

**ASSESSMENT OF THE IMPLEMENTATION OF  
THE CENTRAL AREA DEVELOPMENT PLAN OF  
THE FEDERAL CAPITAL CITY, ABUJA**

**BY**

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DEPARTMENT OF URBAN AND REGIONAL PLANNING  
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AHMADU BELLO UNIVERSITY, ZARIA  
NIGERIA

March, 2013

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(Msc/ENV-DES/19538/2007-08)

A THESIS SUBMITTED TO THE SCHOOL OF POSTGRADUATE  
STUDIES, AHMADU BELLO UNIVERSITY, ZARIA

IN PARTIAL FULFILLMENT OF THE REQUIREMENTS FOR THE  
AWARD OF A  
MASTER OF SCIENCE IN URBAN MANAGEMENT

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

March, 2013

## DECLARATION

I declare that the work in the thesis entitled ‘Assessment of the Implementation of the Central Area Development Plan of the Federal Capital City, Abuja’ has been performed by me in the Department of urban and Regional Planning under the supervision of Mal. A.S Usman and Dr. Mu’aruf Sani.

The information derived from the literature has been duly acknowledged in the text and a list of references provided. No part of this thesis was previously presented for another degree or diploma at any University.

.....	.....	.....
Name of Student	Signature	Date

## CERTIFICATION

This thesis entitled ‘ASSESSMENT OF THE IMPLEMENTATION OF THE CENTRAL AREA DEVELOPMENT PLAN OF THE FEDERAL CAPITAL CITY, ABUJA’ by Danraka, Isyaku Mustapha meets the regulations governing the award of the degree of Master of Science of Ahmadu Bello University, Zaria and is approved for its contribution to knowledge and literally presentation.

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## ACKNOWLEDGEMENT

“Whatever has a beginning surely must have an end!” Glory be to Allah for making things possible.

My appreciation goes to the Federal Capital Development Authority FCDA and URP Dept FCDA for the sponsorship of this study.

I am immensely indebted to my late Supervisor Mr. Dada and Mal. A.S Usman. Also Prof. M.B Yunusa, Prof. J.B Kaltho, Dr. Mu’aruf Sani and especially Dr. Ahmed A for their patient and continuous efforts in the success of this thesis. Also Prof. I.D Suleiman and Prof. I.K Zubairu for their academic advice.

My amiable Director Mal. Abubakar Suleiman, Deputy Directors Shola Salami and Mr. Aderinto, Tpl. Balogun, Mrs. Umeh, Nasir P.A, Yahaya Abubakar and also my immediate head Mal. Nasiru Suleiman and our Head of Admin Mr. S. Kukah for their kind supports and encouragements during my stay for this study.

Quite a number of people too numerous to recollect and mention have assisted and contributed in making this project reality including friends, colleagues, associates and classmates especially Tpl. Idris Isah and Tpl. Garba Jibrin to all of you I say a big thank you.

Appreciation is also extended to numerous FCTA agencies like Engineering Dept, AGIS, Dept of Economic Planning and Carto Unit of FCDA for the relevant data and materials on this research.

Finally, to the family members starting with my Wife Aisha and our lovely kids for endurance and prayers.

Aminu A. Danraka (Abba) for his typesetting and printing. Also appreciate my step mothers, brothers and Sisters as well as Bro Dayyabu Danraka. May Allah bless us Ameen!

## **DEDICATION**

To the Memory of my late Father and the living Memory of my Mother.

May Allah SWT reward them Ameen!

## ABSTRACT

*Capital City Central areas planning provides a sound basis for policy making that leverages the social and economic capital of the overall city. The framework for the F.C.C. Abuja's central area development plan provides the base for effective development of the area and measurable policy targets for the F.C.T region that are cognisant of the global dimes and community expectations that will influence its development in the next century. These framework include, the increasing state of International Competitiveness in attracting foreign capital, social change to derive demand for a more and more diverse housing stock; need for innovative infrastructure, including modes of transport and better use of monitoring and information systems to generate efficiency in existing infrastructure and eco-friendly environment. The study reviewed the comprehensive development plan implementation of the Central Area which articulated the above development frameworks, the results of the outcome were found grossly poor and below a pass mark for the assessment which is 50%. Several factors were identified as responsible for the negative outcome of the implementation programme and recommendations were offered so as to enable the improvement of both the plan and implementation programme, these includes good Urban Governance, review of the plan implementation programme, providing adequate source of funding, adopting appropriate planning and design approaches, improve the municipal financial base and improve development control system. These are inview of the need for an improved implementation programme for the central area of the capital city of the country.*

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## **CHAPTER ONE**

### **BACKGROUND OF THE STUDY**

#### **1.0 INTRODUCTION**

Central Area is the commercial heart of a city. It is a vibrant mix of inner city living, entertainment and commercial activity. It attracts arts, cultural and recreational events of local, national and international repute. The diversity of activities within the Central Area is achieved through strategic planning and management approaches put in place. Major infrastructure and facilities that contribute to a city's economic base are located within the central area. Central Areas generally are important elements of a city's form, and they reflect the economic health of the city.

Efforts to redevelop central areas typically assume the characteristics of place based strategies by following either the infrastructure strategies or consumer strategies. The former method is more traditional, with attention given to specific land use, such as residential retail and entertainment activities. Essentially, infrastructure strategies strive to attract young professionals, single-parent families and "empty nesters" from urban living by accentuating amenities. Land uses dynamics are difficult, however, by identifying trends and making adjustments to policy or perceptions to reflect the changing trends with regards to central area development will help in solving the dynamic problems of the areas.

The central area of the Federal Capital City, Abuja was designed to be the hub of both the city as well as the nation itself. This has been showcased not only in symbolic sense but in physical activity as well. The centre has become an attraction to and pull from all corners of the country, as it accommodates and represents the administrative

base of the country. Therefore, it symbolizes Nigeria to the world, thus reaching beyond national concerns alone. The choice of the C.A of the F.C.C was purposive based on its influential forces that affects the implementation of its development plan. The study will examine the level of implementation of the C.A development plan of the F.C.C and its development characteristics, to enable the identification of the implementation outcome and factors responsible for the poor development of the area as well as its implication on the overall functionality of the whole city. The goal of the study is to come up with policy recommendations for the improvement of the planning and plan implementation of the C.A with the aim of improving its performance and efficiency, and hence actualize the mandates of the Master Plan of the F.C.C Abuja.

#### **1.11 STATEMENT OF THE RESEARCH PROBLEM**

Central areas determine the economic health and image of the city. The health and image of the city is perceived both by the residents and visitors to the city as important to the functionality of the city and the region. Therefore, critical to this, is the planning and design of such areas for effective implementation towards attainment of the areas developmental goals. In theory, the functionality of every central area lies in its planning, design and implementation strategies adopted. The implications of this have been either the area is successfully functional as a result of being fully developed or unsuccessful and non-functional as a result of being poorly planned, designed and developed. The impact of poorly developed central areas to the city and region is manifested in poor transit system, poor economic weak bas, municipal finance, development control violations, crime and delinquency as well as environmental pollution.

The Federal Capital City was conceived as a modern capital, with the central area to serve as a support for efficient functioning of the city through physical design and land use planning. The Central Area is now 30 years old, but remains far from the planned targets in terms of scale of activities, physical development among others. Stunted growth and non-compliance to the provisions of the plan are other drawbacks that constrain the realization of the mandates of the area. Such shortcomings are associated with a number of factors some of which are technical, financial, Administrative or policy driven that are poorly understood. In practice, poor understanding occasionally has also led to wrong decisions in the choice of policy and development strategies for addressing the problems. Therefore, the study sets out to establish the level of implementation of the FCC Central Area plan and the factors responsible for its poor implementation.

Several studies have been carried out to explore emerging issues, problems and shortcomings with regards to the development of Central areas. These include in the study by Benna(1976) on the Capital Cities of Washington & Brasilia; Yunusa(1980) on assessing the problems of city centres; Ahmed(1995), on sectoral problems of the FCC centres areas; and George(2002) on the problems of Central Areas of Capital cities e.t.c

Useful as these studies, are the need, exists to provide explanations on the factors responsible for the poor implementation of Central Area development plans with particular reference to the F.C.C Abuja as it affects the effective functioning of the capital city. Therefore, this study seeks to analyze the level of implementation of the central area development plan of the F.C.C and its development components so as to



enable the analysis of the development outcomes that explains the true development scenario of the Central Area as it exists.

## **1.21 AIM AND OBJECTIVES**

### **1.2.3 Aim**

The aim of the study is to assess the level of implementation of the Development Plan of the Central Area of the F.C.C Abuja and the explanatory factors with a view to making recommendations.

### **1.2.4 Objectives**

The aim will be achieved through the following objectives:

1. To review the concept and strategies for the development of Central Areas of Capital cities.
2. To examine the Abuja Central Area in the context of the Abuja Master Plan.
3. To analyse the level of implementation of the Central Area Plan of the F.C.C.
4. To identify the factors responsible for the level of implementation of the Central Area Plan.
5. To make planning recommendations.

## **1.30 SCOPE AND LIMITATION**

The study focused mainly on the assessment of the implementation of the central areas as they relate to the urban management components of the city such as transport and traffic management, economy, security, infrastructures, utilities, housing and others, but due to time and financial constraints, the study was limited to only Federal Capital City (F.C.C) of F.C.T Abuja.

## **CHAPTER TWO**

### **LITERATURE REVIEW**

#### **2.0 CONCEPT OF CENTRAL AREA**

Central areas are described as the core of a city, accommodating the largest and most diverse concentrations of “Central Place” functions in the city including: retail, offices, services, entertainment and other commercial uses, Governmental, institutional, Residential and Commercial activities (Aaron, 2009).

Central areas are also called down town, is the innermost part of a city or town. There is no official definition of its area, but its characteristics are understood to include a high density built environment, high land values, and elevated daytime population and a concentration of regionally, nationally and internationally significant organizations and facilities.

Central areas are also seen as urban cores or heartland which defined in terms of its geographic, economic, social, cultural and political characteristics. These areas may develop in regions offering favourable geographic qualities, in particular superior transportation and communication conditions, an abundant endowment with resources, and a good access to population centers and markets. Some central areas are rooted in historical – cultural locations of a specific significance, while others developed as a result of political decisions and administrative policies (McCann and Gunn, 1998).

Central areas are also been viewed as Central Business district and its surroundings that have experienced re-invention as a well-populated, mixed-use center suitable for living, working and playing. It is pedestrian oriented and supports an active lifestyle.

It has low vacancy rates and high usage of its infrastructure and amenities. Its tax revenues are growing and its household growth rates surpass its city's. It is an icon of urban resilience and renaissance. It often incorporates historic ethnic districts, artists colonies, skid rows and low, middle and high-income housing precincts, (Isenberg, 2004).

## **2.1 CHARACTERISTICS OF CENTRAL AREAS**

Central areas or downtowns across the world are characterized with certain inherent characteristics which distinguish them from other parts of the city. These include:

### **2.1.1 Economic health of the city**

Central areas have been identified as the economic hub of a city; it represents the health of the city and region at large. It accommodates the retail, centre, services, commercial and business centre of a city and region.

### **2.1.2 Image of the city**

Central areas portray the image of the residents to the visitors of a city, because the images of the people are physically manifested on the urban form they produce. Central areas present the image of the city by development of functional spaces, signature architecture, robust infrastructure and high-tech for example Burj Arab in Dubai, open house in Australia, and Olympic city in Salt Lake city.

### **2.1.3 Community focus**

Central areas provide a strong community focus. The area provides central meeting place for regional events and cultural activities. Central areas typically are intended to be the "meeting place" for all the city's residents for interaction, activities and special

events as opposed to sub-urban locations where the typical focus for activity is the sub-urban mall or commercial area. The cultural flavour is enhanced by the number of historic buildings in the central cores and provides a historic link to the community's past, equally accessible to all.

#### **2.1.4 Transit Hub**

With regards to transit viability, the central areas acts as a focus for the city's transit system. Because of its Central location, the Central area has the unique attribute of being easily accessible to all residents within the city, especially by transit. The central area is also centrally location for the automobile. This accessibility makes the area an ideal location for the provision of most essential public services in providing maximum equity city-wide.

#### **2.1.5 High Public Investment**

Over the years a significant amount of money has been invested in the Central areas or downtowns. Beautification of parks, homes and gardens, construction conference and convention centres, sports and recreation developments, institutional and administrative developments, infrastructure improvements are all examples of this investments. This investment shows a commitment to the development of a 'healthy' central area which will express the vitality of the London market and provide incentive for private sector investment, so as to ensure that the areas remains a vital entity in the city urban fabric. (IPA, 1979).

## **2.2 STRATEGIES FOR THE DEVELOPMENT OF CENTRAL AREAS: CASE STUDY OF CAPE TOWN CENTRAL AREA DEVELOPMENT STRATEGY**

In order to identify various strategies put in place for the development of a Central area development, a case study was used to show how the strategies are used and the practical outcome of its implication; therefore, the following case study were found suitable for the review:

### **2.2.1 What is the Central City Development Strategy?**

In August of 2007 the City of Cape Town and the Cape Town Partnership joined forces to begin a process to create a shared vision for the future of the Central City. Key to achieving any significant outcomes was the creation of a shared developmental path with clear implementation plans.

Specific goals of the programme include transforming the Central City into a premier business location; a high quality sustainable urban environment; a popular destination for Capetonians and visitors; a leading centre for knowledge, innovation, creativity and culture in Africa and the South; and a place that embodies the heart and soul of Cape Town. (CCDS Master Plan (2000-2015).

### **2.2.2 Re-imaging Cape Town**

The vision for the Central City boldly states that “in the next ten years, the Cape Town Central City will grow and greatly enhance its reputation as a dynamic business and people centre”. Over the past decade the Partnership has focused much of its efforts on basic urban management issues whilst the City of Cape Town actively readdressed issues of equitable service delivery. Having made great strides in these areas, the time is right to turn our attention to the future of our city.

### **2.2.3 What will Cape Town look like in the future?**

The Cape Town Central City plays an important role within the economic, social, cultural and political life of the region. It represents over 25% of business turnover in the city. It is a destination for Capetonians and Visitors, a place for many education and training institutions, location of important sectors of the regional economy, and the site of all three spheres of Government and the South African National Parliament. Given its significance, that it succeeds and continues to attract investors, locals and visitors is not negotiable.

The purpose of the CCDS is to inspire and to capture the public imagination about what the future of the Central City can be. The aim is to mobilize stakeholders around a shared vision and specific strategies, and to generate a measurable delivery plan, in order to manage growth and lead change over the next years.

The Central City Development Strategy is not an isolated project, but falls within a number of other planning programmes within the City of Cape Town. The City Development Strategy, the Integrated Development Plan and the Integrated Zoning Scheme all rely on inputs from CCDS. (CCDS Master Plan (2000-2015)).

### **2.2.4 Step-by-Step Programme Implementation**

#### **(a) Phase I**

Phase I of the CCDS saw the development of a common vision through a series of participation processes which led to a number of projects whose aim it was to activate and guide public and private development in the central city. Twenty distinct precincts with boundaries were identified, mapped and fully described as part of the Character Precincts project. In addition, a draft urban design framework was completed, utilizing a newly-created GIS land based management tool in which issues

of height, density, supporting infrastructure, transportation routes and parking were captured. CCDS Master Plan (2000-2015).

Areas of focus for study and incorporation into the CCDS processes were the initial work done on public space management, infrastructure capacity audit, improved public transport and residential development. In an effort to communicate the CCDS progress to all stakeholders and to gain additional inputs, a Popular Document on the project was published in October 2008.

**(b) Phase II**

In phase 2 of the CCDS programme further development of the 20 Character Precincts produced a report which renames this component as the Development Guidelines for Land Use Management. DGLUM is currently an informant to several other zoning and regulatory processes and may become official City of Cape Town policy soon. Its value is that it attempts to translate the private and public sector development visions, aims and frameworks into a set of clear guidelines that provide a consistent basis for development decision-making by public officials and at the same time give direction and certainty to the private sector.

In response to other aspects explored in the first phase, the CCDS continued its efforts and saw further expansion of the Land Use databases that greatly assisted with development facilitation, the redevelopment and upgrades of significant public spaces in town such as Grand Parade, Greenmarket Square, St Andrew's Square, St Georges Mall, CT Stadium and Green Point Urban Park, cooperative management of public spaces has shown positive results in the appearance, operations, and activities in places such as Greenmarket Square, St Andrew's and St Georges Mall, significant NMT

improvements such as pedestrian ways on Waterkant St and cycle lanes on Bree, public transport upgrades – initial phases of IRT, CT Station redevelopment and Metrorail improvements, development of protocols and incentives to promote energy efficiency, introduction of two bin waste management (Zibi), more vibrant economic activity including after hour activity. (CCDS Master Plan (2000-2015)).

Phase 3 of CCDS focuses on ongoing initiatives centered around expanding infrastructure assessment and determining infrastructure capacity implications and constraints. Of vital importance is the support and enhancement of the Integrated Rapid Transport Network currently being implemented in the Central City. Continued work is required in the areas of capturing more detailed land use data, developing innovative public space management systems, incorporating sustainability principles into all projects and finding workable solutions for increasing density and providing affordable housing.

### **2.2.5 How will we know if CCDS has been Successful?**

Through recognition of an unforeseen events occurring (like global recessions) and attitudes shift (such as the ongoing games since World Cup) over a period of time, a “checklist” was set out to gauge the impact of our achievements during the dynamic process. It claim success in a few areas and strive to go forward in a few others still:

- A steady increase in the sense of belonging and common identity amongst Capetonians. (CCDS Master Plan (2000-2015)).
- Growth in number of businesses, jobs, enterprises, livelihoods and investments
- The hosting of a successful 2010 World Cup
- The Green Point Stadium, a major new events facility, with a sustainable operations plan



- The new Green Point Urban Park and Sport Complex
- Completion of District Six redevelopment, and a tripling of Central City residential population, with at least 20% in affordable housing
- Completion of CTICC expansion and upgrade of Good Hope Centre
- An expanded V&A Waterfront, with increased residential population and mixed-use developments
- Consensus on a cruise liner strategy for Southern and Eastern Africa, and the possible construction of a cruise liner terminal.
- Completion of upgrade of Cape Town Station and roll-out of new, mixed use precinct above sunken railway lines.
- New integrated Rapid Transport System and enhanced train services, with greater numbers of people using public transport
- New long-distance bus terminus
- Resolution of issue of incomplete foreshore freeways
- Greater access to the sea, to water and to the mountain
- Enhanced pedestrian space network, upgraded and well-managed public spaces, with more public art
- More evening and weekend activities
- Increased number of visitors, conferences, exhibitions, meeting, events, hotels, city businesses turnover.
- Managed trading in outdoor markets with a wider mix of goods
- More energy and water-efficient buildings and new green buildings
- Waster and pollution minimization and recycling programmes in majority of buildings.
- Higher level of safety and security, cleansing and urban management

- Higher levels of social services addressing the needs of the poor and homeless
- The city Hall as a premier music and cultural centre.
- Expansion of creative hubs in the East city, Company's Gardens and Foreshore precincts and recognition of the Central City as a cultural and knowledge hub.
- Better integration of the Culemborg precinct into the Central City. (CCDS Master Plan (2000-2015).

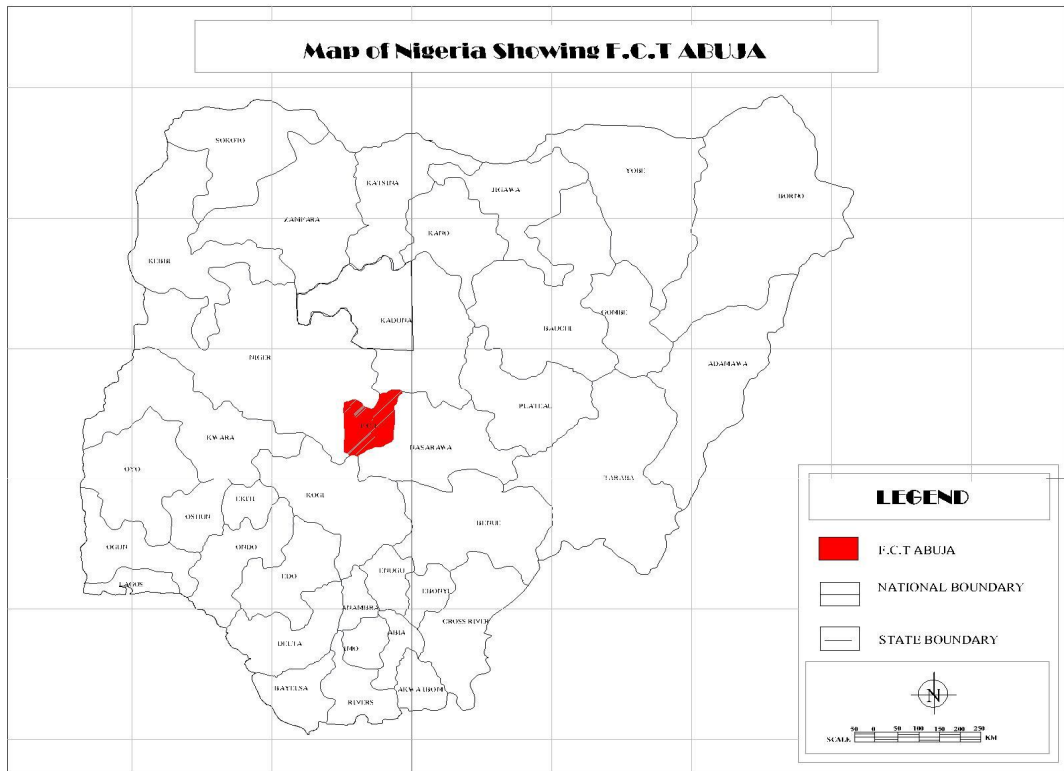
## **2.3 THE ABUJA C.A IN THE CONTEXT OF ABUJA MASTER PLAN**

### **The City Master Plan – Organizational Structure**

The master planning process led to the definition of a basic organizational structure for the City. (IPA, 1979). This structure is as follows:

#### **2.3.1 Location/Orientation**

- A New National Capital design as a viable urban environment for the seat of national Government and the full range of supporting and complementary activities. See Figure 2.1.
- An overall land-use pattern confined to a crescent-shaped site defined by developable land above elevation of 1,200 feet in the Gwagwa plains below the escarpment surrounding the outer arc of the site including the bold promontory of the Aso Hill.



**Figure 2.1:** Map of Nigerian Showing F.C.T Abuja  
**Source:** Inter-Planning Associates, 1979.

**2.3.2 Macro-Organization**

- A centrally-oriented City plan structure focusing on the location of Federal Government.
- Sector centers straddling the busway corridors to provide high accessibility to the City core and for inter and intra-sector travel.
- A city-wide open space structure based on a longitudinal parkway system internal to the City. Retention to the stream valley and water course network for both aesthetic and drainage purposes, and preservation of the surrounding escarpment of hills and the inselbergs which jut up in the body of the Gwagwa Plains and form the visual backdrop to the City and major focal points within the City.

- A linear transportation system consisting of parallel transit corridors each forming the central spine of development corridor and intersecting at the central government/commercial spine.

### **2.3.3 Urban Development Corridors**

- A pattern of linear development outwards from the core in two directions permitting staged growth in the form of residential sectors.
- Growth in the form of parallel development corridors on both sides of the core with the parallel corridors formed by a central linear park responding to geophysical features.
- A city designed as an efficient and attractive environment at each stage of growth – both at Phase 1, when it will accommodate 150,000 residents, as well as when it must accommodate 1.6 million around the year 2000 and beyond to an ultimate limit of 3 million.

### **2.3.4 Central Area Focus**

- A dignified location to the seat of National Government placed in a prominent location emphasized by an axial focus on the highest point of Aso Hill.
- A central City core with a northwest-southeast axis consisting of a mall flanked by Federal Government buildings focused on the National Assembly and extended to the Southeast in the form of the major commercial shopping street, ending at the transportation center with a major sports complex adjacent.
- The intersection of the mall and parkway forming the National Square with the President's residence, Supreme Court and Municipal Center.

### **2.3.5 Sector Organization**

- Growth modules in the form of development sectors, each a mini-city of 100,000 to 250,000 focused on internal secondary employment centers and sub-divided into residential districts.
- Residential districts of 40,000 to 60,000 focused on a hierarchy of commercial, community and utility services and organized into a hierarchy of small-scale residential community areas.
- A mix of residential density representing a range of housing options with respect to size, location, and access to service while concentrating high densities directly adjacent to transit corridors and lower densities on the periphery.
- Strips of industrial estates along the eastern lower edge of the sectors. (IPA, 1979).

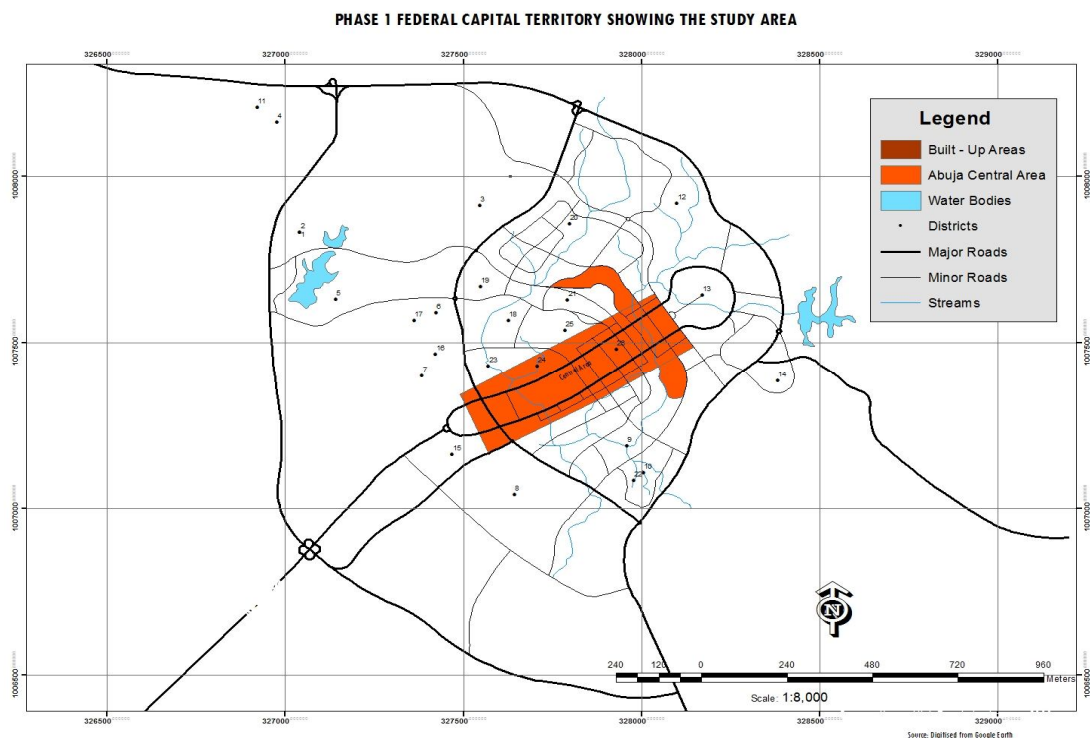
### **2.3.6 Infrastructure**

- Dual transit spines forming the core of each development corridor permitting the majority of residents to be within walking distance of public transportation.
- A peripheral highway system flanking each development corridor and defining their outer limits coupled with a parkway in the central park connected by transverse parkways.
- A sector road system designed to provide easy access to centers from the periphery but designed to discourage traffic through residential areas.
- A network of water, sewage and drainage infrastructure preserving the natural landscape and respecting existing drainage patterns.

- An international airport located on the plain to the east of the Central Area connected by a limited-access expressway.

### 2.3.7 Incremental Growth

- A program is staged growth planned to occur in incremental stages so that construction of one sector is completed before the next to reduce the impacts of noise, dust and disruption accompanying a continuous, long-term construction program.
- Staging of growth in efficient-sized increments related to infrastructure while capitalizing on existing topography and watersheds. (IPA, 1979).
- An organized pattern of land use and development guidelines for 500 hectares of government activity, 891 hectares of services, 12,486 hectares of residential land, 920 hectares of light industry, 1,840 hectares of transport infrastructure, 561 hectares of commercial and 8,300 hectares of open and recreation land. See Figure 2.2

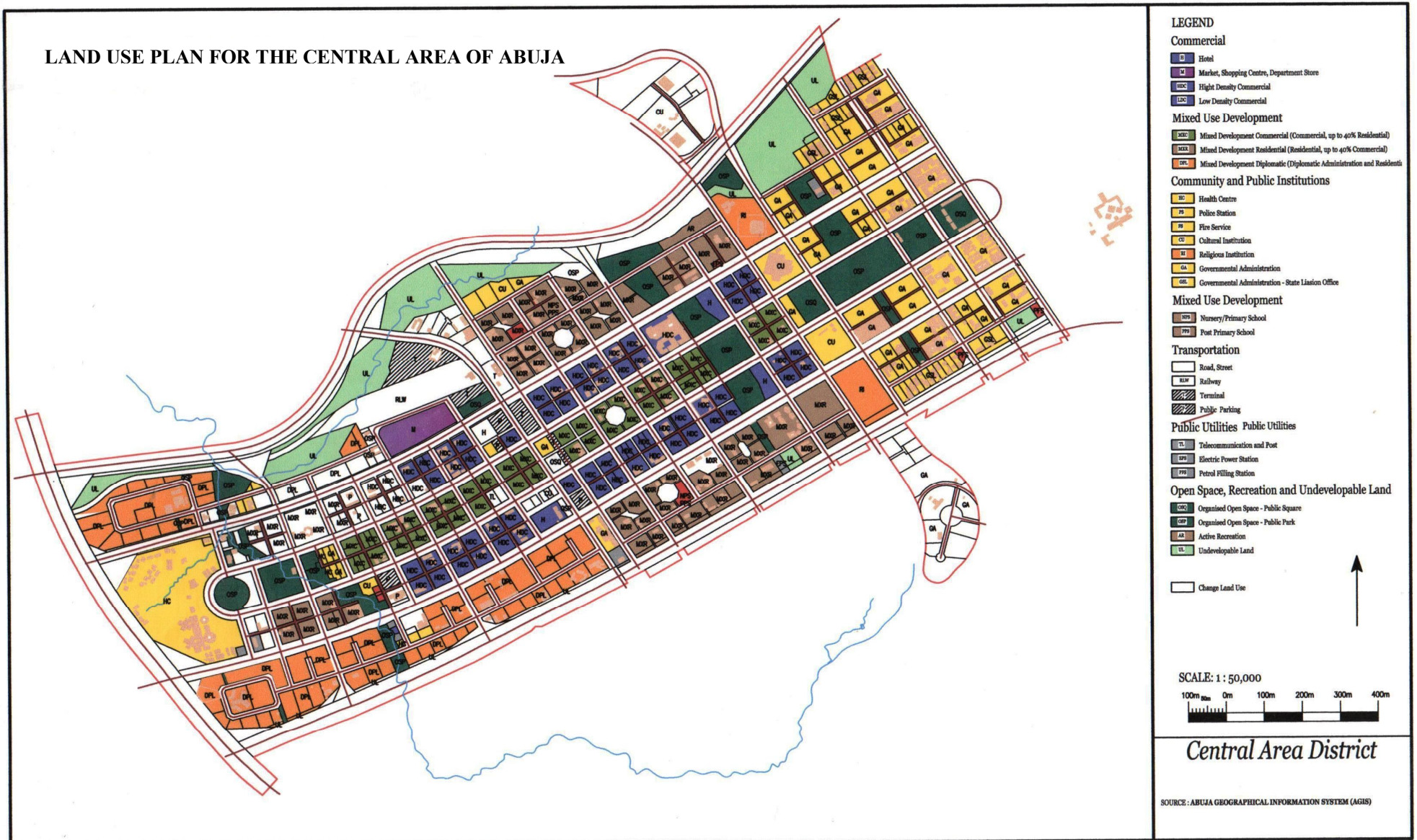


**Fig 2.2:** Federal Capital City showing the Study Area  
**Source:** Inter-Planning Associates (1979).

## **2.4 CENTRAL AREA PLAN**

In the plan for the Central Area of the new Federal Capital, the new requirement of government efficiency is met in a dignified setting responsive to the natural landscape, and structured to achieve appropriate spatial relationships among government agencies and between government, municipal and commercial activities.

The Central Area houses the chief governmental and business activities of the City. It has been divided into two functionally distinct zones: one containing the government and ministerial functions, the other containing business, parastatal and commercial functions. These two areas are placed end to end along a central axis centering on the great granite inselberg of Aso Hill. This central axis traverses four low rounded hills, interspersed with minor stream valleys. These cross at right angles to the axis. Where the axis crosses the high point of each hill, sites of important public buildings have been located.



**Figure 2.3:** Land-use Plan of Central Area  
Source: Albert & Spears (2009).



## **Land-use Organization**

The National Assembly Building and its supporting legislative offices, official ministerial residences, the National Monument and National Botanical Gardens are located on a promontory at the axis with Aso Hill overlooking the body of the Central Area. See figure 2.3

A central square is created on a knoll where the axis and central parkway intersect. This “National Square” is surrounded by buildings housing the Presidential Residence, the Supreme Court and the Municipal Administration Center. This center square is connected to the National Assembly Complex visually by a large informal landscaped mall. Ministerial buildings flank this mall on both sides. Four squares are located in the Central Area to serve as locations for future public functions and support amenities.

Perpendicular to the central axis along the Central Parkway on either side of the Central Area are areas for cultural institutions. The National Conference Center and National Theatre have been located on two knolls at the points where the Parkway enters the Central Area from either side. The commercial core of the New City flanks the axis west of the Municipal Administration Center. The axis itself in this commercial area is the primary shopping street of the City lined with elegant shops and commercial establishments. Only service traffic would be permitted on this street. Other convenience commercial is distributed within residential and employment areas.

At the extreme western end of the central shopping street is the Transportation Center. This is the major transfer point between city transit lines as well as the terminal for intercity bus (or rail) traffic. Adjacent to it is the National Sports Stadium and a related national sports complex.

The design objective is to create a functioning and organically-whole central area early in the life of the New Capital by concentrating facilities along the axis to convey a sense of completeness and urbanity even though large parts of the Central Area would remain unbuilt for some time.

#### **2.4.1 Parks and Open spaces**

The open space design combines capitalizing on the natural character of the landscape in peripheral areas with formal treatment in the urban spaces. The most important open space in the Central Area is the mall along the central axis. The dimensions of this mall have been selected after review of such issues as walking distance and scales appropriate to the flanking structures. In contrast to the very formal malls of Brasilia and Washington, the New Federal Capital City Mall is structured in response to the natural and uses the chain of low hills and transverse shallow valleys to emphasize the key public buildings. This mall serves as the chief unifying device organizing the government area of the city.

The main governmental buildings (the National Assembly, Municipal Administration, Executive and Legislative offices, Ministries and the Courts) provide spatial delineation for the mall and are, in turn set off by it. This urban design approach has been adopted in recognition of the necessity of creating a visual impact in the early stages of the City when relatively few buildings will have been constructed. As ministries are built, they would continue the mall.

Similarly, the Commercial Center was organized around a central landscaped pedestrian street. After the initial building projects are complete, this street will provide the fitting sense of civic urbanity necessary for a great national capital. (IPA, 1979).

The Central Area is paralleled to the Northwest by a stream valley. The plan designates this valley to be developed as a curvilinear park with a paralleling parkway drive.

The space between the crest of Aso Hill and the National Assembly building is proposed as a National monument area to protect it from development.

Another formal open space feature is a number of minor squares at various locations in the Central Area. These are intended to provide open space relief and serve as a formal organizing device by servicing as nuclei around which new public buildings would be placed as the City grows and expansion of such activities takes place.

#### **2.4.2 Transportation**

The Central Area is framed by the network of regional expressways, transit spines, central and foothills perimeter parkways. The axis of the Central Area run generally at right angles to the transit corridors around which the residential sectors of the City are organized. The special transit rights-of-way traversing these corridors intersect the Northeast-Southwest axis of the Central Area and turn to run parallel to it. Four parallel one-way streets with special lanes run the length of the Central Area. No points in the Central Area were more than two blocks from a transit line that would convey a passenger to any district throughout the entire city. All trips can be made with no more than one transfer. The transportation Center sits at the junction of regional and city transit systems for ease of transfer.

Boulevards – wide tree lined streets with wide sidewalks and planted medians – has been used to define the most important streets and also to connect major entry roads into the body of the Central Area. Two diagonal boulevards focus on the central (“National”) square. Local streets form a simple grid system to achieve a flexible circulation plan.

A number of major entrances and arrival points are designed into the Central Area. Two of these would lead off the foothill parkway onto the diagonal boulevards. Other bring visitors from the directions of Abuja, Keffi and the Airport.

Where these regional highways or major arterial from residential sectors reach the Central Area they become boulevards and from “gateways” to the City. The actual gateway is marked either by a space, an important group of buildings or an appropriate symbolic structure echoing the traditional gateways to historic Nigerian cities.

## **2.5 DEVELOPMENT PLAN FOR THE CENTRAL AREA**

The Central Area of the Federal Capital is the hub of both the city as well as the Nation itself. This is true not only in a symbolic sense but in physical actually as well. All affairs in the City and the Nation focus on it. It was designed to serve as center to which representatives of other nations will come. Therefore, it symbolized Nigeria to the world, thus reaching beyond national concerns alone.

The importance of this symbolic role cannot be underestimated in the design and organization of the Central Area. The location of the Central Area within the city, its definition as a place, its relation to its natural and man-made surroundings, its internal organization, and its arrangement of symbolic elements are matter of supreme importance. The way in which these abstract considerations are manifest in the form of a physical plan will determine the plan’s success. Since these matters can have a great effect in the future on the national self image and even on the role of government itself in the future of Nigeria, they have been given careful consideration and detailed review by FCDA prior to selection of the Central Area Plan.

### **2.5.1 The Basic Design Concept of the Central Area**

The center of the New Capital has been located along an axis centering on the great granite inselberg of Aso Hill. This central axis transverses four low, rounded hills, interspersed with minor stream valleys. These cross at right angles to the axis. Where the axis crosses the high point of each hill, sites of important public building have been located.

The National Assembly Building and its supporting legislative offices, official ministerial residences, the National Monument and National Botanical Gardens are located on a promontory at the eastern end of the axis with Aso Hill overlooking the body of the Central Area.

A central square is created on a knoll where the axis and central Parkway intersect. This “National Square” is surrounded by buildings housing the Presidential Palace, the Supreme Court, and the Municipal Center. The central square is connected to the National Assembly complex visually by a large informal landscaped mall, Ministerial buildings flank this mall on both sides. Four squares are located in the Central Area to serve as locations for future public functions and support amenities.

Perpendicular to the central axis along the Central Parkway on either side of the Central Area are areas for cultural institutions. The National Conference Center and National Theatre have been located on two knolls located at the point where the Parkway enters the Central Area from either side.

The commercial core of the New city flanks the axis west of the municipal Administration Center. The axis itself in this commercial area is the primary shopping street of the city.

Only service traffic would be permitted on this street, which would be lined with elegant shops and commercial establishments.

At the extreme western end of the central shopping street is the Transportation center. This is the major transfer point between city transit lines as well as the terminal intercity bus (or rail) traffic, Adjacent to it is the National sports Stadium and a related national sports complex.

The design objective is to create a functioning and organically-whole central area early in the life of the Federal Capital City by concentrating facilities along the axis to convey a sense of completeness and urbanity even though large parts of the Central Area would remain unbuilt for some time. See figure 2.4



**Figure 2.4:** Design Control Plan  
**Source:** Albert & Spears (2009)

## 2.6 CENTRAL AREA DESIGN OBJECTIVES AND ELEMENTS

- To define the Central Area as a unique and special place so that it may be the appropriate vehicle for the symbolic and actual Seat of Government of Nigeria.
- To organize the principal elements of both the natural and built environments to emphasize the symbolic aspects of the Government of Nigeria.
- To take advantage of the special views, vistas, and axes inherent in the selected site of the Central Area.
- To produce a harmonious and sequential flow of spaces in the central Area enhancing the experience of those traveling through the Central Area.
- To produce a sense of arrival at the Central Area of those coming to it from elsewhere.
- To impose geometries which allow flexibility and predictability in movement patterns in the Central Area.

### 2.6.1 Topography

The combination of natural characteristics of the site for the Central Area and the objectives outlined above strongly suggest the use of certain physical design elements in the combinations demonstrated in the plan.

- *Axiality-Aso Hill* is the most dominant of the natural elements of the site and demands acknowledgement in the Central Area design. The strongly axial nature of the design is the result of this relationship. The National Assembly, the Presidential Palace, and Supreme Court are aligned on this axis.
- *Use of Hill-Crests*- The character of the terrain of the Central Area site results in a series of low hills, the crests of which make highly visible sites for important buildings. Furthermore, a number of hilltop sites are situated in such a way as pt



produce an inherent geometry of site lines and axes. The National Assembly, Presidential Palace, City Administrations and Supreme Court and the National Stadium all are located on the crests of hills on the main axis. At right angles to this axial organization of important structures, the National Conference Center and the National Theatre also are located on the crest of hills. (IPA, 1979).

Several design purposes are achieved by use of grid street pattern in the Central Area in contrast to the curving pattern which characterizes the development sectors. This approach has been conscientiously selected for a number of reasons:

- *Continuity of Views* –The combination of rolling terrain in the Central Area site and the imposing backdrop of Aso Hill and the adjoining escarpment of lower hills requires a street pattern in which views are continuous rather than interrupted.
- *Flexibility and predictability of Movement and Land Use*- The characteristics of simplicity, flexibility and predictability are appropriate to the Central Area where changes in land use patterns are likely to occur with greater frequency than elsewhere in the City. Furthermore, the Central Area will be the most highly accessible place in the New City. Possible additions to and changes in routing of public transit lines is a matter of greatest importance of maintaining maximum accessibility in the Central Area. The grid pattern accomplishes this best, it allows one-way streets; the easy rerouting of traffic, eliminates peculiar intersections; and allows greatest flexibility in the location and aggregation of building sites.
- *Juxtaposition of Contrasts, the imposition of order* – The character of rolling terrain lends interest to the Central Area site but it does not impose either a

constraint on straight streets nor produce a sense of natural order. The contrast of natural order and the man-made orderliness of a grid street pattern produces unique juxtaposition of qualities in which disorder has been overcome. Under these circumstances, the picture sequences of curved or non-geometric street patterns would be out of place and inappropriate.

The relationship of the Central Area to the rest of the Capital City is expressed by the network of expressways, transit right-of-way, and arterials which frame it.

- The foothills perimeter parkway forms the northeastern border of the Central Area. From this roadway, the visitors from other cities will first view the symbolic center of the country; that is the complex of building comprising the Seat of Government.
- The Central Parkway is the main auto approach from within the city itself.
- The Southern and Western perimeter expressway (the “industrial” expressway) and the airport parkway are the main connections from the West into the Central Area.
- Exclusively right-of-way transitways and arterials are equally important approaches to the Central Area from the immediately adjoining parts of the City.

The approaches to the Central Area described above actually lead into the Central Area and will thus become gateways to it. They are conceived as arrival points at the Central Area, where a change in character is necessary. Thus, upon arrival at the city Center, these parkways become boulevards crossing the Central Area. The Actual gateway is marked

either by a space, as important group of buildings, or an appropriate symbolic structure echoing the traditional gateways to historic Nigerian cities.

Boulevards (that are wide tree-lined streets with wide sidewalks and planted median strips) have been used to define the most important streets and to connect major entry roads into the body of the Central Area. Major arterials from the rest of the City intersect these boulevards and form entrances to the City from the adjoining districts. Local streets will be organized to minimize through traffic within the Center.

The grid street pattern by itself does not easily allow importance or focus to be given to any one particular place. Therefore, two diagonal streets focus on the central square. The diagonals in the grid pattern are necessary to perceive the structure of the Central Area as a whole and to provide the required focus. These roads, when extended to the foothills parkway, form the entrances to the Central Area from Keffi and Abuja.

The transitways in the Central Area also contribute to its spatial perception. The transitways parallel the Aso Hill axis and pass through or adjacent to the spaces and landmarks forming the structure of the Central Area. The transitways serve the highly accessible core of the center and their relationship to it can be perceived as part of the structure of the central area.

It should be noted that the combination of the elements described above cannot be considered as isolated or independent from one another; they make up a sequence of movement channels organized in such a way as to allow one to perceive the structure of the City as an uninterrupted flow of visual events. If one element is removed from the

sequence, confusion results. The objective of the sequence is to allow one's perception of the relationship between the parts of the city to unfold in a continuous fashion.

### **2.6.2 Monumental Spatial Sequence**

The organization and sequences of public open spaces is also closely related to the basic axiomatic of the Central Area plan. The sequence of organization of its internal and external roadway system are equally important. The combination of imposing natural features, the symbolic qualities of the Seat of Government, and the orderliness of the grid pattern suggest a certain sequence of spaces and spatial qualities ranging from enormous, elemental and monumental at one extreme to urban, intimate and orderly at the other.

At the largest and most elemental scale is Aso Hill and its escarpment. Its treatment would be the preservation of its natural conditions, indicative of millions of year of geologic history. The next element down in the spatial scale is the grand terrace lying directly below Aso Hill and its escarpment. Its treatment, too, is to preserve its natural condition in order to enhance the majesty of Aso Hill.

Next, along the axis between the summit of Aso Hill and the crests of two low hills in the Central Area which align themselves on Aso, is a sequence of spaces descending in scale as the distance from Aso Hill is increased.

The first of these is the National Arboretum, where specimen trees and flora from Nigeria and West Africa would be arranged in a controlled naturalistic setting as the Gardens of the Parliament Buildings, Parliament itself would occupy a large oval-shaped space on promontory overlooking the City, an extension of this space will reach across the valley

separating Parliament from the City. It would be treated as a grassy foreground for Parliament as it is viewed from the Central Area.

This introduces the largest open space within the Central Area itself, the Mall and Presidential gardens on axis with Aso Hill. This space is open in the middle to allow a continuous view of Parliament in the distance. The terminus of this space is the Presidential Palace. Thus, two major branches, the Legislative and Executive, face each other on axis with Aso Hill on a long space that becomes more formally landscaped as it approached the Presidential Palace.

The façade of the Presidential Palace away from Aso Hill faces on National Squares, the central square of the City, National Square is the hub of the Central Area. It is the terminus of the Central Parkway and two diagonals connecting the center to the foothills parkway.

The final element in the succession from elemental/monumental or urban/intimate are the various minor squares placed in the Central Area to act as the foci for development of additional public buildings. These may be thought as being in the same character as the National Square, that is, highly designed, carefully landscaped and maintained urban open spaces.

## **2.7 MAJOR LAND USES**

The main activities which the Central Area houses are the chief governmental and business activities of the Nation. While a rich mixture of activities is expected in many parts of the Central Area. It is also anticipated that there will be readily discernible areas where certain types of activity will predominate and create identifiable precincts such as:

- Seat of Government
- Central Business District/commercial Core
- National Culture Institutions Zone
- High Density Residential Community
- National Sports Complex
- Transportation Center
- Foreign Embassy Area
- Central Area Parks and Squares

Intermixed with each of these predominant functions will be other activities particularly of a service commercial function including restaurants, convenience stores, cafes, specialty shops. They will play a clearly subordinate and supporting role and will enhance the richness of the Central Area.

### **2.7.1 Symbolic Seat of Government**

The location of the symbolic Seat of Government – Parliament and Legislative support functions – is along the axis centering on Aso Hill and situated on a knoll at one end of the axis overlooking the remainder of the Central Area. The executive function, including the Presidential Palace, the Supreme Court, and the Municipal Administration Buildings, is located opposite at the Central Square of the City, Ministry buildings flank the several

block – long mall visually connecting Parliament and the Central Square. This grouping of building creates a functional area making up the Seat of the Government.

### **2.7.2 Central Business District and Commercial**

The next most important function in the Central Area is that comprising a zone of business and commercial activities housing parastatal and commercial office buildings, major hotels, and major stores. The pedestrians street along which commercial activities are organized centers on the Aso Hill axis immediately below the Central Square. Stores and offices along this street would be serviced from the rear. A large traditional market is located at one side of the commercial core, easily accessibly by lorry from the Region and by transit from the City.

### **2.7.3 National Sports Center**

At the foot of the Commercial Center is the National Sports Center with a view of the National Stadium. The sports Center Complex has the potential to include the complete range of facilities necessary for national, continental and international competition. This facility lies at the nexus of the transportation system and directly across from the intercity bus terminal/motor park.

### **2.7.4 Transportation Center**

The transportation Center is at the hub of the Federal Capital City. Here the city's transit system and intercity buses interchange. This terminal has been planned to accommodate a rail terminal should rail service to the New Capital be Instituted. Its parking area would be used for parking buses during off-peak hours.

### **2.7.5 Cultural Institutions**

While strict boundaries for a zone of a cultural institutions is not envisaged, the location of the National Theatre on one side of the Central Area where the Central Parkway penetrates the center and the National Conference Center in a similar position on the other side implies a cross axis to the Presidential Palace along which it would be appropriate to locate other major cultural institutions.

### **2.7.6 Foreign Embassies**

A sector for foreign embassies is shown on a knoll and to the South of the National Assembly Building, but separated from it and the Rest of the Central Area by Intervening Valley Parks.

### **2.7.7 High Density Residential**

High-density residential uses are interspersed throughout the Central Area except in the immediate areas of highest concentration of governmental and business activities. The purpose is to produce a rich, round-the-clock urban atmosphere in the Central Area at all hours. The housing types would range from townhouses to high-rise apartment structures.

### **2.7.8 Parks and Open Spaces**

The open space design combine capitalizing on the natural character of the landscape in peripheral areas with formal treatment in the urban spaces. The most important open space in the Central Area is the mall along the central spines. The dimensions of the mall have been selected after review of such issues as walking distances and scales appropriate to the flanking structures. In contrast to the very formal malls of Brasilia and Washington, the New Federal Capital City mall is structured in response to the natural environment and uses



the chain of low hills and transverse shallow valley to emphasize the key public buildings. This mall serves as the chief unifying device organizing the governmental areas of the City. (IPA, 1979).

The main government buildings (the National Assembly, Municipal Administration, Executive and Legislative offices, Ministries and the Courts) provide spatial delineation for the mall and are, in turn set off by it. This urban design approach has been adopted in recognition of the necessity of creating of visual impact in the early stages of the city when relatively few buildings will have been constructed. As Ministries are built, they would continue to mall. Similarly, the commercial Center will be organized around a central landscaped pedestrian street. After the initial building project are complete, this street will provide the fitting sense of civic urbanity necessary for a great national capital.

The Central Area is paralleled to the Northwest by a stream valley. The plan designates this valley to be developed as a curvilinear park with a paralleling parkway drive. The space between the crest of Aso Hill and the National Assembly building is proposed as a National Monument Area to protect it from development. Another formal open space feature is a number of minor squares at various locations in the Central Area. These are intended to provide open space relief and serve as a formal organizing device by serving as nuclei around which new public buildings would be placed as the City grows and expansion of such activities takes place.

## **2.8 BUILT SPACE AND LAND AREA REQUIREMENTS**

The net office area requirement for the Government core are based on the current Federal Ministry of Works approved office accommodation standards, which average about 150 square feet for employee but includes a range from 60 square feet at salary grade 4 up to

600 square feet at salary grade 16. Total spatial requirements are sensitive to the standards applied, as indicated in table 2.1, table 2.2 for Ministry employment, also indicates the impact of alternative assumptions with respect to centralization showing option A (100 percent of such employment in the Core) and Option B (80 percent of such employment in the core)

**Table 2.1: Site Requirements – Public Sector Employment**

	Employment	100square Feet	150 Square Feet	200 Square Feet
Federal Corporation	65,046	6,504,000	9,756,900	13,009,200
Local Government	16,400	1,640,000	2,460,000	3,280,000
Police	5,500	550,000	825,000	1,100,000
Military	12,500	1,250,000	1,875,000	2,500,000
State Liaison	7,600	760,000	1,140,000	1,520,000
International	4,000	400,000	600,000	800,000
<b>TOTAL</b>		<b>11,104,600</b>	<b>16,656,900</b>	<b>22,209,200</b>

**Source:** Inter-Planning Associates (1979).

**Table 2.2: Total Ministry Employment Allocation**

	100s.f/person		150s.f/person		200s.f/person	
	A	B	A	B	A	B
S.F Allocation to						
Central areas	6,050,700	4,840,500	9,076,050	7,260,750	12,101,400	9,681,000
S.F allocation out-						
Side central area	0	12,210,200	0	1,815,300	0	2,420,400
Total Square Feet	8,050,700	6,050,700	9,076,050	9,076,050	12,101,400	12,101,400

**Table 2.3: Central Area Allocation by Gross to Net Ratios**

	1.3 Ration Gross to Net (75% Efficiency)		1.25 Ratio Gross to Net (80% Efficiency)		1.1 Ration Gross to Net (90% Efficiency)	
	A	B	A	B	A	B
	Net	Gross	Net	Gross	Net	Gross
S.F allocation	9,076,050	11,800,000	7,260,750	9,400,000	9,076,050	11,345,000
to Central area					7,260,750	9,076,000
S.F Allocation out-					9,076,050	9,984,000
Side central area	0	0	1,815,300	2,360,000	0	0
					1,815,300	2,269,000
Total	9,076,050	11,800,000	9,076,050	11,760,000	9,076,050	11,345,000
					9,076,050	9,984,000
					9,076,050	9,984,000

**Source:** Inter-Planning Associates (1979).

Standard with respect to net spatial requirements must be modified to incorporate areas for circulation, storage, utilities and common facilities. Table 2.3 indicates the impact of varying efficiencies on the ministry space requirements. Finally, as illustrated in figure 2.3 and table 2.4, the floor area ratios and site coverage can be used to translate built space into land area requirements. Table 2.4 shows the impact of varying assumptions on ministry land area requirements under the two centralization options.

Finally, table 2.5 summarizes the building area and site area requirements for the Federal Government Core (plus military) using an 80 percent efficiency factor. (IPA, 1979).

Given the park-like setting of Ministry buildings and the low-rise (average 4 floors), an overall public building land area requirement of 149 hectares has been determined. Similar calculations were carried out for other public sector functions to be located in the Federal Government core.

The total space required in the Central Business District/Commercial Core has also been calculated using various assumptions about the average amount of space per employee, the site coverage, floor area ratio and height of building depending on urban design decisions as shows in table 2.5.

**Table 2.4: Land Area Requirements**

	Coverage 10% FAR. 4		Coverage 15% FAR. 6		Coverage 25% FAR 1	
	A*	B**	A	B	A	B
Square Feet	28,362,000	22,690,000	18,908,000	15,126,000	11,345,000	9,076,000
Acres	651	521	434	347	260	208
Hectares	263	211	176	141	105	84

\* A = 100% allocation of Civil Service to central area

\*\*B = 80% allocation of Civil Service to central area

**Source:** Inter-Planning Associates (1979).

**Table 2.5: Central Business and Commercial Area Land Requirement**

FAR	10m <sup>2</sup> /Employee		15m <sup>2</sup> /Employee		20m <sup>2</sup> /Employee		40m <sup>2</sup> /Employee		Building Height			
	Net	Gross	Net	Gross	Net	Gross	Net	Gross	25% Cover	50% Cover	75% Cover	100% Cover
FAR .5	325 ha	361 ha	488 ha	542 ha	650 ha	722 ha	1301 ha	1446 ha	2	1	<1	<1
FAR1.0	162 ha	180 ha	244 ha	271 ha	325 ha	361 ha	650 ha	723 ha	4	2	1.3	1
FAR 2.0	81 ha	90ha	122 ha	136 ha	163 ha	181 ha	325 ha	361 ha	8	4	2.6	2
FAR 3.0	54 ha	60 ha	81 ha	90 ha	108 ha	120 ha	216 ha	240 ha	12	6	4	3
FAR 4.0	40 ha	45 ha	61 ha	68 ha	81 ha	90 ha	163 ha	181 ha	16	8	5.3	4
FAR 5.0	33 ha	36 ha	49 ha	54 ha	65 ha	72 ha	130 ha	145 ha	20	10	6.6	5
FAR 6.0	27 ha	30 ha	41 ha	45 ha	54 ha	60 ha	108 ha	120 ha	24	12	8	6
FAR 7.0	23 ha	26 ha	35 ha	39 ha	47 ha	52 ha	93 ha	103 ha	28	14	9.3	7
FAR 8.0	20 ha	23 ha	31 ha	34 ha	41 ha	45 ha	81 ha	90 ha	32	16	10.6	8
FAR 9.0	18 ha	20 ha	27 ha	30 ha	36 ha	40 ha	72 ha	80 ha	36	18	12	9
FAR 10.0	16ha	18 ha	24 ha	27 ha	33 ha	36 ha	65 ha	72 ha	40	20	13	10

Assumes 10% additional for roads.

**Source:** Inter-Planning Associates (1979).

## CHAPTER THREE

### RESEARCH METHODOLOGY

#### 3.0 DATA REQUIRED FOR THE STUDY

For the study to be effectively conducted, the following data are required:

- i. The policy document for the development of central area in the F.C.C.
- ii. The detailed design and land use plan for the proposed Central Area.
- iii. The detailed land use plan/master plan of the central area.
- iv. Master plan of the F.C.C
- v. Cadastral records and survey sheets of the existing development in the central areas.
- vi. Records of the Plots/Properties of the central areas.
- vii. Socio-economic and physical characteristics of the study area.
- viii. Data on the implementation framework of the proposed scheme/projects
- ix. Case studies on the best practices of the central area development around the world.

#### 3.1.0 SOURCES OF DATA COLLECTION

Data for the study will be sourced from the followings:

- **Primary Sources:** This will involve personal interview, field observation, reconnaissance survey, and the interviews are to general individual, official and organizational responses for the study. Focus Group discussion with other stakeholders such as Banks, Telecom Services Providers and other prospective investors.
- **Secondary Sources:** This will involve review of related literatures, Government Publications, Journals, Published and Unpublished materials, maps, urban design and master plan of the study area Library & Internet/Web search, the theoretical framework of the study was obtained by the review of relevant literature in hard and

soft copies (web). These were useful in understanding the objectives, concepts, strategies of the project.

**Table 3.1: Data type, requirement and sources:**

<b>Data type</b>	<b>Data Required</b>	<b>Sources</b>
Primary Data	Socio-economic characteristics of the study area	Field survey through interviews and questionnaire administration
	Physical/Environmental characteristics of the study area.	Reconnaissance survey, field observations.
Secondary Data	Records of the properties /plots affected by the proposed scheme	Based maps, proposed land use maps and satellite images.
	Records of the compensation to be paid to those affected by the project	F.C.D.A, AGIS
	Data on the investment and financial plan for the scheme	F.C.T.A, APIB, Banks and other Investors/stakeholders
	Data on the proposed design for the study area	F.C.D.A, AGIS, AMMC
	Detailed land use map of the F.C.C	F.C.D.A, AGIS
	Data on the approved redesign of the central area and urban design of the F.C.C	F.C.T.A, F.C.D.A, AGIS, F.C.D.A
	Survey records and Cadastral plan of the study area	AGIS
	Master Plan of the F.C.C	F.C.D.A

### **3.1.1 Methods of Data Analysis and Presentation**

#### **Data Analysis:**

It is intended that for the purpose of easy understanding and interpretation of research results, and also considering the nature and scope of the study, the data will be analysed using statistical methods like descriptive statistical data analysis techniques such as means, median and mode.

#### **Data Presentation:**

The data obtained from the field survey will be presented in form of ideographs or pictograms for easy comprehension and understanding. Some of these graphic techniques will includes tables, ratios and percentages, graphs, charts and frequency distribution as well as figures where necessary.

## **CHAPTER FOUR**

### **4.0 ANALYSIS OF THE IMPLEMENTATION OF THE F.C.C CENTRAL AREA DEVELOPMENT PLAN**

#### **4.3.0 LEVEL OF IMPLEMENTATION OF THE CENTRAL AREA MASTER PLAN:**

For the purpose of the study, a comparison was undertaken between what the Master Plan set out for the development of the Central Area and what actually exists in real situation in the Central Area of the F.C.C.

The analysis has established the various levels of projects and programmes implementation and possible outcomes and challenges for effective development of the Central Area for efficient functioning of the Federal Capital City.

#### **4.3.1 Implementation of Land Use proposals:**

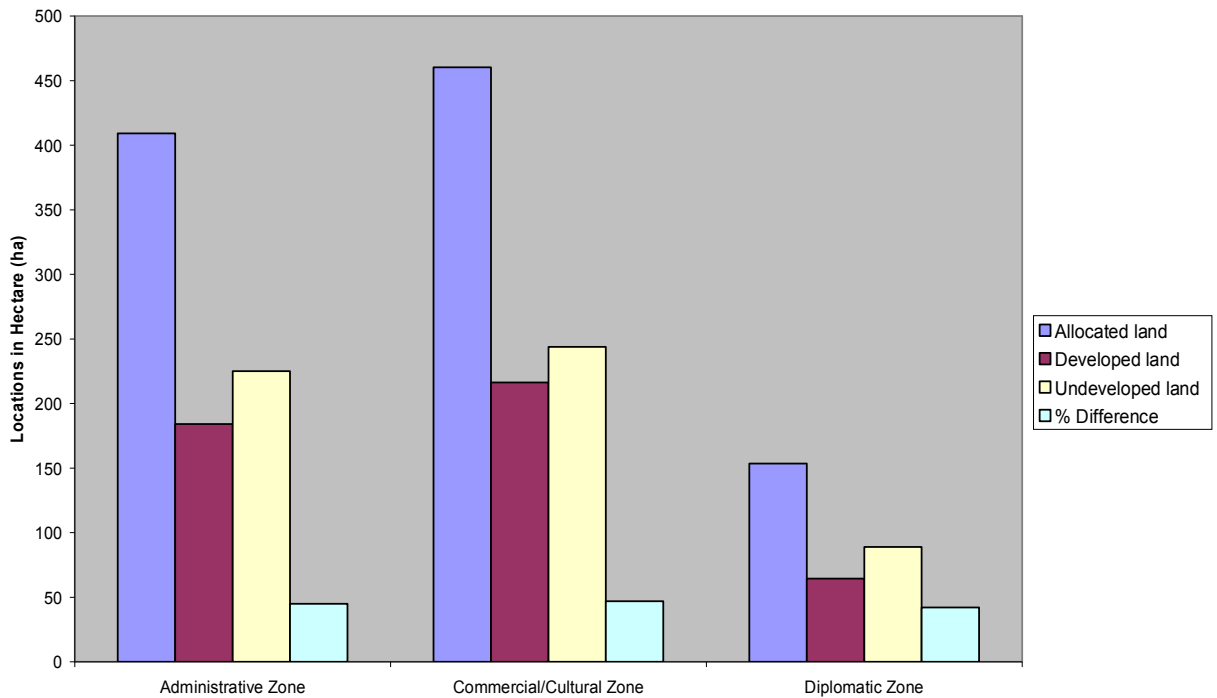
Land use is the key component of a Master Plan. It provides guidelines for effective development control and hence enables the creation of a physical order in place. In other to analysed the implementation of the C.A's Land Use proposals, the overall level of development (aggregate Land development) i.e. both developed and undeveloped areas were analysed; Table 4.1.1a and figure 4.1.1a shows that in the development zones of the Central Area, non has been developed to 50%; the analysis indicate that commercial/cultural zone has the highest level of development with percentage difference of 46.9%, while diplomatic zone has the least percentage difference of 42.0%.

**Table 4.1.1a: Land Development analysis in the Central Area**

<b>Land Allocations in Hectare (ha)</b>	<b>Administrative Zone</b>	<b>Commercial/Cultural Zone</b>	<b>Diplomatic Zone</b>
Allocated Land (a)	409.12	460.26	153.42
Developed land (b)	184.10	216.32	64.44
Undeveloped land (c)	225.02	243.9	88.98
% difference (d)	44.9	46.9	42.0

Note:  $a-b = c$ ,  $b/a \times 100/1 = d$

Source: AMAC, 2010, FCDA (U.R.P Dept)2011, AGIS 2011 and Field Survey, 2011



**Fig. 4.1.1a: Land Development Analysis in the Central Area**

The analysis went further to ascertain the actualization of the implementation of the detail land use take or budget made for the Central Area. The analysis indicated that there is strong deviation between the proposed Landuse plan of the area and what actually exist in place. Table 4.1.1b and Figure 4.1.1b shows that, the highest deviation is found in

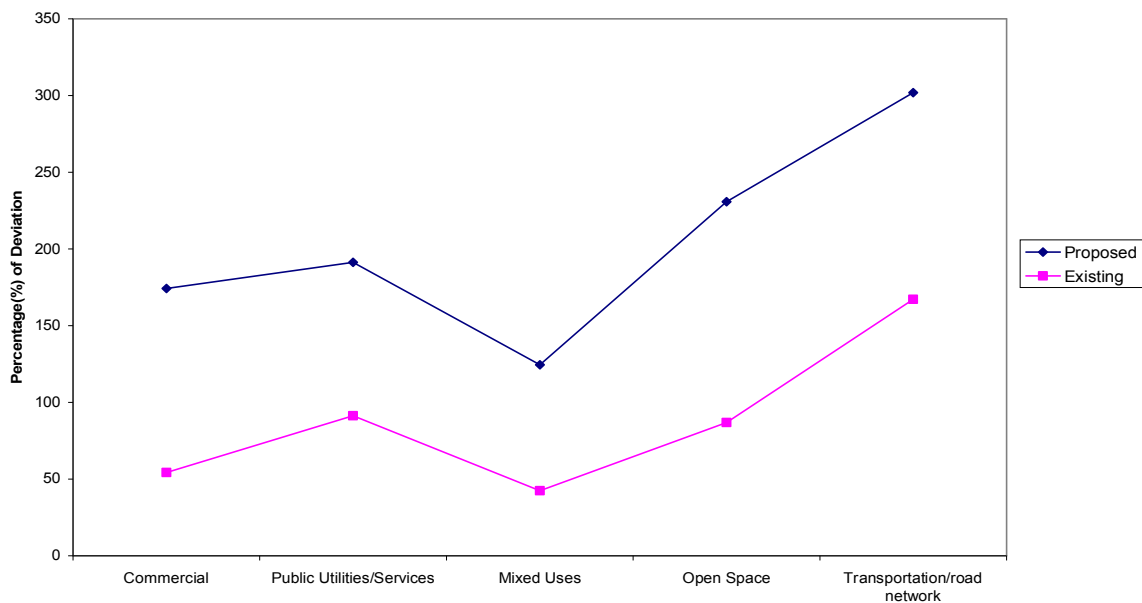


Commercial land use with 68.84% while the least been transportation/road network with 44.64%. This explains why the Central Area is not adequately developed as observed from the overall analysis above; therefore, this indicates the poor commitment of the implementations process of the Central areas development plan towards meeting the mandates of the F.C.C.

**Table 4.1.1b Comparison of Land Use Development in the Central Area**

S/No	Land use type	Proposed (Ha)	Existing (Ha)	Deviations	Percentage % Developed
1.	Commercial	174.25	54.30	119.95	68.84
2.	Public Utilities/Services	191.27	91.27	100.00	52.28
3.	Mixed Uses	124.47	42.47	82.00	65.88
4.	Open Space	230.83	86.83	144.00	62.38
5.	Transportation/road network	301.93	167.15	134.78	44.64
	<b>TOTAL</b>	<b>1022.8</b>	<b>442.02</b>	<b>580.78</b>	

Source: FCDA (U.R.P Department) 2011, AGIS, 2011, Field Survey 2011.



**Fig. 4.1.1b LandUse Development Deviation in the Central Area**

### **4.3.2 Implementation of Building Control guidelines**

In design, urban skyline, form and pattern is an important factor that connotes aesthetics, health and safety of both the city and its residents. In order to achieve these design variables in place, effective building control guidelines are set out to ensure regulation and enforcement of the design goals in the urban space production process. The Central Area development plan has identified these design variables and considers it a priority in building sustainable and eco-friendly city centre. Therefore, set out control guidelines and mechanisms in place to ensure effective regulation and enforcing the design goals for the Central Areas.

The study analysed the implementation of the building control guidelines in the Central Area and the analysis was conducted in the development zones of the Area, the Administrative, Commercial/Cultural and Diplomatic zones of the Central area of the F.C.C. The outcome of these analysis are as follows:

#### **4.1.2.1 Analysis of the Building Height:**

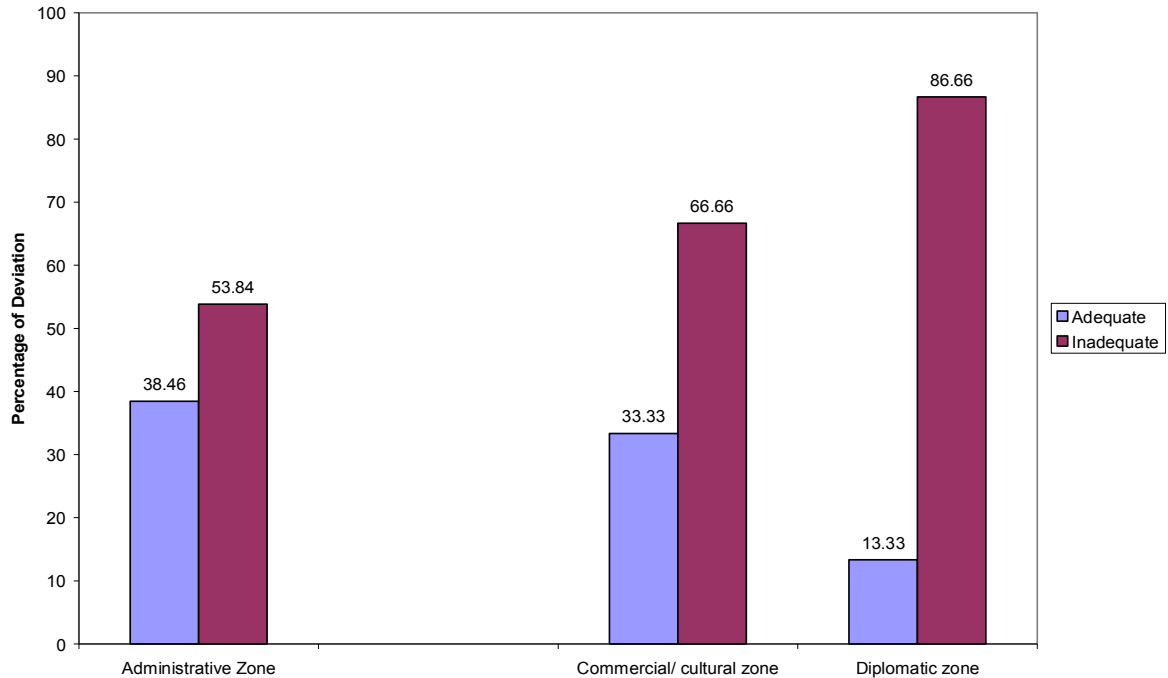
The analysis was carried out by comparing the proposed floor area ratio (expressed in building height) by the development plan and what actually have been developed. Table 4.1.2a and figure 4.1.2a shows that Diplomatic Zone has the highest building height violation with minimum 7 and maximum 17 floors, with 86.66% of the buildings studied in the zone have fallen below standard of the plan, commercial/cultural zone with 66.66% level of violation, while the least been Administrative Zone with 53.84% level of violation assessed in the area. This explains the inadequacy in the regulations and enforcement of the building height control by the agencies responsible for the implementation of the C.A development plan.

**Table 4.1.2a: Building Height Violation**

<b>Administrative Zone</b>					<b>Commercial/Cultural</b>					<b>Diplomatic</b>				
<b>S/N</b>	<b>PlotName</b>	<b>Proposal FAR</b>	<b>Existing FAR</b>	<b>Remarks</b>	<b>S/N</b>	<b>Plot Name</b>	<b>Proposal FAR</b>	<b>Existing FAR</b>	<b>Remarks</b>	<b>S/N</b>	<b>Plot Name</b>	<b>Proposed FAR</b>	<b>Existing FAR</b>	<b>Remarks</b>
1.	Foreign Affairs	7-17	7	Inadequate	1.	CEDDI Plaza	7-17	5	Inadequate	1	First Bank	7-17	6	Inadequate
2.	Ministry of Finance	“	6	Inadequate	2.	Women Center	“	3	“	2	Bolingo Hotel	“	6	“
3.	Office of the Head of Service	“	9	Adequate	3.	Sahad Store	“	7	Adequate	3	Toyota Hotel	“	6	“
4.	Federal Secretariat	“	8	Adequate	4.	NNPC Tower	“	10	Adequate	4	AIM Plaza	“	6	“
5.	Labour House	“	4	Inadequate	5.	Total Filling Station	“	1	Inadequate	5	NAIC House	“	6	“
6.	Ministry of Education	“	4	Inadequate	6.	CBN Bank Tower	“	10	Adequate	6	Total Fil Station	“	1	“
7.	Central Mosque	“	2	Inadequate	7.	Ground Square	“	5	Inadequate	7	INEC Office	“	6	“
8.	Central Church	“	2	Inadequate	8.	GT Bank	“	6	“	8	AUJ Complex	“	6	“
9.	Nanet Hotel	“	6	Inadequate	9.	Jenifa Plaza	“	5	“	9	FMOE	“	6	“
10.	Izon Wari House	“	6	Inadequate	10.	Arewa House	“	6	“	10	NPC	“	6	“
11.	Federal Ministry of Tourism	“	7	Adequate	11.	UAC Plaza	“	7	Adequate	11	Oando Fil Stat.	“	1	“
12.	Kano State House	“	5	Inadequate	12.	Zenith Bank	“	5	Inadequate	12	The Dome	“	8	Adequate
13.	Imo State House	“	7	Adequate	13.	Kano State Pension	“	5	Inadequate	13	ICPC	“	4	“
					14.	Chelsea Hotel	“	8	Adequate	14	Church Gates	“	12	“
					15.	Coscharis Motors	“	4	Inadequate	15	Coscharis Motors	“	4	Inadequate

**Source:** Field Survey, 2011

**Fig. 4.1.2a: BUILDING HEIGHT VIOLATION**



**4.1.2b: Outcomes of the analysis of the Zoning regulations of the Central Area:**

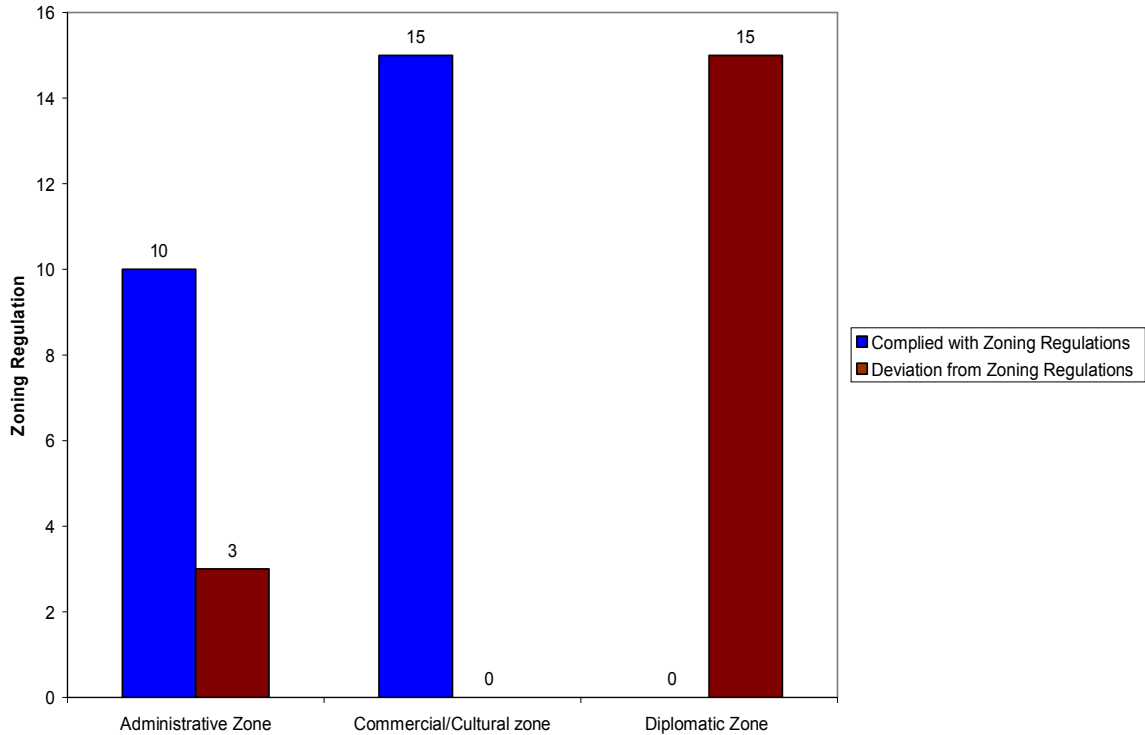
The analysis of the zoning regulations compliance in the Central area across the development zones indicates that, there is a strong violation of the planned zoning of the area. Table 4.1.2b and figure 4.1.2b shows that, Diplomatic Zone has not complied with the zoning regulation laid down by the development plan which zoned the area specifically for Embassies, Consulate offices and offices for bilateral relations in the country, but it has been overtaken by commercial and offices development constituting 100% violation from the actual plan; while the commercial/cultural zone has been analysed and formed to have fully complied to the planned zoning of the area, also constituting 100% compliance level as provided by the plan. This indicates the dominance of commercial and office space land uses in the C.A, which is explained by the alarming demand for commercial and office space demand of the city is against the inability of the city management to implement the commercial/offices/business spine of the city i.e the boulevard project, which would have check the excess conversion of spaces to commercial and offices uses.

**Table 4.1.2b: Zoning of the Area:**

Administrative Zone					Commercial/Cultural					Diplomatic				
S/N	Developed Area	Proposal Zoning	Existing Zoning	Remarks	S/N	Developed Area	Proposal Zoning	Existing Zoning	Remarks	S/ N	Developed Area	Proposed	Existing	Remarks
1.	Foreign Affairs	Admin/m	Admin/m	No Violation	1.	CEDDI Plaza	Com/Cul	Com/Cul	No Violation	1	First Bank	DPL	Comm	Violation
2.	Ministry of Finance	“	“		2.	Women Center	“	“	“	2	Bolingo Hotel	“	“	“
3.	Office of the Head of Service	“	“		3.	Sahad Store	“	“	“	3	Toyota Hotel	“	“	“
4.	Federal Secretariat	“	“		4.	NNPC Tower	“	“	“	4	AIM Plaza	“	“	“
5.	Labour House	“	“		5.	Total Fill Station	“	“	“	5	NAIC House	“	“	“
6.	Ministry of Education	“	“		6.	CBN Bank Tower	“	“	“	6	Total Fil Station	“	“	“
7.	Central Mosque	“	Cultural	Violated	7.	Ground Square	“	“	“	7	INEC Office	“	“	“
8.	Central Church	“	Cultural	“	8.	GT Bank	“	“	“	8	AUJ Complex	“	“	“
9.	Nanet Hotel	“	Comm	“	9.	Jenifa Plaza	“	“	“	9	FMOE	“	“	“
10.	Izon Wari House	“	“	No Violation	10.	Arewa House	“	“	“	10	NPC	“	“	“
11.	Federal Ministry of Tourism	“	“	“	11.	UAC Plaza	“	“	“	11	Oando Fil Stat	“	“	“
12.	Kano State House	“	“	“	12.	Zenith Bank	“	“	“	12	The Dome	“	“	“
13.	Imo State House	“	“	“	13.	Kano State Pension	“	“	“	13	ICPC	“	“	“
					14.	Chelsea Hotel	“	“	“	14	Church Gates	“	“	“
					15.	Coscharis Motors	“	“	“	15	Coscharis Motors	“	“	“

Source: Field Survey, 2011

Fig. 4.1.2b: Zoning of the Area



#### 4.1.2c: Analysis of Development Density

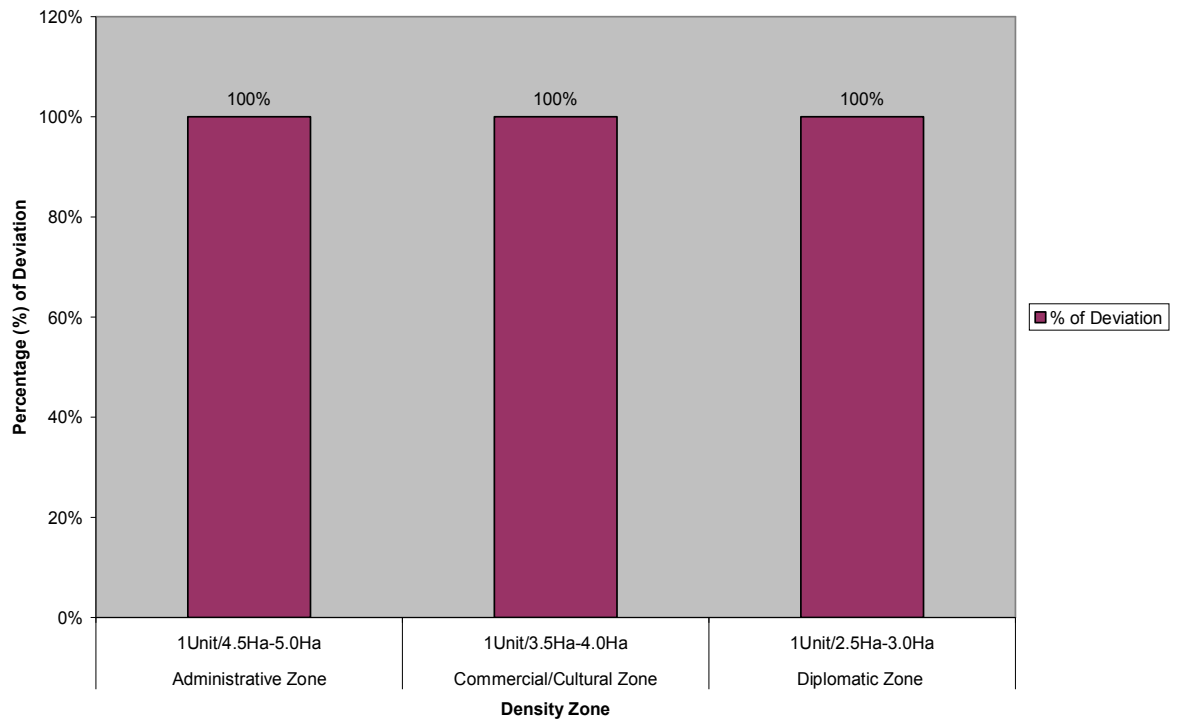
The analysis of the Development Density compliance of the Central Area in the development Zones indicates gross lack of regulation and enforcement of the agencies responsible for the implementation of the plan with respect to development density of the areas. Table 4.1.2c and figure 4.1.2c shows that none of the zones complied with the development density (expressed in Unit/Hectare) of the areas. Each of the zones have been assessed and found they have fallen below stipulated density requirements as provided in the development plan for the areas.

**Table 4.1.2c: Analysis of Development Density of the Study Areas:**

S/N	Administrative/Ministries Zone	1Unit/4.5Ha-5.0Ha			Commercial/Cultural	1Unit/3.5Ha/4.0Ha				Diplomatic	1Unit/2.0Ha-2.5Ha		
S/N	Developed Area	Proposal Density	Existing Density	Remarks	S/N	Developed Area	Proposal Density	Existing Density	Remarks	Developed Area	Proposed Density	Existing Density	Remarks
1.	Foreign Affairs	1unit/4.5Ha	0.76	Below Standard	1.	CEDDI Plaza	1Unit/3.5Ha	0.4	Below Stand	First Bank	1Unit/2.5Ha	0.24	Below Standard
2.	Ministry of Finance	“	0.44	“	2.	Women Center	“	0.4	“	Bolingo Hotel	“	0.33	“
3.	Office of the Head of Service	“	0.44	“	3.	Sahad Store	“	0.8	“	Toyota Hotel	“	0.21	“
4.	Federal Secretariat	“	1.05	“	4.	NNPC Tower	“	1.2	“	AIM Plaza	“	0.2	“
5.	Labour House	“	0.048	“	5.	Total Fill Station	“	0.14	“	NAIC House	“	0.36	“
6.	Ministry of Education	“	0.04	“	6.	CBN Bank Tower	“	0.48	“	Total Fill Station	“	0.12	“
7.	Central Mosque	“	1.065	“	7.	Ground Square	“	0.05	“	INEC Office	“	0.33	“
8.	Central Church	“	1.02	“	8.	GT Bank	“	0.12	“	AUJ Complex	“	0.52	“
9.	Nanet Hotel	“	0.06	“	9.	Jenifa Plaza	“	0.18	“	FMOE	“	0.63	“
10.	Izon Wari House	“	0.028	“	10.	Arewa House	“	0.13	“	NPC	“	0.21	“
11.	Federal Ministry of Tourism	“	0.82	“	11.	UAC Plaza	“	0.48	“	Oando Fill Station	“	0.12	“
12.	Kano State House	“	0.12	“	12.	Zenith Bank	“	0.33	“	The Dome	“	0.24	“
13.	Imo State House	“	0.28	“	13.	Kano State Pension	“	0.44	“	ICPC	“	1.5	“
					14.	Chelsea Hotel	“	0.16	“	Church Gates	“	0.28	“
					15.	Coscharis Motors	“	0.28	“	Coscharis Motors	“	0.09	“

Source: Field Survey, 2011

**Fig. 4.1.2C: Development Density of the Study Area**



From the analysis carried out above, it generally shows that the implementation of the building control guidelines have not been adequately carried out and that the existing developments in most respect didn't complied with the building control guidelines of the development Master Plan of the Central Area.

### **4.3.3 Implementation of Infrastructure Proposals**

Infrastructural facilities are referred to as the back borne of the city development. In view of that, the Central Area development plan made it a priority in development of the area for effective function of the centre in accordance with the provisions of the city Master Plan of the F.C.C. Table 4.1.3 shows the summary of the various components of the infrastructural facilities proposed by the C.A development plan and what actually been developed or provided in place. The analysis indicates that, the



plan is ambitious with respect of providing high class infrastructural facilities in the Central Area, these includes proposed water supply (50,000m<sup>3</sup>/d), electricity (1,452KV), road networks (2,650km), 4 numbers of Bus Terminus/Stations across the area, telecommunications (3m lines), street lightening (265,000 poles) and storm water drainage (2,650km). From the analysis carried out, it shows that not much have been done in the area of providing infrastructural facilities in the area. Electricity were assessed to have the highest level of deviation in percentage (85.61%), water supply been the second with 67.54% while the least is Telecommunications with 46.66%. The road networks analysis of the area shows that the development of the road hierarchically have not been adequately carried out, though some of the proposed roads in the development plan as at the time of the research are under constructions, the details of roads system analysis of the area and their percentage deviations are shows in table 4.1.3 below.

**Table 4.1.3: Analysis of Infrastructural Facilities in the C.A**

S/No	Facilities	Proposed	Existing	Deviation	% of Deviations
1.	Water Supply	50,000m <sup>3</sup> /d	16,232m <sup>3</sup> /d	33,768m <sup>3</sup> /d	67.54
2.	Electricity	1,452 KV	209KV	1,243KV	85.61
3.	Road Networks				
	a). Primary arterial Roads	62.15	10.24	51.91	83.52
	b). Secondary Arterial Roads	85.08	21.49	63.59	74.74
	c). Distributor roads	1,521.08	116.27	1404.91	92.36
	d). Local Access Roads	981.59	35.16	946.43	96.42
	Other roads				
	i). Semi-tarred roads	-	62.21	-	-
	ii). Untarred roads	-	113.16	-	-
4.	Bus terminus/Station	4	-	-	-
5.	Telecommunications	3m lines	1.6m lines	1.4m lines	46.66
6.	Street lightening	265,000 poles	80,000 poles	185,000 poles	69.81
7.	Storm water drainage/foul water system	2,650km	1,015km	1,635km	61.70

Source: Filed Survey, 2011

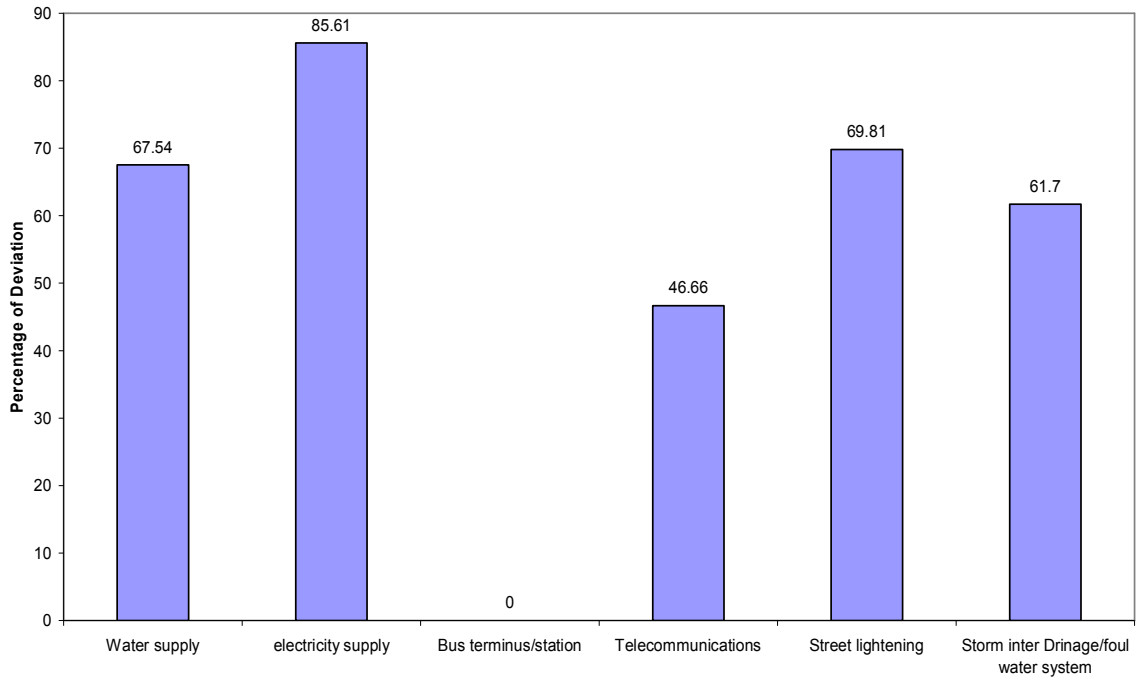


Fig. 4.1.3a: Analysis of Infrastructural Facilities in the C.A

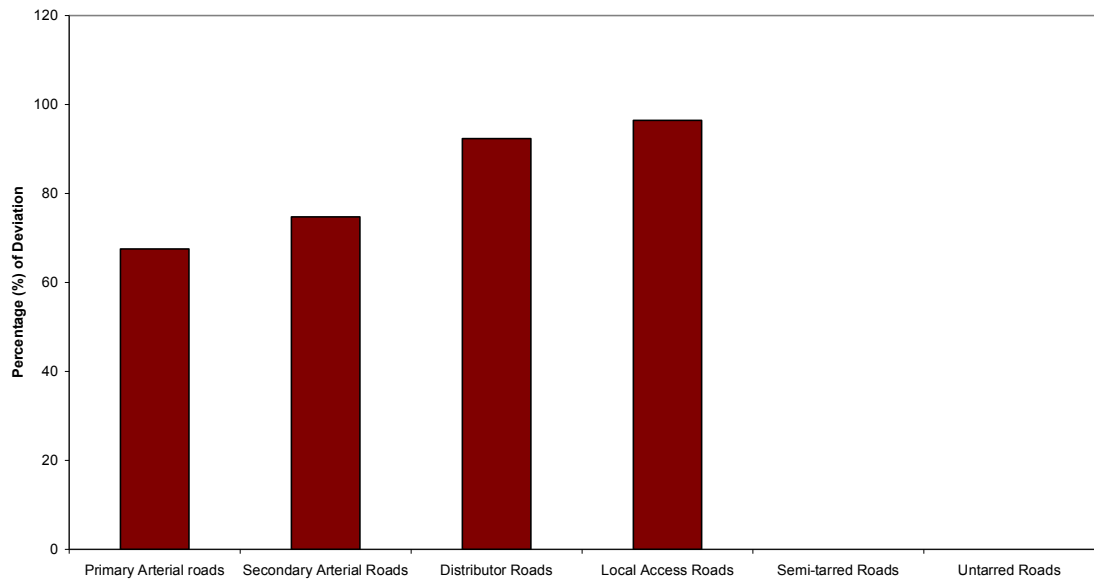
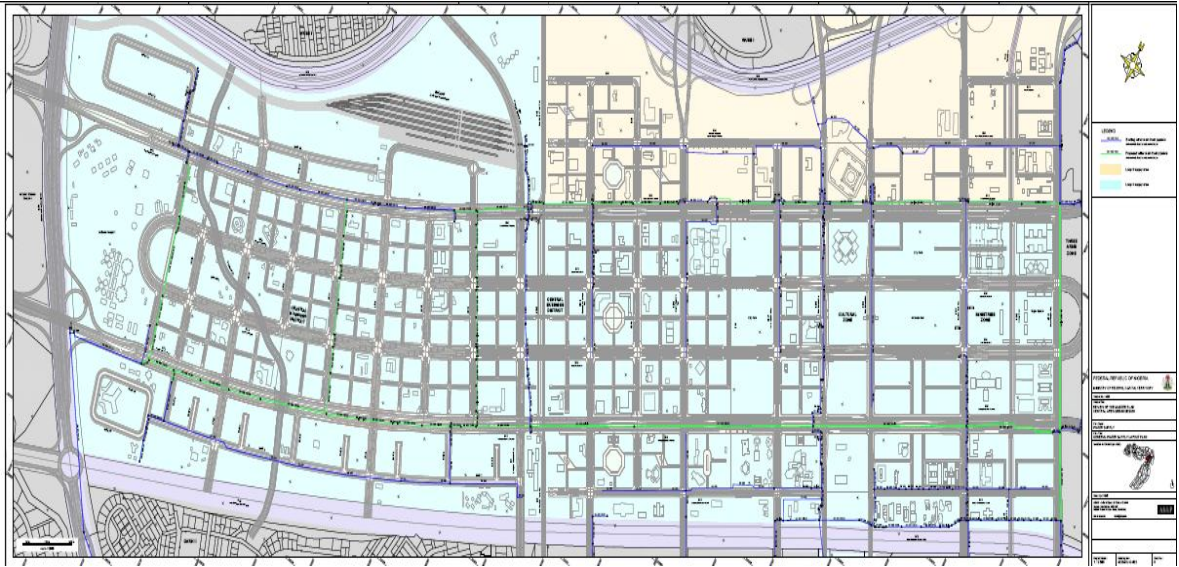
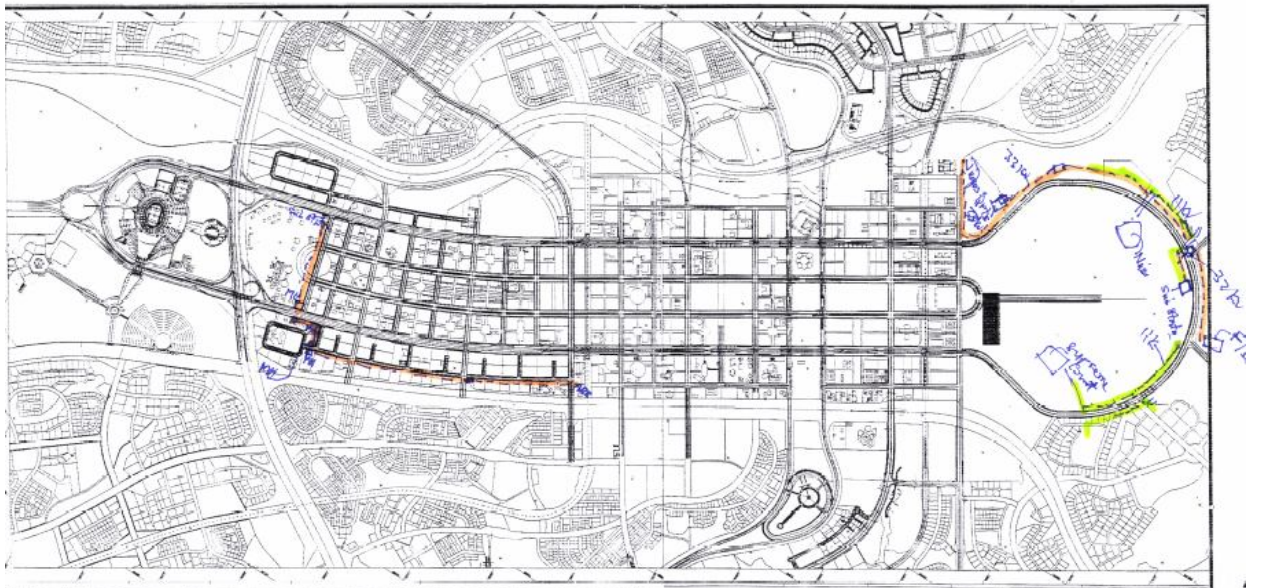


Fig. 4.1.3b: Analysis of Road Networks

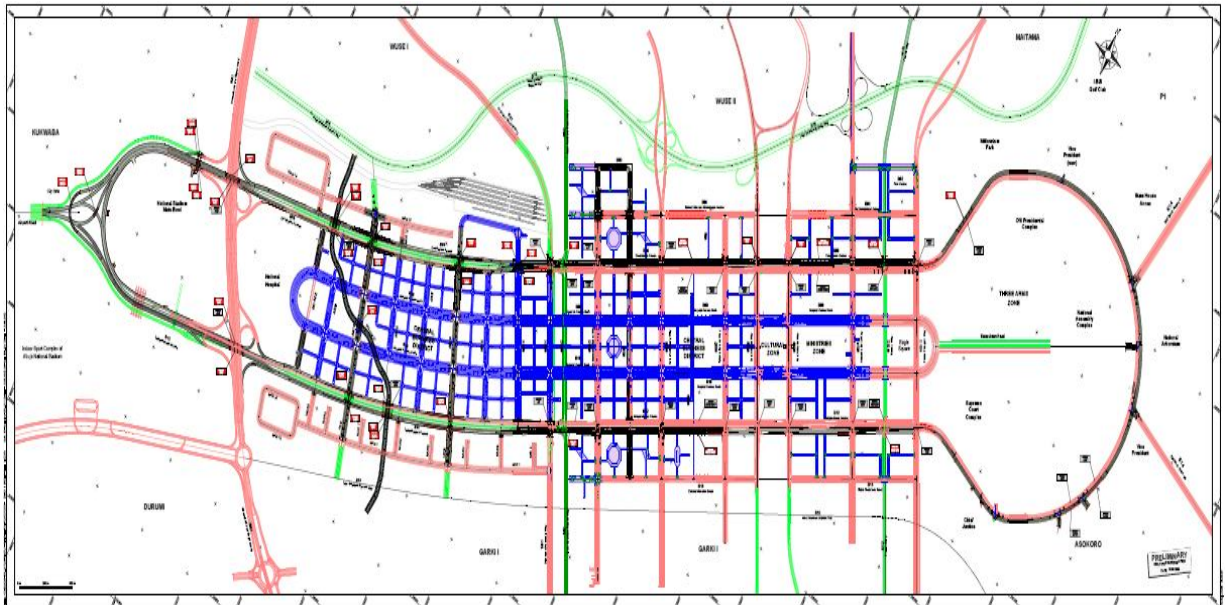


**Figure 4.1.3c: Water Supply**  
**Source: FCT Water board, 2011**

33 KV Armoured [Underground] Cable.  
 11 KV Armoured [Underground] Cable.



**Figure 4.1.3d: Existing Central Area showing the Electric Cable Network in Red Colour**  
**Source: Engineering Department, FCDA, 2011**



**Figure 4.1.3e:** Existing Road Network Development in Black colour  
**Source:** Engineering Department, FCDA, 2011

#### 4.3.4 Implementation of Transport Proposal

The transport zone traverses the Central Area from North to South along the axis defined by NS-1 and Transit Way NS-2. It was intended to contain the city's key public transport services coming from and going to the Federal Capital City, the country and beyond. The zone hosted four (4) main elements;

- (a) The National Railway main station
- (b) The city Bus terminal
- (c) The Intercity Bus Terminal and
- (d) The transportation Centre (metro system)

These elements if developed would have provide the city centre with vibrant transit system for its functionality and flexibility. But as at the time of this study, only the National railway station development is ongoing since the implementations of the

plan, and it has been rated at 6.5% while the remaining important three envisioned facilities are yet to be implemented, see table 4.14 and figure 4.1.3. this explains further the pressure on the road by the private cars and other vehicles across the areas of central city manifesting a poor image for the city and health challenges to the residents and visitors due to hold-up induced stress and vehicular emissions. The failure in implementing the transportation zone components of the plan has strongly cropped the city image, economy, functionality and frame-hub of conference tourism of Africa.

**Table 4.1.4 Outcome of the implementation of Transportation Zone**

S/N	Elements	Implemented (%)	Unimplemented
1	National railway main station	6.5	“
2	City bus terminal	0	“
3	Intercity terminal	0	“
4	Transportation centre	0	“

Source: Filed Survey, 2011

#### **4.2.0 FACTORS RESPONSIBLE FOR THE POOR IMPLEMENTATION OF THE DEVELOPMENT PLAN OF THE CENTRAL AREA:**

In view of the analysis above, the following have been identified as factors responsible for the effective implementation of the Central Area as envisioned in the development plan.

##### **4.2.1 Change in Planning & Design Approach**

The central Area has been undergoing a periodic review and shifts in its technical and policy concepts or approaches of planning and design. The IPA planning and design

plan component for the C.A made in 1979 was revised in 1981 by Kenzo Tange Urtec and Associates, in the same year 1981, SOFRETU Consultants redesigned the transportation component of the plan; in 1984 the plan was also revised and lots of technical changes were made to complement the efforts of KTU, while in 2008 the master plan was revised and the proposals were visited and harmonized to reflect the present reality by Albert Speer and Partner GmbH. These processes have at each level registered addition of new concepts or design considerations and others are repealed, this has for long affected the implementation programme of the Master Plan towards development of the C.A as planned.

#### **4.2.2 Poor Plan Implementation Programme**

The success of any plan implementation is a factor of its strategic implementation programme. The way and manner in which appropriate agencies of the Master Plan implementation have been handling the implementation programme has been established to be poor and frustrating. The Urban and Regional Department of the F.C.D.A which is the apex department for the planning and development of all areas of the F.C.C and F.C.T at large have not been proactive towards implementing the C.A development plan. The implementation programme should have been adequately strategic, evolving rapid approaches towards implementation of all programmes and projects in the C.A, but instead, it shuns away its mandates to area councils where layouts could be redesigned and new ones are being prepared to source more money to the individual pockets. Studies have established the corrupt practices of most planners in the F.C.C which affects the success of implementing planning goods in the F.C.C. and F.C.T at large (Garba 2010 and Shuaibu, 2011).

### **4.2.3 Inadequate Funding**

Funding is the key to the actualization of any development project and programme. Central Area development project is capital intensive, therefore, requires large pool of sources of finance for its actualization. In the case of F.C.C Abuja, it have been also established that lack of available funds, was the reasons behind the inability to provide infrastructural facilities in the C.A. From the analysis it was observed that N68.8 billion were allocated for infrastructure provision in the C.A, while only N34.8billion (49%) of the budget were realized for the project in 6 years. (Economic Planning Department, FCTA, 2011). Several attempts were made to involve private sector in the development of basic infrastructure and the overall development of the area, but yet to get an effective partner for the project. The failure to get an appropriate private sector partner has been identified to the fact that there is no political will on the part of government couple with poor investment environment in the country due to corruption.

### **4.2.4 Poor Development Control**

Development Control Department of the Abuja Metropolitan Management Council (AMMC) was established to provide guidance, monitoring and policing development programmes and projects in the F.C.T. This study reveals that, development control programmes in the C.A area is inadequate, poor and contributes largely to the persistent violations, deviations and alterations of planned uses. The study has reveal that, the development control is grossly poor as it doesn't check developers excesses and failed to enforce development zoning and planning codes in place, this result to

the deviations and violations in landuses, building heights and alterations or distribution of the original provisions of the C.A master plan.

Table 4.2.4a, shows that there are only 6 numbers of staffs overseeing the activities of the development of the whole central area.

**Table 4.2.4a:** Development Control Staff in C.A

S/NO	STAFF DESIGNATION	NO OF STAFF	REMARKS
1	District officer	1	Inadequate
2	Assistant District Officer	1	Inadequate
3	Supporting Staff	1	Inadequate
Total	No of Staff in CA	3	

**Source: DC Site Office, 2011**

The Development Control Office has only one utility vehicle (PEUGEOT 206) for daily activity of the office. It was also established that the diplomatic zone of CA has the highest percentage of contraventions building height violations with about 85% of the buildings violated the planned height, these are all violates the provisions of the master plan. See table 4.2.4b. The overall DC contraventions assessment indicates that cultural zone has the highest level of violations with 60%, Diplomatic zone with 25%, while administrative zone with 15% of the assessed violations in the C.A.

**Table 4.2.4b:** Development Control Violations in the C.A

S/NO	ZONE	PERCENTAGE (%)
1	Cultural zone	60
2	Diplomatic zone	25
3	Administrative zone	15
Total		100

**Source: D.C Site Office (2011), Field Survey, 2011**



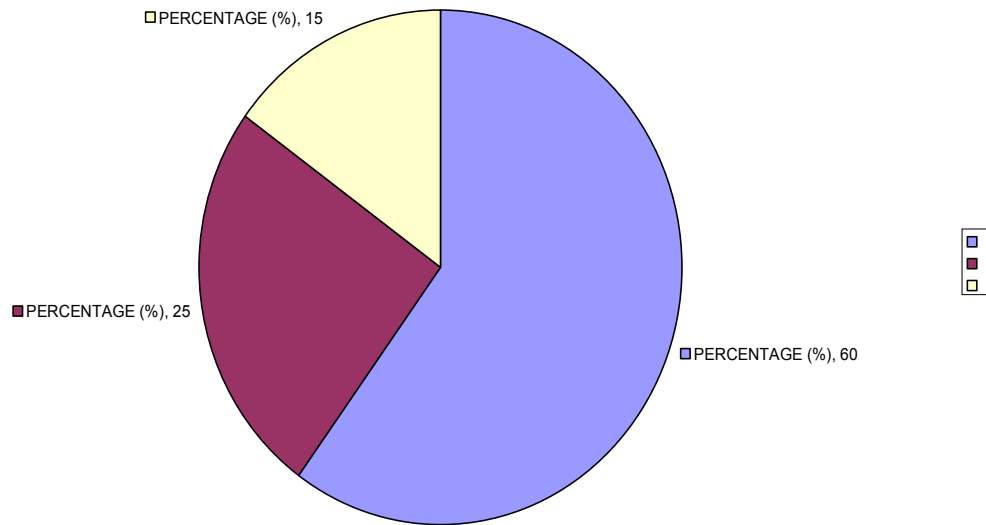


Figure 4.2.4b: Development Control Violations in the Central Areas

#### 4.2.5 Political factors

The success of any development programme depends largely on the enabling political atmosphere of the country, the stability or instability of governance influences the success of implementation of projects and programmes. Since the implementation of the F.C.C Master Plan from 1979 to 2011, has undergone several changes by different governments. Each government places its priority with respect to the development of the F.C.C and F.C.T at large especially from 1992 to date. Lack of adequate provision of funds by government for projects and programmes implementation has largely constrained effective development of Capital projects such as the development of the C.A of the F.C.C for example the C.A was given priority between 2000-2005 by then Ministers who sorts to redeveloped and implement the detailed C.A development

plan. It was at this time that the Central Area was given all due consideration for actualizing mandates such as accelerated infrastructural development and investment initiatives through PPP models but later it was abandoned due to political reasons. Attention was later shifted to the emphasis on roads construction and mass housing across the city region.

## CHAPTER FIVE

### SUMMARY, RECOMMENDATIONS AND CONCLUSION

#### 5.0 SUMMARY

In view of the analysis and outcomes of results, the study has established the following findings as the summary of the overall analysis of the data acquired in the course of the research. These includes that;

- The overall level of the Central area development plan implementation has been assessed to be poor and rated below 50%. The rating was derived from the overall assessment carried out on the basic components of the development plan visa-via what actually exist in place i.e the central area.
- That the framework or implementation mechanisms for the effective plan implementation and development of the central area were found to be ineffective, lacks capability to handle the actualization of the plan through building regulation, control and enforcement processes.
- Poor Source of funds has also been observed from the assessment and also contributes directly to the poor implementation process of the development plan. Government were identified to be the key financier of most of the projects meant to develop the central area, there was no strong private sector contributions towards implementation of the development plan.
- That the periodic review and redesign of the central area development plan has also contribute technically to the failure in the implementation of the plan. This was observe from the study, that the plan has undergone several changes in the planning concepts and design standards, this has affected the implementation programmes overtime.

- That the development control aspect of the plan implementation programme have been found to be inadequate and was also one important factor that was responsible for the poor implementation of the development plan. This was observed in the assessment of building regulation guidelines of the plan which was assessed to be poor and below 50%, this explains the violation of the planned density, height factor and zoning of the area.
- That there is a strong disconnect between the planning systems, infrastructure delivery and management aspects in the implementation programme of the development plan for the Central area, therefore results to slow pace in the implementation process of the plan.

## **5.10 RECOMMENDATIONS**

The assessment has established the level of the implementation of the central area development plan which were found to be poor and does not meet up with basic expectations of the overall Capital City Master Plan. Therefore from the identified factors that were found to be responsible for the outcome of the assessment, the following recommendations are hereby offered with the view to improve on both the planning and implementation of the Nations Capital City Central area; these are:-

### **5.1.1 Institute Good Urban Governance**

Instituting good urban governance into the planning and implementation programme of the Central Area. By putting urban governance in place, the political will of the government will be promoted and motivate the effective development of the Central Area. The urban governance will help in providing a framework to effectively monitor the performance and the outcomes of the existing planning framework as it applies to the Central area. This means looking at the productivity and outcomes of

planning systems particularly in relation to policy continuity, affordability and timely delivery of the plan projects and programmes to meet the planned mandates of the area with no political interference.

### **5.1.2 Review the plan Implementation programme:**

The existing plan implementation programme has been found to be poor and cannot deliver the mandates of the plan, it should therefore be reviewed. The review should take into consideration of the need to articulate the followings;

- a). Adopting best practices observed from Cape Town Central Area Development Strategic Master Plan (CCDS, 2000-2015) for Central area development and management and applying the principle of inclusiveness in project delivery.
- b). Providing incentives as motivation the planners, engineers and architects responsible for the plan implementation so as to discourage them from all acts of corrupt practices as well as instituting stringent punishment for offenders so as to effectively deliver the goods of the plan.

### **5.1.3 Providing Adequate Source of Funding**

Funds are critical to the actualization of any given development projects such as physical planning project like Central Area development; therefore, this study recommend that adequate sources of funds should be strategically identify and persuaded as a matter of urgency. The recommendation is with the following views.

- i). That, there is need to explore private sector adequately to come and invest in the plan implementation programme of the central area; this can be done by

encouraging participation and engagements with all stakeholders on the prospectives of the central area project.

- ii). The Federal government should made it compulsory for all banks both developmental and commercial banks to reemit some percentages out of their reserve ratio purposely for investing in the development of the central area projects. This will help in making funds available for the implementing the critical components of the plan such as infrastructures and the commercial areas.

#### **5.1.4 Adopting appropriate planning and Design approaches**

The observed changes in the planning and design approach of the central area have been identified as one of the critical factor that delay the effective implementation of central area development plan. This study is with the view of adopting the latest revised development plan of the central area i.e Albert Spear and Partnets GmbH of (2008) for implementation. The planning law approves the revision of the any physical development plan after five years of implementation to identify areas of conflicts, weaknesses and failure for subsequent improvement; therefore, the implementation of the plan should only adhere to or stick only to the planning and design approaches provided in the Albert Spear and Partner GmbH (2008), and should continually be reviewed after every five (5) years for effectiveness and functionality of the area. Also, the need to integrate adequately the planning systems and design of the area with respect to land-use and transport planning, economic and infrastructure development, environmental assessment and overall city development process as best practice to the development of the Central Area of the F.C.C, Abuja.

#### **5.1.5 Improve the Municipal Financial base:**

The study has identified that, the Municipal financial base of the F.C.C which house the central area and facilitates its development is weak, therefore result to poor financial base for the plan implementation. Therefore the study recommend that, the Municipal base of the F.C.C should be improved so as to be able to facilitate the development of the central area; this can be achieved through the followings:

- a). By implementing and developing the boulevard of the central city, which was proposed to serve as the economic and commercial hub of the F.C.T and West Africa at large. The implementation of the important design urban land mark of the city will generate investments for the accelerative development of other components of the plan.
- b). Review the land property tax system of the city. Tax has been identified as important financial instruments for the actualization of the Municipal services and projects through making of funds reality available for development. The existing tax system in operation has been identified to be low compared to what is obtainable in other capital cities of the world. Therefore, the study recommend that the tax system of Abuja should be reviewed towards favouring the generation of funds for the execution or implementation of capital projects such as the central area development.

#### **5.1.6 Improve development Control system:**

The existing development control system in operation has been found to be grossly inadequate, poor and failed to support the effective implementation of the Central area development plan, therefore recommended to be reviewed. The review of the existing development control or mechanism in place should include:

- i). More staff should be recruited and deployed to the development control department, so as to manned the department with adequate and capable staff to enable effective development regulations, control and monitoring.
- ii). More tools and equipments should be provided to the department so as to adequately carryout their respective duties as required by the development plan.
- iii). Improving the effectiveness and efficiency of approval processes for development will also help in meeting the mandates of implementing the plan. As development takes over 4 to 6 months before securing an approval for development. The efficient and effective assessment and approval processes for development is in everybody's interest. The focus should be on minimizing time and cost for proponents and government administrative bodies, but this also needs to be balanced with appropriate consideration for and input from, stakeholders and communities – inhabitants of the Central areas and neighbours.

## **CONCLUSION**

This study has reviewed the proposed development plan for the development of the Federal Capital Central area, Abuja and also carried out an assessment for the level of achievement of the plan development mandates. The outcome of the analysis indicates that much have not be achieved since its implementation in 1980 to date. Several factors responsible for the poor level of plan implementation have been identified to be political factors, poor funding, poor plan implementation programme, change in planning and design approaches for the area, weak municipal financial capabilities and poor development control system. The study offered six points recommendations



which is geared towards improving both the planning, plan implementation and subsequent management of area in sustainable manner. Both the findings and recommendations will help improving over thinking as City planers and managers on the planning and management of the development or our existing cities centres and city centres of the future.

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