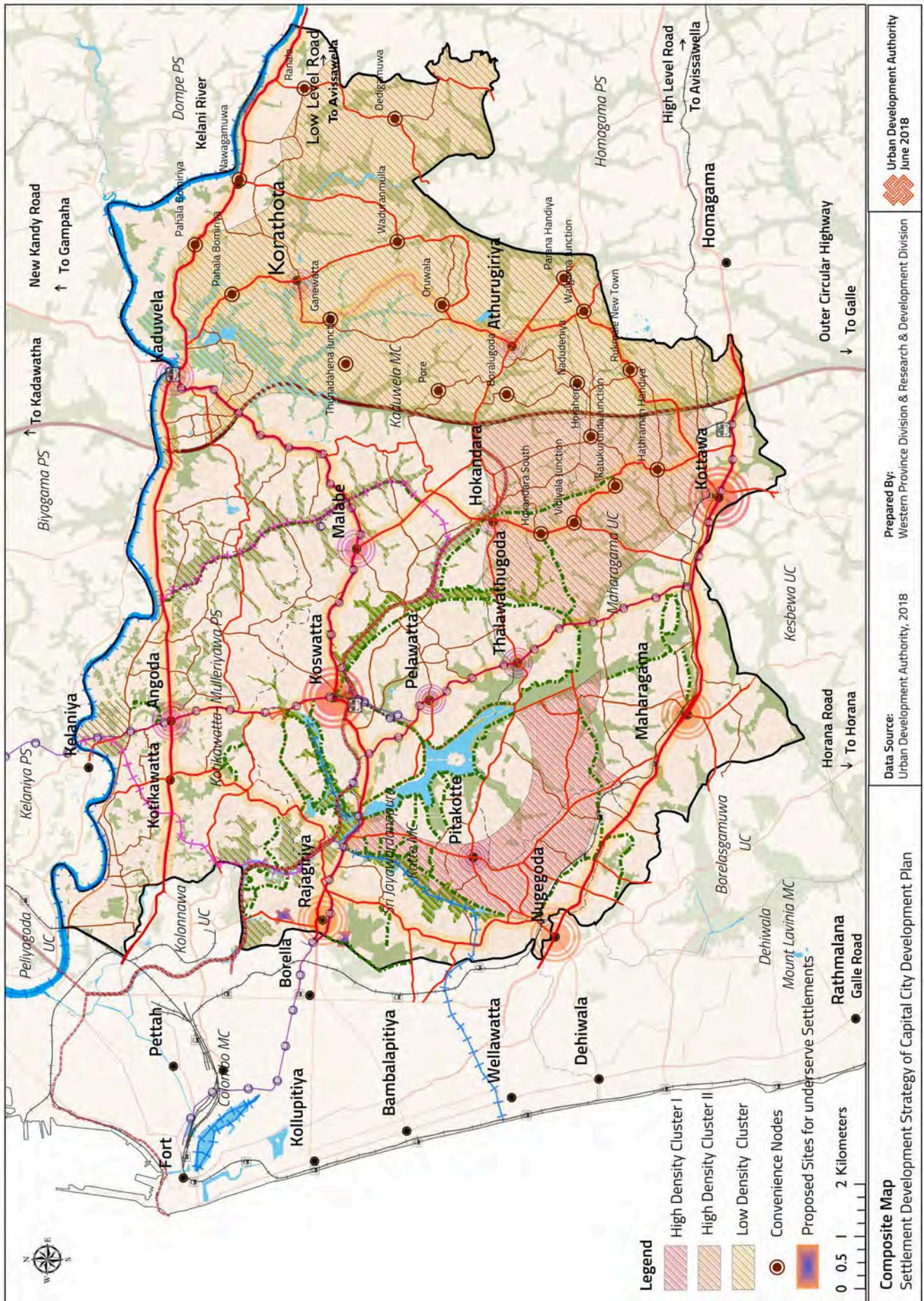
6.1.2. The Approach

The total planning area, nodes and corridors should be developed in a cluster progressive manner, with suitable currently undeveloped lands with close proximity to the nodes and corridors and public transport routes being given preference for development. This would ensure that land use zoning promote the sustainable development of compact, livable, pedestrian and cyclist-friendly settlements with contained, safe and healthy commercial/retail spaces.

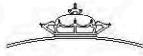
6.2. Scope of the Settlement Strategy

The planning framework covered by this strategy includes:

- *The Settlements Development Strategy of the CCDP – 2019-2030 is comprised of two broader interventions; development of Residential Cluster facilitation of the Settlement Promotion Clusters and management of Underserved Settlements. These interventions are proposed in line with the policy recommendations given in the National Housing Policy of 2017.*
- *The plan has taken the foreseeable conditions in the socio-economic environment, the advancement of technologies and the projected socio-demographic conditions, into account based on the available information. Any unexpected and unprecedented events or conditions shall be addressed with timely interventions.*
- *All strategic projects, proposed in this section of the Capital City Development Plan are expected to serve the Planning area within the time durations specified in chapter 1. Situations beyond these durations will have to be dealt with timely updating of the Capital City Development Plan.*



Map 6.1 : Composite map of settlement development strategy
Source : Western Province Division and Research & Development Unit, UDA - 2018



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**Strategic Intervention for
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**Strategic intervention :
Development of
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6.3. Strategic Intervention for Settlement Development

The Settlement Development Strategy focuses upon two main interventions;

1. *Development of Residential Clusters*
2. *Management of the Underserved Settlements*

Strategic Intervention 1 : Development of Residential Clusters

In general, the entire planning area of the Capital City Development Plan is promoted for mixed-use development. Accordingly, three clusters are identified to promote predominant residential uses as follows;

- A. *High Density Cluster 1*
- B. *High Density Cluster II*
- C. *Low Density Cluster*

High Density Cluster 1

Cluster 01: High Density Cluster 1

Expected Character of the Physical Environment

The area earmarked for the **High Density Cluster I** falls within the inner City of the proposed structure of the Capital City. The main purpose is to provide required facilities to residents who are in moderately densed housing area in an attractive manner. The plan is also expected to open up the wetlands adding scenic beauty to the area.

The intervention of this cluster can be classified in to three major intensions. They are, '*Infrastructure Improvement*', '*Environmental Improvement*' and '*A Wealthy Community/Formation*'

Physical Boundaries

Sri Jayawardenapura Kotte Road to the North
Udahamulla Station Road to the South
1.5 km radius of the Parliament to the East
Kotte Marsh to the West

Physical Parameters of the Expected Development

Housing Density : 15 house units per hectare by the year 2030
Population Density : 63 persons per hectare by the year 2030

Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

Strategic Intervention for Settlement Development

Strategic intervention : Development of Residential Clusters



Map 6.2 : High density cluster I -settlement development strategy
Source : Western Province Division and Research & Development Unit, UDA - 2018

Road Development

Strategic Project 1 : Forming a link between Sri Jayawardenapura Mawatha and Pannipitiya–Battaramulla Road

The objective of this project is to facilitate the Cluster I. It will be the main link between the Administrative cluster and the High Density Residential Cluster I. This linkage will be developed from Sri Jayawardenapura Mawatha to Pannipitiya–Battaramulla Road via Kotte Road (B120), Old Kottwa Road (B291) Thalapathpitiya Road (B530) and New Hospital Road. The total length of the road is 8.8 km. The identified locations will be promoted for parking facilities adhering to Road Development Authority regulations and facilities to provide pedestrian comfort. It is proposed to be implemented at the first stage of the Implementation strategy (2019-2030).

Strategic Project 2 : Improvement of existing Pagoda Road from Nugegoda to Thalawatugoda

The objective is to attract developments, into the area as well as to cater to emerging demands by means of infrastructure improvement. The total length of the road is 6.4km and it is proposed to develop P2 roads and implemented in the stage 01 (2019-2030).

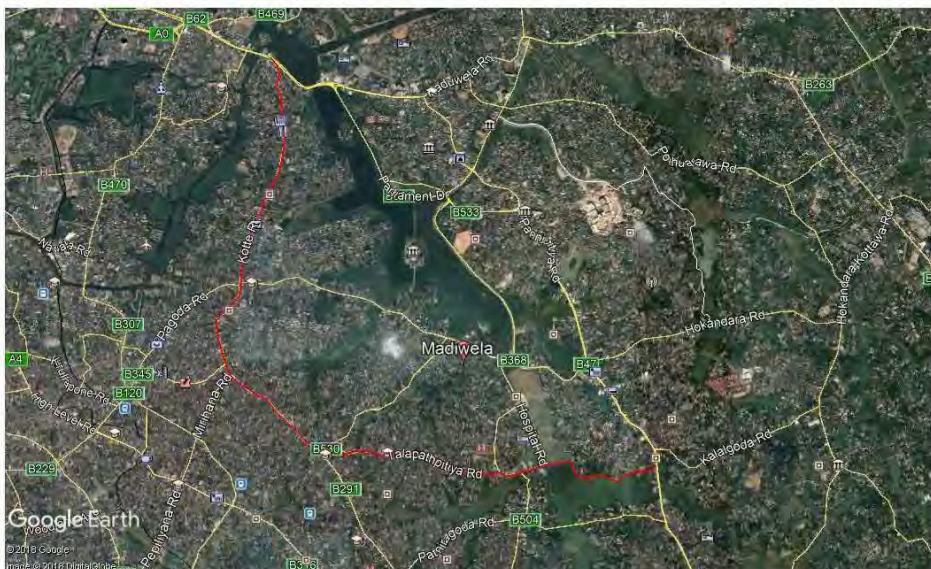


Figure 6.1: Proposed new road linkage trace

Source : Google Earth, 2018

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Strategic Intervention for Settlement Development

Strategic intervention: Development of Residential Clusters



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Urban Center Development :

Strategic Project 3 : Improvement of Pita-Kotte Junction

The objective is to develop Pita-Kotte and Embuldeniya as Service Centers to cater the residents of the cluster while encouraging investors. A shopping mall (0.40 acre) and façade improvement (500m length) is proposed for the Pita-Kotte Junction, and proposed at the first stage of the implementation (2019-2030). Urban Development Authority and Sri Jayawardenapura Kotte Municipal Council will be the implementation agencies of this project and the funding is expected from the Treasury.

Conservation :

Strategic Project 4 : Promoting Kotte Marsh as an Eco-Friendly Nature Park

The objective of this project is to attract more residents to the Cluster I through improving the aesthetic value while conserving the Kotte Marsh. The Eco- Floating Restaurant, Eco-Cabana, Bird Watching Towers, and Passes are proposed as components of the Kotte Marsh project. This will propose to implement by the second stage of the implementation plan (2031-2040). Urban Development Authority and Sri Lanka Land Reclamation Corporation will be the implementation agencies of this project. The Treasury fund and Public Private Partnership will propose as funding model.

Strategic Project 5 : Extension of Munchanayaka Garden Road up to Sri Jayawardenapura Mawatha

The objective of this project is to develop a new green corridor to attract more residents with the aesthetic value while conserving the Kotte Marsh. This green road is assumed to be a strategic solution for the illegal encroachments of the wetlands which was identified as an issue at the problem framing stage. (Figure 6.2 : Existing Situation of Kotte Marsh) The total length of the road is 3.4 km and it is proposed to be developed up to one lane as a strategy. This is proposed to be implemented by the second stage of the implementation strategy (2031-2040).



Figure 6.2: Existing situation of Kotte marsh

Source : Google street view - 2018



Figure 6.3: Expected situation of canal road along Kotte marsh

Source : www.midlandsinbusiness.com/2017/07

Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

Strategic Intervention for Settlement Development

Strategic intervention : Development of Residential Clusters

Project Type	Project Code	Strategic Project
Road Development	SII-T-5	Create a main linkage from Sri Jayawardenapura Mawatha to Pannipitiya- Battaramulla Road
	SII-T-5	Improvement of existing Pagoda Road from Nugegoda to Thalawatugoda
Urban Center Development	SIII-S6	Improvement of Pita-Kotte Junction
Conservation	SII-W- 7	Promoting Kotte Marsh as an Eco-Friendly Nature Park
		Extension of Munchanavaka Garden Road up to Sri Jayawardhapura Mawatha

Table 6.1 : Settlement development high density cluster I - strategic projects

Source : Western Province Division and Research & Development Unit, UDA - 2018



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Development of
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High Density Cluster II

Cluster 02: High Density Cluster II

Expected Character of the Physical Environment

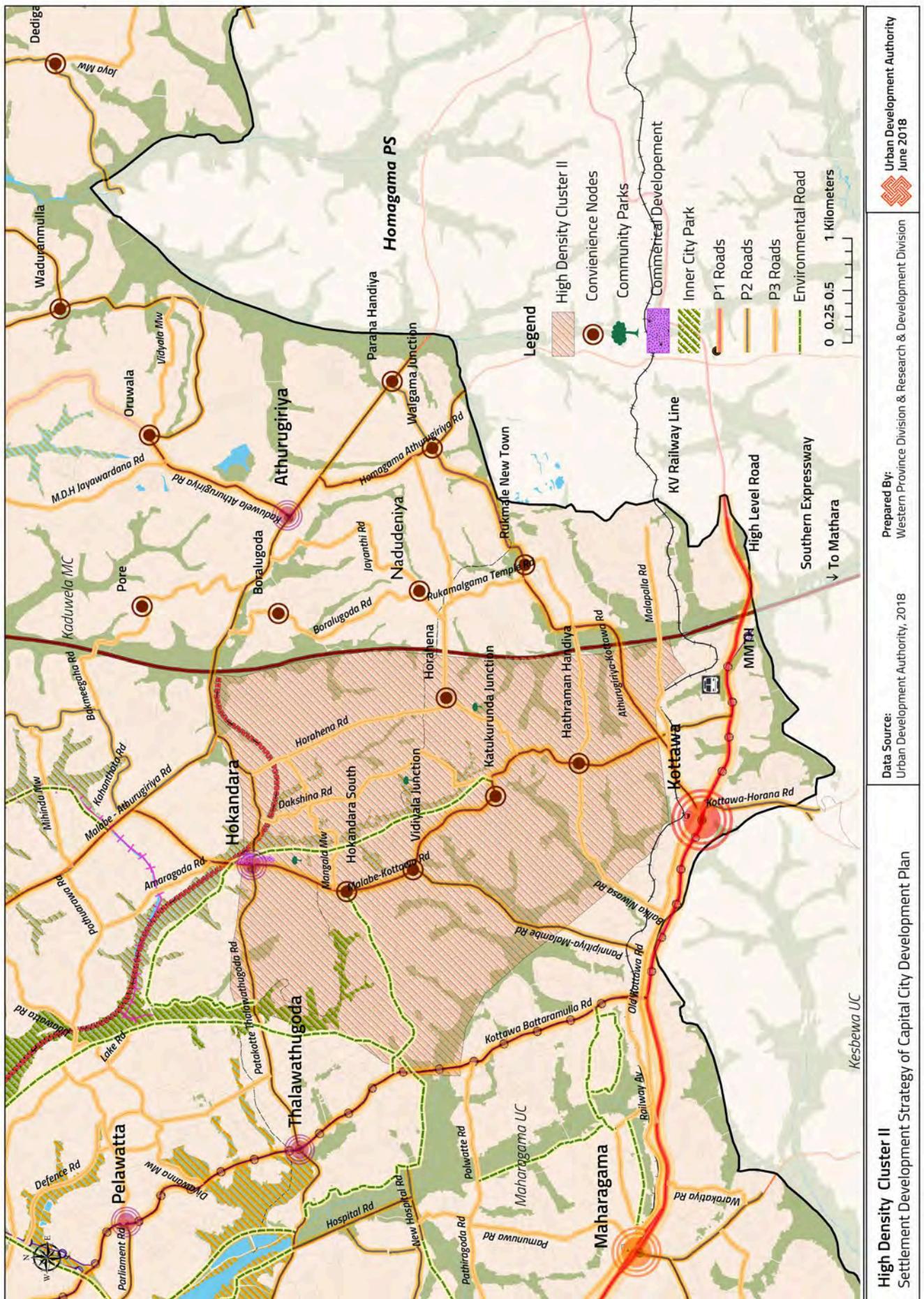
High Density Cluster II is a part of the Outer city of the Capital City concept. This Cluster expected to develop predominantly multi-storey residential developments and this cluster will assist to open up wetlands to attract condominium development by getting benefit of locational advantage of the area. Further, it is expected to facilitate mainly the employees engaged in the opportunities emerging from the developments associated with the *Administrative City* and the proposed *Knowledge City*.

Physical Boundaries

Hokandara Road to the North
Kelani Valley Railway Line to the South
Outer Circular Highway to the East
Wetland adjacent to Kottwa Batramulla Road and Talangama Wetland to the West

Physical Parameters of the expected Development

Housing Density : 13 house units per hectare by the year 2030
Population Density : 46 persons per hectare by the year 2030



Map 6.3 : High density cluster II – settlement development strategy
Source : Western Province Division and Research & Development Unit, UDA – 2018



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Road Developments:

Even though the existing road network supports conservation of the unique character and peaceful environment, it is clear that the existing roads do not provide strong networking opportunities with the surrounding areas. Hence, the strategic interventions identified for the improvements are as below;

Strategic Project 6 : Improvement of the existing Kottawa - Malabe Road

The objective is to attract developments, and to cater emerging demands by means of infrastructure improvement. This road will be the main connector of the proposed Knowledge City to the Kottawa Multi-Modal Transport Hub. The total length of the road is 6.7 km. It is proposed to be implemented by the first stage of the Implementation Strategy (2019-2030).

Strategic Project 7 : Improvement of Hokandara Road up to Koskandawila Junction

The objective is to attract the residential development towards the Residential Cluster from Administrative Cluster. This road will be a part of a main corridor from the proposed eight corridors of land use strategy and connector of the Administrative Cluster and Residential Cluster. The total length of the road is 8.9 km and it is proposed to be developed up to P2 roads. It is proposed to be implemented by the first phase of the Implementation Strategy (2019-2030).

Strategic Project 8 : Improvement of Kalalgoda Road

The objective is to enhance connections between the proposed Administrative Corridor and Residential Cluster. The total length of the road is 2km and it is proposed to be developed up to 2 lanes and implemented by the first stage of the Implementation Strategy (2019-2030).

Urban Center Development:

Strategic Project 9 : Improvement of Hokandara Township

Hokandara Node is identified as a 4th priority order node of Land Use Strategy. The objective of this project is to cater the residents of the cluster while encouraging investors. The township improvement suggests a redevelopment in Hokandara (7.5 acre) with a pocket park, a restaurant and shopping area. This is proposed to be implemented by the third stage of the Implementation Strategy (2041-2050). Urban Development Authority and Maharagama Urban Council Area will be the implementation agencies of this project and the funding is expected from the Treasury.



- ① Commercial Redevelopment (7.5 acre) with grocery stores, drug stores, beauty salons, restaurants, small clothing stores, fuel services and cinema halls along Hokandara-Kottawa Road and Wanaguru Mw
- ② Upgrade Hokandara- Wanaguru Mw to sub Arterial road
- ③ Service Road for Commercial Area
- ④ Upgrade Hokandara-Kottawa Road to an Arterial road
- ⑤ Hokandara Community Park (1.1 acre)

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Strategic intervention :
Development of Residential Clusters

Figure 6.4: Expected development in Hokandara junction
Source : Western Province Division and Research & Development Unit, UDA - 2018

Project Type	Project Code	Strategic Project
Road Development	SI-T-5	Improvement of the existing Kottawa - Malabe Road
	SII-T-5	Improvement of Hokandara Road up to Koskandawila Junction
	SII-T-7	Improvement of Kalalgoda Road.
Urban Center Development	SII-T-7	Improvement of Hokandara Township

Table 6.2 : Settlement development high density cluster II - strategic projects
Source : Western Province Division and Research & Development Unit, UDA - 2018



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Low Density Cluster

Cluster 03: Low Density Cluster

Expected Character of the Physical Environment

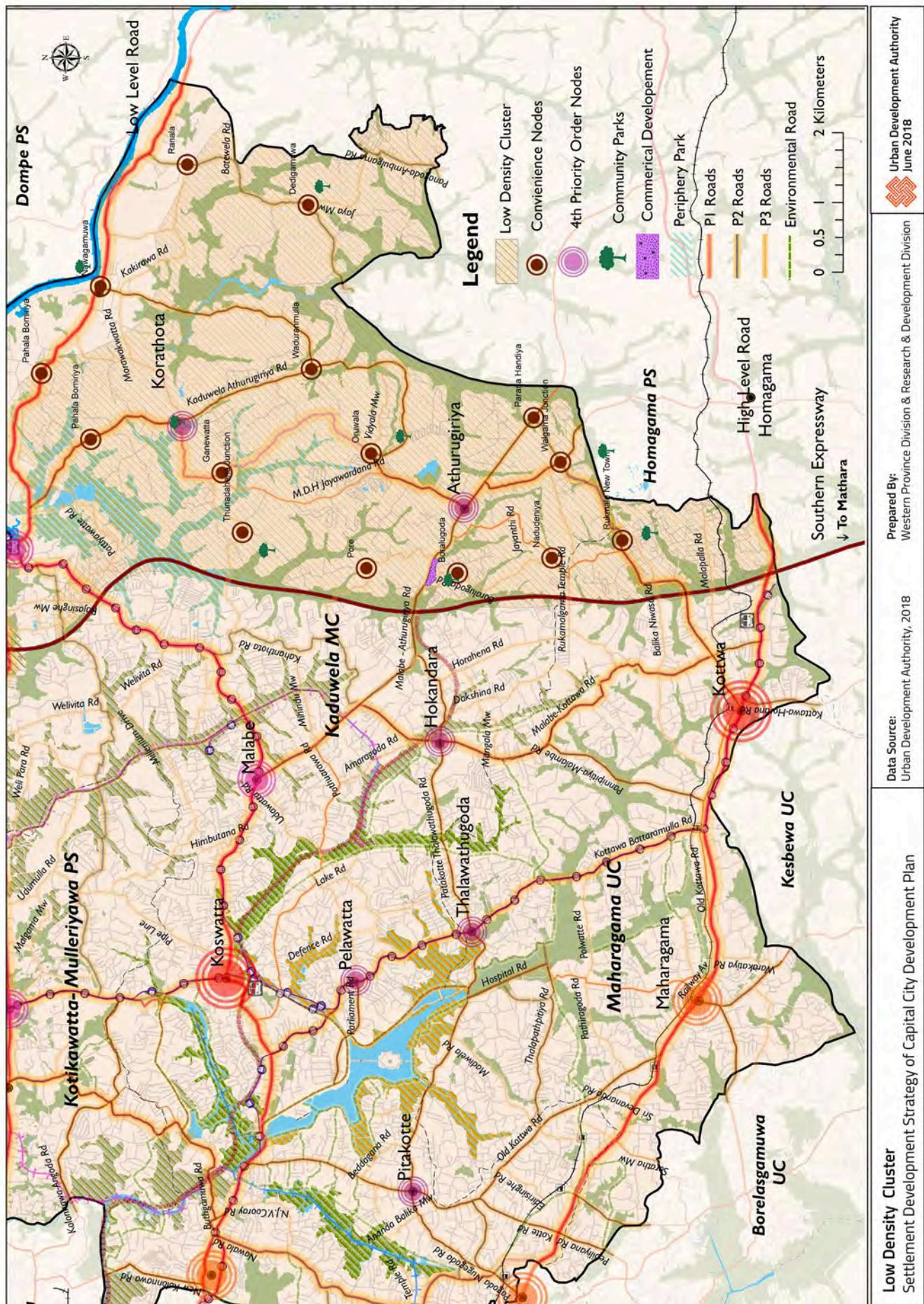
The Low Density Cluster Plan is derived from the Capital City Concept of Periphery. The Low Density Cluster Plan is designed in a manner to cater the residential population approximately within 20 minutes of time. In other words, one node of the plan is expected to serve the population within a 5km radius. As a result, two Major Service Nodes and fifteen Convenience Nodes will be introduced.

Physical Boundaries

The cluster is bounded by the Kelani River to North
Outer Circular Highway to West
High Level Road to South

Physical Parameters of the expected Development

Housing Density : 13 house units per hectare by the year 2030
Population Density : 50 persons per hectare by the year 2030



Map 6.4: Low density cluster – settlement development strategy
Source : Western Province Division and Research & Development Unit, UDA - 2018



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**Strategic intervention :
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Precinct	Node Type
Athurugiriya	Neighbourhood Node
Walgama Junction Oruwala Vidyala Junction Parana Handiya	Convenience Nodes
Rukmalagama New Town Boralugoda Rukmale East B	Convenience Nodes
Waduramulla	Convenience Node
Koratota	Neighbourhood Node
Thunadahena Junction	Convenience Nodes
Gnewatta	
Pahala Bomiriya B	
Pahala Bomiriya	
Nawagamuwa	
Dedigamuawa	
Pore	
Ranala	

Table 6.3 : Nodes development in settlement strategy

Source : Western Province Division and Research & Development Unit, UDA - 2018

The service nodes are designed based on the eight key elements of The Great Urban Neighbourhood as follows; (*Reference: <http://sf-planning.org/eight-elements-great-neighborhood>*)

1. **Walk to Shop – A great neighbourhood has everyday stores and services within an easy walk from home.**
2. **Safe Street – A great neighbourhood has safe and friendly streets.**
3. **Get Around Easily – A great neighbourhood has many ways to get around.**
4. **Housing Choices – A great neighbourhood has a variety of housing types.**
5. **Gathering Places – A great neighbourhood has places for people to meet and talk.**
6. **City Services – A great neighbourhood has a full range of public services for residents.**
7. **Special Character – A great neighbourhood has its own character.**
8. **Parts of the whole – Great neighbourhoods make great cities.**

Road Improvement

Strategic Project 10 : Improvement of Kaduwela - Homagama Road from Wellehandiya to Homagama

Kaduwela- Homagama Road is the most prominent access way which runs through The Low Density Cluster Area. Hence, as the first intervention of the strategy, Kaduwela- Homagama Road from Wellehandiya to Homagama (10 km) is expected to be improved. It is expected to facilitate and attract more residential development towards this area as a result.

Improvement of Neighbourhood Nodes

Strategic Project 11 : Development of Athurugiriya Neighbourhood Node

In accordance with the Capital City Development Plan, Athurugiriya is to be developed as a Fourth Priority Order Main Service Center to The Low Density Peripheral Cluster. Hence, it is assumed to attract more residential population in and surrounding area. Moreover, as for the current situation, most of the commercial activities are been developed in linear way along the main road. This trend has created congestion in the Athurugiriya Town Center during peak hours on the existing road network. Even though the public and private sectors provide better transport services for the commuters, road side parking, narrow road network, lack of safety access for human beings, have created high congestion in the town center.

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

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

The Low Density Cluster has directly incorporated the Athurugiriya Township Development Project which was planned by the Western Province Division of Urban Development Authority.

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Strategic Project 12 : Development of Koratota Neighbourhood Node

Koratota is the second neighbourhood node which has been identified by The Low Density Cluster. Koratota is also identified as a fourth priority order city according to the Capital City Development Plan. In the existing situation, Koratota Area is famous for religious and industrial activities. Hence, this area is assumed to be planned as an industrial based neighborhood node by facilitating the existing trend without promoting an artificial trend.

Improvement of Convenience Nodes

**Strategic Project 13 : Development of Thunadahena
Convenience Node**

Proposed Thunadahena Convenience Node is located in Thunadahena Koratota Road. Even though it is not situated facing the main artery, it indicates a development trend compared to other junctions. The basic components such as, a community center, ayurveda dispensary, preschool and few boutiques are available. It lacks shopping centres, gathering places and safe streets to cater the population.

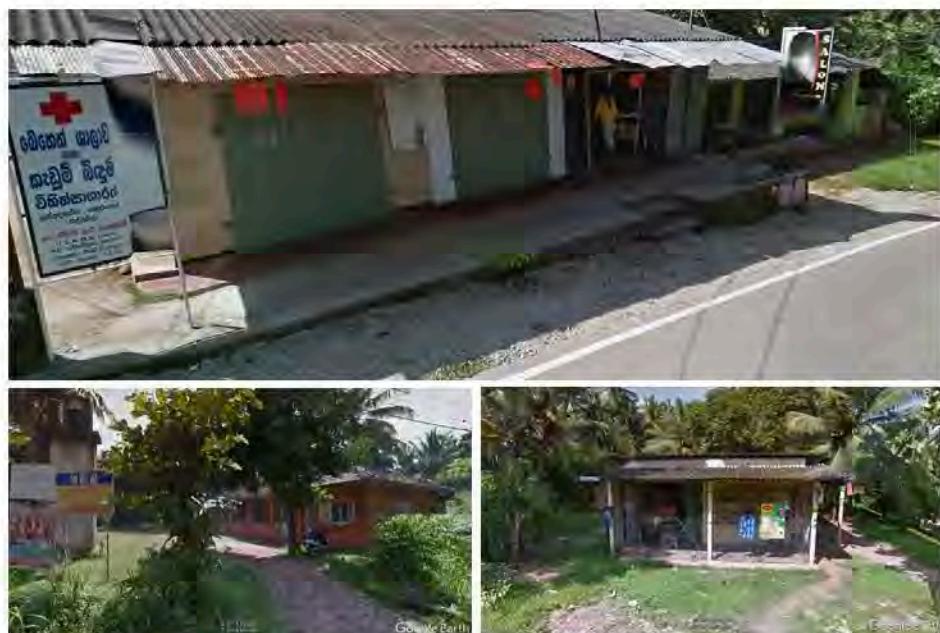


Figure 6.5: Existing situation of Thunadahena
Source : Google streetview, 2018

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

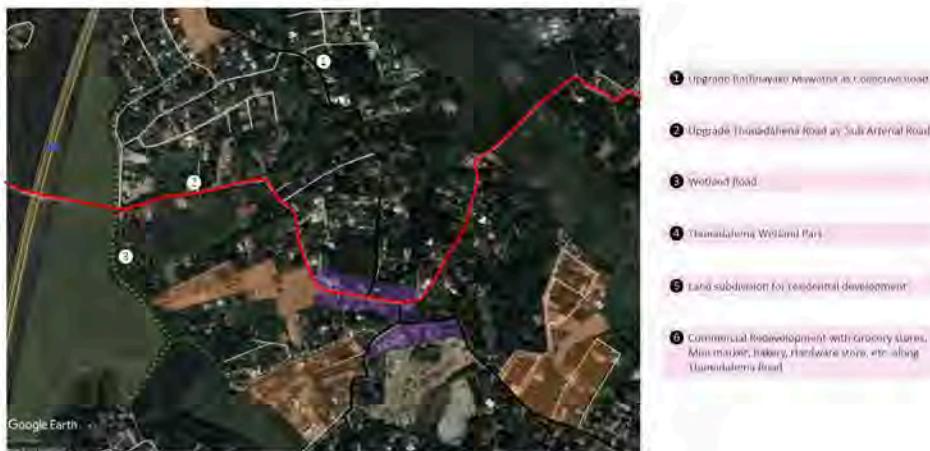


Figure 6.6: Proposed layout of Thunadahena convenience node
Source : Western Province Division and Research & Development Unit, UDA - 2018

1. *Extension of Rathnayaka Mawatha up to Thunadahena Junction (1.3km)*
2. *Improvement of Thunadahena Koratota Road (2.8 km)*
3. *Development of Wetland Roads*

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

Strategic Project 14 : Development of Rukmalgama Convenience Nodes

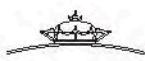
The Proposed Rukmalgama is a Convenient Node which is located in the Athurugiriya-Kottawa Road. It is approximately 3.4 km away from the Kottawa Town Center. Currently, this location consists of a place for relaxation, a small scale bus terminal, a mini super market and a few boutiques. However, Rukmalgama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

According to the above images, it is clear that the available commercial and public services are not adequate for the threshold population. But, dwellers in the Rukmalgama are capable to reach the Kottawa town center within time duration of 20 minutes approximately for daily needs. As a result, the node will be designed to improve Mahabo Wewa as a public open space with city services. Accordingly, the first element is to improve the accessibility to Mahabo Wewa as a public park. Along with it, two greenways are proposed from the Athurugiriya Kottawa Road to Mahabo Wewa Public Park with city services. The land with an extent of one acre adjacent to the Rukmalagama Temple and Mahabo Wewa is identified for city services while, the community hall and the children's play area are designed to cater the daily needs of the residents.

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Strategic Intervention for Settlement Development

Strategic Intervention : Development of Residential Clusters



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The second element includes, the development of Rukmalgama Bus Stand (0.10 acre) as a Mini Bus Stand.



Figure 6.7: Existing situation of Rukmalgama town

Source : Google street view - 2018



- 1 Green Access Road to Mahabowewa Park
- 2 Community Hall with Children Play Area

Figure 6.8: Proposed layout of Rukmalgama node development

Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Project 15 : Development of Nawagamuwa as a Convenience Node

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

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Strategic intervention: Development of Residential Clusters



Figure 6.9: Existing situation of Nawagamuwa
Source : Google street view – 2018

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

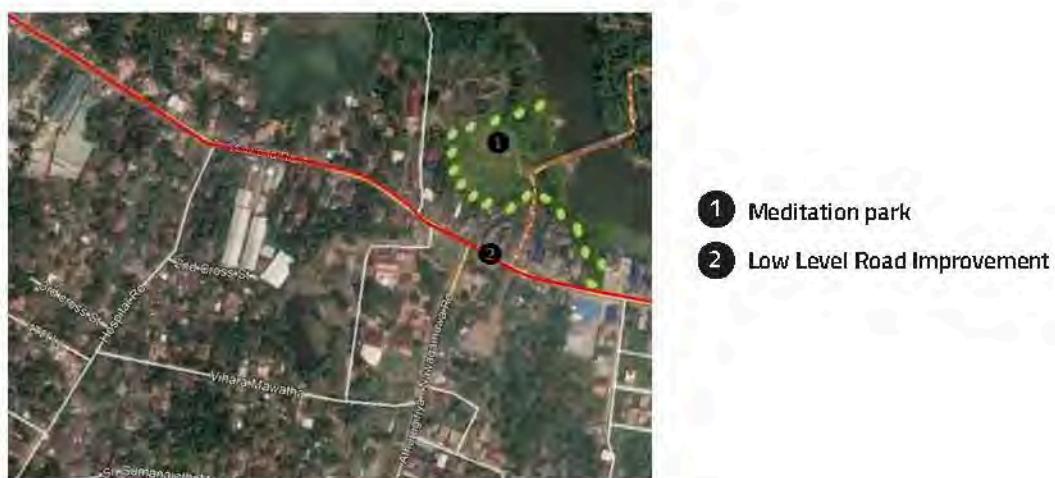


Figure 6.10: Proposed layout of Nawagamuwa
Source : Western Province Division and Research & Development Unit, UDA – 2018



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Strategic Project 16 : Development of Dedigamuwa Convenience Node

The proposed Dedigamuwa Convenience Node is located in Habarakada-Homagama Road. It is approximately 9.85 km away from the Kaduwela City Center and 2.75 km away from the Low Level Corridor. This convenience node is designed to facilitate a threshold population of 5820 persons. Currently, this node consists of a school (Dedigamuwa Vidyalaya) and a few small scale boutiques. (Figure: 6.11) On the other hand, a few number of small and medium scale industries are located in the surrounding area. Most importantly, the Dedigamuwa Forest Reserve stands as the most important natural element of this node. However, a quarry is located adjacent to the forest reserve.



Figure 6.11: Existing situation of Dadigamuwa
Source : Google street view - 2018

Adhering to the existing situation, a liner path with cycling and walking track (350 m length and 01 acre) is proposed in adjacent to the quarry and forest reserve as the first element of the Dedigamuwa Convenience Node. Four roads are identified under the second element to improve as park access roads to provide better access to the proposed linear park. The third element is to upgrade the existing Ranala Road into a sub arterial road.



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Strategic intervention : Development of Residential Clusters

Figure 6.12: Proposed layout of Dadigamuwa
Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Project 17 : Development of Walgama Junction Convenience Node

Proposed Walgama Junction Convenience Node is located in Kottawa-Athurugiriya Road and Homgama- Athurugiriya Road. It is approximately 1.7 km away from the Athurugiriya Town Center and 3.2 km away from Homagama. When other convenience nodes are compared, Walgama Junction Convenience Node offers basic commercial facilities with informal shops.



Figure 6.13: Existing situation of Walgama
Source : Google streetview - 2018



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



Figure 5.14: Proposed layout of Walgama

Source : Western Province Division and Research & Development Unit, UDA - 2018

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

Project Type	Project Code	Strategic Project	
Road Improvement	SII-54	Improve Kaduwela - Homagama Road from Wellehandiya to Homagama	
Neighbourhood Nodes Improvement	SI-51	Develop Athurugiriya Korathota Neighbourhood Nodes	Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY
	SIII-58	Urban Service Improvement Project at Hokandara Junction (Redesign 7.5 acre of Hokandara Junction)	Strategic Intervention for Settlement Development
	SIII-59	Open Space project at Koswatta node	
	SI-52	Shopping Mall Project at Pitakotte Junction- KMC	Strategic intervention : Development of Residential Clusters
	SIII-55	High End Residential Phase II- Residential Development Project at Thalapathpitiya	
	SIII-57	Community Park Development Project	Strategic intervention : Underserved Settlement Management
Convenience Nodes Development	SII-53	13 Convenience Nodes Development Walgama,Dadeigamuwa, Nawagamuwa, Rukmalgama Etc	

Table 6.4 : Settlement development low density cluster III – strategic projects

Source : Western Province Division and Research & Development Unit, UDA – 2018

*Remaining ten convenient nodes will be detailed during the implementation stage

Strategic Intervention 2 : Underserved Settlement Management

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

The Underserved Settlement Management Strategy proposes three approaches to address underserved settlement issues within the planning premises. They include,

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

Redesign Approach

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

Relocation Approach

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



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**Strategic Intervention for
Settlement Development**

**Strategic intervention :
Underserved
Settlement Management**

Special Projects Approach

The Special Project Approach is defined with the national scale infrastructure development projects.

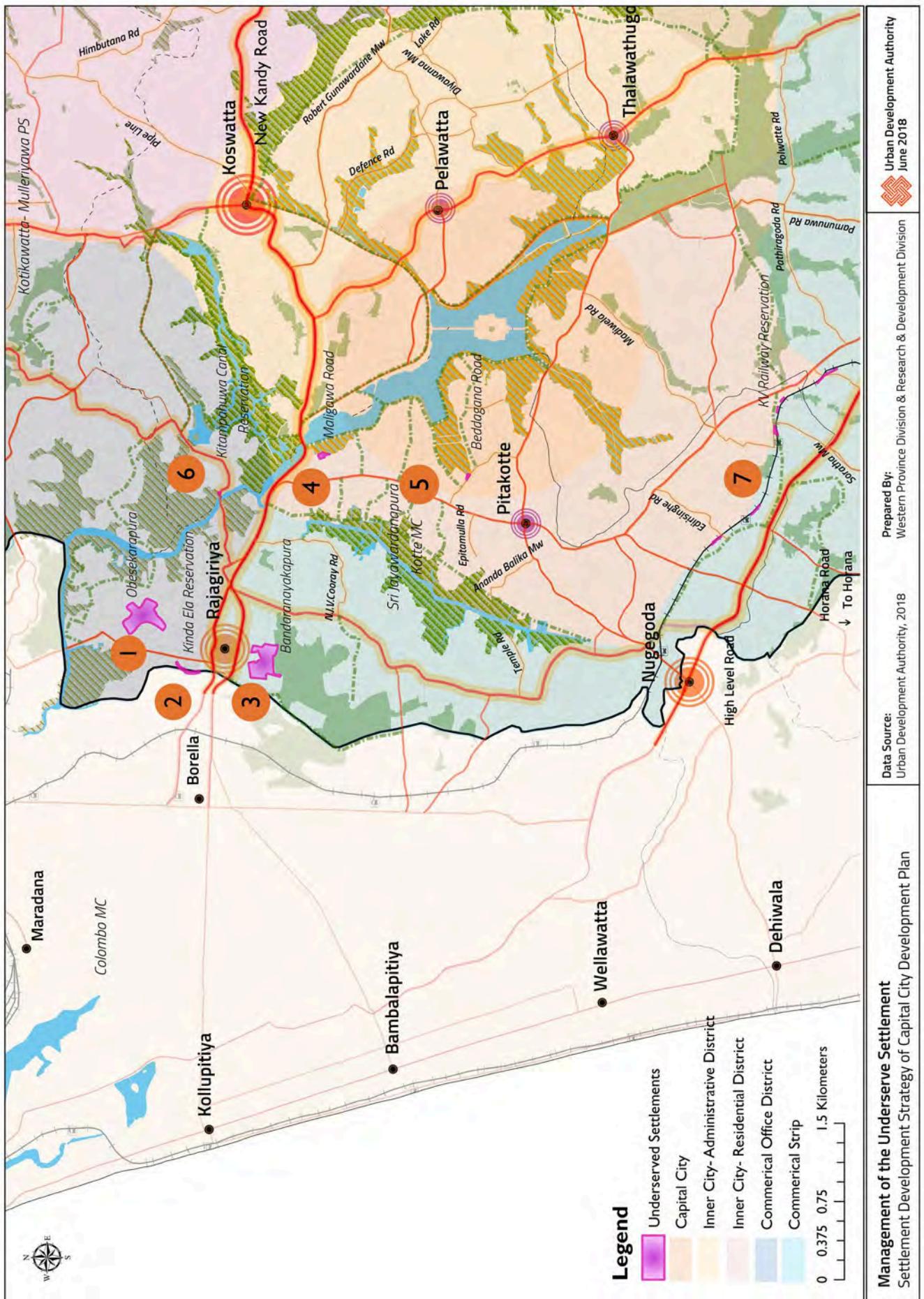
The identified underserved settlements in planning area proposes redesign and relocation with the concepts as follows,

	Identified Location	Land Ownership	No. of Houses	Propose Method	Proposed Site
1	Obesekarapura (Arunodhya Mw)	KMC Land & Private	668-700	Special Project (URP) & Redesign Approach	Obesekarapura (Arunodhya Mw) On site Relocation
2	Kinda Ela Reservation	SLLRDC Land	To be Identified	Relocation Approach	Obesekarapura (Arunodhya Mw)
3	Bnadaranayakepura	Private	To be Identified	Redesign Approach & Relocation	Bandaranayakapura (On Site Relocation)
4	Maligawa Road	UDA Land	60	Relocation Approach	Bandaranayakapura
5	Baddagana Road	SLLRDC Land	17	Relocation Approach	Bandaranayakapura
6	Kittampahauwa Canal Reservation (Perera Mw)	SLLRDC Land	7-10	Relocation Approach	Obesekarapura (Arunodhya Mw)
7	Kelaniweli Reservation	CGR Land	144	Special Project (Kelaniweli Railway Project)	Proposed Site by Kelaniweli Railway Project

Table 6.5 : Ongoing housing projects

Source : GN office data of Sri Jayawardenapura Kotte MC, field survey and observation

The Cluster Development Strategic Intervention of the Settlement Strategy directly links with two major strategies of the Capital City Development Plan. It mainly connects with The Transport Strategy to develop Convenience Nodes by providing proper accessibility to the neighbourhoods. Therefore, most of the proposed roads are the main pillars of the Settlement Development Strategy. As an example, the development of the Low Density Peripheral Cluster is mainly based on proposed service road from Kottawa to Kaduwela by The Transport Strategy. Further, The Settlement Strategy directly incorporates The Wetland Management Strategy of the Capital City Development Plan. The proposed wetland parks of the Wetland Management Plan help to enhance the living quality of the settlement clusters and it will aid to increase the land values of the Residential Clusters.



Map 6.5 : Management of underserve settlement

Source : Western Province Division and Research & Development Unit, UDA - 2018



Chapter 06
**SETTLEMENT
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**Impact of the Settlement
Development Strategy**

6.4. Impact of the Settlement Development Strategy

- *Cluster Development Strategic Intervention and Population Density*

A. **High Density Cluster —**

In 2018, the Inner City area had a population density of 58 persons per hectare and High Density Cluster 1 had 63 persons per hectare.

The plan assumes a population density of 98 persons per hectare in the Inner City area and 70 persons per hectare in the High Density Cluster 1 Area by the year 2030.

In 2018, The Outer City Planning Area had a population density of 51 persons per hectare and The High Density Cluster 2 had a population density of 46 persons per hectare.

The plan assumes a population density of 116 persons per hectare in the Outer City area and 77 persons per hectare in the High Density Cluster 2 by the year 2030.

B. **Low Density Cluster —**

In 2018, The Low Density Cluster had a population density of 33 persons per hectare. The plan assumes a population density of 49 persons per hectare in the year 2030.

The implementation of Cluster Development Strategy is expected to attract the target residential population towards planning area and develop four neighbourhood nodes and fifteen convenience nodes to facilitate the residents.

To fulfill the total required commercial space of 24% of the total area (4.98 ha) is to develop with commercial facilities through The Cluster Development Strategic Intervention.

- *Underserved Settlement Management Strategic Intervention*

The Underserved Settlement Management Plan intervention is assumed to remove 100% identified underserved settlements within the Capital City Planning Area to maintain the proposed character.

The background of the image is a high-angle, nighttime aerial photograph of a dense urban area. The city is filled with numerous skyscrapers of varying heights, some with distinctive facades like perforated metal or glass panels. A major railway line cuts through the city, with several tracks visible. The surrounding landscape includes green parks and smaller residential buildings. The overall atmosphere is one of a vibrant, developed metropolis.

07

*Economic
Development
Strategy*



Chapter 07
**ECONOMIC
DEVELOPMENT
STRATEGY**

Introduction

Aims and Objectives

The Approach

7.1. Introduction

Spatial planning is explained as one of the vital tools for the economic development of a city. The interaction between spatial patterns and dynamics of economic activities are taken into consideration in the preparation stage of Development Plans. The Capital City Development Plan has identified the need of an Economic Development Strategy for the planning area during its problem identification stage.

7.1.1. Aims and Objectives

To address the above mentioned need, the Capital City Development Plan has introduced strategic goals as given below:

Strategic Goal — *“A place that prospers with smooth and efficient urban systems and smart urban facilities”*

7.1.2. The Approach

In recent Years “Cluster Strategic Intervention” has become a popular economic development approach among policy makers and economists as an effective method for ecomic development. The Capital City Development Plan has adapted this method in the making of Economic Development Strategy. Accordingly, this strategy has identified clusters with geographic concentration in order to actively develop the commercial and retail space in the area with competing and collaborating firms.

The overall developments in the area shall elevate Kotte-Sri Jayawardenapura and its surrounding areas while adding value through cluster approach to create new clusters within the planning boundary to improve the overall business Space.

7.2. Scope of the Economic Development Strategy

- The Scope of this economic development strategy covers an assessment of current issues, prospects, priorities and proposals for development of the main Nodes and Corridors.*
- It Includes direct and indirect employment generation, economic base, transportation and land use and other infrastructure improvement.*
- All strategic projects, proposed in this section are expected to serve the planning area within the time durations specified in Chapter 1 of the Development Plan. Situations beyond these time durations will have to be dealt with timely updating of the Development Plan.*

Chapter 07 ECONOMIC DEVELOPMENT STRATEGY

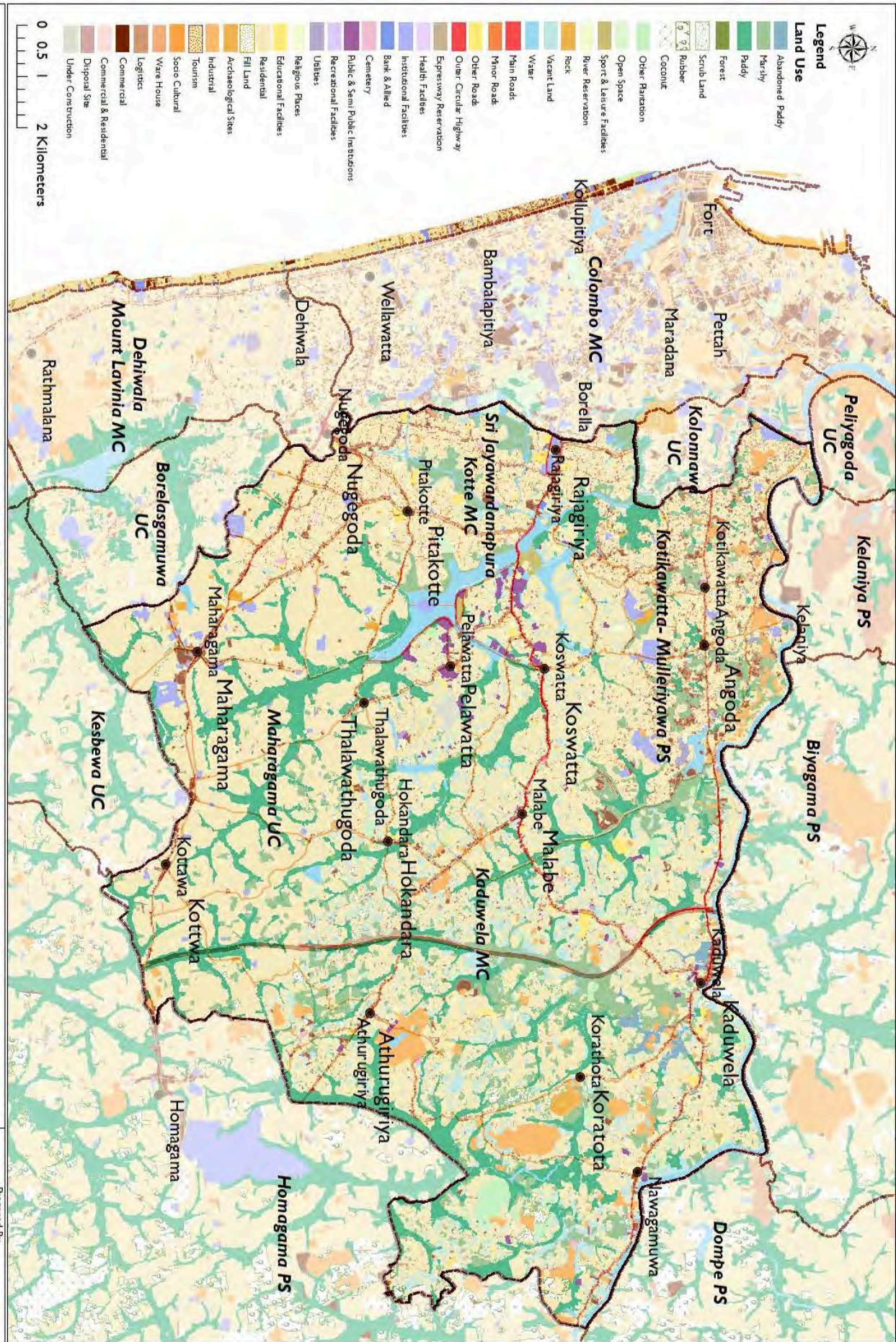
Scope of the Economic Development Strategy

Identification of Main Economic Driving Clusters in the Area

7.3. Identification of Main Economic Driving Clusters in the Area

The land extent of the area demarcated for the Capital City is approximately 165 Sq.km. It consists of a large administrative and commercial space in the Western Province. It also included active industrial and agriculture space. The Land Use Map of Capital City Area – 2017 indicates the geographical variations of the areas that falls within the four local authorities. The key natural resources such as wetlands and water bodies are recognized not undermining the retail activities, industrial and warehousing facilities.

According to the resource profiles in the four local authorities, each local authority has identified its special economical features as below.



Map 7.1 : Land use map of planning area - 2017

Source : Western Province Division and Research & Development Unit, UDA - 2018



Kotikawaththa Mulleriyawa PS — Kotikawaththa is a fast developing administrative, commercial and residential area. It is known for its natural setting associated with the riverine and marshy area based geographic features. According to the given statistics, out of the total land area approximately 17% covered by wetland and water bodies.

The composition of the economic activities includes commercial and retail, institutional, industrial and agriculture activities. These Economic activities possess equal spatial cover (average 1% - 2%). However, the most dominant activities are industrial warehouses, service suppliers, retail activities and agricultural activities. (*Kolonnawa DSD, 2015*)

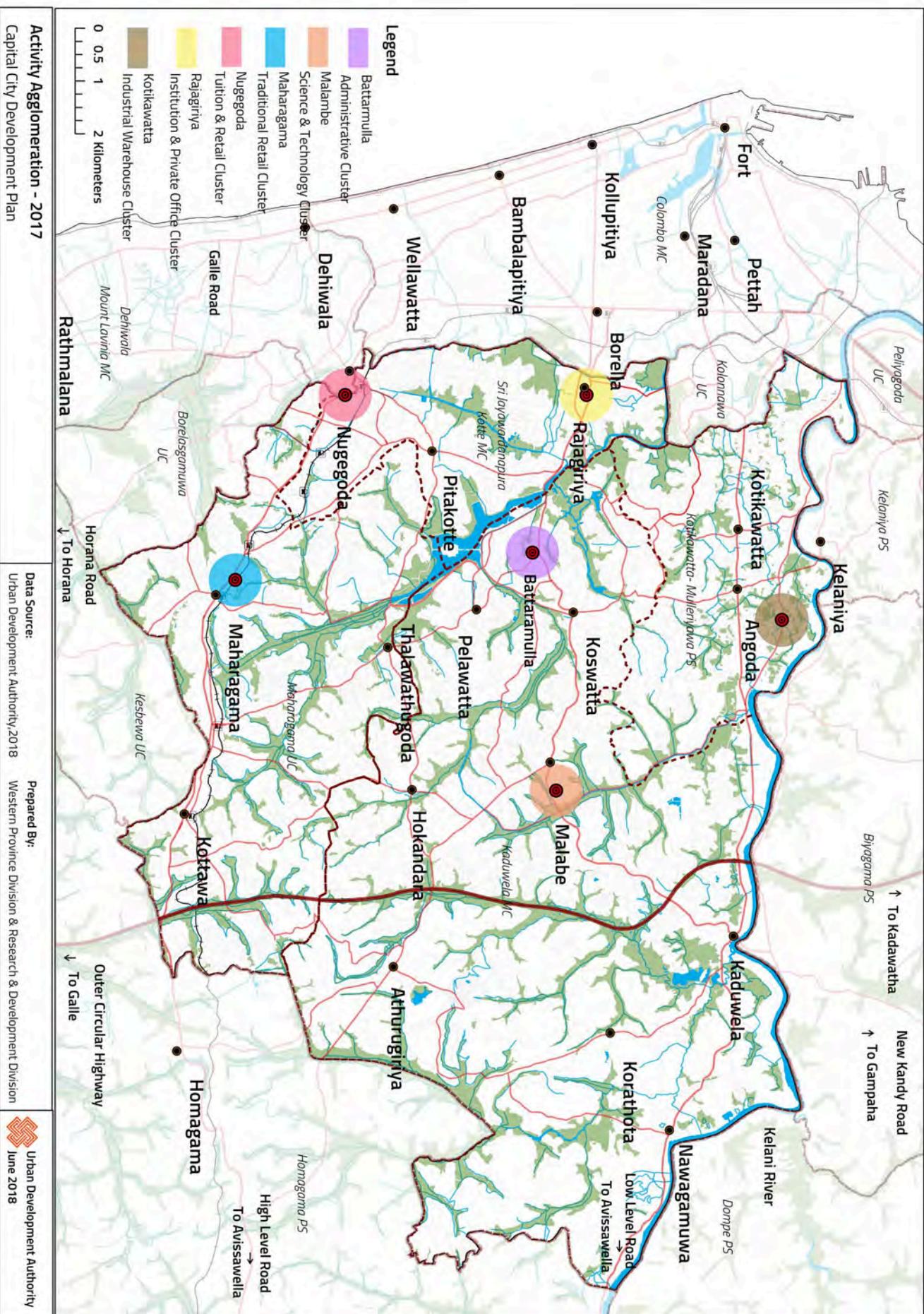
Mahragama UC — The economy of the Maharagama Urban Council is primarily driven by industrial and commercial activities. According to Maharagama UC Resource Profile, apparel industry in wholesale and retail performs as a major economic force of the area. When the land use composition of the area is referred, the agriculture land share contains 13.88%, commercial and retail land share contains 9.6%, established institutional office space land contains 2%-3% and large, medium and small scale industrial land allocation is 1% -2%. (Resource Profile - Maharagama, 2015)

Sri Jayawardenapura Kotte MC — The main economic drivers of the Sri Jayawardenapura Kotte MC Area are basically considered on two factors including the identification of land use composition of the area and economic activity functionality in the area. Accordingly, in land use composition 8% is shared by commercial space, 2% is shared by administrative institutional space, 1% by industrial space and small portion by agricultural space. When commercial activeness of the area is considered, the main economic drivers are service providers including administrative and retail wholesale services, industrial sector services and agricultural sector services. (*Resource Profile - Sri Jayawardenapura Kotte, 2015*)

Kaduwela MC — Based on the detailed land use map of the region, it can be recognized that Kaduwela MC is covered with 8% of commercial space, 4% of administrative institutional space, 2% of industrial space and 3% of agricultural space. According to observations and other statistics, Kaduwela MC Area's economy is driven by commercial retail services, administrative office services, agriculture and mainly macro and micro scale industries.

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Identification of Main Economic Driving Clusters in the Area



A detailed assessment of the economic environment in Capital City Planning Area has highlighted urban nodes and corridors with certain characters. It further exhibits certain characters spread along the nodes and corridors of the Capital City and the economic positioning of various urban nodes in the Capital City. According to *Map 7.2*, economic dynamics of the capital region can be elaborated as follow:

These percentages show land share within the identified nodes from the total land use. (*1.5km radius from the town center*)

<i>Administrative Cluster</i>	21%
<i>Science & Technology Institution Cluster</i>	6%
<i>Tuition & Retail Cluster</i>	14%
<i>Traditional Wholesale Retail Cluster</i>	17%
<i>Institution & Office cluster</i>	26%
<i>Industry & warehouse Cluster</i>	25%

The findings of the analysis along with secondary data reveal the key economic growth drivers of the Capital City are primarily defined by the commercial retail and wholesale activities, agglomeration of administrative and office space investments, macro and micro scale industrial warehouse Investments in the area and significant investments in the science and technology education.

Chapter 07 ECONOMIC DEVELOPMENT STRATEGY

Identification of Main Economic Driving Clusters in the Area

Projections on Economic Development

7.4. Projections on Economic Development

Diversified economic space expansion projection in the Capital City according to The Business as Usual Scenario is depicted as below,

Zone	Proposed Residential space	Proposed Commercial Space	Proposed Office Space	Proposed Industrial Space	Proposed Other Space	Total Development Area
Executive Residential Zone	8,501,098	1,165,375	137,714	46,479	798,127	10,648,793
Administrative Zone	10,988,286	2,708,084	1,086,605	13,754	621,760	15,418,489
Commercial Zone	29,962,436	18,700,920	1,289,259	466,473	510,217	50,929,305
Office Zone	12,058,396	3,526,243	3,379,047	290,235	267,303	19,521,224
Knowledge Zone	20,581,329	10,120,606	1,573,615	234,030	2,335,953	34,845,534
Transitional Zone	24,562,858	749,912	42,783	282,415	244,566	25,882,535
Industrial Belt	10,003,560	1,265,708	-	1,436,880	253,102	12,959,251
Industrial Zone	6,223,220	334,541	50,868	3,040,452	263,983	9,913,064
Residential Zone	11,496,719	685,918	101,831	1182257	383,432	13,850,158
Total Space	134,377,903	39,257,307	7,661,723	6,992,974	5,678,445	193,968,353

Table 7.1 : Proposed space distribution - 2050

Source : Western Province Division and Research & Development Unit, JDA – 2018



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**Strategic Intervention
for Economic
Development Strategy**

**Major Strategic Economic
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7.5. Strategic Intervention for Economic Development Strategy

The Economic Development Strategy is driven by ‘Profit enhancement through agglomeration’. It emphasizes the need of increasing the amenity value and promoting the strategic advantage of agglomeration based development. Accordingly, The Economic Strategy includes 4 strategic interventions which support the achievement of Strategic Goal 3. The strategic interventions can be explained as below:

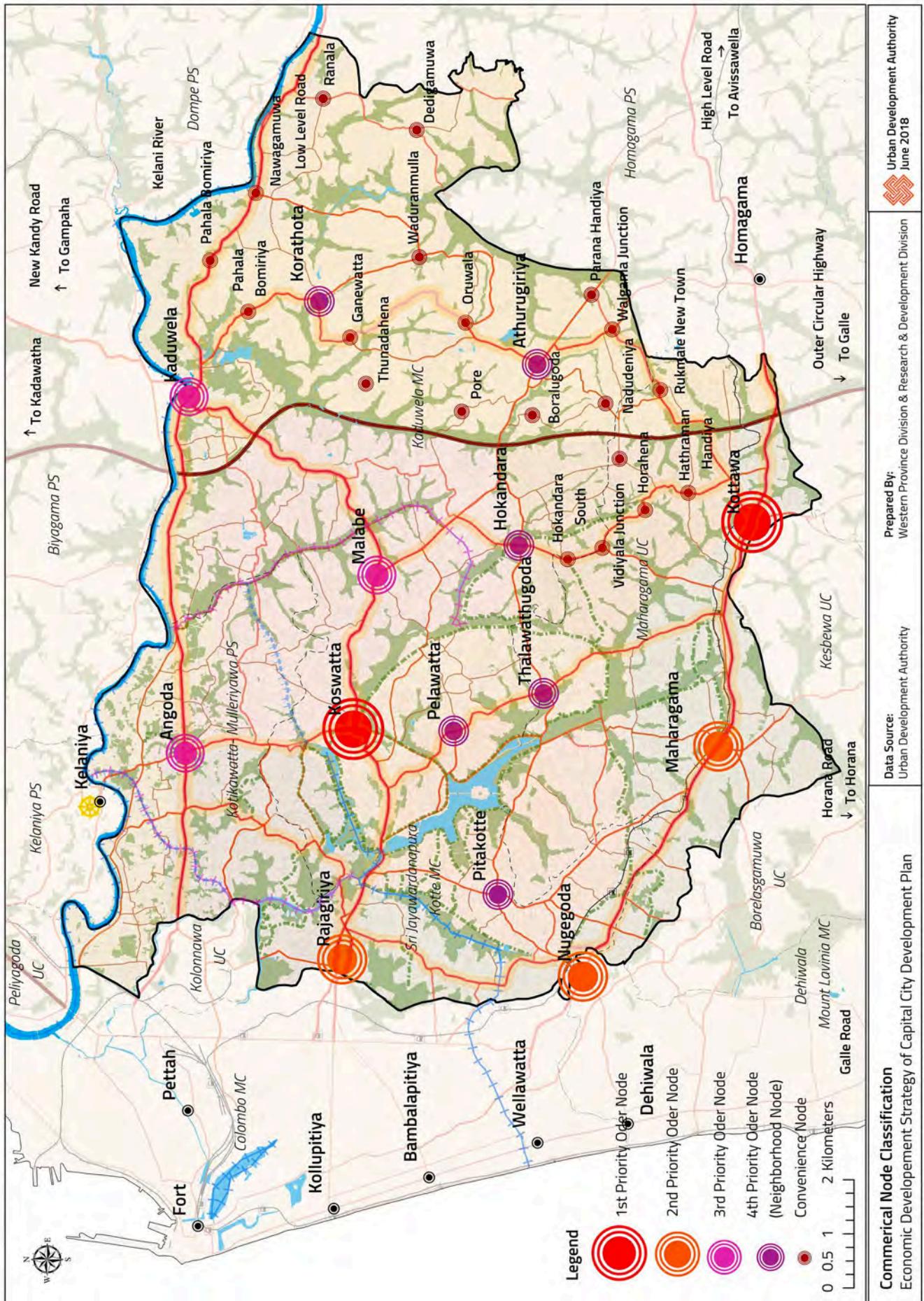
1. *Strategic Intervention 1: Nodes and Commercial Corridors Development*
2. *Strategic Intervention 2: Economic Infrastructure Development*
3. *Strategic Intervention 3: Industrial Development*
4. *Strategic Intervention 4: Cluster Space Economy Promotion through Anchoring Projects*

7.6. Major Strategic Economic Development Projects

**Strategic Intervention 1:
Nodes and Commercial Corridors Development**

Strategic Project 1 : Commercial Node Classification

A node is a point of intersection/connection within a network. In an environment where all devices are accessible through the network, these devices are all considered nodes. This commercial node classification is done using Node–Place Analysis. The concept of nodes works on several levels, but in concise terms, the nodes are major urban centers. These guidelines and strategies may apply to properties adjoining arterial roads in nodes, as identified in the Node Place Analysis.



Map 7.3 : Economic node classification in Capital City
Source : Western Province Division and Research & Development Unit, UDA - 2018



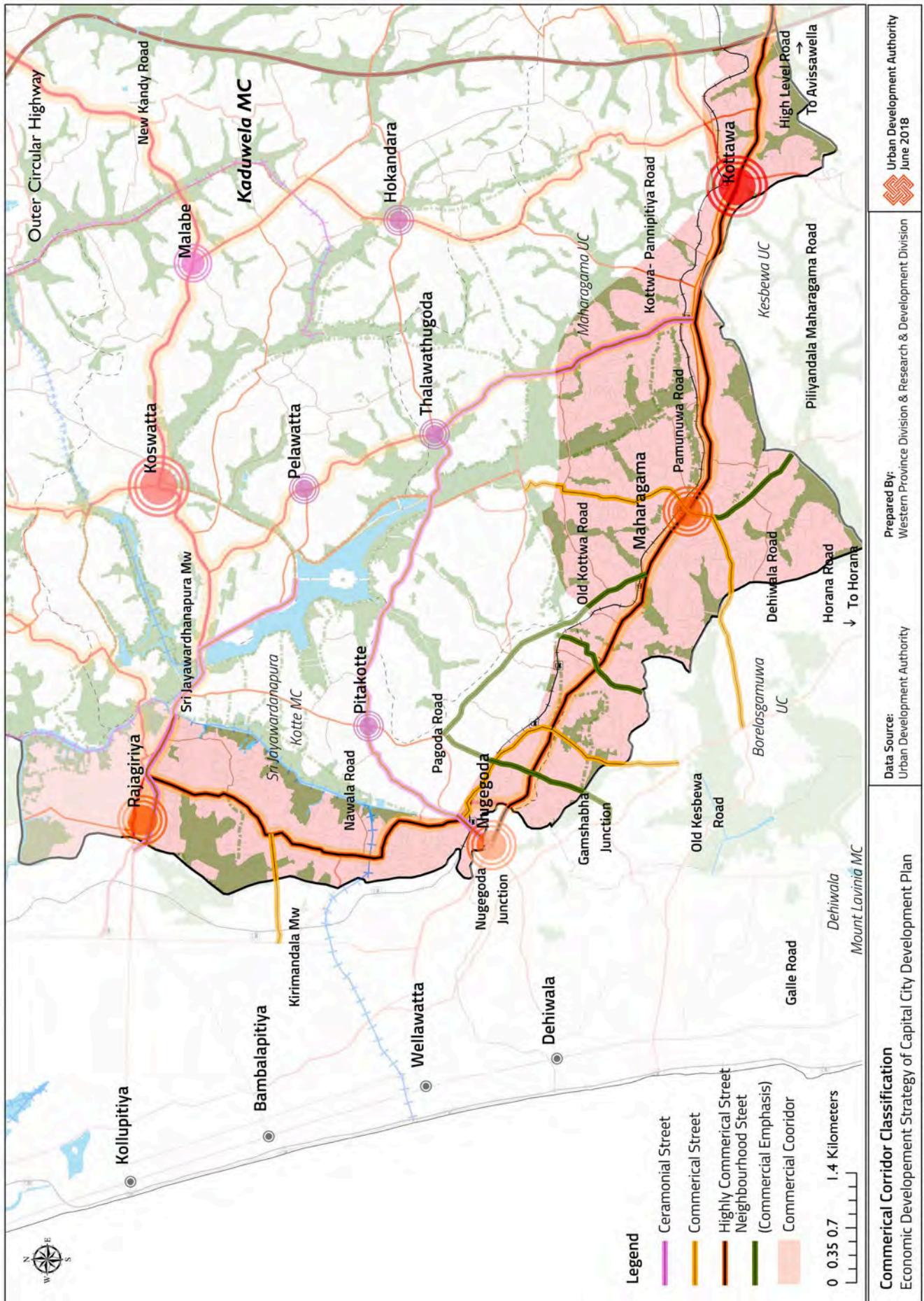
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Strategic Project 2 : Commercial Corridor Classification

The purpose of the city wide Corridor and Node Development is to provide planning, economic and design guidelines and directions to the Corridors in Capital City. Corridors in the Capital City Development Plan are defined as areas of street oriented uses which incorporate a mix of retail, employment and residential uses, developed at overall greater densities, located along arterial roads serving as major transit routes by analyzing the integration levels of the roads with different economical activities composition. Corridors connect Nodes and other important areas of activity within the city which are intended to be key locations for intensive residential developments. The planning team has identified four types of street classification considering the integration level and existing use of the corridors for the Corridor Development Strategy in Capital City Development Plan. (*Refer Annexures of classified roads under Commercial Corridors list.*)

1. *High Commercial Street (Urban Functional Highways)*
 - *Mixed used buildings, with vertical density, ground floor live work / commercial spaces / continuous retail development*
 - *Create active street frontages – Sidewalk Activity & sidewalk cafes*
 - *Good public transportation (Different Modes)*
2. *Commercial Street (Arterial Roads, Wetland Roads)*
 - *Create active street frontages – Sidewalk Activity & sidewalk Cafes*
 - *Wide tree lines with pavement paths.*
3. *Neighbourhood Street (Sub Arterial Roads, Wetland Roads)*
 - *Tree lined boulevards and generous sidewalks to promote walking as the prominent mean of circulation*
4. *Convenience Street*
 - *All types of commercial activities located on this street*



Map 7.4 : Commercial street classification in Capital City
Source : Western Province Division and Research & Development Unit, UDA - 2018



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Strategic Intervention 2 : Economic Infrastructure Development

Infrastructure is a basic requirement for economic development. It does not directly produce goods and services but facilitates production in primary, secondary and tertiary economic activities by creating external economies. It is an accepted fact that, the level of economic development in any country directly depends on the development of infrastructure. Through the strategy, the planning team provides different infrastructure provisions emphasizing main physical infrastructure components.

This strategy refers to strategic Projects, which comes under the previous Development strategies of CCDP. Following strategic interventions connects with other plans as emphasized below,

1. *Connected road network system*
2. *Alternative transport modes development*
3. *Multi model hub developments*
4. *Telecommunication & other infrastructure facilities*
5. *Optimum use of environmental features*
6. *IT education related Infrastructure facilitiesdevelopment*

Strategy Intervention 3 : Industrial Development

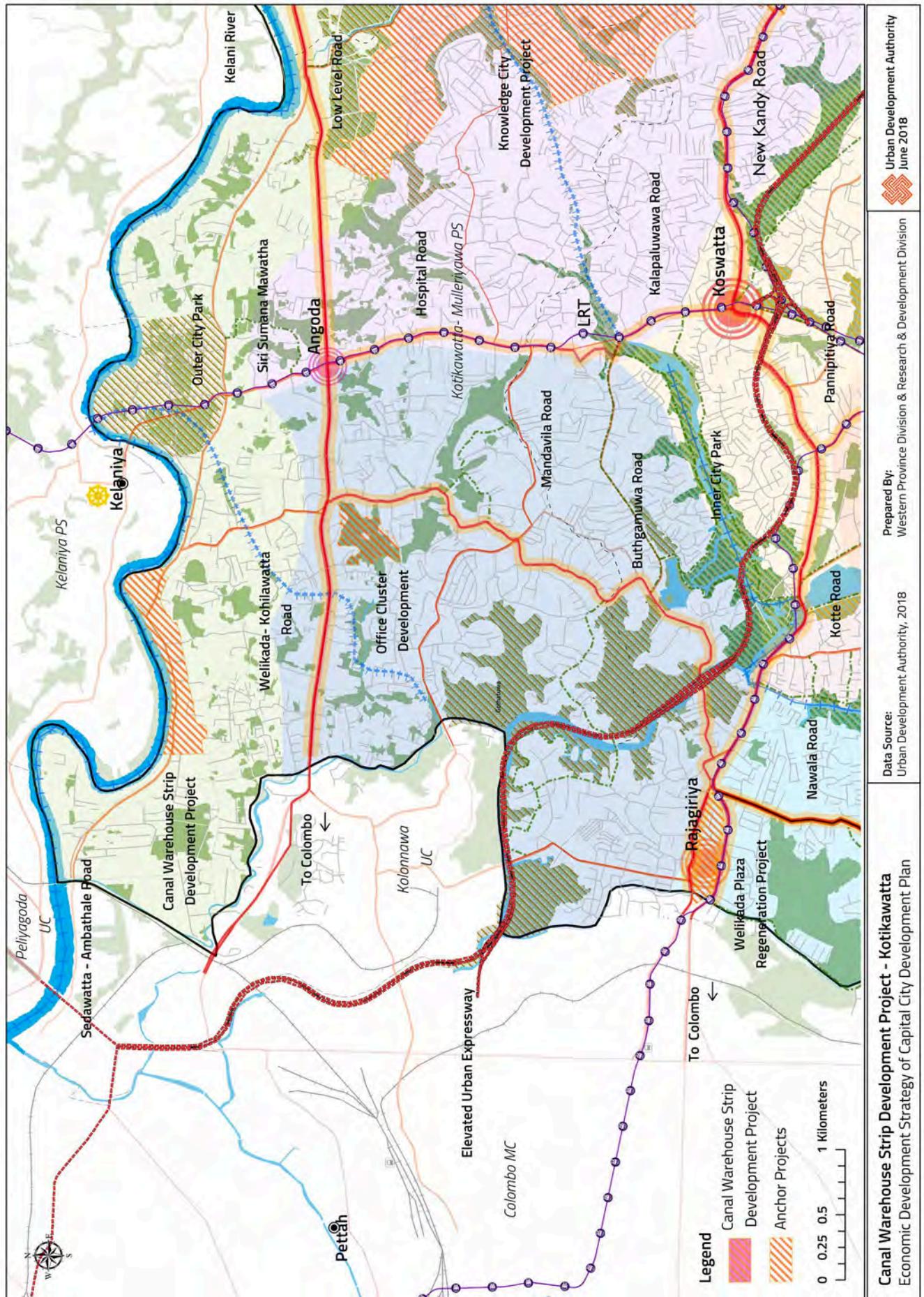
Requirement of the Industrial Development Intervention necessary to identify the industrial spaces suitable within the Capital City boundary. It demarcates special industrial zones and formulates special regulations to promote and guide the industrial zones. Accordingly, Ambathale and Sedawatte are promoted for warehouse purposes while Korathota Town Area is promoted for mixed industries. In particular, special regulations are provided to regulate the home based industries. Equivalently, Projects are introduced to make an efficient industrial cluster within the planning boundary.

Strategic Project 1 :

Name of the Project & Project Code	Location	Type of Development	Expected Land Extent (Foot Print)
Outer Ring – River base Warehouse Strip Development Project SIII-E-9	Sedawaththa Ambathale Corridor Strip (1.5km)	Regenerate the existing warehouse industry spread along the area and enhance scenic beauty of the Kelani River with the continuation of the project initiative 'Water Esplanade' proposed by CCCDP.	1,263,885 sq.ft

Table 7.2 : Strategic Project 1

Source : Western Province Division and Research & Development Unit, UDA - 2018



Map 7.5 : Project 1 - River base warehouse development
Source : Western Province Division and Research & Development Unit, UDA - 2018



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Major Strategic Economic Development Projects

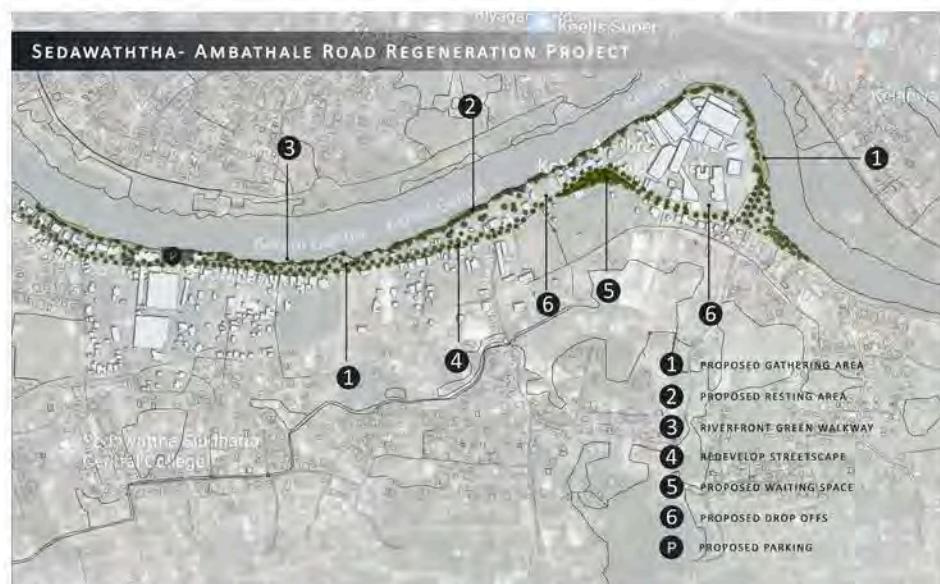
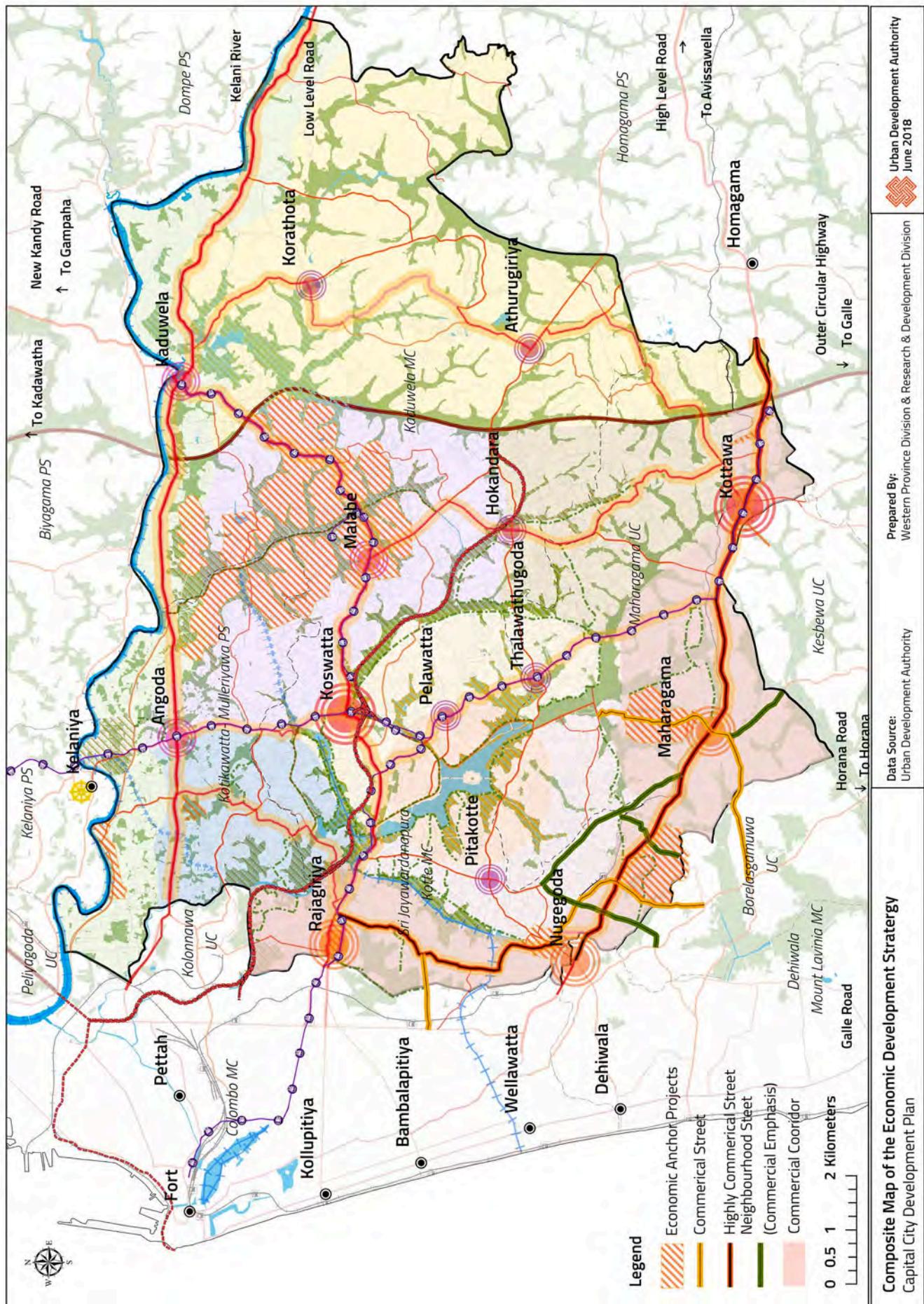


Figure 7.1 : Project 1 - River base warehouse strip design layout
Source : Western Province Division and Research & Development Unit, UDA – 2018

Strategic Intervention 4: Cluster Space Economy Promotion through Strategic Projects

The major economic growth drivers of economic development and the main economic clusters in the city have been analyzed to understand the pattern of economic development and clustering through the Suitability Analysis. In order to promote the recognized clusters and increase efficiency of interaction in commercial activities. The economic development strategy will initiate the projects, which will help to accelerate the existing cluster efficiency with the collaboration of other economic strategies with the infrastructure provision.



Map 7.6 : Composite map of economic development strategy with identified projects
Source : Western Province Division and Research & Development Unit, UDA - 2018



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Strategic Project 1 : Outer Ring –Office Cluster Development

Name of the Project & Project Code	Location	Type of Development	Expected Land Extent (Foot Print)
Office Cluster Development SI-E-1	Kotikawaththa	Town Center Development Project including a majority of Office Space, Institution	Office & Institution Space = 440,000 sqft. Retail Commercial Space = 190,000 sqft

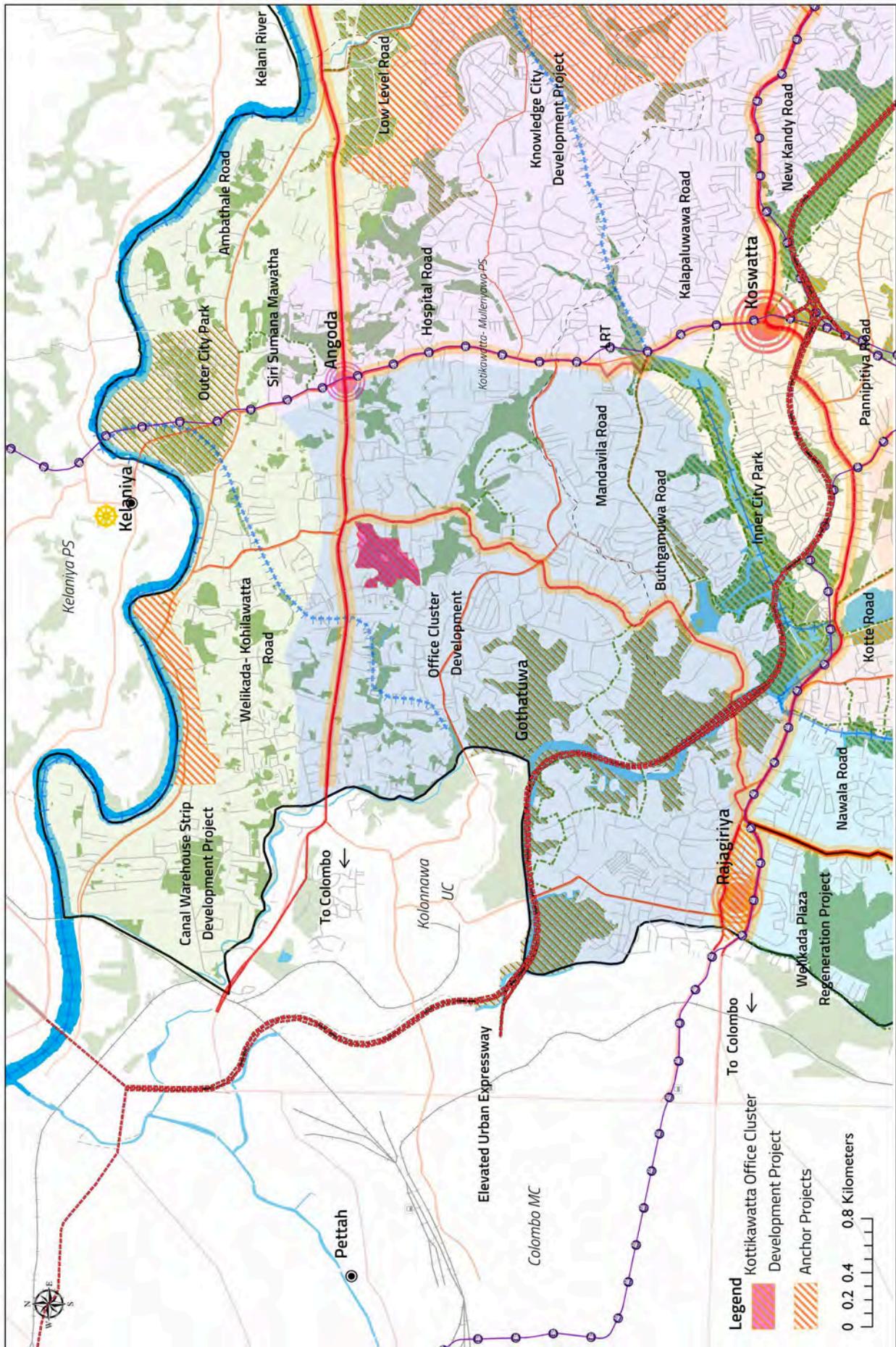
Table 7.3 : Strategic Project 2

Source : Western Province Division and Research & Development Unit, UDA - 2018



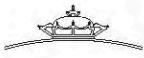
Figure 7.2 : Project 2 - Office cluster design layout

Source : Western Province Division and Research & Development Unit, UDA - 2018



Map 7.7 : Project 2 - Office cluster design layout

Source : Western Province Division and Research & Development Unit, UDA - 2018



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Strategic Project 2 : Outer Ring – Special Mixed Development Zone

Name of the Project & Project Code	Location	Type of Development	Expected Land Extent (Foot Print)
Special Mixed Development Zone SI-E-3	Rajagiriya Community Node – Welikada plaza area	Welikada Plaza area regeneration for Mixed Development Activities.	Commercial & Retail Space Development = 800,000 sqft. Residential Space = 200,000 sqft

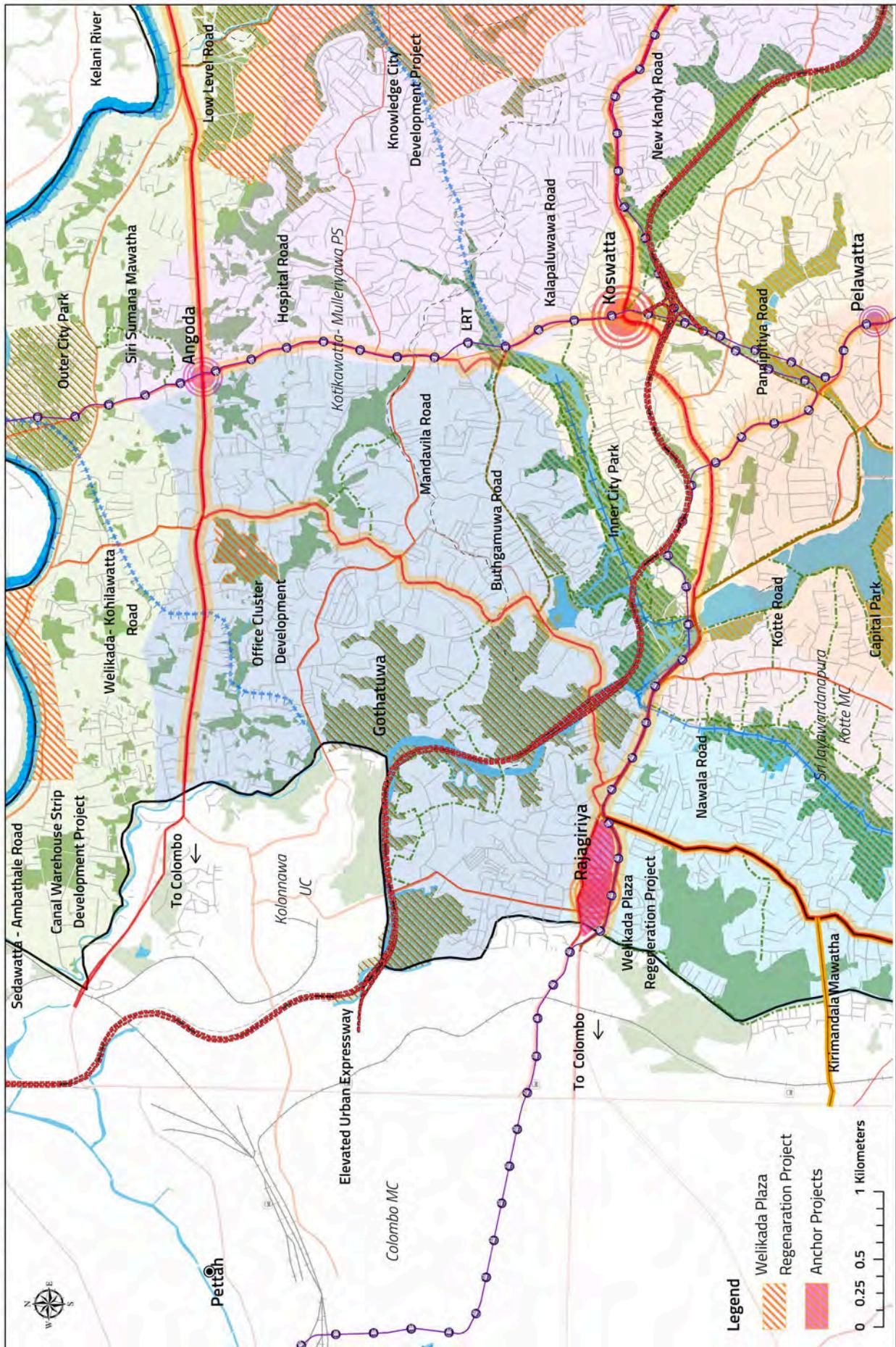
Table 7.4 : Strategic Project 3

Source : Western Province Division and Research & Development Unit, UDA - 2018



Figure 7.3 : Projecct 3 – Outer ring special mix development layout

Source : Western Province Division and Research & Development Unit, UDA - 2018



<p>Prepared By: Western Province Division & Research & Development Division</p> <p>Data Source: Urban Development Authority, 2018</p>	<p>Urban Development Authority June 2018</p>
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**Strategic Project 3 : Nugegoda Super Market Area
Regeneration Project**

Name of the Project & Project Code	Location	Type of Development	Expected Land Extent (Foot Print)
Nugegoda Super Market Area Regeneration Project SII-E-7	Nugegoda Super Market	Super Market area regeneration for Mixed Development Activities.	Office Space Development = 100,000 sqft. Commercial & Retail Space Development= 120,000 sqft Residential Space = 97,000 sqft

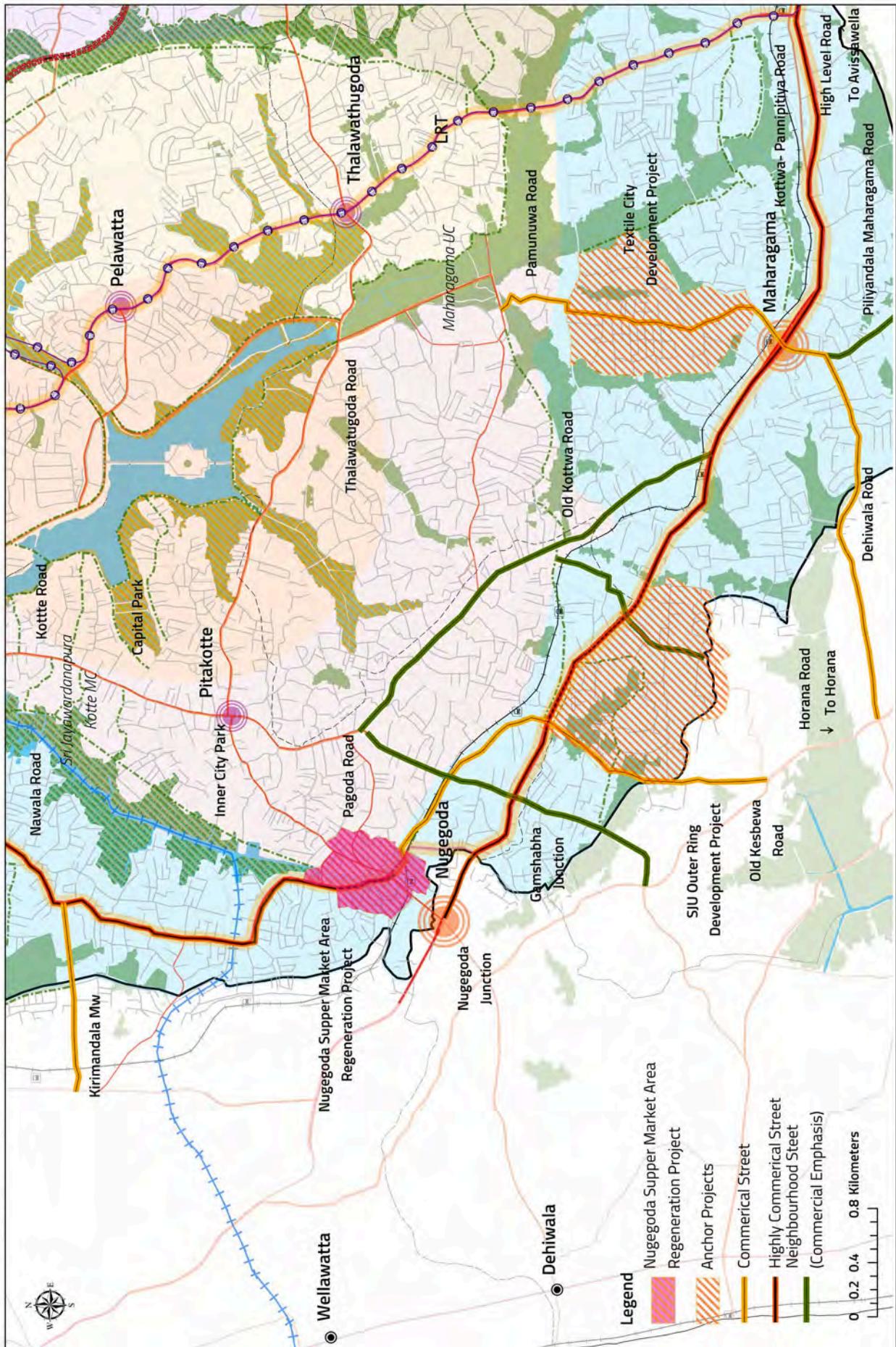
Table 7.5 : Strategic Project 4

Source : Western Province Division and Research & Development Unit, UDA - 2018



Figure 7.4 : Project 4 - Nugegoda super market area design layout

Source : Western Province Division and Research & Development Unit, UDA - 2018



Supper Market Area Regeneration Project- Nugegoda
Economic Development Strategy of Capital City Development Plan

Data Source:
Urban Development Authority, 2018

Prepared By:
Western Province Division & Research & Development Division

Urban Development Authority
June 2018

Map 7.9 : Project 4 – Nugegoda super market area design layout
Source : Western Province Division and Research & Development Unit, UDA - 2018



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Strategic Project 4 : University District Development Project

Name of the Project & Project Code	Location	Type of Development	Expected Land Extent (Foot Print)
University District Development Project SII -E-8	Sri Jayawardenapura University buffer	Area revitalization project including 3 components, Commercial Revitalization, Accessibility Improvement and Design Framework	Commercial & Retail Space Development: 1,800,000

Table 7.6: Strategic Project 5

Source : Western Province Division and Research & Development Unit, UDA - 2018

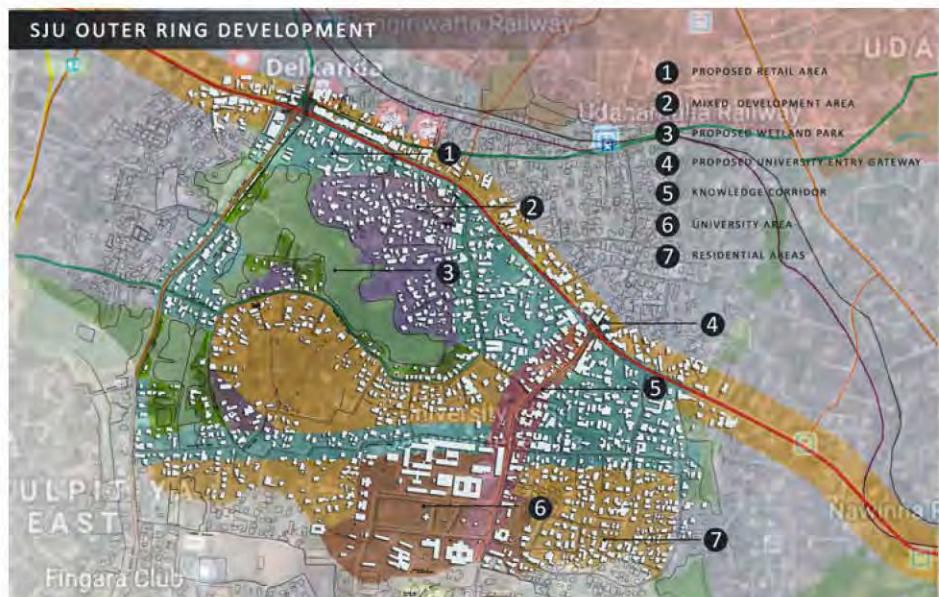
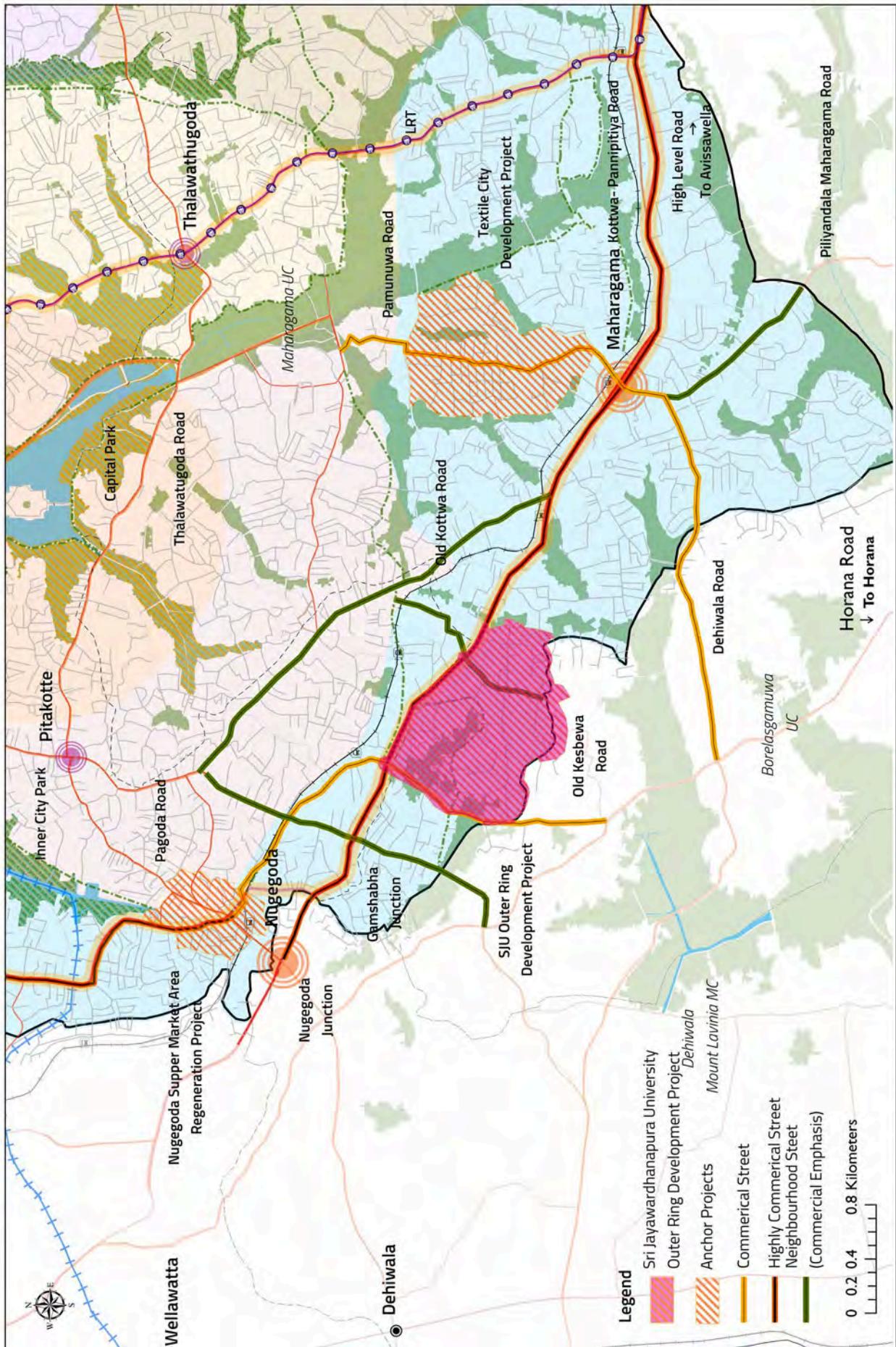


Figure 7.5 : Project 5 - University district development layout

Source : Western Province Division and Research & Development Unit, UDA - 2018



Sri Jayawardenapura University Outer Ring Development Project
Economic Development Strategy of Capital City Development Plan

Data Source:
Urban Development Authority
Western Province Division & Research & Development Division
2018

Prepared By:
Western Province Division & Research & Development Division
June 2018

Urban Development Authority
June 2018



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Strategic Project 5 : Textile Park Development

Name of the Project & Project Code	Location	Type of Development	Expected Land Extent (Foot Print)
Textile Park Development	Pamunuwa, Mahragama	Facilitate area for wholesale and retail development	Commercial & Retail Space Development: 2000
Open Space Development	Maharagama Town Center		Other Service area Development (Sq. ft) : 2000
Railway Station Regeneration	Maharagama Railway Station		
SI-E-2 (<i>Project by Western Province Division - UDA</i>)			

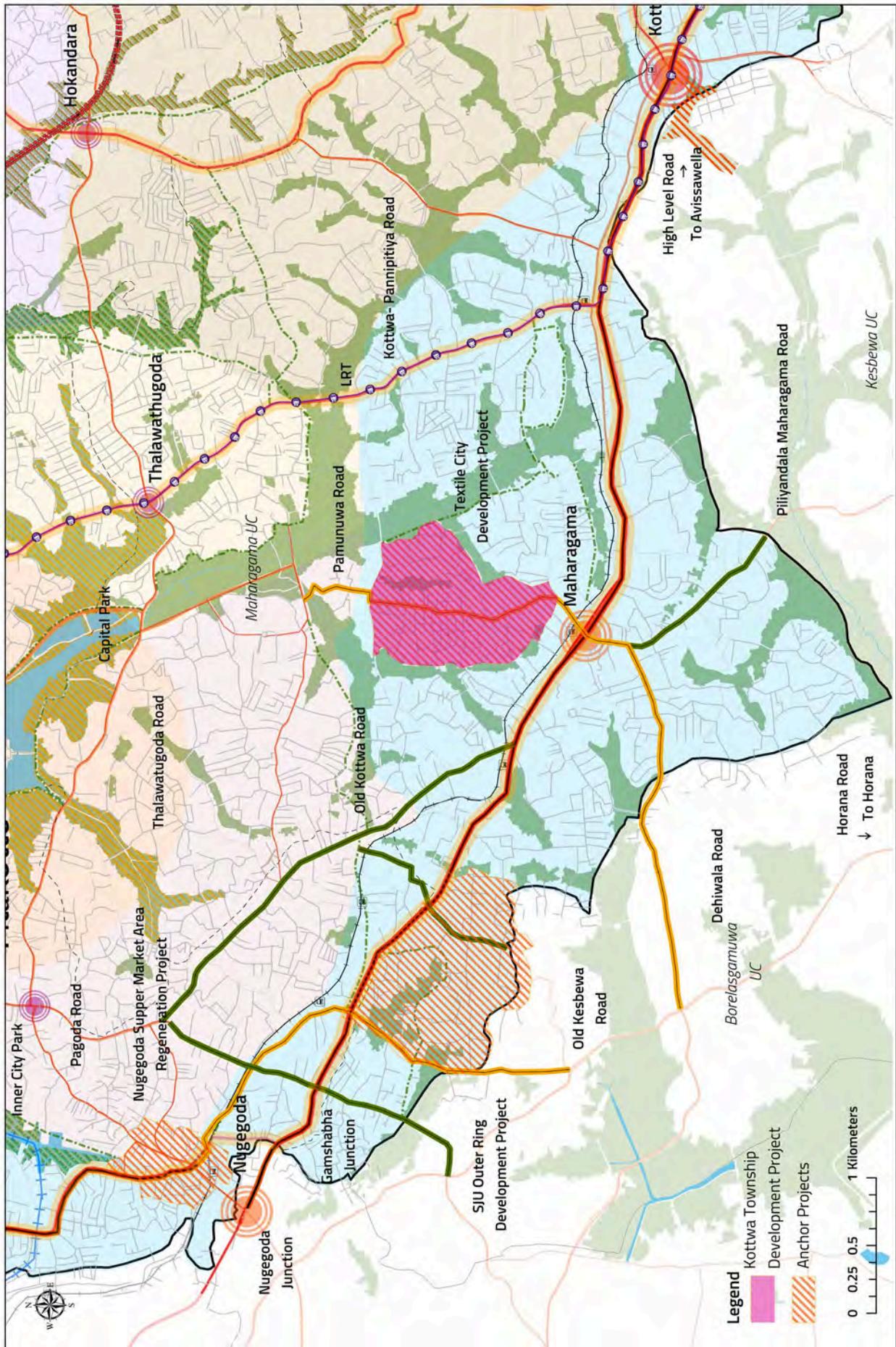
Table 7.7 : Strategic Project 6

Source : Western Province Division and Research & Development Unit, UDA - 2018



Figure 7.6 : Project 6 - Pamunuwa textile park development layout

Source : Western Province Division and Research & Development Unit, UDA - 2018



Textile City Development Project- Maharagama
Economic Development Strategy of Capital City Development Plan



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Strategic Project 6 : Knowledge City Development Project

Name of the Project & Project Code	Location	Type of Development	Expected Land Extent (Foot Print)
Knowledge City Development Project SIII-E-10 Project incorporated from Megapolis Development Plan	Malabe	Make Provisions to develop as an Information Technology and Higher Educational Hub	Commercial & Retail Space Development: 1,900,000 (foot Print) School & Higher Educational Space & Residential Space

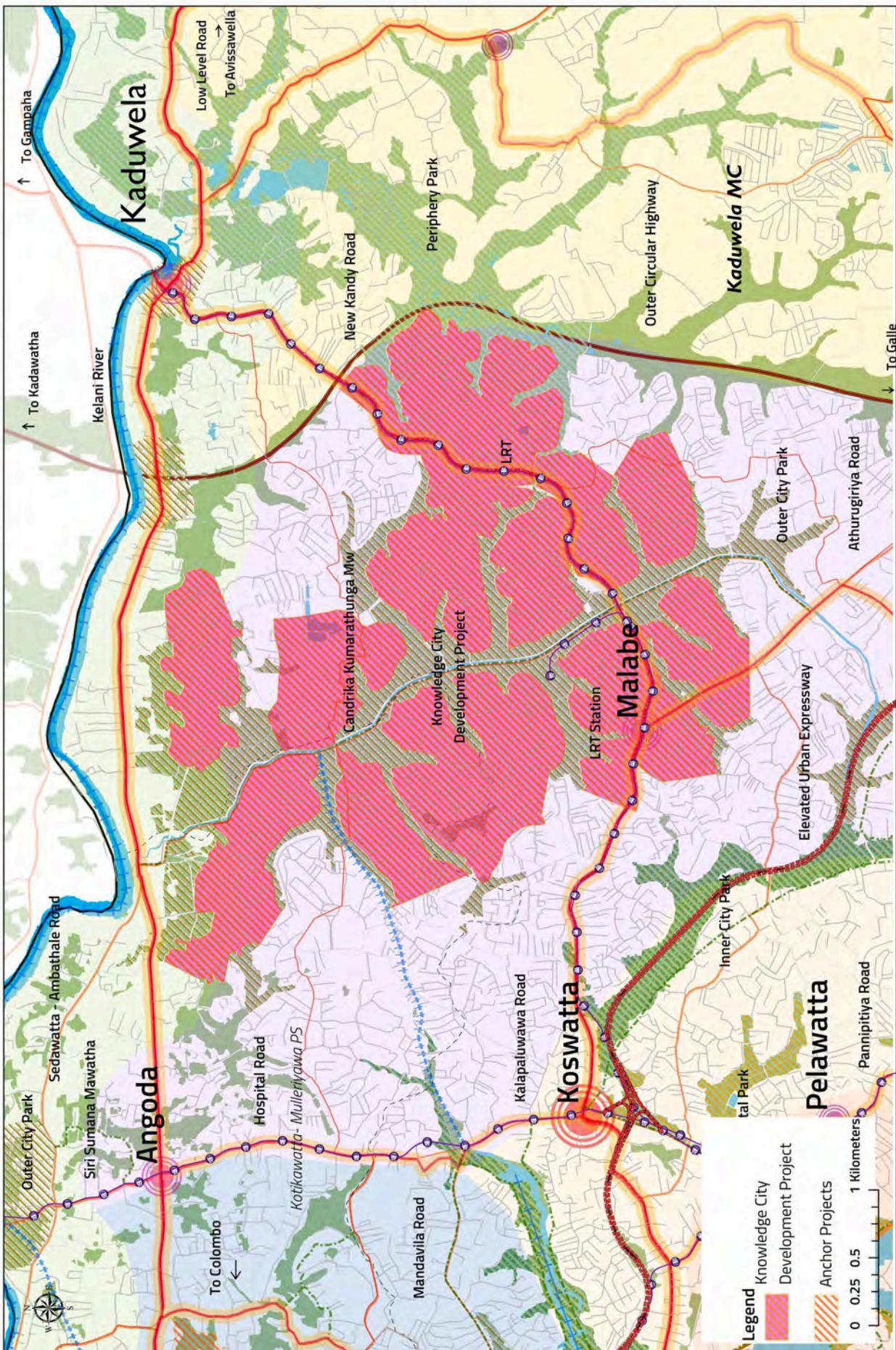
Table 7.8 : Strategic Project 7

Source : Western Province Division and Research & Development Unit, UDA - 2018



Figure 7.7 : Project 7 - Knowledge city design layout

Source : Western Province Division and Research & Development Unit, UDA - 2018



Knowledge City Development Project- Malabe
Economic Development Strategy of Capital City Development Plan

Data Source:
Urban Development Authority, 2018



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Strategic Project 7 : Kottawa Township Development Project

Name of the Project & Project Code	Location	Type of Development	Expected Land Extent (Foot Print)
Township Development Project	Kottawa Town center,	Mixed development including Bus Stand Relocation Project with commercial and residential space development.	Space calculation includes in Makubura Development Project
SII-E-4	Mahragama Town center		
SII-E-5 Project from Western Province, UDA)			

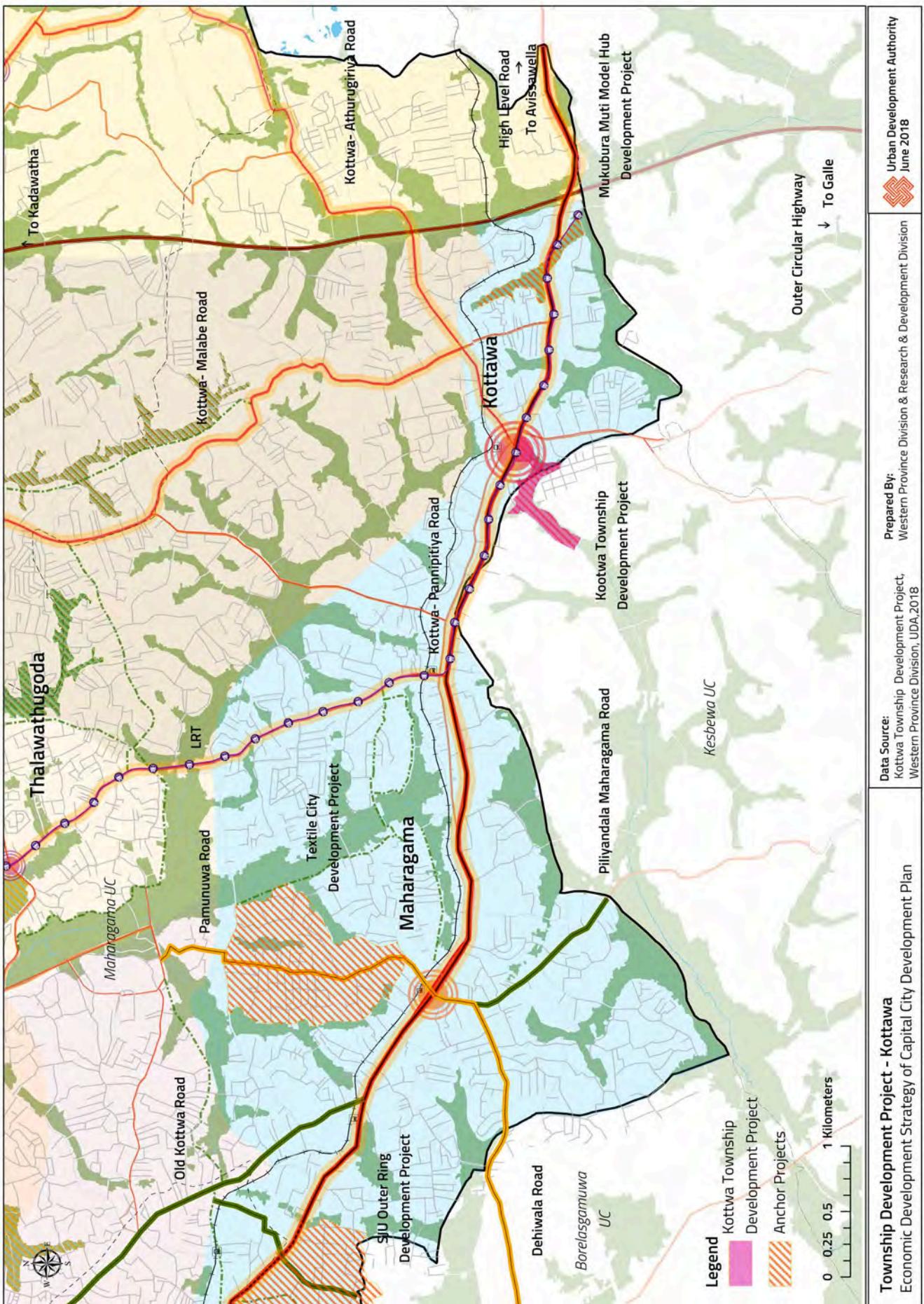
Table 7.9 : Strategic Project 8

Source : Western Province Division and Research & Development Unit, UDA - 2018



Figure 7.8 : Project 8 - Kottawa township development layout

Source : Western Province Division and Research & Development Unit, UDA - 2018





**Chapter 07
ECONOMIC
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**Major Strategic Economic
Development Projects**

Strategic Project 8 : Makubura Transit Orient Development

Name of the Project & Project Code	Location	Type of Development	Expected Land Extent (Foot Print)
Transition Orient Development SI-T-2	Makubura, Kottawa	Introduce different transport modes with Mixed Development Activities	Office Space Development (Sq. ft): 200,000 Commercial & Retail Space Development (Sq.ft): 800,000 Residential Space Development (Sq.ft): 200,000 (Foot Print)

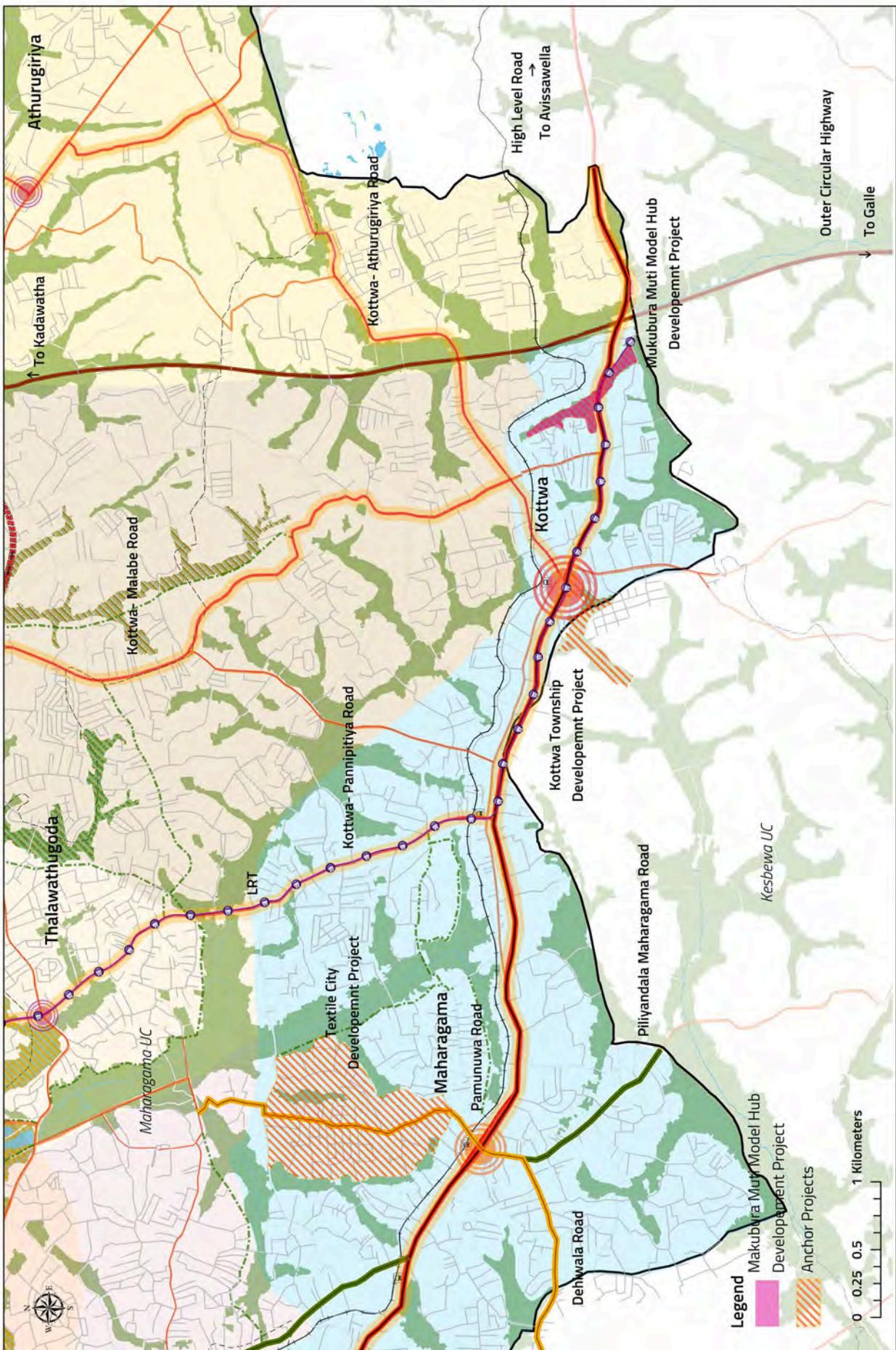
Table 7.10 : Strategic Project 9

Source : Western Province Division and Research & Development Unit, UDA - 2018



Figure 7.9 : Project 9 - Makubura TOD development

Source : Western Province Division and Research & Development Unit, UDA - 2018



Map 7.14 : Project 9 - Makubura TOD development

Source : Western Province Division and Research & Development Unit, UDA - 2018

Multi Model Hub Development Project- Kottwa (Makubura)
Economic Development Strategy of Capital City Development Plan

Data Source:
Makubura MMTH Development Project, UDA

Prepared By:
Western Province Division & Research & Development Division

Urban Development Authority
June 2018



Chapter 07
**ECONOMIC
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STRATEGY**

**Impacts of Strategic
Economic Development
Projects**

7.7. Impacts of Strategic Economic Development Projects

The economic performance impact of the above mentioned Projects were carried out based on two criteria;

1. *Additionally, added commercial space through the Projects (This space does not denote in the space added via business as usual method)*
2. *Additional Employment generation through the government intervention.*

Total added Spaces via Projects	Total Added Space	Total Gross employment generation
Total Added Commercial & Retail sqft	27 million	50,160 (20%)
Total Added Institution sqft	4.2 million	3,901 (10%)
Total Added Private Office sqft	1 million	1,548 (50%)
Total Regenerate Industry Warehouse sqft	1.2 million	445 (20%)
Total Added Residential Sqft	1.3 million	

Table 7.11 : Added space for Capital City through projects

Source : Western Province Division and Research & Development Unit, UDA – 2018

- *Total Direct Gross Employment Generation through the Projects = 56,054*
- *Total labour force participation = 36.24% (2016)*
- *Natural Growth Rate L.F.P = 44.6% (2030)*
- *Total labour force participation expansion = 50.86% (2030) (Planning Area)*

08

*Administrative
Development
Strategy*



Chapter 08
**ADMINISTRATIVE
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Introduction

Aims and Objectives

Scope of the
Administrative
Development Strategy

8.1. Introduction

8.1.1. Aims and Objectives

The existing situation of proposed Capital City Planning Area of Sri Lanka facilitates 99 national level institutions (Government and Semi Government Institutions) within a land area of 170 hectares and accommodates 26,000 government employees approximately.

The proposed Capital City Development Plan will attract more national level institutions to the proposed administrative district enclosed by wetlands. According to Census and Statistics data (2017), 266 government and semi government institutions are located within the area of Colombo Municipal Council out of which 214 of government and semi government institutions are identified to be relocated in the proposed Administrative area.

8.1.2. Approach

Accordingly, the main objectives of this strategy are to,

1. *Improve ‘character’ of the Capital City with sense of administrative functions by providing more spaces for administrative activities*
2. *Provide efficient and smooth administrative facilities by improving cluster efficiency.*

8.2. Scope of the Administrative Development Strategy

- *All strategic projects, proposed in this section of the development plan are expected to serve the planning area within the time durations specified in chapter 1 of the Development Plan. Situations beyond these durations will have to be dealt with timely updating of the development plan.*
- *This strategy aims to accommodate and facilitate national level administrative institutions to the proposed administrative district as mentioned in the concept of the Capital City Development Plan*
- *The plan has taken into account the foreseeable conditions in the socio-economic infrastructure facilities, the advancement of technologies and the projected socio-demographic conditions, based on the available information. Any unexpected and unprecedented events or conditions shall be addressed with timely interventions.*

8.3. Strategic Interventions for Administrative Clusters Development

This strategy consists of two interventions

1. Intervention 01 – *Regeneration of Administrative Area (Cluster 01)*
2. Intervention 02 – *Townships Development and Road Improvement (Cluster 02)*

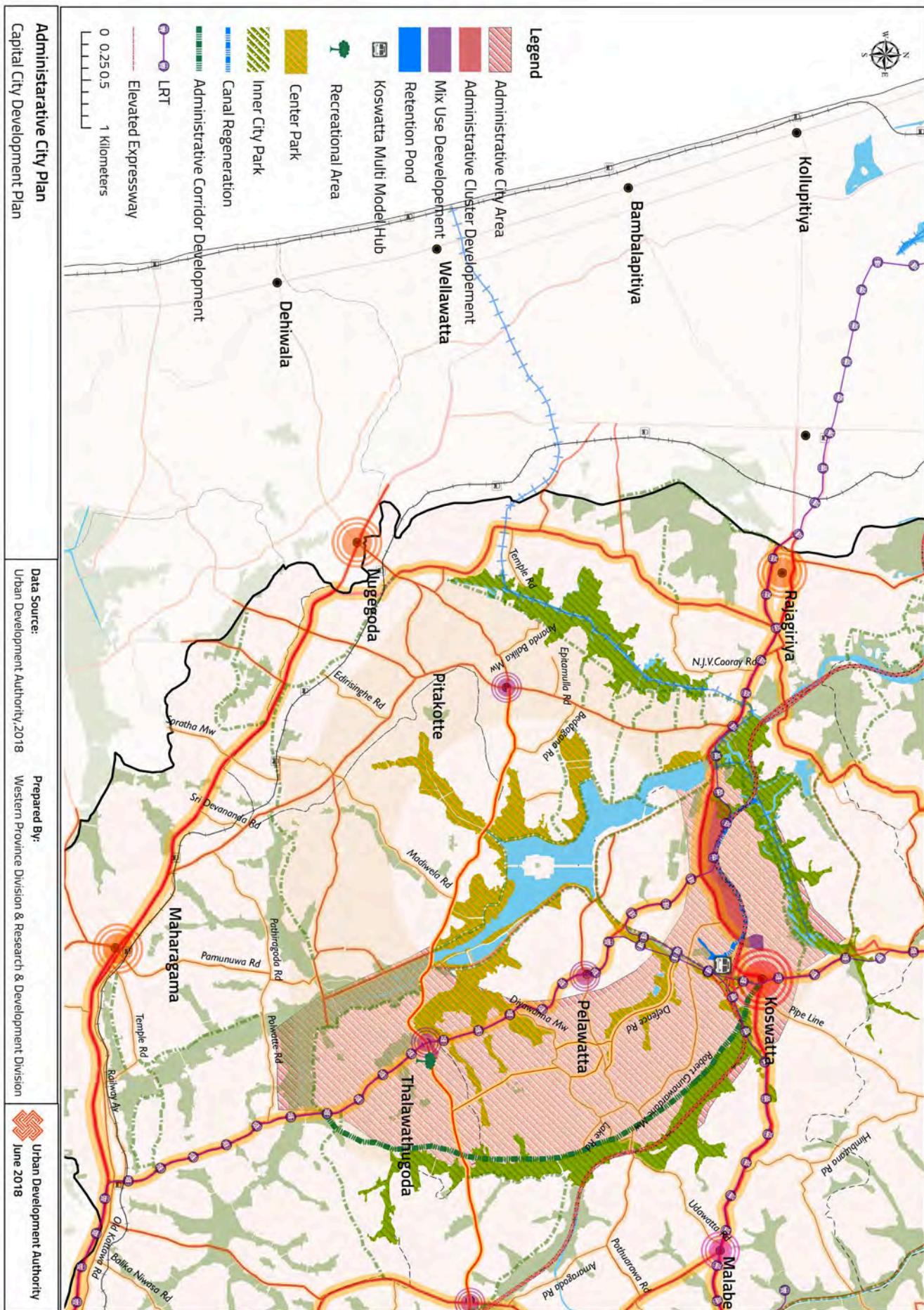
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Strategic Interventions
for Administrative
Clusters Development



Figure 8.1 : Concept of administrative development strategy

Source : Western Province Division and Research & Development Unit, UDA - 2018



Map 8.1 : Composite map of administrative cluster development strategy
Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Intervention 1 : Strategic Intervention for Regeneration of Administrative Area (Cluster 01)

The plan proposes to readjust Cluster 1 area by allocating lands to fulfill the requirement of administrative institutions with national level importance. The following criteria are considered in order to do so,

1. Existing administrative institutions locations
2. Existing road network
3. Proposed road and transport projects (Polduwa Road Extension, Proposed LRT Network, Proposed LRT Stations and Elevated Urban Expressway)

Administrative Cluster 01 Development proposes to develop the administrative functions within an extent of 70 acres approximately. 18 acres of the given extent is occupied by administrative activities such as Sethsiripaya Stage 1, Stage 2, Suhurupaya, Department of Census & Statistics and Proposed Sethsiripaya Stage 3 building complex. Further, it is proposed to redesign the remaining area of Cluster 1 with green space extensions by incorporating the Diyatha Park Extension Project.

Strategic Intervention 2 : Strategic Intervention for Townships Development and Road Improvement (Cluster 02)

Currently, administrative institutions are distributed around the Battaramulla and Pelawatta area. Further It is expected to encourage the relocations and new establishments of administrative institutions from Koswatta to Thalawathugoda.

Most prominently, this development aims to provide necessary provisions to administrative functions of Cluster 02 area. Cluster 2 mainly comprises three components as mentioned below,

1. Koswatta Township Development
2. Thalawathugoda Township Development
3. Road improvement towards Cluster 02 area

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**Strategic Interventions
for Administrative
Clusters Development**



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**Strategic Projects for
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Development**

8.4. Strategic Projects for Administrative City Development

Strategic Intervention 1 : Strategic Intervention for Regeneration of Administrative Area (Cluster 01)

Strategic Projects 1 : Redesign of Cluster 1 Area



Figure 8.2: Admin plan cluster 1 development

Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Projects 2 : Conversion of Land to Urban Spaces and Recreational Parks

It is proposed to readjust adjacent lands of the administrative building as urban spaces and recreational parks with green space extensions to provide recreational facilities to offices and the general public. Further, it is proposed to incorporate Diyatha Park Extension Project and regenerate the canal which flows along Diyatha Park towards Koswatta area (2 km) with admirable landscape.



Figure 8.3: Cluster I - admin area regeneration project

Source : Western Province Division and Research & Development Unit, UDA - 2018



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Strategic Projects for Administrative City Development

Figure 8.4: Expected Urban form in cluster I - Admin city
Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Intervention 2 : Strategic Intervention for Townships Development and Road Improvement (Cluster 02)

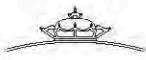
Strategic Projects 1 : Koswatta Township Development

Koswatta Town is identified as one of the First Priority Nodes in the Capital City. Therefore, it is expected to have a massive development while achieving the proposed character of the area. Koswatta will also perform as a Transitional Node which gives the impression of entering the Administrative District of the Capital City. Hence, it is noticeable that the plan provides special consideration to Koswatta. In order to achieve the expected use of administrative space, many projects are proposed, while character improvement projects will be discussed in the Urban Design Strategy. Township development comprises sub-projects as below,

1. *Road and transport network development*
2. *Ceremonial access ways*
3. *Multi model hub*
4. *Mix development area*
5. *Canal regeneration*
6. *Retention pond*
7. *Walking path improvement*

Sub-Project 1 : Road and Transport Network Development of Koswatta Town

As this node is expected to perform as the First Priority Node with administrative uses, it is necessary to improve the connectivity and accessibility of the node. Therefore, following transport improvements are suggested for Koswatta.



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The Koswatta Node currently performs an important role since, the road network links Colombo and Kaduwela through New Kandy Road and this road is identified as Urban Functional Highway (P1) by the Transport Development Strategy. Kelaniya and Kolonnawa are connected through Kalapaluwawa Road (proposed as a four lane arterial road). On the other hand, Koswatta node links Robert Gunawardhana Road, Denzil Kobbakaduwa Road and Pipeline Road.

The proposed Elevated Expressway from New Kelani Bridge (NKB) to Athurugiriya (OCH) (17.3 km) and Light Railway Transit (LRT) from Malabe to Colombo (21km) and Hunupitiya to Makumbura (25km) run along Koswatta Junction. Hence, Koswatta will perform as a major transport hub with three transit modes.

Sub-Project 2 : Ceremonial Access Ways

Koswatta is recognized as one of the transitional points of the Ceremonial Access which is expected to convey the sense of ceremonial feeling through a hierarchical change of landscaping. Accordingly, the first experience of hierarchical change is to provide from Koswatta to Malabe through New Kandy Road and the second experience from Koswatta to New Akuregoda Road through Denzil Kobbekaduwa Road.

Sub-Project 3 : Multimodal Hub

Multi Model Hub at Koswatta Node is a main component of the Cluster 2 area and it is proposed to be developed as a 'First Priority Node' and it acts as the center point of Administrative District by provisioning transport facilities with Multi Model Hub that comprise three transport modes.

Three transit modes (Roads, LRT & Elevated Expressway) are proposed to move via Koswatta Node and Koswatta Node is identified as a major transport node. Due to those reasons, Koswatta Node is identified as an ideal place to construct the Multimodal hub. This will provide provision to administrative functions of the Cluster 01 and Cluster 02, including township development with canal regeneration, landscaping and walkability improvement.

A land (6 acre) situated in close proximity to Koswatta Node will be acquired by the Elevated Expressway project to construct the multimodal hub. Therefore, extra land acquisition is not needed. On the other hand, the proposed site is not located in the core area of Koswatta Node. Hence, it will not disturb other activities of the node.

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Strategic Projects for Administrative City Development

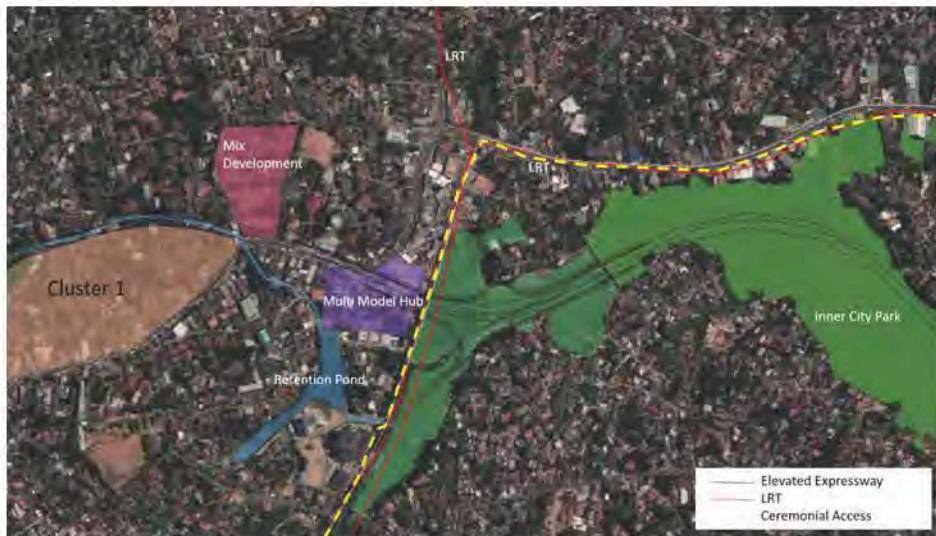


Figure 8.5: Proposed multimodal hub at Koswaththa

Source : Western Province Division and Research & Development Unit, UDA - 2018

Sub-Project 4 : Mixed Development Area

Existing Depot land (6 acre) is proposed to be used for mixed development with land readjustment to obtain optimum value of the Koswatta Node and attract more developers to the area.

Sub-Project 5 : Canal Regeneration/ Retention Pond / Walking Path Improvement

It is needed to improve open spaces and walking paths as this is a public area with scenic view. Hence, walking paths are proposed adjacent to the proposed Retention pond and canal regeneration site.

A retention pond is proposed to be established by using fragmented wetlands which can be seen adjacent to the proposed Multimodal hub and walking paths are proposed to be developed near the retention pond.

Further, it is proposed to regenerate the canal from Diyatha Uyana to Koswatta Node (2km) and it is expected to provide scenic view to the Administrative Cluster 1, 2 and proposed Multimodal Hub. Further, walking paths are proposed to be developed along the proposed canal and Inner City Park.



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Strategic Projects for Administrative City Development



Figure 8.6: Kosawaththa township development project

Source : Western Province Division and Research & Development Unit, UDA - 2018



Figure 8.7: Kosawaththa township development project layout

Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Projects 2 : Thalawathugoda Township Development

Thalawathugoda Township is a proposed Third Priority Town and it is bounded to Capital City Park. It is to perform as a transitional point to enter the Inner City. It has given more concern on open spaces to convey a different feeling to the users of the area.

Thalawathugoda Township Development comprises the following sub-projects;

Sub-Project 1 : Administrative Area Development.

Thalawathugoda is considered a main node of Cluster 2 area among the proposed administrative clusters. Hence, a land area with an extent of 03 acres adjacent to Thalawathugoda Node is proposed to be developed with administrative activities including land readjustments.

Sub-Project 2 : Recreational Area Development

A part of the Capital City Park is located in the center of the Thalawathugoda Node. Hence, it is proposed to develop the adjacent land of 2 acres as, a recreational area with land readjustment.

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Strategic Projects for Administrative City Development



Figure 8.8: Thalawathugoda township development project

Source : Western Province Division and Research & Development Unit, UDA - 2018



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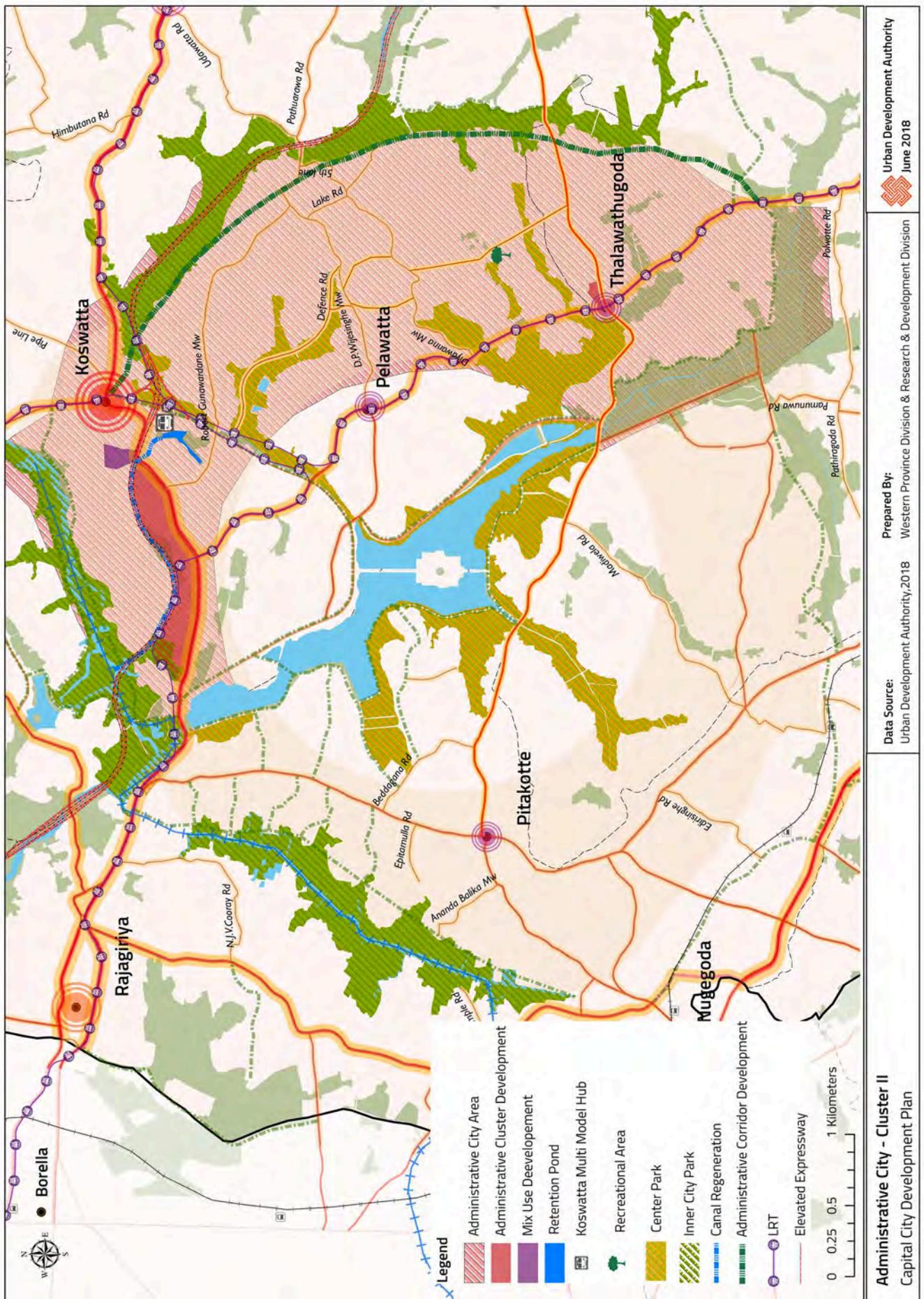
Figure 8.9: Thalawathugoda township development project layout.
Source : Western Province Division and Research & Development Unit, UDA - 2018

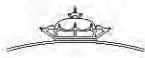
Strategic Projects 3 : Road Improvement towards the Cluster 02 Area

Four roads to provide provisions to the Cluster 2 Area in order to strengthen the intervention of proposed administrative institutions

1. *Develop four lane road from Ganahena to Hokandara*

Stage I: Widen Robert Gunawardhana Mawatha from Ganahena to Denzil Kobbekaduwa Road up to 04 lanes (0.39km)
Stage II: Widen and extent Biso Manike Road from Defence Ministry Building to Hokandara up to four lanes (1.2km)
2. *Develop Half Circular shaped 04 lane road from Koswatta to Hokandara adjacent to Thalangama Tank & marshy land (4.0 km)*
3. *Widen Hokandara Road into 04 lanes*
4. *Widen Denzil Kobbakaduwa Road up to 04 lanes*





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**Strategic Projects for
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**Impact of
Administrative City
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Cluster	Strategic Project Code	Project Name
Cluster 1	SI-A-1	Redesign of Cluster 1 Area
	SI-A-2	Conversion of Land to Urban Spaces and Recreational Parks
Cluster 2	SII-A4	Kosawaththa Township Development Project
	SII-A-5	Thalawathugoda Township Development Project
	SI-A-6	Road Improvement Projects Towards Cluster 2 area

Table 8.1 : Strategic projects in administrative cluster development strategy
Source : Western Province Division and Research & Development Unit, UDA - 2018

8.5. Impact of Administrative City Development Strategy

- When the existing situation of the capital city planning area, is considered, 99 government and semi government offices are located within this area and 214 of national level institutions are proposed to be relocated from Colombo MC area. Finally, this planning area will totally accommodate 165 of central government and 148 of semi government institutions.
- When the existing administrative institutions of land use in the proposed administrative area, is considered, 3.2% of the land use is currently covered by the administrative institutions. With the proposed public & semi public office spaces 3.4% of land will be newly added to the current land use coverage. This would result a total land use coverage of 6.6%.
- According to Census and Statistics data, 26,000 employees currently work in government and semi government institutions and with the proposed office space, an additional number of 37,000 employees are proposed to be attracted towards the proposed administrative area. Hence, this strategy is considered to facilitate approximately 63,000 government employees.
- The current floor area of selected institutions of Colombo MC are proposed to be relocated in the Capital City. It is approximately 650,000m²

The background of the image is an aerial photograph of a wetland area. It features a large, winding river or canal system with several boats moving along it. The land is densely covered with lush green trees and some smaller, scattered buildings, possibly houses or small businesses, along the water's edge.

09

*Wetland
Management
Strategy*



9.1. Introduction

9.1.1. Aims & Objectives

Urban wetlands make cities livable in many important ways. They reduce flooding, replenish drinking water, filter waste, provide urban green spaces, and are a source of livelihoods while the rich vegetation contained in them purifies the air and performs various biological functions in favour of the dwellers and users. For example, Colombo wetlands are estimated to carry 39% of the city's storm water thereby functioning as a natural barricade against flooding of the city. By sequestering carbon, it also mitigates climate change. (*Rnasinghe, 2018*)

The city of Colombo has been declared as a wetland city under the RAMSAR Wetland Accreditation Scheme. The Colombo wetlands network comprises of wetlands in Baddagana, Diyasaru, Heen Ela, Kolonnawa, Kotte, Maddinnagoda, Mulleriyawa and Thalangama Wetlands. However, currently there seems to be a minimum concern on protecting these wetlands. Hence, The Capital City Development Plan is prepared with thorough concerns on wetland conservation and wise-use. Accordingly, it introduces Wetland Management Strategy particularly to conserve the wetland character of the Capital City. Further, Wetland Management Interventions are formed as a responsible interaction with the environment to avoid deprivation of natural resources, prevent disasters and assist long-term environmental quality of the planning area.

The natural setting of the Kelani River basin in the Capital City area could be identified as one of the prominent water resources to the city. However, it is figured as a reason for flood inundation. It is also concerned that, even though the area consists of natural wetlands to retain the overflow of river during rainy seasons, the unplanned and uncontrolled developments covered wide areas across the city areas aggregate the risk of flood. The reason for these unauthorized developments in the Capital City could be the high demand for land in the area as for the low land value and close proximity to the commercial capital, Colombo. However, the low land availability in the area has encouraged the interested parties to encroach the network of wetland system reclaim canals which increases the runoff of the area gradually. As a result, the natural drainage system has been disturbed, the flood risk has risen and most importantly, investors have been discouraged to invest in the area. Hence, the intention of the Wetland Management Strategy is to create a 'Green Blue Network' in order to develop the capital city among the chain of wetlands while conserving other green and blue characters of the area.

9.1.1. The Approach

The ‘Capital City Development Plan’ emphasizes the goal, ‘The experience of a city bloomed in a chain of wetlands’ as the inherent strength of ‘The Capital City’ lies on its prevailing green environment and it is important that this potential is used to the fullest. ‘The Capital City Development Plan’ has recognized three objectives to initiate the opening up of the eco system in the area to bloom the city with green and blue feature. They are,

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

9.2. Scope

- *The planning framework covered by this strategy includes existing green network and blue network within the planning area.*
- *The Wetland Management Strategy is specially to conserve the wetland character of the Capital City.*
- *All strategic projects, proposed in this section of the Development Plan are expected to serve the planning area within the time durations specified in Chapter 1. Situations beyond these time durations will have to be dealt with timely updating of the Development Plan.*
- *This strategy grants provisions to incorporate any proposal, plan, project or intervention that would be carried out by any relevant public or private party given that they will align and agree with the objectives and proposals of Capital City Development Plan.*



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**Strategic Interventions for
Wetland Management**

9.3. Strategic Interventions for Wetland Management

Wetland Management Strategy has two strategic interventions as below:

1. *Strategic Intervention for Green Network Management*
2. *Strategic Intervention for Blue Network Management*

Strategic Intervention 1 : *Green Network management*

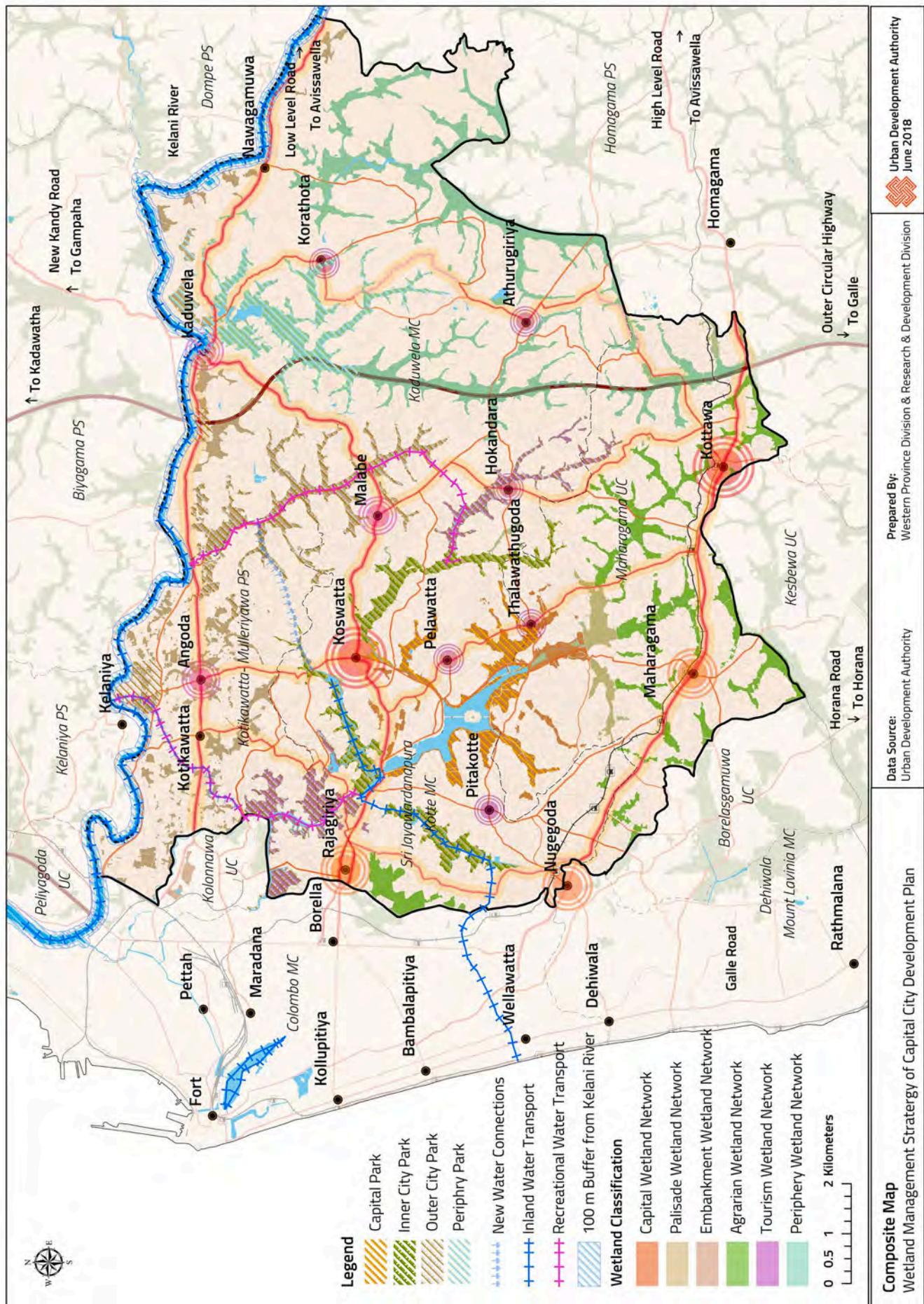
The main intention of developing Green Network Strategic Intervention is to enhance the capital city splendidly among the wetland chain. It consists of three strategies in order to mitigate flood and open up wetlands to the public while conserving them to future generations. They include,

- Strategic Project 1: *Wetland Classification Strategy***
Strategic Project 2: *Park Development Strategy*
Strategic Project 3: *Green Preservation Strategy*

Strategic Intervention 2 : *Blue Network Management*

In order to mitigate the threat of flood, ‘The Blue Network Strategic Intervention’ is developed. Accordingly, three strategies are used. The first strategy is to maintain the buffer along Kelani River and other water bodies of the Capital City. The second is to interconnect the existing reservoirs, water bodies and green feature by connecting missing links and creating new paths to form an extensive water-networked city. Third strategy is to develop the blue infrastructure network.

- Strategic Project 1: *Buffer Development***
Strategic Project 2: *Blue Network Development*
Strategic Project 3: *Water Transport Development*



Map 9.1 : Composite map of wetland management strategy
Source : Western Province Division and Research & Development Unit, UDA - 2018



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**WETLAND
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**Strategic Projects in
Wetland Management
Strategy**

9.4. Strategic Projects in Wetland Management Strategy

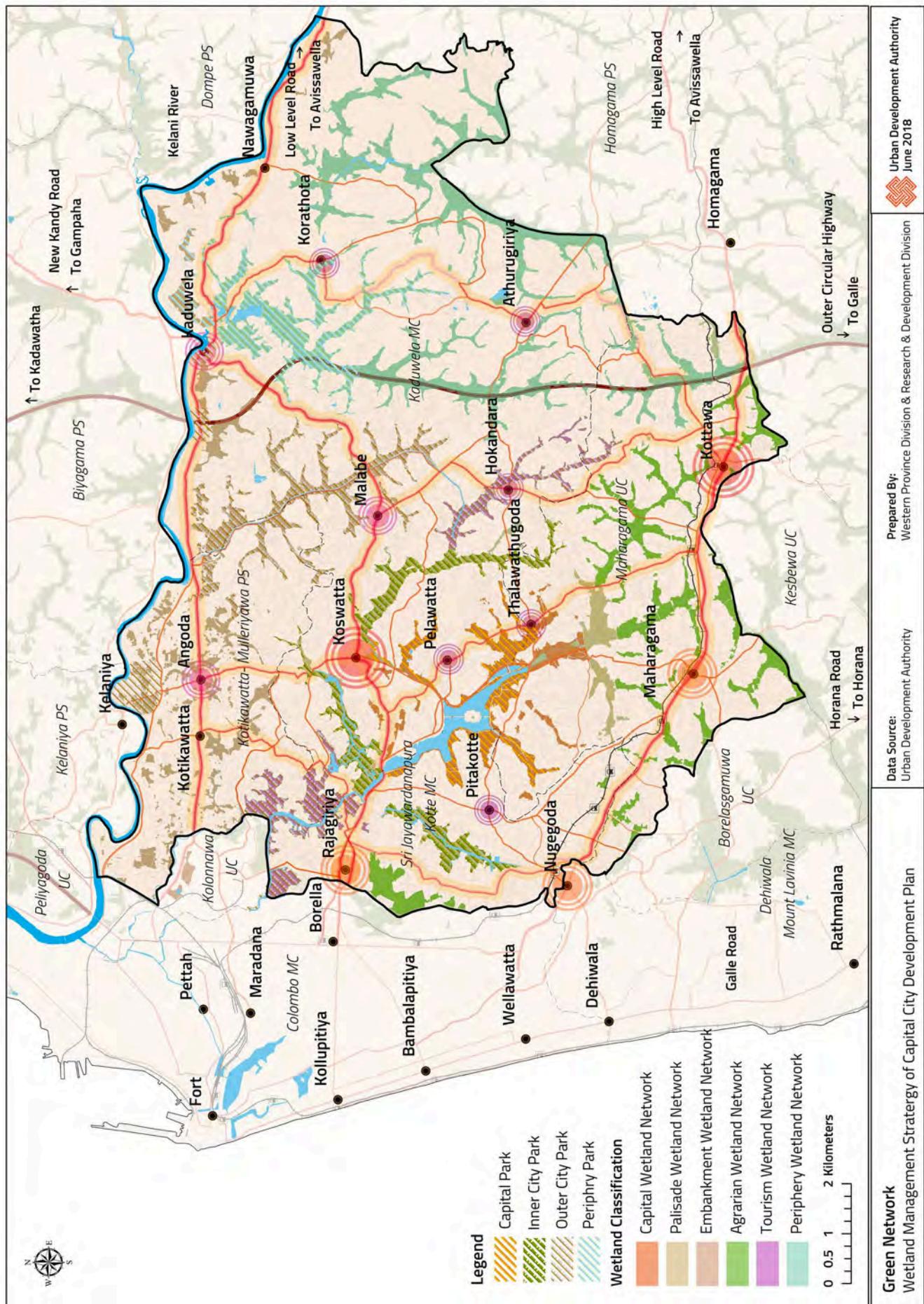
Strategic Intervention 1 : Green Network Management

Strategic Project 1 : Wetland Classification

The intention of wetland classification is to guide the developers of wetlands and form a unique image and identity to each wetland. The entire wetland network which is located within the Capital City Center Area is classified as The Capital Wetland Network. Through these it is expected to mitigate the threat of flood in the Capital City Center area.

The wetland network in The Inner City is considered a Palisade Wetland Network which is to convey the feeling of entering The Center and enclose The Inner City.

The wetland in The Outer City is classified under three parts including, an embankment wetland network to maintain current retention capacity while reducing the speed of the water flow during the rainy seasons, a tourism wetland network to conserve the green feature and promote tourism related activities and an agrarian wetland network to encourage the agriculture related companies and individuals to invest on those wetlands for agriculture related activities. The wetland network spread over The Periphery Area is specially to serve The Residential Zone of the Capital City. The wetlands identified as paddy fields and the ones which do not fall under the above classifications are expected to remain unchanged.



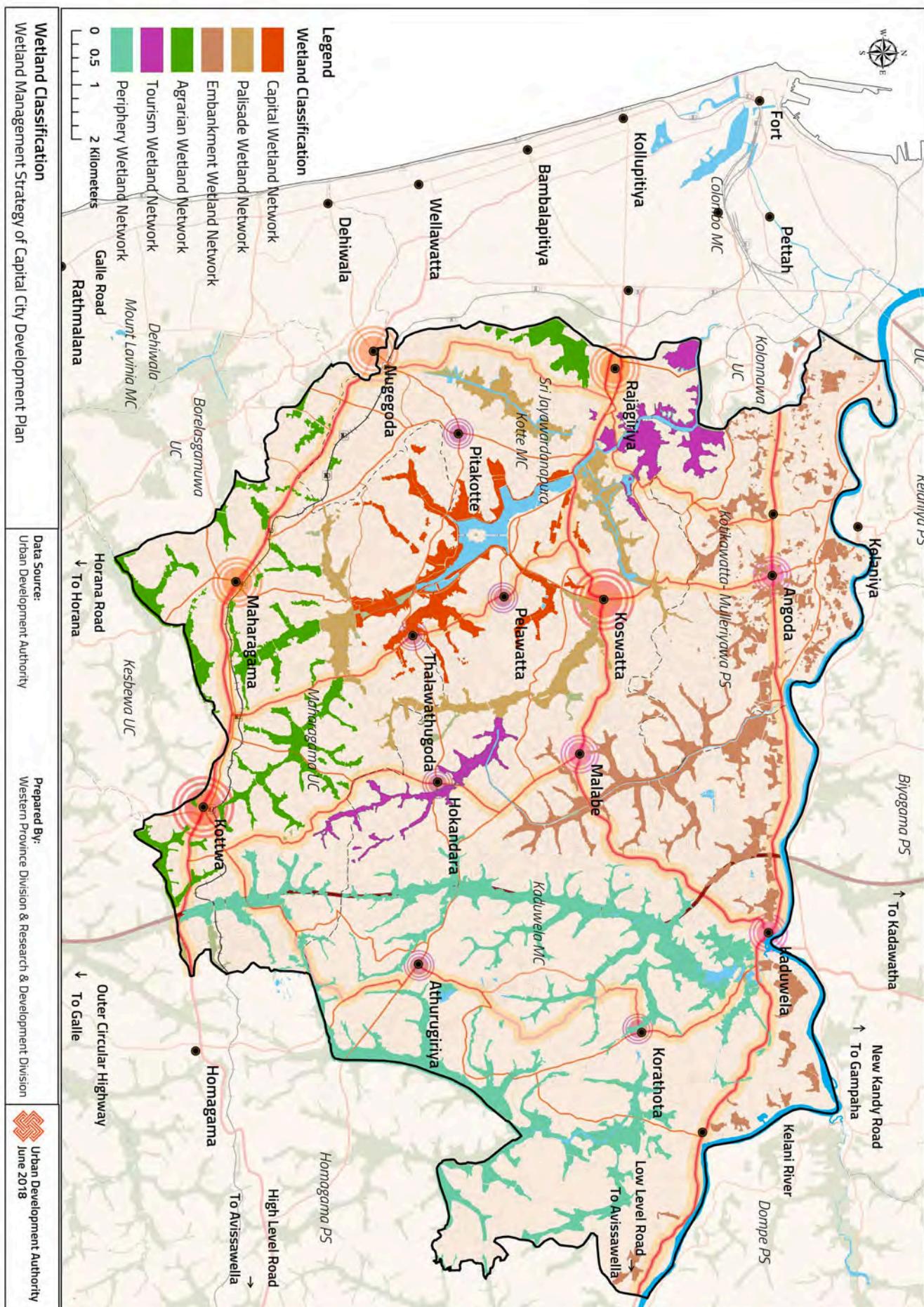
Map 9.2 : Composite map of green network management
Source : Western Province Division and Research & Development Unit, UDA - 2018

Data Source:
Urban Development Authority

Prepared By:
Western Province Division & Research & Development Division

Urban Development Authority
June 2018

Green Network
Wetland Management Strategy of Capital City Development Plan



Map 9.3 : Wetland classification in Capital City

Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Project 2 : Wetland Parks

The second strategy of the wetland conservation is the proposal of parks development. This strategy ensures wetland conservation and fulfills the open space demand of the area. Accordingly, four types of parks are proposed with different characters based on the hierarchical level of proposed character of the Capital City.

Center Park — The Center Park is a connection of Baddagana marsh, Bird Park marsh and Parliament Road marsh with an area of 2.94km². Through the initiatives, it is expected to reduce the flood risk of the area, while enhancing the image of the center.



Figure 9.1 : Image of the center Park in the Capital City

Source : Western Province Division and Research & Development Unit, UDA - 2018

Inner City Park — Three Inner City Parks are proposed for Thalangama Marsh, Kotte Marsh and Diyatha Uyana Marsh with A total area of 2.96km².



Figure 9.2 : Inner city park in Capital City

Source : Western Province Division and Research & Development Unit, UDA - 2018

Chapter 09 WETLAND MANAGEMENT STRATEGY

Strategic Projects in Wetland Management Strategy



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**Strategic Projects In
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Outer City Park — Outer City Parks are proposed for wetlands located in Kolonnawa, Madinnagoda, Thalangama, Malabe, Mulleriyawa and Kelanimulla. Specifically, a part of Thalangama Wetland is to be developed as a tourist related park, Malabe and Mulleriyawa to be developed as an office space development park and the unclassified marsh in Kelanimulla Wetland to be developed in order to reduce high flood risk in the area while performing as a facilitator to the newly proposed third order city in Kottikawatta- Angoda Node and conveying the sense of the Capital City for the travellers who process towards the Capital City from Gampaha District.



Figure 9.3 : Outer city park in Capital City - Malabe wetland
Source : Western Province Division and Research & Development Unit, UDA – 2018

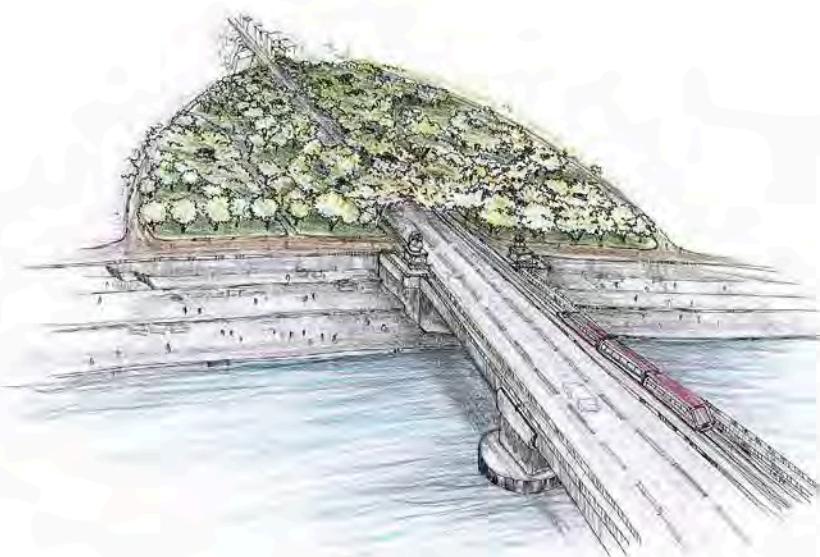


Figure 9.4 : Outer city park in Capital City - Kelanimulla
Source : Western Province Division and Research & Development Unit, UDA – 2018

Periphery Park — The Periphery Park is proposed for Kaduwela Marsh within a total area of 3.22km² to develop as an adventure park to serve the dwellers and visitors.

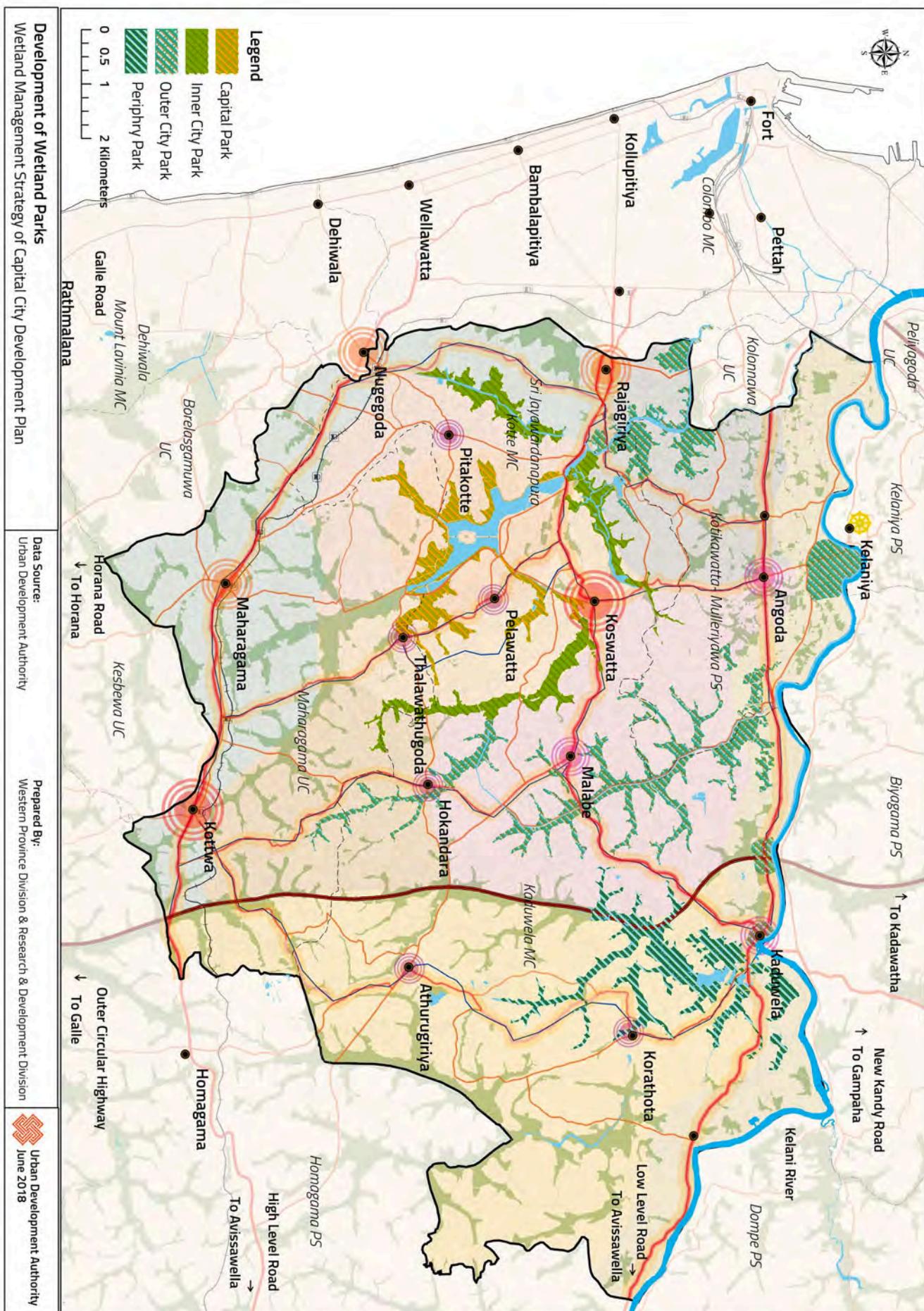
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Figure 9.5 : Periphery park in Capital City

Source : Western Province Division and Research & Development Unit, UDA - 2018



Map 9.4 : Proposed wetland parks in Capital City
Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Intervention 2 : Blue Network Management

Strategic Project 1 : Buffer Development

A 100m buffer zone is proposed along the Kelani River including an area of 5.41km² and a length of approximately 25km in order to reduce the disturbance on water flow. As per the Land Development Ordinance No: 19 of 1935, the following specifications are considered for water body reservation.

Water body width (m)	Width of water body reservation (m)
Less than 4.6	20 from the bank each side
4.6 – 15.2	40 from the bank each side
More than 15.2	60 from the bank each side

Table 9.1 : Water body width of water body reservation according to land development ordinance

Source : The land development ordinance no 19 of 1935

The width of Kelani River is more than 15.2m. Permanent structures are restricted within the buffer of 60m and remaining 40m is released for development under special regulations. The proposed landscaping project is designed to discourage encroachments and gain visual access of the river. Moreover, the Megoda Kelani River Bridge is given special attention to be re-designed to convey the sense of a capital city as it is a ceremonial access way towards the Capital City Center.

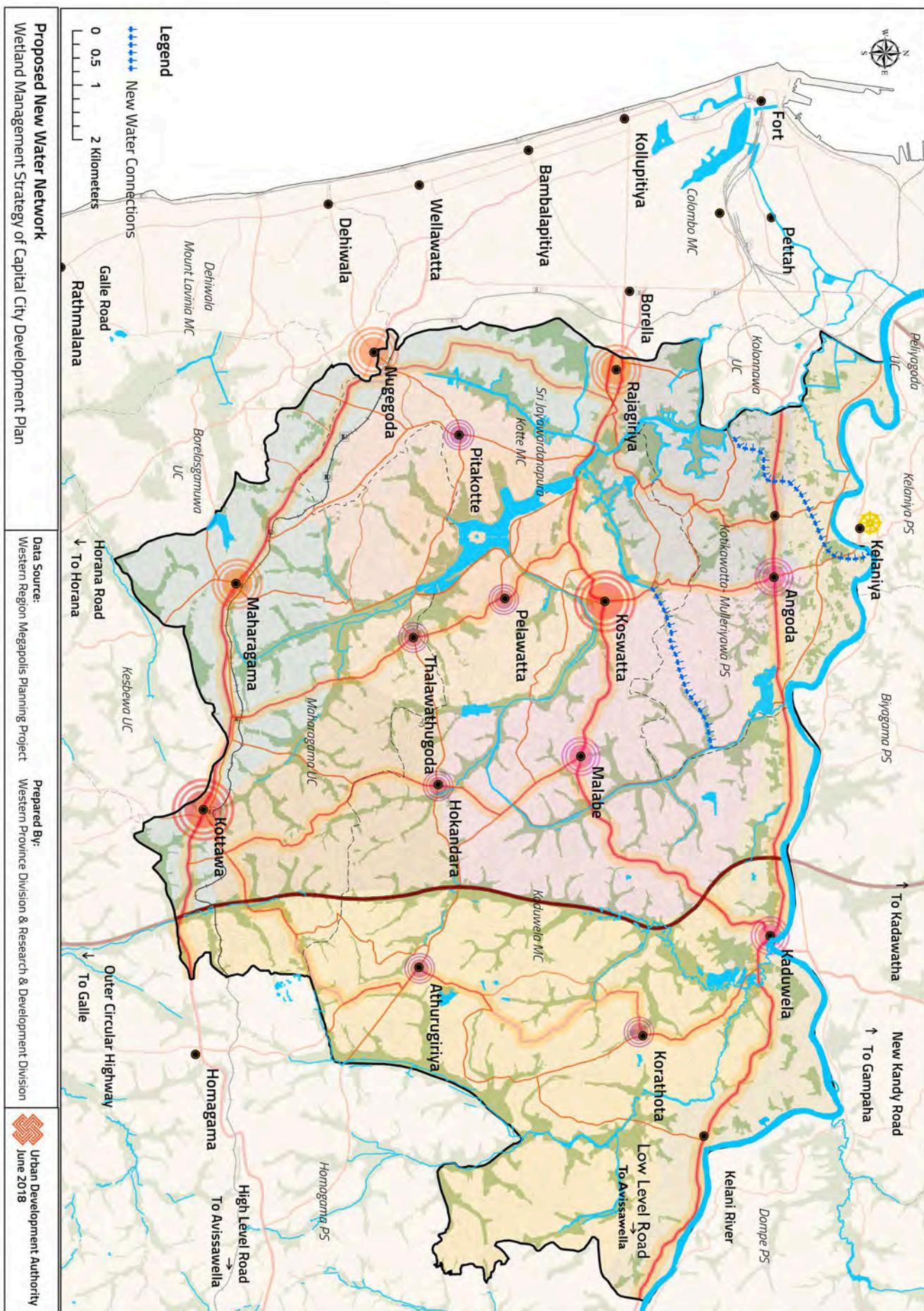


Figure 9.6 : Expected image on Kelani river reservation

Source : Western Province Division and Research & Development Unit, UDA - 2018

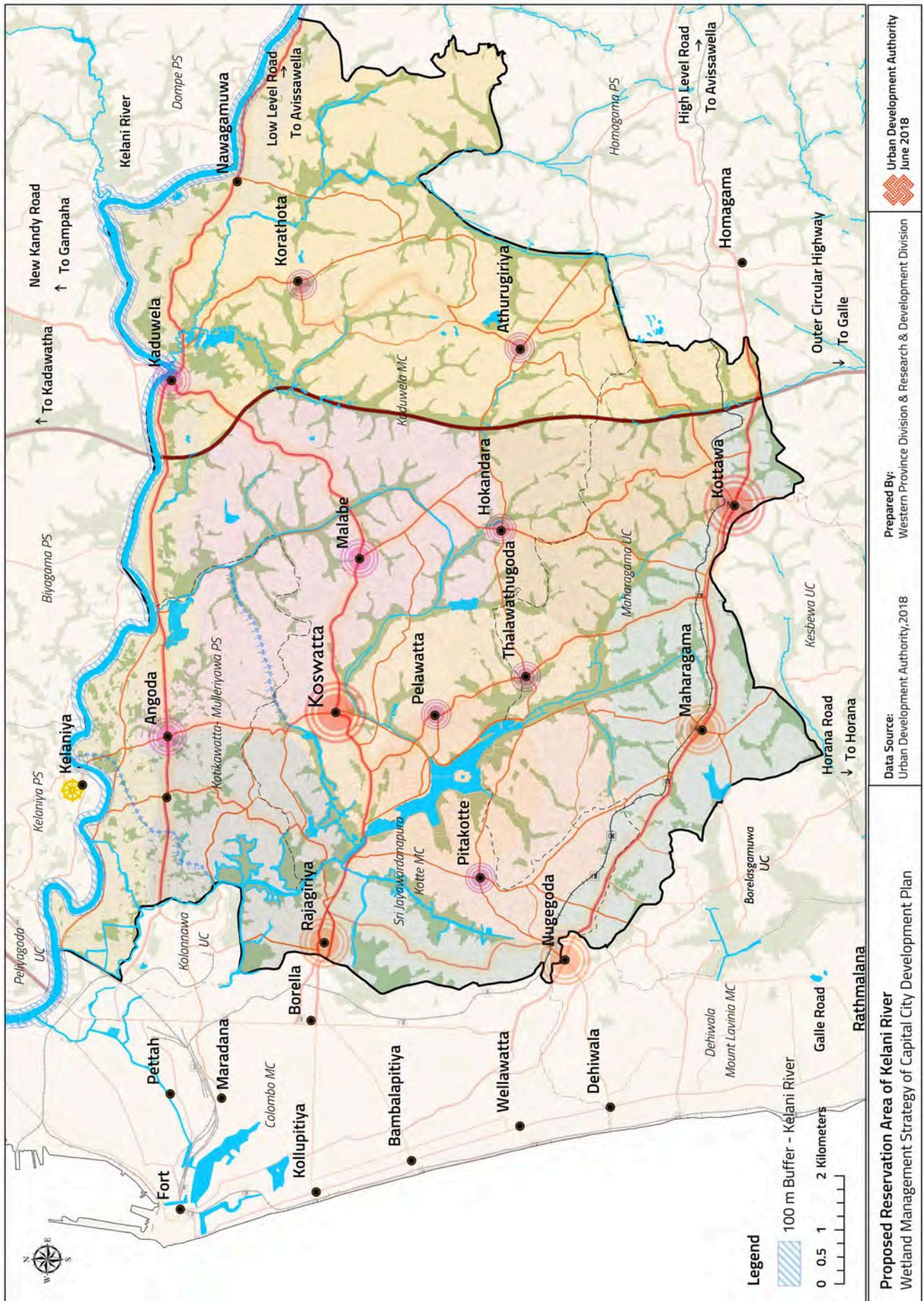
Chapter 09 WETLAND MANAGEMENT STRATEGY

Strategic Projects in Wetland Management Strategy



Map 9.5 : Proposed new waternetwork connection

Source : Western Province Division and Research & Development Unit, UDA - 2018



Map 9.6 : Proposed reservation area of Kelani river
Source : Western Province Division and Research & Development Unit, UDA - 2018



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Strategic Projects in
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Strategic Project 2 : Blue Network Development

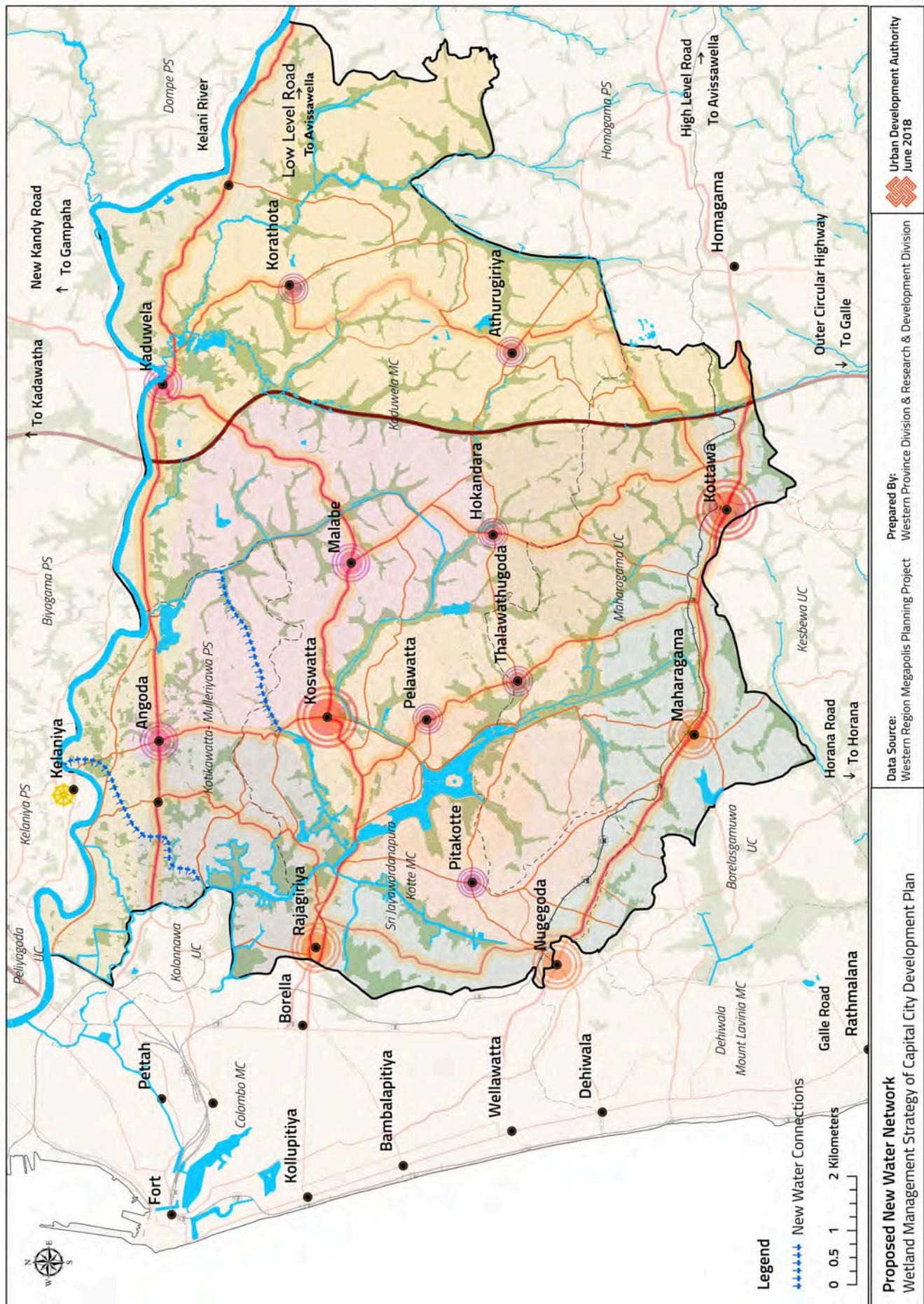
According to The Flow Direction Analysis, the length of missing links along the canal network is 7km. The plan proposes to develop the above mentioned missing links with the purpose of maintaining the exact green and blue network. Further, it is expected to mitigate the flood risk and create a pleasant natural environment which could enhance the image of capital city.

Strategic project 3 : Water Transport Development

It is expected to promote a water transport service with a total length of 14km for the area through the connection improvement. It is assumed to reduce the reclamation of canals in the area. The SLLRDC has proposed a passenger transport service connecting from Wellwatta to Battaramulla via Wellawatta Canal and Diyawanna Oya. Hence, The UDA has proposed a small scale new canal connection for the purpose of passenger transport from Battaramulla to Kelani River and from Malabe to Thalangama Tank. However, the proposed canal is not suitable for large scale passenger transport due to the depth of the canal. Hence, it is expected to be used for leisure activities. Along with the canal improvement project, it is anticipated to landscape beside the canal to change the character of Kotikawatta Area in order to match the character of proposed Capital City.

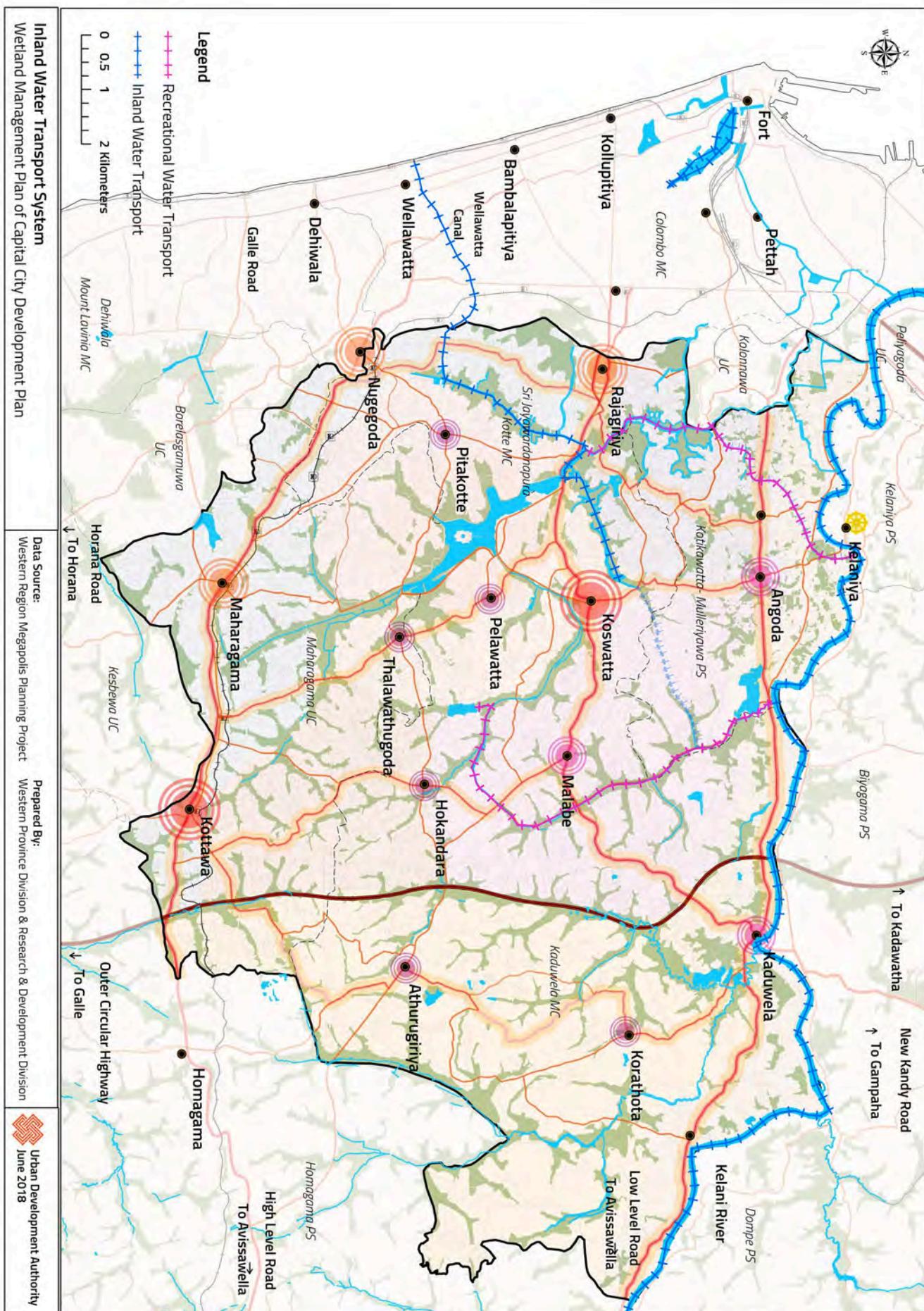


Figure 9.7 : Expected improvement along the proposed canal in Kotikawaththa area
Source : www.midlandsinbusiness.com/2017/07/residents



Map 9.7 : Proposed new water network connection

Source : Western Province Division and Research & Development Unit, UDA - 2018



Map 9.8 : Canal improvement in Capital City plan
Source : Western Province Division and Research & Development Unit, UDA - 2018

Project Type	Project Code	Project Name	
Green Network Management	SI-W-1	Thalangama Marsh related Park Project	Chapter 09 WETLAND MANAGEMENT STRATEGY
	SI-W-2	Capital City Park Project	Strategic Projects in Wetland Management Strategy
	SI-W-3	Canal Regeneration Project	
	SI-W-4	Kolonnawa Tourism Development Marsh related Park Project	
	SII-W- 6	Diyatha Uyana Extension Park	
	SII-W- 7	Eco-friendly Nature Park Project	
	SII-W -8	Megoda Kelaniya Marsh related Park Project	
	SII-W -9	Kaduwela Marsh related Park project	
	SIII-W-12	Malabe Marsh related Park Project	
	SIII-W-13	Green Walkway Project at Thalangama Tank	
Blue Network Plan	SII-W -5	Maintain Buffer along Kelani River	
	SII-W -10	Interconnection of Missing links of water bodies	
	SIII-W-14	Redesign Kelani River Bridge	
	SII-W -11	Passenger Transport Development (Wellawaththa to Baththramulla) - SLLRDC	

Table 9.2 : Strategic projects in wetland management strategy

Source : Western Province Division and Research & Development Unit, UDA – 2018

9.5. Impact of the Wetland Management Strategy

The Wetland Strategy intents to conserve the green and blue components with main tasks, namely, mitigation of flood risk, protection of bio diversity, supply of open space demand and enhancement of real estate market in the area. These initiatives are used to conserve 100% of the wetland network as the area is prone to flood risk. Further, this proposal is able to maintain the identified retention capacities of the identified catchments.

Consideration :

Total Area of wetlands in Capital City: 33,467,890sqm²

Area of Metro Colombo Region wetland: 19091336sqm² (57.04%)

Area of Remaining wetlands in Capital City: 14376554sqm² (42.9%)

Metro Colombo Region Wetlands Network retain 30.42% of storm water



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Impacts of the wetland Management Strategy



Figure 9.8 : Water catchments of the Capital City
Source : Sri Lanka Land Reclamation and Development Cooperation -2018

Catchment	Wetland Area	Retention Capacity %
Zone 1	15560000	21
Zone 2	2590000	3
Zone 3	1400000	2
Zone 4	1170000	1.5
Zone 5	1164000	1.5
Zone 6	680000	1
Zone 7	9690000	13
Zone 8	440000	1
Zone 9	8440000	11
Total	41,134,000	55

Table 9.3 : Retension capacity of water catchment of the Capital City
Source : Western Province Division and Research & Development Unit, UDA – 2018

According to the Water Catchment Analysis of Sri Lanka Land Reclamation and Development Corporation, the annual GDP loss for Colombo is expected to be 1.8% as a result of the reduction of wetlands in Metro Colombo Region.

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**Impacts of the wetland
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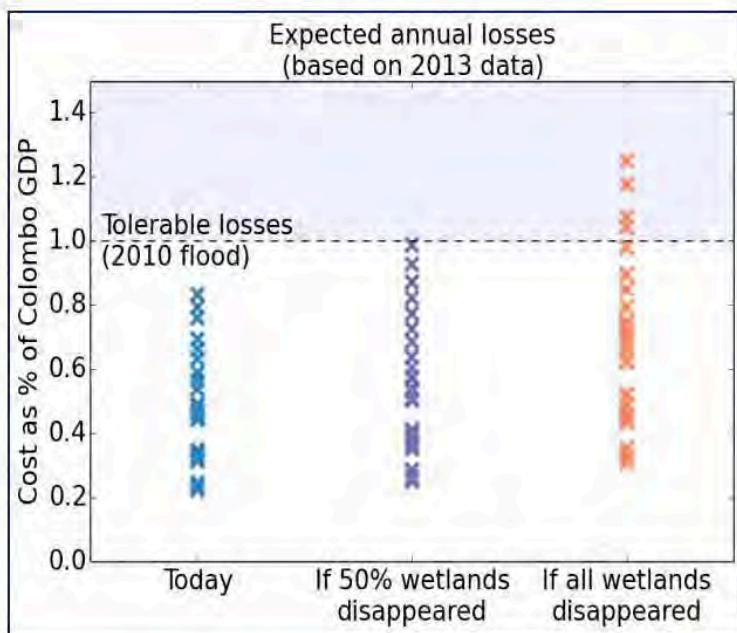


Figure 9.9 : Expected annual loss by flood

Source : Sri Lanka Land Reclamation and Development Cooperation - 2018

Then annual Colombo GDP loss of the area is assumed to be 1.94%, if the entire wetland network disappears in the Capital City Planning area. The wetland network assists to maintain the drainage system of the area as follow,

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

Table 9.4 : Runoff of the water catchments of the Capital City with existing land use

Source : Western Province Division and Research & Development Unit, UDA - 2018

The conservation of wetland network in the area contributes to cater 100% open space demand in the Capital City area as follow.



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

Table 9.5 : Open space demand of the Capital City

Source : Western Province Division and Research & Development Unit, UDA - 2018

According to the ‘American Planning Association - 2018 Standards for Outdoor Recreational Areas.’ The estimated park needs of a city for 100,000 people are as below,

Recreational Uses	Area (Acres)
Reservations	700
1 large city park	400
10 neighbourhood parks	250
50 playgrounds	100
gardens and squares	50
Total	1500

Table 9.6 : Standards of the recreational uses

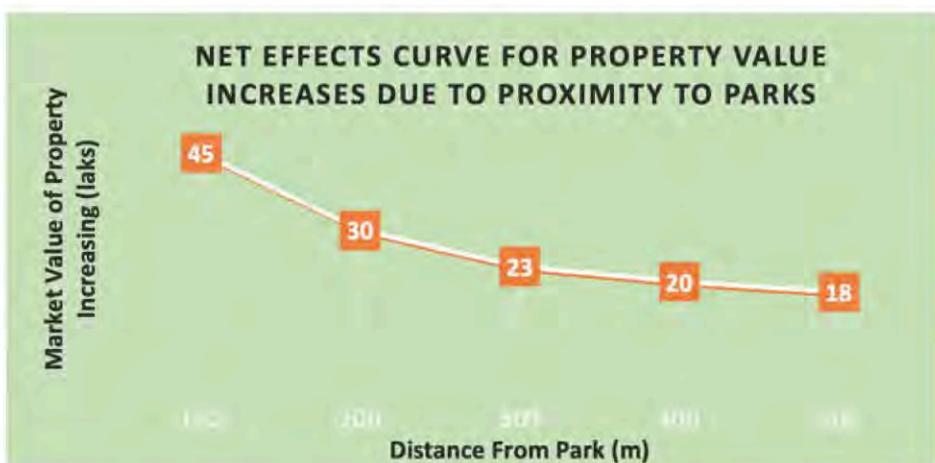
Source : www.planning.org/pas/reports/report194.htm

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

Table 9.7 : Open space demand of the Capital City

Source : Western Province Division and Research & Development Unit, UDA - 2018

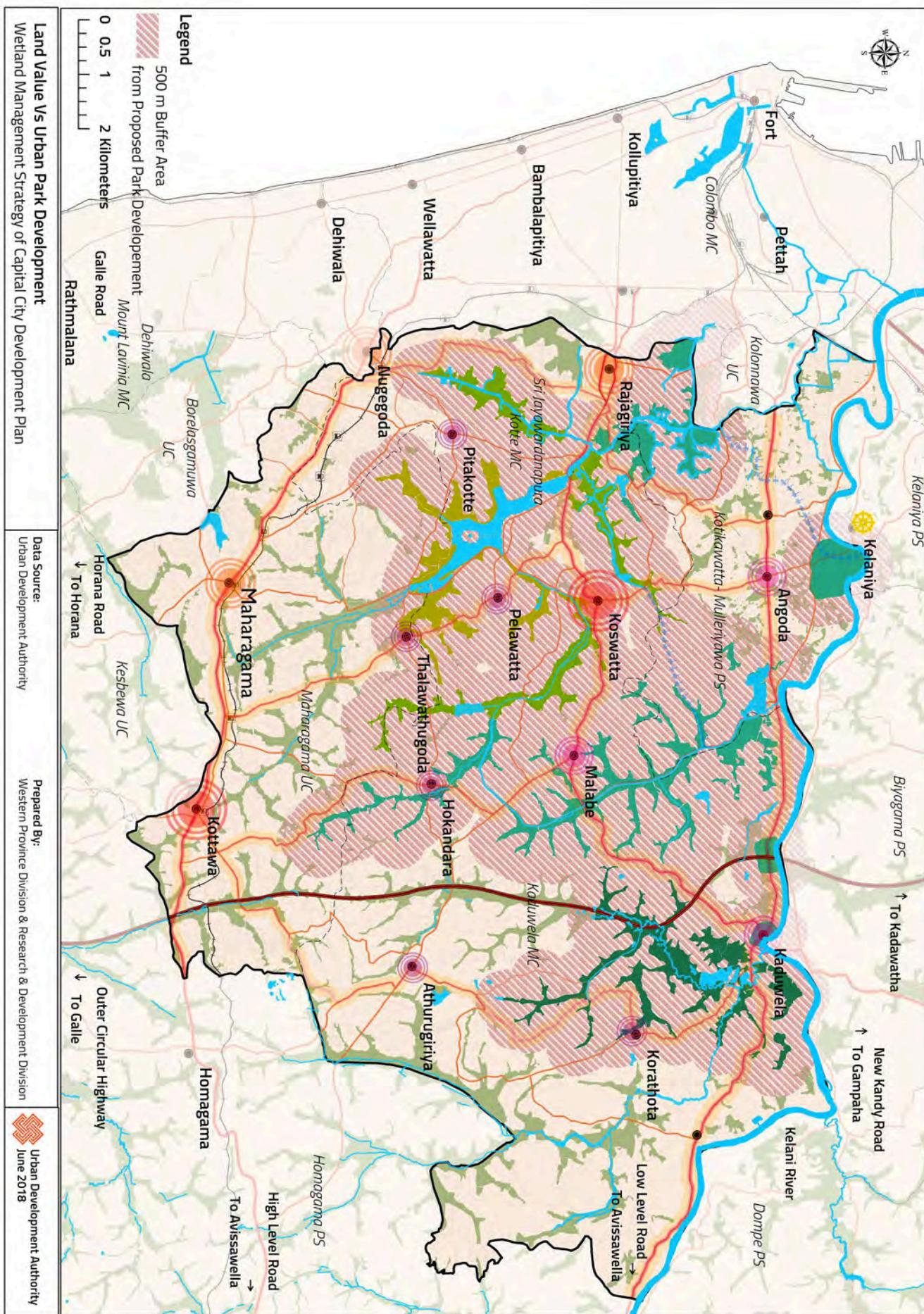
The intervention of park development is to influence the prices of real estate market. According to the research carried out by The Department of Estate Management and Valuation, 'Real Estate Market Responses in Urban Change in Administrative Capital', 41% of land value has increased for residential use and 77% land value has increased for commercial use within the least distance of 0.5 km from Diyatha Uyana Park. Based on this scenario, it can be assumed that same result would apply for the area of 81 km² by the proposed park development of Capital City Development Plan.

**Figure 9.10 : Property value changes with the wetland impovement**

Source : Western Province Division and Research & Development Unit, UDA - 2018

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Impacts of the wetland Management Strategy



Map 9.9 : Impacts of the Capital City with the wetland park improvement
Source : Western Province Division and Research & Development Unit, UDA - 2018

Apart from major impacts generated through the green network conservation, it would be able to maintain the bio-diversity, maintain the ground water level and the combination of air particles of the atmosphere. Most importantly, the blue network transport service proposals would be able to reduce the traffic generation of the area.

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Impacts of the wetland Management Strategy



DIADEM SOVEREIGN SRI LANKA
THE CAPITAL CITY DEVELOPMENT PLAN 2019–2030

The background of the image is a high-angle aerial photograph of a city. It features a mix of architectural styles, from traditional low-rise buildings to modern high-rise skyscrapers. Interspersed among the buildings are large green areas, likely parks or forested regions. The lighting suggests it might be dusk or dawn, with some artificial lights visible on the buildings.

10

*Urban Design
Strategy*



Chapter 10
**URBAN DESIGN
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Introduction

Aims and Objectives

The Approach

10.1. Introduction

The need of a Capital City with unique identity and inherited character emerged under problem identification. Hence, the first strategic goal was recognized to initiate the requirement. Consequently, 'The Urban Design Strategy' is prepared to present the initiatives identified under the strategic goal.

10.1.1. Aims and Objectives

'The Ambience of a Capital City with a Unique Identity and Inherited Character'

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

Objective 1.1 — *To physically establish the elements of trias politica principle model within the identified main axis by 2050*

Objective 1.2 — *To create a center within 1.5 km radius from the Parliament area which will be branded as "Centre" by 2030*

Objective 1.3 — *To establish transitional capital hierarchy as center, Inner City and Outer City through landscape and an Urban Design approach by 2050*

10.1.2. The Approach

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

1. **Axis —**
Orientation of prominent elements in appropriate locations
2. **Hierarchy —**
The landmark, nodes and the pathways with clear hierarchy
3. **Enclosure —**
Naturally or physically bounded space
4. **Transitions —**
Entrances to different zones with different characteristics from Outer City towards Capital City Center
5. **Center/s —**
A strong and legible center

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Introduction

The Approach

Scope

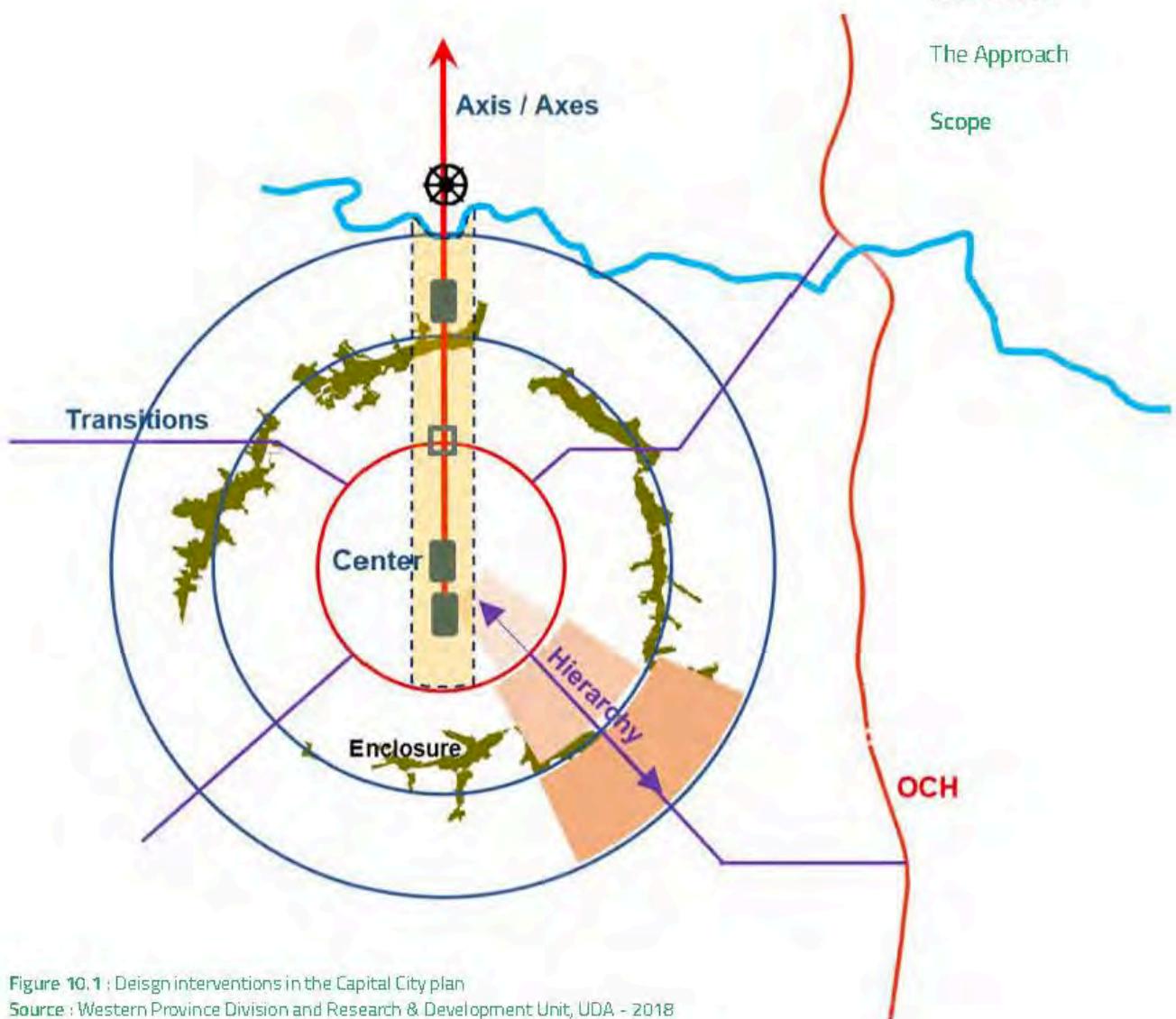


Figure 10.1 : Design interventions in the Capital City plan

Source : Western Province Division and Research & Development Unit, UDA - 2018

10.2. Scope

- *Rearrangement of city layout based on five urban design principles (Urban Design in City Scale)*
- *Introduce local scale design guidelines using regulation guidelines participatory approaches*



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**Strategic Interventions
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10.3. Strategic Interventions in Urban Design Strategy

Strategic Intervention 1: *Create the Axis*

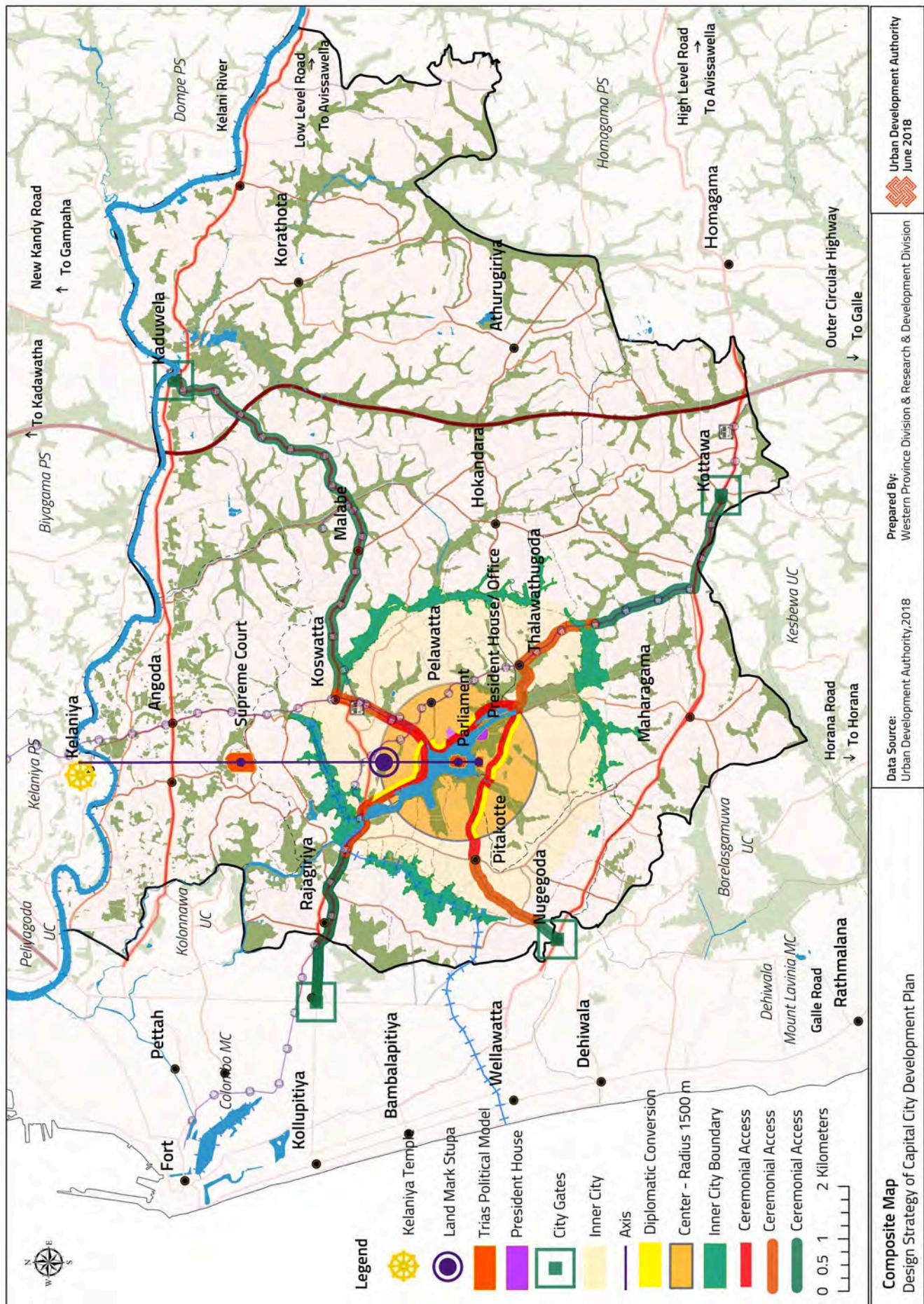
Strategic Intervention 2: *Create Hierarchy/ Transition*

Strategic Intervention 3: *Create Enclosures*

Strategic Intervention 4: *Create the Center*

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

- *The principle of Center currently exists, as the location of the parliament gives the feeling of a strong and legible center to the dwellers and visitors. On the other hand, a visibility analysis done by the Urban Development Authority identified that the area of 1.5 km around the Parliament is regulated to control height. This point too provides evidence for the application of the principle of Centre.*
- *The Parliament and Kelaniya Raja Maha Vihara is located within an imaginary axis. Hence, the principle of Axis is available.*
- *The centre of the capital land is naturally enclosed with a wetland feature. It means that, the principle of Enclosure exists.*
- *For the above reasons, the mentioned forcing factors can be acknowledged to build- up the Concept of the Design Strategy*



Map 10.1 : Composite map of urban design strategy

Source : Western Province Division and Research & Development Unit, UDA – 2018

Composite Map
Design Strategy of Capital City Development Plan

Data Source:
Urban Development Authority, 2018
Prepared By:
Western Province Division & Research & Development Division

Urban Development Authority
June 2018



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10.4. Strategic Projects in Urban Design Strategy

Strategic Intervention 1 : Axis

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

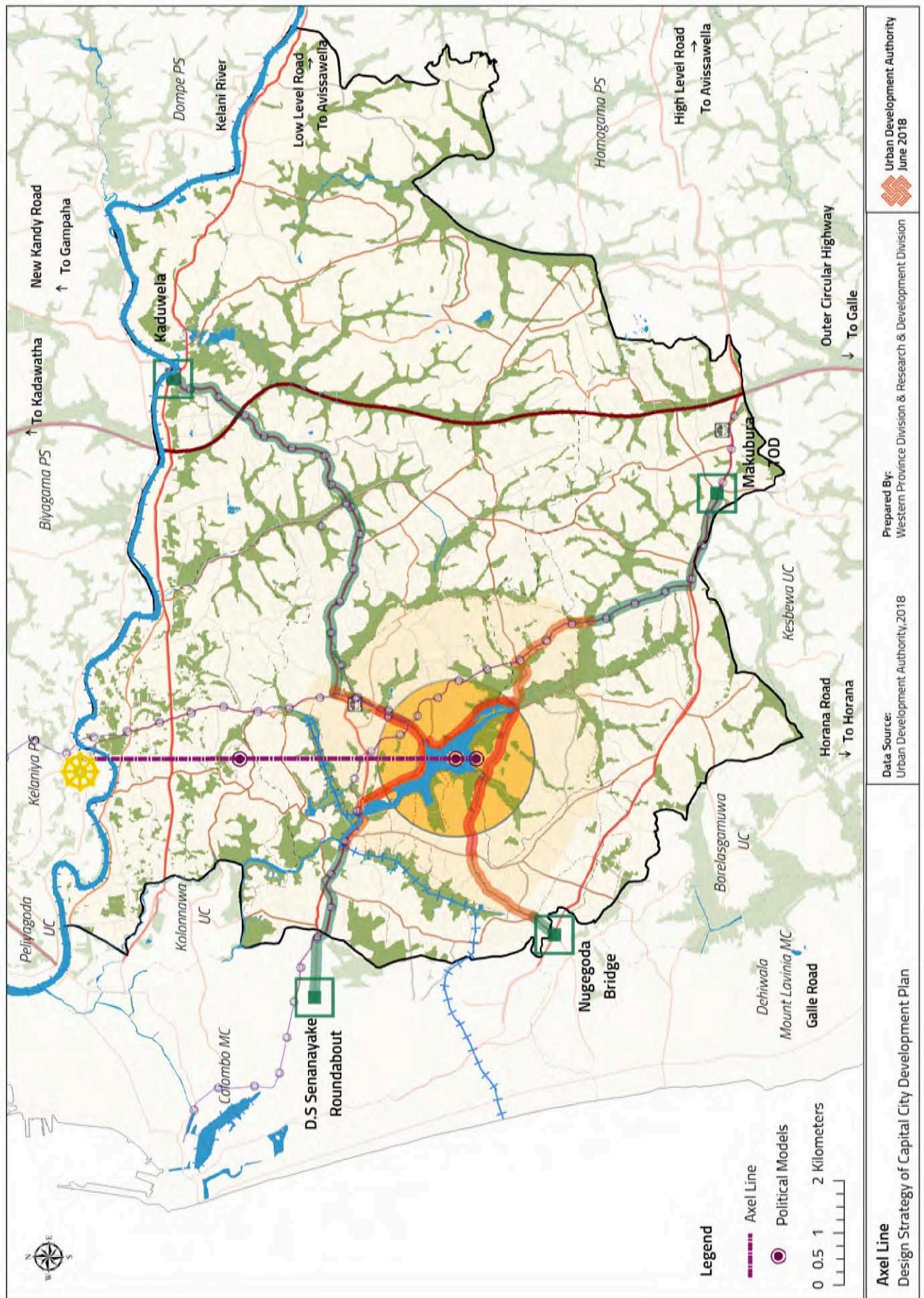
- *Capital Axial Establishment*

Physically establish the Trias Political Principle Model

Taking the design concept into concern, the plan proposes to relocate the legislative, the executive and the judicial in one hypothetical line. The main objective is to brand this special feature in the center of the capital city area.

<i>legislative</i>	<i>Parliament (Existing)</i>
<i>executive</i>	<i>President's Office and House</i>
<i>judicial</i>	<i>Supreme Court</i>





Map 10.2 : Axis of the Capital City
Source : Western Province Division and Research & Development Unit, UDA - 2018



Strategic Project 1: Relocate the Supreme Court to the Present IDH Land



Figure 10.2 : Strategy 1: supreme court relocation project

Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Project 2 : Relocate the Presidents House / Office to the rear side of the Parliament

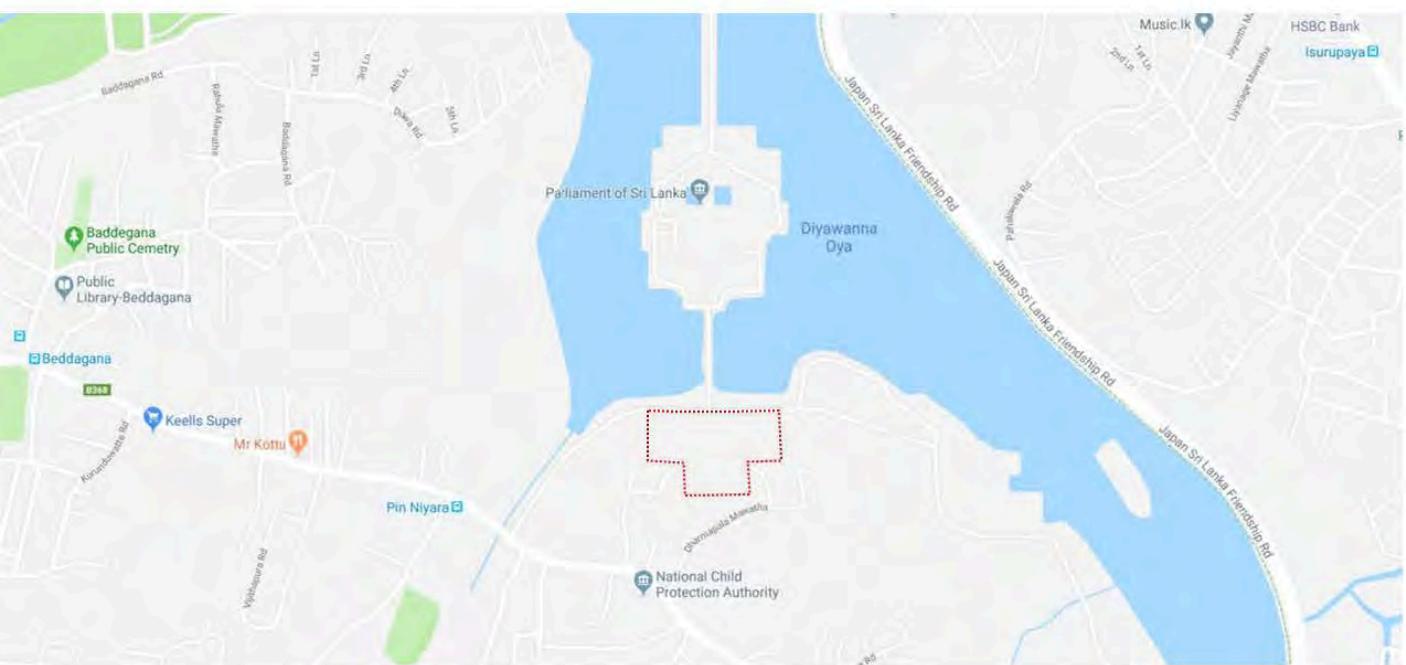


Figure 10.3 : Strategic project 2 : Relocation of the president house- office

Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Project 3 : City Land Mark Establishment

Apart from the establishment of main power pillars, it is imperative to establish a significant landmark along the proposed capital axial to represent the main religion of the country. In order to do so, a vacant land adjacent to the Agricultural Department in Battaramulla which is located along the imaginary axis has been identified. However, the President's Secretariat Office has also recognized the particular land to be developed as a Buddhist Cultural Centre. Hence, the plan proposes to construct the Buddhist Cultural Centre under the visibility analysis requirements and establish a stupa as the iconic landmark which denotes the main religion of the country on top of it to fulfill both requirements. Further, this landmark is expected to be completed with unique architectural features and modern technology.

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Strategic Projects in Urban Design Strategy



Figure 10.4: Strategic project 3: City land mark establishment
Source : Western Province Division and Research & Development Unit, UDA – 2018



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Strategic Projects in Urban Design Strategy



Figure 10.5 : 3D Model designs for axis map

Source : Western Province Division and Research & Development Unit, UDA - 2018

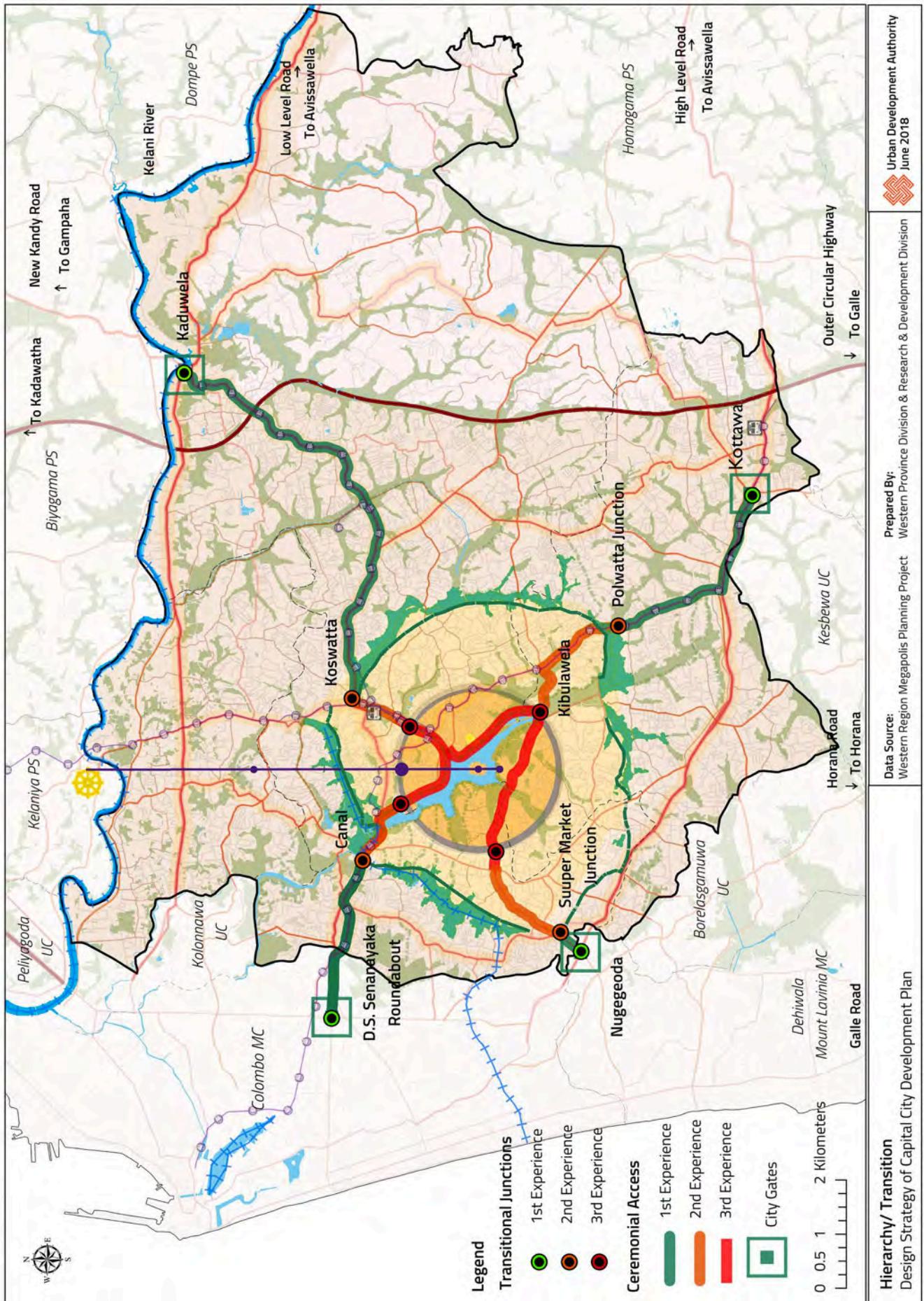
Strategic Intervention 2 : Hierarchy / Transition

The urban form should be changed in a way to offer the commuters different feelings when moving towards the Capital City. The identified main gates and routes are proposed to transform into Corridor- Ceremonial Access development in an exceptional approach. The initiative aims to improve the transition and hierarchy along the ceremonial accesses. They are as below.

Strategic Project 1 : Ceremonial Access Development

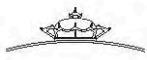
Landscape improvement along the Ceremonial Accesses

The landscape along the ceremonial access is proposed to be improved in a manner to convey the feeling that a sightseer passes the Outer City, Inner City and Citadel. Trees with different colour codes is the best alternative to convey such impression. The tree planting should be done along the Ceremonial Access and change at Main Corridor Gates.



Map 10.3 : Hierarchy level in Capital City

Source : Western Province Division and Research & Development Unit, UDA - 2018



Strategic Project 2 : Create the Proposed Urban Form along the Ceremonial Accesses

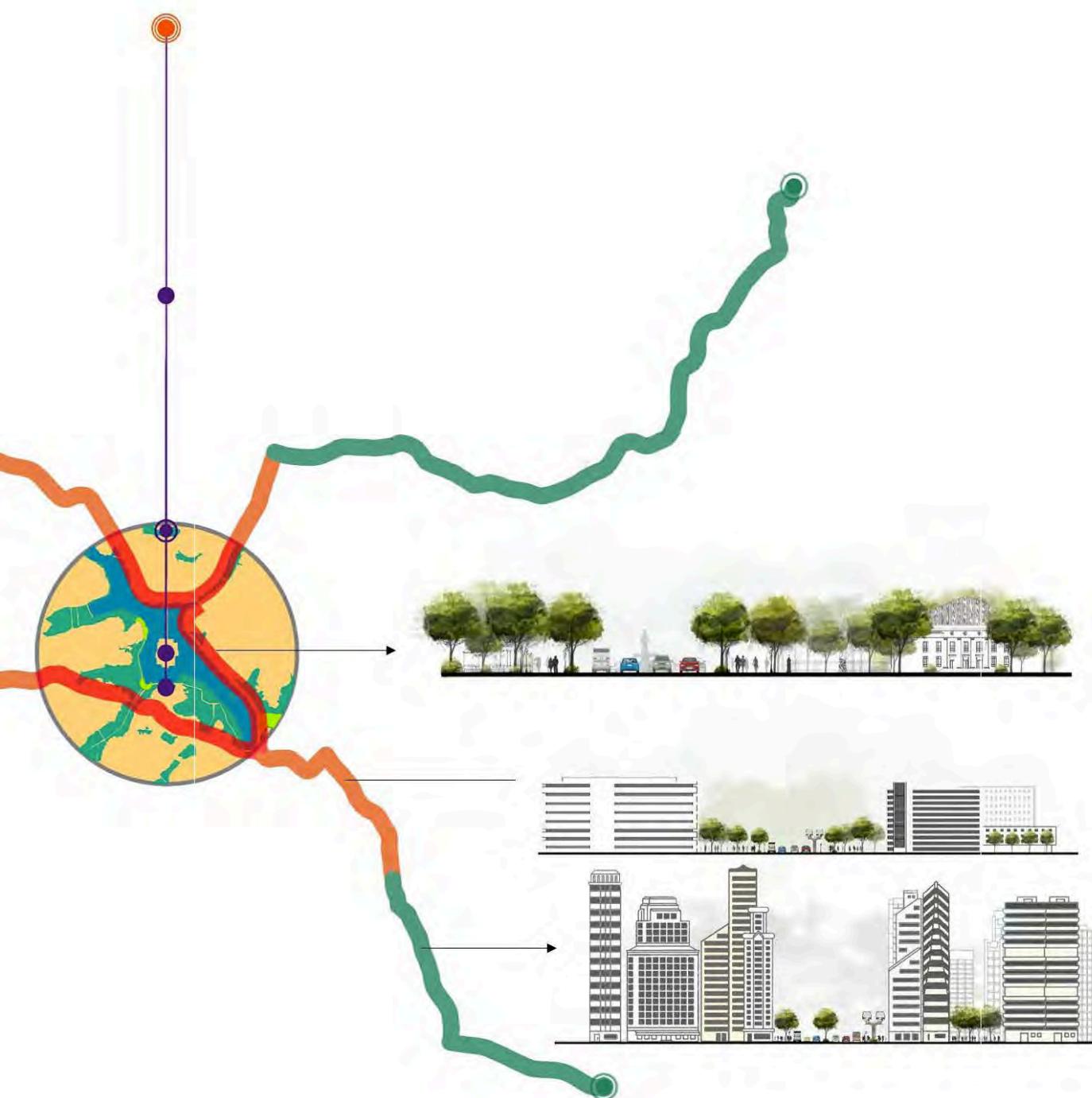


Figure 10.6 : Urban form creation along the ceremonial access

Source : Western Province Division and Research & Development Unit, UDA - 2018



Figure 10.7 : Urban form in Capital City

Source : Western Province Division and Research & Development Unit, UDA - 2018



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The Outer City — This city area would consist of high-rise buildings in order to cater a high density. It will function independently in almost every way. Most importantly, it will act as the main commercial and office space provider and the employment generator. Further, the Knowledge City is also proposed to be established within the area. Accordingly, the area will represent the modern architecture and various commercial value-added structures along the below mentioned ceremonial access.

*From Makumbura Multimodal Hub to Thalawathugoda Junction
From Nugegoda Fly Over Junction to Nugegoda Supermarket Junction
From D. S Senanayake Roundabout to Rajagiriya Junction
From Kaduwela to Koswaththa Junction*



Figure 10.8 : The outer city junction

Source : Western Province Division and Research & Development Unit, UDA - 2018

The Inner City — This area is proposed to be set up by giant buildings with medium height and large floor areas in order to serve a medium density. Mainly, the Administrative Area and Executive Residence Area are to be established within this area.

*Thalawathugoda to 1.5km buffer edge (Kimbulawala Junction)
Nugegoda Supermarket Junction to 1.5km buffer edge
Rajagiriya Junction to 1.5km buffer edge
Koswaththa Junction to 1.5km buffer edge*

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Strategic Projects in Urban Design Strategy



Figure 10.9 : The inner city

Source : Western Province Division and Research & Development Unit, UDA - 2018

The Center — Special featured buildings with a unique architectural character embossed are proposed in the Center in order to enrich the appearance. This intervention would make city streets more inviting and create more interesting places to wander. A special concern is to node the area with low rise structures and low density (According to the Visibility Analysis done by UDA) to convey the sense of a majestic place and calmness through Sri Lankan Architecture and wetlands improvement.

Further, it is proposed to improve the façade of the buildings which could convey a better first impression and improve the marketability of the city area. The ultimate aim of the intervention is to build the expression of pride among the Ceremonial Access and attract more visitors to the area while contributing to the quality of life of citizens.



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Strategic Project 3 : Introducing Transitional Nodes

Junctions Improvement

The proposed improvement is set to be implemented at twelve recognized nodes along the Ceremonial Access. They are,

Center Transition

- *04 bridges have been identified as entrance to the center from the inner city*
 - *Kimbulawata Bridge*
 - *Palanthuna Bridge*
 - *Battaramulla Diyatha Bridge*
 - *Special identified bridge (Rear side of the Parliament)*

Inner-City Transitional Nodes

- *Wetland close to Kalalgoda*
- *Rajagiriya Node*
- *Koswaththa Node*
- *Nugegoda Super-Market Node*

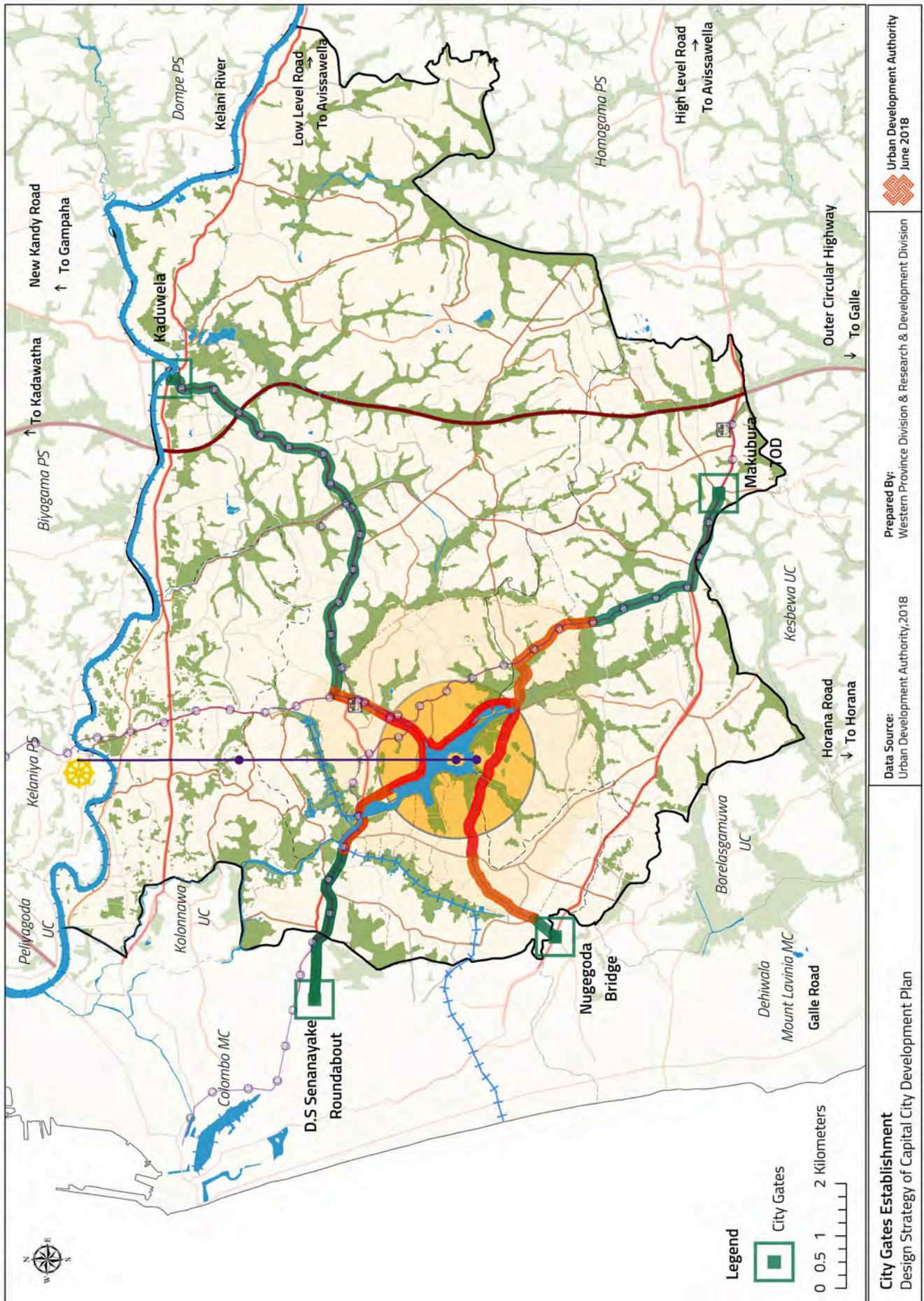
Outer-City Transitional Nodes

- *Kottawa Junction*
- *Kaduwela Junction*
- *D. S. Senanayake Roundabout*
- *Nugegoda Fly-over*

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

Strategic Project 4 : City Gates Establishment

The city gates establishment is performed as a symbolic gesture in honor of the unique history. This improvement should necessarily enhance the magnificence gradually from the Outer City towards the City Center at Kaduwela, Kottawa, Nugegoda Bridge, D. S. Senanayake Roundabout and Megoda Kelaniya Bridge.



Map 10.4 : City gate establishments
Source : Western Province Division and Research & Development Unit, UDA - 2018



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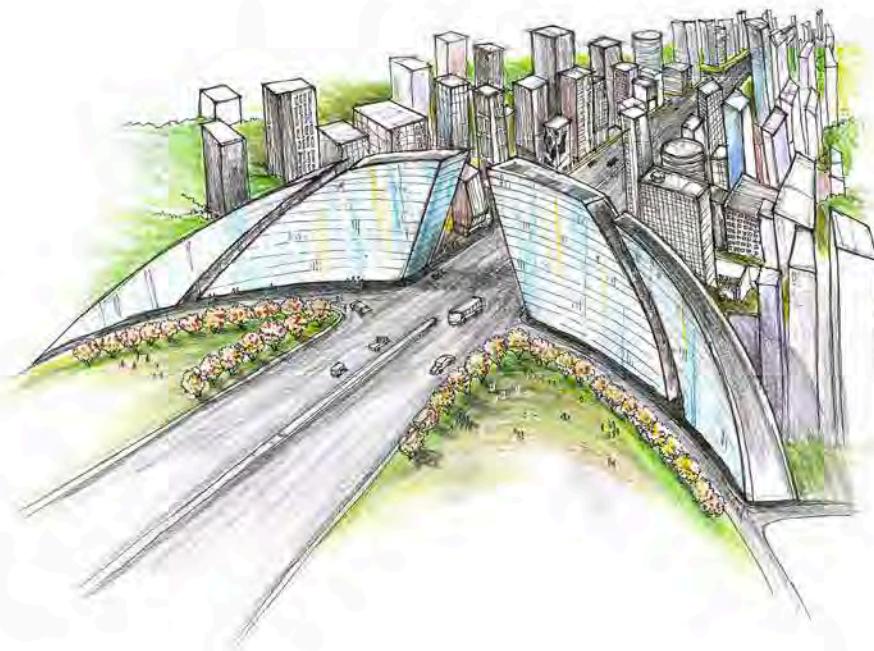


Figure 10.10 : The center in the Capital City

Source : Western Province Division and Research & Development Unit, UDA – 2018

Strategic Intervention 3: Enclosure

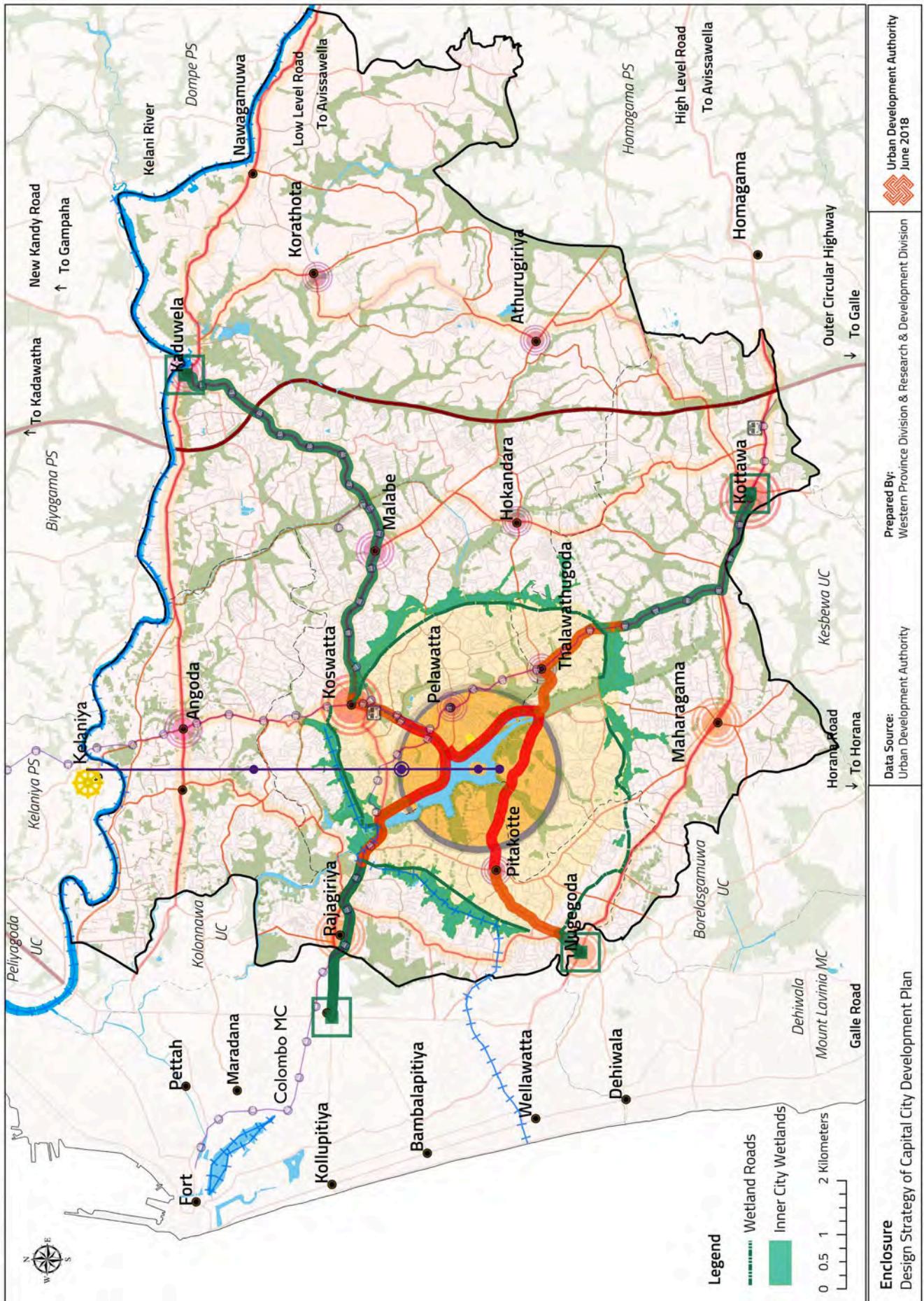
It is highlighted that the enclosure is one of the most important features of urban spaces, particularly from an aesthetic perspective. Hence, it is aimed to enrich the sense of place through attractive spaces. In order to do so, the proposed initiatives are as below,

- *Inner City Boundary Delineation*

Strategic Project 1 :

Demarcate Inner City Boundary by connecting missing links

The Inner City boundary is demarcated by the wetland feature. However, it is challenging to demarcate the boundary completely with the wetland feature since, the link of the natural feature is missing in some points. For that reason, the plan proposes to develop the part of Kalapaluwawa Road, Udahamulla Station Road, Old Kesbewa Road which would define the inner city boundary of CCDP as a boulevard. It is expected to maintain the green character with this intervention.



Map 10.5 : Inner city boundary demarcation
Source : Western Province Division and Research & Development Unit, UDA - 2018



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Strategic Intervention 4 : Center

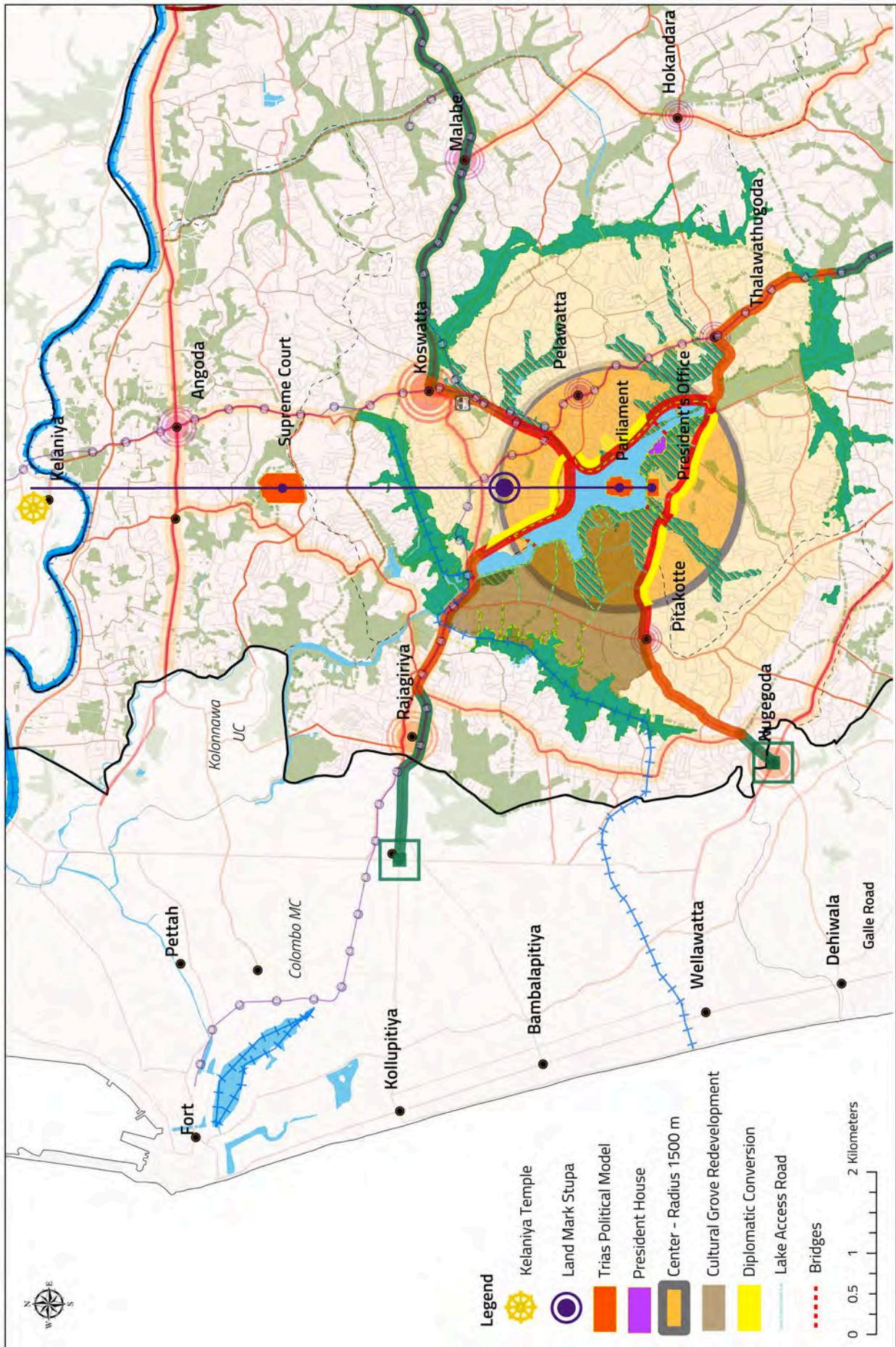
This principle indicates that, it is crucial to establish a strong and legible center in the city. Accordingly, a Visibility Analysis was conducted within a radius of 1.5km around the Parliament since the issue of indistinct visibility occurred due to the high rise buildings around it. The analysis imposed regulations accordingly. This particular area is considered as the ‘Center’ in the Capital City Development Plan. It proposes to develop the area as a low dense and low height area with a large proportion of open space to offer a calm and majestic sense to the dwellers and visitors. Accordingly, three initiatives are offered. They are,

- *Diplomatic Conversion*
- *Royal Park Establishment*
- *Cultural Grove Redevelopment*

Strategic Project 1 :

Encourage and Facilitate lands for Diplomatic Offices

The parliament complex is the only recognised landmark which upholds the noble status of the Capital City to this date. Hence, the plan proposes to re-establish the Diplomatic Offices along the land strip from Kibulawala Junction to the Parliament Junction (Including Apegama Land) and maintain a high secured zone. Further, the president’s residence and office with related activities are to be moved towards the Capital Valley Axis. The main objective of this intervention is to instill an extinguished brand to the city.



Map 10.6 : Diplomatic conversion in the Capital City

Source : Western Province Division and Research & Development Unit, UDA - 2018



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Strategic Project 2 : Center Park Establishment

In order to convey the meticulous sense of the proud citadel, the city should be functional enough to cater the needs of occupants and facilitate roaming around the city and conserve the wetland 100%, located within a 1.5km buffer.

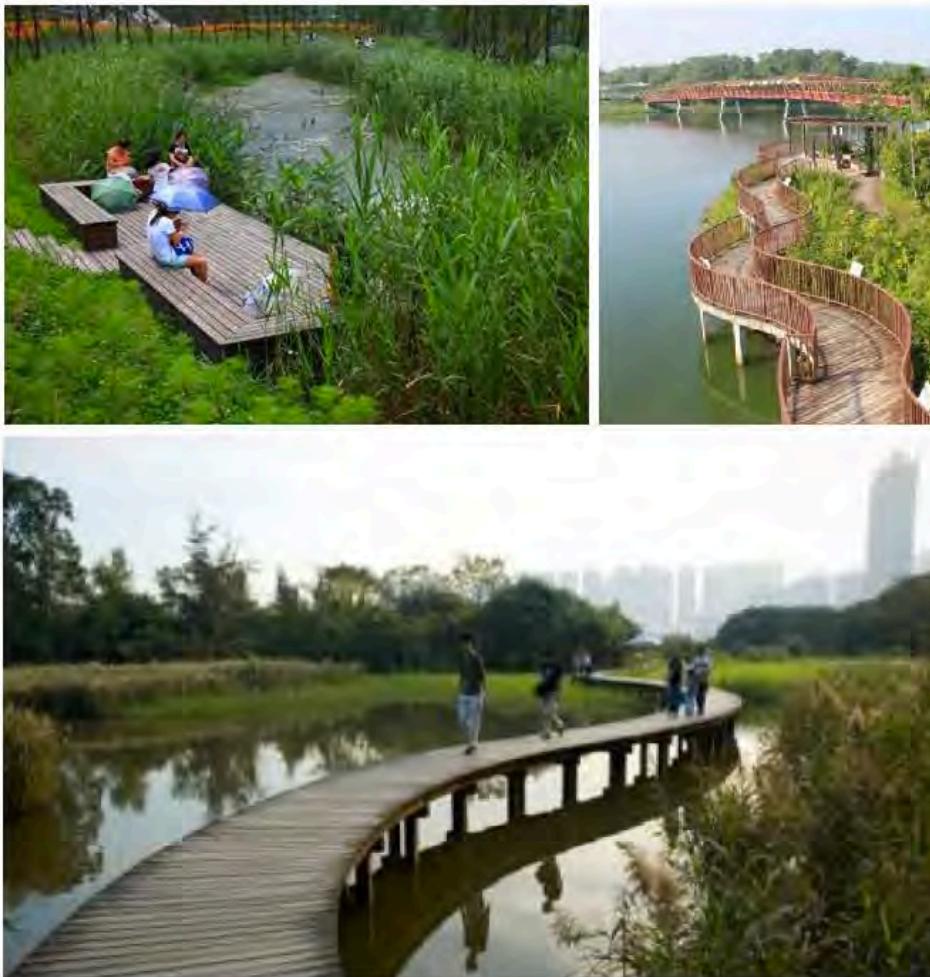
Sub-Project 1: Pathway & Pocket Parks Development

The ultimate aim of this intervention is to enhance the aesthetic value of the area while conserving the native green feature completely. On the other hand, it is believed that this initiative could possibly yield great economic benefits to the country. Hence, the strategic intervention proposes to enhance the natural assets by opening up eco- friendly wetlands around the center and pocket parks at points A, and B as illustrated in figure 10.13. Further, park connectors are proposed to link the wetlands. These park connectors will allow the wetlands ecosystem to thrive providing green links for the pedestrians and non-motorized transport.



Figure 10.11 : Pathway, Pocket parks and bridge development

Source : Western Province Division and Research & Development Unit, UDA - 2018



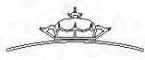
Chapter 10 URBAN DESIGN STRATEGY

Strategic Projects in
Urban Design Strategy

Figure 10.12 : Images of Pocket parks and paths
Source : www.mtl.org/en/experience/explore-montreals-parks-and-green-spaces

Sub-Project 2 : Construction and Redesign of Bridges

The capital city of the country should contain incredible physical elements to emphasize the value of it. Bridges are a main element of such. The strategic intervention proposes to embed an architectural touch to the bridges around the citadel. Further, bridges are proposed to be constructed at points 01, 02, 03, 04, 05 and 06 as given in figure 10.13 so that the pathway around the center would be more active.



Chapter 10 URBAN DESIGN STRATEGY

Strategic Projects in Urban Design Strategy

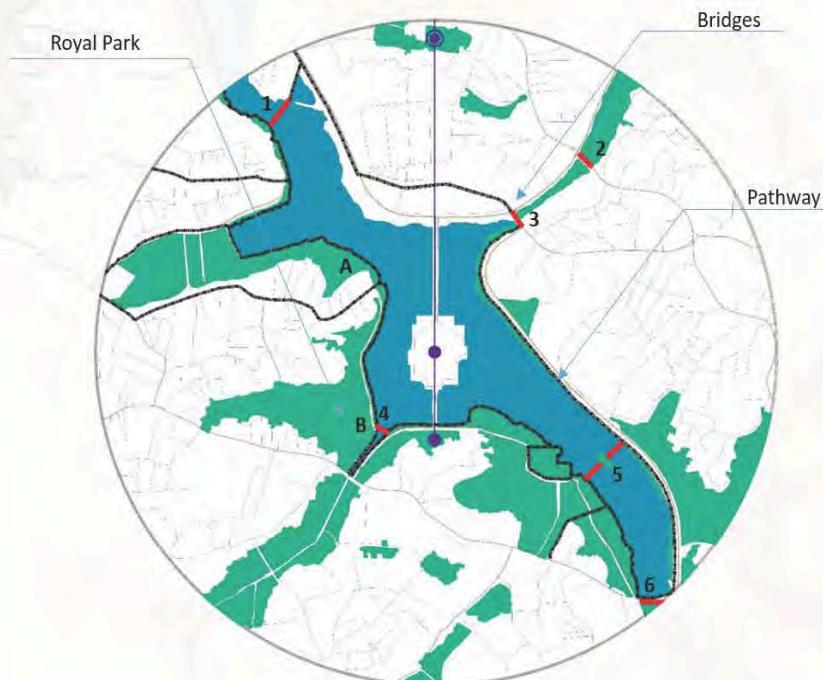


Figure 10.13 : Pathways and pocket park development

Source : Western Province Division and Research & Development Unit, UDA - 2018

Sub-Project 3 : Lake Access Roads Improvement

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

Nippon Mawatha, Mahindarama Road, Colambanthri Road, Kotte Road, Beddagana Road,Duwa Road, along the Canel(Iyan Poruwa Rajamaha Viharaya) will be developed as lake access roads.

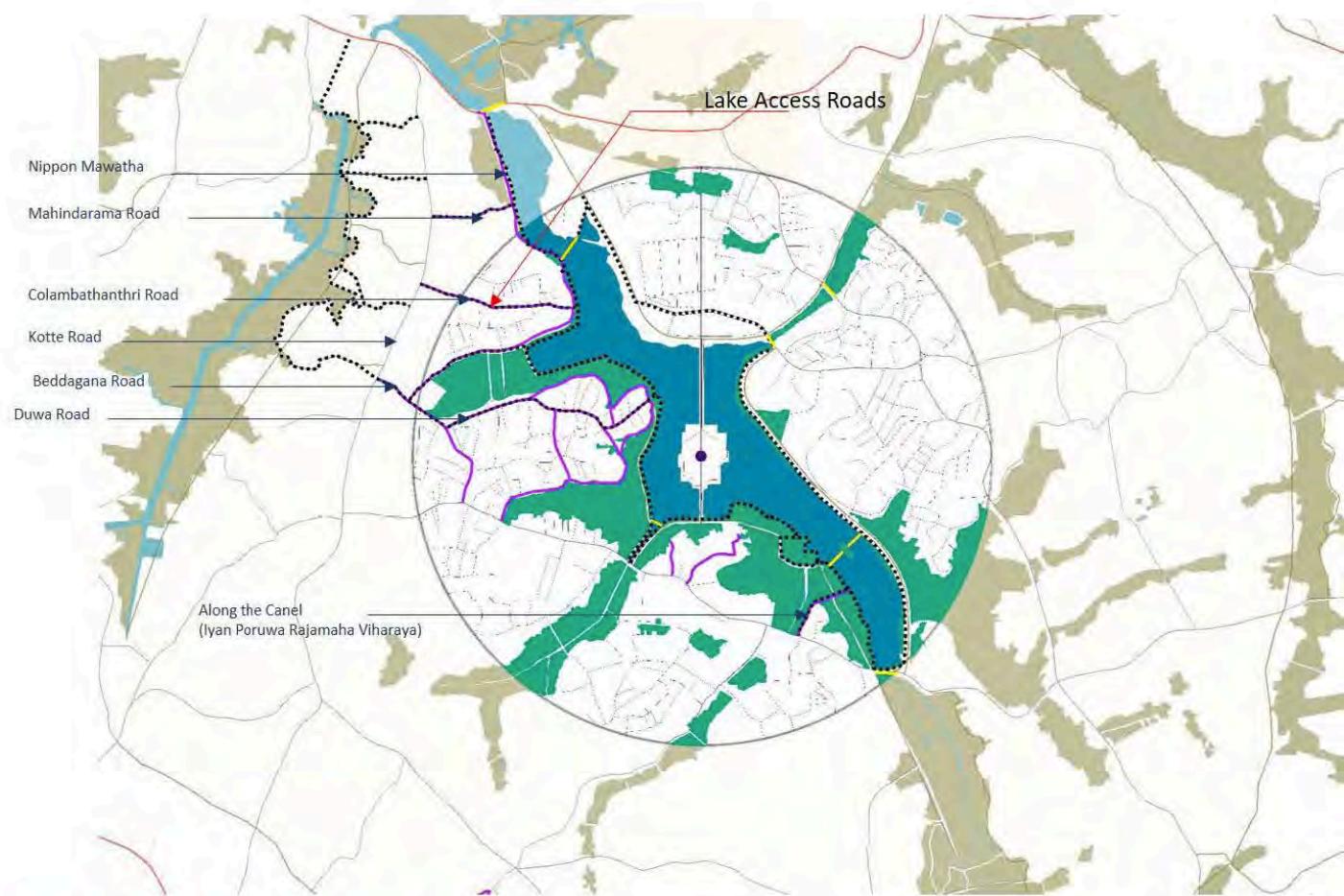


Figure 10.14 : Lake access improvement Strategy

Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Project 3 : Cultural Grove Redevelopment

Sub-Project 1 : Design an Archeological Trail

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



Chapter 10
**URBAN DESIGN
STRATEGY**

**Strategic Projects in
Urban Design Strategy**

The Archaeological Trail will be the destinations for

- *Sri Perakumbha Pirivena*
- *Mahindaramaya Temple*
- *Alakeshwara Tombstone*
- *Angampitiya*
- *Archaeological Musium*
- *Lambric Hall*
- *Sunethraramaya*
- *Kotte Ambalama*
- *Veherakanda Temple*
- *Ananda Shastralaya*
- *Kotte Raja Maha Viharaya*
- *Jubilee Post*

And,

- *Rampart Wall*

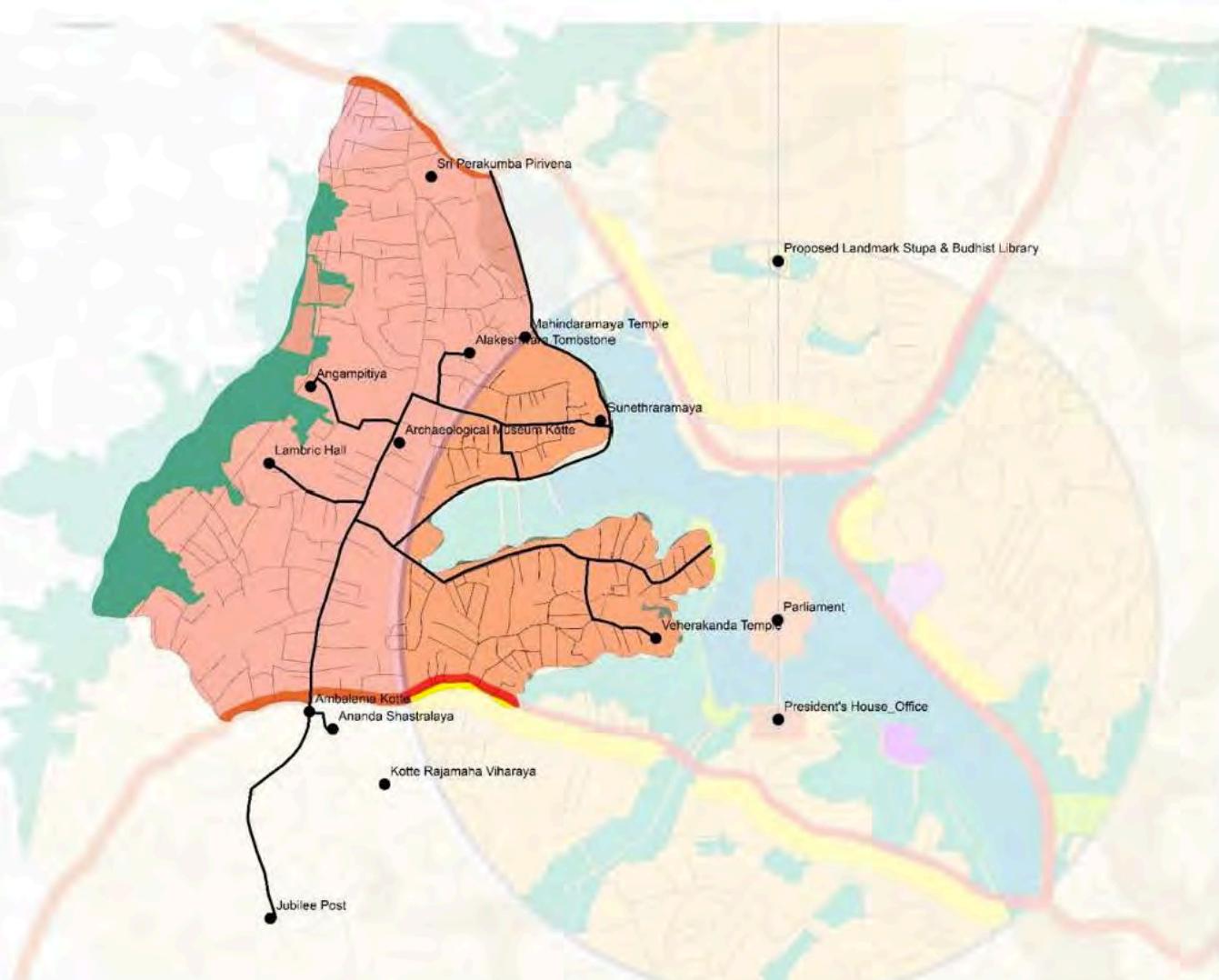


Figure 10.15 : Cultural grove redevelopment zone

Source : Western Province Division and Research & Development Unit, UDA - 2018

Strategic Intervention	Project Code	Strategic Project
Axial Establishment	SII-D12	Relocate the Supreme Court to the Present IDH Land
	SI-D-1	Relocate the Presidents House/Office to the rear side
	SI-D-2	City Land Mark Establishment
Creating Hierarchy / Transition	SII-D7	Project of Landscape Improvement along the Ceremonial Access
	SII-D8	Project of Facade improvement along the Ceremonial Accesses
		Introduce 14 Transitional Nodes
	SI-D-3, SI-D-4, SI-D-5 and SI-D-6	City Gates Establishment
Enclosure	SIII-W-13, SI-W-1, SII-W-6, SII-W-7	Demarcate Inner City boundary by connecting missing links
Center	SII-D10	Encourage and facilitate lands for Diplomatic Offices
	SI-W-2	Capital City Park Establishment
	SII9-D and SII-D11	Pathway & Pocket Parks Development
		Lake Access Roads Improvement

Chapter 10 URBAN DESIGN STRATEGY

Strategic Projects in Urban Design Strategy

Impacts of Capital City Urban Design Strategy

Table 10.1 : Strategic Projects in Urban Design strategy
Source : Western Province Division and Research & Development Unit, UDA - 2018

10.5. Impact of Capital City Urban Design Strategy

The above-mentioned strategy is assumed to assist in achieving the first strategic goal by creating a unique city ambience with identity and character. The impact of the Urban Design Strategy is expected to have a pleased façade along the streetscapes and make architecturally designed remarkable town centers with city entry points. Together this strategy will create a modern Capital City. This will be the first attempt of creating the most dynamic and remarkable Capital City of Sri Lanka in this era.



DIADEM SOVEREIGN SRI LANKA
THE CAPITAL CITY DEVELOPMENT PLAN 2019–2030

11

*Heritage
Conservation
Strategy*





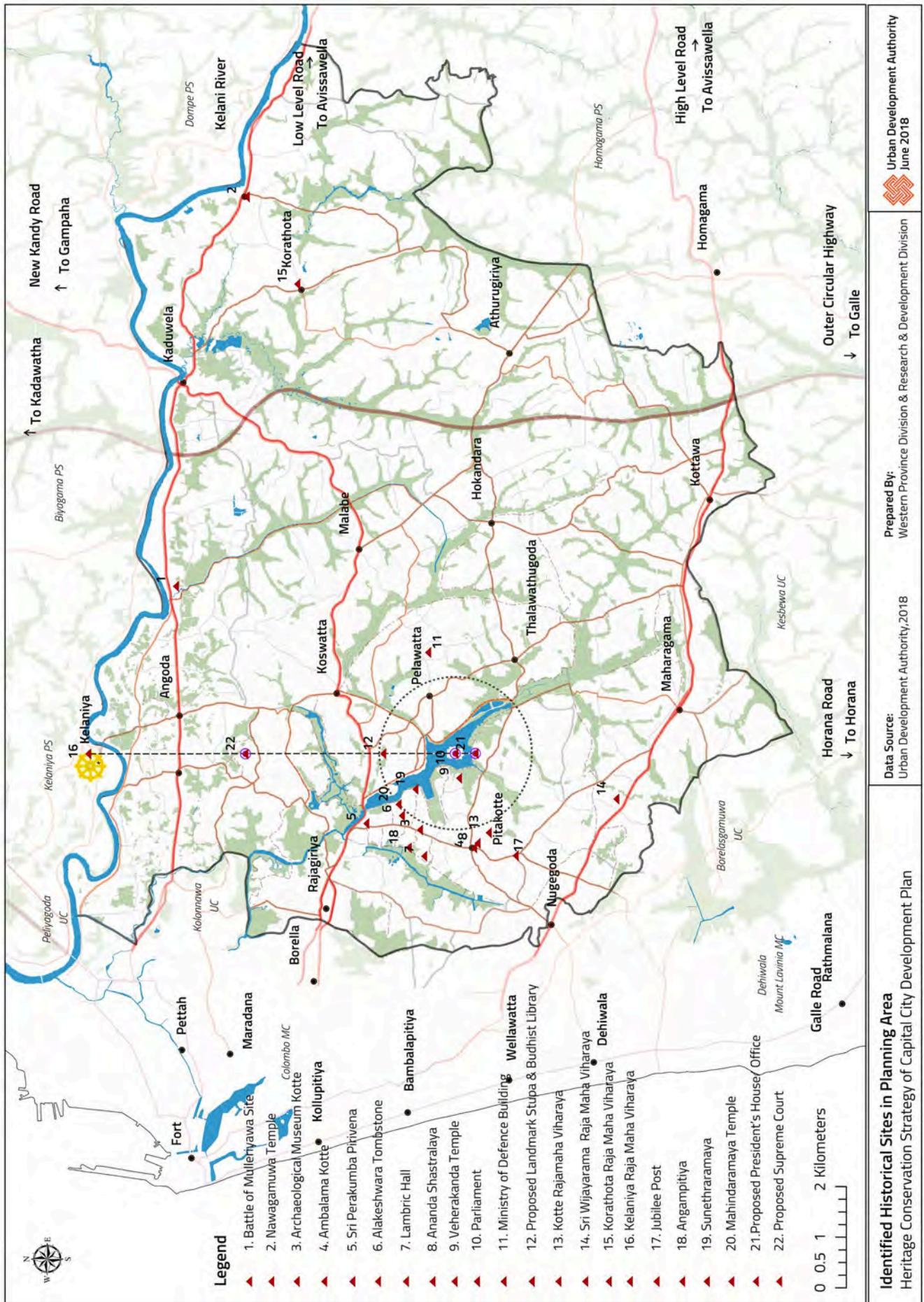
11.1. Introduction

Heritage of an urban space exist in both tangible and intangible forms. Even it is directly defined as, properties inherited; the value does not only derive from the history, but the values which create magnitude for its context in present is also an essential component to define the term urban heritage. As per the mentioned basic classification the heritage values can be distinctly categorized as tangible, which physically exist in context and intangible, which exist in a way of knowledge, norms, etiquettes. While these ideas of heritage is considered in the Capital City area, it can be noticed that there are a massive number of heritage values exist in both physical and non-physical ways.

Since the Capital City Planning Area bears a dynamic range of heritage components it is required to have a sensitive approach to implement a conservation strategy apart from the existing regulatory provisions in Archaeology and Antiquities Ordinance.

11.1.1. Aims and Objective

The archaeological monuments published through the gazette should be protected according to the archaeological requirements Hence, future Projects on particular areas should adhere to the requirements of the Department of Archeology and Urban Development Authority.



Map 11.1 : Identified historical sites in the planning area
Source : Western Province Division and Research & Development Unit, UDA - 2018



Chapter 11
**HERITAGE
CONSERVATION
STRATEGY**

Introduction

Aims and Objectives

Monument / Place	Number
Battle of Mulleriyawa Site	1
Nawagamuwa Temple	2
Archaeological Museum Kotte	3
Ambalama Kotte	4
Sri Perakumba Pirivena	5
Alakeshwara Tombstone	6
Lambric Hall	7
Ananda Shastralaya	8
Veherakanda Temple	9
Parliament	10
Ministry of Defence Building	11
Proposed Landmark Stupa & Budhist Library	12
Kotte Rajamaha Viharaya	13
Sri Wijayarama Raja Maha Viharaya	14
Korathota Raja Maha Viharaya	15
Kelaniya Raja maha Viharaya	16
Jubilee Post	17
Angampitiya	18
Sunethramaya	19
Mahindaramaya Temple	20
President's House/ Office	21
Supreme Court	22

Table 11.1: Listed historical mounumnets and places

Source : National Archeological Department

11.2. Present State

11.2.1. Tangible Heritages

Tangible Heritages can be classified as below,

- *Religious*
- *Private*
- *Public*
- *Government owned*
- *Natural Environmental Elements*
- *Public Open spaces*
- *Streets*

**Chapter 11
HERITAGE
CONSERVATION
STRATEGY**

Present State

Tangible Heritages

	Monument/ Place	Classification
1	Battle of Mulleriyawa Site	Public Open spaces
2	Nawagamuwa Temple	Religious
3	Archaeological Museum Kotte	Public
4	Ambalama Kotte	Public
5	Sri Perakumba Pirivena	Religious
6	Alakeshwara Tombstone	Public Open spaces
7	Lambric Hall	Public
8	Ananda Shastralaya	Public
9	Veherakanda Temple	Religious
10	Parliament	Government
11	Ministry of Defence Building	Government
12	Proposed Landmark Stupa & Budhist Library	Religious
13	Kotte Rajamaha Viharaya	Religious
14	Sri Wijayarama Raja Maha Viharaya	Religious
15	Korathota Raja Maha Viharaya	Religious
16	Kelaniya Raja maha Viharaya	Religious
17	Jubilee Post	Public
18	Angampitiya	Public Open spaces
19	Sunethraramaya	Religious
20	Mahindaramaya Temple	Religious
21	President's House / Office	Government
22	Supreme Court	Government

Table 11.2 : Classification of monuments
Source : National Archeological Department



Chapter 11
**HERITAGE
CONSERVATION
STRATEGY**

Present State

Tangible Heritages

Intangible Heritage

The Capital City Development Plan has only considered public open spaces, religious, public, and government owned monuments. However, there are more unidentified private monuments in the area, (Houses and Structures) which holds archaeological value. Those should be identified under any conservation method and protected the historical features through a special guide plan for this area.

11.2.2. Intangible Heritage

Cultural festival

- *Kotte Perahara*
- *Navagamuwa Perahera*

1. Nawagamuwa Devala Perahera

Nawagamuwa Develaya is a temple located in the Kaduwela Municipality Council Area. It is located close to the Kelani river on Colombo Rathnapura Highway route.



Map 11.2 : Nawagamuwa perahara route
Source : Department of Archeology

The Department of Archaeology declared the Nawagamuwa Pathini Devalaya as an archaeologically protected monument in Colombo District (22nd November 2002) for its historical, architectural and anthropological importance. According to popular legends the early establishment of Devalaya goes back to 1st century AD. Nawagamuwa also inherits archaeological sites that date back to BC period as per the archaeological researches conducted in the area. The major festival of the Nawagamuwa Pattini devalaya is the 'Gonpita Perahera' held on the month of August annually. Through this strategy, the route of perahera should be redesigned by reserving the required space and facilities.

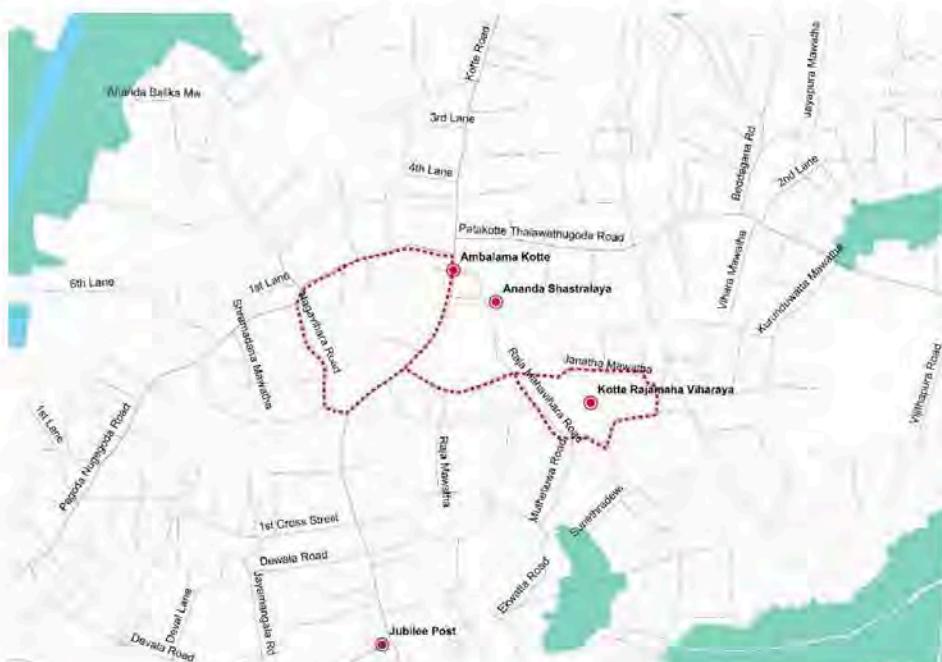
Chapter 11 HERITAGE CONSERVATION STRATEGY

Present State

Intangible Heritage

2. Kotte Rajamaha Vihara Perahera

Kotte Raja Maha Vihara is a historic Buddhist temple situated in Sri Jayawardenapura Kotte. It is located close to the historic building, Pita Kotte Gal Ambalama. The temple has been formally recognized by the government as an archaeological site in Sri Lanka. The designation was declared on 17 May 2013 under the government Gazette number 1811.



Map 11.3 : Kotte perahera mawatha
Source : Department of Archeology



Chapter 11
**HERITAGE
CONSERVATION
STRATEGY**

Present State

Intangible Heritage

**Strategic Interventions
for Heritage Conservation
Strategy**

Annually, a perahera is conducted in the Kotte Vihara, in memory of and to honour the Sacred Tooth Relic of Buddha as the kingdom of Kotte once abode the Sacred Tooth Relic. Through this strategy, the route of the perahera (Parts of Naga Vihara Road, Kotte Road, Raja Maha Vihara Road, Mhindu Mawatha, & Pagoda Road) should be redesigned and facilitated with adequate services.

11.3. Strategic Interventions for Heritage Conservation Strategy

Strategic Intervention 1 : Heritage Management Tools

The impression behind the plan is focused on adaptive reuse and promoting the innumerable value of heritage. To accomplish this impression, the heritage management tools such as follows should be followed.

Reuse — This methodology is oriented to reuse the inherited buildings with modern or same use by keeping its original structure. It has academically justified the adoptive reuse of heritage (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 the most influential in heritage conservation.

Redesign — This methodology is oriented to reuse the inherited buildings with modern use by keeping its original structure designed interiorly with modern architectural and engineering concerns. This methodology of heritage conservation influence to attract more economic value.

Redevelop — This methodology of heritage conservation is oriented to rebuild or recreate the inherited which does not physically exist or already dilapidated. The Redevelop concept can be used with buildings, monuments, sculpture, etc. This would lead to recreate the historical values with a new context.

As all these tools directly deal with physical monuments which are inherited, it is initially required to identify each site including its context analysis. In order to do so, the heritage site, old usage, existing usage, neighboring land's usage, accessibility, historical magnitude etc., should be analyzed.

Strategic Intervention 2 :

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, the developers are in a belief of only modern architectural and engineering designs attract more economic benefits. But it is justified by the heritage valuers that the inherited monuments hold innumerable value besides its economic value. Therefore, if it would be able to promote the concept among the relevant stakeholders through proper marketing.

Integratory Spatial Planning Approach

Even the intangible values such as culture, etiquette, livelihood, etc. are not in a form which is able to directly address with some physical arrangements, it is true that the physical context of an area would directly keep or ruin those intangible heritages. Therefore, it is required to initially identify such intangible heritage within the area and then required to rearrange the other infrastructure plans and investment plans accordingly.

Regulatory Approach

The regulatory provisions for conservation of heritage, natural environmental components and public spaces are mandatory tool to be applied in the Heritage Conservation Strategy in Capital City Development Plan. As mentioned initially there is a dynamic range of heritage monuments spread within the planning area. Therefore, the legal provisions from various divisions are required to be incorporated such as, Antiquity Ordinance, Cost Conservation Act, UDA and local authority's Regulation etc.

Chapter 11

HERITAGE CONSERVATION STRATEGY

Strategic Interventions for Heritage Conservation Strategy



Chapter 11
**HERITAGE
CONSERVATION
STRATEGY**

**Strategic Projects in
Urban Design Strategy**

11.4. Strategic Projects in Urban Design Strategy

The following methodology is to be applied to identify and produce action projects for the heritage Management Strategy.

- *Preparation of Special Heritage Plan (Guide Plan)*

The planning team has identified that this area should be a special Heritage Plan under the supervision of Department of Archeology, Urban Development Authority, local and international heritage planners, urban designers, urban planners and architects. This area is totally covered with identified and unidentified archeological monuments. However, they have been destroyed by rapid development day by day. Hence, immediate requirement of preparing an Archeological Trail Design to protect and reveal the identified archeological elements to the future is crucial. Each heritage structure needs to be identified with spatial information system to support decision making process similar to Galle Fort. Further, all service line should be laid underground and all name boards, lighting facades must be developed according to the particular Special Heritage and Urban Design Guide Plan.

Strategic Project 1 : Archeological Trail

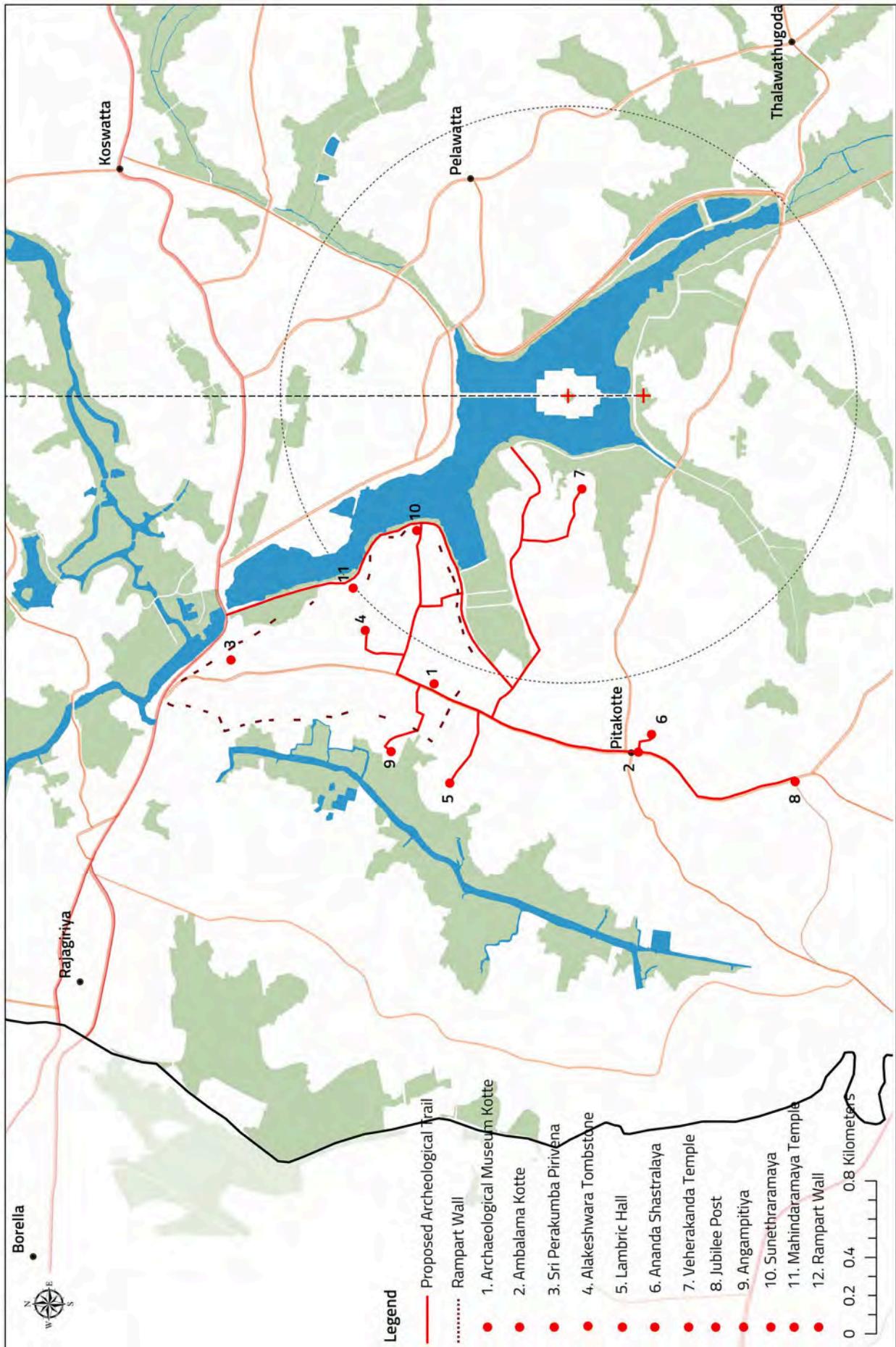
Design an Archeological Trail by protecting and revealing archeological elements within walkable distance.

1	Archaeological Museum Kotte
2	Ambalama Kotte
3	Sri Perakumba Pirivena
4	Alakeshwara Tombstone
5	Lambric Hall
6	Ananda Shastralaya
7	Veherakanda Temple
8	Jubilee Post
9	Angampitiya
10	Sunethraramaya
11	Mahindaramaya Temple
12	Rampart Wall

UDA Landscaping Division has proposed to link some gazetted monuments through one trail with the intention to open up the monuments to general public, protect and brand the kingdom.

For this initiative Kotte Museum, Anga-mpitiya, Kotte Ambalama, Lambric Hall, Rampart, Veherakanda, Jubilee Post, Tunnels, Alakeshwara Ruins, Sunethraramaya area are been identified. These monuments connected through one trail shall enhance the attraction of the Capital City area.

Table 11.3 : Destinations of archeological trail
Source : Western Province Division and Research & Development Unit, UDA – 2018



Map 11.4 : Proposed archeological trail

Source : Western Province Division and Research & Development Unit, UDA - 2018

Proposed Archeological Trail
Heritage Conservation Strategy of Capital City Development Plan

Data Source:
Urban Development Authority
Western Province Division & Research & Development Division

Prepared By:
Western Province Division & Research & Development Division

Urban Development Authority
June 2018



Chapter 11
**HERITAGE
CONSERVATION
STRATEGY**

**Strategic Projects in
Urban Design Strategy**

Strategic Project 2 : Rampart Wall Regeneration Project

The Urban Development Authority & Department of Archeology have identified the importance of regenerating of the Kotte Rampart within the last few years. Parallel to the archeological trail project, conservation of rampart wall will be a major intervention. Recently, Department of Archeology has identified the present condition of the wall and categorized the condition in to 03 categories.

Through this project, it is expected to initiate the following

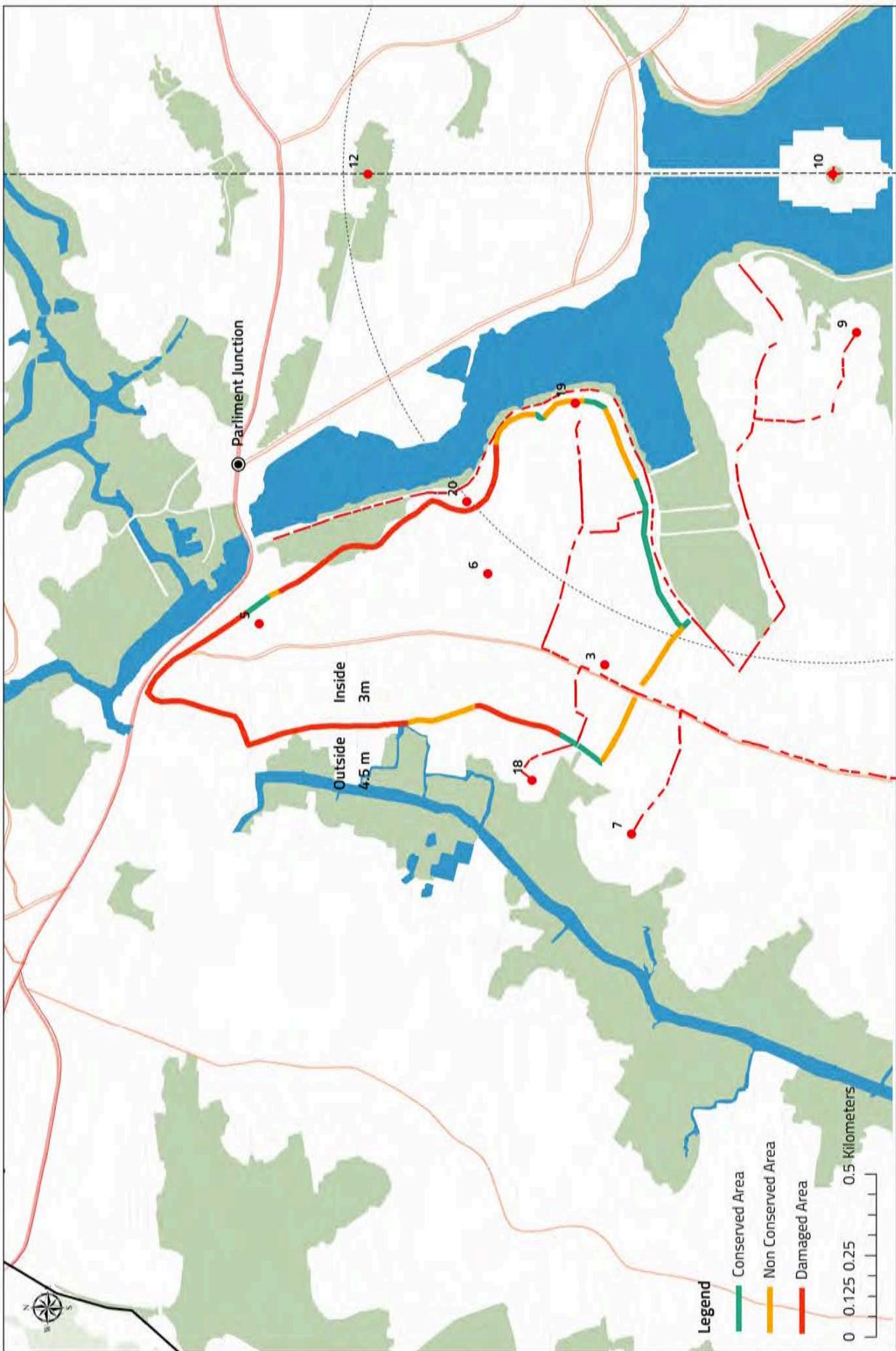
- *Redevelop the damaged part of the rampart wall*
- *Conserve the remaining part of the rampart wall*
- *Amend the rampart reservation as 3m reservation towards inside and 4.5m reservation towards outside along the wall*

- *Damaged Rampart*
■ *Non Conserved Rampart*
■ *Conserved Rampart*

Strategic Intervention	Project Code	Project Name
Apply Heritage Management Tools	SI-H-1	Special Heritage Guide Plan for Kotte Kingdom
	SI-H-2	Designing an Archeological Trail by protecting and revealing archeological elements within walkable distance.
	SI-H-3	Rampart wall Regeneration Project

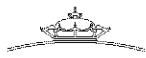
Table 11.4 : Strategic projects in heritage conservation strategy

Source : Western Province Division and Research & Development Unit, UDA - 2018



Map 11.5 : Present condition of rampart wall

Source : Western Province Division and Research & Development Unit, UDA - 2018



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The background of the image is a high-angle aerial photograph of a vibrant, modern city at night. The city is densely packed with buildings of various heights, from low-rise residential structures to tall skyscrapers. A major railway line cuts through the city, with several tracks visible. The surrounding area is lush with green trees and parks. The city lights are reflected in the water of a large river or bay in the foreground, creating a shimmering effect. A prominent white cable-stayed bridge spans the river, its towers and cables illuminated against the dark sky.

12

*Implementation
Strategy*



Chapter 12 **IMPLEMENTATION STRATEGY**

The vision of the Capital City Plan, 'Diadem Sovereign Sri Lanka' is expected to be achieved through three strategic goals and nine objectives. The Implementation Strategy is initiated to guide the selection of best solution and process the complicated strategic activities which come under the identified strategic approaches and objectives. In order to deliver an effective Implementation Strategy, the below structured approach is prepared;

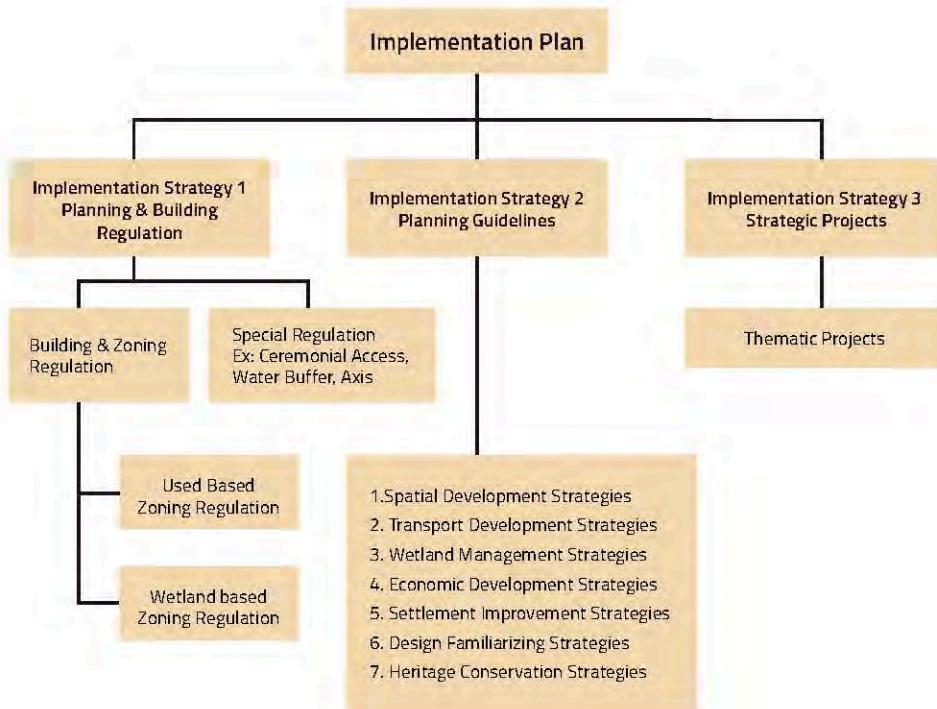


Figure 12.1: Implementation plan

Source : Western Province Division and Research & Development Unit, UDA - 2018

12.1. Prioritization of Strategic Project

The progress of the Capital City Development Plan mainly depends on strategic projects those identified under the seven development strategies. Hence, project prioritization and alignment is important to add value and implement the plan. Accordingly, project prioritization elaborates in what way each project is aligned with strategic approaches and objectives of the Capital City Development Plan. The prioritization of projects has been carried out based on four major criteria including project risk, complexity of the project, inter – dependency of projects and strategic value of the project. The Capital City Development Plan implementation process clarifies how the initiative concept and strategies are set with sufficient details to inform and enable the responsible parties to decide on further proceedings. Correspondingly, the appropriate financing mechanism is proposed to guide the relevant stakeholder in implementing the identified projects and ensure smooth realization of the vision of the Capital City.

Chapter 12 IMPLEMENTATION STRATEGY

Prioritization of Strategic Project

Project Prioritization

1. *Strategic value of the project to achieve the planning concept in plan.*
2. *Inter dependency of the projects / operational benefits on other projects.*
3. *Projects which have the highest complexity in terms of inherent complexity, project uncertainty, project rigidity of sequence and number of technologies used.*
4. *Project risk identification*

1. Strategic Value of the Project to achieve the Planning Concept.

The entire list of projects is expected to enhance the value of the Capital City Development Plan. The consideration is given on the basic criteria which the projects need to enhance the strategic value of the pre designed conceptual plan, strategic approaches and objectives. The projects were initially scored within the range of 1 – 5. The value 1 is given for projects which possesses a low strategic value to achieve the concept and value 5 is given for projects which possess a high strategic value. However, the ranking and scoring is based on the planning team's perception. Hence, it can be identified as a limitation of this measurement.

2. Inter Dependency of Projects / Operational Benefits to the Other Projects

A project which is a pre-requisite for other projects automatically gains its priority in the order of implementation. Hence, a pair-wise matrix was carried out to derive the order of implementation of the identified projects. Initially, three colour codes were used to identify the dependency level of projects and then base coloured image was converted to numerical values.



Chapter 12
**IMPLEMENTATION
STRATEGY**

Prioritization of Strategic
Project

Project	P1	P2	P3	P4	P5	Total	Normalized Value
P1	0						
P2		0					
P3			0				
P4				0			
P5					0		
Total							
Normalized Value							

Table 12.1: Table of project interdependency

Source : Western Province Division and Research & Development Unit, UDA - 2018

- If left hand project is a pre-requisite for the top project – 1
- If left hand project is not a pre-requisite for the top project – 0

3. Projects which have the highest Complexity in terms of Inherent Complexity, Project Uncertainty, Project Rigidity of Sequence and Number of Technologies used.

In order to identify the complexity of the projects, the Project Complexity Index was developed based on 7 components. It was developed to evaluate each project in terms of the below mentioned criteria. The value range 1 – 5 was adopted with the value 1 for projects with high complexity and the value 5 for projects with low complexity.

4. Project Risk Identification

Risk analysis is an essential tool which should be used in the planning sector since it helps to identify the potential issues that can negatively impact the projects and be used as a fact for the prioritization of identified projects. The Risk Index Analysis was developed mainly based on two criteria, probability and severity. By using these two criteria 9 risk types (cost risk, schedule risk, performance risk, governance risk, strategic risk, operational risk, market risk, and legal risk) were weighted as mentioned below. It indicates the range of risks that can occur through the projects in the Capital City Development Plan.

Project	T(P)	T(S)	R
P1			
P2			
P3			
P4			
P5			
Total			
Normalized Value			

Chapter 12 IMPLEMENTATION STRATEGY

Prioritization of Strategic Project

Table 12.2: Table of project implementation matrix
Source : Western Province Division and Research & Development Unit, UDA - 2018

Project	Inherent Complexity	Uncertainty	No of Technologies	Rigidity of Sequence	Overlap of Phases	Organizational inherent Complexity	Total	Complexity Index
P1								
P2								
P3								
P4								
P5								
Total								
Normalized Value								

Table 12.3: Project prioritization
Source : Western Province Division and Research & Development Unit, UDA - 2018

In order to finalise the above mentioned four criteria in a single matrix, the criteria was weighted based on its importance on the implementation scenario. (Please refer annexure 2)

Projects	Risk	Weight	Complexity	Weight	Dependency	Weight	Strategic Value	Weight	Total
		20%		15%		30%		35%	
P1									
P2									
P3									
P4									
P5									
Total									
Normalized Value									

Table 12.4: weighted project prioritization matrix
Source : Western Province Division and Research & Development Unit, UDA - 2018



Chapter 12
**IMPLEMENTATION
STRATEGY**

Prioritized Project

12.2. Prioritized Projects

The prioritized projects were classified into three broader categories as 1st priority, 2nd priority and 3rd priority projects. Given the implementation mechanism and the financing capabilities, it was identified that the 1st priority projects are capable to be implemented within the next 10 years of period (2019 to 2030).

Phase	Major Activities	Deliverables	Key Milestones
Phase I (2019-2030)	Identified 32 Special Projects	1. Future land use map 2. Guide rezoning and Redevelopment decisions 3. Capital facilities planning 4. Identify Key Opportunities and Issues 5. Planned Capital City	Key milestone project is Kibulawala Junction Improvement
Phase II (2030-2040)	Identified 23 Special Projects		Kaduwela Marsh related Park Project
Phase III (2040-2050)	Identified 16 Special Projects		Open Space Project at Koswaththa Road

Table 12.5: Summary of prioritised projects

Source : Western Province Division and Research & Development Unit, UDA - 2018

1st Priority Projects (2019-2030)

1st Priority Projects (2019 -2030)	
Category 01 - Strategic Projects identified by Capital City Development - 2030 (SI)	
Project Code	Project Name
SI-I	Infrastructure Improvement Startegy
SI-I-1	Waste water Treatment and Disposable Project
SI-I-2	Hospital Complex Relocation Project
SI-W	Wetland Management Startegy
SI-W-1	Thalangama marsh related park project
SI-W-2	Capital City Park
SI-W-3	Canal Regeneration in the Administrative area Project
SI-W-4	Kolonnawa tourism development marsh related park project
SII-W- 5	Maintain Buffer along Kelani River
SI-T	Transport Development Startegy
SI-T-1	Multimodal hub Establishment at Koswatta node project
SI-T-2	Makumbura Multi Model Hub Development

Chapter 12 IMPLEMENTATION STRATEGY

Prioritized Project

1st Priority Projects (2019 -2030)	
Category 01 - Strategic Projects identified by Capital City Development - 2030 (SI)	
SI-T-3	Multimodal Transport Hub Development-kaduwela
SI-T-4	P1 Roads
SI-T-5	P2 Roads
SI-T-6	P3 Roads
SI-T-7	Wetland Roads
SI-S	Settlement Development Strategy
SI-S-1	Neighbourhood Nodes Development in Residential Promotional Area's
SI-S-2	Shopping Mall Project at Pitakotte Junction- KMC
SI-E	Economic Developmet Startegy
SI-E-1	Kotikawaththa Office Space Development
SI-E-2	Pamunuwa Textile Park Development Project
SI-E-3	Rajagiriya Welikada Plaza area Regeneration Project
SII-E-4	Maharagama Town Center Development Project
SII-E-5	Kottawa Town Center Development Project
SI-A	Admin City Development Startegy
SI-A-1	Redesign of Administrtaive Cluster I Area
SI-A-2	Conversion of Land to Urban Spaces and Recreational Parks
SI-D	Urban Design improvement &
SI-D-1	President Office & Resident area Relocation Project
SI-D-2	City Land Mark (Stupa) Establishment Project
SI-D-3	Kaduwela City Gates Establishment project
SI-D-4	Kottawa City Gates Establishment project
SI-D-5	Nugegoda City Gate Establishmnet project
SI-D-6	D.S. Senanayake Roundabout City Gates Establishment project
SI-H	Heritage Conservation Startegy
SI-H-1	Special Heritage Guide Plan for Kotte Kingdom
SI-H-2	Designing an Archeological Trail by protecting and revealing archeological elements within walkable distance.
SI-H-3	Rampart wall Regeneration Project

Table 12.6: First priority projects

Source : Western Province Division and Research & Development Unit, UDA - 2018



Chapter 12
IMPLEMENTATION
STRATEGY

Prioritized Project

2nd Priority Projects (2031-2040)

2nd Priority Projects (2031 -2040)	
Category 02 - Strategic Projects identified by Capital City Development - 2030 (SII)	
Project Code	Project Name
SII-W	Wetland Management Startegy
SII-W- 6	Diyatha Uyana Extension park - Phase 1
SII-W- 7	Eco Friendly Nature Park Project at Kotte Marsh
SII-W -8	Megoda Kelaniya marsh related park project
SII-W -9	Kaduwela marsh related park project
SII-W -10	Interconnection of missing links in water bodies
SII-W -11	Passenger Transport Route (Wellawaththa to Baththramulla)
SII-T	Transport Development Startegy
SII-T-4	P1 Roads
SII-T-5	P2 Roads
SII-T-6	P3 Roads
SII-T-7	Wetland Roads
SII-S	Settlement Development Strategy
SII-S-3	13 Convenience Node Development Project
SII-S-4	Improving of Kaduwela - Homagama Road from Wellehandiya to Homagama
SII-E	Economic Developmet Startegy
SII-E-7	Nugegoda Super Market Area regeneration Project
SII -E-8	University District Development Project
SII-A	Admin City Development Startegy
SII-A3	Administrative Cluster 2 Development project
SII-A4	Koswaththa Township Development Project
SII-D	Urban Design improvement & Heritage Conservation Strategy
SII-D7	Project of landscape improvement Along The Ceremonial Access
SII-D8	Project of Facade improvement Along The Ceremonial Accesses
SII9-D	Pathways construction Project surrounding the Diyawanna Lake
SII-D10	Embassies Establishment Project
SII-D11	Three pocket parks Establishment project near to Diyawanna Lake
SII-D12	Supreme Court Relocation and Surrounding area Landscaping Project

Table 12.7: Second priority projects

Source : Western Province Division and Research & Development Unit, UDA - 2018

3rd Priority Projects (2041-2050)

Chapter 12 IMPLEMENTATION STRATEGY

3rd Priority Projects (2041 -2050)	
Category 03 - Strategic Projects identified by Capital City Development - 2030 (SIII)	
Project Code	Project Name
SIII-W	Wetland Management Startegy
SIII-W-12	Malabe marsh related park project
SIII-W-13	Green Walkway project at Thalangama Tank
SIII-W-14	Redesign Kelani River Bridge
SIII-W-15	Baththaramulla to kelaniya Water Transport
SIII-T	Transport Development Startegy
SIII-T- 12	P1 Roads
SIII-T- 13	P2 Roads
SIII-T- 14	P3 Roads
SIII-T- 15	Wetland Roads
SIII-S	Settlement Development Strategy
SIII-S5	High End Residential Phase II- Residential Development Project at Thalapathpitiya
SIII-S6	High end Residential Phase I- Residential Development Project at Pitkaotte Junction
S-T-7	Community Park Development Project
	Phase I- Community Park at Hokanadara (1.1 acre)
	Phase II- Community Park at Vidyalaya Junction (2.5 acre)
	Phase III- Community Park at Hatharaman Handiya (0.45 acre)
SIII-E	Economic Developmet Startegy
SIII-E-9	Industrial Warehouse Strip project
SIII-E-10	Knowledge City Development Project
SII-A	Admin City Development Startegy
SII-A-5	Thalawathugoda Township Development Project
SI-A-6	Road Improvement Projects Towards Cluster 2 area
SII-D	Urban Design improvement & Heritage Conservation Strategy
SIII-D+13	Cultural Grove Redevelopment Project

Table 12.8: third priority projects

Source : Western Province Division and Research & Development Unit, UDA - 2018



DIADEM SOVEREIGN SRI LANKA
THE CAPITAL CITY DEVELOPMENT PLAN 2019–2030

Annexures

Annexure 01

අභ්‍ය අංකය	දිස්ත්‍රික්කනය	උදි.කො / ආ. ලේ.කො.	කොරලය	පස්තුව	යම	ස්ථානය	බෙජ් විස්තර	යැයි ආකෘතිය දීමෙන
1	කොළඹ	නුගේගොඩ	--	--	රාජකිරිය	මැධ්‍යෝග වලවිට	රාජකිරිය පාරේ, අංක 137 දරන ඉඩමේ	1992/03/02
2	කොළඹ	—	--	--	කොළඹ නුගේගොඩ	පර්පූලු දිය ඇගල	කොට්ටෙ නායර මැණුමේ අංක 62 නී අංක 13 පැවැත්තේ 115, 116, 119 සිට 126, 155, 156 භා 158 සිට 160 අංක 17 පැවැත් 49, 50, 52, 53, 58 සිට 60 සිට 63, 71, 72 අංක 18 පැවැත් 60, 62, 63, 66 සිට 68 යන කිහිපි වලට අයවුන	14970 – 1971/08/12 දැන්මීම
3	කොළඹ	—	--	--	කොළඹ නුගේගොඩ	පර්පූලු මැධ්‍යෝග පිරිවෙන	අංක 62 දැන නායර තිතුමේ 69 වැනි කිහිපි හැබුවේලේ	14958 – 1971/05/14
4	කොළඹ	නුගේගොඩ	--	--	කොළඹ නුගේගොඩ	පර්පූලු උමුව	කොට්ටෙ ආනන්ද ගොස්තුවාල භුමියේ කිහිපි	10418 – 1952/06/27
5	කොළඹ	නුගේගොඩ	--	--	රාජකිරිය	රාජකිරිය පාරේ	අංක 137 දරන ඉඩමේ අංක මිකුණීකර වලවිට	1992/11/13
6	කොළඹ	කුම්ඩල	--	--	කොරලනාව	කොරලනාව රජමහා විභාර සුම්මේ	පිටවරුම් කෙටු පැරණි ගල්ලන් සහ තිලු ලිසි	2002/02/22 1264
7	කොළඹ	කුම්ඩල	--	--	නෑවකුව	නෑවකුව දේශාලය භුමිය	පැරණි විභාර මෙය, භාව්‍යාත්‍ය, දේශාලය, හි 002/12/22 මහා පත්‍රිකා දේශාලය, හි වියුතු දේශාලය, කනාරුම දේශාලය, දැක්වුන්ව දේශාලය, පැරණි ආචාර්ය මෙය පැරණි කායුස් සහිත මලුව	1264
8	කොළඹ	මහාරාම	--	--	වත්තෙන්ගෙදර	විපස්සාරාම විභාරය	පැරණි විභාර මෙය	2005/07/08 1401
9	කොළඹ	නුගේගොඩ	--	--	521 අංකල් කොළඹ	අංක 62 කොට්ටෙ නායර මැණුමේ 13 පැවැත් උනුරට 89, 90, 129, 127, 126, 125, 124, 123, 122, 121, 120, 119, 116, 115 කැබේලිවෙත අයුත්තින් මැණුමේ වැයි	පැරණි කොට්ටෙ බැම්මෙ පාසොපු බැම්මෙ සිට 2007/02/23 1486	

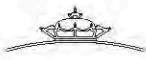
අභ්‍ය අංකය	දිස්ත්‍රික්කය	දී.පො / ජී. පොරුය	පොරුය	පොරුය	යම	ස්ථාරයන්	වෙනස් විස්තර	යැක්සේ ආකෘති දිනය
10	කොළඹ	නිලධාරී	--	521 ඇඟුල් කොර්ට්‍රේ	දකුණුව 87, 88, 130, 159 කැබලිවල මිනිනි	පැරණි ඇඟුල් දිය අගල	2007/02/23 14:86	
11	කොළඹ	නිලධාරී	--	521 ඇඟුල් කොර්ට්‍රේ	අංක 62 කොර්ට්‍රේ නයර මැනුවේ 13 පැහැදිලි 116, 117, 113, 112, 110, 64, 63, 62, 61, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 33, 31, 30, 29, 28, 26 කැබලිවලට ඇඟුලෝක් මාසින් වූ	පැරණි ගොවු බැමීම යන එම කොට්‍රේ බැමීමේ සිට අඩි 5 ක තුම් භායය	2007/02/23 14:86	
12	කොළඹ	--	--	--	27, 55, 56, 57, 58, 59, 60, 111, 114, 115 කැබලිවලට මිටින් මාසින් වූ	පැරණි ගොවු බැමීම යන එම කොට්‍රේ බැමීමේ සිට අඩි 10 ක තුම් ප්‍රමාණය	2007/02/23 14:86	
13	කොළඹ	--	--	--	අංක 62 දරණ කොට්‍රේ නයර මැනුවේ 13 පැහැදිලි 90, 85, 84, 349 කැබලිවලට ඇඟුලෝක් මාසින් වූ යන 87, 86, 350 කැබලිවලට මාසින් වූ	පැරණි ගොවු බැමීම යන එම කොට්‍රේ බැමීමේ සිට අඩි 5 ක තුම් භායය	2007/02/23 14:86	
14	කොළඹ	නිලධාරී	--	521 ඇඟුල් කොර්ට්‍රේ	අංක 62 කොර්ට්‍රේ නයර මැනුවේ 11 පැහැදිලි 84284 කැබලිවල තිබේ හා 285, 287, 288, 280, 279, 2 78, 277, 276, 191, 192, 185, 137, 138, 131, 127, 141 සා 40 කැබලිවල තිබේ හා 39, 33, 81 යන කැබලිවලට ඇඟුලෝක් මාසින් වූ යන 286, 282, 281, 277, 278, 290, 189, 186 කැබලිවල තිබේ 136, 133, 132, කැබලිවල තිබේ 36, 38, 34 කැබලිවලට ඇඟුලෝක් මාසින් වූ	පැරණි ගොවු බැමීම යන එම කොට්‍රේ බැමීමේ සිට අඩි 10 ක තුම් භාගය	2007/02/23 14:86	
15	කොළඹ	නිලධාරී	--	521 ඇඟුල් කොර්ට්‍රේ	අංක 62 කොර්ට්‍රේ නයර මැනුවේ 11 පැහැදිලි 349, 344, 343, 342, 94, 93, 57 කැබලිවල තිබේ හා 11 යන කැබලිවලට ඇඟුලෝක් මාසින් වූ	අංක 622 කොර්ට්‍රේ නයර මැනුවේ 6 පැහැදිලි 11, 54, 53, 52, 51, 50, 49, 71, 59, 46 සහ 45, 44, 43, 42, 35, 72, 69 කැබලිවල තිබේ 81 යන කැබලිවලට ඇඟුලෝක් මාසින් වූ යන 93, 18, 48, 73, 74, 75, 80 යන කැබලිවලට මාසින් වූ	2007/02/23 14:86	
16	කොළඹ	නිලධාරී	--	521 ඇඟුල් කොර්ට්‍රේ	අංක 622 කොර්ට්‍රේ නයර මැනුවේ 6 පැහැදිලි 11, 54, 53, 52, 51, 50, 49, 71, 59, 46 සහ 45, 44, 43, 42, 35, 72, 69 කැබලිවල තිබේ 81 යන කැබලිවලට ඇඟුලෝක් මාසින් වූ යන 93, 18, 48, 73, 74, 75, 80 යන කැබලිවලට මාසින් වූ	කටාරුම් කොට්‍රේ ප්‍රාග් ලේඛන පිළිබඳ සාකච්ඡා පිළිබඳ දිනය	2007/02/23 14:86	
17	කොළඹ	කුම්බල	--	470 ඒ තුවාමුව දකුණු	අංක 622 කොර්ට්‍රේ නයර මැනුවේ 6 පැහැදිලි 11, 54, 53, 52, 51, 50, 49, 71, 59, 46 සහ 45, 44, 43, 42, 35, 72, 69 කැබලිවල තිබේ 81 යන කැබලිවලට ඇඟුලෝක් මාසින් වූ යන 93, 18, 48, 73, 74, 75, 80 යන කැබලිවලට මාසින් වූ	කටාරුම් කොට්‍රේ ප්‍රාග් ලේඛන පිළිබඳ සාකච්ඡා පිළිබඳ දිනය	2011/12/30 1739	



Annexure 02

	P1 Roads	P2 Roads	P3 Roads	Wetland roads
1st stage 2019-2030	Highlevel Road	Angoda Hospital road	Beddagana Rd	Old Kesbawa Road
	New Kandy Road	Malabe-Kottawa Road	Madiwela Road	Madinnagoda Road
	low level Road	part of the proposed ring road	Vivekarama Mawatha	Udahamulla Station Road
		Parliament Road	Vidyala Mawatha	Proposed Road
		Thalawathugoda Road	Defence road	Proposed SJ Road Extend
		Malabe - Athurugiriya road	Robert Gunawardane Mawatha	Kalalgoda Road
		Old Kesbawa Road	Lake Road	Japan Sri Lanka Friendship Road
		Near Welikada plaza	Sri Devananda Road	Chandrika Kumaratunga Mawatha
		Himbutana Road	Welivita Road 1	Kalapaluwawa Road
		Old Kottawa Road	Udwatta Road	Duwa Road
		Welikada-Kotikawatte Road	Vihara Lane	SJ Road
		Stanley Thilakarathne Mawatha	Pamunuwa Road	Sri Lanka Nippon Av
		Kirimandala Mawatha	infront of Aurveda Hospital	Parliament Drive
			Millenium Drive	Dencil Kobbekaduwa Road
			Sedawatta-Ambatale Road	Lake Drive
			Diyawanna Mawatha	
			Balika Niwasa Road / Rukmale Road	
			Pipe Line	
			Old Kottawa Road	
			Polwatte Road	
			New Proposed Road 1	
			New Proposed Road 2	
			defence road 2	
			Vivian Gunawardana Mawatha	
			Weliwatta road	
			Thunadahena Road	
2nd Stage (2031-2040)				
		Hibutana Kaduwela Road	Kakirawa Road	Udyana Mawatha
		Kahanthota Road	Morawaka watta Road	Mahindarama Road
		Hokandara kottawa road	Epitamulla Road	Pathirage Road
		Athurugiriya-Kottawa Road	Batewela Road	Galpotta Road
		Athurugiriya -Nawagamuwa Road	Pothuarawa Road	Kendahenawatte Road
		Pannipitiya-Malambe Road	Boralugoda Road	Colambanthri Road
	New Hospital Road	Welivita Road	E1 -Proposed Wetland Road	

P1 Roads	P2 Roads	P3 Roads	Wetland roads
	Kolonnawa-Angoda Road	himbutana road	Andihena Road
	Piliyandala - Kottawa Road	Temple Road	Cemetery Road
	Panagoda-Ambulgama Road	Malgama Mawatha	E4 -Proposed Wetland Road
	Thalapathpitiya Rd	Jaya mawatha	E5 -Proposed Wetland Road
	Maharagama-Dehiwala Road	N.J.V.Cooray road/Koswatta road	E6 -Proposed Wetland Road
	Kaduwela Athurugiriya Road	Rajasinghe Mawatha	Flower Road
	Habarakada-Ranala Road	Mangala Mawatha	Gomes Mawatha
	New Kolonnawa Road	Nalaka Somawardhan Mawatha	
	Kotte Road	Gothami Mawatha	
		Godallawatta Road	
		Galawila Road	
		Warakatiya Road	
		Pathiragoda Road	
		Temple Road	
		SILVA PLACE	
		Railway Avenue	
		Maligagodella Road	
		D.P.W.Ijesinghe Mawatha	
		Sri Sumanajothi Mawatha	
		Oruwala Road	
3rd Stage (2041-2050)			
	Pagoda Nugegoda Road	Soratha Mawatha	Wela Road
	Pitakotte Thalawathugoda Road	Amaragoda Road	9th Lane
	New Hospital Road	Weli Para Road	Gehan Road
	Hospital Road	Mullegama Road	New Jayaweera Road
	Nawala Road A	Ananda Balika Mw	E3 -Proposed Wetland Road
	Habarakada-Ranala Road	Pattiyawatte Road	Angampitiya Road
	Himbutana Road	Edirisinghe Road	E7 -Proposed Wetland Road
	Galauda Road	Dakshina Road	E2 -Proposed Wetland Road
	Godagama road	5th lane	9th Lane
	Piliyandala-Maharagama Road	Delgahawatte Road	E12 -Proposed Wetland Road
	Hospital Road	M.D.H Jayawardana Road	E13 -Proposed Wetland Road
	Kolonnawa Road	Horahena Road	E10 -Proposed Wetland Road
	Welipara (Chandra Silva Mawatha)	Bakmeegaha Road	E 11 -Proposed Wetland Road
	Athurugiriya -Nawagamuwa Road	Rukamalgama Temple Road	
	Kottawa-Horana Road	Udumulla road	
	Pannipitiya-Malambe Road	Jayanthi Road	



	P1 Roads	P2 Roads	P3 Roads	Wetland roads
		Homagama Athurugiriya road	Siri Nandarama Road	
		Pepiliyana Road	Kotte Bope Road	
			Sri Parakrama Mawatha	
			Bathalawaththa To Chandrika Kumarathunga Mawatha	
			Baddagana Road	
			C5	
			Vakkija Waththa Road	
			Mihindu Mawatha	
			Rajasinghe Mawatha	
			C8	
			C9	
			C10	
			C11	
			Galwarusa road	

Annexure 03

Project List	Total App. Cost (Rs.)	Responsible Agency	Financing Mechanism
1. President office & Resident Relocation Project		Ministry of Mega Polise / UDA	Treasury Funding
2. Embassies Establishment Project		Minisrty of Mega Polise / UDA	Treasury Funding
3. Three pocket parks Establishment project near to Diyawanna Lake - Royal Park	113,312,000	UDA/SLLR&DC/CEA	Treasury Funding
7. Cultural Grove Redevelopment Project		UDA/Archeological Dep	Treasury Funding
8. Supreme Court Relocation and Surrounding area Landscaping Project		UDA/Archeological Dep	Treasury Funding
9. City Land Mark (Stupa) Establishment Project		UDA	
10. Ceremonial Access Development project			
I. Project of landscape improvement Along The Ceremonial Access		RDA/UDA	Treasury Funding
II. Project of Facade improvement Along The Ceremonial Accesses		RDA/UDA	Treasury Funding
11. Fourteen Transitional Junctions/ nodes Improvement Project			
I. Parliament Junction improvement Project		UDA/Kaduwela MC	Treasury Funding
II. New Akuregoda Rd improvement Project		UDA/Kaduwela MC	Treasury Funding
III. Thalawathugoda Junction improvement Project		UDA/Kaduwela MC	Treasury Funding
IV. Pitakotte Junction improvement Project		UDA/Kotte MC	Treasury Funding
V. Rajagiriya Node improvement Project		UDA/Kotte MC	Treasury Funding

Project List	Total App. Cost (Rs.)	Responsible Agency	Financing Mechanism
VI. Malmbe Node improvement Project		UDA/Kaduwela MC	Treasury Funding
VII. Pannipitiya Junction improvement Project		UDA/Maharagama UC	Treasury Funding
VIII. Nugegoda SuperMarket Node improvement Project		UDA/Kotte MC	Treasury Funding
IX. D. S. Senanayake Roundabout improvement Project		UDA/CMC	Treasury Funding
X. Kaduwela Interchange node improvement Project		UDA/Kaduwela MC	Treasury Funding
XI. Makumbura TOD node improvement Project		UDA/Maharagama UC	Treasury Funding
XII. Nogegoda Fly-over node improvement Project		UDA/Kotte MC	Treasury Funding
XIII. Palam thuna Junction improvement Project		UDA/Kaduwela MC	Treasury Funding
XIV. Kimbulawala junction improvement Project		UDA/Kaduwela MC	Treasury Funding
12. Four City Gates Establishment Project			
I. D.S. Senanayake Roundabout City Gates Establishment project		UDA/CMC	Treasury Funding
II. Nugegoda City Gates Establishment project		UDA/Kotte MC	Treasury Funding
III. Kottawa City Gates Establishment project		UDA/Maharagama UC	Treasury Funding
IV. Kaduwela City Gates Establishment project		UDA/Kaduwela MC	Treasury Funding
13. Inner city Boundary Delineation project		UDA/RDA	Treasury Funding
Project for Create boulevards of Kalapaluwawa Road from Koswatta to Aggona			
ADMINISTRATIVE CLUSTER PLAN			
1. Government office Relocation Project			
I. Administrative Cluster 1 Development project		Ministry of Public Administration and Management /UDA	Treasury Funding
II. Administrative Cluster 2 Development project		Ministry of Public Administration and Management /UDA	Treasury Funding
2. Development of a Central Park in the Administrative clusters Project			
I. Open Space project at Koswatta node	551,201,447	UDA/Kaduwela MC	Treasury Funding
3. Diyatha Park Extension Project		SLLRDC	Treasury Funding
4. Canal Regeneration in the Administrative area Project		SLLRDC	Treasury Funding
7. Multimodal hub Establishment at Koswatta node project		RDA	Treasury Funding
8. Central Park Development of surrounding the Defense Ministry project	6,834,897,942	Ministry of Defence/ Kaduwela MC	Treasury Funding
9. Widening and Extention of Biso Manike Road from Defence Ministry Building to Hokandara into four lane (1.2km)	200,000,000	RDA	Treasury Funding
10. Develop Half Circular shape 02 lanes Road project from Koswatta to Hokandara adjacent to Thalangama Tank & Marshy land (4.0 km)		UDA/ CEA/ RDA	Treasury Funding
11. Hokandara Road widening project		RDA	Treasury Funding
12. Denzil Kobbakaduwa Road widening project		RDA	Treasury Funding



Project List	Total App. Cost (Rs.)	Responsible Agency	Financing Mechanism
ECONOMIC DEVELOPMENT PLAN			
1. 1.5 km strip in Sedawaththa- Ambathale Road Regenerate Project		Ministry of Industry & Commerce/ UDA ,Kotikawaththa PS	
2. Kotikawaththa Office Space Development	400,000,000	Kotikawatta PS/ UDA	Treasury Funding, ppp
3. Rajagiriya Welikada Plaza area Regeneration Project	6,834,897,942	Kotte MC	Treasury Funding, ppp
4. Nugegoda Super Market Area regeneration Project	16,293,550,000	Kotte MC / UDA	Treasury Funding, ppp
5. University District Development Project	1,102,402,894	UDA	Treasury Funding, ppp
6. Pamunuwa Textile Park Development Project	7,740,981,506	Maharagama UC/ UDA	Treasury Funding, ppp
7. Multimodal Transport Hub Development-kaduwela		UDA	Treasury Funding, ppp
8. Knowledge City and accessibility Development Project		Kaduwela MC/ UDA	Treasury Funding, ppp
9. Makuburu TOD Center Development	362,000,000	UDA	Treasury Funding, ppp
11. Kottawa new Town Center Development project	65,000,000	Maharagama UC/ UDA	Treasury Funding, ppp
12. Maharagama Town Center Development Project			
SETTLEMENT PLAN			
1. Amenity Development Project at Embildeniya Junction	686,544,861	UDA /Maharagama UC	Treasury Funding
2. Eco Friendly Nature Park Project at Kotte Marsh	372,311,000	SLLRDC	Treasury Funding
3. Water Transport Project (IW I) – SLLRDC		SLLRDC	Treasury Funding
4. Shopping Mall Project at Pitakotte Junction- KMC	94,045,615	Kotte MC	Treasury Funding
5. High-end Residential Development Project			
a. Phase I- Residential Development Project at Pitkaotte Junction		Private Consultancy	PPP
b. Phase II- Residential Development Project at Thapathpitiya		Private Consultancy	PPP
6. Green Walkway project at Thalangama Tank	93,216,943	UDA/CEA	PPP
7. Urban Service Improvement Project at Hokandara Junction (Redesign 3.6 acre of Hokandara Junction)(3.6 acre)	1,697,995,543	UDA / Maharagama UC	Treasury Funding
8. High end Commercial Development Project at Athurugiriya Interchange (400m length stretch of Left hand side of Athurugiriya Interchange)(1.7 acre)	516,000,000	UDA / Kaduwela MC	Treasury Funding
9. Community Park Development Project			
a. Phase I- Community Park at Hokanadara (1.1 acre)	75,790,199	Kaduwela MC	Treasury Funding
b. Phase II- Community Park at Vidyala Junction (2.5 acre)	1,076,565	Maharagama UC	Treasury Funding
c. Phase III- Community Park at Hatharaman Handiya (0.45 acre)	31,005,081	Maharagama UC	Treasury Funding

Project List	Total App. Cost (Rs.)	Responsible Agency	Financing Mechanism
10. Neighbourhood Nodes Improvement Project			
a. Phase I- Athurugiriya Township Development Project –UDA	2,200,000,000	UDA	Treasury Funding
b. Phase II- Koratota Township Development Project	61,301,913	Kaduwela MC	Treasury Funding
11. Convenience Nodes Improvement Project			
a) Thunadahene Junction Improvement Project	80,178,174	Kaduwela MC	Treasury Funding
b) Rukmalagama New Town Improvement Project	413,547,237	Maharagama UC	Treasury Funding
c) Walagama Junction Improvement Project	301,438	Kaduwela MC	Treasury Funding
d) Oruwla Junction Improvement Project	8,965,869	Kaduwela MC	Treasury Funding
e) Pore Node Improvement Project		Kaduwela MC	Treasury Funding
f) Dedigamuwa Junction Improvement Project	40,237,706	Kaduwela MC	Treasury Funding
g) Boralugoda Node Improvement Project		Kaduwela MC	Treasury Funding
h) Nawagamuwa Junction Improvement Project	4,087,279	Kaduwela MC	Treasury Funding
i) Parana Handiya Junction Improvement Project	735,962,105	Kaduwela MC	Treasury Funding
j) Ganewatta Node Improvement Project	15,847,042	Kaduwela MC	Treasury Funding
k) Ranala Node Improvement Project	15,984,842	Kaduwela MC	Treasury Funding
l) Bomiriya Node Improvement Project		Kaduwela MC	Treasury Funding
Only for Construction (Rehabilitaion and improvement of exsting roads)			
14. Kottwa Malambe Road Improvement Project from Kottwa MMTH to Kotte Bope Road (4 lane)(7 km)	560,000,000	RDA/PRDA	Treasury Funding
15. Hokandra Road widening and Wanaguru Mawatha widening project (4 lane) (4.31km)	344,800,000	RDA	Treasury Funding
17. Abuldeniya Avenue widening project (2 lane) (0.72km)	28,800,000	Maharagama UC	Treasury Funding
18. Pagoda Road Improvement Project from Nugegoda to Thalawatugoda (4 lane) (6.1 km) **	488,000,000	RDA	Treasury Funding
19. Create main linkage in between executive residential area and administrative area – from Sri Jayawardanapura mw to Battaramulla Pannipitiya Road via Kotte Road, Old Kottwa Road and Thalaphitiya Road. (4 lane) (8.9 km)	704,800,000	RDA	Treasury Funding
20. Extension of Madiwela Road up to High Level Road at Wijerama (2 lane) (3.37km)	561,670,000	RDA	Treasury Funding
INFRASTRUCTURE PLAN			
1. Waste Water treatment plant –NWS&DB		NWS&DB	Treasury Funding
2. Waste to energy project at Athuruguriya - Megapolis		Ministry of Megapolis	Treasury Funding
3. Bio Methanization facility project at Sri Jayawardanapura Kotte & kottawa - Megapolis		Ministry of Megapolis	Treasury Funding
4. Mass Scale Compost Yard project at Maharagama - Megapolis		Ministry of Megapolis	Treasury Funding



Project List	Total App. Cost (Rs.)	Responsible Agency	Financing Mechanism
ENVIRONMENT PLAN			
1. Three pocket parks Establishment project near to Diyawanna Lake (28 acres)	113,312,000	UDA /SLLRDC	Treasury Funding, PPP
2. Pathways construction Project surrounding the Diyawanna Lake (18229 m)	2,929,744,243	UDA /SLLRDC	Treasury Funding, ppp
3. Kotte marsh park development park (91.4 acres)	372,311,000	UDA /SLLRDC	Treasury Funding,ppp
4. Diyatha Uyana Extension park		SLLRDC	Treasury Funding,ppp
5. Kolonnawa tourism development marsh related park project		SLLRDC	Treasury Funding, ppp
6. Megoda Kelaniya marsh related park project (81 acres)	84,592,973	UDA /SLLRDC	Treasury Funding, ppp
7. Thalangama marsh related park project (10.75 acres)	177,733	UDA /SLLRDC/CEA	Treasury Funding, ppp
8. Malambe marsh related park project (459 acres)	7,588,800	SLLRDA/UDA	Treasury Funding, ppp
9. Kaduwela marsh related park project (88 acres)		SLLRDA/UDA	Treasury Funding, ppp
10. Canal Regeneration In the Administrative area Project		UDA	Treasury Funding, ppp
11. Kolonnawa tourism development marsh Related Park Project		SLLRDA/UDA	Treasury Funding, ppp
12. Maintain Buffer along Kelani River			

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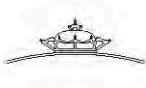
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