PREPARATION OF A REVIEW PLAN
OF THE MASTER PLAN FOR THE DEVELOPMENT OF

THE WESTERN PROVINCE AND COLOMBO CITY

Real impact,
made together.

FINAL DETAILED DESIGN FOR FOUR PRIORITY PROJECTS

STAGE 4 - REPORT (D4) I 2024.10.04

(This page is intentionally left blank)

DOCUMENT INFORMATION

Report Title:	Stage IV – Final Detailed Design for Four Priority Projects (D4)
Project Title:	Preparation of a Review Plan of the Master Plan for the Development of the Western Province and Colombo City
Client:	Ministry of Urban Development and Housing, Sri Lanka
Submission Date:	04 October 2024
File Name:	20241004_WPCC_Final Detailed Design For Four Priority Projects_Report (D4)

Approvals	Name	Designation
Authors	Mr. Irwan Soetikno	Principal Urban Designer
	Mr. Paulo Edilberto Jr Funtilar	Executive Urban Designer
	Mr. Gurusamy Isakkipandian	Senior Executive Urban Planner (GIS)
	Ms. Karin Loh Hwee Peng	Technical Specialist(Urban Planning & Design)
	Mr. Mohamad Haris Bin Senin	Pr. Tech Executive (Planning)
	Mr. Prashanth Gurunanja Aradhya	Principal Engineer (Civil)
	Ms. Jia Lin	Executive Engineer (Electrical)
	Mr. Wu Xian	Principal Engineer (Transport)
	Mr. Gerald Yap Jie Ge	Engineer (Transport)
	CBRE South Asia Pt. Ltd.	Economic Specialist Consultant
Reviewer	Mr. Hong Kian Lim	Project Director
	Ms. Shrena Joshi	Project Coordinator

Version No.	Date Issued	Details	Approved for Issue by
1.	04 October 2024	Final Report (D4) - Soft Copy	Mr. Hong Kian Lim

The information within this document is and shall remain the property of:
Surbana Jurong Infrastructure Pte Ltd

Table of Contents

Acknowledgements 06

Executive Summary 12

Chapter 1
Introduction 21

Chapter 2
Colombo CBD Area Structure Plan 25

Chapter 3
Project 1 - The Fort Heritage Precinct 43

3.1 Project Overview 45

3.2 Site Analysis 51

Building Inventory 52

Real Estate 54

Road Network 61

Public Realm 62

3.3 Urban Design Proposal **67**

Land Value Capture 70

Zone Characters 71

Transportation Network 78

Infrastructure 99

Public Realm 100

Implementation Plan 101

Footfall Projections 103

Conclusions 104

3.4 Priority Interventions - Booklets **107**

1. Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal 108

2. Mixed-use Development at Parking Site, York Street, Colombo 132

3. Hospitality and Retail Quarter (Sri Lanka Navy Headquarters) 152

Chapter 4
Project 2 - Pettah MMTH Precinct **175**

4.1 Project Overview **177**

4.2 Site Analysis & Case Studies **183**

Real Estate 184

Road Network 185

Public Realm 186

Case Studies 190

4.3 Urban Design Proposal **197**

Land Value Capture 200

Zone Characters 201

Transportation Network 220

Public Realm 230

Infrastructure 232

Footfall Projections 233

Conclusions 234

4.4 Priority Interventions - Booklets **237**

1. Mixed-use Development at Chalmers Granary 238

2. Mixed-use Developments along Beira Lake (Plot 9 & 16) 258

3. TOD Mixed-use Development at Old Manning Market & Fort Bus Station 278

Chapter 5
Project 3 - Logistics Corridor **299**

5.1 Project Overview **301**

5.2 Site Analysis & Case Studies **307**

Infrastructure 308

Environment 311

Land Use Potential 312

Key Development Themes 313

Case Studies 314

5.3 Concept Master Plan **317**

Introduction 318

Development Positioning – Vision & Strategies 319

Overall Concept Master Plan Guiding Principles 320

Planning Strategies 321

Overall Footfall Projections 340

Development Phasing 341

Chapter 6
Project 4 – Peliyagoda New Manning Market **345**

6.1 Project Overview **347**

6.2 Site Analysis & Case Studies **355**

Public Realm 356

Case Studies 359

6.3 Urban Design Proposal **365**

Land Value Capture 369

Overall Action Plans 370

Public Realm 372

Transportation Network 374

Infrastructure 375

Footfall Projections 376

Proposed Land Use Plan 377

Conclusions 379

6.4 Priority Intervention - Booklet **383**

1. Dry Food Market at Peliyagoda 384

Appendix 407

ACKNOWLEDGEMENTS

We would like to acknowledge and thank the following individuals and organisations for their invaluable insight and contributions towards the Preparation of a Review Plan of the Master Plan for the Development of the Western Province and Colombo City.

The Client's project management/ technical team

No	Name	Post	Profession	Division
01	Mr. Lalith Wijayarathne – Team Leader	DDG (PI) zone II	Planning	(PI) zone II
02	Mr. Y.A.G.K.Gunathilaka	Director (WP)	Planning	WP
03	Ms. Thushani De Alwis	Director (CMR)	Planning	CMR
04	Mr.M.M.Anura Prasanna	Director (RED)	REM	REM
05	Mr. M.H.V.R.Kumara	Director (Housing)	Planning	Housing
06	Mrs. Thushari Disanayake	Dy. Director (Planning)	Planning	WP
07	Mrs. Anuja Peiris	Dy. Director (Planning)	Planning	DDG (PI) zone II
08	Mr. B.H.M.R Bandara	Act. Dy. Director (Planning)	Planning	Kaluthara
09	Mr. Hemal Lakpethum	Dy.Director (Planning)	Planning	Gampaha
10	Mrs.Amitha Surangi	Town Planner	Planning	CMR
11	Ms. Gayani Abeysinghe	Asst. Director (Planning)	Planning	Housing
12	Mr. Lasantha Bandara	Asst. Director (Town Planning)	Planning	Chairman's Office
13	Ms.Himali Herath	Asst. Director (Architect)	Architect	Project Management
14	Mr. Gayan Samarakoon	Env.Planner	Env. Planning	Landscape
15	Mr. Pasan Fernando	Asst. Director	L.Archtect	Landscape
16	Ms.Nayana Lakmali	Asst. Director (Real Estate)	Land Mgt	Land
17	Mrs. P.A.N Chathurangi	Spatial Data Manager	Spatial Mapping	GIS
18	Ms.K.Udayangani Kumari	Real Estate Manager	REM	REM
19	Mr. Shaveen Silva	(Coordinator)Enforcement Planner	Enforcement and Planning	DDG (PI) zone II
20	Mrs. Shanika Sumanapala	(Deputy Coordinator)Town Planner	Town Planning	Strategic Planning
21	Mrs. Chathurika Privihari	Town Planner	Planning	WP

Steering Committee Members List

No.	Ministry/ Department
01	Prime Minister Office
02	Ministry of Finance, Economic Stabilization and National Policies
03	Ministry of Agriculture
04	Ministry of Buddhasasana, Religious and Cultural Affairs
05	Ministry of Defence
06	Ministry of Environment
07	Ministry of Fisheries
08	Ministry of Industries
09	Ministry of Irrigation
10	Ministry of Ports, Shipping and Aviation
11	Ministry of Power and Energy
12	Ministry of Public Administration, Home Affairs, Provincial Councils and Local government
13	Ministry of Public Security
14	Ministry of Tourism and Lands
15	Ministry of Transport and Highways
16	Ministry of Water Supply and Estate Infrastructure Development

Stakeholders Mapping List

Invitees	Institute
Secretary	Ministry of Urban Development and Housing
Secretary	Ministry of Transport and Highways.
Secretary	Ministry of Tourism and Lands
Secretary	Ministry of Investment Promotion
Secretary	Ministry of Agriculture.
Secretary	Ministry of Water Supply and Estate Infrastructure Development
Secretary	Ministry of Power and Energy.
Secretary	Ministry of Environment.
Secretary	Ministry of Wildlife and Forest Resources Conservation
Secretary	Ministry of Ports, Shipping and Aviation.
Secretary	Ministry of Defence.
Secretary	Ministry of Public Security.
Secretary	Ministry of Irrigation.
Secretary	Ministry of Fisheries.
Secretary	Ministry of Industries.
Secretary	Ministry of Public Administration, Home Affairs, Provincial Councils and Local Government.

ACKNOWLEDGEMENTS

Invitees	Institute
Secretary	Ministry of Buddhasasana, Religious and Cultural Affairs.
Chairman	Road Development Authority (RDA)
Director General	Road Development Authority (RDA)
General Manager	Sri Lanka Railway Department
Director General	Sri Lanka Railway Department
Director General	Department of Coast Conservation and Coastal Resource Management
Chairman	Sri Lanka Land Development Corporation (SLDC)
General Manager	Sri Lanka Land Development Corporation (SLDC)
Chairman	Sri Lanka Tourism Development Authority (SLTDA)
Director General	Sri Lanka Tourism Development Authority (SLTDA)
Chairman	Land Reform Commission
Director General	Board of Investment (BOI)
Director General of Agriculture	Department of Agriculture
Director General	Department of Export Agriculture
Commissioner General	Department of Agrarian Development
Chairman	National Water Supply and Drainage Board (NWSDB)
General Manager	National Water Supply and Drainage Board (NWSDB)
General Manager	Ceylon Electricity Board (CEB)
Chairman	Lanka Electricity Company Pvt Ltd (LECO)
General Manager	Lanka Electricity Company Pvt Ltd (LECO)
Chairman/Director General	Central Environmental Authority (CEA)

Invitees	Institute
Director General	Geological Survey and Mines Bureau
Director General	Department of Wildlife Conservation
Conservator General of Forests	Department of Forest Conservation
Chairman	Sri Lanka Ports Authority (SLPA)
Chairman	Civil Aviation Authority of Sri Lanka
Chairman	Civil Aviation Authority of Sri Lanka
Director General of Civil Aviation & Chief Executive Officer	Civil Aviation Authority of Sri Lanka
Commander of the Sri Lanka Army	Sri Lanka Army
Commander of the Sri Lanka Navy	Sri Lanka Navy
Commander of The Sri Lanka Air Force	Sri Lanka Air Force
Inspector General	Sri Lanka Police
Director General	Mahaweli Authority of Sri Lanka
Director General of Irrigation	Department of Irrigation
Director General	Department of Fisheries & Aquatic Resources (DFAR)
Chairman	Ceylon Fishery Harbours Corporation (CFHC)
Managing Director	Ceylon Fishery Harbours Corporation (CFHC)
Director General	Department of Archaeology
Director (City Planning)	Colombo Municipal Council
Director (Drainage and Water Supply)	Colombo Municipal Council
Director (Traffic, Desing and Road Safety)	Colombo Municipal Council
Commissioner	Colombo Municipal Council

Invitees	Institute
Mayor	Colombo Municipal Council
Mayor	Dehiwala- Mt. Lavinia Municipal Council
Chairman	Kolonnawa Urban Council
Mayor	Sri Jayewardenepura Kotte Municipal Council
Mayor	Kaduwela Municipal Council
Mayor	Colombo Municipal Council
Mayor	Dehiwala- Mt. Lavinia Municipal Council
Chairman	Kolonnawa Urban Council
Mayor	Sri Jayewardenepura Kotte Municipal Council
Mayor	Kaduwela Municipal Council
Chairman	Maharagama Urban Council
Chairman	Kotikawatta Mulleriyawa Pradeshiya Sabha
Chairman	Moratuwa Municipal Council
Chairman	Kesbewa Urban Council
Chairman	Homagama Pradeshiya Sabha
Chairman	Peliyagoda Urban Council
Chairman	Ja-Ela Urban Council
Chairman	Ja-Ela Pradeshiya Sabha
Chairman	Kelaniya Pradeshiya Sabha
Chairman	Mirigama Pradeshiya Sabha
Mayor	Negombo Municipal Council

Invitees	Institute
Chairman	Wattala Urban Council
Chairman	Wattala Pradeshiya Sabha
Chairman	Katunayake Siduwa Urban Council
Chairman	Katana Pradeshiya Sabha
Chairman	Horana Pradeshiya Sabha
Chairman	Peliyagoda Urban Council
Chairman	Ja-Ela Urban Council
Chairman	Ja-Ela Pradeshiya Sabha
Chairman	Kelaniya Pradeshiya Sabha
Chairman	Mirigama Pradeshiya Sabha
Mayor	Negombo Municipal Council
Chairman	Wattala Urban Council
Chairman	Wattala Pradeshiya Sabha
Chairman	Katunayake Siduwa Urban Council
Chairman	Katana Pradeshiya Sabha
Chairman	Horana Pradeshiya Sabha
Chairman	Panadura Pradeshiya Sabha
Divisional Secretary	Colombo Divisional Secretariat
Divisional Secretary	Dehiwala Divisional Secretariat
Divisional Secretary	Homagama Divisional Secretariat
Divisional Secretary	Kaduwela Divisional Secretariat

ACKNOWLEDGEMENTS

Invitees	Institute
Divisional Secretary	Kesbewa Divisional Secretariat
Divisional Secretary	Kolonnawa Divisional Secretariat
Divisional Secretary	Kotte Divisional Secretariat
Divisional Secretary	Thimbirigasyaya Divisional Secretariat
Divisional Secretary	Ja-Ela Divisional Secretariat
Divisional Secretary	Katana Divisional Secretariat
Divisional Secretary	Mirigama Divisional Secretariat
Divisional Secretary	Negombo Divisional Secretariat
Divisional Secretary	Wattala Divisional Secretariat
Divisional Secretary	Horana Divisional Secretariat
Divisional Secretary	Panadura Divisional Secretariat
District Secretary	Colombo District Secretary
District Secretary	Gampaha District Secretary
District Secretary	Kalutara District Secretary
Hon. Governor	Western Province
Secretary	Ministry of Local Government, Economic Promotion, Power & Energy, Environmental Affairs, Water Supply & Drainage &Tourism
Secretary	Ministry of Provincial Roads, Transport, Co-operative Development and Trade, Housing and Construction, Estate Infrastructure Facilities, Industry and Rural Development
Secretary	Ministry of Agriculture, Land, Irrigation, Animal Production & Health and Agrarian
Chairman	Economic Development Bureau

Invitees	Institute
Chairman	Provincial Road Development Authority
Chairman	Road Passenger Transport Authority
Chairman	Department of Agriculture
Land Commissioner	Provincial Land Commissioner's Department
Chairman	Western Province Agro Services Authority
Director General	National Physical Planning Department
Director General	National Spatial Data Infrastructure
Director General	Department of National Planning
Chairman	Construction Industry Development Authority
Chairman	Sri Lanka Telecom
Chairman	Department of National Community Water Supply
Chairman	Marine Environment Protection Authority
Chairman	Disaster Management Centre
Director General	National Building Research Organization
Chairman	Sri Lanka Tourism Promotion Bureau
Chairman	International Water Management Institute
Chairman	Provincial Road Development Authority
Chairman	Land Use Policy Planning Department
Survey General	Survey Department
Director General	Department of Archaeology

(This page is intentionally left blank)



Workshop with UDA and stakeholders on 11th June 2024 in Colombo.





Workshop with Colombo Municipal Council (CMC)
on 13th June 2024 in Colombo.

Executive Summary

TASKS AND OBJECTIVES

This report is a subsequent deliverable after completing the previous Stage 3 Draft – Detailed Design for Four Priority Projects. In Stage 4 Final – Detailed Design for Four Priority Projects Report (D4), the content culminates into a final proposal and solutions after various comprehensive stages of work, including site visits, data collection, multiple workshops, review and analysis, and meetings with various authorities. Hence, to obtain a comprehensive understanding of the project context and development, it is recommended that this report be read in conjunction with the Stage 2 report (Version 2, submitted on 5th July 2024), which provides an overall review and analysis of the Western Region and Colombo City.

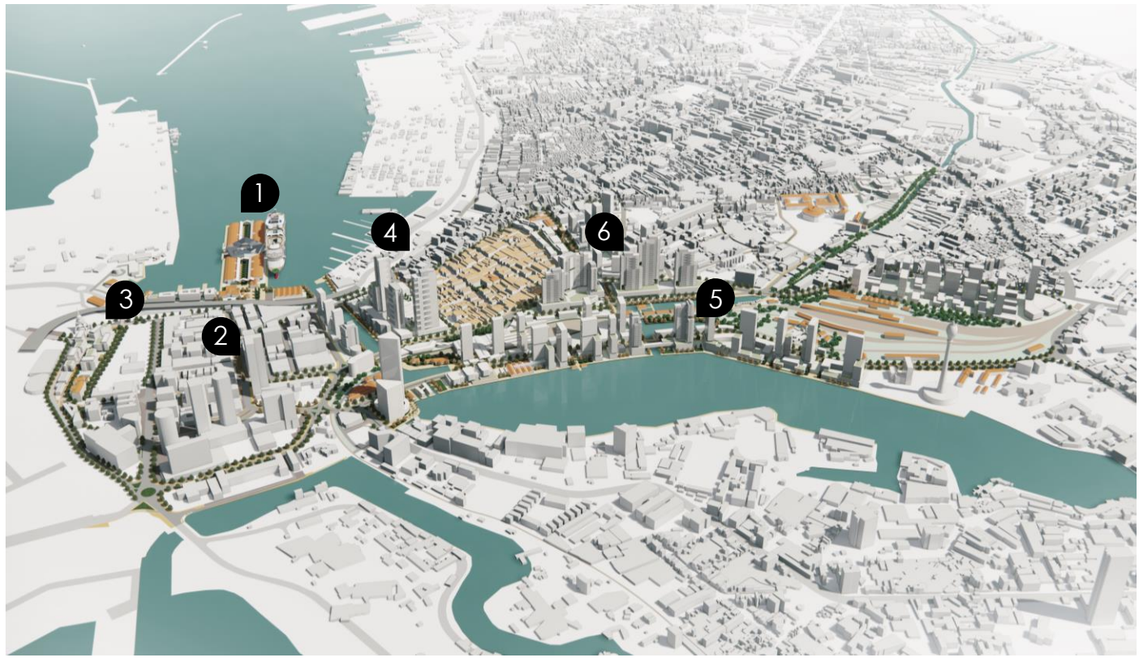
This report is focusing on Four Priority Projects provides detailed development program, zoning and urban design guidelines for four priority projects, a detailed implementation framework, and a booklet for seven intervention projects.

Prior to this report's completion, Surbana Jurong (SJ) has conducted several workshops and meetings to disseminate the proposals to gain feedback and comments from the various stakeholders as follows:

- 13 August 2024, Meeting with Sri Lanka Land Development Corporation (SLLDC) on the drainage plan at Peliyagoda and Logistics Corridor Area.
- 12 August 2024, UDA Workshop with stakeholders in Colombo
- 13th June 2024, Presentation at President's Office in Colombo
- 13th June 2024, Workshop with Colombo Municipal Council (CMC) in Colombo
- 11th June 2024, UDA Workshop with stakeholders in Colombo

In addition, from 30th May – 2nd July 2024, Urban Development Authority (UDA) has also organised various meetings to facilitate discussion between SJ with relevant authorities including Sri Lanka Navy, Sri Lanka Port Authority (SLPA), Sri Lanka Development Corporation (SLDC), Ministry of Transport and Highways, Ministry of Ports, Shipping and Aviation, Civil Aviation Authority, Sri Lanka Railways, Board and Investment and other departments.

As a result, this final report incorporated all the feedback and comments given to ensure effective project completion and implementation.



Overall View of the Colombo CBD Area with 6 priority intervention projects



Overall View of the Peliyagoda New Manning Market Area 1 priority intervention project

ORGANISATION OF THE REPORT

The report is organised into six chapters to present detailed design for the four priority projects. Chapter 1, Introduction, provides an overall locational boundaries of the four projects and seven interventions. Chapter 2, Colombo CBD Area Structure Plan, provides an overall strategies and context in which Project 1 and 2 are located. Chapter 3 and 4 present the detailed proposal on The Fort Heritage Precinct and Pettah Multimodal Transport Hub (MMTH) precinct respectively including the Urban Design Guidelines (UDG) for selected intervention projects.

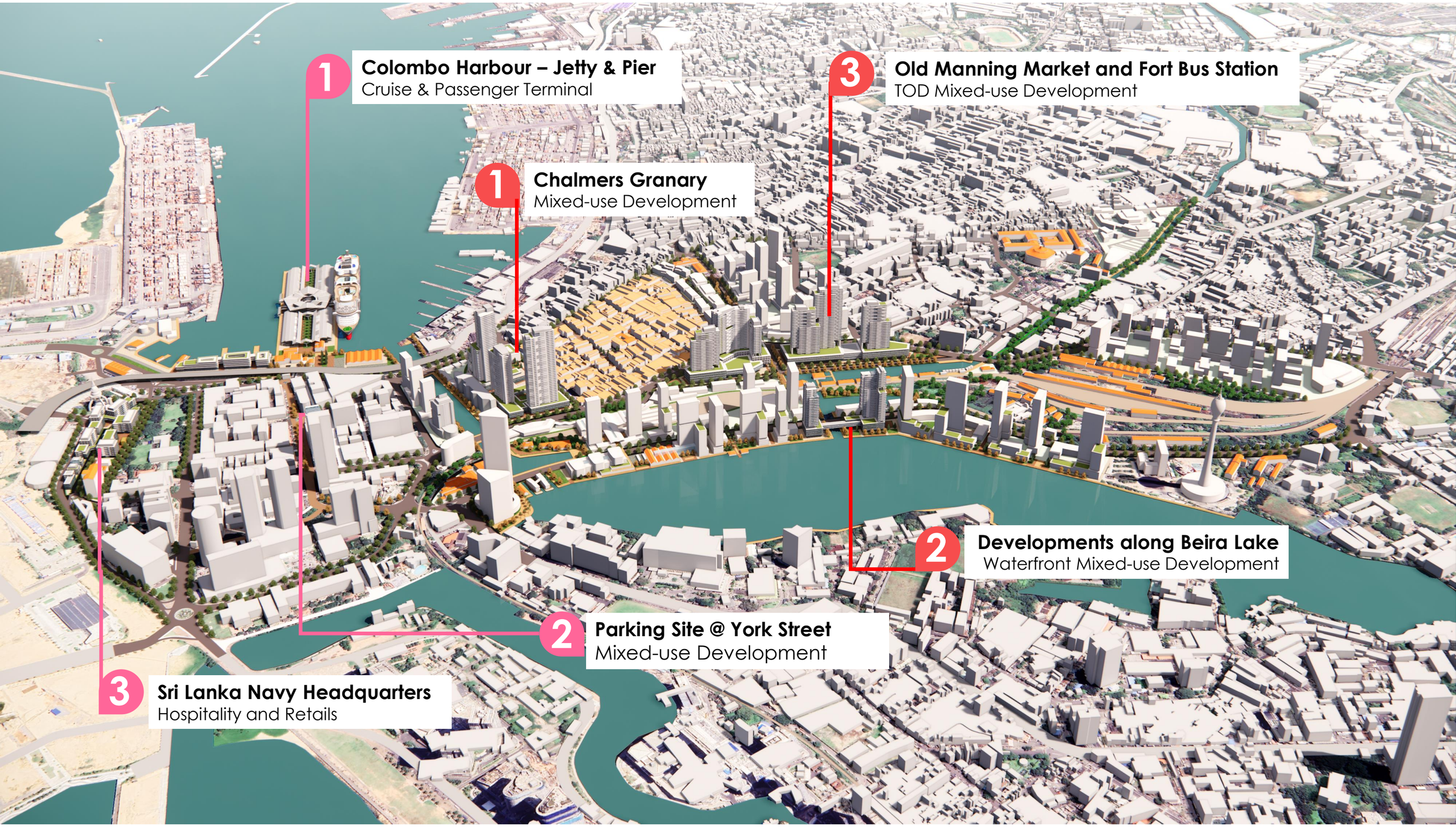
Beyond the Colombo CBD area, another important area, part of Project 3 is the Logistics Corridor. Chapter 5 provides a detailed proposal of the Concept Master Plan of Project 3 including a proposed land use plan for the three key nodes within Logistics Corridor area: Ja-Ela, Wattala-Kerawalapitiya, and Peliyagoda node.

Lastly, Chapter 6 presents the detailed design for the Peliyagoda node, including the Urban Design Guidelines for the selected intervention project.

SEVEN PRIORITY INTERVENTION PROJECTS

Throughout the four selected projects, seven priority intervention projects are selected for phase 1 immediate intervention by UDA. Each priority intervention project is complemented with detailed information, including UDG, development program, implementation framework and financial plan, which are summarised into a Booklet format.

PROJECT 1 – FORT HERITAGE PRECINCT	1. Colombo Harbour – Jetty & Pier 2. Parking Site @ York Street 3. Sri Lanka navy Headquarters
PROJECT 2 – PETTAH MMTH PRECINCT	4. Chalmers Granary 5. Developments along Beira Lake 6. Old Manning Market and Fort Bus Station
PROJECT 3 – PELIYAGODA NEW MANNING MARKET	7. Dry Food Market


1
Colombo Harbour – Jetty & Pier
Cruise & Passenger Terminal
1
Chalmers Granary
Mixed-use Development
3
Old Manning Market and Fort Bus Station
TOD Mixed-use Development
2
Developments along Beira Lake
Waterfront Mixed-use Development
2
Parking Site @ York Street
Mixed-use Development
3
Sri Lanka Navy Headquarters
Hospitality and Retails


1
Vacant Land
Dry Food Market

Consolidated Project Financials

Summary

Information	Project 1: Heritage area			Project 2: Pettah market area			Project 4: Peliyagoda market complex
	1	2	3	4	5	6	7
Intervention	**Colombo Harbour Jetty & Pier**	**Parking Site @ York Street**	**Sri Lanka Navy Headquarters**	**Old Manning Market and Fort Bus Station**	**Developments along Beira Lake**	**Chalmers Granary**	**Vacant Land Dry Food Market**
Land Ownership	SLPDA	UDA	Sri Lankan Navy	UDA / SLTB	UDA	UDA	UDA
Current usage	Container Terminal	Vacant Land (Public Parking)	Hostels, Memorials, Light House, Archaeological Buildings	Pettah Bus Station & Encroachments	Vacant Land	Vacant Land	Vacant Land
Land Details	5 plots along the current Container terminal	Brownfield site in Core Heritage Area	5 plots belonging to Sri Lankan Navy - Brownfield sites in Core Heritage Area	2 land parcels - Brownfield site with pettah bus station and bus depot with encroachments along some portion along the road	2 land parcels adjoining the Beira Lake - Brownfield site	Vacant land in Chalmers Granary - undeveloped land	3 - green field sites near Peliyagoda Junction - close to new manning market and Fish market
Total Land Area (Sqm)	86,247	2,623	24,447	51,000	11,000	40,000	142,479
Permissible FAR	8	12	8	8	8	8	5.5
Permissible GFA (sqm)	689,976	31,476	195,576	408,000	88,000	320,000	783,635
Proposed Product Mix	International Cruise Terminal with allied supporting amenities	High-rise Mixed-use development with Retail, Hotel, Office and Serviced Apartment with public parking spaces	Mid-rise Mixed-use development with Strip Retail, Hotel, Serviced Apartment with public parking spaces	Integrated Bus station with Retail, Parking, Commercial-Co working spaces, Hotel and Affordable mid end Apartments & Service Apartments plus public feeder parking	High Rise - High end Premium development with Retail, Fine dining, Entertainment, Parking, Premium Apartments, Premium Serviced Apartments	High Rise - Premium Mixed-use development with Shopping Mall, Events Area, Apartments, Serviced Apartment, Commercial Grade A spaces, Retail and Public parking	New Market building catering to wholesale dry foods, with warehouses, Packaging centre and allied common amenities

Consolidated Project Financials

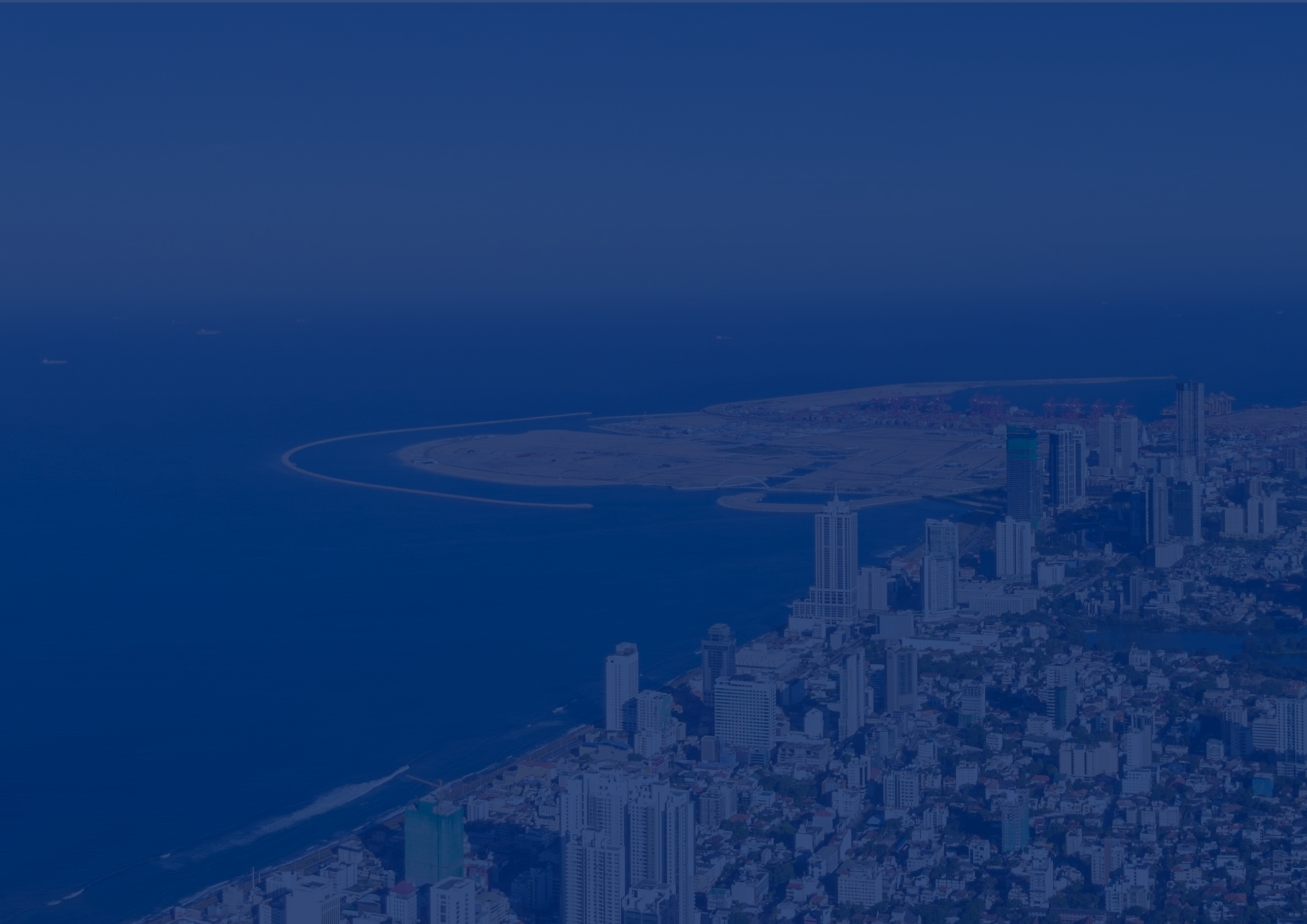
Summary

Information	Project 1: Heritage area			Project 2: Pettah market area			Project 4: Peliyagoda market complex
	1	2	3	4	5	6	7
Intervention	**Colombo Harbour Jetty & Pier**	**Parking Site @ York Street**	**Sri Lanka Navy Headquarters**	**Old Manning Market and Fort Bus Station**	**Developments along Beira Lake**	**Chalmers Granary**	**Vacant Land Dry Food Market**
Residential (Sq. m.)				110,000	40,000	60,000	
Commercial (Sq. m.)		8,000		88,000		60,000	
Retail (Sq. m.)	4,400	2,250	3,300	66,000	13,000	63,500	81,000
Hotel (Sq. m.)		9,500	7,400	35,000		56,000	
Serviced Apartment (Sq. m.)		7,500	7,400	40,000	33,000	55,000	
Parking (Sq. m.)	5,400	6,012	2,628	127,314	24,984	92,700	60,450
Public Parking (Sq. m.)		3,600	4,320			10,800	
Other Built-up (Sq. m.)	21,200			32,550			7,200
Total Proposed GFA (Sq. m.)	31,000	36,862	27,424	498,864	110,984	398,000	148,650
Utilised FAR	0.86	11.76	3.62	7.29	7.82	7.63	1.04
Total Land Cost (USD Mn)	269.78	7.96	18.80	143.06	14.69	113.52	14.96
Total Development Cost (USD Mn)	NA	33.07	26.49	404.46	119.79	400.17	107.83
Development cost per Sq. m.	NA	897	966	811	1,079	1,005	725
Estimated Construction start time	NA	2026	2026	2026	2026	2026	2027
Estimated Revenue upon stabilisation (Apartment sales not considered)	NA	23.32	21.50	170.10	49.11	235.00	28.00
Revenue per Sq. m.	NA	633	784	341	443	590	188
Cost to Revenue Ratio	NA	0.71	0.81	0.42	0.41	0.59	0.26
Estimated Construction Completion	NA	2029	2026	2031	2028	2029	2029
Estimated year of stabilisation	NA	2032	2030	2034	2031	2033	2030
Estimated year of project break even	NA	2033	2032	2032	2030	2031	2032
Project IRR (EBITA level)	**NA**	**17.95%**	**14.37%**	**6.90%**	**22.94%**	**18.68%**	**21.58%**

Real Estate Trends and Phasing of the Proposed Real Estate Components Across the Project Interventions

Asset Class	Grade	Proposed GFA	Total proposed Units	2026	2027	2028	2029	2030	2031	2032
Retail										
Parking Site	A	2250		100%	0%	0%	0%	0%	0%	0%
SL Navy Headquarters	B	3300		100%	0%	0%	0%	0%	0%	0%
Old Manning Market (Plot A)	B	40000		0%	50%	50%	0%	0%	0%	0%
Old Manning Market (Plot B)	B	26000		0%	0%	50%	50%	0%	0%	0%
Beira Lake sites (Plot A)	A	7000		50%	50%	0%	0%	0%	0%	0%
Beira Lake sites (Plot B)	A	6000		50%	50%	0%	0%	0%	0%	0%
Chalmers Granary (Plot A)	A	29500		0%	0%	50%	50%	0%	0%	0%
Chalmers Granary (Plot B)	A	34000		50%	50%	0%	0%	0%	0%	0%
Commercial										
Parking Site	A	8000		0%	50%	50%	0%	0%	0%	0%
SL Navy Headquarters										
Old Manning Market	B	88000		0%	0%	30%	30%	40%	0%	0%
Beira Lake sites										
Chalmers Granary	A	60000		0%	0%	50%	50%	0%	0%	0%
Serviced Apartment										
Parking Site	Premium	7500	60	0%	0%	50%	50%	0%	0%	0%
SL Navy Headquarters	Mid End	7400	89	50%	50%	0%	0%	0%	0%	0%
Old Manning Market	Mid End	40000	482	0%	0%	0%	40%	25%	35%	0%
Beira Lake sites	Luxury	33000	295	0%	40%	60%	0%	0%	0%	0%
Chalmers Granary	Premium	55000	655	0%	35%	35%	30%	0%	0%	0%
Hotel										
Parking Site	Premium	9500	186	0%	50%	50%	0%	0%	0%	0%
SL Navy Headquarters	Mid End	7400	145	50%	50%	0%	0%	0%	0%	0%
Old Manning Market	Mid End	35000	685	0%	0%	0%	50%	25%	25%	0%
Beira Lake sites										
Chalmers Granary	Premium	56000	1098	0%	0%	50%	50%	0%	0%	0%
Residential Apartments										
Parking Site										
SL Navy Headquarters										
Old Manning Market (Plot A)	Mid End	40000	305	0%	0%	50%	25%	25%	0%	0%
Old Manning Market (Plot B)	Mid End	70000	534	0%	0%	0%	25%	25%	50%	0%
Beira Lake sites	Luxury	40000	143	50%	50%	0%	0%	0%	0%	0%
Chalmers Granary	Premium	60000	458	0%	50%	25%	25%	0%	0%	0%

(This page is intentionally left blank)



01

Introduction

This chapter presents the planning concept and structure plan proposal for the Colombo CBD area which capture Project 1 (Fort Heritage Precinct) and Project 2 (Pettah MMTH and an extension to Borella area).

The proposal is established on a comprehensive review, assessment and analysis, as presented in the previous Stage 2 Report. It takes into consideration the complexity of previous planning proposals, the socio-economic real estate market, and the current urban spatial condition of Colombo.

OVERALL BOUNDARIES
FOUR SELECTED CATALYST PROJECTS

Based on the comprehensive review and assessment of the previously identified catalyst projects, the following four projects are selected for further implementation (Phase 1) by UDA due to their significant importance in driving transformation and growth.

Below is the list of the four projects and their specific boundaries (refer to the map) and key tasks to be carried out and completed in the next stages.

A detailed analysis and proposal for each project are presented in the following chapters.

PROJECT -1

- DETAILED MASTER PLAN (DMP) OF THE FORT HERITAGE PRECINCT

PROJECT - 2

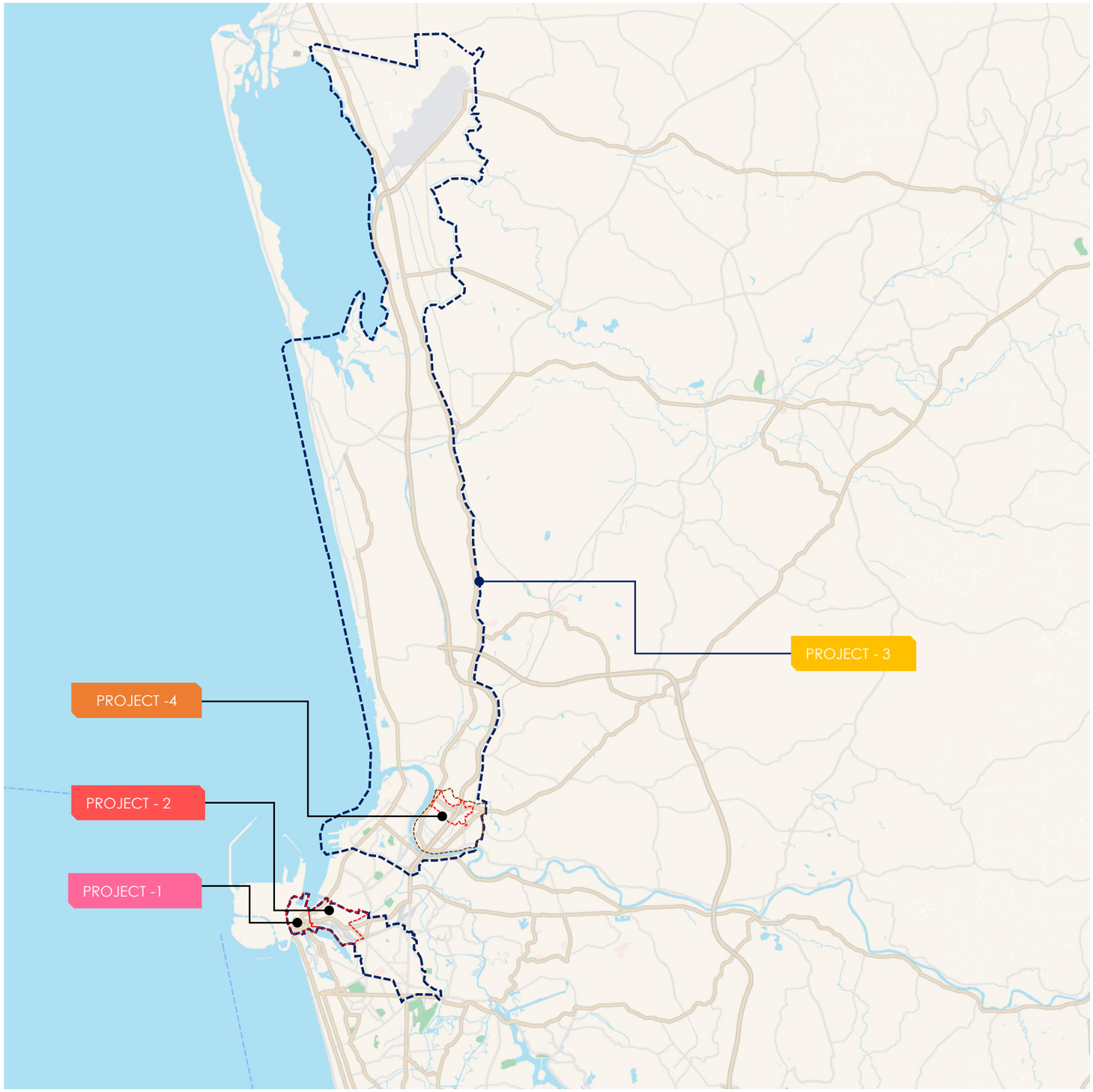
- STRUCTURE PLAN OF CBD AREA
- DETAILED MASTER PLAN (DMP) OF PETTAH MMTH PRECINCT

PROJECT - 3

- CONCEPT MASTER PLAN OF LOGISTICS CORRIDOR
- INDUSTRIAL CLUSTERS IDENTIFICATION

PROJECT -4

- DETAILED MASTER PLAN (DMP) OF PALIYAGODA NEW MANNING MARKET



OVERALL BOUNDARIES
FOUR SELECTED CATALYST PROJECTS

PROJECT -1



THE FORT HERITAGE PRECINCT

Key Task:
- URBAN DESIGN PROPOSAL

PROJECT - 2



PETTAH MMTH PRECINCT

Key Task:
- URBAN DESIGN PROPOSAL

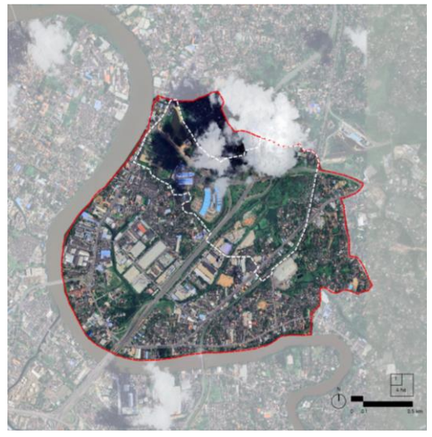
PROJECT - 3



LOGISTICS CORRIDOR

Key Task:
- CONCEPT MASTER PLAN

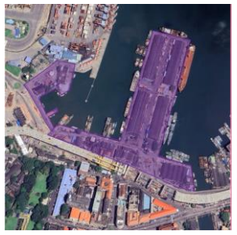
PROJECT -4



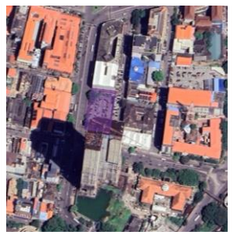
PALIYAGODA NEW MANNING MARKET

Key Task:
- URBAN DESIGN PROPOSAL

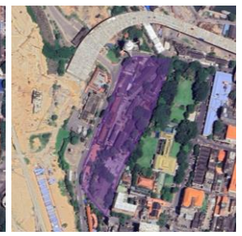
3 PRIORITY INTERVENTIONS



Colombo Harbour



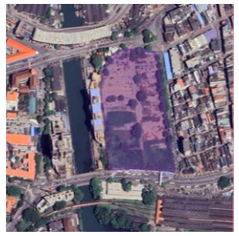
Parking Site



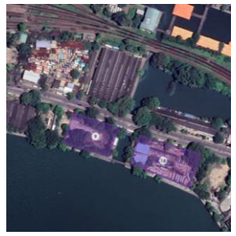
Sri Lanka Navy Headquarters

- Key Tasks:
- URBAN DESIGN GUIDELINES (UDG)
- IMPLEMENTATION FRAMEWORKS

3 PRIORITY INTERVENTIONS



Chalmers Granary



Developments along Beira Lake



Old Manning Market and Fort Bus Station

- Key Tasks:
- URBAN DESIGN GUIDELINES (UDG)
- IMPLEMENTATION FRAMEWORKS

1 PRIORITY INTERVENTION



Dry Food Market

- Key Tasks:
- URBAN DESIGN GUIDELINES (UDG)
- IMPLEMENTATION FRAMEWORKS



02

Colombo CBD Area Structure Plan

This chapter presents the planning concept and structure plan proposal for the Colombo CBD area, which captures Project 1 (Fort Heritage Precinct) and Project 2 (Pettah MMTH and an extension to the Borella area).

The proposal is established on a comprehensive review, assessment and analysis, as presented in the previous Stage 2 Report. It takes into consideration the complexity of previous planning proposals, the socioeconomic real estate market, and the current urban spatial condition of Colombo.

COLOMBO CBD AREA
KEY THEMES - SUMMARY

Based on the overall site analysis of urban growth and pattern (as presented in Stage 2 report, Chapter 5), three key themes set the underlying issues of the Colombo CBD area, as follows:

ECONOMIC

How can we leverage the waterfront to increase land value and urban development?

SOCIAL

How can we leverage the waterfront to create a connected and inclusive public realm?

How can a ***placemaking strategy*** be used to promote economic vibrancy and social cohesion?



Waterfront UD



Public Realm



Transportation

How do we **strategise TOD** and **infrastructure development** that promote liveable and vibrant urban spaces, and to support economic and social development?

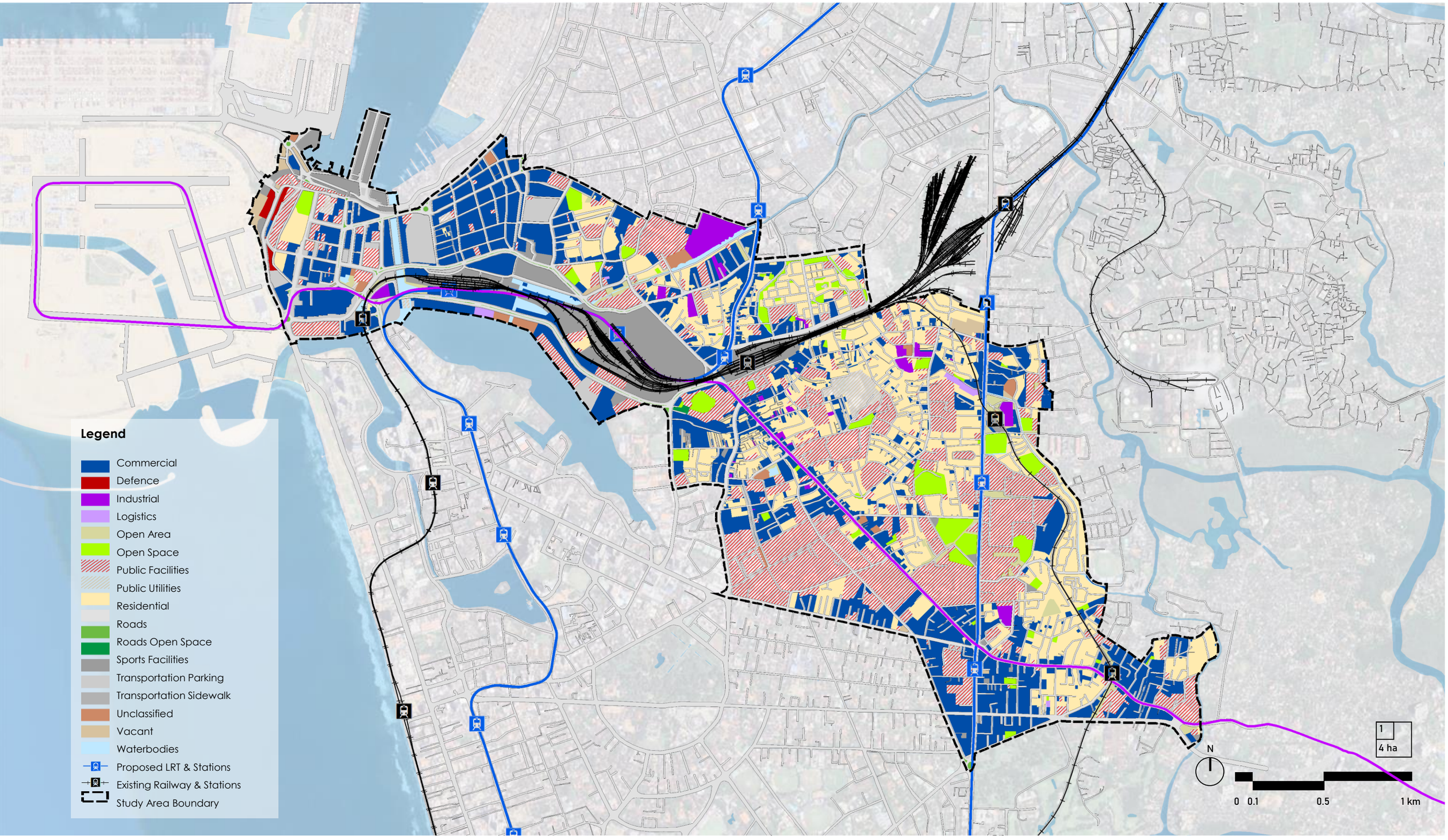
INFRASTRUCTURE

COLOMBO CBD AREA
CASE STUDIES - SUMMARY

Based on the case studies (as presented in Stage 2 report, Chapter 5), here are some key lessons learnt and precedents from four cities that may be relevant and useful to help set strategic direction for Colombo CBD area.

CITIES	KEY LESSONS LEARNT		
	ECONOMIC WATERFRONT UD	**SOCIAL** PUBLIC REALM	**INFRASTRUCTURE** TRANSPORTATION
	CBD is located adjacent to the river, but has a limited spatial connection and visual corridor to the river due to the railway line.	Federation Square acts as an urban public space along the waterfront	Railway station along the Yarra River functions as a central hub to connect the people from the suburban districts to the CBD
	CBD is well connected and oriented to the waterfront and harbors, taking full advantage of the water as natural asset.	Various types of urban public spaces as built along the waterfront areas including Royal Botanic Garden and Sydney Opera House.	Integrated transportation system connecting commuters from the inland CBD to the waterfront. The system comprised of railway, LRT, Jetty, and Cruise Terminal.
	Marina Bay CBD is well connected and oriented to the waterfront with diverse type of high-rise developments.	Promenade along the Marina Bay area serves as an inclusive public space for all people and various types of activities,	Integrated public transport system mainly rely on metro system (MRT) connecting CBD to the HarbourFront where ferry and cruise terminals are located.
	Historical port is redeveloped and oriented to the waterfront for tourism, commercial and entertainment purposes.	Various public spaces including the promenade function as active public realm for local people and tourists.	Water transports are integrated into the port bring influx of people and tourists into the CBD

COLOMBO CBD AREA
EXISTING LAND USE PLAN



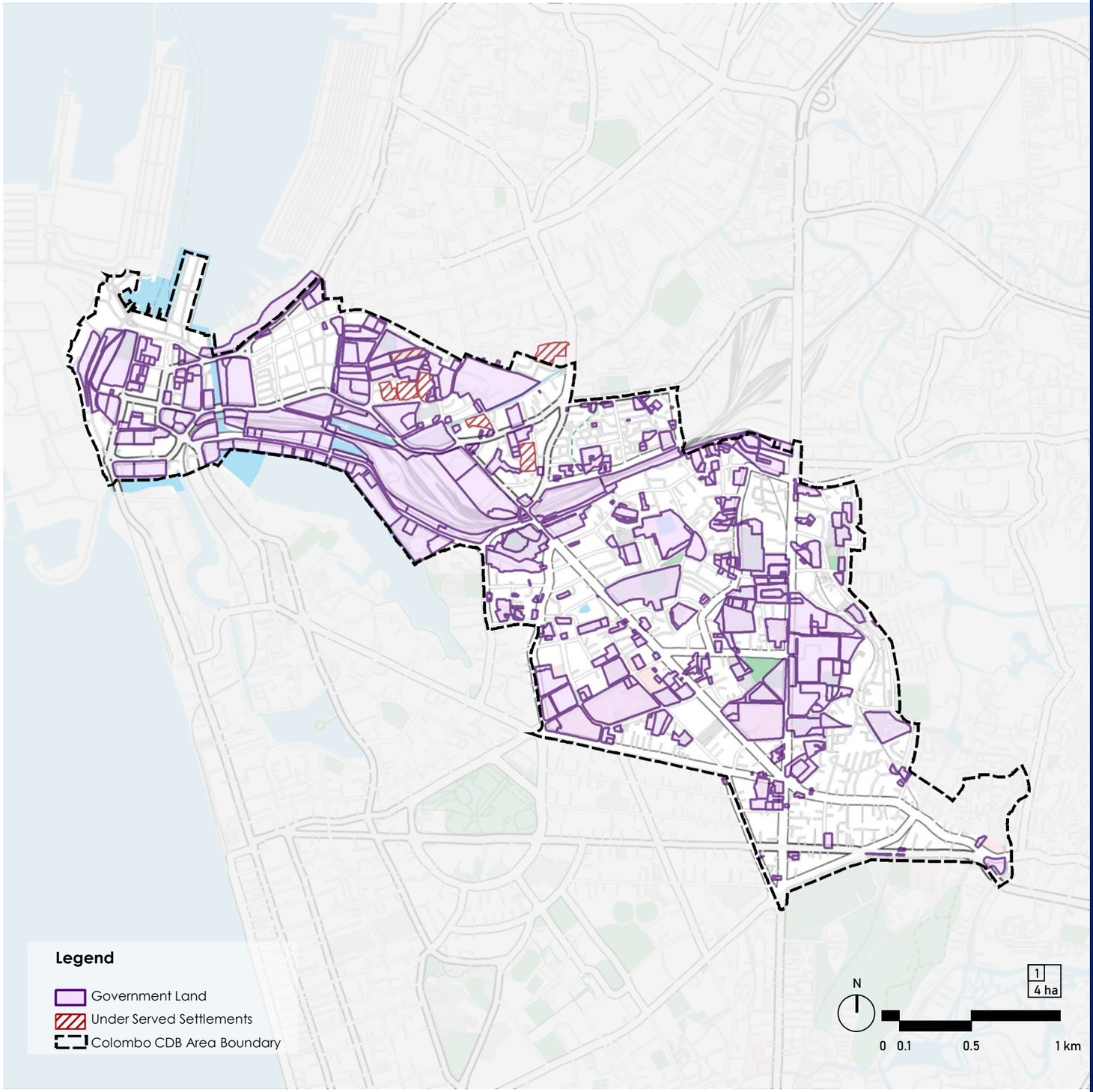
COLOMBO CBD AREA
STRUCTURE PLAN – DEVELOPMENT STRATEGIES

E S I

1. Land Value Capture

Leveraging on the strategic public land parcels to increase land value for economic and social benefits (e.g., through Land Use change and shifting of functions).

The map indicates over 400 sites of government public land which can be utilised and redeveloped. (Refer to appendix for detailed plots' information).



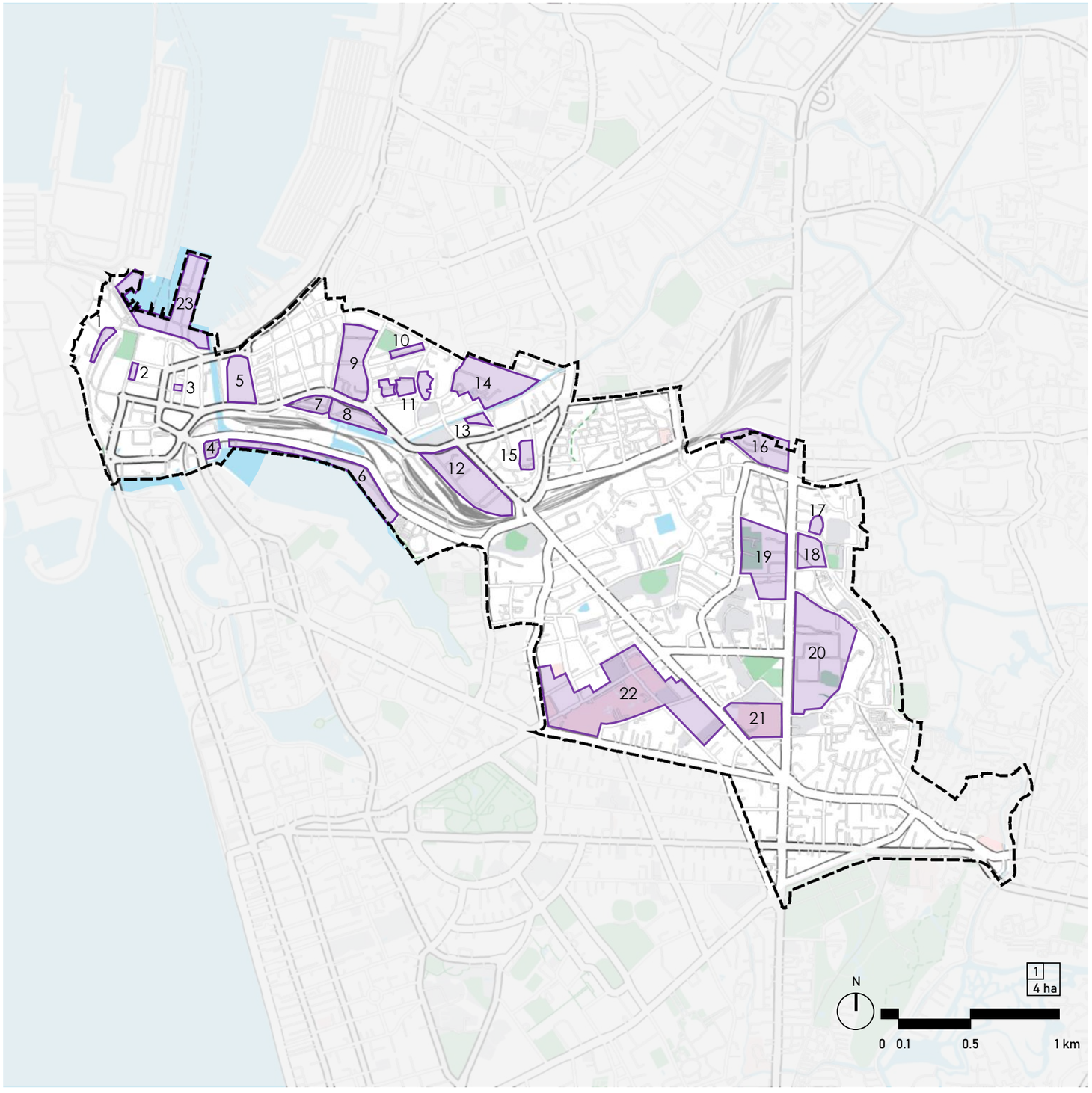
E S I

1. Land Value Capture

The map indicates 23 clusters of sites which are appropriate for immediate intervention and redevelopment, due to its availability (e.g. vacant land), strategic function (e.g. Transit Oriented Development – TOD), and or strategic location (e.g. waterfront sites).

LEGEND:

1	Harbour Buildings
2	Army Quarters
3	Accommodation for Police Officers Mess
4	Vacant Car Park
5	Vacant Car Park
6	Various Buildings along Beira Lake
7	Old Manning Market – Car Park
8	Fort Bus Station
9	Bus Station
10	Underserved Settlement
11	Underserved Settlement
12	Stores, Commercial, Office
13	Underserved Settlement
14	Superior Court Complex
15	Underserved Settlement
16	Railway Quarters
17	Residential
18	Dematagoda Land Group
19	Mount Mary
20	Prison Headquarters
21	Lady Ridgeway Hospital for Children (LHR)
22	National Hospital of Sri Lanka
23	Colombo Harbour – Jetty & Pier



E S I

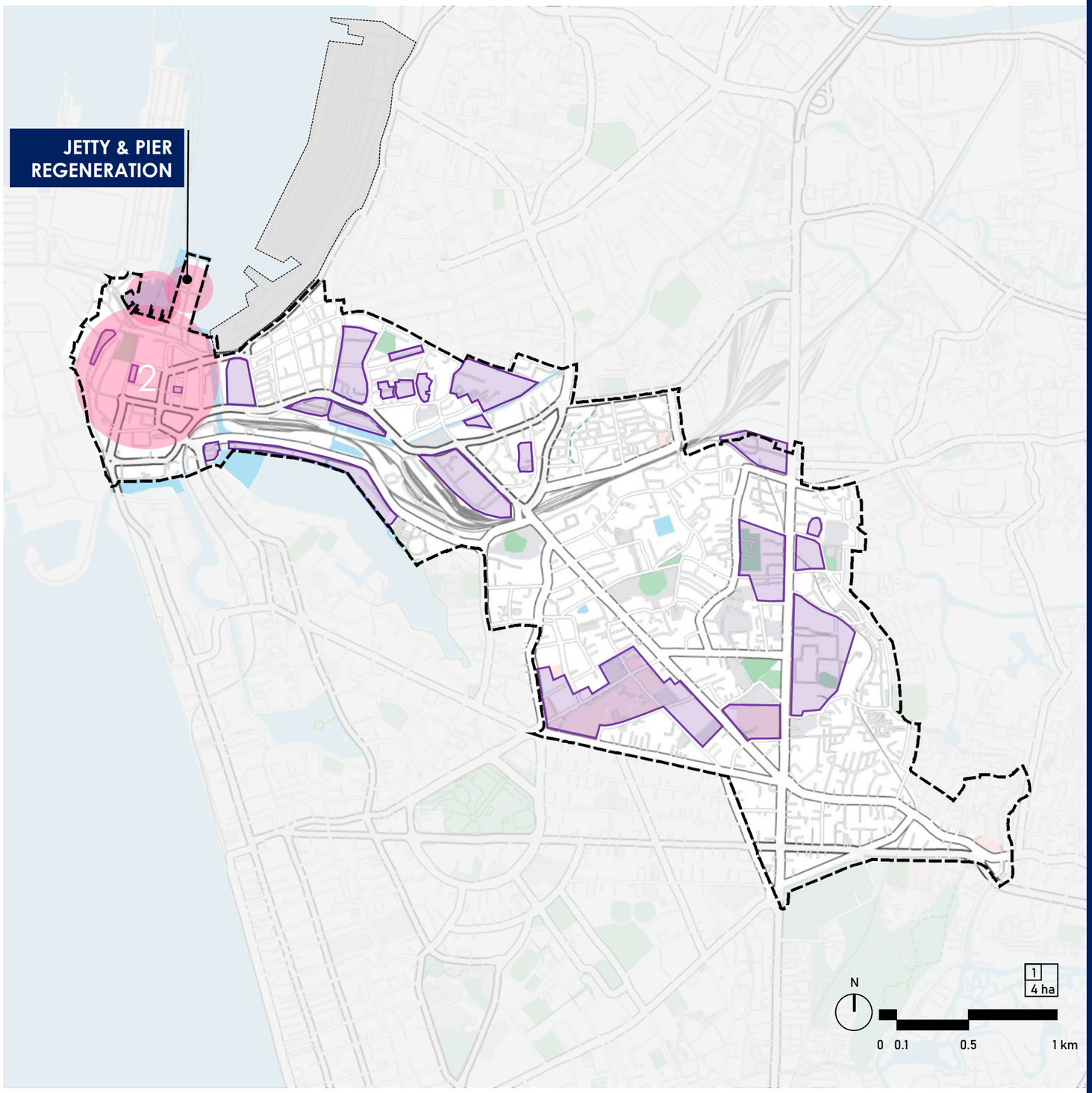
2. The Fort

Urban transformation and revitalisation of the Fort area through conservation, preservation and intensification.

One of the critical project is to revitalise the Fort area into a tourism and commercial centre through the regeneration of the Jetty and Pier at Colombo Harbour which is currently occupied by warehouses, offices and other functions. The plan is to transform it into an International Cruise Terminal and Passenger Hub, taking the case study of Port Vell in Barcelona on how an old port can be regenerated into a tourism hub and reintegrated into the CBD.



Aerial View of the Jetty and Pier at Colombo Harbour



E S I

3. Tourism & Hospitality Belt

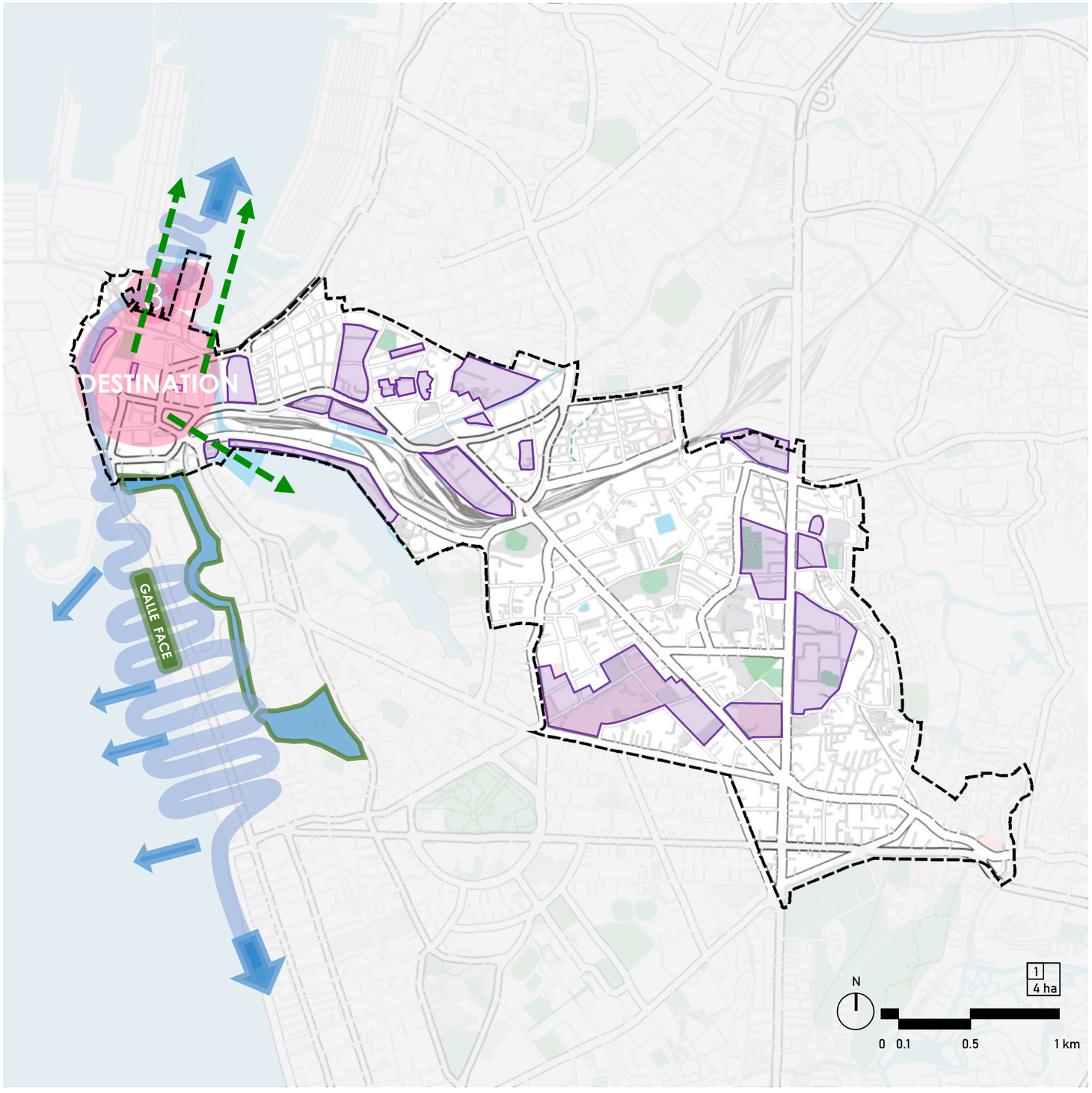
Expand the tourism and hospitality belt along the Galle Face waterfront area to the new Cruise and Passenger Hub at the Colombo Harbour through the Fort.

The inflow and outflow of tourists and visitors between Colombo Harbour and the existing high-end tourism and hospitality destinations along Galle Face will converge at the Fort area. As a result, it will bring more vibrancy into the historical core and gradually transform it into a waterfront CBD destination.

This strategy are derived from lessons learnt from the Sydney CBD case study, which leverages the waterfront; and Port Vell case study, which is connected to the beachfront tourism belt.



Aerial View of Sydney CBD and Harbours.

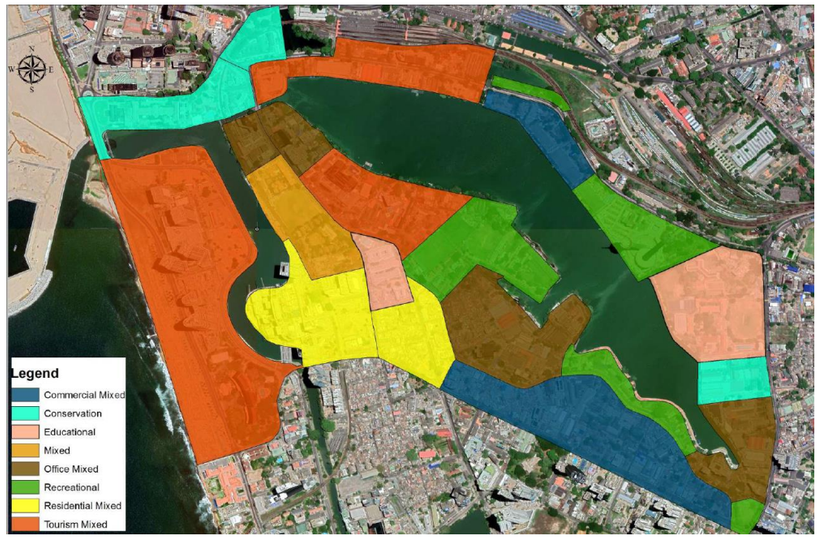


E S I

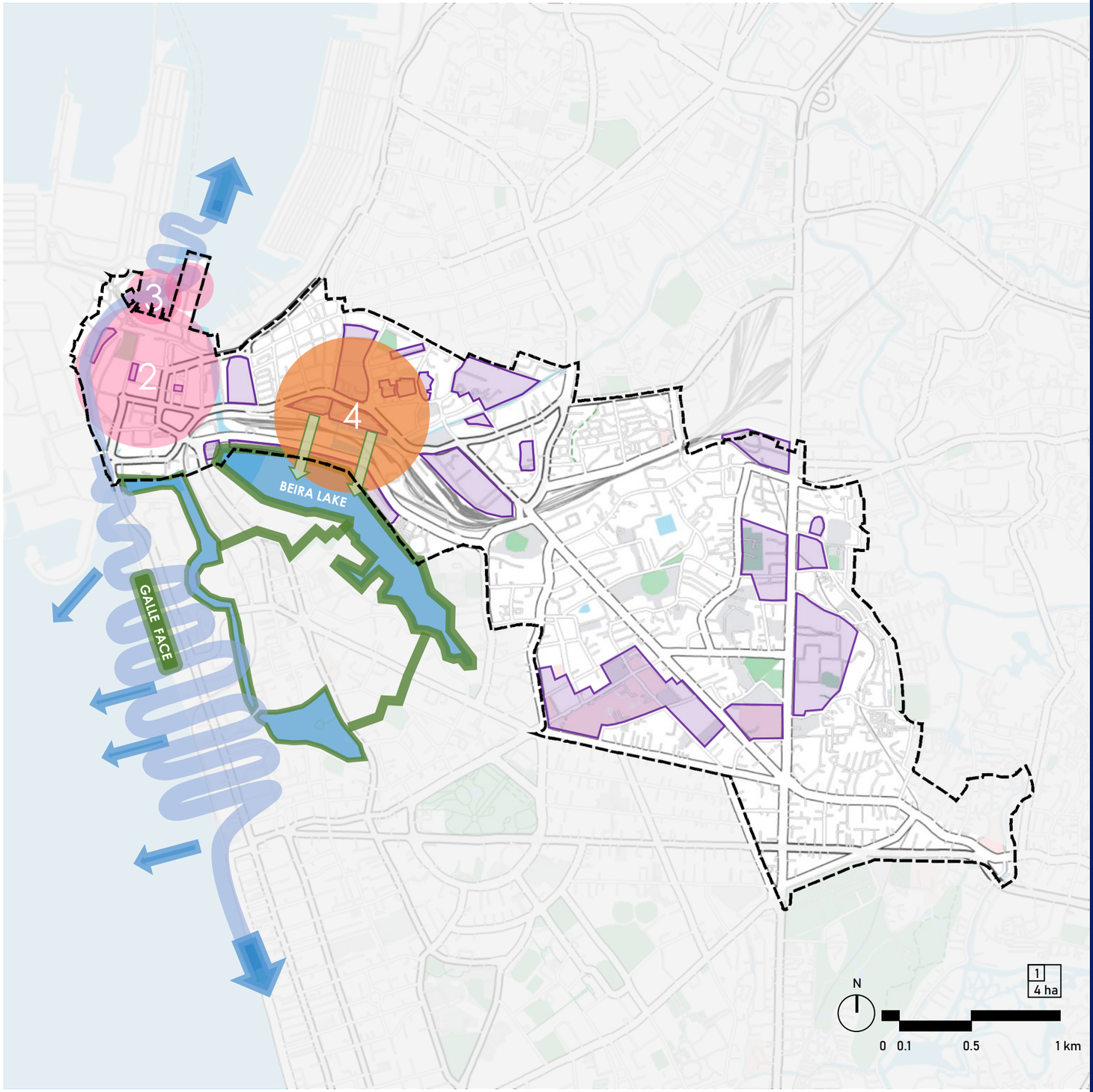
4. Transit Oriented Development (TOD)

Integrate Multi-Modal Transport Hub (MMTH) with mixed-use functions to create a vibrant and connected place oriented towards Beira Lake.

The proposed mixed-use functions align with the UDA's proposed zoning at Beira Lake area, which target tourism mixed, commercial mixed and recreational functions.



Proposed Zoning Map
(Beira Lake Intervention Area Development Guide Plan (2022- 2031)



E S I

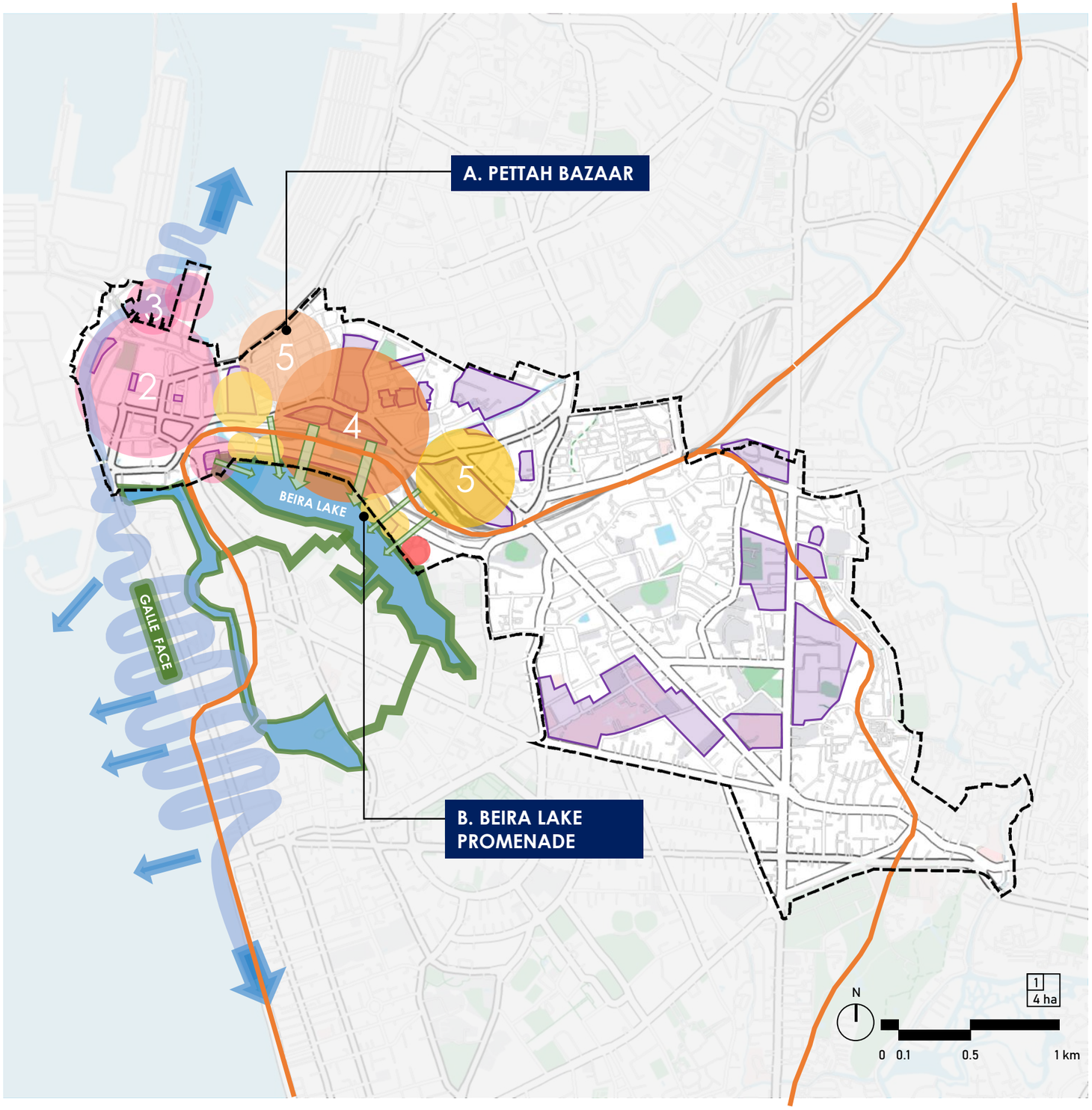
5. Urban regeneration through placemaking strategies

Placemaking through urban acupuncture at Pettah Bazaar and building New Mixed-Use developments oriented towards Beira Lake.

Melbourne's Federation Square is a relevant case study of placemaking along the waterfront through a creation of urban space that serves a public realm connecting the CBD and Yarra River.



Aerial View of Melbourne's Federation Square



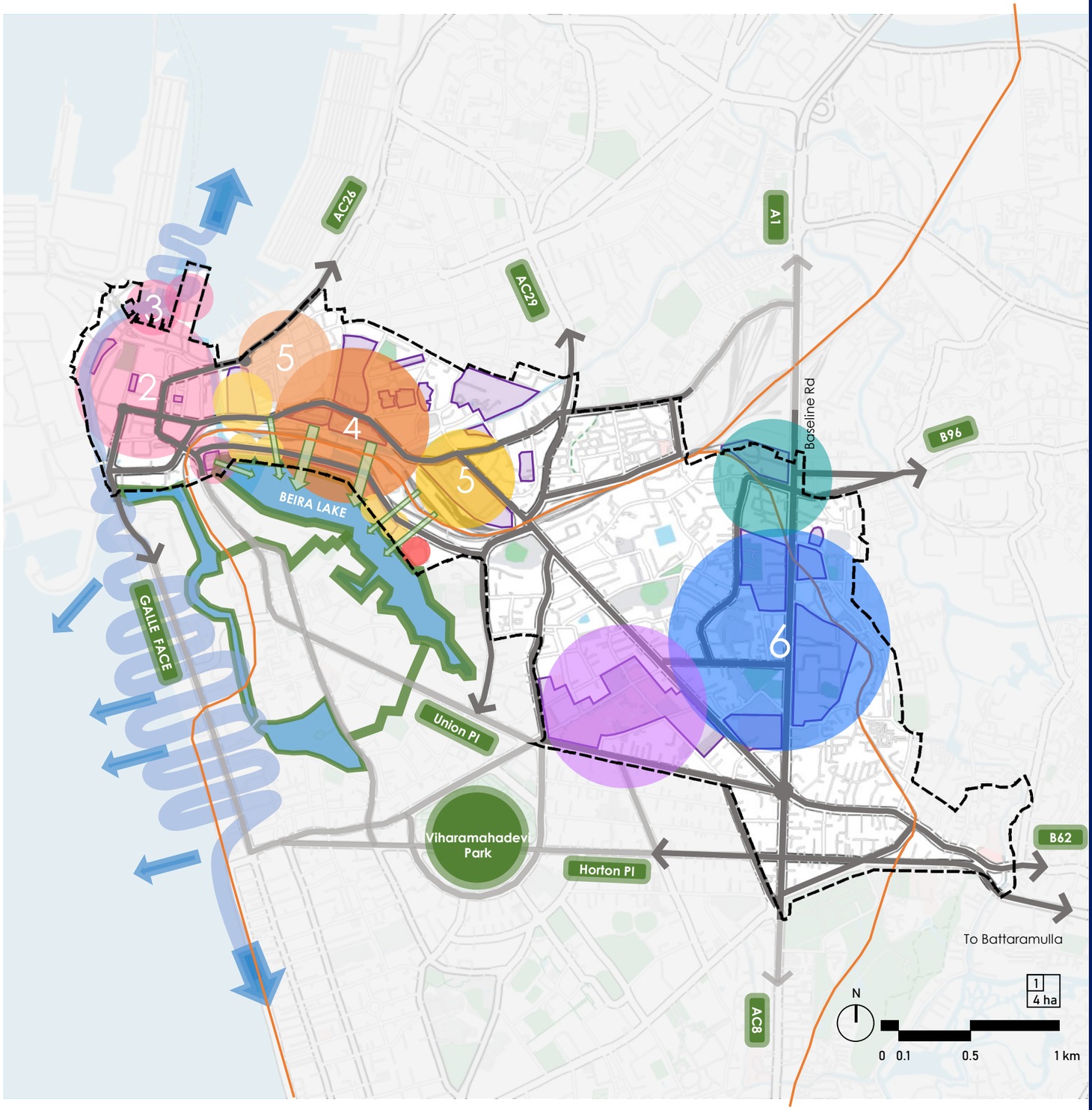
E S I

6. Borella CBD expansion

Expand a new CBD into Borella to support the core CBD by utilising the extensive transport networks. Three key CBD zones are introduced: High Density mixed-use centre, National Hospital centre, and Business Park.



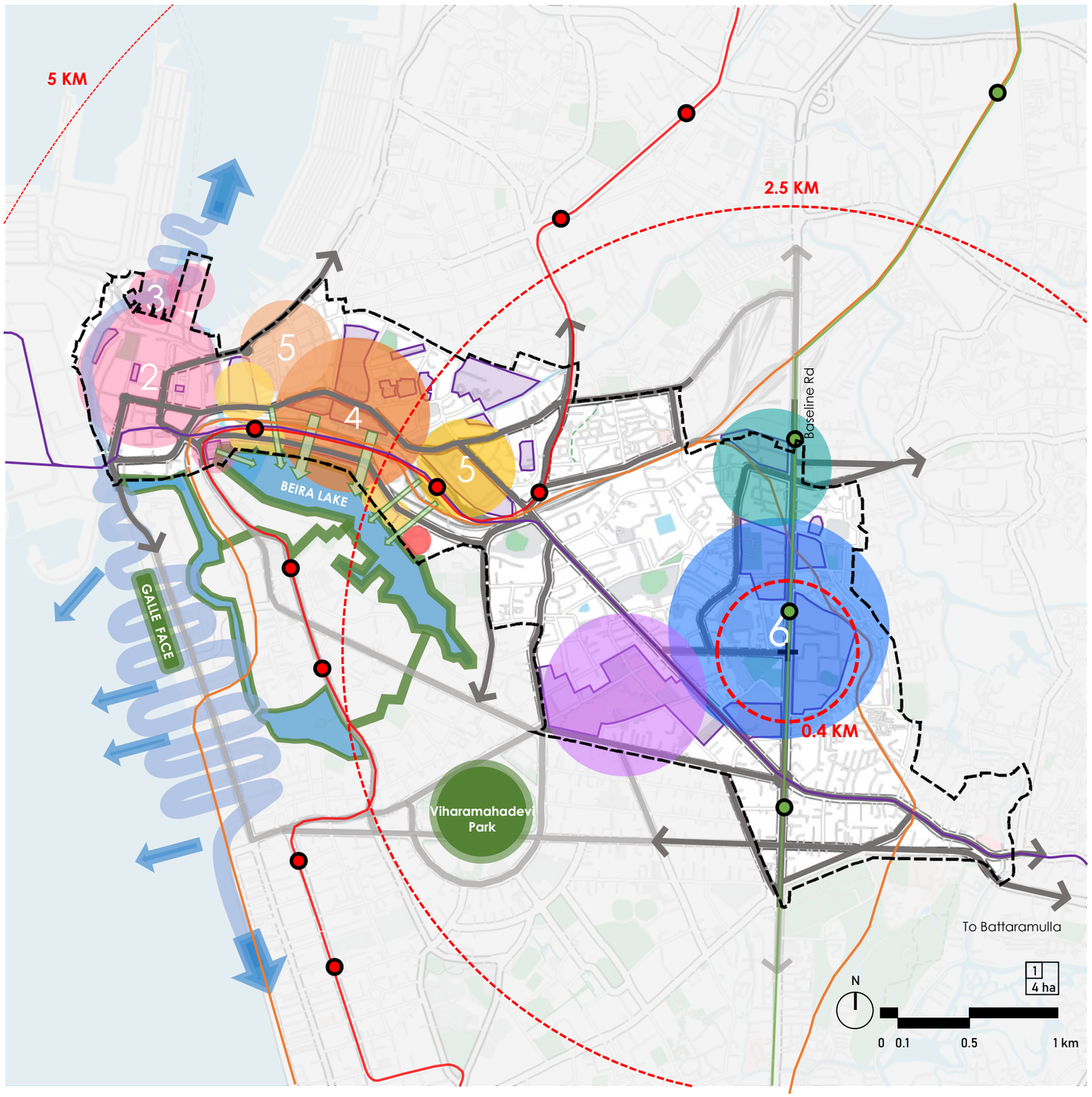
Existing National Hospital of Sri Lanka



E S I

7. Regional Centre

A new synergy of future city with advanced and connected infrastructure, developed economy and social cohesion within 5 km radius from the new CBD.



LEGEND:

- Existing Railway
- LRT Red Line
- LRT Port City
- LRT Green Line

COLOMBO CBD AREA
STRUCTURE PLAN

E S I

1. **Land Value Capture**. Leverage the strategic public land parcels to increase land value for economic and social benefits (e.g. through Land Use change and shifting of functions).

2. **The Fort.** Urban transformation and revitalisation of the Fort area through conservation, preservation and intensification.

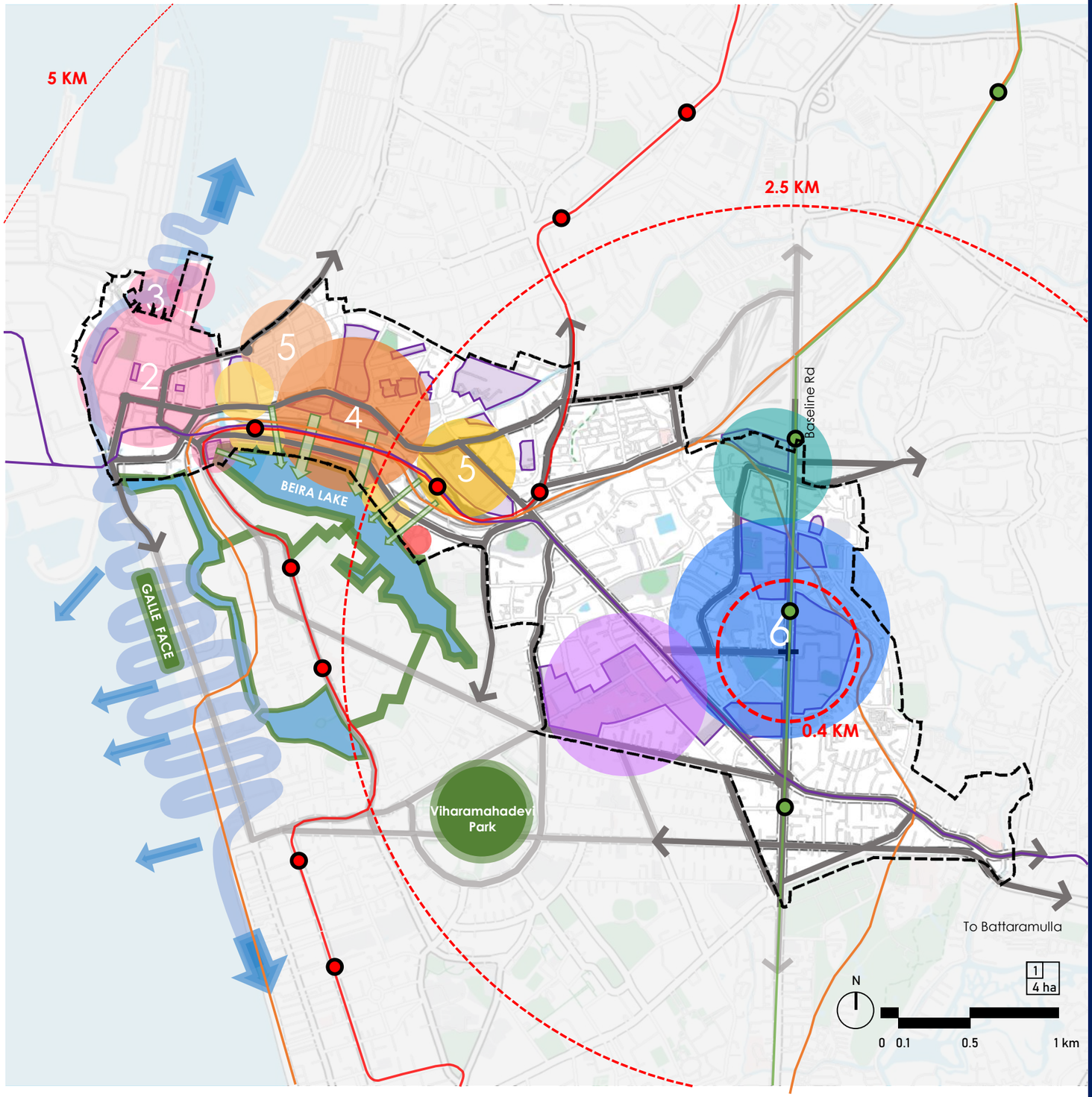
3. **Tourism & Hospitality Belt.** Expand the tourism and hospitality belt along the waterfront into the Fort.

4. **TOD.** Integrate Multi-Modal Transport Hub (MMTH) with mixed-use functions to create a vibrant and connected place oriented towards Beira Lake.

5. **Urban Regeneration through placemaking strategies.** Placemaking through urban acupuncture at Pettah Bazaar and building new mixed-use developments oriented towards Beira Lake.

6. **Borella CBD expansion.** Expand a new CBD into Borella to support the core CBD by utilising the extensive transport networks. Three key CBD zones are introduced: High Density mixed-use centre, National Hospital centre, and Business Park.

7. **Regional Centre.** A new synergy of future city with advanced and connected infrastructure, developed economy and social cohesion within 5 km radius from the new CBD.



COLOMBO CBD AREA
CONNECTIVITY AND KEY INTERVENTIONS

To achieve key development strategies, it is critical to build main green networks that connect key land/projects for intervention with existing public open spaces. Green networks function as the main corridor for pedestrians to move and perform their daily activities. This is to enhance connectivity and mobility to promote livability and vibrancy. In certain areas, improved connectivity will increase footfall for tourism and commercial activities.

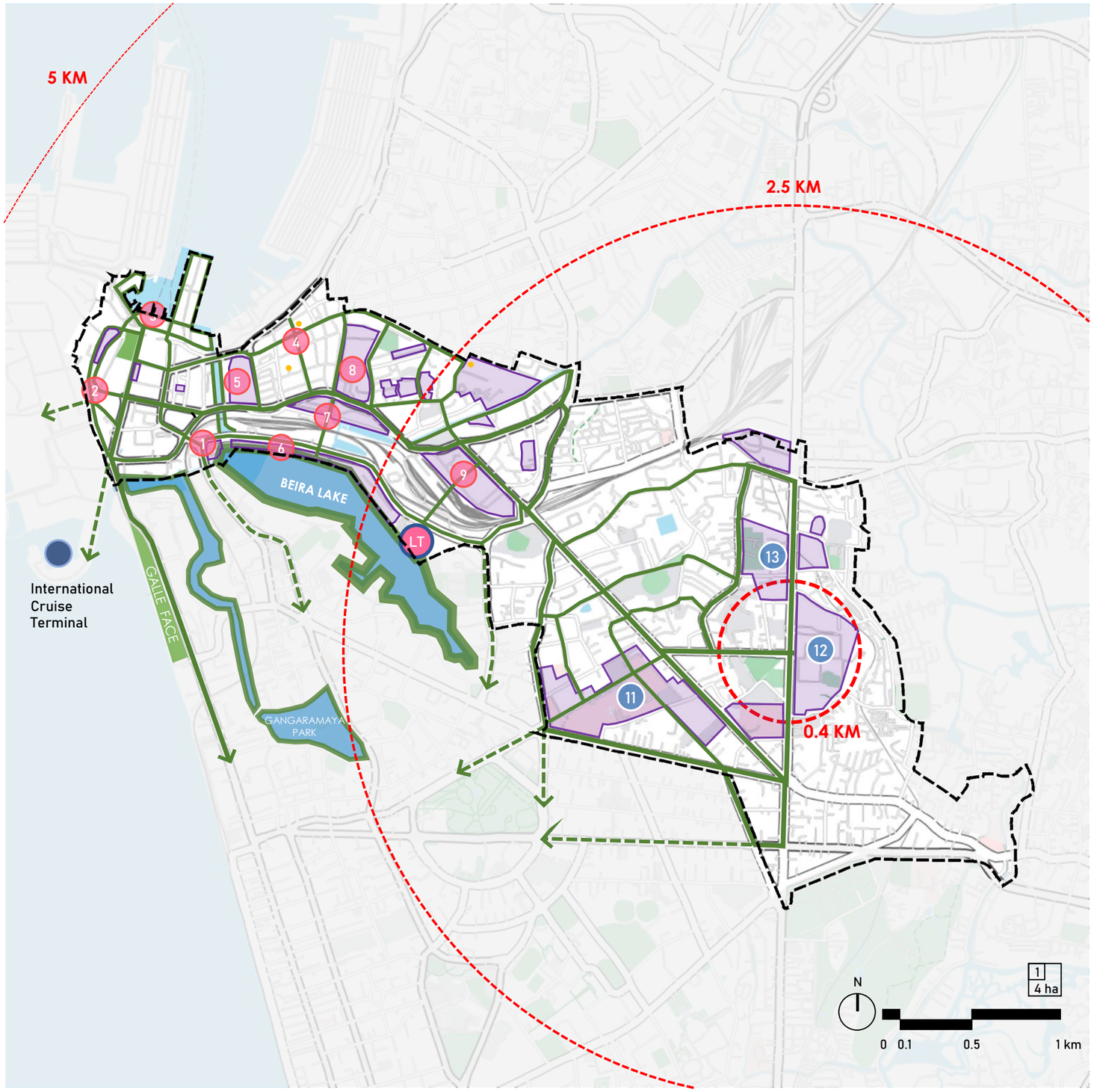
LEGEND:

1. Waterfront Mixed-use Development
2. Lighthouse Recreational Development
3. Colombo Harbour Jetty & Pier Regeneration
4. Pettah Urban Acupuncture
5. Mixed-use Development
6. Lakeside Mixed-use Development
7. TOD Mixed-use Development
8. TOD Mixed-use Development
9. TOD Mixed-use Development

LT. Colombo Lotus Tower

REGIONAL CENTRE:

11. National Hospital of Sri Lanka Redevelopment
12. High Density Mixed-use Development
13. High Density Mixed-use Development



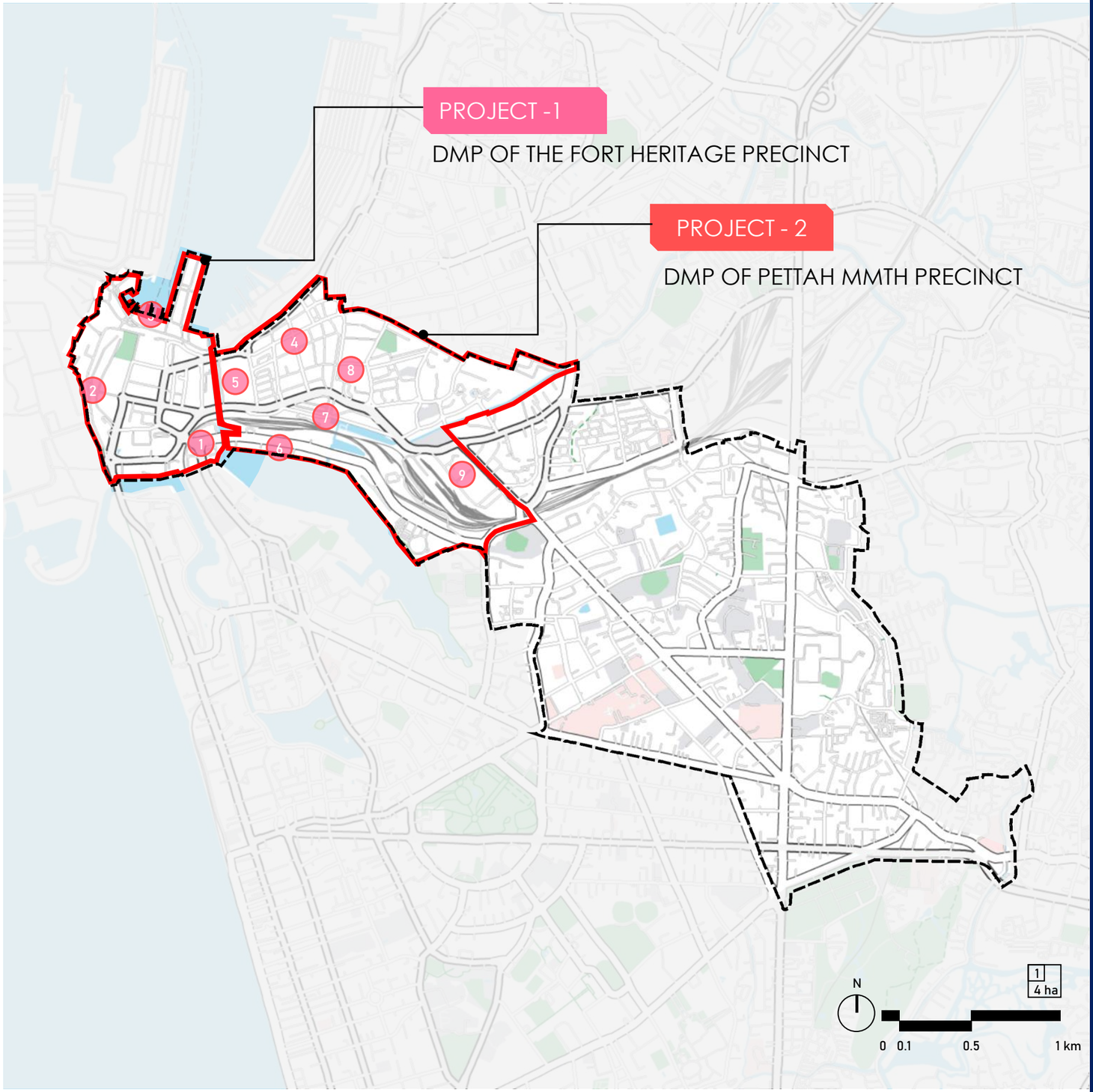
COLOMBO CBD AREA - CONCLUSION

PROJECT 1 & 2 – DMP BOUNDARIES

Based on the overall comprehensive assessment and analysis, the following two boundaries (refer to the map) are selected for Project 1 and 2, for further detailed master plan (of maximum 100 Ha) and selected intervention projects within each project will be developed into Urban Design Guidelines with implementation framework.

The two boundaries are framed within the Fort Heritage Core area and Pettah MMTH area due to its significant importance as the catalyst projects which sit on premium urban land with great potential to drive change and transformation. In addition, within these two boundaries sit 9 potential intervention projects that are important for the CBD core area.

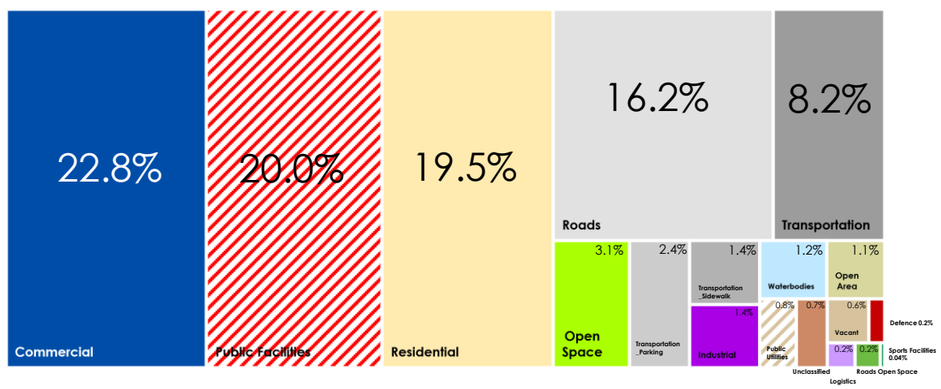
In the next chapter, it will elaborate further the concept plan proposal together with development objectives and programs.

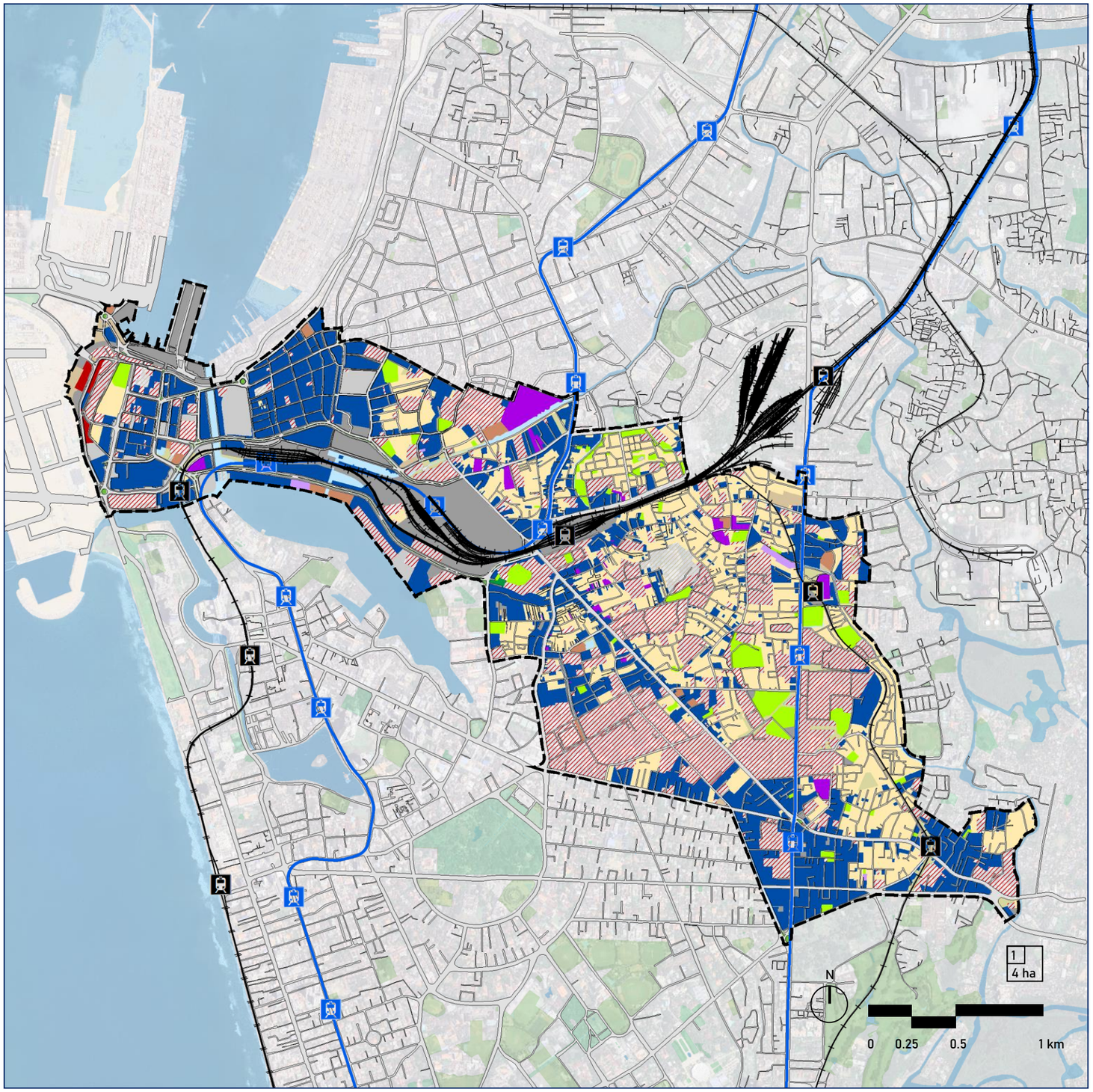


COLOMBO CBD AREA
EXISTING LAND USE PLAN

The existing land use is predominantly commercial (22.8%), public facilities (20%), and residential (19.5%). In addition, roads and transportation occupy a total of 28.2%, while open space occupies 3.1%.

EXISTING LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Commercial		166.8	22.8%
2	Defence		1.6	0.2%
3	Industrial		10.3	1.4%
4	Logistics		1.6	0.2%
5	Open Area		7.8	1.1%
6	Open Space		22.6	3.1%
7	Public Facilities		146.4	20.0%
8	Public Utilities		5.9	0.8%
9	Residential		142.7	19.5%
10	Roads		118.6	16.2%
11	Roads_Open Space		1.5	0.2%
12	Sports Facilities		0.3	0.04%
13	Transportation		60.0	8.2%
14	Transportation_Parking		17.7	2.4%
15	Transportation_SideWalk		10.4	1.4%
16	Unclassified		5.0	0.7%
17	Vacant		4.2	0.6%
18	Waterbodies		9.1	1.2%
Total			732.5	100.0%

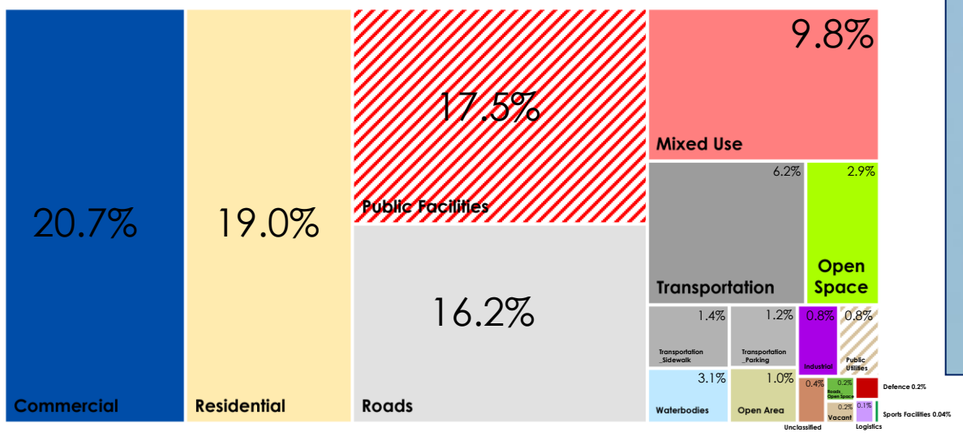


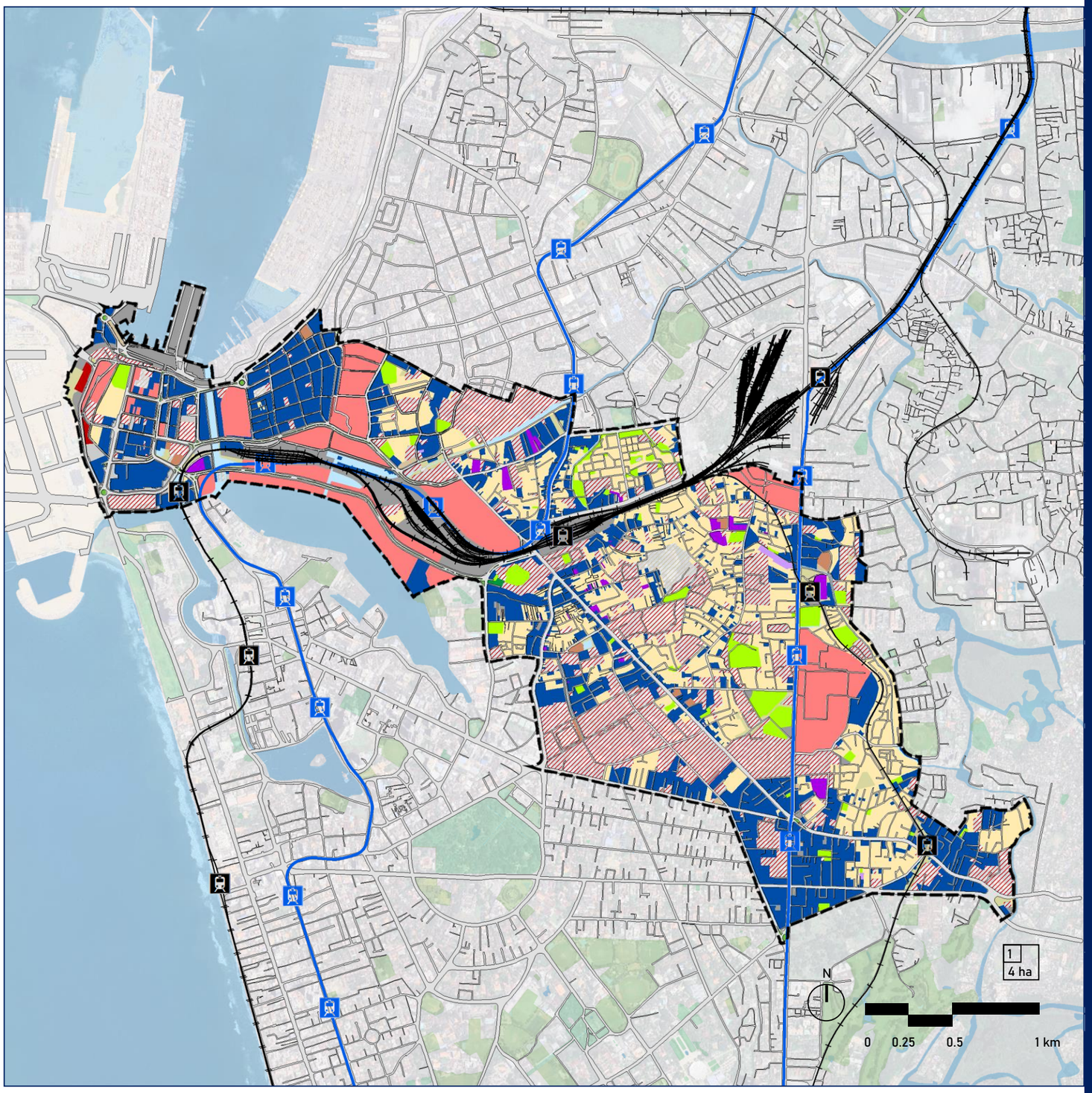


COLOMBO CBD AREA
PROPOSED LAND USE PLAN

The proposed land use plan transforms most of the intervention sites, which are currently public facilities, vacant land, and commercial, into mixed-use land to optimise their value for future development. The total proposed mixed-use land comprises 9.8% of the total land area.

PROPOSED LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Commercial		151.8	20.7%
2	Defence		1.2	0.2%
3	Industrial		6.0	0.8%
4	Logistics		0.9	0.1%
5	Mixed Use		71.6	9.8%
6	Open Area		7.7	1.0%
7	Open Space		21.4	2.9%
8	Public Facilities		128.5	17.5%
9	Public Utilities		5.9	0.8%
10	Residential		139.5	19.0%
11	Roads		118.6	16.2%
12	Roads_Open Space		1.5	0.2%
13	Sports Facilities		0.3	0.0%
14	Transportation		45.8	6.2%
15	Transportation_Parking		8.6	1.2%
16	Transportation_SideWalk		10.5	1.4%
17	Unclassified		2.7	0.4%
18	Vacant		1.3	0.2%
19	Waterbodies		9.1	1.2%
Total			732.5	100.0%





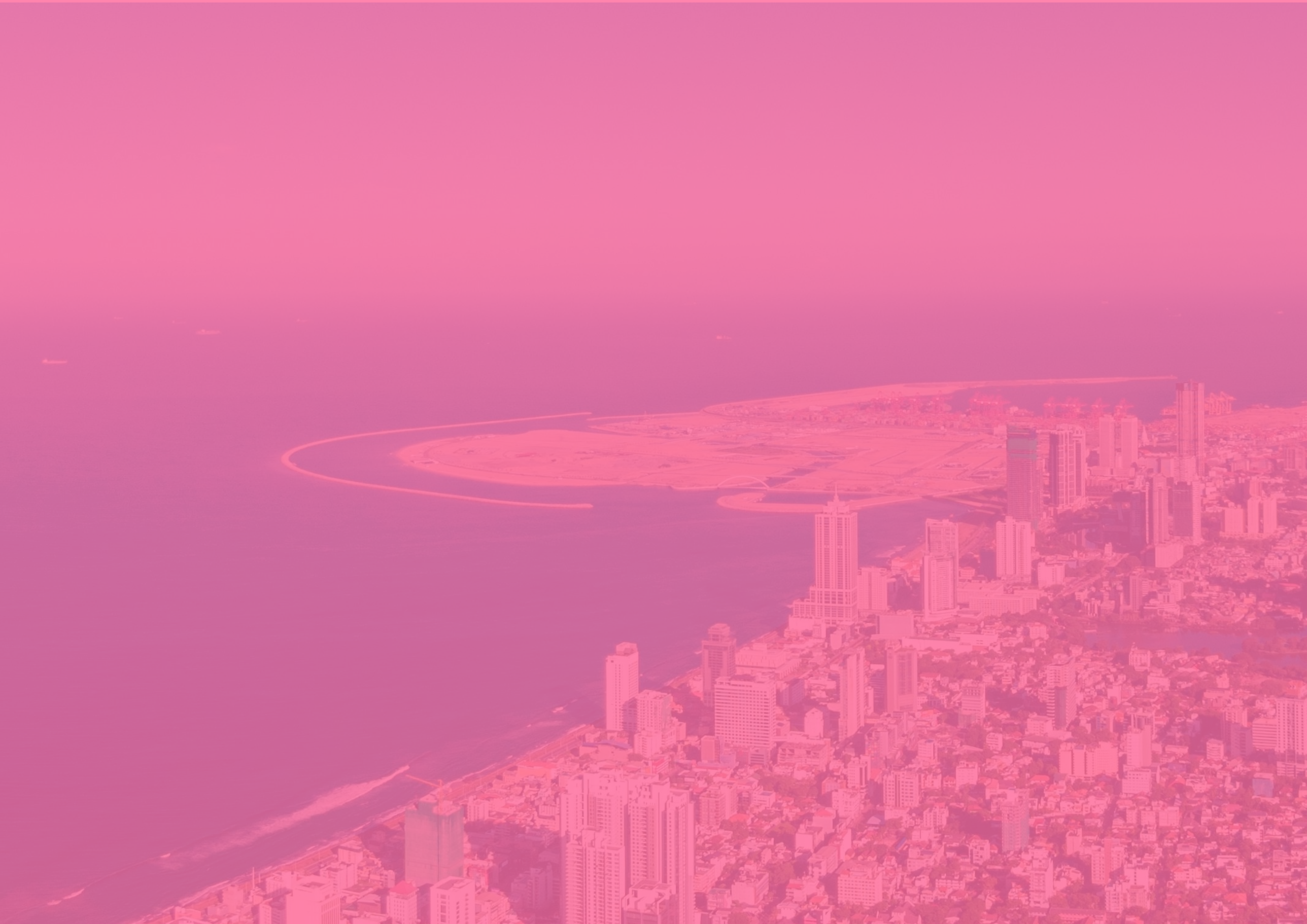
03

PROJECT - 1

THE FORT HERITAGE PRECINCT

This chapter presents the detailed design for the Fort Heritage Precinct. The content is divided into three sections: Project Overview, Site Analysis, Urban Design Proposal and Priority Interventions.

Project Overview provides a summary including the objectives and existing & proposed Land Use Plan. Site Analysis outline significant information on the existing site condition. Urban Design Proposal provides planning principles, detailed development programs, zoning, and implementation frameworks. And finally, Priority Intervention provides Urban Design Guidelines for selected intervention project.



3.1
PROJECT OVERVIEW



PROJECT OVERVIEW
THE FORT HERITAGE PRECINCT

Objectives

- **To promote tourism and encourage optimum use of the buildings while preserving the colonial architecture**
- **To maintain historic characters**

Project Boundary

Area = 78.8 HA

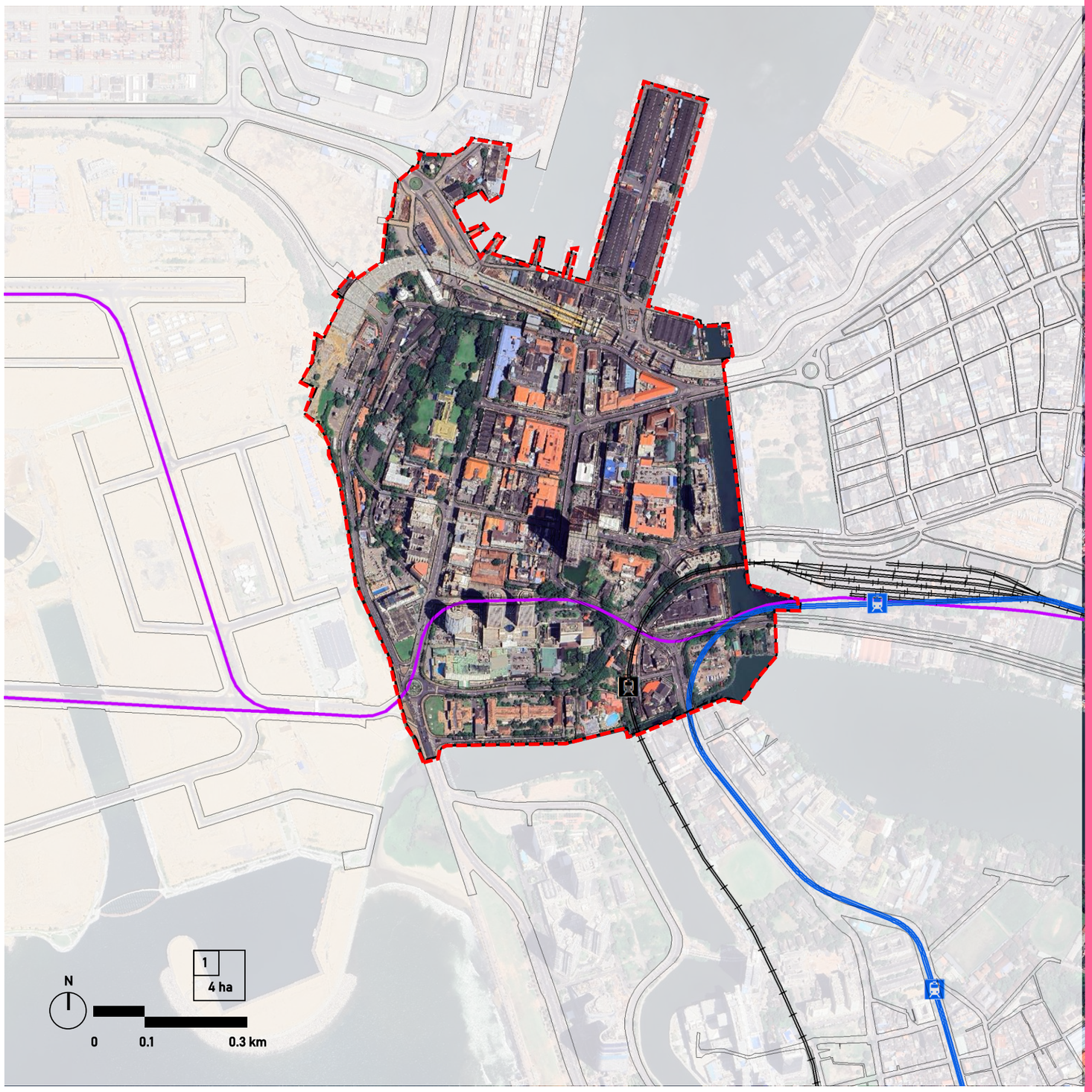
Proposal Interventions

A. Public realms

1. Pedestrian Networks & Streetscape
2. Waterfront Promenade

B. Project Interventions

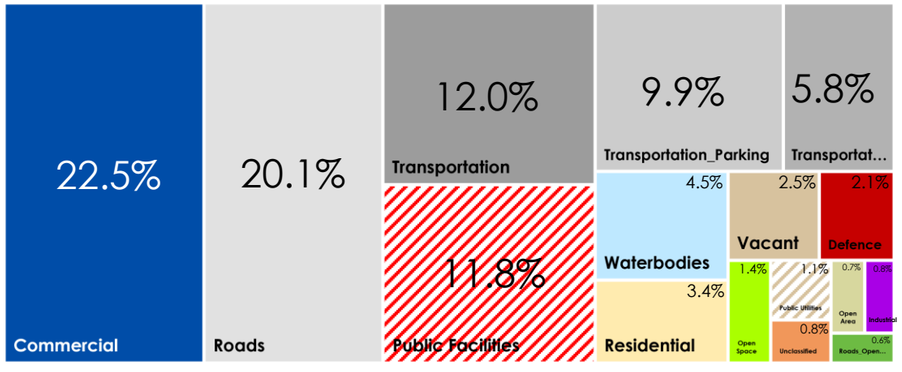
1. Colombo Harbour –Jetty & Pier
2. Parking Site @ York Street
3. Sri Lanka Navy Headquarters

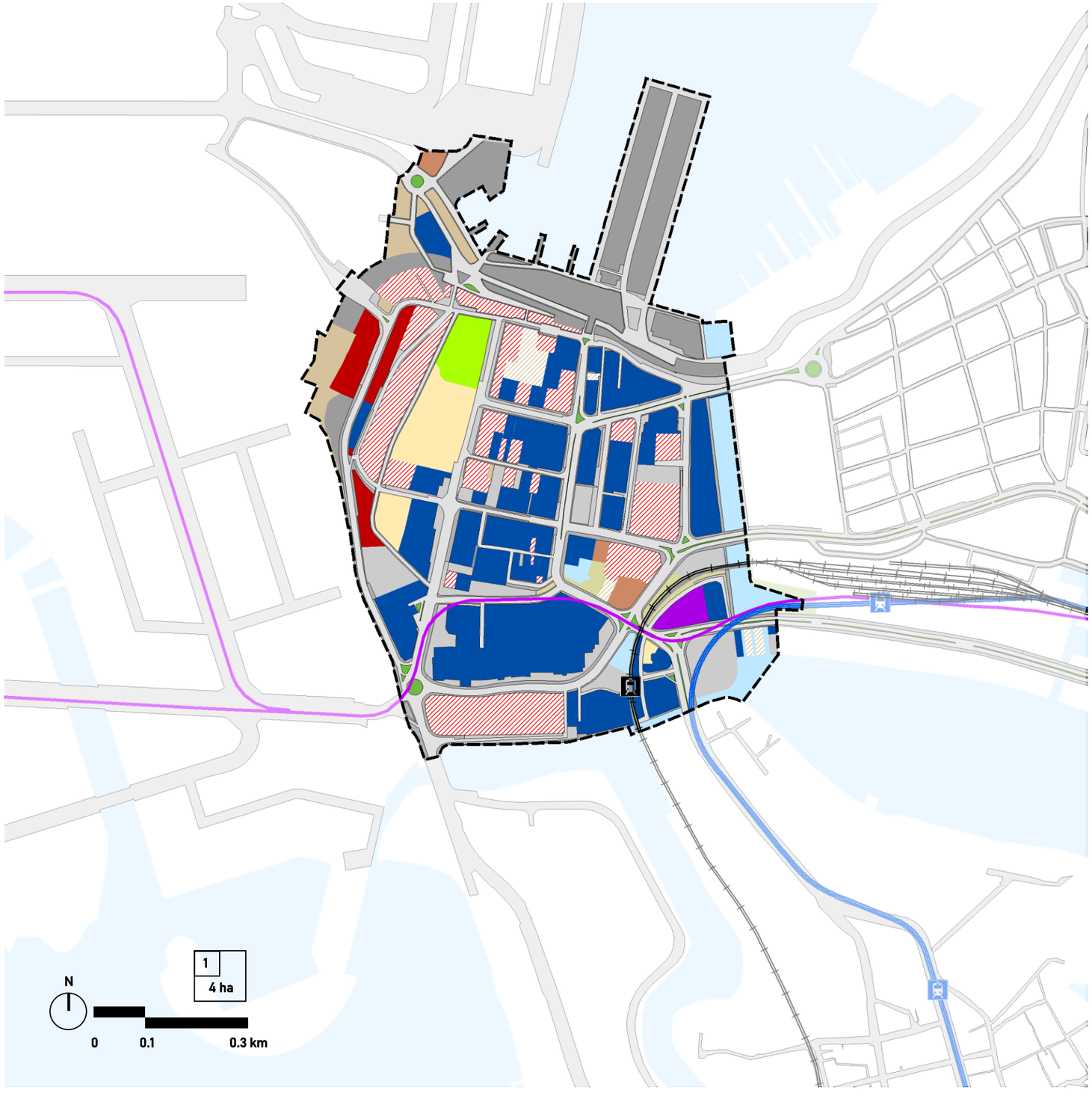


PROJECT OVERVIEW
EXISTING LAND USE PLAN

The existing land use is predominantly commercial (22.5%), roads and transportation (47.8%), and public facilities (11.8%). With the ongoing relocation plan of government public buildings out of the Fort area, most of the existing public buildings (public facilities land) will be converted to commercial and mixed-use land.

EXISTING LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Commercial		17.7	22.5%
2	Defence		1.6	2.1%
3	Industrial		0.5	0.7%
4	Open Area		0.6	0.8%
5	Open Space		1.1	1.4%
6	Public Facilities		9.3	11.8%
7	Public Utilities		0.9	1.1%
8	Residential		2.7	3.4%
9	Roads		15.8	20.1%
10	Roads_Open Space		0.5	0.6%
11	Transportation		9.5	12.0%
12	Transportation_Parking		7.8	9.9%
13	Transportation_SideWalk		4.6	5.8%
14	Unclassified		0.6	0.8%
15	Vacant		2.0	2.5%
16	Waterbodies		3.6	4.5%

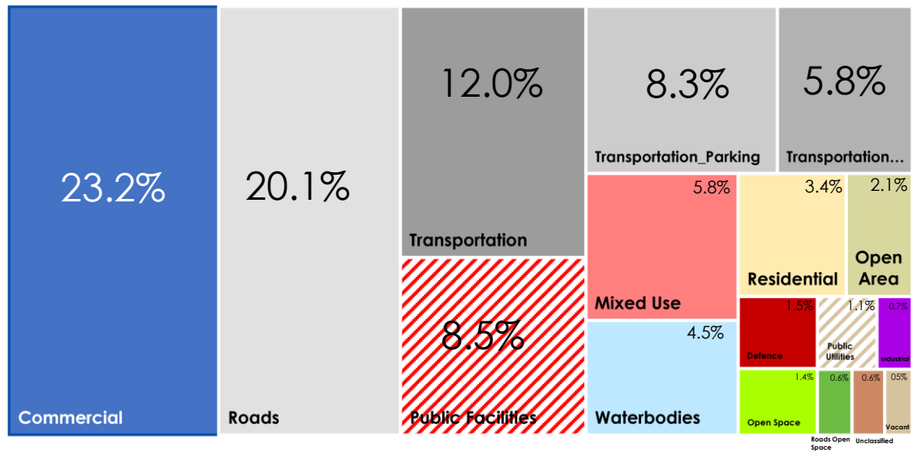


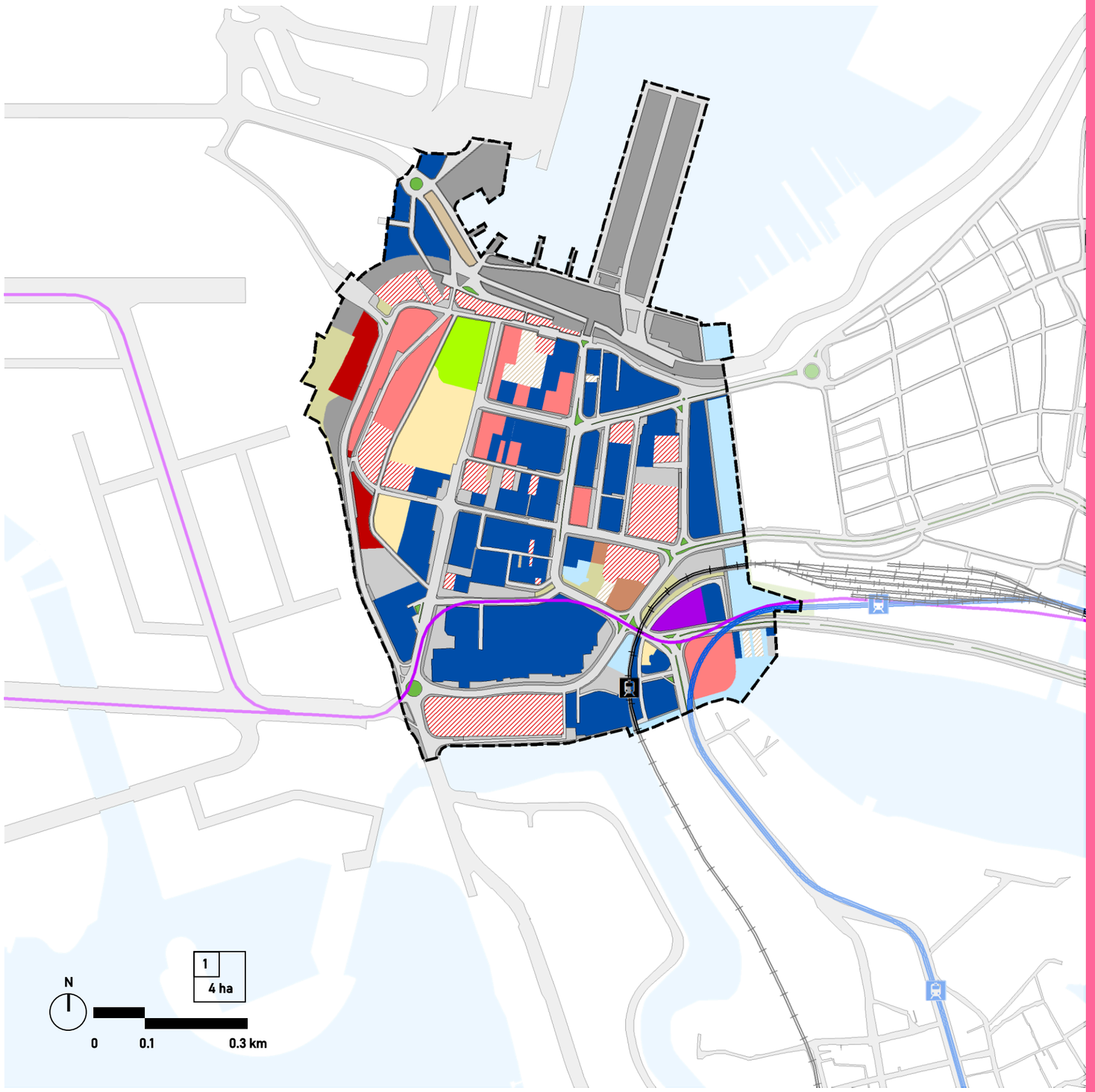


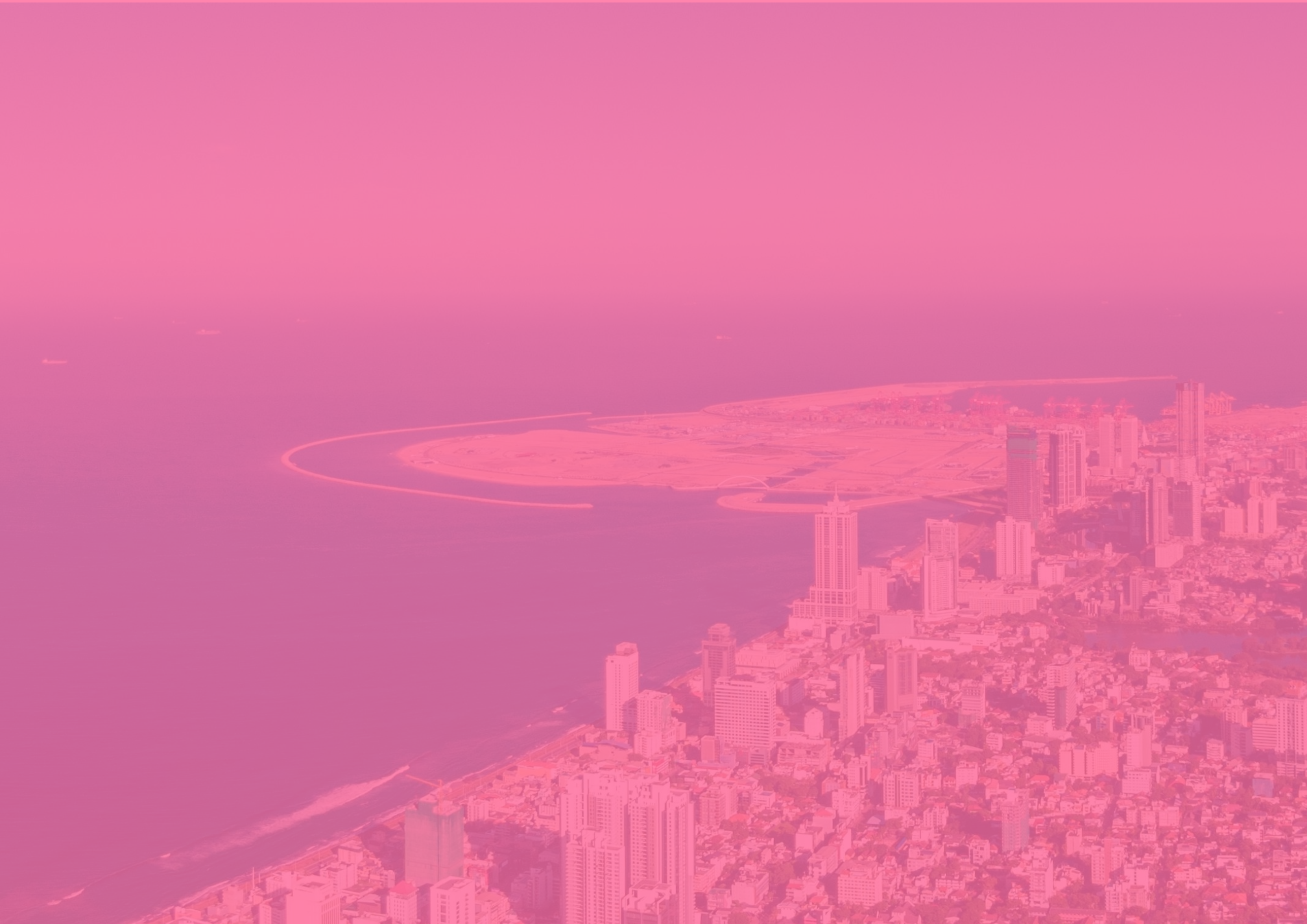
PROJECT OVERVIEW
PROPOSED LAND USE PLAN

The proposed land use plan is developed with the objective of increasing the land value of the existing (public facilities) land for commercial and mixed use to transform the Fort Heritage precinct into a tourism zone. Hence, the proposal allocates 4.6 Ha of the total land area for mixed-use purposes.

PROPOSED LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Commercial		18.3	23.2%
2	Defence		1.2	1.5%
3	Industrial		0.5	0.7%
4	Mixed Use		4.6	5.8%
5	Open Area		1.7	2.1%
6	Open Space		1.1	1.4%
7	Public Facilities		6.7	8.5%
8	Public Utilities		0.9	1.1%
9	Residential		2.7	3.4%
10	Roads		15.8	20.1%
11	Roads_Open Space		0.5	0.6%
12	Transportation		9.5	12.0%
13	Transportation_Parking		6.5	8.3%
14	Transportation_SideWalk		4.6	5.8%
15	Unclassified		0.4	0.6%
16	Vacant		0.4	0.5%
17	Waterbodies		3.6	4.5%





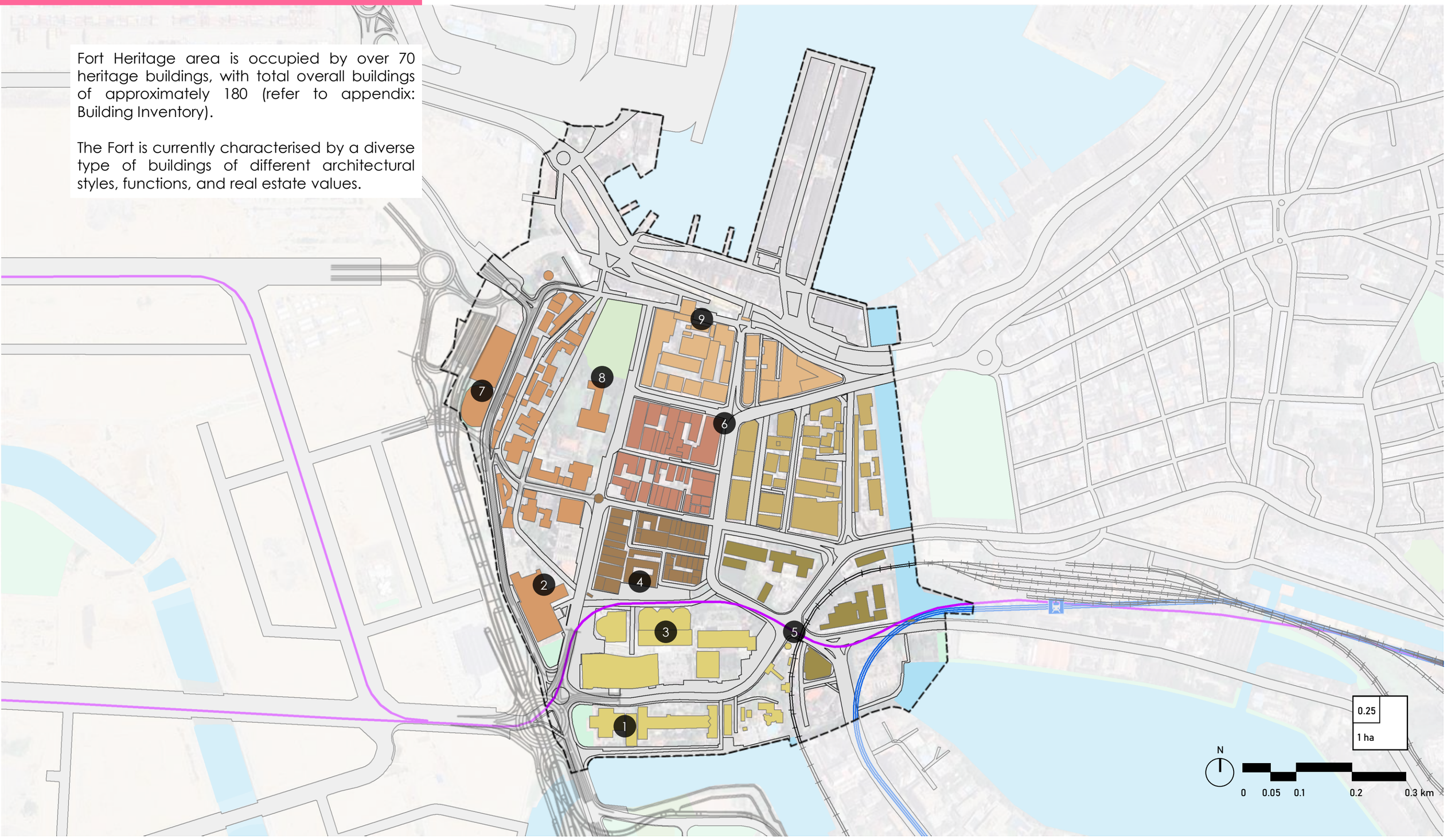


3.2
SITE ANALYSIS

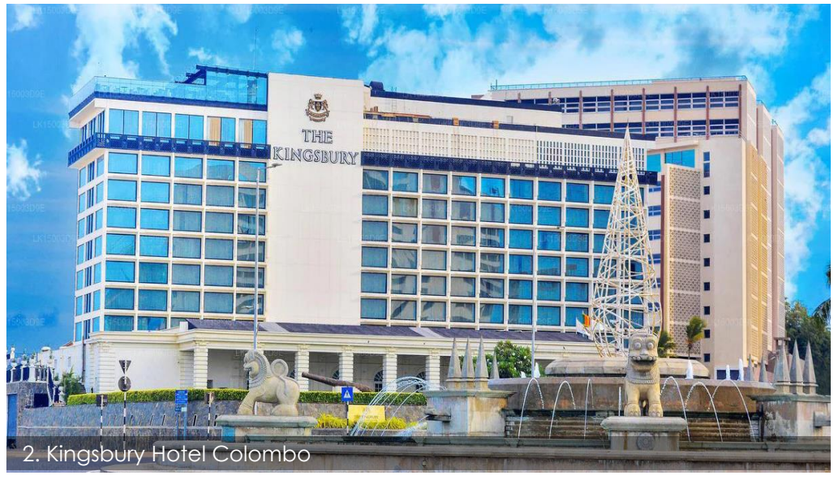
BUILDING INVENTORY
DIVERSE TYPES AND FUNCTIONS

Fort Heritage area is occupied by over 70 heritage buildings, with total overall buildings of approximately 180 (refer to appendix: Building Inventory).

The Fort is currently characterised by a diverse type of buildings of different architectural styles, functions, and real estate values.




1. Old Parliament Building



2. Kingsbury Hotel Colombo


3. World Trade Centre


4. Old Colombo Dutch Hospital


5. Sambuddhaloka temple



6. Cargills


7. Colombo Galbokka Lighthouse


8. President's House

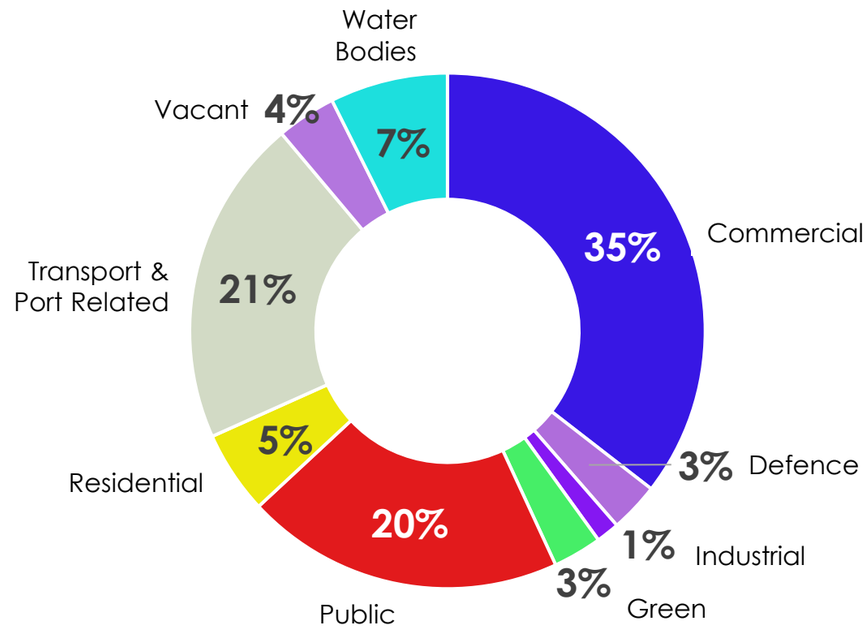

9. St. Peter's Church Fort

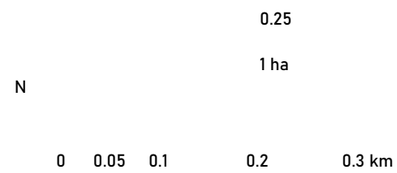
The existing buildings of different asset class offer a diverse real estate values. The current land area allocation is predominantly occupied by Commercial and Hospitality (16 Ha), Public Buildings (11.29 Ha), Residential (2.7 Ha), and Retail (2.13 Ha).

To optimise the real estate value of the existing land, one strategy is to convert and utilize most of the public building land for other commercial function especially hospitality and retail, as both asset type has a potential growth.

REAL ESTATE ASSET CLASS

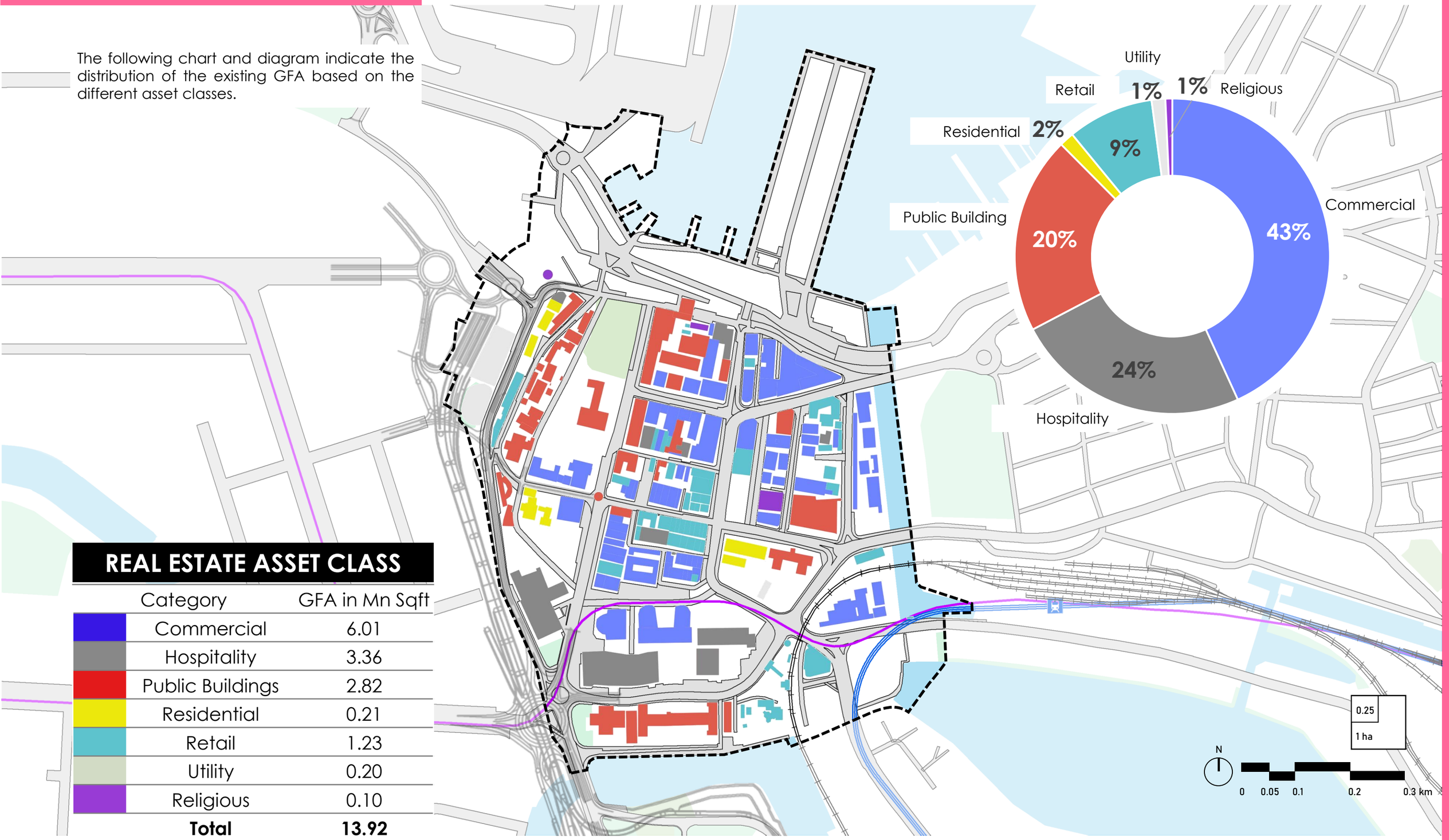
Category	Land Area (HA)
Commercial	10.44
Hospitality	5.83
Public Buildings	11.29
Residential	2.70
Retail	2.13
Utility	0.89
Religious	0.54
Total	**33.83**





REAL ESTATE
EXSTING GFA DISTRIBUTION

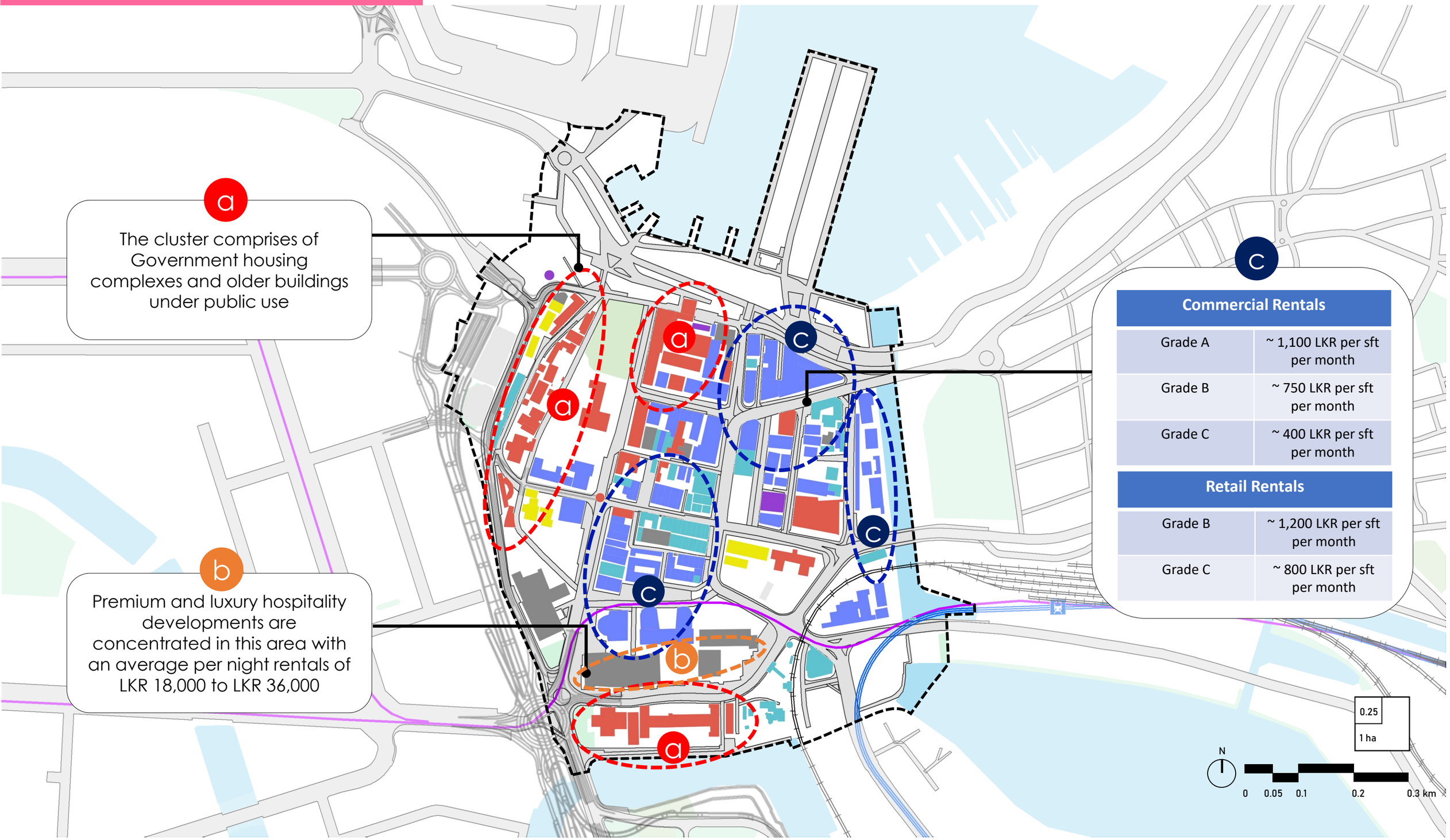
The following chart and diagram indicate the distribution of the existing GFA based on the different asset classes.



REAL ESTATE ASSET CLASS

Category	GFA in Mn Sqft
Commercial	6.01
Hospitality	3.36
Public Buildings	2.82
Residential	0.21
Retail	1.23
Utility	0.20
Religious	0.10
Total	**13.92**

REAL ESTATE
EXSTING REAL ESTATE VALUE



REAL ESTATE
EXISTING ASSETS PROFILING

	Zoning Area (in Hectare)	GFA (In Mn sft)
Residential	~3	~0.2
Commercial	~18	~6
Retail		~1
Hospitality		~3
Public Buildings	~11	~3

Grade A	3.6 Mn sft	Grade B	1.8 Mn sft	Grade C	0.4 Mn sft

Grade B	0.7 Mn sft	Grade C	0.4 Mn sft

Budget	~20 Keys	Premium	~200 Keys	Luxury	~250 Keys

Definitions

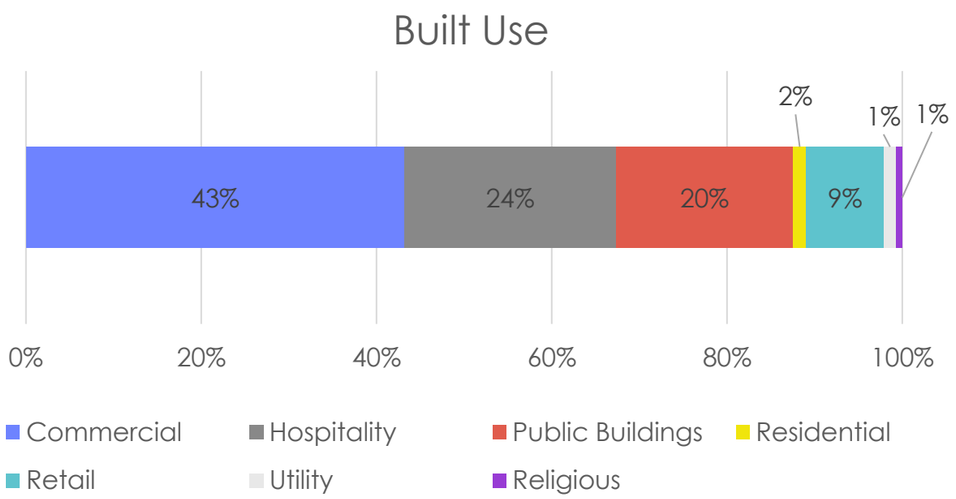
Commercial

- ***Grade A**: A development with area not less than 10,000 sft or height more than 7 floors*
- ***Grade B**: A development with area not less than 5,000 sft or height more than 4 floors*
- ***Grade C**: A development less than 5,000 sft and height less than 4 floor*

Retail

- ***Grade B**: A retail development with more than 900 sft and not greater than 12,000 sft area*
- ***Grade C**: A retail development with an area less than 900 sft*

REAL ESTATE
DEVELOPMENT POTENTIAL



Commercial

Category	Total Employment Generated	Share
Grade A	~30,000	61%
Grade B	~17,000	31%
Grade C	~5,000	8%

Hospitality

Category	No. of Keys	Share
Budget	~250	5%
Premium	~2,000	54%
Luxury	~3,000	41%

Retail

Category	Revenue (Mn LKR/Year)	Share
Grade B	~9,000	60%
Grade C	~4,000	40%

~9,000 LKR

Commercial
Revenue generated per sft per year

~9,700 LKR

Hospitality
Revenue generated per sft per year

~10,500 LKR

Retail
Revenue generated per sft per year

Steps	Region	Methodology	
1	Sri Lanka	**Projection of Tourist Arrivals**	SLTDA- Survey of Departing Tourists 2019, Annual Tourist Statistics 2023
2		**Identification of Tourists with Heritage Interest**	SLTDA Tourism Sector report
3		**Determination of Average Stay Duration**	SLTDA
4		**Estimation of Tourist Spends during the Trip**	SLTDA- Annual Tourist Statistics 2023
5	Western Province	**Identification of share of Tourists with Heritage Interest in Western Province**	SLTDA Tourism Sector report
6		**Determination of Average Stay Duration**	SLTDA
7		**Estimation of Tourist Spends during the Trip**	SLTDA- Annual Tourist Statistics 2023
8	Project Level	**Population and Employment Projections**	Based on Asset wise Benchmarks, market occupancy rates

REAL ESTATE
TOURISM PROJECTION

Sri Lanka Statistics

1,487,303
Tourist Arrivals

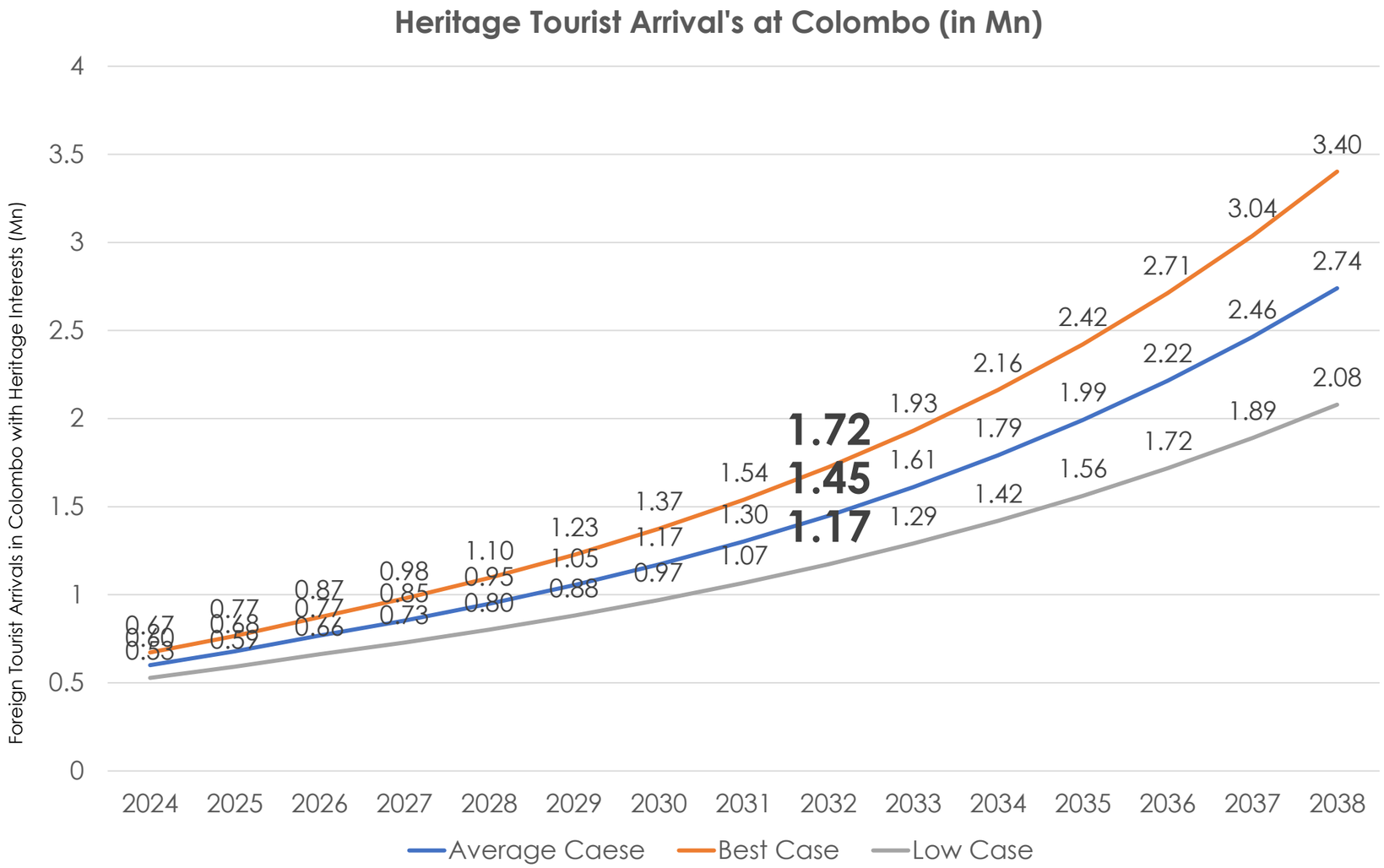
2,068 Mn USD
Total Revenue

~ 11,517,198 USD
Total Revenue from Foreign tourist's

~ 8-9
Nights of Stay

~ 24 to 70 USD
Average Tourist Expenditure per Night

Source: SLTDA Tourism annual statistics - 2023



3.5
Current average Nights of Stay in Colombo

Tourist Categorization Based on Spending Capacity (Foreign Tourist in numbers)

Low	~ 0.75 Mn
Mid	~ 0.18 Mn
High	~ 0.20 Mn

Source: Based on projections at conservative range in 2032

NOTES

Tourist Categorisation based on spending capacity is arrived based on the stay preferences of arriving tourist
i.e.
- Luxury / Premium Hotels & Resorts cater to High spending Tourist
- Mid-end Hotels cater to Tourists with mid-level spending capacity
- Hostels, Dormitories, Budget hotels, home stays cater to Low spending Tourists

ROAD NETWORK
EXISTING ROW



LEGEND:

- 6 m wide road
- 10 m wide road
- 16 m wide road
- 18 m wide road
- 20 m wide road
- 22 m wide road
- 24 m wide road
- 26 m wide road
- 28 m wide road
- 30 m wide road

Church Street
Colombo Port Main Road
Main Street
Chaithya Road
Galle Buck Road
Flag Staff Street
Janadhipathi Mawatha
Layden Bastian Road
Sri Baron Jayathilake Mawatha
Muddige Mawatha
York Street
Sir Razik Fareed Mawatha
Duke Street
Lotus Road
Biera Lake Canal
Fort Street
Upper Chatham Street
Chatham Street
Olcott Mawatha
Bank of Ceylon Mawatha
McCallum Road
Lotus Road
Galle Face Centre Road
Parsons Road

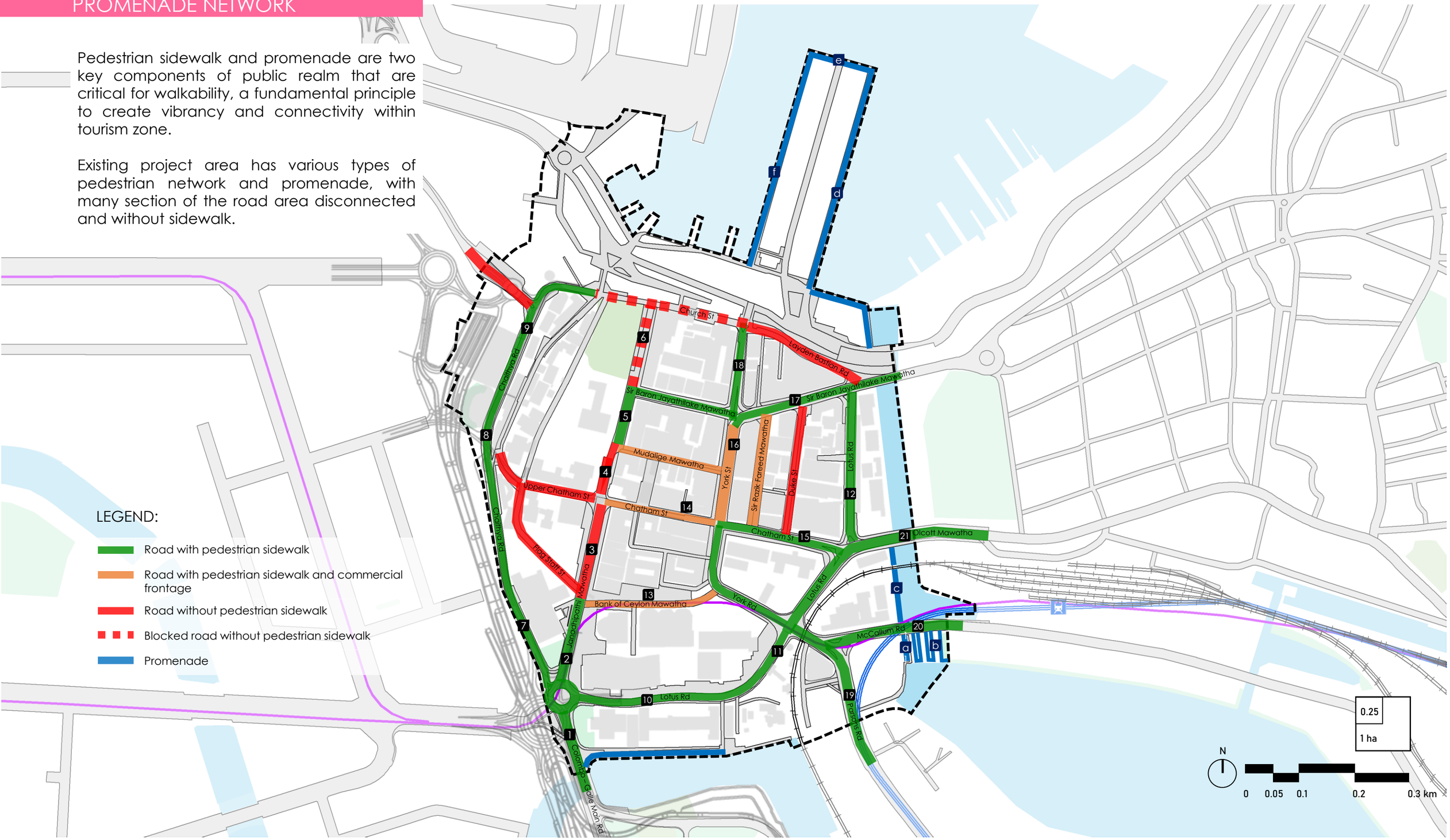
0.25
1 ha
N
0 0.05 0.1 0.2 0.3 km

PROJECT - 1

PUBLIC REALM
EXISTING PEDESTRIAN AND PROMENADE NETWORK

Pedestrian sidewalk and promenade are two key components of public realm that are critical for walkability, a fundamental principle to create vibrancy and connectivity within tourism zone.

Existing project area has various types of pedestrian network and promenade, with many section of the road area disconnected and without sidewalk.




1
Colombo – Galle Main Rd


2
Janadhipathi Mawatha


3
Janadhipathi Mawatha


4
Janadhipathi Mawatha


5
Janadhipathi Mawatha


6
Janadhipathi Mawatha


7
Chaithya Rd

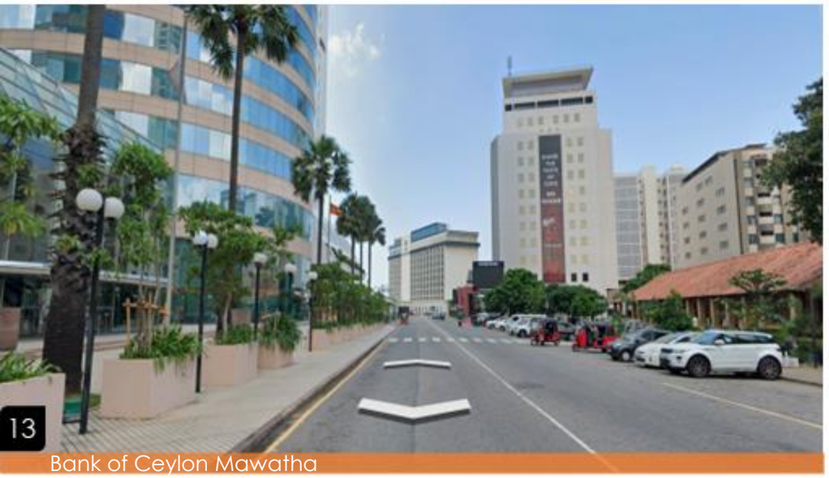

8
Chaithya Rd


9
Chaithya Rd


10
Lotus Rd


11
Lotus Rd


12
Lotus Rd

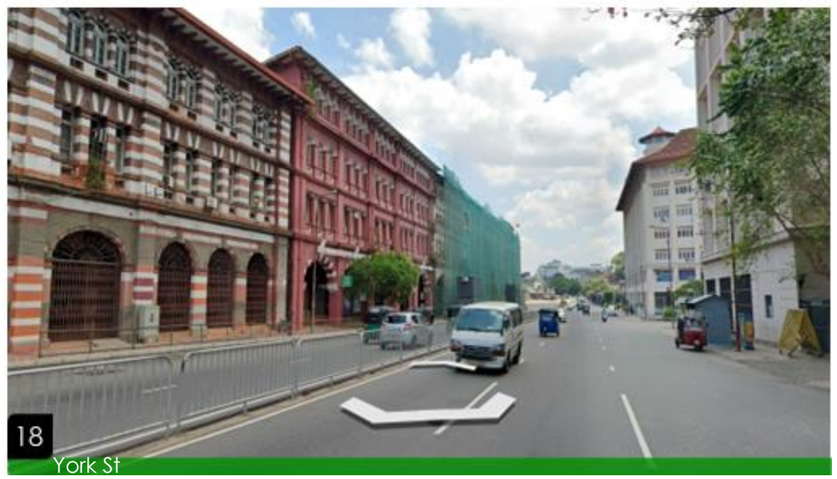

13
Bank of Ceylon Mawatha


COLOMBO
MONEY
EXCHANGE
14
Chatham St


15
Chatham St


16
York St


17
Sir Baron Jayathilake Mawatha


18
York St



Parsons Rd



McCallum Rd



Olcott Mawatha



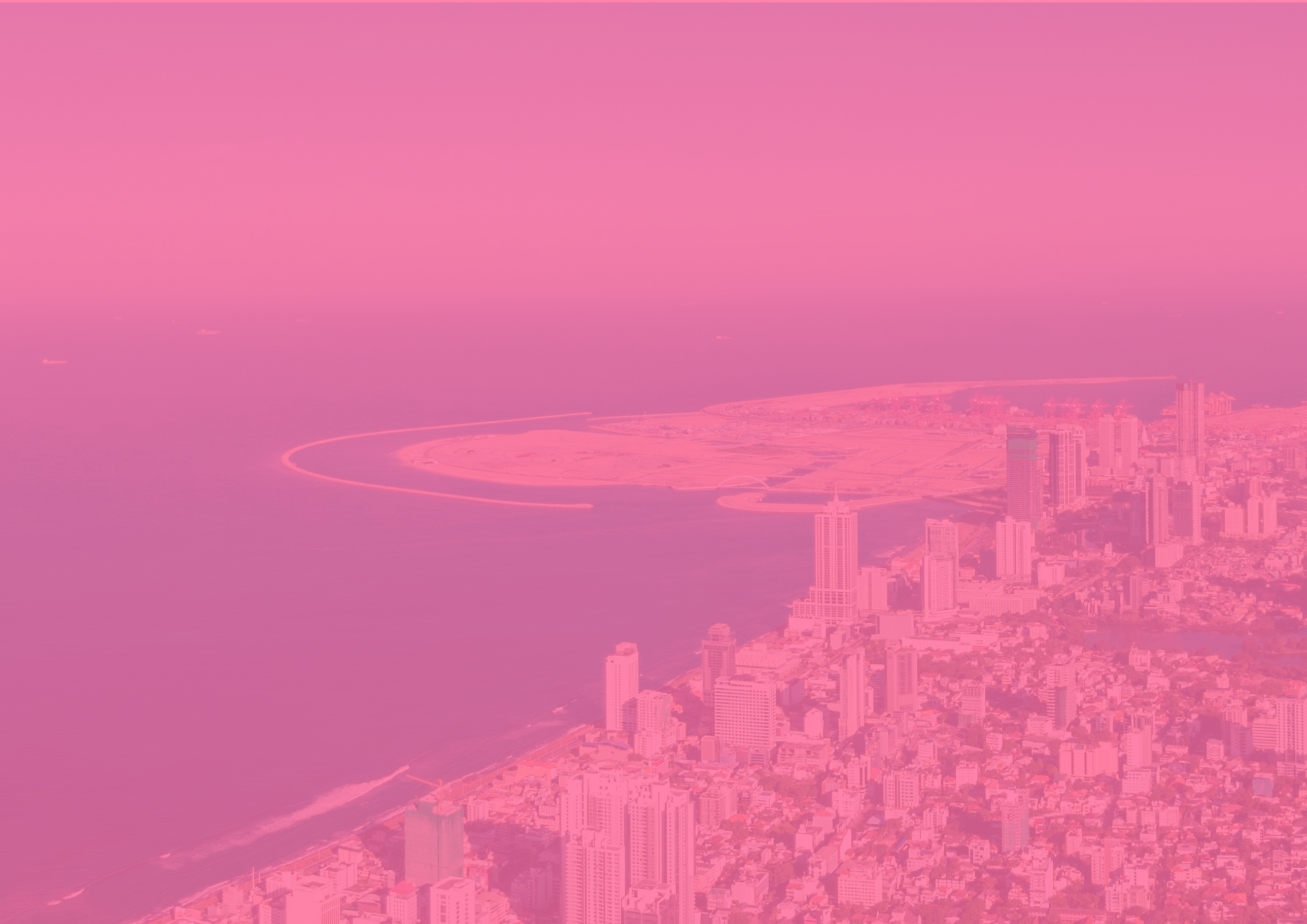










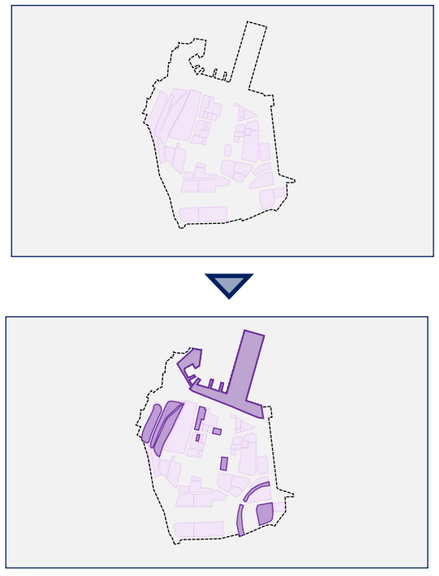


3.3
URBAN DESIGN PROPOSAL

URBAN DESIGN PROPOSAL
FIVE PRINCIPLES

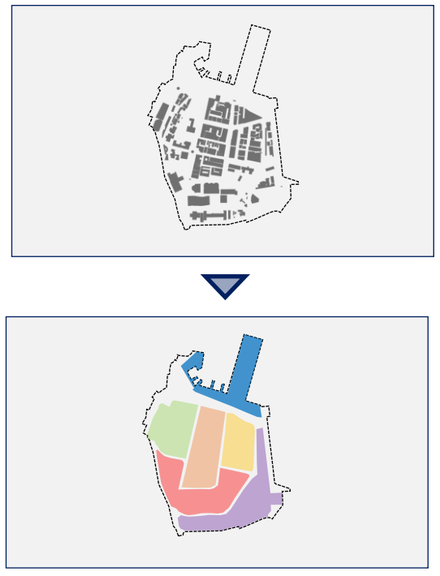
Urban design proposal for the Fort Heritage precinct is driven by the following five principles:

1 Land Value Capture – Leverage the Real Estate Potential



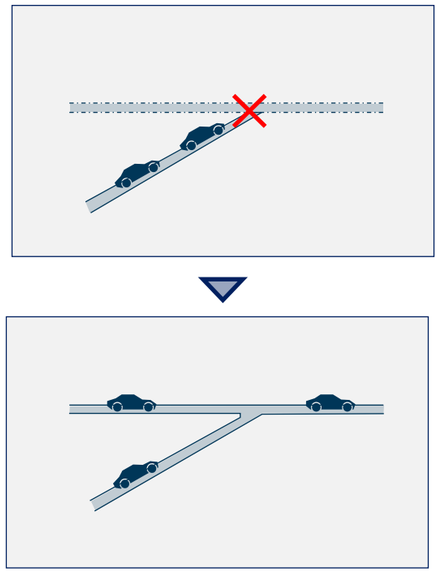
Leverage on the potential of public land for various strategic developments, including the Colombo Harbour for International passenger and cruise hub, a parking site for mixed-use development and SL Navy Headquarters for commercial and tourism.

2 Create a distinctive heritage zoning characters



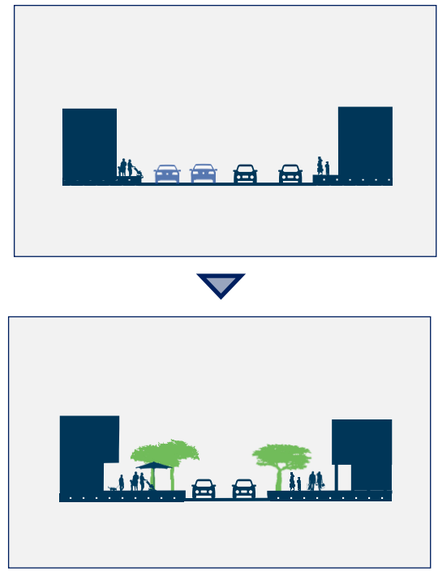
Six unique zones with distinctive characters are developed to position the Heritage zone as the new international tourism and commercial centre.

3 Create a connected transport network



A well-connected traffic management is implemented to activate an efficient transport network to cater to future needs of commuters and travellers.

4 Improve the public realm – pedestrian and promenade networks



An active and vibrant public realm is established from the two essential components: pedestrian and promenade networks.

5 Implement the Priority Interventions



Public realms and three specific plots are selected as the priority intervention to drive the transformation of the Fort Heritage precinct.

The Fort Heritage precinct is envisioned to become Colombo's tourism destination. The Colombo Harbour will serve as the primary gateway for international tourists and visitors, connecting the oceanfront to the CBD.

LAND VALUE CAPTURE
INTERVENTIONS

1 Colombo Harbour – Jetty & Pier

2 Parking Site @ York Street

3 Sri Lanka Navy Headquarters

4 Macan Marker Building

5 Landscape Gateway

6 Parking Site @ Beira Lake

7 Colombo Galbokka Lighthouse

8 Foreign Ministry

9 Sri Lanka Army Accommodation

0.25
1 ha

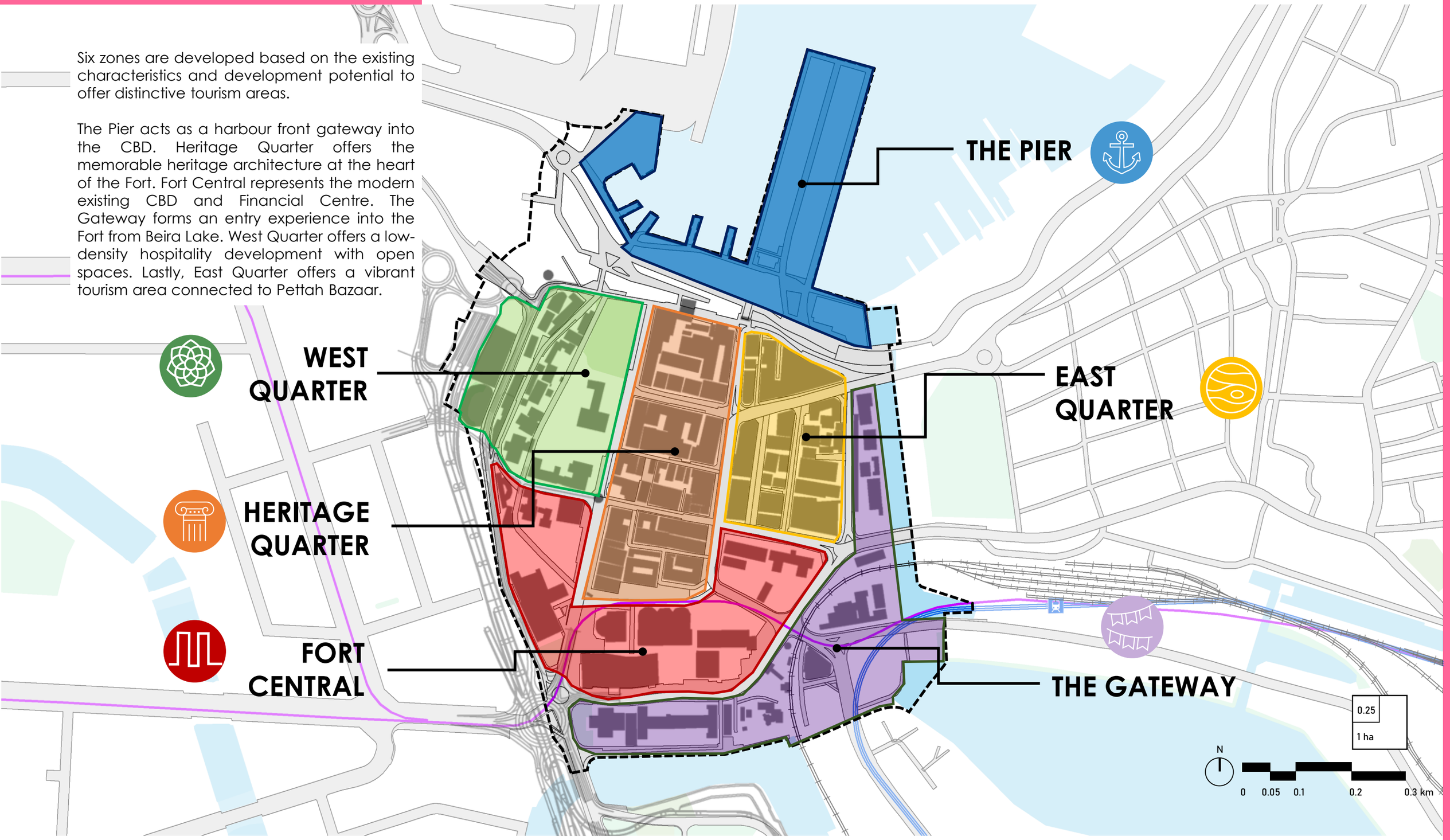
N

0 0.05 0.1 0.2 0.3 km

ZONE CHARACTERS
SIX DISTINCTIVE ZONES

Six zones are developed based on the existing characteristics and development potential to offer distinctive tourism areas.

The Pier acts as a harbour front gateway into the CBD. Heritage Quarter offers the memorable heritage architecture at the heart of the Fort. Fort Central represents the modern existing CBD and Financial Centre. The Gateway forms an entry experience into the Fort from Beira Lake. West Quarter offers a low-density hospitality development with open spaces. Lastly, East Quarter offers a vibrant tourism area connected to Pettah Bazaar.



THE PIER

The Colombo Harbour, currently hosts an old jetty & pier with four large warehouses. It boasts a prime location as a future gateway into the Fort Heritage zone. It is envisioned to transform into an international cruise and passenger terminal, complemented with a scenic waterfront avenue. The Pier zone redevelopment aims to create a vibrant tropical-themed leisure and entertainment destination for international tourists and visitors.

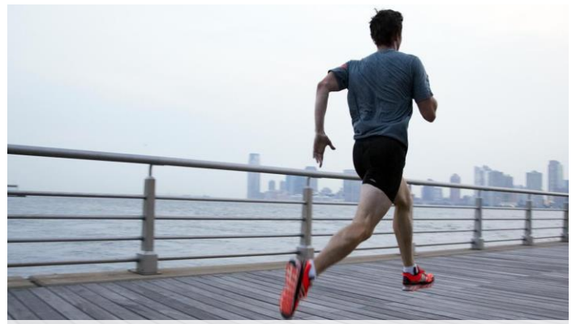




Colombo Harbour



Commercial Space at Promenade, Sydney Harbour



Promenade as Public Space



Regeneration at Sydney Harbour



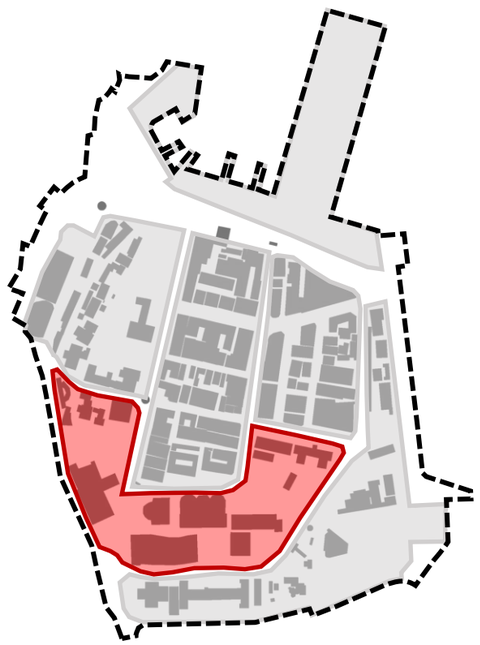
Commercial Development at Victoria Wharf, Cape town



International Cruise Hub, Ketchikan, Alaska

FORT CENTRAL

The Fort Central hosts several high-end, high density iconic buildings in Colombo, such as the World Trade Centre, Hilton Hotel, Kingsbury Hotel Colombo and Hotel Galadari. The proposal is to redevelop the area into a high-end waterfront commercial zone and financial centre, aimed at attracting top talent and boosting international tourism. This zone offers a unique modern experience in the midst of the heritage precinct.





Hilton Colombo Residences



World Trade Centre



Rooftop Dining at The Kingsbury Hotel



Hilton Colombo



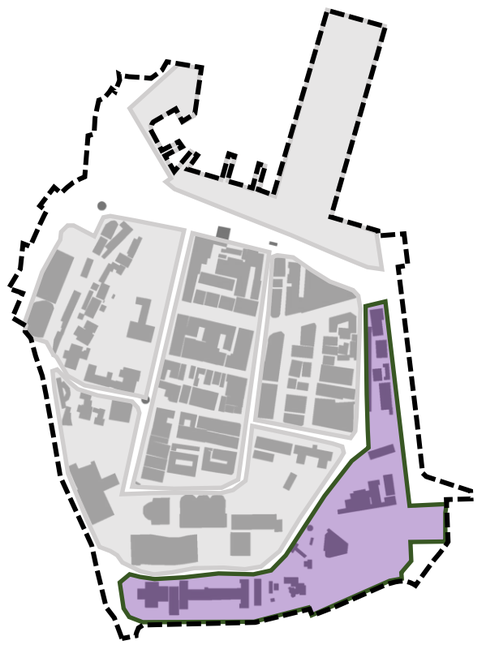
Galadari Hotel



The Kingsbury Hotel

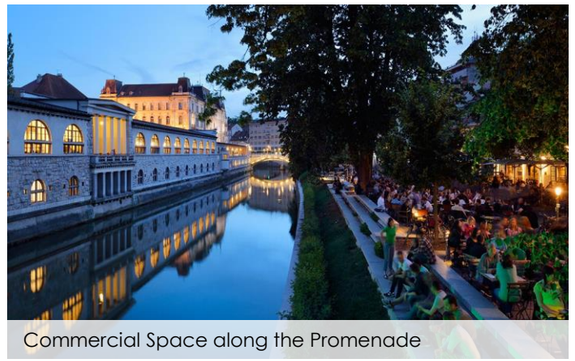
THE GATEWAY

The Gateway Zone boasts many historical landmarks such as the Old Parliament Building, Ministry of Finance and the Sambuddhaloka temple. The proposal for this area involves preserving the historic buildings on the southern side and creating a green linear park along the existing railway line, next to the pagoda. Additionally, the surrounding stretch of canals will be developed as a waterfront boulevard, providing attractive leisure and recreational areas for tourists and visitors.





Colombo Fort Temple



Commercial Space along the Promenade

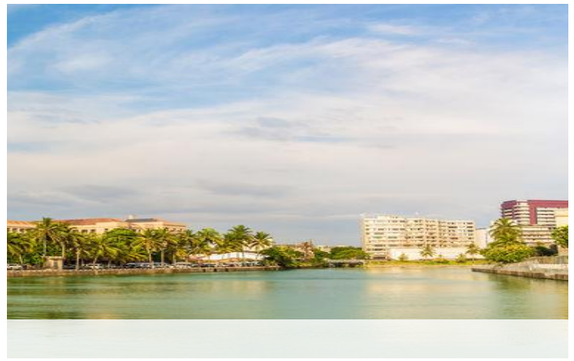


Commercial Space along the Promenade



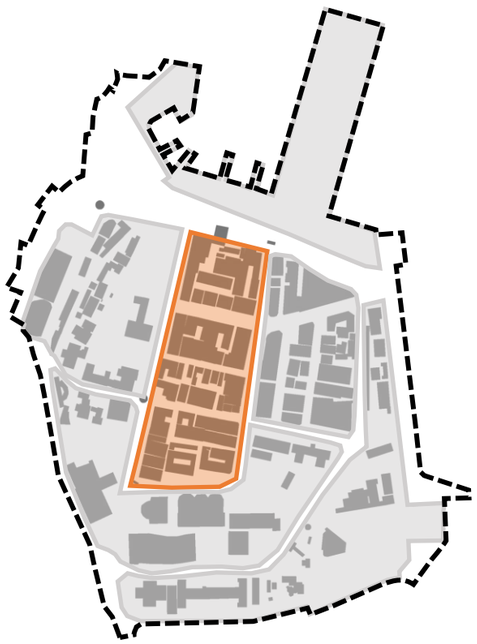
Old Parliament Building Complex

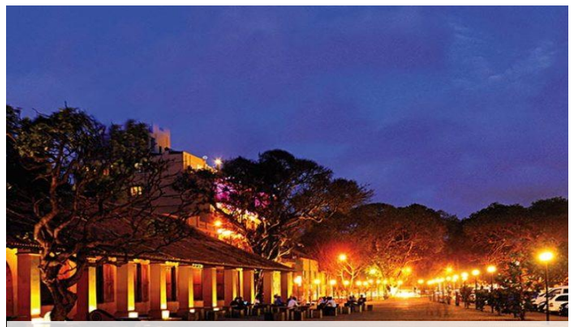




HERITAGE QUARTER

The Heritage Quarter is home to numerous low-rise heritage buildings, among which are St. Peter's Church Fort, Cargills, and the Old Colombo Dutch Hospital. In future, the historical buildings can be upgraded to include a central landscape axis and attractive commercial frontages. This transformation aims to create a high-end commercial pedestrian zone that is pedestrian-friendly and well-connected. This district is envisioned to feature upscale retail establishments and distinctive dining options, establishing it as a premier destination for both shopping and culinary experiences in Colombo.





Old Dutch Hospital



Commercial Street at Conservation Area



Existing Heritage Building at York Street



Commercial Street



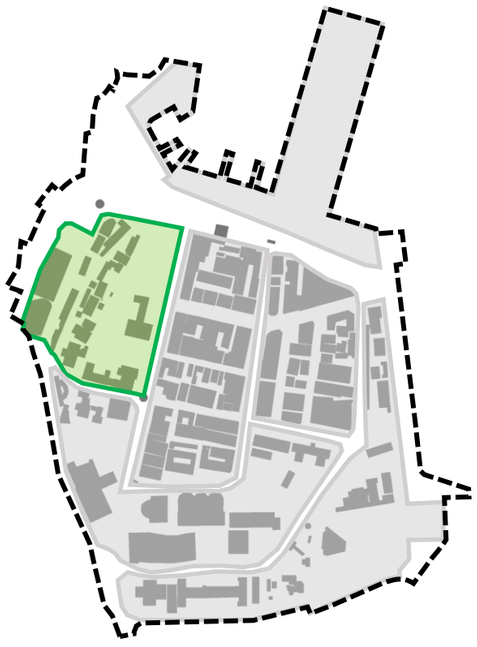
Commercial Space

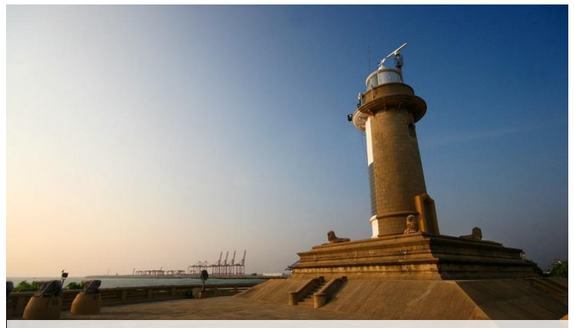


Outdoor Commercial Space

WEST QUARTER

The West Quarter is distinguished by its heritage buildings and landmarks such as the Colombo Galbokka Lighthouse, the President's House, the navy headquarters and several historical public buildings. It also features expansive lawns and gardens that contribute to its pleasant environment and scenic beauty. The plan for the future development include transforming some of these historical buildings into high-end boutique hotels and restaurants. This transformation aims to establish the area as a cultural district, incorporating museums, public buildings, parks, and boutique hotels to create vibrant and attractive urban space.





Colombo Galbokka Lighthouse



Gordon Gardens



Colombo Fort Old Lighthouse & Clock Tower



Public Park



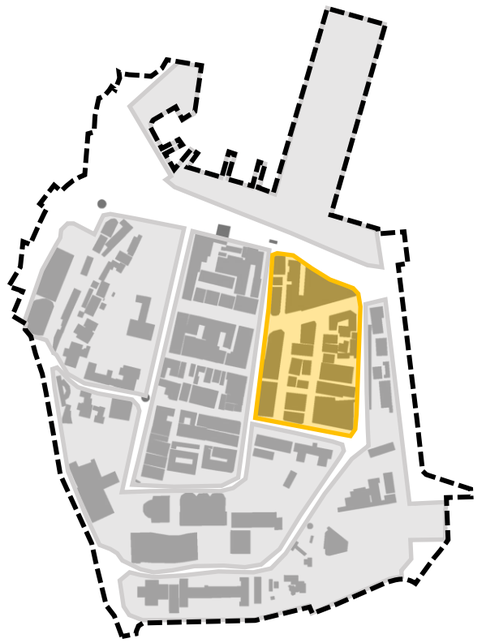
Mid-rise Mixed-use Development



Mid-rise Hospitality Development

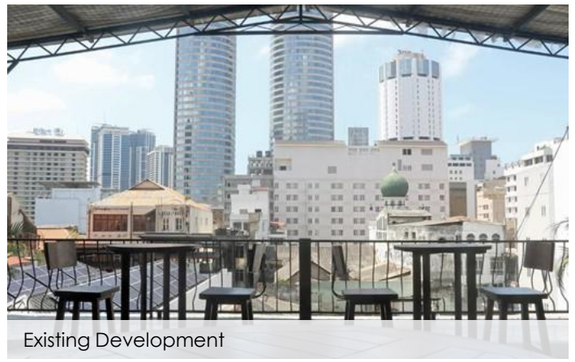
EAST QUARTER

The East Quarter is home to numerous historical buildings and aims to transform into a dynamic mixed-use district in future. The development plan includes mixed-use with amenities such as commercial, retail, office spaces, high-end residential housing, and hotel apartments. This transformation seeks to create a unique urban area that combines historical charm with modern amenities, blending the old and new.





Existing Development



Existing Development



Existing Development



Commercial Lane



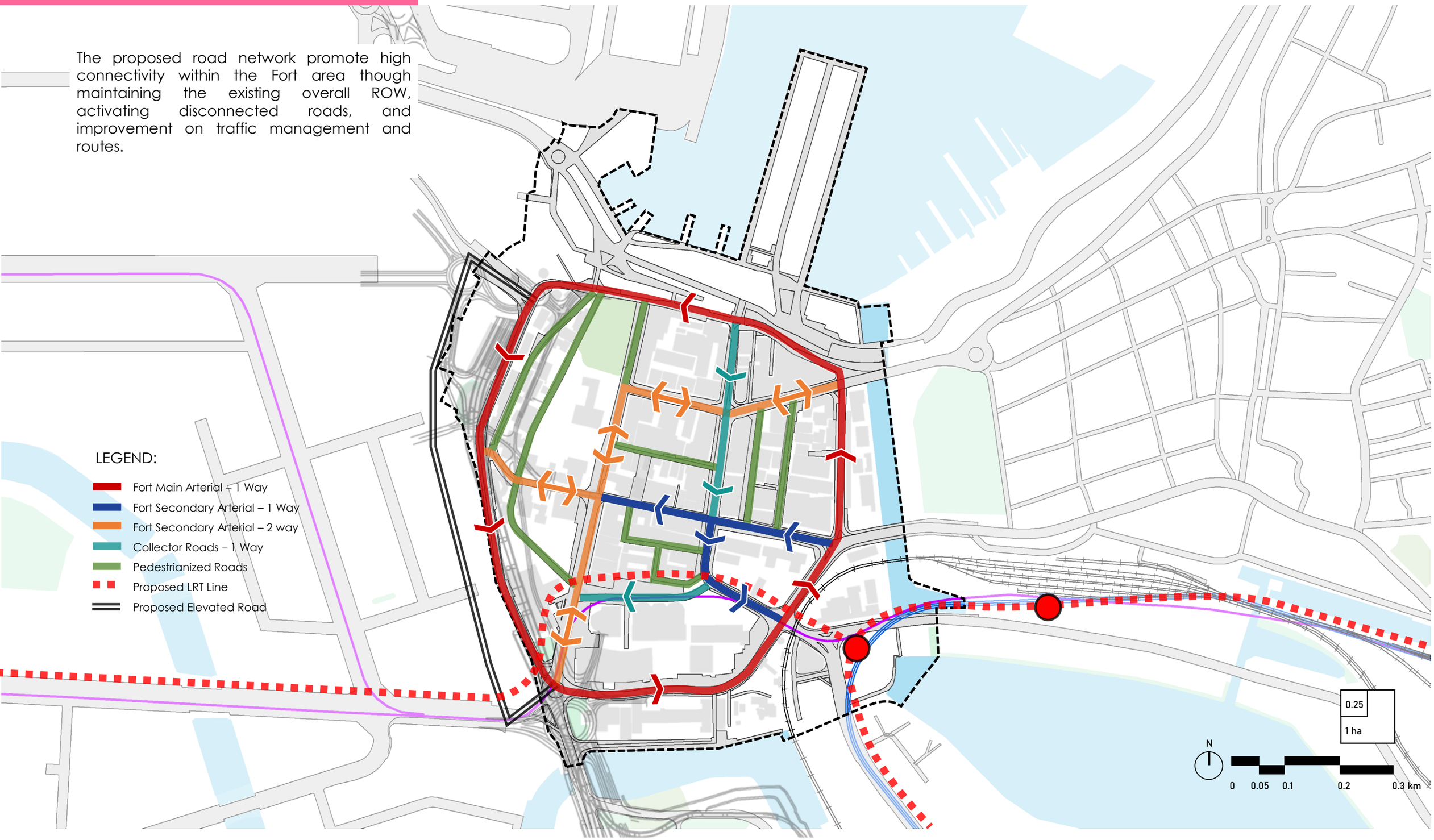
Mid-rise Residential Development



Commercial Lane

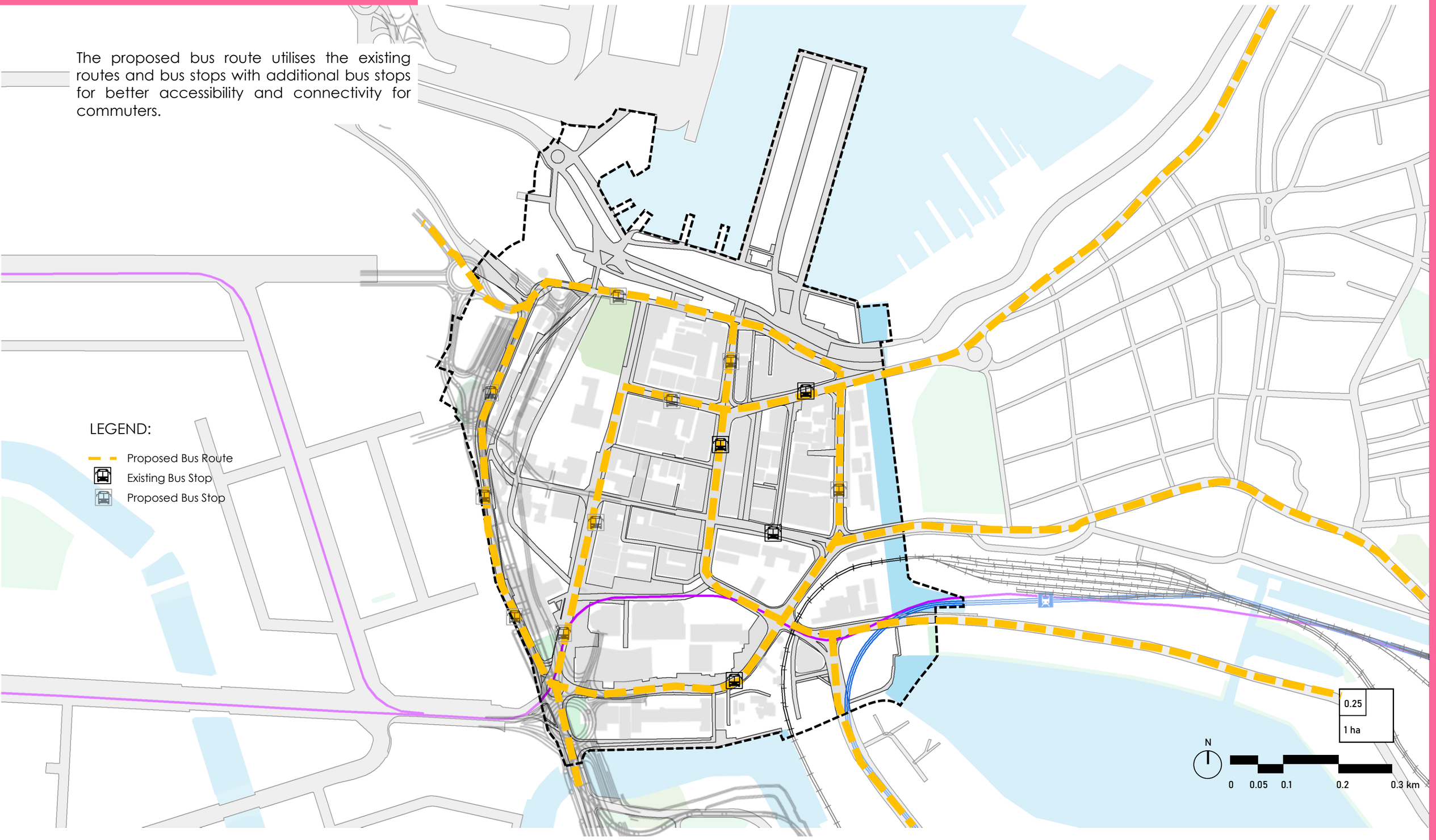
TRANSPORTATION NETWORK
PROPOSED ROAD NETWORK

The proposed road network promote high connectivity within the Fort area though maintaining the existing overall ROW, activating disconnected roads, and improvement on traffic management and routes.

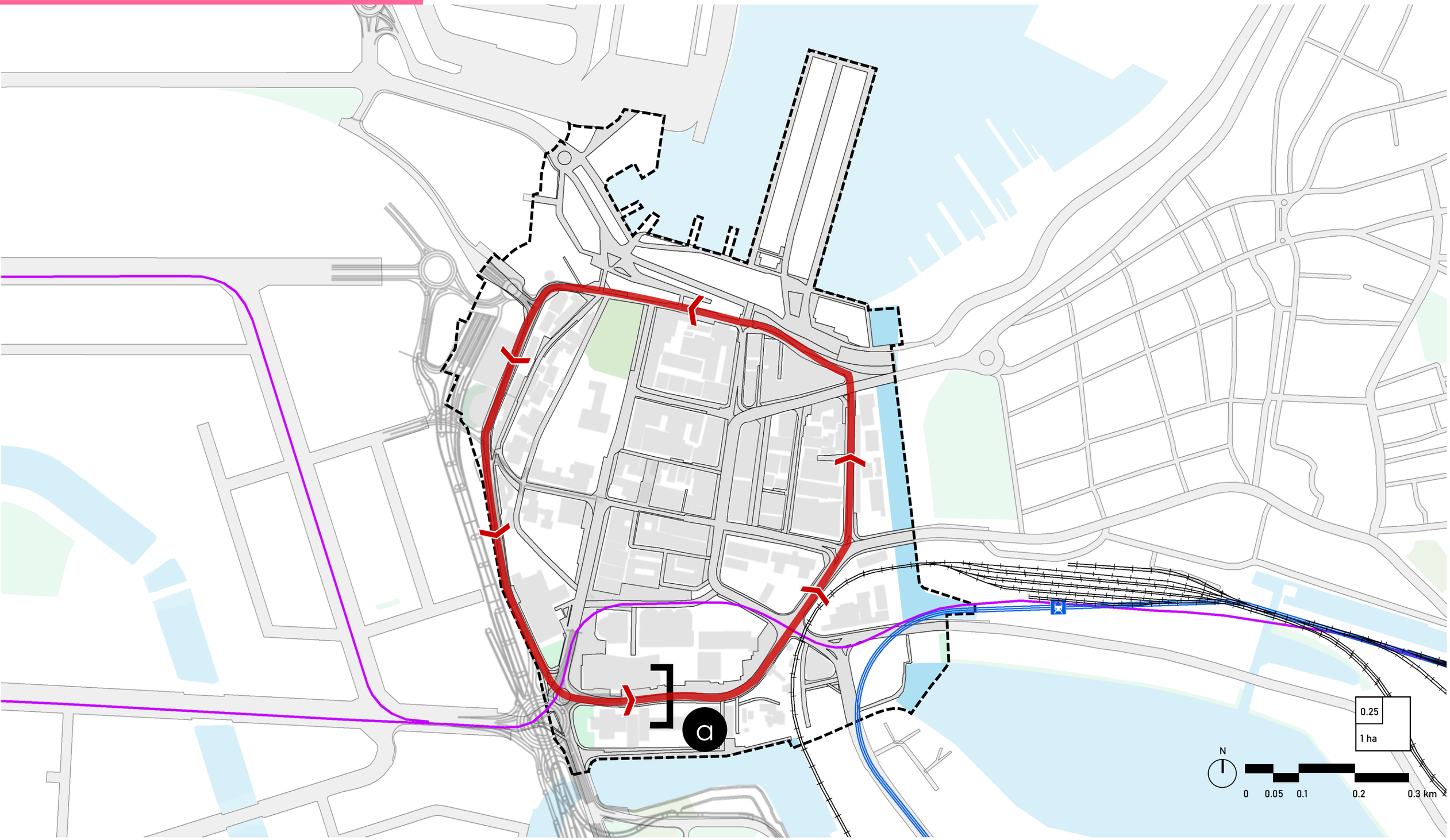


TRANSPORTATION NETWORK
PROPOSED BUS ROUTES + BUS STOP

The proposed bus route utilises the existing routes and bus stops with additional bus stops for better accessibility and connectivity for commuters.



TRANSPORTATION NETWORK
FORT MAIN ARTERIAL – 1 WAY

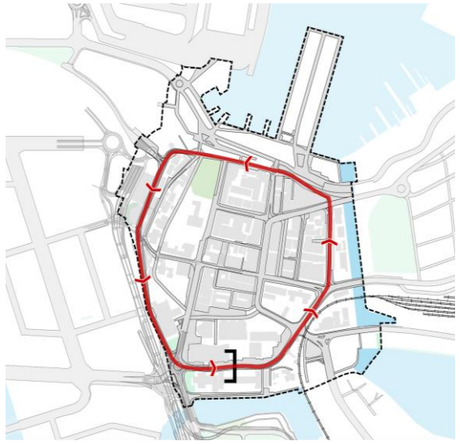


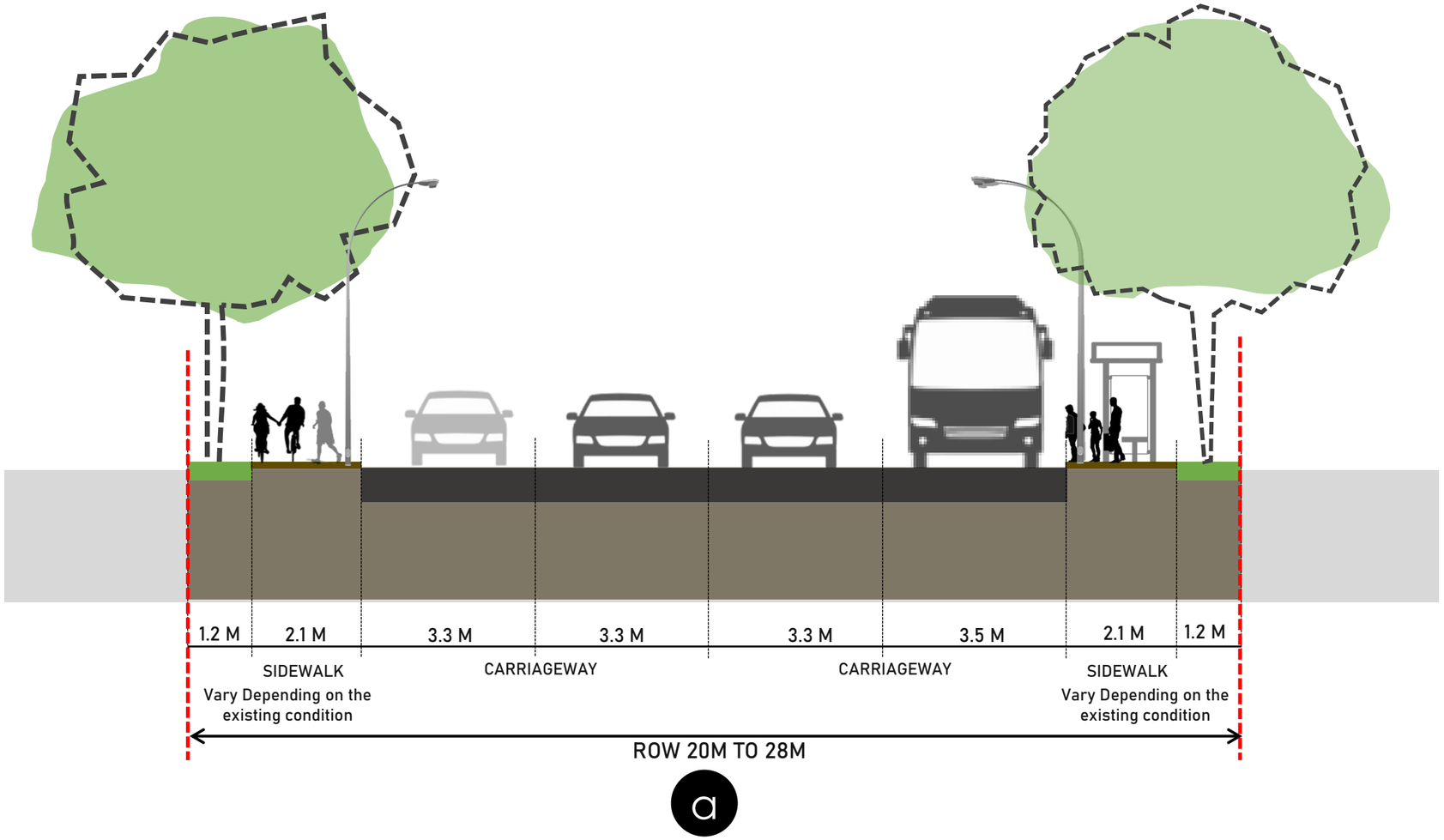
a Street view – Lotus Road

TRANSPORTATION NETWORK

FORT MAIN ARTERIAL –
4 LANES 1-WAY

TYPICAL SECTION

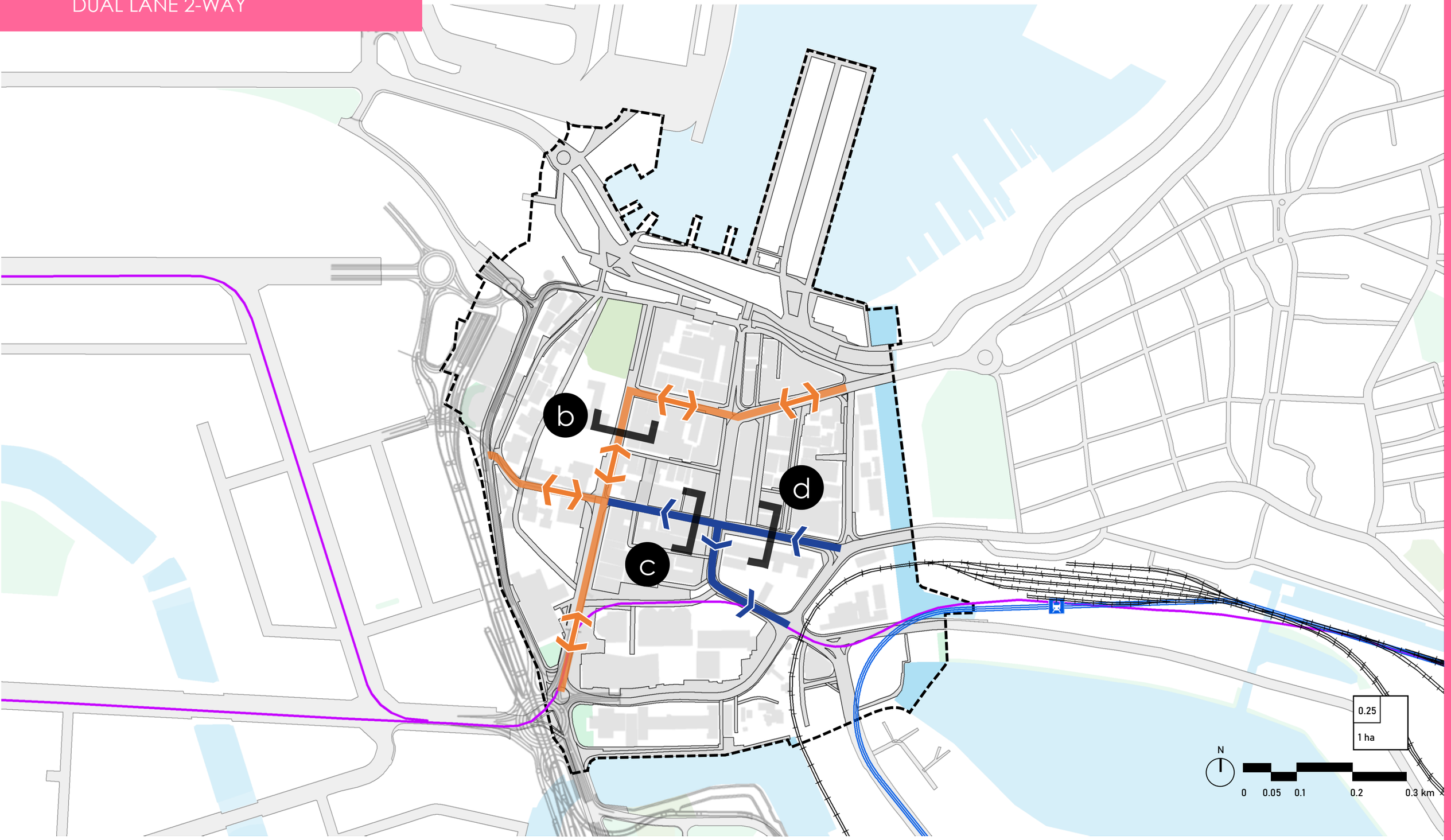




a

TRANSPORTATION NETWORK

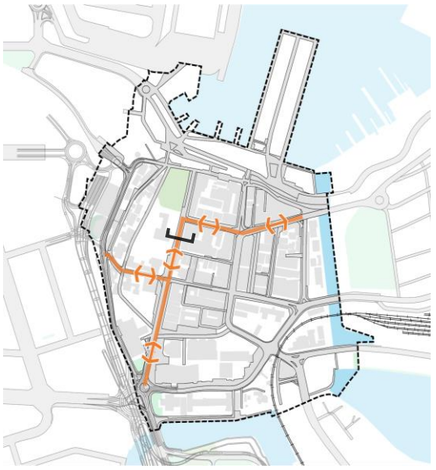
FORT SECONDARY ARTERIAL –
DUAL LANE 2-WAY

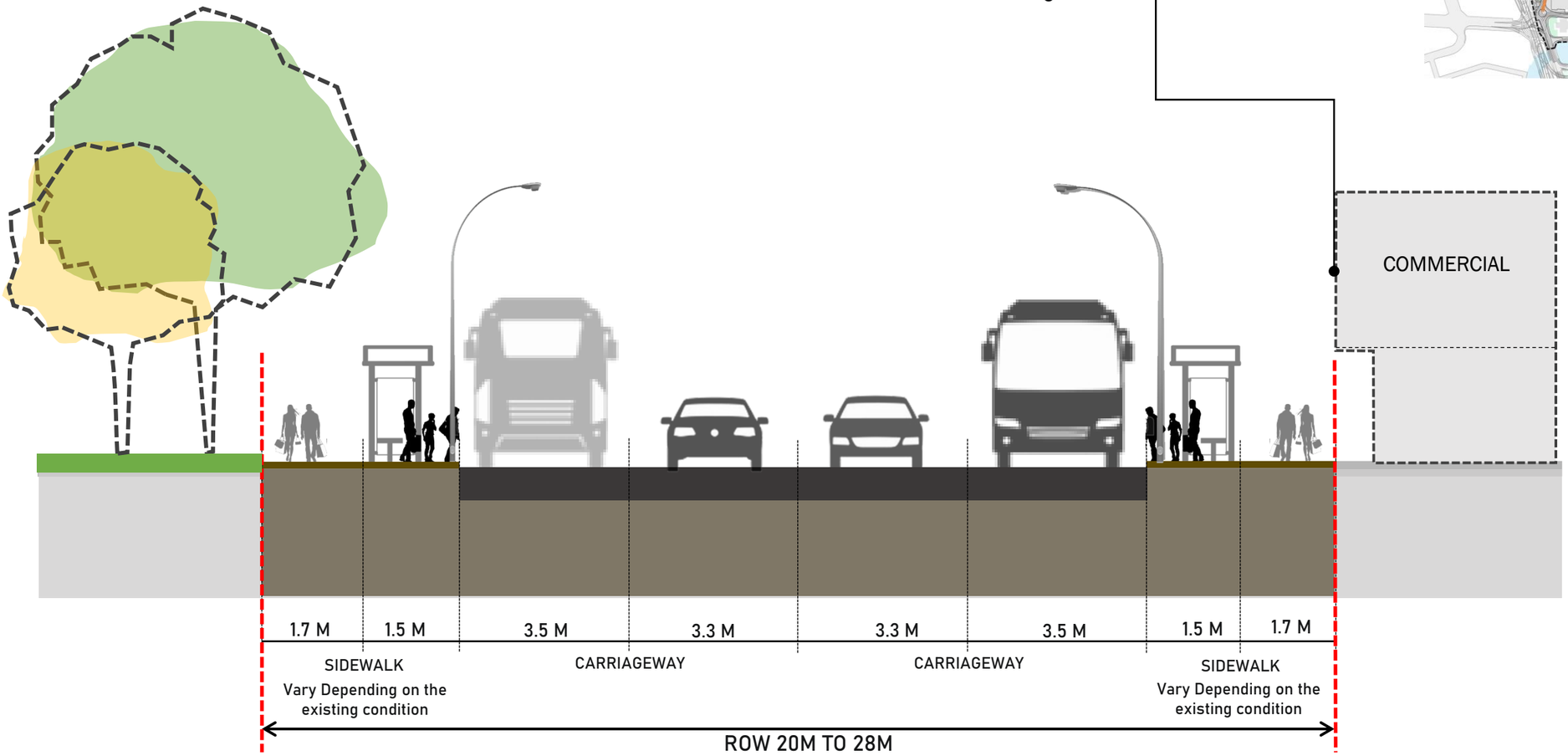


b Street view – Janadhipathi Mawatha

TRANSPORTATION NETWORK
FORT SECONDARY ARTERIAL –
DUAL LANE 2-WAY

TYPICAL SECTION





b

FAÇADE CHARACTERS
GUIDELINES AND REFERENCES

1 Heritage Building façade along Janadhipathi Mawatha

All the existing heritage facades and surfaces are to be maintained; no obstruction from commercial advertisements and billboards is allowed

The front yard can be utilised for commercial spaces

Opening/ access to commercial establishments from this side is allowed

The external surface of the sidewalk needs to be improved. Additional street furniture is recommended to improve comfort and safety









FAÇADE CHARACTERS
GUIDELINES AND REFERENCES

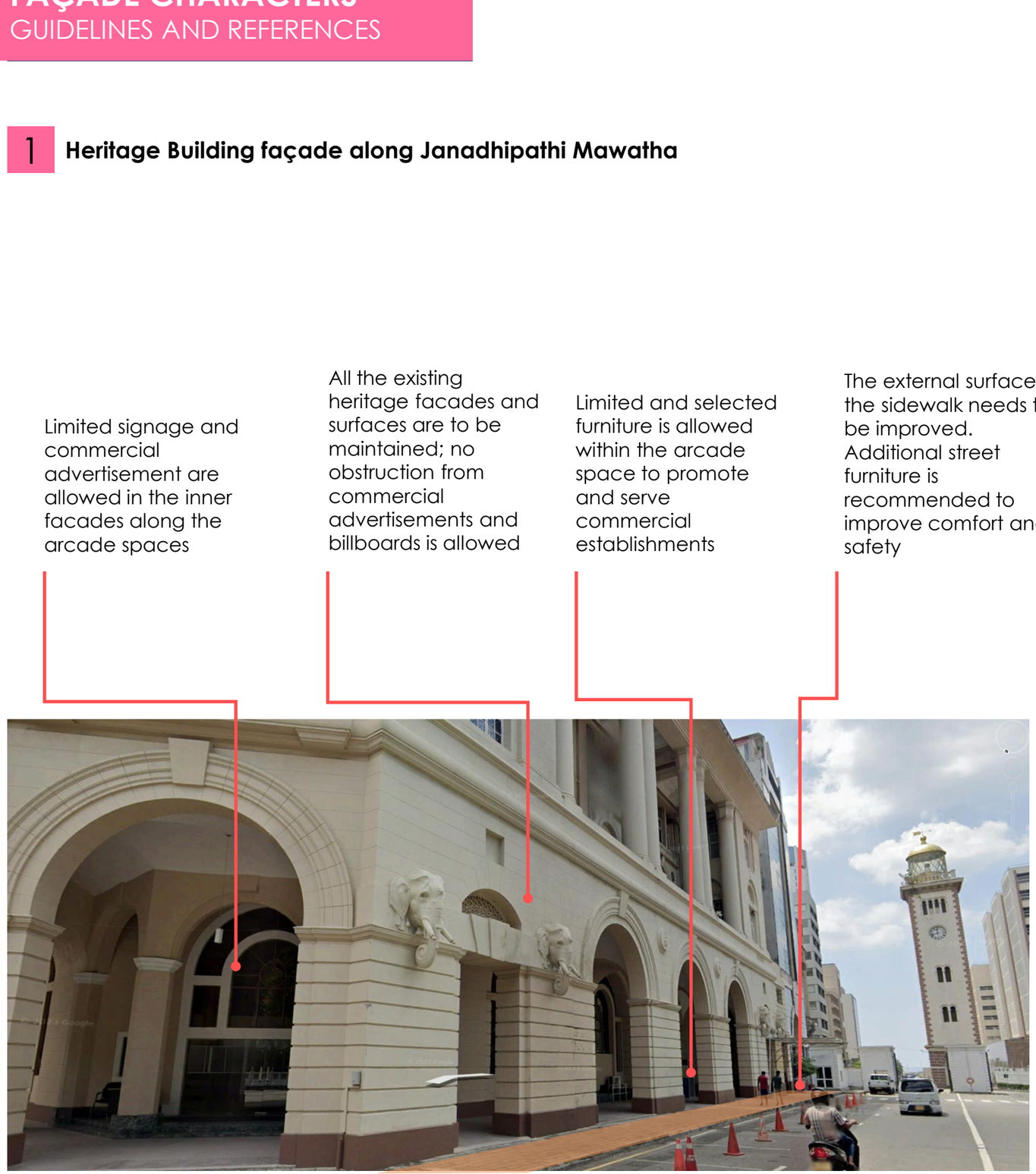
1 Heritage Building façade along Janadhipathi Mawatha

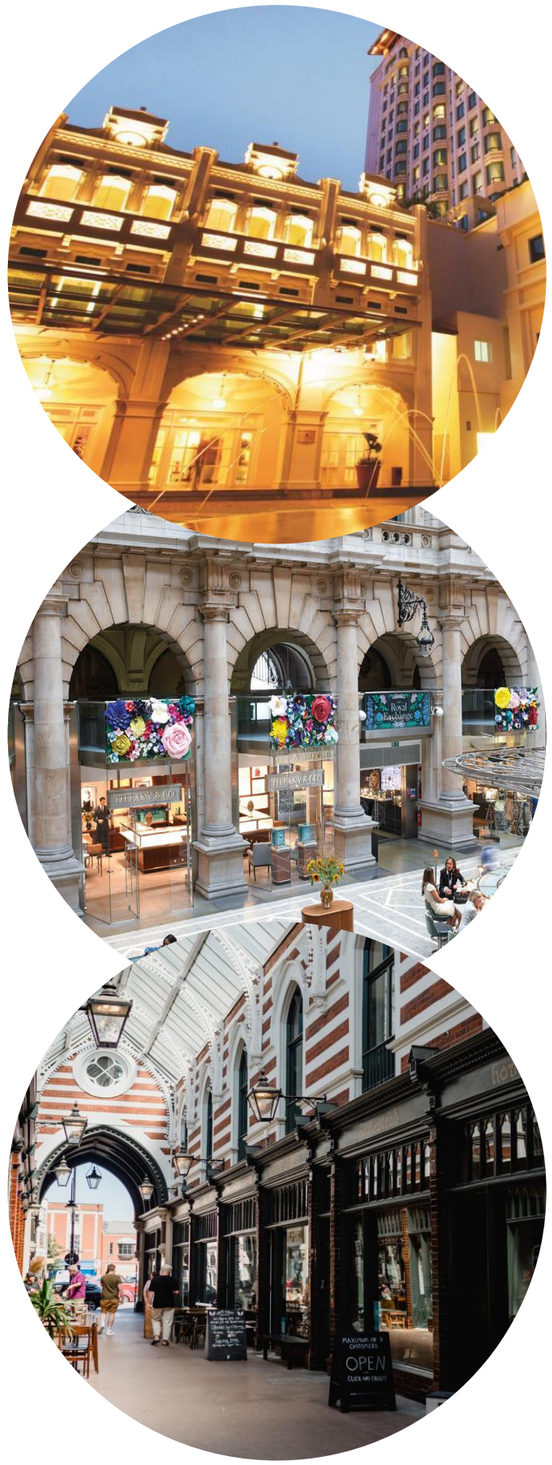
Limited signage and commercial advertisement are allowed in the inner facades along the arcade spaces

All the existing heritage facades and surfaces are to be maintained; no obstruction from commercial advertisements and billboards is allowed

Limited and selected furniture is allowed within the arcade space to promote and serve commercial establishments

The external surface of the sidewalk needs to be improved. Additional street furniture is recommended to improve comfort and safety

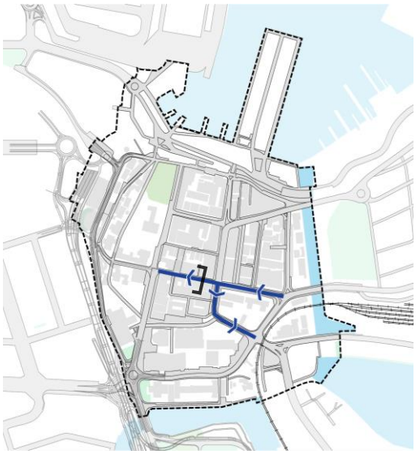


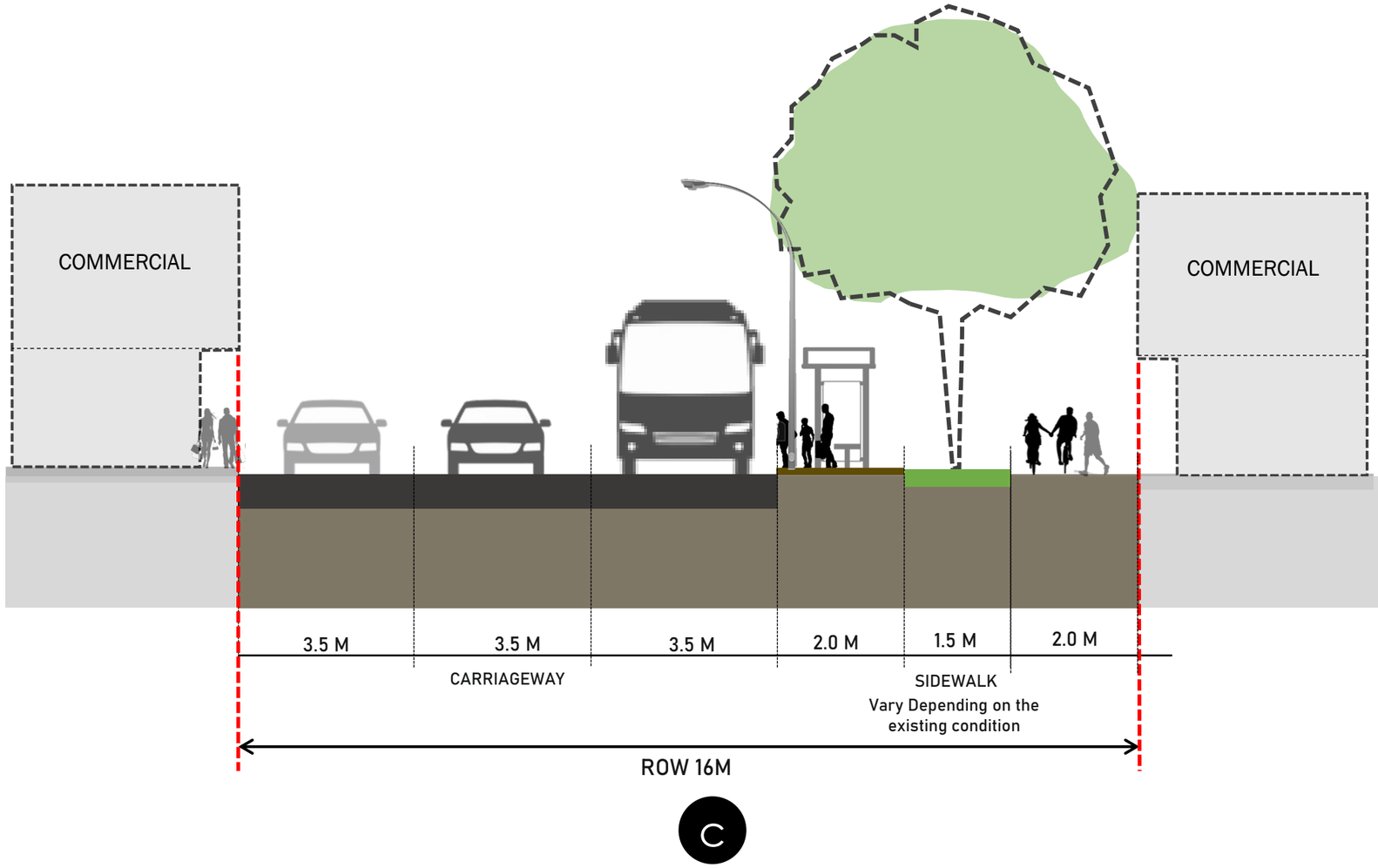


TRANSPORTATION NETWORK

FORT SECONDARY ARTERIAL –
3 LANES 1-WAY

TYPICAL SECTION



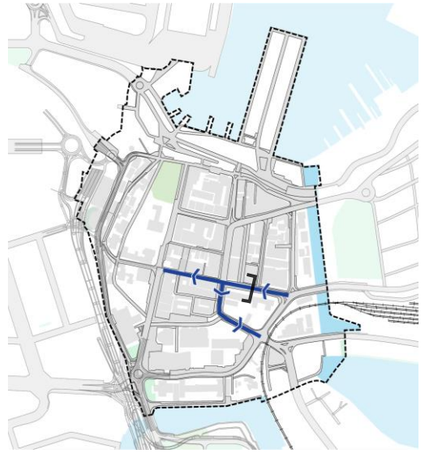


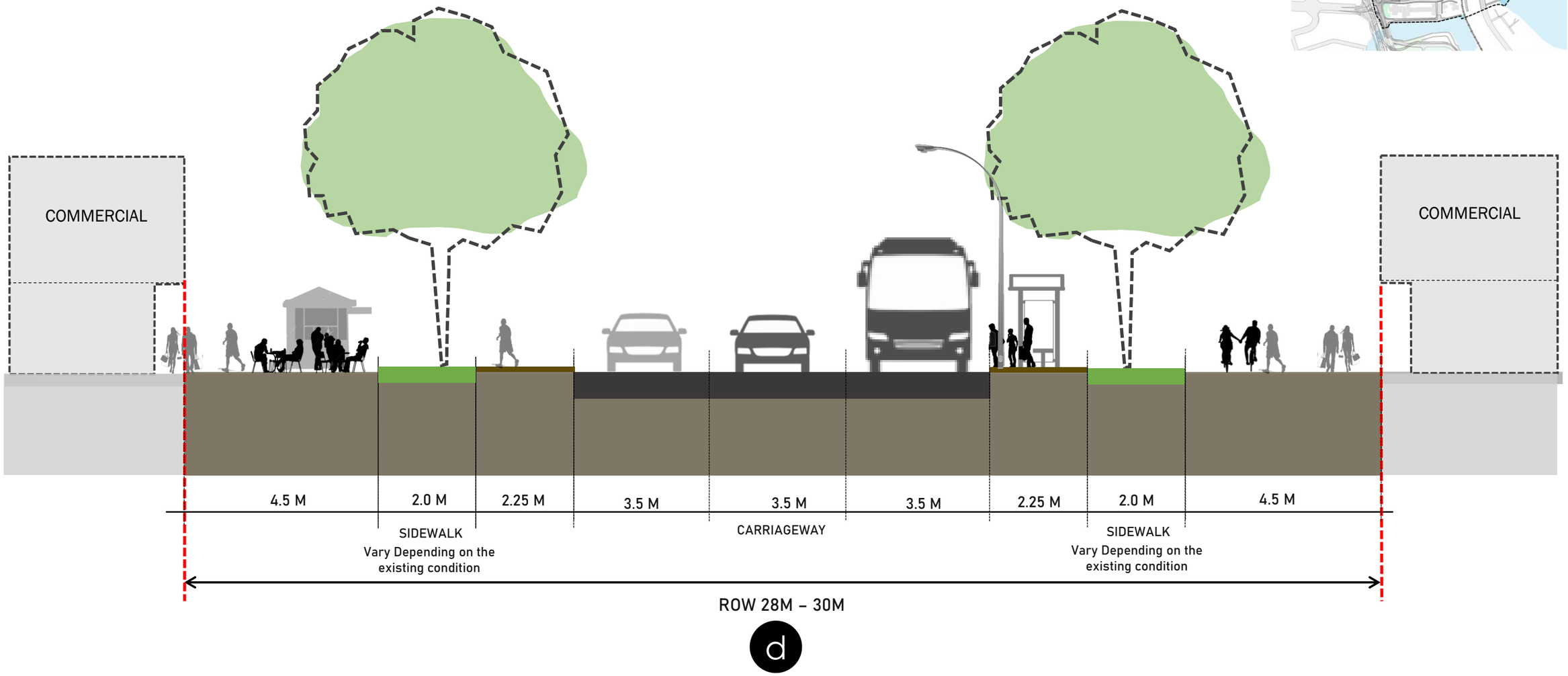
C

TRANSPORTATION NETWORK

FORT SECONDARY ARTERIAL –
3 LANES 1-WAY

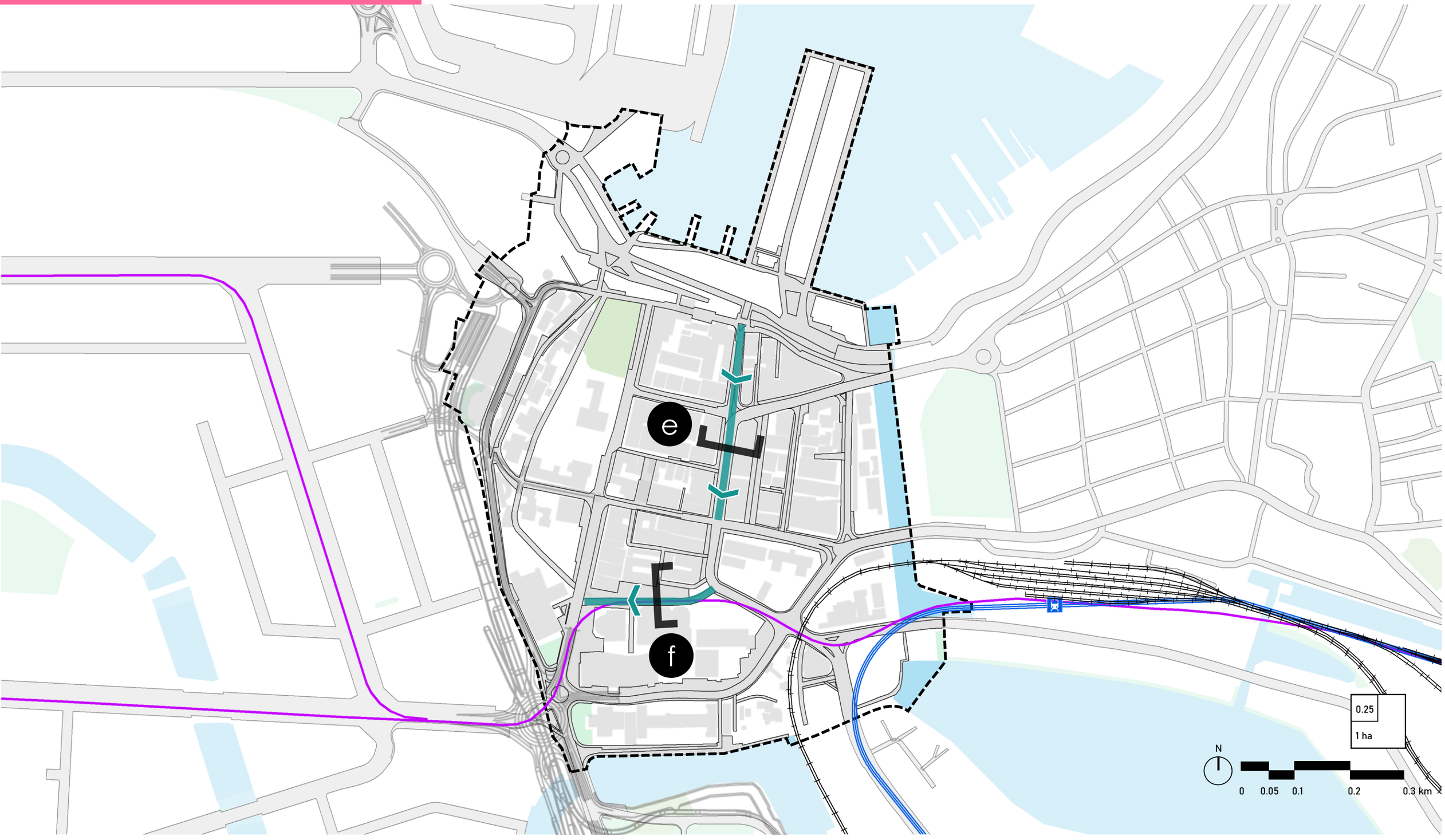
TYPICAL SECTION





d

TRANSPORTATION NETWORK
FORT COLLECTOR ROAD



e Street view – York Street

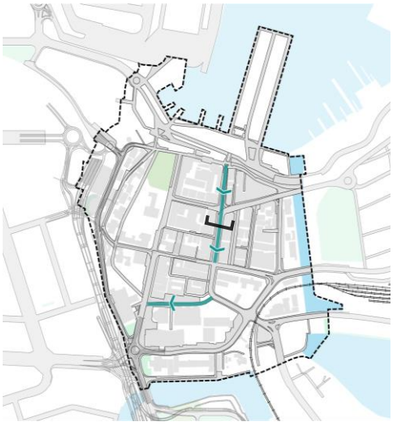
The artist's impression illustrates the intent of the plan to transform the existing York Street into a commercial street with a wider and more vibrant sidewalk. It does not propose an architectural or landscape design solution for the space.

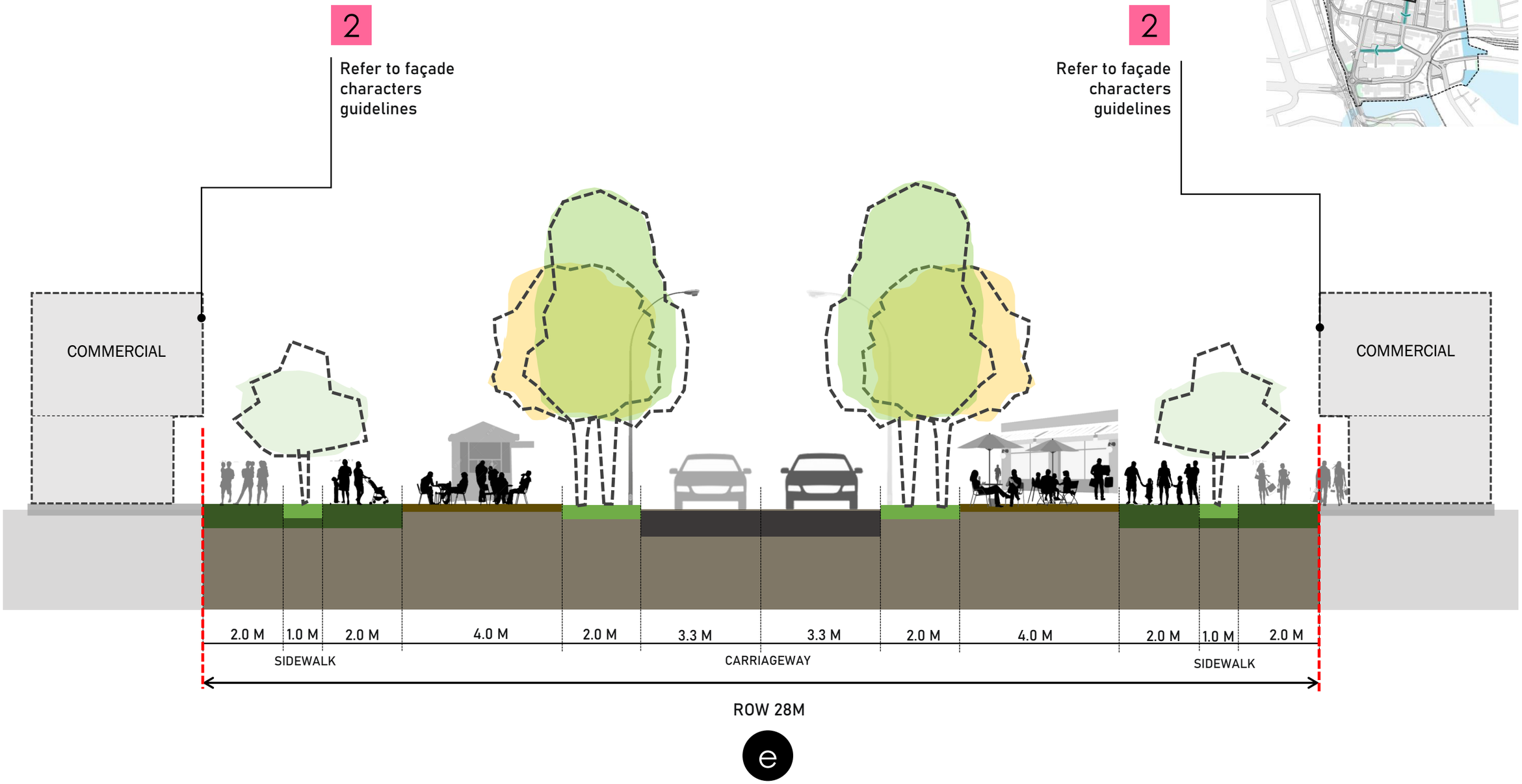
Please refer to façade character guidelines and references for further details on architectural treatments.

Proposed street view – York Street

TRANSPORTATION NETWORK
COLLECTOR ROAD –
DUAL LANE 1-WAY

TYPICAL SECTION





e

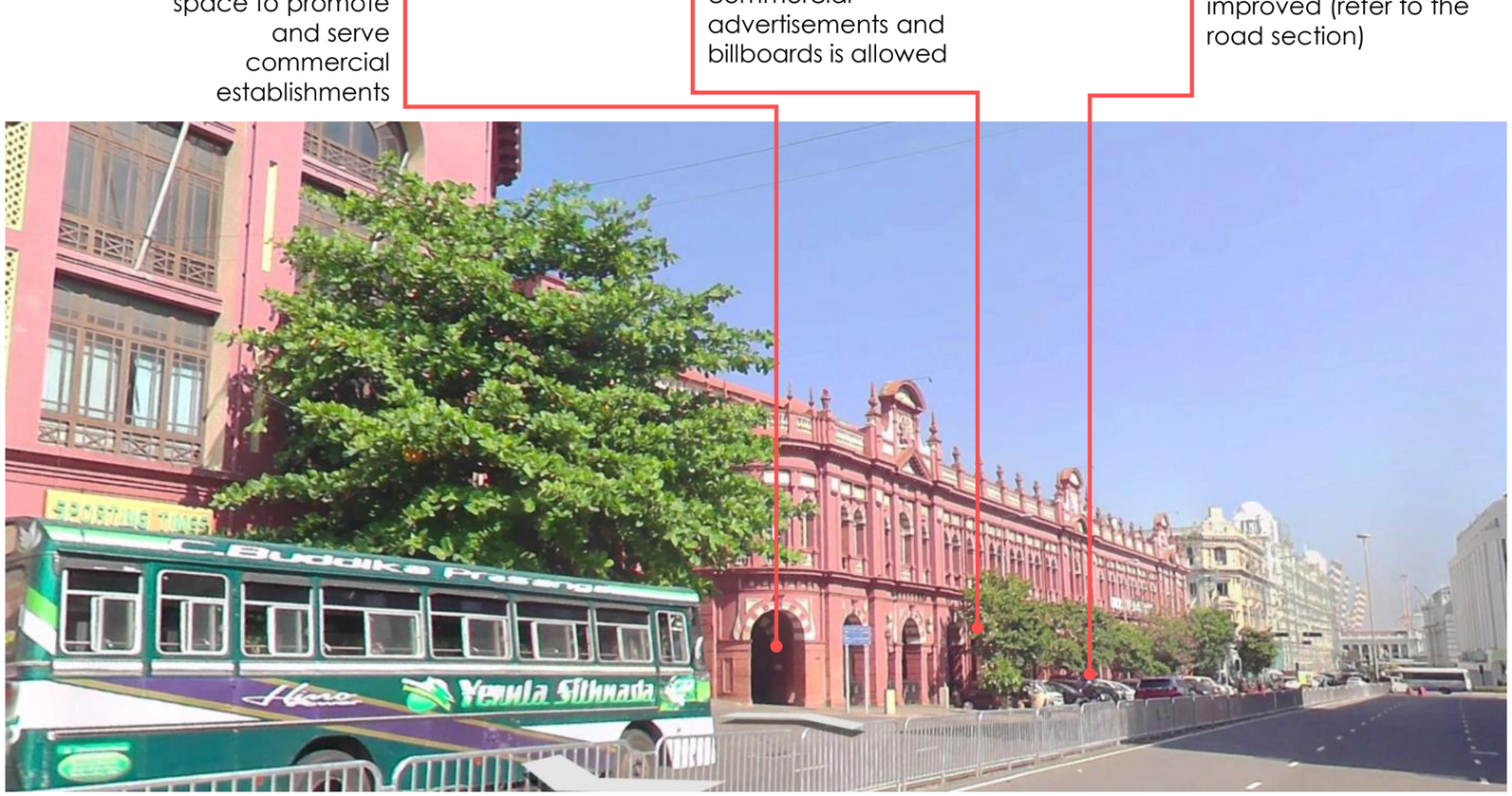
FAÇADE CHARACTERS
GUIDELINES AND REFERENCES

2 Heritage Building façade along York Street

Limited and selected furniture is allowed within the arcade space to promote and serve commercial establishments

All the existing heritage facades and surfaces are to be maintained; no obstruction from commercial advertisements and billboards is allowed

The sidewalk needs to be extended and improved (refer to the road section)









2 Heritage Building façade along York Street

The modern façade can integrate building signage for commercial purposes

The façade along the ground floor can integrate commercial frontage

The external surface of the sidewalk needs to be improved. Additional street furniture is recommended to improve comfort and safety



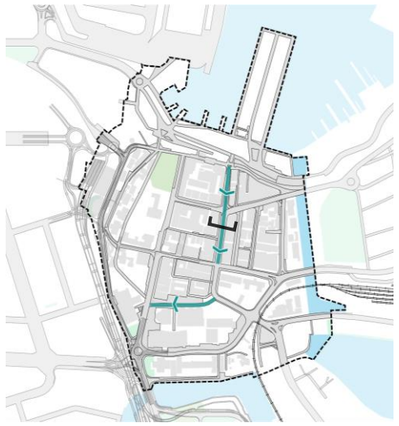


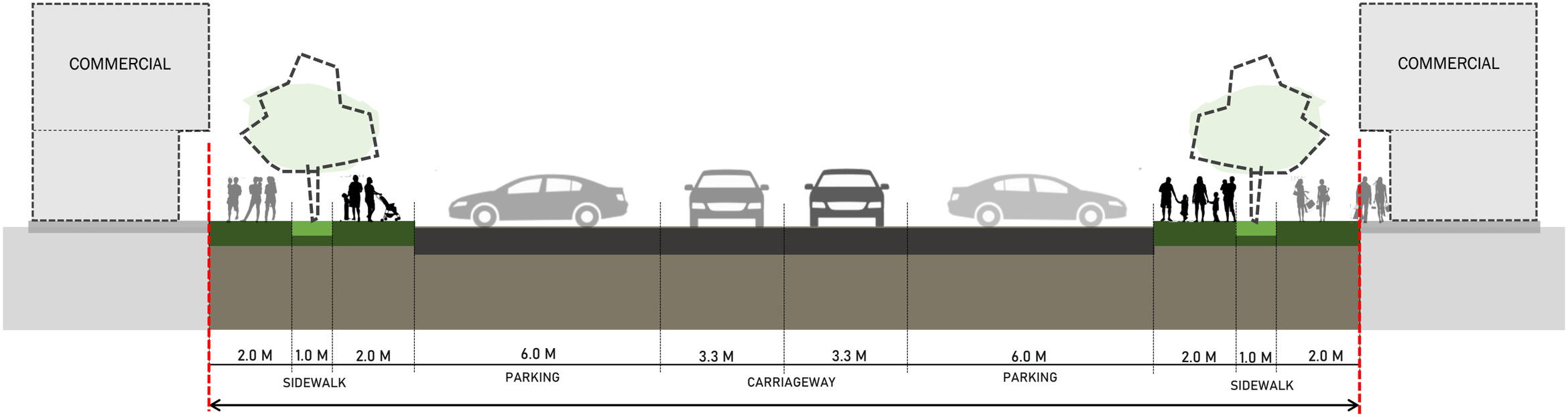




TRANSPORTATION NETWORK
COLLECTOR ROAD –
DUAL LANE 1-WAY

TYPICAL SECTION WITH STREET-SIDE PARKING

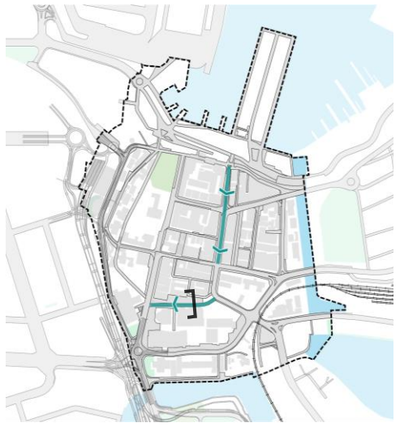


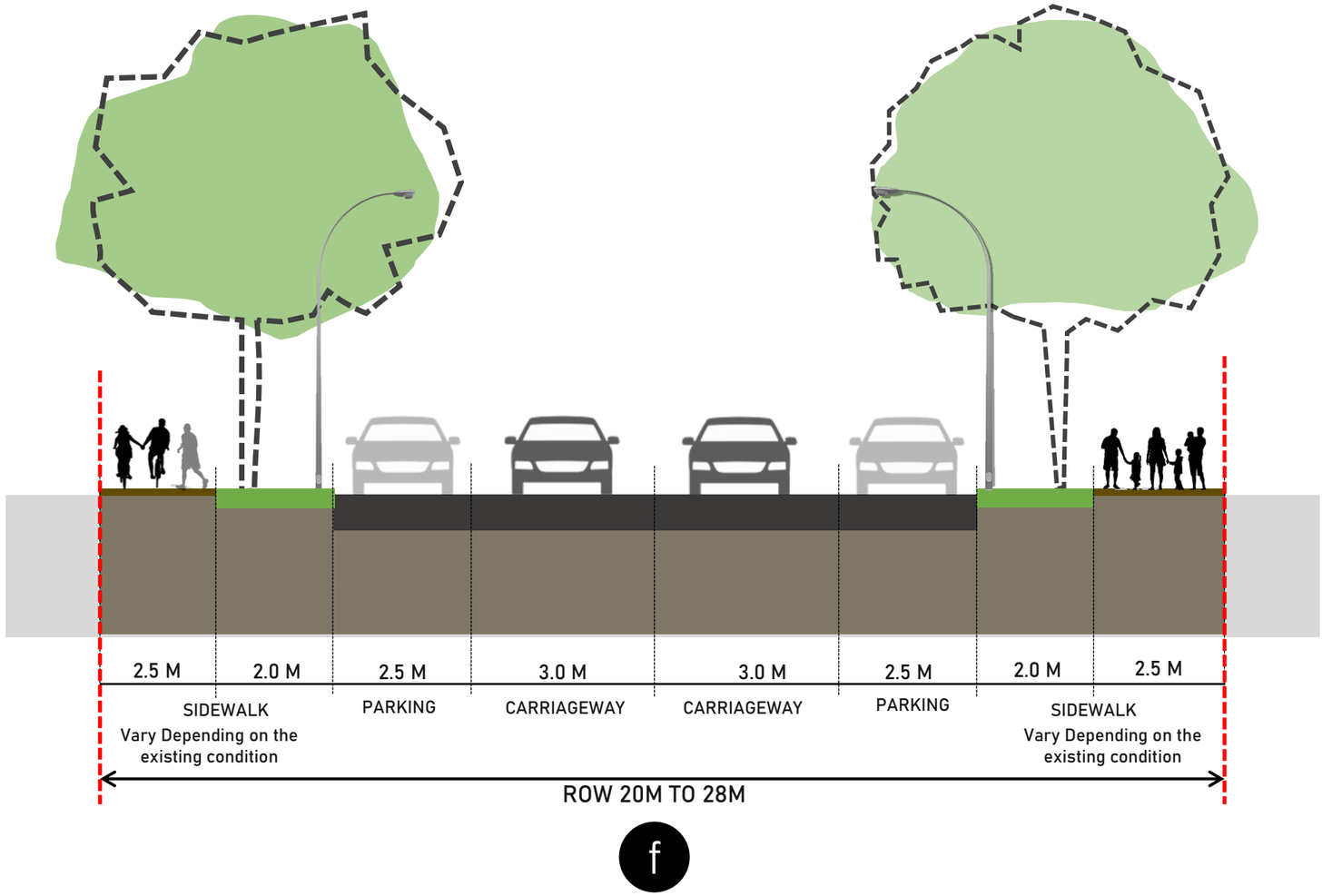


e

TRANSPORTATION NETWORK
COLLECTOR ROAD –
DUAL LANE 1-WAY

TYPICAL SECTION WITH STREET-SIDE PARKING

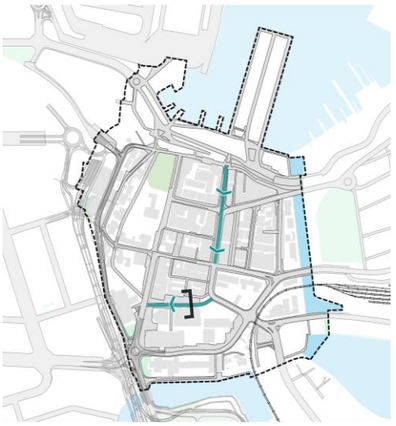


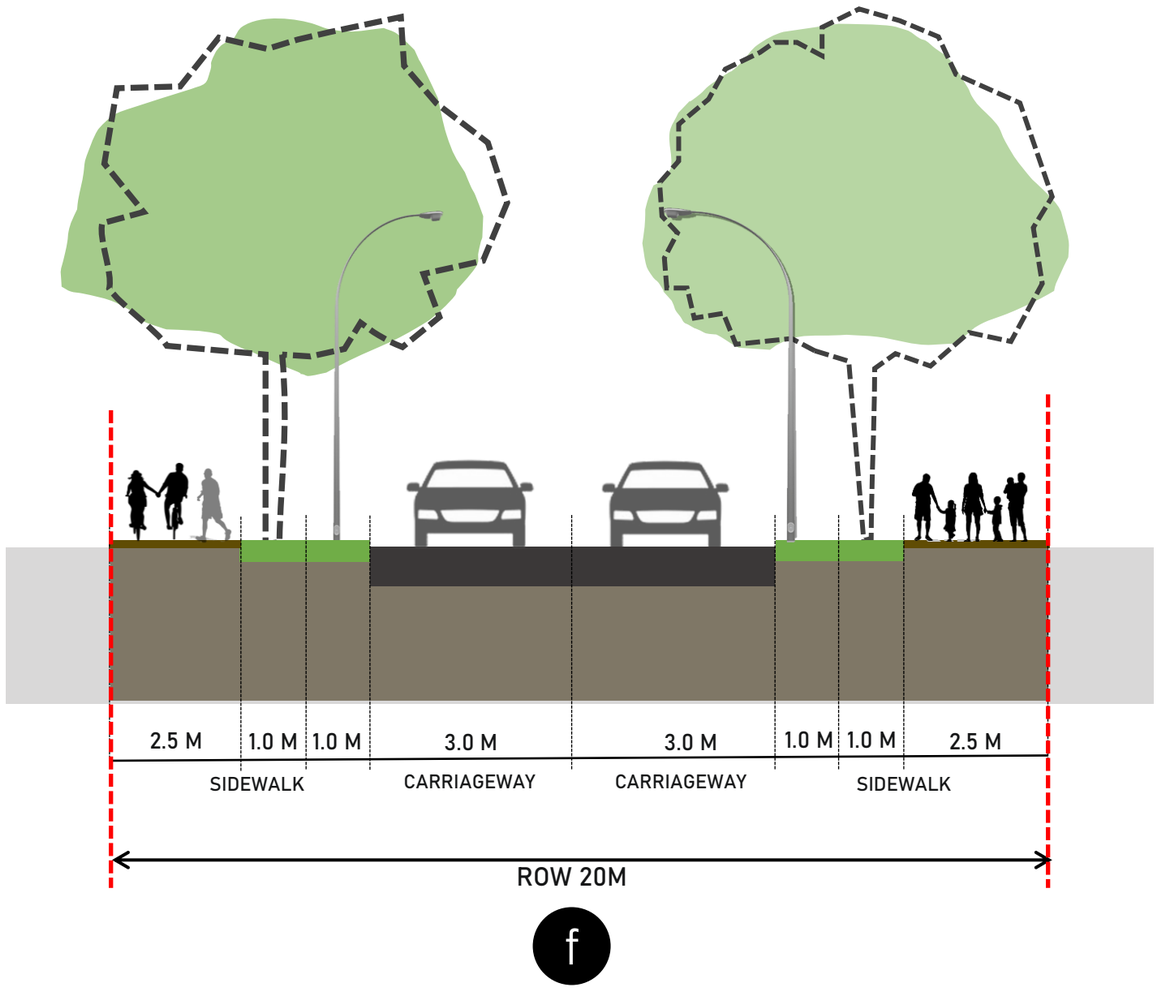


f

TRANSPORTATION NETWORK
COLLECTOR ROAD –
DUAL LANE 1-WAY

TYPICAL SECTION WITHOUT STREET-SIDE PARKING





f

OVERVIEW

Utilities planning for the development involve understanding on economic parameters and consideration on the physical features such as location, topography, and climate. The elements of utilities included are water, wastewater (sewage), solid waste, and power.

The estimation of the utility's demand/generation are based on the proposed land use distribution, projected population, proposed built up area, and unit demand.

The objectives for water supply system are to cater for the anticipated peak water demand requirements and to transform the proposed development into an efficient and reliable water supply system. For sewage generation, the estimation is done by considering 80% of water consumed as sewage flow. Potable water shall be tapped from municipal water supply and similarly sewage shall be discharged to municipal sewer system.

Power demand density figures follow established norms used internationally based on the identified types of commercial/residential unit power demand figures. Power demand is projected based on land use distribution, gross plot ratio, power demand density and coincidence factor. Generally, coincidence factor is applied in the power demand computation as consumers are unlikely to consume their peak demand simultaneously. Power shall be tapped from municipal power supply.

UNIT DEMAND (WATER, SOLID WASTE AND POWER)

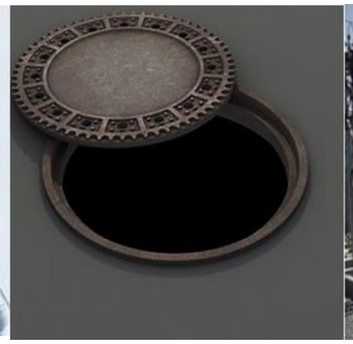
In deriving the projected utilities demand for the development, the unit demand of the various uses would need to be determined first, the table shows the unit utility (water, sewer, solid waste & power) demand used for the projects. These figures are obtained from various sources including local standards and similar projects carried out by SJ in different countries.

Based on the proposed unit demand, proposed land use distribution and projected population, the ultimate total average demand for various utilities has been worked out and shown in the respective intervention projects.

Land Use	Unit Water Demand	Unit Solid Waste Generation	Unit Power Demand (VA/m2)
RESIDENTIAL	150 lpcd	0.8 kg/c/d	40 – 60
COMMERCIAL	50 - 70 m^3/ha/d	200 - 240 kg/ha/d	70 - 90
OFFICE	15 – 25 lpcd	0.15 - 0.25 kg/c/d	70 - 90
RETAIL	10 – 20 lpcd	0.1 – 0.2 kg/c/d	70 - 90
HOTEL/SERVICE APARTMENT	200 - 400 l/room	1.6 kg/room	60 – 90

- lpcd = litre per capita per day
- Sewage; 80% of water consumed is considered as sewage flow.

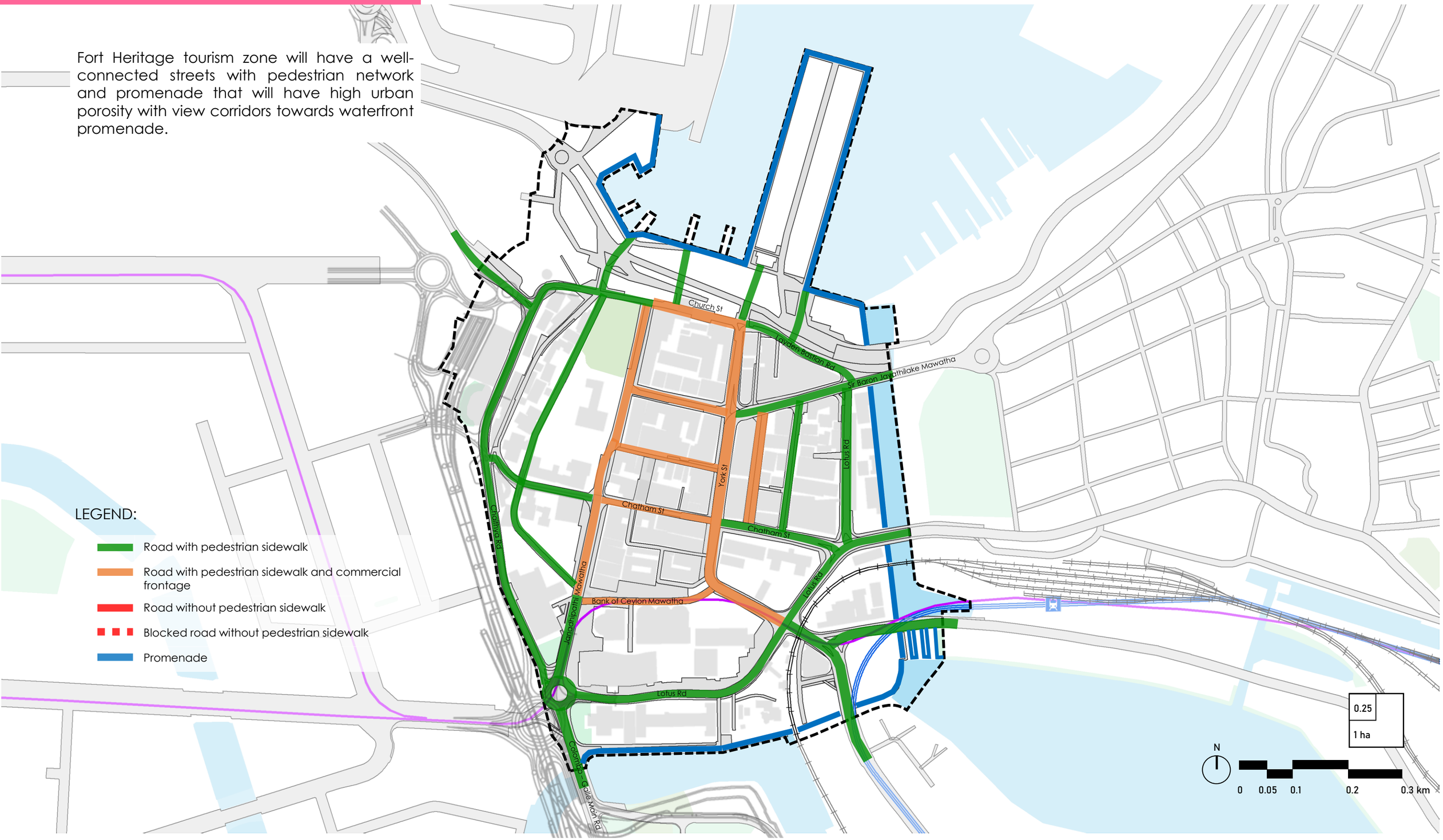







PUBLIC REALM
STREETSCAPE AND PROMENADE

Fort Heritage tourism zone will have a well-connected streets with pedestrian network and promenade that will have high urban porosity with view corridors towards waterfront promenade.



IMPLEMENTATION PLAN
PHASING

Phase 1 – 2025 - 2028

Phase 2 – 2029 - 2032

2025

1 **Heritage Development Guidelines / Regulations - Guide plan**

2 **Guideline for Heritage building preservation and restoration**

3 **Tourist Centric Zoning**

Soft Interventions
- Policy levels
- Guidelines for Development

2027

4 **NMT Plan for the Heritage Area**

8 **Retail Augmentation**

9 **Cultural spaces and Heritage experience centres**

2029

5 **International Cruise Terminal - upliftment**

6 **Open space creation – Green parks, Recreations spots**

7 **Increasing Hospitality Capacity**

2031

Hard Interventions
- spatial planning
- Private participation in asset development (Retail & Commercial)

Implementation

1 2 3 4 UDA

5 PPP Model

6 9 Cross Subsidy for Funding

7 8 Private Participation

IMPLEMENTATION PLAN
CONCEPT, GOALS & ACTIONS

Implementation Concept	Goals	Actions
Capacity Building & Linkages - Planning emphasised on highlighting the Heritage values of the area and linking them to economic development	1. Measures to highlight Heritage character of the area 2. Emphasis change in Built Environment – Whilst preserving the Heritage character	1. Heritage Development Guidelines / Regulations - Guide plan 2. Guideline for Heritage building preservation and restoration 3. Tourist centric zoning
Infrastructure Integration - Uplift the infrastructure towards – seamless and exemplary experiences	1. Improve Urban Form and mobility 2. Integrating Tourism - Activity spots in the region 3. Accessibility to core trunk Infrastructure	1. NMT Plan & sustainable Mobility in the Heritage Area 2. Upliftment of International Cruise Terminal 3. Introduce more open public spaces – Parks, activity stripes, iconic region
Increasing Tourism Potential - Tourism centric development – more activity /experience spaces, luxury in hospitality and tapping on the integral values of Colombo/Sri Lanka	1. Improve tourist facilities in the area 2. Add more tourist centric revenue generating establishments	1. Increase Hospitality capacity – more Hotels at Premium and Luxury positionings 2. High street-based retail development 3. More cultural spaces and heritage related institutes

FOOTFALL PROJECTIONS
POPULATION AND EMPLOYMENT

Estimated Residential population	**1,500-1,900**
Floating Population	**100,000 – 130,000**
Daily average Tourist population	**4,000-5,000**
Total	**110,000 – 140,000**

Rental Trends

Component	Rentals (USD)	Unit
Residential	8 to 11	Rental per Sq. m. (USD)
Retail	50 to 75	Rental per Sq. m. (USD)
Commercial	10 to 13	Rental per Sq. m. (USD)
Hospitality	80 to 100	Rental per Room (USD)

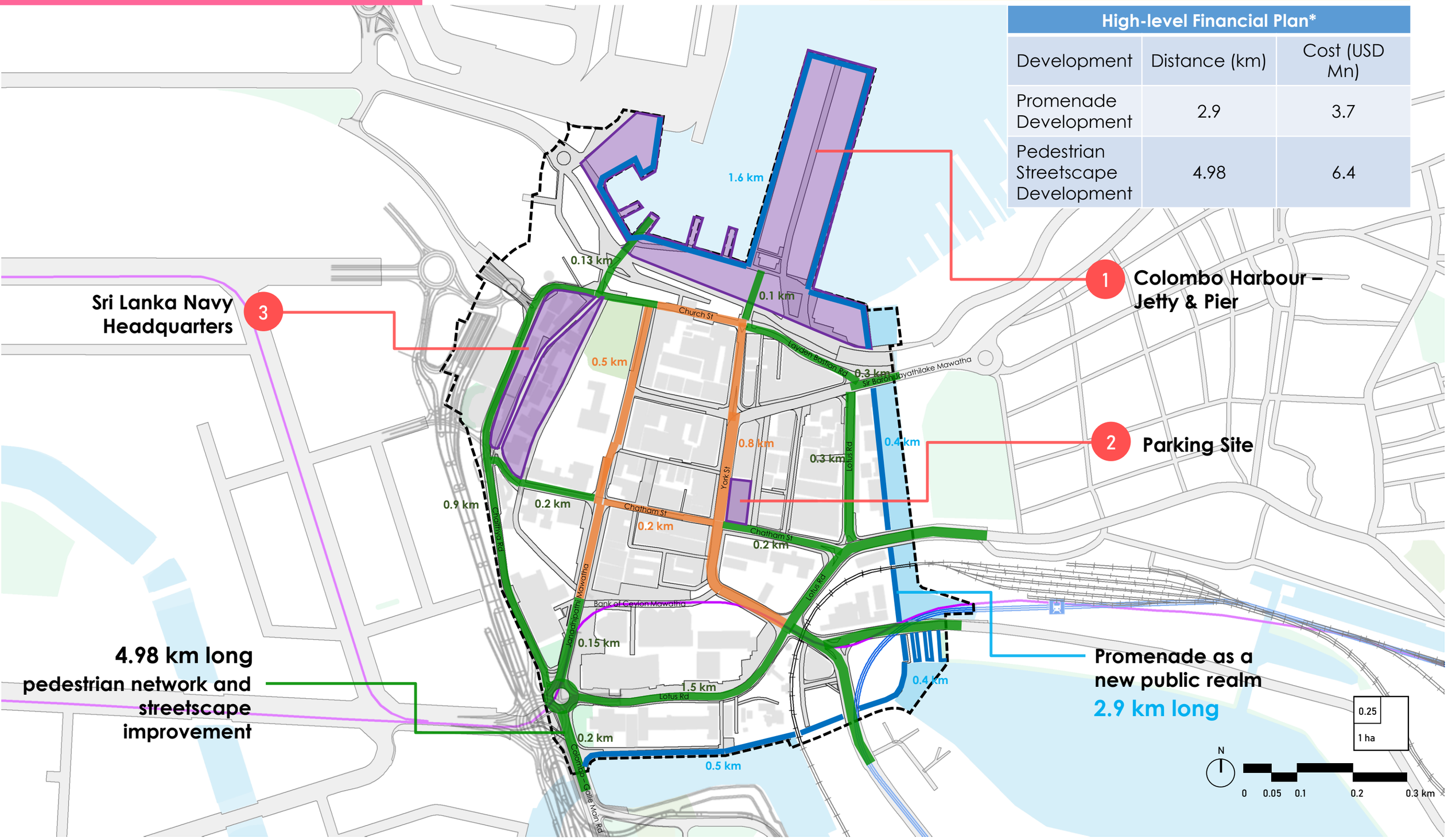
Source: Market Research at Colombo

CONCLUSION
PRIORITY INTERVENTIONS

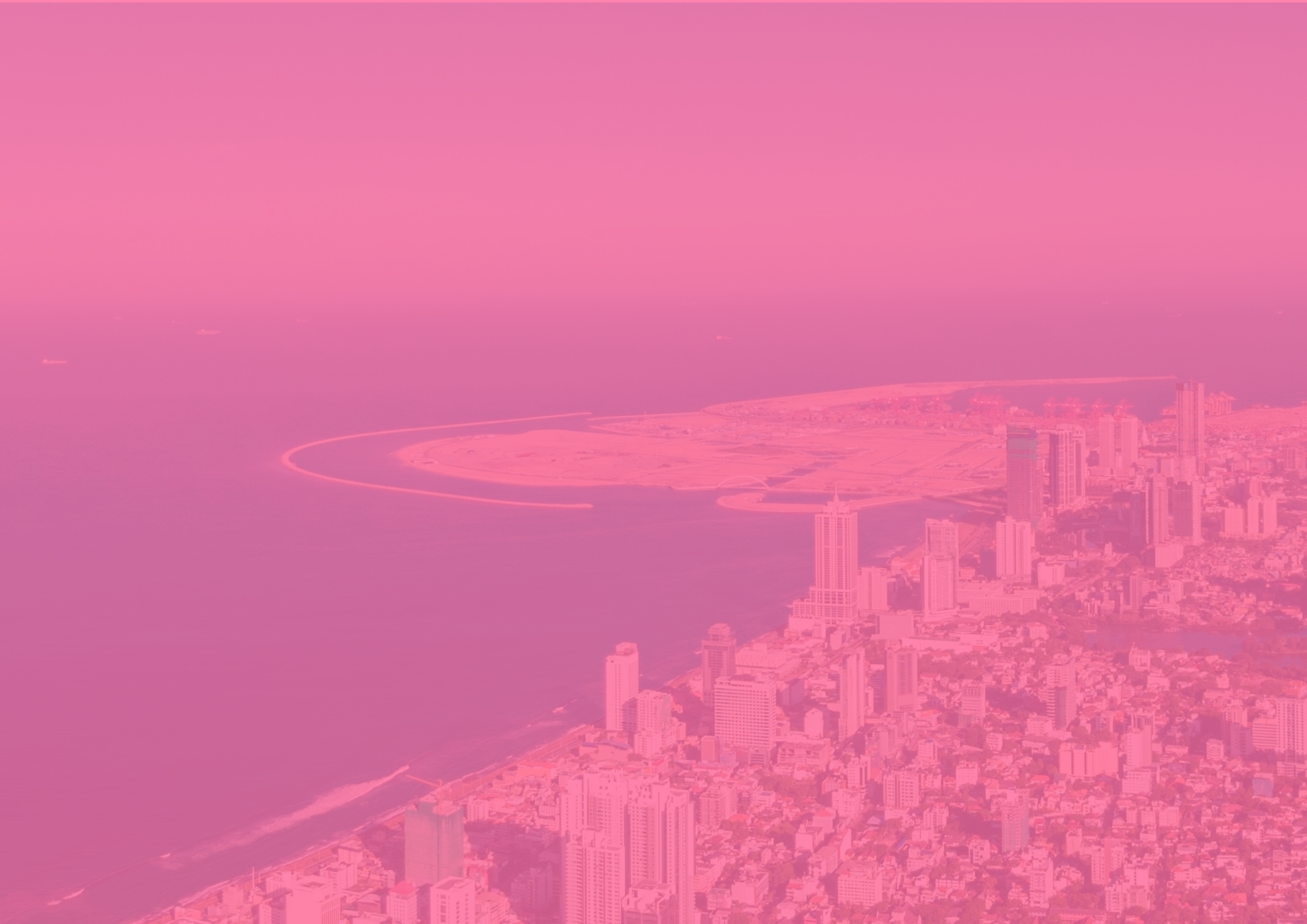
*) The Cost for the promenade and pedestrian streetscape is taken according to international standards (1.1 to 1.3 Mn USD per KM). The finalised cost is subject to construction cost trends in Colombo and the finalised design for development.

High-level Financial Plan*

Development	Distance (km)	Cost (USD Mn)
Promenade Development	2.9	3.7
Pedestrian Streetscape Development	4.98	6.4



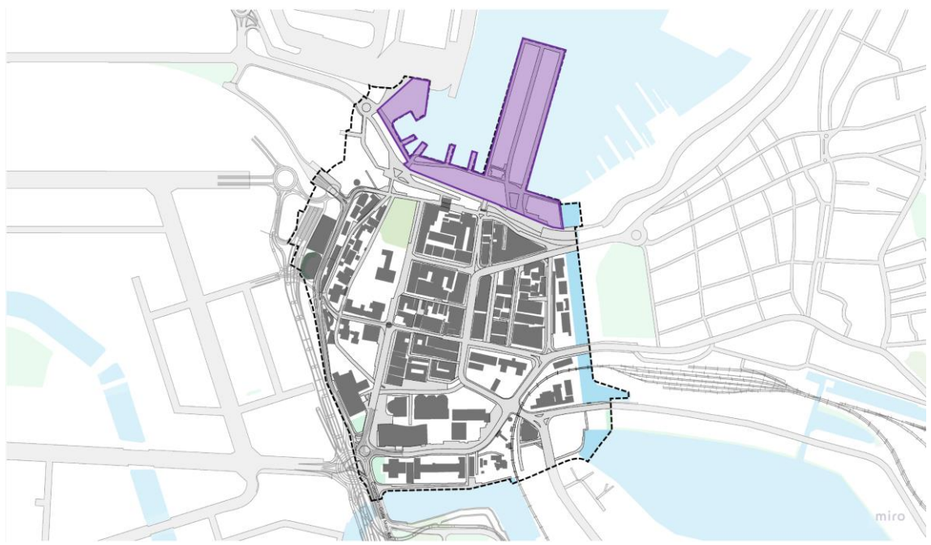




3.4
PRIORITY INTERVENTIONS – BOOKLETS

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

1. PROJECT TITLE	
Colombo Harbour Regeneration	
2. PROJECT LOCATION	
Location boundaries	North: Cruise Pier Colombo; West: Harbour Police Station; East: Sea South: Colombo Port Main Road
Jurisdiction	Colombo – CBD area
Zone	Concentrated Logistic Zone
Zone Factor	3.0
Access Road	Colombo Port Main Road
Current Usage Type	Colombo Harbour Office, Warehouses
Frontage (along Access Road)	480 m
Unique Selling Point (UPS)	Strategically positioned along major international shipping routes, and a gateway to the Fort Heritage precinct



Key Plan: Plot location and overall context.

Pt	Coordinate X	Coordinate Y	Pt	Coordinate X	Coordinate Y
1	372671.2	767485.3	10	372135.4	767319.3
2	372554.8	767078.2	11	372235.5	767404.8
3	372656.7	767048.5	12	372281.4	767397.4
4	372666.8	766961.5	13	372265.9	767300.5
5	372510	767013.4	14	372239.3	767282.4
6	372477.9	767036	15	372223.6	767175.4
7	372209.3	767149.6	16	372258.1	767221.3
8	372217.2	767162.4	17	372434	767127.2
9	372127.2	767305	18	372546.4	767520.8

* Site Boundary and Coordinates are to be confirmed by UDA, and are subject to ground survey and confirmation



1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

3. LAND REQUIREMENT FOR THE PROJECT	
Total Land Area / extent of land	8.6 Ha
Land Ownership Detail:	
The land owned by other government agencies (SLPA)	8.6 Ha

4. PROJECT PRELIMINARY ACTIVITIES			
Item	**Yes**	**No**	**Not Necessary**
Pre-Feasibility	Y		
Feasibility		N	
Detailed Design		N	
Strategic Environmental Assessment (SEA)		N	
Initial Environmental Assessment (IEE)		N	
Environmental Impact Assessment (EIA)		N	
Disaster Risk Assessment		N	
NBRO Clearance (If necessary)			✓
Archeological Clearance (If necessary)		N	
Land Clearance from relevant parties		N	
Social Impact Assessment		N	
Other (specify)			

5. PROJECT OBJECTIVES
• Creating a gateway into Fort Heritage Precinct
• Attracting an influx of tourists into Colombo through Colombo Harbour
• Creating a new image of the harbour as an urban waterfront of Colombo

6. RATIONALE OF PROJECT
6.1 Specific problems and needs to be addressed by project
• Regeneration of the existing warehouses into Cruise and Passenger Terminal
• Regeneration and redevelopment of the existing site into tourism-supporting facilities including a museum, commercial and entertainment
6.2 Target beneficiaries

Type of Beneficiaries	**No. of beneficiaries**	**Gender Ratio**
Direct		
• Foreign & Domestic Tourist	N.A.	N.A.
• Employment (Direct)	N.A.	N.A.
Indirect		
• Employment (Indirect)	N.A.	N.A.

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal



The project's objective is to create Colombo Harbour, an urban waterfront development that functions as a gateway into the Colombo CBD area through Fort Heritage Precinct.

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

The existing condition of Bandaranaike Quay with warehouses. The quay is strategically located as a gateway to the Fort Heritage area.

Fort Heritage Area
CBD - Financial Centre

Gateway into CBD Area

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

Illustration of the quay after regeneration and transformation into a Cruise and Passenger Terminal. A new gateway into the Colombo CBD area.



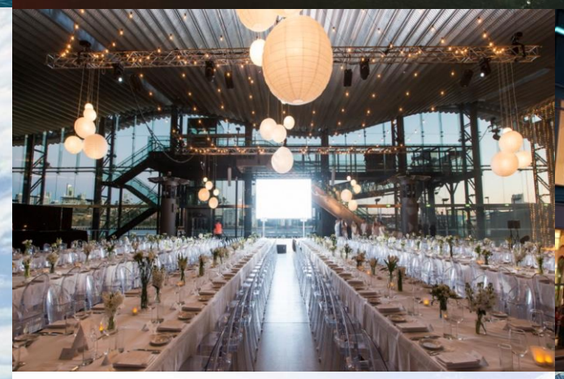
1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal







Sydney Harbour and Waterfront showcase an integration of the CBD with the waterfront and transformation of the harbour area into tourism and entertainment districts.

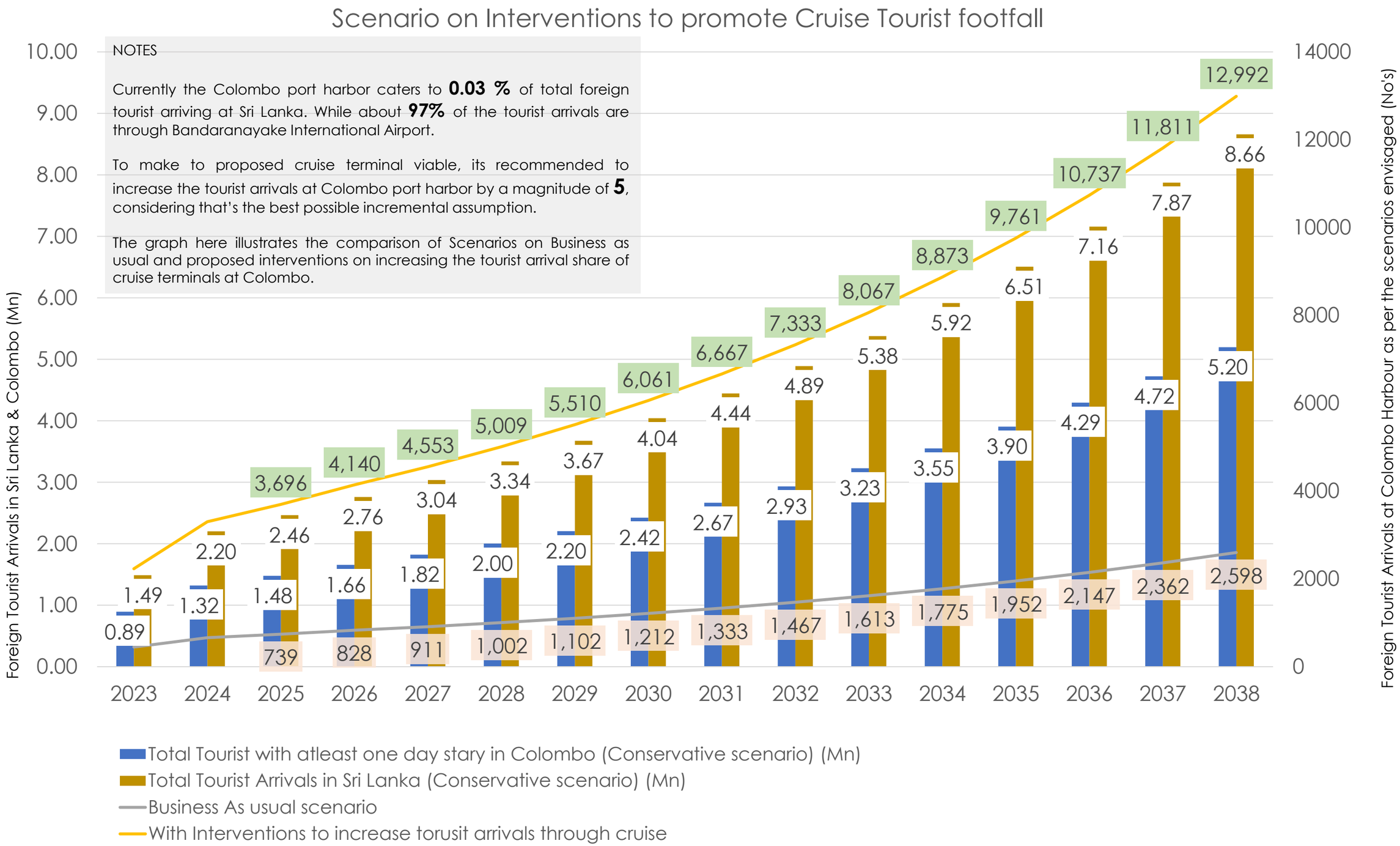








1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal



1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

STRATEGIES TO INCREASE TOURIST ARRIVAL AT SEAPORT

Infrastructure Enhancement

- Invest in modernizing and expanding the seaport facilities. Ensure efficient customs clearance, streamlined procedures, and improved passenger amenities.
- Collaborate with private operators to enhance cruise terminals and berthing facilities.

Marketing and Promotion

- Develop targeted marketing campaigns to promote Colombo as a cruise destination. Highlight its unique cultural heritage, scenic beauty, and historical sites.
- Partner with travel agencies, cruise lines, and tour operators to create attractive packages for cruise passengers.

Visa Facilitation

- Simplify visa processes for cruise passengers. Offer e-visas or visa-on-arrival options to encourage hassle-free travel.
- Promote visa-free travel agreements with key source markets.

Diversify Cruise Itineraries

- Collaborate with cruise lines to design diverse itineraries that include Colombo as a port of call.
- Explore themed cruises to attract different traveller segments.

Infrastructure Beyond the Port

- Develop nearby attractions, such as entertainment zones, shopping centers, and restaurants, to enhance the overall visitor experience.
- Improve transportation links between the port and popular tourist destinations.

Safety and Security

- Ensure a safe and secure environment for tourists. Implement robust security measures at the port and surrounding areas.
- Train staff to provide excellent customer service and assist tourists.

Collaborate with Stakeholders

- Work closely with government agencies, local authorities, and tourism boards to align efforts.
- Engage with the private sector, hotels, and tour operators to create a cohesive strategy.

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

7. RELATIONSHIP OF THE PROJECT TO NATIONAL POLICIES AND STRATEGIES
7.1 Relationship of project to National Policy Framework
• The project is located within the "Port Related Activity Zone" under City of Colombo Development Plan 2022-2031.
7.2 Relationship to the Sectoral Master Plan (of the Ministry, sub-sector or the sector)
• The project may relate to the Port Expansion Project by The Sri Lanka Ports Authority (SLPA)
7.3. What is the sector strategy relevant to the project?
• Port and Tourism

Stakeholders *- Individuals, people, organizations or groups who can influence the implementation of the Project or achievement of its result. Stakeholders may include: Project clients and non-beneficiaries from the target group, those who can influence the decisions of the Project, project/ministry staff associations; those with an interest in the Project (advocacy group, central agencies); and those who are adversely or unintentionally affected by the Project.*

Partner *- The partner is the parties who join the executor in implementing the Project. The partners often undertaken some components of the Project. E.g. Ministry of Health (MoH) in a Rural Water Supply Project where MoH implements the health and hygienic education component of the Project.*

8. COORDINATION WITH STAKEHOLDERS AND PARTNERS FOR IMPLEMENTATION OF THE PROJECT

Name of the agency	Nature of Intervention	Current status of intervention	Does the proposed project include this development activity? (Yes/No)
Stakeholders			
• SLPDA	Land Owner	Currently holds Warehousing Establishments in the site	Yes
• UDA	Facilitator	Undertaking study on the potential viability of the International Cruise terminal	Yes

9. PROJECT IMPACTS, OUTCOMES AND OUTPUTS/ RESULTS FRAMEWORK OF THE PROJECT/ PERFORMANCE FRAMEWORK OF THE PROJECT

9.1 Project Impacts	
• Economic	Increase in Tourist expenditures, increase in employment, Increase in Economic Activity
• Environment	The site is a brownfield asset, no critical impacts on environment
• Social	Increase in more activity in the proposed Heritage zone area, expected to image uplift the core area

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

9.2 Project Outcomes										
No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Promotion of Tourism	More Tourist inflow through Cruise Increase in Tourist average expenditure	No's, USD / LKR	NA	NA	Aim is to achieve 5x of the current tourist inflow through cruise terminal in Colombo				
2	Economic Development in the immediate vicinity	More activity on retail and hospitality in the locality More employment	NA No's	NA	NA					

9.3 Project Outputs												
No.	Output	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets (Tentative)						
						2026	2027	2028	2029	2030	2031	2032
1	Construction of International Cruise Terminal Construction	Project development	% (percentage of project completion)	NA	NA		40%	60%				
2	Museum, Promenade & Entertainment Zone	Project development	% (percentage of project completion)	NA	NA			20%	26%	33%	10%	10%

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

9.4 Planned Activities in Achieving Outputs	
Activities for Construction of International Cruise Terminal	
Activities	Period
Cruise terminal, Jetty, passenger terminal and facilities	• 2027-28
Duty Free Retail	• 2028
Souvenir Stores	• 2028
Event plaza & entertainment	• 2028-29
Promenade	• 2027-28
Multilevel Parking	• 2028
Activities for Museums, Promenade and Entertainment Zone	
Activities	Period
Museum	• 2029-30
Retail	• 2028
F&B	• 2028
Entertainment	• 2031-32
Parking	• 2029-30

10. Aligning the project objective/s with the Relevant Sustainable Development Goal/s

Sustainable Development Goal/s	Sustainable Development Target/s	Relevance to the SDG		If directly related, measurable indicator/s	Expected contribution to the achievement (%.)
		Directly related	Indirectly related		
8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	8.9 By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products	✓		Number of tourists via Cruise Terminal	N.A.

11. Potential Negative Impact on Socio Economic Activities and Environment by the Project

Items	Yes	No
• Socio Economic		N
• Environment		N

Note: If "Yes" please provide measures that project plans to implement to mitigate these negative impacts

12. Risk and Assumptions

- What are major assumptions?
  N.A.
- What are the risks and mitigation measures?
  Rising Sea Level. The platform level at the port and surroundings is to be studied further before implementation.
- Are these mitigation measures included in project activities? (Please elaborate).
  N.A.

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

13. Mainstreaming the Disaster Risk Reduction (DRR) into the Project

- What are the identified disaster risks, if any?
  Rising sea level.
- What are the required mitigation activities/resilience features?
  SLPA and private partner to conduct further study before project implementation.
- Additional cost required to accommodate the above-mentioned mitigation measures/resilient features (Rs.mn).
  N.A.
- What are the socio-economic benefits to be achieved through mainstreaming the DRR?
  N.A.

14. Project Evaluation Plan

Please refer to the **phasing plan** with the specified timeline

Project Phasing											
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Pre-Requisites											
Cruise terminal, Jetty, passenger terminal and facilities				50%	50%						
Duty Free Retail					100%						
Souvenir Stores					100%						
Event plaza & entertainment					50%	50%					
Promenade				50%	50%						
Multilevel Parking					100%						
Museum						50%	50%				
Retail					100%						
F&B					100%						
Entertainment						50%	50%				
Parking				50%	50%						

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

15. Project Budget

15.1 Cost Breakdown

Cost Component	Cost for project period (USD. Mn)									Total Cost (Rs. Mn)
	2024	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	
Land Acquisition	269.8									269.8
Construction/establishment *				14.46	21.41	9.03	9.30			54.2
O& M and Management						1.51	1.58	1.66	1.74	NA
Total Cost	269.8			14.46	21.41	10.53	10.88	1.66	1.74	

15.2 Details of the Activities (Construction, Purchase of Equipment and Vehicles)

Activity	Cost (USD Mn)	No of Units (km, sq mt, no.)	Unit Cost (Rs.)	Standard Cost (Rs.)	
				National	International
• Construction of International Cruise Terminal	54.2	• NA	• NA	• NA	• NA
• Museums, Promenade and Entertainment Zone		• NA	• NA	• NA	• NA

*Note: *Details of the activities should be mentioned in the Table 15.2*

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

16 Financing Plan

16.1 Revenue Forecast

Components	2031	2032	2033	2034	2035	Total (2031 to 2035) (Rs. mn)
• International Cruise Terminal	**3.89**	**4.01**	**4.14**	**4.26**	**4.39**	**20.69**
• Museums, Promenade and Entertainment Zone	**3.35**	**3.51**	**3.69**	**3.87**	**4.07**	**18.49**

16.2 Project Operation and Maintenance Costs after Completion

Components	Source of Funds	2031	2032	2033	2034	2035	Total (2031 to 2035) (Rs. mn)
• International Cruise Terminal	• NA	**1.66**	**1.74**	**1.83**	**1.92**	**2.02**	**9.17**
• Museums, Promenade and Entertainment Zone	• NA						

*Note: *Details of the activities should be mentioned in the Table 15.2*

17. Differently Abled Persons Perspectives
• Does the project identify needs of differently abled persons? If so describe the relevant activities (Cost of these activities should be part of the total project cost) N.A

18. Implementation Arrangements	
18.1 Executing Agency	**UDA / SLDPA**
18.2 Implementing Agency	**Private Developer (PPP)**
18.3 Details of Implementation mechanism	Please refer to Implementation Framework table

19. Findings of the Economic and Financial Analysis	
• EIRR / FIRR	NA
• ENPV / FNPV	NA
• Payback Period	NA
• Cost Benefit Ratio	NA
• Cost Effectiveness Analysis especially for social infrastructure projects	NA

Note: Worksheets of the above calculations should be attached along with the proposal

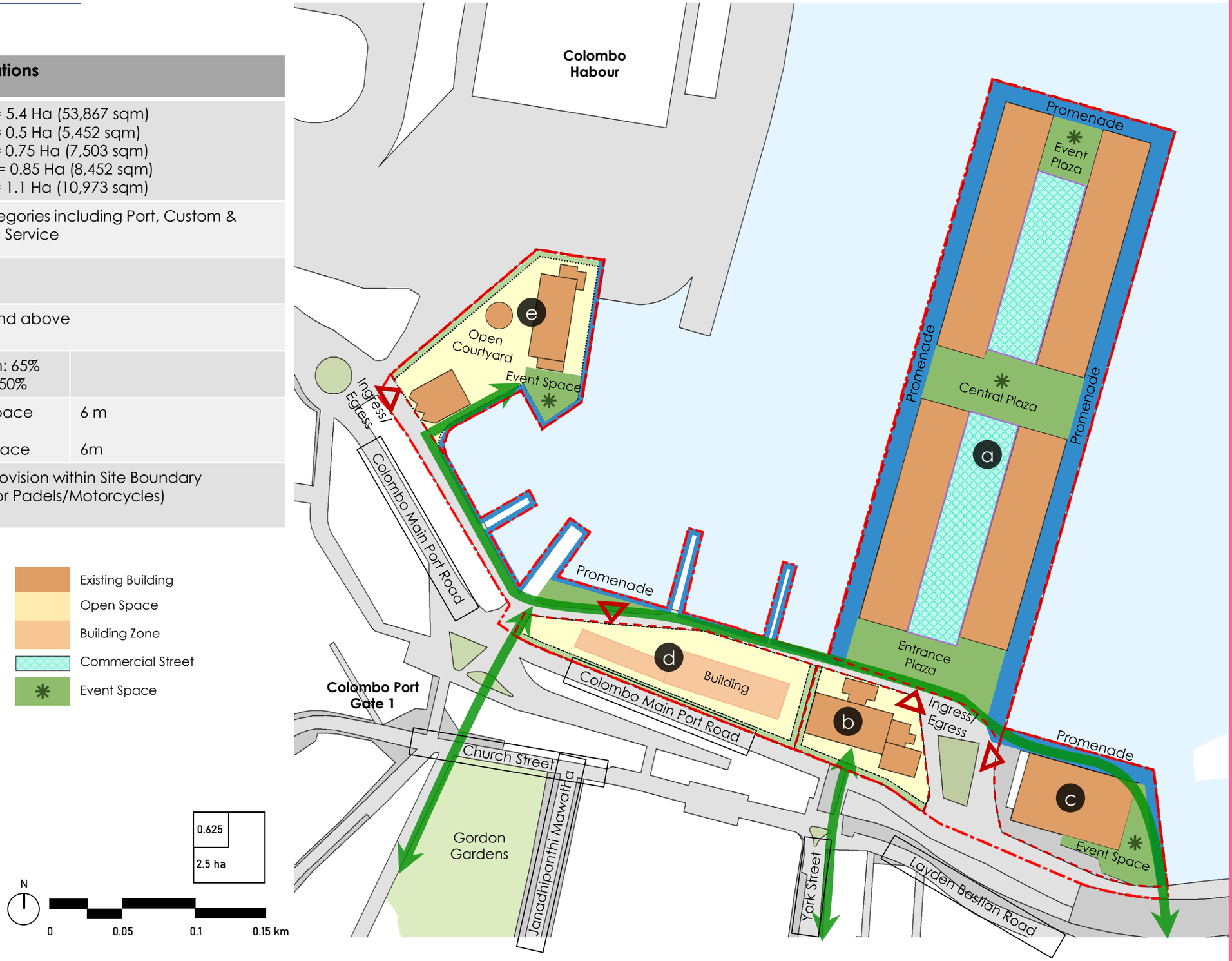
1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

20. Development Guidelines & Regulations		
Plot Area	Plot a = 5.4 Ha (53,867 sqm) Plot b = 0.5 Ha (5,452 sqm) Plot c = 0.75 Ha (7,503 sqm) Plot d = 0.85 Ha (8,452 sqm) Plot e = 1.1 Ha (10,973 sqm)	
Permissible Uses	All Categories including Port, Custom & Logistic Service	
Maximum Permissible Floor Area Ratio (FAR)	8.0	
Permissible Height (m)	75 m and above	
Maximum Plot Coverage	Podium: 65% Tower: 50%	
Minimum Setbacks (m)	Rear Space Side Space	6 m 6m
Parking Provision	75 % provision within Site Boundary (30 % for Padels/Motorcycles)	

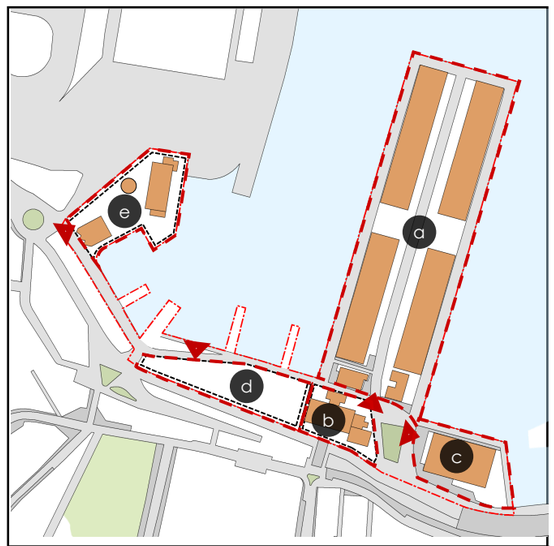
LEGEND:

- Plot Boundary Line
- Building Setback Line
- Green Buffer / Open Space
- Pedestrian Sidewalk
- Promenade
- Ingress / Egress
- (a) Plot a (potential subdivision)
- (b) Plot b (potential subdivision)
- (c) Plot c (potential subdivision)
- (d) Plot d (potential subdivision)
- (e) Plot e (potential subdivision)

- Existing Building
- Open Space
- Building Zone
- Commercial Street
- Event Space

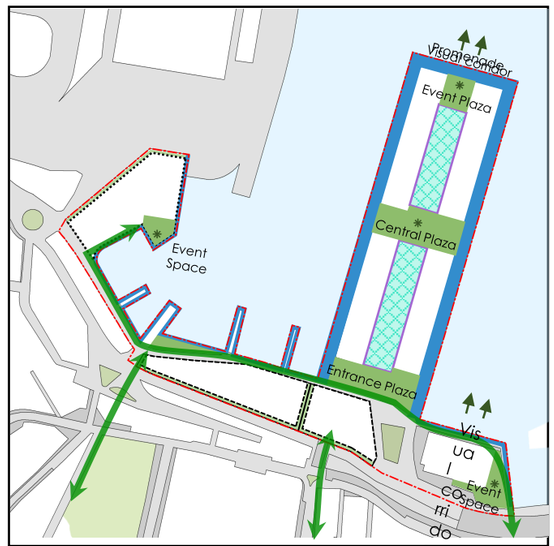


1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal



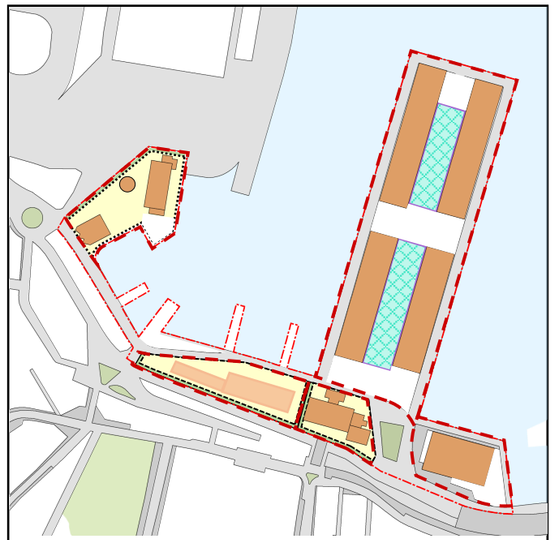
BUILDING SETBACK & VEHICULAR INGRESS/EGRESS

- Plot Boundary Line
- Building setback Line
- Ingress / Egress
- Existing Building Footprint



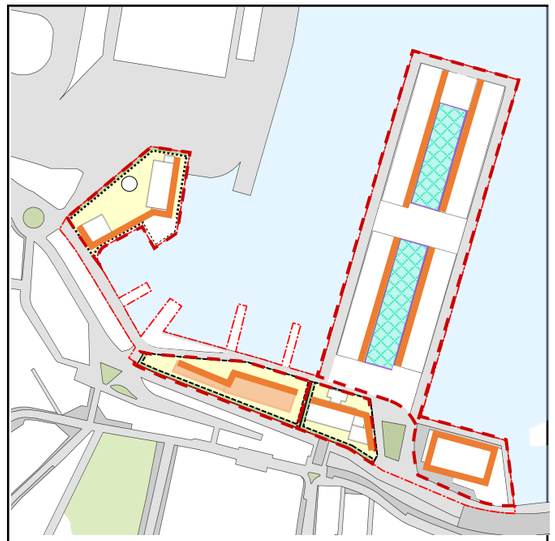
PUBLIC REALM - PEDESTRIAN NETWORK

- Pedestrian Sidewalk
- Green Buffer / Open Space
- Commercial Street
- Event Space



BUILDING FOOTPRINT

- Open Space
- Building Zone
- Existing Buildings



ACTIVE EDGE

- Mandatory commercial façade on ground level (minimum 30% of all commercial façade to be of retail use)

NOTES

Overall site is subdivided into five plots: a, b, c, d and e. This subdivision will allow each plot to be planned and developed independently in a different timeline. However, all plots shall be planned and developed as one integrated development in the long term.

The site has several existing building which shall be regenerated and reused, subject to further detailed studies by other relevant experts (conservation architects, structural engineers, etc).

As a gateway to Fort Heritage area, the site will provide series of pedestrian links connecting oceans through promenade and the inner city's CBD area.

Several open spaces and plazas are allocated within the main pier to facilitate influx of tourists and visitors, and waterfront public activities.

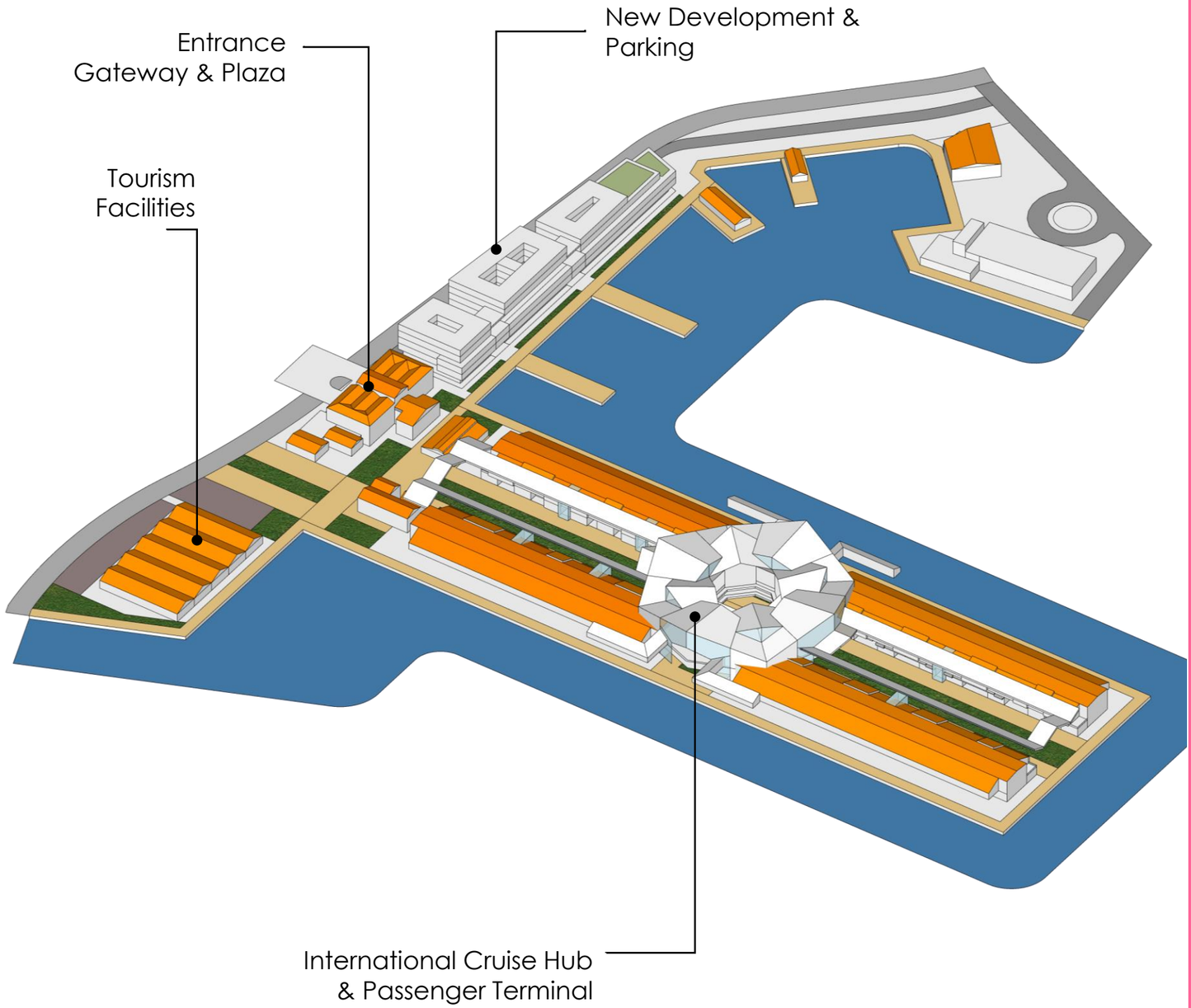
Planning and design of the existing and new building shall take into consideration the overall site characters as the gateway to the Fort Heritage area. Existing buildings shall be regenerated and reused as much to facilitate immediate functions/ programmes arising from the needs of Colombo's Harbour transformation info cruise hub and passenger terminal and tourism destinations.

Commercial facades shall be allocated and oriented towards the waterfront area and public space/place.

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

21. Development Proposal	
Function	International Cruise Hub & Passenger Terminal
Proposed total GFA	(Based on existing buildings)
Proposed Height/Floors	(Based on existing buildings)

22. Development Programmes	
Overall Cruise and Passenger Terminal Components	• International Cruise & Passenger Terminal • Duty Free Retail • Souvenir Stores • Multilevel Parking
Tourism Facilities	• Museum, Art and Entertainment Space • Commercial & Retail Shops
Open Space	• Event plaza & entertainment • Promenade • Parking



NOTES:

The purpose of the 3D massing is only to illustrate the intent of the urban design according to the development proposal and programmes. It is not to provide an architectural design solution.

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

PRODUCT MIX AND PHASING
PRIMARY COMPONENTS (PLOT a)

Product Mix		Phasing				
Component	**Area (sqm)**	**2026**	**2027**	**2028**	**2029**	**2030**
Cruise terminal, Jetty, passenger terminal and facilities	5,600		50%	50%		
Duty Free Retail	700			100%		
Souvenir Stores	200			100%		
Event plaza & entertainment				50%	50%	
Promenade			50%	50%		
Multilevel Parking	900			100%		
Total	**7,400**	**0%**	**38%**	**63%**	**0%**	**0%**

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

PRODUCT MIX AND PHASING
SECONDARY COMPONENTS (to be spread across PLOT a, b c. d & e)

Product Mix		Phasing				
Component	**Area (sqm)**	**2028**	**2029**	**2030**	**2031**	**2031**
Museum	10,000		50%	50%		
Retail	2,500	100%				
F&B	1,000	100%				
Entertainment	5,200				50%	50%
Parking	7,000	25%	25%	50%		
Total	**25,700**	**20%**	**26%**	**33%**	**10%**	**10%**

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

FINANCIAL ASSESSMENT

Component	Development Cost - Assumptions	Unit	Revenue - Assumptions	Unit
Cruise terminal, Jetty, passenger terminal and facilities	4000.00	USD per sq.m.	500	USD per sq.m. per month
Duty Free Retail	900.00	USD per sq.m.	100	USD per sq.m. per month
Souvenir Stores	900.00	USD per sq.m.	100	USD per sq.m. per month
Multilevel Parking	350	USD per sq.m.	0.36	USD per hour per vehicle
Museum	1000	USD per sq.m.	150	USD per hour per vehicle
Retail	9000	USD per sq.m.	100	USD per hour per vehicle
F&B	800	USD per sq.m.	100	USD per hour per vehicle
Entertainment	700	USD per sq.m.	100	USD per hour per vehicle

Project Land Cost (USD Mn)	**269.8**
Project IRR	**NA**
Total Development Cost (USD Mn)	**53.46**
Annual Revenue by 2032 (USD Mn)	**7.69**

- Assumptions are highly tentative
- All assumptions to be checked with trends in Colombo and the positioning of the product proposed

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

IMPLEMENTATION FRAMEWORK

Components	Proposed Operational Model	Feature	Roles	Timeline
Cruise Terminal	**Build Operate Transfer (BOT) Model - Concessionaire Agreement**	**The private partner builds and operates the cruise terminal facility during a specified concession period, after which ownership is transferred back to the public entity.**	SLPA: Land ownership, Project Funding regulation and oversight, Private Partner: Build and operate, project for the Concession Period	Development commences at the initial stage
Museum + Commercial + Tourism Facility + Entertainment Facility	**Option1: Long term lease** **Option 2: DFBOT**	**1. The Private entity will pay an upfront land lease premium and will develop the Infrastructure**	SLPA: Takes lease amount for the land Private Partner: Build Own and operate the facility for the lease period	Development commences at the initial stage
		2. The private entity handles design, construction, and operation of the facility, streamlining the entire project lifecycle.	SLPA: oversee the project execution and operations Private Partner: Build and operate the facility	

SLPA oversees the overall management and administration of the facility along with operating the common user facilities ensuring security and safety.

Note: All suggestions assuming that the land ownership lies with the Sri Lanka Port Authority

1 Colombo Harbour Regeneration – Cruise Terminal, New Jetty and Passenger Terminal

23. Transportation Demand Projection

Land use	Total GFA (sqm)	AM IN	AM OUT	PM IN	PM OUT
Commercial	21,800	429	237	422	572
Retail	3,400	21	13	67	72
Hospitality	-	-	-	-	-
Residential	-	-	-	-	-
Total	**25,200**	**450**	**250**	**489**	**644**

Determination of number of lanes

- The peak hourly traffic volume for the proposed development is summarized in the table above, with specific traffic generation values for different land use types, based on the *ITE Trip Generation Manual, 11th Edition*.

Peak Hour Calculation

- To determine the required number of lanes, we calculate the peak hour traffic volume:

Peak Hour Volume (Inbound) = 489 vehicles/hour
Peak Hour Volume (Outbound) = 644 vehicles/hour

Lane Capacity

- Assuming a lane capacity of 1,100 vehicles per hour per lane:

$$Number\ of\ Lanes = \frac{Peak\ Hour\ Volume}{Lane\ Capacity}$$

Total Lanes Calculation per Access

$$Number\ of\ Inbound\ Lanes = \frac{489}{1{,}100} \approx 0.44 \approx 1\ lane\ (rounded\ up)$$

$$Number\ of\ Outbound\ Lanes = \frac{644}{1{,}100} \approx 0.59 \approx 1\ lane\ (rounded\ up)$$

Conclusion

The existing Colombo Main Port Road consists of two lanes in each direction. Based on the assessment of the lane capacity mentioned above, the existing road is expected to accommodate the traffic generated by the proposed development

*The traffic capacity analysis above will be subject to the existing traffic conditions at the site.

24. Utilities Demand Projection

Based on the proposed unit demand for various utilities and the proposed land use distribution, projected population, and proposed built up area, the overall utilities demand for Colombo Harbour – Jetty & Pier are worked out as shown in the table below

Activity	Total Water Demand (M^3/D)	Wastewater Generation (M^3/D)	Solid Waste Generation (T/D)	Power Demand (MVA)
Commercial & Retail Shops	268	235	2	0.8
Tourism & Passenger Facilities	168	147	2	2.7
	Water Loss @ 10%			Co-factor : 0.6 * 0.7
Total	**480**	**382**	**4**	**1.4**

(This page is intentionally left blank)

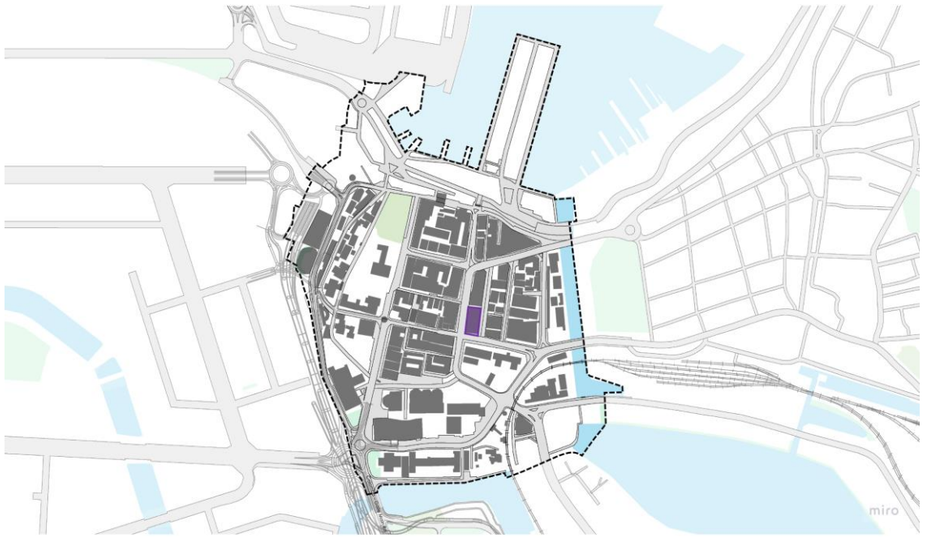
2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

1. PROJECT TITLE

Mixed-use Development at Parking Site, York Street

2. PROJECT LOCATION

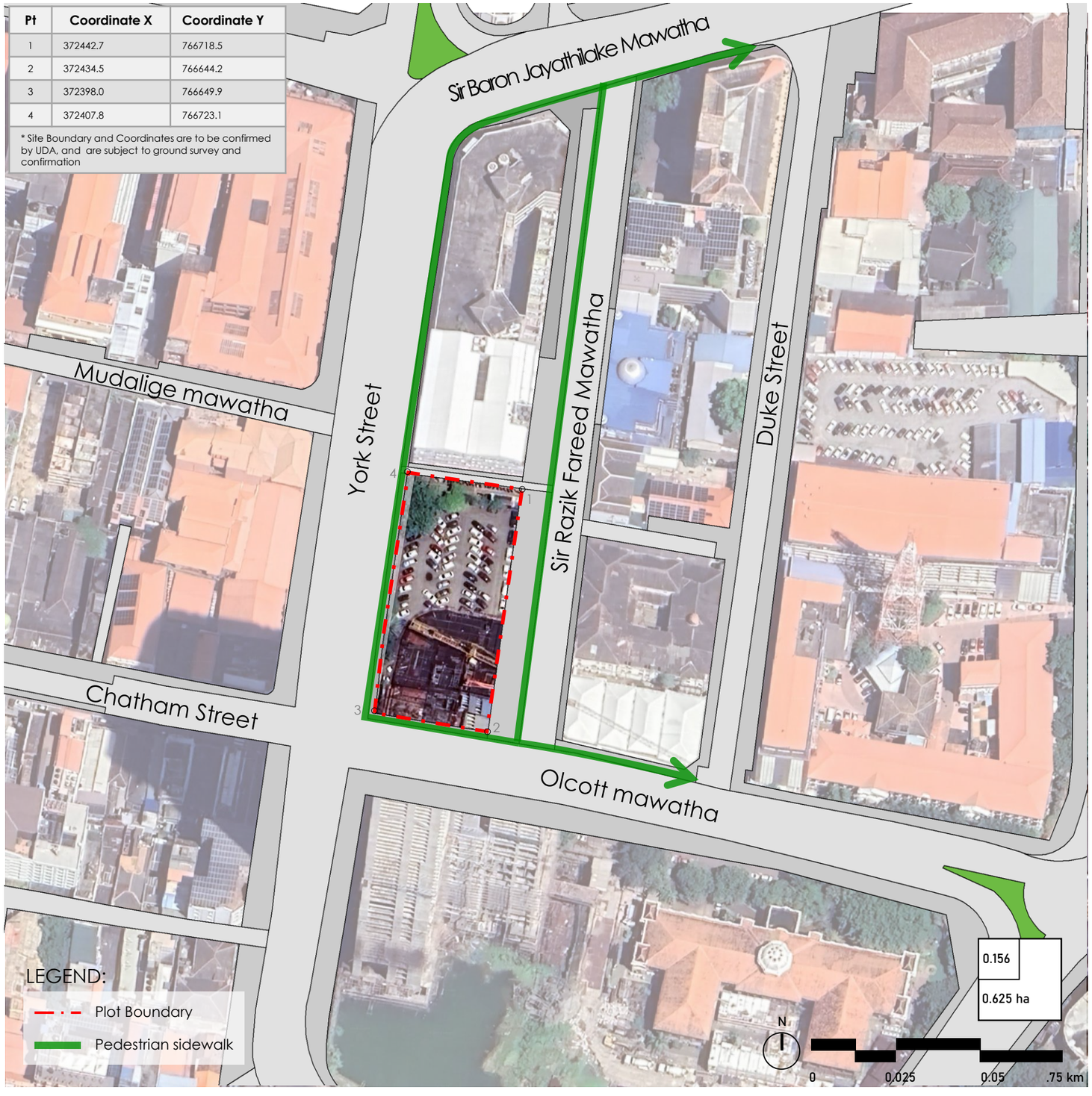
Location boundaries	North: Commercial Building; West: York Street; East: Sir Razik Fareed Mawatha; South: Chatham Street
Jurisdiction	Colombo – CBD area
Zone	Concentrated Mixed Development Zone
Zone Factor	3.75
Access Road	York Street
Current Usage Type	Parking
Frontage (along Access Road)	80 m
Unique Selling Point (UPS)	The site has a central location at the Fort area, with access from its three sides.



Key Plan: Plot location and overall context.

Pt	Coordinate X	Coordinate Y
1	372442.7	766718.5
2	372434.5	766644.2
3	372398.0	766649.9
4	372407.8	766723.1

* Site Boundary and Coordinates are to be confirmed by UDA, and are subject to ground survey and confirmation



2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

3. LAND REQUIREMENT FOR THE PROJECT	
Total Land Area / extent of land	0.26 Ha
Land Ownership Detail:	
The land owned by UDA	0.26 Ha

4. PROJECT PRELIMINARY ACTIVITIES			
Item	**Yes**	**No**	**Not Necessary**
Pre-Feasibility	Y		
Feasibility	Y		
Detailed Design		N	
Strategic Environmental Assessment (SEA)			✓
Initial Environmental Assessment (IEE)		N	
Environmental Impact Assessment (EIA)		N	
Disaster Risk Assessment		N	
NBRO Clearance (If necessary)			✓
Archeological Clearance (If necessary)			✓
Land Clearance from relevant parties			✓
Social Impact Assessment		N	
Other (specify)			

5. PROJECT OBJECTIVES

- Increase the real estate value of the vacant parking land through redevelopment
- Introducing Mixed-use Development that connects the CBD to the Colombo Harbour

6. RATIONALE OF PROJECT

6.1 Specific problems and needs to be addressed by project

- New mixed-use development must be able to provide minimum public parking provision equivalent to the current parking capacity of the site.
- The development must provide an open commercial plaza (public space) at the ground level at the junction of York Street and Olcott Mawatha Street. This is to promote commercial vibrancy along the York Street.

6.2 Target beneficiaries

Type of Beneficiaries	**No. of beneficiaries**	**Gender Ratio**
Direct		
• Organised Public Parking	NA	NA
• Tourists / Visitors	NA	NA
• Employment Generation	NA	NA
• Business – Commercial spaces	NA	NA
• Retail outlets	NA	NA
Indirect		
• Indirect Employment	NA	NA

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

The project's objective is to Increase the real estate value of the vacant parking land through redevelopment. The mixed-use development will function to connect the CBD to the Colombo Harbour.

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

EON Shenton. A mixed-use development at the SIngapore downtown core CBD area. The podium accommodates parking spaces for commercial (accessible by public) and residential.



2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

7. RELATIONSHIP OF THE PROJECT TO NATIONAL POLICIES AND STRATEGIES
7.1 Relationship of project to National Policy Framework
• The project supports the regeneration of the Fort Heritage Precinct into a tourism zone
7.2 Relationship to the Sectoral Master Plan (of the Ministry, sub-sector or the sector)
• N.A.
7.3. What is the sector strategy relevant to the project?
• N.A.

Stakeholders *- Individuals, people, organizations or groups who can influence the implementation of the Project or achievement of its result. Stakeholders may include: Project clients and non-beneficiaries from the target group, those who can influence the decisions of the Project, project/ministry staff associations; those with an interest in the Project (advocacy group, central agencies); and those who are adversely or unintentionally affected by the Project.*

Partner *- The partner is the parties who join the executor in implementing the Project. The partners often undertaken some components of the Project. E.g. Ministry of Health (MoH) in a Rural Water Supply Project where MoH implements the health and hygienic education component of the Project.*

8. COORDINATION WITH STAKEHOLDERS AND PARTNERS FOR IMPLEMENTATION OF THE PROJECT

Name of the agency	Nature of Intervention	Current status of intervention	Does the proposed project include this development activity? (Yes/No)
Stakeholders			
• UDA	Owns the land	-	No
Partners			
• Private Entity (Developer)	Develops the proposed product	-	Yes

9. PROJECT IMPACTS, OUTCOMES AND OUTPUTS/ RESULTS FRAMEWORK OF THE PROJECT/ PERFORMANCE FRAMEWORK OF THE PROJECT

9.1 Project Impacts	
• Economic	Increases the level of activity through, Retail, Commercial and Hospitality related developments in the Heritage area
• Environment	The site is a brownfield site, no critical impact on environmental components expected
• Social	Provides employment – both direct and indirect

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

9.2 Project Outcomes

No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Providing more affordable stay facilities for the Tourism	Units of stay	No's,	NA	NA					
2	Provide more city office spaces	Developed space for office	Area	NA	NA					
3	Provide necessary support infrastructure	Development of support Amenities	Area	NA	NA					
4	Reduce the congestion by providing more public parking spaces	At least 100 public parking spaces (Standard spaces)	No's	NA	NA					

9.3 Project Outputs

No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Services Apartments & Hotels	Project Completion	%	NA	NA		25%	50%	25%	
2	Commercial spaces	Project Completion	%	NA	NA		50%	50%		
3	Retail & Parking spaces	Project Completion	%	NA	NA	100%				
4	Public Parking spaces	Project Completion	%	NA	NA	100%				

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

9.4 Planned Activities in Achieving Outputs	
Activities for Services Apartments & Hotels	
Activities	Period
• Serviced Apartments	• 2027-29
• Hotels	• 2027-28
Activities for Commercial spaces	
Activities	Period
• Commercial Office spaces	• 2027-28
Activities for Retail & Parking spaces	
Activities	Period
• Retail	• 2026-27
• Parking Spaces	• 2026
Activities for Public Parking spaces	
Activities	Period
• Public Parking spaces	• 2026

10. Aligning the project objective/s with the Relevant Sustainable Development Goal/s

Sustainable Development Goal/s	Sustainable Development Target/s	Relevance to the SDG		If directly related, measurable indicator/s	Expected contribution to the achievement (%.)
		Directly related	Indirectly related		
8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	8.9 By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products	✓		Number of customers/visitors to retail, hospitality, serviced apartment and office spaces	N.A.

11. Potential Negative Impact on Socio Economic Activities and Environment by the Project

Items	Yes	No
• Socio Economic		N
• Environment		N

Note: If "Yes" please provide measures that project plans to implement to mitigate these negative impacts

12. Risk and Assumptions

- What are major assumptions?
  N.A.
- What are the risks and mitigation measures?
  N.A.
- Are these mitigation measures included in project activities? (Please elaborate).
  N.A.

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

13. Mainstreaming the Disaster Risk Reduction (DRR) into the Project

- What are the identified disaster risks, if any?
  N.A.
- What are the required mitigation activities/resilience features?
  N.A.
- Additional cost required to accommodate the above-mentioned mitigation measures/resilient features (Rs.mn).
  N.A.
- What are the socio-economic benefits to be achieved through mainstreaming the DRR?
  N.A.

14. Project Evaluation Plan

Please refer to the **phasing plan** with the specified timeline

Project Phasing											
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Retail Shops			100%								
Public Parking			100%								
Parking			100%								
Hotel				50%	50%						
Office				50%	50%						
Serviced Apartment					50%	50%					

15. Project Budget

15.1 Cost Breakdown

Cost Component	Cost for project period (USD. Mn)									Total Cost (Rs. Mn)
	2024	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	
Land Acquisition	7.86									7.86
Construction/establishment *			4.76	9.91	14.71	4.49				33.87
O&M and Management			0.11	0.12	0.13	3.71	8.75	11.14	13.18	NA

15.2 Details of the Activities (Construction, Purchase of Equipment and Vehicles)

Activity	Cost (USD Mn)	No of Units (km, sq.m, no.)	Unit Cost (USD per sq.m)	Standard Cost (Rs.)	
				National	International
Services Apartments & Hotels	22.41	17,000 Sq.m.	875	• NA	• NA
Commercial spaces	6.70	8,000 Sq.m.	750	• NA	• NA
Retail & Parking spaces	1.97	3,870 Sq.m.	1100	• NA	• NA
Public Parking spaces	1.19	3,600 Sq.m.	300	• NA	• NA

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

16 Financing Plan						
16.1 Revenue Forecast						
Components		**2030**	**2031**	**2032**	**2033**	**2034**
Services Apartments & Hotels		**5.62**	**6.88**	**7.75**	**8.13**	**8.54**
Commercial spaces		**1.48**	**2.81**	**2.89**	**3.02**	**3.22**
Retail & Parking spaces		**0.56**	**0.60**	**0.62**	**0.67**	**0.69**
Public Parking spaces		**0.05**	**0.05**	**0.05**	**0.05**	**0.05**

16.2 Project Operation and Maintenance Costs after Completion						
Components	Source of Funds	**2031**	**2032**	**2033**	**2034**	**2035**
Services Apartments & Hotels	• NA	**11.14**	**13.18**	**15.05**	**15.80**	**16.59**
Commercial spaces	• NA					
Retail & Parking spaces	• NA					
Public Parking spaces	• NA					

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

17. Differently Abled Persons Perspectives
• Does the project identify needs of differently abled persons? If so describe the relevant activities (Cost of these activities should be part of the total project cost) N.A.

18. Implementation Arrangements	
18.1 Executing Agency	**UDA**
18.2 Implementing Agency	**PPP Mode (Private developer)**
18.3 Details of Implementation mechanism	Please refer to Implementation Framework table

19. Findings of the Economic and Financial Analysis	
• EIRR / FIRR	17.95 %
• ENPV / FNPV	15.06
• Payback Period	10 to 11 Years (2033-34)
• Cost Benefit Ratio	• NA
• Cost Effectiveness Analysis especially for social infrastructure projects	• NA

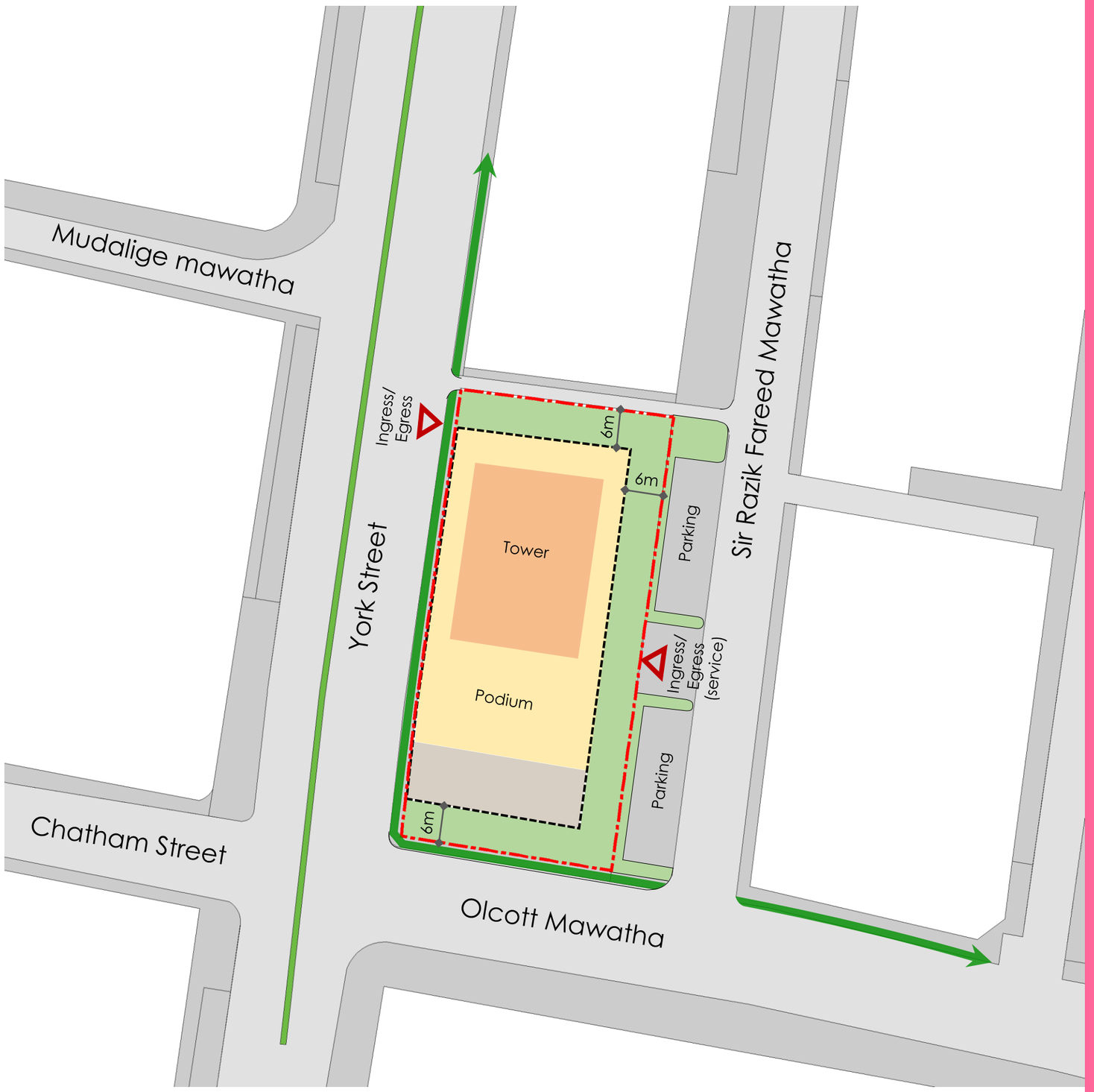
Note: Worksheets of the above calculations should be attached along with the proposal

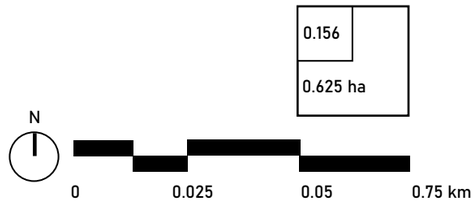
2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

20. Development Guidelines & Regulations		
Plot Area	0.2623 Ha (2,623 sqm)	
Permissible Uses	All Building	
Maximum Permissible Floor Area Ratio (FAR)	12.0	
Permissible Height (m)	75 m and above	
Maximum Plot Coverage	Podium: 65% Tower: 50%	
Minimum Setbacks (m)	Rear Space Side Space	6 m 6m
Parking Provision	75 % provision within Site Boundary (30 % for Padels/Motorcycles)	

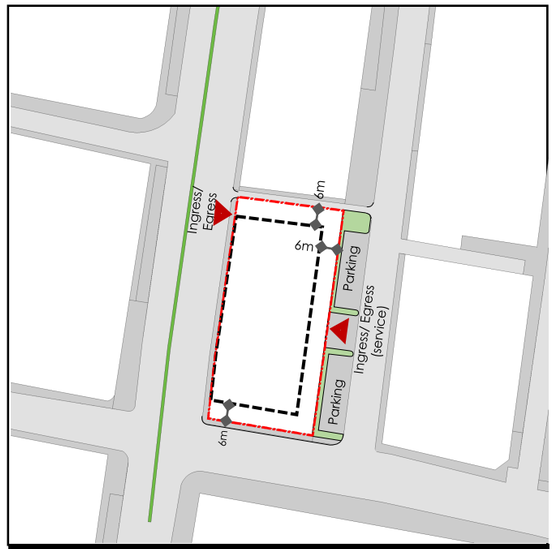
LEGEND:

- Plot Boundary Line
- Building Setback Line
- Green Buffer / Open Space
- Pedestrian Sidewalk
- Ingress / Egress
- Open Commercial Plaza
- Podium Zone
- Tower Zone



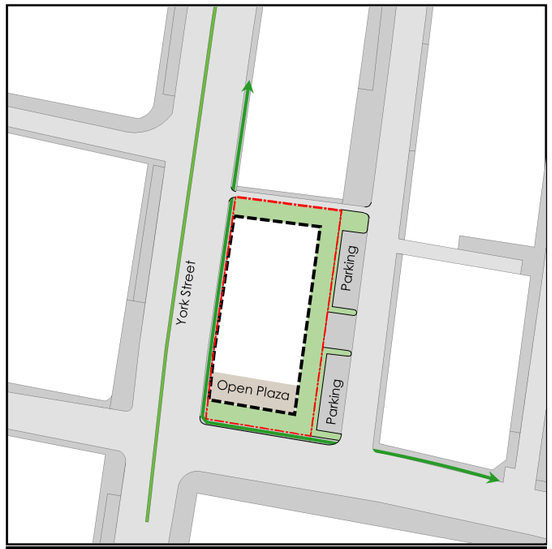


2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO



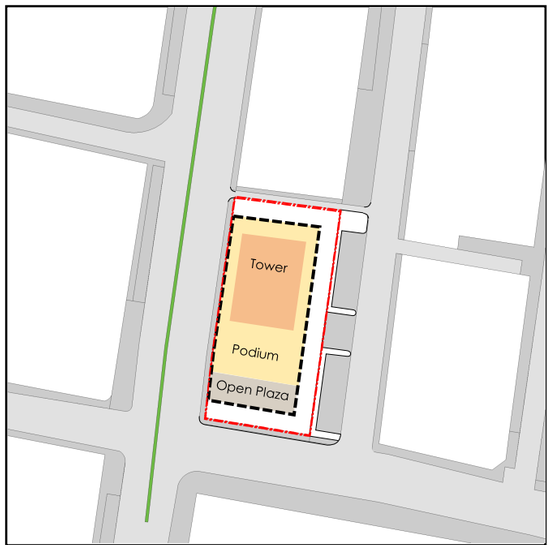
BUILDING SETBACK & VEHICULAR INGRESS/EGRESS

- Plot Boundary Line
- Building setback Line
- Ingress / Egress



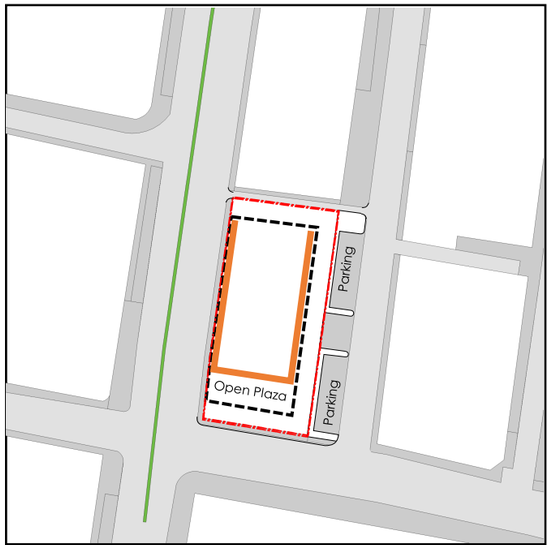
PUBLIC REALM - PEDESTRIAN NETWORK

- Pedestrian Sidewalk
- Open Commercial Plaza
- Green Buffer / Open Space



BUILDING FOOTPRINT

- Open Commercial Plaza
- Building Zone
- Existing Buildings



ACTIVE EDGE

- Mandatory commercial façade on ground level (minimum 30% of all commercial façade to be of retail use)

NOTES

The plot is a regular rectangular shape and is directly accessible from three roads: York Street, Olcott Mawatha, and Sir Razik Fareed Mawatha.

Main pedestrian access shall be provided along the York Street and Olcott Mawatha.

The existing street parking along the Sir Razik Fareed Mawatha shall be improved and integrated into the plot's ground-floor landscape.

The open commercial plaza, podium zone, and tower zone are positioned to optimize spatial planning of the plot with surrounding buildings and spaces.

The Tower zone is set away from the existing opposite highrise tower at Olcott Mawatha Rd, allowing enough open space between the two towers.

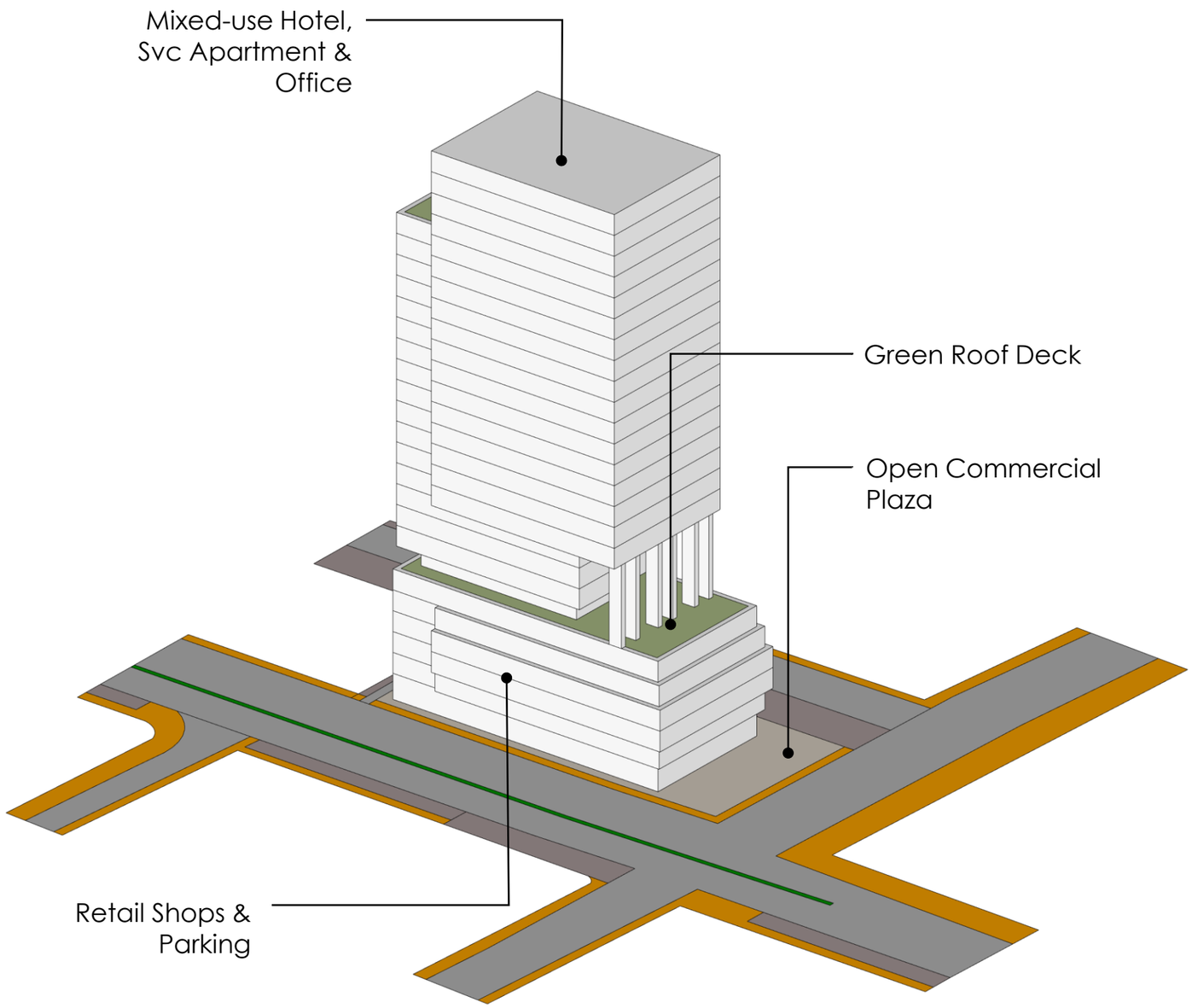
The podium zone is setback further from Olcott Mawatha Rd, allowing enough open space for commercial open plaza at the ground level.

A commercial façade shall be provided along the three sides of the plots to create commercial activities and attract pedestrians.

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

21. Development Proposal	
Function	Mixed-use Development
Proposed total GFA	Basement: 1,700 sqm (1,700 sqm footprint) Podium: 8,900 sqm (1,700 sqm footprint) Tower: 25,000 sqm (1,500 sqm footprint)
Proposed Height/Floors & GFA	Basement: 1 floor (3m floor height) Podium: 6 floors Tower: 17 floors (3.5m floor height)

22 .Development Programmes	
Basement	• Parking (1,700 sqm)
Podium	• Retail Shops (2,250 sqm) • Parking (7,900 sqm)
Tower	• Hotel (9,500 sqm) • Serviced Apartment (7,500 sqm) • Office (8,000 sqm)
Open Space	• Plaza



NOTES:

The purpose of the 3D massing is only to illustrate the intent of the urban design according to the development proposal and programmes. It is not to provide an architectural design solution.

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

PRODUCT MIX AND PHASING PLAN

	Product Mix			Phasing				
	Component	**Grade/ Category**	**Area (sqm)**	**2026**	**2027**	**2028**	**2029**	**2030**
Basement	Parking for Retail and Public Parking (47 lots)		1,705					
	Retail Shops	A	2,250	100%				
Podium	Parking for Retail and Public Parking (98 lots)		3,515	100%				
	Parking for Hotel, Serviced Apartment and Office (85 lots)		3,060	100%				
Tower	Hotel	Premium	9,500		50%	50%		
	Office	A	8,000		50%	50%		
	Serviced Apartment	Premium	7,500			50 %	50%	
Open Space	Plaza							100%
	Total		**35,530**	**26%**	**26%**	**37%**	**11%**	
	FSI Area		**29,518**					

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

FINANCIAL ASSESSMENT

Project Land Cost (USD Mn)	**7.96**
Project IRR	**17.95 %**
Total Development Cost (USD Mn)	**33.87**
Annual Revenue by 2032 (USD Mn)	**23.32**

- Period of 20 Years
- Year 10 to 11

Retail

Area : 2,250 Sq.m.

Capex : 2.8 Mn $

IRR : (20 years) 17.16 %

Hotel

Area : 9,500 Sq.m.

Capex : 16.03 Mn $

IRR : (20 years) 18.87 %

Office

Area : 8,000 Sq.m.

Capex : 8.74 Mn $

IRR : (20 years) 19.84 %

Serviced Apartment

Area : 7,500 Sq.m.

Capex : 10.7 Mn $

IRR : (20 years) 17.76 %

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

IMPLEMENTATION FRAMEWORK

Components	Proposed Operational Model	Feature	Roles	Timeline
Mixed Use: Office + Retail + Hospitality + Serviced Apartment + Parking	**Option 1: Joint Venture Agreement**	**The UDA provides land to the developer and receives a revenue share in proportion with the Land Cost and Total Development Cost**	UDA: grant a lease to the private developer, UDA generates revenue through Revenue share from the private entity. Main Lessee: Develop and construct the integrated development, operational management, generate revenue by leasing or renting out individual unit,	Development commences at the initial stage
	Option 2: Long Lease Model	**The UDA could lease the land to a private developer for a fixed term. The developer would then design, construct, and manage the development. At the end of the lease, ownership reverts to the UDA.**	UDA: Takes lease amount for the land Private Partner: Build Own and operate the facility for the lease period	

The overall operation and maintenance (O&M) of common areas to be handled by a facility management team.

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

IMPLEMENTATION FRAMEWORK

Option - 1

Long-term land lease

UDA leases the Land to the Concessionaire on a long term and receives the land cost in multiple instalments at the initial stage of project development.

Option 1 - Land Cost Distribution

Period	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Land Cost % payout			**25%**	**75%**								
Proportionate Payout Land Cost (to UDA)	-	-	**(2.0)**	**(6.0)**	-	-	-	-	-	-	-	-
Developer Cashflow		-	(6.8)	(15.8)	(14.4)	(1.6)	6.5	9.0	10.1	11.3	11.9	12.4
Annual Premium			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Cashflow	-	-	(8.8)	(21.7)	(14.4)	(1.6)	6.5	9.0	10.1	11.3	11.9	12.4
Developer IRR	**19.0%**											

Note: IRR considered for 30 years

IMPLEMENTATION FRAMEWORK

Option - 2

JV- Revenue share – with Land Cost as investment from UDA

UDA becomes a partner in the project with land as investment, and in return receives a revenue share proportionate to the land cost in the total development cost of the project.

Option 2 - Revenue share proportion to Land Cost

Period	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Land Cost	(8.0)											
Development Cost	-	-	(4.8)	(9.9)	(14.7)	(4.5)	-	-	-	-	-	-
Lumpsum development cost	(33.9)											
UDA Cashflow	(8.0)	-	-	-	-	-	1.2	1.7	1.9	2.1	2.3	2.4
Developer Cashflow		-	(4.9)	(9.8)	(14.4)	(1.6)	5.2	7.3	8.2	9.1	9.6	10.0
IRR to UDA	**15.3%**											
IRR to Concessionaire	**22.1%**											

Note: IRR considered for 30 years

2 MIXED-USE DEVELOPMENT AT PARKING SITE, YORK STREET, COLOMBO

23. Transportation Demand Projection

Land use	Total GFA (sqm)	AM IN	AM OUT	PM IN	PM OUT
Commercial	8,000	86	14	16	83
Retail	2,250	14	9	44	48
Hospitality	9,500	43	17	33	43
Residential	7,500	6	21	20	12
Total	27,250	**149**	**60**	**113**	**186**

Determination of number of lanes

- The peak hourly traffic volume for the proposed development is summarized in the table above, with specific traffic generation values for different land use types, based on the *ITE Trip Generation Manual, 11th Edition*.

Peak Hour Calculation

- To determine the required number of lanes, we calculate the peak hour traffic volume:

Peak Hour Volume (Inbound) = 149 vehicles/hour
Peak Hour Volume (Outbound) = 186 vehicles/hour

Lane Capacity

- Assuming a lane capacity of 1,100 vehicles per hour per lane:

$$Number\ of\ Lanes = \frac{Peak\ Hour\ Volume}{Lane\ Capacity}$$

Total Lanes Calculation per Access

$$Number\ of\ Inbound\ Lanes = \frac{149}{1{,}100} \approx 0.14 \approx 1\ lane\ (rounded\ up)$$

$$Number\ of\ Outbound\ Lanes = \frac{186}{1{,}100} \approx 0.17 \approx 1\ lane\ (rounded\ up)$$

Conclusion

The existing York Street consists of two lanes in each direction and Sir Razik Fareed Mawatha consists of one lane. Based on the assessment of the lane capacity mentioned above, the existing roads are expected to accommodate the traffic generated by the proposed development.

*The traffic capacity analysis above will be subject to the existing traffic conditions at the site.

24. Utilities Demand Projection

Based on the proposed unit demand for various utilities and the proposed land use distribution, projected population, and proposed built up area, the overall utilities demand for Parking Site are worked out as shown in the table below

Activity	Total Water Demand (M^3/D)	Wastewater Generation (M^3/D)	Solid Waste Generation (T/D)	Power Demand (MVA)
Hotel / Service Apartment	34	27	0.18	2.4
Retail & Office	21	16	0.18	
				Co-factor : 0.6 * 0.7
Total	**55**	**45**	**0.40**	**1.0**

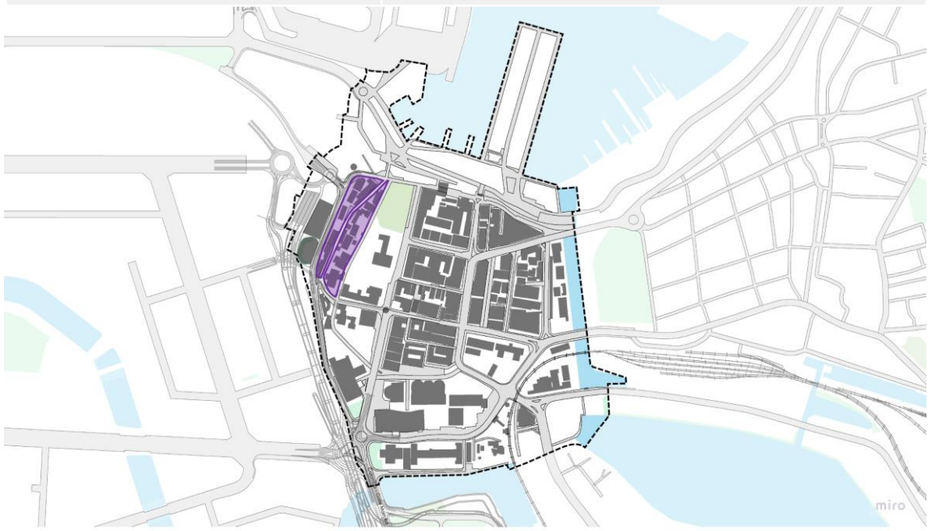
3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

1. PROJECT TITLE

Hospitality And Retail Quarter (SL Navy Headquarters)

2. PROJECT LOCATION

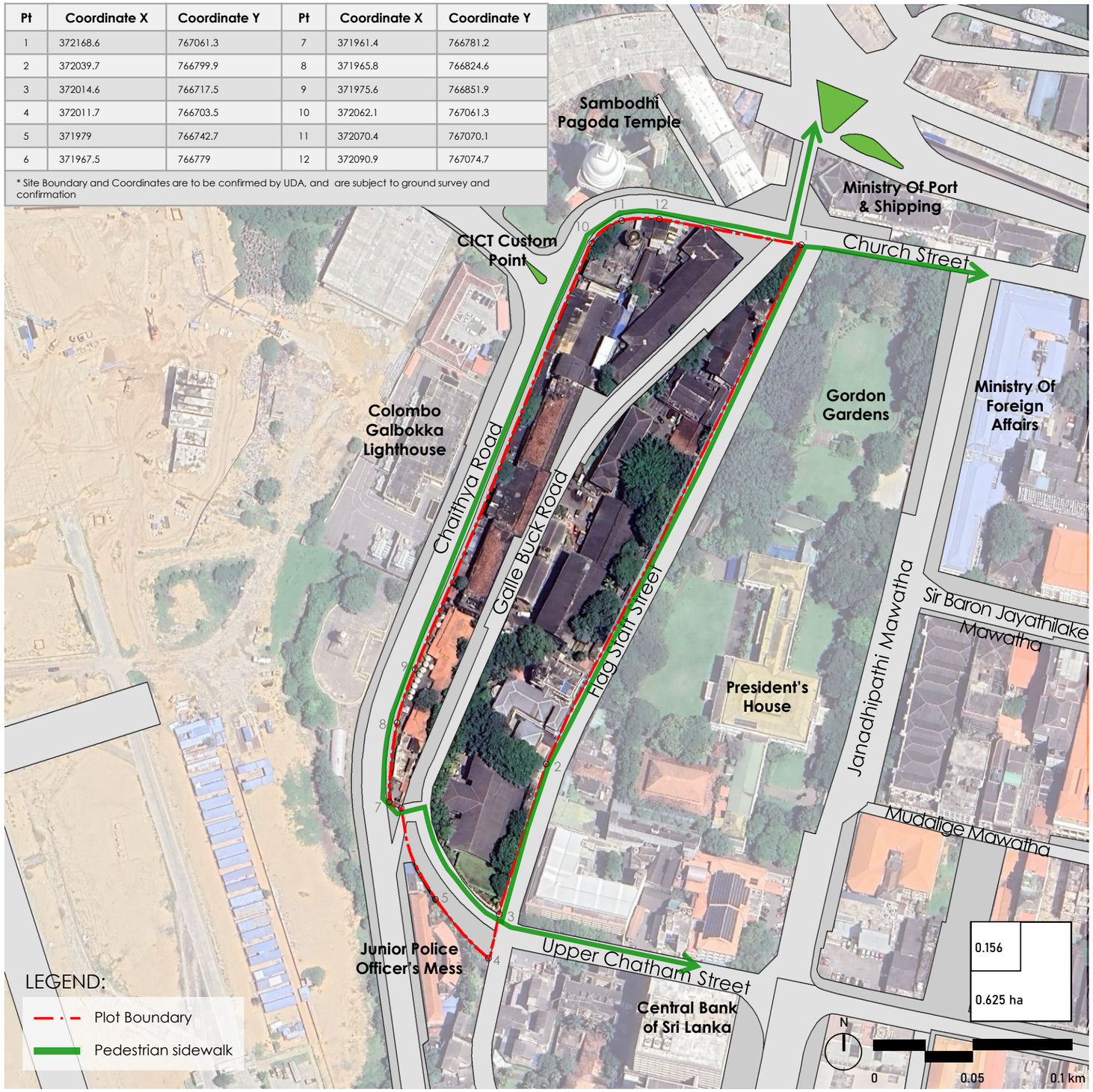
Location boundaries	North: Chaithya Road South: Galle Buck Road; East: Flag Staff Street West: Chaithya Road
Jurisdiction	Colombo – CBD area
Zone	Concentrated Mixed Development Zone
Zone Factor	3.75
Access Road	Chaithya Road; Flag Staff Street
Current Usage Type	Sri Lanka Navy Headquarters, retail shops
Frontage (along Access Road)	400 m
Unique Selling Point (UPS)	Proximity to Port city and proposed international cruise terminal makes the site ideal for a tourism centric hospitality development



Key Plan: Plot location and overall context.

Pt	Coordinate X	Coordinate Y	Pt	Coordinate X	Coordinate Y
1	372168.6	767061.3	7	371961.4	766781.2
2	372039.7	766799.9	8	371965.8	766824.6
3	372014.6	766717.5	9	371975.6	766851.9
4	372011.7	766703.5	10	372062.1	767061.3
5	371979	766742.7	11	372070.4	767070.1
6	371967.5	766779	12	372090.9	767074.7

* Site Boundary and Coordinates are to be confirmed by UDA, and are subject to ground survey and confirmation



3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

3. LAND REQUIREMENT FOR THE PROJECT	
Total Land Area / extent of land	2.9 Ha
Land Ownership Detail:	
The land owned by the Sri Lanka Navy Headquarters	2.9 Ha

4. PROJECT PRELIMINARY ACTIVITIES			
Item	**Yes**	**No**	**Not Necessary**
Pre-Feasibility	Y		
Feasibility		N	
Detailed Design		N	
Strategic Environmental Assessment (SEA)			✓
Initial Environmental Assessment (IEE)		N	
Environmental Impact Assessment (EIA)		N	
Disaster Risk Assessment		N	
NBRO Clearance (If necessary)			✓
Archeological Clearance (If necessary)			✓
Land Clearance from relevant parties			✓
Social Impact Assessment		N	
Other (specify)			

5. PROJECT OBJECTIVES

- Increase the land and real estate value of the existing low-density development for hospitality and retail functions to promote the Fort Heritage precinct as a tourism destination
- Develop low to mid-rise hospitality and retail quarters that complement the surrounding public building and space such as President's House, Gordon Garden, and Galbokka Lighthouse.

6. RATIONALE OF PROJECT

6.1 Specific problems and needs to be addressed by project

- To protect the existing heritage buildings/structures within the site. (The specific location to be provided by the SL Navy).
- The architectural characters and styles of the new development within the site must respect the surrounding heritage site and spaces.

6.2 Target beneficiaries

Type of Beneficiaries	**No. of beneficiaries**	**Gender Ratio**
Direct		
• Tourists	NA	NA
• Direct Employment	NA	NA
Indirect		
• Indirect Employment	NA	NA

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)



The project's objective is to Increase the land and real estate value of the existing low-density development for hospitality and retail functions to promote the Fort Heritage precinct as a tourism destination.

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

The architectural characters and styles of the new development within the site must respect the surrounding heritage site and spaces, such as the Galbokka Lighthouse.

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

An example of low-density hospitality and retail development with integration into the surrounding historical buildings.
(Mixed-use development, Tours, France)

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

7. RELATIONSHIP OF THE PROJECT TO NATIONAL POLICIES AND STRATEGIES

7.1 Relationship of project to National Policy Framework

- The project is currently located in Public Buildings Land Use (owned by SL Navy), which is planned to be redeveloped for other commercial purposes.

7.2 Relationship to the Sectoral Master Plan (of the Ministry, sub-sector or the sector)

- N.A.

7.3. What is the sector strategy relevant to the project?

- N.A.

8. COORDINATION WITH STAKEHOLDERS AND PARTNERS FOR IMPLEMENTATION OF THE PROJECT

Name of the agency	Nature of Intervention	Current status of intervention	Does the proposed project include this development activity? (Yes/No)
Stakeholders			
• UDA	Facilatator	NA	No
• Sri Lankan Navy	Land Owner	NA	No
Partners			
• Private entity (Developer)	Developer	NA	Yes

Stakeholders *- Individuals, people, organizations or groups who can influence the implementation of the Project or achievement of its result. Stakeholders may include: Project clients and non-beneficiaries from the target group, those who can influence the decisions of the Project, project/ministry staff associations; those with an interest in the Project (advocacy group, central agencies); and those who are adversely or unintentionally affected by the Project.*

Partner *- The partner is the parties who join the executor in implementing the Project. The partners often undertaken some components of the Project. E.g. Ministry of Health (MoH) in a Rural Water Supply Project where MoH implements the health and hygienic education component of the Project.*

9. PROJECT IMPACTS, OUTCOMES AND OUTPUTS/ RESULTS FRAMEWORK OF THE PROJECT/ PERFORMANCE FRAMEWORK OF THE PROJECT

9.1 Project Impacts	
• Economic	Increases the level of activity through, Retail and Hospitality related developments in the Heritage area
• Environment	The site is a brownfield site, no critical impact on environmental components expected
• Social	Provides employment – both direct and indirect

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

9.2 Project Outcomes										
No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Providing more affordable stay facilities for the Tourism	Units of stay	No's,	NA	NA					
2	Providing more affordable stay facilities for the Tourism	Units of stay	No's,	NA	NA					
3	Provide a vibrant retail – high street experience	Area	Area	NA	NA					
4	Provide necessary parking spaces	Area / lots	No's	NA	NA					

9.3 Project Outputs										
No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Services Apartments	Project Completion	%	NA	NA	50%	50%			
2	Hotels	Project Completion	%	NA	NA	50%	50%			
3	Retail spaces	Project Completion	%	NA	NA	100%				
4	Parking spaces	Project Completion	%	NA	NA	100%				

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

9.4 Planned Activities in Achieving Outputs	
Activities for Serviced Apartments	
Activities	Period
• Serviced Apartment	• 2026
Activities for Hotel	
Activities	Period
• Hotel	• 2026
Activities for Retail Spaces	
Activities	Period
• Retail Spaces	• 2026
Activities for Parking Spaces	
Activities	Period
• Parking spaces	• 2026

10. Aligning the project objective/s with the Relevant Sustainable Development Goal/s

Sustainable Development Goal/s	Sustainable Development Target/s	Relevance to the SDG		If directly related, measurable indicator/s	Expected contribution to the achievement (%.)
		Directly related	Indirectly related		
8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	8.9 By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products	✓		Number of customers/visitors to retail and hospitality spaces	N.A.

11. Potential Negative Impact on Socio Economic Activities and Environment by the Project

Items	Yes	No
• Socio Economic		N
• Environment		N

Note: If "Yes" please provide measures that project plans to implement to mitigate these negative impacts

12. Risk and Assumptions

- What are major assumptions?
  N.A.
- What are the risks and mitigation measures?
  N.A.
- Are these mitigation measures included in project activities? (Please elaborate).
  N.A.

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

13. Mainstreaming the Disaster Risk Reduction (DRR) into the Project
• What are the identified disaster risks, if any? N.A.
• What are the required mitigation activities/resilience features? N.A.
• Additional cost required to accommodate the above-mentioned mitigation measures/resilient features (Rs.mn). N.A.
• What are the socio-economic benefits to be achieved through mainstreaming the DRR? N.A.

14. Project Evaluation Plan
Please refer to the **phasing plan** with the specified timeline

Project Phasing											
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Retail Shops			100%								
Public Parking			100%								
Parking			100%								
Hotel			50%	50%							
Serviced Apartment			50%	50%							

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

15. Project Budget

15.1 Cost Breakdown

Cost Component	Cost for project period (USD. Mn)									Total Cost (USD. Mn)
	2024	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	
Land Acquisition	18.18									11.18
Construction/establishment *			12.37	4.39						16.77
O& M and Management			0.10	0.15	4.80	6.44	8.24	11.72	12.30	NA

15.2 Details of the Activities (Construction, Purchase of Equipment and Vehicles)

Activity	Cost (USD Mn)	No of Units (km, sq mt, no.)	Unit Cost (USD)	Standard Cost (Rs.)	
				National	International
Retail Shops	5.39	3,300 Sq.m.	1050	• NA	• NA
Public Parking	1.76	4,320 Sq.m.	350	• NA	• NA
Hotel	10.35	7,400 Sq.m.	1200	• NA	• NA
Serviced Apartment	7.76	7,400 Sq.m.	850	• NA	• NA

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

16 Financing Plan						
16.1 Revenue Forecast						
Components		**2027**	**2028**	**2029**	**2030**	**2031**
Retail Shops		**1.20**	**1.56**	**1.94**	**2.66**	**2.71**
Public Parking		**0.10**	**0.10**	**0.10**	**0.11**	**0.11**
Hotel		**-**	**3.94**	**5.31**	**6.82**	**9.76**
Serviced Apartment			**3.15**	**4.25**	**5.45**	**7.81**

16.2 Project Operation and Maintenance Costs after Completion						
Components	Source of Funds	**2027**	**2028**	**2029**	**2030**	**2031**
Retail Shops	• NA	**0.15**	**4.74**	**6.37**	**8.14**	**11.61**
Public Parking	• NA					
Hotel	• NA					
Serviced Apartment	• NA					

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

17. Differently Abled Persons Perspectives
• Does the project identify needs of differently abled persons? If so describe the relevant activities (Cost of these activities should be part of the total project cost) N.A.

18. Implementation Arrangements	
18.1 Executing Agency	**UDA & Sri Lankan Navy**
18.2 Implementing Agency	**PPP Mode (Private developer)**
18.3 Details of Implementation mechanism	Please refer to Implementation Framework table

19. Findings of the Economic and Financial Analysis	
• EIRR / FIRR	14.00 %
• ENPV / FNPV	17.01
• Payback Period	9 to 10 Years (2033-34)
• Cost Benefit Ratio	• NA
• Cost Effectiveness Analysis especially for social infrastructure projects	• NA

Note: Worksheets of the above calculations should be attached along with the proposal

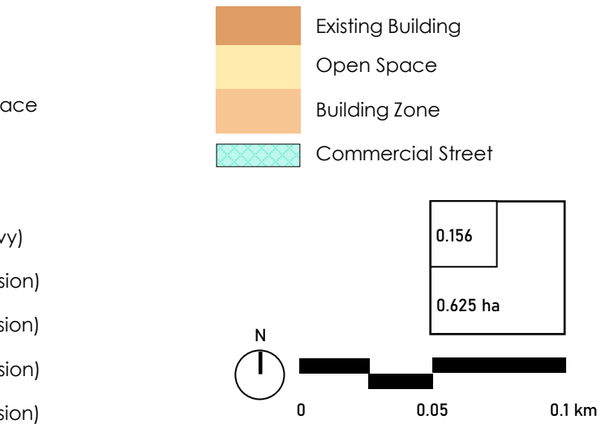
3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

20. Development Guidelines & Regulations		
Overall Site Area	2.9 Ha	
Plot Area	Plot a : 0.52 Ha (5,188 sqm) Plot b : 0.51 Ha (5,127 sqm) Plot c : 0.45 Ha (4,513 sqm) Plot d : 0.62 Ha (6,192 sqm) Plot e : 0.34 Ha (3,427 sqm)	
Total Plot Area	2.44 Ha (24,447 sqm)	
Permissible Uses	All Building	
Maximum Permissible Floor Area Ratio (FAR)	8.0	
Permissible Height (m)	75 m and above	
Maximum Plot Coverage	Podium: 65% Tower: 50%	
Minimum Setbacks (m)	Rear Space Side Space	4 m 4 m
Parking Provision	75 % provision within Site Boundary (30 % for Padels/Motorcycles)	

LEGEND:

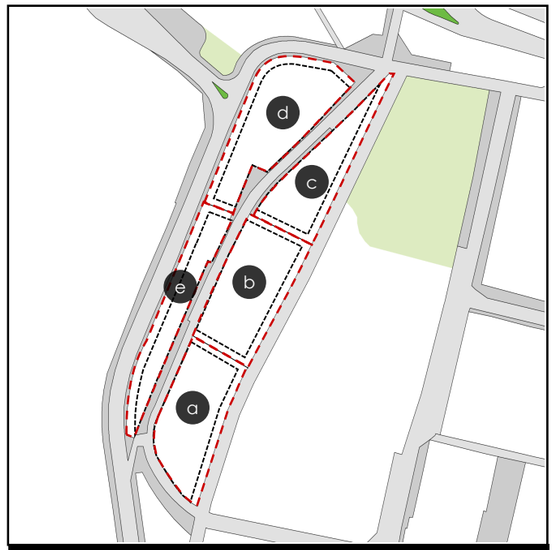
- Plot Boundary Line
- Building Setback Line
- Green Buffer / Open Space
- Pedestrian Sidewalk
- Ingress / Egress
- a Plot a (owned by SL Navy)
- b Plot b (potential subdivision)
- c Plot c (potential subdivision)
- d Plot d (potential subdivision)
- e Plot e (potential subdivision)

- Existing Building
- Open Space
- Building Zone
- Commercial Street



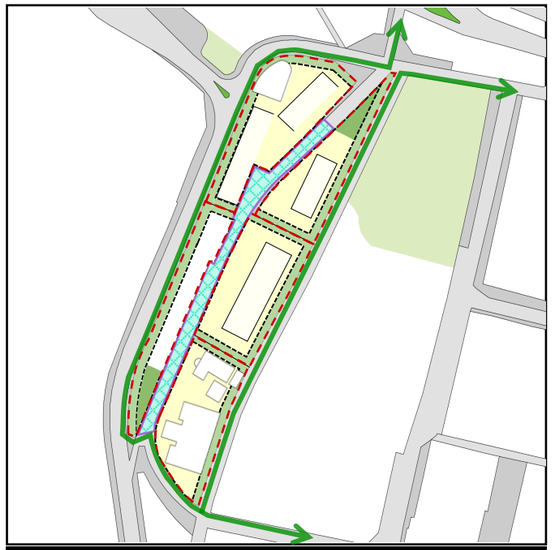


3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)



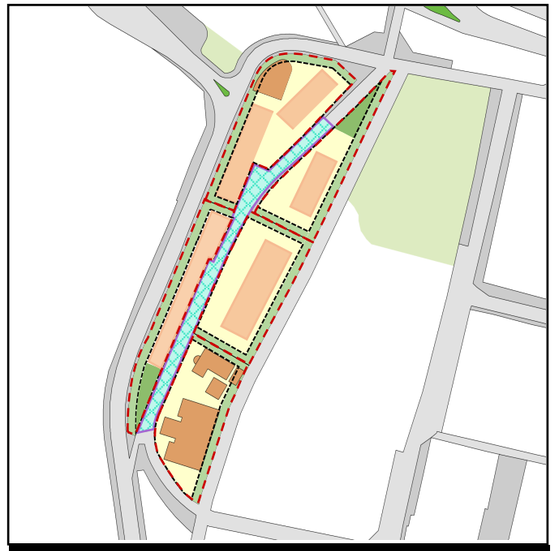
BUILDING SETBACK & VEHICULAR INGRESS/EGRESS

- Plot Boundary Line
- Building setback Line
- Ingress / Egress



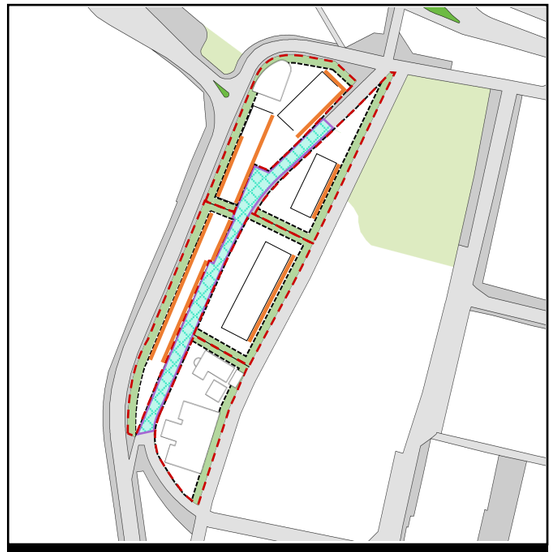
PUBLIC REALM - PEDESTRIAN NETWORK

- Pedestrian Sidewalk
- Open Space
- Green Buffer / Open Space
- Commercial Street (accessible by vehicle for emergency purpose only)



BUILDING FOOTPRINT

- Open Space
- Building Zone
- Existing Buildings



ACTIVE EDGE

- Mandatory commercial façade on ground level (minimum 30% of all commercial façade to be of retail use)

NOTES

Overall site is subdivided into 5 plots which will be further planned and develop within a different timeline.

Plot a is owned by Sri Lanka Navy Headquarter which will be planned and developed separately.

The remaining plot b, c, d, and e shall be planned and developed as an integrated commercial-tourism development in the long term.

The site shall be connected to the surrounding heritage area including Galbokka Lighhouse, President's House and Gorden Garden.

In addition, in future, it shall be connected to the Colombo Harbour development.

Galle Buck Road shall be converted into a commercial street, part of the public realm. The street will be utilized as pedestrianized area, and accessible by vehicle for emergency purpose only.

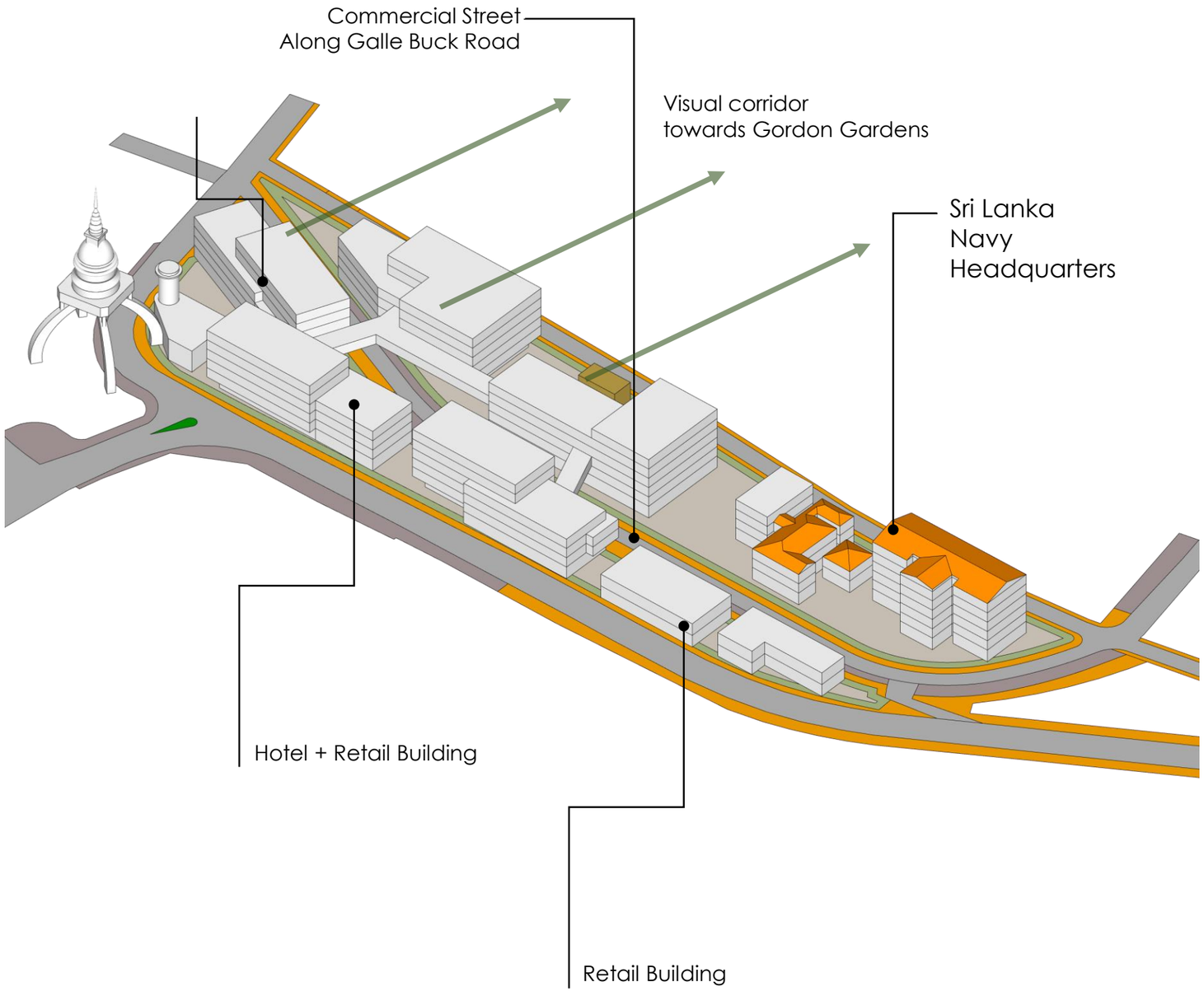
The linear building zone is positioned to series of low and medium rise building that is open towards surrounding context, and especially to integrate with open space compound at President's House.

The development has double commercial façade: inner facade facing the commercial street along Galle Buck Road, and outer façade facing the surrounding public road

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

21. Development Proposal	
Function	Hospitality and Retails
Proposed total GFA	Retail: 3,300 sqm Hotel + Serviced Apartment : 14,800 sqm
Proposed Height/Floors	Mid Rise Hotel + Apartment: 4-6 floors (3.5m floor height) Retail Shops: 2 floors (5m floor height)

22. Development Programmes	
Podium	• Retail Shops (3,300 sqm) • Parking (11,700 sqm)
Building	• Hotel (7,400 sqm) • Serviced Apartment (7,400 sqm)
Others	• Conserved buildings (specific location for further survey and confirmation by UDA)



NOTES:

The purpose of the 3D massing is only to illustrate the intent of the urban design according to the development proposal and programmes. It is not to provide an architectural design solution.

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

PRODUCT MIX AND PHASING PLAN
PRIMARY COMPONENTS FOR PLOT d

	Product Mix			Phasing				
	Component	Grade/ Category	Area (sqm)	2026	2027	2028	2029	2030
Podium	Retail Shops	A	3,300	100%				
	Parking for Retail shops & Public Parking (186 lots)		6,696	100%				
	Parking for Hotel and Serviced Apartments (73 lots)		2,628	100%				
Tower	Hotel	Premium	7,400	50%	50%			
	Serviced Apartment	Premium	7,400	50%	50%			
	Total		**27,424**	**73%**	**26%**	**0%**	**0%**	**0%**
	FSI Area		**22,420**					

Plot	Achievable GFA (sqm)	Use
a	41,504	Navy Headquarters
b	41,016	Future Development
c	36,104	Future Development
e	27,416	Future Development

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

FINANCIAL ASSESSMENT

Project Land Cost (USD Mn)	**18.8**
Project IRR	**14%**
Total Development Cost (USD Mn)	**18.33**
Annual Revenue by 2030 (USD Mn)	**9.48**

- Period of 20 Years
- Breakeven: Year 9 to 10

Retail

Area : 3,300 Sq.m.

Capex : 4.4 Mn $

IRR : 21 %
(20 years)

Hotel

Area : 7,400 Sq.m.

Capex : 9.2 Mn $

IRR : 15 %
(20 years)

Serviced Apartment

Area : 7,400 Sq.m.

Capex : 5.9 Mn $

IRR : 14 %
(20 years)

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

IMPLEMENTATION FRAMEWORK

Components	Proposed Operational Model	Feature	Roles	Timeline
Mixed Use: Retail + Hospitality + Serviced Apartment	**Option 1: Joint Venture Agreement**	**The UDA provides land to the developer and receives a revenue share in proportion with the Land Cost and Total Development Cost**	UDA: grant a lease to the private developer, UDA generates revenue through Revenue share from the private entity. Main Lessee: Develop and construct the integrated development, operational management, generate revenue by leasing or renting out individual unit,	Development begins once other components are operational
	Option 2: Long Lease Premium	**The UDA could lease the land to a private developer for a fixed term. The developer would then design, construct, and manage the development. At the end of the lease, ownership reverts to the UDA.**	UDA: Takes lease amount for the land Private Partner: Build Own and operate the facility for the lease period	

The overall operation and maintenance (O&M) of common areas to be handled by a facility management team.

IMPLEMENTATION FRAMEWORK

Option - 1

Long term land lease

UDA leases the Land to the Concessionaire on a long term and receives the land cost in multiple instalments at the initial stage of project development.

Option 1 - Land Cost Distribution

Period	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Land Cost % payout			**25%**	**75%**								
Proportionate Payout Land Cost (to UDA)	-	-	**(4.7)**	**(14.1)**	-	-	-	-	-	-	-	-
Developer Cashflow		-	(22.0)	(22.2)	4.1	5.3	7.0	8.8	9.2	9.8	10.2	10.6
Annual Premium			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Cashflow	-	-	(22.0)	(22.2)	4.1	5.3	7.0	8.8	9.2	9.8	10.2	10.6
Developer IRR	**18.7%**											

IMPLEMENTATION FRAMEWORK

Option - 2

JV- Revenue share – with Land Cost as investment from UDA

UDA becomes a partner in the project with land as investment, and in return receives a revenue share proportionate to the land cost in the total development cost of the project.

Option 2 - Revenue share proportion to Land Cost

Period	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Land Cost	(18.8)											
Development Cost	-	-	(17.2)	(9.3)	-	-	-	-	-	-	-	-
Lumpsum development cost	(26.5)											
UDA Cashflow	(18.8)	-	-	-	1.7	2.2	2.9	3.7	3.8	4.1	4.2	4.4
Developer Cashflow		-	(17.3)	(8.1)	2.4	3.1	4.1	5.2	5.4	5.7	6.0	6.2
IRR to UDA	**14.5%**											
IRR to Concessionaire	**18.6%**											

3 HOSPITALITY AND RETAIL QUARTER (SRI LANKA NAVY HEADQUARTERS)

23. Transportation Demand Projection

Land use	Total GFA (sqm)	AM IN	AM OUT	PM IN	PM OUT
Commercial	-	-	-	-	-
Retail	3,300	21	13	65	70
Hospitality	7,400	33	13	26	33
Residential	7,400	6	21	19	12
Total	**18,100**	**60**	**47**	**110**	**116**

Determination of number of lanes

- The peak hourly traffic volume for the proposed development is summarized in the table above, with specific traffic generation values for different land use types, based on the *ITE Trip Generation Manual, 11th Edition*.

Peak Hour Calculation

- To determine the required number of lanes, we calculate the peak hour traffic volume:

Peak Hour Volume (Inbound) = 110 vehicles/hour
Peak Hour Volume (Outbound) = 116 vehicles/hour

Lane Capacity

- Assuming a lane capacity of 1,100 vehicles per hour per lane:

$$Number\ of\ Lanes = \frac{Peak\ Hour\ Volume}{Lane\ Capacity}$$

Total Lanes Calculation per Access

$$Number\ of\ Inbound\ Lanes = \frac{110}{1{,}100} \approx 0.10 \approx 1\ lane\ (rounded\ up)$$

$$Number\ of\ Outbound\ Lanes = \frac{116}{1{,}100} \approx 0.11 \approx 1\ lane\ (rounded\ up)$$

Conclusion

The existing Chaithya Rd, Galle Buck Rd, and Flag Staff St consists of one lane in each direction. Based on the assessment of the lane capacity mentioned above, the existing roads are expected to accommodate the traffic generated by the proposed development.

*The traffic capacity analysis above will be subject to the existing traffic conditions at the site.

24. Utilities Demand Projection

Based on the proposed unit demand for various utilities and the proposed land use distribution, projected population, and proposed built up area, the overall utilities demand for Sri Lanka Navy Headquarters – PLOT D are worked out as shown in the table below

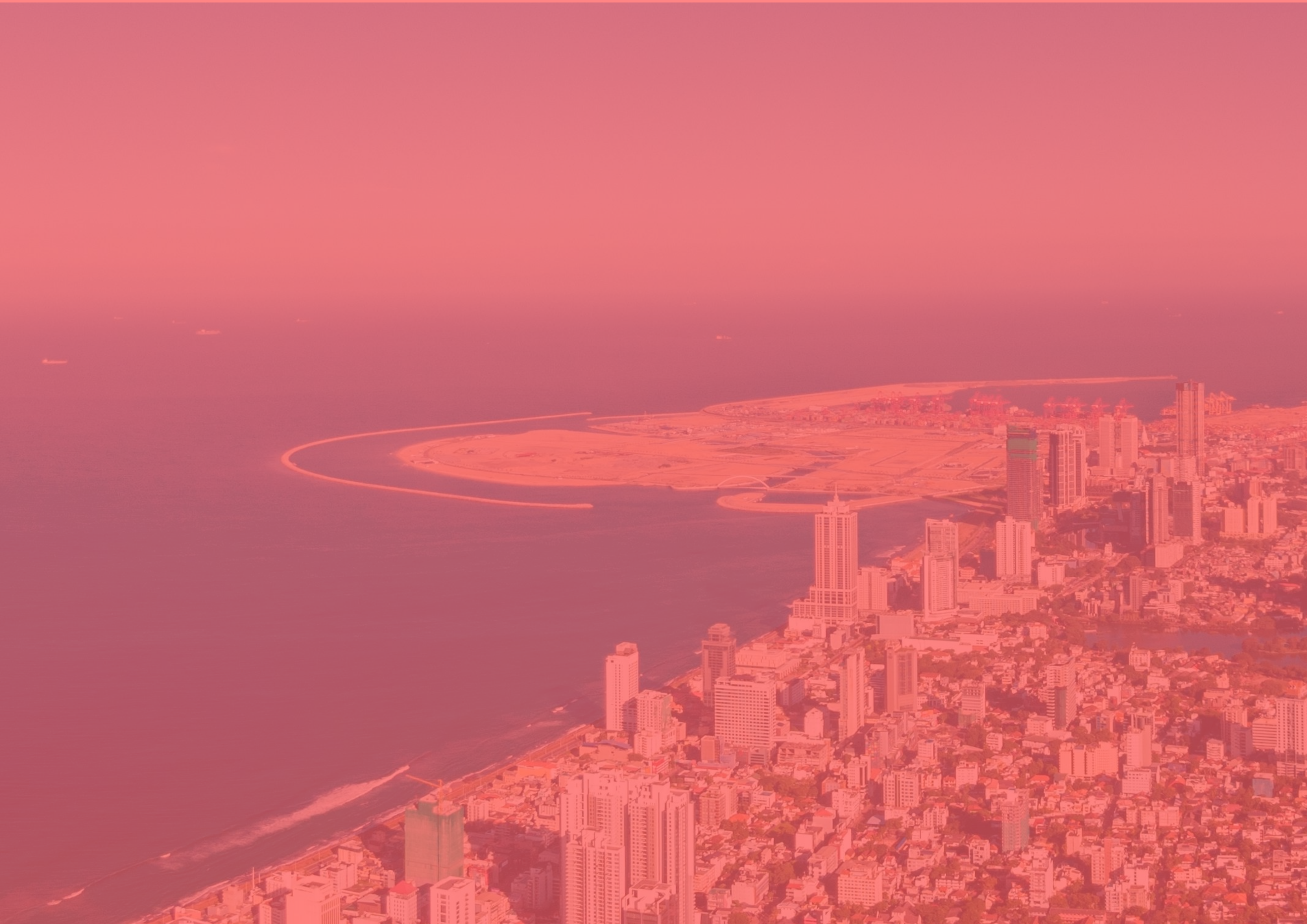
PLOT - D

Activity	Total Water Demand (M^3/D)	Wastewater Generation (M^3/D)	Solid Waste Generation (T/D)	Power Demand (MVA)
Hotel	24	19	0.1	1.2
Service Apartment / Retail Shops	41	33	0.2	
				Co-factor : 0.6 * 0.7
Total	**65**	**52**	**0.3**	**0.5**

Remaining plots are reserved for future development. To have a general idea when entire 2.9ha are developed (assuming the development are on similar lines as Plot-D), then the utilities demand are projected as follows

Total Water Demand (M^3/D) – 300 to 340
Waste Water Generation (M^3/D) – 240 to 270
Solid Waste Generation (T/D) – 1.5 to 2.1
Power Demand (MVA) – 2.5 to 3.2

(This page is intentionally left blank)



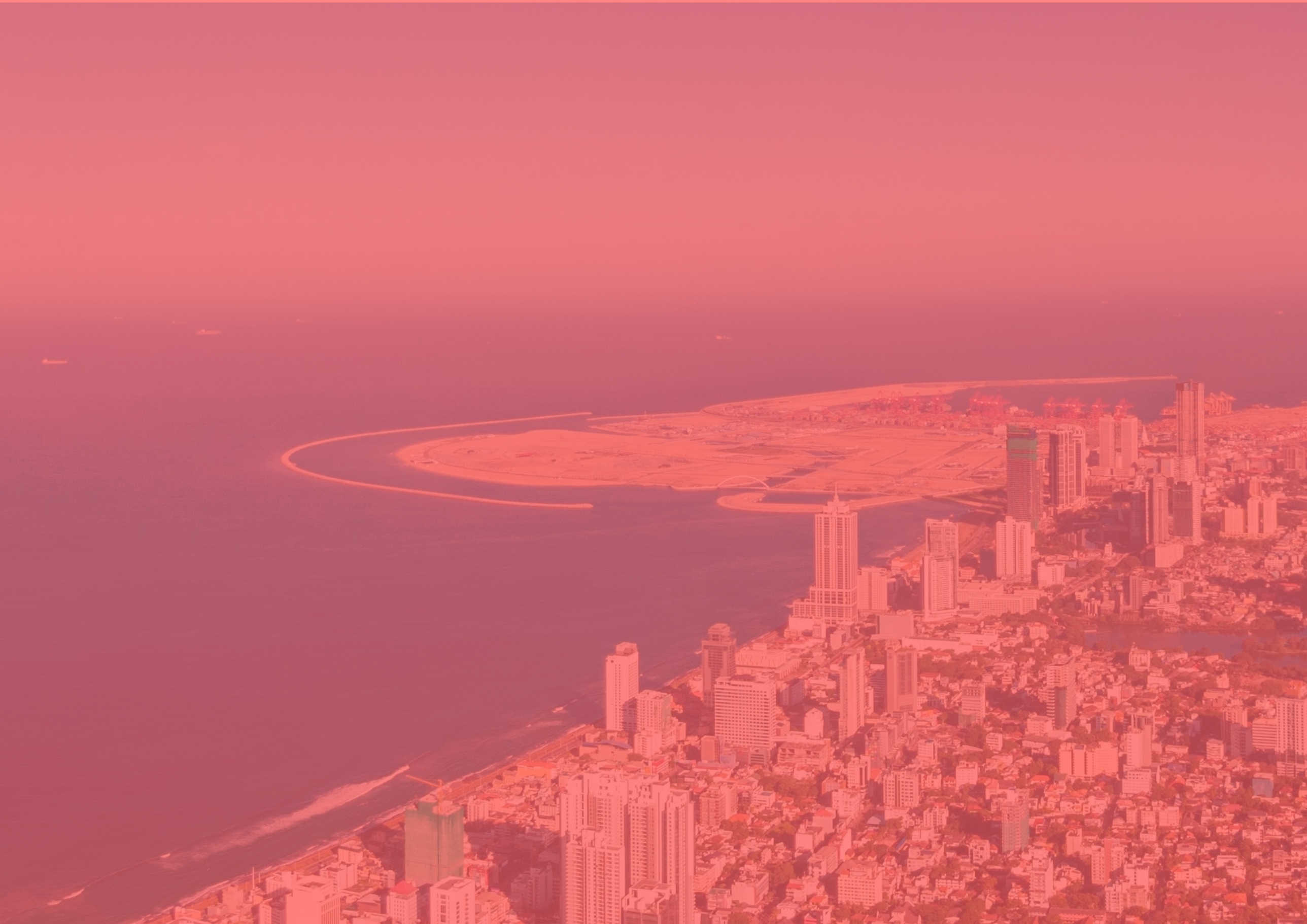
04

PROJECT - 2

PETTAH MMTH PRECINCT

This chapter presents the detailed design for Pettah Multimodal Transport Hub (MMTH) Precinct. The content is divided into three sections: Project Overview, Site Analysis and Case Studies, Urban Design Proposal and Priority Intervention.

Project Overview provides a summary including the objectives and existing and proposed Land Use Plan. Site Analysis and Case Studies outline significant information on the existing site condition and showcase relevant precedents for concept proposal. Urban Design Proposal provides planning principles, detailed development programs, zoning, and implementation frameworks. Finally, Priority Intervention provides Urban Design Guidelines for selected intervention project.



4.1
PROJECT OVERVIEW



PROJECT OVERVIEW
PETTAH MMTH PRECINCT

Objectives

- **To optimise the convenience and facilities of the Pettah Bazaar area (Cross Streets)**
- **Develop the area as an economically vibrant transport-oriented development (TOD) area**

Project Boundary

Area = 158.2 HA

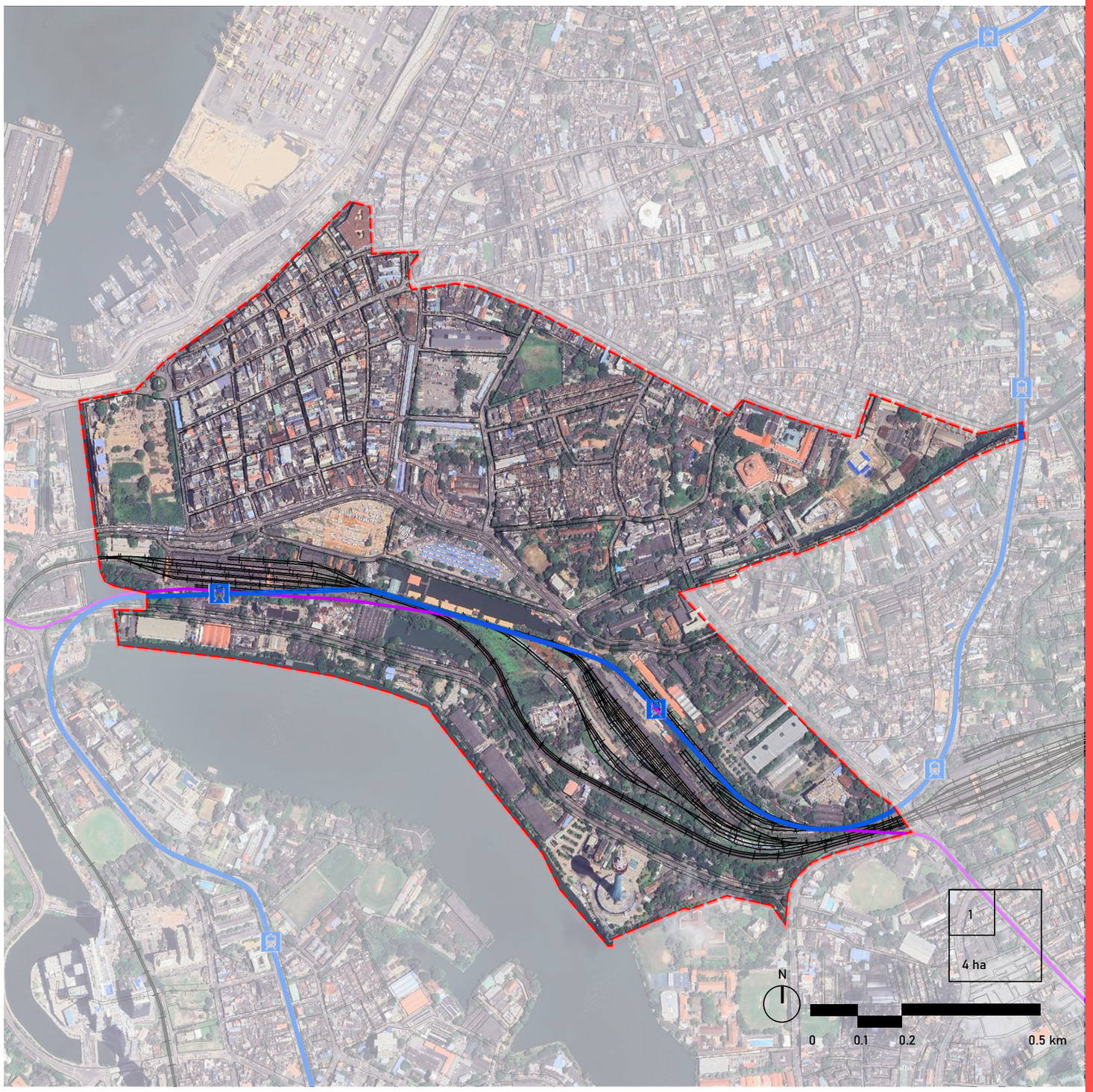
Proposal Interventions

A. Public realms

1. Pedestrian Networks & Streetscape
2. Waterfront Promenade

B. Project Interventions

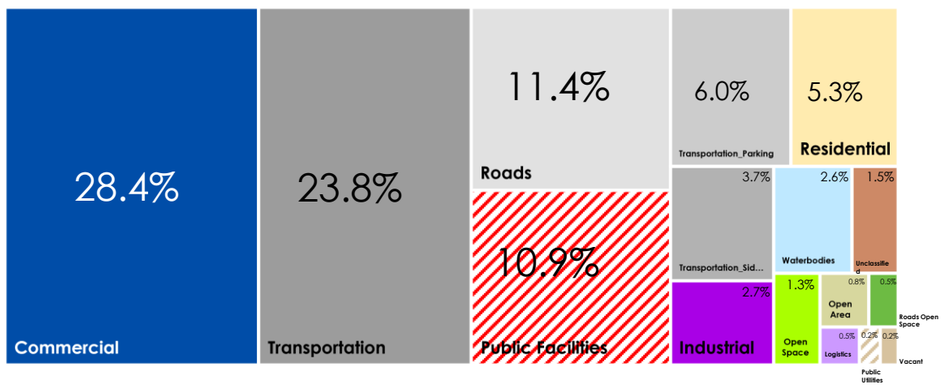
1. Chalmers Granary
2. Development Along Beira Lake
3. Old Manning Market and Fort Bus Station

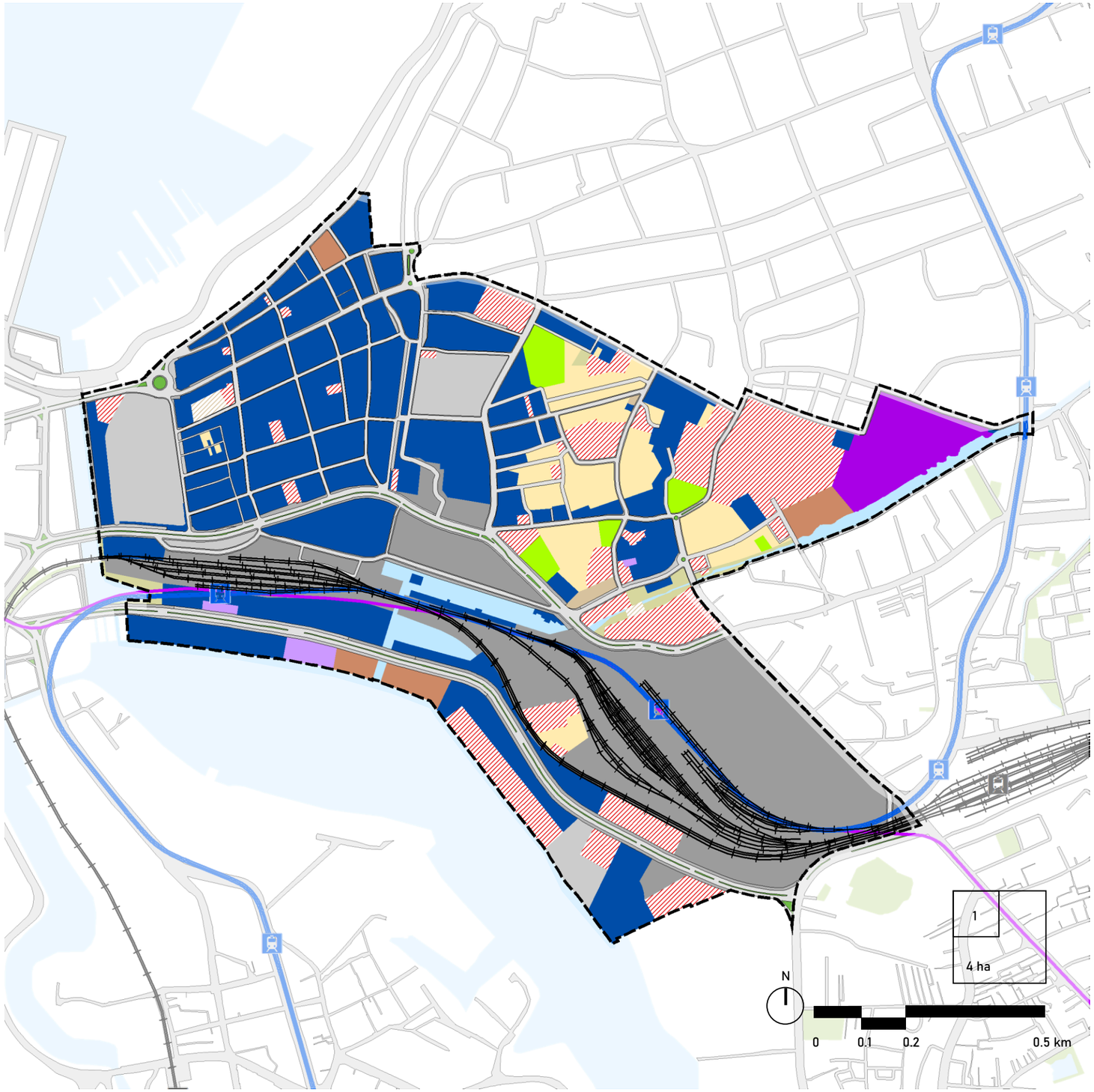


PROJECT OVERVIEW
EXISTING LAND USE PLAN

The existing land use is predominantly commercial (28.4%), roads and transportation (44.9%), and public facilities (10.9%). In addition, other significant land components are residential (5.3%), industrial (2.7%) and waterbody and open space (3.9%).

EXISTING LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
2	Commercial		45.0	28.4%
3	Industrial		4.3	2.7%
4	Logistics		0.7	0.5%
5	Open Area		1.3	0.8%
6	Open Space		2.1	1.3%
7	Public Facilities		17.2	10.9%
8	Public Utilities		0.4	0.2%
9	Residential		8.5	5.3%
10	Roads		18.1	11.4%
11	Roads_Open Space		0.8	0.5%
12	Transportation		37.6	23.8%
13	Transportation_Parking		9.5	6.0%
14	Transportation_SideWalk		5.8	3.7%
15	Unclassified		2.4	1.5%
16	Vacant		0.3	0.2%
17	Waterbodies		4.1	2.6%
Total			158.2	100.0%

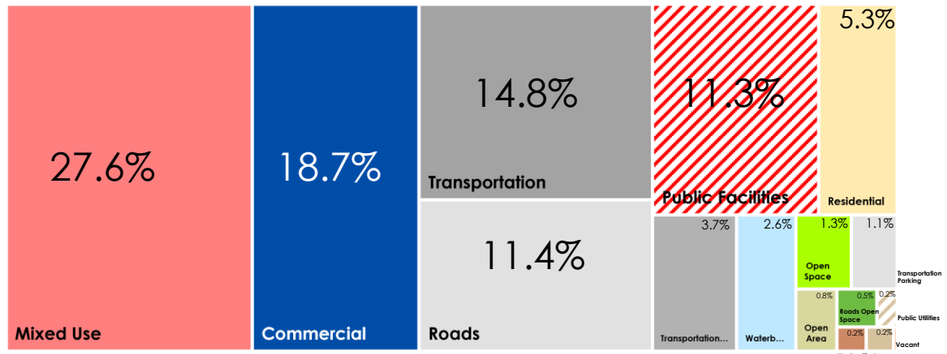


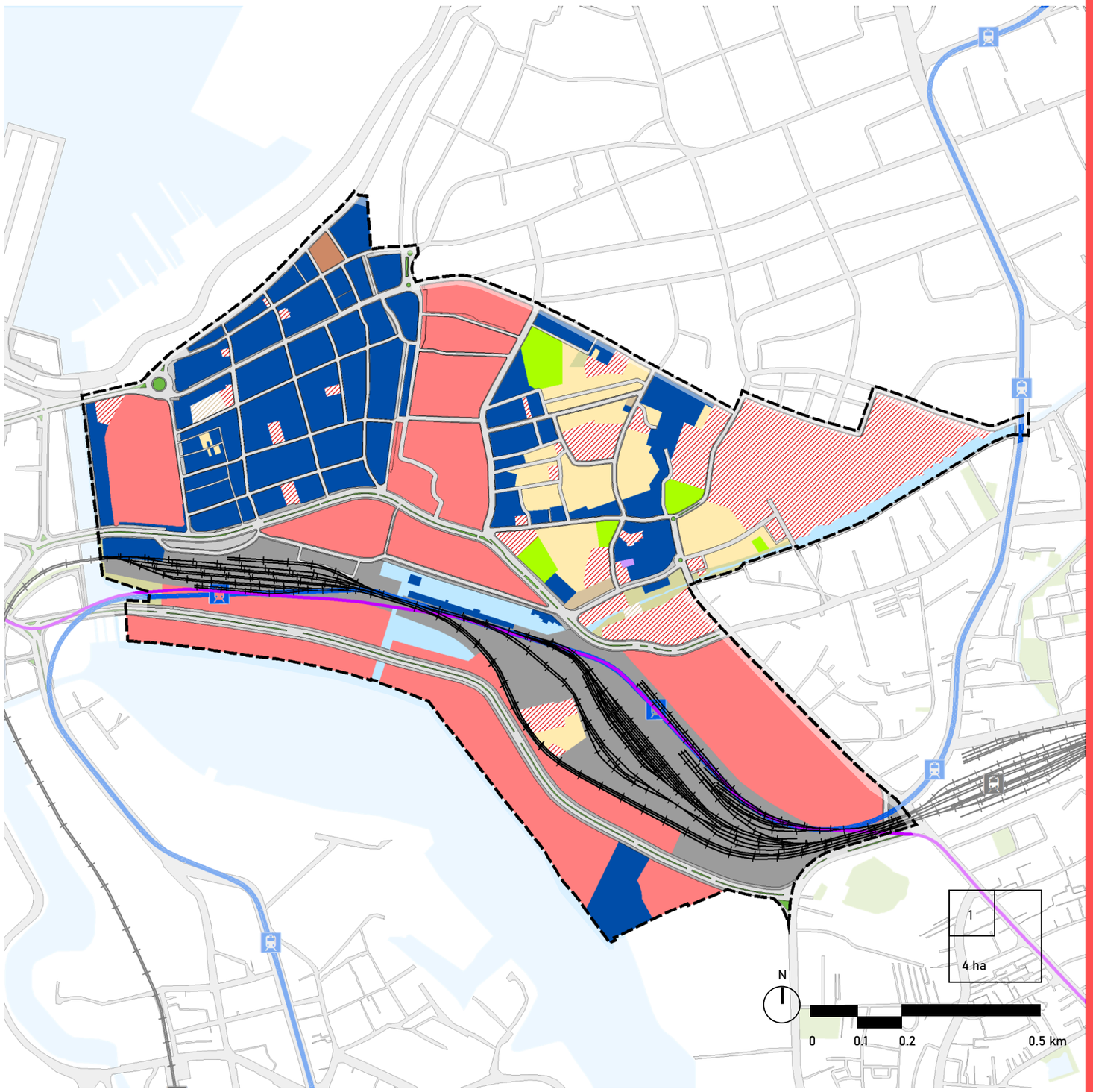


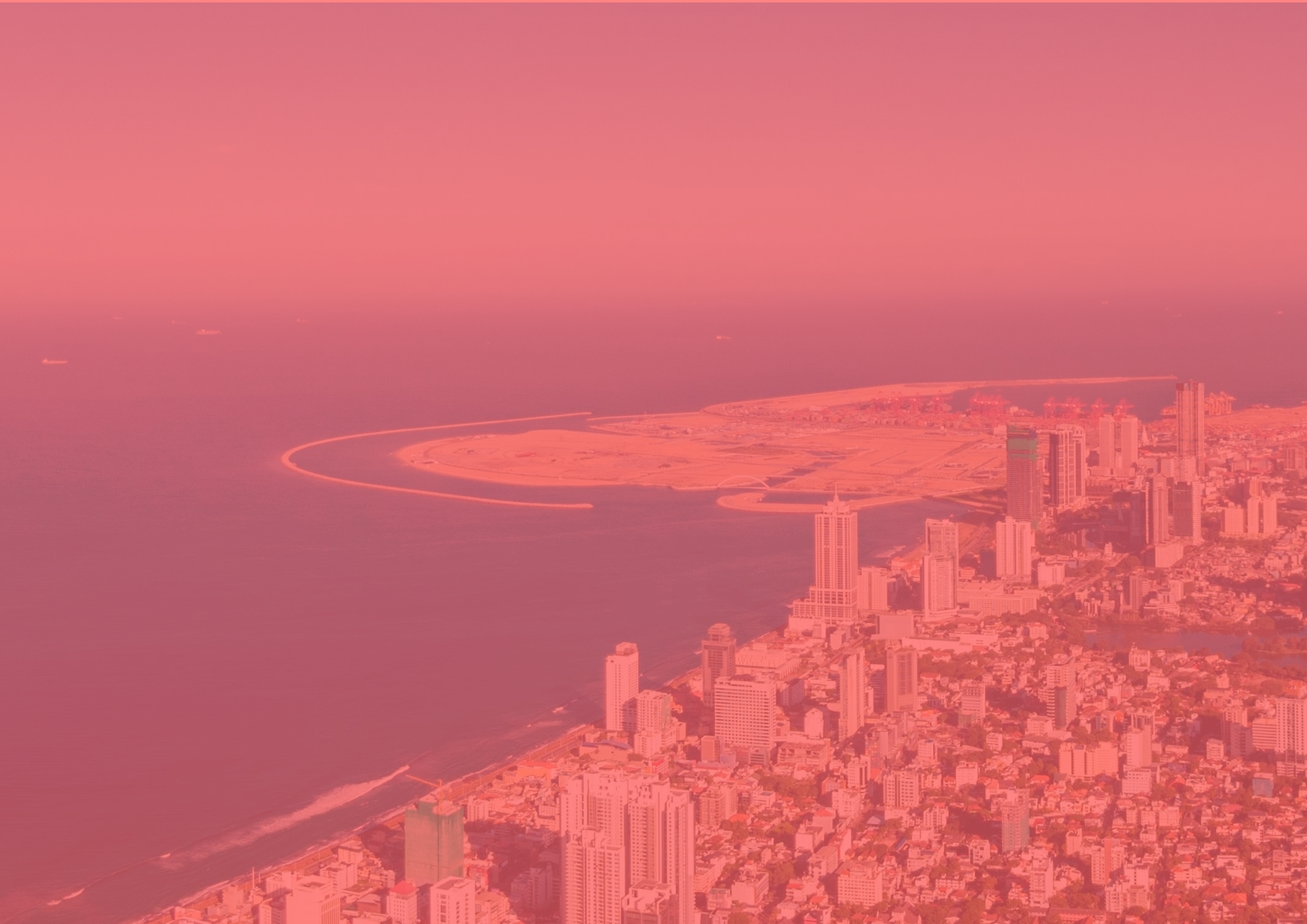
PROJECT OVERVIEW
PROPOSED LAND USE PLAN

The proposed land use plan is developed with the objective of increasing the land value of the existing intervention lands for mixed-use functions to increase land flexibility to cater to various market demands especially relating to mixed-use TOD and mixed-use waterfront. The overall mixed-use land allocation within the project is 27.6%.

PROPOSED LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Commercial		29.7	18.7%
2	Logistics		0.04	0.03%
3	Mixed Use		43.7	27.6%
4	Open Area		1.3	0.8%
5	Open Space		2.1	1.3%
6	Public Facilities		17.9	11.3%
7	Public Utilities		0.4	0.2%
8	Residential		8.5	5.3%
9	Roads		18.1	11.4%
10	Roads_Open Space		0.8	0.5%
11	Transportation		23.4	14.8%
12	Transportation_Parking		1.7	1.1%
13	Transportation_SideWalk		5.9	3.7%
14	Unclassified		0.4	0.2%
15	Vacant		0.3	0.2%
16	Waterbodies		4.1	2.6%
Total			158.2	100.0%





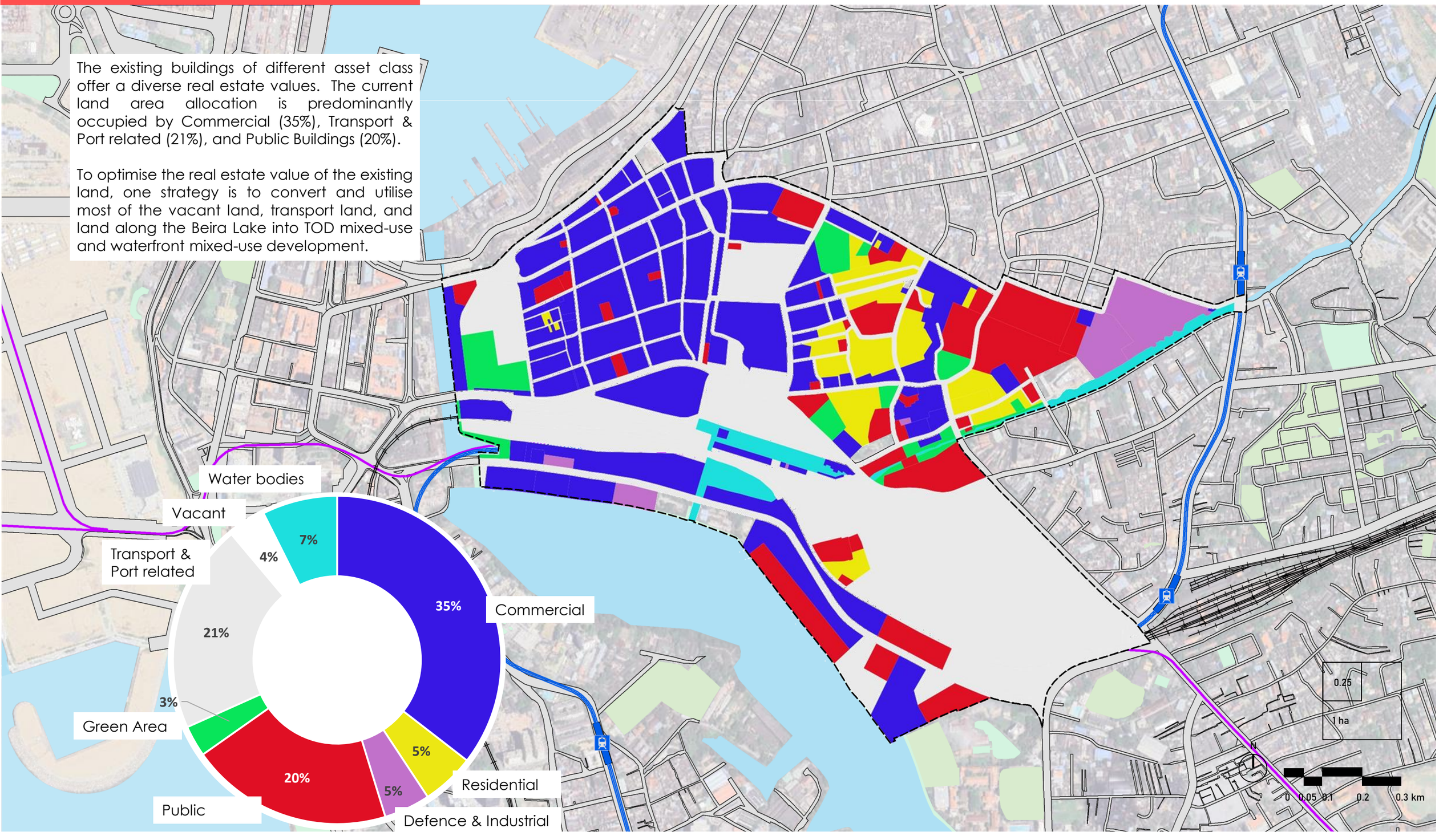


4.2
SITE ANALYSIS & CASE STUDIES

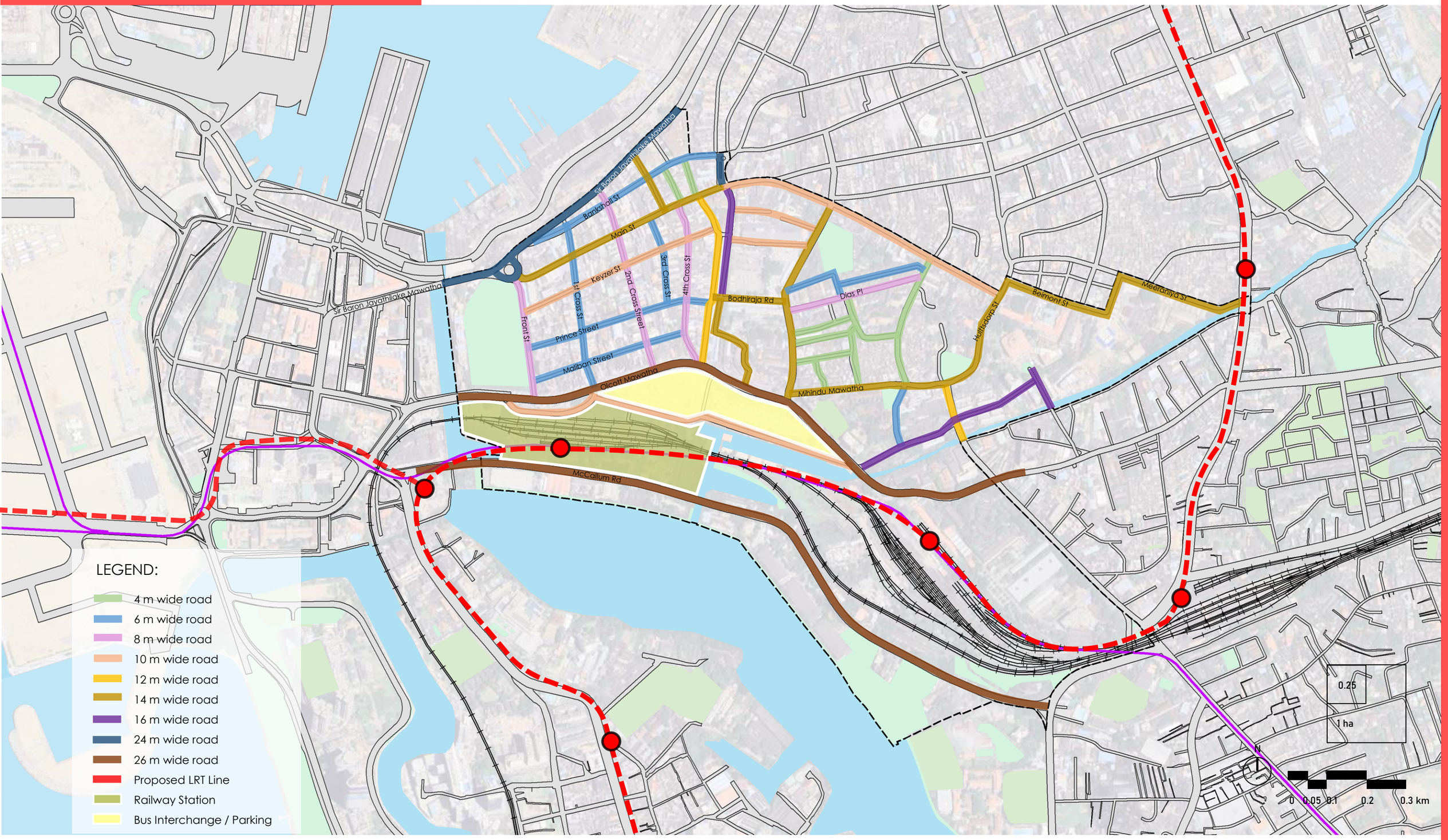
REAL ESTATE
EXSTING LAND USE ALLOCATION

The existing buildings of different asset class offer a diverse real estate values. The current land area allocation is predominantly occupied by Commercial (35%), Transport & Port related (21%), and Public Buildings (20%).

To optimise the real estate value of the existing land, one strategy is to convert and utilise most of the vacant land, transport land, and land along the Beira Lake into TOD mixed-use and waterfront mixed-use development.



ROAD NETWORK
EXISTING ROW

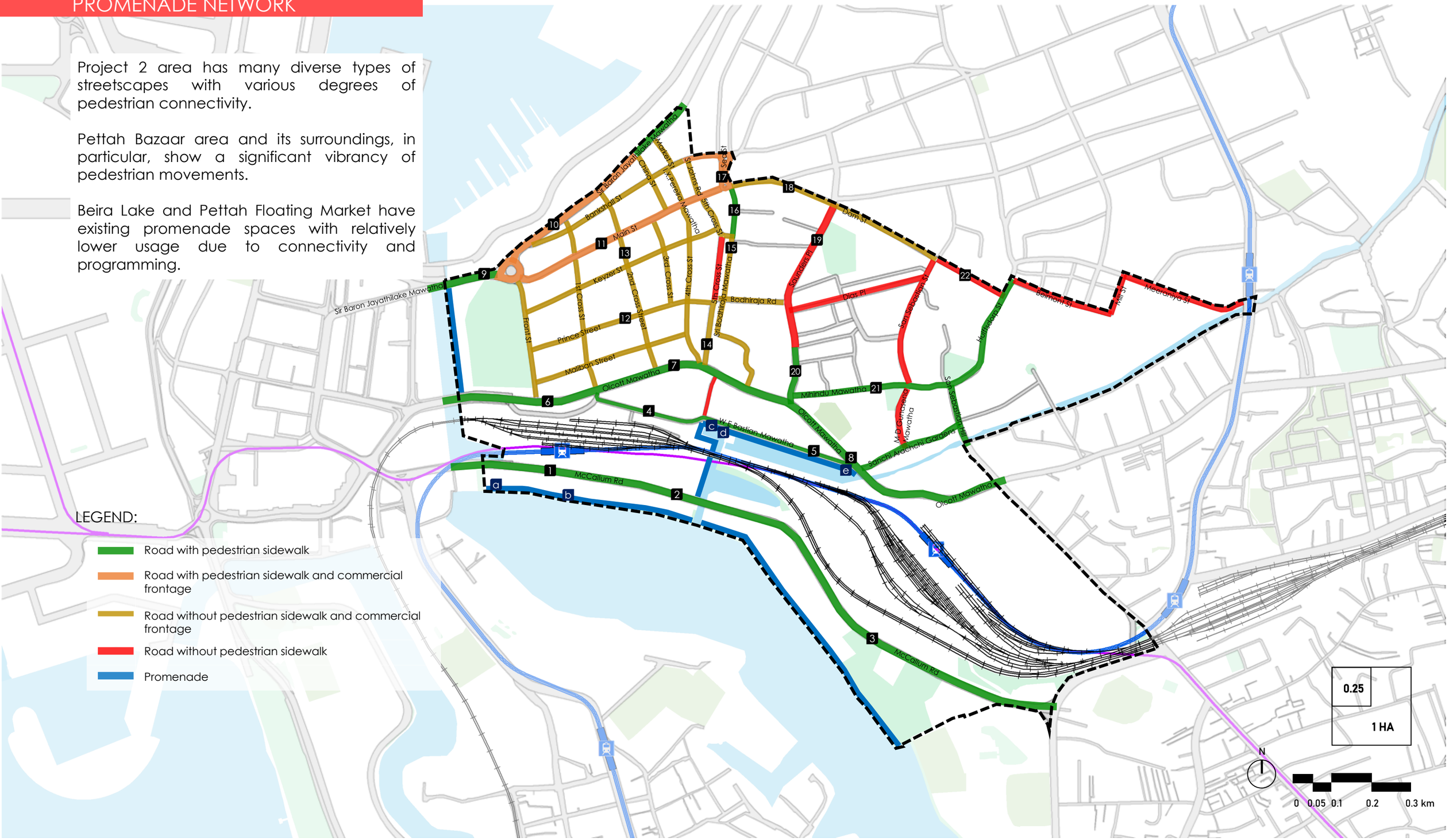


PUBLIC REALM
EXISTING PEDESTRIAN AND PROMENADE NETWORK

Project 2 area has many diverse types of streetscapes with various degrees of pedestrian connectivity.

Pettah Bazaar area and its surroundings, in particular, show a significant vibrancy of pedestrian movements.

Beira Lake and Pettah Floating Market have existing promenade spaces with relatively lower usage due to connectivity and programming.



LEGEND:

- Road with pedestrian sidewalk
- Road with pedestrian sidewalk and commercial frontage
- Road without pedestrian sidewalk and commercial frontage
- Road without pedestrian sidewalk
- Promenade


1
McCallum Rd


2
McCallum Rd


3
McCallum Rd


4
W E Bastian Mawatha


5
W E Bastian Mawatha


6
Olcott Mawatha


7
Olcott Mawatha


8
Olcott Mawatha


9
Sir Baron Jayathilake Mawatha


10
Sir Baron Jayathilake Mawatha


POLEK
11
Main St


12
Prince Street

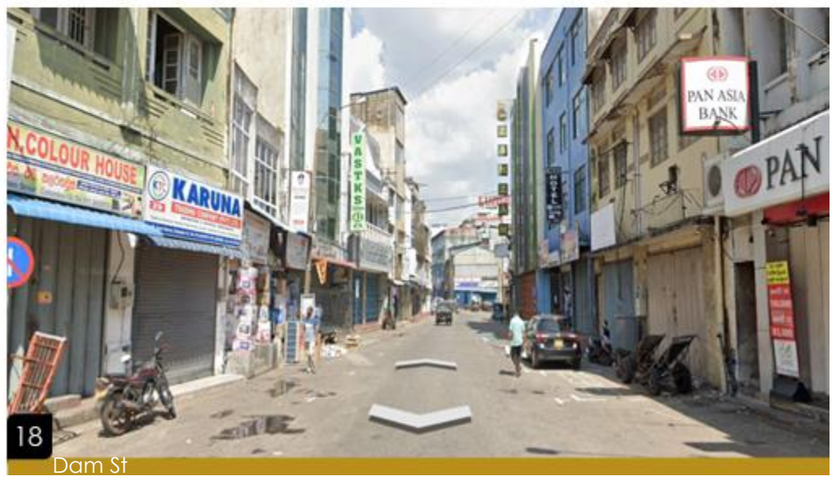

13
2nd Cross Street


14
5th Cross St


15
Sri Bodhiraja Mawatha


16
Sri Bodhiraja Mawatha


17
Sea St


PAN ASIA BANK
KARUNA
18
Dam St


19
Saunders Pl


20
Saunders Pl


21
Mihindu Mawatha


22
Dam St


a


b


c


d


e

CASE STUDIES
HERITAGE CONSERVATION IN SINGAPORE

Heritage conservation has had a significant impact on the tourism industry in Singapore by enhancing the country's appeal as a cultural destination. Here are some ways in which heritage conservation has influenced tourism:

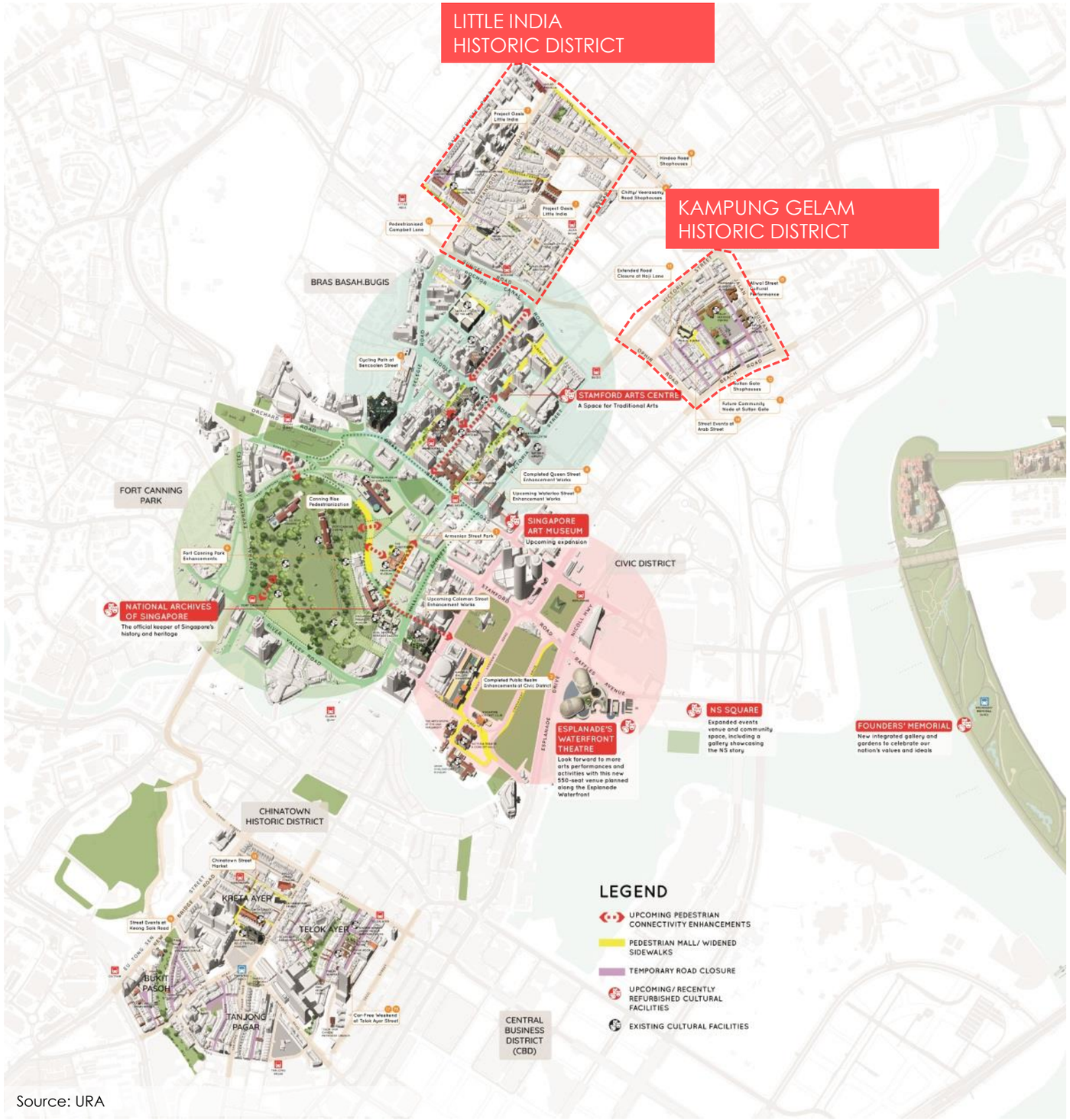
Cultural Tourism: Heritage conservation efforts have transformed historical districts like Chinatown, Little India, and Kampong Glam into vibrant cultural hubs that attract tourists interested in experiencing Singapore's diverse heritage. The preservation of traditional architecture, temples, mosques, and markets offers visitors a glimpse into the country's rich cultural tapestry.

Unique Experiences: Heritage conservation has created opportunities for tourists to engage in unique experiences, such as guided heritage tours, cultural workshops, and traditional performances. These activities allow visitors to immerse themselves in Singapore's history and traditions, providing memorable and authentic experiences.

Economic Benefits: The conservation of heritage sites and buildings has stimulated economic activity in surrounding areas by attracting tourists, supporting local businesses, and generating revenue for the tourism industry. Tourists spend money on accommodations, dining, shopping, and souvenirs, contributing to the local economy.

Sustainable Tourism: Heritage conservation promotes sustainable tourism practices by preserving historical and cultural assets for future generations to enjoy. By maintaining the authenticity of heritage sites, Singapore can attract responsible tourists who appreciate and respect the country's cultural heritage.

Among the heritage districts, **Little India and Kampung Gelam** are significant precedents for Pettah Bazaar redevelopment.



Source: URA

KAMPUNG GELAM HISTORIC DISTRICT

Kampung Gelam is a historic district in Singapore known for its rich Malay and Arab cultural heritage. The area has undergone conservation efforts to preserve its unique architecture and cultural significance. The conservation work aims to maintain the traditional shophouses, mosques, and historical landmarks while integrating modern amenities and infrastructure. Kampung Gelam's history dates back to the early 19th century when it was a thriving Malay and Arab community. Today, it stands as a vibrant cultural enclave in Singapore, attracting visitors with its heritage, cuisine, and arts scene.

Some key landmarks in Kampung Gelam include the Sultan Mosque, also known as Masjid Sultan, which is one of Singapore's most prominent mosques with its iconic golden domes and intricate architectural details. Another significant landmark is the Malay Heritage Centre, which showcases the history and culture of the Malay community in Singapore through exhibits and programs. Additionally, the area is dotted with beautifully preserved shophouses that offer a glimpse into the traditional architecture of the past.

The conservation efforts in Kampung Gelam have benefited the local community in various ways. For example, the preservation of traditional shophouses has provided opportunities for small businesses, such as cafes, boutiques, and art galleries, to thrive in the area. This has not only preserved the unique charm of Kampung Gelam but has also created employment opportunities for residents. Furthermore, the conservation of historical landmarks like the Sultan Mosque and the Malay Heritage Centre has boosted cultural tourism in the area, attracting both locals and visitors. This increased foot traffic has led to a rise in demand for local services, such as food establishments and guided tours, benefiting the local economy.

To attract tourists to Kampung Gelam, specific measures have been implemented to showcase the area's rich cultural heritage and historical significance. Some of these measures include:

- Heritage Trails and Guided Tours: Organising guided tours and heritage trails that highlight the historical landmarks, traditional shophouses, and cultural attractions in Kampung Gelam to provide visitors with a deeper understanding of the area's heritage.

- Cultural Events and Festivals: Hosting cultural events, exhibitions, and festivals that celebrate the Malay and Arab heritage of Kampung Gelam, offering visitors the opportunity to immerse themselves in the vibrant cultural scene of the area.

- Promotion and Marketing Campaigns: Launching promotional campaigns and marketing initiatives to raise awareness about Kampung Gelam as a cultural destination, targeting both local and international tourists interested in heritage tourism.

- Collaborations with Local Businesses: Partnering with local businesses, such as restaurants, cafes, and boutiques, to create unique experiences for tourists, including culinary tours, cultural workshops, and artisanal shopping opportunities.

- Infrastructure Development: Investing in the enhancement of infrastructure and amenities in Kampung Gelam, such as pedestrian-friendly pathways, signage, and public spaces, to improve the overall visitor experience and accessibility to attractions.



Kampong Gelam, Singapore

LITTLE INDIA HISTORIC DISTRICT

Little India in Singapore is an ethnic district located east of the Singapore River, across from Chinatown and north of Kampong Glam. It is part of the urban planning area of Rochor and is commonly known as Tekka in the Indian Singaporean community. Little India developed around a former settlement for Indian convicts and was once prominent for livestock trade due to its location along the Serangoon River. The area features a mix of Indian-dominant commercial zones, Chinese clan associations, places of worship, and various businesses catering to different communities. Little India is not solely an Indian neighborhood but a vibrant cultural enclave with diverse offerings for locals and tourists alike.

Little India holds significant historical importance in the development of Singapore. The area traces its roots back to the early 19th century when Indian immigrants, including traders, laborers, and convicts, settled in the vicinity. Little India was a hub for various economic activities, such as textile trading, money lending, and spice shops. The area flourished as a vibrant commercial and cultural center, attracting people from diverse backgrounds.

Historically, Little India played a crucial role in contributing to Singapore's economy and cultural diversity. The Indian community in Little India preserved their traditions, customs, and heritage, enriching the social fabric of Singapore. The area became known for its bustling markets, colorful temples, and aromatic eateries, creating a unique atmosphere that continues to attract locals and tourists alike.

Over time, Little India in Singapore has evolved from a historical enclave into a dynamic cultural district that continues to thrive. Initially established as a settlement for Indian immigrants, the area has undergone significant transformations while retaining its cultural essence. Here are some ways in which Little India has evolved over time:

- Economic Development: Little India has transitioned from being a hub for traditional trades like textile and spice shops to a diverse commercial district with modern businesses, including restaurants, boutiques, and electronics stores. The area has adapted to changing consumer preferences while preserving its cultural heritage.

- Urban Renewal: Urban renewal projects have revitalised the infrastructure of Little India, enhancing the streetscape, pedestrian walkways, and public spaces. The preservation of historical buildings alongside new developments has created a harmonious blend of old and new architecture in the district.

- Cultural Preservation: Efforts to preserve the cultural heritage of Little India have led to the restoration of temples, mosques, and heritage buildings. Traditional practices, festivals, and cultural events continue to be celebrated, attracting both locals and tourists interested in experiencing the rich Indian culture of the area.

- Tourism and Hospitality: Little India has become a popular tourist destination known for its vibrant markets, authentic cuisine, and cultural attractions. The area has seen an increase in tourism-related businesses, such as hotels, hostels, and guided tours, catering to visitors keen on exploring its unique offerings.







Little India, Singapore



CASE STUDY
INTEGRATED TRANSPORT HUB

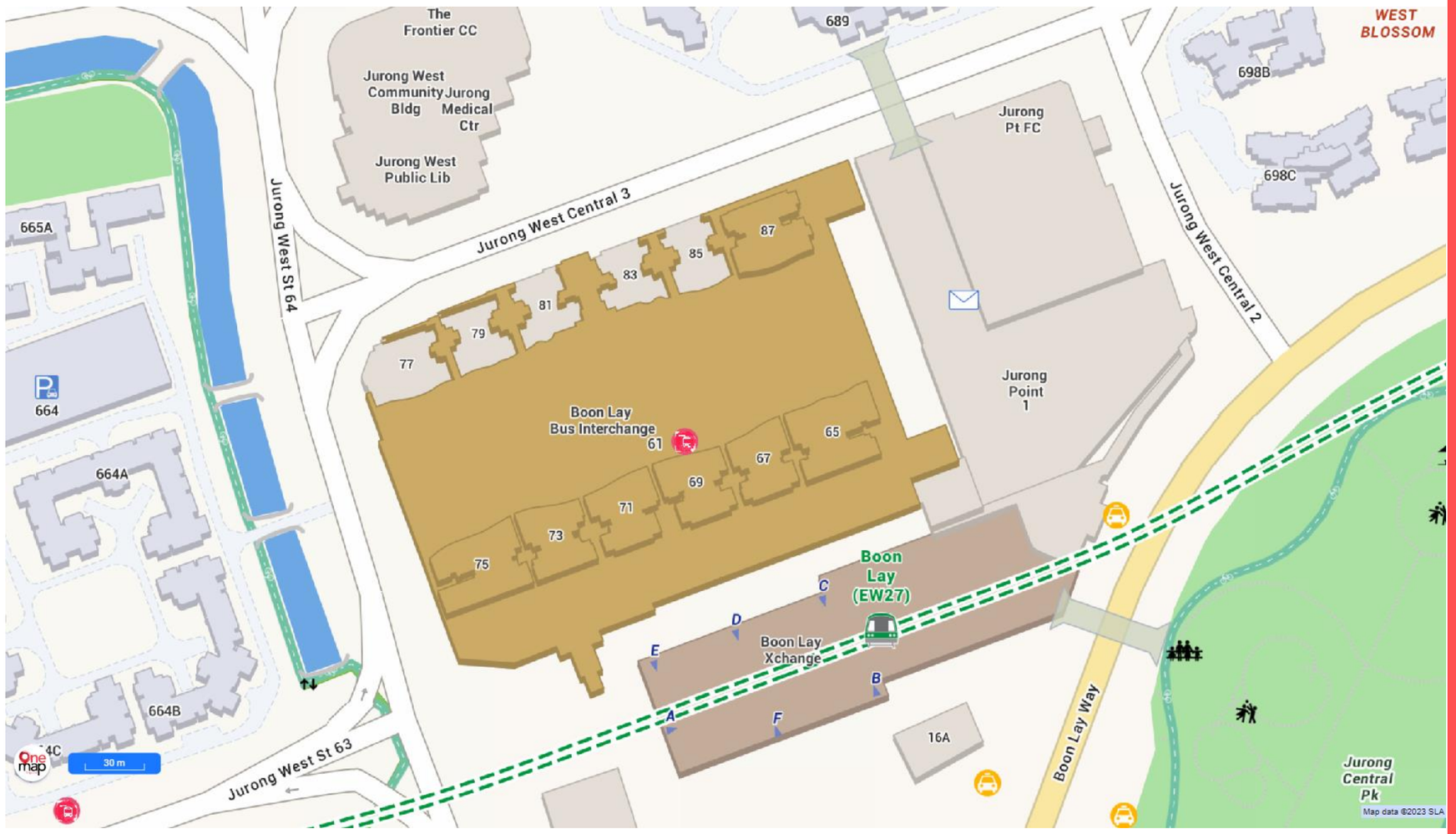
BOON LAY INTEGRATED TRANSPORT HUB, SINGAPORE

KEY DATA:
27 Bus Services
22 Berths
Approx. 7.2 hectares
Peak hour passengers: 36k

Integrated transport hub with bus interchange, MRT station, podium shopping centre and tower residences

The Boon Lay Integrated Transport Hub in Singapore is a fully air-conditioned bus interchange connected to an MRT station and commercial developments. It started operations on December 27, 2009, as the fourth Integrated Transport Hub in Singapore. The hub aims to provide a convenient commuting experience with amenities and eco-friendly designs. It is part of Singapore's initiatives to enhance public transportation infrastructure and connectivity.

The specific amenities available at the Boon Lay Integrated Transport Hub include an air-conditioned bus interchange linked to the MRT station, access to nearby shopping malls, bicycle parking lots, family washrooms, baby care rooms, and seamless connectivity between buses, trains, and taxis. These amenities are designed to enhance the commuting experience and cater to the diverse needs of passengers utilising the hub.



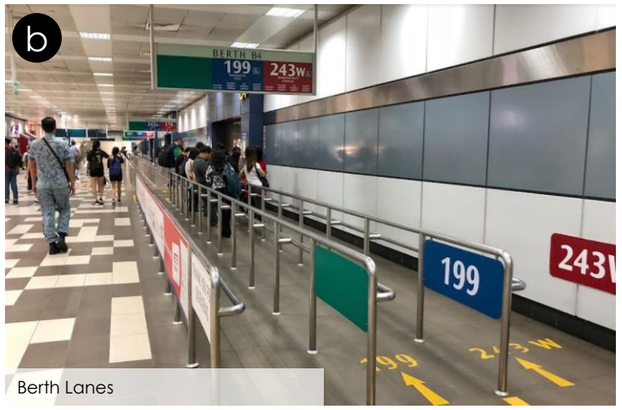






CASE STUDY
INTEGRATED TRANSPORT HUB


Bus Ingress Egress to Podium

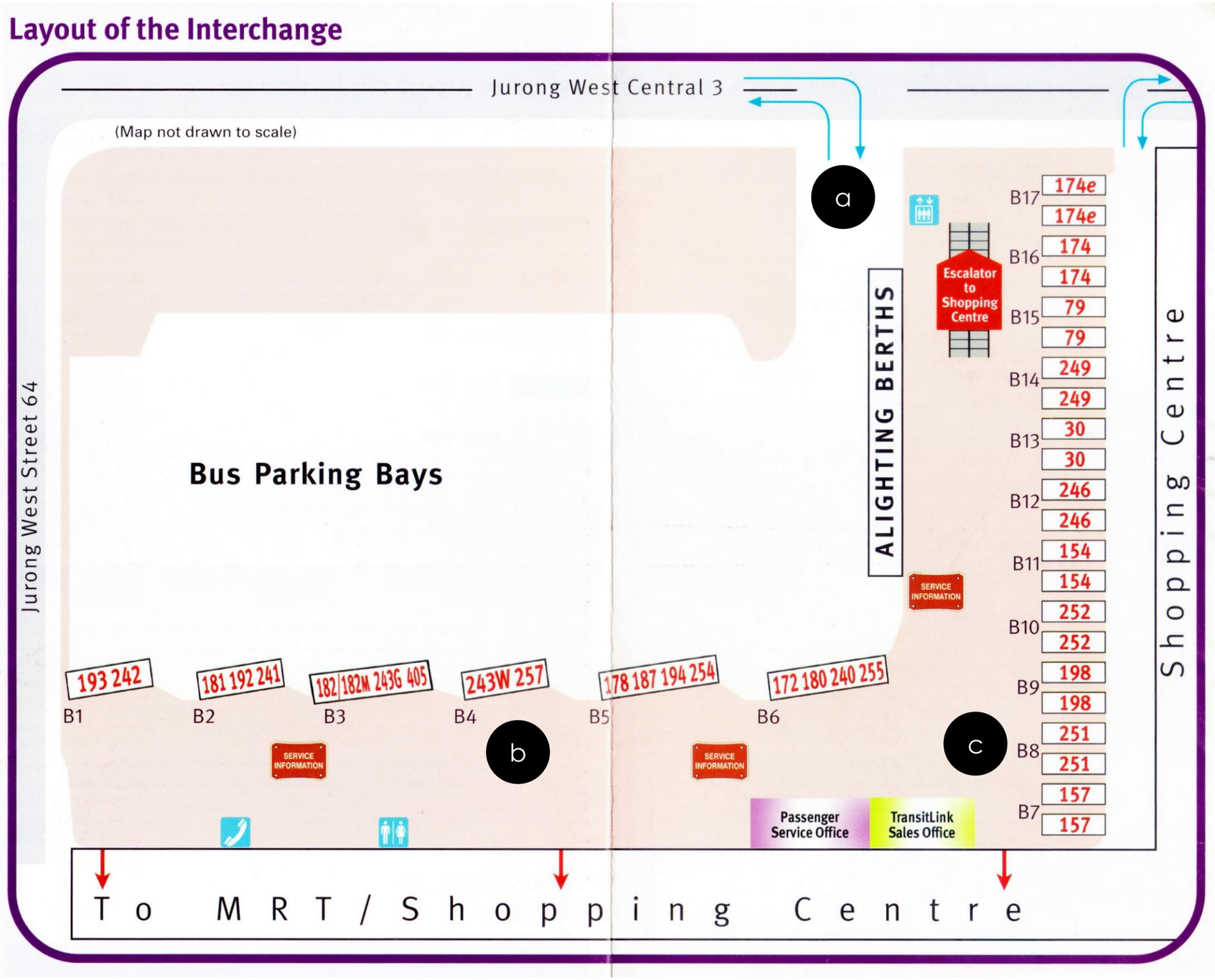


Berth Lanes



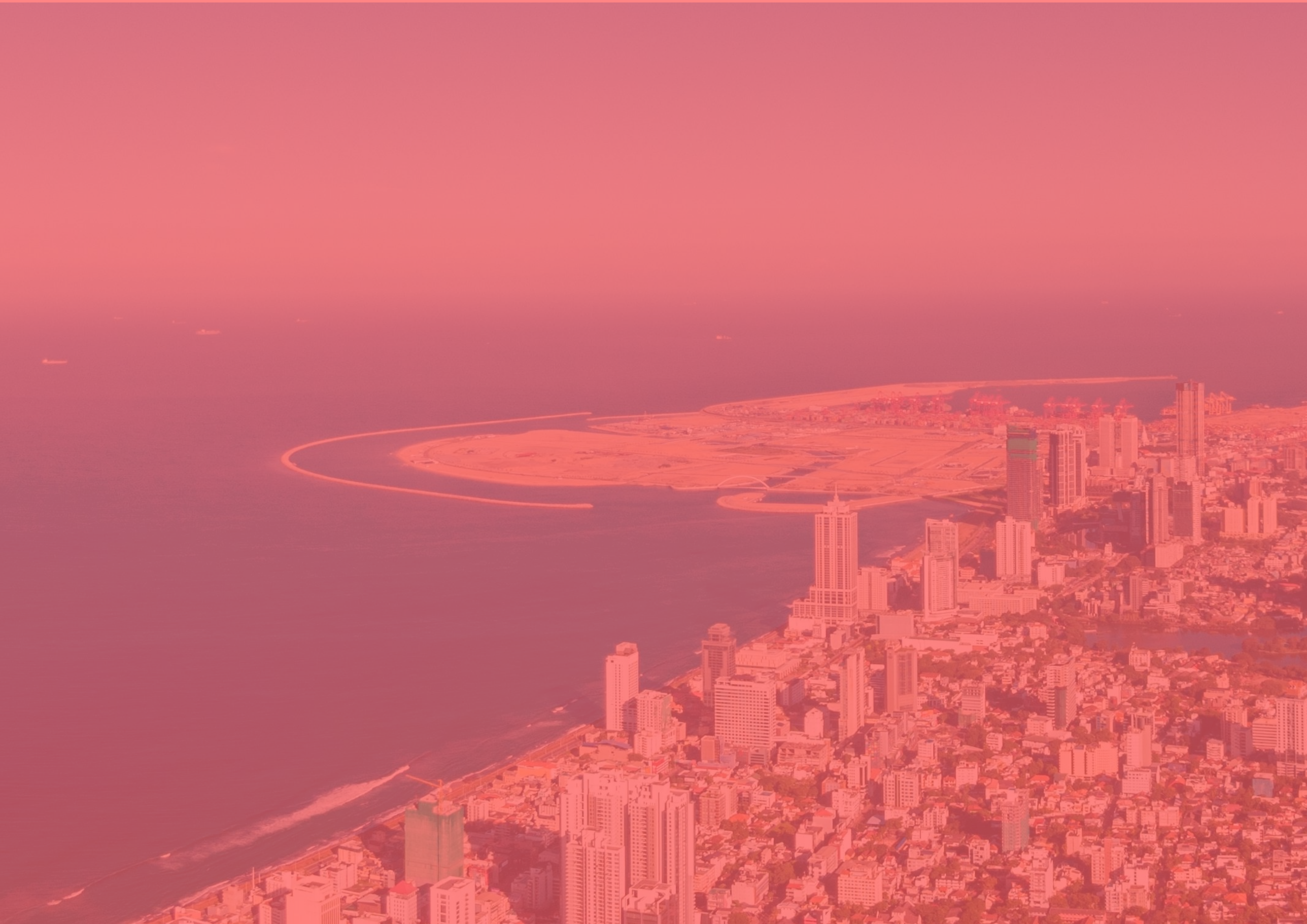
Bus Interchange @ podium

Layout of the Interchange



Source: landtransportguru.net

(This page is intentionally left blank)

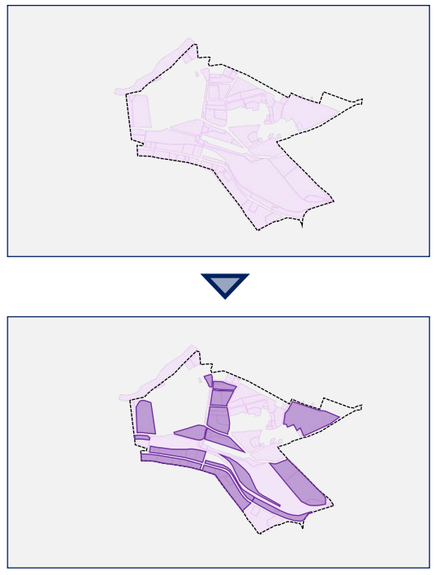


4.3
URBAN DESIGN PROPOSAL

URBAN DESIGN PROPOSAL
FIVE PRINCIPLES

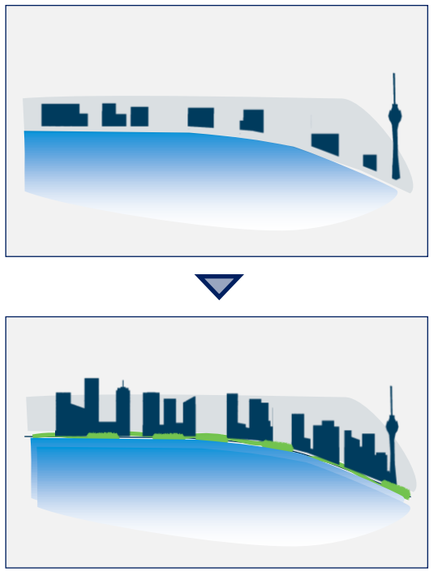
Urban design proposal for the Pettah Multimodal Transport Hub (MMTH) precinct is driven by the following five principles:

1 Land Value Capture – Leverage the Real Estate Potential



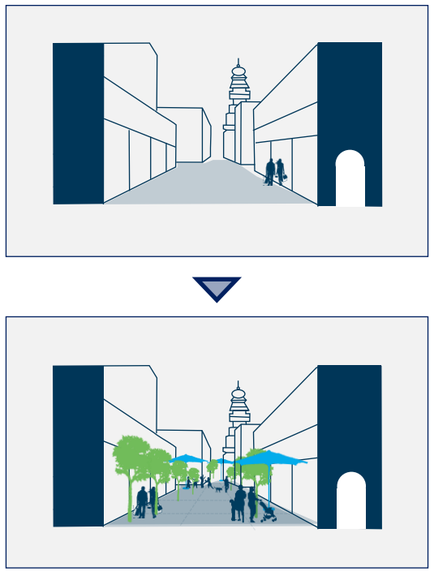
Leverage on the potential of public land for the TOD mixed-use development, waterfront development along the Beira Lake, and placemaking at Pettah Bazaar.

2 Create a new waterfront development along Beira Lake



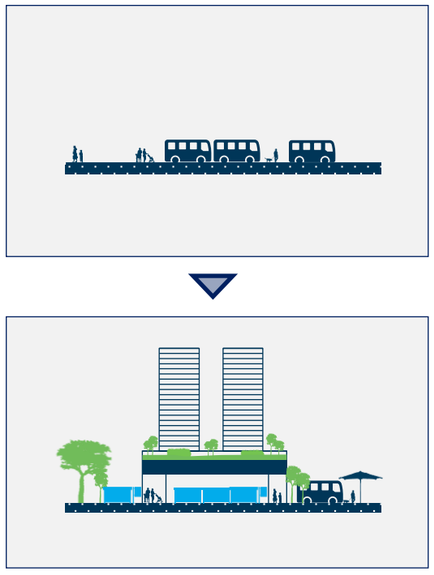
Transforming the role and image of the lake as the backyard to the frontage of Colombo urban area by creating a continuous public realm and waterfront development along the edge of the lake.

3 Placemaking at Pettah Bazaar



Create a safe, legible and attractive streetscape and public space within and surrounding Pettah market to improve the quality of place and social and economic performance.

4 Build a new integrated transport hub



A new mixed-use development with integrated bus interchanges and stations to improve transit experience, service and mobility.

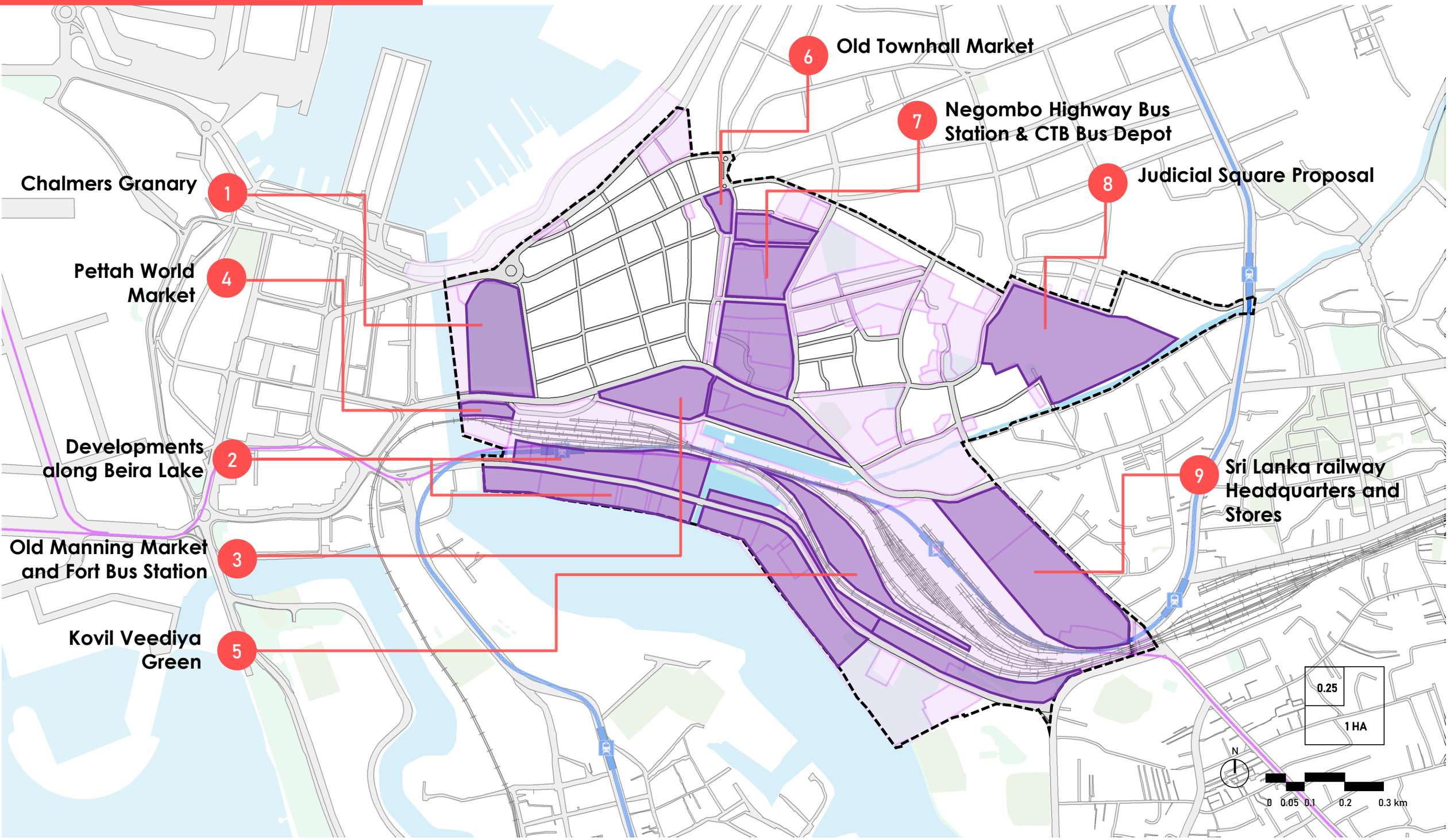
5 Implement the Priority Interventions



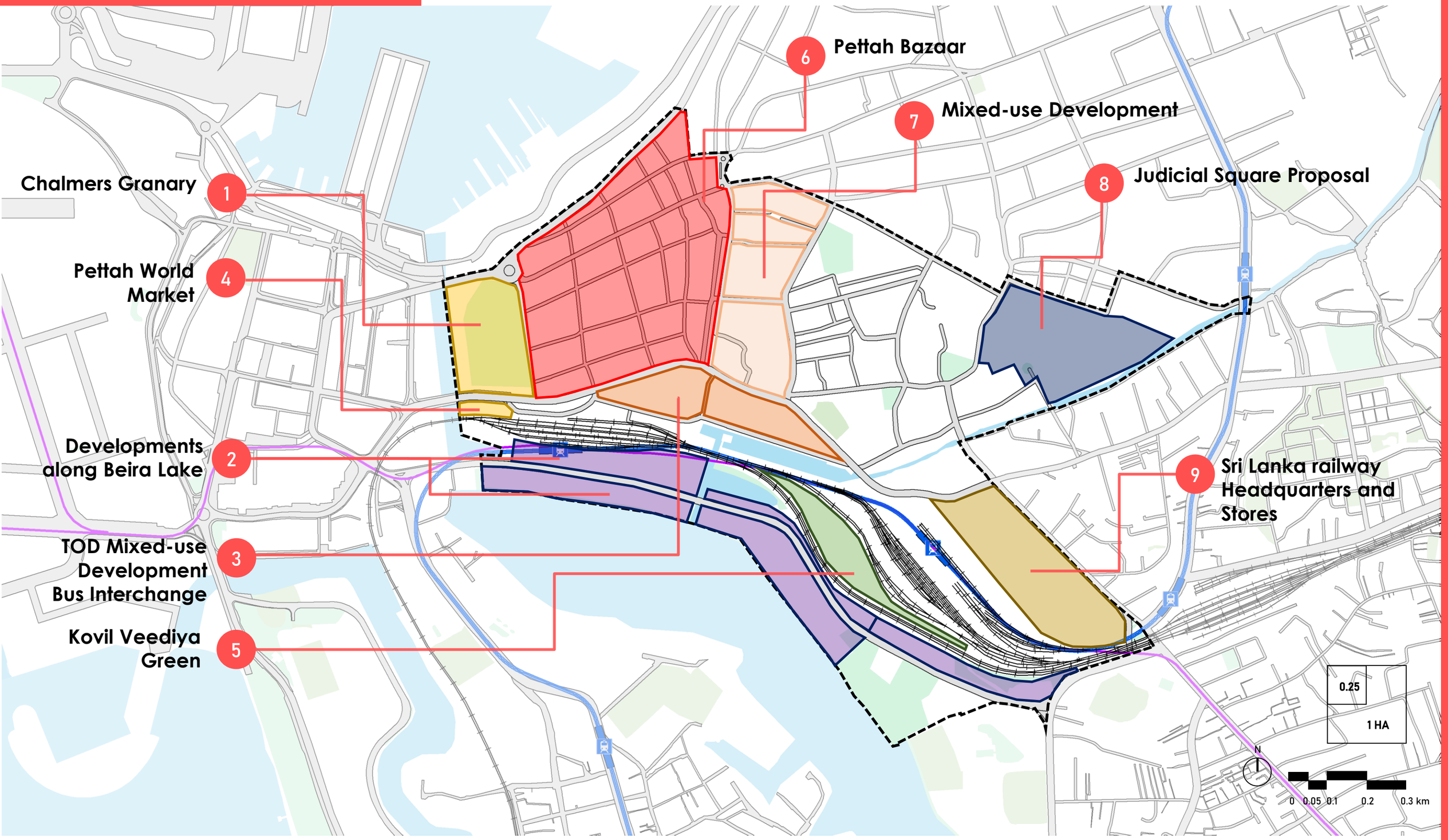
Public realms and three specific plots are selected as the priority intervention to catalyse the transformation of the Pettah MMTH precinct.

Directly connected to the Fort Heritage precinct, the Pettah Bazaar Multi-Modal Transport Hub (MMTH) will be developed to bring synergy to the Fort and the overall Colombo CBD area. Some key strategies are to focus on waterfront development along Beira Lake, develop transport hubs and TOD developments, and revitalised Pettah Bazaar.

LAND VALUE CAPTURE
INTERVENTIONS

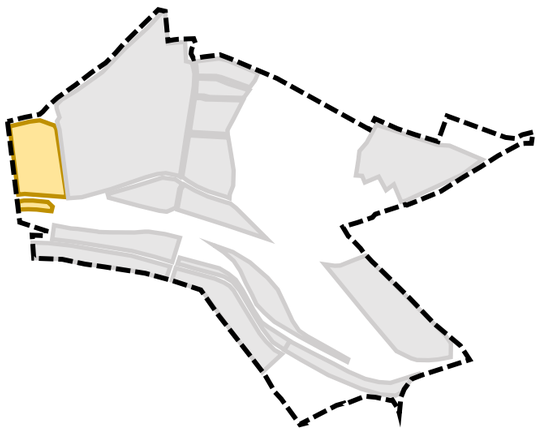


ZONE CHARACTERS
NINE CLUSTERS



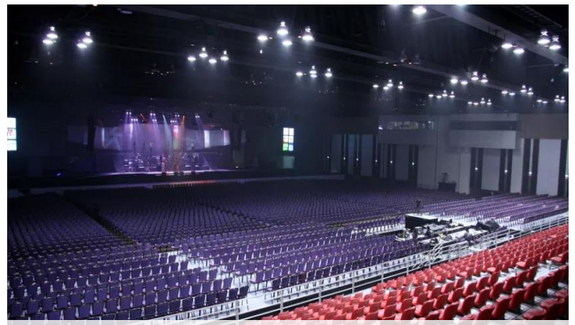
MIXED USE WATERFRONT

The mixed-use waterfront area boasts a new development comprising a convention centre, hotel, serviced apartment, office and shopping centre. In addition, this zone also houses a customs office and a rejuvenated Pettah World market. The rejuvenation plan of the market will accommodate over 200 current individual shops that scattered along the street in the surrounding area.





Existing Development: Sri Lanka Customs Headquarters



Convention Centre



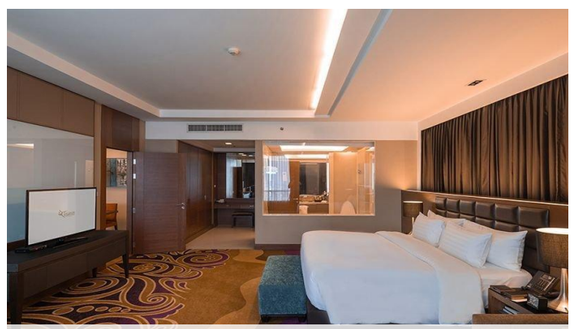
Business Centre



Commercial Space

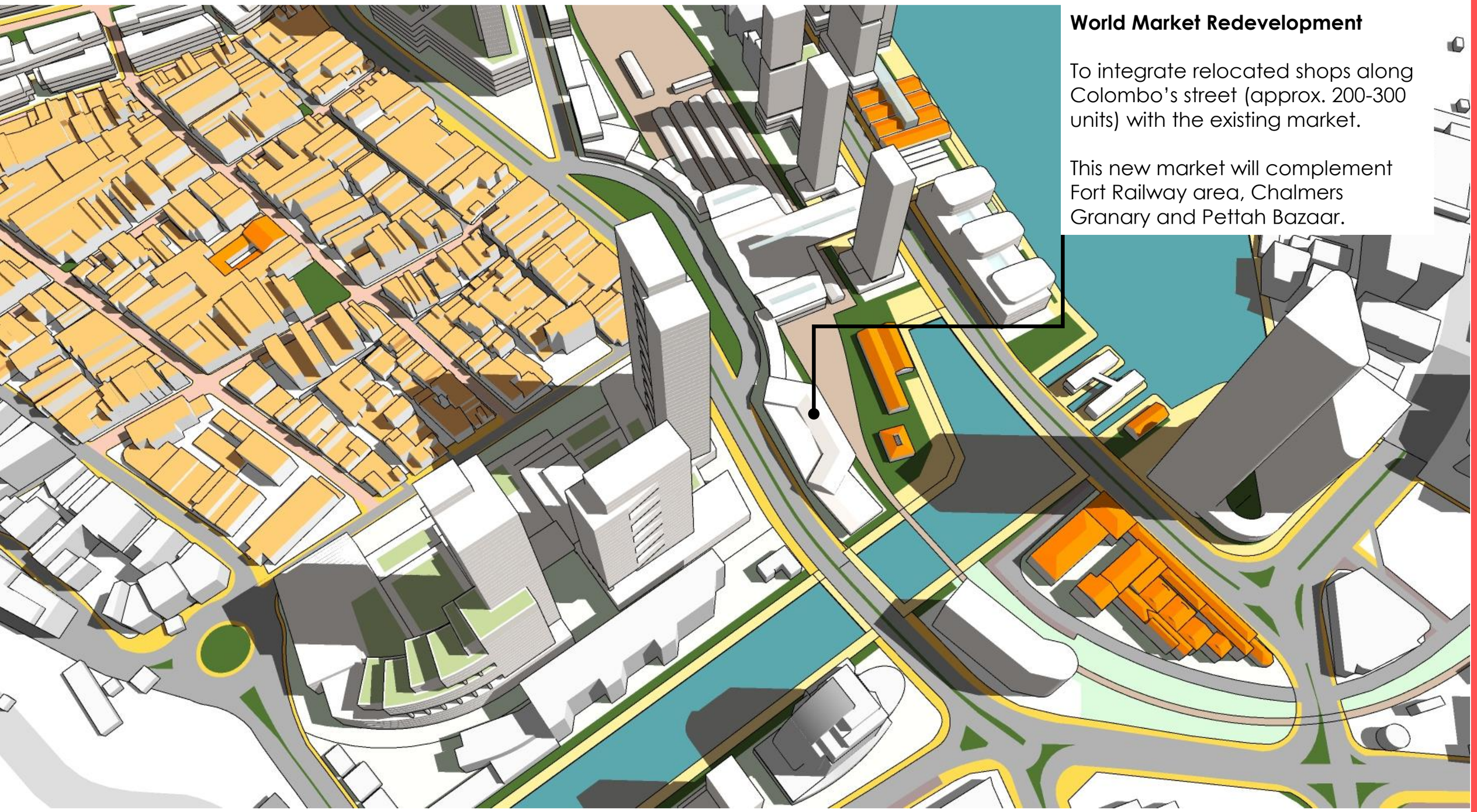


Commercial Space



Hospitality: Hotel and Served Apartment

WORLD MARKET REDEVELOPMENT



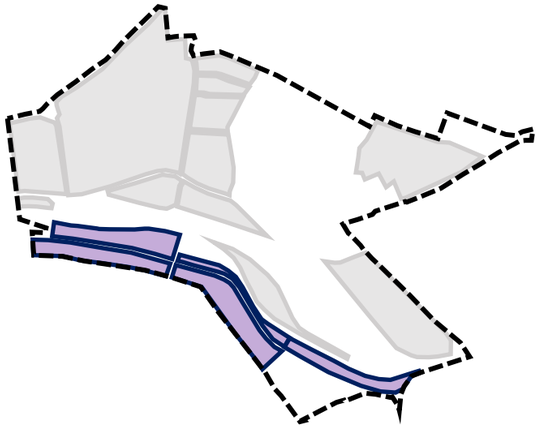
World Market Redevelopment

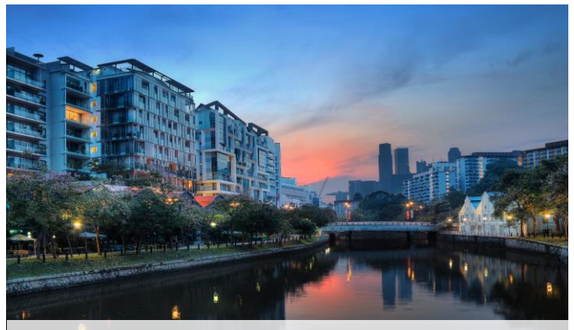
To integrate relocated shops along Colombo's street (approx. 200-300 units) with the existing market.

This new market will complement Fort Railway area, Chalmers Granary and Pettah Bazaar.

THE LAKESIDE

The linear lakeside district currently features low-rise factories, the Sri Lanka Exhibition and Convention Centre, and several entertainment venues. Future development plans for the area will transform the lakeside into a waterfront tourism and entertainment district, which will feature medium-rise developments such as hotel and residential, commercial retail, dining options, and high-end entertainment facilities. In addition, the project will create a scenic waterfront promenade and attractive public spaces along Beira Lake.





Waterfront Mixed-use Development



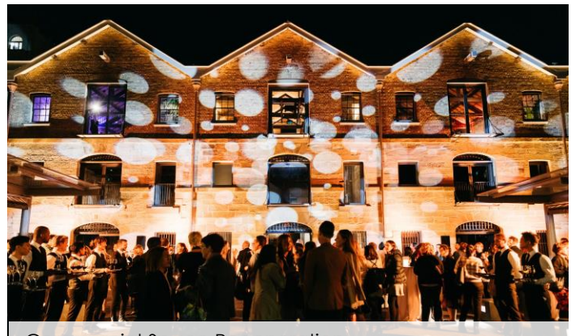
Existing Development: Bally's Casino Colombo



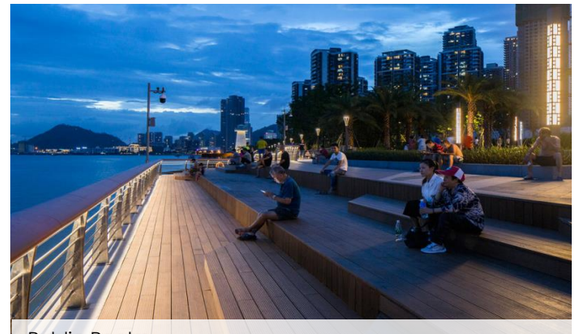
Waterfront Mixed-use Development



Commercial Space



Commercial Space Regeneration



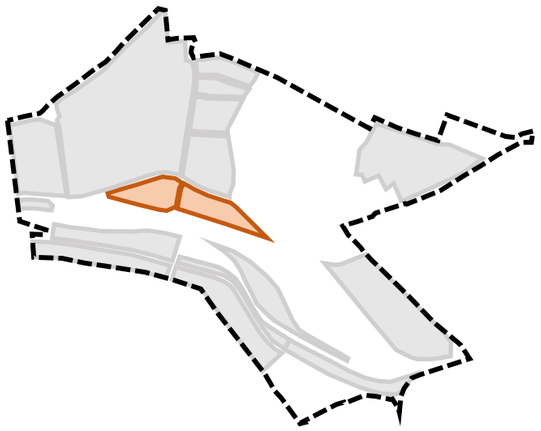
Public Realm

THE LAKESIDE



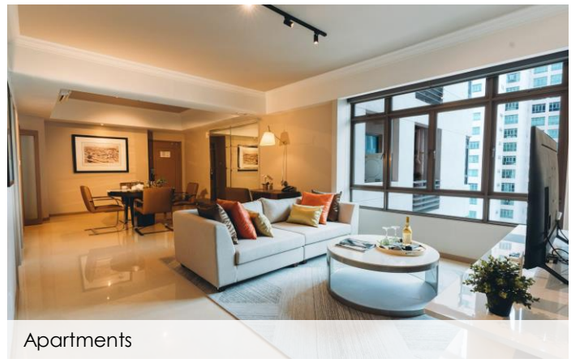
TOD – MIXED-USE BUS INTERCHANGE

The current area includes the Old Manning Market and the Colombo Bus Station. It is envisioned that this space will be transformed into a new mixed-use development that integrates a transport hub, bus stations, and interchanges within the development podium. In addition, this development will feature a ground-level bus terminal, convenient public transport access, and a shopping centre with residential towers, along with other amenities.





Residential Development



Apartments



Shopping Mall



Bus Interchange



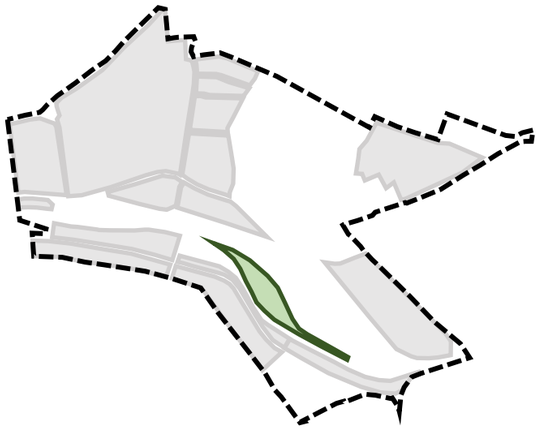
TOD Mixed-use Development



TOD Mixed-use Development

KOVIL VEEDIYA GREEN

The leaf-shaped land, surrounded by existing railway lines, is distinguished by its beautiful landscape and the historical Sri Kaileswaram Temple. In the future master plan, the temple will be preserved, and the current railway corridor will be integrated with cultural and natural elements to become a railway cultural park, celebrating the local customs and cultural heritage of Colombo.





Existing building: Sri Kaileswaram Temple



Existing building: Sri Kaileswaram Temple



Natural Landscape Surrounding the Railway Lines



Public Realm



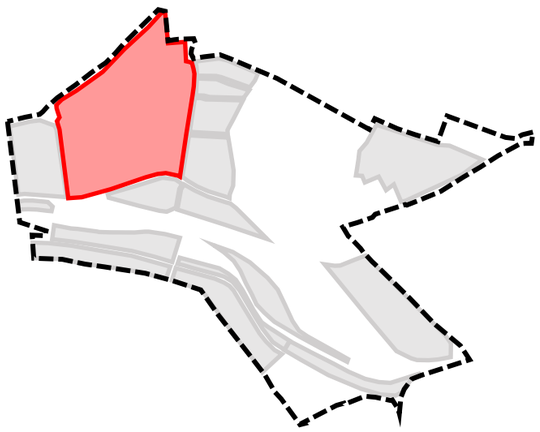
Public Realm Surrounding the Railway Lines



Natural Landscape Surrounding the Railway Lines

PETTAH MARKET

The Pettah Market (Pettah Bazaar) is home to significant historical buildings like the Jami Ul-Alfar Mosque and the Dutch Museum. It also features vibrant traditional markets, including a farmer's market and a clothing market. The future vision for this area involves a comprehensive regeneration of these commercial markets, transforming them into a distinctive shopping street. This transformation aims to create a retail district infused with cultural and tourism elements, enhancing the area's appeal to both locals and international tourists.





Existing building: Jami Ul-Alfar Mosque



Existing building: Dutch Museum



Religious event at Pettah Bazaar



Heritage Conservation, Kampong Glam Singapore



Heritage Conservation, Clarke Quay, Singapore



Heritage Conservation, Covent Garden, London

PETTAH MARKET



PETTAH MARKET

Jami Ul-Alfar Mosque

Placemaking:
Streetscape for
improvement

Dutch Museum

Placemaking:
New Public Space

Pettah Market
Perimeter Road with
pedestrian sidewalk

Placemaking:
Streetscape for
improvement

Old Townhall Market

New Market Complex

Linear Park

Placemaking:
New Public Space

Pettah Market
Perimeter Road with
pedestrian sidewalk

2nd Cross Street

Prince Street



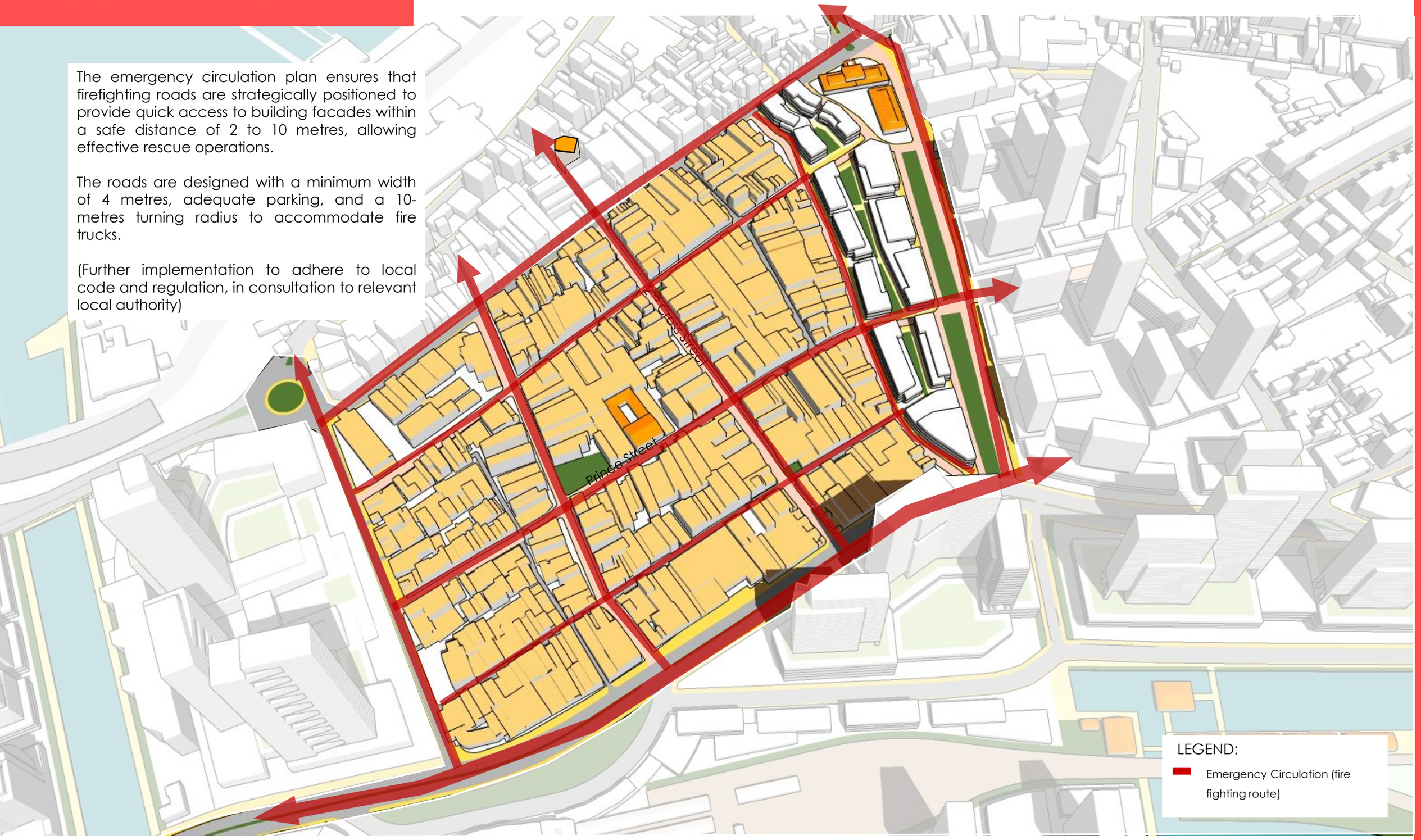


TRANSPORTATION NETWORK
EMERGENCY CIRCULATION

The emergency circulation plan ensures that firefighting roads are strategically positioned to provide quick access to building facades within a safe distance of 2 to 10 metres, allowing effective rescue operations.

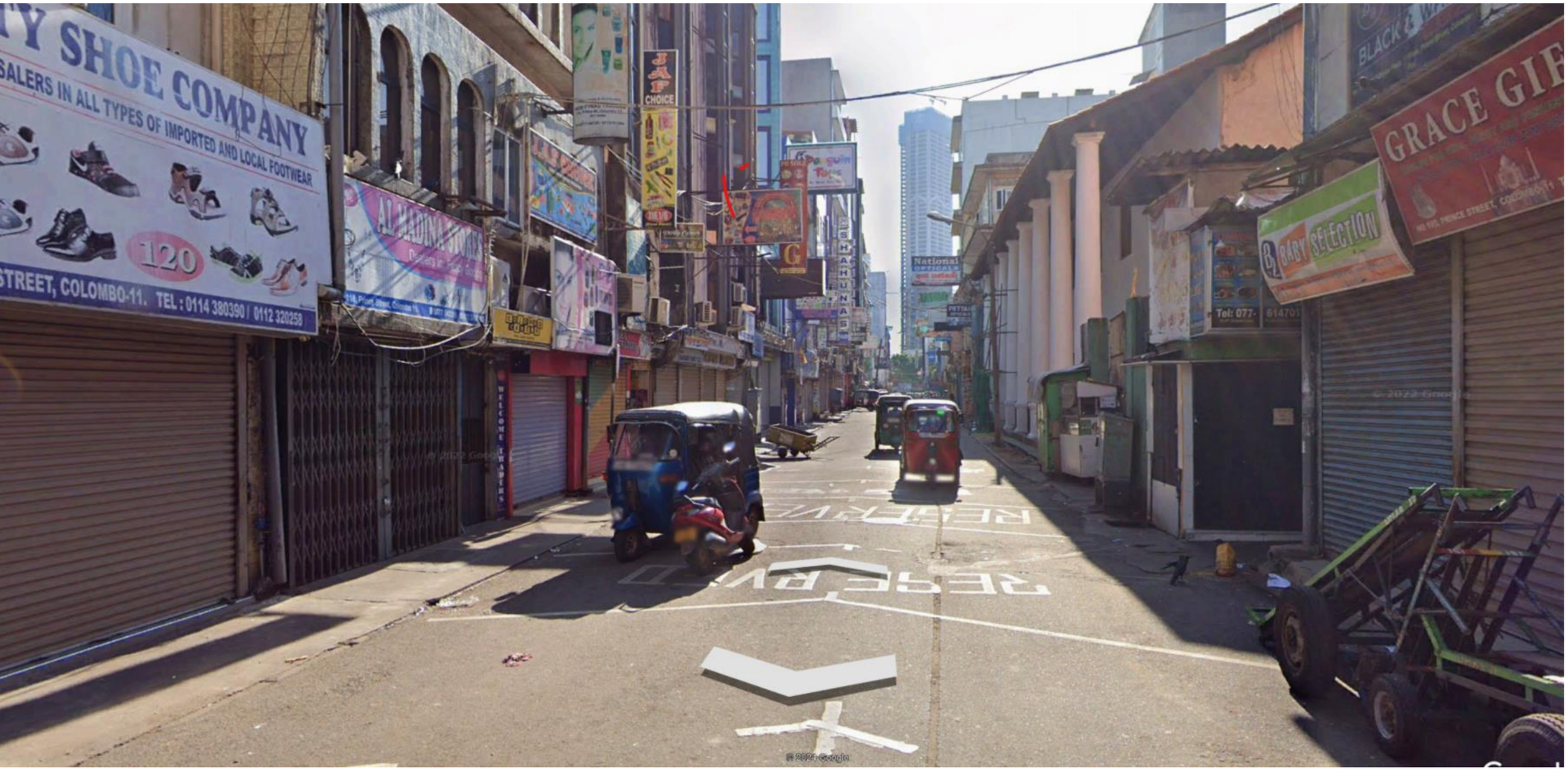
The roads are designed with a minimum width of 4 metres, adequate parking, and a 10-metres turning radius to accommodate fire trucks.

(Further implementation to adhere to local code and regulation, in consultation to relevant local authority)



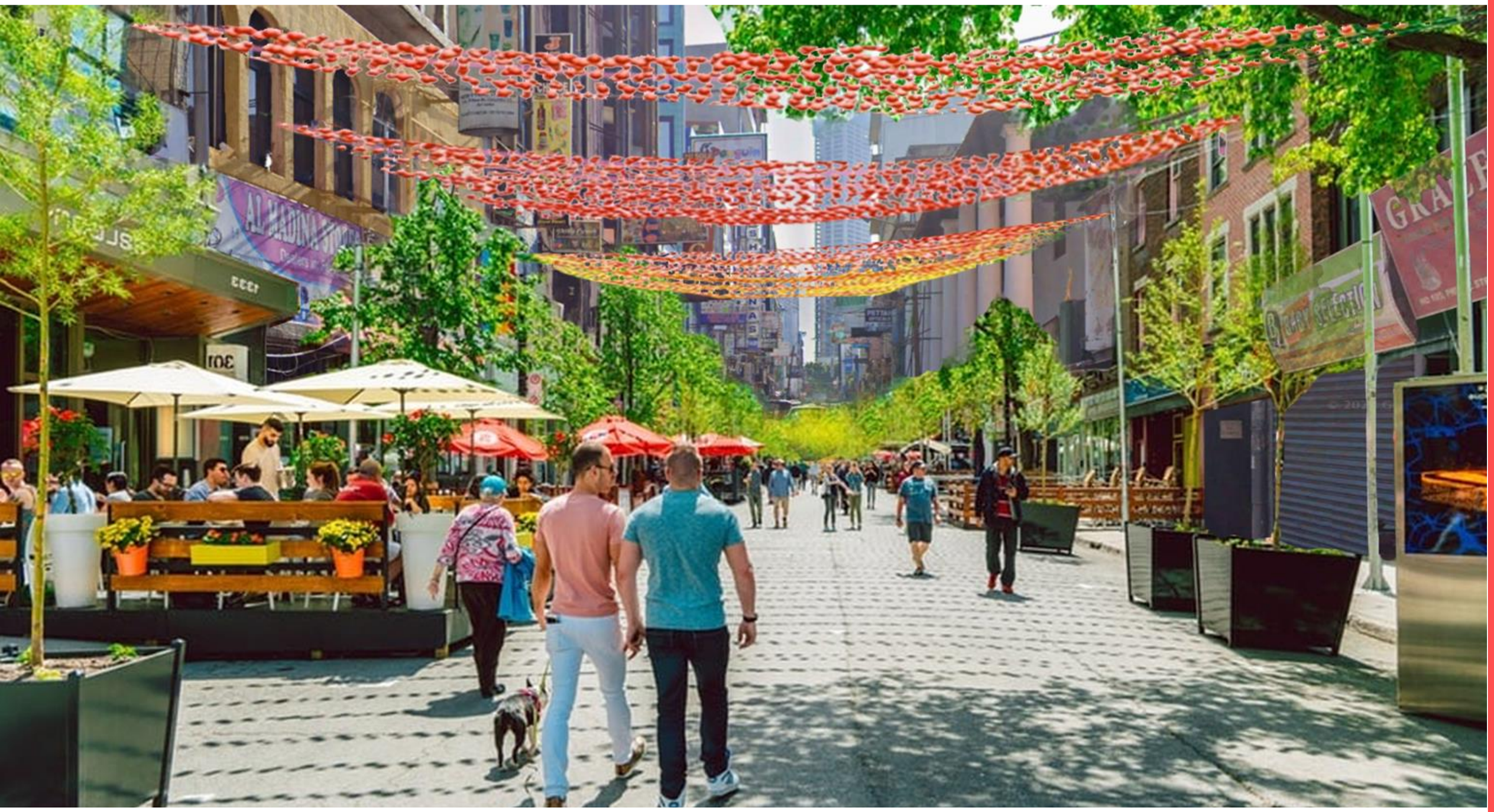
PETTAH MARKET

1 Placemaking @Historical Site and Streetscape – DUTCH MUSEUM



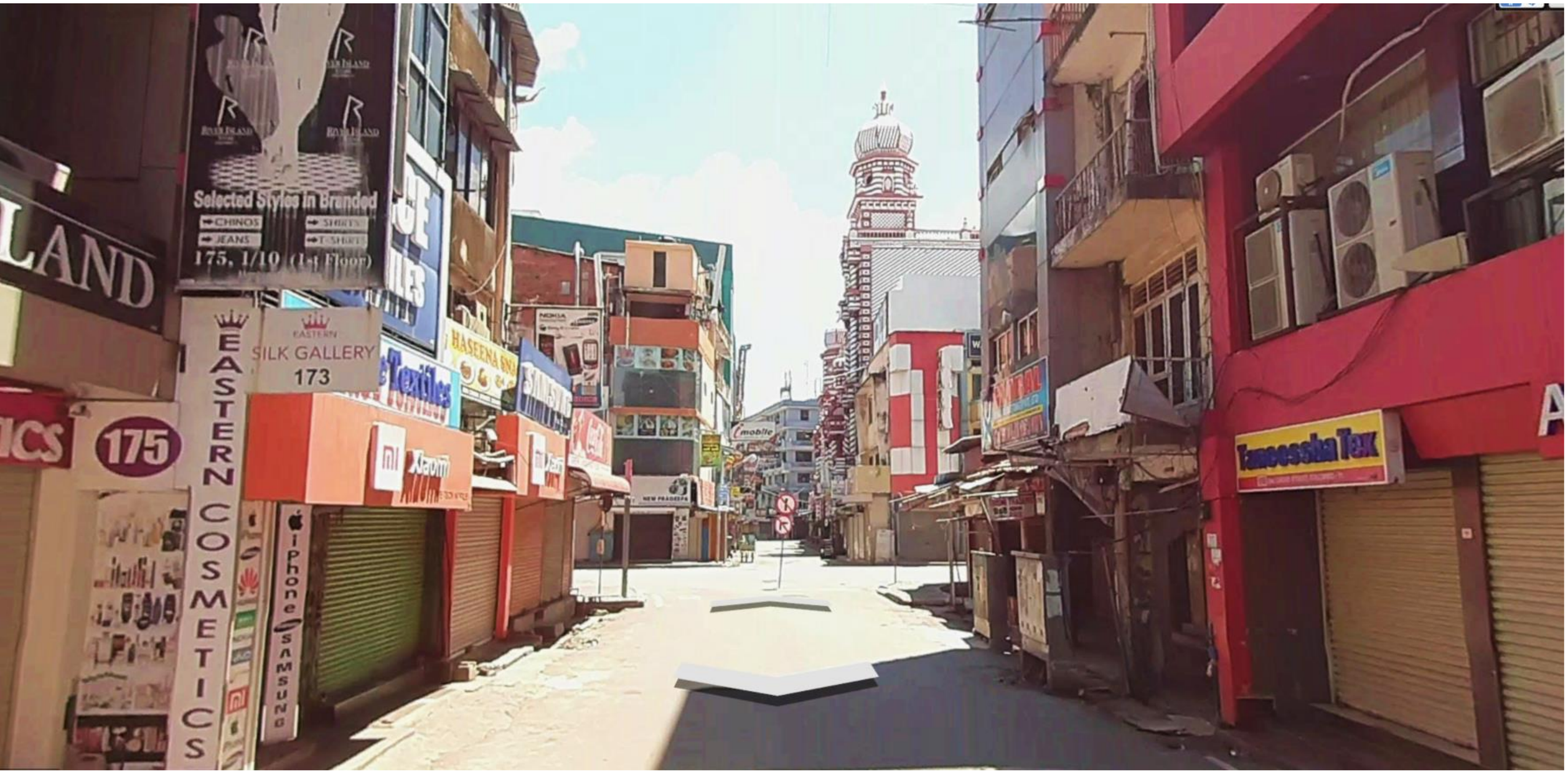
PETTAH MARKET

1 Placemaking @Historical Site and Streetscape – DUTCH MUSEUM



PETTAH MARKET

2 Placemaking @Historical Site and Streetscape – JAMI UL-ALFAR MOSQUE



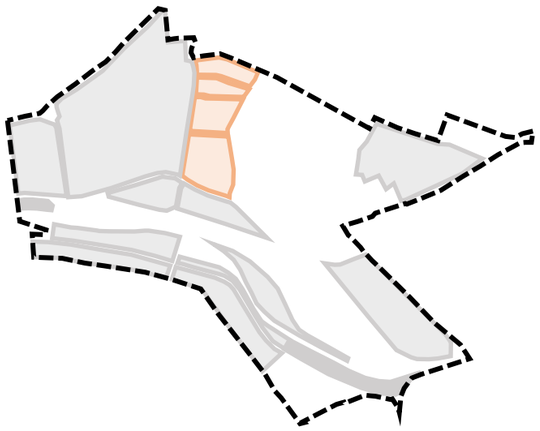
PETTAH MARKET

2 Placemaking @Historical Site and Streetscape – JAMI UL-ALFAR MOSQUE



TOD – MIXED-USE DEVELOPMENT

This area includes key infrastructure and architectural heritage, such as the Negombo Highway Bus Stand, All Saints' Church Pettah, and various commercial and municipal facilities. Future redevelopment plans will focus on the vicinity of the bus stand, transforming it into a Transit-Oriented Development (TOD) mixed-use area. This transformation aims to integrate transportation, residential, commercial, and cultural functions, creating a cohesive and sustainable urban environment.





High-density Mixed-use Development



Bus Terminal: Negombo Bus Terminal



Existing building: All Saint's Church Pettah



High-density residential Development



Shopping Mall



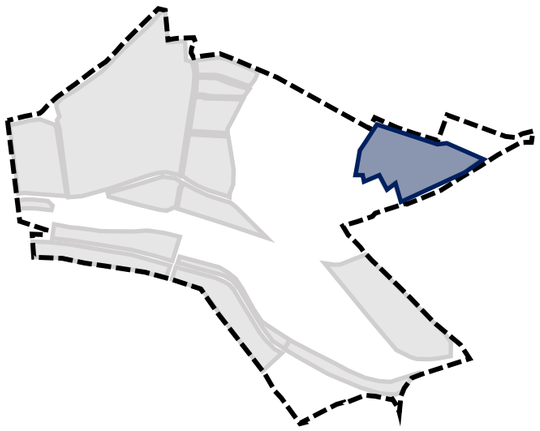
Bus Stop

TOD – MIXED-USE DEVELOPMENT



JUDICIAL SQUARE

This area houses the Supreme Court of Sri Lanka and various administrative offices, known for their distinctive and well-preserved architectural features. Future development plans will focus on preserving these architectural heritages, transforming the area into a new Supreme Court cluster while enhancing the environment and public spaces. The redevelopment will also incorporate nearby rivers to create scenic, pedestrian-friendly roads and parking areas. The transformation aims to preserve the significant buildings, enhance the area's aesthetic appeal, and create public spaces for the people.





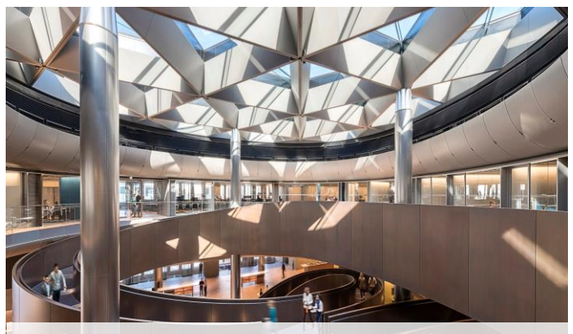
Existing building: Supreme Court of Sri Lanka



Existing building: High Court of Colombo



Existing Sebastian Canal (at the site's surrounding)



Public space at Supreme Court Complex, Singapore



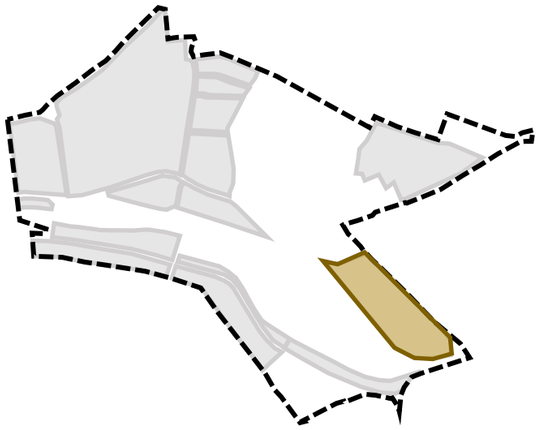
Auxiliary commercial space at court complex



Commercial space along the promenade

RAILWAY HEADQUARTERS

This area, located near the railway, includes important government institutions such as the Sri Lanka Railway Headquarters. Future development plans aim to transform this area into a mixed-use commercial district with enhanced scenic qualities. In addition, the vicinity near the railway will be developed into a recreational park. The new district will integrate office & retail spaces with well-designed landscapes and leisure areas, creating an attractive and functional urban environment.





Existing building: Sri Lanka Railway Headquarters



Existing complex: National railway Museum



Existing Railway Lines



Mixed-use commercial development



Public space and park surrounding the railway track



Public space surrounding the railway track

Design Principle (Right-Of-Way)

Determination of number of lanes

- The peak hourly traffic volume for the proposed development is summarized in the table below, with specific traffic generation values for different land use types:

Land Use	GFA (sqm)	AM IN	AM OUT	PM IN	PM OUT
Commercial	557,621	2,810	1,695	8,788	9,502
Hospitality	155,669	215	84	168	215
Retail	251,487	1,584	956	4,954	5,357
Public Building	57,621	617	98	115	599
New Commercial	92,960	469	283	1,465	1,584
New Retail	68,171	429	259	1,343	1,452
New Hospitality	4,648	6	3	5	6
Total	**5,049,435**	**6,131**	**3,377**	**16,839**	**18,715**

Peak Hour Calculation

- To determine the required number of lanes, we calculate the peak hour traffic volume:

  Peak Hour Volume (Inbound) = 16,389 vehicles/hour
  Peak Hour Volume (Outbound) = 18,715 vehicles/hour
  Total Peak Hour Volume (Inbound + Outbound) = 35,554 vehicles/hour

- Since the site has nine access points, the traffic will be divided among these accesses:

  Peak Hour Volume per Access = 35,554 /9 = 3,950 vehicles/hour

Notes:
This design principles and numbers (Land Use and GFA) shown in the table above reflect the total numbers for Project 1 & 2.

Lane Capacity

- Assuming a lane capacity of 1,100 vehicles per hour per lane:

$$Number\ of\ Lanes = \frac{Peak\ Hour\ Volume}{Lane\ Capacity}$$

Total Lanes Calculation per Access

$$Number\ of\ Inbound\ Lanes = \frac{3{,}950}{1{,}100} \approx 3.59 \approx 4\ lanes\ (rounded\ up)$$

Conclusion

Given the peak hour traffic volumes distributed across nine access points, each access will require approximately 4 lanes for the main arterial loop road traffic to ensure smooth traffic flow and avoid congestion, especially during peak hours. Thus, the proposed ROW for the entire development provides sufficient capacity to handle the traffic at each access, considering potential future traffic growth.

TRANSPORTATION NETWORK
EXISTING AND PROPOSED PARKING SITES

Vacant land shall be used as a parking site in the interim phase until the site is developed for a new real estate development. The new development should cater to sufficient public parking in the basement or multistorey parking.

1 Telecom Car Park

2 Chalmers Granary. To be used as a parking site until the land is developed

3 Road without pedestrian sidewalk

4 Gunasignhapura. To be used as a parking site until the land is developed (long-term mixed-use development)

5 Existing parking

6 Parking at Fort Bus Station (0.6 Ha). Temporary parking until the site is developed as TOD Mixed-use Development

7 Parking at Fort Bus Station (0.2 Ha). Temporary parking until the site is developed as TOD Mixed-use Development

8 Existing warehouse (0.8 Ha), potentially can be converted into parking site

9 Temporary parking at Plot 9 & 16 (0.8 Ha) until the site is developed as a Waterfront Mixed-use Development

10 Potential parking site when the bus station is relocated to the TOD Mixed-use Development (Old Manning Market & Fort Bus Station site)

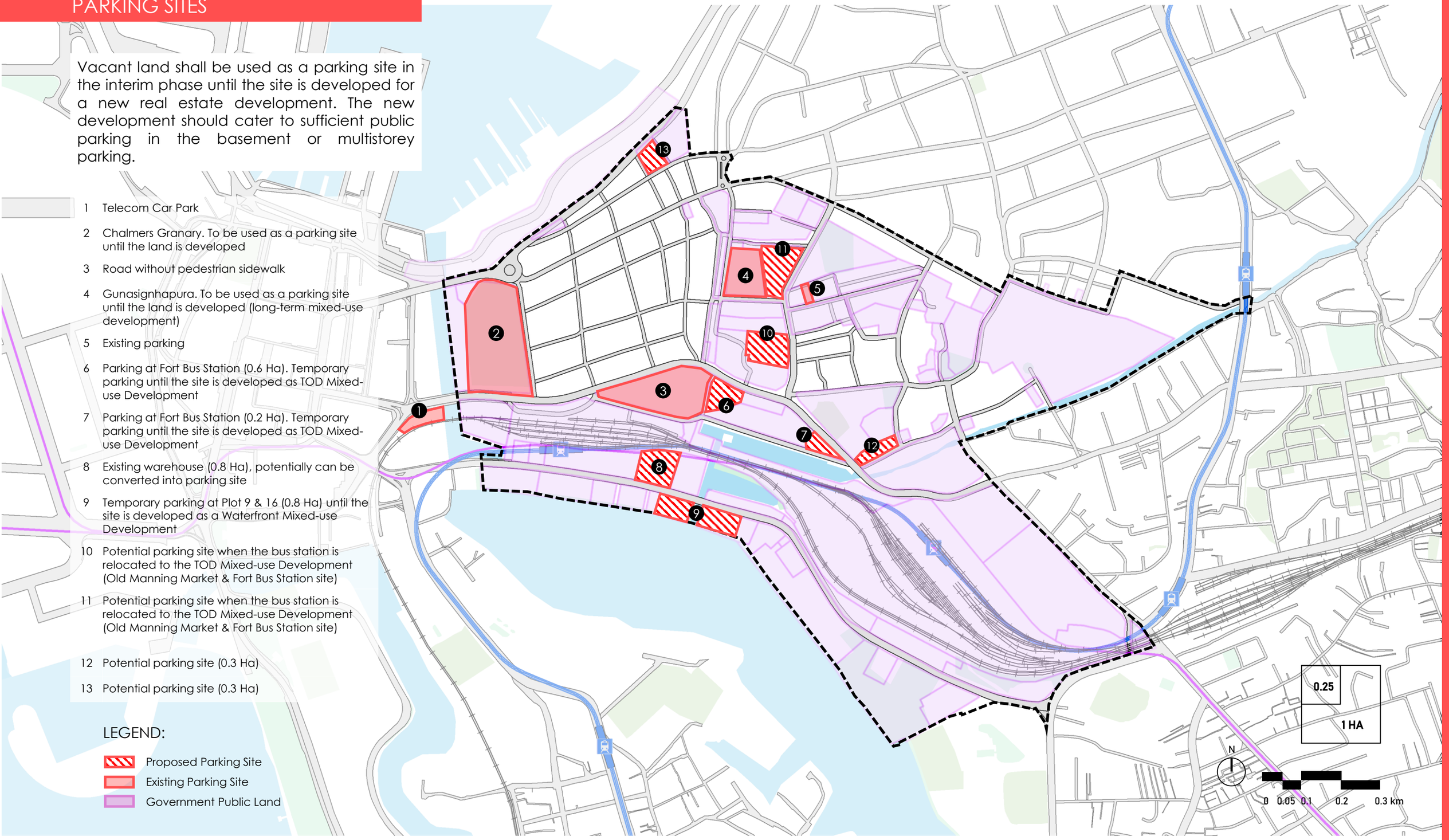
11 Potential parking site when the bus station is relocated to the TOD Mixed-use Development (Old Manning Market & Fort Bus Station site)

12 Potential parking site (0.3 Ha)

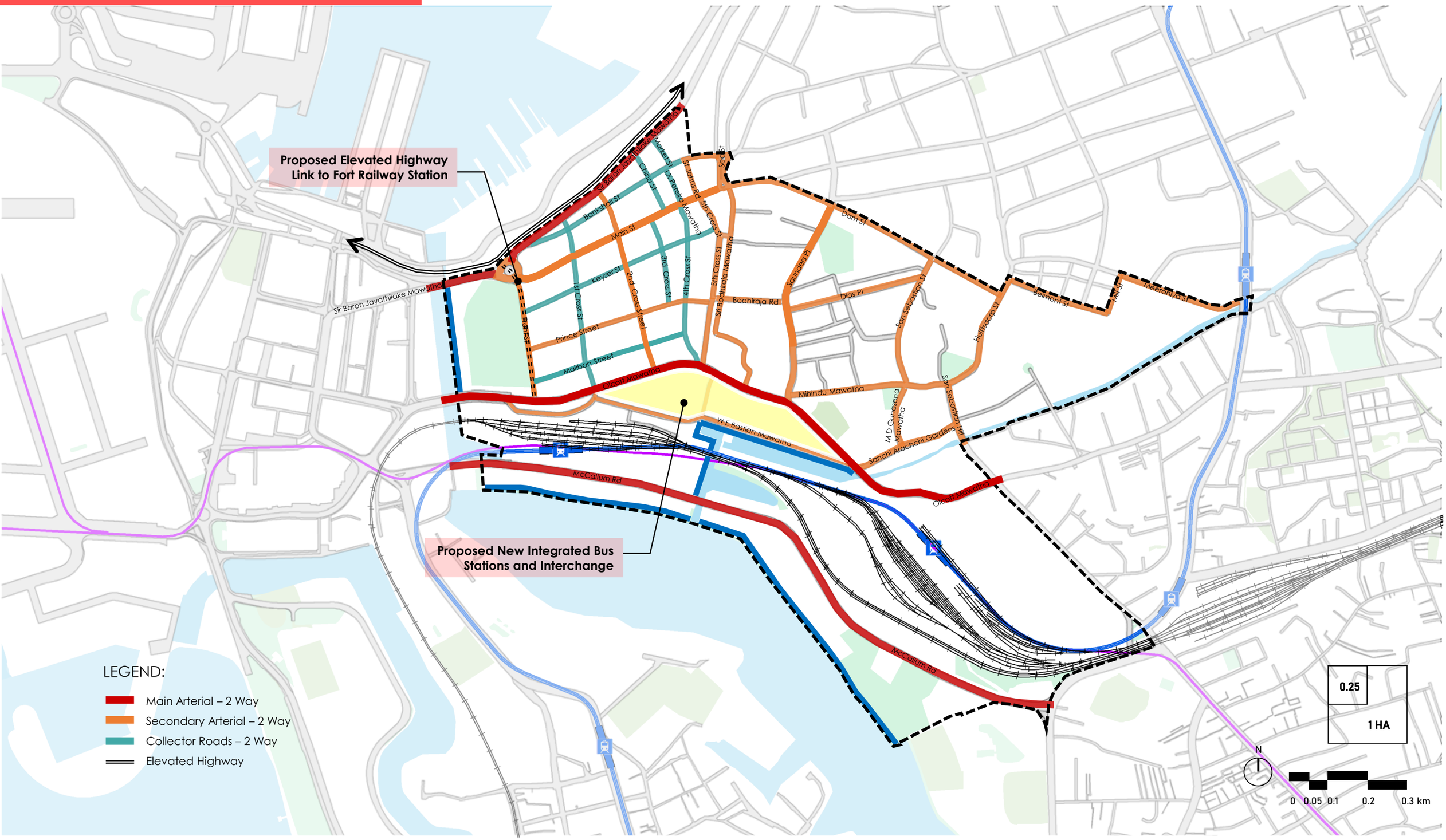
13 Potential parking site (0.3 Ha)

LEGEND:

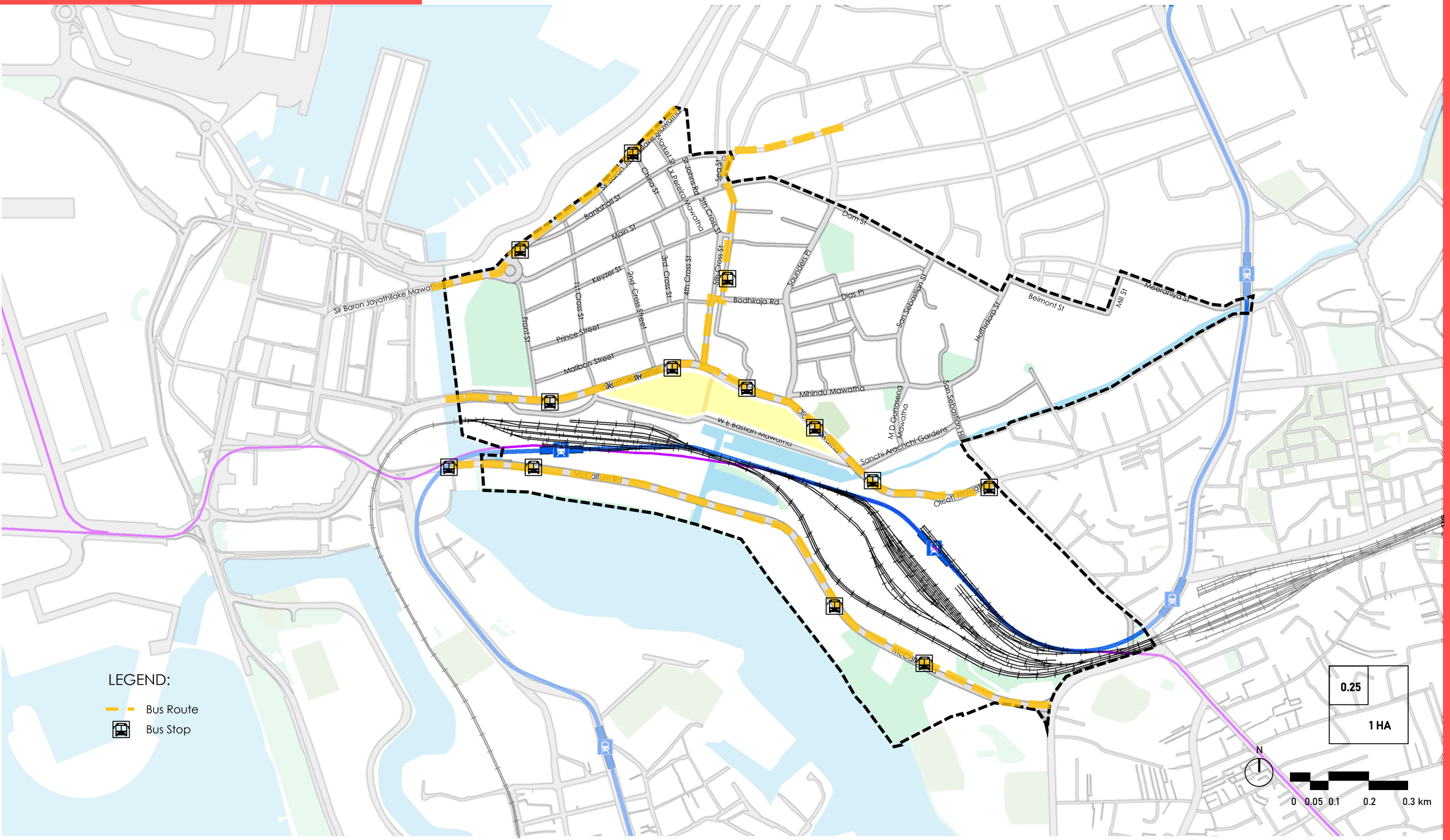
- Proposed Parking Site
- Existing Parking Site
- Government Public Land



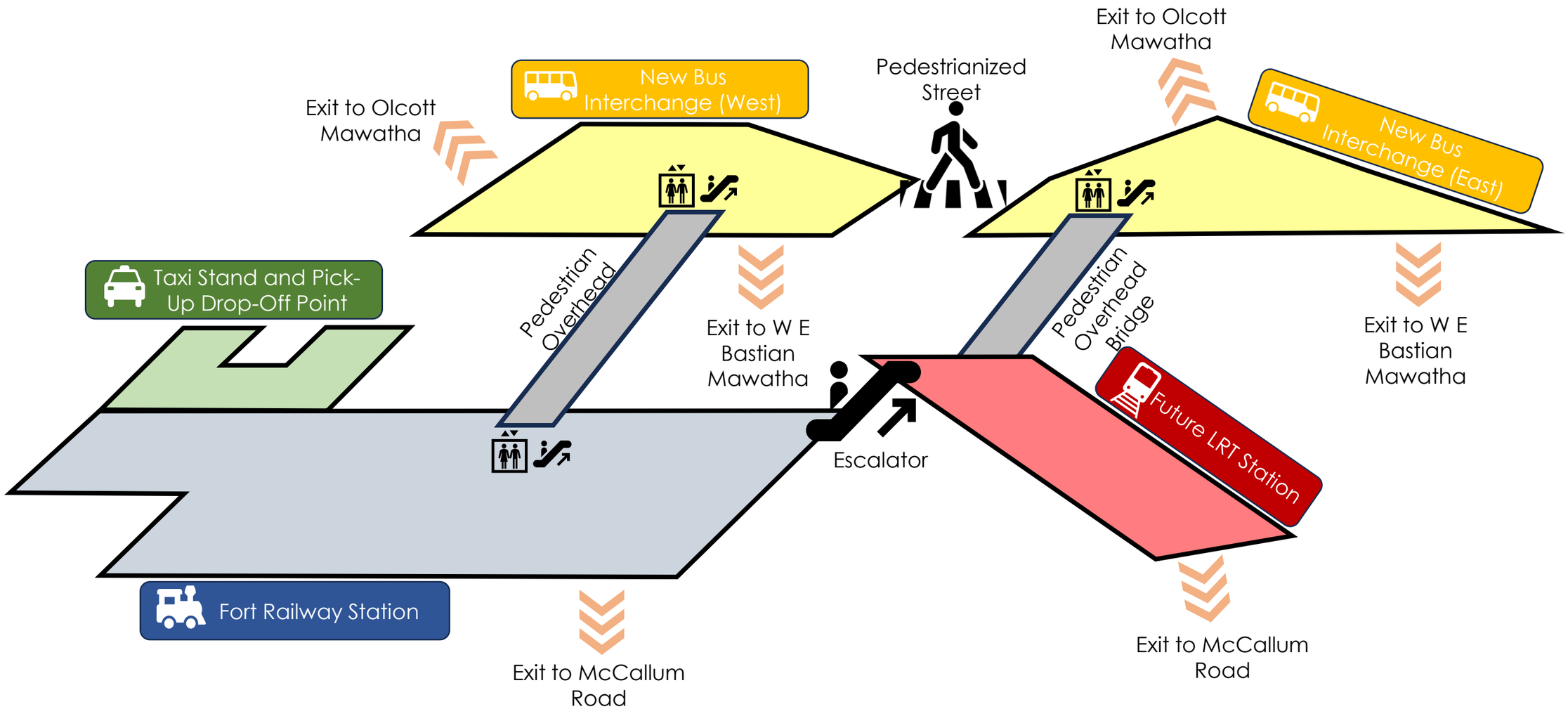
TRANSPORTATION NETWORK
PROPOSED ROAD NETWORK



TRANSPORTATION NETWORK
PROPOSED BUS ROUTES + BUS STOP



CONCEPTUAL CIRCULATION DIAGRAM FOR TRANSPORTATION HUB



TRANSPORTATION NETWORK
BUS DEMAND

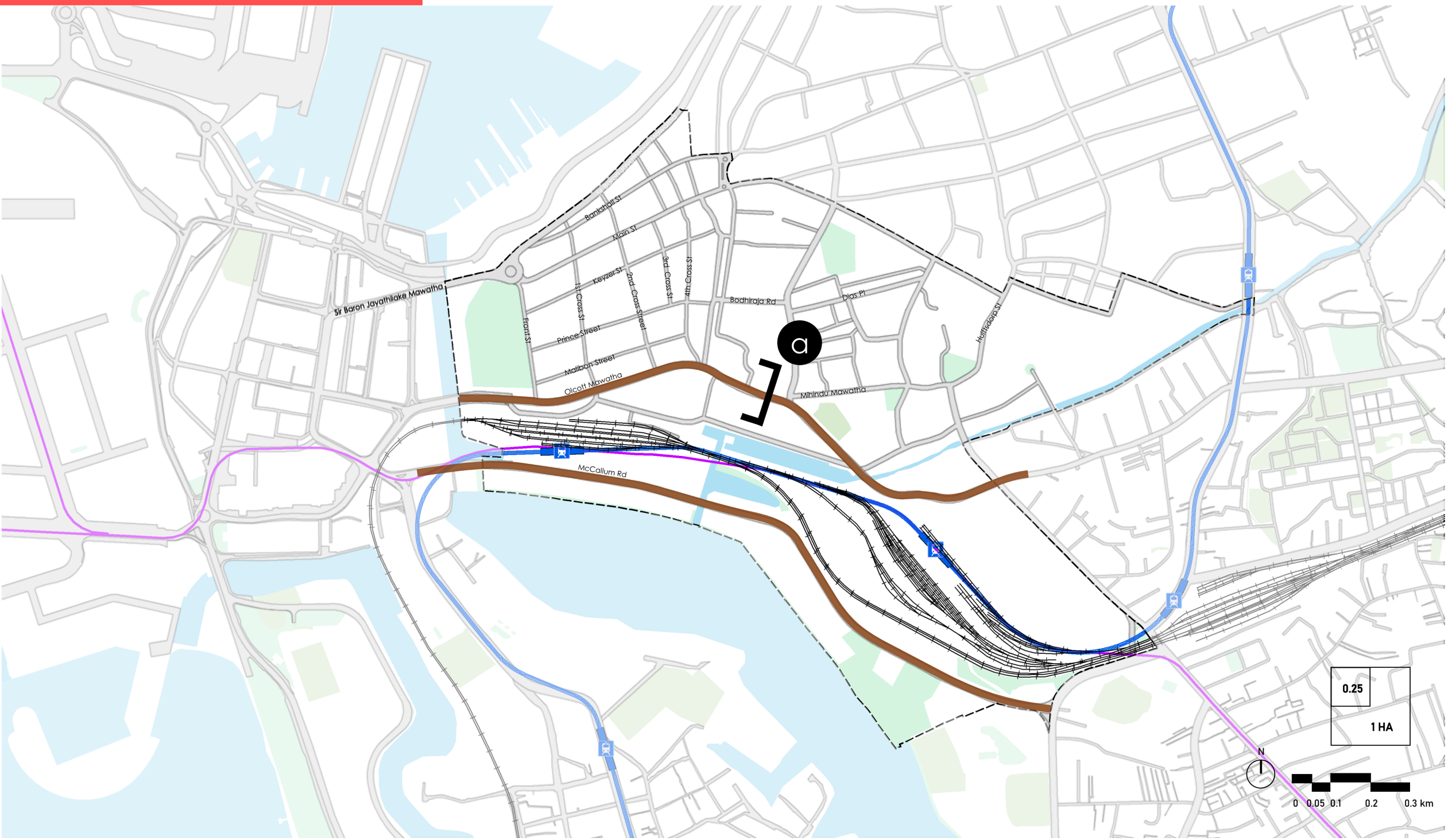
	Est. 2035	
	LRT + 1 MMTH	**No LRT + 1 MMTH**
Daily Trips (Passenger Trips/Day)	**390,829**	**390,829**
Passenger Trips By Bus	**147,881**	390,829
Passenger Trips By LRT	**242,947**	-
Daily Bus Trips	3,521	9,305
Peak Hour Bus Trips	458	1,210
Peak Hour PCU (2.7)	1,236	3,266
Total No Of Exits	2	2
Peak Hour PCU Per Exit	617	1,633
Estimated Arrival Berths Per Bus Interchange	7	19
Estimated Departure Berths Per Bus Interchange	9	23
Estimated Parking Lots Per Bus Interchange	43	115
Estimated Total Land Area Required (sqm)	43,455	114,846

Est. population growth rate	0.64%
Est. GDP growth rate	3.10%
Weighted growth rate	1.87%
Bus occupancy	70%

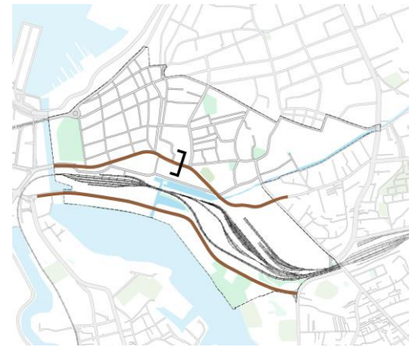
Source: Urban Transport System Development Project for Colombo Metropolitan Region and Suburbs, Technical Report. 5: Transport Demand Forecast

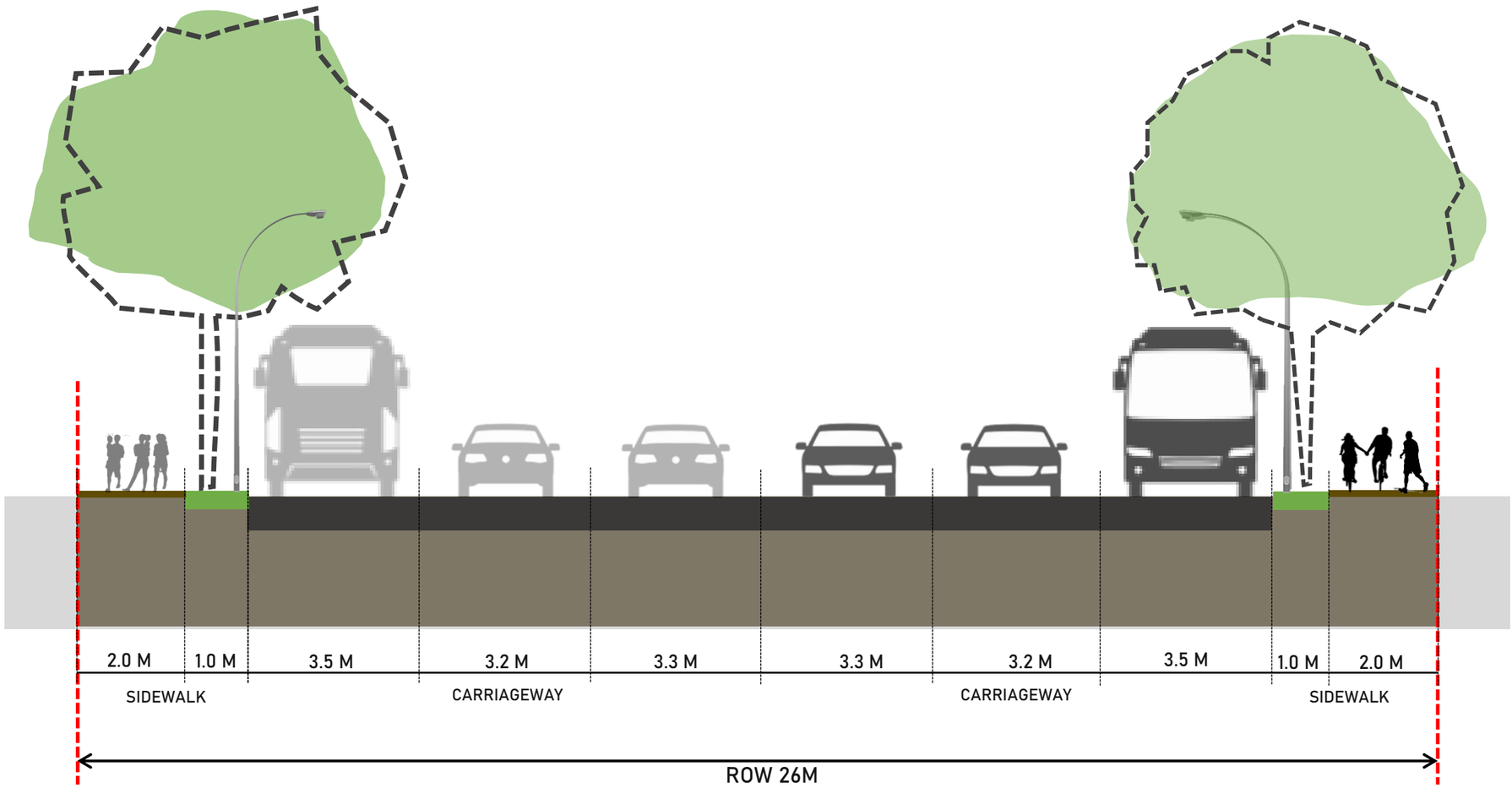
TRANSPORTATION NETWORK

MAIN ARTERIAL – 3 LANES 2-WAY



TYPICAL SECTION WITH BUS LANE

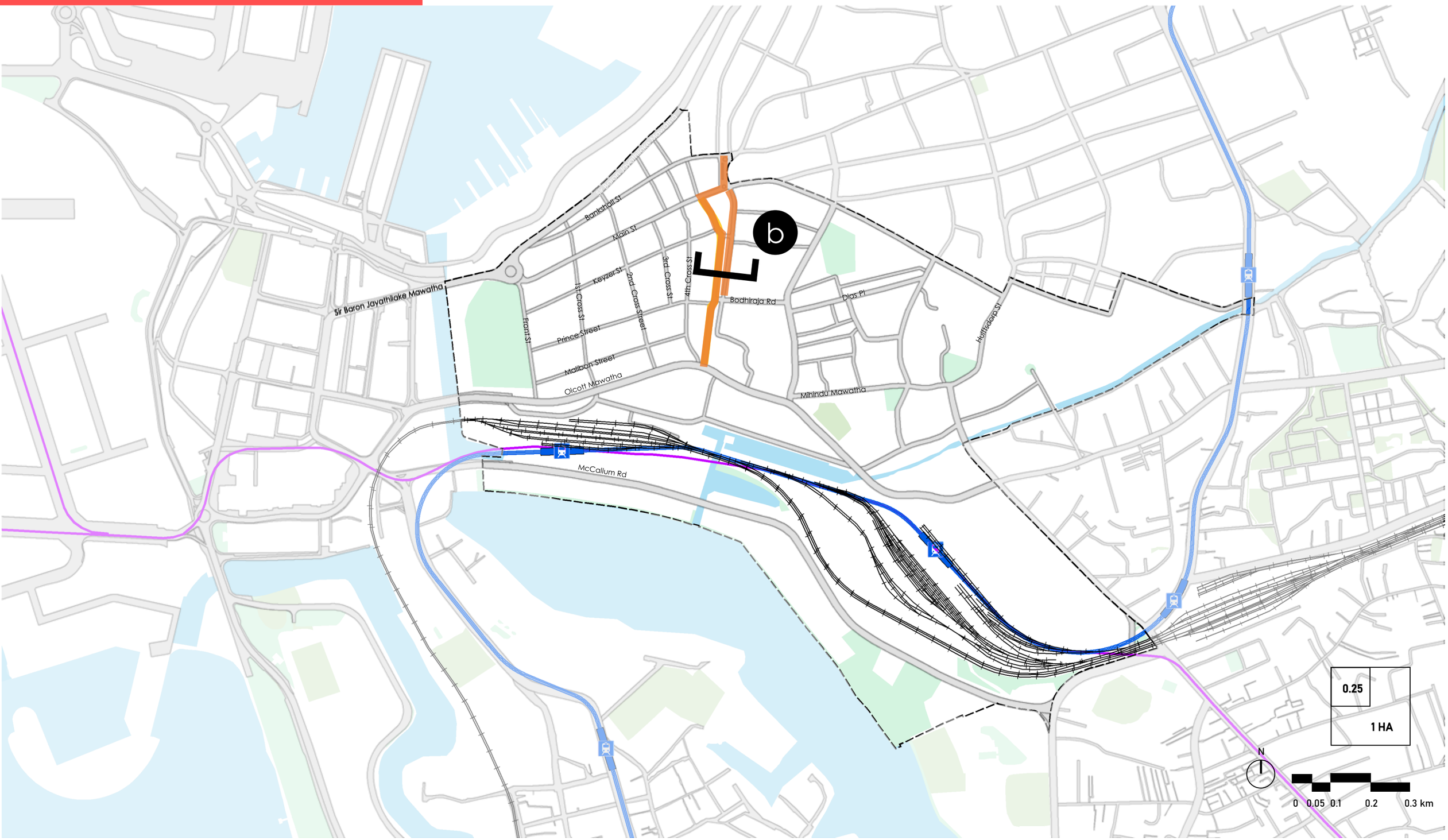




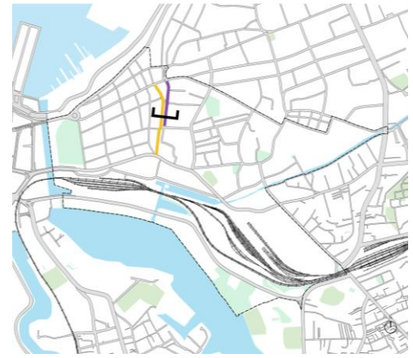
a

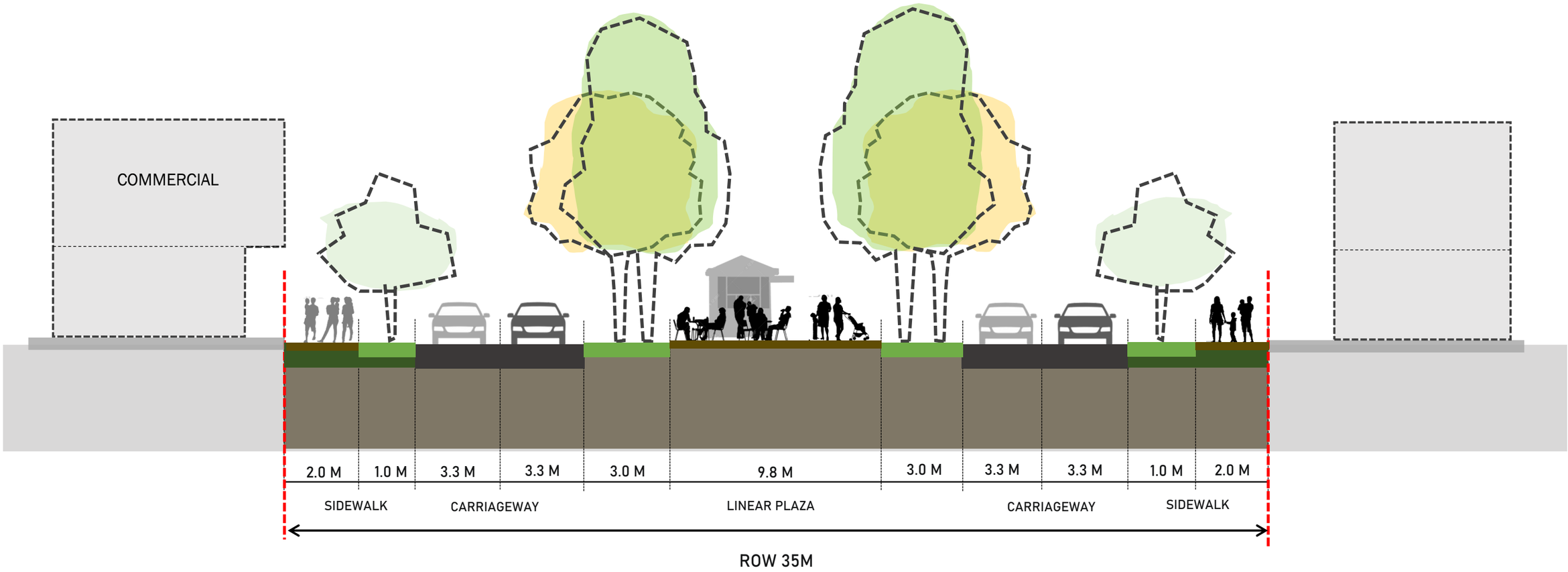
TRANSPORTATION NETWORK

MAIN ARTERIAL – 2 LANES 2-WAY

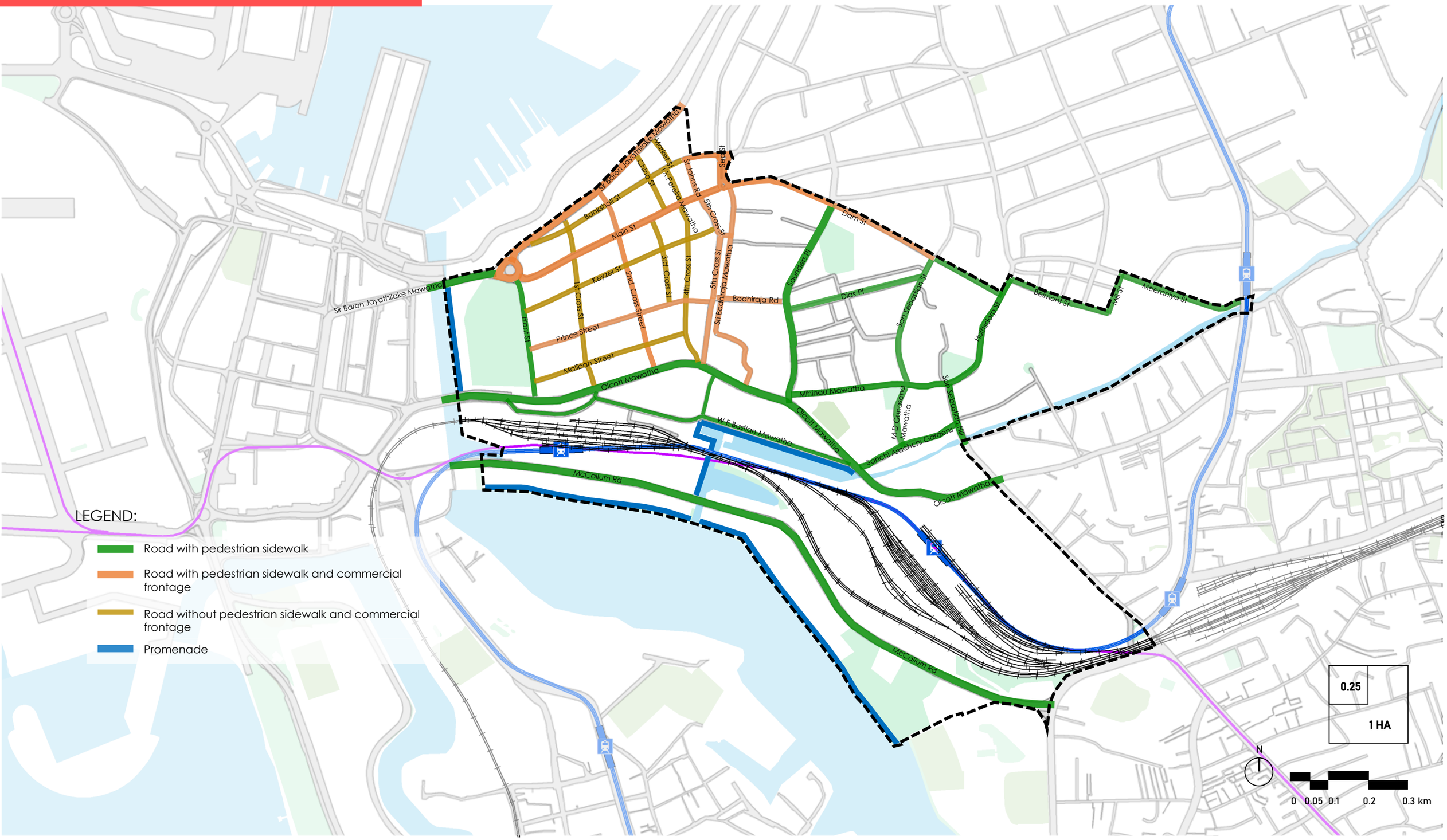


TYPICAL SECTION WITH LINEAR PLAZA





PUBLIC REALM
STREETSCAPE AND PROMENADE



LEGEND:

- Road with pedestrian sidewalk
- Road with pedestrian sidewalk and commercial frontage
- Road without pedestrian sidewalk and commercial frontage
- Promenade

PUBLIC REALM
STREETSCAPE AND PROMENADE

The streetscape and promenade play a critical role in improving the quality of public realm at the Pettah Bazaar MMTH precinct. The streetscape should be improved, offering a safe and convenient sidewalk for pedestrians. At certain segments of the road with commercial frontage, the sidewalk can be integrated with the commercial seating area or public seating area to promote vibrancy.

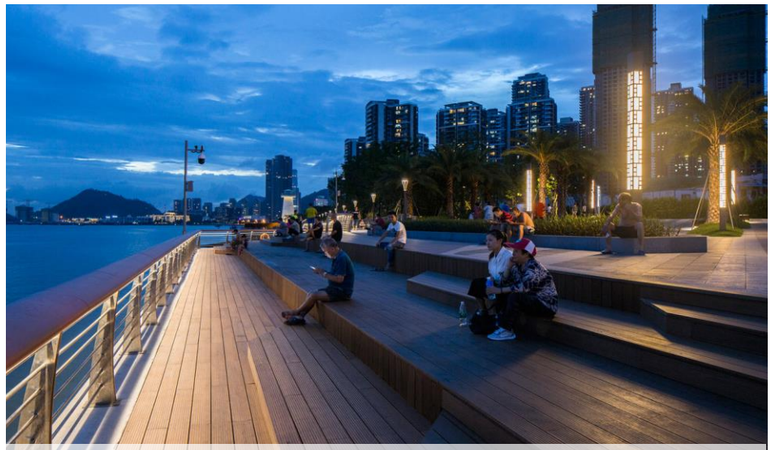
The promenade along Beira Lake will be improved to accommodate various public functions as well as commercial, entertainment, and residential activities. At certain places, an open public space will be provided to accommodate medium to large-scale public gatherings/activities.



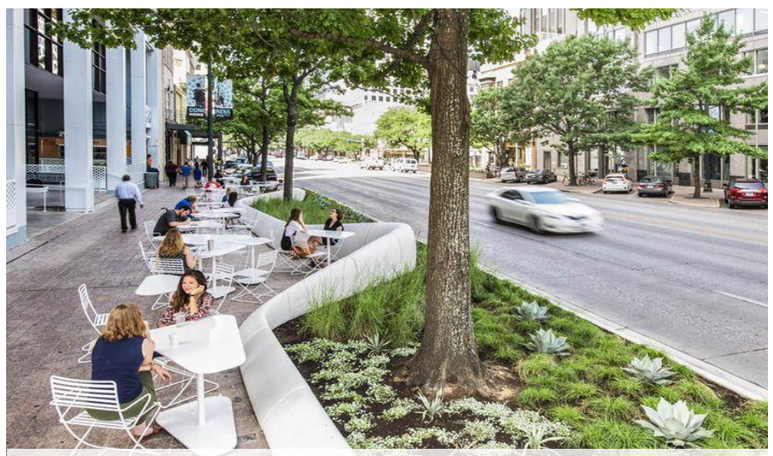
Promenade integrating public, commercial and private spaces of mixed-use development



Promenade integrating public, commercial and private spaces of mixed-use development



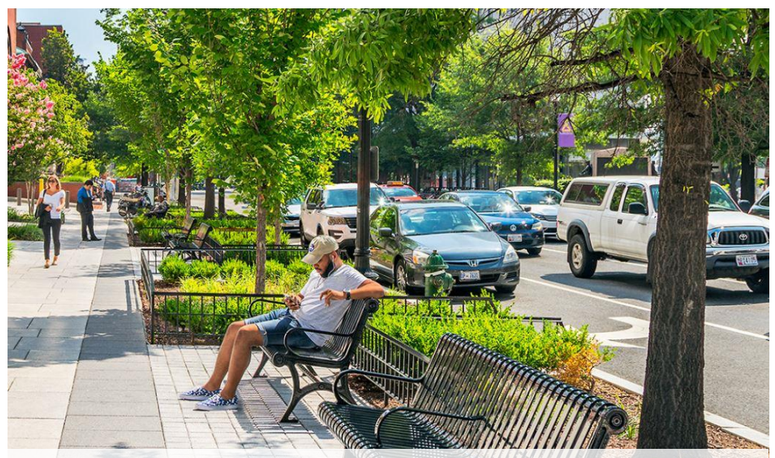
Public open space along the promenade



Sidewalk with commercial frontage integrating commercial seating area



Sidewalk with commercial frontage integrating commercial seating area



Sidewalk with public seating area

OVERVIEW

Utilities planning for the development involve understanding on economic parameters and consideration on the physical features such as location, topography, and climate. The elements of utilities included are water, wastewater (sewage), solid waste, and power.

The estimation of the utility's demand/generation are based on the proposed land use distribution, projected population, proposed built up area, and unit demand.

The objectives for water supply system are to cater for the anticipated peak water demand requirements and to transform the proposed development into an efficient and reliable water supply system. For sewage generation, the estimation is done by considering 80% of water consumed as sewage flow. Potable water shall be tapped from municipal water supply and similarly sewage shall be discharged to municipal sewer system.

Power demand density figures follow established norms used internationally based on the identified types of commercial/residential unit power demand figures. Power demand is projected based on land use distribution, gross plot ratio, power demand density and coincidence factor. Generally, coincidence factor is applied in the power demand computation as consumers are unlikely to consume their peak demand simultaneously. Power shall be tapped from municipal power supply.

UNIT DEMAND (WATER, SOLID WASTE AND POWER)

In deriving the projected utilities demand for the development, the unit demand of the various uses would need to be determined first, the table shows the unit utility (water, sewer, solid waste & power) demand used for the projects. These figures are obtained from various sources including local standards and similar projects carried out by SJ in different countries.

Based on the proposed unit demand, proposed land use distribution and projected population, the ultimate total average demand for various utilities has been worked out and shown in the respective intervention projects.

Land Use	Unit Water Demand	Unit Solid Waste Generation	Unit Power Demand (VA/m2)
RESIDENTIAL	150 lpcd	0.8 kg/c/d	40 – 60
COMMERCIAL	50 - 70 m3/ha/d	200 - 240 kg/ha/d	70 - 90
OFFICE	15 – 25 lpcd	0.15 - 0.25 kg/c/d	70 - 90
RETAIL	10 – 20 lpcd	0.1 – 0.2 kg/c/d	70 - 90
HOTEL/SERVICE APARTMENT	200 - 400 l/room	1.6 kg/room	60 – 90

- lpcd = litre per capita per day
- Sewage; 80% of water consumed is considered as sewage flow.










FOOTFALL PROJECTIONS
POPULATION AND EMPLOYMENT

Estimated Direct Employment	**16,000-20,000**
Estimated Indirect Employment	**4,000-5,000**
Daily Commuter Footfall	**1.4 lakh-1.8 lakh**
Total	**1.6 lakh-2 lakh**

Rental Trends

Component	Rentals (USD)	Unit
Residential	8 to 11	Rental per Sq. m. (USD)
Retail	50 to 75	Rental per Sq. m. (USD)
Commercial	10 to 13	Rental per Sq. m. (USD)
Hospitality	80 to 100	Rental per Room (USD)

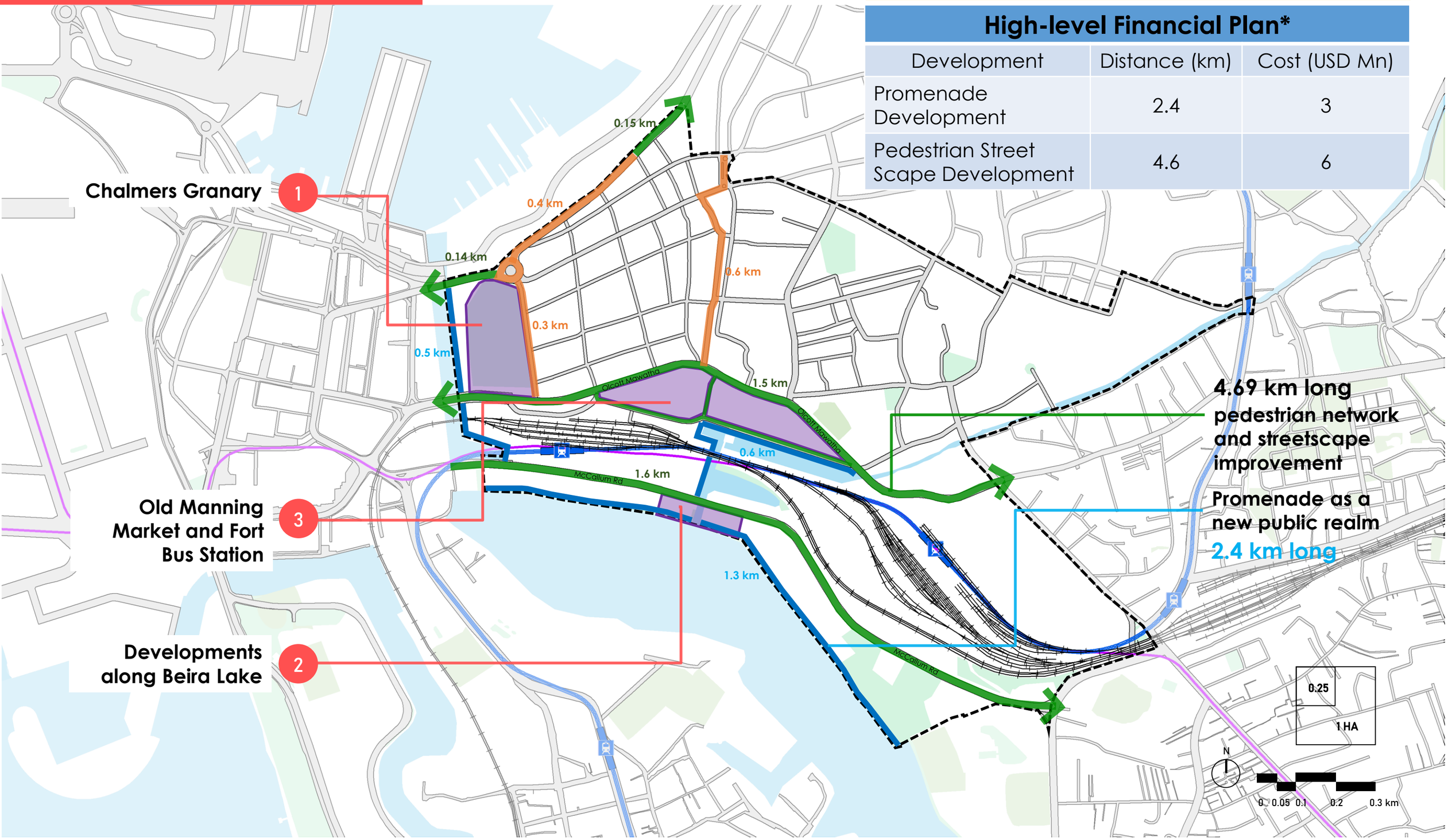
Source: Market Research at Colombo

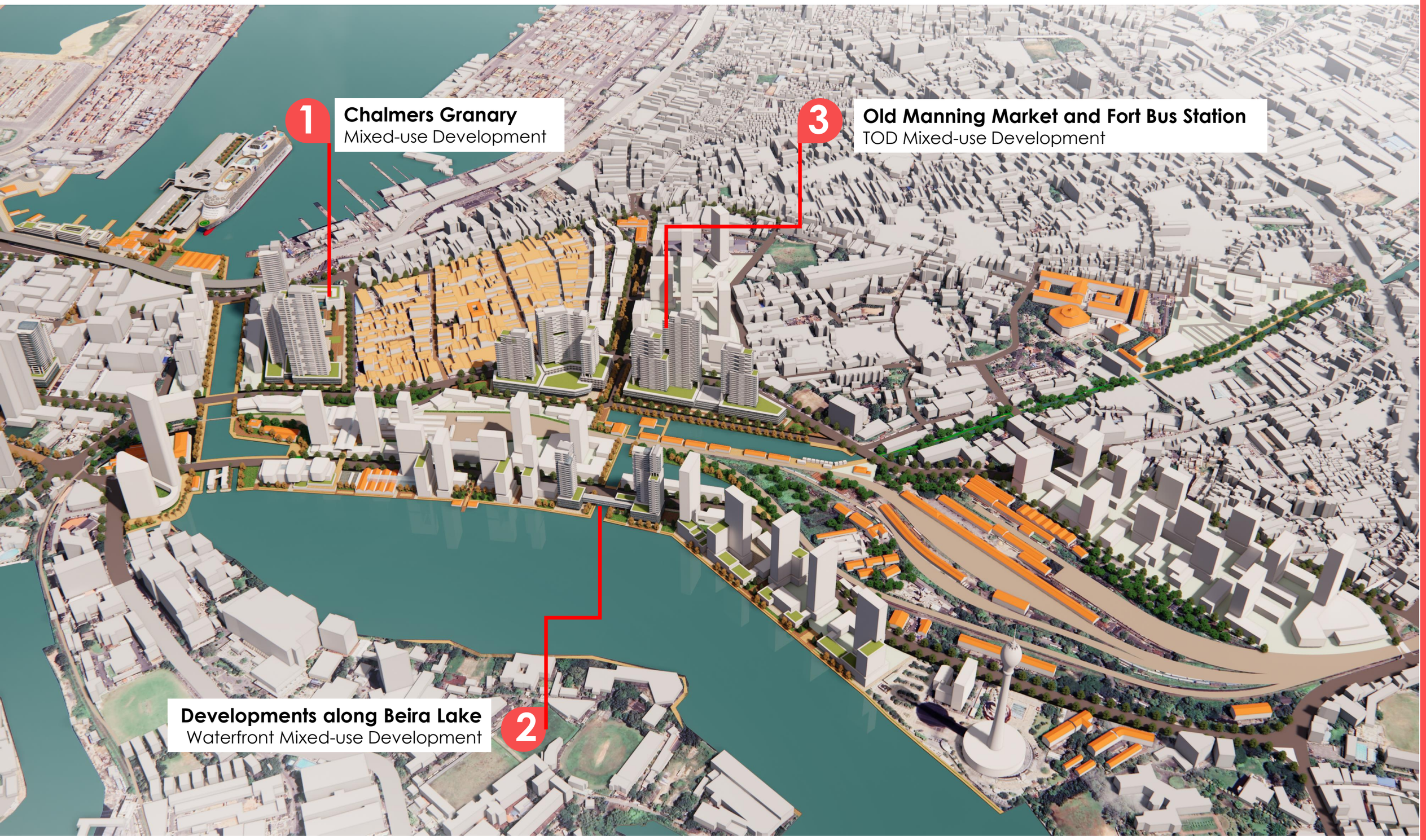
CONCLUSIONS
PRIORITY INTERVENTIONS

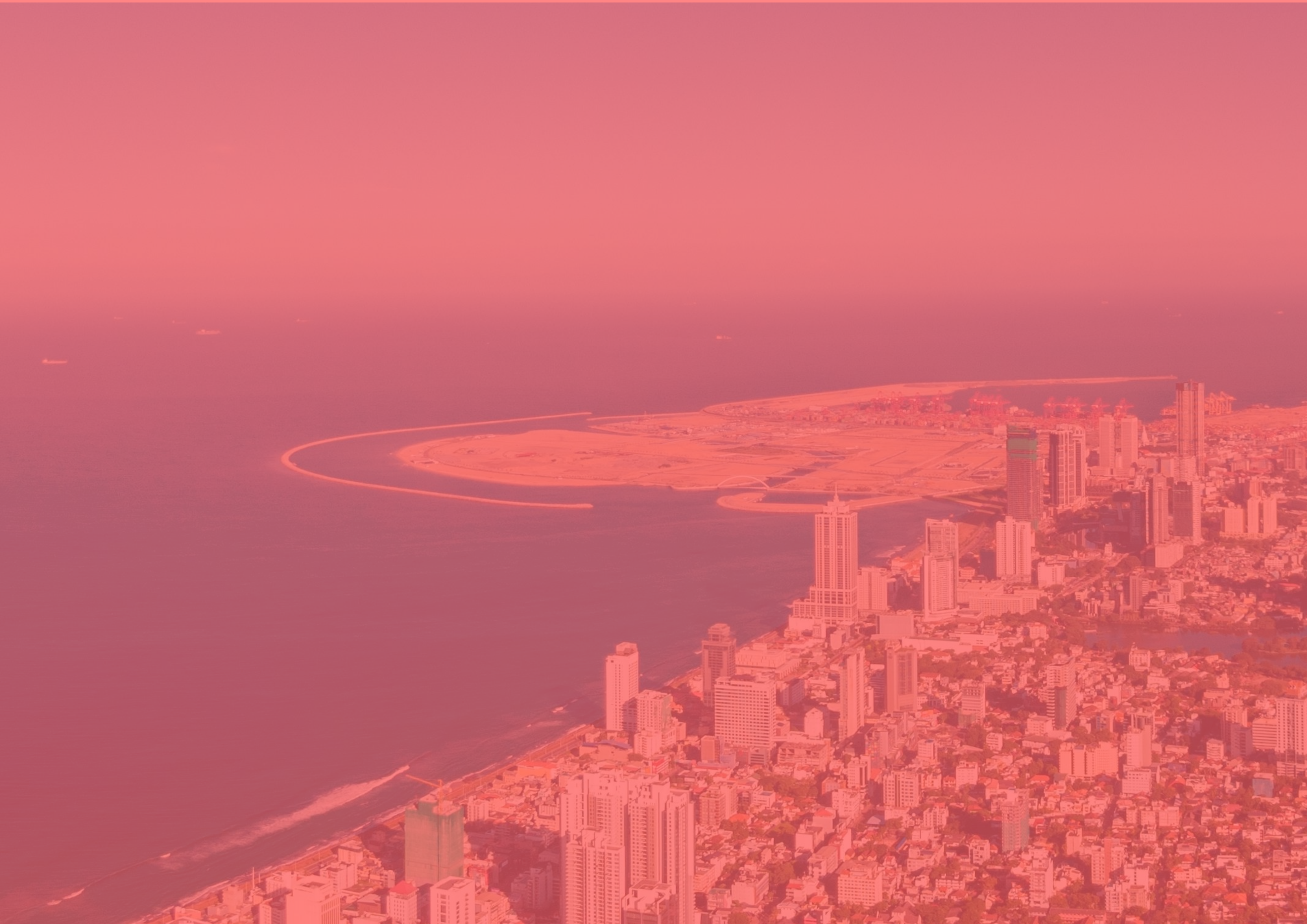
*) The Cost for the promenade and pedestrian streetscape is taken according to international standards (1.1 to 1.3 Mn USD per KM). The finalised cost is subject to construction cost trends in Colombo and the finalised design for development.

High-level Financial Plan*

Development	Distance (km)	Cost (USD Mn)
Promenade Development	2.4	3
Pedestrian Street Scape Development	4.6	6



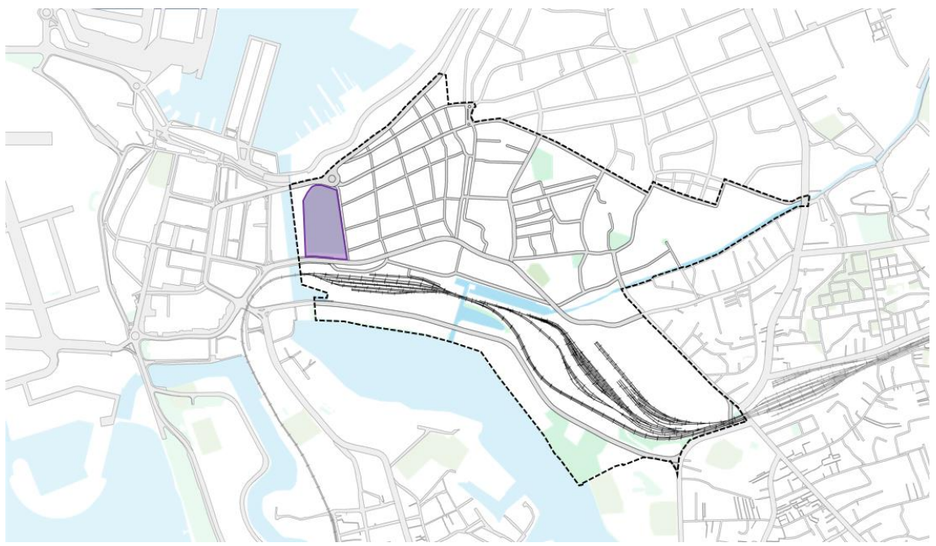

1
Chalmers Granary
Mixed-use Development
3
Old Manning Market and Fort Bus Station
TOD Mixed-use Development
Developments along Beira Lake
Waterfront Mixed-use Development
2



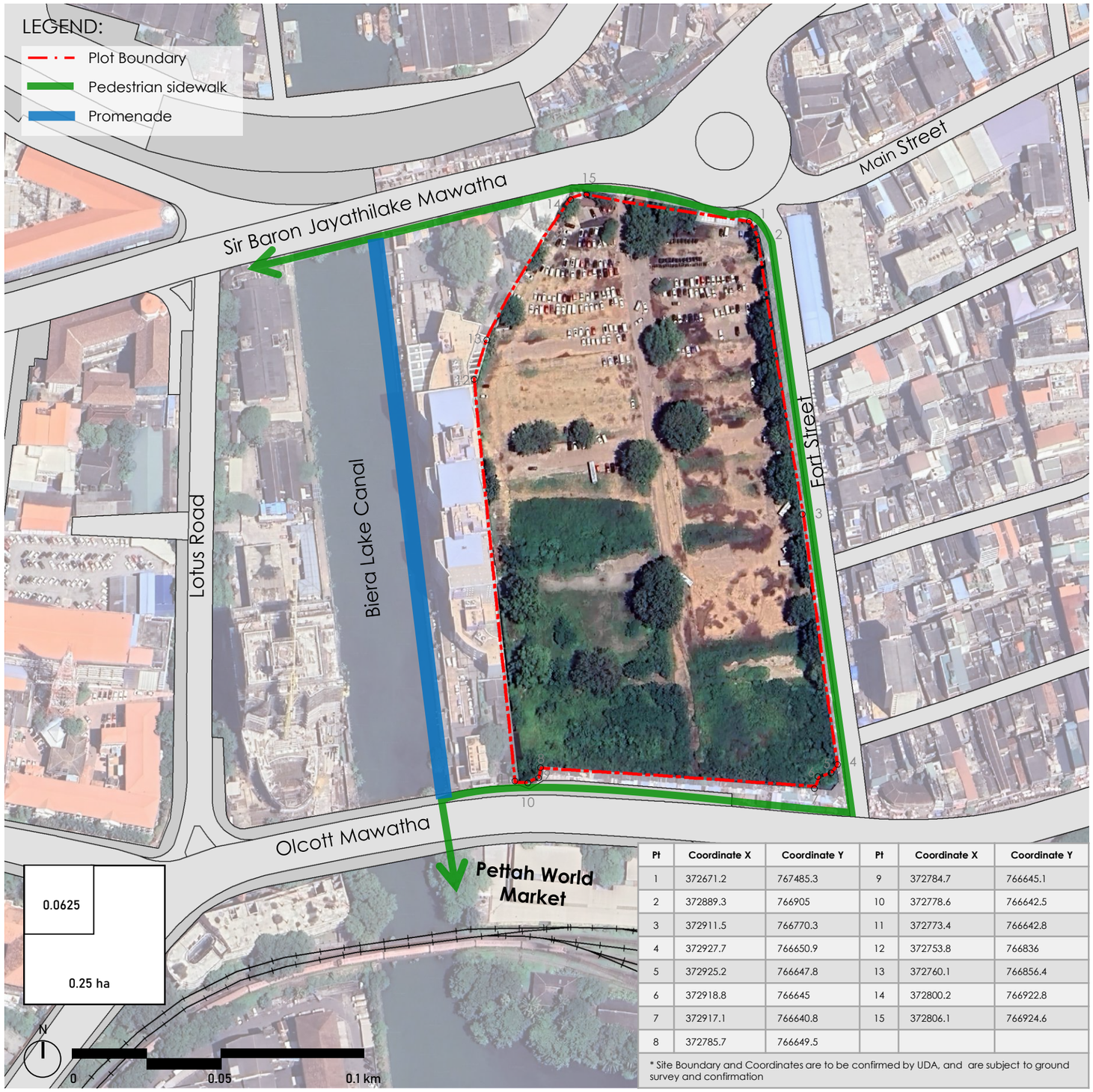
4.4
PRIORITY INTERVENTIONS – BOOKLETS

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

General Site Information	
Location boundaries	North : Sir Baron Jayathilake Mawatha South: Olcott Mawatha East: Front Street West: Customs Head Office
Jurisdiction	Colombo – CBD area
Zone	Concentrated Mixed Development Zone
Zone Factor	3.75
Access Road	Olcott Mawatha, Sir Baron Jayathilake Mawatha, Front Street
Current Usage Type	Car Parking, with some retail shops along the road
Frontage (along Access Road)	300 m
Unique Selling Point (UPS)	Premium Site located at the Centre CBD; a transitional site that connects Fort Heritage to Pettah area and Fort Railway Station



Key Plan: Plot location and overall context.



Pt	Coordinate X	Coordinate Y	Pt	Coordinate X	Coordinate Y
1	372671.2	767485.3	9	372784.7	766645.1
2	372889.3	766905	10	372778.6	766642.5
3	372911.5	766770.3	11	372773.4	766642.8
4	372927.7	766650.9	12	372753.8	766836
5	372925.2	766647.8	13	372760.1	766856.4
6	372918.8	766645	14	372800.2	766922.8
7	372917.1	766640.8	15	372806.1	766924.6
8	372785.7	766649.5			

* Site Boundary and Coordinates are to be confirmed by UDA, and are subject to ground survey and confirmation

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

3. LAND REQUIREMENT FOR THE PROJECT	
Total Land Area / extent of land	4 Ha
Land Ownership Detail:	
The land owned by UDA	4 Ha

4. PROJECT PRELIMINARY ACTIVITIES			
Item	**Yes**	**No**	**Not Necessary**
Pre-Feasibility	Y		
Feasibility		N	
Detailed Design		N	
Strategic Environmental Assessment (SEA)			✓
Initial Environmental Assessment (IEE)		N	
Environmental Impact Assessment (EIA)		N	
Disaster Risk Assessment		N	
NBRO Clearance (If necessary)			✓
Archeological Clearance (If necessary)			✓
Land Clearance from relevant parties			✓
Social Impact Assessment		N	
Other (specify)			

5. PROJECT OBJECTIVES

- Increase the land and real estate value of the existing vacant land for high-density mixed-use development.
- Develop a mixed-use development that will serve as a strategic project linking and activating the Fort Heritage precinct with the Pettah MMTH precinct.

6. RATIONALE OF PROJECT

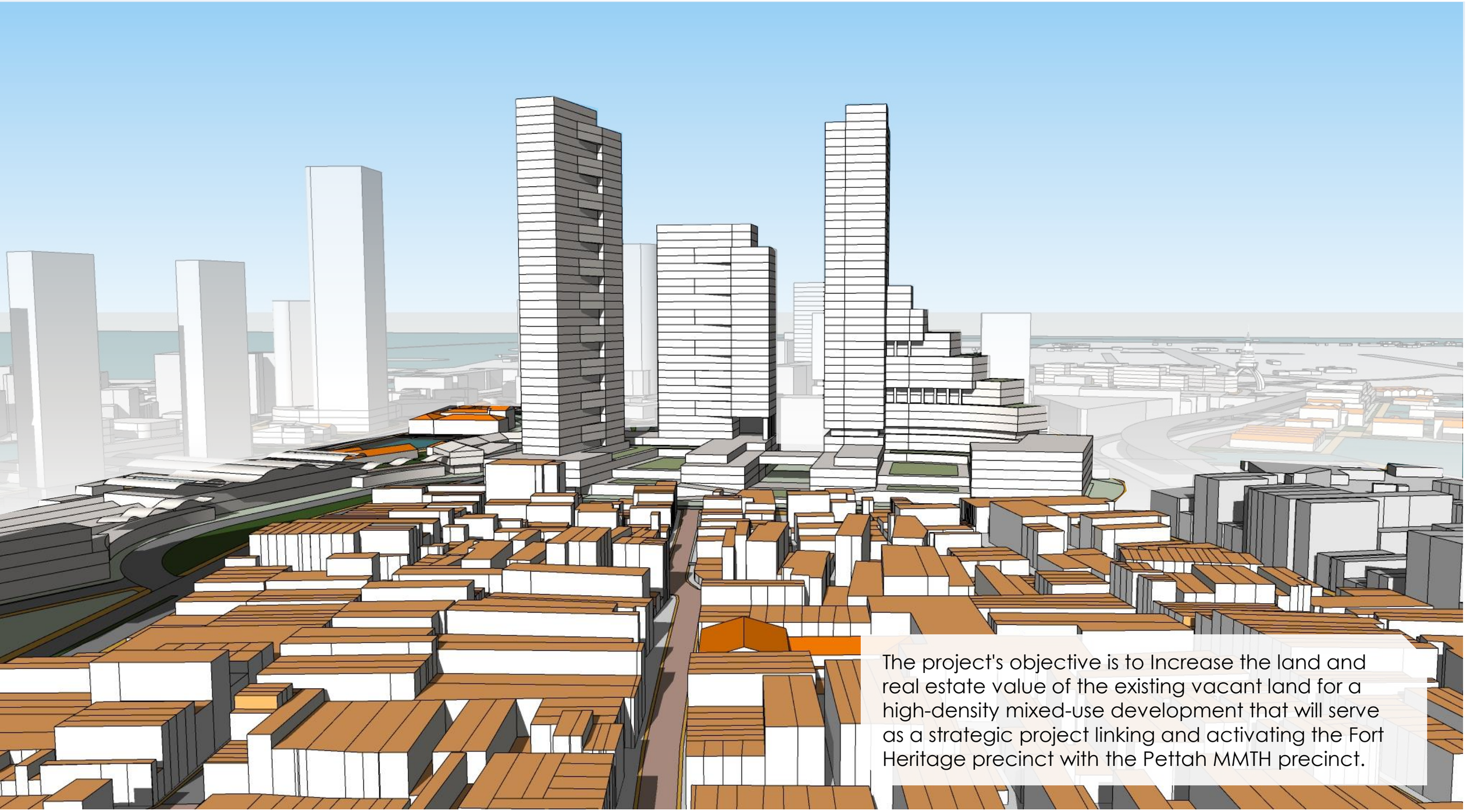
6.1 Specific problems and needs to be addressed by project

- To relocate about 200 – 300 shops along the roads (Fort Street and Olcott Mawatha) surrounding the site perimeters. These shops shall be relocated and integrated into the World Market as part of a new market redevelopment project.

6.2 Target beneficiaries

Type of Beneficiaries	No. of beneficiaries	Gender Ratio
Direct		
• Economic Development	NA	NA
• Residents & Tourists	NA	NA
• Direct Employment	NA	NA
Indirect		
• Indirect Employment	NA	NA

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY



The project's objective is to Increase the land and real estate value of the existing vacant land for a high-density mixed-use development that will serve as a strategic project linking and activating the Fort Heritage precinct with the Pettah MMTH precinct.

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

7. RELATIONSHIP OF THE PROJECT TO NATIONAL POLICIES AND STRATEGIES
7.1 Relationship of project to National Policy Framework
• The project's zoning and development regulations are guided by the City of Colombo Development Plan 2022 - 2031
7.2 Relationship to the Sectoral Master Plan (of the Ministry, sub-sector or the sector)
• N.A.
7.3. What is the sector strategy relevant to the project?
• N.A.

Stakeholders *- Individuals, people, organizations or groups who can influence the implementation of the Project or achievement of its result. Stakeholders may include: Project clients and non-beneficiaries from the target group, those who can influence the decisions of the Project, project/ministry staff associations; those with an interest in the Project (advocacy group, central agencies); and those who are adversely or unintentionally affected by the Project.*

Partner *- The partner is the parties who join the executor in implementing the Project. The partners often undertaken some components of the Project. E.g. Ministry of Health (MoH) in a Rural Water Supply Project where MoH implements the health and hygienic education component of the Project.*

8. COORDINATION WITH STAKEHOLDERS AND PARTNERS FOR IMPLEMENTATION OF THE PROJECT

Name of the agency	Nature of Intervention	Current status of intervention	Does the proposed project include this development activity? (Yes/No)
Stakeholders			
• UDA	Land Owner	NA	No
Partners			
• Private Entity (Developer)	Developer	NA	Yes

9. PROJECT IMPACTS, OUTCOMES AND OUTPUTS/ RESULTS FRAMEWORK OF THE PROJECT/ PERFORMANCE FRAMEWORK OF THE PROJECT

9.1 Project Impacts	
• Economic	Increases the level of activity through, Premium Retail, Commercial and Hospitality related developments in the Heritage area
• Environment	The site is a brownfield site, no critical impact on environmental components expected
• Social	Provides employment – both direct and indirect Adds more activity in the region

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

9.2 Project Outcomes

No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Provide a premium Hospitality, Commercial and Residential establishment in a prime land parcel in the city core	Area	No's,	NA	NA					
2	Provide more activity spaces for Residents and Tourists	Area	No's,	NA	NA					
3	Provide a state of art shopping mall that could gauge maximum footfall from the proposed MMTH at Pettah	No's	Area	NA	NA					
4	Provide necessary parking spaces	Area / lots	No's	NA	NA					

9.3 Project Outputs

No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Shopping Mall	Project Completion	%	NA	NA	50 %	50 %			
2	Apartments	Project Completion	%	NA	NA	50 %	50 %			
3	Serviced Apartment	Project Completion	%	NA	NA			75 %	25 %	
4	Commercial spaces	Project Completion	%	NA	NA	50 %	50 %			
5	Hotel	Project Completion	%	NA	NA			75 %	25 %	
6	Parking	Project Completion	%	NA	NA	40 %	40 %	10 %	10 %	

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

9.4 Planned Activities in Achieving Outputs	
Activities for Shopping Mall	
Activities	Period
• Shopping Mall	• 2026-27
Activities for Apartments	
Activities	Period
• Apartments	• 2026-27
Activities for Serviced Apartment	
Activities	Period
• Serviced Apartment	• 2028-29
Activities for Commercial spaces	
Activities	Period
• Commercial Spaces	
Activities for Hotel	• 2026-27
Activities	Period
• Hotel	• 2028-29
Activities for Parking Spaces	
Activities	Period
• Parking spaces	• 2026-29

10. Aligning the project objective/s with the Relevant Sustainable Development Goal/s

Sustainable Development Goal/s	Sustainable Development Target/s	Relevance to the SDG		If directly related, measurable indicator/s	Expected contribution to the achievement (%.)
		Directly related	Indirectly related		
8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	8.9 By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products	✓		Number of customers/visitors to retail and hospitality spaces	N.A.

11. Potential Negative Impact on Socio Economic Activities and Environment by the Project

Items	Yes	No
• Socio Economic		N
• Environment		N

Note: If "Yes" please provide measures that project plans to implement to mitigate these negative impacts

12. Risk and Assumptions

- What are major assumptions?
  N.A.
- What are the risks and mitigation measures?
  N.A.
- Are these mitigation measures included in project activities? (Please elaborate).
  N.A.

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

13. Mainstreaming the Disaster Risk Reduction (DRR) into the Project

- What are the identified disaster risks, if any?
  N.A.
- What are the required mitigation activities/resilience features?
  N.A.
- Additional cost required to accommodate the above-mentioned mitigation measures/resilient features (Rs.mn).
  N.A.
- What are the socio-economic benefits to be achieved through mainstreaming the DRR?
  N.A.

14. Project Evaluation Plan

Please refer to the **phasing plan** with the specified timeline

Project Phasing	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Parking for Retail				100%							
Parking for Retail				100%							
Parking for Commercial Office and Hotel				50%	50%						
Retail / Shopping Mall					50%	50%					
Commercial Office					50%	50%					
Hotel					50%	50%					
Public Parking & Retail Parking			100%								
Retail Shops / Shopping Mall			50%	50%							
Public Parking & Retail Parking			50%	50%							
Parking for Serviced Apartment & Apartments			50%	50%							
Serviced Apartment				35%	35%	30%					
Apartments				50%	25%	25%					

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

15. Project Budget

15.1 Cost Breakdown

Cost Component	Cost for project period (USD. Mn)									Total Cost (USD. Mn)
	2024	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	
Land Acquisition	113.52									325.79
Construction/establishment *			39.69	64.89	143.6	127.65				315.25
O& M and Management			0.11	0.40	0.99	1.00	42.36	57.25	73.21	NA

15.2 Details of the Activities (Construction, Purchase of Equipment and Vehicles)

Activity	Cost (USD Mn)	No of Units (km, sq.m, no.)	Unit Cost (USD)	Standard Cost (Rs.)	
				National	International
Plot A – Podium Parking	6.64	20,000 Sq.m.	300	• NA	• NA
Plot A – Basement Parking	8.75	19,960 Sq.m.	350	• NA	• NA
Plot A - Retail	46.8	29,500 Sq.m.	1100		
Plot A – Commercial Office	43.27	60,000 Sq.m.	750	• NA	• NA
Plot A – Hotel	87.38	56,000 Sq.m.	1200	• NA	• NA
Plot B – Podium Parking	14.89	43,540 Sq.m.	300	• NA	• NA
Plot B – Basement Parking	8.49	20,000 Sq.m.	350	• NA	• NA
Plot B – Retail	48.93	34,000 Sq.m.	1200	• NA	• NA
Plot B – Serviced Apartment	60.65	55,000 Sq.m.	875	• NA	• NA
Plot B - Apartments	68.14	60,000 Sq.m.	850	• NA	• NA

16 Financing Plan						
16.1 Revenue Forecast						
Components		**2030**	**2031**	**2032**	**2033**	**2034**
Public Parking		**0.30**	**0.30**	**0.31**	**0.31**	**0.31**
Commercial Office		**12.78**	**15.07**	**17.68**	**19.45**	**21.39**
Serviced Apartment		**19.93**	**25.58**	**30.15**	**33.16**	**36.48**
Hotel		**20.70**	**26.56**	**31.30**	**34.43**	**37.87**
Retail Shops / Shopping Mall		**49.46**	**54.41**	**59.85**	**65.83**	**72.42**

16.2 Project Operation and Maintenance Costs after Completion						
Components	Source of Funds	**2030**	**2031**	**2032**	**2033**	**2034**
Public Parking	• NA	**7.30**	**7.52**	**7.74**	**7.98**	**8.22**
Commercial Office						
Serviced Apartment						
Hotel	• NA					
Retail Shops / Shopping Mall	• NA					

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

17. Differently Abled Persons Perspectives
• Does the project identify needs of differently abled persons? If so describe the relevant activities (Cost of these activities should be part of the total project cost) N.A.

18. Implementation Arrangements	
18.1 Executing Agency	**UDA**
18.2 Implementing Agency	**PPP Mode (Private Developer(s))**
18.3 Details of Implementation mechanism	Please refer to Implementation Framework table

19. Findings of the Economic and Financial Analysis	
• EIRR / FIRR	19 %
• ENPV / FNPV	57
• Payback Period	9 to 10 years (2034-35)
• Cost Benefit Ratio	• NA
• Cost Effectiveness Analysis especially for social infrastructure projects	• NA

Note: Worksheets of the above calculations should be attached along with the proposal

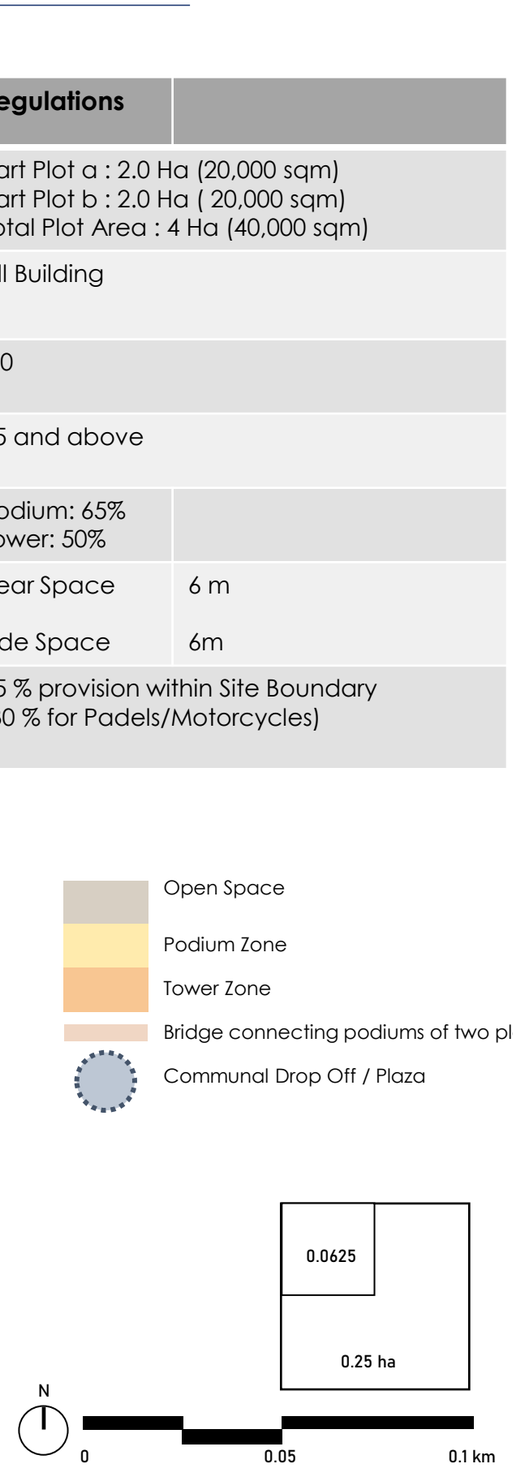
1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

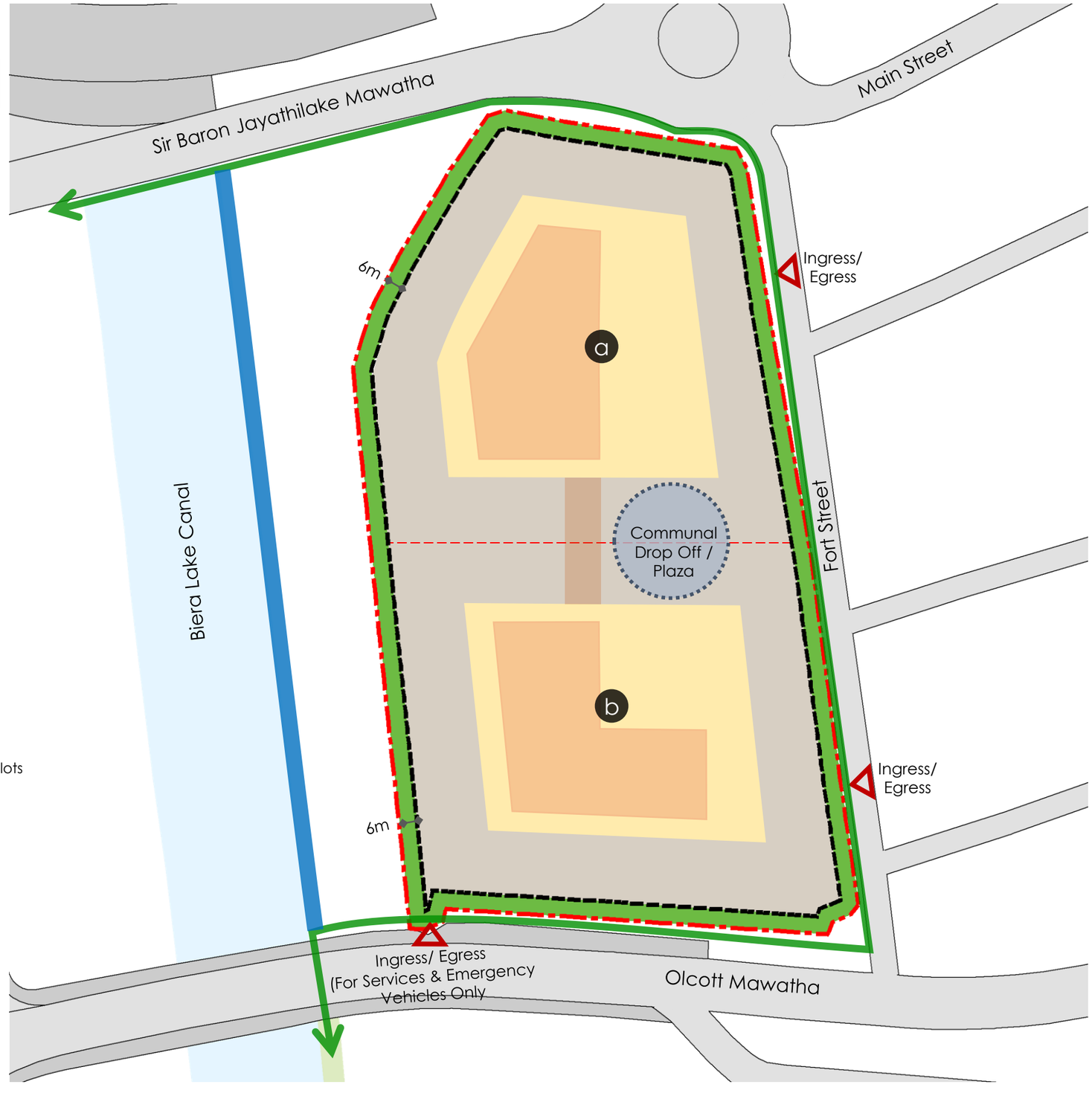
20. Development Guidelines & Regulations		
Plot Area	Part Plot a : 2.0 Ha (20,000 sqm) Part Plot b : 2.0 Ha (20,000 sqm) Total Plot Area : 4 Ha (40,000 sqm)	
Permissible Uses	All Building	
Maximum Permissible Floor Area Ratio (FAR)	8.0	
Permissible Height (m)	75 and above	
Maximum Plot Coverage	Podium: 65% Tower: 50%	
Minimum Setbacks (m)	Rear Space Side Space	6 m 6m
Parking Provision	75 % provision within Site Boundary (30 % for Padels/Motorcycles)	

LEGEND:

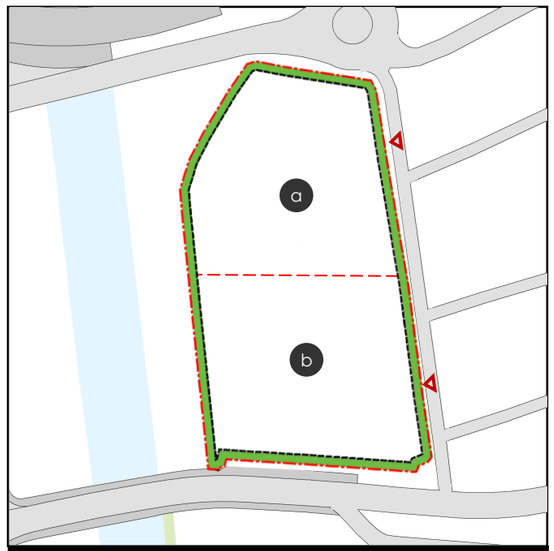
- Plot Boundary Line
- Building Setback Line
- Green Buffer / Open Space
- Pedestrian Sidewalk
- Promenade
- Ingress / Egress
- a Plot a (potential subdivision)
- b Plot b (potential subdivision)

- Open Space
- Podium Zone
- Tower Zone
- Bridge connecting podiums of two plots
- Communal Drop Off / Plaza



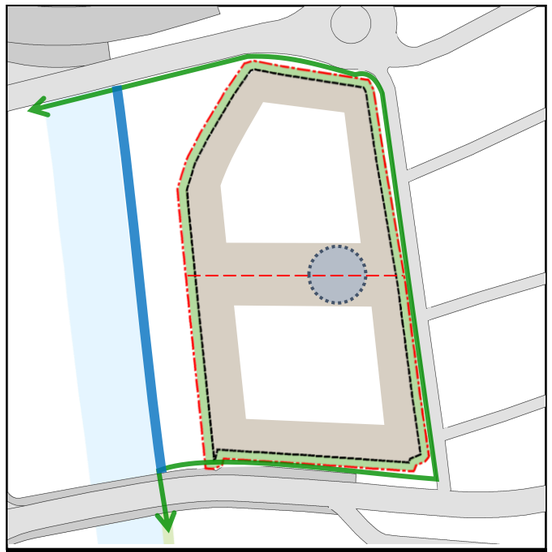


1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY



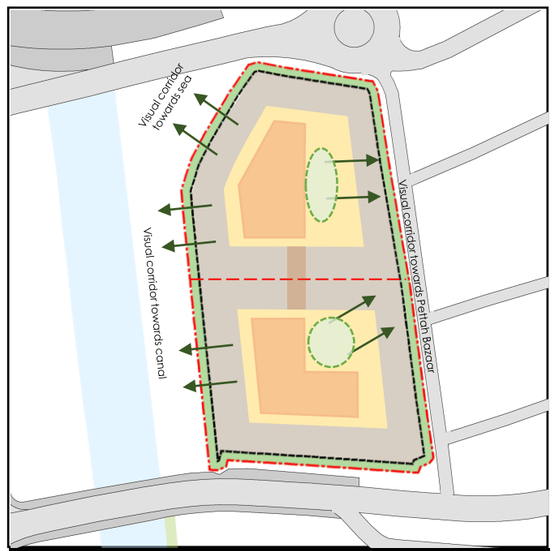
BUILDING SETBACK & VEHICULAR INGRESS/EGRESS

- Plot Boundary Line
- Building setback Line
- Ingress / Egress



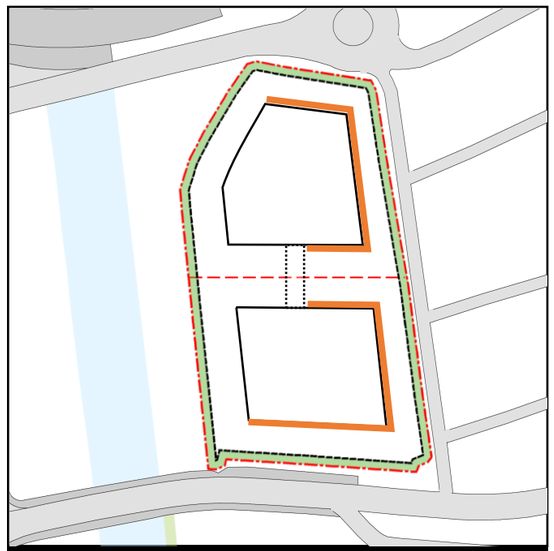
PUBLIC REALM - PEDESTRIAN NETWORK

- Pedestrian Sidewalk
- Promenade
- Open Space
- Green Buffer / Open Space
- Communal Drop Off / Plaza



BUILDING FOOTPRINT

- Open Space
- Podium Zone
- Tower Zone
- Bridge connecting podiums of two plots
- Green Roof Deck



ACTIVE EDGE

- Mandatory commercial façade on ground level (minimum 30% of all commercial façade to be of retail use)

NOTES:

The overall site has a high development intensity (i.e. GFA) due to its relatively large area (4 ha) with a high plot ratio and building height. To cater to a dynamic and uncertain market demand, it is important to consider planning flexibility. In this case, the site can be potentially subdivided into two plots (a & b) and developed in the difference phase. However, the overall development strategy should take into consideration the long-term integration of both plots.

The development of the site must maintain the integration of the pedestrian walkway (on three sides) with the internal open space and surrounding promenade along the Beira Lake Canal.

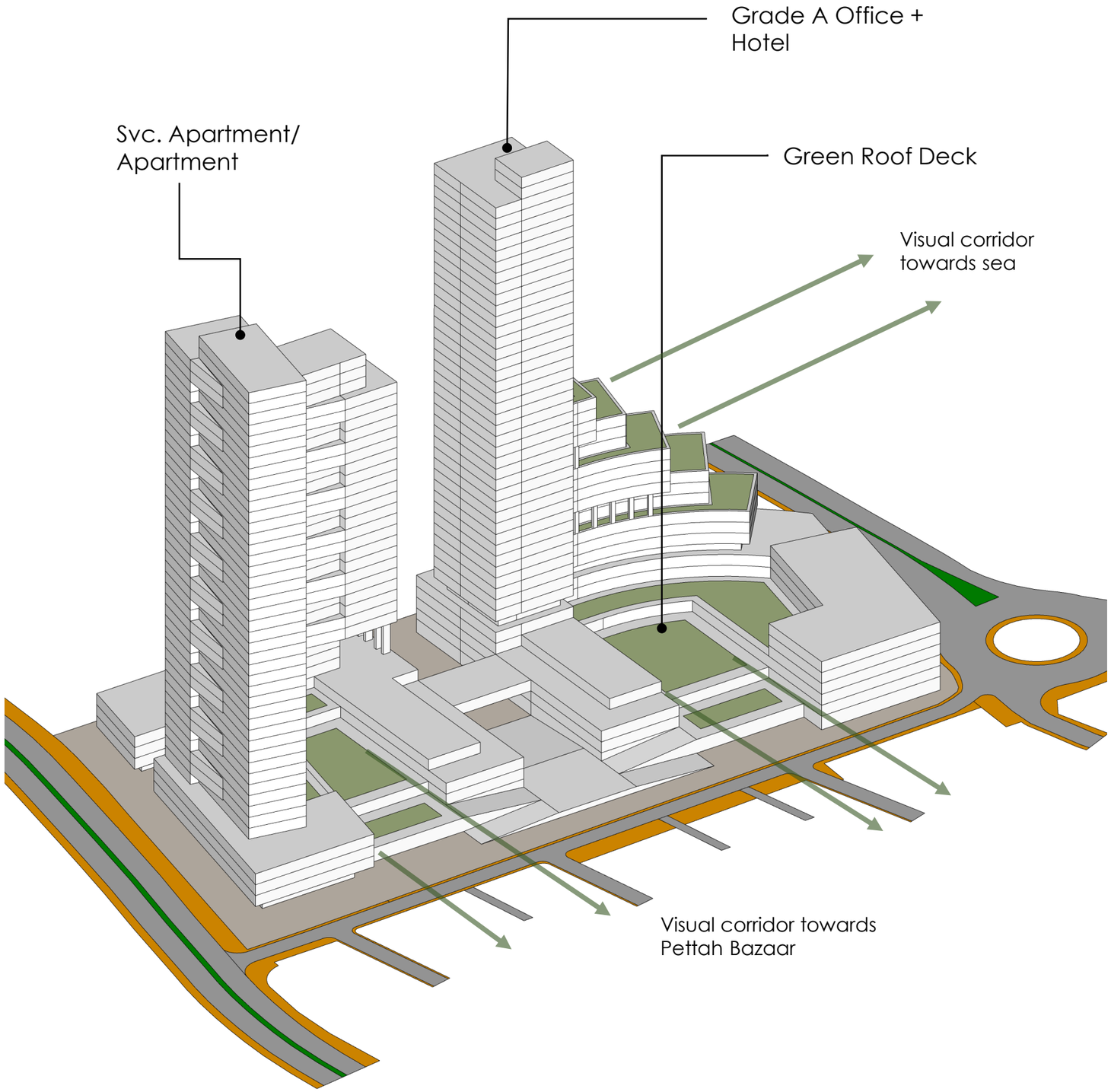
The indicative location of the podium and tower zones shall guide the development to fully optimize the waterfront visual corridor (to sea and canal) and the visual corridor toward the low-rise Pettah Bazaar Area.

The green roof deck shall be placed at the top of the podium. It shall function as a public / semi-public space that provide visual corridor towards surrounding area including Pettah Bazaar.

The commercial façade / frontage at the podium facing the roads is important to activate the open space on the ground floor.

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

21. Development Proposal	
Function	High-rise Mixed Development
Proposed total GFA	Basement: 40,000 sqm (20,000 sqm footprint) Podium: 110,000 sqm (20,000 sqm footprint) Tower: 231,000 sqm (7,200 sqm footprint)
Proposed Height/Floors	Podium: 5/6 floors Tower: 30-40 floors (3.5m floor height)
22. Development Programmes	
Basement	• Parking area (approx. 40000 sqm)
Podium	• Retail Shops/Shopping Mall (approx. 63,500 sqm) • Parking (approx. 63,500 sqm)
Tower	• Hotel (approx. 56,000 sqm) • Serviced Apartment (55,000 sqm) • Apartment (approx. 60,000 sqm) • Grade A Office (approx. 60,000 sqm)
Open Space	• Green Roof Deck • Public plaza



NOTES:

The purpose of the 3D massing is only to illustrate the intent of the urban design according to the development proposal and programmes. It is not to provide an architectural design solution.

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

PRODUCT MIX AND PHASING PLAN

PLOT a **Product Mix** **Phasing**

	Component	Grade/ Category	Area (sqm)		2026	2027	2028	2029	2030
Basement	Parking for Retail / Shopping mall and Public Parking (approx. 556 lots)		20,000			100%			
Podium	Retail	Grade A	29,500				50%	50%	
	Parking for Retail / Shopping mall and Public Parking (approx. 34 lots)		1,240			100%			
	Parking for Commercial Office and Hotel (approx. 520 lots)		18,720			50%	50%		
Tower	Commercial Office	Grade A	60,000				50%	50%	
	Hotel	Premium	56,000				50%	50%	
	Total Area		**185,460**			**16%**	**44%**	**39%**	
	FSI Area		**145,500**						

PLOT b **Product Mix** **Phasing**

	Component	Grade/ Category	Area (sqm)		2026	2027	2028	2029	2030
Basement	Parking for Retail shops / shopping mall and Public Parking (approx. 556 lots)		20,000		100%				
Podium	Retail	Grade A	34,000		100%				
	Parking for Retail shops / shopping mall and Public Parking (approx. 424 lots)		15,280		100%				
	Parking for Serviced Apartments and Apartments (approx. 785 lots)		28,260		100%				
Tower	Serviced Apartments	Premium	55,000		35%	35%	30%		
	Apartments	Premium	60,000		50%	50%			
	Total		**212,540**		**76%**	**26%**	**9%**		
	FSI Area		**159,800**						

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

FINANCIAL ASSESSMENT

Project Land Cost (USD Mn)	**113.52**
Project IRR	**19.0 %**
Total Development Cost (USD Mn)	**400.17**
Annual Revenue by 2032 (USD Mn)	**167.87**

- Period of 20 Years
- Year 9 - 10

Retail

Plot A :
Capex : 58.11 Mn $
IRR : 18.47 %
Plot B :
Capex : 65.26 Mn $
IRR : 20.97 %
(20 years)

Hotel

Capex : 90.67 Mn $
IRR : 13.41 %
(20 years)

Serviced Apartment

Capex : 64.45 Mn $
IRR : 16.1 %
(20 years)

Office

Capex : 47.75 Mn $
IRR : 11.86 %
(30 years)

Apartment

Capex : 81.11 Mn $
IRR : 16.09 %
(20 years)

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

IMPLEMENTATION FRAMEWORK

Components	Proposed Operational Model	Feature	Roles	Timeline
Mixed Use: Office + Retail + Hospitality + Serviced Apartment + Apartment	**Option 1: Joint Venture Agreement**	**The UDA provides land to the developer and receives a revenue share in proportion with the Land Cost and Total Development Cost**	UDA: grant a lease to the private developer, UDA generates revenue through Revenue share from the private entity. Main Lessee: Develop and construct the integrated development, operational management, generate revenue by leasing or renting out individual unit,	Development commences at the initial stage
	Option 2: Long Lease Premium	**The UDA could lease the land to a private developer for a fixed term. The developer would then design, construct, and manage the development. At the end of the lease, ownership reverts to the UDA.**	UDA: Takes lease amount for the land Private Partner: Build Own and operate the facility for the lease period	

The overall operation and maintenance (O&M) of common areas to be handled by a facility management team. The plaza will be developed by the private developer who is in charge of developing the mixed-use building and the O&M to be handled by the facility management team.

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

IMPLEMENTATION FRAMEWORK

Option - 1

Long-term land lease

UDA leases the Land to the Concessionaire on a long term and receives the land cost in multiple instalments at the initial stage of project development.

Option 1 - Land Cost Distribution

Period	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Land Cost % payout			**25%**	**25%**	**25%**	**25%**						
Proportionate Payout Land Cost (to UDA)	-	-	(31.3)	(32.9)	(34.5)	(36.2)	-	-	-	-	-	-
Developer Cashflow		-	(72.6)	(69.0)	(134.5)	(113.4)	78.2	100.4	94.9	116.9	126.1	130.4
Annual Premium		(0.01)	(0.01)	(0.01)	(0.01)	(0.01)	(0.01)	(0.01)	(0.01)	(0.01)	(0.01)	(0.01)
Cashflow	-	(0.0)	(72.6)	(69.0)	(134.5)	(113.5)	78.2	100.4	94.9	116.9	126.1	130.3
Developer IRR	**23.3%**											

IMPLEMENTATION FRAMEWORK

Option - 2

JV- Revenue share – with Land Cost as investment from UDA

UDA becomes a partner in the project with land as investment, and in return receives a revenue share proportionate to the land cost in the total development cost of the project.

Option 2 - Revenue share proportion to Land Cost

Period	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Land Cost	(113.5)											
Development Cost	-	-	(41.8)	(68.2)	(148.0)	(129.5)	(20.1)	-	-	-	-	-
Lumpsum development cost	(407.6)											
UDA Cashflow	(113.5)	-	-	-	-	-	17.0	21.9	20.7	25.5	27.5	28.4
Developer Cashflow	-	-	(41.3)	(36.1)	(100.0)	(77.2)	61.2	78.6	74.2	91.4	98.6	102.0
IRR to UDA	**14%**											
IRR to Concessionaire	**23%**											

1 MIXED-USE DEVELOPMENT AT CHALMERS GRANARY

23. Transportation Demand Projection

Land use	Total GFA (sqm)	AM IN	AM OUT	PM IN	PM OUT
Commercial	60,000	642	102	120	624
Retail	63,500	400	241	1,251	1,353
Hospitality	56,000	253	99	198	253
Residential	115,000	96	329	301	192
Total	**294,500**	**1,390**	**771**	**1,870**	**2,421**

Determination of number of lanes

- The peak hourly traffic volume for the proposed development is summarized in the table above, with specific traffic generation values for different land use types, based on the *ITE Trip Generation Manual, 11th Edition*.

Peak Hour Calculation

- To determine the required number of lanes, we calculate the peak hour traffic volume:

Peak Hour Volume (Inbound) = 1,870 vehicles/hour
Peak Hour Volume (Outbound) = 2,421 vehicles/hour

Lane Capacity

- Assuming a lane capacity of 1,100 vehicles per hour per lane:

$$Number\ of\ Lanes = \frac{Peak\ Hour\ Volume}{Lane\ Capacity}$$

Total Lanes Calculation per Access

$$Number\ of\ Inbound\ Lanes = \frac{1{,}870}{1{,}100} \approx 1.70 \approx 2\ lanes\ (rounded\ up)$$

$$Number\ of\ Outbound\ Lanes = \frac{2{,}421}{1{,}100} \approx 2.20 \approx 3\ lanes\ (rounded\ up)$$

Conclusion

The existing Olcott Mawatha consists of two lanes in each direction and Front St consists of one lane. Based on the assessment of the lane capacity mentioned above, assuming the forecasted traffic is evenly distributed among all lanes, the existing roads are expected to accommodate the traffic generated by the proposed development.

*The traffic capacity analysis above will be subject to the existing traffic conditions at the site.

24. Utilities Demand Projection

Based on the proposed unit demand for various utilities and the proposed land use distribution, projected population, and proposed built up area, the overall utilities demand for Chalmers Granary are worked out as shown in the table below

Activity	Total Water Demand (M^3/D)	Wastewater Generation (M^3/D)	Solid Waste Generation (T/D)	Power Demand (MVA)
Apartment	259	207	1.4	5.8
Hotel	84	67	0.5	14.4
Retail Shops	46	37	0.6	
				Co-factor : 0.6 * 0.7
Total	**390**	**315**	**2.5**	**8.4**

(This page is intentionally left blank)

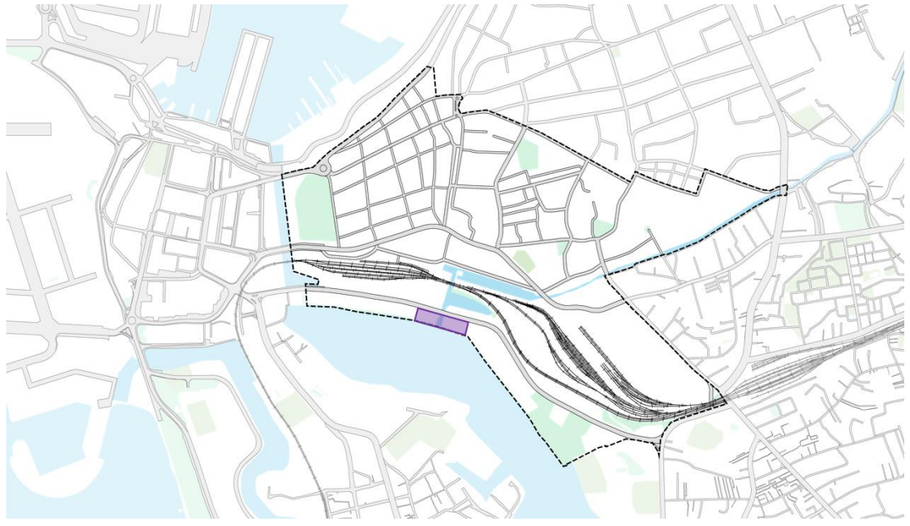
2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

1. PROJECT TITLE

Mixed-use Development along Beira Lake (Plot 9 & 16)

2. PROJECT LOCATION

Location boundaries	Plot 9 & 16 (refer to "Beira Lake Intervention Area Development Guide Plan (2022-2031)
Jurisdiction	Colombo – Pettah
Zone	Concentrated Mixed Development Zone
Zone Factor	3.75
Access Road	McCallum Road
Current Usage Type	Vacant and parking site
Frontage (along Access Road)	200 m
Unique Selling Point (UPS)	Adjacent to the canal and lake and connected to Pettah Floating Market



Key Plan: Plot location and overall context.

Plot 9			Plot 16		
Pt	Coordinate X	Coordinate Y	Pt	Coordinate X	Coordinate Y
1	373342.6	766350.9	1	373364.8	766345.1
2	37332.0	766313.3	2	373374.6	766343.2
3	373252.5	766334.8	3	373465.4	766321.4
4	373269.4	766374.3	4	373468.5	766319.3
			5	373469.1	766316.4
			6	373460.6	766263.3
			7	373387.2	766292.5
			8	373387	766295
			9	373366	766301.5
			10	373363.4	766305.4
			11	373371.7	766336.8
			12	373362.4	766338.6

* Site Boundary and Coordinates are to be confirmed by UDA, and are subject to ground survey and confirmation



Key Plan: Proposed Blocking Out Plan
(Beira Lake Intervention Area Development Guide Plan)

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

3. LAND REQUIREMENT FOR THE PROJECT	
Total Land Area / extent of land	1.1 Ha
Land Ownership Detail:	
The land owned by UDA	1.1 Ha

4. PROJECT PRELIMINARY ACTIVITIES			
Item	**Yes**	**No**	**Not Necessary**
Pre-Feasibility	Y		
Feasibility		N	
Detailed Design		N	
Strategic Environmental Assessment (SEA)			✓
Initial Environmental Assessment (IEE)		N	
Environmental Impact Assessment (EIA)		N	
Disaster Risk Assessment		N	
NBRO Clearance (If necessary)			✓
Archeological Clearance (If necessary)			✓
Land Clearance from relevant parties			✓
Social Impact Assessment		N	
Other (specify)			

5. PROJECT OBJECTIVES

- Increase the land and real estate value of the existing vacant land for high-density mixed-use development.
- Develop a mixed-use development that will serve as a strategic project linking and activating the Beira Lake promenade, MMTH and Pettah Bazaar.

6. RATIONALE OF PROJECT

6.1 Specific problems and needs to be addressed by project

- To create a public space facing Beira Lake to encourage public events and activities along the waterfront.
- Water pollution at Beira Lake is a critical issue that multiple government agencies and private partners must address.

6.2 Target beneficiaries

Type of Beneficiaries	No. of beneficiaries	Gender Ratio
Direct	Y	X
• Economic Development	NA	NA
• Residents & Tourists	NA	NA
• Direct Employment	NA	NA
Indirect	Y	X
• Indirect Employment	NA	NA

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

The project's objective is to Increase the land and real estate value of the existing vacant land for a high-density mixed-use development that will serve as a strategic project linking and activating the Beira Lake promenade, MMTH and Pettah Bazaar.



2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

7. RELATIONSHIP OF THE PROJECT TO NATIONAL POLICIES AND STRATEGIES
7.1 Relationship of project to National Policy Framework
• The project's zoning and development regulations are guided by the City of Colombo Development Plan (2022 – 2031)
7.2 Relationship to the Sectoral Master Plan (of the Ministry, sub-sector or the sector)
• The project's specific development parameters and guidelines as guided by the Beira Lake Intervention Area Development Guide Plan (2022 – 2031)
7.3. What is the sector strategy relevant to the project?
• N.A.

Stakeholders *- Individuals, people, organizations or groups who can influence the implementation of the Project or achievement of its result. Stakeholders may include: Project clients and non-beneficiaries from the target group, those who can influence the decisions of the Project, project/ministry staff associations; those with an interest in the Project (advocacy group, central agencies); and those who are adversely or unintentionally affected by the Project.*

Partner *- The partner is the parties who join the executor in implementing the Project. The partners often undertaken some components of the Project. E.g. Ministry of Health (MoH) in a Rural Water Supply Project where MoH implements the health and hygienic education component of the Project.*

8. COORDINATION WITH STAKEHOLDERS AND PARTNERS FOR IMPLEMENTATION OF THE PROJECT

Name of the agency	Nature of Intervention	Current status of intervention	Does the proposed project include this development activity? (Yes/No)
Stakeholders			
• UDA	Land Owner	NA	No
Partners			
• Private Entity (Developer)	Developer	NA	Yes

9. PROJECT IMPACTS, OUTCOMES AND OUTPUTS/ RESULTS FRAMEWORK OF THE PROJECT/ PERFORMANCE FRAMEWORK OF THE PROJECT

9.1 Project Impacts	
• Economic	Increases the level of activity through, Premium Retail and Hospitality related developments in the Heritage area
• Environment	The site is a brownfield site, no critical impact on environmental components expected
• Social	Provides employment – both direct and indirect Adds more activity in the region

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

9.2 Project Outcomes										
No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Provide a premium Hospitality and Residential establishment in a prime land parcel in the city core	Area	No's,	NA	NA					
2	Provide more activity spaces for Residents and Tourists	Area	No's,	NA	NA					
3	Provide necessary parking spaces	Area / lots	No's	NA	NA					

9.3 Project Outputs										
No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Retail Village	Project Completion	%	NA	NA	50 %	50 %			
2	Serviced Apartment	Project Completion	%	NA	NA		40 %	60 %		
3	Apartment	Project Completion	%	NA	NA	50 %	50 %			
4	Entertainment zone	Project Completion	%	NA	NA	50 %	50 %			
5	Public Plaza & Promenade	Project Completion	%	NA	NA		50 %	50 %		
6	Parking	Project Completion	%	NA	NA	100 %				

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

9.4 Planned Activities in Achieving Outputs	
Activities for Retail Village	
Activities	Period
• Retail Village	• 2026-27
Activities for Serviced Apartments	
Activities	Period
• Serviced Apartments	• 2027-28
Activities for Apartments	
Activities	Period
• Apartments	• 2028
Activities for Commercial spaces	
Activities	Period
• Commercial Spaces	• 2026-27
Activities for Entertainment Zone	
Activities	Period
• Entertainment Zone	• 2027-28
Activities for Parking Spaces	
Activities	Period
• Parking spaces	• 2027-28

10. Aligning the project objective/s with the Relevant Sustainable Development Goal/s

Sustainable Development Goal/s	Sustainable Development Target/s	Relevance to the SDG		If directly related, measurable indicator/s	Expected contribution to the achievement (%.)
		Directly related	Indirectly related		
8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	8.9 By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products	✓		Number of customers/visitors to retail and hospitality spaces	N.A.

11. Potential Negative Impact on Socio Economic Activities and Environment by the Project

Items	Yes	No
• Socio Economic		N
• Environment		N

Note: If "Yes" please provide measures that project plans to implement to mitigate these negative impacts

12. Risk and Assumptions

- What are major assumptions?
  N.A.
- What are the risks and mitigation measures?
  N.A.
- Are these mitigation measures included in project activities? (Please elaborate).
  N.A.

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

13. Mainstreaming the Disaster Risk Reduction (DRR) into the Project
• What are the identified disaster risks, if any? N.A.
• What are the required mitigation activities/resilience features? N.A.
• Additional cost required to accommodate the above-mentioned mitigation measures/resilient features (Rs.mn). N.A.
• What are the socio-economic benefits to be achieved through mainstreaming the DRR? N.A.

14. Project Evaluation Plan
Please refer to the **phasing plan** with the specified timeline

Project Phasing											
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Retail Village (Fine Dining , High end retail)			50%	50%							
Parking			100%								
Serviced Apartment				60%	40%						
Entertainment Zone (Multiplex, Clubhouse & Game zone)			50%	50%							
Parking			100%								
Apartments			50%	50%							

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

15. Project Budget

15.1 Cost Breakdown

Cost Component	Cost for project period (USD. Mn)									Total Cost (USD. Mn)
	2024	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	
Land Acquisition	14.69									14.69
Construction/establishment *			30.25	36	24					90
O& M and Management			0.2	0.27	0.40	15.35	19.26	25.53	26.45	NA

15.2 Details of the Activities (Construction, Purchase of Equipment and Vehicles)

Activity	Cost (USD Mn)	No of Units (km, sq mt, no.)	Unit Cost (USD.)	Standard Cost (Rs.)	
				National	International
Retail Village (Fine Dining , High end retail)	13	7,000 Sq.m.	1150	• NA	• NA
Serviced Apartment	41	33,000 Sq.m.	800	• NA	• NA
Entertainment Zone (Multiplex, Clubhouse & Game zone)	10	6,000 Sq.m.	1100	• NA	• NA
Apartments	23	40,000 Sq.m.	850	• NA	• NA

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

16 Financing Plan						
16.1 Revenue Forecast (USD Mn)						
Components		**2029**	**2030**	**2031**	**2032**	**2033**
Retail Village (Fine Dining , High end retail)		**4.44**	**5.09**	**6.27**	**6.76**	**6.85**
Serviced Apartment		**23**	**29**	**35**	**39**	**41**
Entertainment Zone (Multiplex, Clubhouse & Game zone)		**1.66**	**1.9**	**2.4**	**2.7**	**2.71**

16.2 Project Operation and Maintenance Costs after Completion (USD Mn)						
Components	Source of Funds	**2029**	**2030**	**2031**	**2032**	**2033**
Retail Village (Fine Dining , High end retail)	• NA	**15.35**	**19.26**	**25.53**	**26.45**	**27.79**
Serviced Apartment	• NA					
Entertainment Zone (Multiplex, Clubhouse & Game zone)	• NA					
Apartments	• NA					

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

17. Differently Abled Persons Perspectives
• Does the project identify needs of differently abled persons? If so describe the relevant activities (Cost of these activities should be part of the total project cost) N.A.

18. Implementation Arrangements	
18.1 Executing Agency	**UDA**
18.2 Implementing Agency	**Private Developer (PPP Mode)**
18.3 Details of Implementation mechanism	Please refer to Implementation Framework table

19. Findings of the Economic and Financial Analysis	
• EIRR / FIRR	23 %
• ENPV / FNPV	21.07
• Payback Period	7 to 8 years (2031-32)
• Cost Benefit Ratio	• NA
• Cost Effectiveness Analysis especially for social infrastructure projects	• NA

Note: Worksheets of the above calculations should be attached along with the proposal

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

20. Common Regulations Guidelines (Refer to "Beira Lake Intervention Area Development Guide Plan (2022-2031))	
Permissible Uses	Approval for extension and expansion of existing uses shall be considered Proposed Primary, Secondary, Tertiary, Private and International Schools shall not be permitted to construct except in cases where the Authority considers it as a special project and only amendments for existing buildings and new buildings for facilities shall be permitted
4m Setback	• 50% of the area within 4m setback should be maintained with permeable surfaces, Soft landscaping is encouraged. Structures connected to the main structure are not allowed. • Outdoor restaurants, Open swimming pools and allied services, Open play areas, Outdoor theaters, Garden & Soft Landscape Features are recommended • 10m development free set back form lake edge should be maintained. • 6m side space shall be maintained for the building • The Building line specified for the access road shall be maintained. • 1m set back shall be maintained from the road edge for the developments along D.R.Wijewardhana Mawatha / McCallum Rd
Lake Reservation 6m (Linear Park)	Uses such as Walkways, Public gathering spaces, Kiosks, Small Scale Restaurants, Children Play areas, Seating facilities, Sanitary facilities, Soft and hard landscaping features will be allowed as applicable by the maintaining authority (UDA, CMC, SLLDC)
Height	Building height shall be calculated from access road level
Land Extent	Minimum permissible land extent for new subdivision is 1500 Sq.m (60P)
Boundary walls	Not allowed (Boundary shall demarcate as a Landscape / Architectural feature) See through fences are recommended, which does not obscure sight through more than 60% of the area in the vertical plane.
Sewerage disposal	100% treatment shall be done within the premises as per the CEA standards

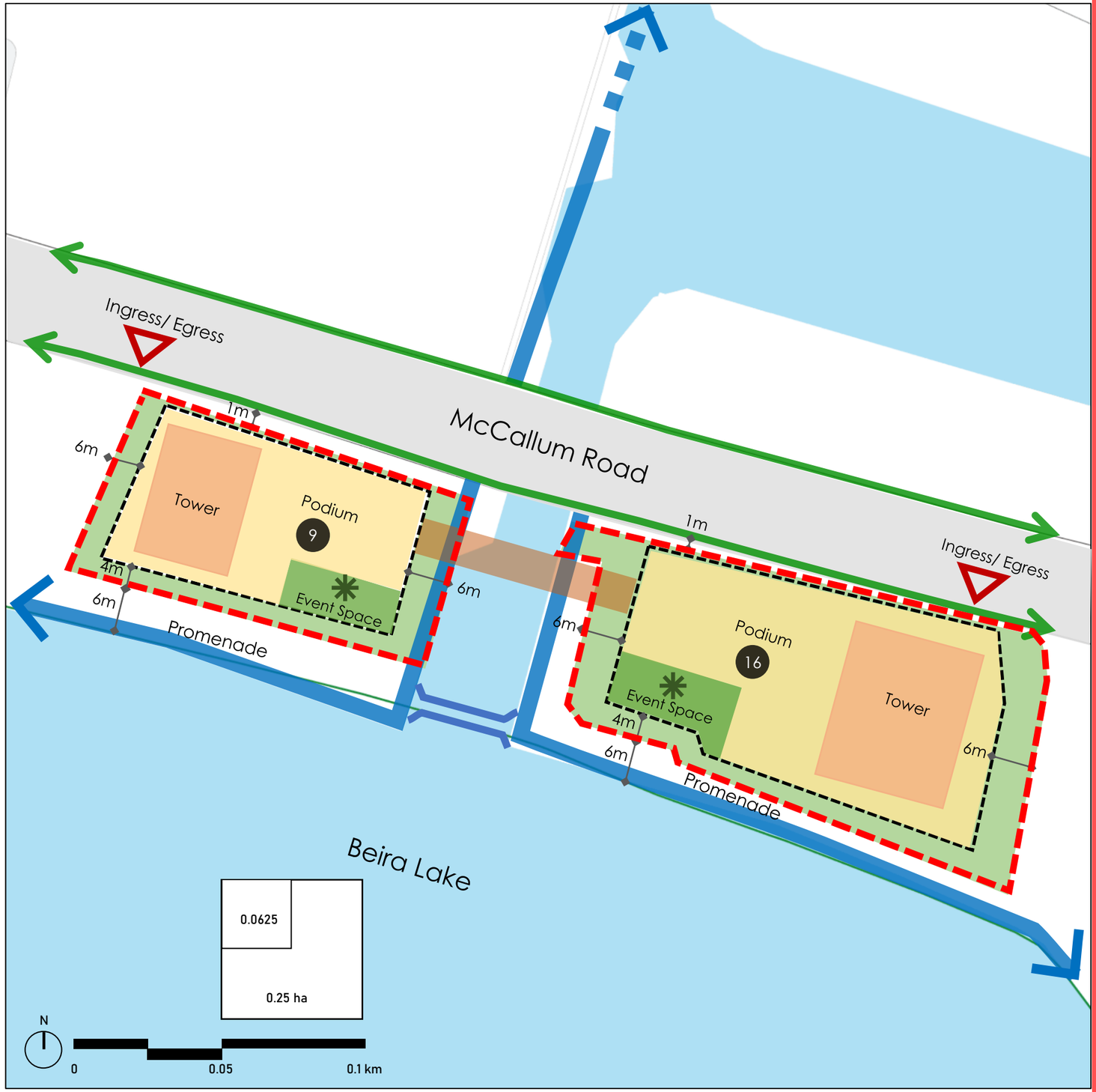
Loading / Unloading	The loading & unloading area shall not be located to visible to the streets. It can be screened or locate within the premises, Outdoor storage - Not permitted
Landscape	Residential, Commercial, Office & Institutional, Health, Utility Services, Tourism Related Activities, Social & Religious, Leisure Activities, Educational institutions
Screening	All service areas and equipment (including roof top) shall be fully screened to enhance the appearance of the premises.
Visual Screening	Minimum of 60% of building facade and 5m (from road level) height see through visual link to the lake view through ground floor from the Road shall be maintained for the buildings facing D. R. Wijewardana Mawatha / McCallum Rd. (only open functional activities can be allowed within the floor space and internal partitions, walls & curtains disturbing visual link are not allowed)
Green space	Green areas shall consist of endemic and indigenous plants which are compatible with the area.
Green Building	Development shall be complied with green building regulations Platinum - Above 150 m, Gold or above - 70 m– 150 m Silver or above - 21 m – 70 m Bronze or above - Less than 20 m height or less (Less than 11 m private developments are not compulsory)
Parking	Parking shall be provided as per the prevailing regulations of Colombo Development Plan. Required parking shall be provided within the premises. (Service charges in lieu of required regulatory vehicle parking will not be accepted) A minimum of 75% of vehicle parking spaces shall be within the building. (Basements or any other possible floors) All the parking bays including disable parking and green vehicle parking, driveways shall be clearly marked (Standard signage)
Other	Planning & Building Regulations of City of Colombo Development Plan and Development Regulation (2021) published under Gazette notification number 2235/54 dated 08/07/2021 is applicable for this guide plan area unless otherwise specified in this regulation Main Planning Committee of the UDA has authority to take final decision regarding planning and building regulations where there is contradiction between regulations

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

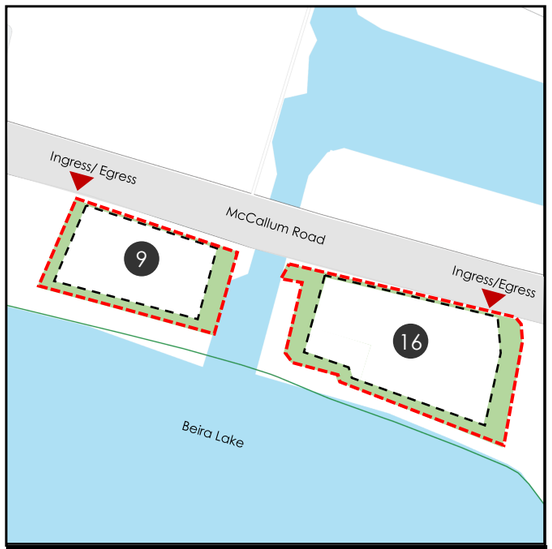
21. Development Guidelines & Regulations		
Plot Area	Plot 9: 0.3 Ha (3,000 sqm) Site 16: 0.5 Ha (5,000 sqm)	
Permissible Uses	Residential, Commercial, Office & Institutional, Health, Utility Services, Tourism Related Activities, Social & Religious, Leisure Activities, Educational institutions	
Maximum Permissible Floor Area Ratio (FAR)	8.0	
Permissible Height (m)	75 and above	
Maximum Plot Coverage	Podium: 65% Tower: 50%	
Minimum Setbacks (m)	Building Line Width	24m – McCallum Rd (12m from centre)
	Rear Space	10 m from Lake Edge (including 6m Linear Park)
	Side Space	6m both sides
Open Space	Minimum provision of 20% of plot area for the public realm along the promenade (linear park) for event space	
Parking Provision	75 % provision within Site Boundary (30 % for Padels/Motorcycles)	

LEGEND:

- Plot Boundary Line
- Building Setback Line
- Green Buffer / Open Space
- Pedestrian Sidewalk
- Promenade
- Ingress / Egress
- 9 Plot a (potential subdivision)
- 16 Plot b (potential subdivision)
- Podium Zone
- Tower Zone
- Bridge connecting podiums of two plots
- Event Space
- Existing Bridge

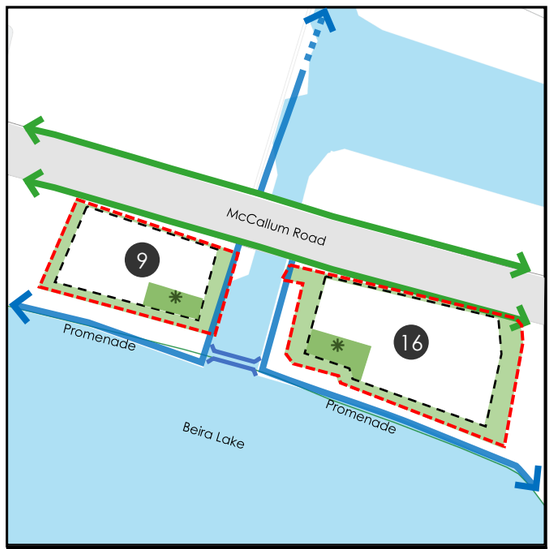


2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)



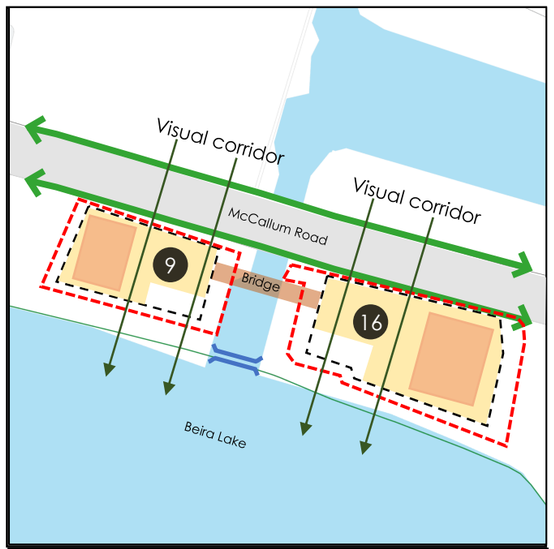
BUILDING SETBACK & IINGRESS / EGRESS

- Plot Boundary Line
- Building setback Line
- Ingress / Egress



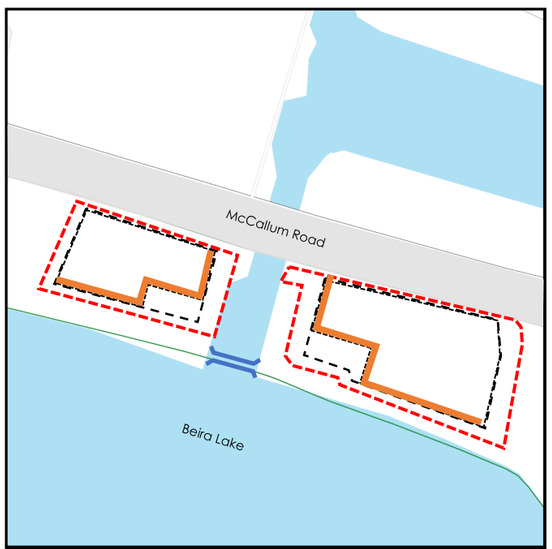
PUBLIC REALM - PEDESTRIAN NETWORK

- Pedestrian Sidewalk
- Promenade
- Open Space (20%) for Event Space
- Green Buffer / Open Space



BUILDING FOOTPRINT

- Podium Zone
- Tower Zone
- Bridge connecting podiums of two plots



ACTIVE EDGE

- Mandatory commercial façade on ground level (minimum 30% of all commercial façade to be of retail use)

NOTES

Two plots (9 & 16) shall be planned and developed as one integrated development in the long term. Both plots function to connect Beira Lake promenade and Pettah Floating market.

The minimum requirement of 20% open space for event space shall be integrated with a 6m wide promenade (linear park)to promote public life along Beira Lake

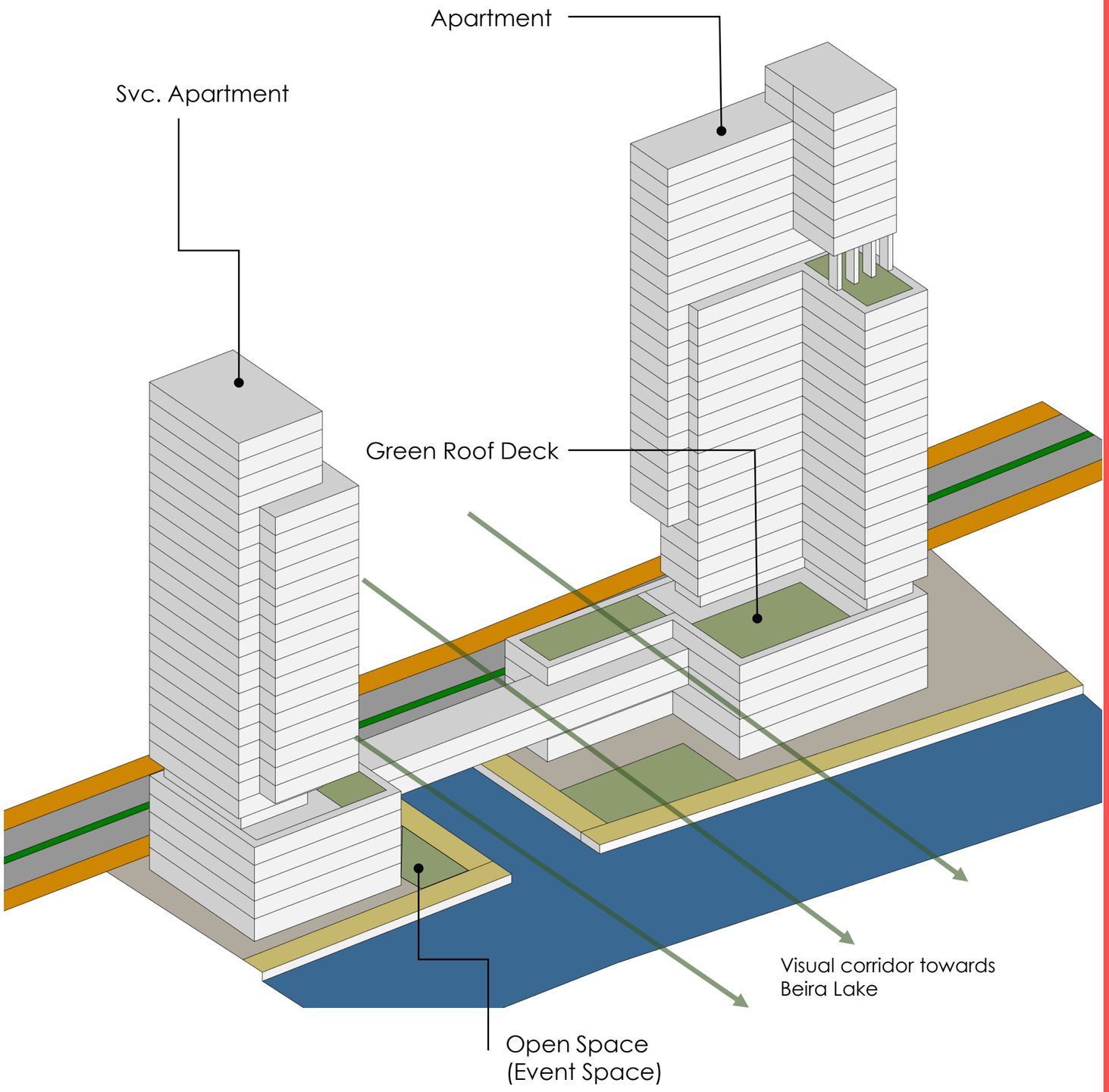
The indicative podium and tower zone are positioned to allow a connected visual corridor from the Pettah Floating Market and its surroundings to Beira Lake.

Mandatory commercial façade facing the lake to promote vibrant commercial activities along the lake.

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

22. Development Proposal	
Function	Mixed-use Waterfront Development
Proposed total GFA	Plot 9: 40,000 sqm Plot 16: 46,000 sqm
Proposed Height/Floors & GFA	Plot 9: 2 floors basement (5,000 sqm); 5 floors podium (12,332 sqm); 26 floors tower (33,000 sqm) Plot 16: 2 floors basement (6,000 sqm); 5 floors podium (14,652 sqm); 27 floors tower (40,000 sqm)

23. Development Programmes	
Basement	• Parking (11,000 sqm)
Podium	• Retail Village (7,000 sqm) • Entertainment (6,000 sqm) • Parking (14,000 sqm)
Tower	• Serviced Apartment (33,000 sqm) • Apartment (40,000 sqm)
Open Space	• Public plaza • Promenade • Ground Level Space shall be kept double volume, and allow visual connection from the main road to the Beira Lake



NOTES:

The purpose of the 3D massing is only to illustrate the intent of the urban design according to the development proposal and programmes. It is not to provide an architectural design solution.

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

PRODUCT MIX AND PHASING PLAN

PLOT 9 **Product Mix** **Phasing**

Component		Grade/ Category	Area (sqm)	2026	2027	2028	2029	2030
Basement	Parking for Retail Village/public (approx. 139 lots)		5,000	100%				
Podium	Retail Village (Fine Dining, High End Retail)	A	7,000	50%	50%			
	Parking for Serviced Apartments (approx. 148 lots)		5,332	100%				
Tower	Serviced Apartment	Luxury	33,000		40%	60%		
Open Space	Public Plaza and Promenade		-			100%		
	Total		**50,332**	**27%**	**33%**	**39%**		
	FSI Area		**40,000**					

PLOT 16 **Product Mix** **Phasing**

Component		Grade/ Category	Area (sqm)	2026	2027	2028	2029	2030
Basement	Parking for Apartments and Entertainment/public (approx. 167 lots)		6,000	100%				
Podium	Entertainment (Multiplex, Clubhouse, Game Zone)	A	6,000	50%	50%			
	Parking for Apartments (approx. 240 lots)		8,652	100%				
Tower	Apartment	Luxury	40,000	50%	50%			
Open Space	Public Plaza and Promenade		-		100%			
	Total		**60,652**	**62%**	**38%**			
	FSI Area		**46,000**					

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

FINANCIAL ASSESSMENT

Project Land Cost (USD Mn)	**14.69**
Project IRR	**23 %**
Total Development Cost (USD Mn)	**119.79**
Annual Revenue by 2031 (USD Mn)	**43.9**

- Period of 20 Years
- Year 7 to 8 years

Retail Village

Area : 7,000 Sq.m.

Capex : 13 Mn $

IRR : (20 years) 20.89 %

Serviced Apartment

Area : 33,300 Sq.m.

Capex : 41 Mn $

IRR : (20 years) 21.58 %

Entertainment

Area : 6,000 Sq.m.

Capex : 10.86 Mn $

IRR : (20 years) 24 %

Apartment

Area : 40,000 Sq.m.

Capex : 54 Mn $

IRR : (20 years) 20.77 %

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

IMPLEMENTATION FRAMEWORK

Components	Proposed Operational Model	Feature	Roles	Timeline
Mixed-use: Integrated Retail Village + Entertainment + Apartment + Serviced Apartment	**Option 1: Joint Venture Agreement**	**The UDA provides land to the developer and receives a revenue share in proportion with the Land Cost and Total Development Cost**	UDA: grant a lease to the private developer, UDA generates revenue through Revenue share from the private entity. Main Lessee: Develop and construct the integrated development, operational management, generate revenue by leasing or renting out individual unit,	Development commences at the initial stage
	Option 2: Long Lease Premium	**The UDA could lease the land to a private developer for a fixed term. The developer would then design, construct, and manage the development. At the end of the lease, ownership reverts to the UDA.**	UDA: Takes lease amount for the land Private Partner: Build Own and operate the facility for the lease period	

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

IMPLEMENTATION FRAMEWORK

Option - 1

Long term land lease

UDA leases the Land to the Concessionaire on a long term and receives the land cost in multiple instalments at the initial stage of project development

Option 1 - Land Cost Distribution

Period	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Land Cost % payout			**25%**	**75%**								
Proportionate Payout Land Cost (to UDA)	-	-	**(3.7)**	**(11.0)**	-	-	-	-	-	-	-	-
Developer Cashflow		(24.5)	(51.1)	8.5	14.6	37.8	28.9	20.2	22.8	23.6	25.0	26.3
Annual Premium			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Cashflow	-	(24.5)	(51.1)	8.5	14.6	37.8	28.9	20.2	22.8	23.6	25.0	26.3
Developer IRR	**22.0%**											

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

IMPLEMENTATION FRAMEWORK

Option - 2

JV- Revenue share – with Land Cost as investment from UDA

UDA becomes a partner in the project with land as investment, and in return receives a revenue share proportionate to the land cost in the total development cost of the project.

Option 2 - Revenue share proportion to Land Cost												
Period	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
Land Cost	(14.7)											
Development Cost	-	(24.5)	(49.4)	(24.8)	(23.7)	-	-	-	-	-	-	-
Lumpsum development cost	(122.4)											
UDA Cashflow	(14.7)	-	-	2.5	1.9	4.9	3.7	2.6	2.9	3.0	3.2	3.4
Developer Cashflow	-	(24.5)	(47.4)	17.0	12.7	33.0	25.2	17.6	19.9	20.5	21.8	22.9
IRR to UDA	**15%**											
IRR to Concessionaire	**21.7%**											

2 MIXED- USE DEVELOPMENTS ALONG BEIRA LAKE (PLOT 9 & 16)

24. Transportation Demand Projection

Land use	Total GFA (sqm)	AM IN	AM OUT	PM IN	PM OUT
Commercial	6,000	38	23	118	128
Retail	7,000	44	27	138	149
Hospitality	-	-	-	-	-
Residential	73,000	28	95	87	56
Total	**86,000**	**110**	**145**	**343**	**332**

Determination of number of lanes

- The peak hourly traffic volume for the proposed development is summarized in the table above, with specific traffic generation values for different land use types, based on the *ITE Trip Generation Manual, 11th Edition*.

Peak Hour Calculation

- To determine the required number of lanes, we calculate the peak hour traffic volume:

Peak Hour Volume (Inbound) = 343 vehicles/hour
Peak Hour Volume (Outbound) = 332 vehicles/hour

Lane Capacity

- Assuming a lane capacity of 1,100 vehicles per hour per lane:

$$Number\ of\ Lanes = \frac{Peak\ Hour\ Volume}{Lane\ Capacity}$$

Total Lanes Calculation per Access

$$Number\ of\ Inbound\ Lanes = \frac{343}{1{,}100} \approx 0.31 \approx 1\ lane\ (rounded\ up)$$

$$Number\ of\ Outbound\ Lanes = \frac{332}{1{,}100} \approx 0.30 \approx 1\ lane\ (rounded\ up)$$

Conclusion

The existing McCallum Rd consists of two lanes in each direction. Based on the assessment of the lane capacity mentioned above, the existing roads are expected to accommodate the traffic generated by the proposed development.

*The traffic capacity analysis above will be subject to the existing traffic conditions at the site.

25. Utilities Demand Projection

Based on the proposed unit demand for various utilities and the proposed land use distribution, projected population, and proposed built up area, the overall utilities demand for Developments along Beira Lake are worked out as shown in the table below

Activity	Total Water Demand (M^3/D)	Wastewater Generation (M^3/D)	Solid Waste Generation (T/D)	Power Demand (MVA)
Apartment	90	72	0.5	2.0
Hotel	50	40	0.3	2.3
Retail Shops	8	6	0.1	
				Co-factor : 0.6 * 0.7
Total	**150**	**120**	**0.9**	**1.8**

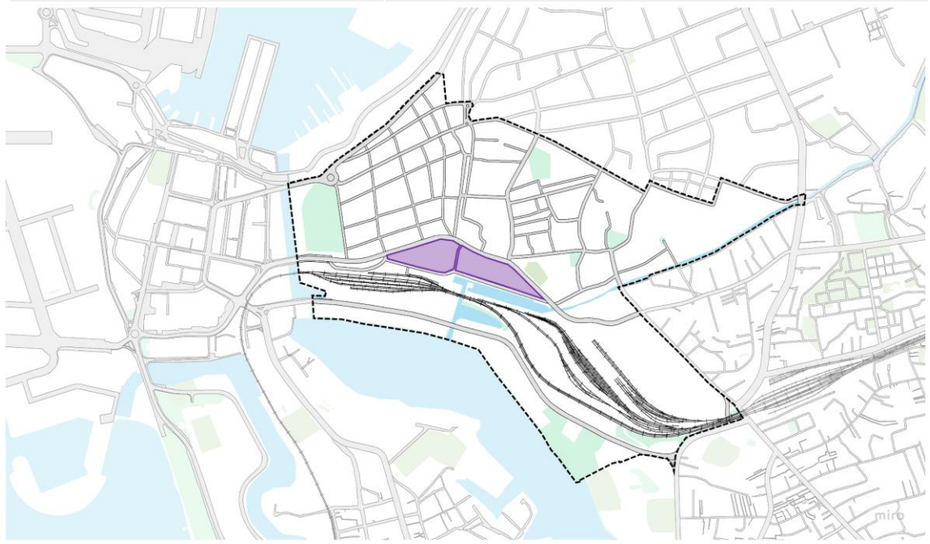
3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

1. PROJECT TITLE

Mixed-use Development along Beira Lake (Plot 9 & 16)

2. PROJECT LOCATION

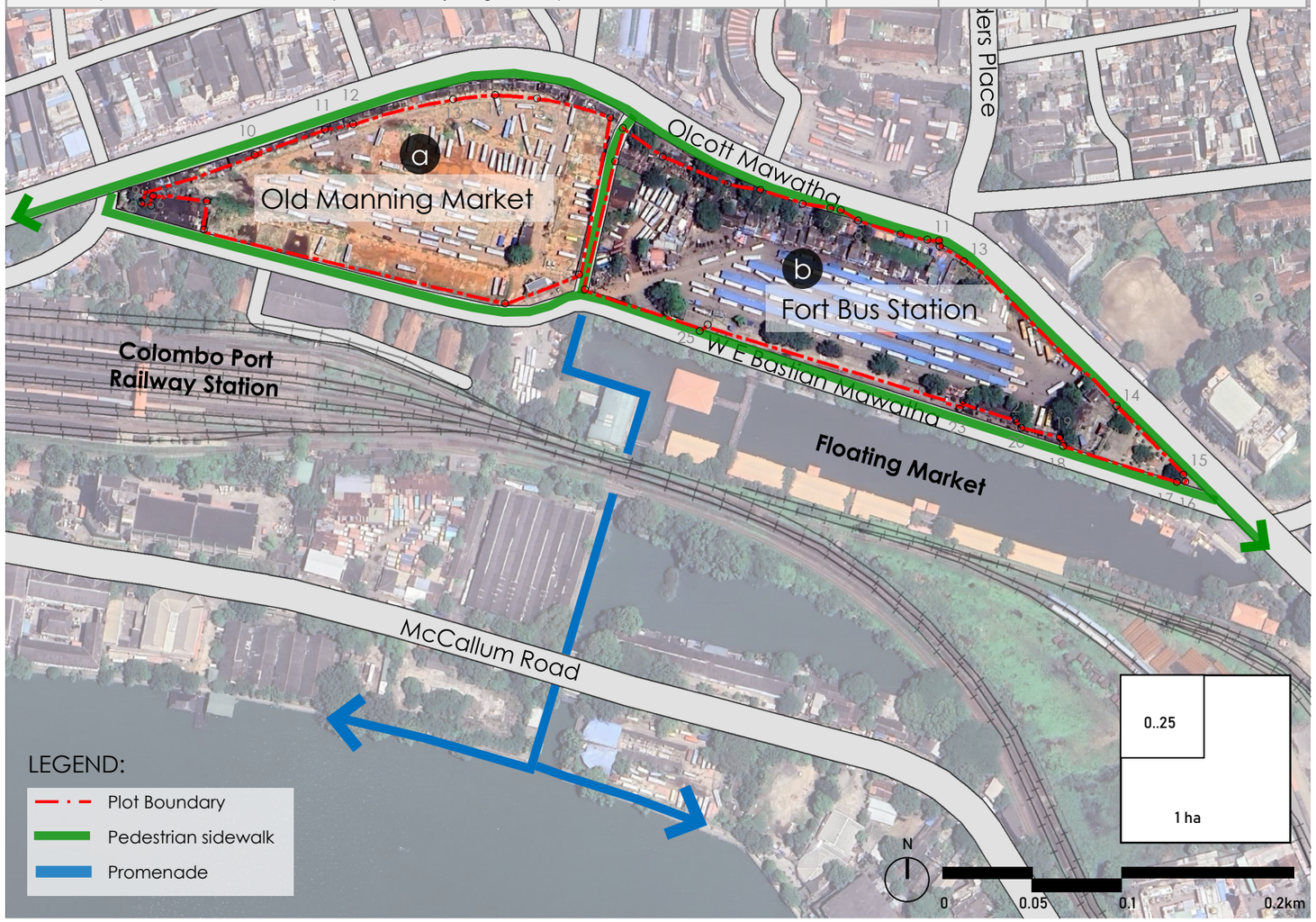
Location boundaries	North, West, East: Olcott Mawatha South: WE Bastian Mawatha
Jurisdiction	Colombo – CBD Area
Zone	Concentrated Mixed Development Zone
Zone Factor	3.75
Access Road	Olcott Mawatha, WE Bastian Mawatha
Current Usage Type	Bus Parking + All Bus Stands
Frontage (along Access Road)	300 m
Unique Selling Point (UPS)	Good Accessibility to all major Transportation Terminals in Colombo. Adjacent to Fort Railway, Pettah Floating Market and Pettah Market.



Key Plan: Plot location and overall context.

Plot a						Plot B								
Pt	Coordinate X	Coordinate Y	Pt	Coordinate X	Coordinate Y	Pt	Coordinate X	Coordinate Y	Pt	Coordinate X	Coordinate Y	Pt	Coordinate X	Coordinate Y
1	373384.0	766680.4	11	373218.3	766672.9	1	373393.5	766673.7	11	373577.0	766609.2	21	373620.7	766504.8
2	373367.0	766589.2	12	373236.5	766676.5	2	373416.9	766657.3	12	373577.0	766605.8	22	373589.5	766514.6
3	373323.9	766572.4	13	373308.8	766692.6	3	373454.9	766641.5	13	373591.2	766597.4	23	373588.8	766512.8
4	373147.9	766614.2	14	373336.3	766692	4	373473.3	766638.2	14	373679.5	766512.9	24	373441.3	766559.2
5	373150.9	766631.8	15	373360.5	766687.7	5	373498.3	766630.5	15	373717.3	766474.3	25	373438.9	766557.9
6	373118.5	766635.1				6	373513.6	766627.9	16	373718.9	766470.0	26	373370.0	766580.4
7	373117.4	766629				7	373519.4	766626.6	17	373716.9	766468.2	27	373388.6	766655.8
8	373113.2	766630.5				8	373530.0	766620.3	18	373648.9	766489.7			
9	373114.6	766636.9				9	373554.6	766612.5	19	373646.1	766495.2			
10	373180.4	766658.6				10	373570.1	766609.1	20	373622.7	766501.1			

* Site Boundary and Coordinates are to be confirmed by UDA, and are subject to ground survey and confirmation



3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

3. LAND REQUIREMENT FOR THE PROJECT	
Total Land Area / extent of land	5.1 Ha
Land Ownership Detail:	
The land owned by UDA	5.1 Ha

4. PROJECT PRELIMINARY ACTIVITIES			
Item	**Yes**	**No**	**Not Necessary**
Pre-Feasibility	Y		
Feasibility		N	
Detailed Design		N	
Strategic Environmental Assessment (SEA)			✓
Initial Environmental Assessment (IEE)		N	
Environmental Impact Assessment (EIA)		N	
Disaster Risk Assessment		N	
NBRO Clearance (If necessary)			✓
Archeological Clearance (If necessary)			✓
Land Clearance from relevant parties			✓
Social Impact Assessment		N	
Other (specify)			

5. PROJECT OBJECTIVES

- Increase the land and real estate value of the existing vacant land for TOD mixed-use development integrating the bus stations and interchange.
- Develop a mixed-use development that will serve as a strategic project instrumental to implementing the Multi-Modal Transport Hub (MMTH).

6. RATIONALE OF PROJECT

6.1 Specific problems and needs to be addressed by project

- To create an efficient public transport node (bus stations and interchange) that caters to the future growth and demand of the daily commuters in Colombo.
- To create a high-value and high-density mixed-use development offering quality residential and commercial space at the heart of Pettah MMTH and Beira Lake.

6.2 Target beneficiaries

Type of Beneficiaries	No. of beneficiaries	Gender Ratio
Direct		
• Commuters (Residents, Workers, Tourists)	NA	NA
• Direct Employment	NA	NA
• Retailers and Commercial Offices	NA	NA
Indirect		
• Indirect Employment	NA	NA

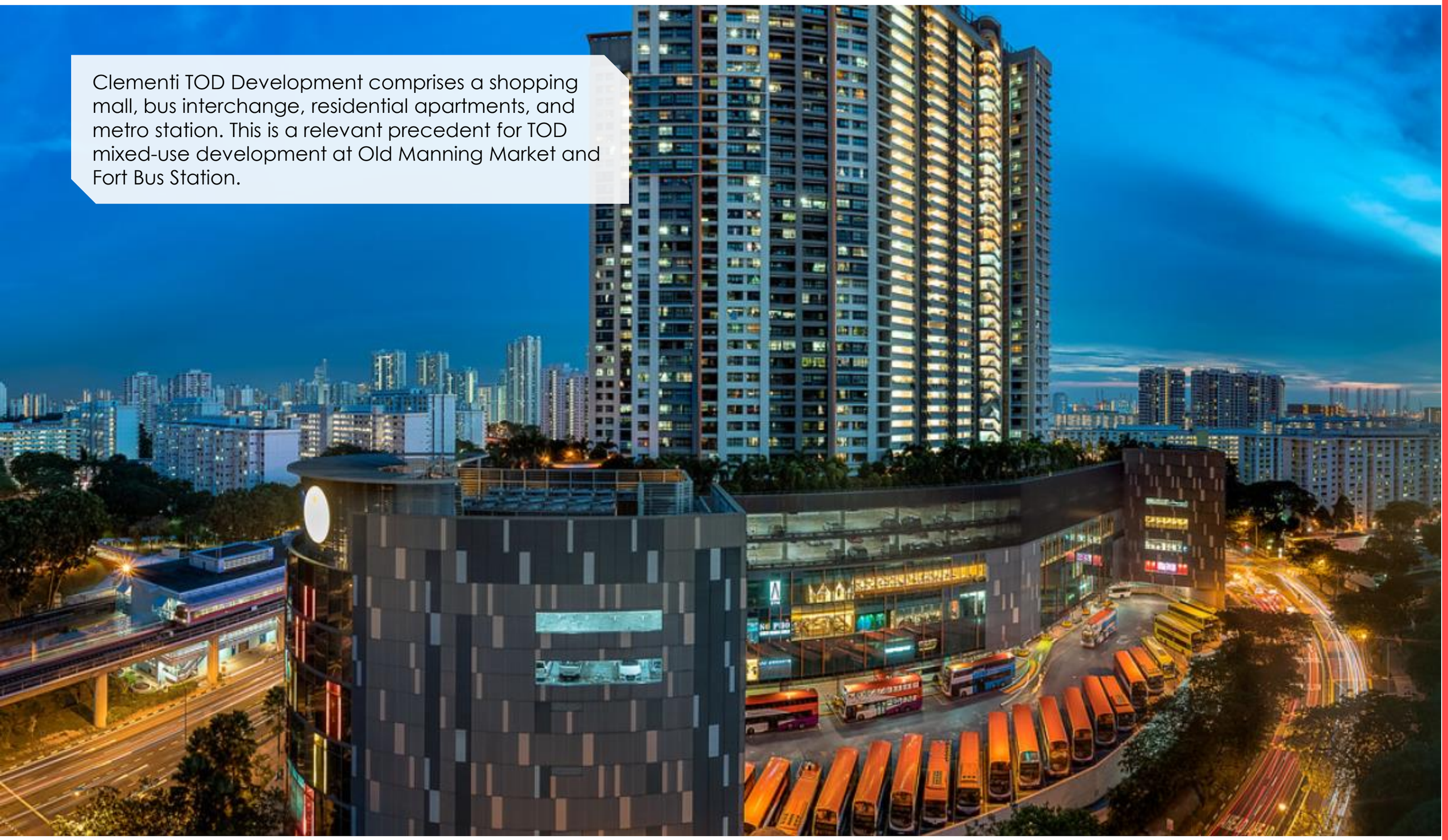
3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION



The project's objective is to increase the land and real estate value of the existing vacant land for TOD mixed-use development by integrating the bus stations and interchange, which is instrumental in implementing the Multi-Modal Transport Hub (MMTH).

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

Clementi TOD Development comprises a shopping mall, bus interchange, residential apartments, and metro station. This is a relevant precedent for TOD mixed-use development at Old Manning Market and Fort Bus Station.



7. RELATIONSHIP OF THE PROJECT TO NATIONAL POLICIES AND STRATEGIES
7.1 Relationship of project to National Policy Framework
• The project's zoning and development regulations are guided by the City of Colombo Development Plan (2022 – 2031)
7.2 Relationship to the Sectoral Master Plan (of the Ministry, sub-sector or the sector)
• The project is related to the Conceptual Master Plan: "Pettah Multimodal Transport Hub" 2018; and Western Region Megapolis Transport Master Plan 2016 (Ministry of Megapolis and Western Development).
7.3. What is the sector strategy relevant to the project?
• N.A.

Stakeholders *- Individuals, people, organizations or groups who can influence the implementation of the Project or achievement of its result. Stakeholders may include: Project clients and non-beneficiaries from the target group, those who can influence the decisions of the Project, project/ministry staff associations; those with an interest in the Project (advocacy group, central agencies); and those who are adversely or unintentionally affected by the Project.*

Partner *- The partner is the parties who join the executor in implementing the Project. The partners often undertaken some components of the Project. E.g. Ministry of Health (MoH) in a Rural Water Supply Project where MoH implements the health and hygienic education component of the Project.*

8. COORDINATION WITH STAKEHOLDERS AND PARTNERS FOR IMPLEMENTATION OF THE PROJECT			
Name of the agency	Nature of Intervention	Current status of intervention	Does the proposed project include this development activity? (Yes/No)
Stakeholders			
• RPTA	Current Occupier	NA	Yes (May be)
• UDA	Land Owner	NA	No
Partners			
• Stakeholders	PPP (Private Developer)	NA	Yes

9. PROJECT IMPACTS, OUTCOMES AND OUTPUTS/ RESULTS FRAMEWORK OF THE PROJECT/ PERFORMANCE FRAMEWORK OF THE PROJECT	
9.1 Project Impacts	
• Economic	Revenue generation through maximum built-up potential and integration
• Environment	Site is a Brownfield site, no immediate impact on the critical environmental factors
• Social	Hassle free transportation, Connectivity among multiple modes of transportation and more recreational activity Might require some re-location activities with existing tenements

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

9.2 Project Outcomes

No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Provide an Integrated Bus hub integrating with the proposed MMTH	Area	No's,	NA	NA					
2	Making best utilisation of the space and indeed improve the revenue generation	Area	No's,	NA	NA					
3	Provide hassle free public movement and indeed increase the ridership of public transportation	Area	No's	NA	NA					
4	Provide supporting amenities and a wholesome development	Area	No's	NA	NA					

9.3 Project Outputs

No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Bus Bays & Bus depot	Project Completion	%	NA	NA	35%	35%	30%		
2	Shopping Mall	Project Completion	%	NA	NA	50 %	50 %			
3	Commercial Office spaces (Co-working)	Project Completion	%	NA	NA			100 %		
4	Apartments	Project Completion	%	NA	NA			100 %		
5	Public Plaza	Project Completion	%	NA	NA			100 %		
6	Public Parking & Consumption Parking	Project Completion	%	NA	NA		50 %	50 %		

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

9.4 Planned Activities in Achieving Outputs	
Activities for Bus Bays & Bus depot	
Activities	Period
• Bus bays & Bus Depots	• 2026
Activities for Shopping Mall	
Activities	Period
• Shopping mall	• 2026-27
Activities for Commercial Co-Working spaces	
Activities	Period
• Commercial Co-Working spaces	• 2028
Activities for Apartments	
Activities	Period
• Apartments	• 2028
Activities for Public Plaza	
Activities	Period
• Public Plaza	• 2028
Activities for Parking Spaces	
Activities	Period
• Parking spaces	• 2027-28

10. Aligning the project objective/s with the Relevant Sustainable Development Goal/s

Sustainable Development Goal/s	Sustainable Development Target/s	Relevance to the SDG		If directly related, measurable indicator/s	Expected contribution to the achievement (%11.)
		Directly related	Indirectly related		
11. Make cities and human settlements inclusive, safe, resilient and sustainable	11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons	✓		Number of passenger trips by bus	N.A.

11. Potential Negative Impact on Socio Economic Activities and Environment by the Project

Items	Yes	No
• Socio Economic		N
• Environment		N

Note: If "Yes" please provide measures that project plans to implement to mitigate these negative impacts

12. Risk and Assumptions

- What are major assumptions?
  N.A.
- What are the risks and mitigation measures?
  N.A.
- Are these mitigation measures included in project activities? (Please elaborate).
  N.A.

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

13. Mainstreaming the Disaster Risk Reduction (DRR) into the Project
• What are the identified disaster risks, if any? N.A.
• What are the required mitigation activities/resilience features? N.A.
• Additional cost required to accommodate the above-mentioned mitigation measures/resilient features (Rs.mn). N.A.
• What are the socio-economic benefits to be achieved through mainstreaming the DRR? N.A.

14. Project Evaluation Plan
Please refer to the **phasing plan** with the specified timeline

Project Phasing											
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Bus Bays / Bus depot			100%								
Shopping Mall			50%	50%							
Hotel			50%	50%							
Commercial Office & Co-working spaces				50%	50%						
bus Station				100%							
Serviced Apartments					80%	20%					
Apartments					80%	20%					

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

15. Project Budget

15.1 Cost Breakdown

Cost Component	Cost for project period (USD. Mn)									Total Cost (USD. Mn)
	2024	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	
Land Acquisition	143.06									143.06
Construction/establishment *			21.31	36.11	98.51	82.76	67.44	44.64		400.09
O& M and Management			0.34	0.36	1.66	2.67	3.21	3.60	32.53	NA

15.2 Details of the Activities (Construction, Purchase of Equipment and Vehicles)

Activity	Cost (USD Mn)	No of Units (km, sq.m, no.)	Unit Cost (USD)	Standard Cost (Rs.)	
				National	International
Bus Bays / Bus depot	20.22	32,550 Sq.m.	1250	• NA	• NA
Shopping Mall	83.20	66,000 Sq.m.	900	• NA	• NA
Hotel	15.62	35,000 Sq.m.	800	• NA	• NA
Commercial Office & Co-working spaces	62.13	88,000 Sq.m.	650	• NA	• NA
Serviced Apartments	9.50	40,000 Sq.m.	750	• NA	• NA
Apartments	145.76	1,10,000 Sq.m.	650	• NA	• NA

16 Financing Plan

16.1 Revenue Forecast

			2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Plot A	Basement	Revenue - Parking for Bus Station and Retail	-	-	-	1.61	1.61	1.69	1.69	1.69	1.78	1.78	1.78	1.87	1.87	1.87	1.96	1.96	1.96	2.06	2.06	2.06	2.16
Plot A	Podium	Revenue - Bus Station / Bus depot	-	-	-	-	-	-	2.04	2.04	2.05	2.35	2.35	2.35	2.70	2.70	2.71	3.11	3.11	3.11	3.57	3.58	3.58
Plot A	Podium	Revenue - Retail & F&B	-	-	-	-	-	-	8.15	10.29	12.54	18.71	19.03	19.37	21.52	21.89	22.28	24.75	25.17	25.62	28.46	28.95	29.47
Plot A	Podium	Revenue - Parking for Bus Station and Retail	-	-	-	-	-	0.56	0.66	0.75	0.84	0.84	0.84	0.88	0.88	0.88	0.92	0.92	0.92	0.97	0.97	0.97	1.02
		Revenue - Parking lots sales for Apartments	-	-	-	-	0.85	0.58	0.60	0.62	0.32	-	-	-	-	-	-	-	-	-	-	-	-
Plot A	Tower	Revenue - Apartments	-	-	-	-	24.12	16.89	17.73	18.62	9.77	-	-	-	-	-	-	-	-	-	-	-	-
Plot A	Tower	Revenue - Commercial Office & Co-working spaces)	-	-	-	-	-	-	-	2.43	3.57	4.76	6.06	6.23	6.41	6.97	7.17	7.37	8.01	8.24	8.48	9.22	9.48
Plot B	Basement	Revenue - Parking for Bus station / Bus depot & Retail	-	-	-	-	-	-	1.02	1.27	1.33	1.33	1.33	1.40	1.40	1.40	1.47	1.47	1.47	1.55	1.55	1.55	1.62
Plot B	Podium	Revenue - Bus Station / Bus depot	-	-	-	-	-	-	2.04	2.04	2.05	2.35	2.35	2.35	2.70	2.70	2.71	3.11	3.11	3.11	3.57	3.58	3.58
Plot B	Podium	Revenue - Parking for Bus station / Bus depot	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Plot B	Podium	Revenue - Retail Space	-	-	-	-	-	-	8.15	10.29	12.54	18.71	19.03	19.37	21.52	21.89	22.28	-	-	-	-	-	-
Plot B	Tower	Revenue - Serviced Apartments	-	-	-	-	-	-	-	-	20.55	27.74	35.60	50.97	53.52	56.20	59.00	61.96	65.05	68.31	71.72	75.31	79.07
Plot B	Tower	Revenue - Hotel	-	-	-	-	-	-	-	-	-	23.10	31.18	40.02	57.30	60.16	63.17	66.33	69.65	73.13	76.78	80.62	84.65
		Revenue - Parking lots sales for Apartments	-	-	-	-	-	1.01	1.04	1.08	1.11	1.14	-	-	-	-	-	-	-	-	-	-	-
Plot B	Tower	Revenue - Apartments	-	-	-	-	-	29.55	31.03	32.58	34.21	35.92	-	-	-	-	-	-	-	-	-	-	-

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

17. Differently Abled Persons Perspectives
• Does the project identify needs of differently abled persons? If so describe the relevant activities (Cost of these activities should be part of the total project cost) N.A.

18. Implementation Arrangements	
18.1 Executing Agency	**UDA & RPTA**
18.2 Implementing Agency	**RPTA & Private Developer (PPP Mode)**
18.3 Details of Implementation mechanism	Please refer to Implementation Framework table

19. Findings of the Economic and Financial Analysis	
• EIRR / FIRR	7 %
• ENPV / FNPV	25.18
• Payback Period	12 to 13 Years (2036-37)
• Cost Benefit Ratio	• NA
• Cost Effectiveness Analysis especially for social infrastructure projects	• NA

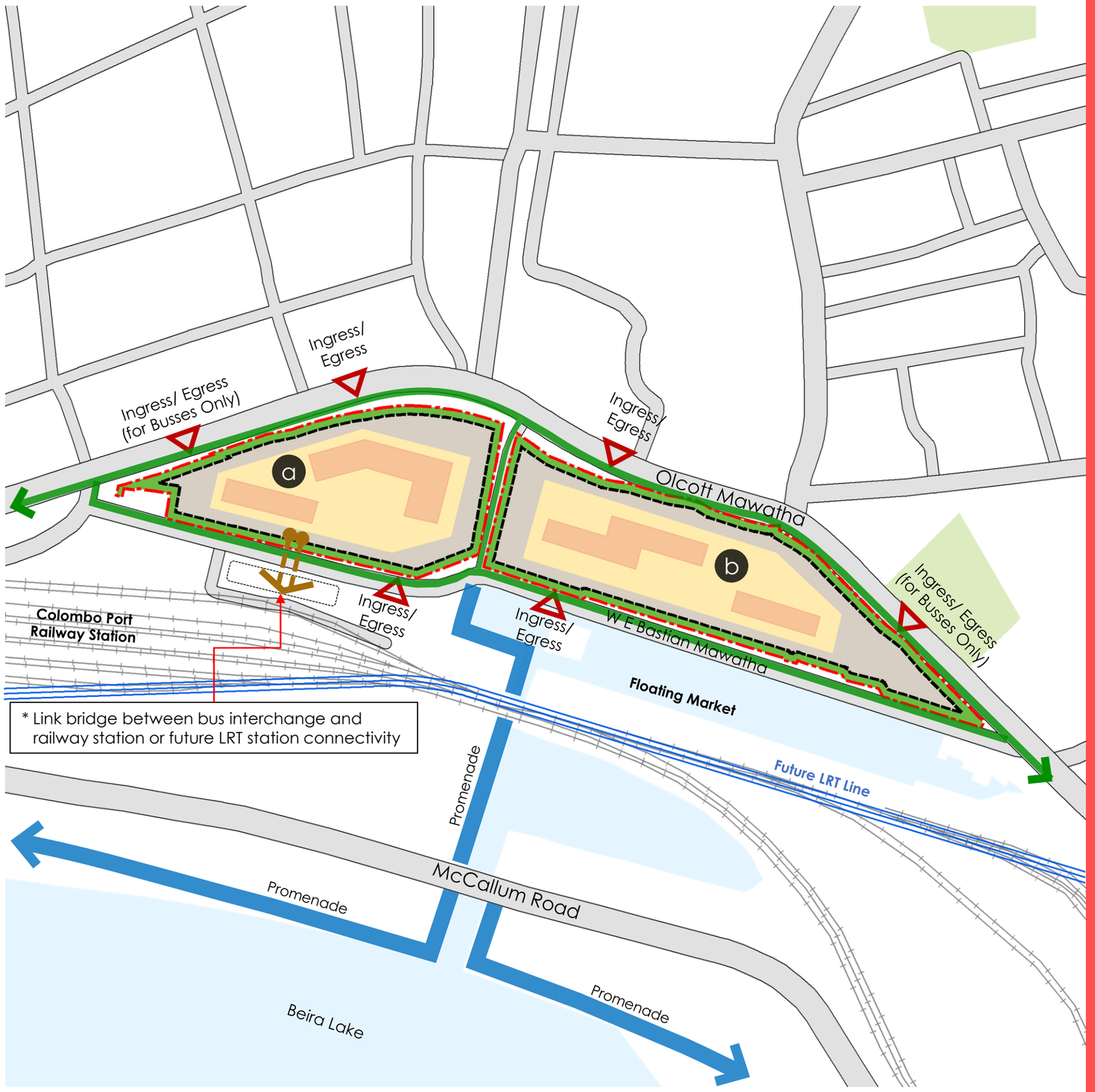
Note: Worksheets of the above calculations should be attached along with the proposal

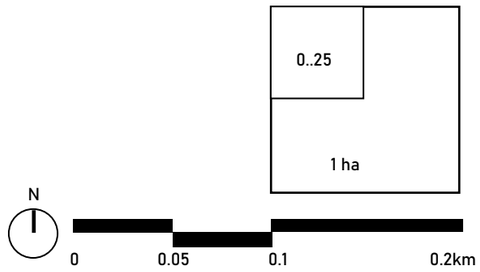
3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

20. Development Guidelines & Regulations		
Plot Area	Plot a : 2.4 Ha (24,000 sqm) Plot b : 2.7 Ha (27,000 sqm)	
Permissible Uses	All Categories	
Maximum Permissible Floor Area Ratio (FAR)	8.0	
Permissible Height (m)	75 and above	
Maximum Plot Coverage	Podium: 65% Tower: 50%	
Minimum Setbacks (m)	Rear Space Side Space	6 m 6m
Parking Provision	75 % provision within Site Boundary (30 % for Padels/Motorcycles)	

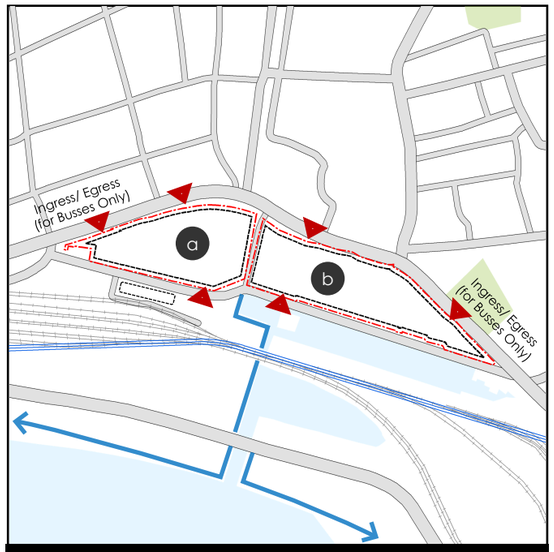
LEGEND:

- Plot Boundary Line
- Building Setback Line
- Green Buffer / Open Space
- Pedestrian Sidewalk
- Promenade
- Ingress / Egress
- a Plot a
- b Plot b
- Open Space
- Podium Zone
- Tower Zone



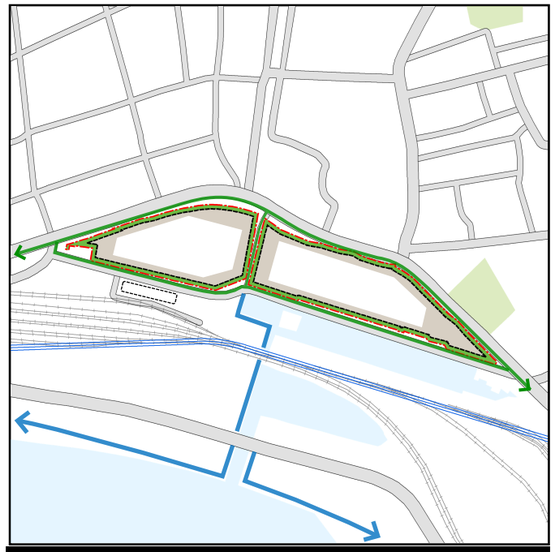


3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION



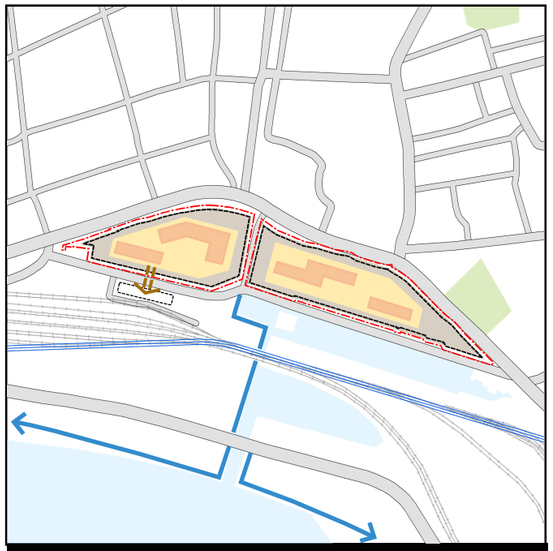
BUILDING SETBACK & VEHICULAR INGRESS/EGRESS

- Plot Boundary Line
- Building setback Line
- Ingress / Egress



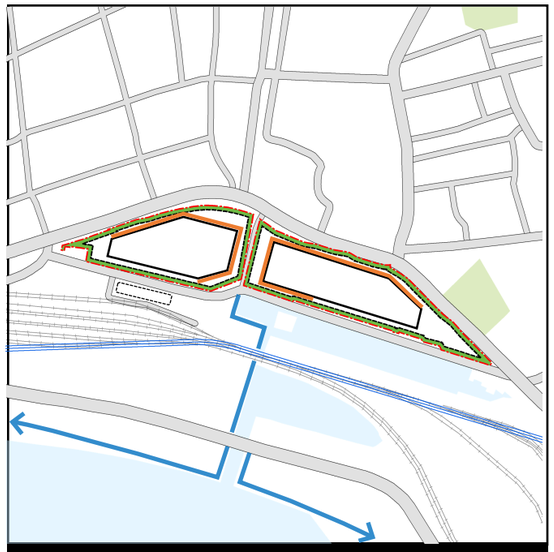
PUBLIC REALM - PEDESTRIAN NETWORK

- Pedestrian Sidewalk
- Promenade
- Open Space
- Green Buffer / Open Space



BUILDING FOOTPRINT

- Open Space
- Podium Zone
- Tower Zone
- Pedestrian link connecting commercial podium / bus intechange to future LRT station



ACTIVE EDGE

- Mandatory commercial façade on ground level (minimum 30% of all commercial façade to be of retail use)

NOTES

Two plots are planned for TOD mixed-use development integrating bus interchange and stations at the ground floor podium.

Plot A is currently vacant and suitable for the phase 1 development.

The development planning and implementation shall take into consideration the long-term integration of two plots.

All sides of both plots are surrounded by pedestrian sidewalks.

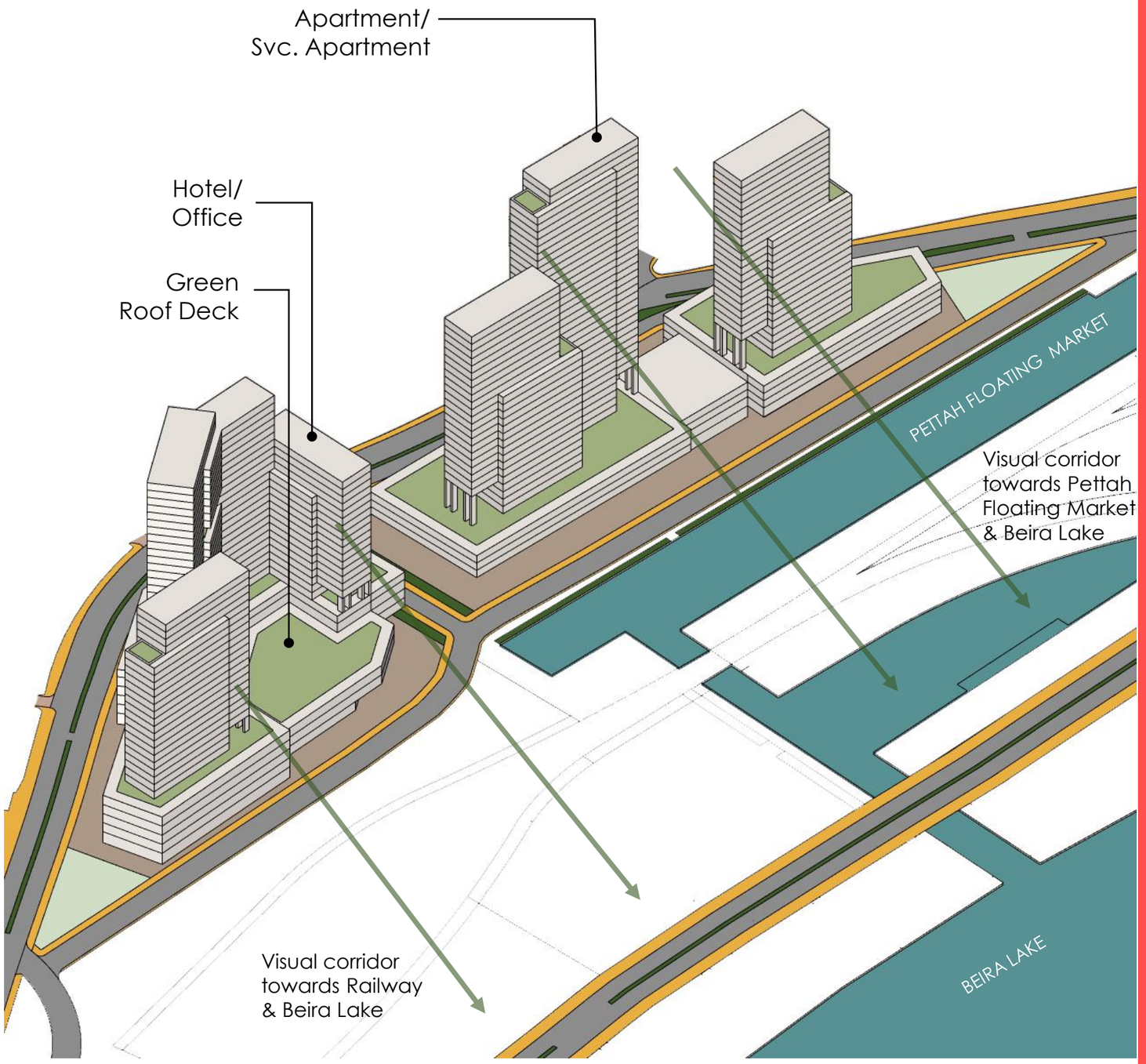
The site is also connected to Pettah Floating Market and Beira Lake through the promenade.

The indicative podium and tower zone are positioned to optimise ground-level commercial function and public circulation. Towers shall be positioned to allow a visual corridor to the Pettah Floating Market and surrounding to Beira Lake.

A commercial façade with retail shop activities shall be provided along the main road with sensible integration with open space / plaza.

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

21. Development Proposal	
Function	TOD Mixed-use Development
Proposed total GFA	Plot a: 183,000 sqm Plot b: 188,550 sqm
Proposed Height/Floors & GFA	Plot a: 2 floors basement (31,200 sqm); 4 floors podium (59,272 sqm); 30 floors tower (128,000 sqm) Plot b: 2 floors basement (35,100 sqm); 4 floors podium (69,100 sqm); 40 floors tower (145,000 sqm)
22. Development Programmes	
Basement	• Parking (66,300 sqm)
Podium	• Shopping Mall (66,000 sqm) • Bus Stations + Interchange (32,550 sqm) • Parking (61,000 sqm)
Tower	• Serviced Apartment (40,000 sqm) • Apartment (110,000 sqm) • Hotel (35,000 sqm)
Open Space	• Public plaza



NOTES:

The purpose of the 3D massing is only to illustrate the intent of the urban design according to the development proposal and programmes. It is not to provide an architectural design solution.

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

PRODUCT MIX AND PHASING PLAN

PLOT a	Product Mix			Phasing					
	Component	Grade/ Category	Area (sqm)	2026	2027	2028	2029	2030	2031
Basement	Parking for Bus Station & Retail (approx. 867 lots)		31,200	100%					
Podium	Bus Station / Bus Depot		15,000	50%	50%				
	Shopping Mall	Grade B	40,000		50%	50%			
	Parking for Bus Station and Retail (approx. 539 lots)		19,416		50%	50%			
	Parking – Office Co-working & Apartment (approx. 446 lots)		16,056		50%	50%			
Tower	Office	Grade B	88,000			30%	30%	40%	
	Apartments	Mid-End	40,000			50%	25%	25%	
Open space	Public Plaza							100%	
	Total Area		**249,672**	**16%**	**18%**	**34%**	**15%**	**18%**	
	FSI Area		**183,000**						

PLOT b	Product Mix			Phasing					
	Component	Grade/ Category	Area (sqm)	2026	2027	2028	2029	2030	2031
Basement	Parking for Bus Station / Bus Depot (approx. 975 lots)		35,100			100%			
Podium	Bus Station / Bus Depot		17,550			50%	50%		
	Parking for Bus Station / Bus Depot (approx. 254 lots)		9,144			50%	50%		
	Parking for Serviced Apartments, Hotel and Apartments (approx. 455 lots)		16,398			50%	50%		
	Retail	Grade B	26,000			50%	50%		
Tower	Apartment	Mid-End	70,000				25%	25%	50%
	Serviced Apartments	Mid-End	40,000				40%	25%	35%
	Hotel	Mid-End	35,000				50%	25%	25%
Open Space	Public Plaza								100%
	Total		**249,192**			**28%**	**34%**	**15%**	**23%**
	FSI Area		**188,550**						

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

FINANCIAL ASSESSMENT

Project Land Cost (USD Mn)	**143.06**
Project IRR	**7 %**
Total Development Cost (USD Mn)	**404.5**
Annual Revenue by 2034 (USD Mn)	**119.82**

- Period of 20 Years
- Year 12 to 13

Retail

Plot A :
Capex : 64.55 Mn $
IRR : 12.03 %

Plot B :
Capex : 44.88 Mn $
IRR : 14.02 %

(20 years)

Office

Capex : 64.64 Mn $
IRR : 11 %
(30 years)

Apartment

Plot A :
Capex : 61.36 Mn $
IRR : 17.37 %

Plot B :
Capex : 115 Mn $
IRR : 16.94 %

(20 years)

Hotel

Capex : 16.8 Mn $
IRR : 13.35 %
(20 years)

Serviced Apartments

Capex : 11.57 Mn $
IRR : 20.24 %
(20 years)

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

IMPLEMENTATION FRAMEWORK

Components	Proposed Operational Model	Feature	Roles	Timeline
Multimodal Transit Hub (Bus Station, Bays, Depot, Feeder Parking and Allied Services)	**BOT - Build Operate Transfer**	**The private partner designs, finances, constructs, owns, operates, and eventually transfers the development back to the public sector. This model allows for private investment, efficient operation, and long-term public ownership.**	UDA: Land ownership, regulation and oversight, transfer of ownership. Private Partner: Designs the integrated development, secures funding, oversees construction, owns the development during operational phase, handles ongoing operations, transfer back ownership to UDA after concession period.	Development commences at the initial stage
Apartment	**Join Venture Agreement**	**The private entity develops the property and leases it on a long-term basis. Upon uptake, the private entity will share revenue with UDA proportionate to the land cost of the property.**	UDA: Land ownership, regulation and oversight. Private Partner: Develop the facility, lease the facility and share revenue with UDA.	Development begins after completion of MMTH
Office	**1. Joint Venture Agreement**	**The private entity develops the property and leases it on a short-term basis. Upon uptake, the private entity will share revenue with UDA proportionate to the land cost of the property.**	UDA: Land ownership, regulation and oversight. Private Partner: Develop the facility, lease the facility and share revenue with UDA.	Development begins after completion of MMTH
	2. Long Term lease Model	**The Private entity will pay an upfront land lease premium and will develop the Infrastructure**	UDA: Takes lease amount for the land Private Partner: Build Own and operate the facility for the lease period	

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

IMPLEMENTATION FRAMEWORK

Option - 1

Long term land lease

UDA leases the Land to the Concessionaire on a long term and receives the land cost in multiple instalments at the initial stage of project development.

Option 1 - Land Cost Distribution

Period	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Land Cost % payout			**25%**	**75%**								
Proportionate Payout Land Cost (to UDA)	-	-	**(35.8)**	**(107.3)**	-	-	-	-	-	-	-	-
Developer Cashflow		-	(58.1)	(142.6)	(76.0)	(39.3)	(1.8)	29.9	13.2	96.1	65.6	69.3
Annual Premium	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Cashflow	(0.0)	(0.0)	(58.1)	(142.6)	(76.0)	(39.4)	(1.8)	29.9	13.1	96.1	65.6	69.3
Developer IRR	**15.4%**											

IMPLEMENTATION FRAMEWORK

Option - 2

JV- Revenue share – with Land Cost as investment from UDA

UDA becomes a partner in the project with land as investment, and in return receives a revenue share proportionate to the land cost in the total development cost of the project.

Option 2 - Revenue share proportion to Land Cost												
Period	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
Land Cost	(143.1)											
Development Cost	-	-	(22.0)	(36.5)	(101.2)	(87.3)	(73.2)	(50.7)	(57.4)	-	-	-
Lumpsum development cost	(428.3)											
UDA Cashflow	(143.1)	-	-	-	-	-	-	7.5	3.3	24.1	16.4	17.3
Developer Cashflow		-	(22.3)	(35.3)	(76.0)	(39.3)	(1.8)	22.4	9.9	72.1	49.2	51.9
IRR to UDA	**8.4%**											
IRR to Concessionaire	**19.5%**											

3 TOD MIXED-USE DEVELOPMENT AT OLD MANNING MARKET & FORT BUS STATION

24. Transportation Demand Projection

Land use	Total GFA (sqm)	AM IN	AM OUT	PM IN	PM OUT
Commercial	88,000	942	150	176	915
Retail	62,000	391	236	1,221	1,321
Hospitality	35,000	158	62	123	158
Residential	150,000	81	277	254	162
Total	**335,000**	**1,571**	**724**	**1,775**	**2,555**

Determination of number of lanes

- The peak hourly traffic volume for the proposed development is summarized in the table above, with specific traffic generation values for different land use types, based on the *ITE Trip Generation Manual, 11th Edition*.

Peak Hour Calculation

- To determine the required number of lanes, we calculate the peak hour traffic volume:

Peak Hour Volume (Inbound) = 1,775 vehicles/hour
Peak Hour Volume (Outbound) = 2,555 vehicles/hour

Lane Capacity

- Assuming a lane capacity of 1,100 vehicles per hour per lane:

$$Number\ of\ Lanes = \frac{Peak\ Hour\ Volume}{Lane\ Capacity}$$

Total Lanes Calculation per Access

$$Number\ of\ Inbound\ Lanes = \frac{1{,}775}{1{,}100} \approx 1.61 \approx 2\ lanes\ (rounded\ up)$$

$$Number\ of\ Outbound\ Lanes = \frac{2{,}555}{1{,}100} \approx 2.32 \approx 3\ lanes\ (rounded\ up)$$

Conclusion

The existing Olcott Mawatha consists of two lanes in each direction and W E Bastian Mawatha consists of two lanes. Based on the assessment of the lane capacity mentioned above, assuming the forecasted traffic is evenly distributed among all lanes, the existing roads are expected to accommodate the traffic generated by the proposed development.

*The traffic capacity analysis above will be subject to the existing traffic conditions at the site.

25. Utilities Demand Projection

Based on the proposed unit demand for various utilities and the proposed land use distribution, projected population, and proposed built up area, the overall utilities demand for Old Manning Market and Fort Bus Station are worked out as shown in the table below

Activity	Total Water Demand (M^3/D)	Wastewater Generation (M^3/D)	Solid Waste Generation (T/D)	Power Demand (MVA)
Retail Shops	99	79	1	8.8
Apartments	450	360	2.4	
Hotel	53	42	0.3	15.1
Office	495	396	2.2	
Commercial & Bus Station	107	86	1.1	
				Co-factor : 0.6 * 0.7
Total	**1210**	**970**	**7**	**10**



05

PROJECT - 3

LOGISTICS CORRIDOR

This chapter presents the concept master plan for the LOGISTICS CORRIDOR. The content is divided into three sections: Project Overview, Site Analysis and Case Studies, and Concept Master Plan.

Project Overview provides a summary including the objectives and existing & proposed Land Use Plan. Site Analysis and Case Studies outline significant information on the existing site condition and showcase relevant precedents for conceptual proposal. Concept Master Plan provides planning strategies, detailed development programs, zoning, and implementation frameworks.



5.1
PROJECT OVERVIEW



PROJECT OVERVIEW
LOGISTICS CORRIDOR

Objectives

- **Development connecting major logistic hubs in the region**
- **It is envisaged to provide the advantages of agglomeration of economies based on logistics and industrial activities**

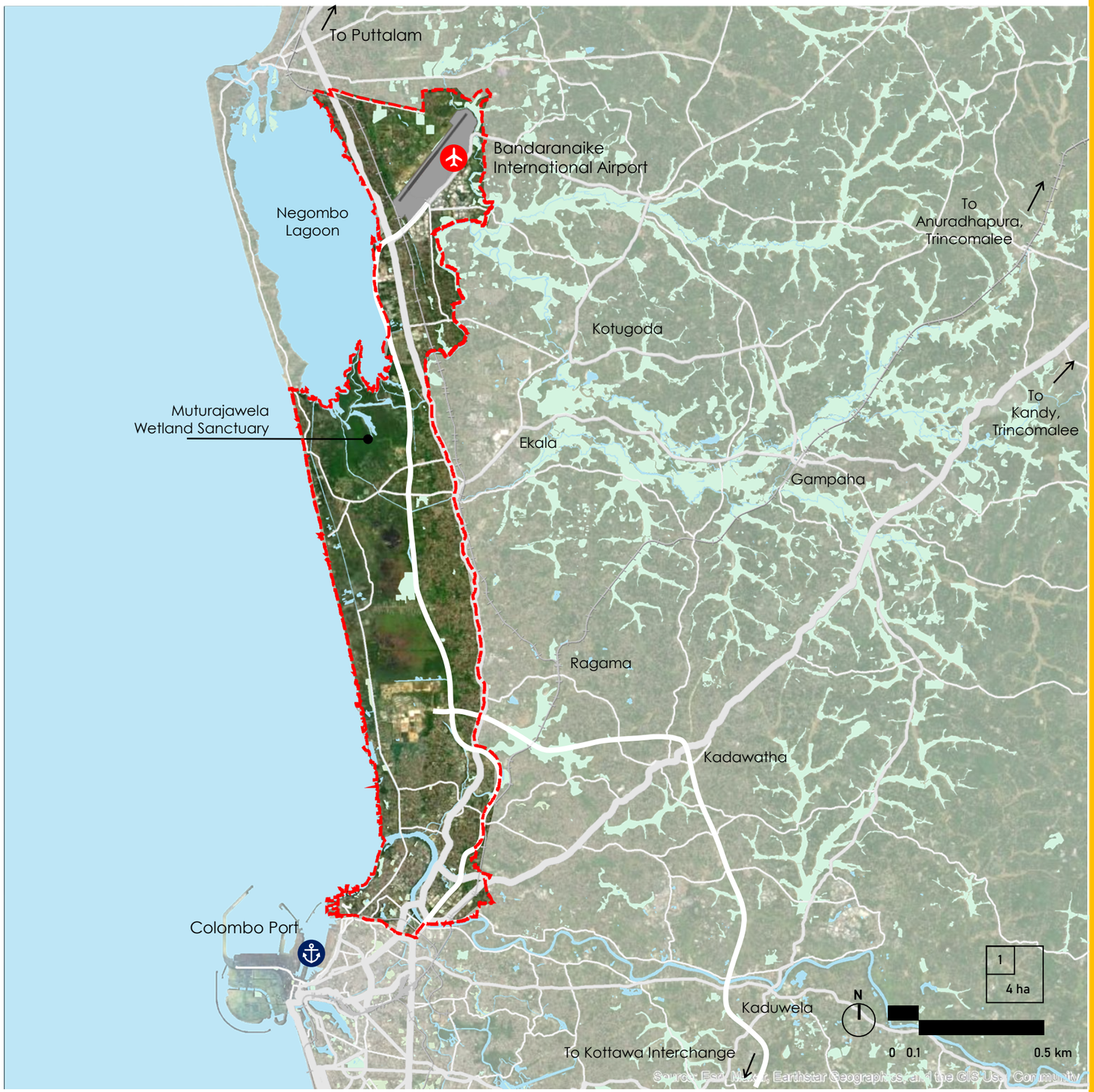
Project Boundary

Area = 10,341.7 HA

Proposal Interventions

A. Three Industrials and Logistics Nodes

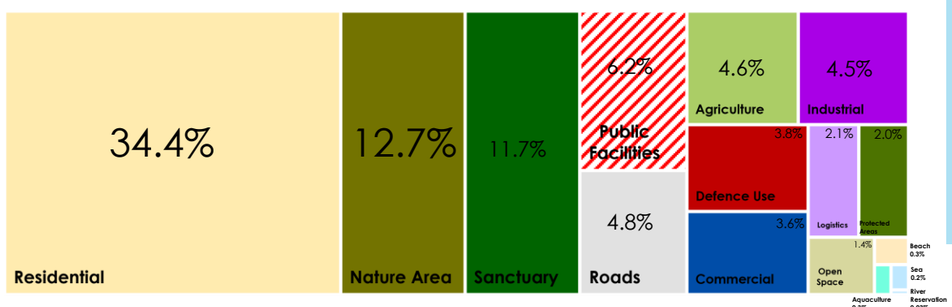
1. Paliyagoda Manning Market
2. Wattala-Kerawalapitiya
3. Ja – Ela Interchange

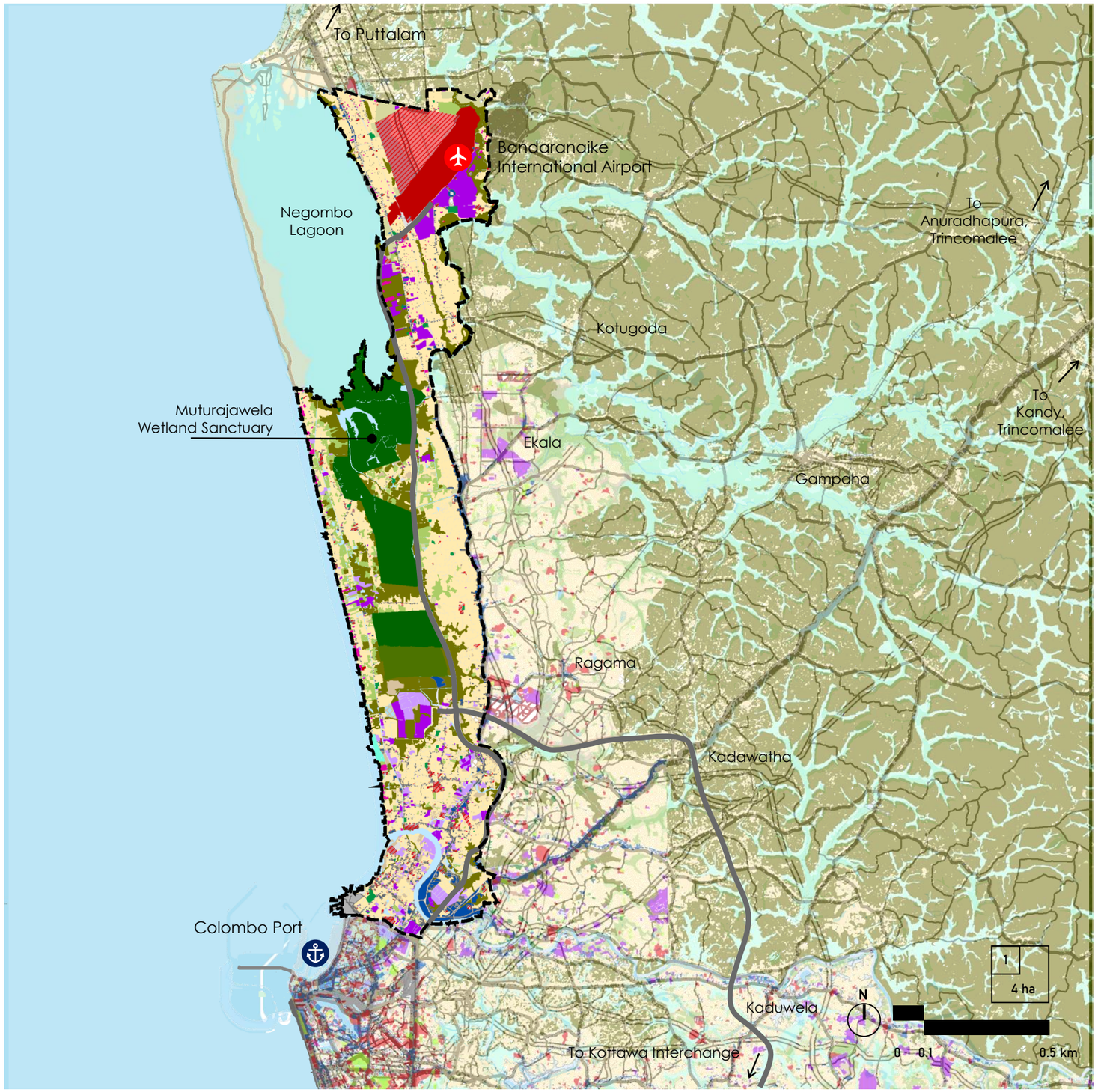


PROJECT OVERVIEW
EXISTING LAND USE PLAN

The LOGISTICS CORRIDOR project area cover a total land of 10,341.7 Ha and the existing land is predominantly occupied by the residential area (34.4%), nature (12.7%)—including the Muthurajawela sanctuary and protected area (13.7%), agriculture (4.6%), defense (3.8%), and industrial and logistics (6.6%). Other uses such as transportation occupies 0.4% of the total land, while commercial, vacant land and public facilities occupy less than 4% each.

EXISTING LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Agriculture		473.5	4.6%
2	Aquaculture		18.6	0.2%
3	Beach		34.5	0.3%
4	Commercial		376.1	3.6%
5	Defence Use		393.1	3.8%
6	Industrial		467.6	4.5%
7	Logistics		213.3	2.1%
8	Nature Area		1316.9	12.7%
9	Open Space		141.8	1.4%
10	Protected Areas		207.8	2.0%
11	Public Facilities		637.1	6.2%
12	Residential		3556.8	34.4%
13	River Reservation		3.0	0.0%
14	Roads		495.0	4.8%
15	Sanctuary		1213.9	11.7%
16	Sea		16.4	0.2%
17	Sports Facilities		36.7	0.4%
18	Tourism		65.6	0.6%
19	Transportation		38.0	0.4%
20	Utilities		53.9	0.5%
21	Vacant Land		167.5	1.6%
22	Water bodies		414.5	4.0%
Total			10341.7	100.0%

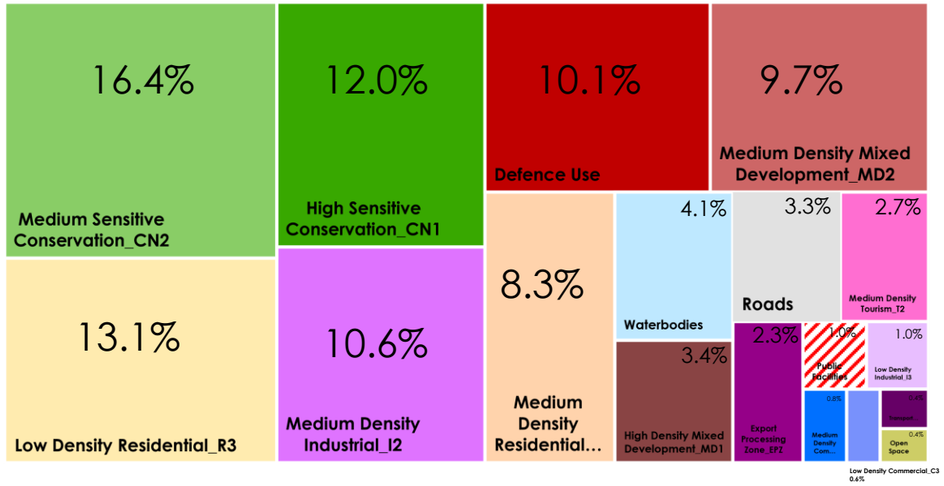


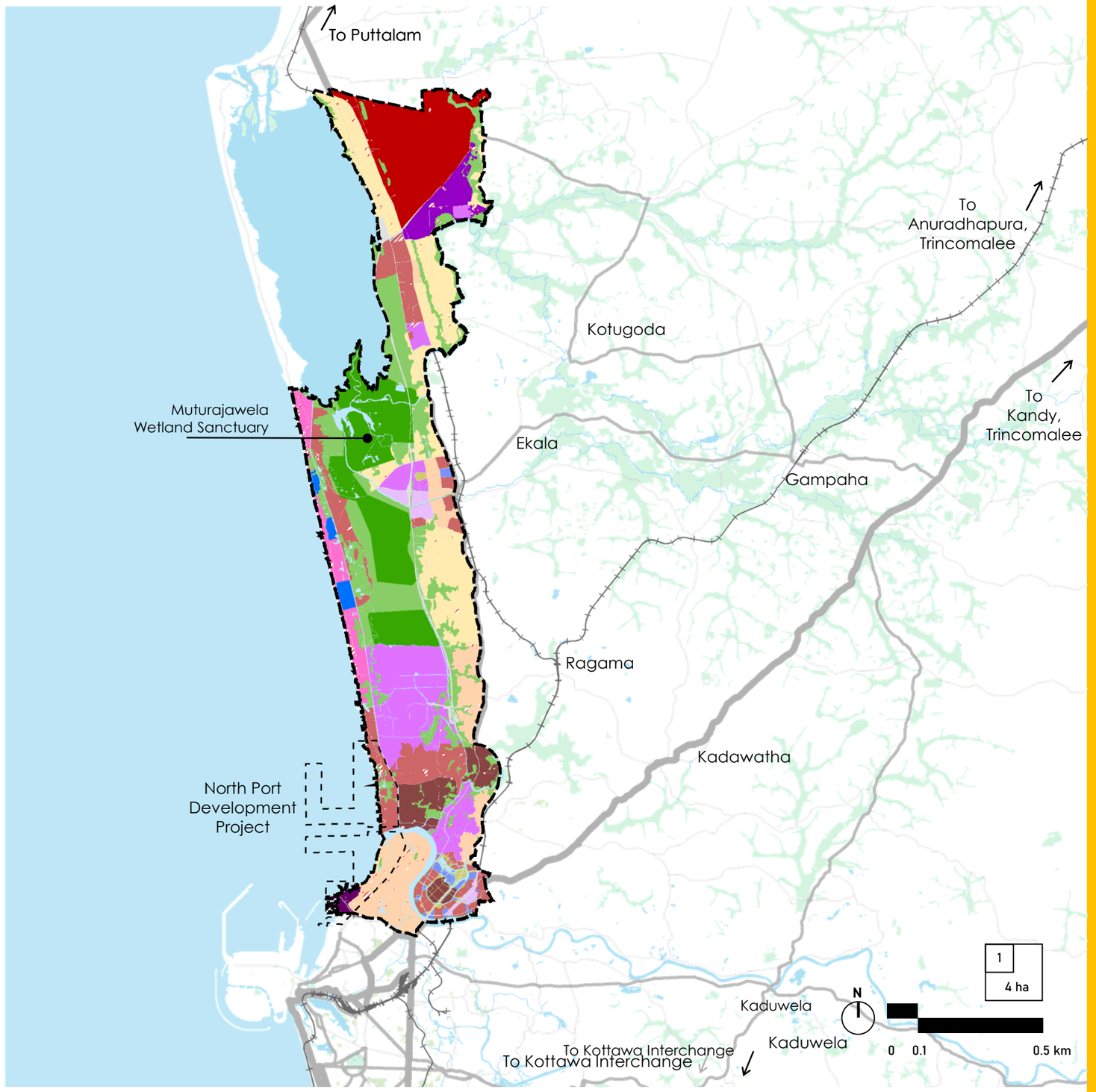


PROJECT OVERVIEW
PROPOSED LAND USE PLAN

The resulting Concept Master Plan for the LOGISTICS CORRIDOR with the 3 principles reflect development land : green & blue (open space & water) of roughly 67.1%: 32.9% meaning much of land is safeguarded for future generations.

PROPOSED LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Medium Density Residential_R2		855.2	8.3%
2	Low Density Residential_R3		1352.8	13.1%
3	Medium Density Commercial_C2		77.9	0.8%
4	Low Density Commercial_C3		60.1	0.6%
5	High Density Mixed Development_MD1		351.1	3.4%
6	Medium Density Mixed Development_MD2		1007.3	9.7%
7	Medium Density Industrial_I2		1091.4	10.6%
8	Low Density Industrial_I3		102.4	1.0%
9	Medium Density Tourism_T2		276.6	2.7%
10	High Sensitive Conservation_CN1		1237.7	12.0%
11	Medium Sensitive Conservation_CN2		1693.2	16.4%
12	Export Processing Zone_EPZ		241.2	2.3%
13	Defence Use		1040.8	10.1%
14	Transportation		46.2	0.4%
15	Open Space		39.9	0.4%
16	Waterbodies		424.2	4.1%
17	Public Facilities		104.4	1.0%
18	Utilities		0.3	0.003%
19	Roads		338.9	3.3%
Total			10341.7	100.0%







5.2
SITE ANALYSIS & CASE STUDIES

INFRASTRUCTURE
EXISTING INFRASTRUCTURE

The LOGISTICS CORRIDOR is currently well-connected by roads, rail locally and by seaport & airport internationally. Therefore, the project has an inherent potential as a leading regional hub for the integration of sea/ air cargo logistics.

The following are the examples of some of the most critical existing infrastructures:

- **E03: Colombo–Katunayake Expressway (25km)**
  - Colombo to Peliyagoda: 6-lane
  - Peliyagoda to Katunayake (Bandaranaike International Airport): 4-lane

- **E02: Colombo Outer Circular Expressway (29km)**
  - Kerawalapitiya to Kottawa: 4-lane

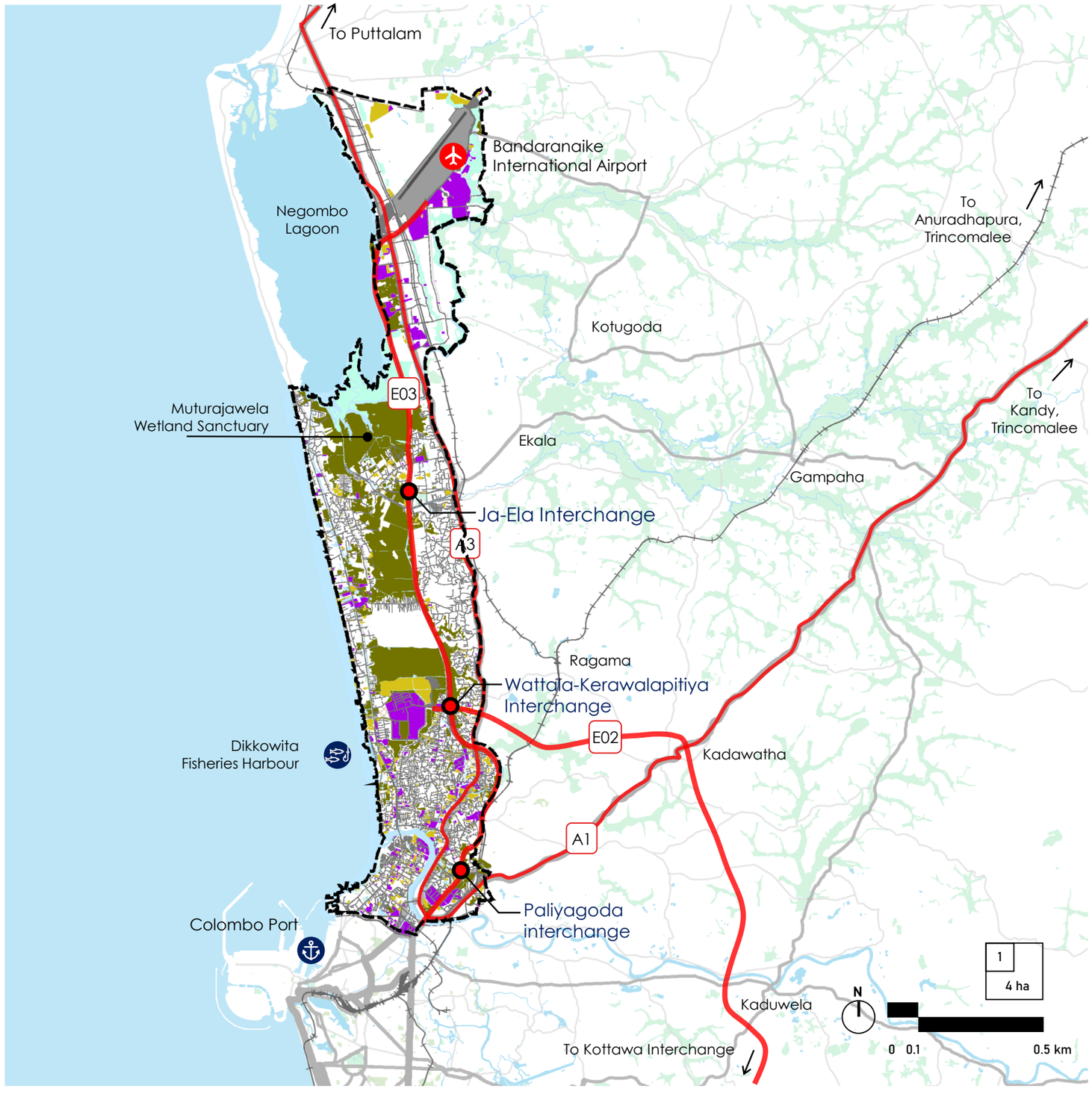
- **A3: Peliyagoda – Negombo – Puttalam (north)**
  - A-Grade trunk road, 4-lane

- **A1: Colombo-Kandy (forms segment of Asian Highway 43)**
  - A-Grade trunk road, 4-lane
  - AH43 from Bengaluru passes Madurai to Sri Lanka segment as AH44 starts at Talaimannar, Mannar, Anuradhapura, Dambukka

- **Railway:** Northwest line/ Puttalam line for passenger and cargo movement

- **Colombo port:** The largest & busiest port in the country with a capacity of 8.5 mil TEUs with future expansion up to 15 mil.[1]
- **Dikkowita fisheries harbour:** A key fishing port north of Colombo

- **Bandaranaike International Airport:** 37 airlines currently serving over 10.79 mil annual passengers and 250,000 MT cargo handling capacity. A planned expansion of Terminal 2 of 9 million passenger capacity is expected to increase the total handling capacity to 15 million passengers annually. [2]



1) https://economynext.com/
2) https://www.airport-technology.com/
3) https://www.airport.lk/

INFRASTRUCTURE
PROPOSED INFRASTRUCTURE

Sri Lanka is undergoing ambitious plans to improve its infrastructure & connectivity and its overall competitiveness in view of its strategic location in the world. The main beneficiary is the LOGISTICS CORRIDOR in the Western Region.

The following are some key upcoming infrastructure projects:

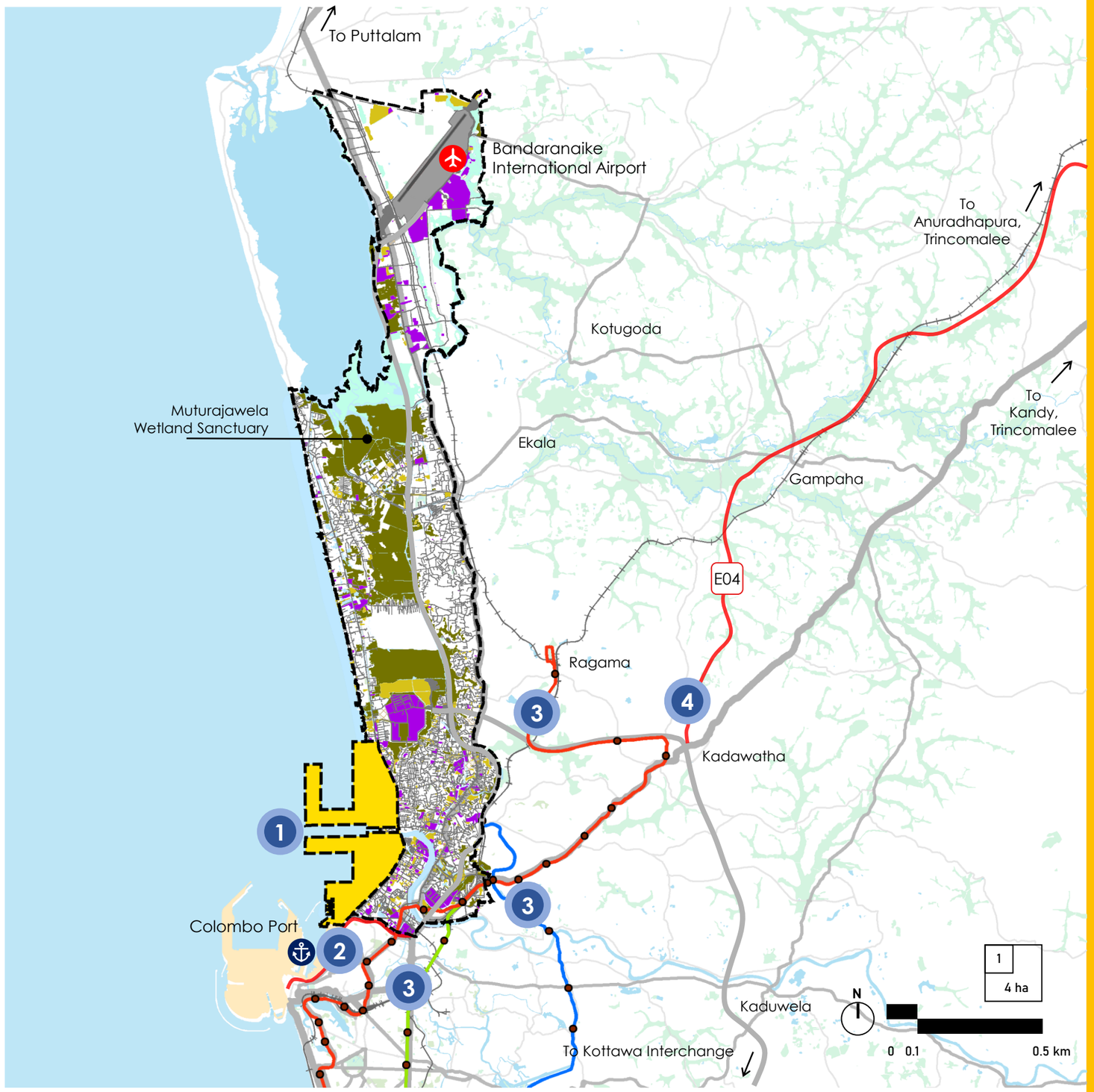
1. **North Port development project:** A long-term plan targeted for the next 10 years to enhance additional capacity need for container handing capacity of around 35 m TEU;

2. **Elevated highway:** Proposed South Asia Sub-regional Economic Cooperation (SASEC) Port Access Elevated Highway (PAEH) Project between New Kelani Bridge (NKB) and Galle Face in central Colombo to alleviate traffic congestion in the densely populated areas of Colombo and improve last-mile connectivity from the country's expressway network to the international port;

3. **LRT lines** Blue line : Hunupitiya to Kottawa
   Red line : Ragama to Kirulapona
   Green line : Kelaniya to Moratuwa

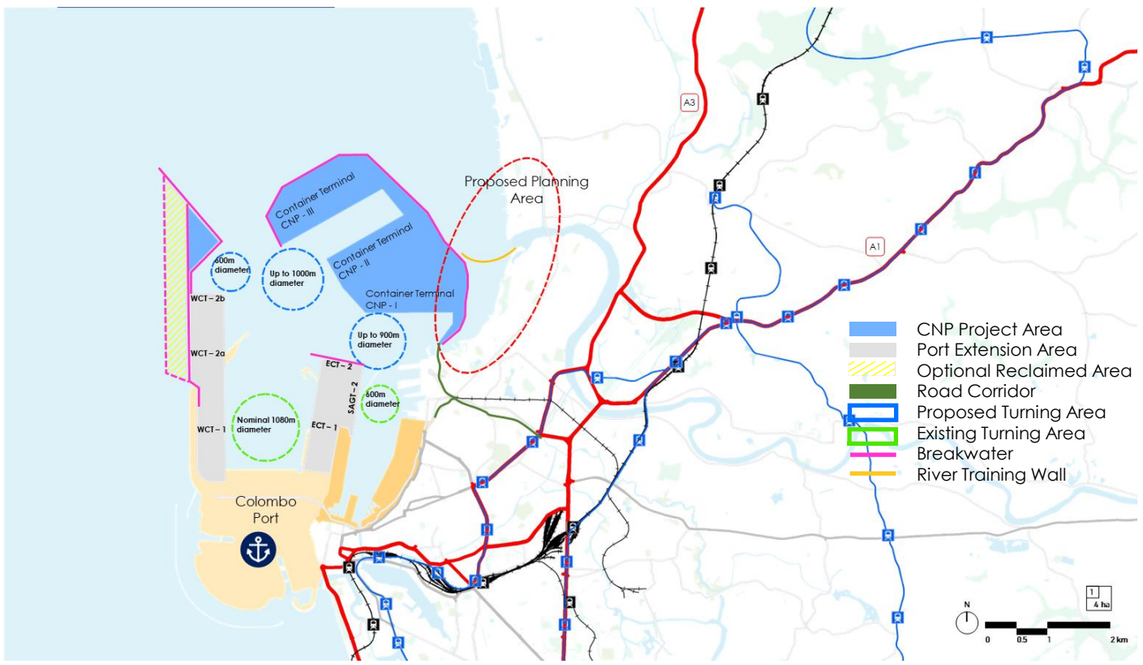
4. **Proposed Electrification of Railway Network:** Feasibility for 110km connecting Panadura-Veyangoda in the pipeline. A branch from Ragama to Negombo will benefit the LOGISTICS CORRIDOR. Project construction cost is USD1.54billion;

5. **Central Expressway (E04):** This road, currently under construction, will link Colombo with Dambulla & Kandy. It will provide a faster alternative to the existing A1 Colombo - Kandy & A6 Ambepussa - Trincomalee Highways.

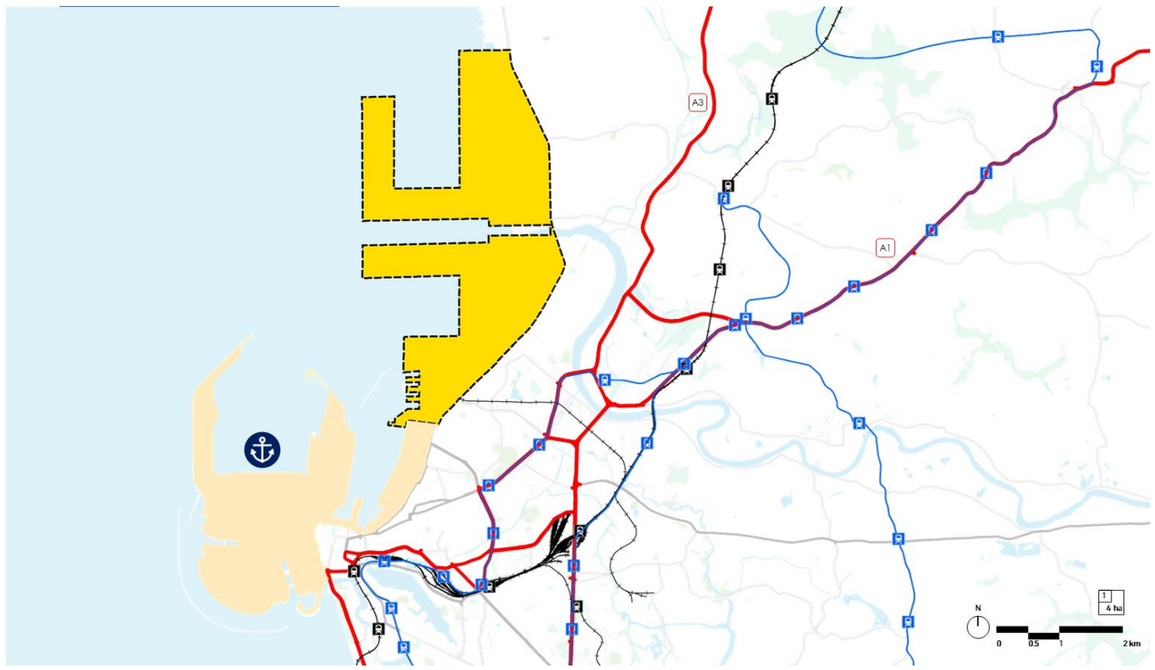


INFRASTRUCTURE
PROPOSED NORTH PORT DEVELOPMENT

North Port Area Development
(Source: Steering Committee Meeting 22 Feb 2024, proposal given by Client on 27 Feb 2024)



North Port Phase III Port B
(Source: Megapolis Plan 2003 New North Port 350ha, CESMA International)



Project Phase	North Port (Steering Committee 22 Feb 2024)	North Port A & B (2003 Megalopolis Plan)
	Cumulative TEU capacity (million)	Cumulative TEU capacity (million)
Existing (Year 2016)	7.1	7.1
Jaya Container Terminal	7.7	7.77
Eastern Terminal (ECT, South Port) 2.4 million TEUs (by 2025)	11.3	11.3
West Container Terminal (South Port) 3.0 mil TEU (2023)	14.3	14.3
North Port Breakwater (by 2030)+ South Asia Gateway Terminal (SAGT) back-to-back with ECT	25.0	25.0
North Port Terminals (Sri Lanka Ports Authority)	35.0	
If North Port A implemented (2003 Megalopolis Plan)		35.0
If North Port B implemented (2003 Megalopolis Plan)		50.0

Source: https://economynext.com/sri-lanka-colombo-plans-for-35mn-teu-capacity-with-north-port-5807/

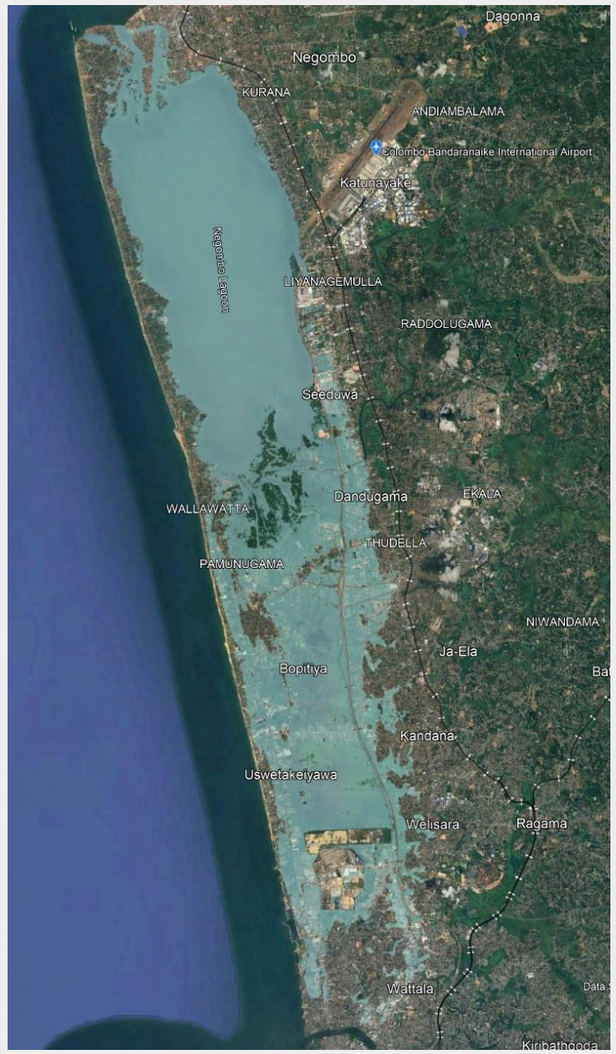
Note: For comparison, Tuas Port Singapore, officially opened on 1 September 2022, targeted completion in the 2040s with a handling capacity of 65 million TEUs (almost double the volume of 37.5mil TEUs handled in 2021). Pasir Panjang Terminal has 37 berths with a handling capacity of 34 million TEUs annually.
Tuas Port will occupy about 1,337ha of land when completed. There will be 66 berths spanning 26km capable of handling the largest container ships.
(Source: https://www.mpa.gov.sg/maritime-singapore/port-of-the-future)

ENVIRONMENT
MUTHURAJAWELA STUDY AREA

The LOGISTICS CORRIDOR project area is flood-prone, as shown on the map (on the right). Hence, to achieve the overall project objective of functioning as a 'LOGISTICS CORRIDOR,' a critical drainage system and flood mitigation plan must be developed in close collaboration with SLLDC, which is currently conducting a study and technical solution within the area.

Furthermore, a strategic (national) direction and cost-benefit analysis are required to determine the course of action for any new developments that will take place within the project boundary.





Rivers and canals within the Muthurajawela study area (left) and flooded area (right). Source: SLLDC

LAND USE POTENTIAL
DEVELOPABLE LAND

Total Developable land is 1,206 ha. It is derived after deducting the gazetted environmental areas, committed & existing built-up areas, nature areas, and rivers.

Notwithstanding, some of these existing built-up areas can be developed according to the prevailing planning regulations. For example, a private residential land can be densified or amalgamated to achieve the allowable development intensity under prevailing planning regulations in the long-term.

Similarly, non-gazetted areas such as marshy land or waterways, especially if it is under private ownership may be developed subject to prevailing planning & environmental regulations. Such waterways may be improved/ canalised to mitigate flood events and to create more usable lands.

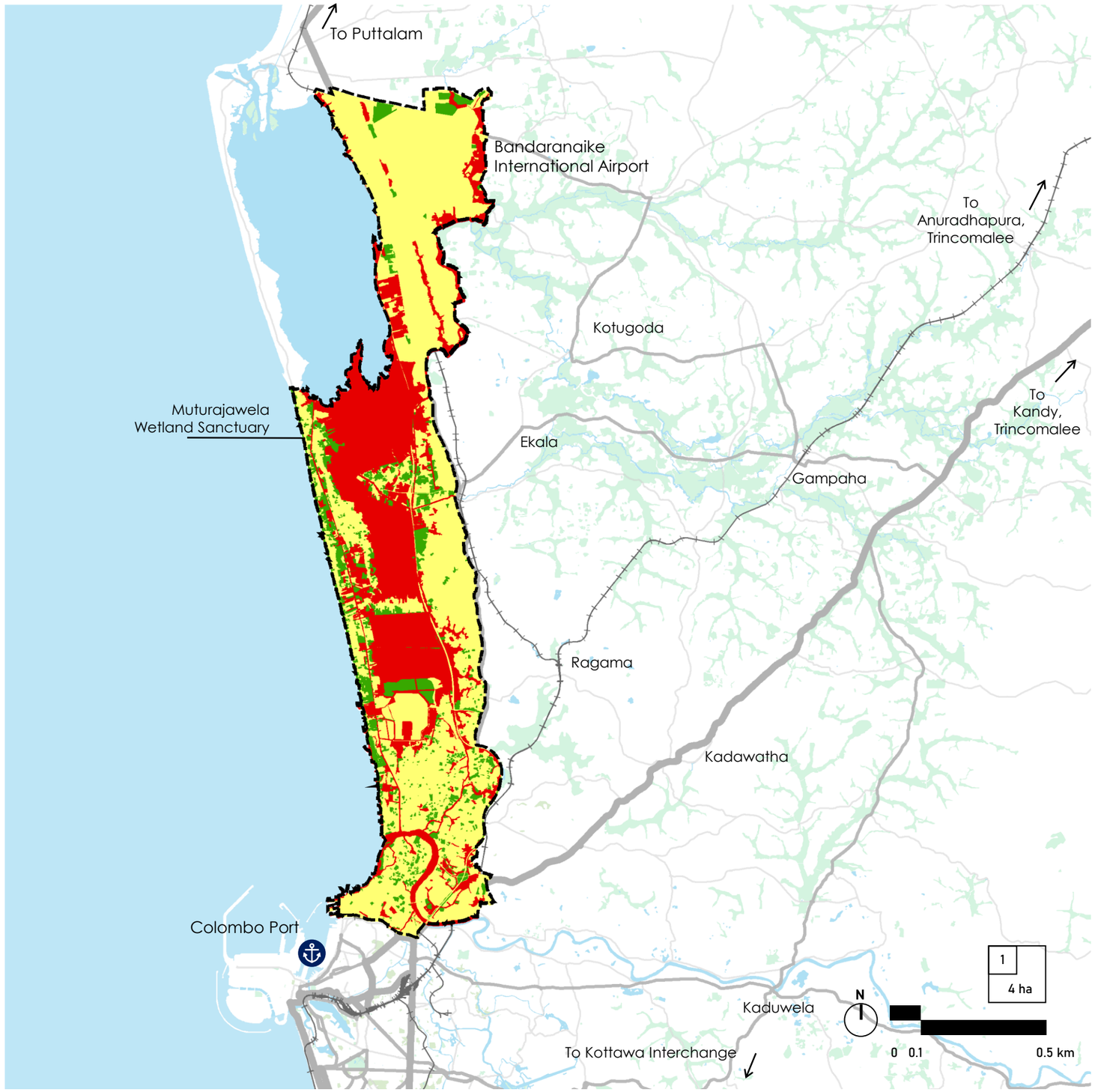
DEVELOPABLE V/S NON-DEVELOPABLE LANDS

Category	%	Area (Ha)	Legend	No	Land use	Area (Ha)
Existing Developments	61.13	6321.8		1	Agriculture	14.2
				2	Commercial	385.3
				3	Defence	416.3
				4	Defense Use_Airport_Runway	370.7
				5	Industrial	415.5
				6	Logistics	214.7
				7	Nature Area	159.4
				8	Open Space	27.2
				9	Public Facilities	223.9
				10	Public Utilities	47.6
				11	Residential	3436.4
				12	Roads	489.4
				13	Sports Facilities	17.5
				14	Tourism	33.2
				15	Transportation	46.7
				16	Transportion_Parking	2.7
				17	Unclassified	19.8
				18	Vacant Land	1.2
Developable areas	8.51	880.2		1	Agriculture	401.8
				2	Beach	33.8
				3	Logistics	19.1
				4	Nature Area	93.2
				5	Open Space	92.4
				6	Public Facilities	0.3
				7	Residential	2.1
				8	Unclassified	5.5
				9	Vacant Land	232.0
Non-developable areas	30.36	3139.7		1	Agriculture	2.7
				2	Logistics	2.0
				3	Nature Area	1426.4
				4	Open Space	0.6
				5	Public Facilities	0.2
				6	Residential	7.1
				7	Roads	0.5
				8	Sanctuary	1313.3
				9	Tourism	0.0
				10	Unclassified	9.6
				11	Vacant Land	1.3
				12	Water bodies	2.7
				13	Waterbodies	373.3
					Grand Total	**10341.7**

61.13%
Existing settlements

30.36%
Non-developable nature area

8.51%
Developable



KEY DEVELOPMENT THEMES



ECONOMIC

How to leverage on the exceptional strategic location of the LOGISTICS CORRIDOR to generate economic benefits for the country?

How to improve connectivity especially last-mile connectivity to increase profitability for businesses and reduce commuting time for workers & residents?



SOCIAL

How to harness joint ownership of the proposals in these plans from the public sector, private and the community?

How to create a nurturing ecosystem of talents from the local community, the Sri Lanka diaspora, the businesses to make the LOGISTICS CORRIDOR a strong magnet for growth in the country?



ENVIRONMENT

How to ensure that the environmental assets are protected while allowing appropriate land to be improved or developed that will bring new opportunities for the greater benefit for the communities and the country?

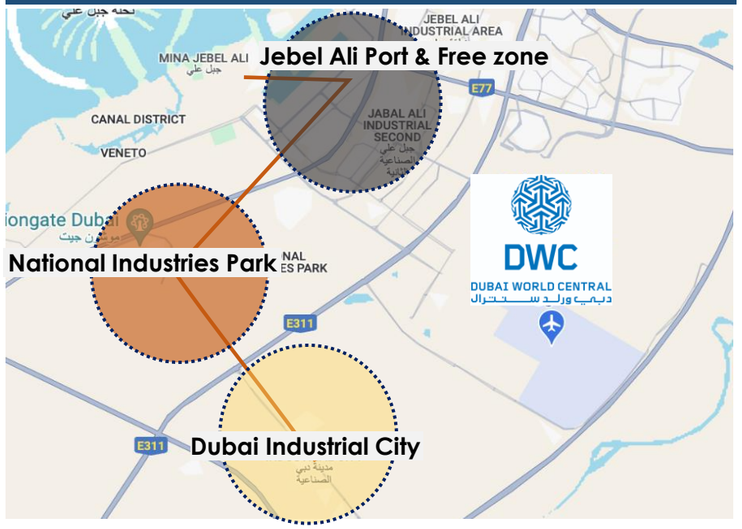


INFRASTRUCTURE

How can we mobilise infrastructure to achieve the development-environment-social outcomes?

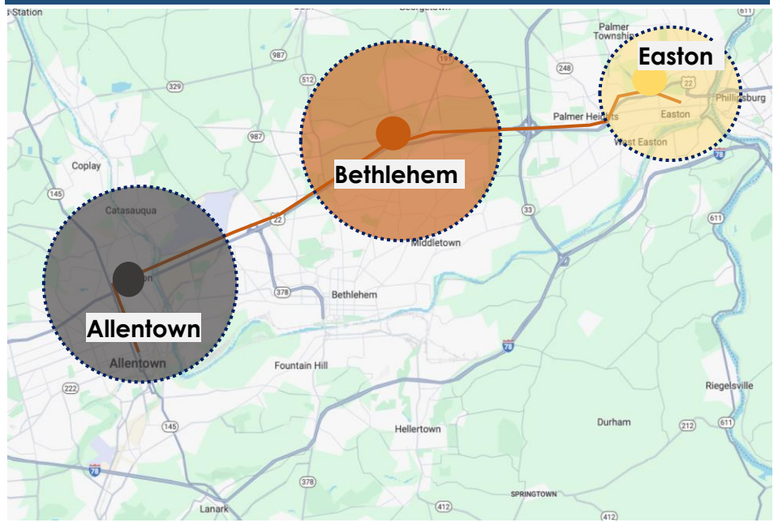
CASE STUDIES
LOGISTICS CORRIDORS

JEBEL ALI- DUBAI INDUSTRIAL CITY



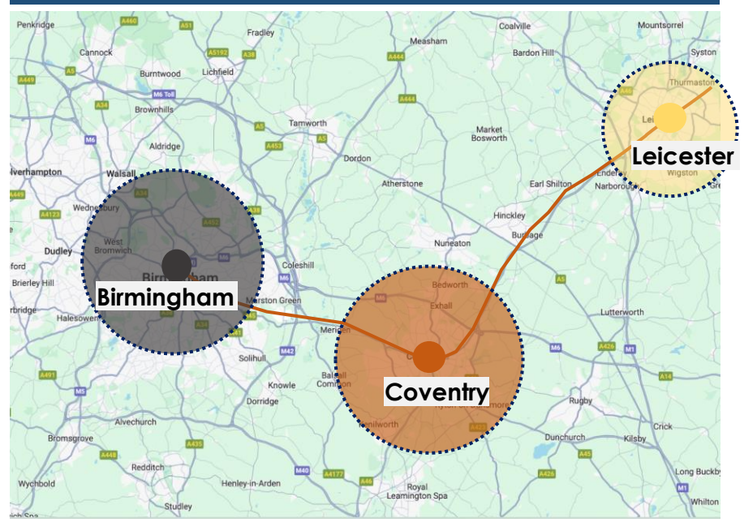
Location	Dubai, UAE.
Length	All 3 Zones are within a 20km catchment radius 8km between Jebel Ali Port-Dubai World Central LOGISTICS District
Major Nodes	Jebel Ali Free Zone, National Industries Park, Dubai Industrial City
Major Players	DHL, FEDEX, ARAMEX, DP WORLD
Major Infrastructure	• Jebel Ali Port • Al Maktoum international airport
Critical Success factors	• World's leading hub for integration of sea/ air cargo LOGISTICS enabled by its intermediary location & strong government support • Attractive to expatriate skilled Workforce & provision of housing • Security and Risk Management
Support Components	• Excellent Infrastructure & Transportation Network • Supply Chain Management: LOGISTICS Services, Supplier Networks

ALLENTOWN - BETHLEHEM-EASTON



Location	USA (outside New York-New Jersey-Philadelphia metropolitan region)
Length	Approximately 30 km
Major Nodes	Allentown, Bethlehem, Easton
Major Players	Amazon Fulfillment Center (335,000m2), Walmart E-commerce Fulfillment Center
Major Infrastructure	Lehigh Valley International Airport, Lehigh Valley Industrial Park, Northampton Community College
Critical Success factors	• Lehigh Valley is US mid-Atlantic hub for warehousing & fulfillment to 40% US consumers within a 6-hr. truck drive • Lower cost of living, lower taxes, more affordable real estate and ease of access by highways, air, railways and sea to NY-NJ-Philadelphia • Attractive to companies and startups to relocate from higher cost areas new jobs
Support Components	• Educational Institutions • A variety of recreational facilities

BIRMINGHAM - COVENTRY- LEICESTER



Location	United Kingdom (Midlands)
Length	Approximately 70 km
Major Nodes	Birmingham, Coventry, Leicester
Major Players	Amazon Warehouse, DHL, BMW
Major Infrastructure	• Birmingham is highly accessible by the M5, M6, M40 and M42 motorways with the Gravelly Hill Interchange • Birmingham Airport: international destinations • Five universities including University of Birmingham; National Exhibition Centre, High cross Leicester, MIRA Technology Park
Critical Success factors	• Birmingham is the second largest city in UK; an important transport retail events and conference hub • Established manufacturing base that nurtured science, technology innovation

CASE STUDIES
LOGISTICS CORRIDORS – LESSONS LEARNT

THE THREE BENCHMARKED LOGISTICS ZONES/ CORRIDORS

The three benchmarked LOGISTICS CORRIDOR were selected based on:

1. Impact to the larger geographical region of influence: Does Sri Lanka or the Western Region have the population catchment or market to attract foreign investors? Nearshoring. Can Sri Lanka Western Region be a nearshoring hub similar Vietnam;

2. Location:
   All three are LOGISTICS hubs for companies like Amazon, Walmart in hinterlands to major urban areas within a 2.5 hr. drive such as the high-cost New York metropolitan area;

a. Ability to re-invent themselves through a bold vision: Allentown-Bethlehem-Easton (steel making base) & Birmingham (Midlands) able to transform their economy from heavy manufacturing to services, knowledge and LOGISTICS sectors;

b. Government commitment to implement market-responsive actions, lower business costs (fiscal and non-fiscal), investor-friendly policies to facilitate innovative infrastructure and processes, as seen in Dubai's importance in sea-air cargo LOGISTICS.

LOGISTICS CORRIDOR, WESTERN REGION, SRI LANKA

The LOGISTICS CORRIDOR has attributes that can potentially develop into a formidable logistic destination given a bold vision that adopts a balanced approach to sustainability in economic growth, environment protection and social progress for the residents.

The three benchmarks by themselves have a small local market and population base yet able to serve a larger regional market with strong pro-business implementation policies, building connectivity with trade partners and attract talents and companies to locate/ expand there.

The LOGISTICS CORRIDOR is anchored by the Bandaranaike International Airport to the north and Colombo Port cluster to the south.

These can be holistically considered in a structure plan for the LOGISTICS CORRIDOR with implementation strategies that the residents, returning Sri Lankan talents and overseas talents can work, live, recreate, study and thrive in the LOGISTICS CORRIDOR.

For a successfully implemented LOGISTICS CORRIDOR, there are supporting amenities and activities that can generate jobs, bring about downstream benefits such as housing demand and increase in purchasing power for the amenities being offered.


Jebel Ali Free zone LOGISTICS base


FedEx Ground Flex Hub, Allentown, Pennsylvania, US


Lakeside, Birmingham Business Park, UK



5.3
CONCEPT MASTER PLAN

INTORDUCTION

FINDINGS FROM STAKEHOLDERS SURVEY & FEEDBACK FROM STAGE 2

During the Stage 2 Stakeholders meeting on 24th April 2024 in Colombo, a stakeholder surveys were carried out for the LOGISTICS CORRIDOR and Peliyagoda New Manning Market. About 90 respondents provided their feedback through Mentimeter survey.

Some of the significant responses are summarised and listed here. The findings are very insightful and will be taken into consideration and incorporated in the development positioning, strategies and Implementable actions for the LOGISTICS CORRIDOR.



Responses to the question about the primary problems within the Peliyagoda New Manning Market

LOGISTICS CORRIDOR

1. How do you perceive the existing LOGISTICS CORRIDOR from Peliyagoda to Bandaranaike International Airport? [Average, 12 responses out of 42]

2. How do you believe the balance should be struck between environmental conservation, residential housing and logistics development along corridor? [seek a balanced approach that considers the needs of the stakeholders while minimizing environmental impact]

3. What public facilities and residential amenities do you believe are currently lacking along the corridor? [Affordable housing options & public transport infrastructure (bus stops, train stations)

4. How do you perceive the Hamilton Canal in terms of its significance for transportation and leisure activities? [very significant for both]

5. Should residential development be considered for Ja-Ela and the waterfront area along the sea? [Yes]

Peliyagoda New Manning Market

1. What do you perceive as the primary problem(s) with the Peliyagoda New Manning market area?

   - Transport: no transport facilities, no connectivity,
   - flooding

2. What services should be near Peliyagoda Manning Market to support its operations and enhance effectiveness?

   - Transport and LOGISTICS services
   - Retail outlets for complementary products and supplies
   - Storage and warehousing facilities

Overall Findings for all Sites

1. Any questions or suggestions for UDA and SJ?

   - Individual views in written format within a shorter period as Mentimeter survey will not show best comment; to gather data by demographic aspects (5 responses)
   - Involve the private sector stakeholders and community to obtain feedback (4 responses)
   - Consider project financing models while planning (5 related responses)
   - Environment top priority in any development, eco-sensitive & sustainable (3 responses)
   - Flooding (3 responses)

1 response each:

- Develop LOGISTICS area as Free Port
- Roads maybe developed as existing facilities not enough
- Affordable solutions when developing infrastructure & accessibility
- Study (to be shared) to all (stakeholders) before plans to connect projects
- Option to encourage pedestrians & cyclists in CBD, consider removing three-wheelers.

DEVELOPMENT POSITIONING - VISION & STRATEGIES





Affordable Housing & amenities

Sri Lankan diaspora closer to families

SOCIAL
Better Quality of Life

Environment monitoring

Eco-sustainable Urban solutions

ENVIRONMENT
Research
Innovation, new technology & green opportunities

ECONOMY
Industry-Education-Innovation ecosystem

Long-term planning with phased implementation

Transport & Infrastructure improvement





OVERALL CONCEPT MASTER PLAN GUIDING PRINCIPLES

Framed towards achieving the development positioning and vision, the Concept Master Plan for the LOGISTICS CORRIDOR is developed spatially based on the following overall guiding principles. In addition, the concept master plan will focus on the three nodes, namely Peliyagoda, Wattala-Kerawalapitiya Node, and Ja–Ela Node.

A balanced, realistic and incremental approach

Occupying a strategic position between Colombo Port & BIA, the Concept Master Plan will consider the geographic assets, challenges, stakeholders' concerns and future growth & economic prosperity of Sri Lanka and communities residing within the Corridor in developing a Concept Master Plan that is balanced, realistic and incremental in implementation.

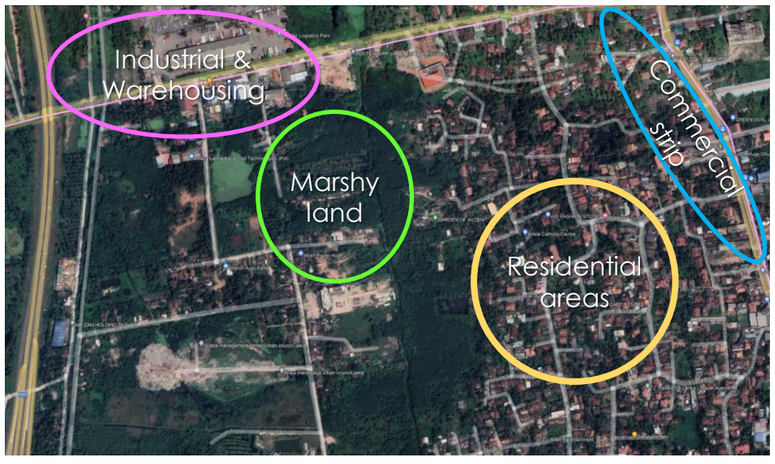
In parallel, infrastructure provision will be staged in tandem with the demands as existing lands are being developed and economic goals of the government



https://airseaLOGISTICSs-me.com/

A rational approach to the allocation of land resources

The existing urban fabric represents an organic growth in the Western Region. Hence, the Concept Master Plan takes a long-term comprehensive view to allocating land resources prudently and to create a conducive environment for greater economic growth of Sri Lanka. Commercial uses are proposed to be clustered into commercial zones instead of being distributed along major roads. Non-residential uses such as industrial and warehousing will be re-allocated to comprehensively-planned areas away from residential areas. Land for residential use will be considered for higher optimization to cater for future population increase. Existing road networks will be considered to minimize disruption in connectivity between communities.



A consultative approach in protecting environmental assets

The gazetted Muthurajawela Wetland Sanctuary and the regulatory coastline will be respected in the Concept Master Plan. Nevertheless, much of the developable land has already been developed. Existing waterlogged lands, marshy lands which are not gazetted can be considered developable land with future land improvement and proper drainage.

Appropriate uses and development types will be introduced befitting the site features, and the character of the communities.



PLANNING STRATEGIES
LEVERAGE ON PORTS & INFRASTRUCTURE

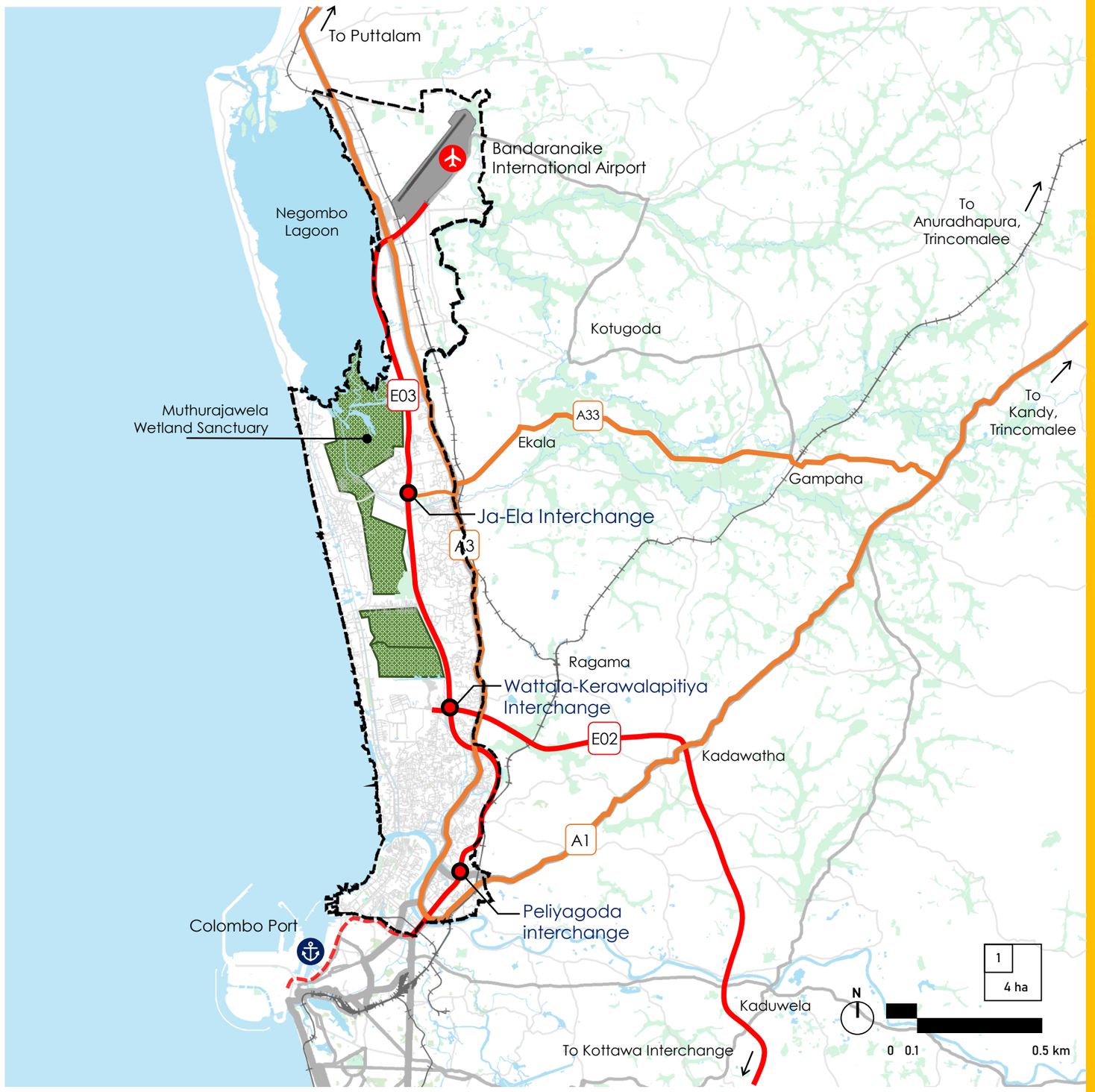
E S EN I

1. Leverage on the existing ports and infrastructure.

The aim of the LOGISTICS CORRIDOR is to tap into strategic opportunity based on Colombo's strategic location as a maritime and trading hub in the Indian Ocean, supported by two important ports: Colombo Port as a maritime hub and Bandaranaike International Airport as an aviation hub. Two ports are linked by multimodal connectivity, such as roads, expressways and railways for freight handling and transportation.



Aerial View of the Peliyagoda, part of the Logistic Corridor zone, connected to the Colombo CBD area by Expressway (E03).



PLANNING STRATEGIES
LEVERAGE ON PORTS & INFRASTRUCTURE

CONNECTIVITY & INFRASTRUCTURE

- The transport-transit hub & integrated sea-air Logistics for businesses to invest in Sri Lanka along the Maritime Silk Route;
- The southern anchor of the LOGISTICS CORRIDOR are the Colombo Ports, North Port expansion to create a strong Port-Port City-Airport-City Activity Corridor (36km);
- Bandaranaike International Airport the gateway airport into Sri Lanka as the northern anchor for aviation Maintenance, Repair and Operations (MRO) Centre for South Asia (nearshoring) can be expanded into an Airport City in the long-term;
- Introduction of water metro along Kelani River (& along selected canals subject to specialist study).

TOURISM

- A Tourism destination: environmental assets (The Oceanfront, Negombo Lagoon, Muthurajawela Environmental Protection Area), Meetings-Incentives-Conventions-Events (MICE), medical tourism, ecotourism & instagramable landmarks, all under 1 hr. road distance;
- Enhancement of New International Events: Colombo Marathon/ Cycle on the Oceanfront, boat race along Kelani River;
- Upgrading of skillsets to the emerging technology, creative, & green service sectors.

ENVIRONMENTAL ASSETS & SUSTAINABLE SOLUTIONS

- Protection of biodiversity areas such as Muthurajawela Environmental Protection Area, Negombo Lagoon;
- Showcase of environment-economy-social harmony in development through nature-based Eco sustainable urban solutions powered by renewables that can be applied to the other areas in Sri Lanka;
- Research innovation on new technologies for:
  1. Impact on climate adaptation of crop varieties and animals tolerant of extreme weather;
  2. Monitoring of new industrial sectors to the environment with digitalisation;
  3. Provision of land & spaces to promote mangrove regeneration, water-waste recycling and energy recovery to respond to climate change as Leisure-Education.



https://www.ramco.com/



https://www.srilankabusiness.com



https://www.ship-technology.com/

PLANNING STRATEGIES

SYNERGY BETWEEN THE EXISTING & THE FUTURE

E S EN I

2. Create a synergy between the existing & the future

The LOGISTICS CORRIDOR consolidates and integrates the existing and potential industrial and logistic nodes of different functions and facilities.

LEGEND:

- K — Katunayake EPZ Zone
- B — Minuwangoda Industrial Estate
- E — Ekala Industrial Estate
- J — Ja-Ela Industrial Node
- W — Wattala - Kerawalapitiya Industrial Node
- P — Peliyagoda New Manning Market
- KU — University of Kelaniya – Higher Education Zone



PLANNING STRATEGIES

SYNERGY BETWEEN THE EXISTING & THE FUTURE

The three major established industrial zones within the LOGISTICS CORRIDOR are Katunayake EPZ under BOI, Sri Lanka, Minuwangoda Industrial Estate and Ekala Industrial Estate under the Ministry of Industry (Industrial Development Board). These zones are almost fully occupied; new lands are needed to provide economic benefits and employment.

Katunayake Export Processing Zone
(531 acres, established 1978)

With 291 acres of industrial land, Katunayake is the largest EPZ in Sri Lanka & it leverages its proximity to Bandaranaike International Airport (BIA). Almost fully leased out to sectors in cargo, sensors & equipment, optical components, plastic injection molded products, textiles and garments. The BOI is targeting sectors of precision engineering chemicals, machinery & equipment, solar panel systems & assembly, vehicle parts, pharmaceutical/ rubber-based products, electronics and commercial hub operations for the expansion lands in the EPZ. [1]

Minuwangoda Industrial Estate
(15 acres)

Located at Japalawatta, Minuwangoda Industrial Estate has 20 plots inclusive 14 fully-leased plots for metal, dies & molds, packing, apparel and textiles, gems & jewellery, electronics, automobile components, processed foods & footwear, located in Japalawatta, 11.7km from BIA by Veyangoda Rd/B208 and B111. Mostly, local enterprises provide 600 jobs. [2]

Ekala Industrial Estate
(200 acres, established 1962)

27km from Colombo, Ekala Industrial Estate is fully leased out to 60 local small and medium enterprises in packaging, food processing, machinery assembly, engineering, manufacturing of rubber and plastics products, apparel, industrial chemical raw materials, paints, and metal products. [3]

Three new Nodes were identified in the LOGISTICS CORRIDOR for development implementation as Proposed Interventions. These Nodes are located on prime sites well-connected to the Colombo Port and BIA.

Peliyagoda Dry Food Market
(13.5 acres gross)

This Node is to complement the new Manning Market which is the relocation site for Pettah Market. The site is directly accessible from Peliyagoda Interchange at E3 & to A1 (Colombo-Kandy Road)-A3 at the municipal limits of Colombo City. The future Peliyagoda Railway station is to be built along the Colombo-Kandy Rd.

Wattala - Kerawalapitiya Industrial Node
(200 acres gross)

This Node is dominated by the Yugadanavi (300MW operational) & Sobadhanavi (350MW, phase 1 completed) power plants and some existing warehouses and industries. Envision by the Client as a Dry Port, this Node is directly accessible to the Kerawalapitiya Interchange that can act as an intermodal terminal connected by road to the Colombo Port and BIA for the transshipment of sea cargo to inland destination as well as aggregating, sorting and consolidation of the final products into containers for export through Colombo Port and or airborne cargo for through BIA.

Ja-Ela Node
(200 acres gross)

Located midway between the Colombo Port and BIA, the Ja Ela Node fronts the Expressway E03 and trunk road A03. This Node is directly accessible by the Ja Ela Interchange. In view of its strategic location, a variety of development types, land uses and activities is possible at Ja Ela Node, capitalizing on its site assets and locational advantages.

University of Kelaniya

(Annual intake 12,107 undergraduate, 1,984 graduate students. Graduating 1,587, 984 respectively).

Located 1.5km from Peliyagoda, the public university has 7 faculties, including Computing & Technology, Medicine and Science. The academia, students and graduates may find opportunities at enterprises in LOGISTICS CORRIDOR on business, Logistics, urban and environmental solutions. [4]



University of Kelaniya. Faculty of Medicine (above), Faculty of Science (below).

Source:
1)https://investsrilanka.com/wp-content/uploads/2023/08/Katunayaka-Export-Processing-Zone_compressed.pdf
2) https://www.industry.gov.lk/web/minuwangoda/
3) https://landbank.idb.gov.lk/product/ekala-industrial-estate/
4) https://fct.kln.ac.lk/

PLANNING STRATEGIES
PROTECT NATURAL HABITATS

E S EN I

3. Protect natural habitats in a rapidly urbanizing area

Over 30% of the land within LOGISTICS CORRIDOR are in natural state. Notwithstanding, such lands are threatened by development pressures and population growth. While the Muthurajawela Wetland Sanctuary (1,213.9ha) is protected by gazette, there are other natural areas which needs to be protected from further degradation.

A whole-of-government approach to tackle the use, management and prevention and enforcement of further human disturbance to these natural habitats and buffer zones together with infrastructure provision and public education is imperative.

PA1 Protected Area 1 (Muthurajawela Sanctuary) = 1,090 ha

PA2 Protected Area 2 (Muthurajawela Environmental Protection Area) = 230 ha

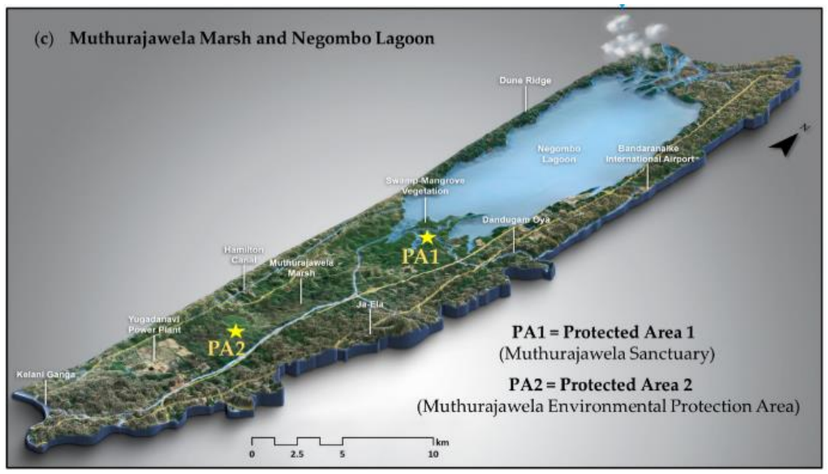


Diagram of Protected Area at Muthurajawela Wetland Sanctuary.



PLANNING STRATEGIES
PROTECT NATURAL HABITATS

Muthurajawela Wetland Sanctuary

Located south of Negombo Lagoon, Muthurajawela Wetland Sanctuary is Sri Lanka's largest saline peat bog at 3,068 ha of which 1,777ha was gazetted in 1996. The Sanctuary supports 192 flora species, 209 fauna species and another 102 bird species. It was mostly likely a freshwater wetland fed by the Attanagalu Oya originating in Galapitamada in central Sri Lanka, it was affected by saline intrusion from the man-made colonial canals, human disturbance & industrial activities.

The Sanctuary possess unique and highly diverse ecosystem at the doorstep of a highly urbanized area, both making it very accessible to urban residents for soaking in nature, yet the Sanctuary is threatened by development pressures.

The Sanctuary offers ecotourism activities such as birdwatching; outdoor lessons in history, culture, biodiversity protection, wonderful for school excursions and families.

Dutch Canal (16km)

The Dutch canal, built 1658-1795, connects Kelani River to Negombo, the historic port to the north, widening the first canal by the Portuguese (1613) to transport spices (cinnamon & black pepper) and to drain saltwater from the rice fields. As the Muthurajawela Sanctuary is 2 to 3m below sea level and the Kelani and Negombo ends of the canal are intertidal zones, the Dutch canal, a network of canals, was not able to overcome the saltwater infiltration into the rice fields.

Muthurajawela Dutch canal Boat ride starts/ ends at Wattala, (between the Wattala–Kerawalapitiya Node and Peliyagoda Node), Negombo or Katunayake, offering picturesque views of local fishing community and spark ideas for sustainable solutions to overcome the challenges for preserving the region's culture and history while deploying technology innovation into the fishery sector such as land-based aquaculture as an adaptation of the fishing community's livelihood.

Hamilton Canal (14.5km)

Built 1802-04m, the Hamilton Canal, runs parallel to the Dutch Canal but in fact, worsened the salinity of the already impacted Muthurajawela Sanctuary.

With the construction of the railway between Puttalam and Colombo in 1926, water transport along the Canals was abandoned.

These 3 places have a rustic charm that can be improved with facilities to cater for ecotourism and limiting the number of tourists, whether day trippers or overnighters, to preserve the fragile ecosystem. Luxury hospitality accommodation and green water transport modes are advocated. Such a well-endowed biodiversity environment is best supported by infrastructure improvements, stringent environment regulations, public education and enforcement are highly recommended to prevent discharge into the waterways and not degrade the natural habitats.



Muthurajawela Wetland Sanctuary. (Source: https://www.getyourguide.com)



Hamilton Canal (Source: https://www.tripadvisor.com.sg)



Hamilton Canal (Source: https://www.lovesrilanka.org)

PLANNING STRATEGIES
PROMOTE A BALANCED DEVELOPMENT

E S EN I

4. Promote a balanced development of three strategic nodes with environmental sustainability

Due to the land availability and need of industrial land, the following three sites will be the priority nodes for development:

J. Ja-Ela Node – Satellite Township

W. Wattala – Kerawalapitiya Node– Proposed Dry port

P. Peliyagoda New Manning Market Node – Proposed Dry Food Market



PLANNING STRATEGIES
PROMOTE A BALANCED DEVELOPMENT

JA-ELA
SATELLITE TOWNSHIP



Key Plan. Existing site condition.



Titan Campus, Bengaluru (source: www.archdaily.com

EXISTING SITE & SURROUNDINGS

- Site is located close to the gazetted Muthurajawela Environmental Protection Area.
- The wetland or abandoned paddy lands (in light green) are identified as a regular flooding area and act as natural detention areas to accumulate excess flood water. This issue can be addressed with a comprehensive drainage plan that must be developed before project implementation.
- Per the CEA regulations, IEE or EIA needs to be submitted for approval for use of these wetlands for appropriate development.
- This area is predominantly a Catholic community area, and the consent of the church and the community is vital for any development. Proper community consultation plans.



Business Park on waterbodies. Electronic City Phase 2, Bangalore, India.

PROPOSAL

- Need for comprehensive Drainage proposal with proposed platform levels to overcome the waterlogged lands and mitigate flooding challenges.
- Two types of housing to integrate the existing housing types with new housing, including affordable housing;
  1. R1 for low-density housing;
  2. R2, medium density up to 4-storeys such as clustered housing. Schools in R1 & R2;
- Mixed Use (MU) recognizes the organic growth of the area, promotes the vibrant environment in Sri Lanka's urban areas. Allowable uses such as hotel, housing, commercial amenities, subject to authorities' approval; Regional hospital on commercial zone to serve the larger region;
- Innovation Park & Logistics mainly on flood-prone areas that can be backfilled. These lands can be designed as large campuses that capitalise on the use of waterbodies as retention-detention ponds & showcase sustainability solutions.
- Innovation Park for research on climate-resistant and saltwater-resistant rice that can be commercialised in Sri Lanka. Other proposed research on biopharmaceuticals, waste recovery, and logistics services as the land adjacent to the Colombo-Katunayake expressway.

JA-ELA
SATELLITE TOWNSHIP

Site & surroundings

- Adjacent to Ja Ela Interchange
- Site is bounded by to the north, Puttalam-Colombo Rd (A3) to the east, Ja Ela River-Wewala Rd – Dr Jayalath Jayawardana Mawatha to the south and E3 Expressway to the west
- Ja Ela River forms part of the south boundary and cuts the site
- Based on satellite imagery, there are many housing areas, including Lake City Housing estate, commercial, public facilities, factories and warehouses within the Site.
- The site is relatively flat, with some waterlogged areas that would need to be backfilled for large-scale industrial development.
- The Site is an established urban area with different land uses and pockets of vacant low-lying lands; these existing land uses will need to be rationalised whether they are appropriate or whether the lands could be re-allocated other uses/ intensity to optimise their use while the authorities would need to provide infrastructure to mitigate flooding challenges


1 Ja Ela River (Sri Bodi Raja Ramaya on the left)


2 Junction of Puttalam-Colombo Rd (A3) with Delathura – Ja Ela Rd


3 Pamunugama Road (B425) northern boundary of SIte


4 Garden of Ayden (wedding venue), 182b Muthurajawela Rd


5 Lake City Housing Estate with the Public Garden and pond to the left


6 Maru Immaculate Primary School

PLANNING STRATEGIES
PROMOTE A BALANCED DEVELOPMENT

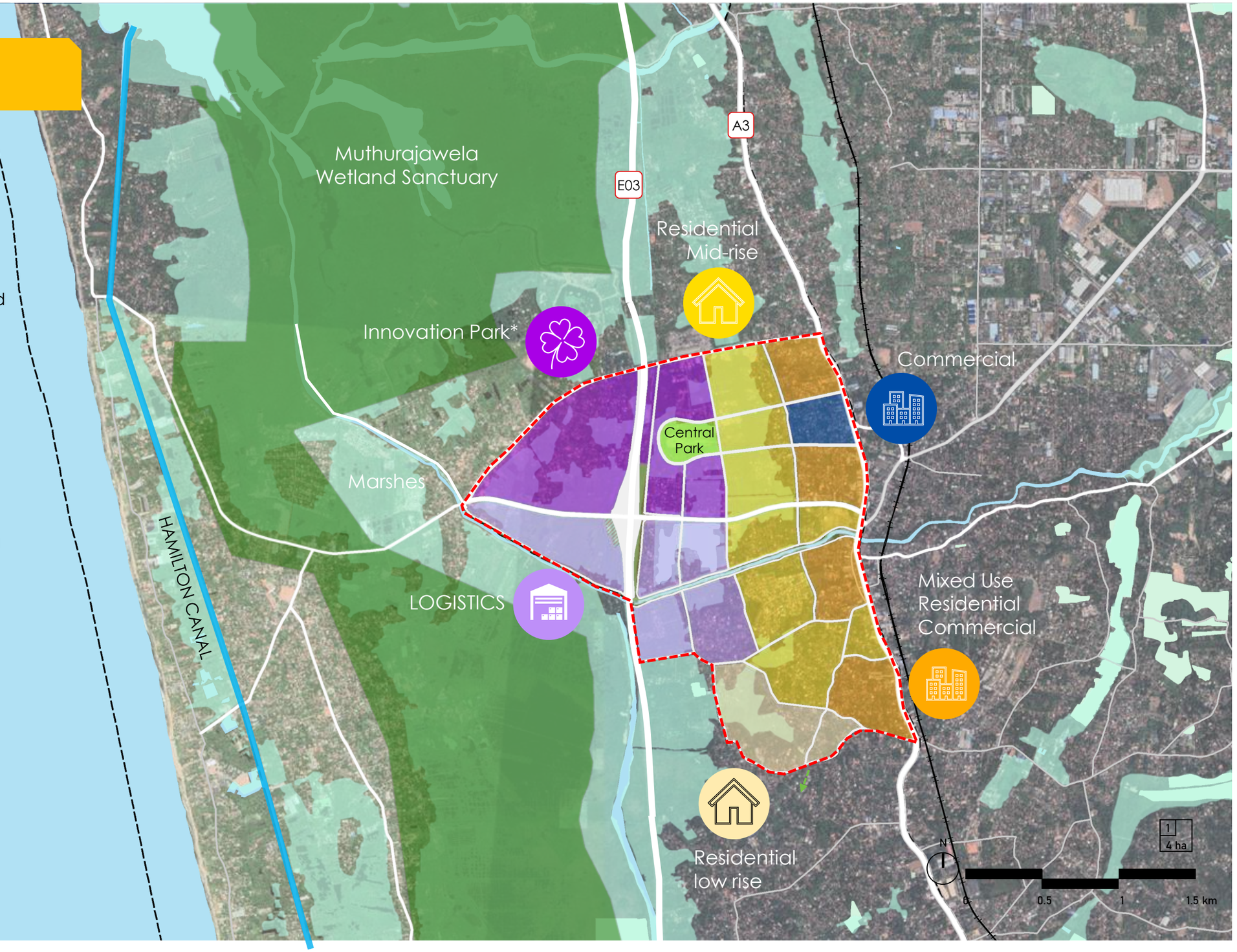
JA-ELA
STRUCTURE PLAN

Types of Industrial Activities at Innovation Park:

- **Tech-startups and incubators – Advanced Manufacturing** – focused on AI/ML, IoT, Cyber security, 3D printing, robotics and automations
- **Green technology and Renewable Energy** – Facilities for research and development in Energy source and Energy efficiency
- **Creative Industries:** Focused on digital media, automation, game development studios.
- **Environmental Research and Development:** Centers for Environmental research focusing on waste management & pollution control.

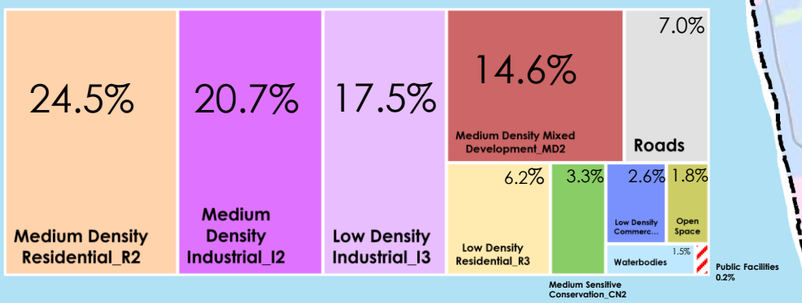
* Proposed Innovation park to have an emphasis on global technological demand trends and in expanding the avenues of industrial activities in Colombo

*Industrial Park with types of Industry that rely on the new technologies, methods and systems that revolutionised production and manufacturing processes.



PLANNING STRATEGIES
PROMOTE A BALANCED DEVELOPMENT

JA-ELA
PROPOSED LAND USE PLAN



PROPOSED LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Medium Density Residential_R2		108.7	24.5%
2	Low Density Residential_R3		27.6	6.2%
3	Low Density Commercial_C3		11.6	2.6%
4	Medium Density Mixed Development_MD2		64.6	14.6%
5	Medium Density Industrial_I2		91.5	20.7%
6	Low Density Industrial_I3		77.6	17.5%
7	Medium Sensitive Conservation_CN2		14.7	3.3%
8	Open Space		8.1	1.8%
9	Public Facilities		1.0	0.2%
10	Roads		30.8	7.0%
11	Waterbodies		6.6	1.5%
Total			442.9	100.0%

PLANNING STRATEGIES
PROMOTE A BALANCED DEVELOPMENT

WATTALA – KERAWALAPITIYA
DRY PORT



Key Plan. Existing site condition.



Dikkowita Fishery Harbur and Hamilton Canal.



Fremantle Fishing Boat Harbour, Australia.

EXISTING SITE & SURROUNDINGS

- Adjacent to Kerawalapitiya Interchange Dikkowita Fisheries Harbour: Southern basin (for export-oriented fishing vessels); Northern basin (for local registered fishing vessels).
- Vacant land next to Yugadanavi (300MW operational) & Sobadhanavi (350MW, phase 1 completed) power plants.

PROPOSAL

- Site to support non-pollutive Dry Port activities by aggregating products processed nearby prior to export at Colombo Port, Dikkowita Fisheries Harbour or through BIA;
- In view of its location to the fishing community, it is proposed that sustainable fishery sector such as land-based aquaculture, could be proposed for the hinterlands surrounding the Site. The fish and fishery products (seafood) can be brought to the Site to be processed & aggregated through Cold chain logistics, refrigeration facilities per international standards, Ice plant, Packaging for export;
- This export-oriented aquaculture processing is a transformation of the traditional marine capture (wild-caught) supply, which is fast depleting regionally in the long term.
- Complementary to the Dry Port are waste recovery & fishmeal processing; industrial-recreational activities in Experiential Hubs on Site for seafood tasting & resource recovery public education;
- Land-based aquaculture may include fingerlings, crab-fattening, and ornamental fish;
- Seafood Innovation Park: Aquatic Health Service, Extension Services, biotech research & commercialisation, food science, hatchery, fishmeal production (SLDC approval needed);
- Need for Drainage plan to reclaim the marshes.

PLANNING STRATEGIES
PROMOTE A BALANCED DEVELOPMENT

Site & surroundings

- Adjacent to Kerawalapitiya Interchange Dikkowita Fisheries Harbour: Southern basin (for export-oriented fishing vessels); Northern basin (for local registered fishing vessels);
- Vacant land next to Yugadanavi (300MW operational) & Sobadhanavi (350MW, phase 1 completed) power plants.
- Based on satellite imagery, there are some houses scattered along the access road and factories and warehouses within the Site.
- Site relatively flat, possibly due to its proximity near the coast & Muthurajawela Wetland Sanctuary, hence, likely suitable for large scale industrial development.

Not withstanding, the northern tract of land is likely backfilled from marshy land. Appropriate land uses and environmental mitigating measures are essential to govern the industrial activities and development adjacent to Muthurajawela Wetland Sanctuary.



1 Kerawalapitiya Interchange


2 Dikkowita Fishery Harbour


3 Highway Office MCC (on site)


4 Main Access, Oil Tank farm (north of site)



5 Main Access into Site, Yugadanavi (300MW) power plant entrance to the left

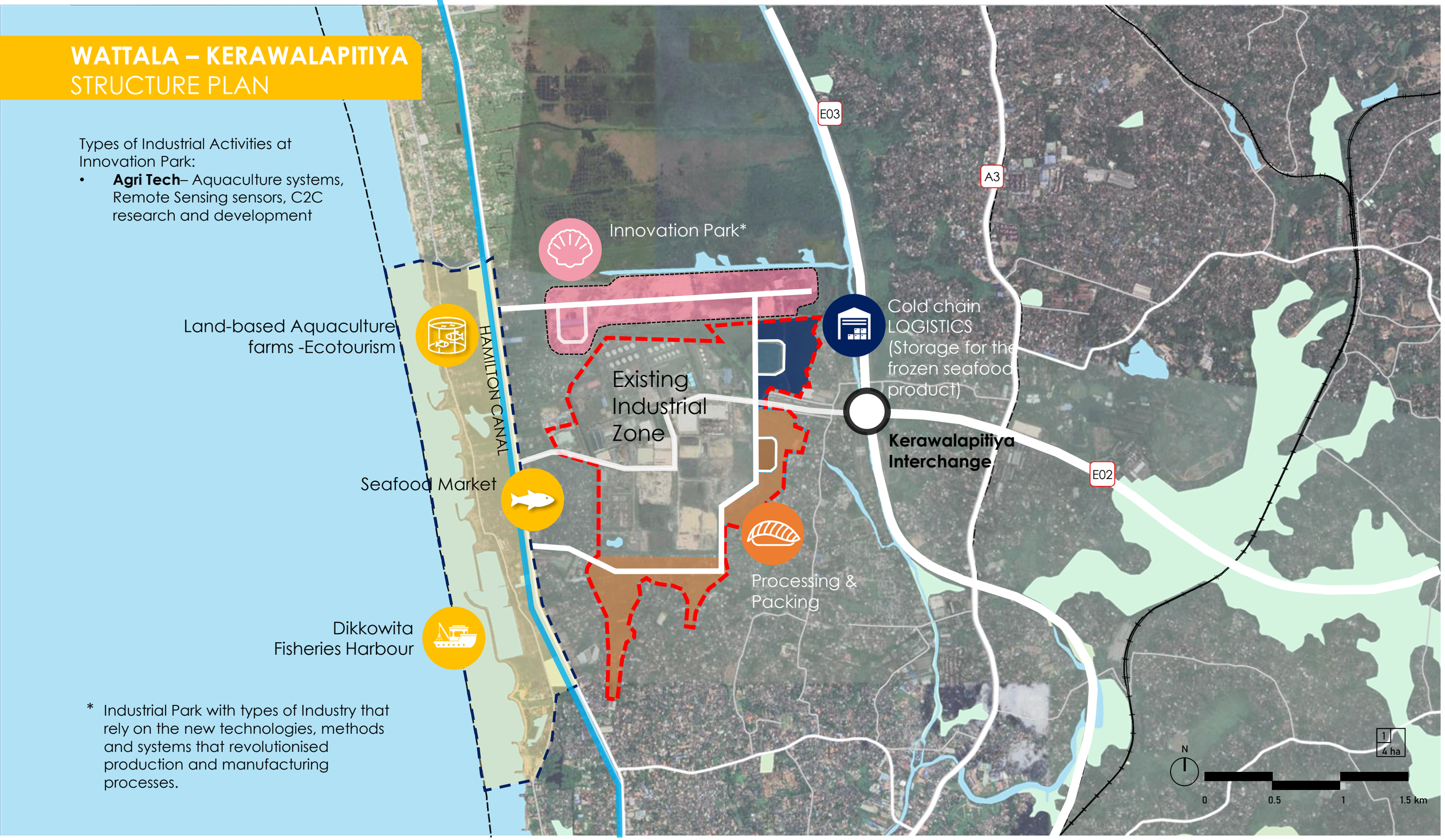

6 Atlas Axilla Stationery factory, 850 kudagahapitiya Rd, Kandana (at Site boundary)

PLANNING STRATEGIES
PROMOTE A BALANCED DEVELOPMENT

WATTALA – KERAWALAPITIYA
STRUCTURE PLAN

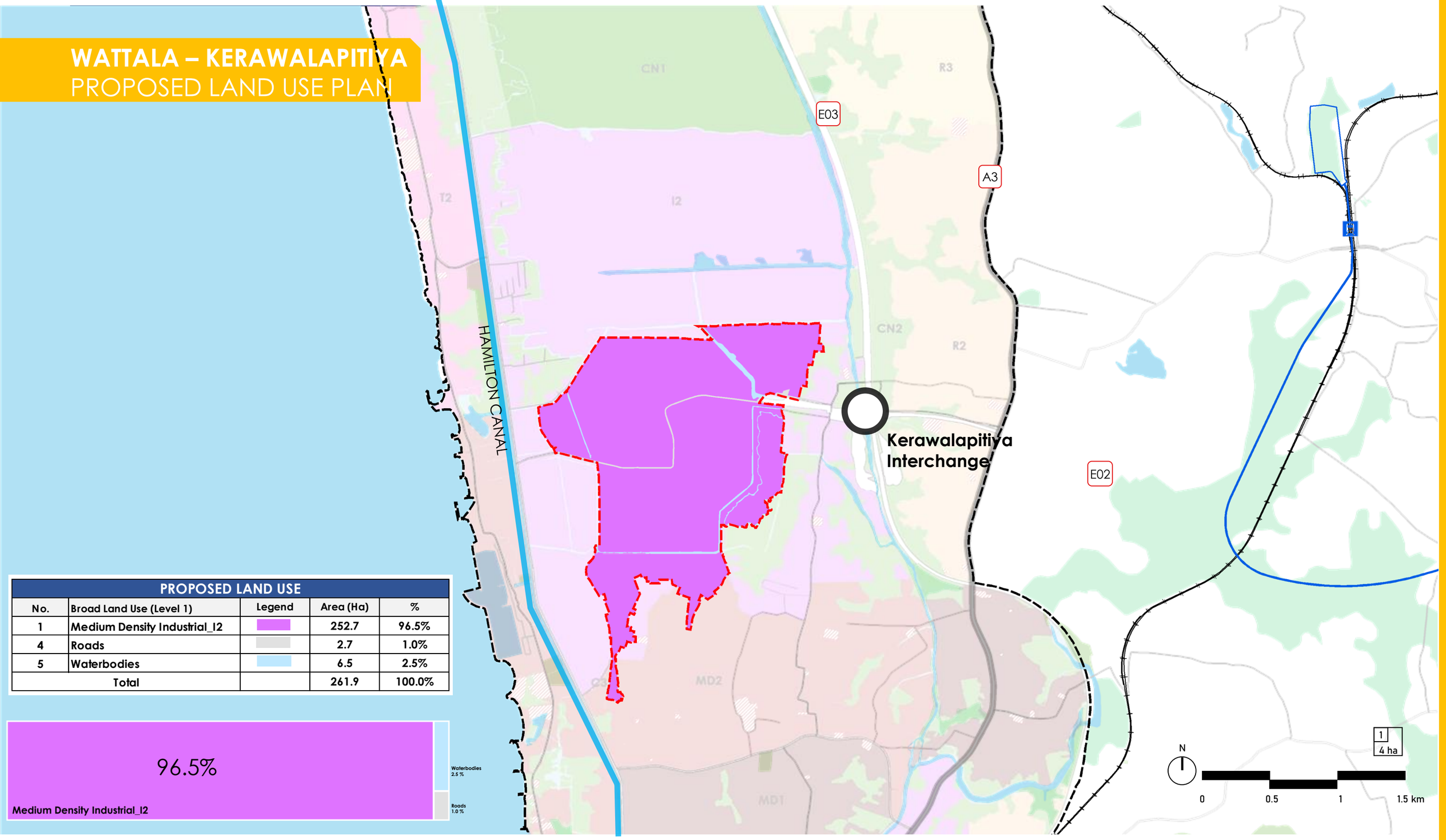
Types of Industrial Activities at Innovation Park:

- **Agri Tech**– Aquaculture systems, Remote Sensing sensors, C2C research and development



* Industrial Park with types of Industry that rely on the new technologies, methods and systems that revolutionised production and manufacturing processes.

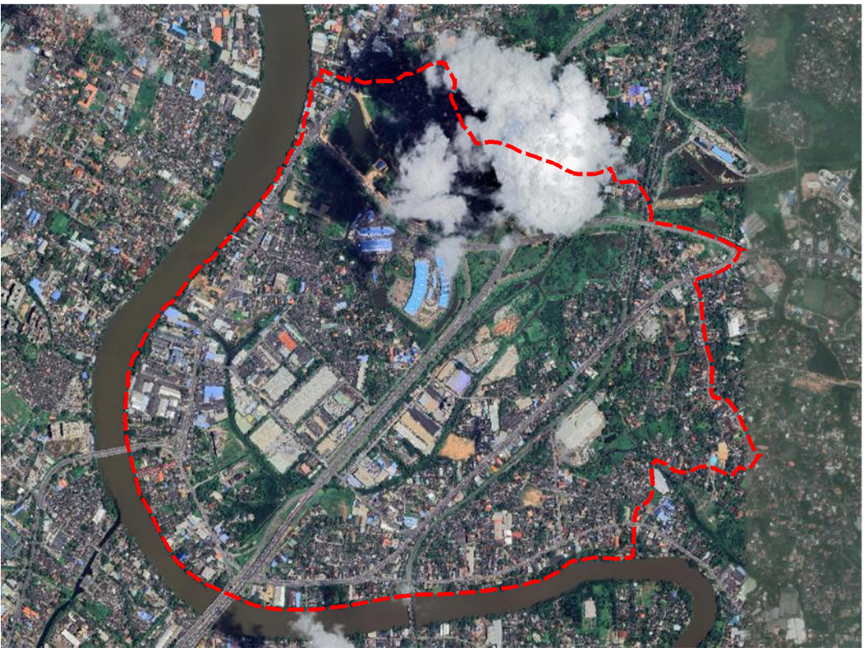
WATTALA – KERAWALAPITIYA
PROPOSED LAND USE PLAN



PROPOSED LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Medium Density Industrial_I2		252.7	96.5%
4	Roads		2.7	1.0%
5	Waterbodies		6.5	2.5%
Total			261.9	100.0%

PLANNING STRATEGIES
PROMOTE A BALANCED DEVELOPMENT

PELIYAGODA
NEW MANNING MARKET



Key Plan. Existing site condition.

EXISTING SITE & SURROUNDINGS

The Site owes its significance to Kelani River which provides transport, fisheries, sewage disposal, sand mining and for production of hydroelectricity and even 80% drinking water for Colombo.

The Site serves as the industrial hinterland to Colombo, with many existing businesses in operation, manufacturing and warehousing activities, including Sri Lanka's world-renowned Dilmah Tea) with pockets of housing.

The new Manning Market relocated from Pettah is a catalyst to rejuvenate the Site & refresh the activities along the Kelani River.

PROPOSAL

Kelani River is a working river and a lifeline to the residents of Colombo and the Western Region, the story of Sri Lanka's trade and culture is the story of the Kelani River.

The Kelani river as it flows from its source to its estuary will inspire the positioning along the different segments of the river.

This plan will envision the opportunities for the Site (386.7ha) which is the biggest land mass on the lower flood plain of Kelani River. Existing businesses in operation on both sides of the Kelani River while new redevelopment is proposed for identified sites as project interventions in Peliyagoda.

New uses can be injected to the Site: hospitality, recreational, cultural, dining & events connected by green public transport by road, rail & water.



Kelani River - upstream (source: Wikimedia)



New Kelani River Bridge, main span 180m, opened 2021.
(source: www.mageba-group.com)

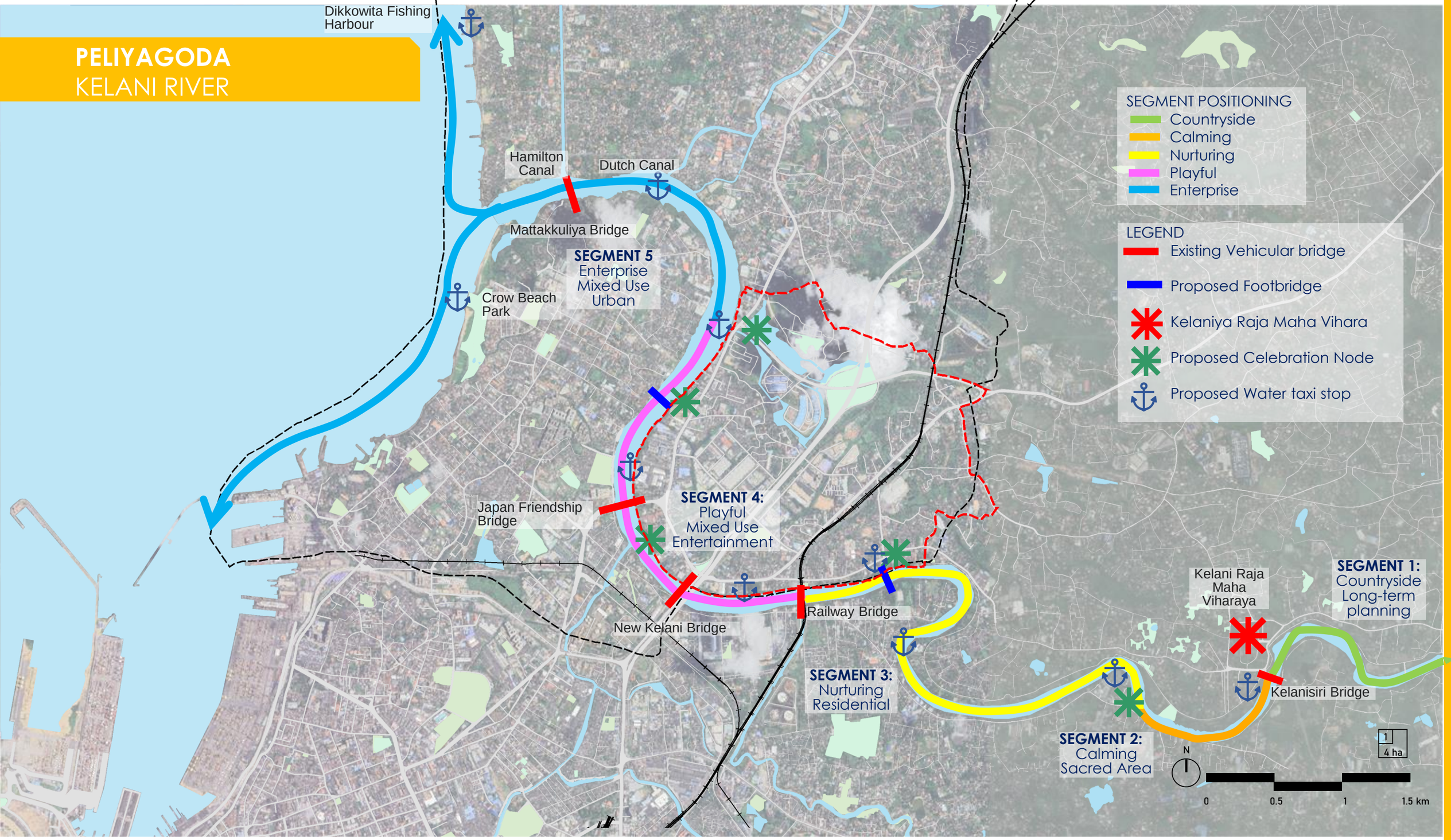


Biyangama Rd (the river embankment on the left)

PLANNING STRATEGIES

PROMOTE A BALANCED DEVELOPMENT

PELIYAGODA
KELANI RIVER



PLANNING STRATEGIES
PROMOTE A BALANCED DEVELOPMENT

PELIYAGODA
KELANI RIVER

Background

- In the drafting of Concept Master Plan for Peliyagoda, the Kelani River will be viewed in a larger regional scale and proposals in Master Plans for the neighbouring Urban Councils;

- The Concept Master Plan has considered the **Kelaniya Development Plan 2021 – 2030** (pg. 60) has designated:
  1. A green urbanized city with transport facilities on high urbanization protecting Kelaniya Sacred Town. **University of Kelaniya to be the green university**;
  2. the area adjacent to Peliyagoda as Moderate Density Residential Area;

- This Kelaniya Master Plan referred to the **Proposed Western Province Structure Plan 2030** & recommended:
  1. An environmental conservation zone of 100m on both sides of Kelani River.
  2. Unauthorized and irregular settlements will be removed to create areas where water is being conserved as green open spaces

Proposed Positioning of Kelani River

Kelani River is 145 km from the Sri Pada Mountain Range to Colombo. For the purpose of this Study, the downstream 11.2km km shall be positioned as :

- **Segment 1 COUNTRYSIDE** Upstream to Kelanisiri or Kelanimulla Bridge to be reserved for long-term planning;

- **Segment 2 CALMING** (1.2km) dominated by the Kelani Raja Maha Viharaya as the Sacred Area. From Kelanisiri or Kelanimulla Bridge (Senevirthnarama Rd) to Kolonnawa (parallel to Sedawatta-Ambatale Rd)

- **Segment 3: NURTURING** (4.2 km) Kolonnawa – Rail Bridge as a **buffer between the Sacred and Playful**, passing Biyagama Rd on the north bank, a quiet housing area with landmarks such as Regency Teas and St Mary's Church in the north bank & Tea Trends Exports (Pvt) Ltd & Halmulla, a narrow residential area (330m in depth between the 2 rivers bend) on the south bank. Comprises 2 river bends;

- **Segment 4 PLAYFUL**: (3.0 km) Rail Bridge to T-junction of A1 & A3 comprising Peliyagoda, the largest river bend zoned for Mixed Use for residential, commercial, clean industrial activities, entertainment and civic and public facilities, conducive for transit-oriented activities;

- **Segment 5 ENTERPRISE**: (2.8 km) Kelani estuary & the northern urban extension of Colombo City for business, commercial, recreational, logistics and clean industrial activities.

Proposed Public Spaces in Peliyagoda fronting Kelani River

- The Peliyagoda site is urban in character and a 15m public promenade fronting the Kelani River is proposed instead of the 100m under the Western Province Structure Plan 2030;

- This public Promenade will be punctuated by larger Celebration Nodes which are proposed civic spaces for events and future water taxi stops from upstream all the way to Colombo Port in the south or northwards to Dikkowita Fisheries Harbour, Dutch Canal, Hamilton Canal and the tourist and resort areas;

- Improved public access for both north and south banks through new pedestrian bridges along Kelani River that are barrier-free, for pedestrians, cyclists.

- Buildings and structures can showcase public art that can create an identity for the place;

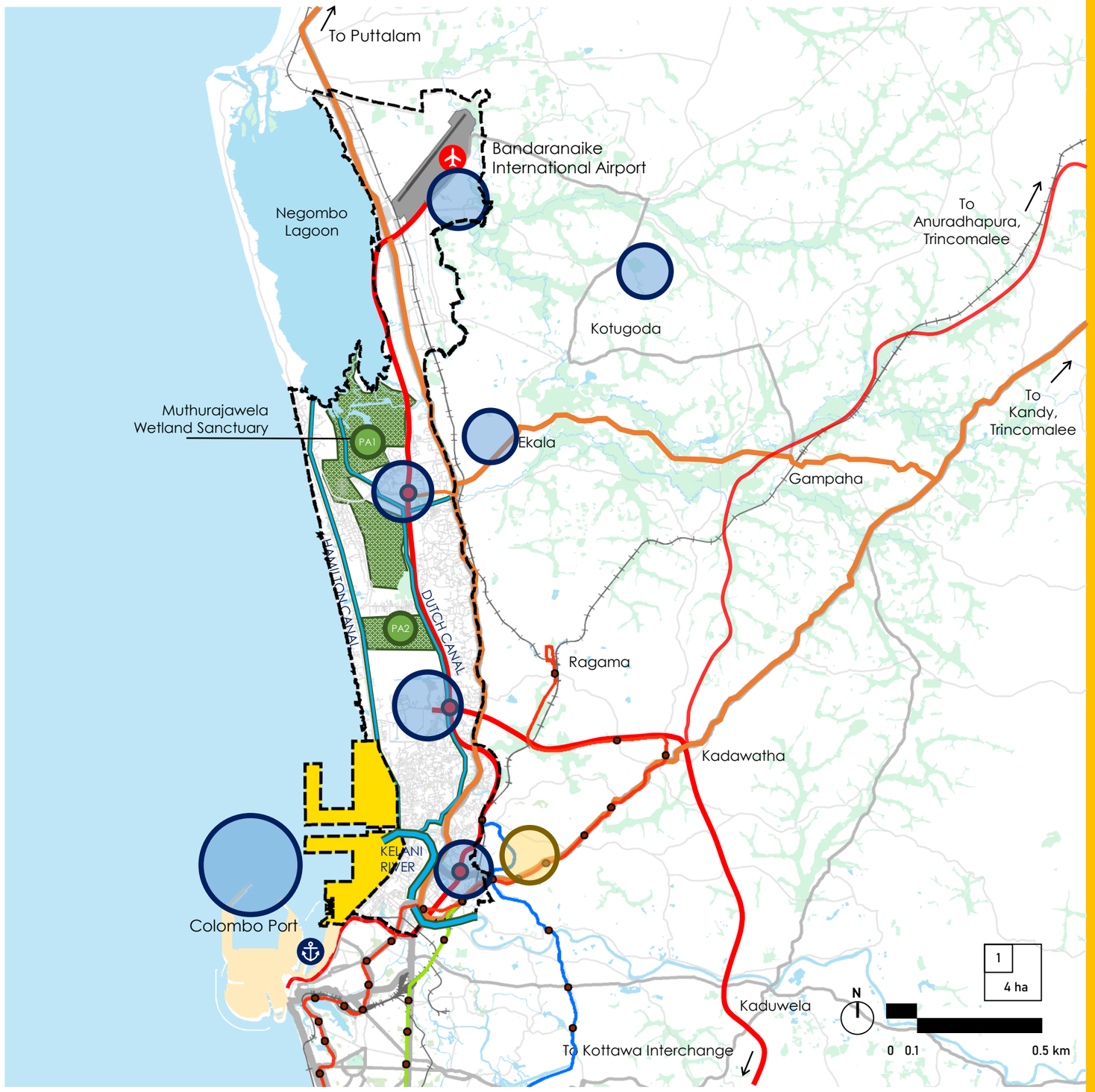
- Per Segment 2, unauthorised and underserved settlements will be removed progressively to realise the Concept Master Plan.

PLANNING STRATEGIES
BUILD A RESILIENT FUTURE

E S EN I

5. Build a resilient future: Economic Growth and Environmental Sustainability

With the long-term development plan of North Port and infrastructure projects such as elevated highway, LRT lines and central expressway, the logistic corridor shall propel the economic growth in Colombo and Sri Lanka, while maintaining the environmental sustainability of the surrounding coastal and wetland.



OVERALL FOOTFALL PROJECTIONS

POPULATION AND EMPLOYMENT

Node 1: Peliyagoda Market	
Direct Employment	**5,500-6,900**
Indirect Employment	**1,400-1700**
Estimated Daily Commuters	**37,000-46,000**

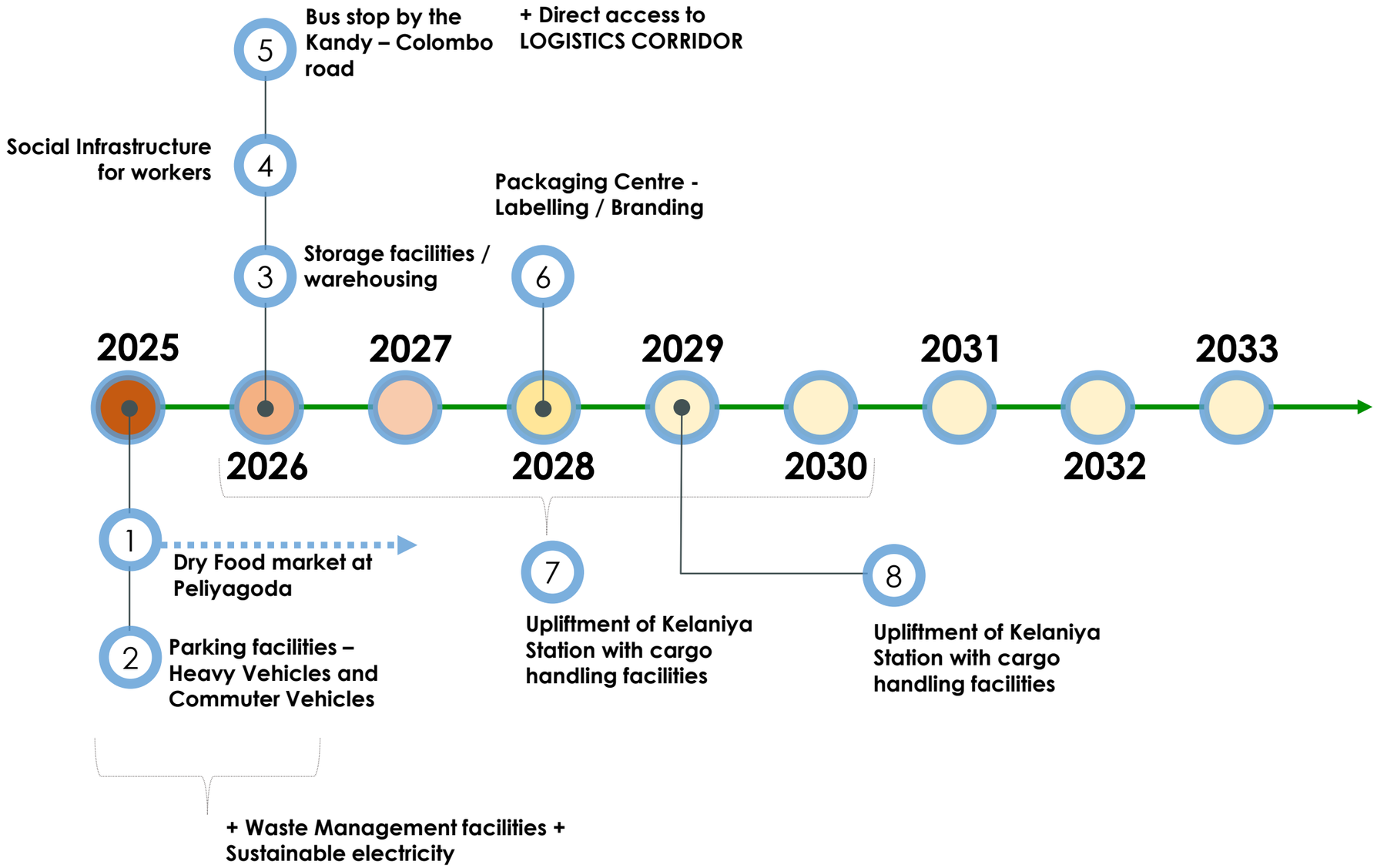
Node 2: Wattala-Kerawalpitiya	
Estimated Industrial Employment	**33,000-42,000**

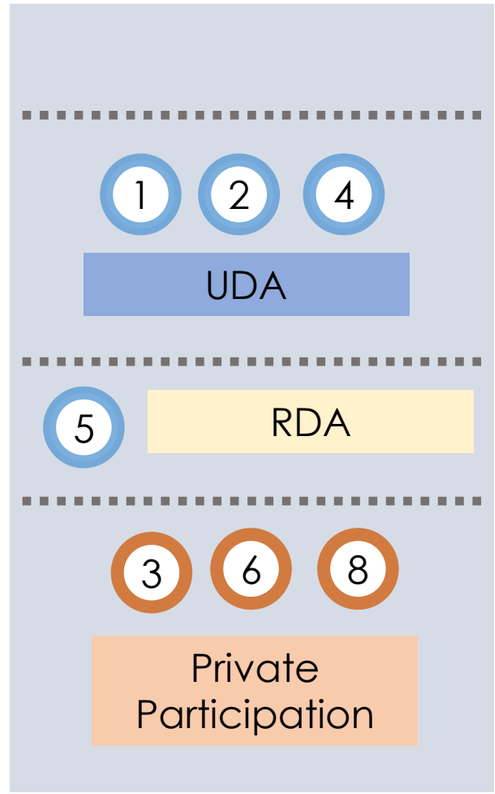
Node 3: Ja-Ela	
Estimated Residential Population	**19,500-24,500**
Estimated Commercial Employment	**31,000-39,000**
Estimated Retail Employment	**1,000-1,300**

Total Residing Population along the Logistic Corridor	**3.5 lakh-4.4 lakh**
Total Peak Hour Commuter Volume (2035)	**27,000-34,000**

Note:
The projection is based on various benchmark and sources including:
https://openjicareport.jica.go.jp/pdf/12176681_06.pdf

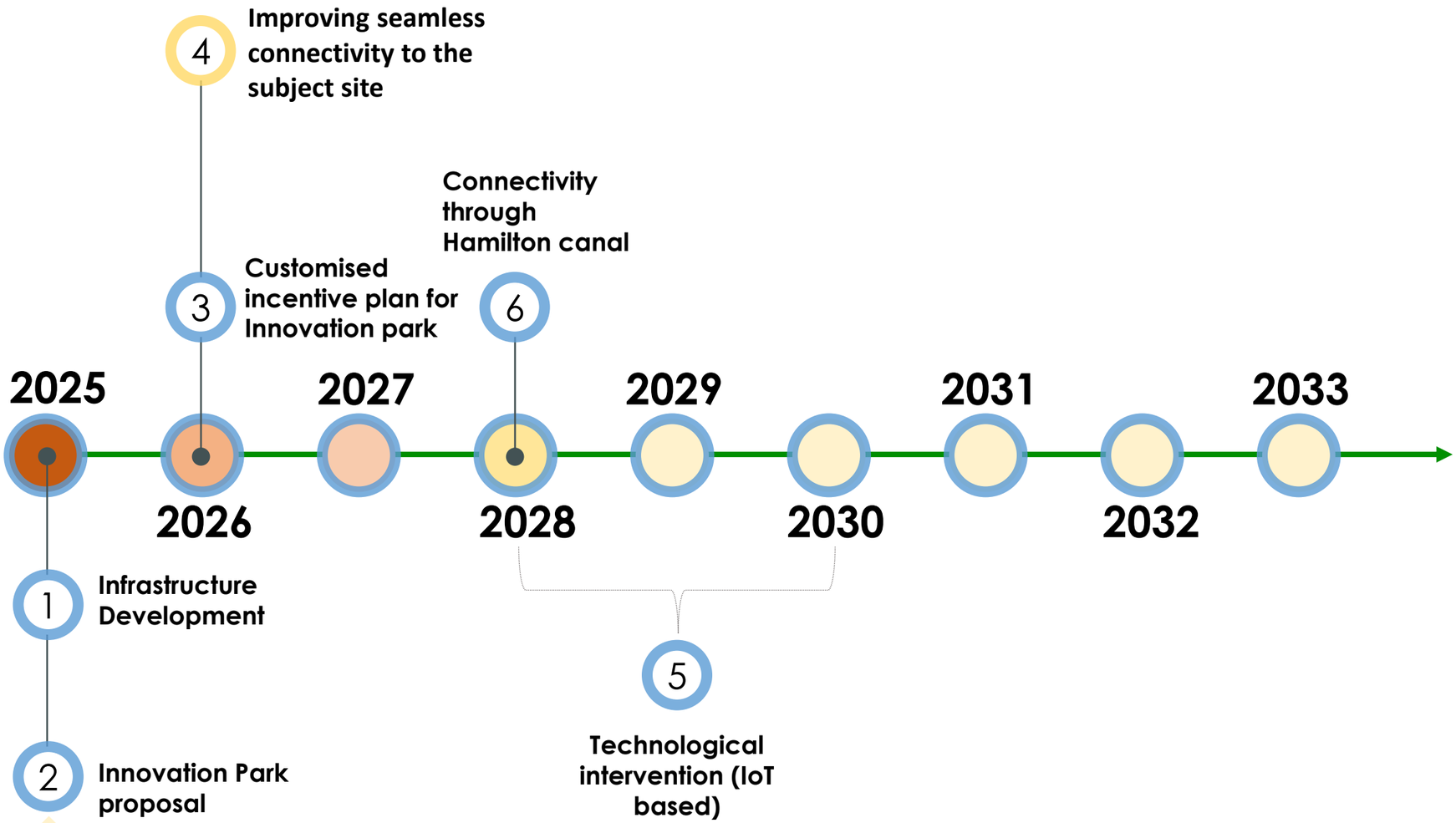
DEVELOPMENT PHASING
PELIYAGODA NODE

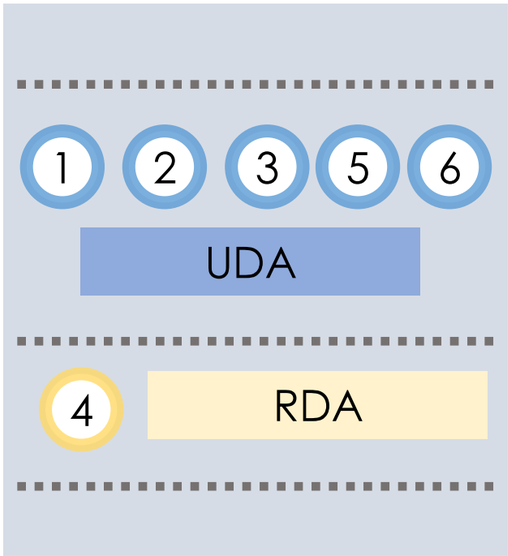




DEVELOPMENT PHASING

WATTALA – KERAWALAPITIYA NODE

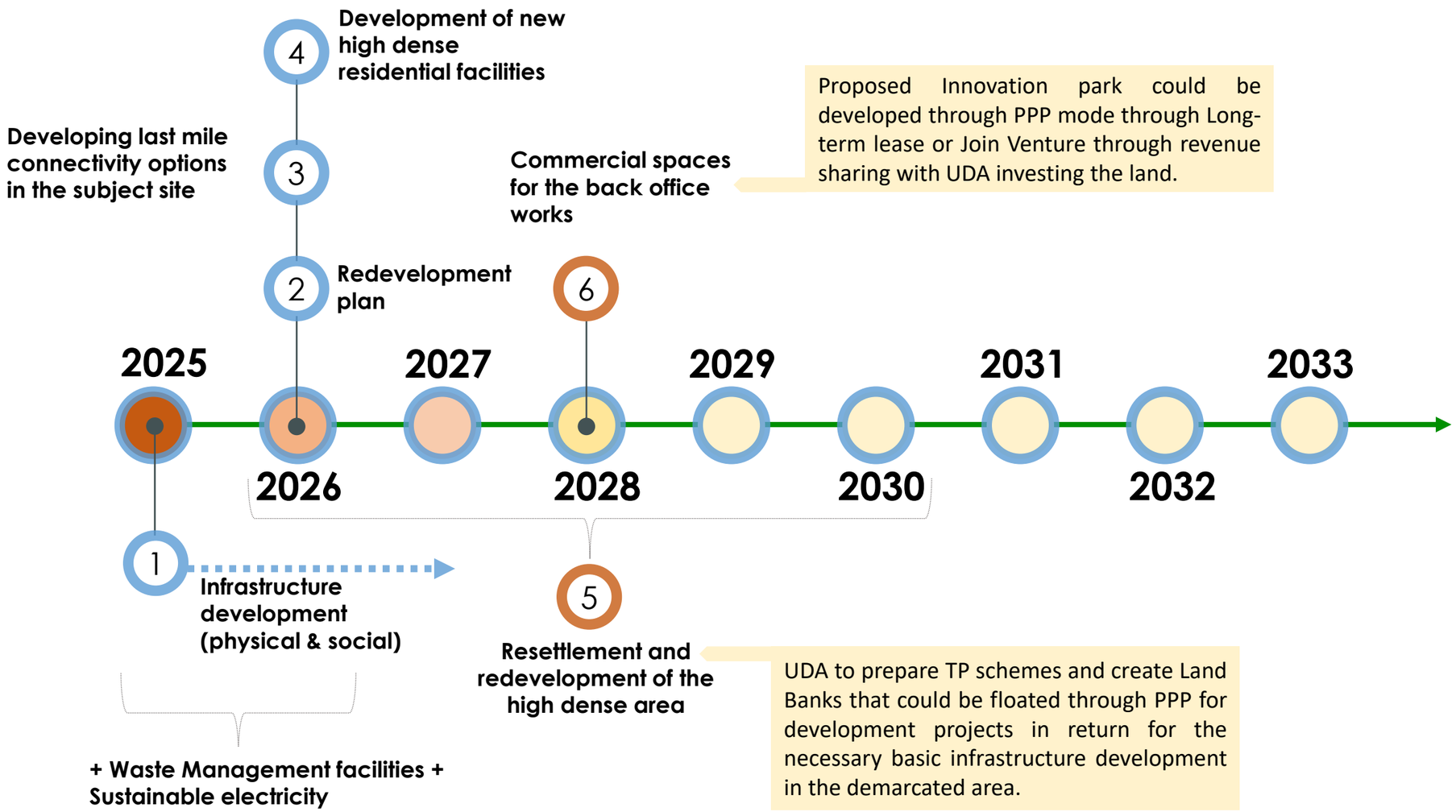


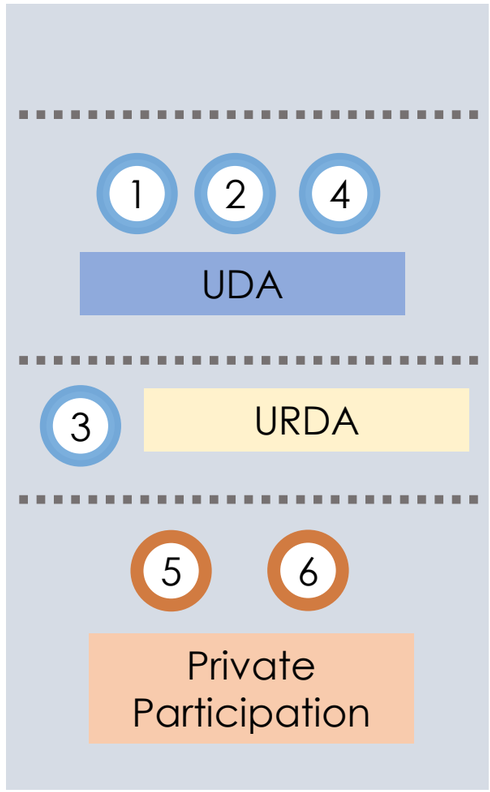


The proposed innovation park could be developed through either Long-term land lease or JV development mode with UDA investing in land and in return taking a revenue share proportionate to the total development cost.

DEVELOPMENT PHASING

JA-ELA NODE







06

PROJECT - 4

PELIYAGODA
NEW MANNING MARKET

This chapter presents the detailed design for the Peliyagoda New Manning Market. The content is divided into three sections: Project Overview, Site Analysis and Case Studies, Urban Design Proposal and Priority Intervention.

Project Overview provides a summary including the objectives and existing & proposed Land Use Plan. Site Analysis and Case Studies outline significant information on the existing site conditions and showcase relevant precedents for concept proposal. Urban Design Proposal provides planning principles, detailed development programs, zoning, and implementation frameworks. And finally, Priority Intervention provides Urban Design Guidelines for selected intervention project.



6.1
PROJECT OVERVIEW



PROJECT OVERVIEW

PELIYAGODA NEW MANNING MARKET

Objectives

- **To create an agglomerated distributional cluster for all consumer goods**
- **Develop the area as an economically vibrant transport-oriented development area**

Study Area Boundary

Area = 386.8 HA

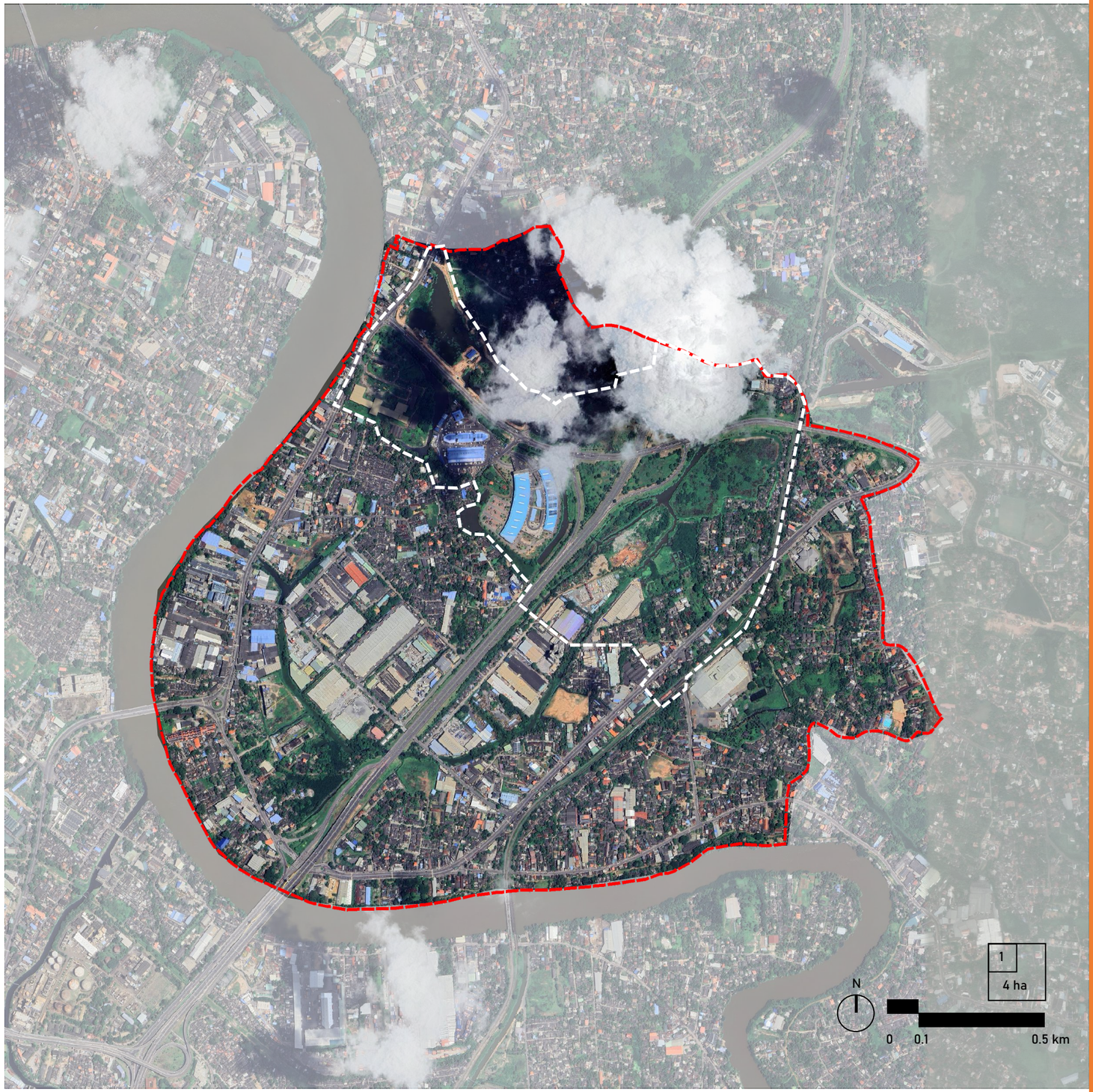
Project Boundary

Area = 109.0 HA

Proposal Interventions

A. Project Interventions

1. Integrated Market Development

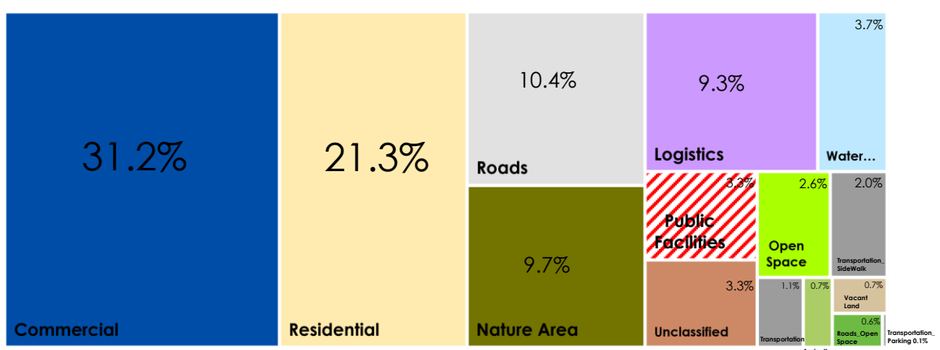


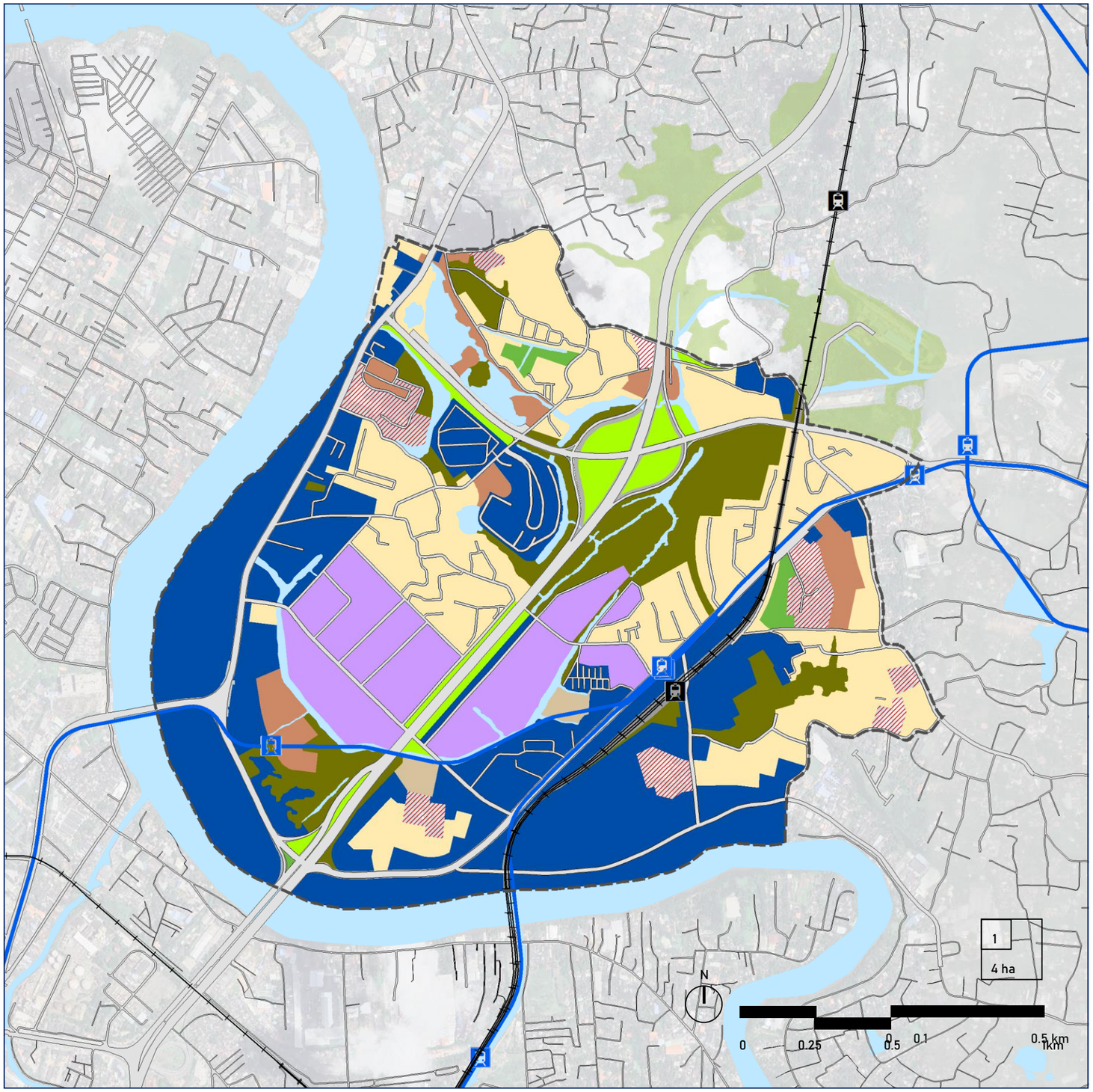
PROJECT OVERVIEW

STUDY AREA - EXISTING LAND USE PLAN

The existing land use is predominantly commercial (31.2%), Residential (21.3%), Roads and Transportation (13.5%), Nature (9.7%) and Logistics(9.3%). With its unique location adjacent to Kelani River, and characterized by wetland area, the transformation of the land use must optimize the potential of the waterfront development while maintaining the resiliency against the flooding issues.

EXISTING LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Agriculture		2.6	0.7%
2	Commercial		120.5	31.2%
3	Logistics		36.1	9.3%
4	Nature Area		37.7	9.7%
5	Open Space		10.1	2.6%
6	Public Facilities		12.9	3.3%
7	Residential		82.2	21.3%
9	Roads		40.3	10.4%
10	Roads_Open Space		2.2	0.6%
11	Transportation		4.2	1.1%
12	Transportation_Parking		0.2	0.1%
13	Transportation_SideWalk		7.9	2.0%
14	Unclassified		12.8	3.3%
15	Vacant Land		2.6	0.7%
16	Waterbodies		14.5	3.7%
Total			386.8	100.0%



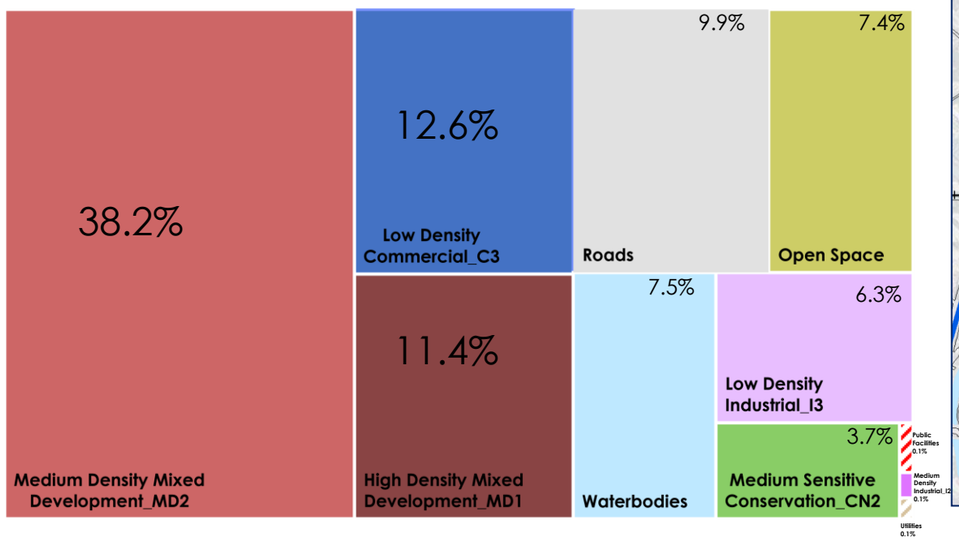


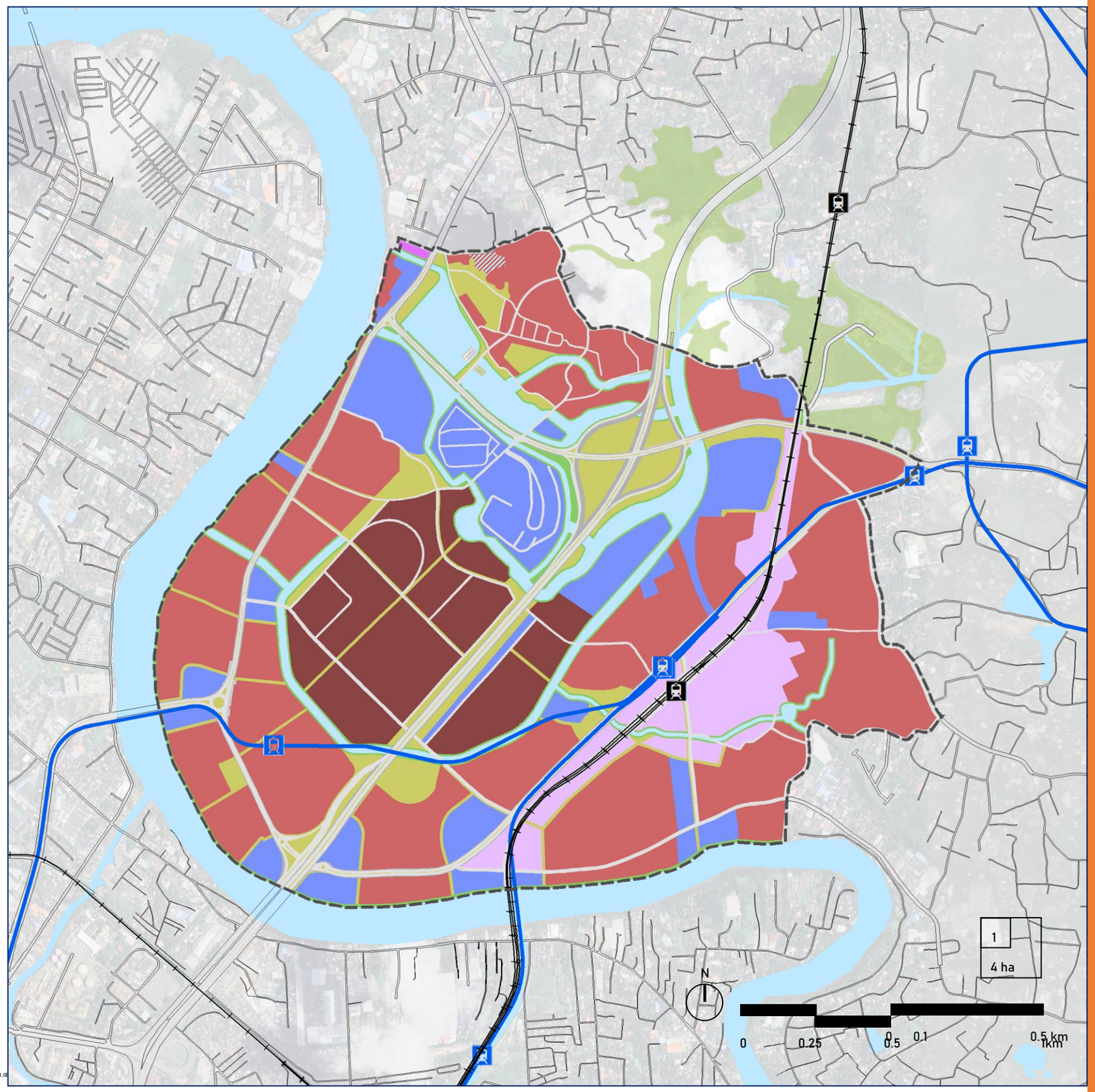
PROJECT OVERVIEW

STUDY AREA - PROPOSED LAND USE PLAN

The proposed land use plan is developed with the objective of transforming Peliyagoda area for future urban node that will support Colombo CBD area. Hence, large percentage of land is allocated for mixed use purposes: High Rise Residential and Commercial (11%) and Medium Rise Residential and Commercial (38.9%). In addition, Commercial occupies 14.2% and spreads across the project area to provide adequate commercial services such as neighborhood centre commercial and market.

PROPOSED LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Low Density Commercial_C3		48.6	12.6%
2	High Density Mixed Development_MD1		44.3	11.4%
3	Medium Density Mixed Development_MD2		147.8	38.2%
4	Medium Density Industrial_I2		0.3	0.1%
5	Low Density Industrial_I3		24.3	6.3%
6	Medium Sensitive Conservation_CN2		14.4	3.7%
7	Open Space		28.7	7.4%
8	Public Facilities		0.6	0.1%
9	Utilities		0.2	0.1%
10	Roads		38.1	9.9%
11	Roads_Open Space		2.2	0.6%
12	Transportation_Parking		0.2	0.1%
13	Transportation_SideWalk		7.9	2.0%
14	Waterbodies		29.1	7.5%
Total			386.8	100.0%



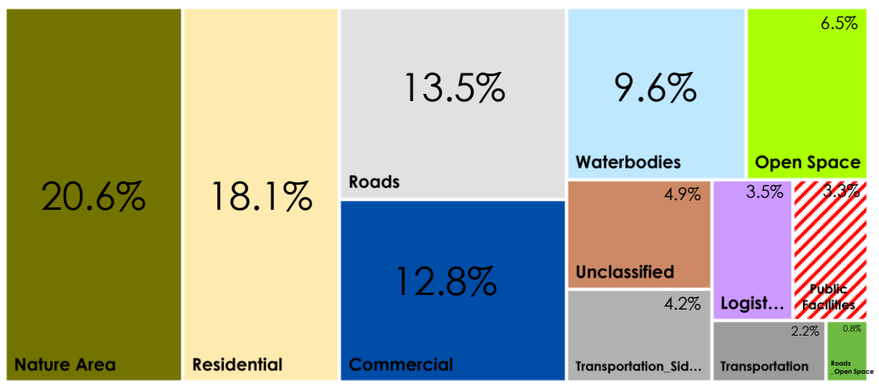


PROJECT OVERVIEW

PLANNING AREA – EXISTING LAND USE PLAN

The existing land use is predominantly Nature Area - Wetland (20.6%), Residential (18.1%), Roads and Transportation (19.9%), Commercial (12.8%) and waterbodies (9.6%). The existing wetland adjacent to the road interchange is planned for Dry Food Market to complement the New Manning Food Market and Fish Market.

EXISTING LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Commercial		14.0	12.8%
2	Logistics		3.8	3.5%
3	Nature Area		22.4	20.6%
4	Open Space		7.1	6.5%
5	Public Facilities		3.6	3.3%
6	Residential		19.7	18.1%
7	Roads		14.7	13.5%
8	Roads_Open Space		0.9	0.8%
9	Transportation		2.4	2.2%
10	Transportation_SideWalk		4.5	4.2%
11	Unclassified		5.4	4.9%
12	Waterbodies		10.4	9.6%
Total			109.0	100.0%



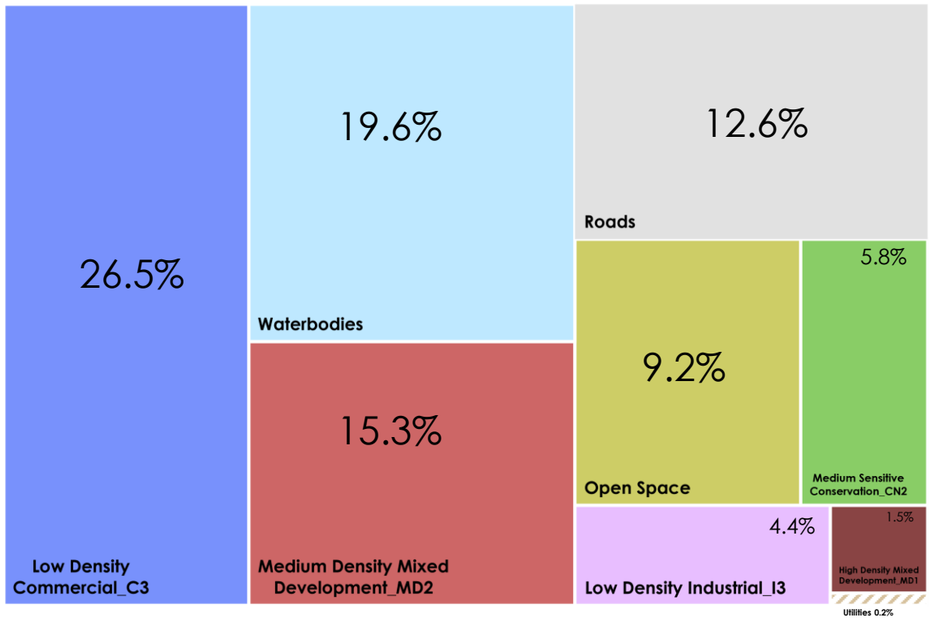


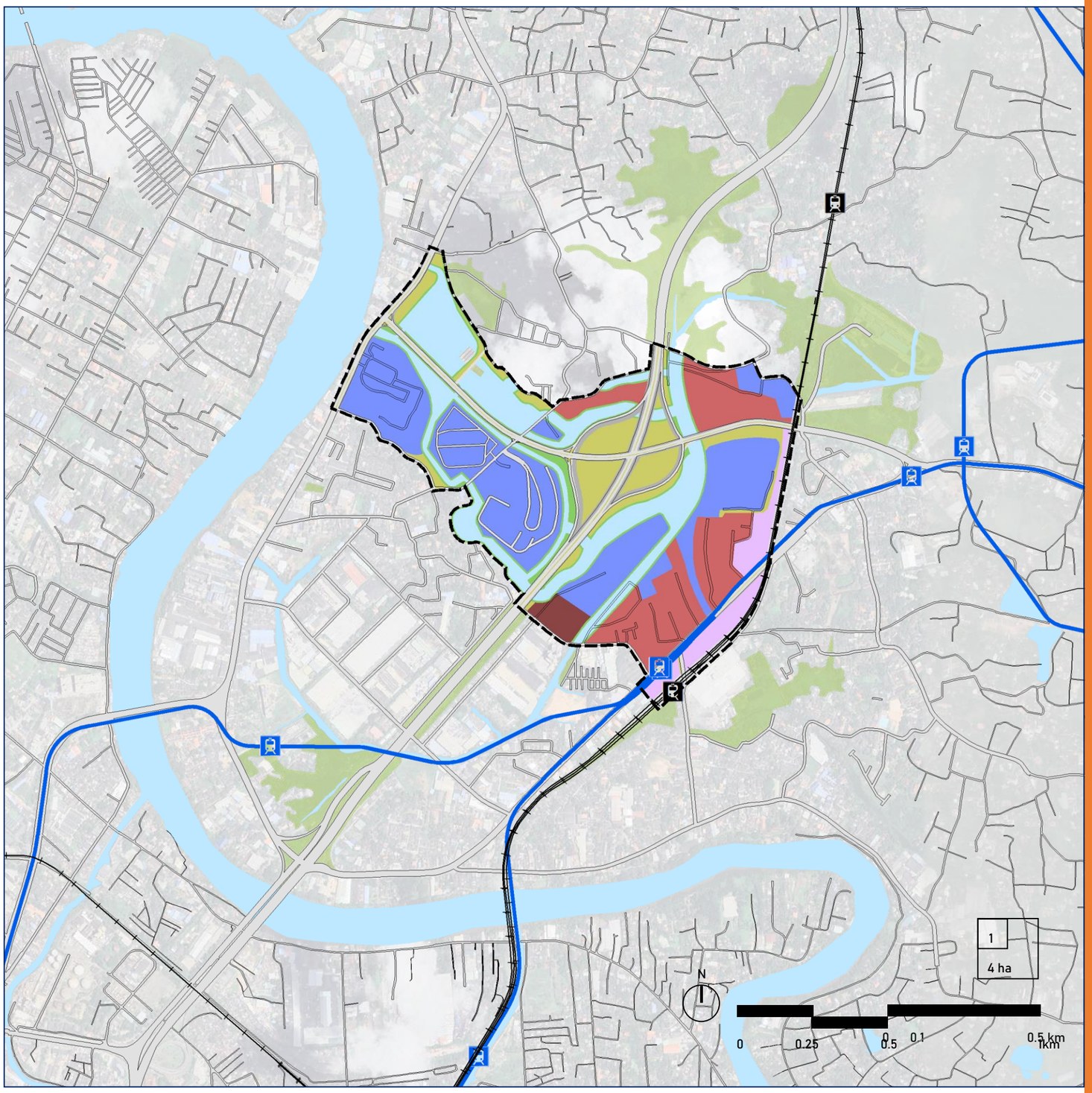
PALIYAGODA NEW MANNING MARKET

PLANNING AREA – PROPOSED LAND USE PLAN

The proposed land use plan increases the Commercial land from 12.8% to 28.4% by mainly by converting the existing nature area for Dry Food Market. In addition, existing vacant land surrounding the pumping station (waterbodies) is converted to green space for public use. To increase the overall residential density, existing residential land is converted into medium and high rise residential mixed use.

PROPOSED LAND USE				
No.	Broad Land Use (Level 1)	Legend	Area (Ha)	%
1	Low Density Commercial_C3		29.2	26.5%
2	High Density Mixed Development_MD1		1.7	1.5%
3	Medium Density Mixed Development_MD2		16.8	15.3%
4	Low Density Industrial_I3		4.9	4.4%
5	Medium Sensitive Conservation_CN2		6.4	5.8%
6	Open Space		10.1	9.2%
7	Utilities		0.2	0.2%
8	Roads		13.9	12.6%
9	Roads_Open Space		0.9	0.8%
10	Transportation_SideWalk		4.5	4.1%
11	Waterbodies		21.6	19.6%
Total			110.2	100.0%

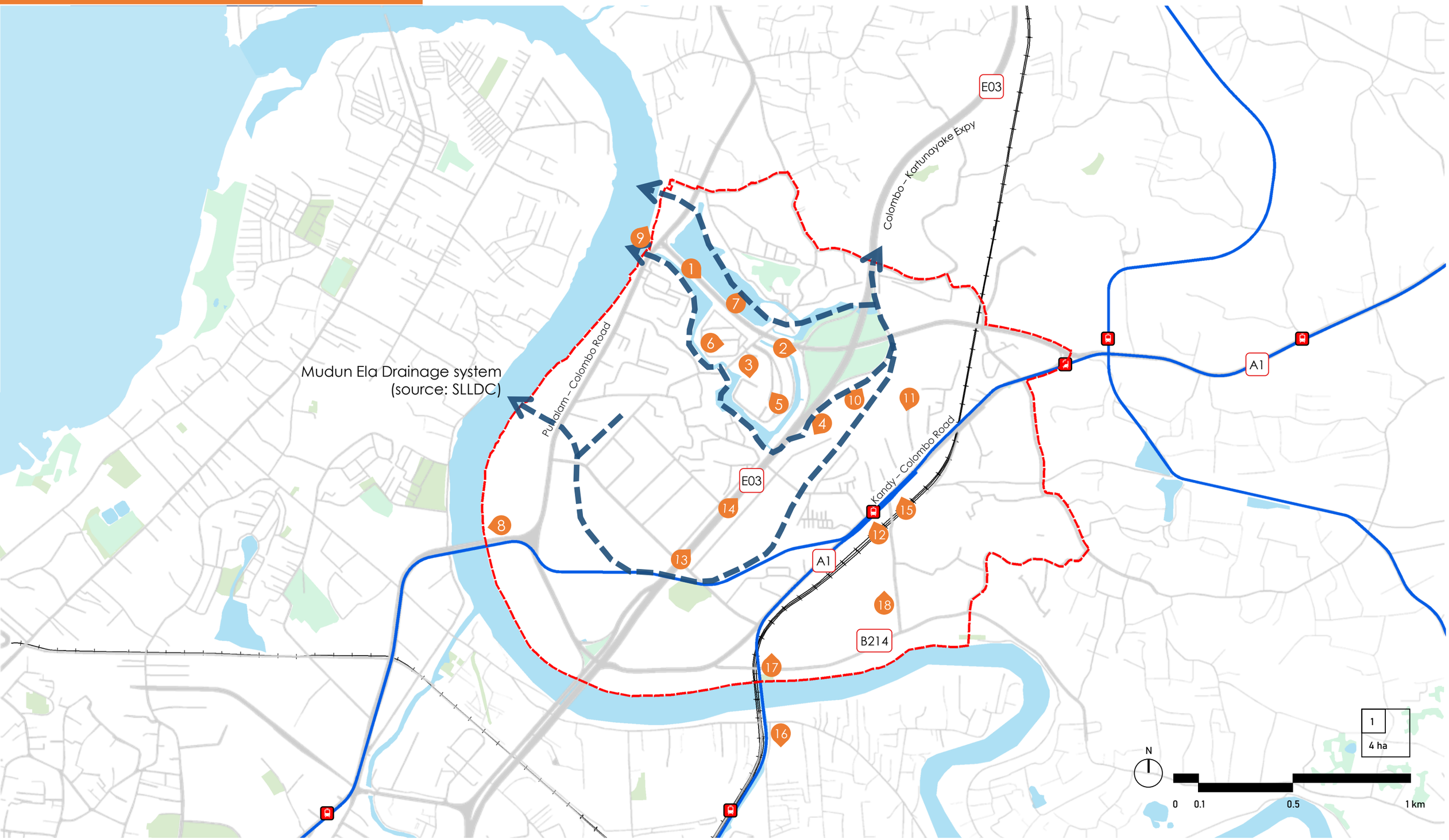






6.2
SITE ANALYSIS & CASE STUDIES

PUBLIC REALM
EXISTING STREETSCAPE





1 Street along New Manning Market



2 From New Manning Market, looking to future Dry Food Market



3 New Manning Market as its surrounding



4 132 kV line west of E3



5 New Manning Market overlooking Fish Market and Detention pond



6 Egrets at Fish Market



7 Existing pond, north of Peliyagoda



8 Japan Friendship Bridge- Thotalanga, southwest Peliyagoda



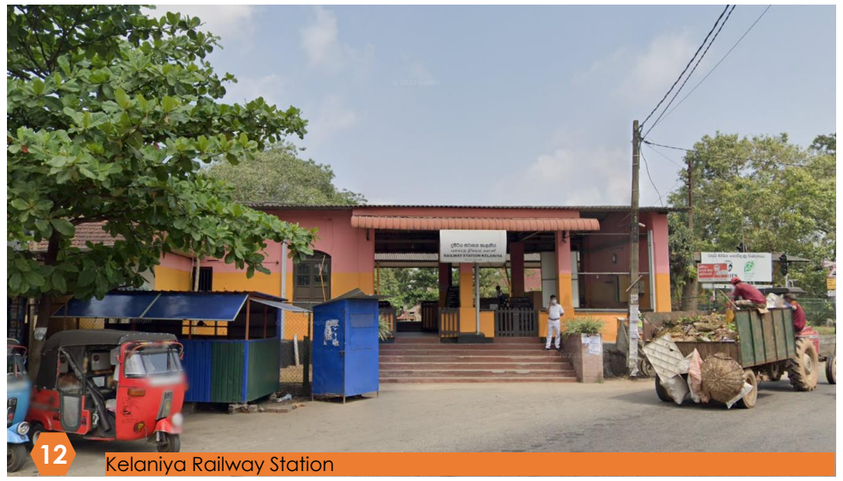
9 Royal Boat House eatery on Negombo Road (A3) along Kelani River



10 Site of the future Dry Food Market from Peliyagoda Interchange



11 KJ Peiris Road, at the fringe of the future Dry Food Market



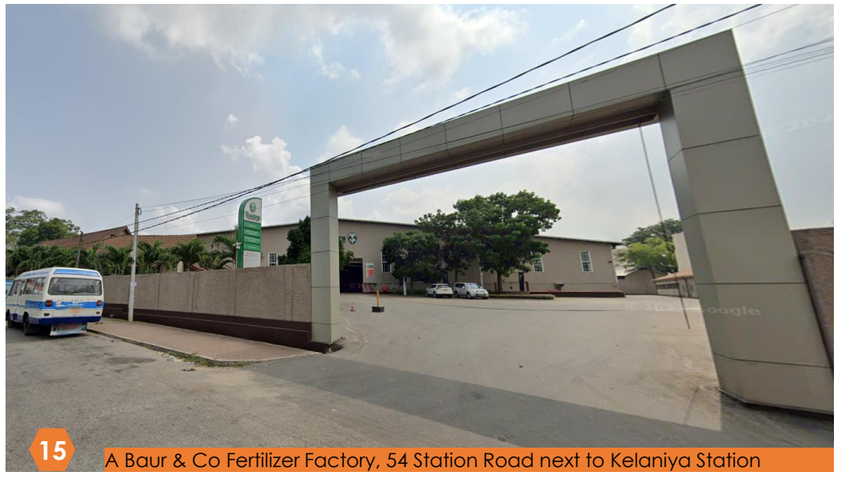
12 Kelaniya Railway Station



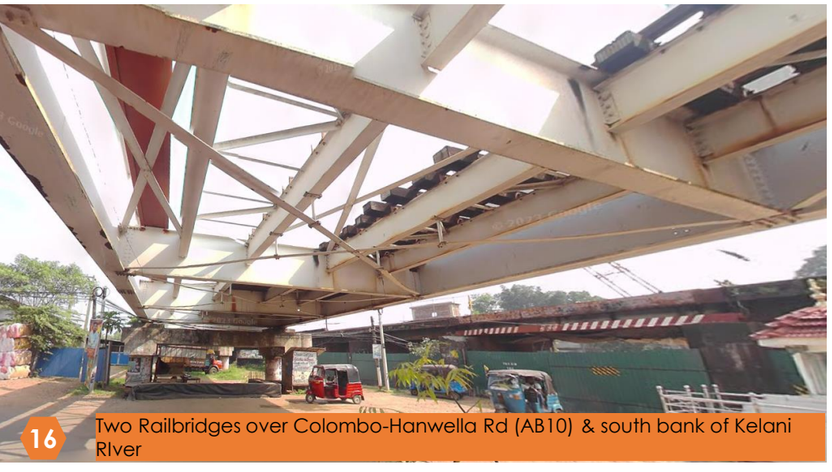
13 E3 Vehicle Underpass, Gangalegoda Banda Raja Mawatha, linking east & west Peliyagoda



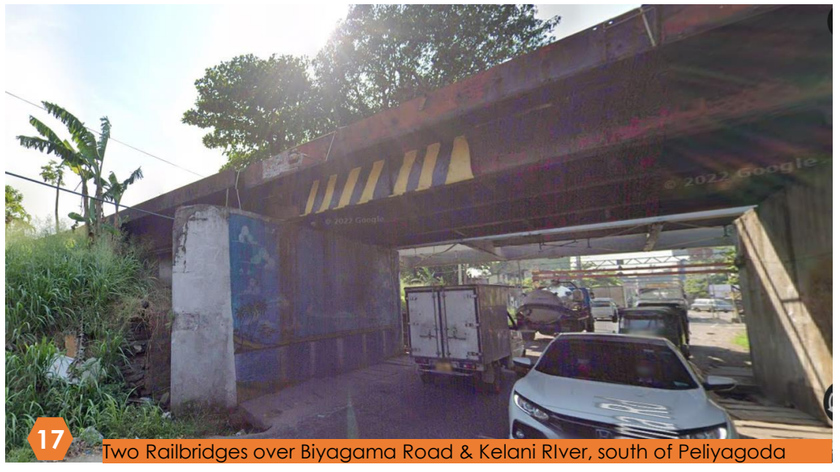
14 Pedestrian overhead bridge, E3- Dutugamunu Mawatha linking east & west Peliyagoda



15 A Baur & Co Fertilizer Factory, 54 Station Road next to Kelaniya Station



16 Two Railbridges over Colombo-Hanwella Rd (AB10) & south bank of Kelani RIver



17 Two Railbridges over Biyagama Road & Kelani RIver, south of Peliyagoda



18 Gurukula College, Kelaniya

CASE STUDY
WATER, RIVER AND THE CITY

SINGAPORE: OUR WATER STORY

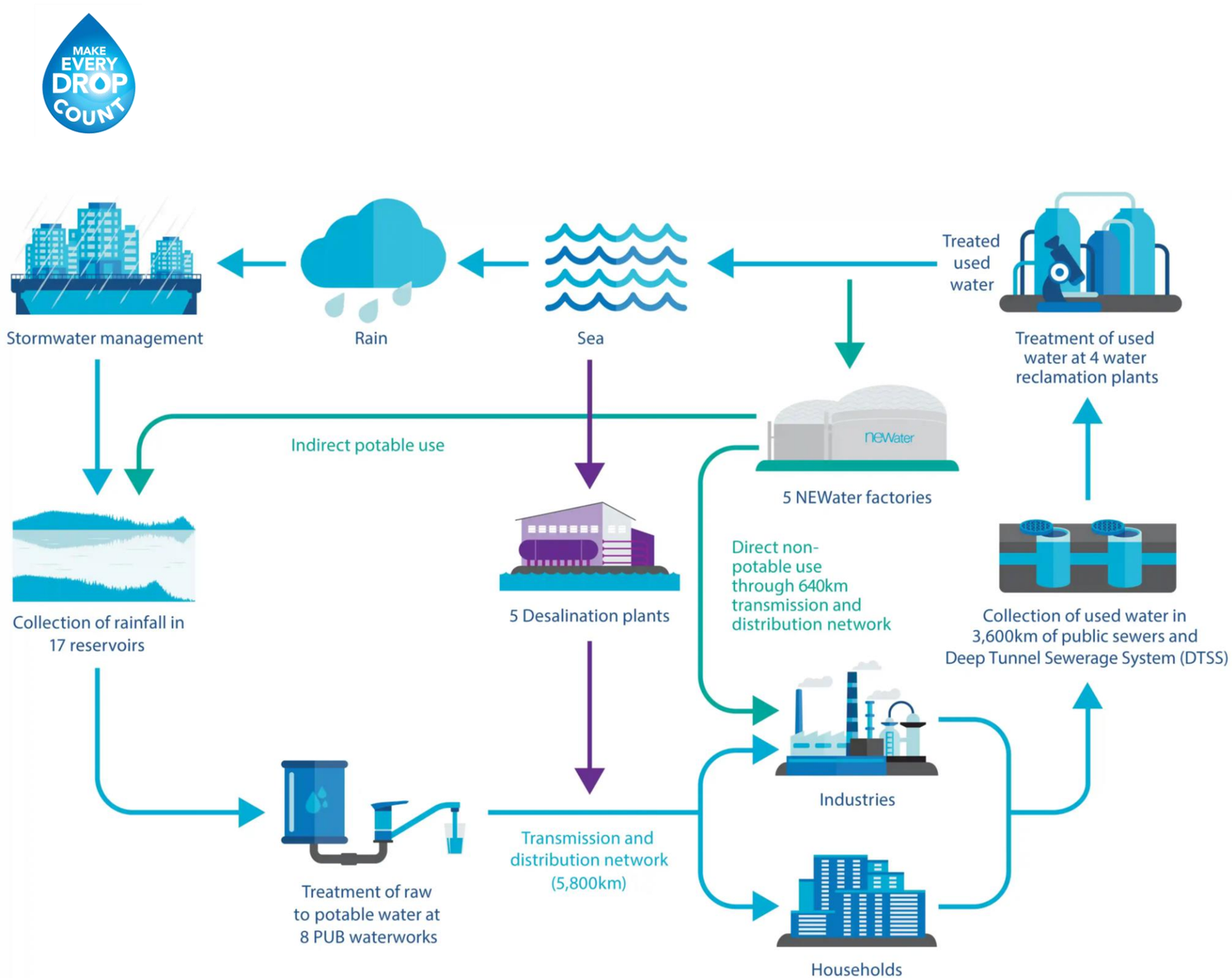
- With limited land to collect and store rainwater, Singapore faced droughts, floods and water pollution in the early years of nation building. Waterways then were lifeline for the people, source of drinking water, large sewers, places of trade, industry and transport corridors epitomized by the Singapore River which became very polluted and smelly until its cleanup in the 1970s-80s.

- These challenges inspired Singapore to strategies and seek innovative ideas, develop capabilities and secure a **sustainable supply of water,** building up the water infrastructure, a network of reservoirs, canals, waterways, pipelines, tunnels and facilities for different types of uses as water demand increased.

- As Singapore's population and economy grows, a holistic approach to water management created a robust integrated system that allows Singapore to continuously:

  1. Collect every drop of water
  2. Reuse water endlessly
  3. Desalinate seawater

- This approach is complemented by public education to the community, professionals and schools on saving water and not to discharge waste into the stormwater.



(Source: https://www.pub.gov.sg/public/waterloop)

CASE STUDY
WATER, RIVER AND THE CITY

THE SINGAPORE RIVER IS THE STORY OF SINGAPORE

- The Singapore River is the PLACE in Singapore where National Events are celebrated.

- The Singapore River was the working river and trading centre that grew with different communities that came to Singapore set up their business, homes with the different building forms as in shophouses, warehouses, colonial institutions.

- Due to its historical, cultural and economic significance, it was a top priority to clean up the polluted river as a showpiece for Singapore and tourism destination.

- In 1977, Mr. Lee Kuan Yew, Singapore's Prime Minister back then, brought up the Singapore River cleanup project to clean up and beautify the Singapore River and Kallang Basin. He envisioned a prosperous, lively riverside waterfront living along the River.

- As such, the government embarked on an ambitious river cleanup that involved a restoration of proper sewage system, resettlement of squatters, relocation of heavy industries and re-sitting of street hawkers. in 1987, Singapore River cleanup was completed & an event to celebrated the success of the project.

- The Urban Redevelopment Authority announced plans to transform Singapore River (1985) that zoned Singapore River into 3 thematic zones

- Through public-private partnership, landowners of conservation shophouses restored their properties due to the market demand for new uses such as food and beverage units. Government implemented the environment improvement as in infrastructure, power, carpark spaces and rear service lanes. Clarke Quay Festival Village was tendered out to be implemented by the private sector.

- Conversion of shophouses into restaurants, offices, adaptive re-use of the colonial buildings into museums and new buildings formed landmarks along the River.

- The rejuvenated Singapore River catalysed the surrounding areas into a happening, vibrant place where not only tourists but the locals gather.



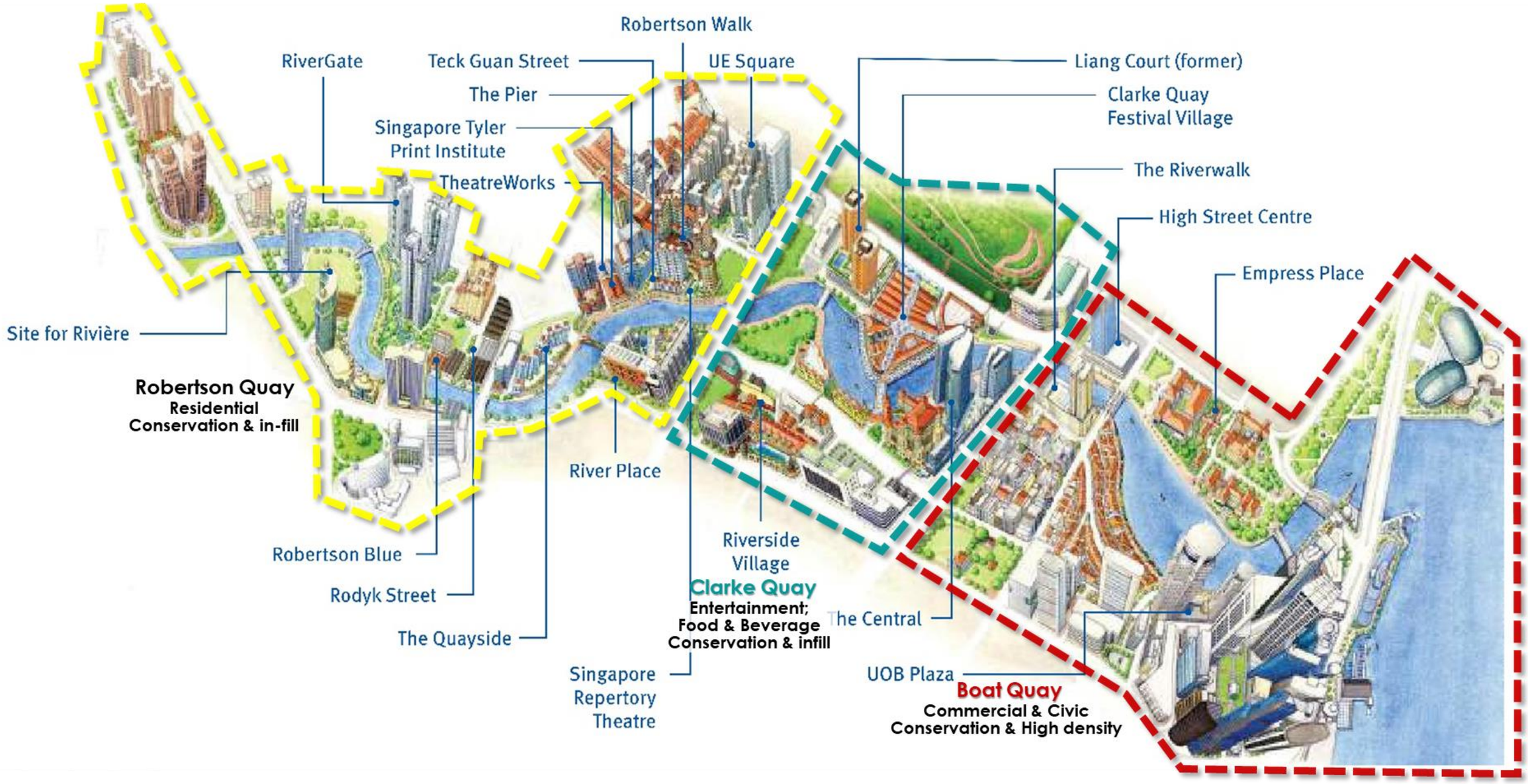
Singapore River, Past and Present at Boat Quay Area.



Chinese House at Clarke Quay (along the Singapore River)



Alkaff Bridge, Public Realm at Robertson Quay
(along the Singapore River)



Overall structure of the Singapore River, with three distinctive areas:
Robertson Quay, Clarke Quay, and Boat Quay

CASE STUDY
WATER, RIVER AND THE CITY

ANG MO KIO BISHAN PARK (62ha)

- The Kallang River which runs from the Lower Pierce Reservoir to the Marina Reservoir through the Ang Mo Kio-Bishan Park, a regional park. Kallang River was originally a natural river that was converted into a straight course concrete drain (2.7 km).

- Under the Active, Beautiful, Clean Waters Programmed (ABC Waters) launched in 2006, Kallang River was transformed into a 3.0 km naturalized channel as a pilot project that serves multiple purposes: flood control, water purification, aesthetic enjoyment, and recreational and educational opportunities, heightening the experience of being close to water in a safe manner.

- Appropriate vegetation for phytoremediation is introduced with under constructions to protect the riverbanks.

- Today, this bio-engineering approach is applied to many other areas in Singapore to realise Singapore as a City of Gardens and Water.



BEFORE: Kallang River with The concrete drainage.



AFTER: Kallang River is transformed into naturalised channel.



Section of naturalised canal showing use of plants in Phytoremediation. (Source: dreiseitlconsulting.com)





Bishan Ang Mo Kio Park with the high water level.

LEARNING POINTS FROM SINGAPORE

The Singapore Water Story is Singapore's water security response for an integrated sustainable water system according to the changing needs, demands for water in tandem with population increase, urbanization and economic needs appropriate for the waterway.

The two examples cited are:

1. Singapore River: implementation of river cleanup(1977-87) and the comprehensive planning to create a vibrant environment through government – private-citizen participation;

2. Kallang River (2007-10) is an innovative approach after the water infrastructure has been established in Singapore, Kallang River is a sustainable solution in urban blue-green combining water supply and flood management with naturalized alignment with gentle riverbanks to encourage visitors to experience water in a recreational space for all ages and bring the wildlife back to the city.

Singapore has a whole-of-government approach that all government agencies across different Ministries collaborate with a common goal to implement national strategies and pilot projects that are then adapted elsewhere in the country. Other countries may not have a similar administrative & fiscal approach, and the development outcomes may well differ.

Relevance of Singapore River to Peliyagoda

- As seen from the Singapore River experience, a comprehensive infrastructure plan was prepared before the actual river cleanup. In parallel, the Master Plan for Singapore River was being prepared by the planning authority in consultation with the technical departments.

- The Master Plan for Peliyagoda being prepared in the context of the different segments for the Kelani River so that to propose the appropriate positioning for Peliyagoda, to identify intervention projects and implementation works such as infrastructure improvements. relocation of underserved communities and removal of pollutive activities.

- The relevant government agencies implemented the public infrastructure works and planning for the Singapore River.

- The private sector undertook development projects and business activities on the land fronting the River, attracting visitors and tourists to create a vibrant place.

Relevance of Kallang River (Bishan Ang Mo Kio Park)

- The Kallang River represents the potential of harnessing a utilitarian purpose into multiple purposes: from a canal conveying stormwater and mitigating flood, the Kallang River (canal) as it flows into the Bishan Ang Mo Kio Park, is transformed into a lively innovative urban open space for the enjoyment of the public.

PELIYAGODA: WATER AS A CHALLENGE & OPPORTUNITY.

- The Site presents different many potentials to utilise the site challenges and turn them to **opportunities for design and innovation**, such as waterlogged areas, and existing waterways within the Site as well as the proximity to Kelani River.

- Based on satellite imagery, the built-up areas are located on land that is either backfilled or dry, leaving the water-logged areas, and waterways untouched.

- SJ understands the there are Drainage proposals for Peliyagoda & that the Oliyamulla pumping station has been upgraded;

- These can be provided in the Drainage proposal for Peliyagoda. Some suggestions for the Client's consideration:

1. Providing a 15m promenade as urban public space on the north bank of Kelani River;
2. A network of canals/ bioengineered waterways on site;
3. Diversion of the waterways into Peliyaogda interchange (4 quadrants) and the enhancement to Oliyamulla PS pond to form roosting grounds with native vegetation to attract egrets away from the Fish Market.

- The feasibility of these suggestions shall be carried out as a separate specialist study.

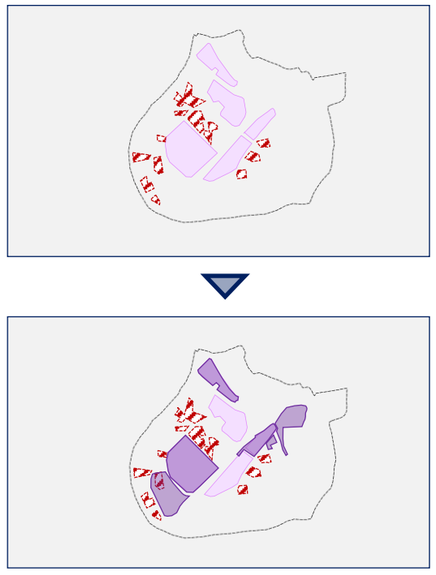


6.3
URBAN DESIGN PROPOSAL

URBAN DESIGN PROPOSAL
FIVE PRINCIPLES

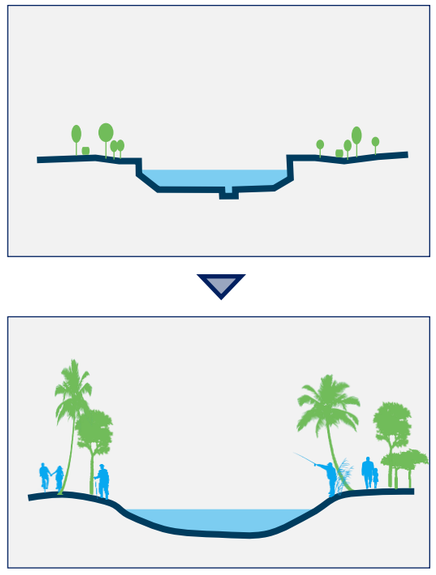
Urban design proposal for the Peliyagoda node is driven by the following five principles:

1 Land Value Capture – Leverage the Real Estate Potential



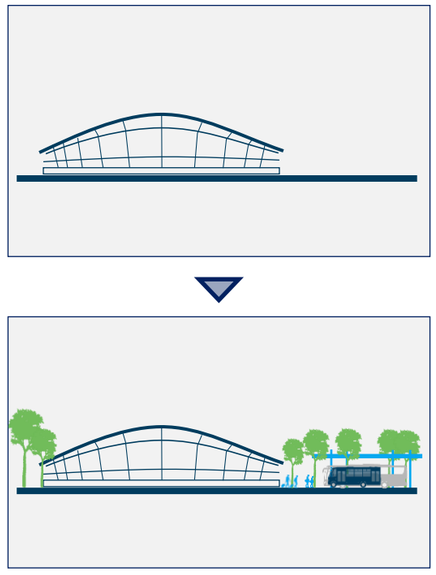
Leverage the potential of public land for the dry food market, public realm at the pumping station area, affordable housing, and mixed-use development.

2 Create a new waterfront public realm along the canal



Naturalize the existing 3 km canal into a waterfront public realm for the greater benefit of the residents.

3 Provide efficient public transport to the new manning market and fish market



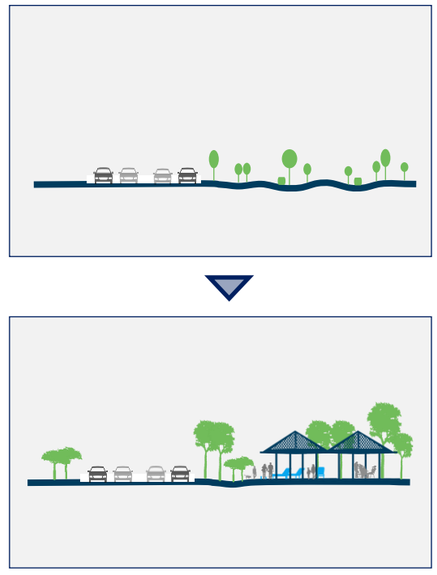
An efficient public transport that connects Colombo urban area to Peliyagoda markets (new Manning market, fish market and future dry food market) will solve some of the greatest challenges faced by residents and traders today.

4 Build affordable housing



Transform the sporadic underserved settlements into mid-rise density affordable housing to improve the basic need of the people.

5 Implement the Priority Interventions

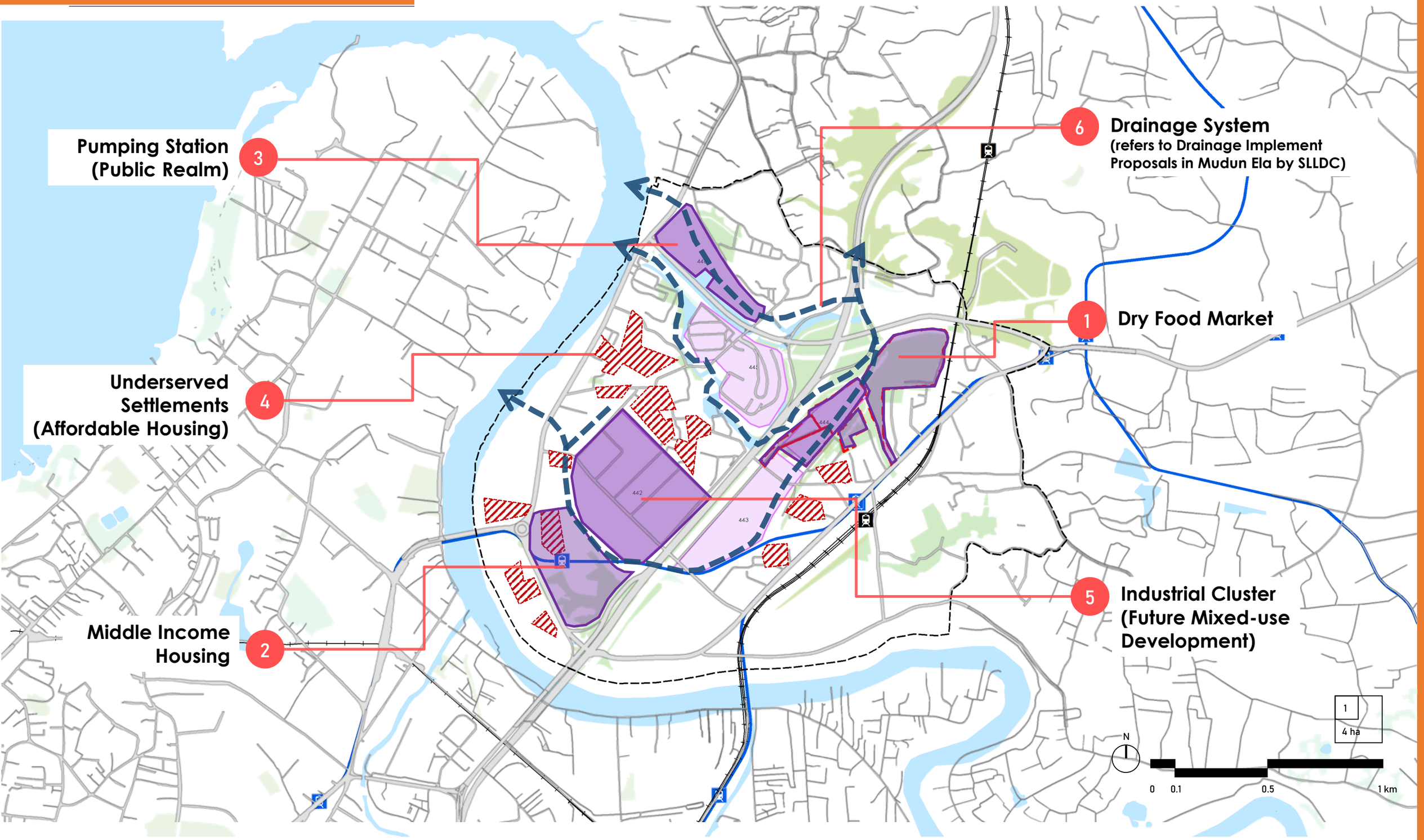


Dry food market development, public realm along the canal and pumping station are among the priority interventions.



The Peliyagoda New Manning Market area is envisioned to become a new urban centre to support Colombo CBD area, complemented with a central integrated market, transport oriented development, and waterfront development along the Kelani River.

LAND VALUE CAPTURE
INTERVENTIONS



OVERALL ACTION PLANS

The following are the key proposed action plans (in priority order) to develop the Peliyagoda area:

1. Comprehensive drainage plan required to utilize the marshy lands within the Site. Canal & detention-retention pond improvement at Oliyamulla Pumping Station for flood mitigation subject to further hydrology study. Flood mitigation facility as demonstration on sustainability solutions.;

2. PPP site for Medium-Income housing (8 ha approx.);

3. Staged redevelopment of underserved areas (~50 Ha) to provide for affordable housing (estimated **6,000** relocation units), Plot 3a first plot to be redeveloped; possible for developer of #2 to build affordable housing on Plot 3a to cross-subsidies affordable housing construction;

4. Existing industrial & Warehousing use allowed to continue as existing use. Upon expiry of lease, UDA lands can be re-zoned as Mixed-Use Type II

5. For privately-owned industrial warehousing lands, as the Site becomes an attractive recreation-tourism destination with the demand increases for Mixed Use-commercial subject to authorities' approval;

6. Last-mile connectivity by green shuttle to Kelaniya Rail stop on Kandy Road

7. Continuous public walkway as promenade connecting to other stretches of Kelani River for walking, cycling & to link Peliyagoda to the opposite banks;

8. Green water taxi stops to connect residential areas, other job centres, tourist spots (Kelaniya Raja Maha Viharaya, Crow Island Beach Park, etc);

9. Biodigester for organic waste recovery at the Markets and food centres and prohibition of waste discharge to all waterways;

10. Diversion of roosting grounds for egrets to the 4 quadrants by mangrove reintroduction and native vegetation to create a native forest ecosystem;

11. PPP of UDA lands zoned residential/ Mixed Use within 500m of rail stops to optimize its land capture value;

12. Infrastructure improvements with Celebration Nodes integrated with promenade, pedestrian bridges and water taxi stops along Kelani River.



Waterfront commercial space.

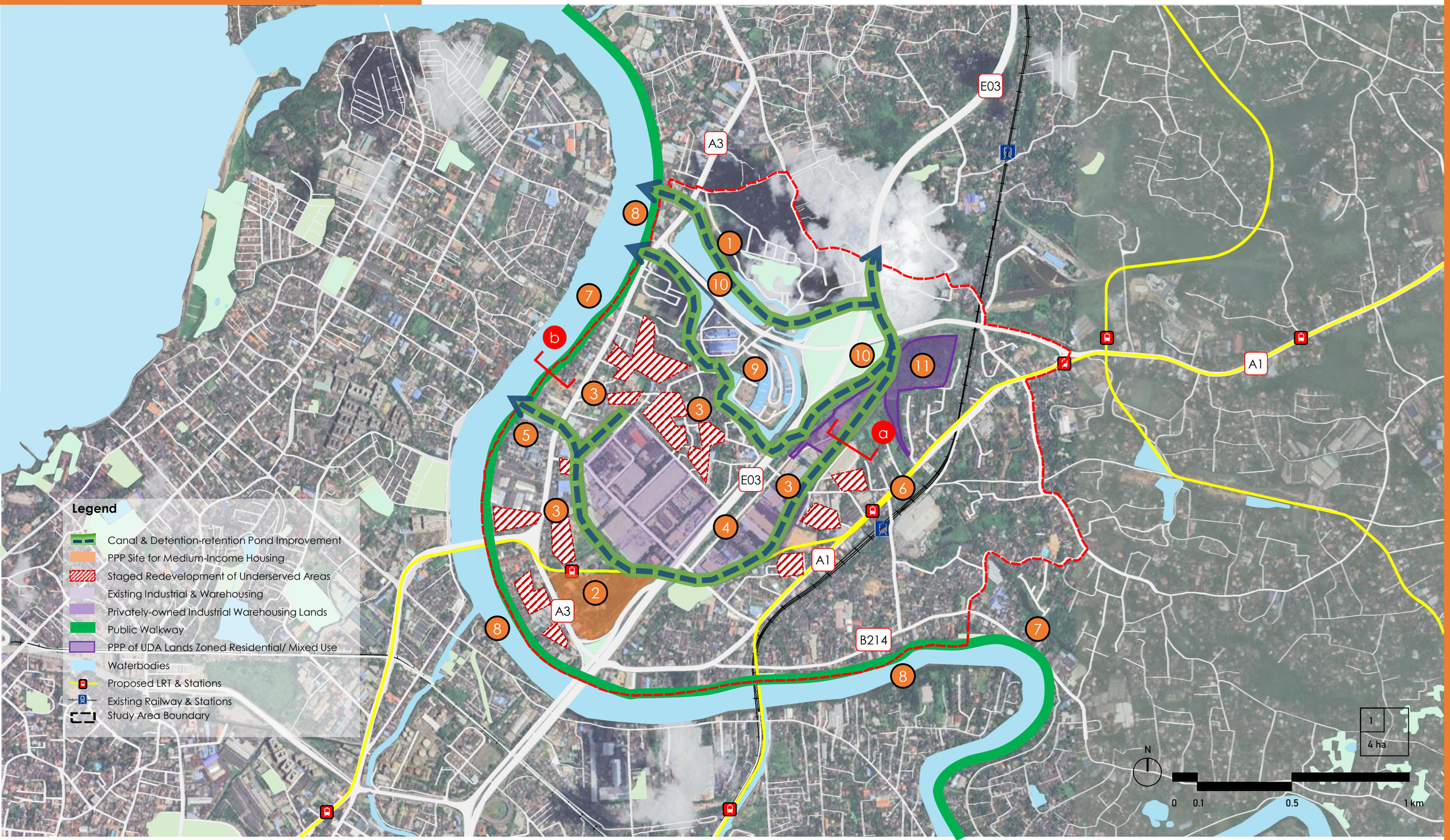


Waterfront residential and mixed-use development



Last-mile connectivity by Green Shuttle.

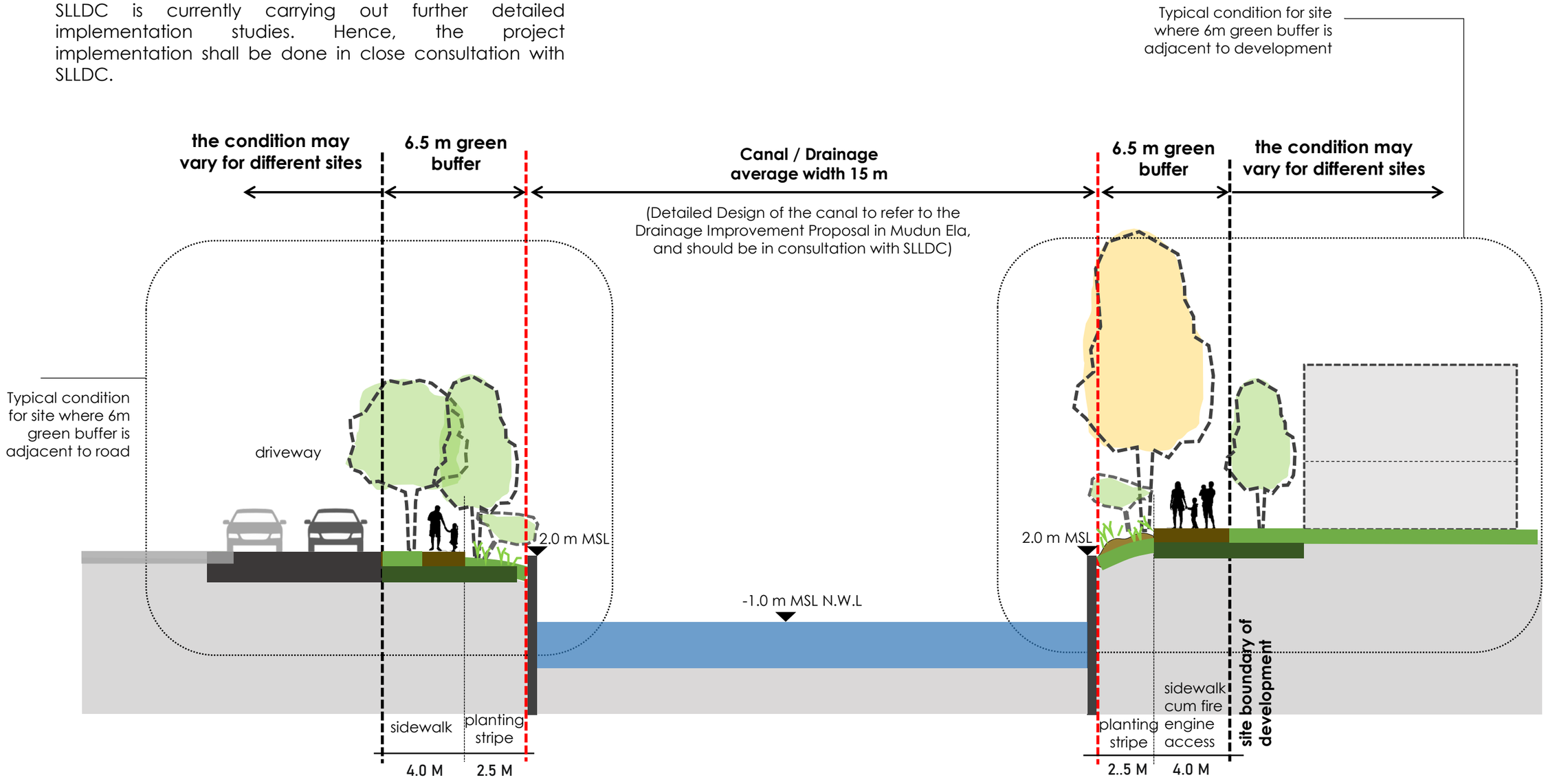
OVERALL ACTION PLANS
STRUCTURE PLAN



a Typical Sections along the Canal / Drainage

The typical section illustrate the conceptual proposal of the conversion of existing canal/drainage to public realm. A 6.5 m green buffer is provided on both sides of canal for a continuous promenade.

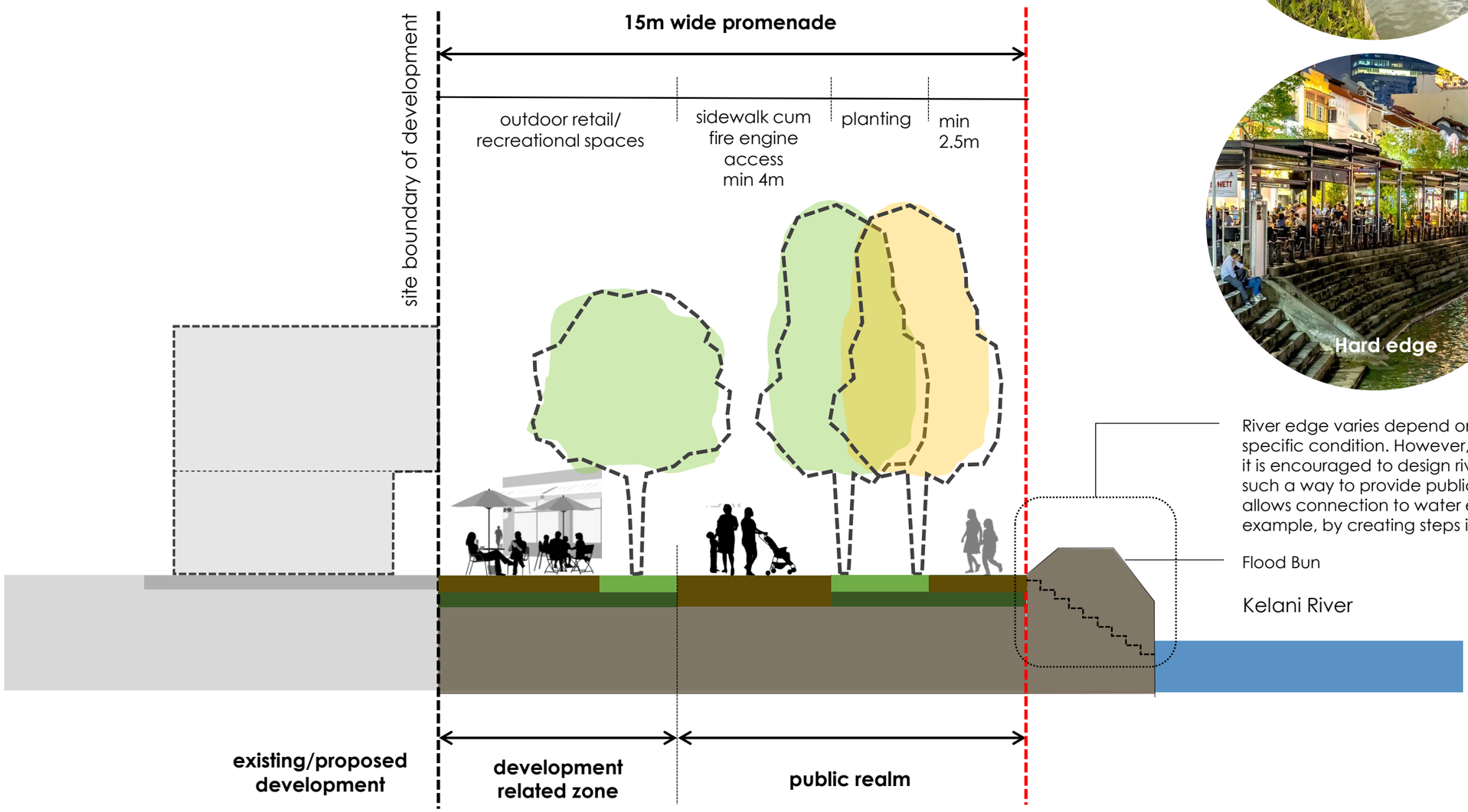
SLLDC is currently carrying out further detailed implementation studies. Hence, the project implementation shall be done in close consultation with SLLDC.



b Typical Section @ Kelani River, Peliyagoda

The typical section illustrate the conceptual proposal of 15m wide promenade along the Kelani River within the project boundary. The objective is to provide a continuous public realm for commercial and recreational purposes.

SLLDC is currently carrying out further detailed implementation studies. Hence, the project implementation shall be done in close consultation with SLLDC.







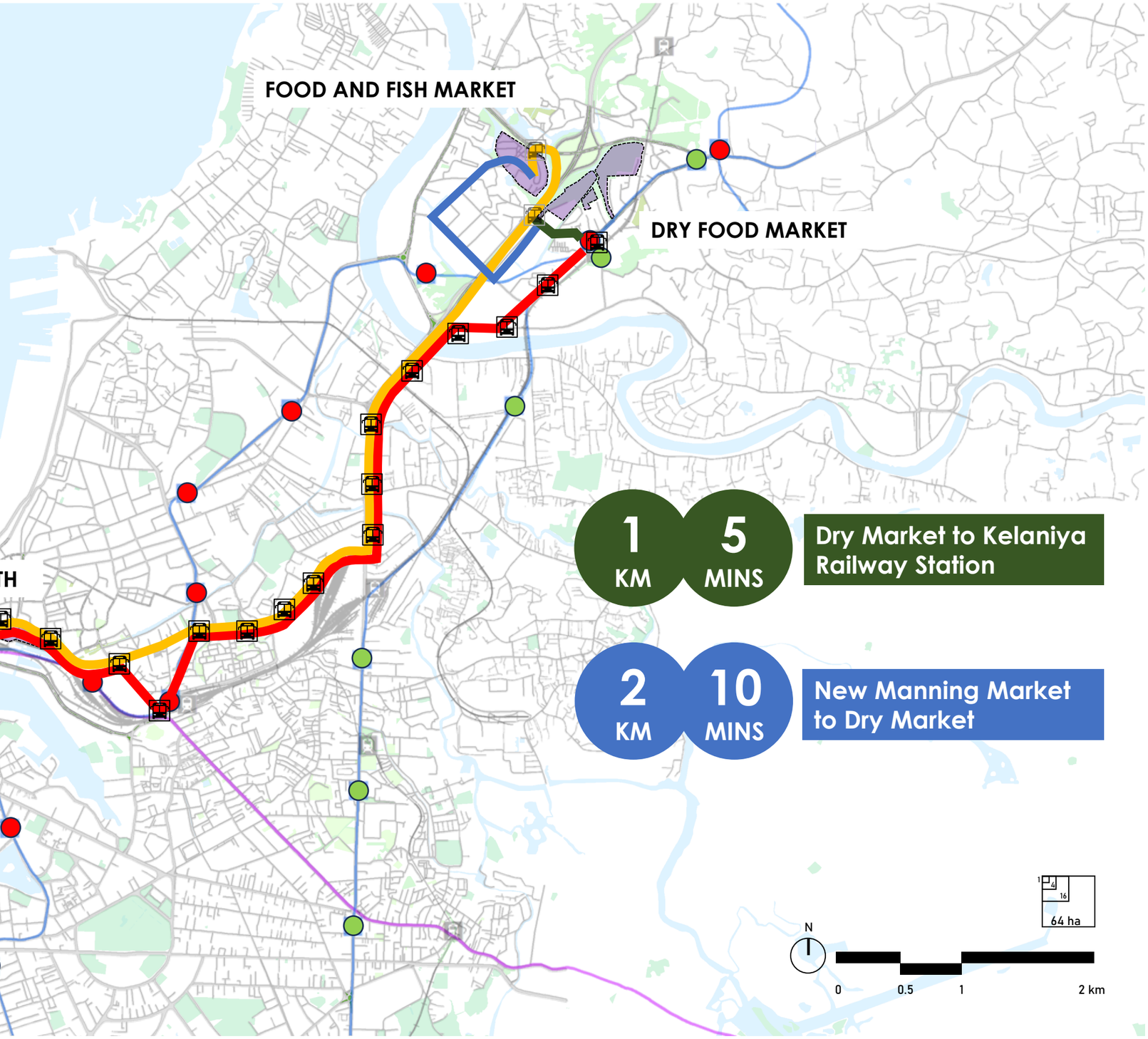
TRANSPORT NETWORK
PROPOSED BUS ROUTE

Fort Railway Station to New Manning Market

7.5 KM **30 MINS**

Kelaniya Railway Station to Fort Railway Station

8 KM **30 MINS**



OVERVIEW

Utilities planning for the development involve understanding on economic parameters and consideration on the physical features such as location, topography, and climate. The elements of utilities included are water, wastewater (sewage), solid waste, and power.

The estimation of the utility's demand/generation are based on the proposed land use distribution, projected population, proposed built up area, and unit demand.

The objectives for water supply system are to cater for the anticipated peak water demand requirements and to transform the proposed development into an efficient and reliable water supply system. For sewage generation, the estimation is done by considering 80% of water consumed as sewage flow. Potable water shall be tapped from municipal water supply and similarly sewage shall be discharged to municipal sewer system.

Power demand density figures follow established norms used internationally based on the identified types of commercial/residential unit power demand figures. Power demand is projected based on land use distribution, gross plot ratio, power demand density and coincidence factor. Generally, coincidence factor is applied in the power demand computation as consumers are unlikely to consume their peak demand simultaneously. Power shall be tapped from municipal power supply.

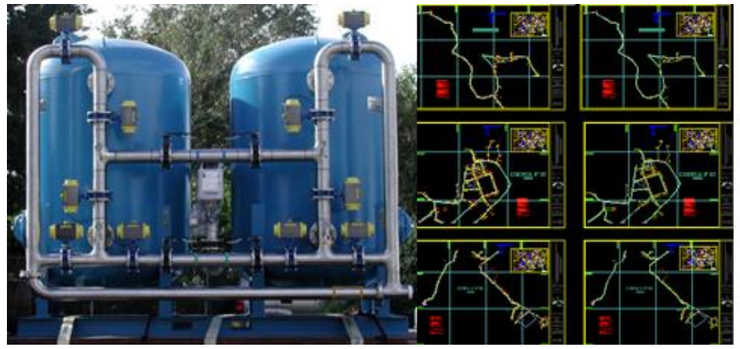
UNIT DEMAND (WATER, SOLID WASTE AND POWER)

In deriving the projected utilities demand for the development, the unit demand of the various uses would need to be determined first, the table shows the unit utility (water, sewer, solid waste & power) demand used for the projects. These figures are obtained from various sources including local standards and similar projects carried out by SJ in different countries.

Based on the proposed unit demand, proposed land use distribution and projected population, the ultimate total average demand for various utilities has been worked out and shown in the respective intervention projects.

Land Use	Unit Water Demand	Unit Solid Waste Generation	Unit Power Demand (VA/m2)
RESIDENTIAL	150 lpcd	0.8 kg/c/d	40 – 60
COMMERCIAL	50 - 70 m3/ha/d	200 - 240 kg/ha/d	70 - 90
OFFICE	15 – 25 lpcd	0.15 - 0.25 kg/c/d	70 - 90
RETAIL	10 – 20 lpcd	0.1 – 0.2 kg/c/d	70 - 90
HOTEL/SERVICE APARTMENT	200 - 400 l/room	1.6 kg/room	60 – 90

- lpcd = litre per capita per day
- Sewage; 80% of water consumed is considered as sewage flow.







FOOTFALL PROJECTIONS
POPULATION AND EMPLOYMENT

	Direct Employment	Shops
Manning Market	~ 3000	~ 1,200
Dry Food Markets	~ 5,950	~ 2,300
Fish Market	~ 1020	~ 408
Warehousing (Storage Facilities)	~ 300	-
Packaging Centre	~ 630	-

Total Direct Employment

~ 5,500 to 6,900

Total Indirect Employment

~ 1,400 to 1,700

Total Shops

~ 3,600

Footfall estimation

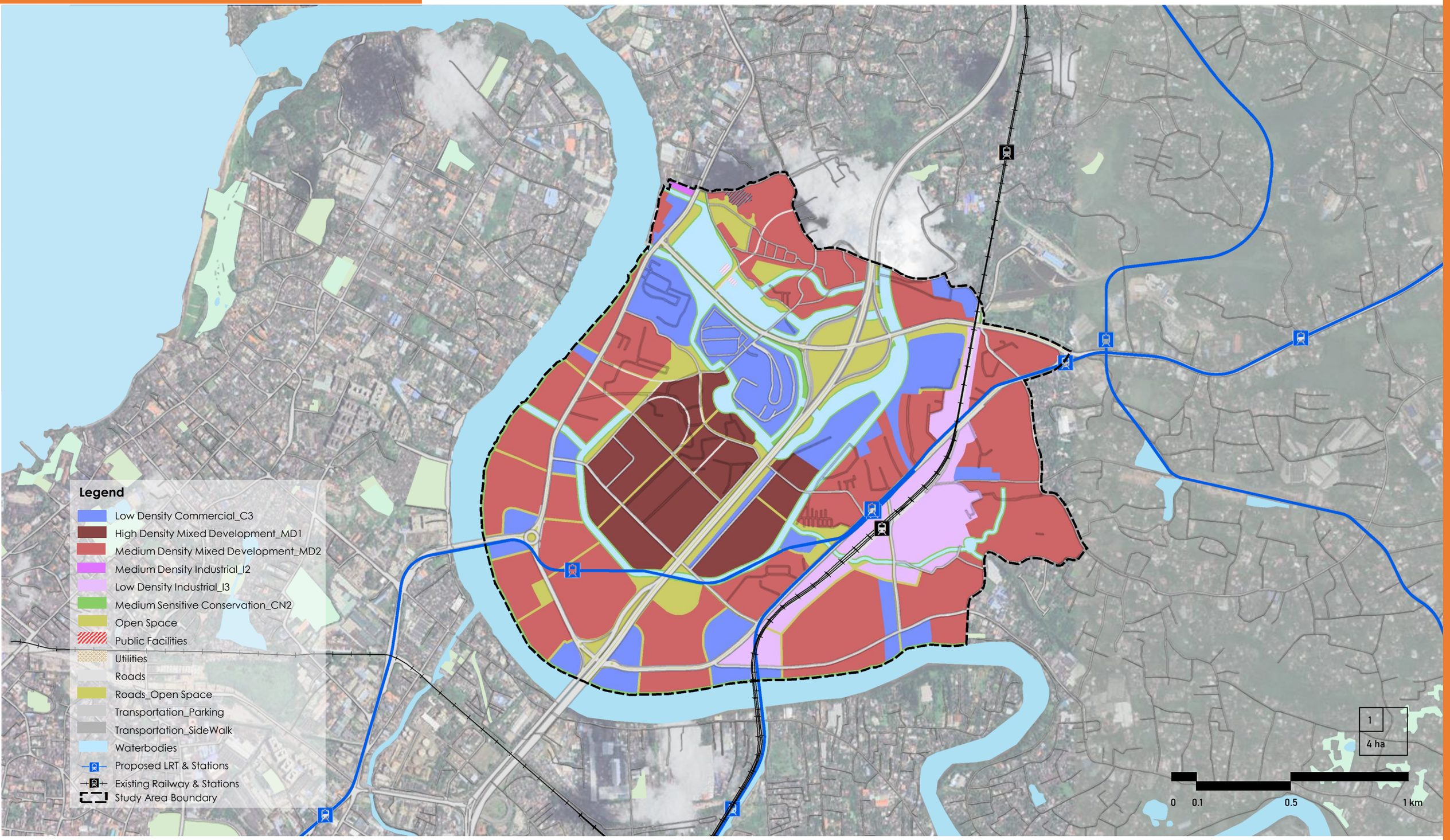
2023	2032
Current footfall:	Future footfall:
10 k to 15 K	**37 k to 46 K**

Revenue estimation

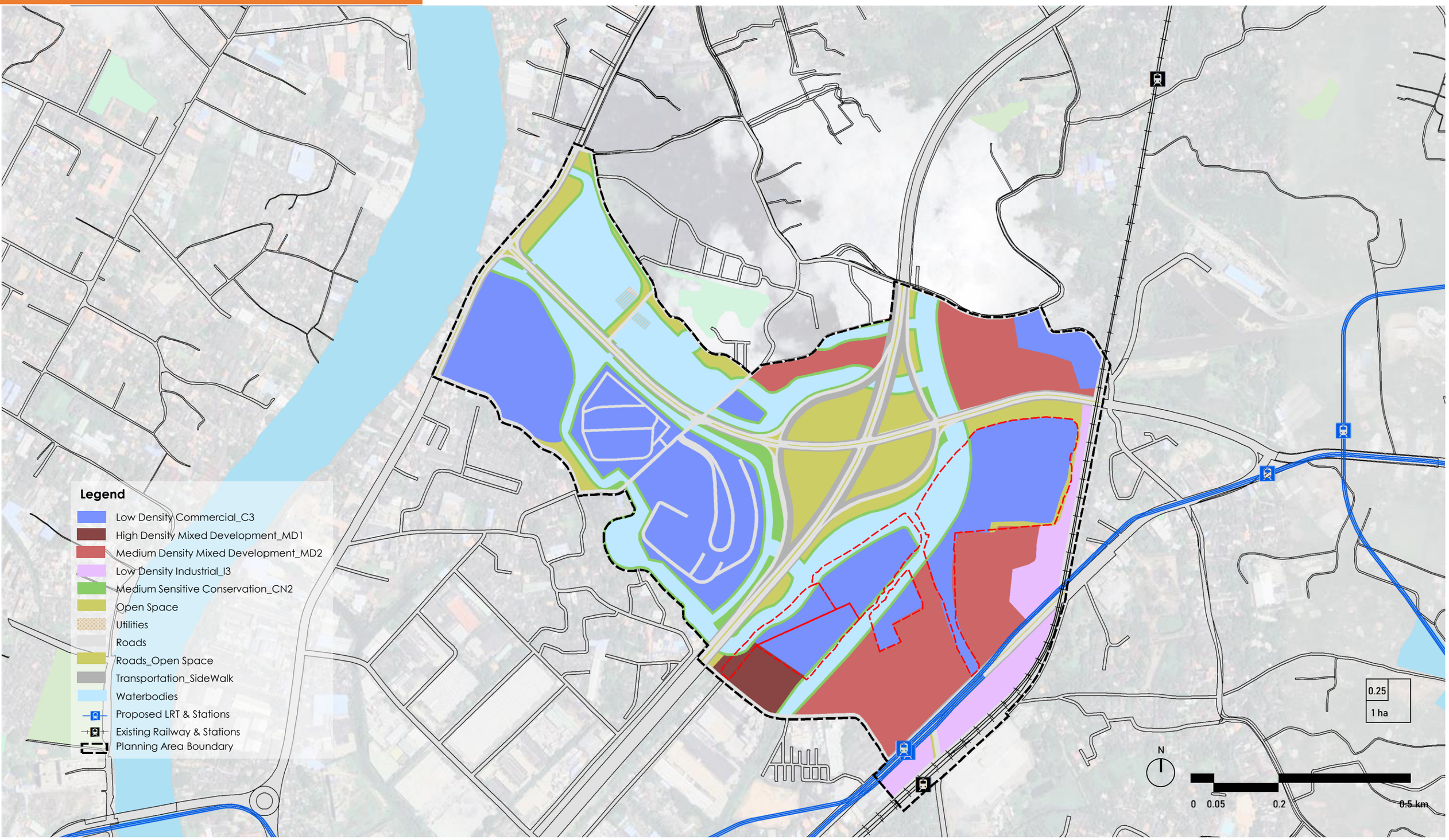
Retail rental:

~ 900 to 1200 LKR per sft

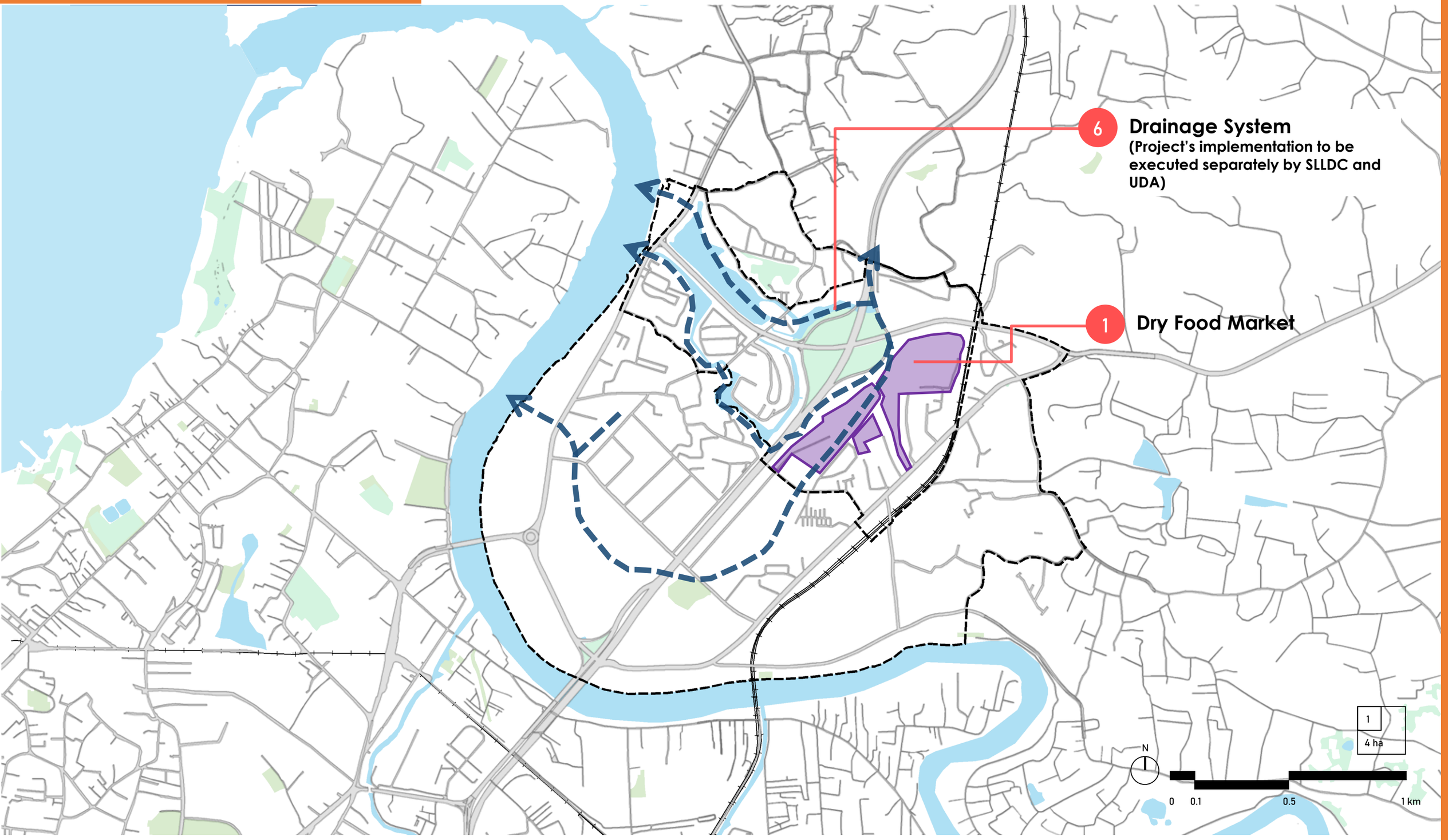
PROPOSED LAND USE PLAN
STUDY AREA



PROPOSED LAND USE PLAN
PLANNING AREA



CONCLUSION
PRIORITY INTERVENTIONS




1
Vacant Land
Dry Food Market

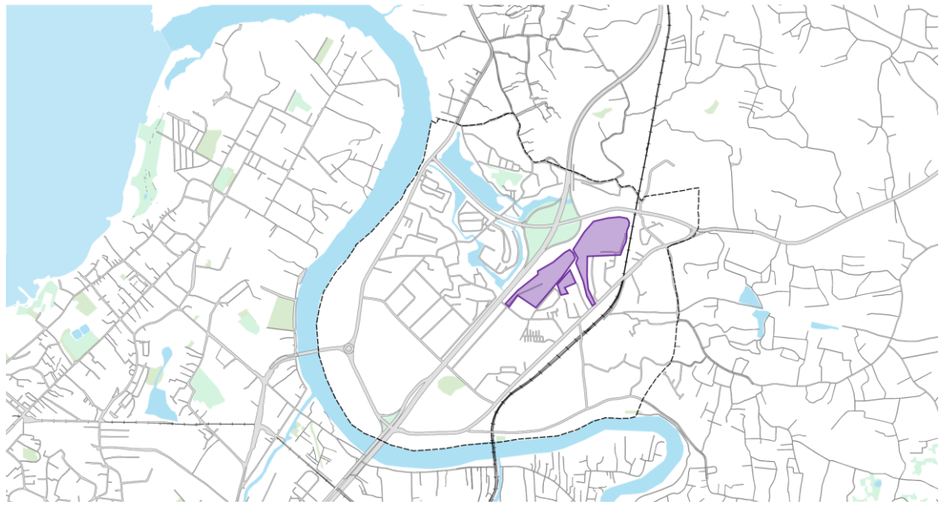




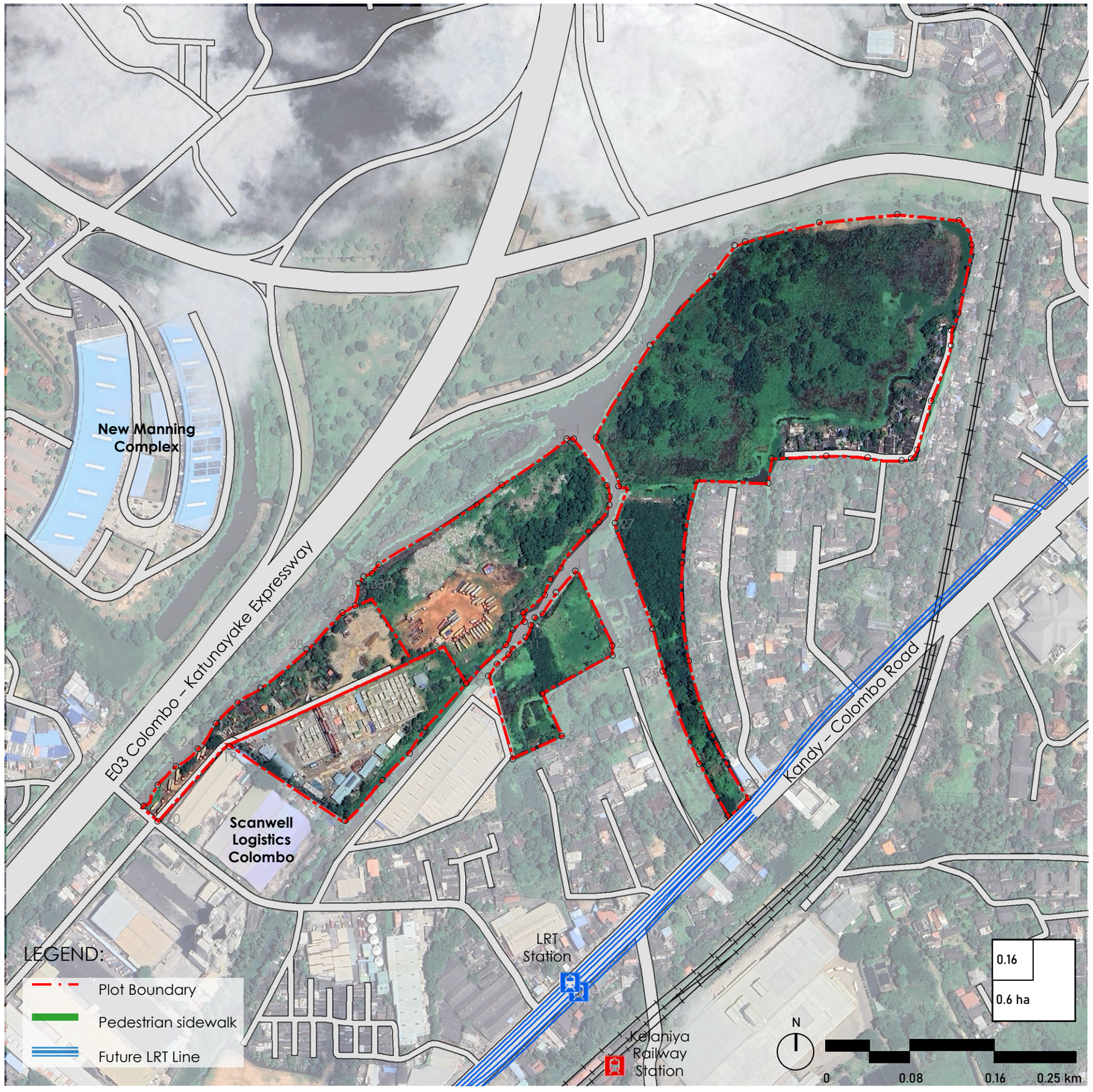
6.4
PRIORITY INTERVENTION – BOOKLET

1 DRY FOOD MARKET AT PELIYAGODA

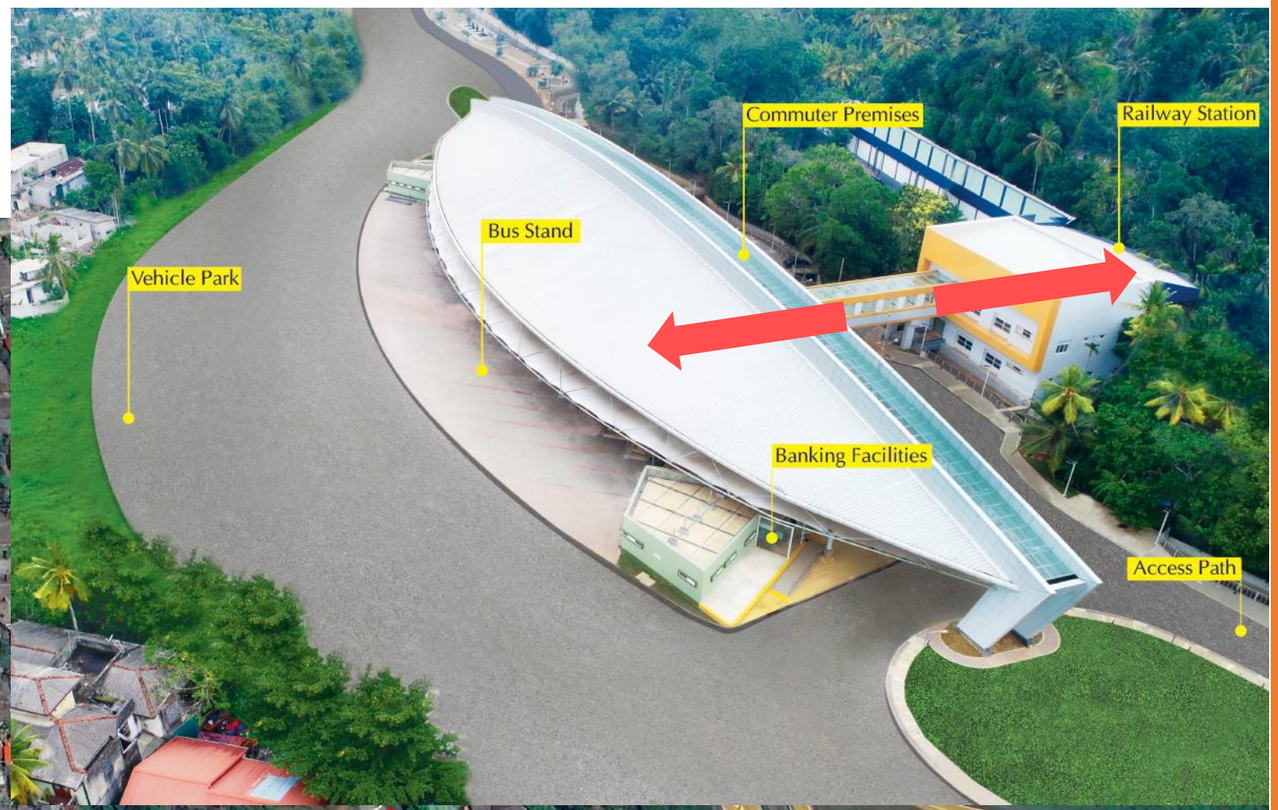
2. PROJECT LOCATION	
Location boundaries	North, West: E03 Colombo - Katunayake Expressway South: Kandy - Colombo Road
Jurisdiction	Peliyagoda
Zone	-
Zone Factor	Comes under the Draft Peliyagoda Development Plan so there is no Zone Factor
Access Road	Colombo Kandy Road
Current Usage Type	Bus Parking + All Bus Stands; wetland
Frontage (along Access Road)	18 m
Unique Selling Point (UPS)	Adjacency to the Manning Market and Peliyagoda Interchange



Key Plan: Plot location and overall context.



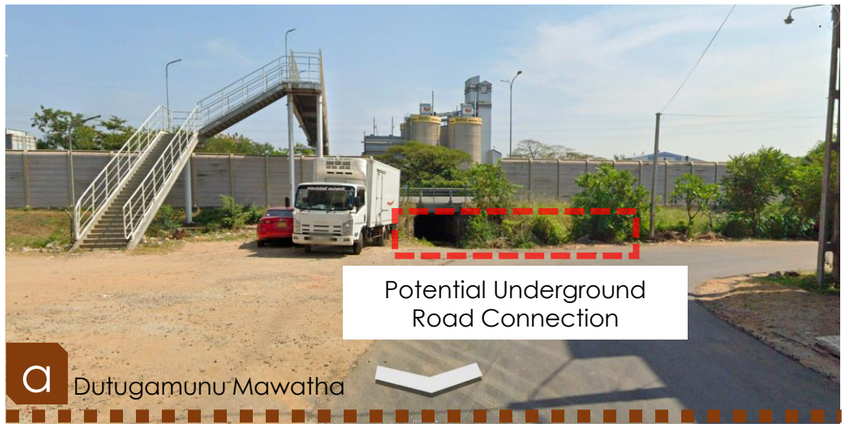
1 DRY FOOD MARKET AT PELIYAGODA





1 DRY FOOD MARKET AT PELIYAGODA

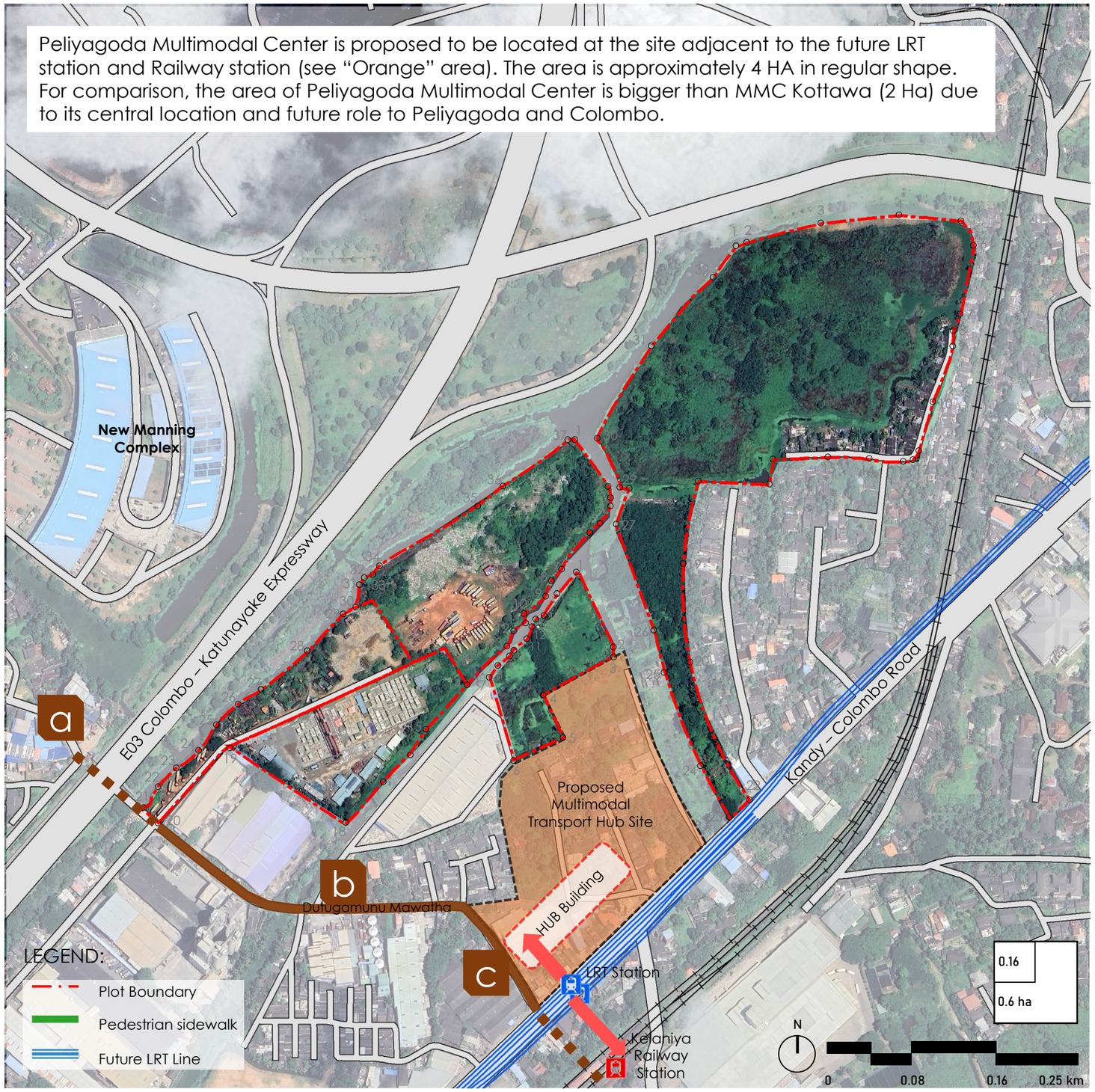
PROPOSED MULTIMODAL CENTER







Peliyagoda Multimodal Center is proposed to be located at the site adjacent to the future LRT station and Railway station (see "Orange" area). The area is approximately 4 HA in regular shape. For comparison, the area of Peliyagoda Multimodal Center is bigger than MMC Kottawa (2 Ha) due to its central location and future role to Peliyagoda and Colombo.



1 DRY FOOD MARKET AT PELIYAGODA

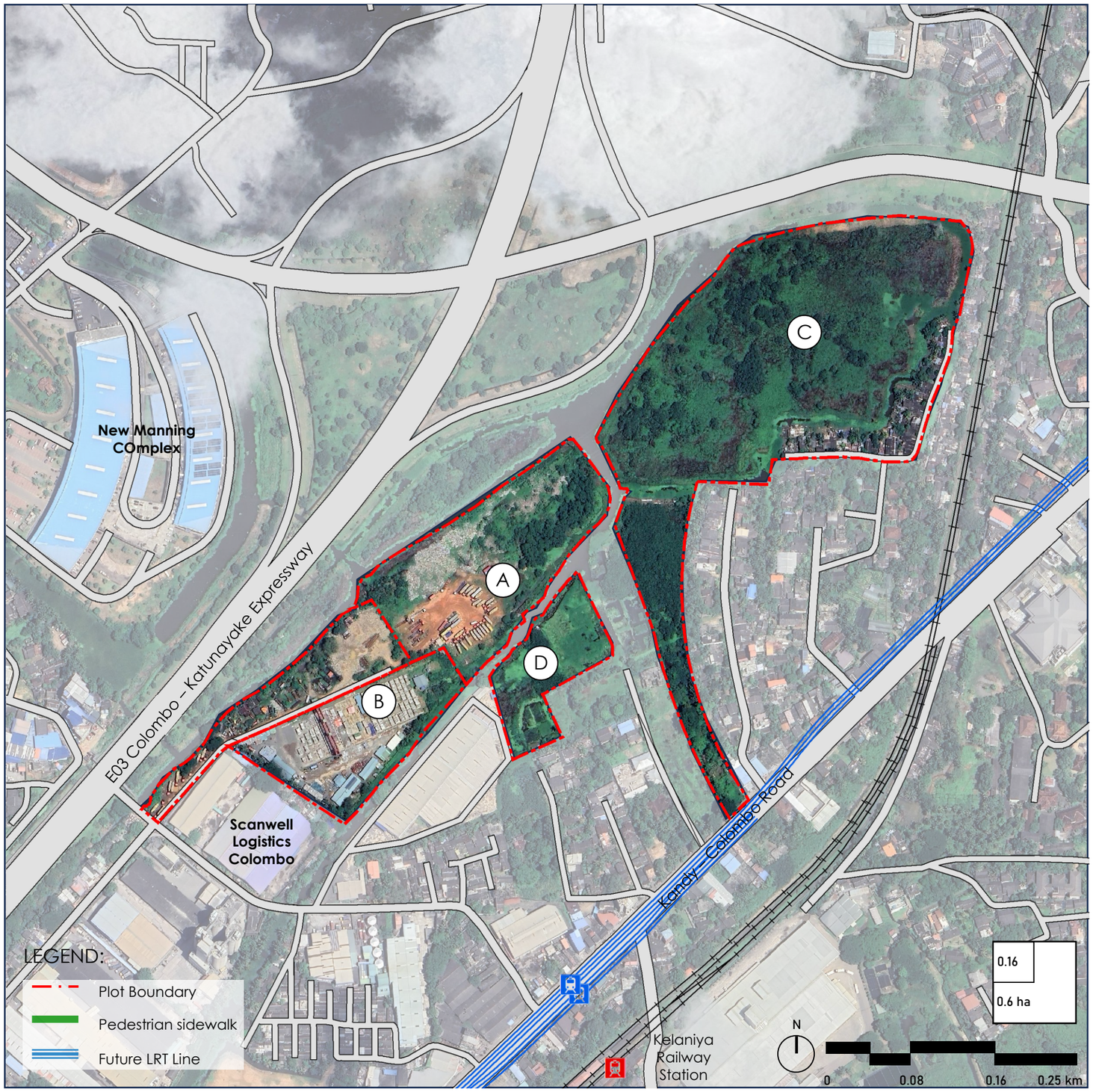
Plot A&B			Plot C			Plot D		
Pt	Coordinate X	Coordinate Y	Pt	Coordinate X	Coordinate Y	Pt	Coordinate X	Coordinate Y
1	377834.9	770203.7	1	377994.0	770392.1	1	377839.4	770074.7
2	377869.2	770157	2	378004.9	770396.4	2	377873.6	770000.9
3	377871.3	770146.4	3	378077.8	770415.2	3	377873.6	769991.6
4	377870.6	770138	4	378153.5	770423.2	4	377804.7	769953.6
5	377860.2	770121.6	5	378214.9	770417.4	5	377824.4	769911.6
6	377850.2	770113.1	6	378226.8	770393.2	6	377776	769889.8
7	377818.2	770071	7	378207.3	770310.7	7	377752.6	769970.8
8	377812.3	770064.7	8	378207.1	770308.1	8	377759.7	769981.9
9	377806.5	770049.3	9	378206.1	770295.0	9	377772	769991.4
10	377785.3	770031.6	10	378186.7	770240.0	10	377775.2	769997
11	377787.1	770025.1	11	378172.4	770190.6	11	377789.1	770007.7
12	377774	770013.2	12	378168.2	770184.4	12	377793.9	770019.6
13	377769.8	770001.5	13	378158.6	770181.4	13	377797.8	770028.3
14	377730.1	769963.3	14	378147.8	770181.5	14	377805	770031.5
15	377689.9	769919.2	15	378087.8	770185.9	15	377818.9	770052.1
16	377674	769895.9	16	378030.3	770183.8			
17	377645.4	769866.3	17	378026.7	770159.3			
18	377610.7	769826.2	18	377956.9	770162.5			
19	377496.7	769902.9	19	377942.2	770082.2			
20	377427.7	769828.1	20	377948.9	769984.5			
21	377411.8	769841.4	21	377974.5	769906.9			
22	377420.9	769853.6	22	378007.2	769850.2			
23	377443.8	769880.7	23	377988.4	769832.0			
24	377461.1	769892.8	24	377968.6	769866.2			
25	377480.3	769918.5	25	377924.0	769975.8			
26	377511.9	769949.1	26	377915.1	770010.3			
27	377528.2	769957.8	27	377875.8	770119.8			
28	377574.6	769995.9	28	377887.0	770150.4			
29	377608.3	770032.1	29	377881.1	770156.0			
30	377619.8	770038.4	30	377857.4	770205.5			
31	377624.2	770060.2	31	377896.5	770273.0			
32	377628	770067.2	32	377971.5	770362.0			
33	377637	770071.2	33					
34	377643.3	770079.4						
35	377740.7	770139.2						
36	377765.3	770158.2						
37	377830.4	770203.4						

* Site Boundary and Coordinates are to be confirmed by UDA, and are subject to ground survey and confirmation

1 DRY FOOD MARKET AT PELIYAGODA

Land Details & Present Use			
	Land Ownership	**Land Type**	**Extent (Acres)**
A	UDA Land - (7A 2 R 6.6 P)	High Land (Filled)	7.54
B	RDA Land - (6 A 1 R 18.3 P)	High Land (Filled)	6.3
C	Private : Dasa Land (17 A 13.1 P)	Low Land	15.87
		High Land	1.20
D	Siriwardhana Land - Private	Low Land	4.3
Sub Total		Low Land	**20.1**
		High Land	**15.04**
Total Land Extent /Project Area			**35.14 A**

Present Context & Usage	
UDA Land	Filled vacant land / Previously used as solid waste dumping yard. Later UDA has taken actions to ban that activity.
RDA Land	Land is occupied by the RDA – MAGA construction related offices. (8 Buildings) Part of the land used for construction related heavy machinery yard.



1 DRY FOOD MARKET AT PELIYAGODA

3. LAND REQUIREMENT FOR THE PROJECT	
Total Land Area / extent of land	14.25 Ha
Land Ownership Detail:	
The land owned by UDA	3.05 Ha
The land owned by RDA	2.55 Ha
The land owned by private partners	8.65 Ha

4. PROJECT PRELIMINARY ACTIVITIES			
Item	**Yes**	**No**	**Not Necessary**
Pre-Feasibility	Y		
Feasibility		N	
Detailed Design		N	
Strategic Environmental Assessment (SEA)			✓
Initial Environmental Assessment (IEE)		N	
Environmental Impact Assessment (EIA)		N	
Disaster Risk Assessment		N	
NBRO Clearance (If necessary)			✓
Archeological Clearance (If necessary)			✓
Land Clearance from relevant parties		N	
Social Impact Assessment		N	
Other (specify)			

5. PROJECT OBJECTIVES

- Provide one central dry food market that is co-located with the New Manning food market and dish market that serves the Peliyagoda and Colombo urban area.
- To relieve the congestion and density at the current wholesale dry food market at Pettah Bazaar.

6. RATIONALE OF PROJECT

6.1 Specific problems and needs to be addressed by project

- A proper drainage plan and system are crucial, as the site is currently in a wetland area. SLLDC developed the drainage plan, which needs to be adhered to during the project's implementation.

6.2 Target beneficiaries

Type of Beneficiaries	**No. of beneficiaries**	**Gender Ratio**
Direct	Y	X
• UDA/Market Management Committee		
• Wholesale market tenants		
Indirect	Y	X
• Logistics and transportation establishments		
• Vendors (small scale and large scale)		

1 DRY FOOD MARKET AT PELIYAGODA

The project's objective is to Provide one central dry food market that is co-located with the New Manning food market and dish market that serves the Peliyagoda and Colombo urban area.

1 DRY FOOD MARKET AT PELIYAGODA

7. RELATIONSHIP OF THE PROJECT TO NATIONAL POLICIES AND STRATEGIES
7.1 Relationship of project to National Policy Framework
• N.A.
7.2 Relationship to the Sectoral Master Plan (of the Ministry, sub-sector or the sector)
• The project is related to the Mudun Ela stormwater drainage and environmental improvement project by SLLDC (April 2024).
7.3. What is the sector strategy relevant to the project?
• N.A.

Stakeholders *- Individuals, people, organizations or groups who can influence the implementation of the Project or achievement of its result. Stakeholders may include: Project clients and non-beneficiaries from the target group, those who can influence the decisions of the Project, project/ministry staff associations; those with an interest in the Project (advocacy group, central agencies); and those who are adversely or unintentionally affected by the Project.*

Partner *- The partner is the parties who join the executor in implementing the Project. The partners often undertaken some components of the Project. E.g. Ministry of Health (MoH) in a Rural Water Supply Project where MoH implements the health and hygienic education component of the Project.*

8. COORDINATION WITH STAKEHOLDERS AND PARTNERS FOR IMPLEMENTATION OF THE PROJECT

Name of the agency	Nature of Intervention	Current status of intervention	Does the proposed project include this development activity? (Yes/No)
Stakeholders			
• UDA	Land Owner	NA	No
• Market Management Committee	Occupier	NA	No
Partners			
• Private Developer	Developer / Leaser	NA	Yes

9. PROJECT IMPACTS, OUTCOMES AND OUTPUTS/ RESULTS FRAMEWORK OF THE PROJECT/ PERFORMANCE FRAMEWORK OF THE PROJECT

9.1 Project Impacts	
• Economic	The project is proposed towards establishing a combined Dry Foods market, that could add to the current market establishments such as fish market and New Manning market
• Environment	Requires necessary preventive measures before the start of construction
• Social	More organised employment opportunities and more employment in logistics and agriculture processing sector

1 DRY FOOD MARKET AT PELIYAGODA

9.2 Project Outcomes										
No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Provide an Integrated Bus hub integrating with the proposed MMTH	Area	No's,	NA	NA					
2	Making best utilisation of the space and indeed improve the revenue generation	Area	No's,	NA	NA					
3	Provide hassle free public movement and indeed increase the ridership of public transportation	Area	No's	NA	NA					
4	Provide supporting amenities and a wholesome development	Area	No's	NA	NA					

9.3 Project Outputs										
No.	Outcomes	Indicator / KPI	Unit of Measure	Source of Data	Baseline Data & Year	Targets				
						2026	2027	2028	2029	2030
1	Dry Food Market	Project Completion	%	NA	NA		50 %	50 %		
2	Warehousing Area	Project Completion	%	NA	NA		50 %	50 %		
3	Packaging Centre / Export processing centre	Project Completion	%	NA	NA			50 %	50 %	
4	Common Amenities	Project Completion	%	NA	NA			100 %		
5	Public Parking & Consumption Parking	Project Completion	%	NA	NA		50 %	50 %		

1 DRY FOOD MARKET AT PELIYAGODA

9.4 Planned Activities in Achieving Outputs	
Activities for Dry Food Market	
Activities	Period
• Dry Food Market	• 2027-28
Activities for Warehousing Area	
Activities	Period
• Warehousing Area	• 2027-28
Activities for Packaging Centre	
Activities	Period
• Packaging Centre	• 2028-29
Activities for Common Amenities	
Activities	Period
• Common Amenities	• 2028
Activities for Parking	
Activities	Period
• Truck Parking	• 2028
• Standard Parking	• 2027-28

10. Aligning the project objective/s with the Relevant Sustainable Development Goal/s

Sustainable Development Goal/s	Sustainable Development Target/s	Relevance to the SDG		If directly related, measurable indicator/s	Expected contribution to the achievement (%.)
		Directly related	Indirectly related		
11. Make cities and human settlements inclusive, safe, resilient and sustainable	11.a Support positive economic, social and environmental links between urban, peri-urban and rural areas by strengthening national and regional development planning	✓		Number of visitors and users at dry food market	N.A.

11. Potential Negative Impact on Socio Economic Activities and Environment by the Project

Items	Yes	No
• Socio Economic		N
• Environment	Y	

Note: If "Yes" please provide measures that project plans to implement to mitigate these negative impacts

12. Risk and Assumptions

- What are major assumptions?
  The project sits on a wetland and vulnerable to flooding.
- What are the risks and mitigation measures?
  SLLDC has mitigated flood risk through the Mudun Ela stormwater drainage and environmental improvement project.
- Are these mitigation measures included in project activities? (Please elaborate).
  The project must integrate the drainage system as proposed and planned by SLLDC.

1 DRY FOOD MARKET AT PELIYAGODA

13. Mainstreaming the Disaster Risk Reduction (DRR) into the Project
• What are the identified disaster risks, if any? Flooding.
• What are the required mitigation activities/resilience features? Drainage system.
• Additional cost required to accommodate the above-mentioned mitigation measures/resilient features (USD MN) = ~ 0.0172 MN USD
• What are the socio-economic benefits to be achieved through mainstreaming the DRR? N.A.

14. Project Evaluation Plan
Please refer to the **phasing plan** with the specified timeline

Project Phasing											
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Dry Food Market			50%	50%							
Packaging Centre				50%	50%						
Warehousing			50%	50%							
Common Amenities				100%							
Multilevel Parking			50%	50%							
Heavy Vehicle Parking				100%							

1 DRY FOOD MARKET AT PELIYAGODA

15. Project Budget

15.1 Cost Breakdown

Cost Component	Cost for project period (USD. Mn)									Total Cost (USD. Mn)
	2024	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	
Land Acquisition	15.00									15.00
Construction/establishment *				50.5	57.4					107.8
O& M and Management				3.4	3.4	3.6	3.6	3.6	3.6	NA

15.2 Details of the Activities (Construction, Purchase of Equipment and Vehicles)

Activity	Cost (USD Mn)	No of Units (km, sq mt, no.)	Unit Cost (Rs.)	Standard Cost (Rs.)	
				National	International
Dry Food Market	107.8	• NA	• NA	• NA	• NA
Packaging Centre		• NA	• NA	• NA	• NA
Warehousing		• NA	• NA	• NA	• NA
Common Amenities		• NA	• NA	• NA	• NA
Multilevel Parking		• NA	• NA	• NA	• NA
Heavy Vehicle Parking		• NA	• NA	• NA	• NA

16 Financing Plan							
16.1 Revenue Forecast							
Components		**2029**	**2030**	**2031**	**2032**	**2033**	Total (2029 to 2033) (USD mn)
Dry Food Market		**24.8**	**26.1**	**27.4**	**28.7**	**30.20**	**137.10**
Packaging Centre (Lease)		**0.2**	**0.2**	**0.2**	**0.3**	**0.3**	**1.2**
Warehousing Rentals		**0.01**	**0.01**	**0.01**	**0.02**	**0.02**	**0.07**
Parking Revenue		**1.65**	**1.73**	**1.73**	**1.73**	**1.81**	**8.64**

16.2 Project Operation and Maintenance Costs after Completion							
Components	Source of Funds	**2029**	**2030**	**2031**	**2032**	**2033**	Total (2029 to 2033) (USD mn)
Dry Food Market		**3.4**	**3.6**	**3.6**	**3.6**	**3.8**	**54.87**
Packaging Centre							
Warehousing							
Common Amenities							
Multilevel Parking							
Heavy Vehicle Parking							

1 DRY FOOD MARKET AT PELIYAGODA

17. Differently Abled Persons Perspectives
• Does the project identify needs of differently abled persons? If so describe the relevant activities (Cost of these activities should be part of the total project cost) N.A.

18. Implementation Arrangements	
18.1 Executing Agency	**UDA**
18.2 Implementing Agency	**MMC (Market Managing Committee & Private developer)**
18.3 Details of Implementation mechanism	Please refer to Implementation Framework table

19. Findings of the Economic and Financial Analysis	
• EIRR / FIRR	22 %
• ENPV / FNPV	48.15 (USD Mn)
• Payback Period	2032
• Cost Benefit Ratio	• NA
• Cost Effectiveness Analysis especially for social infrastructure projects	• NA

Note: Worksheets of the above calculations should be attached along with the proposal

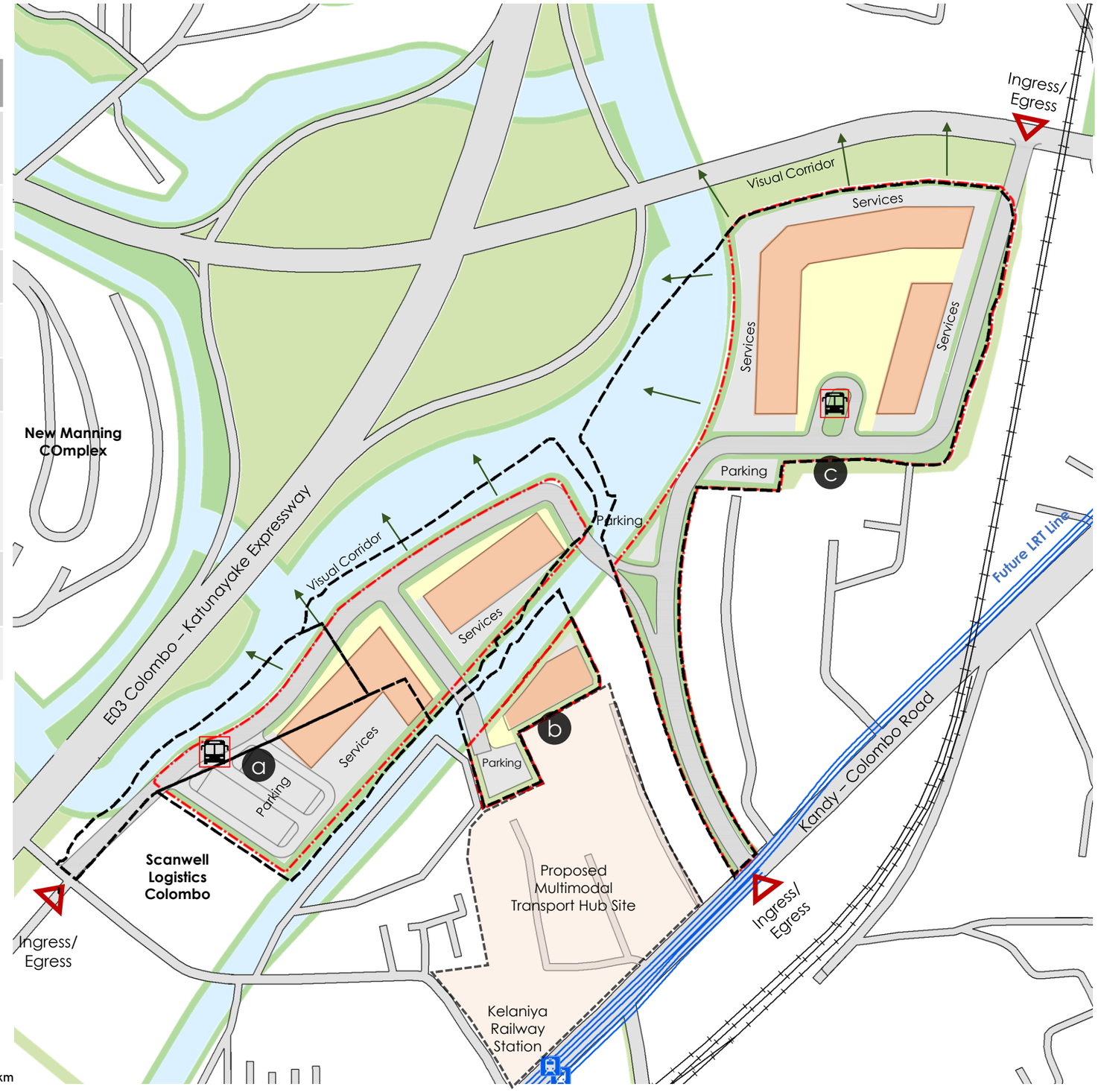
1 DRY FOOD MARKET AT PELIYAGODA

20. Development Guidelines & Regulations		
Plot Area	Plot a : 5.6 Ha (56,000 sqm) Plot b : 1.74 Ha (17,400 sqm) Plot c : 6.91 Ha (69,079 sqm)	
Permissible Uses	Mixed Use	
Maximum Permissible Floor Area Ratio (FAR)	5.5	
Permissible Height (m)	75 and above	
Maximum Plot Coverage	Building- : 65%	
Minimum Setbacks (m)	Front	4 m
	Rear Space	6 m
	Side Space	6m
Parking Provision	75 % provision within Site Boundary (30 % for Padels/Motorcycles)	
Platform Level	All buildings/structurers should sit on a platform level of above 2.0m MSL	

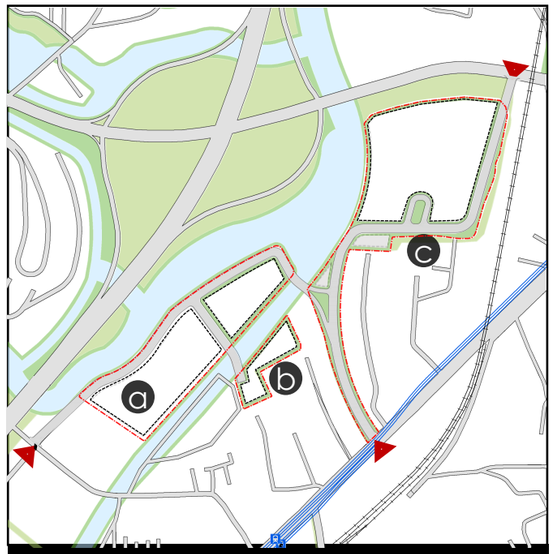
LEGEND:

- Plot Boundary Line
- Building Setback Line
- Green Buffer / Open Space
- Ingress / Egress
- a Plot a
- b Plot b
- c Plot c
- Open Space
- Building Zone

Bus stop with integrated parking area

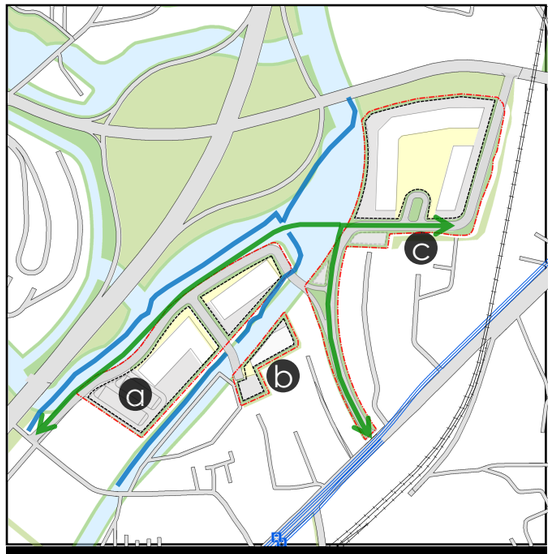


1 DRY FOOD MARKET AT PELIYAGODA



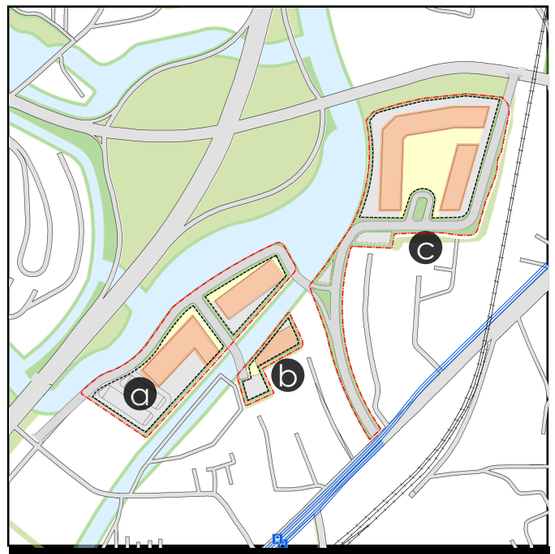
BUILDING SETBACK & VEHICULAR INGRESS/EGRESS

- Plot Boundary Line
- Building setback Line
- Ingress / Egress



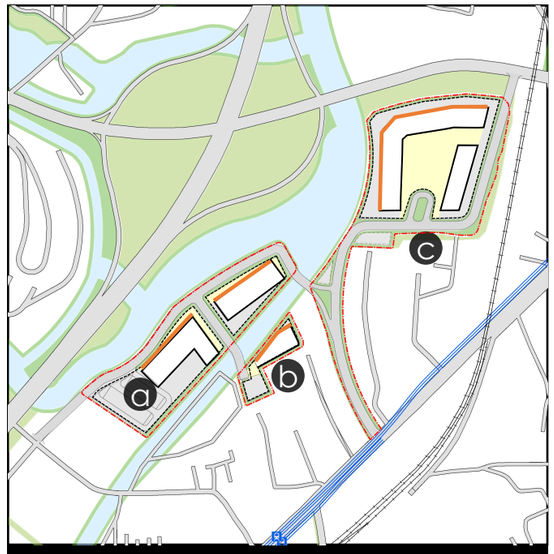
PUBLIC REALM - PEDESTRIAN NETWORK

- Pedestrian Sidewalk
- Promenade
- Open Space
- Green Buffer / Open Space
- Road / Parking area



BUILDING FOOTPRINT

- Road / Parking area
- Open Space
- Building Zone



ACTIVE EDGE

- Mandatory commercial façade on ground level (minimum 30% of all commercial façade to be of retail use)

NOTES

The overall site comprises three main separated plots: a, b, and c. Plot A & c, due to their large area, will accommodate the main market activities, including the Dry Food Market and Warehouses. Plot b on the other hand, will accommodate common facilities/amenities for the visitors.

The main pedestrian sidewalk will connect the main entrance at the Kandy-Colombo Road. In addition, the promenade along the canal shall be connected to the sidewalk and open spaces to create a unique experience at the market as a public destination.

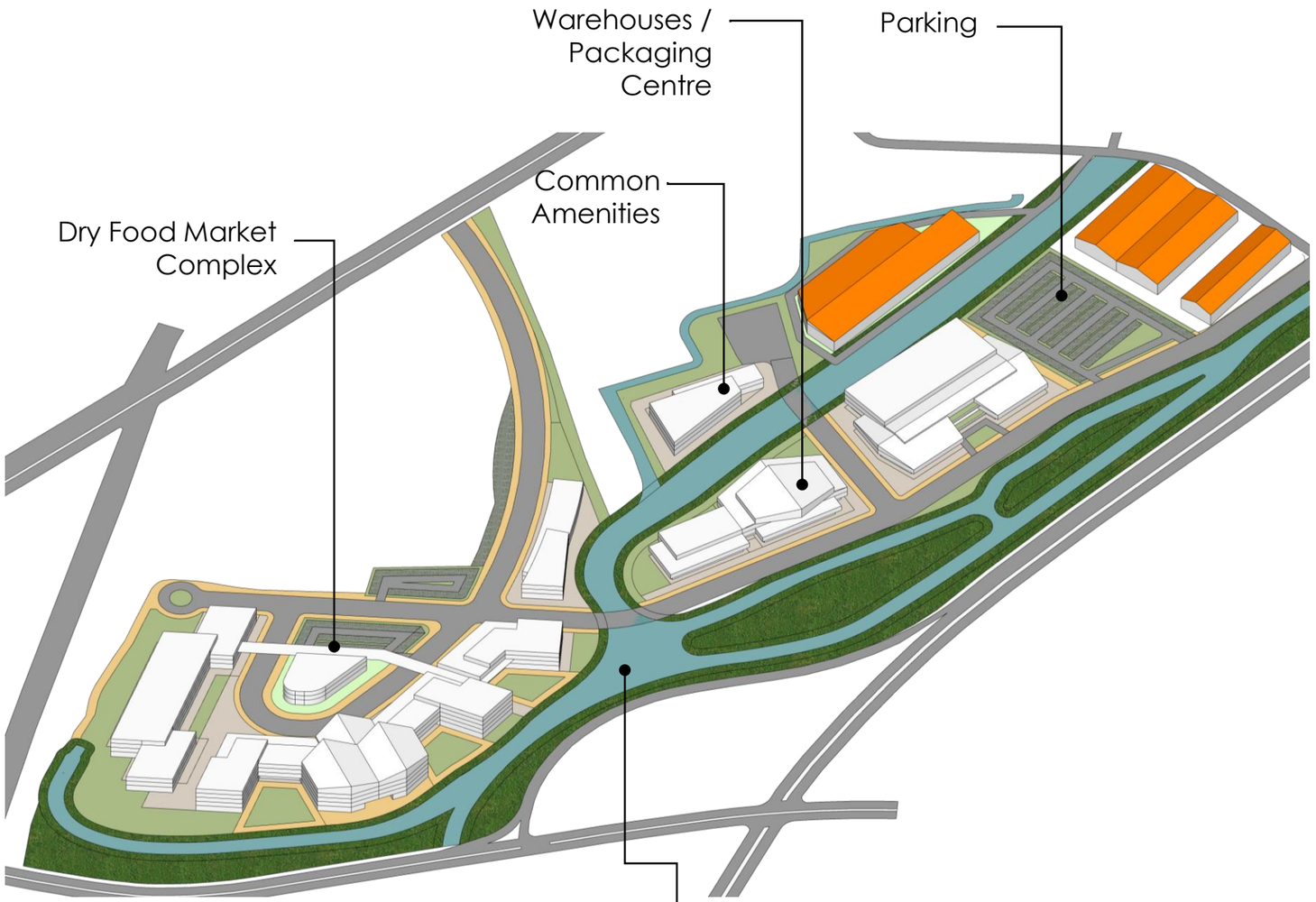
The indicative building zone is positioned to optimize the spatial orientation towards the canal and surrounding open space.

Commercial façade with retail shop activities shall be oriented along the promenade/canal to offer a unique commercial experience.

1 DRY FOOD MARKET AT PELIYAGODA

21. Development Proposal	
Function	Dry-Market
Proposed total GFA	81,000 sqm dry food market; 5,200 sqm warehousing; 28,000 sqm packaging centre
Proposed Height/Floors & GFA	Dry Food Market- 4 Warehouses- 1 Packaging Centre- 4

22. Development Programmes	
Dry Food Market	• Retail Shops • Wholesale Shops • Tourist Experience Centre • Admin Building • Common Amenities • Parking
Warehouses	• Dry Storage • Cold Storage • Parking
Packaging Centre	• Main Packaging Centre • Parking
Open Space	• Land for future development



NOTES:

The purpose of the 3D massing is only to illustrate the intent of the urban design according to the development proposal and programmes. It is not to provide an architectural design solution.

1 DRY FOOD MARKET AT PELIYAGODA

PRODUCT MIX AND PHASING PLAN

Product mix

Component	Land Area (Sq.m.)	Area (sqm)
Dry Food Market	20,724	81,000
Packaging Centre	4,480	5,200
Warehousing	28,000	
Common Amenities	17,400	2,000
Multilevel Parking	5,956	31,765
Heavy Vehicle Parking	28,685	28,685
Total	**37,235**	**148,650**

Phasing

2026	2027	2028	2029	2030
	50%	50%		
		50%	50%	
	50%	50%		
		100%		
	50%	50%		
		100%		

1 DRY FOOD MARKET AT PELIYAGODA

FINANCIAL ASSESSMENT

* The cost for the stormwater drainage within the site premises is tentatively estimated to be 0.0172 Mn USD

Component	Development Cost - Assumptions	Unit	Revenue - Assumptions	Unit
Market	**620**	USD per sq.m.	20	USD per sq.m. per month
Warehousing	**547**	USD per sq.m.	2.5	USD per sq.m. per month
Packaging Centre	**-**	USD per sq.m.	6 %	Annual Lease cost of Land Cost
Multilevel Parking	**350**	USD per sq.m.	0.24	USD per car parking lot per hour
Parking	**75**	USD per sq.m.	0.34, 0.51	USD per heavy parking lot per hour
Common Amenities	**550**	USD per sq.m.	-	

Project Land Cost (USD Mn)	**15.00**
Project IRR	**22 %**
Total Development Cost (USD Mn)	**107.8**
Annual Revenue by 2032 (USD Mn)	**28.03**

- Period of 20 Years
- Year 8

1 DRY FOOD MARKET AT PELIYAGODA

IMPLEMENTATION FRAMEWORK

Components	Proposed Operational Model	Feature	Roles	Timeline
Dry Food Market **Warehousing** **Packaging Centre**	**Option 1: Build Operate Transfer Model (BOT)**	**The private partner builds and operates the facility during a specified concession period, after which ownership is transferred back to the public entity.**	UDA: Monitors performance, compliance, and revenue sharing Private Partner: Develop and operate the dry food market	Development commences at the initial stage Development begins once other components are operational
	Option 2: Long Term Lease	**The Private entity will pay an upfront land lease premium and will develop the Infrastructure**	SLPA: Takes lease amount for the land Private Partner: Build Own and operate the facility for the lease period	

A market managing committee to be established within UDA who is responsible for overseeing the maintenance of common area.

Note: All suggestions assuming that the UDA completed the land acquisition from the private bodies before the start of the project.

1 DRY FOOD MARKET AT PELIYAGODA

24. Transportation Demand Projection

Land use	Total GFA (sqm)	AM IN	AM OUT	PM IN	PM OUT
Commercial	33,200	74	16	21	73
Retail	81,000	510	308	1,596	1,725
Hospitality	-	-	-	-	-
Residential	-	-	-	-	-
Total	**114,200**	**584**	**324**	**1,617**	**1,798**

Determination of number of lanes

- The peak hourly traffic volume for the proposed development is summarized in the table above, with specific traffic generation values for different land use types, based on the *ITE Trip Generation Manual, 11th Edition*.

Peak Hour Calculation

- To determine the required number of lanes, we calculate the peak hour traffic volume:

Peak Hour Volume (Inbound) = 1,617 vehicles/hour
Peak Hour Volume (Outbound) = 1,798 vehicles/hour

Lane Capacity

- Assuming a lane capacity of 1,100 vehicles per hour per lane:

$$Number\ of\ Lanes = \frac{Peak\ Hour\ Volume}{Lane\ Capacity}$$

Total Lanes Calculation per Access

$$Number\ of\ Inbound\ Lanes = \frac{1{,}617}{1{,}100} \approx 1.47 \approx 2\ lanes\ (rounded\ up)$$

$$Number\ of\ Outbound\ Lanes = \frac{1{,}798}{1{,}100} \approx 1.63 \approx 2\ lanes\ (rounded\ up)$$

Conclusion

The existing Kandy-Colombo Rd consists of two lanes in each direction and the access road adjacent to the expressway consists of one lane. Based on the assessment of the lane capacity mentioned above, assuming the forecasted traffic is evenly distributed among all lanes, the existing roads are expected to accommodate the traffic generated by the proposed development.

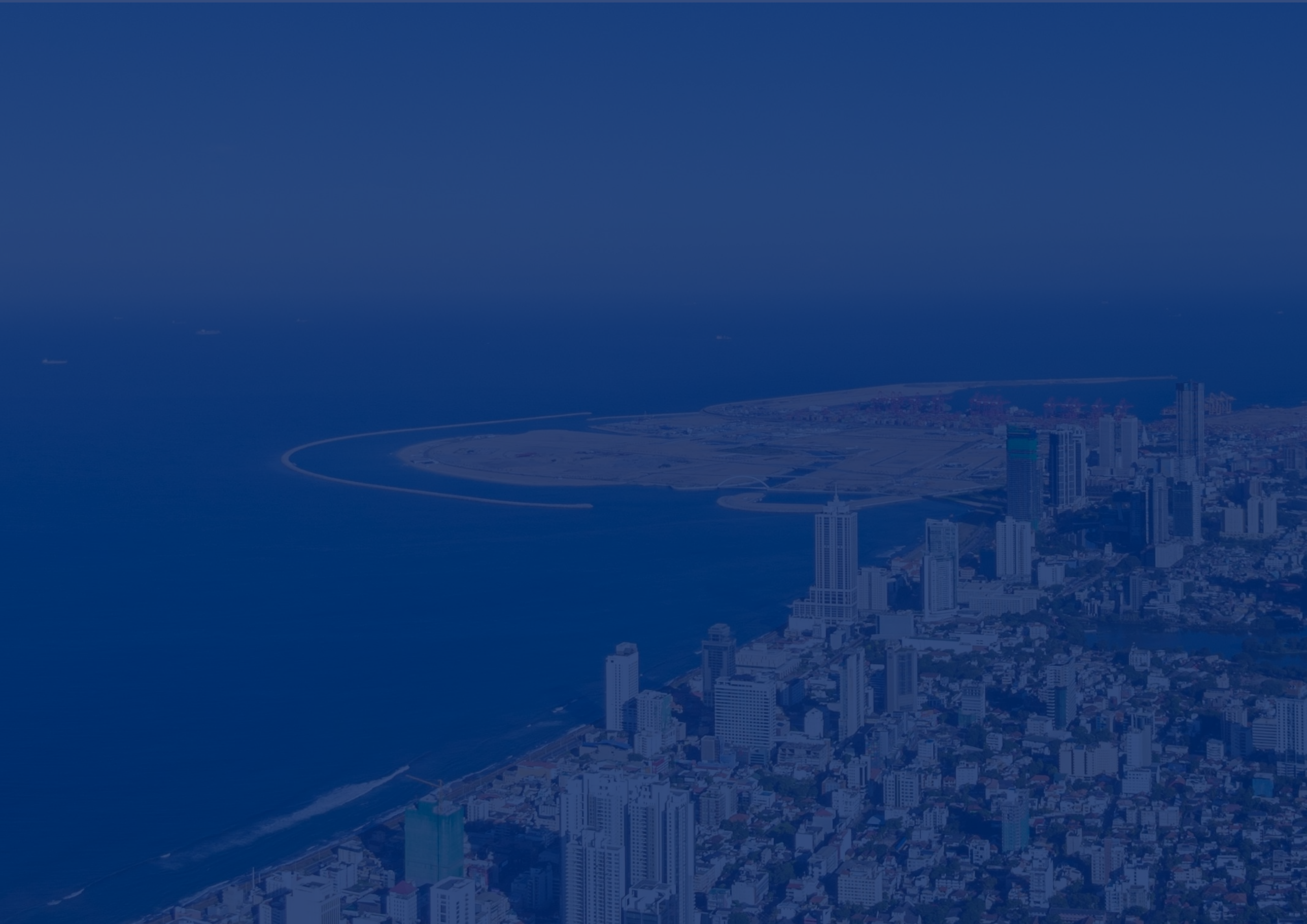
*The traffic capacity analysis above will be subject to the existing traffic conditions at the site.

25. Utilities Demand Projection

Based on the proposed unit demand for various utilities and the proposed land use distribution, projected population, and proposed built up area, the overall utilities demand for Paliyagoda New Manning Market are worked out as shown in the table below

Activity	Total Water Demand (M^3/D)	Wastewater Generation (M^3/D)	Solid Waste Generation (T/D)	Power Demand (MVA)
Admin Building, Warehouse, Tourist Experience Center	311	249	1.4	5.9
Commercial & Retail Shops	247	198	4.4	
				Co-factor : 0.6 * 0.7
Total	**560**	**450**	**5.8**	**2.5**

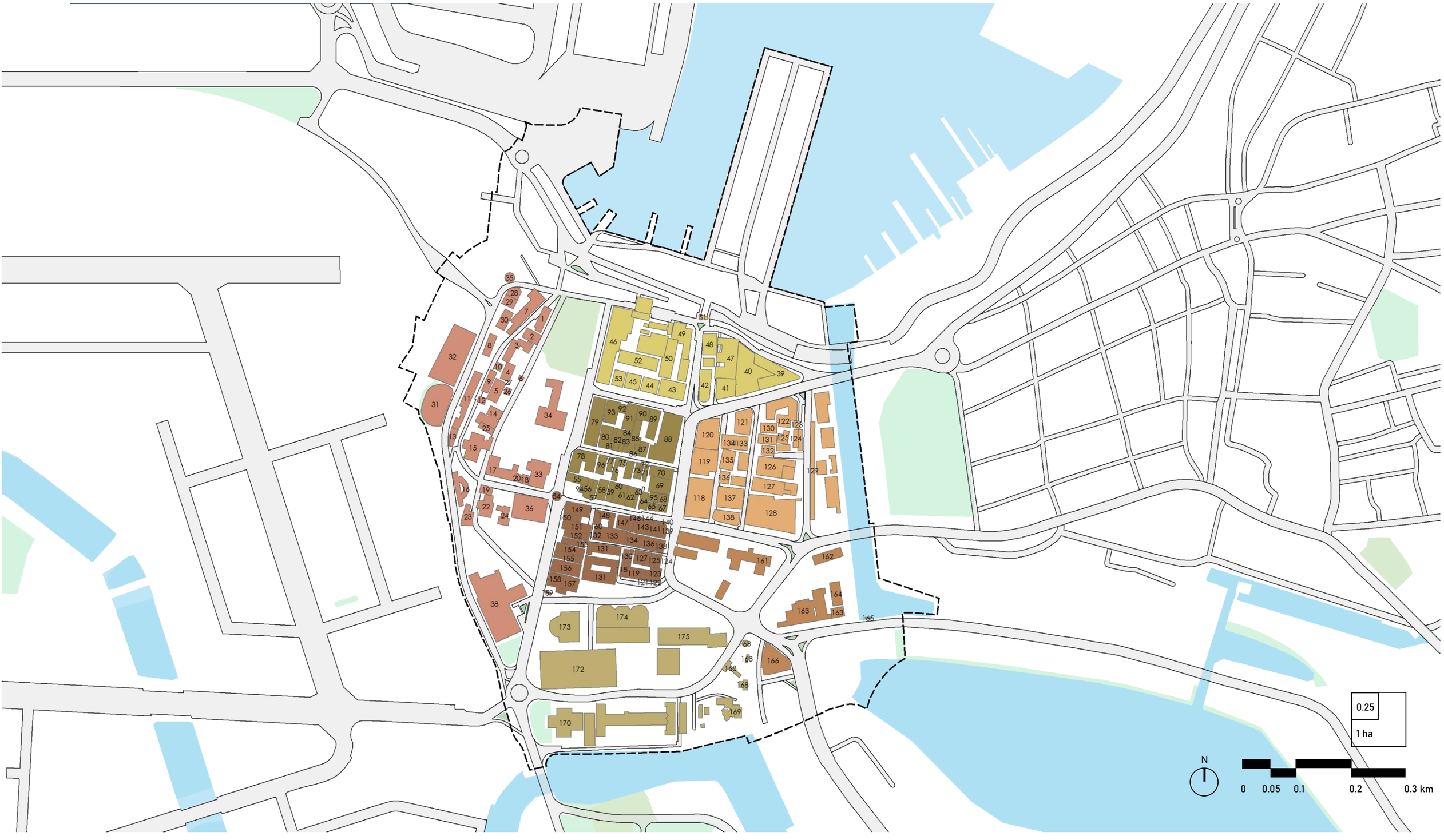
(This page is intentionally left blank)



appendix

FORT HERITAGE PRECINCT

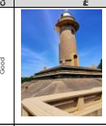
BUILDING INVENTORY



Ref number	Cluster	Cluster code	New number as gazzete document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
1	A	1		Navy Admin building			G+1					Canteen, Admin	SL Navy			
2	A	2		Navy Admin building			G+1				1908	Admin	SL Navy			
3	A	3		Navy Hospital			G+1					Hospital	SL Navy			
4	A	4		Navy Admin building			G+1					Admin	SL Navy			
5	A	5		Navy Admin building			G+1					Admin	SL Navy			
6	A	6	1	Kodigaha								Kodigaha			Listed building	
7	A	7		Harbour Building			G+1					Harbour Building	Harbour Department			
8	A	8		Navy Admin building			G+2					Mess, Admin, Auditorium	SL Navy			
9	A	9		Navy Admin building			G+3					Mess, Admin	SL Navy			
10	A	10		Navy Filling station								Filling station	SL Navy			

Ref number	Cluster	Cluster code	New number as gazzete document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
11	A	11		Navy Admin building			G+2					Mess, Admin, Auditorium	SL Navy			
12	A	12		Navy Women mess			G+3					Women Mess	SL Navy			
13	A	13		Lighthouse hotel			G					Restaurant & Light House Hotel	SL Navy			
14	A	14	2	Navy Admin building			G+2					Navy commander office, Head office, A	SL Navy		Listed building	
15	A	15		Navy Admin building			G+1					Admin for all Navy operations	SL Navy			
16	A	16		Police Mess								Police mess & Restaurant	S.P. Police			
17	A	17		Bours building			G+4					Bours office	Private			
18	A	18		Navy Admin building			G+3					Admin	SL Navy			
19	A	19		Navy men quarters			G+3					Navy men quarters (Commodo & above	SL Navy			
20	A	20		Part of old boundary wall								Part of old boundary wall			Listed one	

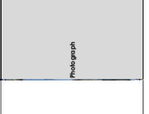
Ref number	Cluster	Cluster code	New number as gazzete document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
21	A	21		Navy offices accomodation			G+8					Navy offices accomodation	SL Navy			
22	A	22		Navy Offices Dining & living								Officers Dining & Living	SL Navy			
23	A	23		Navy accomodation			G+3					Navy accomodations	SL Navy			
24	A	24	3	Clippon Bug			G+1					Navy commander accomodation (Cdr	SL Navy		Outbuilding	
25	A	25		Navy Admin Building			G+1					Admin	SL Navy			
26	A	26		Navy transport office			G					Navy transport office	SL Navy			
27	A	27	4	Old Gate								Old gate			Listed one	
28	A	28	5	Gold Bug Building			G+1					Vacant	SL Navy		Listed one	
29	A	29		welfare shop			G					Welfare shop	SL Navy			
30	A	30		Navy office			G+1					Navy office	SL Navy			

Ref number	Cluster	Cluster code	New number as gazzete document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
31	A	31	6	Light House		Chaithya Road					1951		State	State	Good	
32	A	32														
33	A	33	7	Hatton National Bank	No.16, Chathem Street, Col. 01	Chathem Street	G+2					Hatton National Bank	Private	Private	Good	
34	A	34	8	Janadhipathi Maduva		Janadhipathi Ni Mawatha							State	State	Good	
35	A	35		Sambodhi Chaithya		Chaithya road						Religious			Good	
36	A	36		Central Bank			G+6									
37	A	37		Central Bank			G+7									
38	A	38														
39	B	1	1	Galfor Building		Sir Baron Jayathilake Mw.					1915		Private	Private	Under Renovation	
40	B	2	2	State Pharmaceutica ls Corporation	No.75, Sir Baron Jayathilake Mawatha,Col. 01	Sir Baron Jayathilake Mw.	G+3				1971		State	State	Moderate	

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
41	B	3	3	Lanken Plantation Building			G+2									
42	B	4	4	Standard Charted	Sir Baron Jayatilake Mawatha	Sir Baron Jayatilake Mw.	G+4						Private	Private		
43	B	5	5	Macan Marker Building		Sir Baron Jayatilake Mdw.	G+3	70 Perch				Proposed Hotel	Private	Private		
44	B	6	6	Whiteways Building	No. 25 Sir Baron Jayatilaka Mawatha, Col 01	Sir Baron Jayatilake Mw.	G+2					Office	State - CRB	State	Good	
45	B	7	7	Loyds Building	No. 13, Sir Baron Jayathilake Mw, Col. 01	Sir Baron Jayathilake Mw					1908	Office	State - Employees Provident Fund	State	Good	
46	B	8	8	Foreign Ministry	Janarajа Building, Col. 01	Sir Baron Jayathilake Mw.						Office	State	State	Good	
47	B	9		MCB Bank			G+5									
48	B	10	9	Mackinen Mackenzie		Church Street	G+1						Private	Private	Good	
49	B	11	10	Grand Oriental Building		York Street							State - BOC			
50	B	12	11	Criminal Investigation Dep.									State	State		

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
51	B	13	12	Sri Lanka Port Authority		York Street						Office	State	State	Moderate	
52	B	14		Police Head Quarters												
53	B	15	13	Proposed tea meuseum		Sir Baron Jayathilake Mw.							State	State	Bad	
54	C	1	1	Clock Tower	Janadhipathi Mawatha, Col. 01	Janadhipathi Mawatha	29m				1829		State	State	Good	
55	C	2														
56	C	3					G+1									
57	C	4					G+3									
58	C	5		Parking Land												
59	C	6		Office			G+1									
60	C	7					G+2									

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
61	C	8		Fort Jummah Mosque			G+3									
62	C	9		Air tickets			G+1									
63	C	10		Qaswa Hotel			G+3									
64	C	11	2	The Mall Building			G+2									
65	C	12		Vacant Land												
66	C	13		Abdullah Jewellers			G+3									
67	C	14		Nations Trust Bank			G+2									
68	C	15	3	Peoples Bank			G+2									
69	C	16	4	Laksala		York Street							Commercial		Good	
70	C	17	5	Australia building	No. 54, York Street, Col. 01	York Street	G+3				117 Years ago	Commercial	Private		Good	

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
71	C	18		Sporting Time			G+1				1889					
72	C	19		Senkadagala finance			G+1				1889					
73	C	20		Catholic Service Center			G+1									
74	C	21					G+3									
75	C	22		Under Contruction Building			G+1									
76	C	23		National Lotteries board (NLB)	No. 32, Mudalige Mawatha, Col. 01	Mudalige Mawatha	G+5					Office	Private	State	Good	
77	C	24	6	Peoples Bank			G+1									
78	C	25	7	Charterd Bank Building	No. 17, Janadipathi Mw, Col. 01	Janadipathi Mw.	G+3					Office - Media Unit of President Office	State	State	Good	
79	C	26	8	Former Post Office Building	Post Code - 00100	Janadipathi Mw.	B+G+1			H.F. Tomalin	1895	Office	State	State		
80	C	27		Jupeter Jewelers			G+3									

Ref number	Cluster	Cluster code	New number as given in document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
81	C	28		Sir Arise			G+1									
82	C	29		Mudalige Group			G+2									
83	C	30					G+2									
84	C	31	9	Door Gewelt			G+1									
85	C	32	32	State Bank of India			G+3									
86	C	33					G+3									
87	C	34		Golden Money exchange			G+1									
88	C	35	10	Cargills	No.40, York road, Col. 01	York Street			1 Acre		1844	Mix (Residential + Office)	Private	Private	Good	
89	C	36	11	HSBC			G+1									
90	C	37	12	State Bank of India & HSBC	No.24, Sir Baron Jayathilake Mawatha, Col 01	Sir Baron Jayathilake Mw.	G+6	9000sqft				Office	Private - HSBC	Private - HSBC	Good	

Ref number	Cluster	Cluster code	New number as given in document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
91	C	38	13	Hatch Building	No.14, Baron Jayathilake Mawatha, Col. 01	Sir Baron Jayathilake Mw.	G+5					Commercial	State - RDI	Private - Hatch	Good	
92	C	39	14	Airline Sales Office		Sir Baron Jayathilake Mw.						Office			Moderate	
93	C	40		SL army Accomodation			G+5									
94	C	41		Vacant Land												
95	C	42		Senarathna Jewellers			G+1									
96	C	43		Vacant Land												
97	D	1		UDA Parking Land												
98	D	2		Hemas building			G+6								Good	
99	D	3		Building under demolishing												
100	D	4		Metropolitatnt Campus (KDU)			G+4									

Ref number	Cluster	Cluster code	New number as given in document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
101	D	5	1	YMBA Building	Colombo 01	Colombo 01	G+5					Mix (Office + Commercial)	Private	Private	Moderate	
102	D	6		Ruhunu food center			G									
103	D	7		Sri Lanka post & telecommunicati on Service Union			G									
104	D	8		Sri Lanka post & telecommunicati on Service Union			G									
105	D	9		Telecom Car park Land			NA									
106	D	10		Sri Lanka Telecom	Lotus Rd, Colombo 002	Lotus Road										
107	D	11	2	Sri Lanka Telecom	Lotus Rd, Colombo 001	Lotus Road	G+9					Office	State	State	Good	
108	D	12		Shops in front of custom office												
109	D	13		Peoples Bank			G+3									
110	D	14					G+3									

Ref number	Cluster	Cluster code	New number as given in document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
111	D	15					G									
112	D	16		Commercial Bank			G+8									
113	D	17		Delf Gate			NA									
114	D	18		Moors Islamic Cultural Home			G+4									
115	D	19		Sri lanka Ex. Service Mens institution			G+2									
116	D	20	40	YMCA	No.39 Bristol St. Col. 01	Bristol Street	G+3				1882	Mix (Office + Commercial)			Good	
117	D	21		BOC			G+1									
118	E	1	1	KFC												
119	E	2		Colombo City Hotel	No.33 Canal Row, Col.01	Canal Row	G+4					Mix (Residential + Commercial)	Private	Private	Good	
120	E	3		NDB Bank												

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
121	E	4		Subway								Mix (Residential+Commercial)	Private	Private	Moderate	
122	E	5		Rathnagiri Restaurant	No.45, Canal Row, Colombo 01	Canal row	G+1									
123	E	6		Torena café restaurant			G+1									
124	E	7	2	Negris Building	No.108 Negris Building, York St, Col.01	York Street	G+2					Mix (Office+Commercial)	State - Lanka Sathosa Head Office	State	Moderate	
125	E	8		Capital Exchange			G+M+4					Hotel rooms				
126	E	9		City rest fort	No. 46, Hospital Street, Col.01	Hospital street	G+3					Tourism, Hotel, Resort	Private	Private	Moderate	
127	E	10		AR Jewellers	No. 55,57, Chatham street, Col.01	Chatham street	G+1					Office	Private	Private	Bad	
128	E	11		Brew Island			G+1									
129	E	12		Vacant land												
130	E	13		San James		Hospital street	G+1				1942			Private		

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
131	E	14	3	Dutch Hospital	Hospital Street, Col.01	Hospital Street					1426	Commercial	State	State	Good	
132	E	15	4	Burger Kings			G+1									
133	E	16		Fairway Colombo			G+7									
134	E	17		ABDEEN Jewellers			G+3									
135	E	18	5	Republik	No.57, Hospital Street, Col.01						1924					
136	E	19		Vacant land												
137	E	20		Airtel			G+3									
138	E	21		Commercial bank			G+5									
139	E	22		Pillwoods Hotel			G+1									
140	E	23		Sampath Bank			G+3									

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
141	E	24		Money Exchange			G+1									
142	E	25		Money Exchange			G+1									
143	E	26		Money Exchange			G+1									
144	E	27		Green cabin			G+3				1912					
145	E	28					G+2									
146	E	29		The new Chinese shop			G+1									
147	E	30		The Chatam street Restaurant								Restaurant				
148	E	31	6	The Joint Pub & grill			G+1									
149	E	32	7	Economic History Museum	No. 54, Chatham Street, Col.01	Chatham Street	G+4			Walker & Adams	1911	Office	State	State	Good	
150	E	33		CBD Business Center			G+8									

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
151	E	34	8	The Steuart Tea	No. 45, Janadipathi Mw, Col.01	Janadipathi Mw.					1815	Commercial	Private	Private	Good	
152	E	35		Vasili	No.61 Janadhipathi Mawatha, Col. 01	Janadipathi Mw.	G+7					Office	Private	Private	Good	
153	E	36														
154	E	37		Equity Two Plc			G+7									
155	E	38														
156	E	39		Parking Land												
157	E	40		Ceylinco House	No. 69, Janadipathi Mw, Col.01	Janadipathi Mw.	G+14					Office	State	State	Good	
158	E	41		Police Station (Port)												
159	E	42	9	Monument		BOC Road	G				1815	Statue - King Sri Wickrama Rajasinghe in Pro			Good	
160	E	43	10	Vouge Corner			G+2									

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
151	E	34	8	The Steuart Tea	No. 45, Janadipathi Mw, Col. 01	Janadipat hi Mw.					1815	Commercial	Private	Private	Good	
152	E	35		Visalit	No.61 Janadhipathi Mawatha, Col. 01	Janadipat hi Mw.	G+7					Office	Private	Private	Good	
153	E	36														
154	E	37		Equity Two Plc			G+7									
155	E	38														
156	E	39		Parking Land												
157	E	40		Ceylinco House	No. 69, Janadipathi Mw, Col. 01	Janadipat hi Mw.	G+14					Office	State	State	Good	
158	E	41		Police Station (Fort)												
159	E	42	9	Monument		BOC Road	G				1815	State - King Sri Wickrama Rajasinghe			Good	
160	E	43	10	Vouge Corner			G+2									

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
161	F	1	1	Transwork House			G+1									
162	F	2		UDA Parking Building (Under Construction)			G+10									
163	F	3	2	Lake House	McCallum Rd, Colombo 01	McCallum Rd	B+G+2					Office	State	State	Good	
164	F	4		Lake House (2nd Building)	McCallum Rd, Colombo 01	McCallum Rd	B+G+2					Office	State	State	Good	
165	F	5	3	Log Gate												
166	F	6		Upali Traders	Chittapodam Gardiner Mw.		G+3					Office	Private	Private	Bad	
167	F	7		Chrish Building (Under Construction)												
168	G	1		Sambuddhaloka Temple												
169	G	2		Hilton Swimming pool block												
170	G	3	1	Old Parliament Building		Lotus Road	G+2			Austin Woodason	1930	Office	State	State	Good	

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
171	G	4	2	Ministry of Finance	Lotus Rd, Colombo 001	Lotus Road	G+3					Office	State	State	Good	
172	G	5		Galadari Hotel												
173	G	6		BOC Head Quarters												
174	G	7		World Trade center												
175	G	8		Hilton Hotel												
176				Shemar Building	No. 21, Janadipathi Mw, Col. 01	Janadipat hi Mw.	G+5					Office			Good	
177				Golden Nugget Casino club	No. 15, Mudalige Mawatha, Col. 01	Mudalige Mawatha	G+1					Tourism/Hotel/Resort	Private -Star Arisa Boutique capsules		Good	
178				BOC	No 41 Bristol St, Colombo 001	Bristol Street	G+2					Office	State	State	Under Renovation	
179				Transport Housing Building			G+1					Office	State - Chile Project's Project Office	State	Moderate	
180				Regal Theatre	No. 08, Sir Chittampala m A Gardiner MW, Col. 02	Sir Chittampal a Gardiniar Mw	G+2					Commercial	Private	Private	Good	

Ref number	Cluster	Cluster code	New number as gazette document	Building Name	Address	Access Road	No. of Floors	Floor area	Extent	Architect	Year of Construction	Existing Use	Ownership	Current Occupier	Condition	Photograph
				Softlogic	No. 62/5, Chathem Road, Col. 01	Chathem Street	G+1					Mix (Residential + Commercial)	State	State	Good	
				Dutch Governor House								St Peters Church			Good	

Surbana Jurong Consultants Pte Ltd
Surbana Jurong Campus
38 Cleantech Loop, #01-31
Singapore 636741