CITY CENTER FOR GREATER YOLA

An approach to the integration of the traditional cities and the modern townships of the Hausa-Fulani settlements of Northern Nigeria.

M.Sc, (URP) Thesis

By

Mrs. M. L. YUNUSA,
B.A, (Hons) Geography.

Department of Urban and Regional Planning,
Faculty of Environmental Design,
Ahmadu Bello University,
Zaria.

June 1980.

DEPARTMENT OF URBAN AND REGIONAL PLANNING,
FACULTY OF ENVIRONMENTAL DESIGN,
AHMADU BELLO UNIVERSITY,
ZARIA.

CERTIFICATE

This is to certify that this thesis has been submitted in partial fulfillment of the requirements for the award of the Master of Science Degree, Urban and Regional Planning.

APPROVED

ZARIA
JUNE, 1980

PROFESSOR S. JUCHNOWICZ
HEAD OF DEPARTMENT.

For my good boys

Yahaya, Haruna and Ibrahim.

ACKNOWLEDGEMENT.

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LIST OF FIGURES.

1. The Dual Nature of Some Northern Nigerian Cities.
2. Layout Plans of some Traditional City Centers from Northern Nigeria.
3. Gongola State: Location of Greater Yola.
4. Greater Yola: Existing Settlements.
5. Greater Yola: Existing Landuse.
6. Greater Yola: Existing Central Functions.
7. Greater Yola: Proposed Land use by Max Lock.
8. Landuse of Area Proposed by Max Lock.
9. Evaluation of Max Lock's Proposal.
10. Alternative sites for the City Center.
11. Location of Proposed City Center: Alternative A.
12. Location of Proposed City Center: Alternative B.
13. Location of Proposed City Center: Alternative C.
14. Greater Yola: Proposed Road Network.
15. Proposed Hierarchy of Centers.
16. Proposed City Center: General Concept Plan.
17. Proposed City Center: Ground Plan of Elements.
18. Proposed City Center: Circulation System.
19. Proposed City Center: Utilities and Services.
20. Proposed City Center: Green System.
21. Proposed City Center: Phases for Implementation.

LIST OF TABLES.

1. Existing Central Functions in Greater Yola.

2. Relative Population size of the Proposed Districts.

3. Landuse Proportions in the Proposed City Center.

4. Schedule of Requirements and Space Standards.

TABLE OF CONTENTS.

Contents		Page
ACKNOWLEDGEMENT		i
LIST OF FIGURES		ii
LIST OF TABLES		iii
CHAPTER ONE		
1.0	INTRODUCTION	1-13
1.1	Theoretical Background.	
1.2	Review of Literature.	
1.3	Definition of the Problem.	
1.4	Goals and Objectives.	
1.5	Data Collection.	
1.6	Scope and Limitations.	
CHAPTER TWO.		
2.0	REVIEW AND ANALYSIS OF THE EXISTING SITUATION ...	13-23
2.1	Historical Background.	
2.2	The Concept of Greater Yola.	
2.3	The Existing Centers.	
2.4	Max Lock's Proposal for the City Center.	
2.5	Alternative Sites.	
CHAPTER THREE.		
3.0	PLANNING PROPOSALS AND REQUIREMENTS ...	24-35
3.1	Alternative Concepts for the City Center.	
3.2	Proposed Road Network.	
3.3	Hierarchy of Centers.	
3.4	Schedule of Requirements.	

Contents (Cont'd). Page.

CHAPTER FOUR.

4.0 THE DESIGN PROPOSALS 36-49

4.1 The Site.

4.2 General Concept of the Design.

4.3 Elements of the Design.

4.4 Design Criteria.

CHAPTER FIVE.

5.0 POLICIES FOR IMPLEMENTATION ... 50-55

5.1 Land Acquisition.

5.2 Phases of Development.

5.3 Management of the City Center.

5.4 Financing the Program.

CONCLUSION 56

REFERENCES 59

CHAPTER 1.

1.0 INTRODUCTION.

1.1 Theoretical Backgrounds

The Hausa - Fulani cities of Northern Nigeria have the common characteristics of a dual urban structure which resulted mainly from the influence of British Colonial rule. Deliberate effort was made to preserve the traditional walled cities and the socio-cultural values of their inhabitants from the influence of the colonial administrator and his western ideas. When the northern region was conquered in 1900, provincial headquarters were set up in each of the emirates and this attracted junior administrative staff and traders most of whom were from the south. But the British administrator, his staff and the traders that came to provide supportive services were regarded by the indigenous population as "stranger elements" so were not allowed to reside within the traditional walled cities. Thus new towns (Sabon Garis') developed along side the walled cities of Kano, Zaria, Katsina, Sokoto, Bauchi, Gombe, etc.

Unlike the traditional cities, the colonial townships were characterized by heterogeneity because they had to accomodate many new changing and different ideas, individuals and cultures.[1] Consequently, these townships grew to be the modern commercial and business centres of the, now dual cities while the walled cities remained the cultural centers with which the indigenous people identify. Thus the two sectors did not only develop to be functionally incompatible but they exhibit contrasting layout patterns, and

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1. URQUHART, A.W. (1977) Planned Urban Landscapes of Northern Nigeria. Ahmadu Bello University Press, Zaria, p. 2.

in several cases have grown in physical isolation of each other. The distinct duality which has resulted from this phenomenon is now easily observed in the structural layout of the cities. Fig. 1 shows a few examples of these.

Since Independence however, followed by the creation of states, most of these cities have emerged as capitals of their respective states and are expected to meet up to the challenges posed by the demands of a new state administration. Invariably, colonial townships have provided the basic infrastructural requirements of the new state functionaries and the old provincial secretariats formed the nucleus of the state administrative complex. This, coupled with the effect of subsequent local government reforms which have de-emphasized the governing role of the traditional rulers, and the fact that conscious effort was made to preserve the traditional centers from any modernizing influence, has tended to encourage a steady concentration of urban development on the colonial townships. Now there is a growing pressure for these two parts to function together as parts of one continuous urban area, which suggests that there should be an integration of the two. It is this integration that forms the central theme of this study.

In searching for ways and means of integrating the modern sections and the traditional sections of the Hausa-Fulani cities, we must focus more on their central areas because the city center is identified as the nerve head of a city's cultural, economic and business life. But exactly how the city center is defined itself constitutes some difficulties. Not only are various terminologies such as the Central Business District, Downtown, Core Area, Central

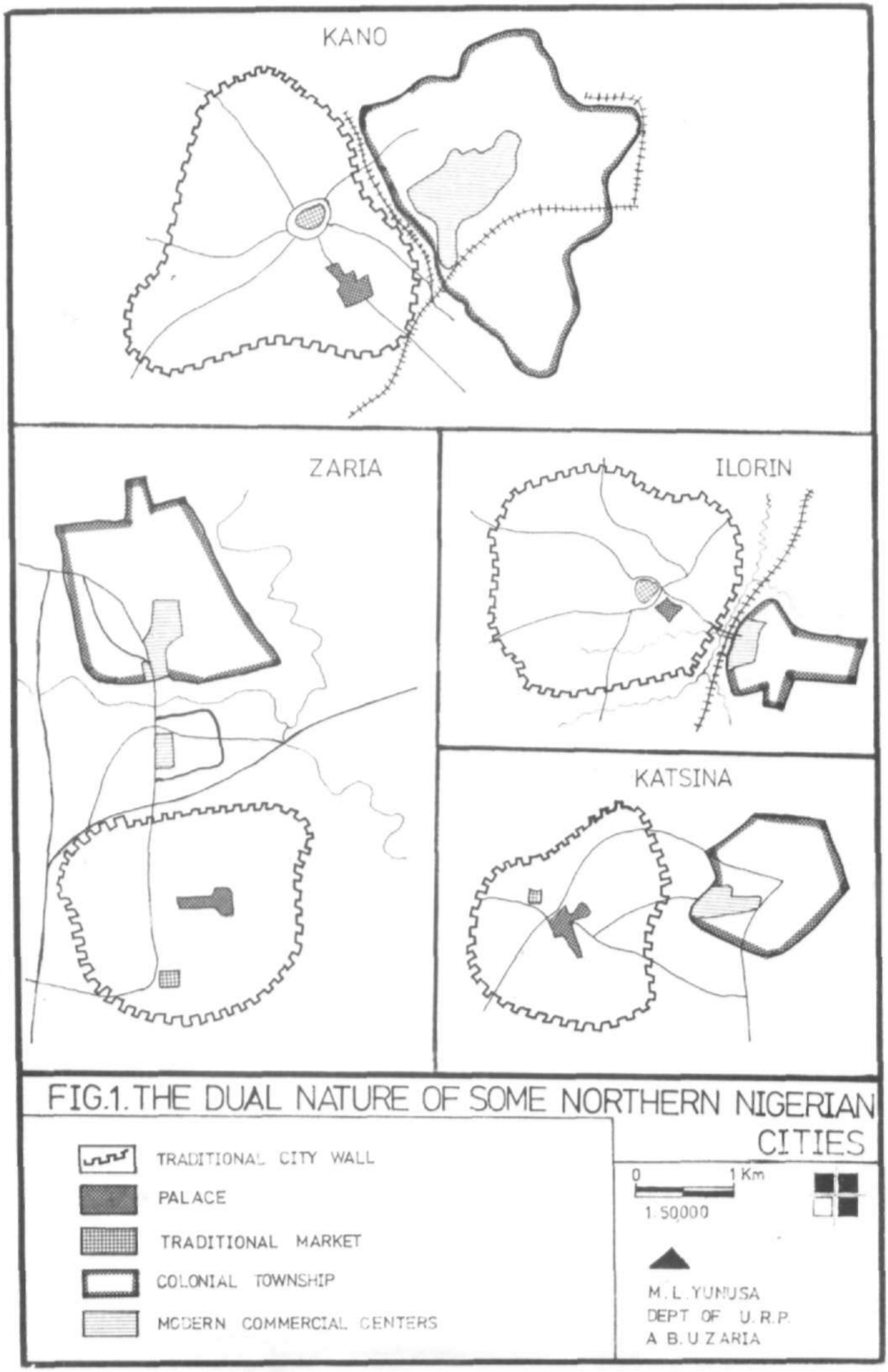


FIG.1. THE DUAL NATURE OF SOME NORTHERN NIGERIAN CITIES

Area, etc. used widely but opinions vary on what the functions of a city center should be.

American authors like Vance and Murphy say that "the really essential Central Business functions appear to be the retailing of goods and services for a profit and the performing of various office funtions".[2] If we accept this definition for use in Northern Nigerian Cities, then the question of the need to integrate will not arise because as already noted, the colonial towns fit this definition but the traditional centers do not, because they play a cultural role. It is obvious however that the development of funtionally specialized areas in a situation where the form and functions, of the traditional cities is gradually being dominated by the role of the colonial townships would be a highly undesirable trend for efficient urban growth.

Keeble defines central areas of British towns as "the part of the town in which the central services of the highest order which the particular type of town can support are found".[3] Once again, this definition emphasizes the profit aspect of the city centre. In Nigeria, City Centers of the pre-colonial towns especially do not only have functions that are of profit value but also have some non-profit oriented functions. Infact in our example of Northern Nigerian Cities, there is often a clear distinction between the commercial and cultural center. This means

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2. MURPHY and VANCE, "Delimiting the Central Business District" in Economic Geography, Vol. 30, No. 3, July 1954.

3. KEEBLE, L. (1952) Principles and Practice of Town and Country Planning. Estate Gazettes, London.

that these non-profit functionswhich form the focal point of the walled cities must form significant parts of the type of city center we propose. Neither Vance and Murphy's nor Keeble's definition would be appropriate for such a center.

Gibberd includes the non-profit motivated uses when he defines the city center as "the chief administrative, business entertainment and cultural center of the town as a whole".[4] This would seem to define the city centers we propose for the dual cities of Northern Nigeria. If the existence of a city is tied closely to the form, character and function of its center, it means such a center must reflect an aggregate value for the total city level. When Juchnowicz notes that "the historic city of Kano, which is the third largest settlement in the Federation does not have a true central area with the functions normally attributed to the area",[5] he is only echoing the need for the type of city center we have just discussed.

The contrasting physical layout patterns and the different functions which the colonial townships and the walled cities exhibit have already been referred to. But we should examine the central areas of these sections more closely, so that we can decide on those salient forms and functions which we should retain or reproduce in our proposal. The townships display the typical gridiron pattern of western citities after which they have been designed. Their central areas have the characteristic linear form

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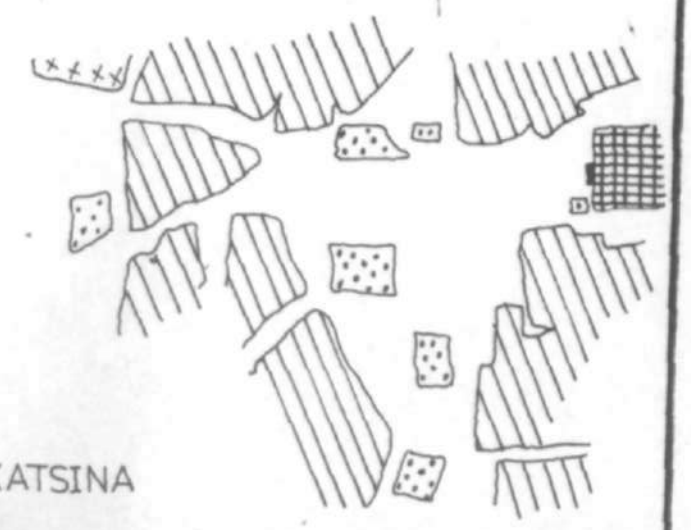
4. GIBBERD, F. (1953) Urban Design: The Architecutre of Towns and Cities. The Architecture Press, p. 57.

5. JUCHNOWICZ, S. (1978) "Problems of Contemporary City Centres" A Public Lecture Delivered to NATPS, A.B.U., Zaria.

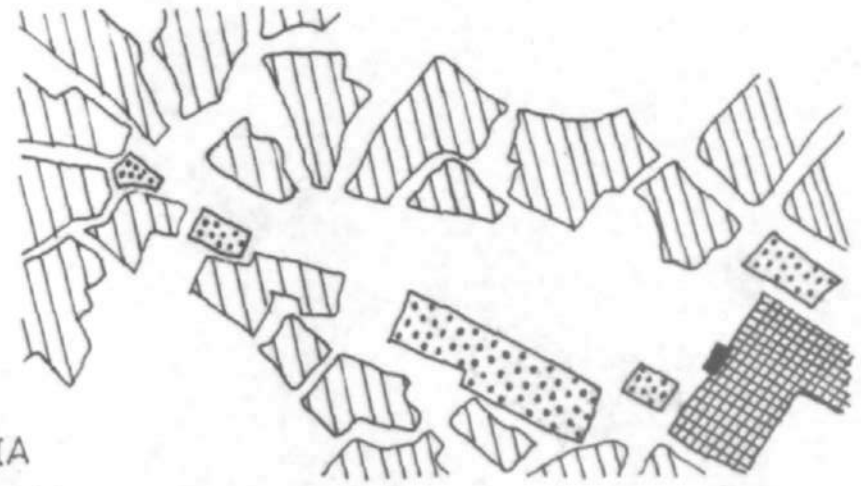
where important shopping centers string the major streets of the town. Modern 20th century towns like Kaduna and Jos which do not have walled cities also have the destinct linear form. The Ahmadu Bello Ways in both Jos and Kaduna are easily the highest order Business and Commercial areas of their respective cities. The form, character and function of these modern centers is determined not only by the large size of population and its high concentration, but also by its heterogeneity which creates favourable conditions for diffusion of innovations and creating a high tempo of modernization. This process is hightened by the insatiable role of the motor in expansion of the business and commercial sphere.

The traditional centers present a different scene. Fig. 2 shows the layout plan of some examples of Hausa-Fulani towns. Simply the most dominant element in these centers is the Palace in front of which is a wide open-space which extends for some distance into the heart of the town. This impressive approach (called Dandali in Hausa and Kanuri and Babal Kilisa in Fulani) is flanked on both sides by the mosque, the court, and local government (former native authority offices). From this central area, foot paths radiate in different directions leading to the gates of the wall. The form and character of the traditional center is set by the spiritual and legal roles of leadership. The society is homogenous (often claiming common descent) and everything is done to enforce allegiance to the ruler who is also a religious symbol. The Palace for example is always located to the east to signify allegiance to Mecca where Islam originated.

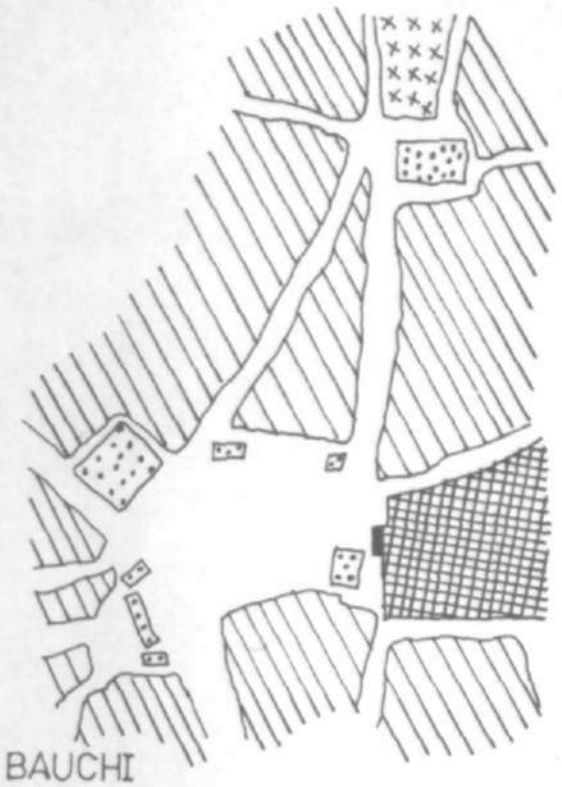
FIG. 2.
LAYOUT PLAN OF SOME TRADITIONAL CENTERS FROM NORTHERN NIGERIA



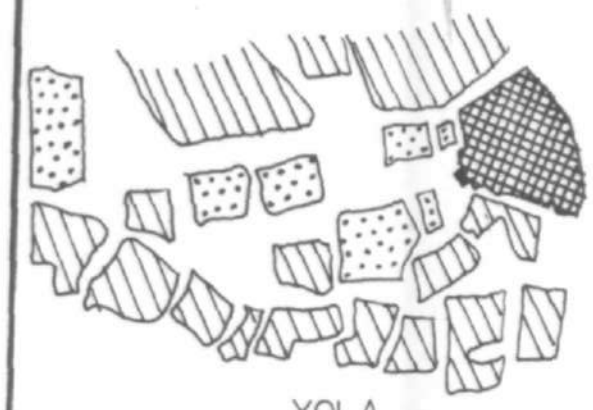
KATSINA



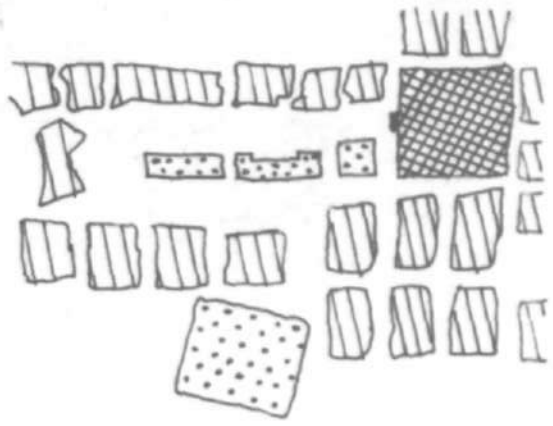
ZARIA



BAUCHI

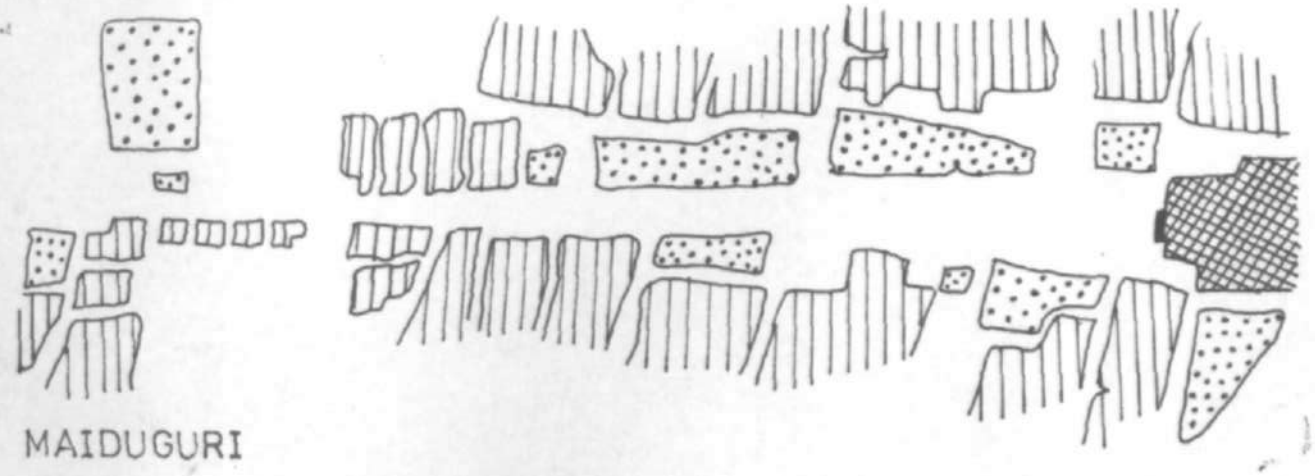


YOLA

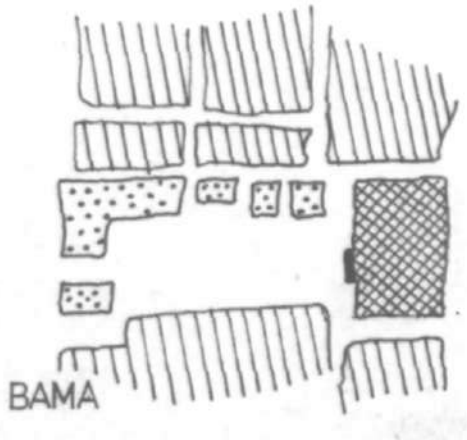




GOMBE



MAIDUGURI



BAMA

LEGEND

PALACE

PUBLIC USES

MARKET

RESIDENTIAL

0 200 300 M

1:10,000

MRS. M.L.YUNUSA
DEPT OF U.R.P.
A.B.U. ZARIA

To emphasize the religious and administrative role of the ruler, the crowded market areas are often far removed from the center.

In urban design today, several opinions have been expressed as to the need to preserve the traditional outlook of historic city centers as symbols of cultural heritage. Working on post-war reconstruction of Krakow, Juchnowicz purports that "preservation and rehabilitation of historic part of the city should be in any development plan. These are important not only for nations being exposed to external destructive forces but for nations building their history and natural identity".[6]

In Europe, central areas of such cities like Venice, Rome, Krakow, etc. which combine the design elements of different epochs since medieval times are regarded as the most inspiring centers. In modern Nigeria however, the idea of preserving the physical outlook of our traditional cities can hardly be tenable. It is obvious that the indigenous population residing in the walled cities are; as a matter of course undergoing rapid socio-economic transformation and consequently, personal tastes and values are bound to change. Besides, the administrative importance of the traditional ruler is gradually being transfered to the secular government. Furthermore, the economic and social development of the whole city takes place "outside" these traditional centers, the task of developing them to maintain and reinforce their unique identity from the past through the present into the future

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6. JUCHNOWICZ, S. op.cit., p. 15.

as one continuum is made even more ardous. Ebuga observes rightly:-

> "The locus of power now lies with the Local Government Offices, the State Secretariat (and the House of Assembly). The Departmental Stores and the new Commercial Centers offer more varied and modern consumer items than the traditional markets in the traditional centers. Entertainment is provided in the widely dispersed cinema and theatre houses ... All these changes make us fear that the existing traditional centers may loose their positions as the focal points of their cities".[7]

Surely, "it is hardly rational or desirable to reconstruct a vivid image of the past in a present whose environmental climate is deeply at variance with the past".[8] It is impossible to preserve the historic asseblage of forms and at the same time expect that the cities cope functionally with the changing socio-cultural tastes.

One is not purporting the extreme alternative where all previous values and concepts which are embodied in the design and layout of our traditional cities are ignored and allowed to perish while our cities are developed entirely on modern and especially western concepts of planning and design. Even in Europe and America where urban design has evolved at such an unprecedented pace, the futility of the phenomenon and the barreness of city centers so produced have caused grave concern among designers. Gibberd observes that "our urban fabric is quite a crazy-quilt, a kind of non-objective painting on an urban scale".[9]

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7. EBUGA, M. (1979) The Design of A District Center for Jos, Unpublished M.Sc. Thesis, Dept. of Urban and Regional Planning, A.B.U., Zaria, p. 8.

8. ADEYEMI, E.A. (1976) "Modern Innovations and Traditional Architecture" in Archiforum No. 1, A.B.U., Zaria.

9. GIBBERD, F. (1953) op. cit., p. 133.

Whatever the case, advocating the physical preservation of the historic centers of Northern Nigeria even assuming it were possible will certainly aggravate rather than facilitate the growth and develolopment of the cities. There is definitely the need to integrate the two sections. The urban structure of a developing city like any of the Hausa-Fulani cities must first be conceived as a tree, the trunk of which is the city center. To suggest multinuclei urban development (which is now the trend in the developed countries) in order to avoid the issue of integration will be unnecessary and premature. At this stage of their growth, what is required is concentration of metropolitan services for maximum growth. Not only should all sections of the town be linked physically for a more rational and economic development of the town, but they should also be functionally integrated to enable a proper co-ordination of the utilization of human and physical resources. Any set of architectural forms which we wish to preserve could be left as *meseums* by removing all functions from them, while those traditional concepts that can endure change be sought and developed along with contemporary ideas. This way, it will be possible to overcome the colonial legacy of structural dualism in these cities and produce centers that are not only truely Nigerian in form, character and function, but also be able to perfcrm effectively the functions demanded of a dynamic and changing society.

1.2 Review of Literature.

Not much work has been done on the topic of integrating the old cities and the townships of the Hausa-Fulani cities of Northern Nigeria. Infact very few studies have tried to focus attention on

the city center with an attempt to proposing redevelopment and design for more efficient functioning, and even these have centered on the traditional centers or the modern centers as exclusive of each other.

Garnvwa's work on the Traditional Centre of Yola and Adeyemi's work on the traditional center of Akure both make laudable proposals on what undesirable uses in these centers should be removed and how to redesign the forms for continous performance of the functions. Ebuga has made design proposals for a district center in Jos which is a 20th century town. Other proposals on city center include various development plans for the towns which devote certain chapters to the central areas. These plans do not usually give detailed proposals. A particular attempt to design a city center for one of the most important Nigerian towns which is of particular interest is the work done by Omokhodian Associates for Kaduna. A critical examination of their proposals show that the city center has been designed largely after western architectural styles and layout according to principles and concepts of the developed cities. Not only are such proposals too expensive for the meager resources of the developing countries, but they simply do not reflect the needs of a majority of the people living in Kaduna. A city center which by the very nature of its design does not cater for the socio-economic realities of the population it is meant to serve amounts only to a waste of valuable resources.

1.3 Definition of the Problem:

This thesis proposes the integration of Yola and Jimeta by a proper location and design of the city center that will serve them and other parts of the urban area. Yola, the seat of the Lamido of Adamawa is not only functionally separated from Jimeta the colonial township but is also about 8 kilometers away and is physically separated by an arm of floodable land. Although Jimeta with a present estimated population of 55,000 has all the state government functionaries, Yola with 25,000[10] is the postal address for the state capital. Neither the existing center in Jimeta, nor that in Yola is capable of handling the demands of the growing state capital and it is in realisation of this that Max Lock has proposed an area in Jimeta to be developed for the city center. Apart from other difficulties that were revealed by a closer survey of the area, Yola is too far from it and it is impossible to integrate the two settlements functionally. The thesis is thus concerned not only with the physical integration of the two settlements by an appropriate location of the city center considering its planning implications, but is concerned also with designing the center such that as much as possible traditional concepts and values are upheld and at the same time provide the necessary infrastructure for growth. The urban area thus integrated is referred to as Greater Yola in this study.

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10. Projection based on household survey conducted by Max Lock in 1974.

1.4 Goals and Objectives.

The main goal of the study therefore is:-

To locate and design the city center that will integrate the traditional town (Yola) and the new town (Jimeta) into a physically and functionally related urban area.

This goal will be achieved through the following objectives:-

1. To survey and identify existing centers in Jimeta and Yola.
2. To evaluate Max Lock's proposal for the city center of Greater Yola.
3. To identify alternative sites and select the most suitable one.
4. To propose a hierarchy of centers and show their relationship to the selected site.
5. To draw up a schedule of requirement for the city center based on a projected population size of 250,000 by 2000 A.D.
6. To design the city center such that as much as possible and desirable traditional values and concepts as well as modern principles are catered for.
7. To suggest and outline a phasing and an implementation program for the center.

1.5 Data Collection:

The data used to analyse the existing situation and which also formed the basis for proposals and recommendations made in the study are obtained from the following sources:-

1. Reconnaisance and landuse survey of Jimeta and Yola to determine the extent of existing development.

2. Detailed building and landuse survey of the area proposed by Max Lock to evaluate its appropriateness or otherwise for the city center of Greater Yola.

3. General survey of the alternative sites.

4. Air photographs, topographic maps, and layout plans of proposed landuses.

5. Informal interviews with some senior state government officials.

6. Secondary data from the Max Lock Master Plan, Preliminary Project Reports and Government Gazettes. stop here

1.6 Scope and Limitation of the Study:

This work has two major points of emphasis. On the one hand is the need to propose a city center design for Greater Yola based on a sound conceptual framework for the problem of integration between the historic centers and the colonial townships of the Hausa-Fulani cities of Northern Nigeria. On the other hand is the obligation of attempting to solve the planning problems of Greater Yola which are implied in implementing Max Lock's proposal for the city center.

It is because of this dual focus that although the thesis is a design oriented one, other proposals are made which may not seem to have a direct bearing on the city center design. But if one agrees with Louis Khan that the city center is functionally "the brain and soul of the city, a physical evidence and an embodiment of all that is best", one cannot but be concerned with matters that will affect the whole city.

In the next chapter, the existing centers in Jimeta and Yola are examined and the proposal made by Max Lock is evaluated. From this, inferences about the level of central functions in Greater Yola are drawn. While a more suitable location for the city center is proposed at the end of the chapter, the inferences are used to form a basis for drawing up the schedule of requirements in the next chapter - chapter three. The chapter proposes a hierarchy of districts and community centers for the whole urban area to show how all parts shall be functionally related to the proposed center. In this chapter also, space requirements for the central functions based on some generally accepted standards (modified where necessary) are drawn up. Chapter four discusses the salient feautures of the design proposals and the design criteria used, while chapter five gives some policy guidelines regarding the implementation, and management of the city center.

CHAPTER 2.

2.0 REVIEW AND ANALYSIS OF THE EXISTING SITUATION.

2.1 Historical Backgrounds

Greater Yola is the capital of Gongola State, located along the north eastern border of Nigeria. The geographical location of the city as shown in Fig. 3 shows that Yola is the highest order center in the state. It is strategically located at the focal point of North-South Federal Roads and it is also well situated to take advantage of the expected international route to the Cameroons.

The existing settlement pattern of Greater Yola shown in Fig. 4 shows that the most important settled areas are Jimeta and Yola. These two settlements evolved and developed in isolation of each other. Yola town, the traditional settlement was founded in 1841 on the southern bank of the River Benue when Modibbo Adama moved the seat of Adamawa from Gurin close to the Cameroon boarder to its present site. It is a small and compact settlement inhabited by the Fulanis whose major occupation is farming, but as the seat of the Lamido of Adamawa, it has since become a town of strategic political importance. However, the natural growth of the town had been limited by two factors: namely, the custom of keeping strangers outside the walled city and the availability of flood-free well drained agricultural land. The second reason is borne out by the fact that Yola is limited to the north by Lake Njuwa and the surrounding floodable area and to the west by Cheuci River. The only possible area for growth is Southeast wards along Gurin road which is farther away from the center of economic activity.

Since strangers were denied residence in Yola, Jimeta started as a small trading settlement some 8 kilometers north of Yola. Located on a high rocky ground overlooking the northern banks of the Benue, it reaped the benefits of the natural river crossing and of the trade that was facilitated by it. Jimeta's importance was further reinforced by the establishment of the British Provincial Headquarters in 1914. It has since grown out of all proportion to Yola as it continues to attract migrants from other parts of the state.

The bustle, overcrowding and poor housing conditions in Jimeta contrasts sharply with the charm and tranquility which Yola possesses and the contrast is further sharpened by the fact that there is only one road that provides a tenous link between them, while the new bridge across the river at Jimeta has facilitated the flourishing of a very important regional route carrying north-south traffic, the road running south eastward through Yola to Gurin has rather become a cul-de-sac. Yola has thus remained a quiet slowly growing traditional Fulani settlement, while in Jimeta, high density development huddled up to the river bank. Of course development has ever since started to straggle back along Numan road to the west.

Generally however Jimeta/Yola did not experience any spectacular rate of growth throughout the period of colonial rule, and even after independence, up to the creation of the twelve state structure, the town(s) did not make a remarkable impact on the surrounding region. During the period of the former North Eastern

State, a few development projects found their way to Jimeta/Yola because Maiduguri as the state capital attracted the volume of investments.

2.2 The Concept of Greater Yola:

Since Jimeta and Yola are so close together and it has become the capital of Gongola State, it is desirable that the two settlements be developed into a "Greater Yola", since it is obviously going to have the lion's share of the new state's development programms. There are obvious benefits to be derived from a Greater Yola. Apart from the internal growth impulses that will be set in motion by the expansion in administrative role, the completion of the two bridges at Numan and Jimeta will certainly bring an unpredecented increase to the city's role as a regional market center. Modern trade and commerce will increase naturally and the establishment of branches by national and multi-national companies will give Greater Yola the much needed boost. Only a Greater Yola will cater for the wide ranging administrative, commercial, industrial and economic needs of the capital of Gongola State. Instead of remaining as isolated units, Jimeta and Yola would simply form the two most important districts in the greater urban region.

2.3 The Existing Centers:

Jimeta and Yola each have an identifiable concentration of commercial and business centers - albeit rudimentary. One lacks some impirical data to ascertain the degree of functional inter-dependency between the two centers, but from all indications, Yola depends on Jimeta for the supply of manufactured goods while for Jimeta, Yola is residence for an appreciable proportion of its working force and also an immediate supplier of foodstuff.

What may be called the central area for Jimeta is a linear strip of commercial activity concentrated along Lamido Aliyu way which is the main street (Fig. 5). The street runs right through the heart of the high density area and is "crammed with people and traffic, clustered with ramshakle shops on each side fronted with blocked and over flowing open drains, and the sky above is strewn with wire and cables - there is not a single shade tree to be seen".[1] Recently, some projections from this central linear strip have began to develop along the New Market and Hospital roads.

The administrative center is located on the east overlooking the river bank where the colonial government had built its provincial headquarters. Since the creation of Gongola State, temporary structures have been constructed to supplement the existing office accomodation. There are some government offices that use rented private property at some random locations within the town. The distribution of these central functions is shown in Fig. 6.

The main commercial center in Yola is the weekly traditional market around which there is a concentration of convenience shops. There are a few corner shops scattered within the residential areas. The administrative and cultural center is the Lamido's Palace around which the Sharia Court, the Central Mosque, Reading Room and Local Government Offices are concentrated. Table 1 below shows the total area covered by central functions in Greater Yola and the proportions of these to the built up area of each of the settlements.

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1. YOLA, Surveys and Planning Reports for the Gongola State of Nigeria by Max Lock Group Nigeria, 1973-1976.

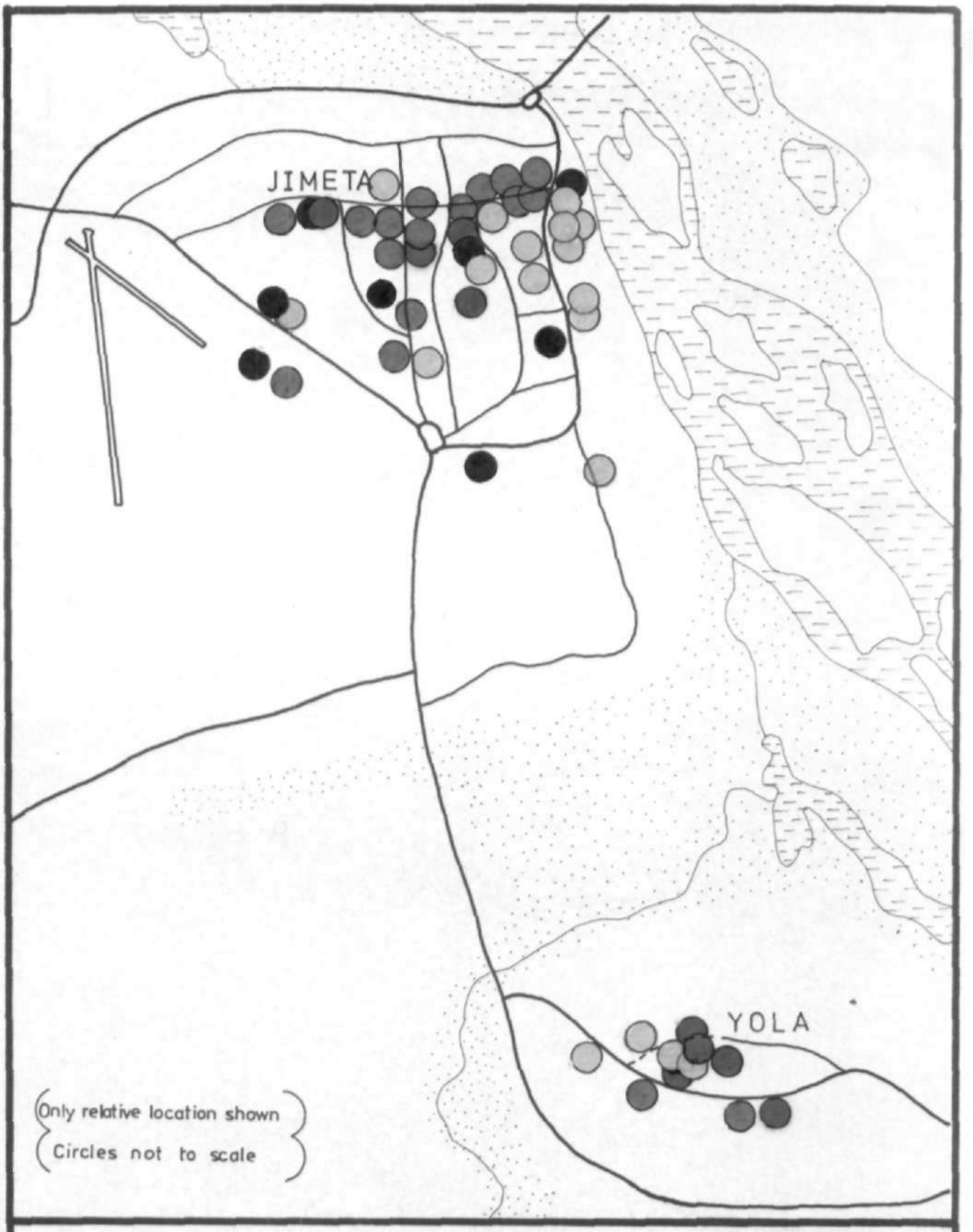


FIG. 6. GREATER YOLA: DISTRIBUTION OF EXISTING CENTRAL FUNCTIONS

COMMERCIAL & BUSINESS

ADMIN. & GOVT.

CULTURAL

PARK & ORG. OPEN SPACES

SERVICES

TRANSPORTATION

0 1KM

1: 50,000

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DEPT. OF U.R.P
A. B. U. ZARIA

TABLE 1: EXISTING CENTRAL FUNCTIONS IN GREATER YOLA.

FUNCTION	Jimeta		Yola		% of Total Built up Area
	Area in Hectare	% of Built up Area	Area in Hectare up Area	% of Built	
Commercial and Business	32	1.12	4	0.5	0.98
Administrative	18	0.63	2.8	0.35	0.57
Cultural	4	0.14	2	0.25	0.16
Recreation and Entertainment	8	0.28	6	0.75	0.38
Services	7	0.24	3	0.37	0.27
Trransportaion	3	0.10	1.5	1.19	0.12
TOTAL	72	2.52	19.3	2.41	2.48

Source: My Field Surveys.

The figures in the table above shows that the level of central functions is not well developed and infact, neither center provides adequately any of the central functions for Greater Yola. The Lamido's Palace and the supporting functions which form the focal point of Yola town has a wealth of pleasant and distinctive traditional townscape. Everything possible should be done to redevelop the center but essentially maintaining the traditional outlook. Any expected changes should be well managed to ensure pleasant integration with the existing structures. Garnvwa makes some proposals for this specific center.[2]

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2. GARNVWA, D.A. (1978) Design Concept for a Traditional Town Center: Yola, An Unpublished M.Sc. Thesis, Dept. of Urban and Regional Planning, A.B.U., Zaria.

It means therefore that the possibility of developing central Yola to serve Greater Yola is ruled out. Somewhere in Jimeta which is already more developed and has the concentration of central functions would seem to be the logical choice. Developing the existing commercial area and joining up to the secretariat will be an uneconomic venture due to the already high density and the limited growth propects to the north.

2.4 Max Lock's Proposal for the City Center:

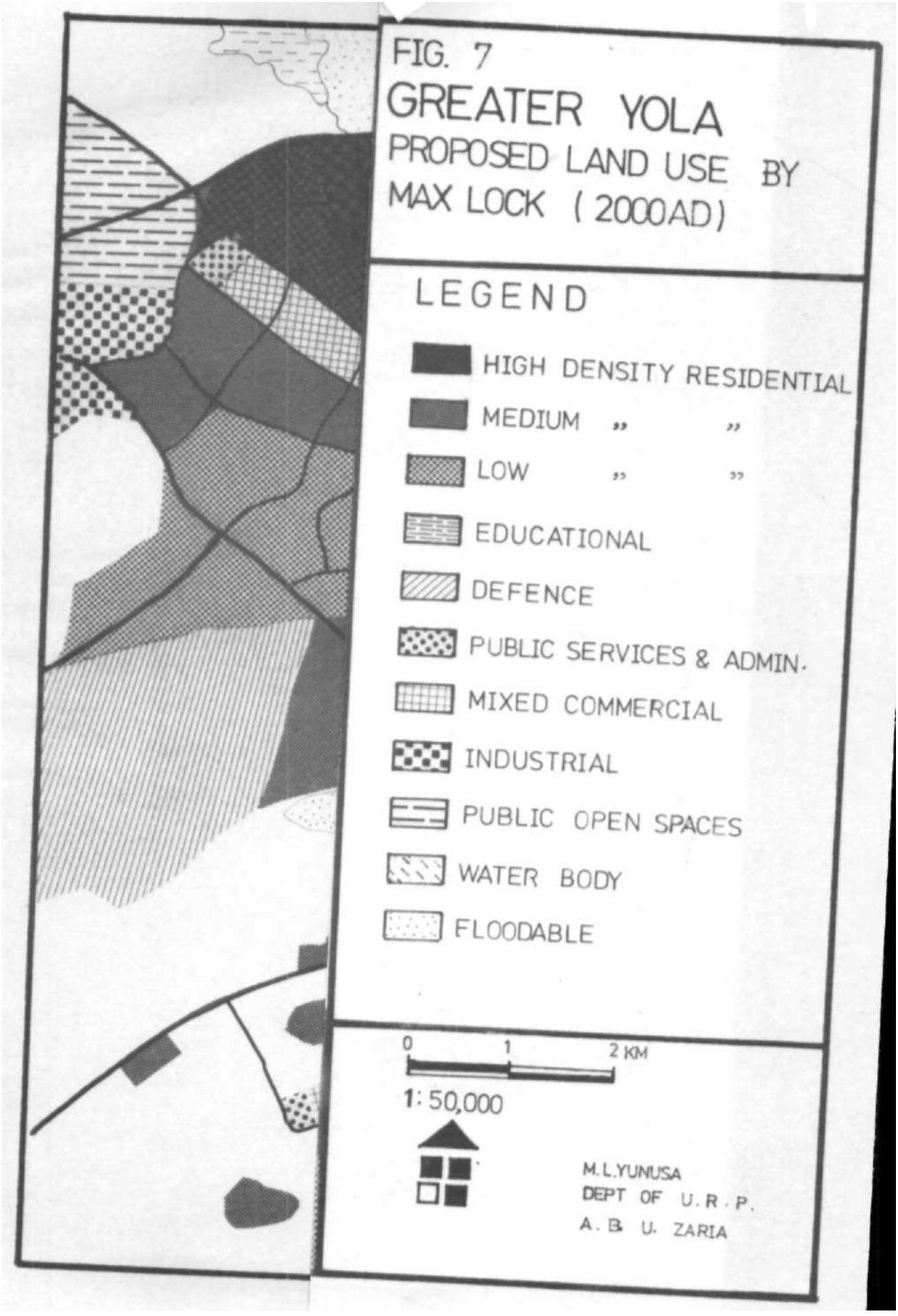
In view of the inadequacy of the existing centers to meet up to the requirements of a Greater Yola, Max Lock has proposed a dumb-bell shaped area at the southern parts of Jimeta as shown in (Fig. 5). Max Lock made this proposal when, during the course of the plan making, it became clear that the airport would not shift as was earlier recommended and plans were made to develop the airport on the old site.

The proposed land use for Greater Yola as shown in (Fig. 7) is based on the recommendation that the airport should be removed to some farther place along Numan Road, in which case the proposal for the city center would be slightly different as shown in the proposed land use map. Although the Master Plan has been accepted with a few amendments, a comparison of Figs 5 and 7 reveals the effect of the development of the airport on its present site on the implementation of the plan.

Max Lock admits that "the task of identifying an area suitable to provide an efficient and impressive center to answer the needs and status of the heart of the new state capital has been ardous and to a great extent unsatisfactory".[3] The disjointed and dual

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3. MAX LOCK GROUP (1973-1976) op.cit., p. 3.1.1.


FIG. 7
GREATER YOLA
PROPOSED LAND USE BY
MAX LOCK (2000AD)
LEGEND
HIGH DENSITY RESIDENTIAL
MEDIUM " "
LOW " "
EDUCATIONAL
DEFENCE
PUBLIC SERVICES & ADMIN.
MIXED COMMERCIAL
INDUSTRIAL
PUBLIC OPEN SPACES
WATER BODY
FLOODABLE
0 1 2 KM
1: 50,000
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character of the town and the fact that there is no existing center capable of the necessary growth were obviously the main obstacles that faced Max Lock. However, he advances some laudable reasons for his proposal for the city center. According to him, the proposed center is mostadvantageous because it will capitalize on the existing commercial area by picking up the fringe of the new Jimeta Market layout and reinforce the loose southern limit of the urban area by joining on the proposed secretariat on the southern tip. The hub of this new center will be the bus station near the main market hosting regional and urban passenger services.

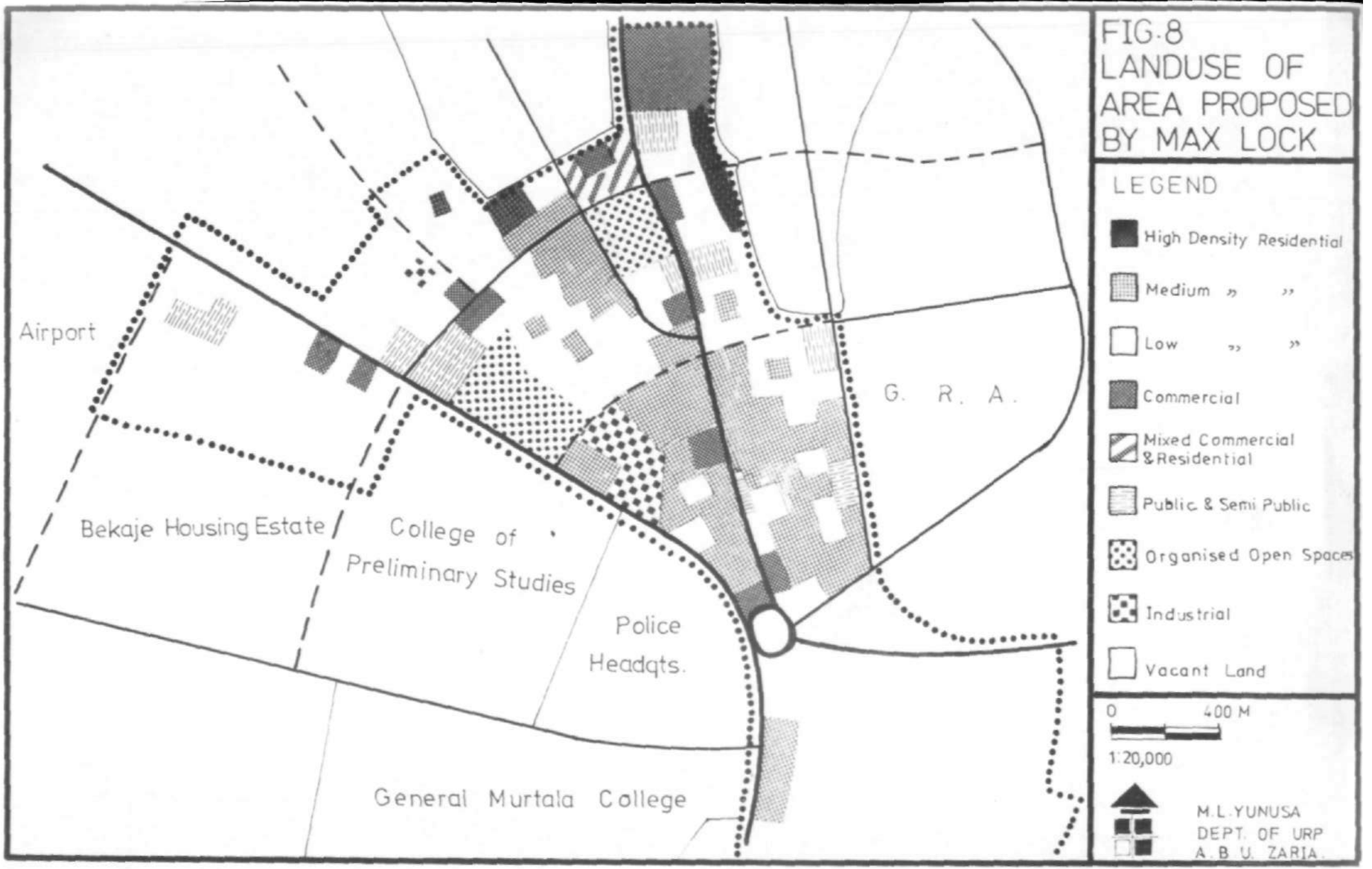
Although Max Lock agrees that a center for Greater Yola will need to provide a co-ordinating function in order to give an identity to the conurbation linking the existing areas, the proposal does not reflect it adequately - Yola town remains isolated at a distance of 6 kilometers from the proposed center. Besides, the location of 333 hectares of valuable land to the Federal Advanced Teachers' College and opposite a newly established Government Residential Area (GRA) makes it almost impossible for the city center to expand southwards without difficulty.

The idea of moving the center away from the existing high density area is sensible for a proper development of Greater Yola. Jimeta township is hemmed in on the north and east by the river Benue and limited on the west by the airport which has just been reconstructed to accomodate large aircrafts, and on the south by G.R.A. and institutional areas. Locating the city center in the heart of such non-flexible land uses will be rather short sighted.

The volume of traffic in the proposed area is already showing signs of pressure since jams are experienced at peak hours. Surely in 5 years when the secretariat would have been functioning, the situation would be unbearable. So, the huge roundabout which forms the focal point of all township and regional roads forming also the "handle" of this bell shaped center is certainly undersirable.

Furthermore, if we conceive Greater Yola as a unified urban area in which districts and their communities are hierarchically planned to relate to the city center as the most important component, then it would seem to be more logical to remove the center from Jimeta while retaining the existing commercial area as a district center.

A more detailed survey of the area reveals that apart from the problems elucidated above, there are some other difficulties in developing the area as a city center for Greater Yola. Fig 8 shows a detailed landuse of the area, while Fig 9 is a qualitative analysis. About 34% of the area is vacant land most of which lies to the north-western section. This could probably be developed for commerce and business which could be integrated with the New Market and the Motor Park. Unfortunately, an examination of the applications submitted for these plots shows that most of them will most likely be developed for low desity residential use. Again in the central part of the area, there are already developed, some non-central functions: the Ministry of Natural Resources Nursery; the Cemetry (which is still in use), and the Beverages


FIG.8
LANDUSE OF
AREA PROPOSED
BY MAX LOCK
LEGEND
High Density Residential
Medium „ „
Low „ „
Commercial
Mixed Commercial
& Residential
Public & Semi Public
Organised Open Spaces
Industrial
Vacant Land
0 400 M
1:20,000
M.L.YUNUSA
DEPT. OF URP
A.B.U. ZARIA.
Airport
Bekaje Housing Estate
College of
Preliminary Studies
Police
Headqts.
General Murtala College
G. R. A.

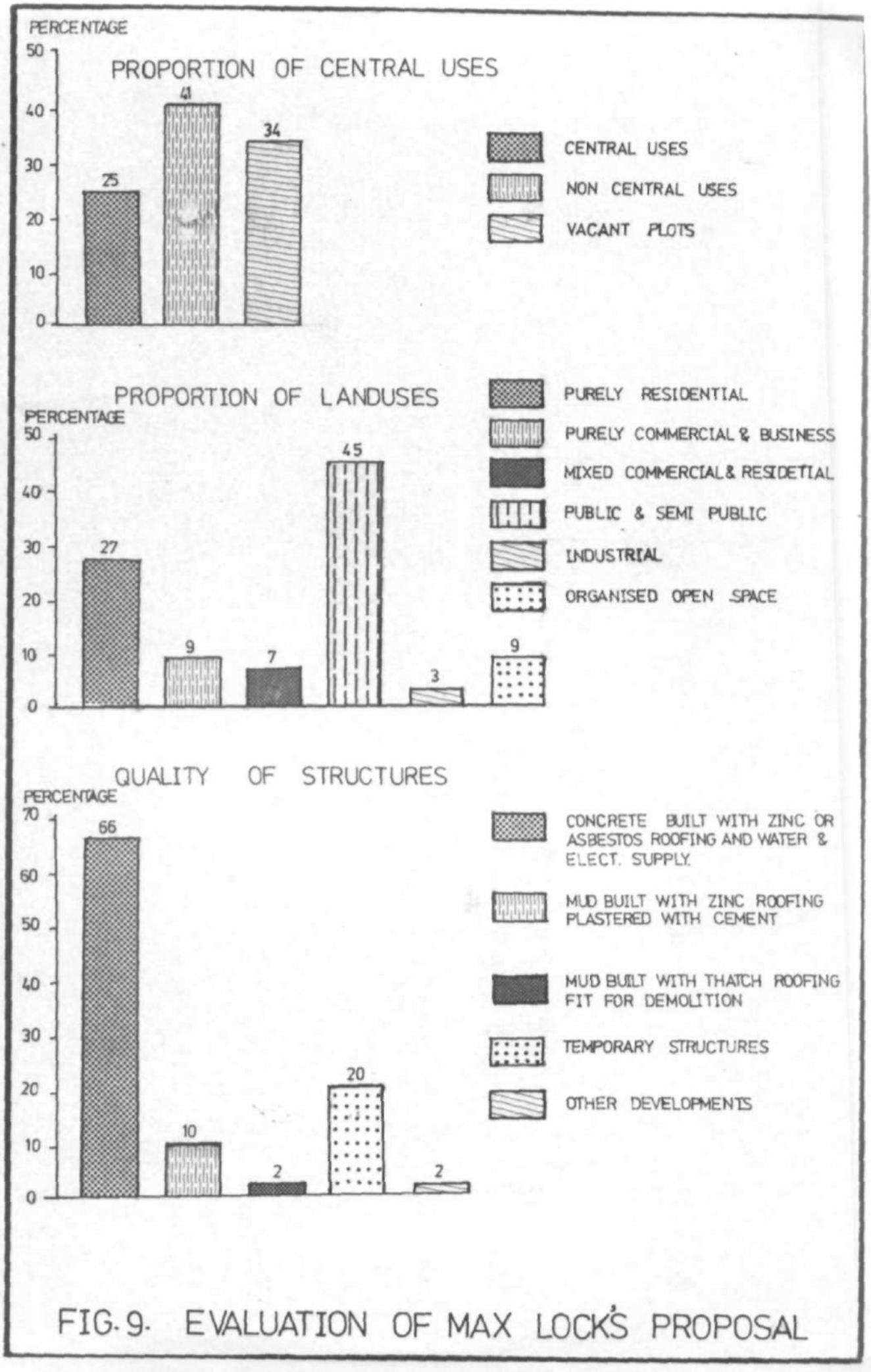


FIG. 9. EVALUATION OF MAX LOCK'S PROPOSAL

industry which have just been constructed. These and a host of other developments most of which are bungalow type residences will be too expensive to demolish or even convert to central uses.

Max Lock proposes this area which covers 190 hectares as a City Center District and obviously since 47 hectares are already under central functions, the development of an additional 63 hectares will be adequate area for the city center. But this is not co-ordinated and a city center cannot function adequately under such conditions. Max Lock himself agrees that the city center district "has been turtously conceived", and it is imperative that more suitable alternatives must be sought.

2.5 Alternative Sites:

Fig 10 shows what according to general observation appears to be the present directions of growth, although much of the new developments are absorbed by infilling of developable plots within the urban area. Bajabure across the bridge is fast attracting applications from private developers. At the time of writing, tenders have been invited for its mapping and laying out for commercial, residential and industrial development. Kofare along Numan road is also attracting some light industrial developments. Both these directions have good building sites and are only exploiting the advantages offered by the important road which connects Greater Yola to far northern areas and southern parts of the country.

However, the city center for Greater Yola should not be located at either Bajabure or Kofare for obvious reasons. Neither site will

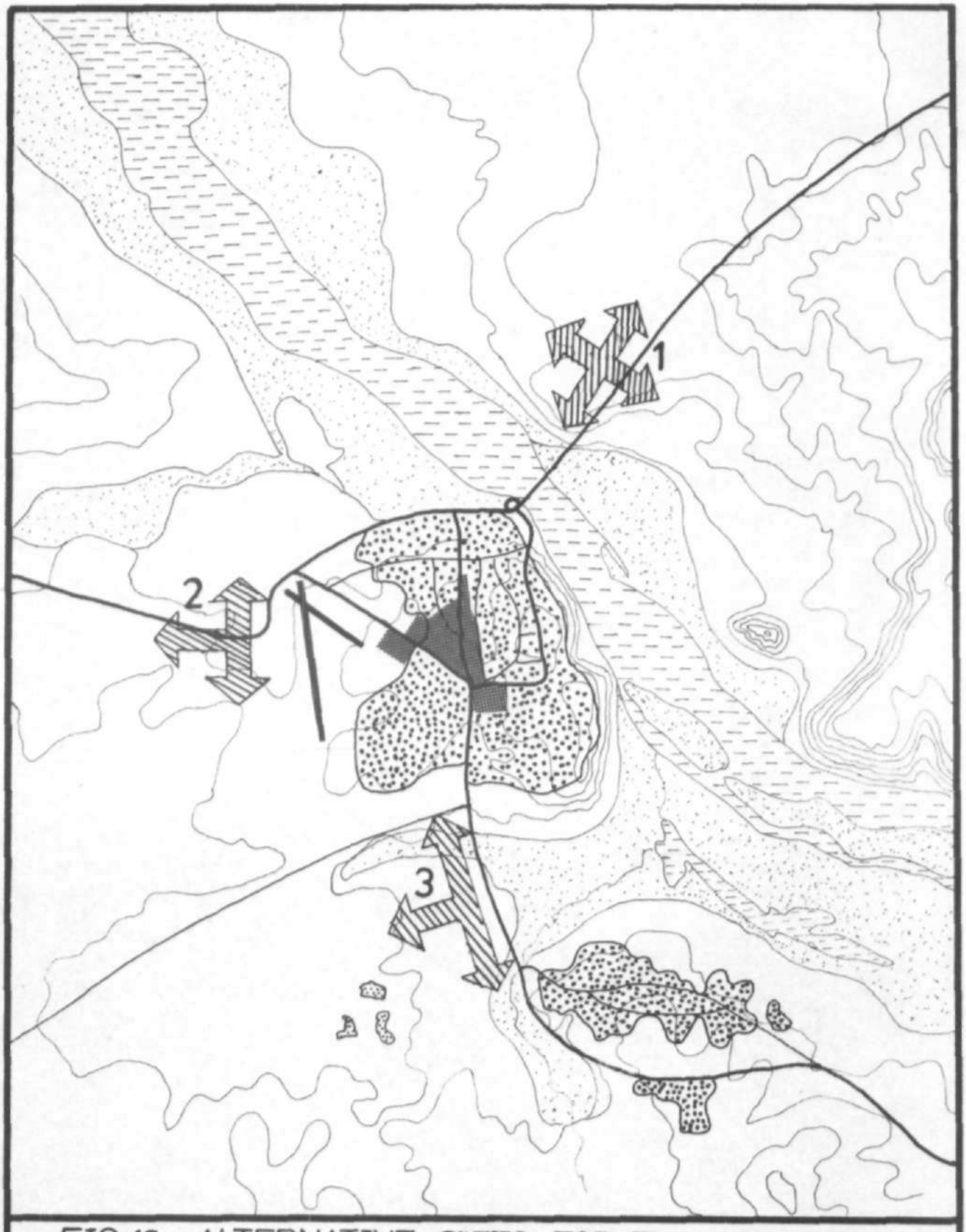


FIG.10. ALTERNATIVE SITES FOR THE CITY CENTER

BUILT UP AREA

CENTER PROPOSED BY MAX LOCK

ALTERNATIVE SITES
1. BAJABURE
2. KOFARE
3. YOLDE PATE

0 1 2KM

1:100,000

MRS. M.L YUNUSA.
DEPT OF U.R.P.
A.B.U. ZARIA.

achieve our goal of co-ordinating the already disjointed developments and also integrate Jimeta and Yola. Infact, not only should the City Center not be located at either of the sites but short term investments in the urban area along these directions should be curtailed and more attention be paid to consolidating the provision for urban development with a view of integrating Yola town. The fact that the bridge provides the only link between Bajabure and the rest of the town will only impose a triple nucleus structure - what we can conceive only as a very distant trend. Development along Numan Road will progressively place the airport in the middle of the town, the consequences of which can be more imagined.

The most suitable alternative for our city center therefore is somewhere between the southern limits of Jimeta and Yola. Not only will this alternative encourage an immediate and active growth that will physically join the two areas, but it will open up more land for development to the southwest.

CHAPTER 3.

3.0 PLANNING PROPOSALS AND REQUIREMENTS.

3.1 Alternative Concepts for the City Center:

Between Jimeta and Yola which we propose as the most suitable area for the city center is a vast extent of undeveloped land. But the exact location of the city center at a particular spot will have to depend on some analysis of the advantages and disadvantages of any particular location.

Alternative A as shown in Fig 11 avoids the arm of floodable land and so is probably cheaper in terms of site development. But it is a long term development and if the center is located as shown it would not make adequate use of the existing link between Jimeta and Yola, and because it is out of the way of this strong corridor of movement, it will take fairly long for the center to gather the desired momentum for growth. Again the center would lie directly beneath the landing axis of aircrafts which mean more stringent height limitations will be imposed. Alternative B (see Fig 12) answers some of the deficiencies in alternative A because it would be able to use some existing facilities like the road connection, pipe and powerlines. However, the city center as proposed by this alternative is too far from the secretariat which infact should be within the city center. The city center is separated from the traditional town by only a thin strip of seasonally flooded stream. This would seem to be too close to the traditional center and would constitute an abrupt and contrasting change which will result into undue pressure on the traditional

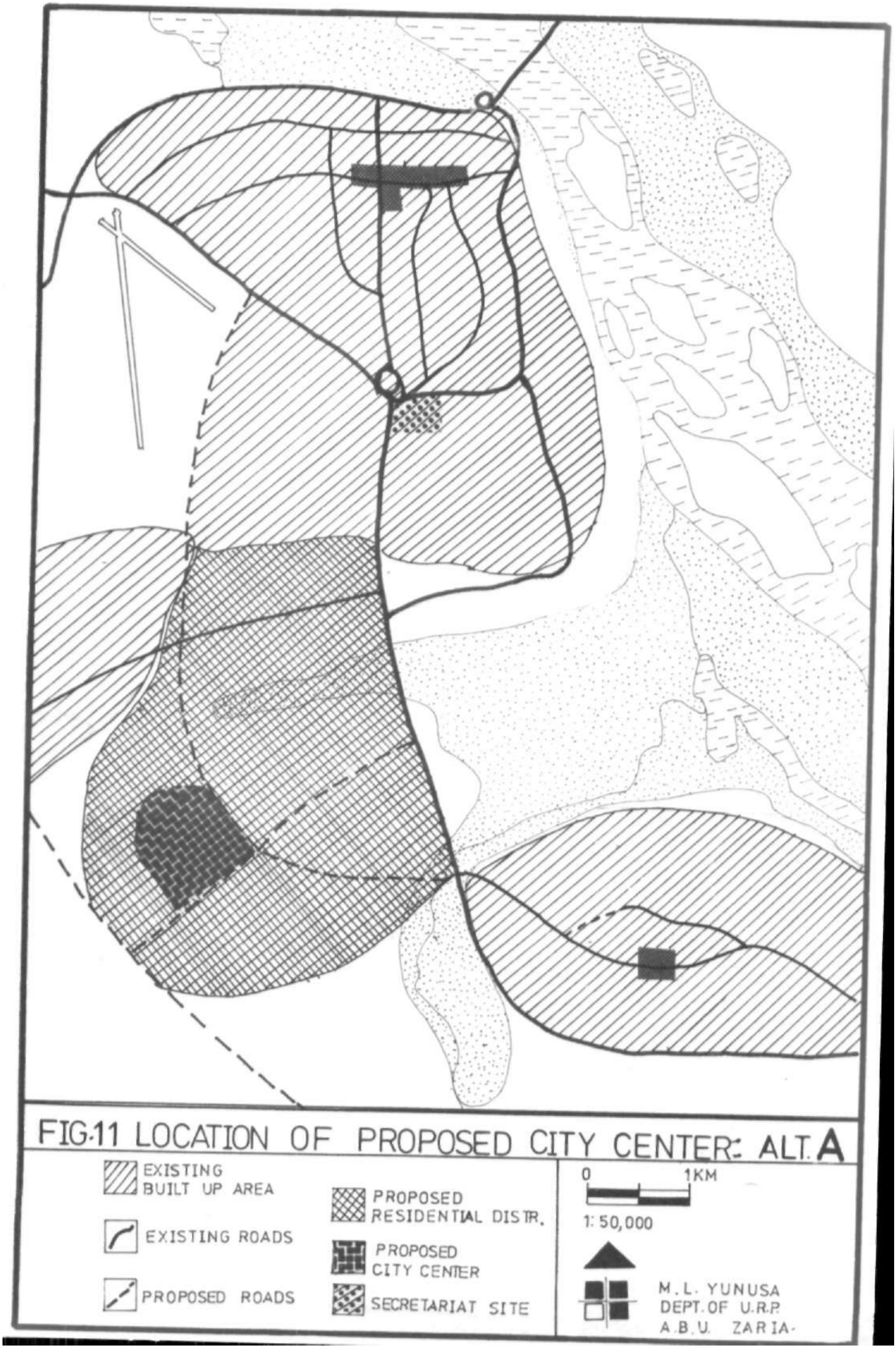


FIG.11 LOCATION OF PROPOSED CITY CENTER: ALT. A

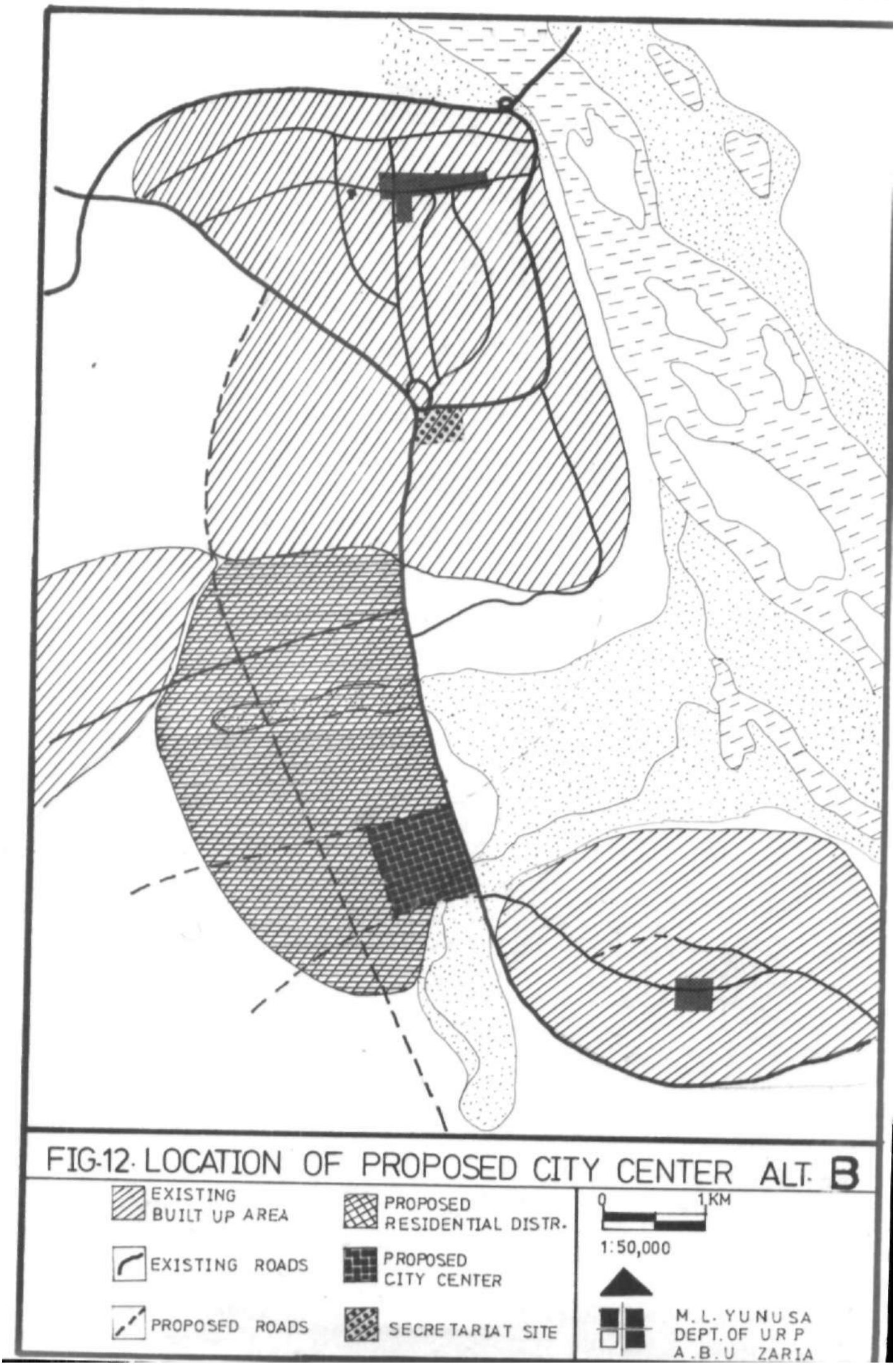


FIG-12. LOCATION OF PROPOSED CITY CENTER ALT. B

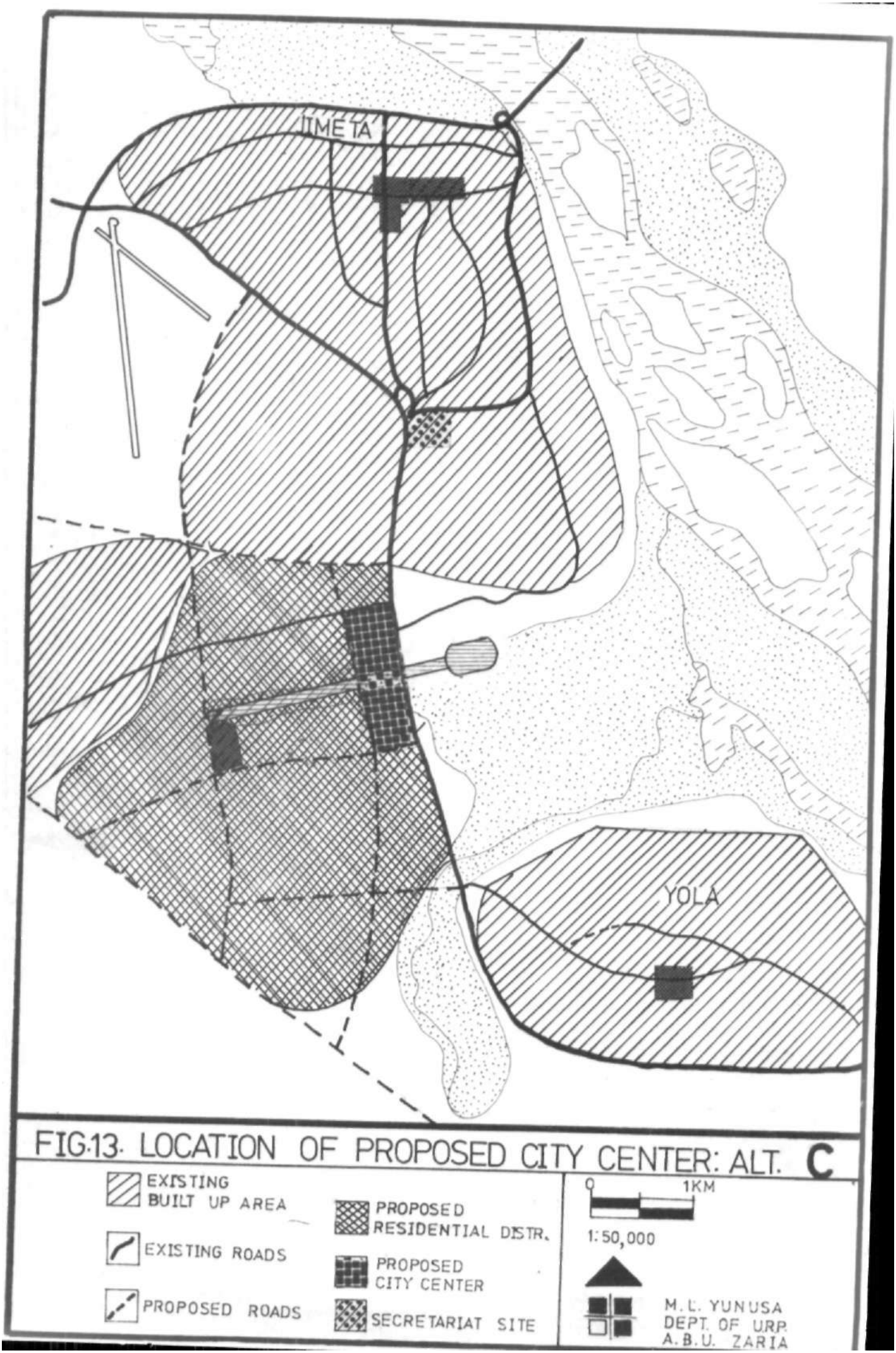


FIG.13. LOCATION OF PROPOSED CITY CENTER: ALT. C

center and the significance of designing to reflect the gradual nature of change would be lost. A buffer of a more conforming use is required to keep the city center at a distance and yet within reach in order to avoid premature dislocation of socio-cultural patterns.

Alternative C (see Fig 13) would seem to offer a more acceptable compromise for the location of the new city center. Its linear form ensures that it is close enough to Jimeta to pick up on the fringe of the secretariat and at the sametime extend far south enough to be within comfortable reach of Yola. Moreover, the linear form only reflects what is the natural trend for development of city centers in the developing countries. In this alternative, part of the proposed residential area provides a buffer and if the layout and development of the district is well planned and controlled, it will serve as a desirable transition zone.

3.2 Proposed Road Network:

A hierarchy of roads which knits the proposed urban texture and provides accessibility to the center is shown in Fig. 14. A southern bye-pass is proposed to join from Numan Road to Gurin Road and from it, access is provided to the new city center. Presently, the volume of regional traffic is heavier on the northern bye-pass but with the growing importance of the Economic Community of West African States (ECOWAS) and the emphasis on inter-regional co-operation, the proposed southern bye-pass will surely provide the much needed connection with the Cameroons. Again the bye-pass will facilitate connection to Jada and Ganye to the southern parts of the state.

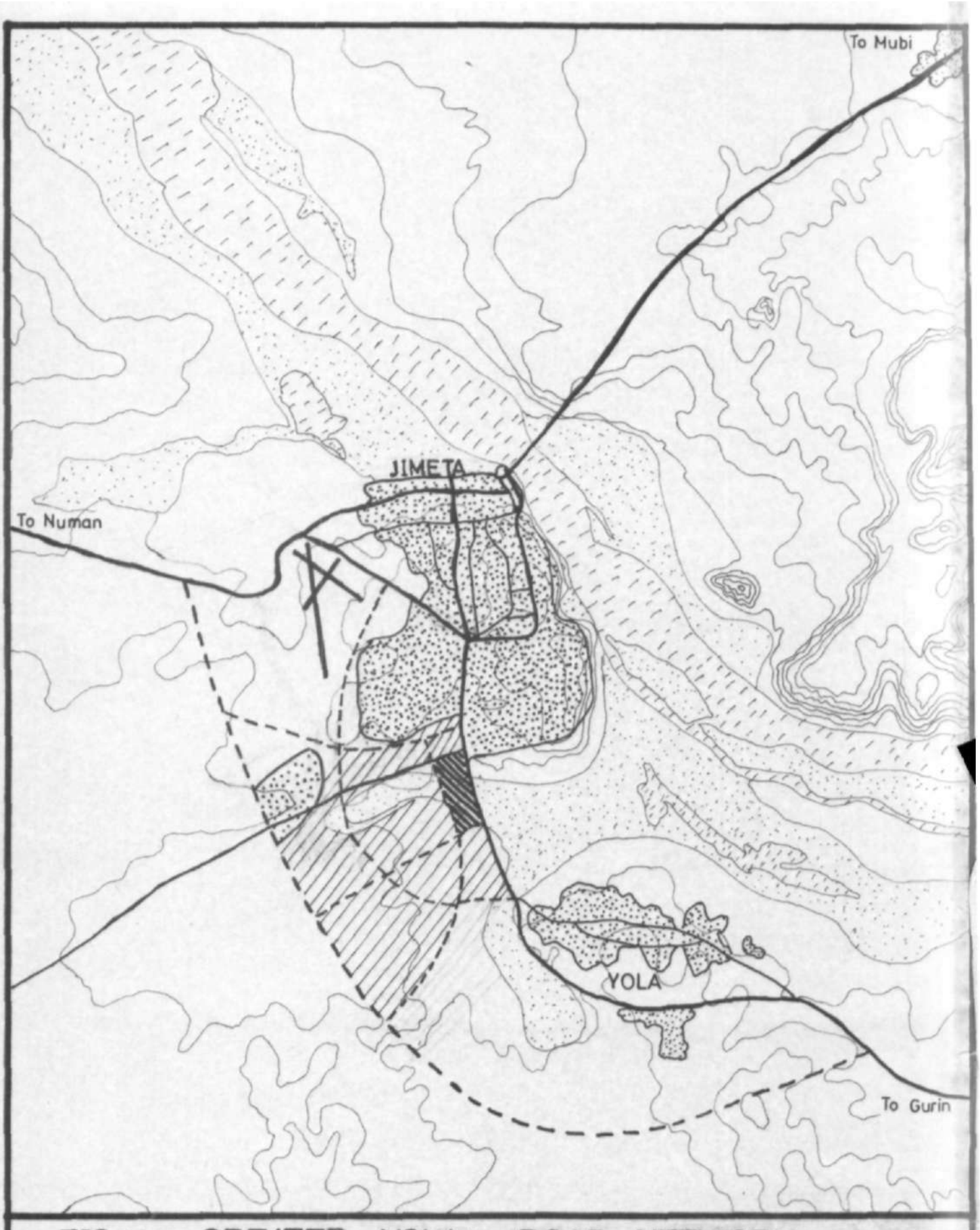


FIG.14. GREATER YOLA: ROAD NETWORK

Existing Built Up Area
Existing Roads
Proposed Roads
Proposed Residential Area
Proposed City Center
Water Body
Floodable Land

0 1 2 KM
1: 100,000

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3.3 Hierarchy of Centers:

There must be some solid foundation for the concept of Greater Yola as a unified urban area. So a hierarchy of district and community centers is proposed such that the centers relate to the new city center as the co-ordinating element of all the districts. While the new city center will provide higher order services and also serve as the focal point for the whole city, the centers in Jimeta and Yola will be retained as district centers to provide lower order functions.

The projected population for Greater Yola by the year 2000 A.D. is 250,000. The present overall density of 22 persons per hectare for Greater Yola is rather low and this is because an unproportionate size of the built up area is developed as Government Residential Area (G.R.A.) with an overall density of less than 1. The overall density for the whole town should be raised to about 40 persons per hectare; and this could be done by redensifying some parts of the G.R.A.

In 1974 Max Lock estimated that Jimeta and Yola still had capacity to absorb extra population of 21,000 and 20,000 respectively up to 1990 without extending their present boundaries. His projected population for Greater Yola for that year is 128,000 - extra land would be needed for 32,000 more people. So for 2000 A.D. we shall need another residential district of about 1,500 hectares (in addition to the expansion of the present districts) to accomodate the estimated population of 250,000.

Greater Yola is proposed to have seven districts (Fig. 15) the hypothetical population size of which should be 35,000 - 36,000 each. As has been mentioned however, these districts have already fixed boundaries and are of various density levels. Based on this and other factors, the relative distribution of population among the districts is shown in Table II.

TABLE II: RELATIVE POPULATION SIZE OF THE PROPOSED DISTRICTS.

District	Population Size.
Jimeta	100,000
Yola	50,000
Yolde Pate	50,000
Karewa	10,000
Douggire	10,000
The Military Zone	20,000
City Center District	10,000
TOTAL	250,000

Each district is further divided into community and neighbourhood sectors, each of which will have central functions and community services distributed to them according to their needs based on their population size and existing facilities.

3.4 Schedule of Requirements:

The level of existing central functions as shown in table 1 and their distribution as in Fig 6 clearly show that there is a gross deficiency in their provision. General inferences could be drawn to guide us in providing any particular central function.

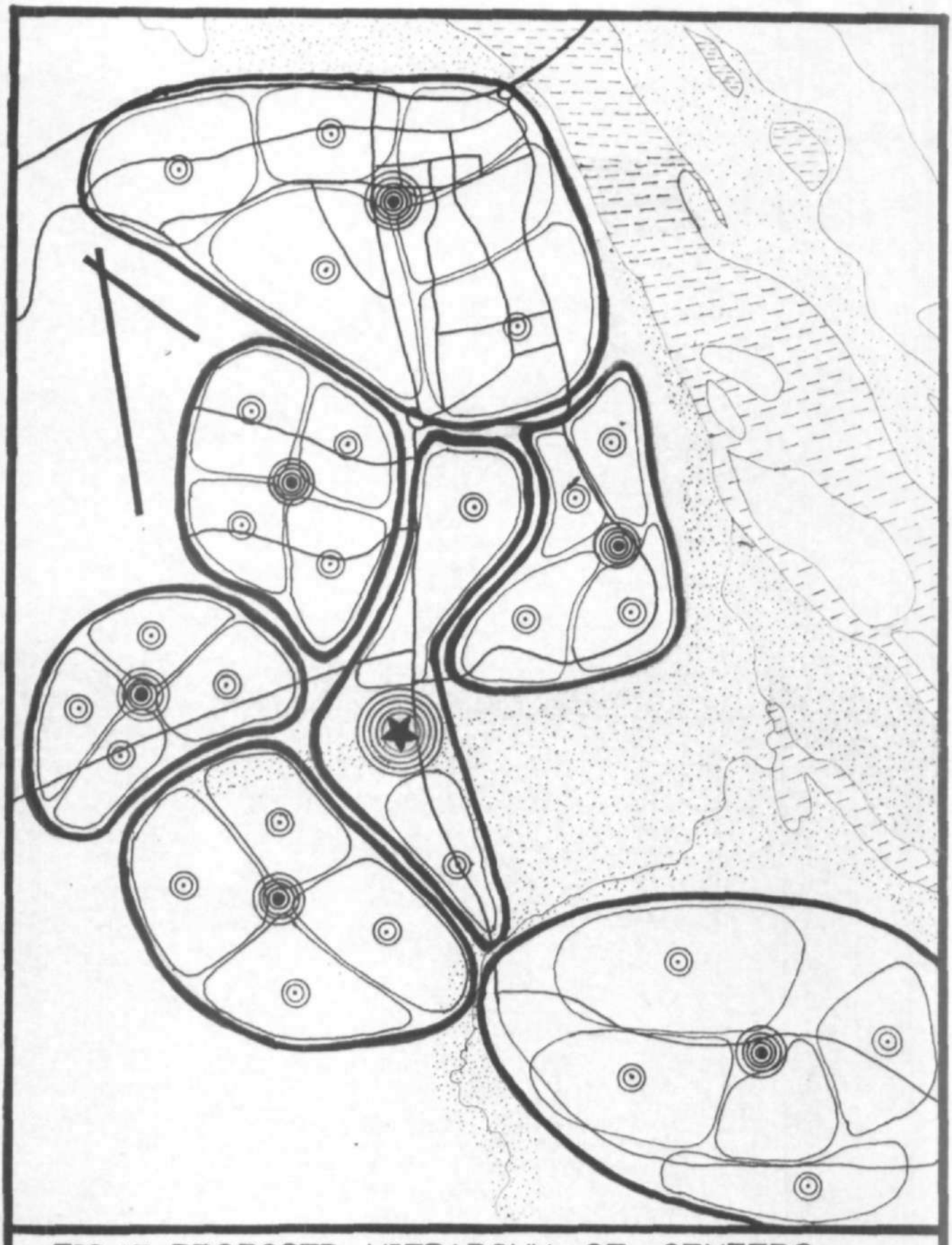


FIG. 15. PROPOSED HIERARCHY OF CENTERS

In drawing up a program for the city center there is no single system which is used for classifying the functions. They vary both in terminology and in the classification of functions. In this work a synthesis of the system used by Juchnowicz for Krakow and that used by Peter Storrie Consultants in their Town Planning Report for Jos Master Plan is used.

i. Commercial and Business - this group of central functions seem to be a little more developed than the others which is only a reflection of the fact that Greater Yola is first a trading center and then an administrative capital. Since the two bridges at Numan and Jimeta were completed, trade and commerce increased rapidly and a survey of shops show that there is a growing pressure for specialist outlet for consumer durables e.g. electronics. However, the commercial and business shops in Greater Yola are grossly in adequate. Table 1 shows only 0.5% of the total area is under this use. More business offices are needed so that any national or local company which wishes to locate a branch in Greater Yola may do so without any difficulty.

The existing markets in Jimeta and Yola should be left to form parts of their district centers. In Jimeta the commercial area proposed by Max Lock could form a part of the Jimeta District Center. The market in Yola needs only to be improved by paving the ground and building more shades. But essentially, it should continue to serve as weekly market. Thus the new City Center will provide for more consumer shops and wholesale distributions.

A central market will be provided to handle the regional distribution of goods.

There are about three banks in Jimeta already but more should be provided in the city center including a branch of the Central Bank. Only one cinema is proposed for the new center because there are 3 which are being constructed in Jimeta.

ii. Administrative - The site for the state secretariat is fixed and arrangements to start its construction is already well advanced. So the new city center will cater for local government offices, the Metropolitan Development Board and other foreign offices like Consulates. Space is reserved for subsequent phases of the Secretariat. A House of Assembly and a City Hall should be provided because they are not available now.

iii. Civic and Cultural:

There is a library in Jimeta which is accomodated in a small building (meant for residential use) and is even physically disintegrating so a standard state library is required. There is also neither a musuem nor an art gallery and both of them are befitting for a state capital.

Gongola State which has a particularly diverse ethnic composition will be able to draw on the rich elements of each cultural group to maintain an inspiring musuem.

Presently, there is no central focal point which can be said to have the status of a unifying element for the whole of the town. In Yola, the Babal Kilisa is such a space where the

traditional population can gather to pay homage to the Lamido. There is no such square for Jimeta except the race course which is more often used for military parades.

Jimeta and Yola each have their central mosques. None of them is adequate to handle the population of their respective districts. They cover only 0.2 hectare and 0.35 hectares respectively. The mosque in Jimeta is cramped in the heart of the high density area and is next to the old market where there is always noise and heavy traffic. A central mosque which could be used by the whole town on Fridays is proposed in the new center.

iv. Services - The present level of services would seem to be adequate for a short term projection. But for a population size of 250,000 by 2000 A.D. there will be need to expand on existing services or provide new ones.

Yola particularly is poorly provided with services like Police and Postal agencies. The post office in Jimeta is being expanded at the moment but when Greater Yola develops to perform its role as a regional marketing, administrative and in view of recent developments educational center, it will increasingly rely more on efficient telecommunications and postal services. A new central post office and telephone exchange is proposed for the new city center. The one in Jimeta could be retained as a sub-post office. The fire station in Jimeta will remain but a central one with quarters will be provided in the center.

v. Recreation and Entertainment - There is one park near the old secretariat in Jimeta but it is too small (1 hectare) for the whole urban area so a city park will be provided in the new center. A ₦16 million stadium is proposed in Jimeta and work on it is due to begin soon. But somewhere around the city center however, a multi purpose square which will serve as another area for entertainment will be provided.

vi. Transportation - There are motor parks of size 2 hectares and 1.5 hectares in Jimeta and Yola respectively. These could be retained to handle intra-city passenger exchange. As for regional traffic, a 5 hectare motor park is required. Bus stops and taxi stands (which are very deficient in Greater Yola) will be provided.

3.5 Space Requirements:

The total area required for the city center is 98 hectares. This would seem to be too much according to the standard used for some American cities by Denver Planning Office i.e the projected population x 32.5 sq. ft which for Greater Yola will be about 78 hectares. But American Cities are more compact and a high percentage of floor coverage is achieved by high rise building. The standard of 1 acre per 1000 population as recommended by Leicester Town Planning Officer would seem to be more suitable in this case.

In allocating space to a city center in Nigeria, it is important that the climatic, socio-cultural and economic factors be taken into account. Due to the warm climate in Nigeria it is essential that buildings are given ample space in between them to allow for adequate ventilation. Due to this same factor out door space is well used and there is a larger volume of people in the

center of Nigerian cities. Traditional centers have elements which embody the peoples cultural identity and these are often space consuming elements. If we seek to provide some of these in our city center to achieve integration, then the space required will be more. Again considering the case of the airport being close to the town, building heights are strictly limited, which means that we cannot achieve a high Floor Area Ratio (FAR) and this will have to be compensated for by taking in more space. The maximum building height allowed for the city center is 6 floors.

Table III below shows how the 98 hecters of the city center have been distributed among the various functions.

TABLE III: LANDUSE PROPORTIONS IN THE PROPOSED CITY CENTER.

Functions	Area in Hectares	% of total Area
Commercial and Business	40	40.8
Administrative and Cultural	22	22.4
Public Services	10	10.2
Parks and Open Spaces	10	10.2
Roads and Streets	10	10.2
Residences	6	6.1
TOTAL	98	99.9

The allocations are generally based on the recommendations for land use proportions made by Mulshrestha[1] for a state capital of 100,000-1,000,000 people.

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1. Mulshrestha, S.K., Landuse Patterns of Urban Centers in India: Extract from Ekistics, 180, Nov. 1970.

According to the standard of 3% of total built-up area for commercial and business, Greater Yola will need 100 hectares. When distributed to the centers on a hierarchical bases the city center should have 55 hectares which is 50% of the total. But this requirement is too much considering the already existing facilities and the level of commerce and business in Yola.

Allocation for other functions were also modified accordingly to suit our purpose. The space allocated to specific elements in the city center is shown in Table IV. In allocating spaces, the standards used in the Zaria Master Plan and the Manual of Space Standards for Western Nigeria were used, with modifications where necessary.

TABLE IV: SCHEDULE OF REQUIREMENTS AND SPACE STANDARDS.

FUNCTIONS	ELEMENTS	Standard Used	Number Proposed	Area in HA	% of Site Covered	Number of Floors	Parking Car Spaces Per HA	Remarks
COMMER-CIAL AND BUSINESS	Central Market	1 stall/80	1500 stalls	10	35-40	1	35-50	1650 stalls existing
	Retails and Service Shops	1 shop/100	1000 shops	6	35-40	2	50-75	1500 shops existing
	Hawkers Stand	-	-	2	-	-	-	-
	Banks and Cooperatives	1/30,000	5	4	35-40	2	25-40	3 banks existing
	Wholesale	-	-	4	35-40	2	25-40	-
	Business Offices	-	-	4	30-35	3	40-60	-
	Department Stores	-	5	5	30-35	3	40-60	-
	Hotel	For 250 guests	1	2.5	35-40	3	2 per guest	-
	Restaurants	To seat 100	2	1.5	30-35	2	1 for 2 guests	-
	Cinema	To seat 1500	1	1	25-30	1	20/1000	-

Table IV: SCHEDULE OF REQUIREMENTS AND SPACE STANDARD

FUNCTIONS	ELEMENTS	Standard Used	Number Proposed	Area in HA	% of Site Covered	Number of Floors	Parking Car Spaces per HA	Remarks
ADMINI-STRATIVE AND GOVERN-MENT BUILDINGS.	House of Assembly	1/whole City	1	2	25-30	5	50-60	-
	City Hall	1/whole City	1	1.5	25-30	4	50-60	-
	Government Offices	-	-	2	25-30	3	50-60	-
	Library	1/100,000	1	1.5	25-30	4	30-40	3 for whole city
	Musuem	1/whole city	1	1.5	20-25	2	30-40	-
	Arts and Craft Center	1/whole city	1	1.5	20-25	2	30-40	-
	Foreign Consulates	-	2	1	35-40	2	10-20	-
	Government Guest House	To accomodate 5-10 guests	-	2	25-30	1	-	-
	Central Mosque with School	1/whole city	1/whole city	4	15-20	1	50-60	-
	Civic Square	-	-	2	-	-	No Parking	-

Table IV: SCHEDULE OF REQUIREMENTS AND SPACE STANDARDS (Cont'd).

FUNCTIONS	ELEMENTS	Standard Used	Number Proposed	Area in HA	% of Site Covered	Number of Floors	Parking Car Spaces per HA	Remarks
SERVICES	Motor Park	-	1	5	-	-	60-80	For Regional Traffic only.
	General Post Office	1/whole city	1	1	25-30	3	30-40	3 Postal Agencies in Districts
	Telephone Exchange	1/whole city	1	2	25-30	2	20-30	-
	Police Station	1/50,000	1	1	25-30	2	30-40	4 in District
	Fire Station	1/100,000	1	2	25-30	1	10-15	2/whole city
PARKS AND OPEN SPACES	City Park and Multipurpose Square	-	-	10	-	-	-	Both outside City Center
ROADS AND STREETS	-	12% of total Area for City Center	-	11	-	-	-	-
RESI-DENTIAL	Mixed with front parlour retail and services shops	Density of 500/HA	-	6	50	2	-	2nd and 3rd floors of shops and offices to be used as apartments.

Gross Intensity Index = 1.3

Net Intensity Index = 1.9

CHAPTER 4.

4.0 THE DESIGN PROPOSALS.

The opportunity for a City to have its center designed on a new site should be most welcomed because it offers the chance for correcting and improving on any deficiencies in the present situation. For Greater Yola, the non existence of any well defined city center to serve the greater region makes the opportunity an urgent one and it is to be considered fortunate that such an opportunity could be realised before any further waste of resources is made. The opportunity is further buttressed by the pressing needs of a new state capital - so there is a specific responsibility to produce a high standard of planning and design, one that will contain the spirit of the new capital.

4.1 The Site:

The site proposed for the city center is a linear strip hanging on the western side of the Jimeta-Yola road. It is about 1.6 kilometers long and 700 meters wide. It is a flat low lying strip of land with very little or no relief change. The only contour on the site is at the north western corner. It is an open scrubland with very few mature trees and the only physical feature of significance is the 40 meter width of seasonally floodable land into which flows a stream without a defined channel. The existing Jimeta-Yola road cuts across this arm of floodable land at a raised grade of 1.5m above the ground level with culverts constructed to provide outlets for flooding during rainy season. It is proposed that this lowlying area especially the cut off arm be reclaimed and a defined channel created for the stream. But generally this strip of green

has been exploited in the design to create another albeit a weaker axis, and giving the center the form of a plus as shown in Fig 13.

4.2 The General Concept of the Design:

Several considerations governed the evolution of the concept.

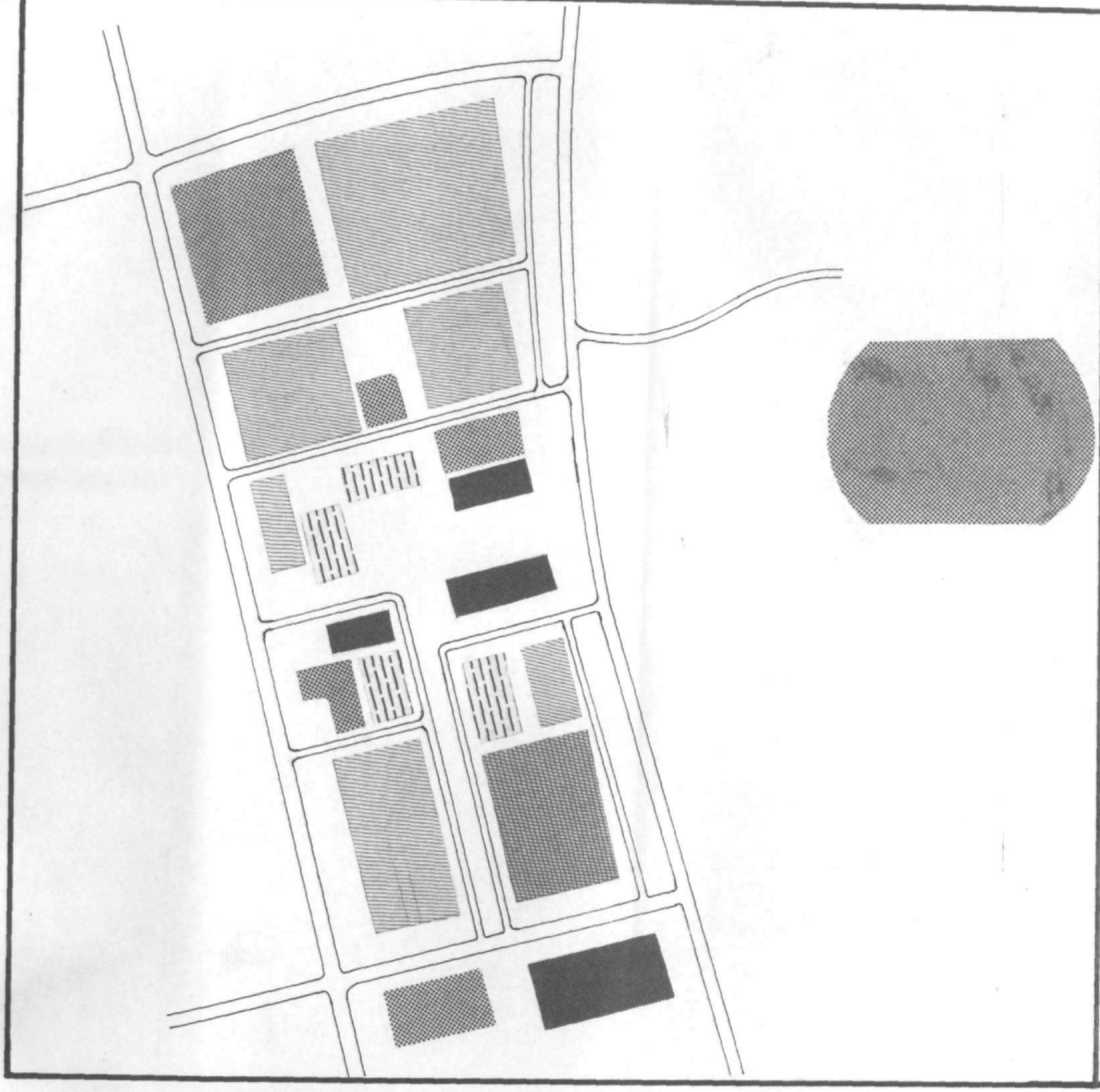
(i) The goal of achieving a compromise in the design which will reflect as much as possible, concepts and principles of the traditional city and the modern township. This is the basic and most important consideration for the design. The chart below shows the conceptual framework which controlled the process of evolving the desired integration in the design. A close examination of the chart reveals that compromise and integration of the old and new in design is only feasible through the adaption of space concepts and functions. It is rather impractical to achieve integration between the straight paved streets, the concrete geometrical shapes and the technical parking requirements of the modern centers with the narrow winding alleys, round mud and azara or thatch buildings of the traditional centers.

(ii) The surrounding landuses both existing and proposed is also considered in the layout concept of the design. As much as possible, uses in the center are located such that functional relationship with the surrounding landuses is achieved because the city center is not an isolated entity. In order to function efficiently as the focal point of the city, it must be designed for easy relation with its surrounding. The layout concept in Fig 16 shows that the major activity areas and the main corridor of movement have been designed based on the above three considerations.

FIG. 16.

PROPOSED CITY CENTER

GENERAL CONCEPT PLAN



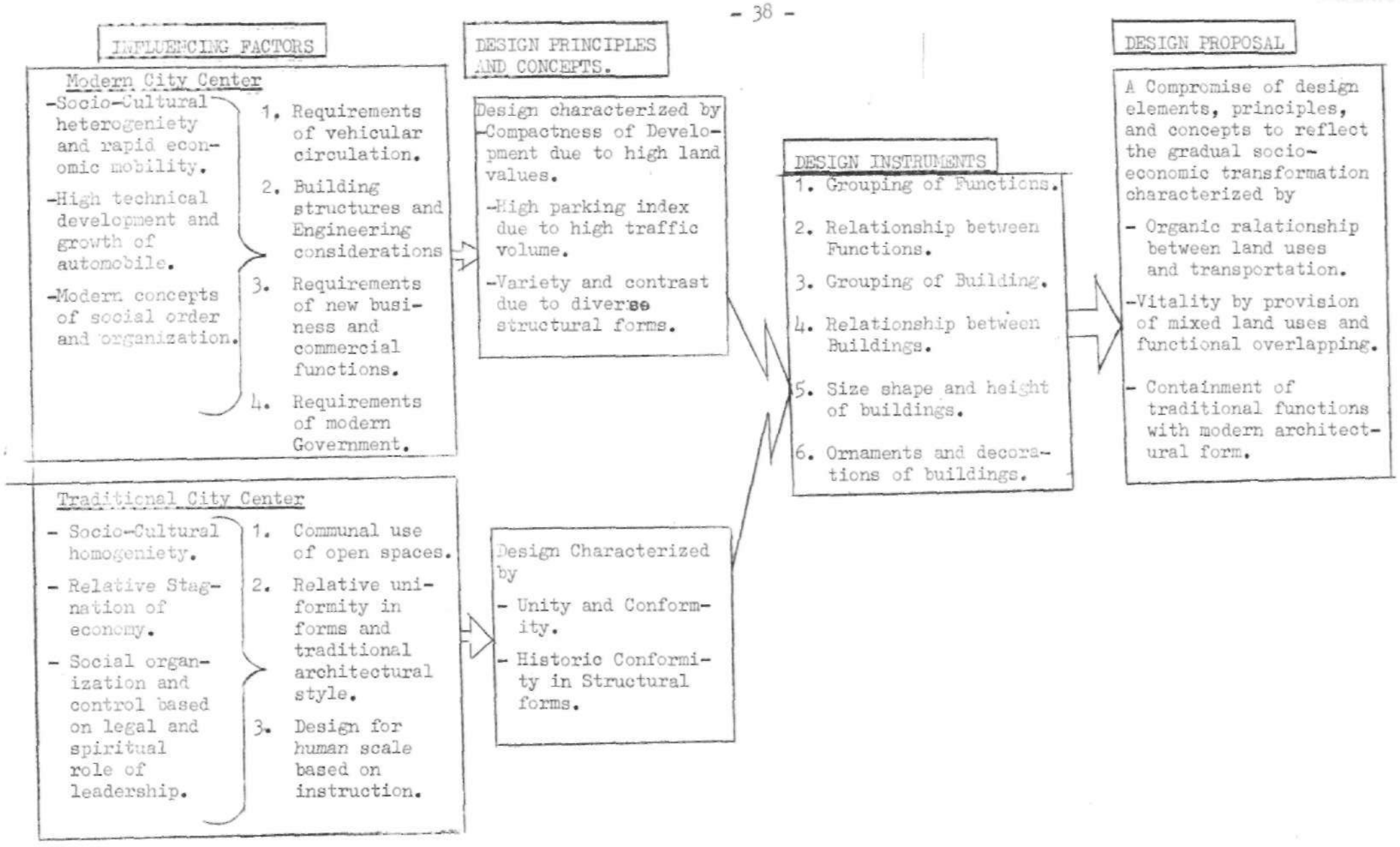
L E G E N D

- COMMERCIAL & BUSSINESS
- ADMINISTRATIVE
- CULTURAL
- PUBLIC SERVICES
- RESIDENTIAL & COMMERCIAL
- OPEN SPACES
- ROADS

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CONCEPTUAL FRAMEWORK FOR THE DESIGN.

4.3 Major Elements of the Design:

Since the central theme of our design proposal is the achievement of an acceptable compromise between the traditional design elements and concepts and the needs of the modern city center, the following traditional elements have been incorporated as shown in Fig 17.

(i) Space Concept:

Ground coverage for the City Center is 38% which indicates provision of ample open spaces. It is already mentioned elsewhere that the high proportion of open spaces to the built up area is desirable in view of the hot humid climate of Yola as a result of which most activities tend to take place outside buildings. Low building density is a distinguished character of Nigerian Cities.

(ii) The Civic Square:

The concept of a central open space is a well established element of traditional design. This fact is borne out by the recurrence of a central open space connected to the seat of power and authority in the traditional centers as shwon in Fig 2. In the proposal however, instead of being connected to the Lamido's Palace, the civic square is enclosed by the House of Assembly and the City Hall as the seat of power which signifies the replacement of traditional authority with secular government.

(iii) The Ceremonial Approach:

The approach to the civic square is an attempt to replicate a common feature of the traditional centers. Although the Lamido's Palace does not form the culminating point of this 600 meter long

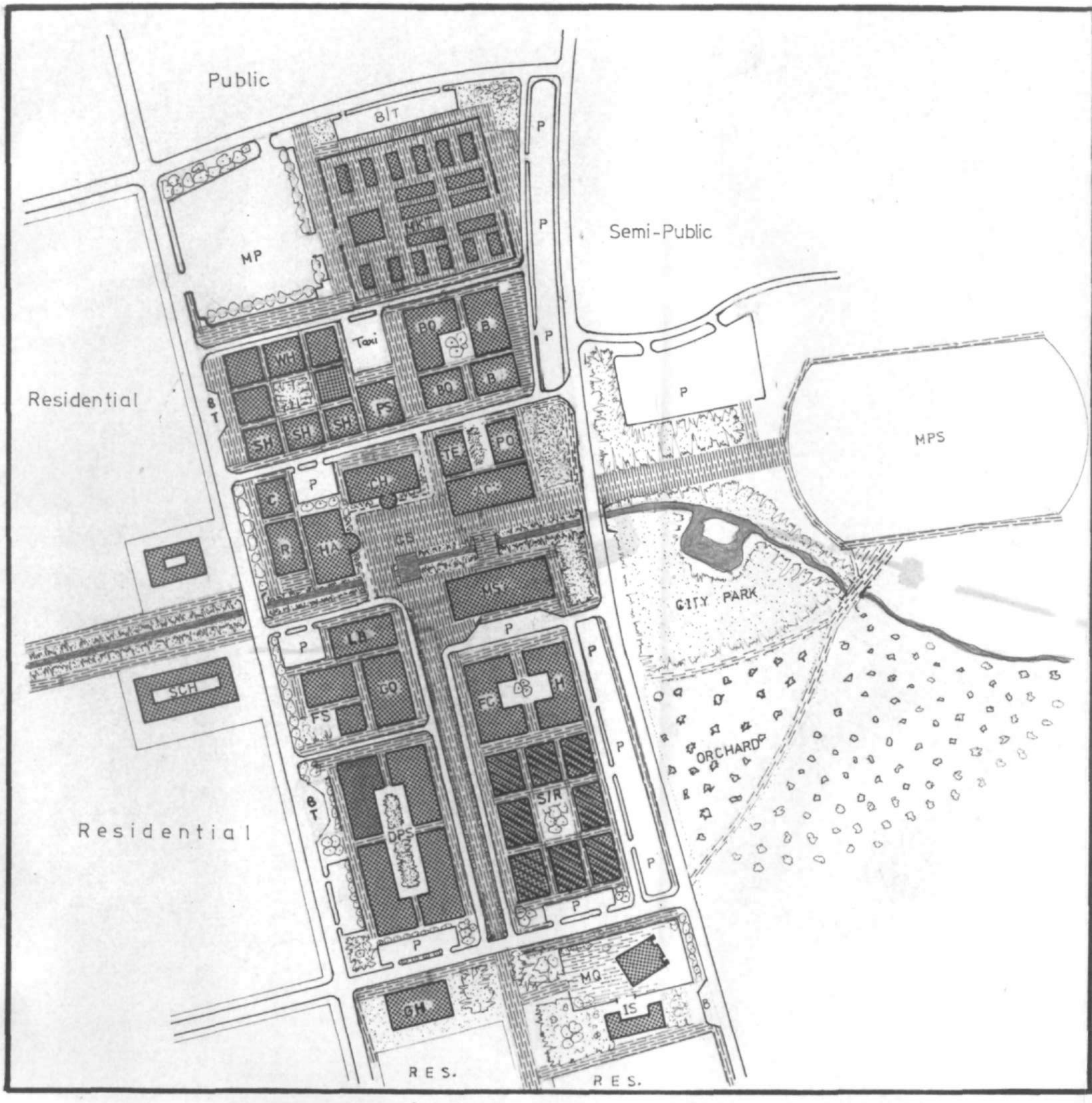


FIG. 17

PROPOSED CITY CENTER

GROUND PLAN OF ELEMENTS

MKT MARKET	AC ARTS & CRAFT CENTER
MP MOTOR PARK	MS MUSEUM
WH WHOLESALE	LB LIBRARY
B BANK	GO GOVT. OFFICE
BO BUSINESS OFFICES	FC FOREIGN CONSULATES
SH SHOPS	DPS DEPT. STORES
R RESTAURANTS	GH GUEST HOUSE
C CINEMA	IS ISLAMIC SCHOOL
H HOTEL	MQ CENTRAL MOSQUE
PS POLICE STATION	S/R SHOPS & RESIDENCES
PO POST OFFICE	CS CIVIC SQUARE
TE TELEPHONE EXCHANGE	MPS MULTI-PURPOSE SQUARE
FS FIRE STATION	P PARKING
CH CITY HALL	B/T BUSES & TAXIS
HA HOUSE OF ASSEMBLY	PEDESTRIAN

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approach, its orientation towards the traditional town of Yola and the provision made for unhindered pedestrian entrance from this direction is a useful tool for attracting the acceptance of the traditional population. The public offices flanking this central axis for half its length reflects what recurrs in the layout of traditional centers - (Fig 2).

iv. The Market:

An open market with back and front lock in and/or open stalls is a typical central function for the Nigerian City. Any realistic design must provide it because it reflects the bazaar nature of the economy of developing countries. To ensure the integration which we aim at, it is located such that it forms the immediate point of contact with the city center for people coming from Jimeta.

v. The Motor Park:

This function is complimentary to the market since it is designed to cater for inter-city passenger interchange. Although it is a transportational use, it attracts many hawkers and is often a very busy area. In the proposal, it is located at the junction of the proposed access road from the southern bye-pass and the Jada road.

vi. The Central Mosque:

Next to the Palace, this feature is often the most dominant element in the traditional city centers. It not only symbolises the strong Islamic orientation of the Hausa-Fulani cities, but it also represents one of the most potent elements through which oriental architecture has been assimilated by the western Sudanese empires.

Contrary to the idea that the mosque should be located close to the market, it is felt in this case that the central mosque for

Greater Yola is best located at the southern end of the center where it is easily accessible to the traditional people. Moreover, the mosque should play the role of a shelter and a refuge from the turbulent life of the crowded commercial area which is situated at the opposite end of the City Center. The atmosphere around the mosque should uphold the desired calm for religious meditation. Its surrounding and architectural setting should enhance this mood. Also attached to the mosque is an Islamic School thus forming the area into a religious center.

vii. Traditional Arts and Craft Center:

This is a traditional function which should be revitalized and developed as an important central function. It is located in the central part of the city center facing the multipurpose square where it is easily accessible to the modern and the traditional population.

vii. Open Air Musuem:

This function is a strong cultural tool which should be provided on full scale. Important elements of traditional art or building styles or fashions should be preserved. Not only those things that reflect the tradition of the local population but also, artefacts or anything of historical value from any part of Gongola State should be kept in the museum. It is appropriately located opposite the arts and craft center and also within the vicinity of the international hotel where foreign visitors will easily be attracted to it.

Apart from the elements that are traditional in outlook as listed above, the proposal also includes the contemporary elements and functions of a city center.

i. Circulation:

The main corridors of movement are designed to maximize both vehicular and pedestrian access to the main activity areas. The circulation system for the center is shown in Fig 18. Public vehicular circulation is kept out of the civic square in order to keep it close and create a comfortable pedestrian environment. Vehicular access to the square is controlled to allow drive-in only for important personalities. Servicing and delivery access is provided to all the major activity points. The Department Stores, the Administrative Center, the Banks and Shops are provided with adequate parking spaces.

ii. The Commercial and Business Area:

This section is split into two parts. The first part comprises the wholesale area, the business offices, banks, co-operatives, etc and is located at the northern end next to the market, and also easily accessible from Karewa and the military district. The other half which comprises convenience shops mixed with residential use is located to the southern end closer to Yola. Department Stores like Kingsway, Leventis and any other private Supermarkets are located also near to Yola. There has been an increasing number of middle class workers in Yola since the construction of the G.R.A. and the establishment of the Upper Benue River Basin Development Authority (UBRDA). The Department Stores are immediately within reach of these people.

This element which is a modern shopping facility signifies the gradual change from tradition to modern.

FIG. 18.

PROPOSED CITY CENTER CIRCULATION SYSTEM

L E G E N D

- Vehicular Routes
- Controlled Vehicular Access
- Bus/Taxi Priority Routes
- Bus/Taxi Stop
- Parking & Service Zones
- L — Loading & Unloading
- Pedestrian Ways
- Grand Ceremonial Way

0 150 300 M

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Restaurants and the Cinema are located near the civic square in order to provide some vitality to the center even after office hours when all buildings around the center would have closed.

iii. The Administrative Area:

The State Secretariat and the High Court is being developed at a distance of about 1½ kilometers further north in Jimeta so we need to provide only Local Government Offices and Offices for parastals in the new center. The Sharia Court is retained in the traditional center as a supportive element to the Lamido since his Palace is not moved to the new center. So the House of Assembly and the City Hall form the hub of the administrative area and together with the Museum, Craft Center, the Library they enclose the civic square thus composing the dominant spatial set.

iv. Services:

Public services are essentially important elements of the City Center because they need to be located where they are easily accessible to everybody. The Central Post Office, the Police, the Fire Station are all services that are required in a modern City Center.

v. The Multipurpose Square:

This element is not located within the city center proper but it has been designed to functionally relate to the center. It is located at the end of the pedestrian cross axis forming a strong anchor. The multipurpose square - trade fairs, durbar, or any such gathering at city level e.g political rallies, etc. - is directly opposite the civic square and access for large volume of pedestrians during activity times is provided.

vi. The International Hotel is well located to take advantage of proximity to the museum and an inspiring view to the square across the park.

vii. Residences within the City Center:

It is generally being accepted now that residences should form important components of the city center. A center which does not plan for a residential area that could accomodate a sizeable amount of people will be a highly fluctuating center where it is full of life and bustle with activity during the day, and goes almost dead at night. Apart from devoting some six hectares for mixed residential and commercial use, the 2nd or 3rd floors of multistorey buildings are proposed to be used as apartments. This will ensure that the center remains lively to same degree all the time.

viii. Infrastructural Services and Utilities:

The major power and pipelines and sewerage collection systems are shown in Fig 19.

ix. Parks and Open Spaces:

The site has been endowed with ample natural green areas. But since it is essentially an open scrubland as mentioned already, these green areas have been reinforced designed and landscaped such that they can be utilized in the center. Apart from the natural green axis that cuts across the site, tree shades are grouped and attached to certain activity areas. Road side plantation of trees also provides shade to the pedestrian. See Fig 20.

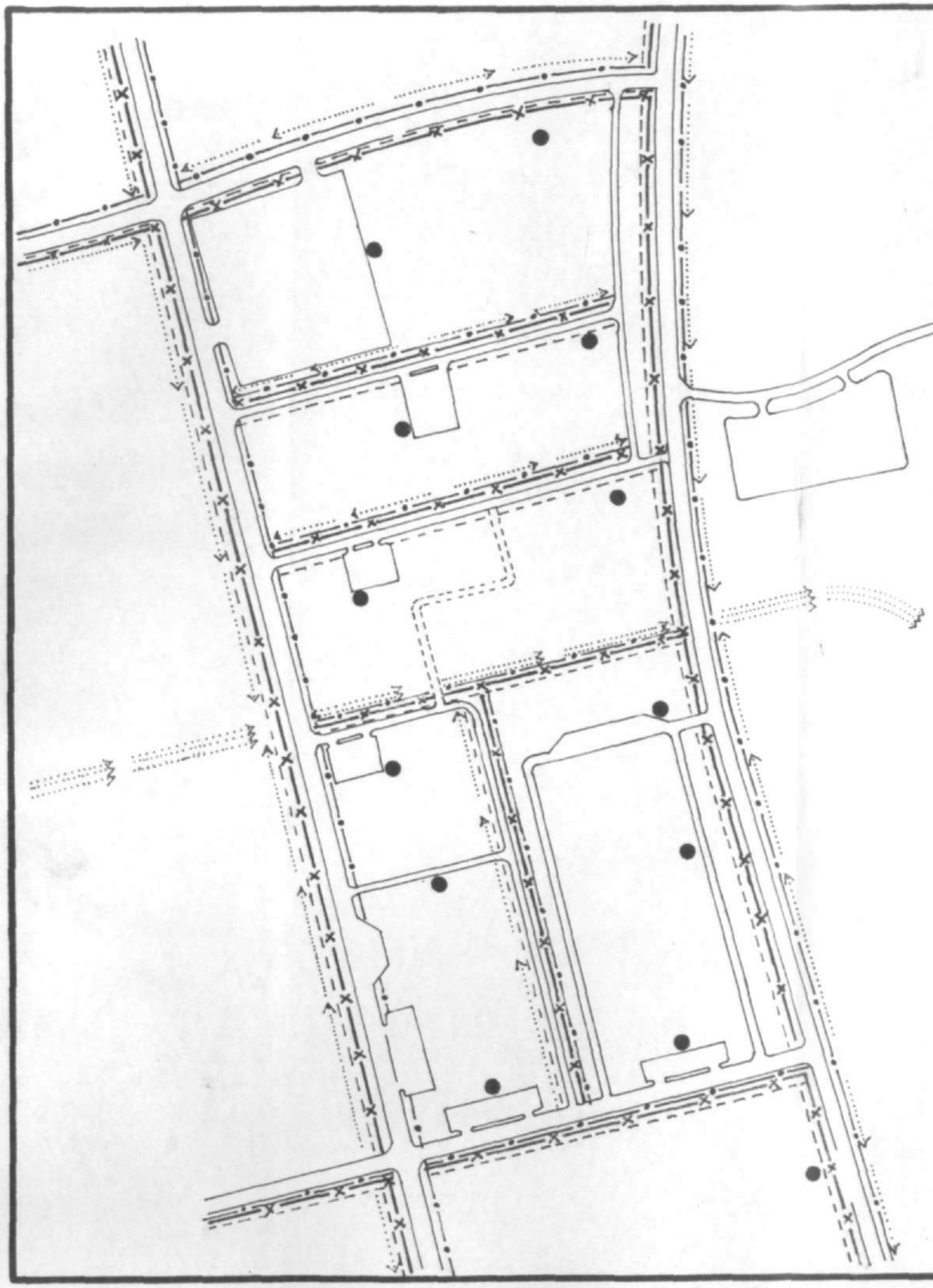


FIG. 19.

PROPOSED CITY CENTER

UTILITIES & SERVICES

L E G E N D

- Main Powerlines
- Main Pipelines
- Main Sewers

} UNDER – GROUND

- Storm Water Drains

} LINED & COVERED

- Refuse Collection Points

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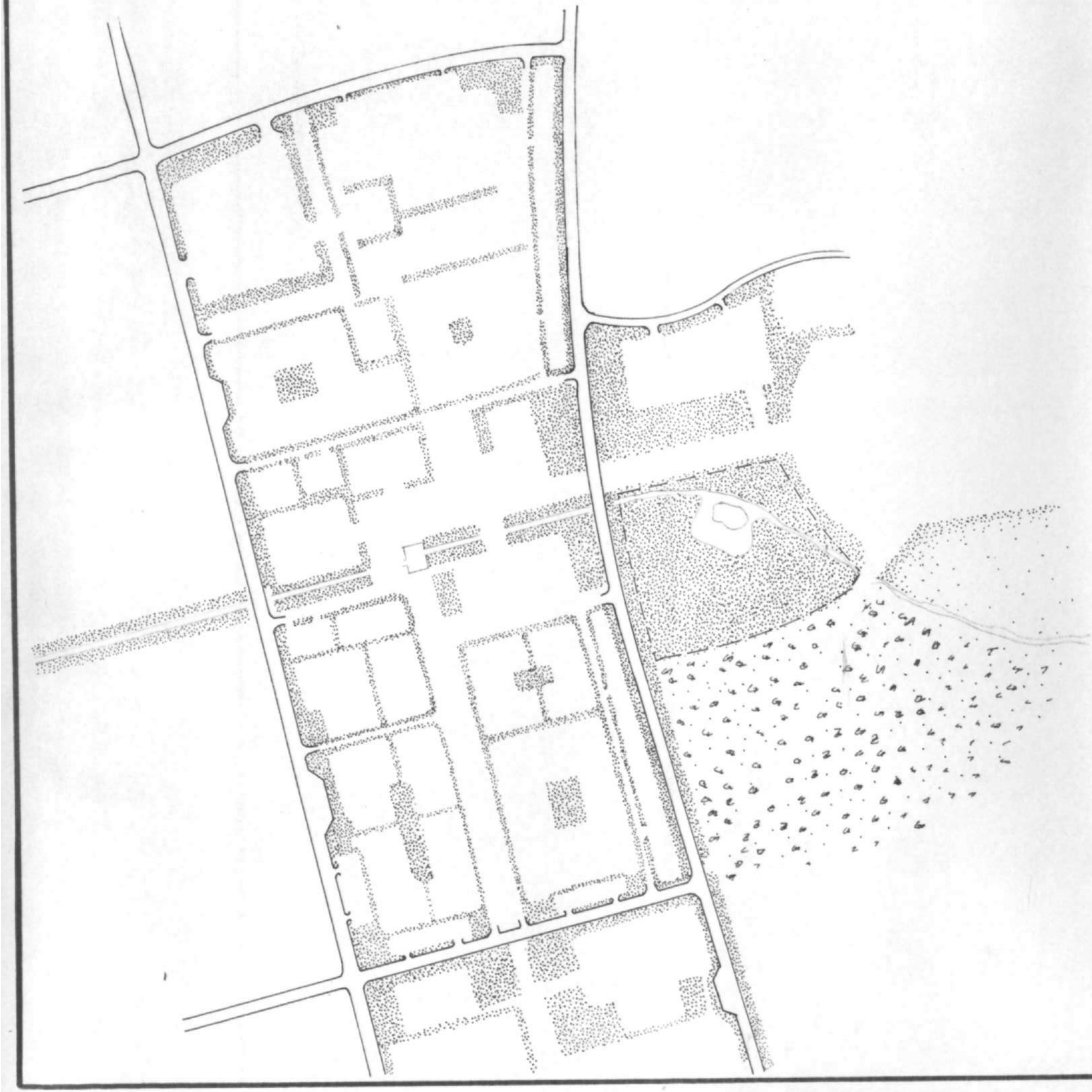
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FIG. 20

PROPOSED CITY CENTER

GREEN SYSTEM



L E G E N D

SHADE TREES
HEDGES
ROAD SIDE PLANTING
PARKS & GARDENS

ORCHARD

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4.3 The Design Criteria:

In the task of integrating elements of both modern and traditional design, several design criteria were used as a guide in order that we may attain a high standard, based on a proper utilization of land to reflect the highest social values in town. It is also important to achieve a distinctiveness which befits the City Center which allows immediate visual identification either by the concentration of activities or by the building heights.

i. Functionality has been the main criteria governing the grouping of functions and their relationship. Not only are like functions grouped together for a maximum internal interaction, but also in relating each group of function to the surrounding land uses, maximum conformity has been considered. It has been mentioned elsewhere that the civic square is enclosed by the Assembly House, the Craft Center, the Museum and the Library - a group of functionally related buildings. The Post Office and Police Station are located in the Commercial and business area where they are most likely to be used by the maximum number of people especially the pedestrians. A Restaurant is located within this area such that it is also accessible to the civic square. Of course more restaurants are expected to form part of the Department Stores.

ii. Accessibility is a crucial requirement for a city center. It is the part of the city where most people would go to at any single time, so adequate access to all parts of it is highly imperative. The center is framed on the east by the arterial road from Jimeta to Yola which at present is the only link and

on the west by a proposed arterial also which makes the center easily accessible to regional traffic. Again this proposed road provides another link between Jimeta and Yola at unusual times when the main arterial may be closed for repair or some other reason.

iii. Flexibility:

The useful time for a city center is about 20 years and including decision-making and construction time in our case may take up to 2010 A.D. Within this period, a lot of changes is bound to occur in the growth and development of Greater Yola and the first place where the changes will have most impact is the City Center. As much as possible we must create a level of security for the city center to handle the expected developmental changes. The center is designed to be functionally and structurally flexible to accomodate trasition and reorganisation.

Future Need:

Public uses are located in areas where future expansion is anticipated so that they could serve as an interim use and also be used as buffers between the high density areas and the city center. The School and the Health Clinic which are located along the green axis can easily be converted or demolished for some more central functions when the need arises. It is however anticipated that the center might grow more vigorously towards the north where there will naturally be pressure to join up to the secretariat. Some 40 hectares of land is available for this immediately to the north. Meanwhile, it will be kept under an extensive public use like Gongola State Transport Service for which costly buildings is not required, to facilitate conversion.

The City Center is designed to achieve a functional integration of the traditional and the modern based on gradual transition. But the changing Nigerian society is characterised by emerging trends in population composition, growing tempo of economic activities, improving technology, politics and governmental mechanisms which are bound to shape the functioning and physical design for the city center. It is essential that the effect of all these is considered in the design of the center.

vi. Attractiveness:

A city center must be attractive. Its imeageability must be based on a panaromic experience - one from which arises an emotional delight and a lasting memory in the minds of a visitor. This is often easily achieved where the city center is designed on an inspiring landscape, which unfortunately cannot be said to be true of the site for our proposed city center. Nevertheless, much is used of what is available to create an attractive city center for Greater Yola.

The city center is formed as the sign of a plus, with the major axis of built up area running north-south and the weaker green axis running west-east. In the layout of the building forms, conscious effort is made to achieve visual order by creating first, a dominant central axis half way up the urban spine which is thenterminated by the ceremonial entrance to the city hall. A smaller axis starts again from the civic square a little staggered from the main one and terminates at the gates of the central market which is designed also to have an impressive gate. Other smaller north-south axis are created to support these main ones.

It has already been mentioned that the natural arm of green which cuts across the city is utilized to form a cross axis at the and of which is located such strong anchors like the district center at the western and and the multipurpose square at the eastern end. This cross axis is reinforced by the channelized stream and a water body of about 500 square meters is created at the edge of the civic square as an attractive element of nature within the man-made environment. Extending towards the multipurpose square, a bigger lake is again created along the channelized stream which by now runs through the city park and edges the rest of the floodable area which is proposed as orchard.

Situated at the heart of this simple axial composition are the two dominant spatial elements the Assembly House and the City Hall. Every resource of architectural symbolism is employed to emphasize the power and authority of the Assembly House over the others as an impressive and large all embracing building containing the spirit of the State Capital.

Road side planting along the major corridors of movement beautifies the center further and the beauty of the sky will be enhanced by providing all power lines and cables underground. The model in the plate shows how building heights and open spaces are inter played to achieve a varied skyline.

vi. Economy:

This has been a rather difficult criterion in the design of the city center. There are not much existing developments to be used except the Jimeta-Yola road. The idea of reclaiming and filling up the strip of lowlying area will surely involve a heavier

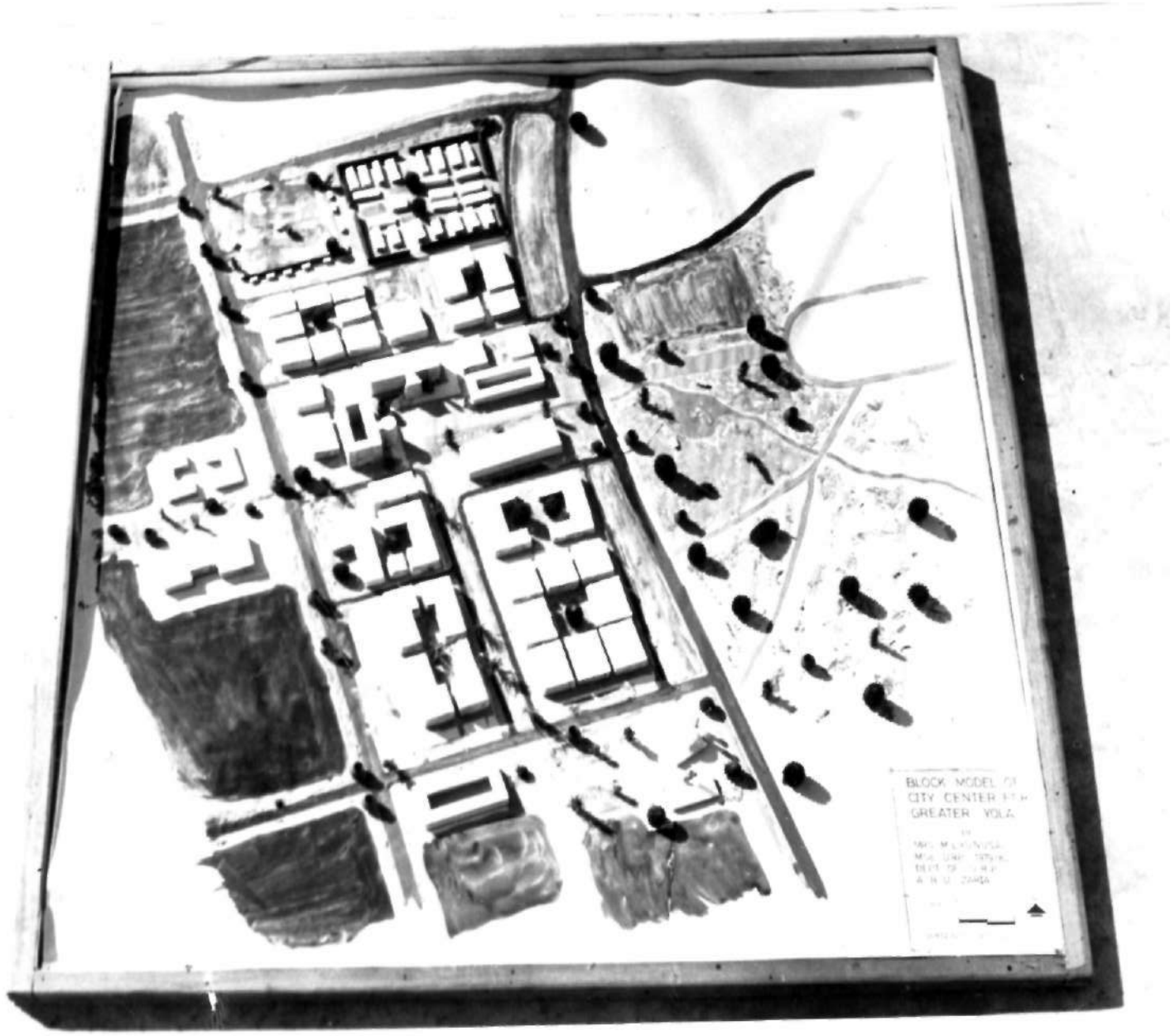


PLATE I: BLOCK MODEL OF THE PROPOSED CITY CENTER.

initial capital outlay than otherwise. But in the final analysis, this cost will be offset appreciably by the savings that will be made on such an obviously advantageous location of the city center. The provision of infrastructure that will be well utilized by the city as a whole is easier than if the center were to be developed at either of the sites surveyed earlier in chapter 2.

CHAPTER 5.

5.0 POLICIES FOR IMPLEMENTATION.

The way in which our city center design will be implemented is a fundamental consideration in the planning process, for a clearly defined course of action and the definition of roles and costs is the aspect of the proposals that will be of immediate importance to the policy maker.

5.1 Land Acquisition:

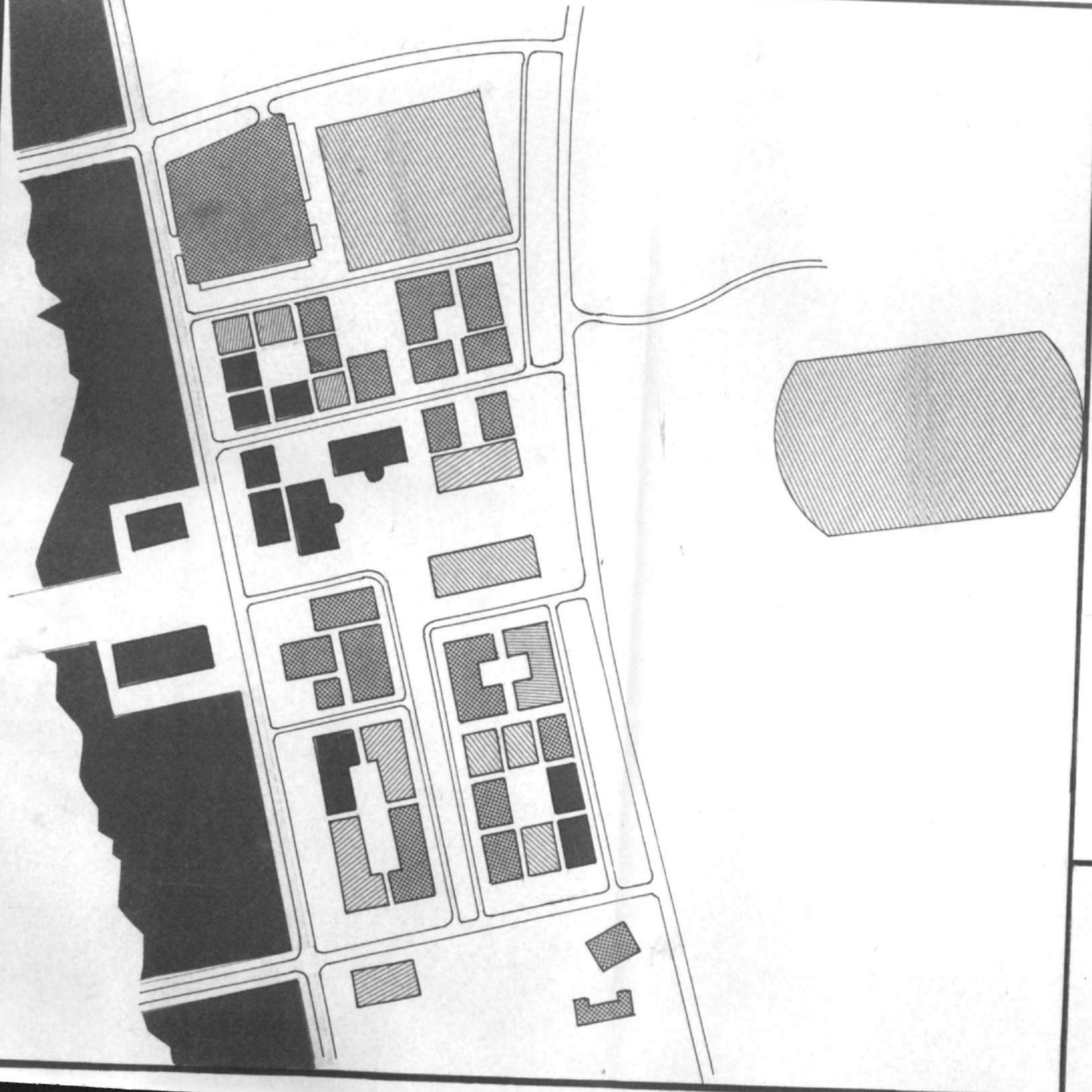
The creation of a city center is incompatible with the practice of piecemeal land development. After the legal acceptance of the project, the first step should be for the state to acquire all the land required for the City Center and while this is being done public enlightenment should be carried on to educate the people as to the benefits of the project so as to enlist their co-operation. The particular land we are dealing with is already state land interspersed in a few patches by customary ownership. The latter lies within the proposed residential district so there will be no need to review the titles.

5.2 Phases of Development (see Fig 21).

A City Center cannot be implemented at one shot so the program has to be phased. Ideally, the phasing should be based on some form of costing, weighting of priorities and critical path analysis. But the technical details of this is outside the scope of this study. We may however use our knowledge of the existing Central Functions to assess which elements of the program are more urgent and which ones could be postponed until a later date. The following is the suggested phasing over a period of 10 years which is the maximum period within which a city center should be developed.

FIG 21

PROPOSED CITY CENTER
PHASES FOR IMPLEMENTATION



L E G E N D

PHASE I (1980-82)

PHASE II (1983 84)

PHASE III (1985-90)

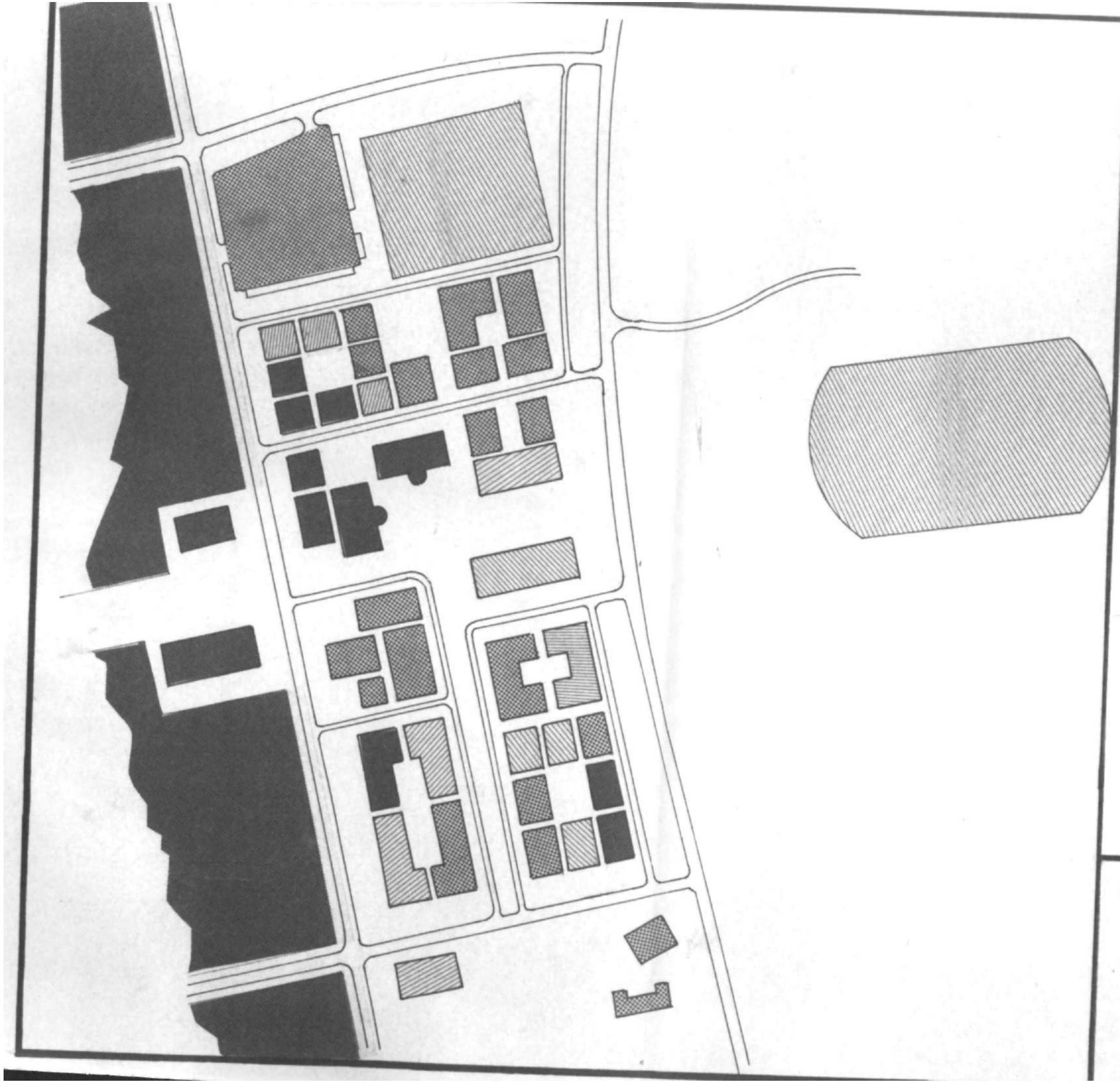
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FIG 21

PROPOSED CITY CENTER
PHASES FOR IMPLEMENTATION



L E G E N D

PHASE I (1980-82)

PHASE II (1983 84)

PHASE III (1985-90)

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Phase I (1980-82):

i. The new residential district (Yolde Pate) which will give the initial support to the center should be first and foremost. To establish the required density for the city center means that the residences will have to be developed throughout the entire period of implementation.

ii. To provide access to the district and connect it immediately to the other parts of the city, the Numan-Gurin bye-pass and the inner arterial road which frames the City Center on the west should be the next most immediate things.

iii. The House of Assembly is an urgent need because there is not one at present.

iv. The City Hall should also be constructed at this phase to ensure that its construction will not disturb the Assembly if left to a later date.

v. As soon as i and ii above are provided, there will be pressure for shopping facilities near the residences.

vi. Only bus stops need to be provided at the stage because enough traffic may not have been generated to warrant the motor park.

Phase II (1983-85):

i. The services and cultural elements should be constructed at this stage because presently, they are either non-existent or those that are provided are grossly inadequate. There are not postal agencies or police posts in Yola even at the time of writing so it is necessary to provide them urgently in order to limit peoples journeys to Jimeta. The General Post Office however can be postponed a little longer,

ii. At this stage the motor park should be constructed and those in Yola and Jimeta be closed to inter-regional traffic. This will ensure that the necessary growth momentum is started in the new City Center.

iii. The Library will be required at this time, because the existing one is inadequate. The plan for acquisition of books and the development of the equipments needed may start along with Phase I but the actual construction should be in this phase.

iv. The Central Fire Station should be constructed towards the end of this phase.

v. More shops and business offices and the Banks would have found enough demand for establishment. As soon as the access road from the Numan bye-pass is finished and the motor park in Jimeta turned into an intra-city exchange point, then regional traffic coming into the new City Center would attract businesses.

vi. The entire length of the southern bye-pass may not be completed at the firt stage - it should be completed by the end of this stage.

vii. The Central Mosque would need to be constructed at this stage because the existing ones are grosaly inadequate.

Phase III (1986-1990):

The elements which are considered to be a bit of luxury compared to those already listed should be provided last. These include:

The Museum, Traditional Arts and Craft Center, the Department Stores, the Guest Houses, Cinema., Hotels and more business offices. The Central Residences mixed with service shops should also be constructed last because if during the course of implementing the elements listed earlier it was found out that more or less space is required for any particular element, this item could make up for the adjustment. The Central Market could be one of the last elements because two other markets exist which are as of now operating below capacity especially the one in Jimeta so they could be used until such a time when a standard modern market can be constructed. Ofcourse in the interim, some pressure for this function would have led to indiscrimate street corner shopping. But as much as possible, the site for the proposed market should be kept clear of any permanent developments.

Normal infrastructural works such as roads, sewers, pipe and power lines should be developed ahead of the associated building projects while pedestrian pavements, public squares, parks and gardens should be developed after the buildings. Spaces should be treated as part and parcel of buildings not as left overs. Trees should be planted at the beginning so that they can mature by the time the implementation of the last part of the city center is over.

The actual process of implementation does not follow such a tight line. There will be overlaps in decision making, construction and useful times for the various elements. But as each element is being implemented, there should be an awareness of the effect of on-going construction on the use of completed sections. Phasing based on the degree of need for a central function as suggested may not make this very workable. So the phases as suggested should be treated only as a guideline.

5.3 Management of the City Center:

The Yola Metropolitan Development Board (YMDB) should be the sole authority directly responsible for managing the city center. This means there should be no duplicity in township authorities, and the Board should be accountable only to the State Governor.

After the land has been acquired as recommended, the Board shall be responsible for ensuring that the plots are allocated according to their uses as specified in the proposal. The present practice whereby plans are drawn up by consultants and the implementation is given over to contractors at the end of which they hand over the finished project to the Board for management is undersirable. The Board should be involved as much as possible in the implementation of any program from the intial stage.

The Board shall play the central role in the location, design and phasing of all development within the new center, and to ensure this, there will have to be co-ordination between different authorities concerned with implementing the projects. It will not be possible as a general principle, simply to allocate land to individual developers who then develop their site as and when and in what form theywish.

If contracts must be given for specific projects, the terms of such should be clearly defined and the Board should be familiar with its implications in order to keep close supervision on the execution.

The level of co-ordination and financial imput by the Board will determine the important limits within which any developer must work. This calls for high standard of environmental design which

we try to achieve will requre a high degree of co-ordination and strict control of architectural quality by the Board. Only through a high degree of public control can an integrated, functionally efficient development of architectural form, and a pleasing landscape design be estimaed. Building heights should be strictly controlled to achieve the desired three-dimensional effect.

From the foregoing, it is obvious that the YMDB will be laddened with responsibilities. The Board is the "City Manager" and any decisions it makes will have far-reaching consequences for the City Center, infact for the city as a whole. It is essential therefore that it should be staffed with qualified professionals who are competent in their fields and are employed on full-time basis. This is a crucial aspect for the implementation of the city center project. Apart from the proper staffing of the Board, it should be left to operate as a semi-autonomous body and be enpowered to make dicisions that are related to its terms of reference. It should thus be accountable only to the State Governor.

5.4 Financing the Program:

The fact that the City Center will be managed solely by the YMDB does not mean that the city center is wholly a governmental or quasi-governmental project, nor does it mean that only private investors will be involved. A whole range of interests will be vested in the center which means an equally varied source of finance. The following groups are expected to be the principal financeers of the city center program:-

1. Private Investment.
2. Direct State Government Allocation.
3. Federal Government Grant and Aid for Specific Projects.
4. Revolving Fund to be managed by the YMDB.
5. Quasi-government bodies.

CONCLUSION.

Building a City Center is a project that should be handled with all seriousness, because the city center is that part of the city which constitutes its essence. Decisions made about the City Center therefore should be based on sound planning principles and proper projections because mistakes made cannot be easily corrected and these can be of serious consequences to the efficient functioning of the city.

This fact cannot be over-emphasized for the Hausa-Fulani Cities of Northern Nigeria who although date back to early times, (15th century), have remained rather stagnant in their growth and development. This may be attributed to their subjection to two successive incompatable external forces. Instead of the cross breeding of ideas leading to innovation and progress, the experience only forced a dual structure on these cities. Today with the exception of Kano, none of the Hausa-Fulani cities compare favourably with cities elsewhere in Nigeria.

Nigeria is experiencing rapid administrative changes along with expansion in her economy. So these Hausa-Fulani walled cities are faced with a dilemma of maintaining the traditional system in the face of increasing level of modernization. However, instead of using this historical fact of isolation from western influence as a weakeness, these cities are well poised to draw from the strengths of both sides and evolve cities that are capable of meeting the challenges of modern times.

Different disciplines in the Human Sciences will have different solutions to offer as to exactly how this can be achieved but in the final analysis, the urban designer will have to translate the solution into space such that can be percieved and appreciated by both the traditionalists and the modernists.

Physical integration can be achieved by several means: road connections, residential layouts and any type of urban layout, but the city center is used in this study for reasons that have already been elaborated upon. The need for physical integration may not exist in some of the dual cities. In Kano for example, Sabon Gari and the Walled City are separated only by a thin line of railway. Be that as it may, the rate at which the central areas of the colonial townships are being designed seems that we are producing city centers that are typically western in outlook while neglecting the traditional design concepts to perish.

What is advocated in this study is not only physical connection but also functional integration by seeking out these functions and concepts of the tradtional centers that can evolved along with modern principles. As far as Greater Yola is concerned, this thesis has strived to achieve both goals. Firstly, the days of "Keeping out Strangers" from the walled cities are over and elements of industrialization are "invading" Yola in full force - the straight paved highway, houses being demolished and giving way to modern structures and architectural styles, government institutions being located within the city, etc. If these are allowed to continue unchecked, they may bring about chaos by prematurely dislocating the socio-cultural values of the people.

Instead of this approach however this thesis has proposed that the city center be located mid-way between Jimeta and Yola. Secondly the center so located has been designed using standard criteria to achieve the desired compromise. It is realised that it is almost impossible to achieve compromise of the physical forms so the integration is of traditional functions, accomodated in modern structures, which are once again located in space as much as possible according to traditional space concept.

People's opinion of functions will change with time just as their tastes in architectural styles are changing. Since physical structures once established cannot easily be removed, (the average life span of a City Center is 20 years), we may now need to conceive a structural composition quite different from the present which will reflect the future state. What this means is that whatever structures are proposed now, must be flexible enough to adapt to new functions later.

The picture for structural integration may not be so grim. There could be some ways and means of marrying modern with traditional architecture. Just how this may be done is a task for the "universal architect".

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