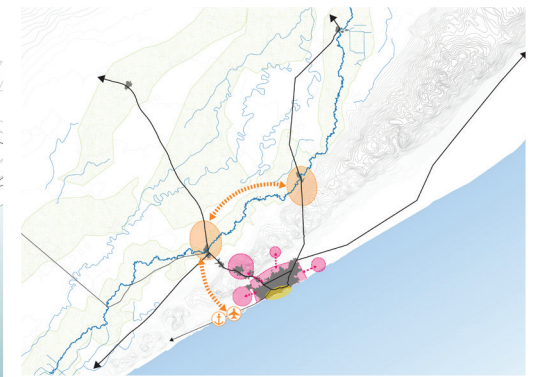
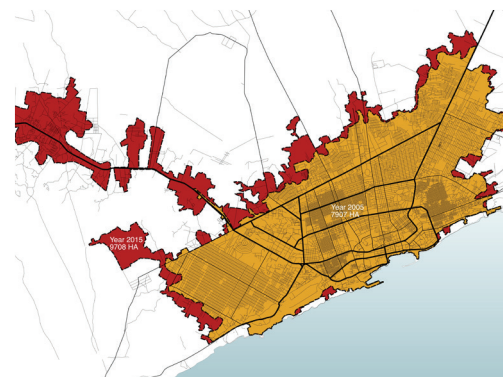
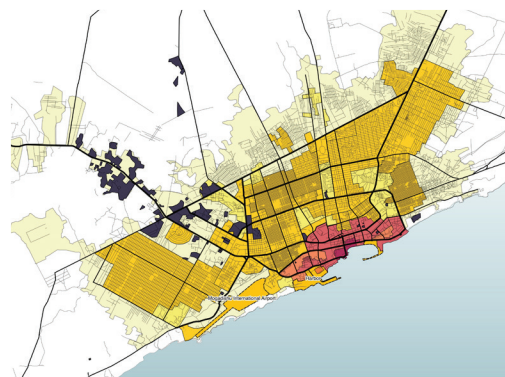
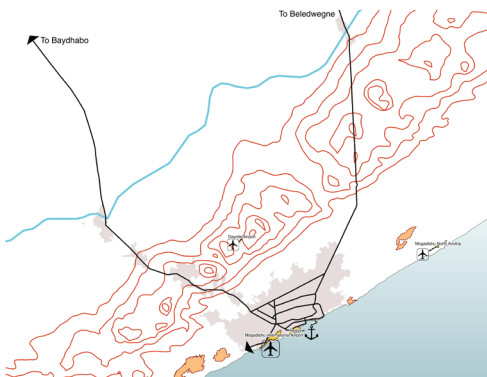
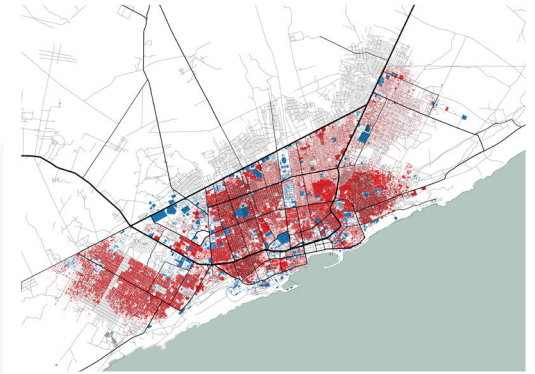
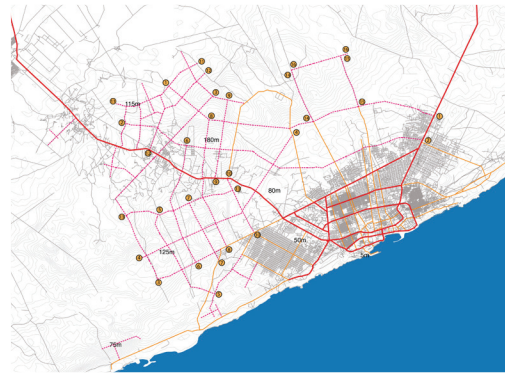
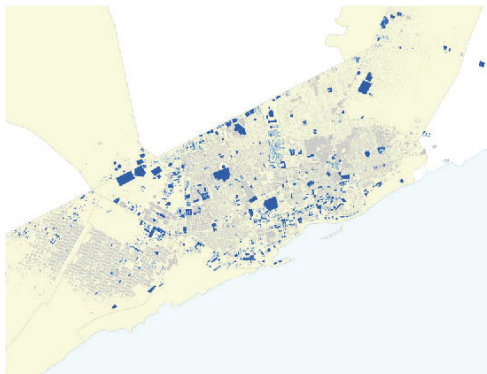


TOWARDS MOGADISHU SPATIAL STRATEGIC PLAN

Urban Analyses / Urban Development Challenges / Urban Strategic Planning



FOREWORD / URBAN STRATEGIC PLANNING

In recent years, Mogadishu Municipality has launched programs to improve urban services and to involve local communities into road construction ("Build your Country"). International donors and the Somali Diaspora support reconstruction and development efforts. While these activities have undoubtedly improved the quality of life, urban planning experts continue to stress the urgent need to coordinate, control and guide developments in the interest of all parts of the urban society.

Worldwide, many cities use Spatial Strategic Plans as a proper tool for steering their long term city development, for example Istanbul, Dar es Saalam, Durban, Mombasa, Athens, Helsinki. Not the plan itself is important, but the plan together with solid urban legislation, a good planning design and a municipal finance and economic strategy. Furthermore - no planning without proper consultation and public participation. However, the approach cannot be applied without considering the specific environment of Mogadishu which is one of the fastest growing cities worldwide.

In general, rather than trying to create a "perfect" Masterplan, the Mogadishu Spatial Strategic Plan will be aligned with local priorities (Mogadishu 2016 Strategy) as well as with the National Development Plan (2017-2019). The plan highlights development potentials and opportunities, and summarizes ecological, social and other spatial constraints and address growth directions (city-extension areas) and Local Economic Development priority areas.

A team from UN-Habitat in consultation with BRA has prepared a 48 pages booklet called "Towards Mogadishu Spatial Strategic Plan". This booklet shall be used as a starting point for a series of technical workshops starting with a validation

workshop in October 2016. Further sessions will look into specific aspects like Connectivity and transport, Economy for a young population, "Big projects", Community Planning and Durable Solutions for IDP.

The final Spatial Strategic Plan then may be approved by BRA after a closing consultation workshop and agreement with the Federal Government in 2017. At the same time BRA receives technical support by JPLG to consolidate the data base, to train staff and to give support for the full integration of the Urban Planning and Engineering Department established only in 2013 and restructured in 2016. This requires close coordination with the District Commissioners Offices and the Mayor's Office. The same is for other large scale development initiatives, for example Somali Urban Development Project.

For the entire planning process, media orientation and using the potential of social networks is essential to inform and update the general public. The Champion of the Plan is the Mogadishu Municipality to make sure that the agreed priority programs and projects (not more than 10 with a great impact on the overall urban development) can be implemented through own resource mobilization and donor coordination. Since the future status of Mogadishu still has to be defined, the Federal Government in general and the Ministry of Public Works, Reconstruction and Housing in particular has a special role in the formulation of the plan.



HORDHAC / ISTIRAATIJIYADA QORSHAYNTA MAGAALAYNTA

Sanadadii danbe, dowladda hoose ee Muqdisho waxay waday barnaamijyo lagu horumarinayo adeegyada magaalada iyadoo dadwaynaha laga qaybgalinayo dhismaha waddooyinka “Dalkaaga dhiso”. Deeqbixiyayaasha caalamiga ah iyo qurbajoogta soomaaliyeed ayaa taageero ka gaystay dadaalada dibu u dhiska iyo horumarinta. Iyadoo uusan shaki ku jirin in howlahaasi ay wax ka baddaleen tayada nolosha, ayaa haddana khabarada ku takhasusay qorshaynta magaalooyinku waxay wadaan dadaallo ay ku dalbanayaan in loo baahan yahay in la hago, la kantaroolo lagana wadashaqeeyo horumarka socda si loo gaaro danta dhammaan bulshada ku dhaqan magaaladda.

Caalamka, magaalooyin fara badani waxay isticmaalaan waxa loo yaqaan Qorshayaasha Istiraatiijiyadeed ee Goobaha (Spatial Strategic Plan) waana qaab wacan oo lagu hago horumarinta magaalooyinka, waxaana ka mida magaalooyinkaas Istanbul, Dar es Salaam, Durban, Mombasa, Athens, Helsinki. Qorshe la dajiyo uun waxba soo kordhin maayo haddii aan le helin qorshe ay weheliyaan shuruuc adag, naqshad wanaagsan, istiraatiijiyad dhaqaale iyo nidaam maaliyadeed oo furfuran oo ay leedahay magaaladu.

Waxaa kaloo jira - inuusan qorshe shaqaynayn haddaanan wadatashi ballaaran la samayn dadwaynahana aan laga qayn galin talada. Hase yeeshee, howshaan lama gali karo iyadoo aan lagu salayn, isla markaana aan la tixgalinayn xaaladaha u gaar ah magaalada Muqdisho taasoo lagu tiriyay magaalooyinka ugu koritaanka badan caalamka.

Guud ahaan, intii la isku dayi lahaa samaynta “jaangoyn magaalo oo habaysan” (Perfect master plan), qorshaha istiraatiijiyadeed ee magaalada Muqdisho wuxuu ku salaysnaa doonaa mudnaanta maxalliga ah (istiraatiijiyadda Muqdisho 2016) iyo sidoo kale Qorshaha Horumarinta Qaranka (2017-2019).

Qorshuhu wuxuu tooshka ku ifinayaa fursadaha iyo awoodaha horumarineed, wuxuuna soo koobaya waxyaalaha saameeya deegaamada sida deegaanka iyo arrimaha bulshada, wuxuu sidoo kale muujinayaa dhinacyada koritaanka (meelaha ay magaaladu ku fidayso iyo goobaha leh mudnaanta horumarinta dhaqaalaha magaalada).

Koox ka tirsan UN-Habitat oo wada tashi la samaysay Maamulka Gobolka Banaadir ayaa diyaariyay buug yare ka kooban 48 bog oo loogu magacdaray “Samaynta Qorshaha Istiraatiijiyadeed ee Goobaha Magaalada Muqdisho (Towards Mogadishu Spatial Strategic Plan)”. Buuggu waa tilaabadii ugu horaysay ee qabashada aqoon iswaydaarsiyo kiisa ugu horreeya uu dhici doono bisha tobnad 2016. Waxaana kaloo jiri doona kulammo lagu lafagurayo mawduucyo gaara, isusocodka gaadiidka, shaqa abuurka dhalinyarada, “mashaariicda waawayn”, qorshaynta bulshada iyo xalka waara ee barakacayaasha.

Qorshaha istiraatiijiyadeed ee goobaha kiisa ugu danbeeya waxaa ansixinaya Maamulka Gobolka Banaadir iyadoo la isugu imaanayo shir kama danbaysa Dowladda Federaalkuna ay ogolaato, shirkaasi oo qorshaysan 2017. Isla wakhtigaas gobolka Banaadir wuxuu ka helayaa mashruuca JPLG taageero farsmao oo ku saabsan sidii xogta gobolka loo xoojin lahaa, shaqaalahaana loo tababari lahaa iyo sidoo kale taageero in la siiyo waaxda qorshaynta magaalooyinka taasoo la hirgaliyay 2013 (2016: Xafiiska Qorshaynta Magaalada & Injineeriyada). Arrintaani waxay u baahan tahay in si dhow loola shaqeeyo guddoomiyaasha degmooyinka iyo xafiiska duqa magaalada.

Guud ahaan hanaanka watashadi, waxa lama huraan ah in laga qaybgaliyo warbaahinta noocyadeeda kala duwan xitaa baraha bulshada ku xidhiidho si dadweynaha loo wargaliyo. Qorshahan waxa hormuud u ah Dawladda Hoose ee Muqdisho si loo xaqiijiyo in mashaariicda mudnaanta la siiyey (kuwaasi oo aan ka badnayn 10 mashruuc oo saamayn muuqda horumarka magaaladda ku leh) la hirgaliyo iyada oo dhaqaale loo raadinayo. Sida aan la socon, masiirka Muqdisho go’aan ka gaadhidiisu waa arrin wali socota, sidaa darteed, hay’addaha Dawladda Federaalka ah sida Wasaaradda Howlaha Guud waxay hirgalinta qorshahan ku yeelanaysaa kaalin aad u weyn.



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Your comments to consolidate this booklet are highly appreciated. Please send us your feedback.

Talada aad ku xoojinayso buug-yarahan aad baan u soo dhawaynaynaa. Fadlan fikirkaaga nala wadaag.

✉ unhabitat-som@un.org



More information on the World Urban Campaign
THE CITY WE NEED:
www.worldurbancampaign.org



Mogadishu / Google Earth

1. DEVELOPMENT INITIATIVE

1.1. INTRODUCTION

The authors of this booklet do not make claims for the completeness and infallibility of the information provided on the urban development of Mogadishu in recent years and the proposed way towards a long term Strategic Development Plan. They fell, however, obliged to respond to the changing context of Mogadishu as one of the fastest growing cities in the world in the broader framework of the transition of Somalia's regions since 2012. It is perhaps not by chance that the booklet comes at times when Somalia's first ever National Development Plan since 1986 has been drafted outlining the main priorities for the year 2017 to 2019. The objective of this report is to provide a working tool for the necessary debate on THE CITY WE NEED. This is the motto of the World Urban Campaign which has seen various activities for young people in Mogadishu (see pg 31). Whenever readers notice the red colored hand, the campaign's symbol, they are kindly encouraged to contribute with corrections, additional informations and suggestions.

1.2. SPATIAL STRATEGIC PLANNING IN MOGADISHU

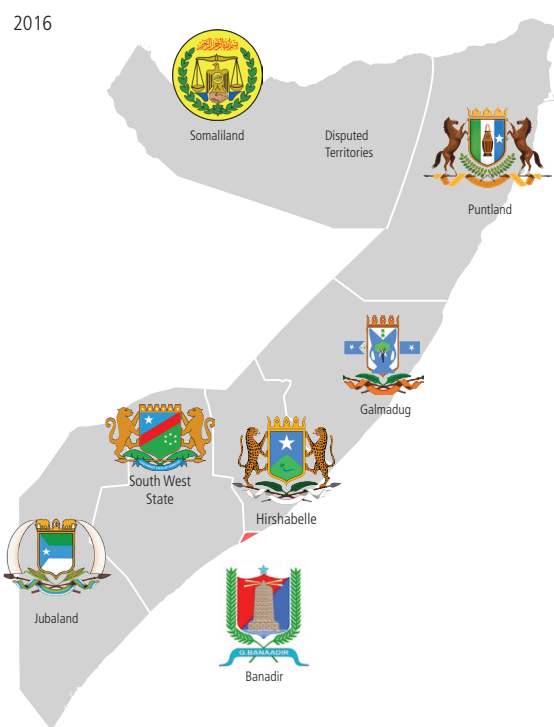
Spatial planning is a way to formulate the cities' ambitions and prioritize interventions and projects accordingly. Planning is a continuous engagement with the needs and demands of an urban environment with continuous awareness raising and continuous discussion among all stakeholders concerned. As a result of years of conflict, there is no tradition of strategic urban planning in Mogadishu. In early 2014, an Urban Consultation Forum took place in Mogadishu. On this occasion, the "urban Analysis" was presented: a booklet with general informations to develop a basic understanding of the city's main characteristics and composition. The Consultation Forum underlined the need for a strategic spatial plan. In 2016, Mogadishu municipality has formulated a vision with seven strategies to achieve a "secure and clean Mogadishu in which all Somalis live together and has the essential services for a prosperous live." Strategy Four formulates the ambition to draft a master plan for the city.

Resolutions from Urban Consultation

1. Continuation of urban mapping and capacity building in urban planning and land management.
2. Mapping registry of all public properties.
3. Development of a national land management policy and legal framework.
4. Development of a national policy for the preservation of cultural heritage sites.
5. Development of a strategic urban plan to identify reconstruction priorities and required key actions.

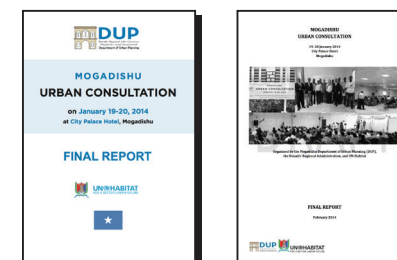


Pre-war regions of Somalia

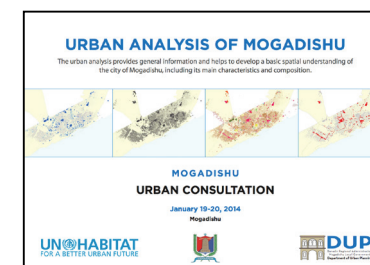


Emerging Federal State of Somalia

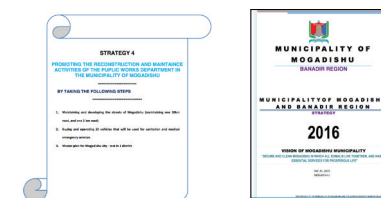
The designations employed and the presentation of the material on this map do not imply the expression of any opinion whatsoever on the part of the Secretariat of the its authorities, or concerning the delimitation of its frontiers or boundaries.



Urban Consultation Report 2014 and resolutions



Urban Analysis by UN-Habitat (2014)



Municipality of Mogadishu Strategy 2016

1.3. GOVERNANCE ISSUES OF URBAN DEVELOPMENT PLANNING

Status of Mogadishu

Mogadishu is the capital city of Somalia. The city lies in the administrative Banaadir Region, and largely coincides with it. It is divided into 16 districts.

Mogadishu Municipality is administered by the Governor of Banadir Region who acts also as the Mayor and is appointed by the President of the Federal Government of Somalia. The Federal Government also is responsible for the appointment of Senior Officials.

Since November 2015, Mr. Yusuf Hussein Jim 'ale (Madaale) heads the administration of the Capital City of Somalia. Besides the Mayor's Office that among others oversees Security and Safety issues and the work of the 17 District Commissioners, there are Vice Mayors for Administration and Finance, for Social Affairs, for Political Affairs and for Public Works with various Departments attached to them.

UNDP has supported an initiative for the functional review of the administrative set up and clearly established Terms of Reference in 2015 and 2016. A similar exercise in support of BRA is planned in the framework of the Urban Investment Planning Project initiated by the World Bank. The administration has set up a functional review and staff management strategy as priority area for 2016 (see Mogadishu 2016 Strategy).

The Department of Urban Planning has been established with support of UN-Habitat in September 2013, but so far its major operations are linked to GIS based property registration and project based activities upon request of the Mayor. As part of the functional review of BRA the Department of Urban Planning (see above) has been directly linked to the Mayor's Office and got the new name of Department of Urban Planning and Engineering. The diagram in the following page shows the current structure of BRA as of April 2016.

For issuing of building permits the District Commissioners are responsible, while the Department of Land Management has a crucial role in the process of "legalizing" land transactions and land allocation. Urban development in Mogadishu has been unplanned, unregulated and uncoordinated for more than two decades now. Today, there has been widespread confusion on the validity of laws, procedures and documents which are crucial for urban legislation and urban

management, but also on internationally acknowledged planning standards and principles. Moreover, rules, responsibilities and division of labor between BRA and federal institutions are not clear or sometimes disputed. Traditionally, the Ministry of Public Works, like in many other African countries, had a powerful stake on infrastructure urban development, but with the collapse of central state authority in 1991 it lost this position. It will be crucial to clear the relationship not only of this ministry which is in re-building phase, to the BRA in order to avoid new conflicts, replication of activities and waste of very limited resources. The latter is especially for the small number of qualified technical staff.

Locally generated revenue for BRA's operations has been growing since 2012 from 5 Mil. USD in 2012 to 9 Mil. USD in 2014. The major share comes from a revenue mechanism with the Federal Government of Somalia which assures BRA 15% of the port's revenue. There are no other fiscal transfers from federal to city government. Collection of property tax based upon GIS based exercise in selected districts has gained momentum since 2015, and it is expected that improvements in the financial management and the tax collection system will much strengthen the financial capacity of the administration. Increase revenue generation belongs to the main priorities for BRA as per 2016 Strategy.

Complexities of a capital city whose economy, politics and power structures are dominated by geographical clan groups and city residents of different clans who do not feel safe, nor do they play a meaningful role in the governance of the city, are challenges which will require local, national and international agreements with clear safeguards being put in place.

The future status of Mogadishu within the evolving federal set-up is yet to be cleared, and there is a lot of discussion ongoing including boundary setting. The Provisional Constitution (2012) states in Article 9: "The capital city of the Federal Republic of Somalia is Mogadishu. The status of the capital city of Somalia shall be determined in the constitutional review process, and the two houses of the Somali Federal Parliament shall enact a special law with regards to this issue".

It is not the purpose of this report to join the debate rather than pointing out the need for discussing urban management issues of a rapid growing metropolitan area where public services are delivered to all people and people know who is in charge for public affairs.

Statutes/Relevant Documents

- Mogadishu City Law (MCL), Draft 2010; not adopted.

- 30 September 2013: Interim Legal Framework for Banadir Regional Administration. Current status not clear. It was a SECIL initiative under UN-Habitat with support from Human Relief Foundation and EU.

- 6 September 2015: By-laws on Municipal Solid Waste Management and Bio-Medical Waste Management.

- April 2016: Structure and Terms of Reference (TORs) of Mogadishu Local Government.

- April 2016: Human Resource Policy and Procedures Manual for Mogadishu Local Government Employees.



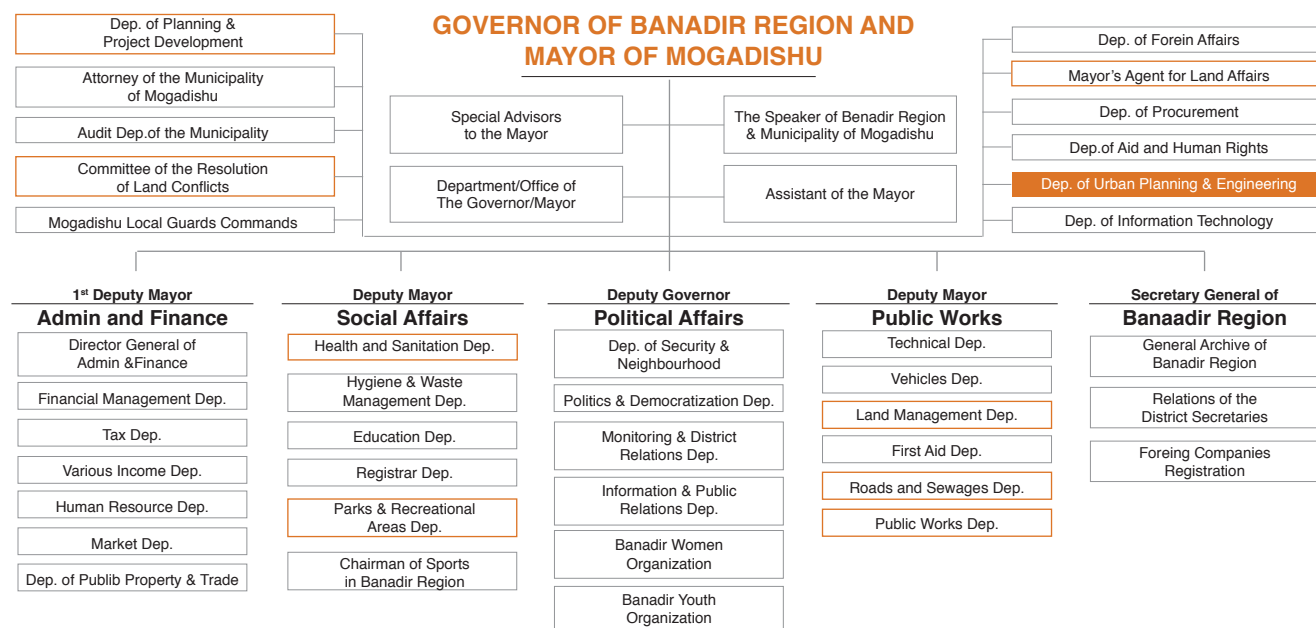
Mogadishu Mayors, Governors of Banadir Region

2010-2/2014	Mohamed Ahmed Nur
2/2014-10/2015	Hassan Mohamed Hussein Mungab
10/2015-05/2017	Yusuf Hussein Jimale
04/2017-01/2018	Thabit Abdi Mohamed
01/2018 - present	H.E. Eng: Abdirahman Omar Osman (Eng. Yarisow)

Land management

The land governance and management sector in Somalia, and Mogadishu in particular, remains largely unregulated. The legal frameworks currently utilised by the Municipality for land administration and land dispute resolution refer to constitutions that are no longer in use. This legislation, which was repealed by successive regimes (the Siad Barre and the ones that have followed after 1991), is nevertheless still in use to regulate core functions of land management and adjudication.

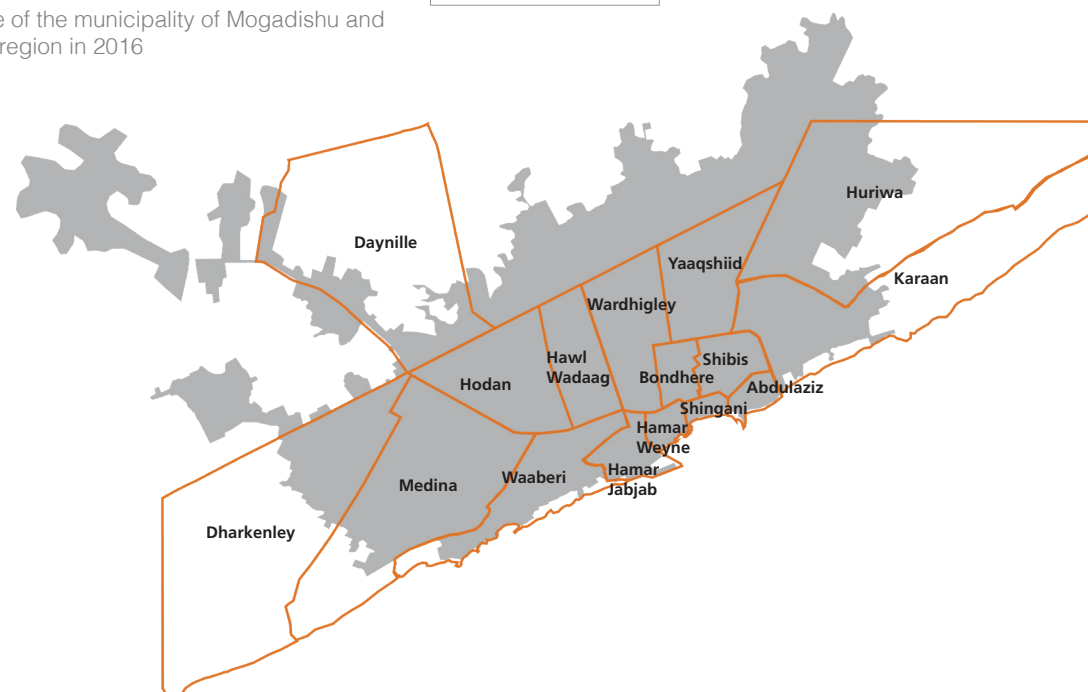
In BRA two Departments and one Committee deal with land related matters. The dispute resolution mandate ultimately rests with the Land Dispute Committee, but the Office of the Mayor plays a key role in that it appoints the Committee members, and its Secretariat is the first entry point to file a land case within BRA (UN Habitat, Workshop with LDC Members, proceedings). Presently the Land Dispute Committee counts 12 members and it was appointed by the Mayor of Mogadishu on May, 31st 2014. As of now, according to the LDC Chairman, over 32,000 cases were filed with the LDC, 800 are being reviewed and more than 250 settled. Other departments and offices, such as the Revenue and Urban Planning Department, cooperate with all the land bodies in different capacities and their work remains tangential to theirs, offering possibilities for further harmonization. When city extensions or changes in the urban land use are planned, land dispute resolution becomes of particular relevance. The land dispute committee was capacitated with legal, GIS and cadastral-registry training in order to carry out more effectively its function. The Federal Government of Somalia and the Municipality of Mogadishu will play a key role in approving policy, legislation and directives regarding land use planning, building permits policy, demarcation and earmarking of public land as well as administrative procedure for land dispute resolution.



Structure of the municipality of Mogadishu and Banadir region in 2016

District	2014 pop est. UNPF	Area HA	Density people/HA
Abdi-Aziz	40,566	98	414
Bondhere	111,964	141	794
Deynille	60,006	1954	31
Dharkenley	75,047	2218	34
Hamar Jab-Jab	66,529	189	352
Hamar-Weyne	79,307	86	922
Hawl Wadaag	71,625	391	183
Hodan	131,094	636	206
Huriwa	79,510	2,197	36
Kaaraan	225,548	1,506	150
Shibis	146,038	209	699
Shingaani	44,622	55	811
Waaberi	93,141	599	155
Medina	91,760	1,500	61
Wardhigley	98,186	533	184
Yaaqshiid	235,284	583	404
Mogadishu	1,650,227	12,895	128

Population estimates 2014 by UNPF



Administrative boundaries and built-up area



* (C) UN Photo / Tobin Jones

2. URBAN AND SPATIAL ANALYSIS

2.1. INTERNATIONAL AND NATIONAL SETTING

Mogadishu is the 5th largest city in the East African region. However, partly due to the geographic features in Somalia (few water bodies), it is the only major port on the 1700km stretch from Kismaayo to the outer point of the horn of Africa.

Mogadishu is connected to road network that connects to most of the regions in the southern Somalia. The main roads are in poor condition due to a lack of maintainace.

The existing main road network is as below:

Mogadishu – Afgooye – Wenleweyn – Burhakaba – Baidoa
280 km

Mogadishu – Afgooye – Shalambod – Merka – Bulomarer – Jilib **370 km**

Mogadishu – Balcad – Jowhar – Burweyn – Beledweyn **335 km**

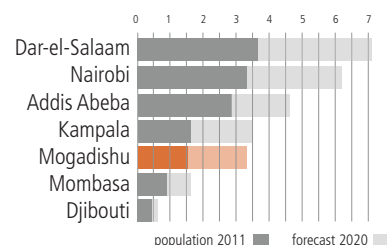
Mogadishu – Eelm'an – Warshiekh – Cadale **180 km**

All the above-mentioned roads were built over 30 years ago and have not received proper maintenance for a long period resulting in potholes that hinder the movement of heavy trucks. During the rainy seasons, the potholes get filled with water making movement dangerous when not impossible. This makes southern Somalia inaccessible. Condition of secondary roads are worse. Bridges crossing the main rivers are in critical conditions. The National Development Plan 2017-2019 contains a detailed description of the road network.

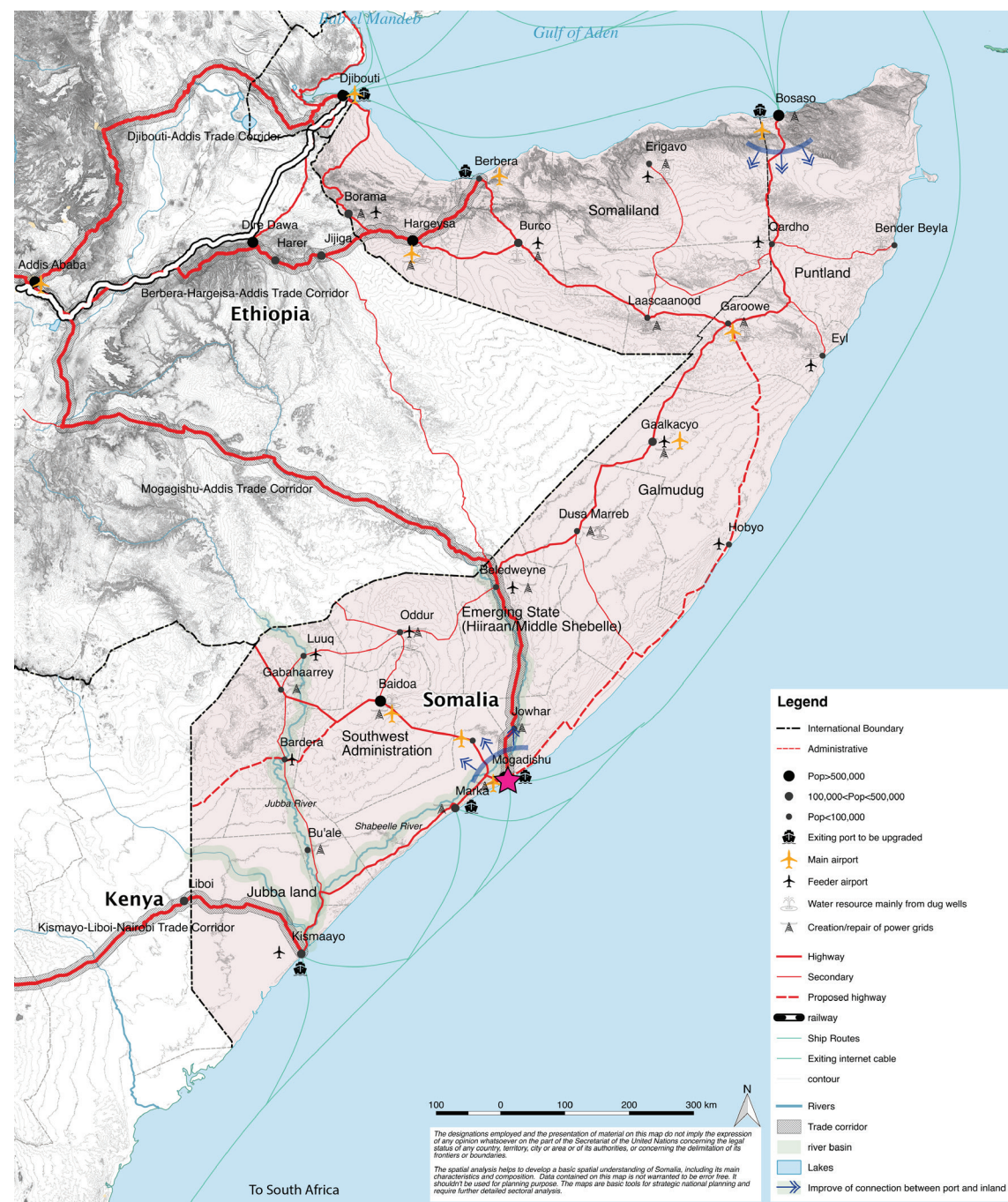
Somalia road network and critical infrastructure
The designations employed and the presentation of the material on this map do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.



Distances and city comparison



* Population in selected cities in millions.
Source: World Urbanization Prospects: The 2011 Revision, UNDESA, New York 2012.



2.2. POPULATION

Currently, there is no reliable population data available for Mogadishu. United Nations Population Funds (UNPF) published some estimate data in 2014. The former Mayor of Mogadishu, Mr. Hassan Mohamed Hussein Mungab, is quoted in several news stating that UNPF-data does not reflect realities on the ground and that Banadir Region is inhabited by 3.6 million people.

UNPF data of 2014 suggest lower figures and estimate a population of 1.65 million people for Banadir Region including nearly 370,000 Internally Displaced People (IDP). However, a more recent count by REACH in May 2016 has almost 400,000 inhabitants (see chapter 2.11 on IDP's).

The World Bank also has undertaken some population estimates which are higher than the UNPF data suggest but there is no data which can be compared for previous years. Therefore, it is suggested to use the UNPF data unless evidence of more accurate data will be given. When it comes to population of the Greater Mogadishu Area (Metropolitan Area), which goes beyond the administrative boundaries currently used for Mogadishu, the figures may be much higher. The annual growth rate of Mogadishu is one of the highest in Africa.

Urban Population

Male pop.	631,565	49.3%
Female pop.	649,374	50.7%
Total	1,280,939	

Households:	187,246
Household size:	6.8 (national average: 6.4)

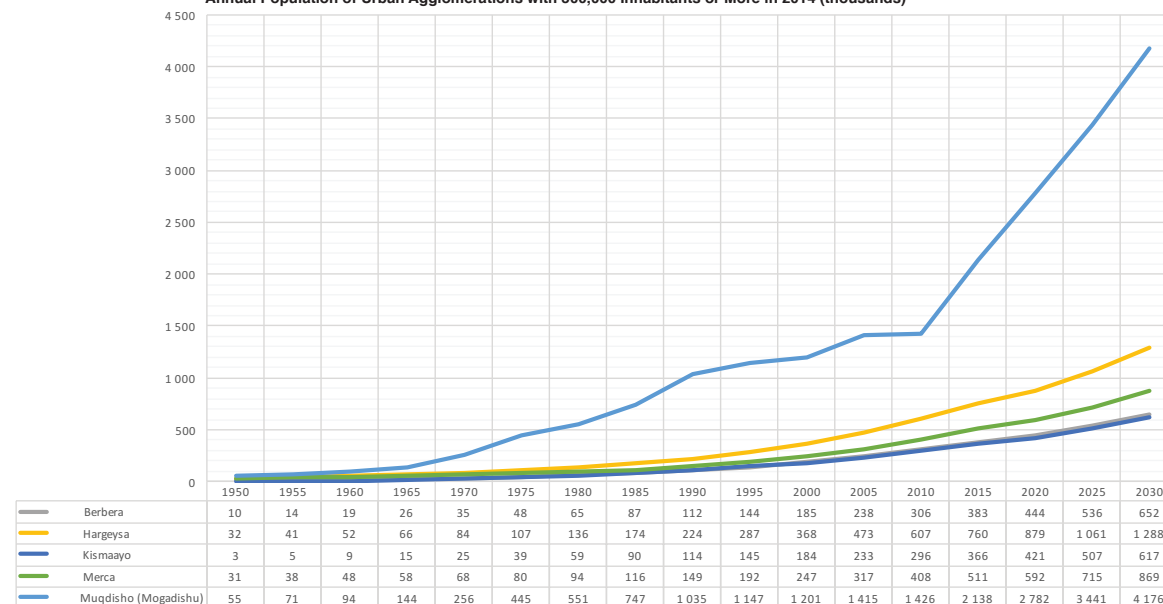
IDP:	369,288	33.4%
Male pop.	181,834	49.2%
Female pop.	187,454	50.8%
Households:	115,775	
Household size:	3.2 (national average: 6.4)	

Total:	1,650,227	
Male pop.	813,399	49.3%
Female pop.	836,828	50.7%
Households:	303,021	
Household size:	5.4 (national average: 6.4)	

2005 estimate:	901,183
2015 estimate:	1,650,227
Absolute growth:	749,044
Growth 2005-2015:	83%
Annual average growth 2005-2015:	6.2%

* Population Estimates of Banadir Region incl. Mogadishu / UNPF (2014)

Annual Population of Urban Agglomerations with 300,000 Inhabitants or More in 2014 (thousands)



United Nations, Department of Economic and Social Affairs, Population Division (2014). World Urbanization Prospects: The 2014 Revision, custom data acquired via website.



District	UNPF 2014
Abdi-Aziz	40,566
Bondhere	111,964
Deynille	60006
Dharkenley	75047
Hamar Jab-Jab	66529
Hamar-Weyne	79307
Hawl Wadaag	71625
Hodan	131094
Huriwa	79510
Kaaraan	225548
Shibus	146038
Shingaani	44622
Waaberi	93141
Medina	91760
Wardhigley	98186
Yaaqshiid	235284
Mogadishu	1,650,227

Built-up area and administrative boundaries

Population estimations by UNPF.

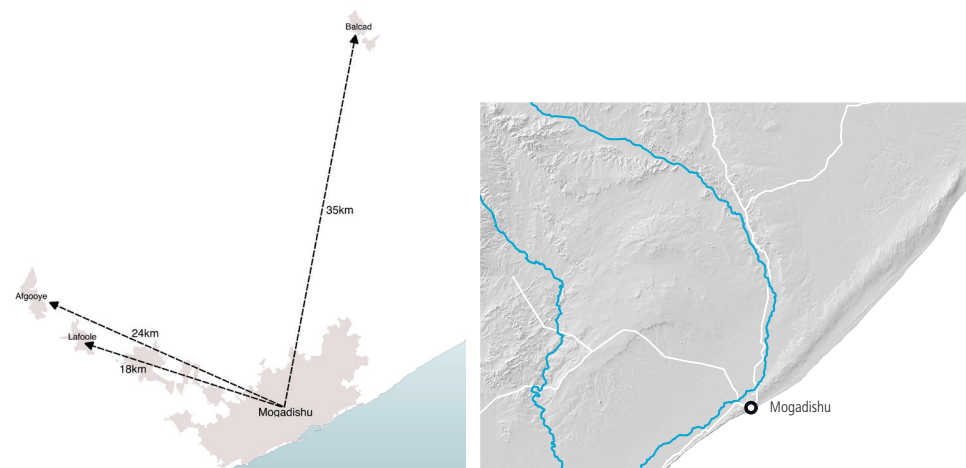
2.3. MOGADISHU AND ITS HINTERLAND LINKAGES

On a regional scale, Mogadishu is layed-out behind a hilly area, that seperates it from the fertile green region of the Middle and Lower Shabelle (known as the "bread basket" of the region.) From this area two main roads, passing through Afgooye and Balcad, enter and connect in Mogadishu. These areas are also the main trade corridors going to Ethiopia.

Due to the hills, the road to Kismaayo does not move along the coast but pass through Afgooye. As a result, the road to Afgooye has become a major corridor, and several settlements have sprung up along it. Urban growth is expected to continue along this zone, with a developed system of villages and agrotowns. However due to the long term impact of the civil war economic activities still struggle to reach the pre-war level. Many of the irrigation schemes for agriculture are non-operational, due to lack of mantainance and investments.

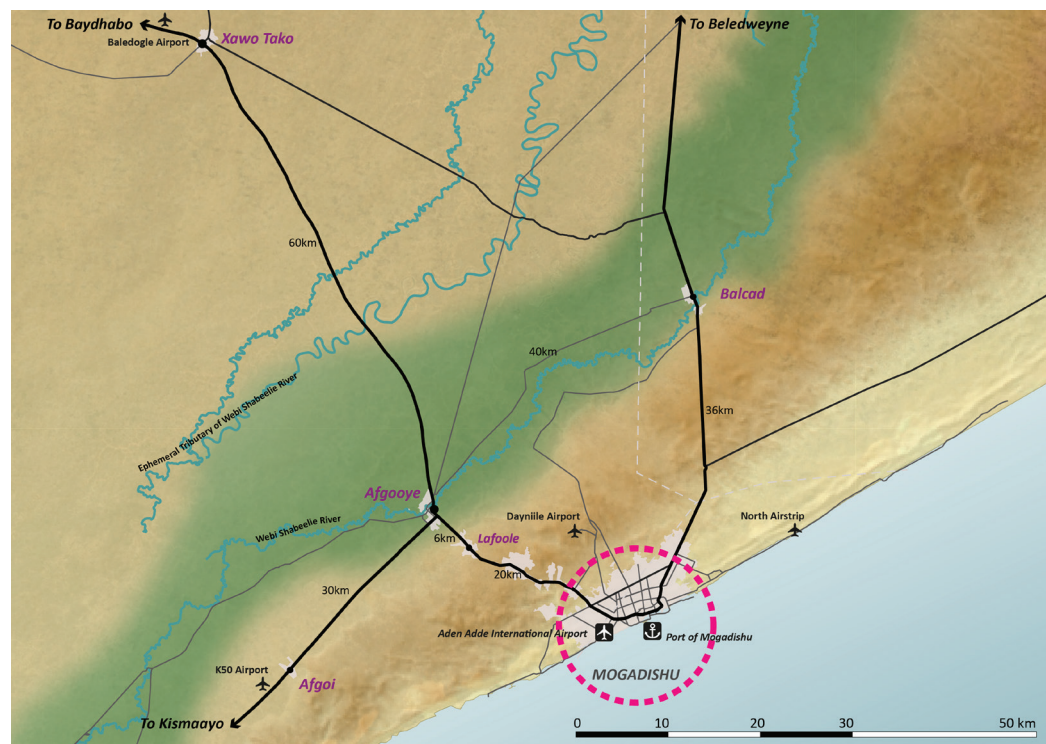
The Afgooye and Balcad corridors are the lifelines connecting Mogadishu to productive areas. These are also international transport corridors, connecting Mogadishu to Ethiopia and Kenya. Congestion of these corridors will have a directly negative effect on Mogadishu's prosperity.

More spatial studies are needed to elaborate the linkages between Mogadishu and its hinterland.



Distance to neighboring cities

Regional scale environmental features



Mogadishu in the region



Productive land surrounding Afgooye / Google earth

2.4. ENVIRONMENTAL FEATURES

There is no waterway within Mogadishu to drain precipitation. However, the city has natural slopes directing the water from the hills towards the city. Therefore, a proper drainage system needs consideration in urban planning to drain excessive runoff. Mogadishu has experienced several floodings during heavy rainfalls.

Along the coast several low-lying areas (<10m) have an increased risk of flooding due to rising sea levels. The elevations also include several sand-dunes along the coast. These sand dunes can be an impediment for development as they need to be cleared before construction, but some should be preserved as valuable eco systems.

Flooding probability

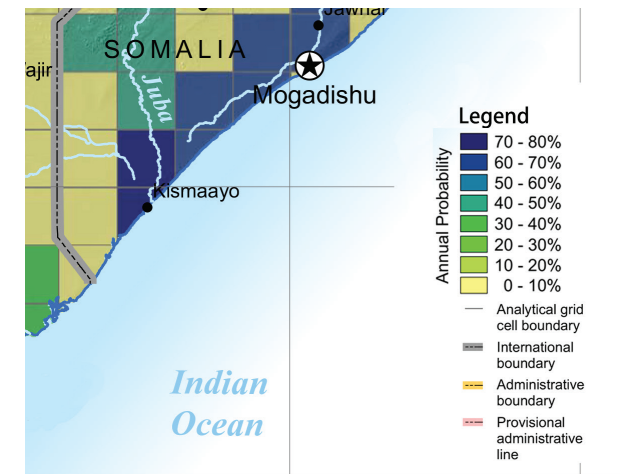
Somalia has a high probability for flooding. In the period from 1988-2006, Shabelle (20 floodings) and Juba (12 floodings) rivers have regularly flooded. Impact of flooding include human deaths, displacements, destroyed homes, submerged agriculture and waterborne diseases.

Drought probability

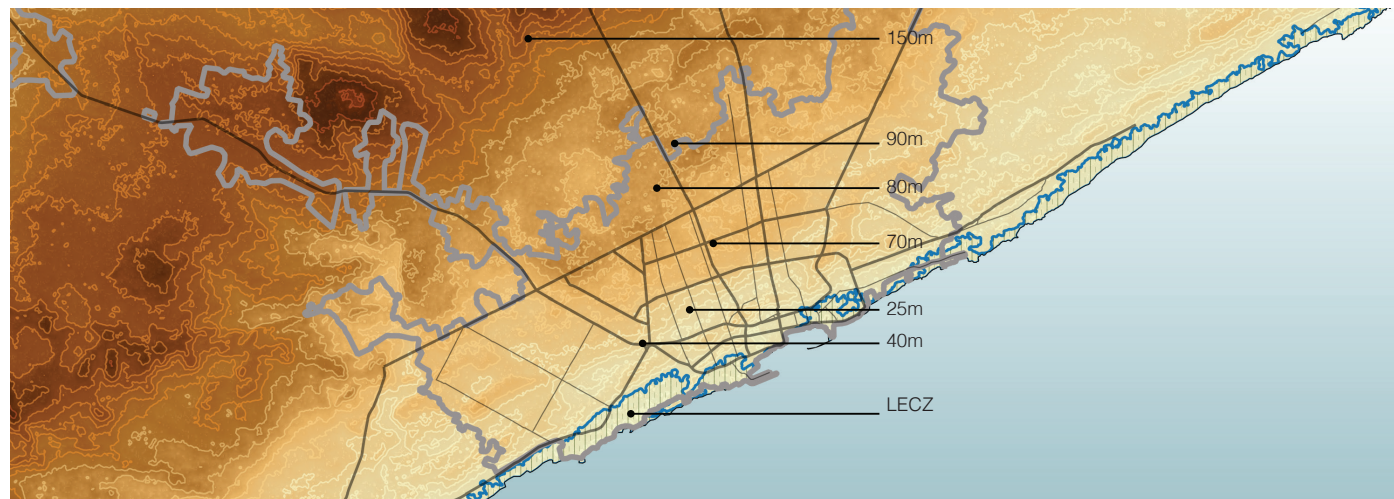
Most recently, a two-year drought occurred in an area that covered much of southern Somalia. These droughts affect hundreds of thousands of residents and exacerbate the effects of poverty and conflict.



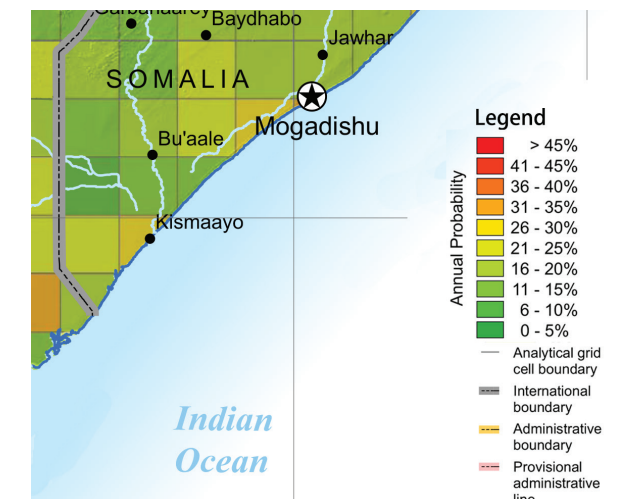
Sand dunes along the coast and agriculture field in the backcountry



Flood Probability of Mogadishu
Humanitarian Info Unit, United States of America



Low Elevation Coastal Zone (LECZ): areas <10m with increased vulnerability to rising sea levels.
Elevation map created with ASTER. ASTER GDEM is a product of METI and NASA



Drought Probability of Mogadishu
Humanitarian Info Unit, United States of America

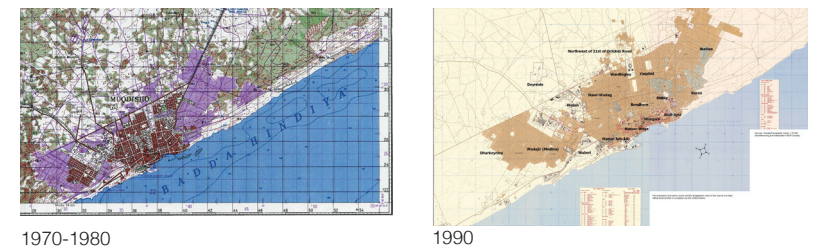
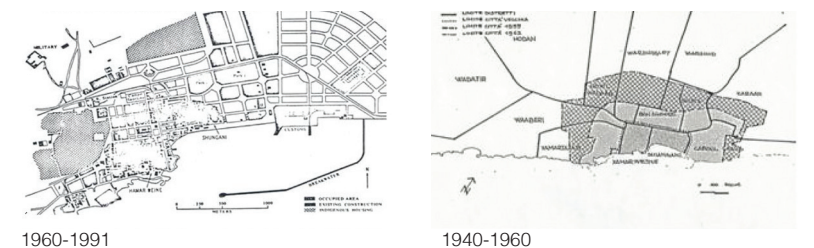
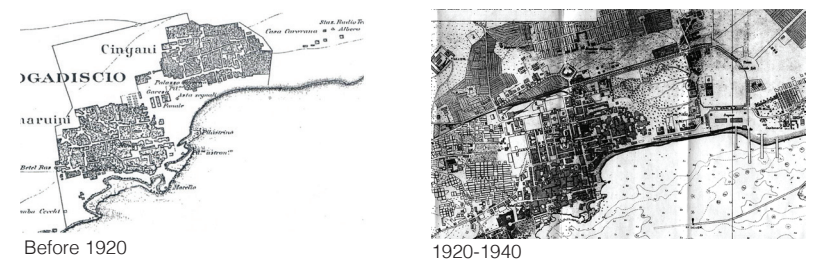
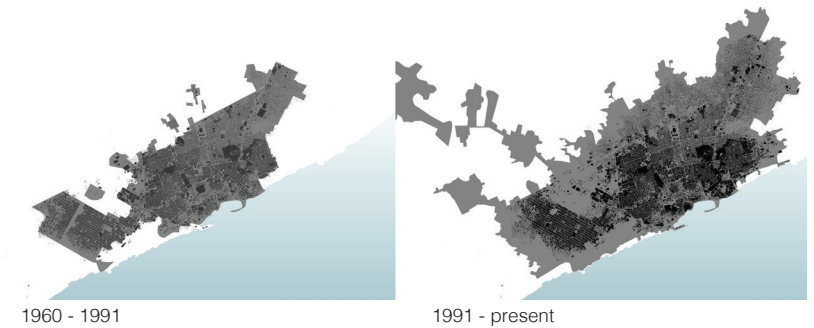
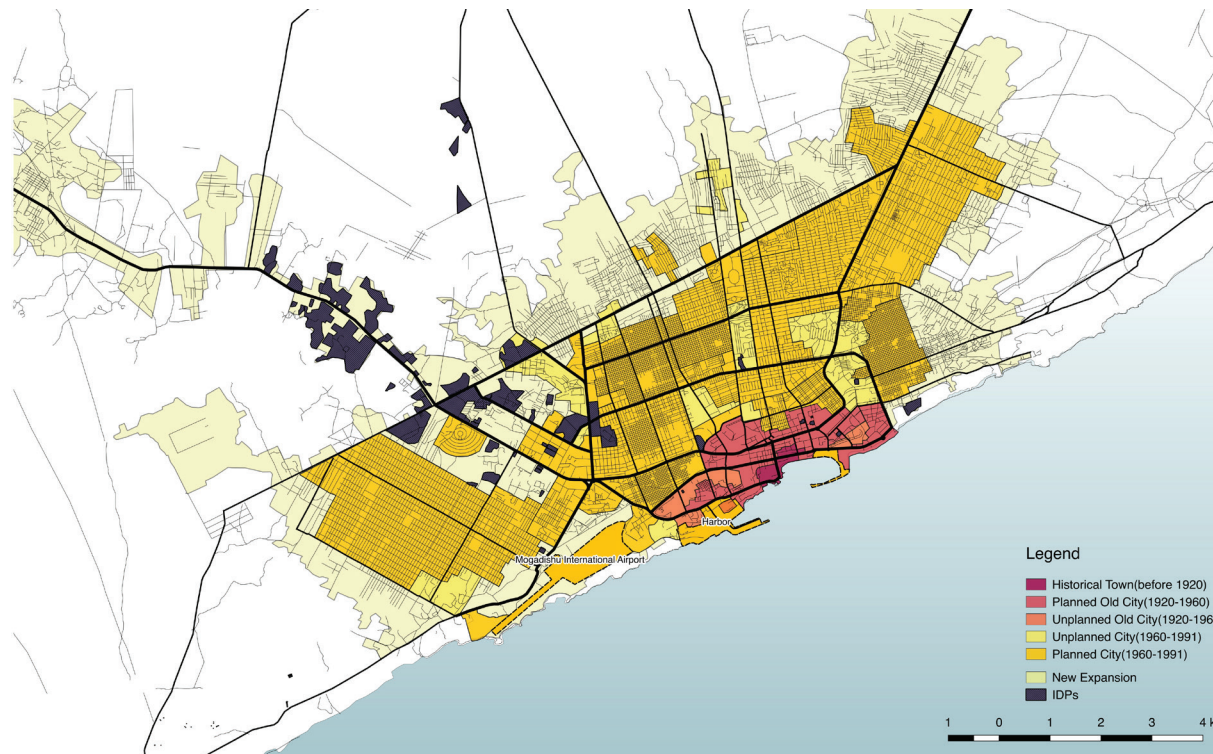
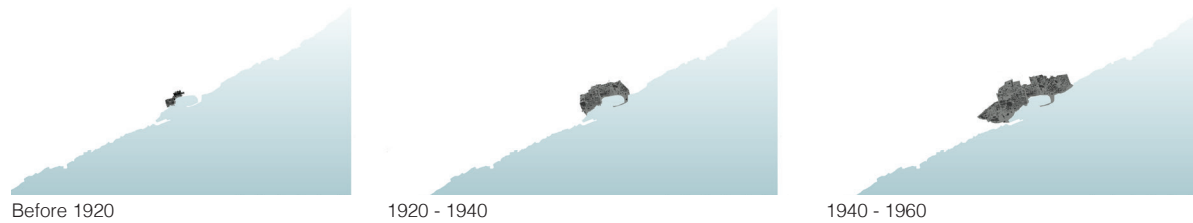
2.5. URBAN GROWTH HISTORY

Historically, Mogadishu consisted of two urban settlements, Shingani and Hamar Weyne. That structure changed only under the Italian colonia rule.

From that time, the growth of the city has occurred in concentric rings, with the sea port as focal point and the sea as natural border. Maps from later periods indicate that the growth of Mogadishu has been well managed with city

extensions up to 1991. The typical Mogadishu's grid, with small blocks and a well established road network emerged during this period.

In the last 25 years, no planned city extensions have been carried out and settlements have sprawled on the edges as a result. The sprawling area is almost 3/4 as large as the planned area.



Your history is here too!

Qayb taariikhdaan ka mid ah ayaad tahay!



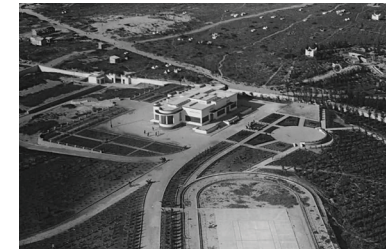
* (C) Mogadishu lost modern / Mogadishu, 1856



* (C) Mogadishu, pearl of the indian ocean / City centre, 1936



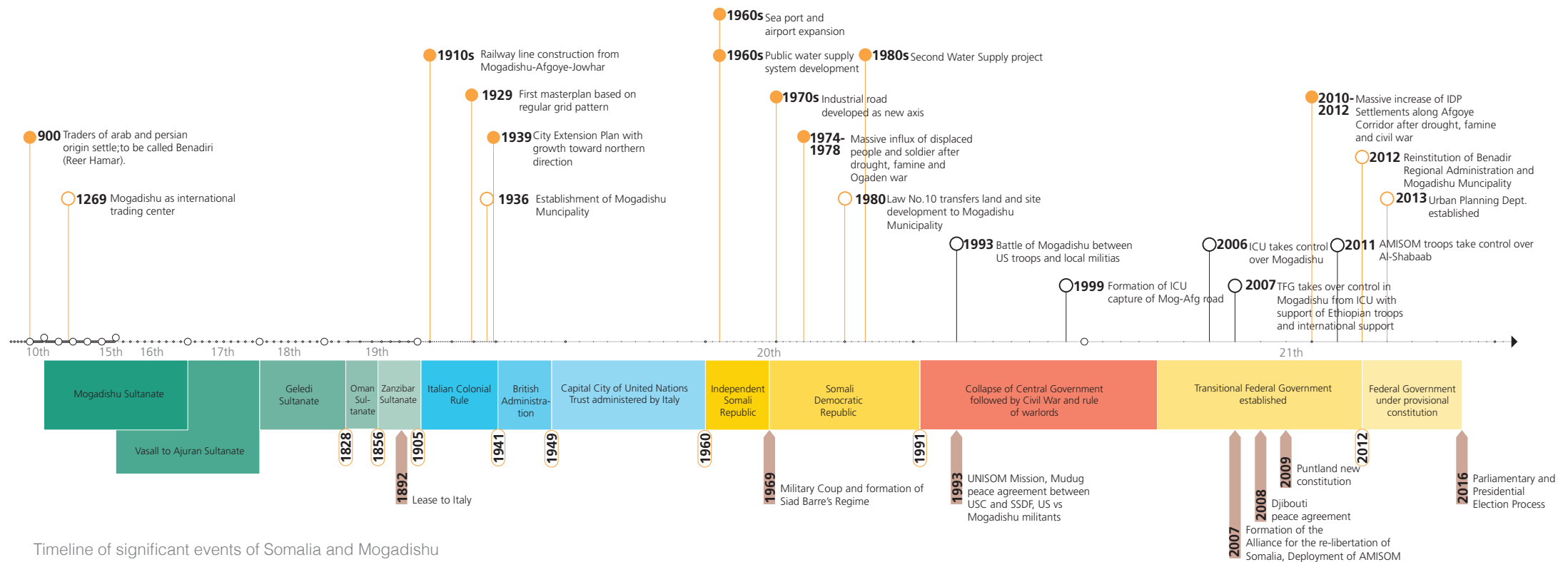
* (C) Mogadishu lost modern / New port, 1940s



* (C) Mogadishu lost modern / Villa Somalia, 1950s



* (C) Mogadishu lost modern / Lido Beach, 1980s



2.6 CULTURAL HERITAGE

Mogadishu's extremely rich cultural heritage is widely unknown outside of Somalia, and long years of Civil War have not only led to physical destruction of its architectural heritage but also replaced in common perception its past glory by the image of devastation of recent history.

Historians recognize the town as one of the most interesting historical centers along the East African coast. The city saw a period of magnificence from the 13th century onwards. It was at this time that famous Mosques were built in Hamar Weyne. Arab influence in architecture is widespread.

Much later, the Italians were the first to formulate and effect urban planning in Mogadishu, and erected a number of landmark buildings.

With independence, a series of public buildings and complexes (Stadium, University) were constructed in the so-called international style with some Arabic influence. The different layers of urban development are clearly to see until today in remarkable qualities.

The old two urban centres, Hamar Weyne and Shingaani, still stand on Mogadishu's initial site, but were extensively damaged during the years of civil war. Shingaani suffered the most visible damage. The exceptional former beauty of Mogadishu is still perceptible despite the past 20 years. On the beachfront is the oldest mosque in the city, known as Abdul-Aziz and also as Fakr ad-Din Mosque. Abdul-Aziz Mosque dates from 1269 and was built by the Mogadishu's first Sultan, Fakr ad-Din. Its 15th century Al-Mnara Tower became a Minaret. The Abdul-Aziz mosque is a symbol of a more tolerant and peaceful Somalia.

UN-Habitat encourages cities to preserve their historical heritage and beauty. It would be advisable to circumscribe the historical sites (single monuments as well as ensembles) with a sober development strategy. This includes an inventory of historical sites and its promotion. Furthermore, it requires the development of design guidelines for reconstruction and new development along with respect of local communities and new investments that fit into the urban fabric. In doing so, the character as "living archive" with an intensive mixture of residential and commercial uses can be revived and preserved (see Project 3, pg 37).

Neglect of historical and archaeological sites would mean another action of violating Somalia's cultural heritage and yet another act of wanton destruction of Mogadishu's history and beauty.



* (C) UN Photo / Stuart Price - Fishing Harbor

2.7. URBAN EXPANSION

Urban Expansion Trends

In absence of a stable central authority and an overarching urban development planning system, Mogadishu's built environment has been by and large shaped by vernacular and informal forces. In recent history, fragmented and uncoordinated planning attempts have failed to address Mogadishu's enduring urban crisis and exacerbated issues such as urban fragmentation, illegal occupation, disputes over land ownership and the lack of basic services and infrastructure.

Recent urban growth shows clear trends:

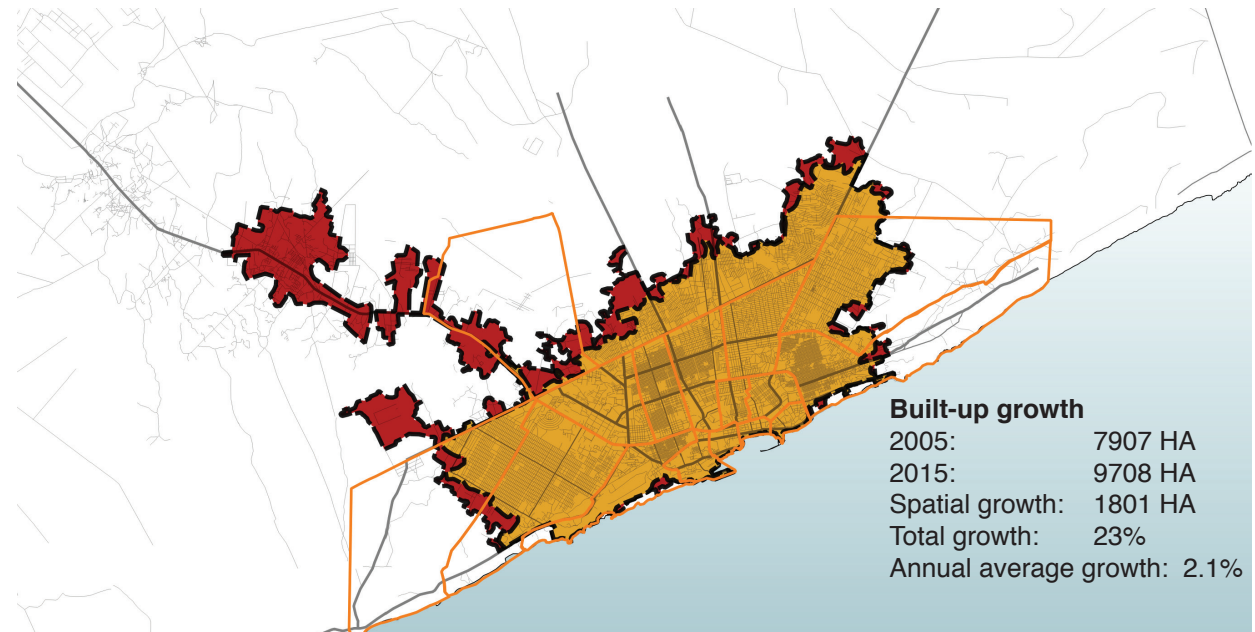
1. Whereas previously growth was mostly accommodated by city extensions, current developments show that growth occur mostly at the edges of the city without regular street patterns.
2. All over greater Mogadishu there are development initiatives. A large amount of street grids is marked on the ground. However, most development is connected to nearby existing infrastructure.
3. Urban growth goes beyond traditional administrative structures so that it's difficult to find out who is the responsible local authority.

Urban Expansion in the North-West

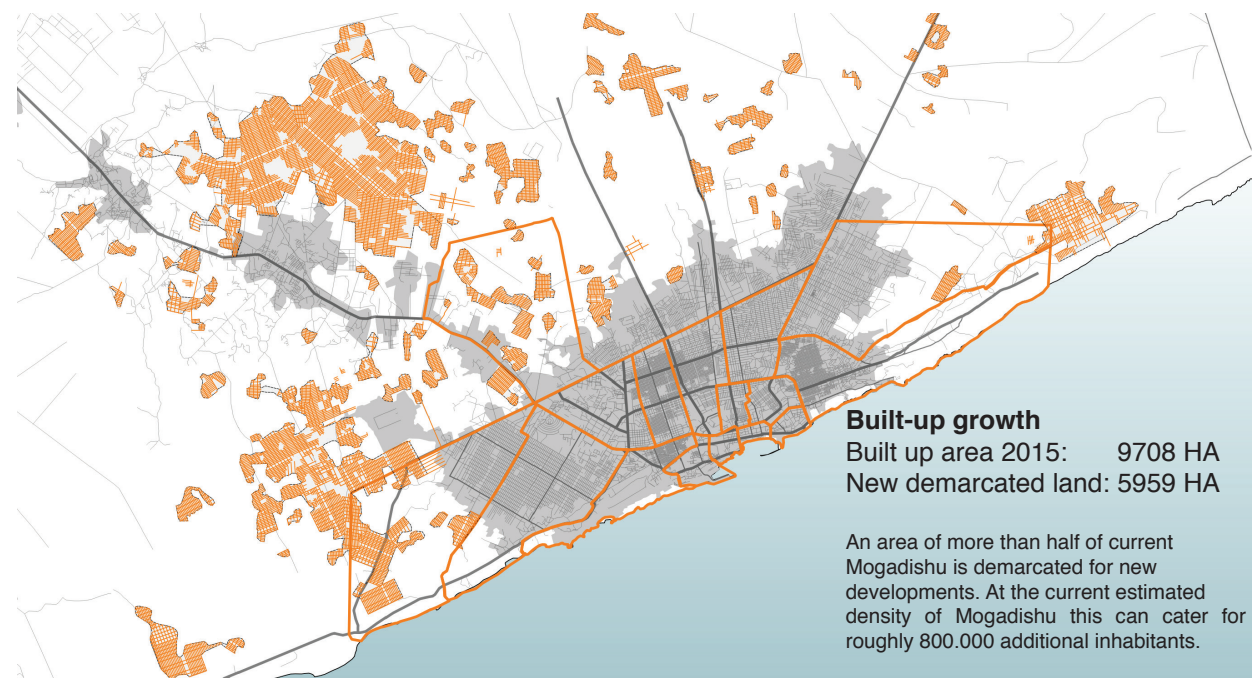
In recent years, remarkable designations of urban patterns have occurred outside of what has been considered as Mogadishu. It is unclear if this is the result of legal transactions or land grabbing.

The amount of land demarcated in this way adds up to about 5959 HA. In the North West of Mogadishu, around the Afgooye road, it seems a large area is planned for urban development. As a result traffic congestion along the Afgooye road is likely to increase.

It should be elaborated more in details which areas have the greatest development potential. Research should also be undertaken where investment in some key roads could reduce traffic congestion and connect the new settlements better to the urban core area.



Recent urban growth



Grid demarcations in greater Mogadishu region (based upon Google earth 2015)

2.8. ROAD NETWORK

Mogadishu has a solid basic network of primary and secondary roads that stretch through the city and connect with the region. The main network, however, has not caught up with the currently built up areas, leaving the far North, East and West without any main roads and connections to the central part of the city.

A plan for upgrading existing and introducing new primary and secondary roads can be based on the existing layout, and should address the following points:

- There is no East-East connecting main road north of Jidka Warshadaha (industrial road) even though there is significant urban growth in this area.
- The main and secondary network in the eastern and western peripheries is very poorly developed.
- There is no 'coastal road'.
- There are many larger secondary roads that are interrupted, disconnected or form open loops - these should be continued or patched to form a proper road network.

Road Network Data

	km	km/km2
Primary roads	111	1.2
Secondary roads	131	1.4
Minor roads	2381	24.5
Total	2625	27.1



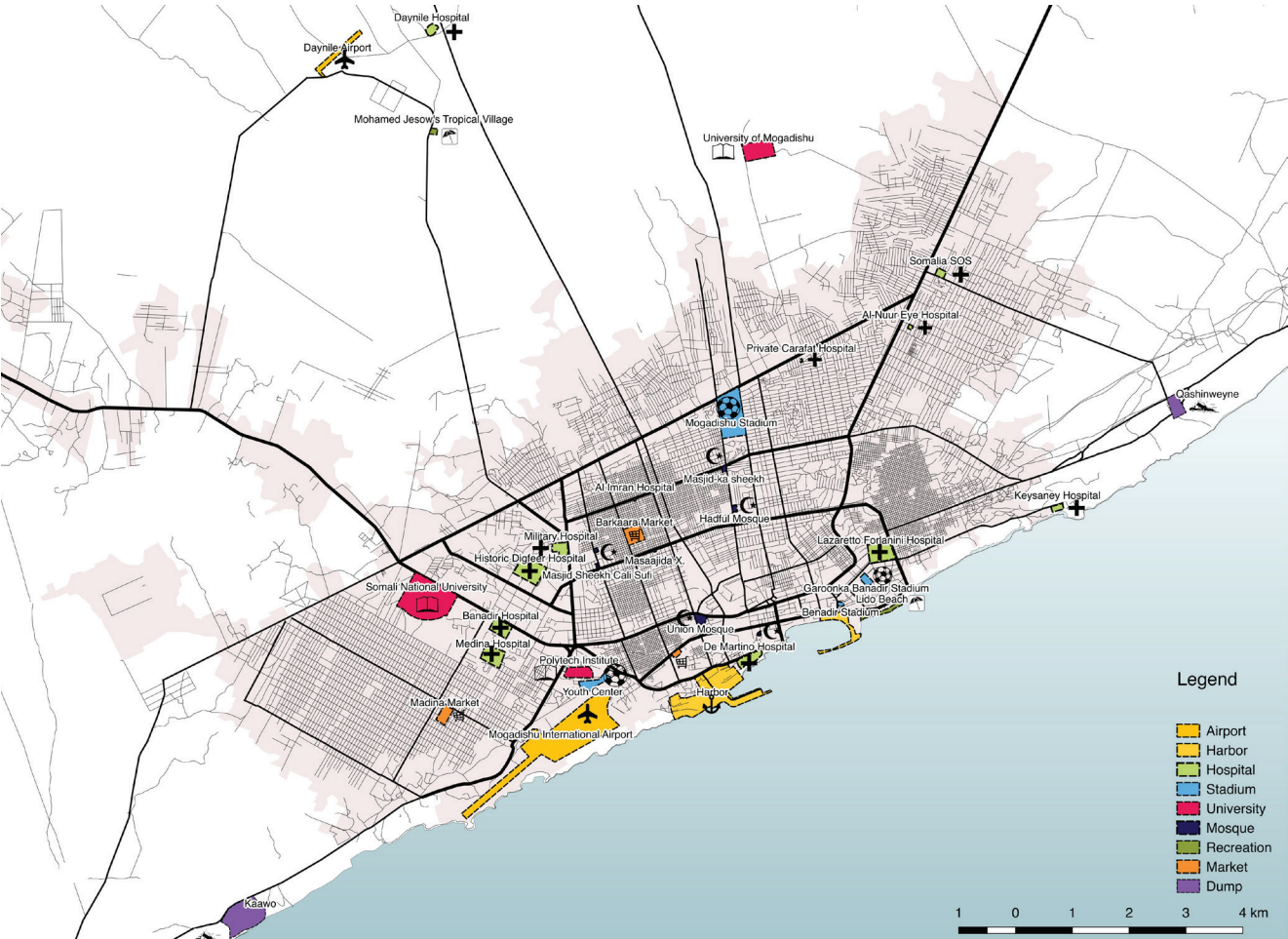
Existing road network of Mogadishu

2.9. URBAN AMENITIES

Provision of urban services, for example education and health care, is in a deplorable state, since it didn't follow the very fast growth of the city during the civil war.

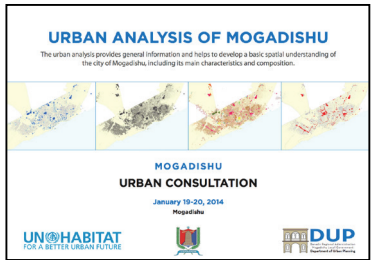
Nevertheless various improvement can be observed across the city due to ingage of donors, diaspora and international NGOs. (see chapter 4.3). Some large residential areas, especially in the eastern part, still have insufficient services. A thorough and even distribution of urban services and utilities is an opportunity yet to be harnessed.

Environmental degradation is a visible problem and could cause extremely dangerous situations even in the short term. Illegal dumping, lack of drainage, water stagnation during the rainy season and vehicle congestion along the main roads are some of the most perceptible environmental challenges. The following maps do not intend to give a detailed description but look on aspect of the whole urban development. One of the major limitations for thorough analyses is the lack of data for the newly developed areas outside the district structure.

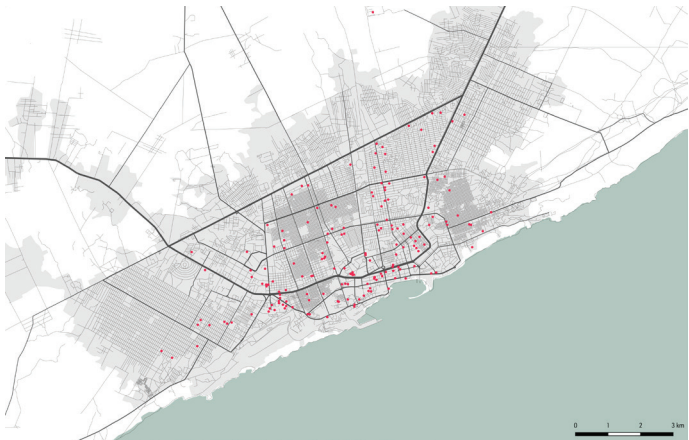


Major urban functions

For more information see
Urban Analysis of Mogadishu
by UN-Habitat (2014)



Health facilities



Educational facilities

Airports

Mogadishu North Airstrip

5 km north of Karan District along costal line; future unclear.

Daynile Airstrip

Serious encroachment around; future unclear.

K50 Airstrip

50 kilometres west of Mogadishu, served as Mogadishu's main Airstrip while Aden Adde International Airport was briefly shut down in late 2000s; future unclear.

Aden Adde International Airport

1 Runway, 3,070 m x 45m, asphalt rehabilitation, 2 helipads.

2012: 108,000 passengers / 2014: 439,879 passengers (Source: Wikipedia.org).

Investments in Terminal (new one, 2015 opened), security equipment, fire fighting, fencing and walling. President of Somalia, H.E. Hassan Sheikh Mohamud, and President of Turkey, H.E. Recep Tayyip Erdogan, officially inaugurated the Aden Adde International Airport's new terminal in January

2015. The facility was built by Kozuva, a private Turkish construction firm. It will enable the airport to double its number of daily commercial flights to 60, with a throughput of 1,000 passengers per hour. However, the location of the airport does not allow for expansion. Taxiway is missing which hampers capacity of handling flights. Some effort are ongoing to develop some concept to improve MIA.

Seaports

The seaport is the major source of income for FGS and BRA. In recent years, the port has seen a lot of improvements in management and storage and handling capacities.

However, its growth potential is limited in the longer term due to its enclosure by urban growth. Furthermore, as the hinterland linkages pass through the urban core of Mogadishu, transportation movements are constrained.



Major airports in region

Public properties

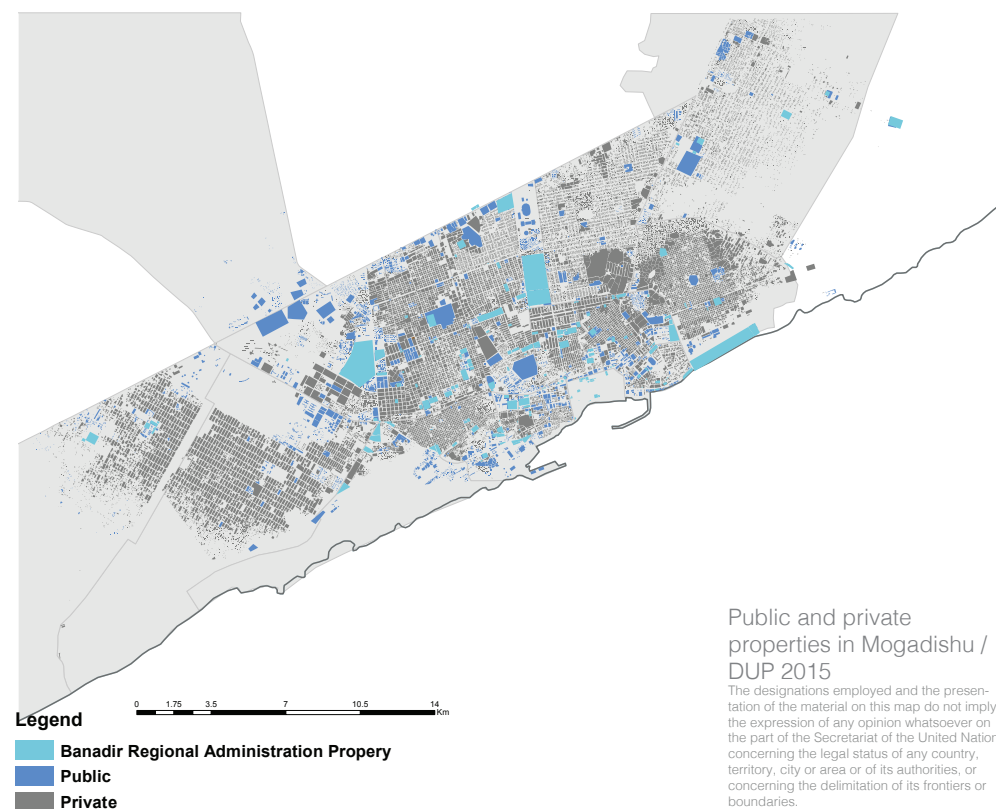
The private properties map should inform the plan of major strategic investments in the city - and serve as a foundation for discussion on a city/region-scale on how to utilize this big amount of land for public purposes. There is an urgent need to map public properties in the new urbanizing areas.

There are large public properties in the central and north-west part of the city, with a concentration of security and administrative compounds. Many government structure are located along the along the east-west corridor (Corso Somalia).

Due to the concentration of formally state-owned properties FGS is a major stakeholder in urban land management.

Public properties:	3954 (11% of all properties)
Destroyed:	181 (4% of public)
Occupied by IDP's	594 (15% of public)

* (UN-Habitat, Property and Infrastructure data 2012)



Solid Waste Management

Roughly 10% of the households dispose their waste in one of the 16 official designated collection points. Another 15% store the waste within the compound and hand it over to private collection companies authorized by BRA. Therefore, primary source waste collection rate in Mogadishu is believed at 15-20%, which amounts to a total of 82.5 to 110 metric tons out of total waste generation of 550-750 metric tons daily.

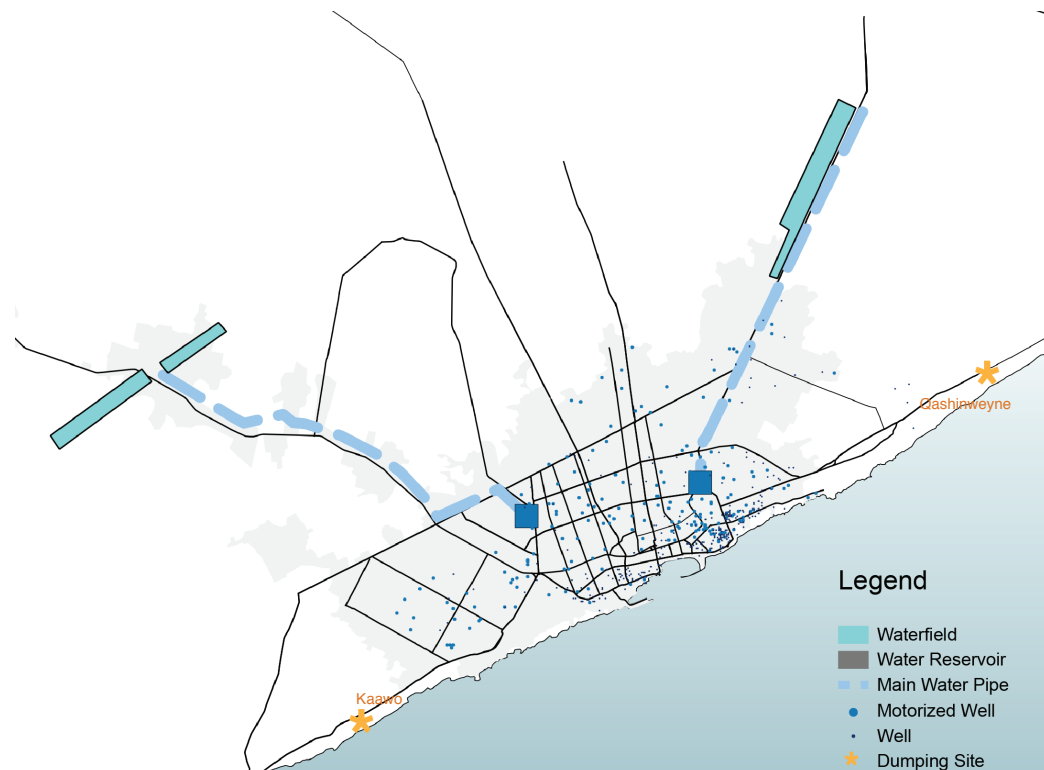
Some sources suggest that total transportation capacity, improved over the last years through intensive support from Turkey, to 225 metric tons per day (total number of trucks: 6). There is no information on bio-medical waste generation.

Apart from the local government, the Ministry of Natural Resources and Environment deals with the identification of the dumping locations. There are two official dumping sites in Mogadishu: one situated in Kaawo, Medina District and in Qashinweyne, in Karan District.

Although most of the former factories are non-operational, the rising number of car repairing business and garages raises challenges of pollution of adjacent areas and underground water sources. The same is for the two official dump sites close to the coastal line.

Looking from the spatial development perspective the city urgently not only needs a sufficient and engineered sanitary landfill site, but also a strategy to close the existing dump sites, undertake environmental mitigation measures and secure the space for later public use (new parks).

UN-Habitat supported the development of municipal By-law for Solid Waste Management and Bio-medical Waste Management in 2015 accompanied by trainings for private sector companies and public awareness campaigns.



Water supply system and Major waste sites (different sources)

Water Supply

The impact of the civil war and the rapid increase in population have created enormous environmental problems and have put unprecedented pressure on the groundwater resources of Mogadishu.

During the 1960's the development of a public water supply system started later extended in the 1980's under the state owned Mogadishu Water Agency. Water was sourced from two large wellfields along the Afgooye and Balcad corridor, delivered to the town by a gravity scheme and then delivered across a more than 120 km network across the urban core area. Besides private water connections a system of public water kiosks was established. Factories and state institution used their own boreholes.

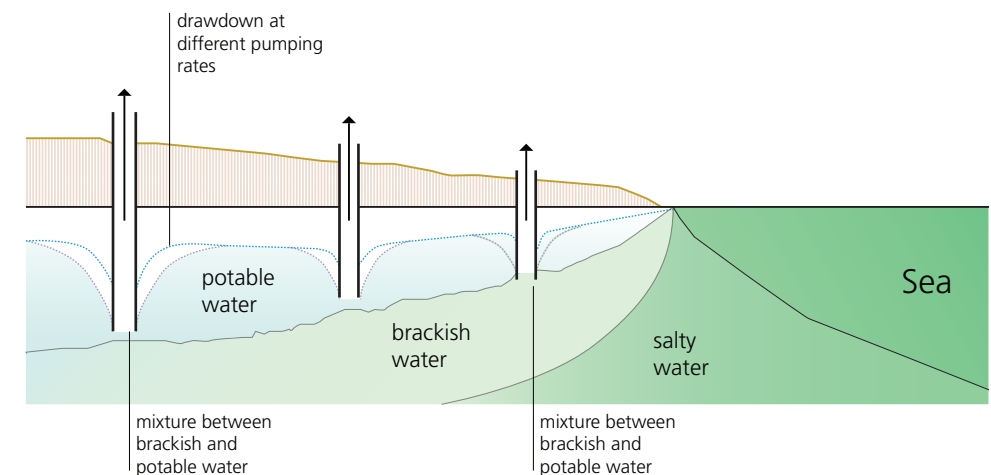
In the middle of the 1990s operations of the public water supply system collapsed. Despite several efforts by local authorities and international agencies the system has not yet been resumed while unregulated drilling of new boreholes continues.

Now most of the town relies on hand-dug wells, a few boreholes and water carriers. Some private companies have started operations of small-scale reticulation systems. There is also bottled water available, which

the majority of residents cannot afford. All this makes Mogadishu's Water Sector one of the most challenging in the world.

A continuous water table exists along the coast and all the wells tap water from this aquifer. Some hand-dug wells can reach depths of 70 meters or more, but the majority are in fact open dug wells and their depth does not generally exceed 20-30 meters. In most cases, the water table is only a few meters above sea level, with a gentle slope from the Shabelle aquifer toward the sea. As in all the coastal area, the fresh groundwater lens floats on more salty water, which is more dense. Studies have shown that the movement of the saline/fresh water wedge of the underground aquifer of the town has been considerable, progressing inland in years with less rains.

In general water quality is considered very poor, and local media frequently report on water borne diseases caused by groundwater contamination. Mogadishu does not have a central waste water evacuation network and most of the buildings are in fact disposing of their wastes through septic tanks exposing the aquifer to contamination.



Water abstraction and quality of water (Water Quality Study Mogadishu and Kismayo, Geneva Foundation)

2.10. URBAN ECONOMY

In the last five years the urban economy has profited from increasing stability, fueled by remittance inflows and enhanced donor support. The most visible signs across Mogadishu are the boom in construction, telecommunication, trade and transport sectors. However, most parts of the economy are unregulated and informal.

Mogadishu is the most important commercial and administrative centre of Somalia with the country's largest airports and seaport. The city used to be the industrial base of Somalia before 1991. Almost all industrial infrastructure are no longer in use. The huge industrial districts formerly owned by the state are shifting in use and tenure and they future is unclear. Investments are now focusing on smaller private enterprises dispersed across the city.

In 2013, Somalia derived 90% of all tax revenue from international trade but this fell to 87% in 2014. The tax bases in use are divided across levels of government on a geographic basis, with the FGS collecting taxes from the Mogadishu region (and sharing a proportion with the Banadir capital region). Since April 2013, the FGS has been collecting taxes at the Mogadishu port and airport, which raised total domestic revenue to \$84 million in 2014. The administration of Banadir receives 15% of the Mogadishu port revenues collected by the Federal Government, which it uses to deliver services.

The city is connected to the world wide web by a high speed optic fiber cable.

Somali Industrial and Manufacturers Association (SIMA) has the vision to accelerate the economic recovery and reconstruction of Somalia.

Examples of industrial Investments before 1991*

- The industrial sector consisted of around 25 factories in the Mogadishu area, which manufactured pasta, mineral water, confections, plastic bags, fabric, hides and skins, detergent and soap, aluminum, foam mattresses and pillows, construction material, spare parts for cars and boats.

- Cluster of industrial activities was developed along Industrial Road, administrated by the State. It seems that in recent years a massive privatization process is ongoing – unregulated, without transparency and accountability. For the Federal Government, the properties may be a revenue source. There is no information and coordination mechanism with BRA in place on how to develop the entire area in the future.

- Oil storage facility west of Port Area.

- Washada dharka (textile factory), SOMALTEX cotton textile plant at Balcad north of Mogadishu, 16Ha. Currently not operational

list might not be completed and should be filled in

Example of investments since 2012*

- New cement factory, next to sea port and Mogadishu Central Jailhouse.

- Hormuud Telecom Somalia Inc., 2002 est., largest telecommunication company and one of the largest employers in Mogadishu.

- Coca Cola Factory, located in North Mogadishu at Industrial Road.

- Soda King, Soft Drink Factory, Behani Road.

- SomFruit, next to port entrance.

- Liquid Laundry Detergent Factory.

- Azienda Generale, Oil storage Facility, near Mogadishu Port, largest Oil depot in Somalia.

* list might not be completed and should be filled in



(C) UN Photo / Stuart Price - Hawar Weyne Market



Your comments to consolidate this booklet are highly appreciated. Please send us your feedback.

Talada aad ku xoojinayso buug-yarahan aad baan u soo dhawaynaynaa. Fadlan fikirkaaga nala wadaag.

✉ un-habitat.som@unhabitat.org

Commercial Areas

In Mogadishu, the existence of markets dates back to the founding days of the city and has always been closely linked with urban development.

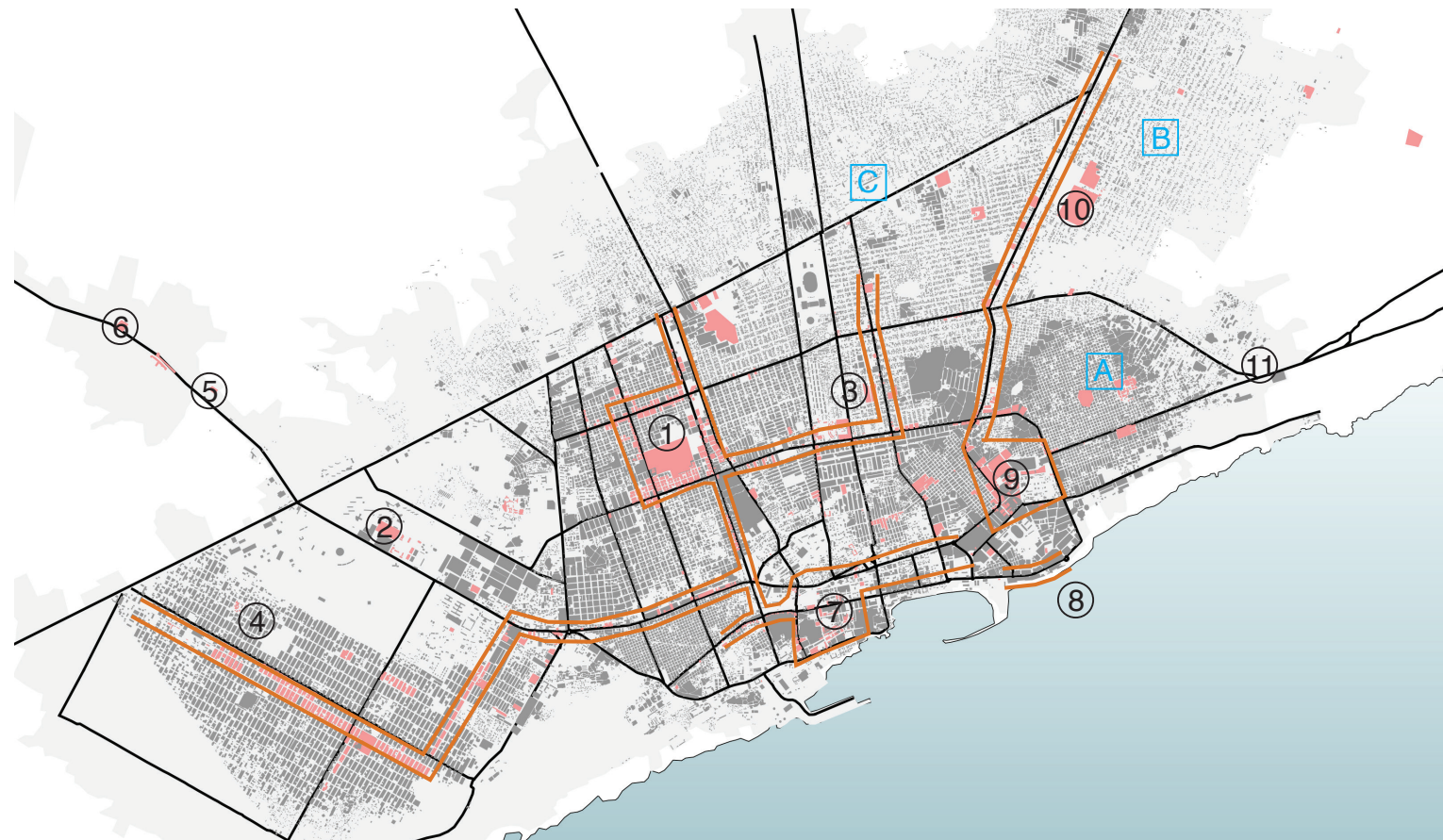
Bakaara Market is the largest open market in the city and across Somalia. Starting in the early 1970s as a neighborhood market, it developed over the years to become wholesale and supply market. There were heavy fight during the 1990s and 2000s for control over one of Mogadishu's economic backbones. Today, the city's largest "job machine" occupies around two square kilometers in the Hawlwadag District. It offers a wide range of commercial and financial services. Somalia's telecommunication giant Hormuud has its headquarter located in the market area. Another important wholesale

and supply market is the Zeybiano market located in Hodan District next to the Afgoye Corridor. The wholesale markets offer jobs to people from nearby IDP settlements and other poor neighborhoods. Household items and food stuffs are being traded in bulk to retail traders from other districts. These retailers form wholesale markets within their districts like Hamar Weyne, Suuq Bacad and Medina markets. Within the neighborhoods and IDP camps, smaller emerging markets can be found such as the Weydow and Tabella, serving specific needs of the urban poor and IDP settlers. In general, the environment for local traders is changing from traditional approaches when livestock and agricultural trade dominated markets. With new demand for consumer goods, specialized shops and impressing shopping complexes are coming up, especially along the major streets. Nevertheless, some areas of the city have been left

out of provision of local markets such as the north-eastern and south-western parts of the city. There have been many efforts by BRA and the local business communities to revive the Mogadishu markets as part of economic recovery, stabilization and long-term urban development. In Abdiiaziz District, for example, residents recently contributed 35,000 US-Dollars in support of the Kawaan Bari fish and meat market to obtain a cold storage facility at the cost of 125,000 US-Dollars. Support for market rehabilitation, upgrading of public space, market management and fee collection has been given by UN-Habitat and others since 2013. The historical market of Ansalooti (Hamarjajab) was rehabilitated for his significance within the city and as an opportunity to the revive the district economy. Sinay market (Bondhere), is also newly funtional, although its surrounding public space is still

awaiting upgrading. In Karaan District, a handicraft center opened, aiming at local employment and promotion of Somali traditions.

Factors impeding the further development of a hierarchical market system are security situation, land ownership and infrastructure provision like water, sewage, access roads, parking and storage areas. Some of these issues should be linked with the overall debate on the organization of a well functioning urban transport and mobility management system, so to embed detailed interventions like improvement of the narrow north-south roads at Bakaara Market. More detailed studies are necessary to elaborate the spatial potential for a coordinated development of warehouses and settling logistic firms along Industrial Road on previously state ground.



Major commercial areas

1. Bakaara Market Area.
Many shops and some services in the block enclosed by the Jidka isbartimadda and the Jidka sodonka road.
2. Zeybiano market.
3. Sinay Market, Waqda and Bacat market.
4. Jaale Siyaad Road, main commercial street connecting Medina and Dharkenley to the city centre/airport.
5. Tabella Market.
6. Weydow Market.
7. Old Town.
8. Lido Beach area.
Small shop, bars and restaurants. Hotels under construction.
9. Cluster of garages, repair shops, and spare part shops.
10. Some hotels along the Balcad road, and the Heliwaa market.
11. Nagad Market.

Underserved areas

- A.** Need for a consolidated commercial area with good connectivity to the city centre to service the Kaaraan Area.
B & C. Presence of smaller markets, but lack of streets for street vendors.

2.11. HOUSING, SHELTER AND IDPs

Trends in housing

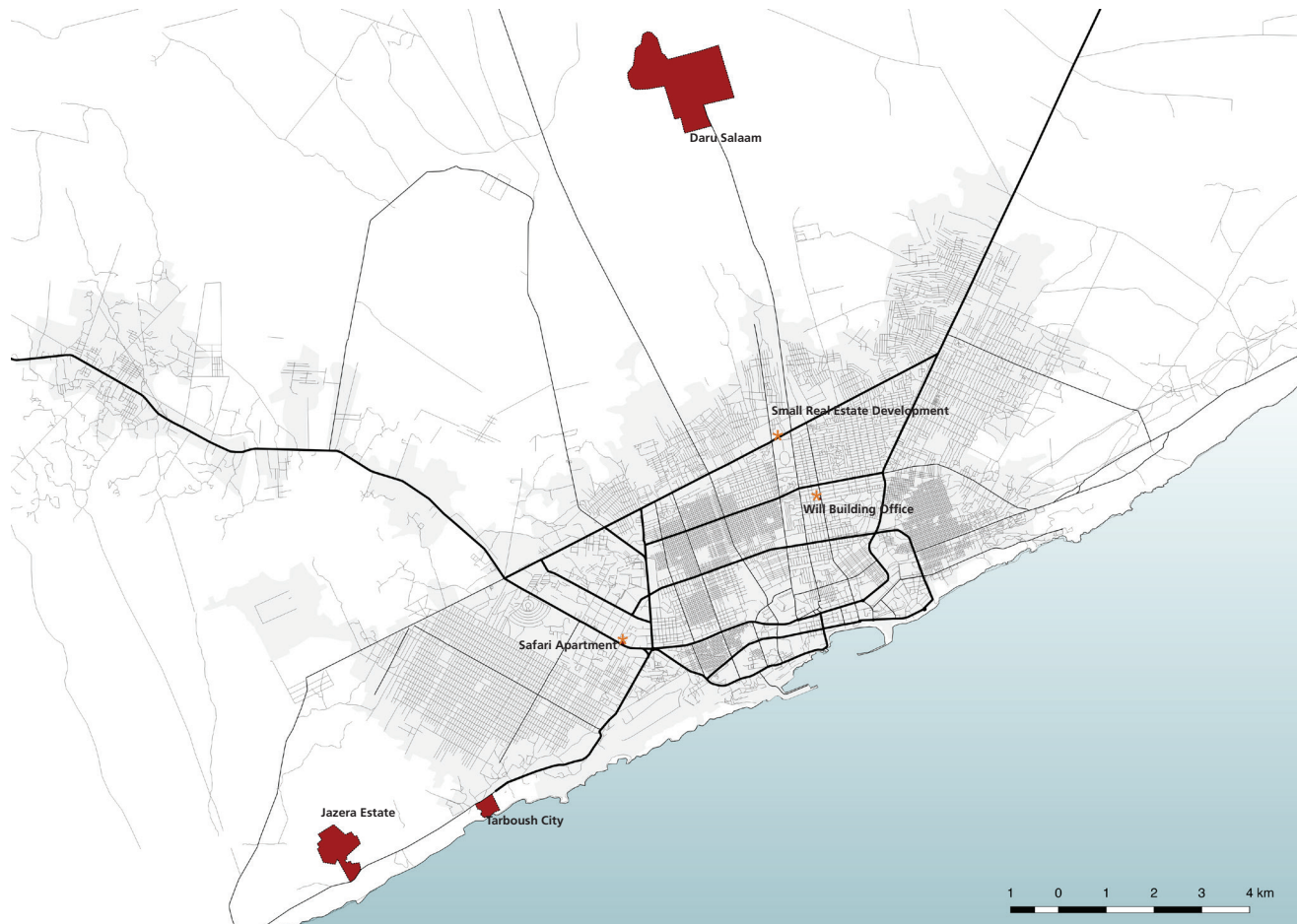
Some recent real estate developments include Daru Salaam Real Estate City, Jazeera Estate and Tarboush City. Some observation on these recent developments with regards to sustainable urban developments:

1. The developments take place mostly at the fringes or in great distance to existing city. This increases travel time contribute to emissions and accelerate urban sprawl.
2. The developments are medium density. For example, Jazeera Estate is

expected to house an approximate 6000 inhabitants (assuming a household size of 5) on an area of 58 HA. This comes down to a population density of 130 people/HA, UN-Habitat recommends a density of at least 150 people/HA to optimize economic use, and save on infrastructure costs.

3. The developments are not socially inclusive and target a small portion of the urban population. For example in Daru Salaam Real Estate City houses sell for \$70,000-130,000. In comparison, gross national income per capital is \$127.9 (UN Data 2013) and 43% of the population live on less than 1 dollar a day with 24% of those living in urban areas.

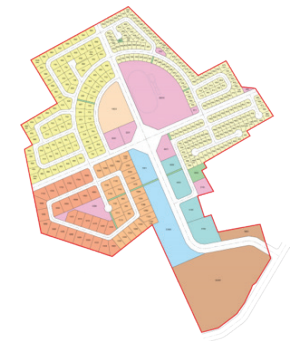
4. In the last years a large number of high-rise apartment complexes in inner city areas has been under construction. Information about these projects on social media or other internet sources are often contradictory. Therefore, to get a clear picture on the real estate market and development trends has limitations.



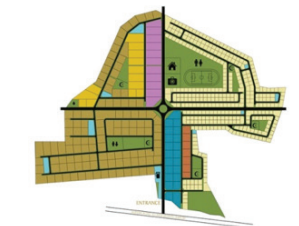
Daru Salaam Real Estate City, outside northern Mogadishu, first large scale housing project in Somalia, with over six thousand housing units proposed to be constructed in the next three years. Gated community concept. A two-storey house can cost some \$130,000, while a more simple bungalow comes in at around \$70,000. First stage: 500 houses.



Jazeera Estate, Jazeera Area south-western Mogadishu, 3 km from Airport. 1,200 units planned for villas and apartments; in addition schools and shops.



Tarboush city, south-west of Airport, land preparations ongoing.



Shelter and IDPs

Most IDPs live in settlements on private and public land. Therefore, many face a constant threat of eviction from either private landowners or the government. According to the International Displacement Profiling in Mogadishu Report, an estimated one-third of all IDPs in Mogadishu, have lived in long-term protracted displacement relying on humanitarian assistance. The other two-thirds of Mogadishu's IDP population represent approximately 14% of the overall population.

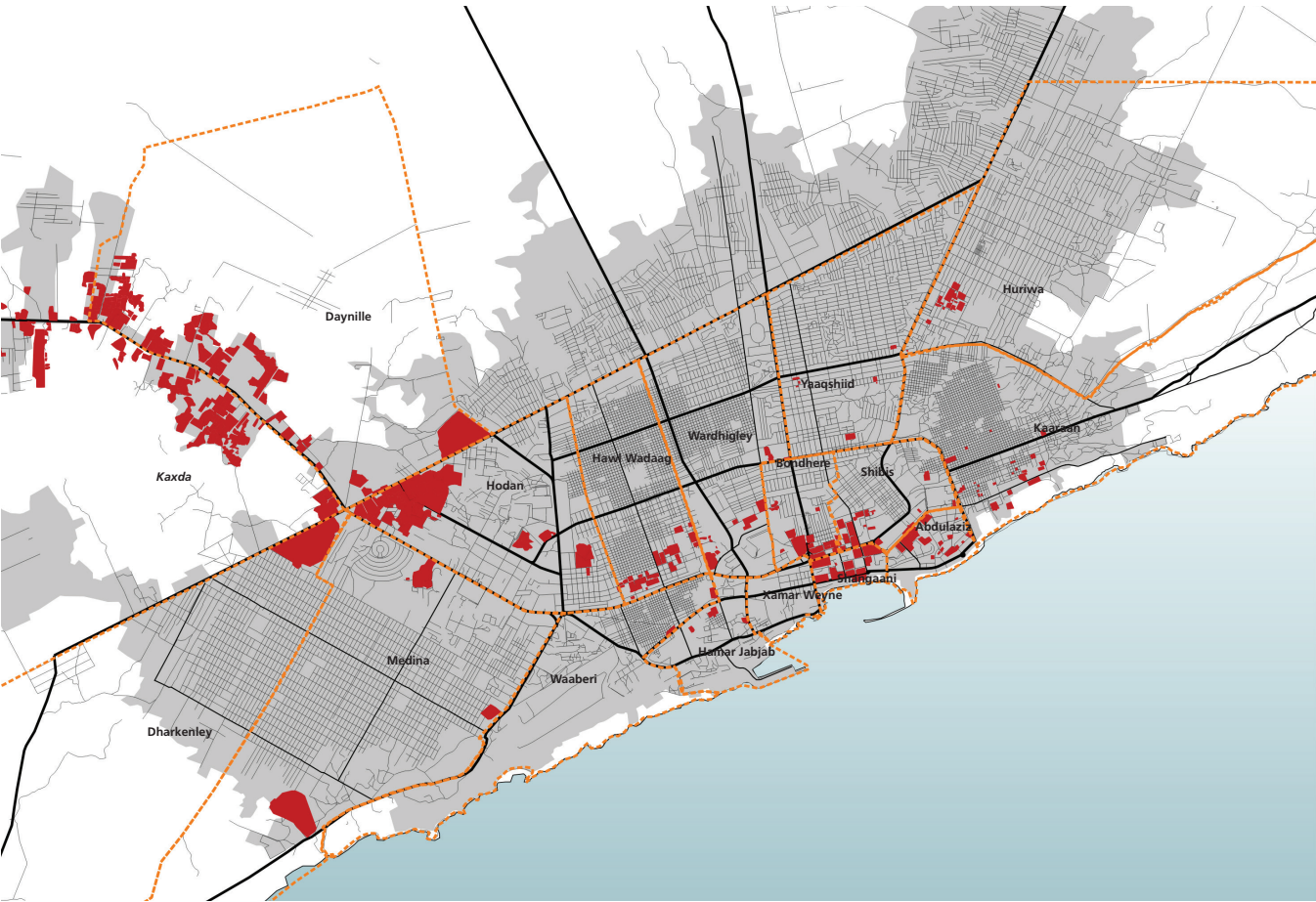
A total of 80,657 households and 464,486 individuals in 486 settlements in the 17 districts have been identified. 85% of all those living in settlements are

internally displaced persons, which amounts to approximately 69,000 households and almost 400,000 individuals. 55% of the IDP population reside in two districts, Daynille and Kaxda, which are located in the outskirts of Mogadishu.

Settlements in these two districts were created after 2012 when the last extensive IDP population survey was conducted, indicating a shift whereby IDPs move from the central districts of Mogadishu towards the periphery of the city. In recent years, this has mainly been caused by forced evictions. At the same time, newly arrived IDPs in Mogadishu tended to join the emerging IDP settlements in the periphery. The majority of IDPs came from regions surrounding Banadir, mainly from Lower Shabelle, Middle Shabelle and Bay. These regions

have suffered a combination of conflicts and natural disasters over the last four years. They were among the hardest hit areas during the 2011 famine and are territories that have undergone military offensives and substantial clan conflicts. Mogadishu offers one of the closest urban centres for refuge.

source: INTERNAL DISPLACEMENT PROFILING IN MOGADISHU 2016, REACH



Area of settlements: 547.82 HA; Population in settlements: 464.486 (REACH)



*(C) UN Photo / Tobin Jones - Boy near IDP Camp

Overall enumerated population				
District	HH	% of HH	Individuals	Average HH
Boondheere	4,081	5.1%	23,887	5.9
Abdulaziz	1,574	2.0%	8,267	5.3
Daynille	26,484	32.8%	151,861	5.7
Dharkeynley	3,713	4.6%	20,325	5.5
Hawl wadaag	3,015	3.7%	17,299	5.7
Heliwa	633	0.8%	3,240	5.1
Hodan	13,838	17.2%	83,374	6
Kaaraan	2,415	3.0%	14,836	6.1
Kaxda	15,571	19.3%	88,091	5.7
Shangaani	3,369	4.2%	18,074	5.4
Shibis	250	0.3%	1,468	5.9
Waaberi	330	0.4%	1,489	4.5
Wadajir medina	2,964	3.7%	17,984	6.1
Wardigley	997	1.2%	5,367	5.4
Xamar jabjab	365	0.5%	2,041	5.6
Xamar weyne	325	0.4%	2,103	6.5
Yaaqshiid	733	0.9%	4,780	6.5
	80,657	100%	464,486	5.8

Overall enumerated population in settlements. 85% of those living in settlements are Internally Displaced Persons (REACH)



3. DEVELOPMENT SCENARIO's

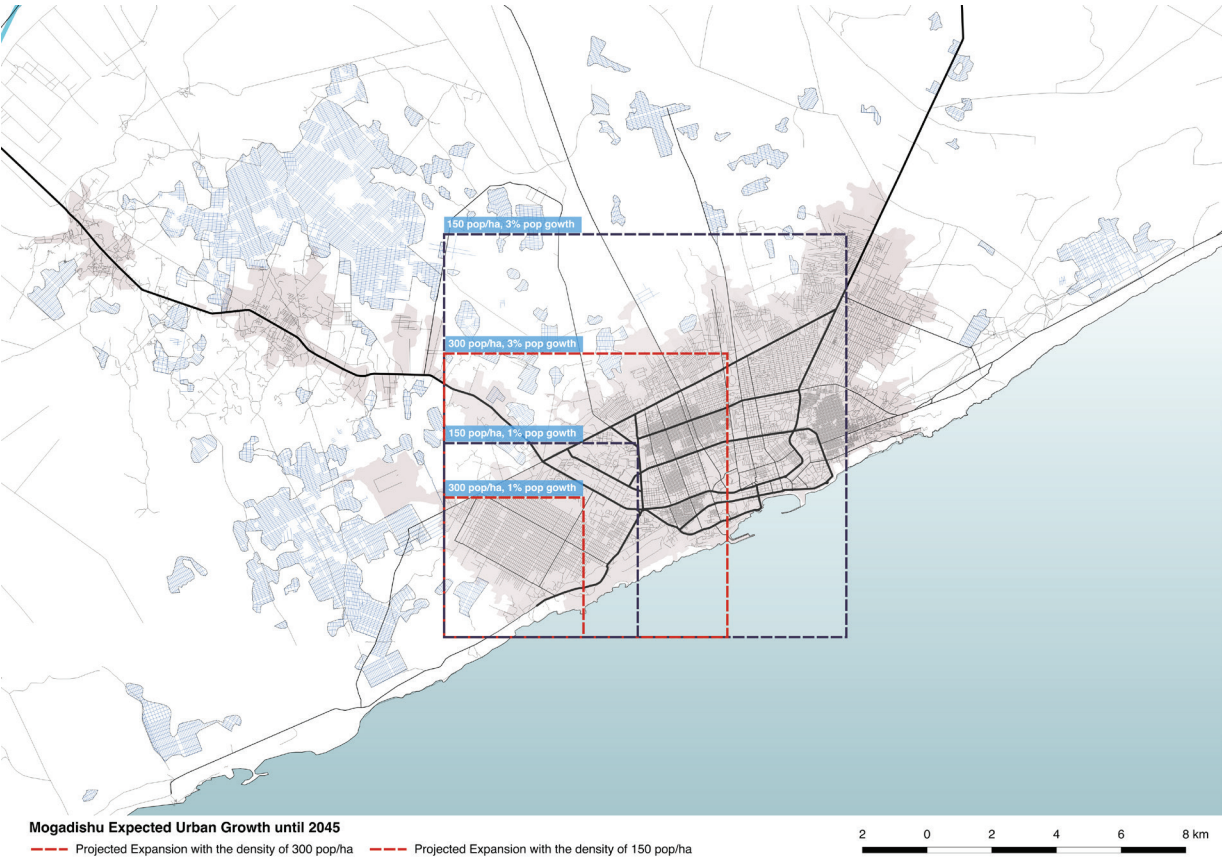
3.1 URBAN GROWTH FORECAST

Mogadishu is a fast growing city. From 2005 to 2015 it has had an average annual growth rate of 6.2%. The Somali capital is expected to grow with 126,000 inhabitants a year from 2010 to 2020 (UNDESA).

This growth rate would mean that at the UN-Habitat recommended density of 150 people/hectare, each year an area of 840HA would be needed to accommodate the additional residents. This is equivalent to a square of about 2,9 x 2,9 km. With lower densities, which is likely to occur when no regulations are put into place, the required land size would be even larger (see figure, right).

However, as the current growth is for a large part fueled by rural-urban migration, partly resulting from perceived increased security in the city, the land demand is unlikely to continue at the same rate. It has to be seen how much the demand for land develops when more two and more storey building in the urban core area will be constructed.

From 2000 to 2015, the growth rate in Somalia remained steady around 2,5%. Mogadishu is expected to grow faster than the average rate in Somalia. Hence the prediction of 3% growth at 150 people/ha appears to be most accurate.



Mogadishu Expected Urban Growth until year 2045



POPULATION AND BUILT-UP GROWTH IN 30 YEARS (2045)				
Population (2014)	1,650,227			
Built up Area of 2015	9708 ha			
Pop Growth Rate	1%/year		3%/year	
Pop 2045	2,224,256		4,005,534	
Density of expansion	150 pop/ha	300 pop/ha	150 pop/ha	300 pop/ha
Area of Expansion (HA)	3837	1913	15702	7851

Mogadishu Expected Urban Growth in 2045

3.2 URBAN DEVELOPMENT SCENARIOS

Development scenarios are used to estimate the required land for urban growth at different densities. Decisions on infrastructure and service provision made now are likely to alter the future form of the city, which in turn affects its inhabitant's prosperity.

The scenarios described below want to exemplify the effects of certain planning decisions taken in the present. However, they describe ideal forms and it is likely that a combination of them will be realistic.

The following pages elaborate more in detail the spatial consequences for each scenario.

As explained in the previous chapter, an estimation of 3% population growth per year has been used. Therefore, Mogadishu is expected to reach a population of 3.309 million inhabitants by the year 2025. It will grow by another one million inhabitants by 2045.

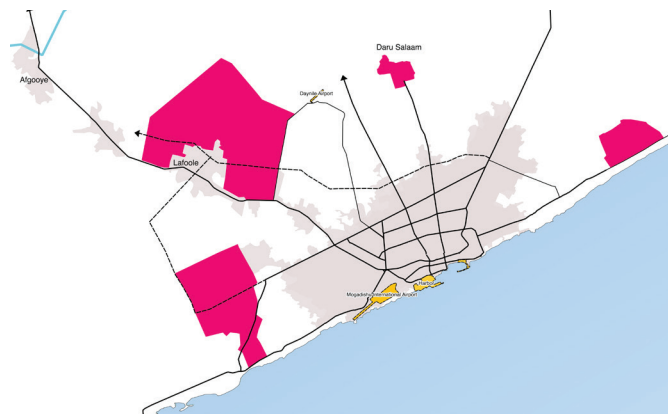
To accommodate this population growth, the city will expand. The future outlook of Mogadishu for a large part depends on the actions taken, and investments made in the near future in key infrastructure.

However, it is clear that neither the compact city nor the satellite towns scenarios provide sufficient space to accommodate for the 30 years estimations (2016-2045) of urban population growth and land use, ie. 15702 HA. A successful future-proof strategy therefore needs to use multiple scenarios, used at different times, and extend the planning focus to a broader scale, considering Mogadishu's hinterland.



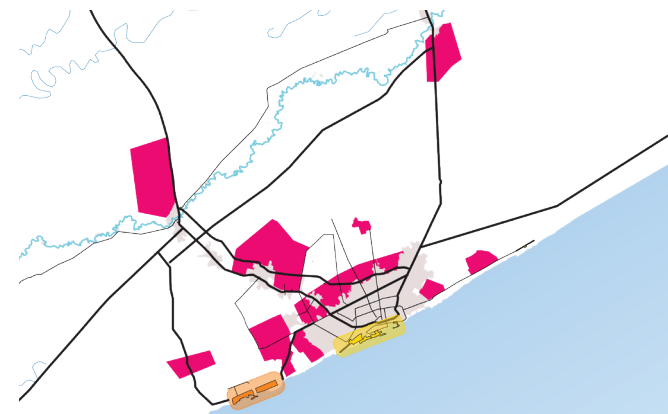
Compact City Scenario / 3855HA

1. Designation of six strategic development areas.
2. Defining phases of intervention and do budgeting.
3. Formulation integrated development plans for each area.
4. Development of public infrastructure program for each area.



Satellite Towns Scenario / 7124HA

1. Use existing grid pattern to develop masterplans for public infrastructure.
2. Defining phases of intervention and do budgeting.
3. Development of second transport corridor to Afgooye and western by-pass
4. Long term strategy for economic development for the new towns.



Regional Scenario / 17288HA

1. Definition of priorities and site location studies
2. Development program for Afgooye and Balcad coordination between BRA and federal government.
2. Site analyses for seaport, airport and economic activities.
3. Investment in water and agriculture sector policies and strategic interventions to develop river basin between Johwar and Afgooye.

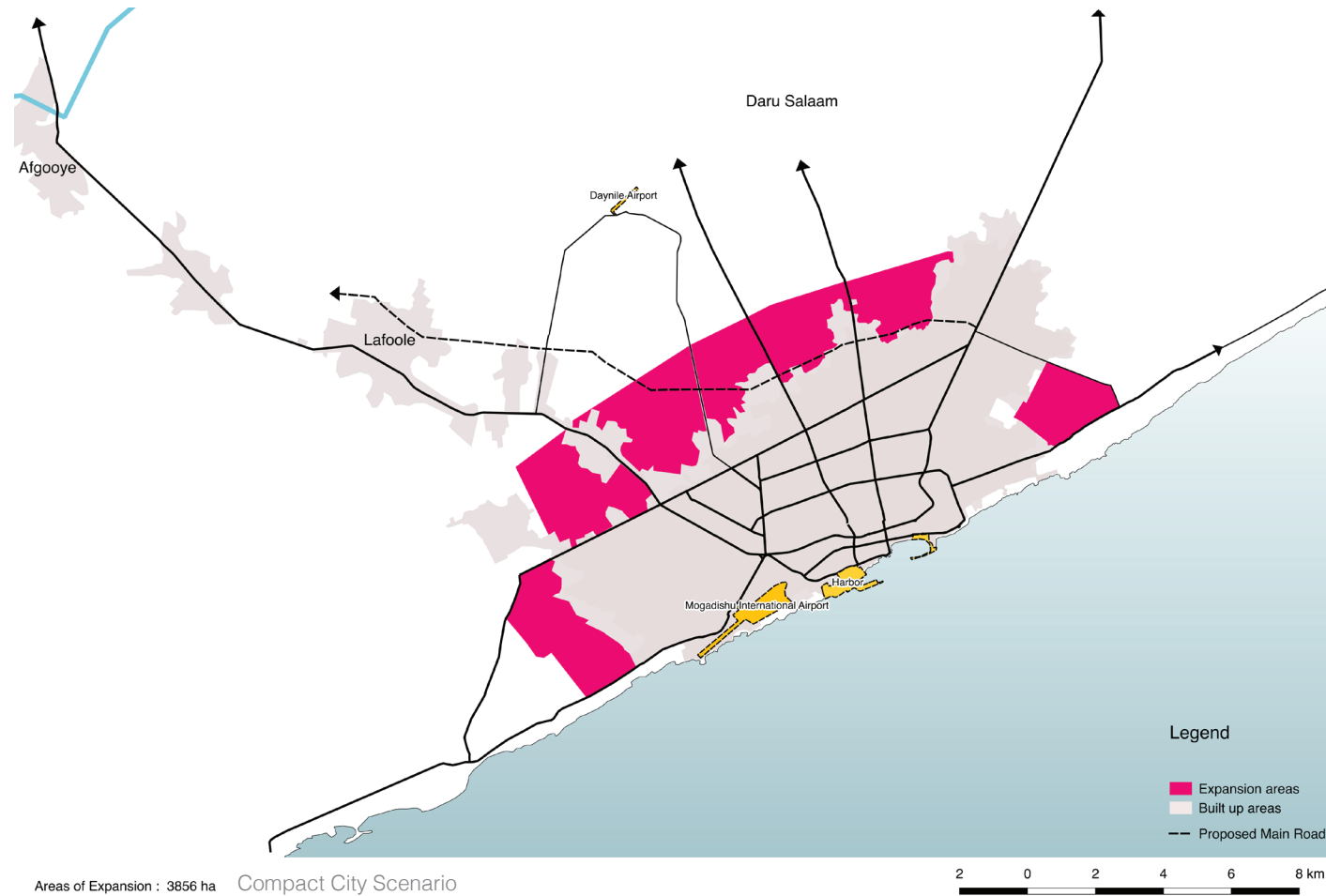
3.3. GROWTH AREAS AND DEVELOPMENT CORRIDORS

Scenario 1 | Compact City

New extension areas contiguous with the existing city could be designated as strategic development areas. Some of these areas could be mainly residential, whereas another area could be designated as economic investment zone. These extensions ensure that the uncontrolled growth at the edges of the city will be formalized and directed. This model has as the advantage that the extensions can rely on the existing public facilities, like Bakaara Market, the University of Mogadishu, Somali National University, Mogadishu Stadium, to mention only a few.

If this approach is combined with the rehabilitation of the former industrial cluster along Industrial Road, there will be a lot of opportunities to create new job in close distance to the new areas. Upgrading of the existing north-south roads allows for accessibility and contributes to save infrastructure cost.

However, issues of land ownership have to be solved, with a collective bargaining process. With this scenario the urban sprawl in the environmentally sensitive hilly area can be prevented.



Proposed planning actions:

1. Designation of six strategic development areas.
2. Defining phases of intervention and do budgeting.
3. Formulation integrated development plans for each area.
4. Development of public infrastructure program for each area.

Concept Advantages and Disadvantages

- + Follows geographic logic.
 - + Lower investments required, benefits visible in the short run.
 - + New areas profit from services offered by the city.
 - + Makes use of existing infrastructure— roads only need to be upgraded and extended.
 - + Limits urban sprawl in North, East and West of Mogadishu.
 - + Close distance to job opportunities
- Poor urban fabric between main city and new areas can act as a barrier.
 - Issues of land ownership require a lengthy collective bargaining process.
 - Space limitations in the longer future.



Development behind hills

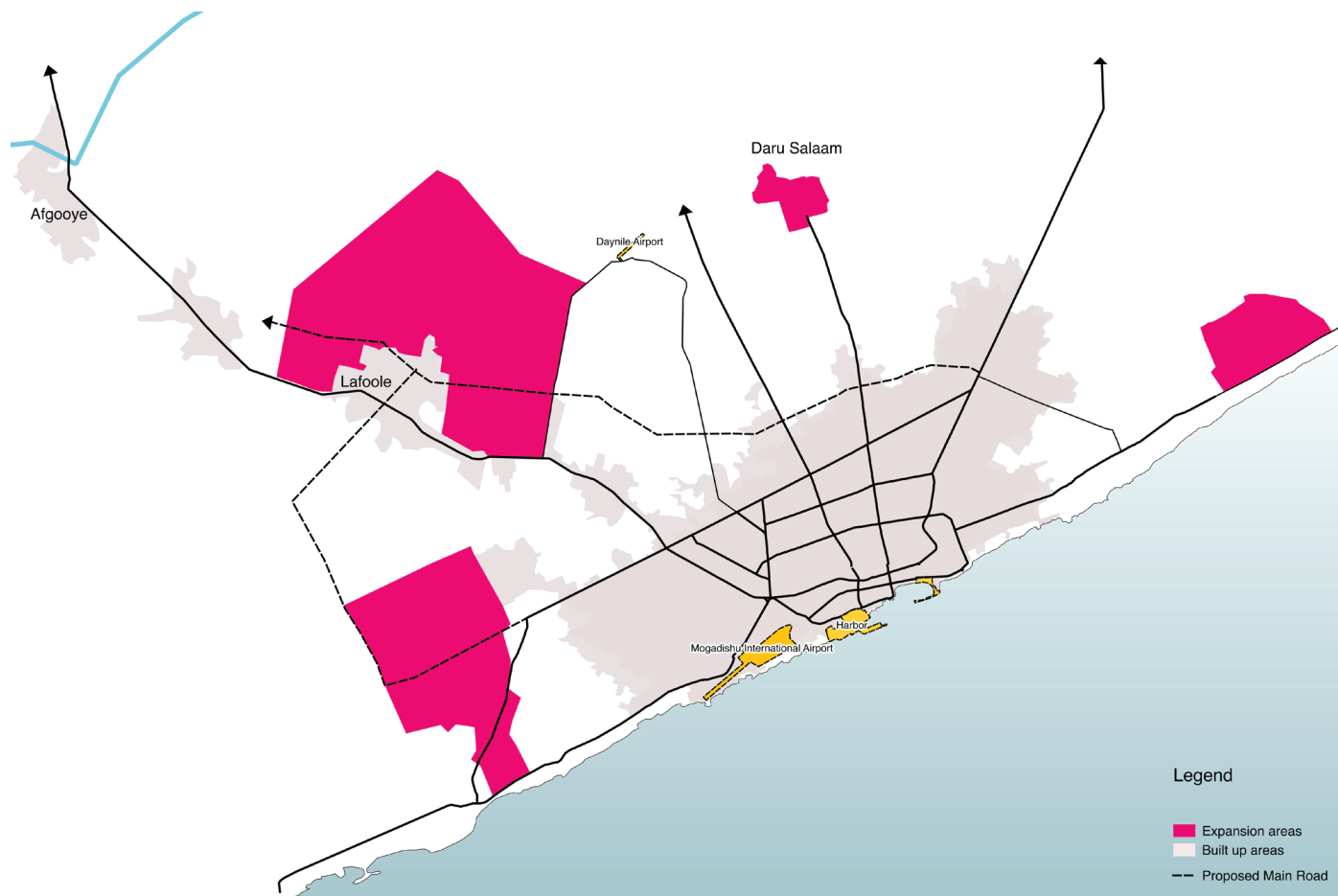
Scenario 2 | Satellite Towns

The existing grid demarcations (see Chapter 2.7) could be used as a bases for large satellite towns. This is a method that has been used in cities around the world to accomodate urban population growth. These are towns that shall be largely self-sufficient in terms of urban services.

The currently demarcated land comprises an area that could accomodate the growth of Mogadishu for the next 30 years assuming a medium-high densities of 300pp/ha. However, it is unclear if these new towns offer enough job opportunities.

It is likely that this scenario put pressure on existing limited infrastructure for commuters, mainly the Afgooye Corridor. Therefore the scenario requires the development of a parallel transport corridor along Afgooye Road and a western by-pass. Furthermore it needs a lot of effort to develop specialized services, for example construction of high learning institutions in the new satellite towns.

In general, the benefits of pursuing this scenario will be seen only in the longer run.



Areas of Expansion : 7124 ha

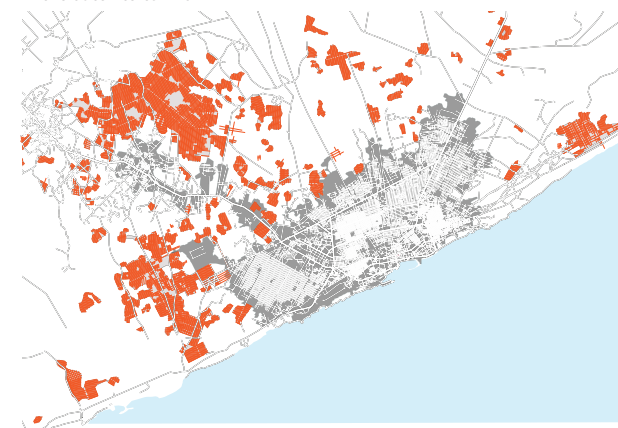
Satellite towns

Proposed planning actions:

1. Use existing grid pattern to develop masterplans for public infrastructure.
2. Defining phases of intervention and do budgeting.
3. Development of second transport corridor to Afgooye and western by-pass
4. Long term strategy for economic development for the new towns.

Concept Advantages and Disadvantages

- + Can accommodate expected growth of Mogadishu for next 30 years.
- + Usage of the existing grid.
- + Infrastructure can be easily implemented.
- Urban sprawl is likely to continue North, East, and West of Mogadishu.
- Higher investments required, benefits visible in the long run.
- Increases pressure on roads if insufficient opportunities for livelihood are in the satellite towns.



Grid demarcation in Mogadishu (2015)

3.3 REGIONAL DEVELOPMENT SCENARIO

As stated before, two development scenarios should be combined and supplemented by a more general strategy on a regional level.

The compact expansion and the satellite towns will absorb the most part of the growth of Mogadishu. This scenario aims at integrating the development of fertile agriculture land with concentrated development of Afgooye and Balcad, as well as the construction of a seaport and an airport outside of Mogadishu. This creates many possibilities of jobs in newly developed industrial areas and economic zones.

The preferred location area would be the west side, as it links to the Kenya and Ethiopia corridors. The upgrading of the existing K50 Airstrip to international

standards could be considered as an alternative to the development of a complete new airport site. Both option would of course require feasibility studies.

Extra hinterland linkages should be made so that the Afgooye corridor will be relieved from harbour related transport activities. By connecting Afgooye to the Balcad-Johwar-Galkaayo corridor, the two big investment projects would be better accessible. Investments in infrastructure should also take into account the enhancement or new construction of the Shabelle River bridges, at present largely insufficient for freight transport.

Moving the seaport and the airport would leave two prime city locations free for transformation and expansion. More in general, it opens up the possibility to transform XXX with the urban core for housing, offices, shops, tourism and economic activities, close to highly populated areas.

This is closely linked to the reconstruction and preservation of the Historic Town, and a plan for the public access and protection of the coastline.

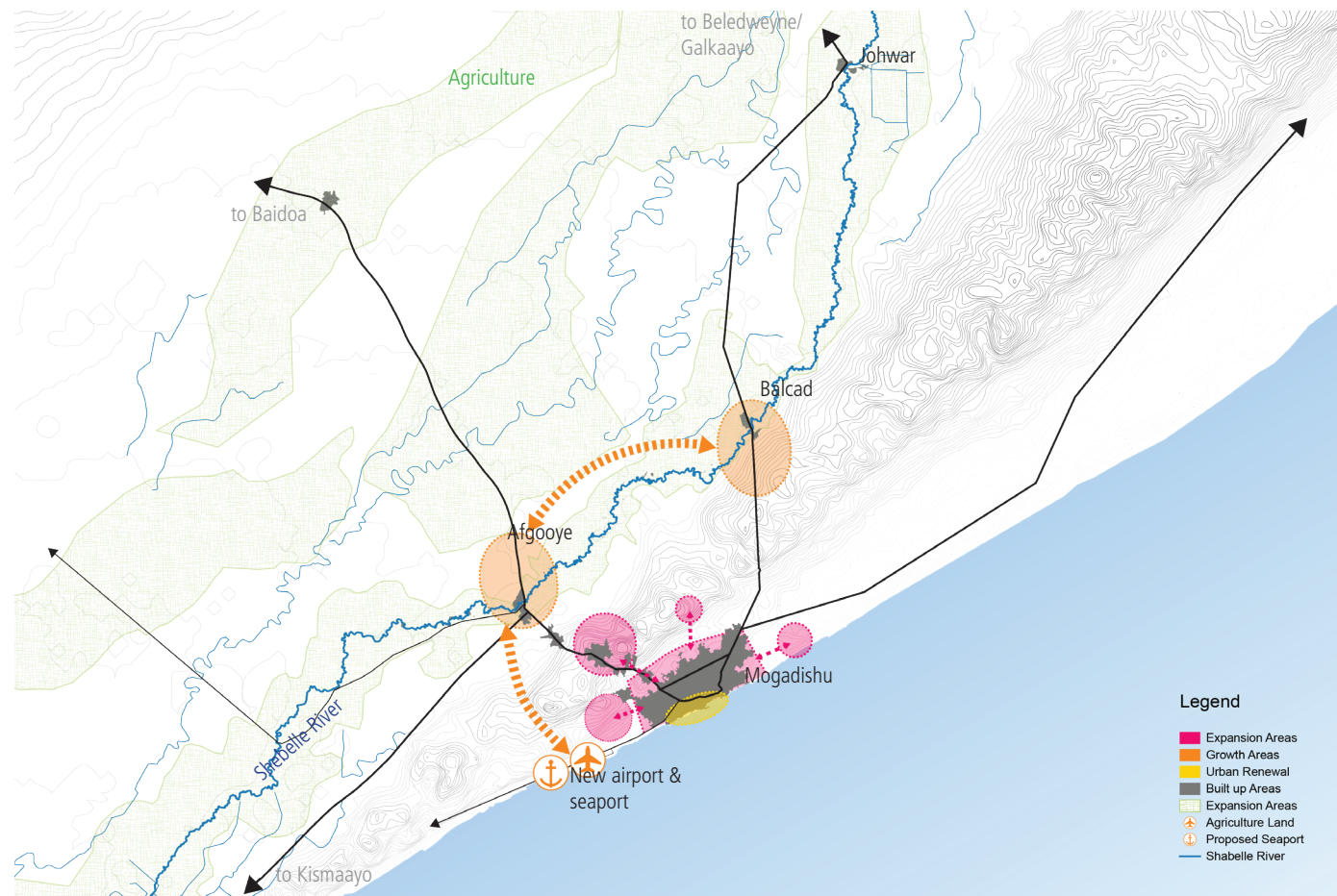
In the following page, the scenario will be further elaborated.

Proposed planning actions:

1. Definition of priorities and site location studies
2. Development program for Afgooye and Balcad coordination between BRA and federal government.
2. Site analyses for seaport, airport and economic activities.
3. Investment in water and agriculture sector policies and strategic interventions to develop river basin between Johwar and Afgooye.

Concept Advantages and Disadvantages

- + Can accommodate expected growth of Mogadishu for next 30 years.
- + Improve mobility and connectivity throughout the region.
- + Facilitates regional development and inner city transformation.
- + Upgrades vital economic infrastructure.
- Requires great coordination between different government levels.
- Higher investments required, benefits visible in the long run.

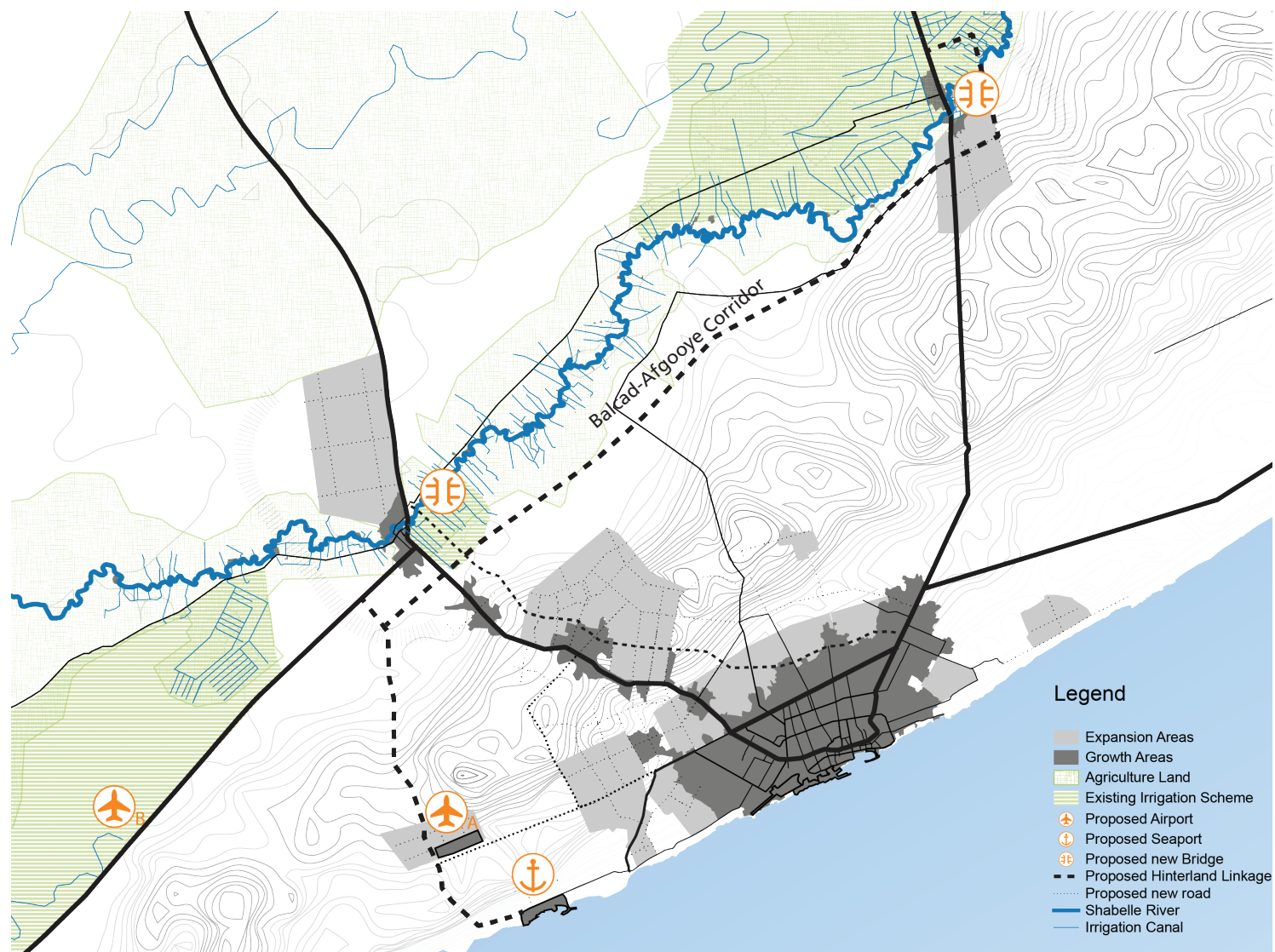


Regional Concept

Both Balcad and Afgooye could benefit from the new regional setting and the improved transport network. Their reaffirmed relevance within the urban economy of greater Mogadishu could restore them as centers for agroprocessing industries and related services as they were prior in the past. Investments would be required

in order to push the revamp of middle and lower Shabelle as a region for highly specialized farming and livestock. Furthermore, restoration and enhancement of the irrigation schemes could be beneficial for the water management of the region and the long term secure water supply of Mogadishu (see p.17). In fact,

effective operation and maintenance of the irrigation infrastructure significantly contributes to minimize risk of flooding and develop more land for settlement activities in Balcad and Afgooye.



Regional scenario and Shabelle's Agriculture system

Proposed planning actions:

1. Detailed profiling of Balcad and Afgooye with focus on development potential including land use calculation.
2. Environment impact assessment
3. Regional development plan for Balcad-Afgooye corridor



Balcad bridge during a flood in October 2015



Afgooye bridge (Atlas of the Juba and Shabelle Rivers in Somalia, SWALIM)



* (C) UN Photo / Tobin Jones - Life returning to normal

4. SPATIAL DEVELOPMENT FRAMEWORK

4.3 RECENT URBAN PROJECTS

Banadir Regional Administration

1. Rehabilitation of Aqalka Doowladda Hoose ee Muqdisho (financed by own sources).
2. Development of Bakkara Market and rehabilitation of streets around market area.
3. Rehabilitation of the former Fisho Guverno compound. Ansaloti market:2014.
4. New police station in Shibis district with funding provided by the United States Agency for International Development:2014.
5. Rehabilitation of parallel road (Dan-Wadagaha) to the decongested Jazeera Main Road, constructions through

"Build your country with one dollar"

 -> New constructed roads



6. Dry Port with largest cool storage facility in Somalia at the edge of MIA compound.
7. Peace Park in Hamar Weyne District.

Federal Government of Somalia

8. Re-opening of Somali National University in 2014.
9. Many school construction projects across the city.

Italy

10. Support for various health sector projects in Mogadishu Districts.

Bahrain

11. Bahraini Specialist Hospital.

TIKA (Turkish Development Agency)

12. Mogadishu Turkish Hospital.
13. Rehabilitation of Mogadishu Airport.
14. Mogadishu Friendship Road.
15. Transforming the Agriculture School to Faculty of Agriculture.

USA

16. Transition Initiatives for Stabilization + (TIS+) supports participatory processes and community projects in selected districts.

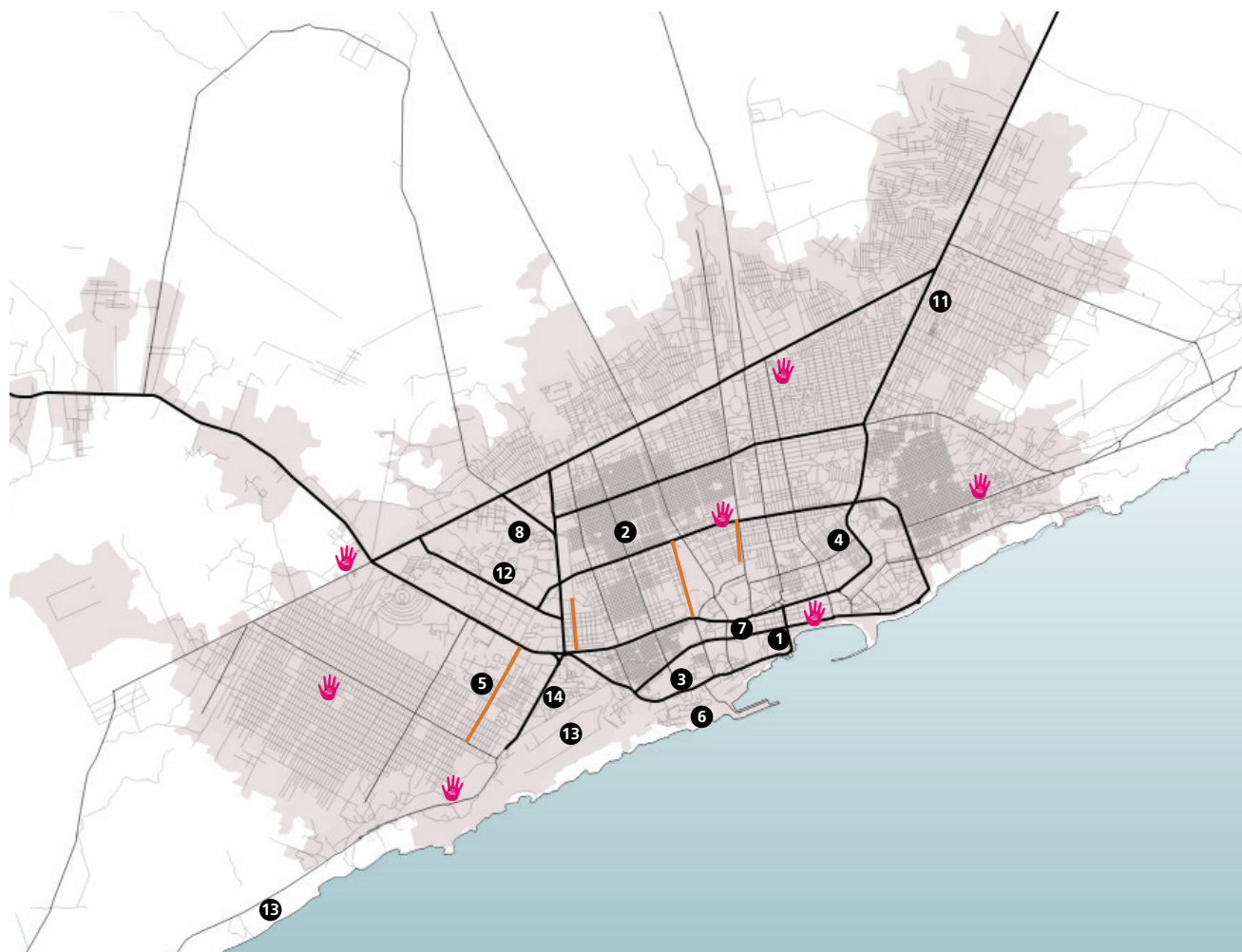
World Bank

17. Somali Urban Investment Planning Project (SUIPP) focusing on rehabilitation of the main road network, institutional strengthening and capacity building of the BRA in Mogadishu.

**Yes, we know the list of projects is incomplete. Therefore:
Put your project on the map!**

**Haa, waan ognahay in mashaariicda oo dhami aanay halkan ku dhamayn. Sidaa darteed:
Hubi in mashruucaagu maabkan ka muuqdo!**

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4.1 URBAN DEVELOPMENT CHALLENGES

Based on the analysis presented above the following urban challenges can be summed up. These challenges can be structured in short, medium and long term priorities and urban or transformative projects.

The list is not exhaustive. Priorities may be seen differently.

1. Uncontrolled urbanisation and development

Taking into consideration the fast urban growth, Mogadishu needs a robust plan to accommodate it in order to ensure sustainable urbanisation. Failure to do so may lead to arise economic, social and environmental problems, such as traffic congestion, increased flooding risk, social segregation and evictions.

Of particular concern are the areas of uncontrolled growth in the north and north-west of Mogadishu and close to the IDP camp along the Afgooye corridor. Uncontrolled or informal urbanisation also fosters slum. However, well managed growth guided by future-proof infrastructure investments contributes to sustainable urbanisation. In the absence of development guidelines and implementation mechanisms, private developments are expected to contribute little to the public realm, for example on the provision of services for all residences.

2. Vulnerability to climate change

Mogadishu has few options for natural drainage of excess precipitation as part of changing climate patterns. Due to the absence of a drainage network, and decade-long negligence, flooding of streets have become a “normal” part of life, despite drastic consequences for urban poor and IDPs, with rising sea-levels, low elevation coastal zones are under increased flood risk.

Also, climate change affects food security in time of droughts. Facilitation of trade is therefore of vital importance to increase food security.

3. Congestion of key roads

Currently, the Afgooye corridor and the Balcad corridor are the two lifelines of Mogadishu. However, with only two lanes these roads have limited capacity and are likely to further congest as development outside of the city progresses further. To unlock the hinterland and

the coastline for urban expansion, a concerted effort of infrastructure investment is required. Other roads that are currently congested includes the road to the port.

4. Damaged building stock

As a result of enduring conflict, Mogadishu has many destroyed properties. Action on the building stock should include reconstruction the old town, rehabilitating the industrial areas along the Jidka Warshaddaha, reconstructing damaged market areas and reconstructing drainage channels. In case of the old town, the city's heritage could play an important role in redefining the city's identity.

5. A Segregated IDP community

At 400.000 individuals, almost 25% of Mogadishu's population, are IDP's. In recent times, IDP's have been relocated from various locations within the city to its periphery along the Afgooye corridor. Not only does this lead to congestion of a vital road, it also exacerbates segregation and poverty in these settlements. Priority should be given to programs that integrate IDPs with the existing city, for example through urban infill programs.

6. Lack of affordable housing options

The situation of thousands of IDPs and other urban poor living in the over 480 settlements in Mogadishu, is one of impoverishment.

Urban planning and development projects should give due consideration on promoting affordable housing options as part of the impoverishment reversal process. Such projects should consider their living situation and the need for durable solutions.

7. Access to safe water and sanitation

Water supply, already in precarious state for the consequences of war, is overstretched in most urban areas due to a growing urban population and increasing demand. As a result, people suffer from insufficient water supply and rely on aging and inadequate water sources to meet their needs. Uncontrolled and informal exploitation of the aquifer threatens sustainability, safety and access to water supplies in the city.



Sustainable Development Goals



Mogadishu youths call for a peaceful and vibrant capital city

For Somalia, where 7 out of 10 people are under 30 years old, recognizing the role of youth is not only sustaining peace but also making substantive contributions to the development of their communities in particular and society at large. Youth in Mogadishu have often felt left on the fringes of society; to truly have their voices heard and be part of processes would have a tangible impact on their lives.

On June 18, 168 young people from across Mogadishu came together to the Mogadishu One Stop Youth Centre (MOSYC) to share their needs, their visions and their messages at the launch of the World Urban Campaign in Mogadishu, titled “The City Youth Need”. The Youth Center provides for cultural activities as well as training courses for young people to improve their job opportunities. It gets support from the Youth Employment Somalia (YES) initiative, a flagship programme implemented by UN-Habitat in partnership with UNDP, ILO and FAO.

On October 13, hundreds of young people thronged the MOSYC in Banadir district for participating in the World Urban Campaign “The City We Need” which was addressed by the Mayor of Mogadishu, Sheikh Yusuf Hussein Jimale, and the UN Youth Adviser, Joao Scarpelini, among others. Among the concerns raised were a lack of clean piped water, poor sanitation, insecurity and inadequate electricity supply.

The Mayor of Mogadishu welcomed the views of the youth but challenged them to join efforts to transform the city. “How can you have a peaceful city if you are not taking part in security? How can you want a beautiful city when you are not taking part in beautifying it? You want a city with clean water and cheap electricity. If that is what you want, we have to work together to make it happen,” said Mr. Jimale.

* Sources: YES / <https://unsom.unmissions.org/mogadishu-youths-call-peaceful-and-vibrant-capital-city> (24/10/2016)



Event in MOSYC

4.2. DEVELOPMENT STRATEGY AND SPATIAL CONCEPT PLAN

The previous chapters presented an analysis of the existing situation and summarized some of the emerging development challenges for Mogadishu. Also, urban qualities were highlighted, for example the compact structure of Mogadishu compared to other sprawling African capital cities (see also Chapter 3: Development Scenarios).

In the next step towards a comprehensive Development Strategy various spatial concepts are considered on how to respond to the urban development challenges. The matrix below is a tool to facilitate the discussion process. It takes into consideration the CITY WE NEED and **Sustainable Development Goal 11**:

11 SUSTAINABLE CITIES AND COMMUNITIES



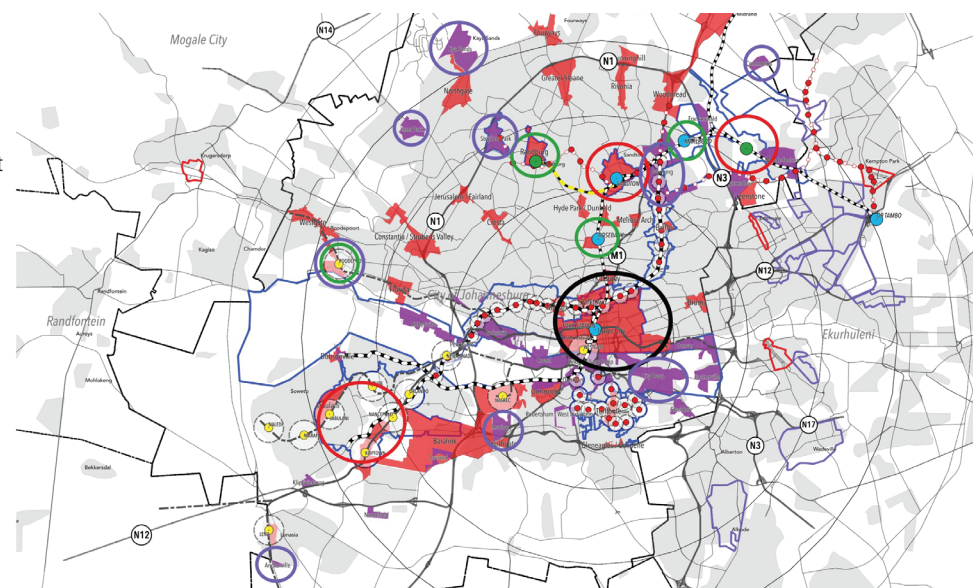
below is a tool to facilitate the discussion process. It takes into consideration the CITY WE NEED and **Sustainable Development Goal 11**:

"Make cities inclusive, safe, resilient and sustainable".







Main questions to be discussed are:

- What are the aims and targets to be achieved within the next five, ten and twenty years related to the spatial dimension of urban growth in order to contribute to a compact city model and peace building?
- How is it linked to mitigate the impact of climate change?
- What are restricted areas considering the risk of floods and landslides?
- What are the areas to encourage economic activities, but need to have Durable Solutions for refugees living there?

The identified strategic directions, potential programs and urban projects will be mapped in a spatial concept plan ("Spatial Vision"). Communication between different policy levels, negotiation with stakeholders, information and participation of civil society, are absolute necessities to a long-term vision and short-term actions (see Chapter 5).



Example of Concept Plan (Johannesburg Spatial Development Framework 2040)

	Compact City	Connected City	Integrated City	Safe&Socially Inclusive City	Resilient to Climate Change City
Short Term (5 years)	Limit to urban sprawl	Improved public transport network	Reconstruction of the inner city	Upgrading IDP settlements	Improved drainage network
	Mixture of land uses	High degrees of street connectivity (internal/external), including sidewalks and bicycle lanes	Integrated utilities, health care with communities	Ensure engagement of women, youth and vulnerable groups in decision-making processes	Improved water supply system
	High residential and employment densities	Multimodal transportation	Integrated transportation into a mixed land-use pattern		Reservoir
	Less dependence on automobile	Priority of public transportation	Integration of IDP's with city.		City flood protection measures
Medium Term (10 years)	Intensified urban form	High degrees of accessibility: local/regional	Increased social and economic interactions	Disability Understanding and increased amenity for these individuals.	Emergency preparedness plans
	Contiguous development	Wireless networks for better devices and lives connectivity			Disaster Early Warning System
		Connect Urban Architecture, transportation, utilities		Social housing in new developments	Interactive education for climate change awareness
Long Term (20 years)	Sufficient government fiscal capacity to finance urban facilities and infrastructure	Intelligent Transportation Systems (vehicle-to-vehicle, vehicle-to-infrastructure communications)	Dense, compact, mixed-use spaces with integrated public transportation, environmental policies and management		
	Unitary control of planning of land development or closely coordinated control	Communications between transportation, utilities, health care, public safety, education and others	Integrated technology and information systems to manage resources more efficiently, improve monitoring and facilitate decision-making		

4.4 POTENTIAL URBAN PROJECTS

The following initial projects are proposed based on the preceding analysis and in alignment with the National Development Plan (NDP), in final draft stage as in October 2016. This document stipulates the Somalia's short to medium term strategic direction, development priorities and proposed implementation mechanisms. The theme of the NDP is to accelerate socio-economic transformation in order to achieve the stated objectives for poverty alleviation, economic revival and societal transformation in a socially just and gender equitable manner. During the three-year cycle of the NDP (2017-2019) priority investment will be made in the areas of security, the rule of law, governance, infrastructure, clean water, energy - including renewable energy and promoting resilience.

...these are some proposals for projects that can shape the development of Mogadishu in the next 10-15. But the question is: What is the most important urban development project for you?

Kuwani waa qaar ka mid ah soo jeedimo mashaariic qaabayn kara horumarinta Muqdisho ee 10 ka ilaa 15 ka sanno ee soo socda. Laakiin iswaydiintu waxay tahay; Waa maxay mashruuca horumarin magaalo ee adiga kuugu muhiimsani?

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1. **Connectivity on the metropolitan area**
NDP Goal 8.8.3: Improve mobility and connectivity throughout Somalia and to the neighboring region.
NDP Goal 8.8.4.12 Facilitate planning of regional development corridors and settlement systems.
NDP Goal 8.8.4.8 Plan, rehabilitate and expand inter---state and inter---regional road corridors
a. Constructing parallel road and upgrading Afgooye Corridor.
b. Constructing/upgrading coastal road to Ceelasha Biyaha.
2. **Managing urban growth.**
NDP Goal 8.8.4.3: National Urban/Land Policy.
NDP Goal 8.8.4.12 Develop regional and urban strategic plans with special focus on urbanization and local economic development, and develop spatial strategic plans for all state capitals and other urban centers which guide city extension and other urban development plans.
a. Create extension plans contiguous with existing urban fabric.
b. Densify or fill in potential areas close major centres.
c. Designate and plan for new extension areas.
3. **Upgrading basic infrastructure**
NDP Goal 8.8.4.8 Develop policies and regulatory frameworks to guide future roads maintenance, expansion and related service delivery.
NDP Goal 8.8.4.3: WASH Sector Policy
a. Upgrade strategic roads in the urban core area and developing drainage systems.
b. Rehabilitation of public water supply network.
4. **Upgrading vital economic infrastructure**
NDP Goal 8.8.4.9 Expand/ upgrade the existing deep---sea ports and construct one new port, incl. rehabilitation of seaports and lighthouses.
NDP Goal 8.8.4.10 Construct new international airport in Mogadishu.
a. Extend sea port area and find area for new seaport area.
b. Upgrade existing airport and develop new airport area.
5. **Durable solutions for IDP Settlements**
NDP Goal 8.8.4.3: National Housing Policy.
NDP Goal 8.8.4.13: Increase access to adequate and affordable housing in particular for IDPs, returnees, the urban poor and other persons in vulnerable situations.
a. Develop affordable housing program in infill areas and planned city extensions.
b. Improve connectivity to selected IDP settlements and upgrading.
6. **Restructuring the city core**
NDP goal 8.8.4.12 Undertake urban renewal/ reconstruction and expansion including rehabilitation of public space.
a. Develop sub centers and market areas.
b. Introduce green and beautification plan for strategic areas.
7. **Reconstruction and rehabilitation**
NDP Goal 8.8.4.12 Undertake urban renewal/ reconstruction and expansion including rehabilitation of public space.
a. Reconstruction and preservation of Historic Town.
b. Reconstruction and Rehabilitation of Central Urban Core Area.
c. Rehabilitation of abandoned Industrial Sites in Industrial Road area.
8. **Economic and Investment Zone(s)**
NDP Goal 5.2.6 Strengthening the Enabling Environment for Private Sector Development.
9. **Tourism**
a. Plan for coastline protection and public access.
10. ...
11. ...
12. ...

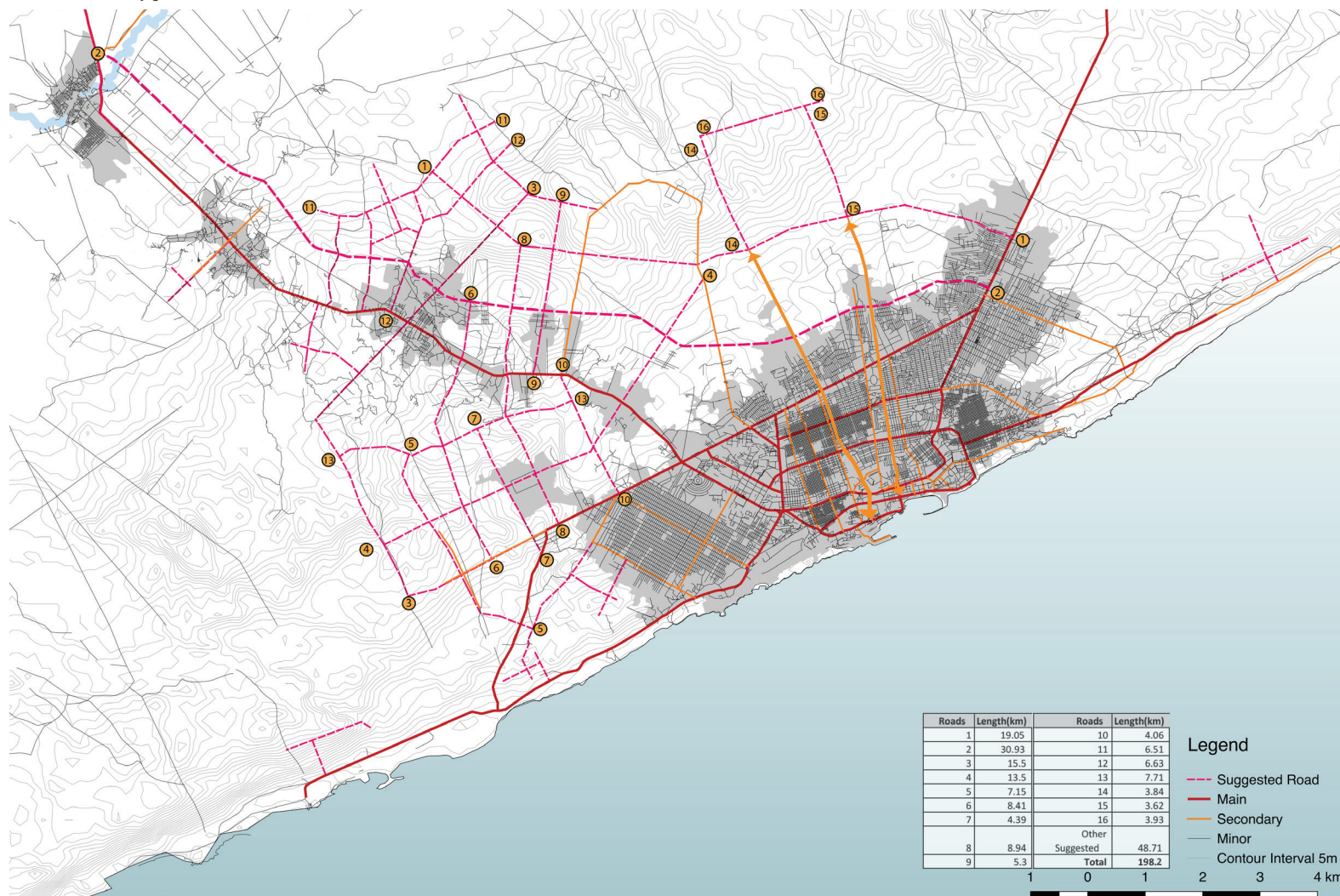
4.5. PROPOSED URBAN PROJECTS AND THEMATIC DEVELOPMENT PLANS

PROJECT 1 / CONNECTIVITY ON THE METROPOLITAN SCALE

Around Mogadishu, a large amount of land has already been allocated to private developers. This will put pressure on the already congested main roads infrastructure. A careful assessment of likely growth areas needs to be carried out in

order to facilitate long-term infrastructure planning. The map below shows a proposed road network. The concept behind is to connect the urban core with the new development areas by a limited amount of well planned main and secondary roads. The network can be implemented in phases. Current

intervention should make sure that needed road reserves will be available in future without bargaining, road alignment etc. As the roads will benefit landowners, development charges and land-values sharing will be key tools for implementation. Project 1A details the most significant corridor.



Study of existing and potential road network

Proposed planning actions:

a. integrated development concept planning with focus on:

- N-S inner city connection
- inner city-city extensions connection with multi-modal transport services
- Introduction of a city-wide public transport system

b. Environmental impact assessment.

c. Implementation strategy and budgeting.

PROJECT 1A/ MOGADISHU-AFGOOYE CORRIDOR ENHANCEMENT

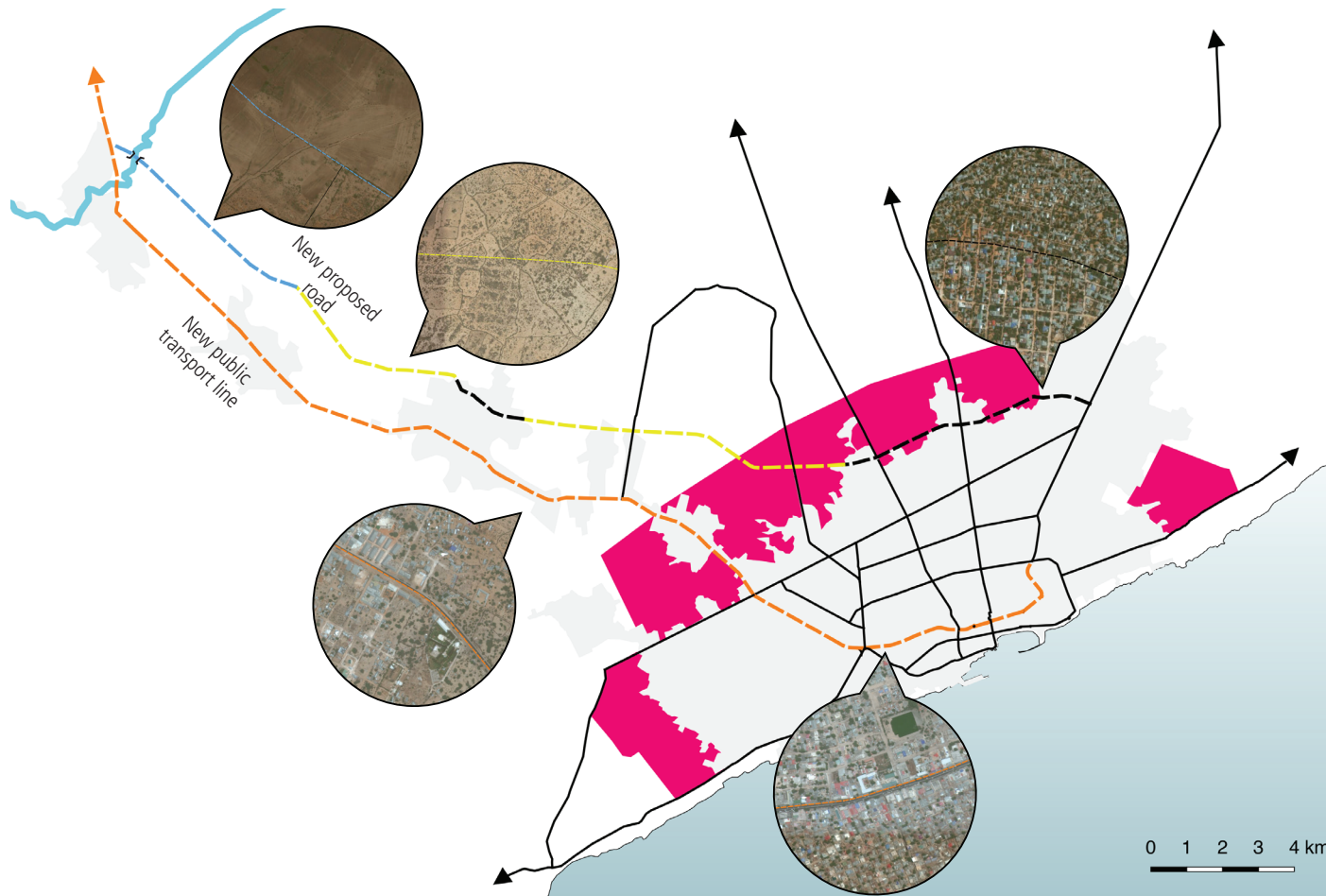
The objective of the project is to combine urban development with the rehabilitation and upgrading of the congested Afgooye-Mogadishu Road. The main idea is to connect Afgooye and the northern part of Mogadishu by a new main road parallel to the exiting Afgooye Road and Industrial Road, with a length of **30.9km**. The map illustrates that the project can be realized in different phases and that with different cross sections depending on the crossed areas:

Section 1: 16m, passing through the built up area, 3 lanes with parking ; total length is 9.7 km

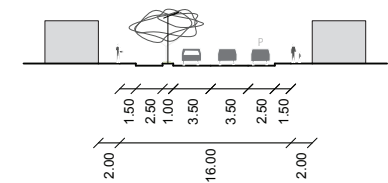
Section 2: 26m, passing new areas which has allocated lands but no built up house, designed with 4 lanes, for future city expansion,

Section 3: 16m, passing the agriculture area, 2 lanes,

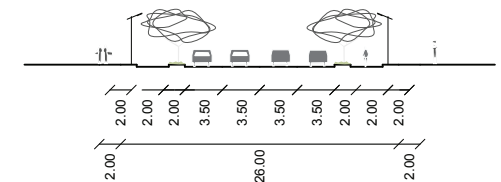
After this Road built up, it will act as the Fishbone of the newly expansion areas. Later the exiting Afgooye Road, can be rehabilitated and reshaped in order to incorporate a public transport line.



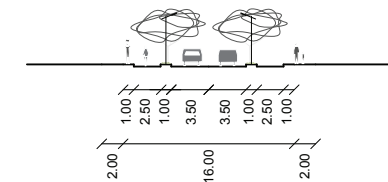
--- Mogadishu-Afgooye Road with Public Transport, 33m



--- Section 1, 16m (Passing built up area)



--- Section 2, 26m (Passing new expansion area)



--- Section 3, 16m (Passing agriculture area)

PROJECT 2/ HARBOUR AREA AND WESTER BY-PASS

The existing access to Mogadishu Harbour faces severe congestion hampering its capacity and function. Heavy trucks effect the road conditions of major inner city roads. There is a need to strengthen the connection between the harbour and the regional hinterland and at the same time reduce congestion of urban road from cargo transport.

The intervention can take place in different phases.

Phase 1. The construction of a road parallel to the Mogadishu-Afgooye Corridor (Project 1A) will alleviate congestion from main inner city roads.

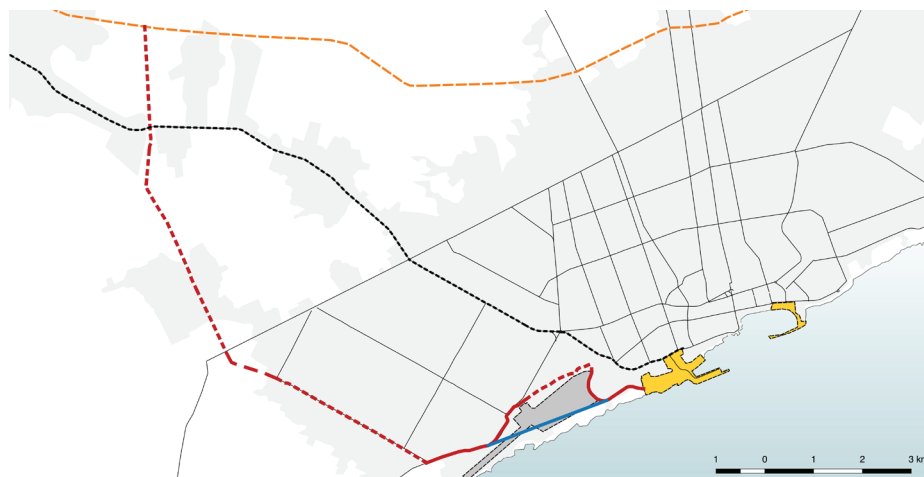
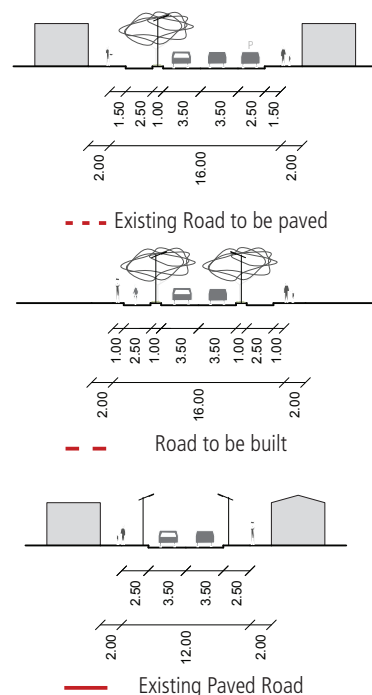
Phase 2. The proposed western by-pass starts from the the port gate, passes by Mogadishu International Airport and continues along MIA compund, follows west of the built up urban area and finally joins Mogadishu-Afgooye corridor. The new road stretches **14.29 km**, consisting of three sections:

a.Exiting Paved Road- Well built already. Total length is 3.98km.

b.Existing Road to be paved- Already having tracks but not suitable for heavy traffic. Total length is 9.12km.

c.Road to be built- Passing empty lands. Total length is 1.19km.

Phase 3. After possible relocation of the airport, further road aligning would be possible.



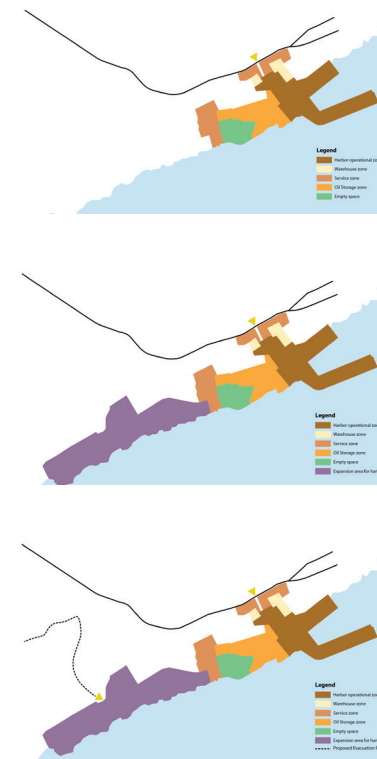
Harbour related planning interventions

Current harbour area is about 61 Ha, composed of Operation Zone, Warehouse Zone, Oil Storage Zone, Service Zone and Empty Space.

There is a semi-empty land (45.8 ha) adjacent to exiting harbour and airport, which could be utilized more efficiently, but needs more site analyses to come up with conclusion for local economy development, especially for livestock and export facilities, with a slaughterhouse and a meat market.

Future outlook

After a possible relocation of the seaport and the airport in the future, the new transport road could serve as a spine for the transformation of the area into a new city quarter as discussed in Chapter 3.3.



PROJECT 3 / PRESERVATION AND REHABILITATION OF OLD TOWN

The medieval historic districts in Mogadishu are both partially destroyed and undervalued as cultural heritage.

In order to resuscitate the old town, a careful rehabilitation program should be introduced, reconciling both tangible and intangible heritage conservation requirements with the vital needs of an urban settlement.

It is recommended to declare the preservation area as a special heritage zone and establish development guidelines. The first step should include the renovation of main roads and pedestrian ways, public space such as squares and gardens, as well as the buildings along the main roads, in order to resettle the neighborhood image and ensure use and re-appropriation of space.

The next step should focus on some of the most damage-inflicting problems, such as the lack of a drainage system and a waste disposal system. Another needed intervention would be the establishment and building of an institute/organization to coordinate conservation and restoration actions and give advice on new construction to developers.

Main road and pedestrian way: reconstruct and pave the main road including pedestrian paths; develop a concept for the internal road network in the historic center and start implementation activities.

Public Space: Take advantage of existing squares and gardens; design and restore them, creating public activity pivots.

Heritage: Restore the significant historic buildings such as 13th century-Ithna Asheri Mosque, Seaport Towers and Buildings located along coastal line which represent the image of Mogadishu.

Buildings along main roads: It is impossible to restore

all the old town at present, but repair key buildings in relevant positions to form attractive and historic street facade and trigger further redevelopment. Meanwhile enhance the mixed use of those buildings, combine integrally exhibition, working, commercial and living functions.

Drainage system: Combining the construction of Rainwater system with the reconstruction of main roads.

Waste disposal system: Construct nine garbage collection points for old town.

Conservation and restoration institute/ organization: Planning one in the vacant building without

disputes. Along with a training centre for the skills needed for the management and restoration of the Old City - this could contribute towards both job creation as well as sustainable maintenance of the Old City in the longer run.

Investment opportunities: Smart tourism along the main road. Water and waste management system, a conservation institute and training centre.

Required research: Identify existing and potential institutions or organizations in Mogadishu dealing with historic preservation and conservation.



1. SEAPORT TOWER (BY ALI YUSUF)



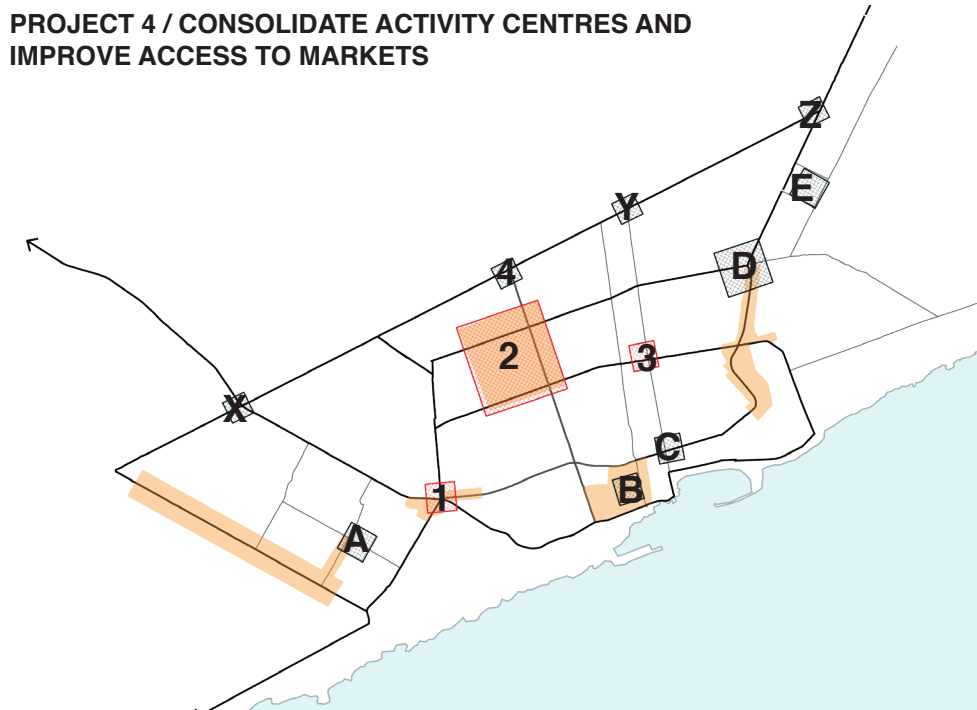
2. OLD TOWN AROUND SEASHORE



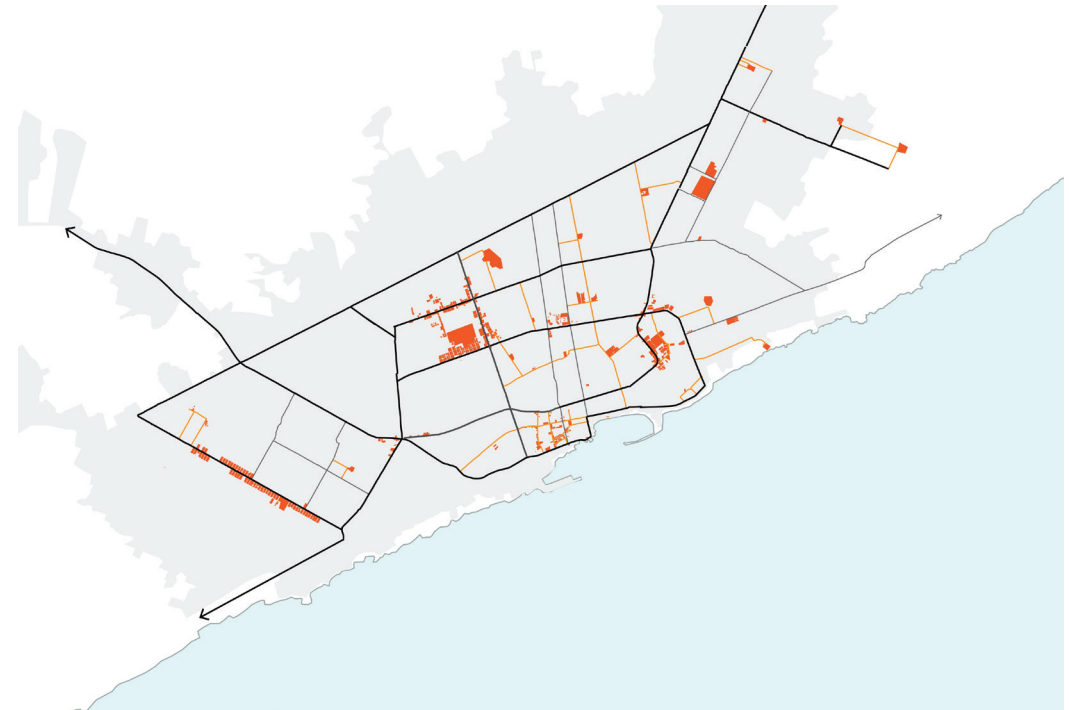
3. 13TH CENTURY
ITHNA ASHERI MOSQUE



PROJECT 4 / CONSOLIDATE ACTIVITY CENTRES AND IMPROVE ACCESS TO MARKETS



Existing and potential centres



Secondary road network

Consolidate current and prospective activity centres and supportive street network.

Current activity centre



Within Mogadishu there are some clear commercial activity centres. These mostly relate to the location of key infrastructure or are the result planning decision in the past.

Prospective activity centre

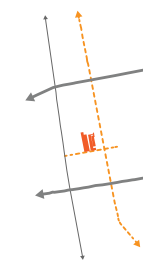


These areas have the potential to become major commercial centres, but their surroundings are often not adequately designed to support this function. A concerted effort should be made to support these centres by formulating a specific upgrading strategy.

Commercial zone/corridor



At the same time, there are some commercial corridor, but they do not yet achieve their full potential. The map above, in combination with the following table, describes which nodes shall be considered.



Market connected to secondary road network

Improve market accessibility by improving secondary road network

In addition to the main activity centres that work on a city-wide scale, there are local centres, revolving around local markets, that are key to economic activity on neighborhood level. However, many of these nodes are supported by small streets (e.g. 6m) that congest easily. At the same time, many of these markets also serve a wider area than the direct neighborhood, as they are specialized towards a specific product.

The above map identifies the key roads that constitute this secondary road network. These roads should be checked on the ground, and receive priority in a secondary road-upgrading project.

Characteristics of current and potential centers and transit nodes

Current activity centres

These nodes currently are activity attractors due the characteristic use and presence of near activities.

	Node 1	Node 2	Node 3	Node 4
Population	Highest	Med	High	High
Adjacent Road width	15m	15m	7m, 15m	15m
Places of interest nearby	Market, garden, playground	Market, masjid, hospital, playground	Masjid, market, playground and parks	Park, markets,
Predominant built use	Residential	Commercial	Commercial	Commercial

Potential activity centres

Nodes which show potential to attract activity but in the existing conditions are not being able to achieve full potential.

	Node A	Node B	Node C	Node D	Node E
Population	Highest	Low	Medium	High	Highest
Adjacent Road width	9m	9m	7m	15m	9m
Places of interest nearby	Market, commercial strip, administrative	Market, port, airport, old buildings, coast	Historical monument , commercial patch	Large number of commercial spaces and a wide road to sustain activity	Large market
Predominant built use	Residential	Residential	Residential	Commercial	Residential
	This node will bring uniformity in terms of activity in the city	Could be the central attraction of activity		Junction serves as an intermediate between central and eastern parts of the town	The absence of an activity node in a high density calls for it.

Potential transit nodes

The main objective of these nodes is to act as an interchange between transit traffic and city traffic. Hence the nodes have been placed uniformly for access to different parts of the city, but need a general upgrade (see also project 1A).

	Node X	Node Y	Node Z
Population	Med	Med	High
Adjacent Road width	15m	15m	15m
Places of interest nearby	University	Daru Salaam and small development project	Stadium, Mosque

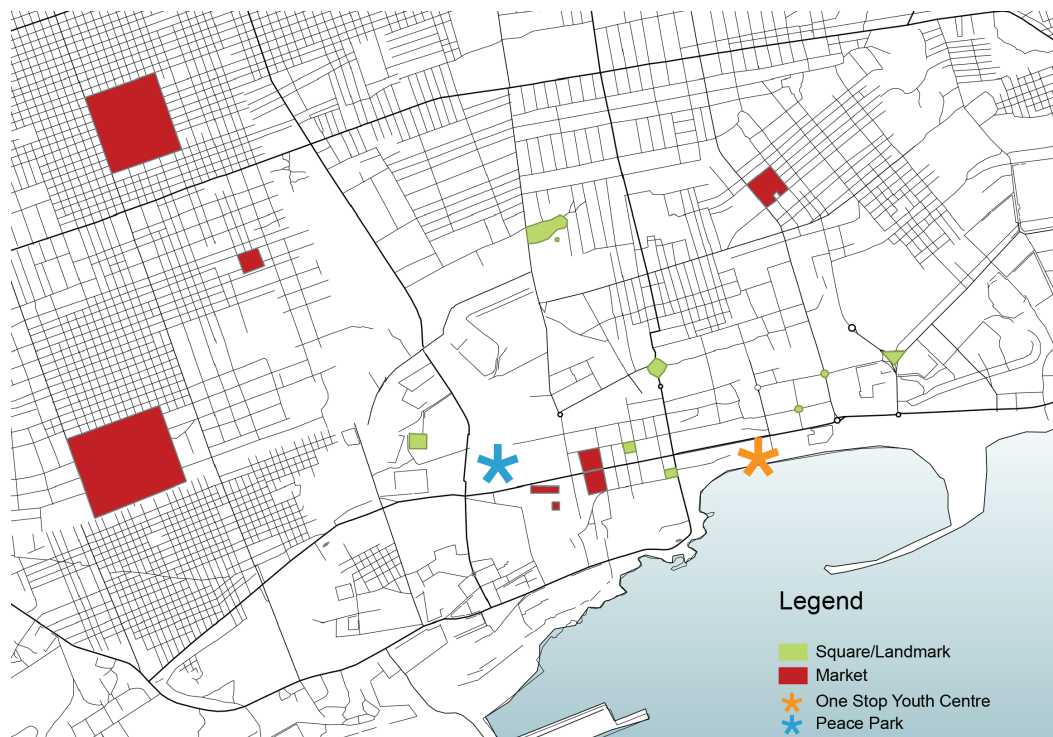
PROJECT 5 / PUBLIC SPACE UPGRADING PROGRAM

Public space is a vital component of a prosperous city. The connective matrix of streets and public spaces forms the skeleton of the city upon which everything else rests. Well designed and managed public space is a key asset for a city's functioning and has a positive impact on its economy, environment, safety, health, integration and connectivity. The quality of life for people in cities is directly related to the state of its public spaces.

The newly realized Mogadishu One Stop Youth Center, located in Shingani district, and the playground in Hawl-Wadag, both supported by the Youth Employment Somalia (YES), are an example of integrated spaces bringing many benefits to the community and triggering the rehabilitation of the surrounding space. The Peace Park is also another case illustrating the potential of public space.

A concerted effort to upgrade damaged key public spaces should be undertaken to foster public life as well as economic activity. Investing in good quality public spaces can increase land values and spark development in a dilapidated neighbourhood.

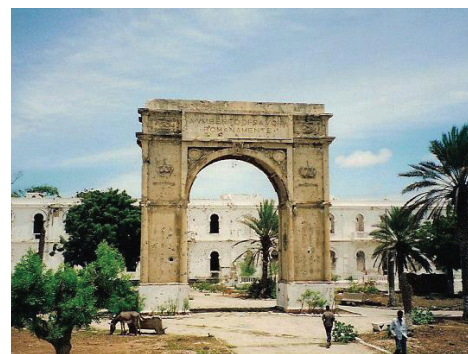
1. Every district picks 2 public space with district importance and 1 public space with city-wide importance eligible for upgrading.
2. Interventions / reconstruction for the public space including a 2-block radius around the space are proposed through a participatory process.
3. The proposals for public spaces with city-wide potential are proposed as projects to national level funding / international donors. The local level projects seek funding on district level / diaspora contributions.



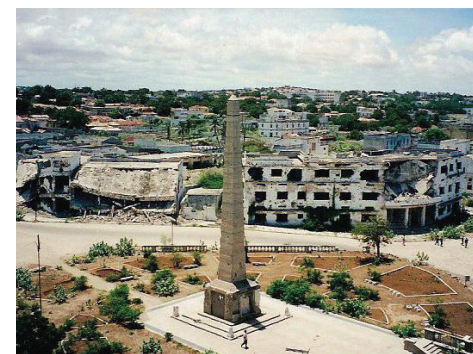
(C) UN PHOTO / Stuart Price - Bakara market



(C) www.facebook.com/Mogadishu-Peace-Park-937303672984220/ / Mogadishu Peace Park



(C) Wikimapia / Tiare - Arch of Umberto I



(C) Wikimapia / Tiare - Piazza 4 Novembre



(C) UN PHOTO / Stuart Price - Bakara



(C) UN PHOTO - / Stuart Price-Hamar Weyne



* (C) UN Photo / Tobin Jones

5. MAKE IT HAPPEN

5.1 MAKING IT HAPPEN - THE MOGADISHU PLAN

The Establishment of the Department of Urban Planning through UN-Habitat's technical support in 2013 was an important step to overcome decades without any or only rudimentary urban planning and regulation mechanism in place.

In early 2014, an Urban Consultation Forum took place in Mogadishu organized by BRA and UN-Habitat with support from the British Office for Somalia. On this occasion a collection of maps based upon Geographic Information System Technology, the "Urban Analyses of Mogadishu," was presented which provides general information and helps to develop a basic spatial understanding of the city including its main characteristics and composition. The forum also addressed the need for the development of Spatial Strategic Urban Development Plan among other action points, such as continued capacity building, the mapping and registration of public properties and the formulation of a comprehensive strategy on Durable Solutions to end the dependency on aid.

The continued GIS based property registration in various districts supported by UN-Habitat with the aim to strengthen the municipal revenue base has capacitated the Urban Planning and Engineering Department to set up a property base and additional information on some spatial planning aspects, like public space and public properties. The next logical step is to continue updating and complementing the database for urban planning purpose, to look for the overall urban development trends and to consult with key stakeholders to develop a Spatial Strategic Plan to address the future development path of the city. This action point has become part of the JPLG workplan 2015 / 2016.

The meaning of the concept "Urban Development Plan" has obviously changed over time. Master planning like it was practiced for many years worldwide is seen today by many as unrealistic when it defines land use rigidly and tries to regulate everything

in detail without having a proper regulatory, implementation and financing mechanism in place. Not the plan itself is important, but the plan together with solid urban legislation, a good planning design and a municipal finance and economic strategy. Furthermore - no planning without proper consultation and public participation process. And of course, to steer rapid urbanization and balance growth it needs qualified and equipped personnel to administer building permits and plan for good urban services. The approach explained above cannot be applied without considering the specific environment of Mogadishu which is one of the fastest growing urban centers in Africa and worldwide. In general, rather than trying to create the impossible "perfect master plan", the Spatial Strategic Plan will be aligned with local priorities (Mogadishu 2016 Strategy) as well as with the Somalia National Development (2017-2019) to focus on what can be done realistically. At the same time, the plan shall give a long-term outlook for the next 10 years and more.

The Spatial Strategic Plan gives orientation and advice for more detailed urban plans to come in the future (sector plans, detailed area plans). Its focus is the urban core area with the 17 districts and the emerging new settlements in the periphery along the Afgoye Corridor, but also in the north-western hills and towards Balcad.

It localizes the general city development patterns including land use as well as catalytic intervention areas, programs and projects. The plan highlights development potentials and opportunities, and summarizes ecological, social and other spatial constraints and addresses general growth directions (city-expansion areas) and priority areas for re-development, but also environmentally sensitive areas to be preserved and protected. Consequently, the plan consists of main planning aims and objectives in text form and a structural concept in visual form along with an overall town planning concept and selected sector plans.

To sum it up, the plan aims to direct public and private investments in the right direction and locations to stimulate economic development and contribute to peace and social stabilization to the benefit of Mogadishu residents.

The Champion of the Plan is the BRA / Mogadishu Municipality to make sure that the agreed priority programs and projects (not more than 10 with a great impact on the overall urban development) can be implemented through resource mobilization, coordination with Federal Government, donors, developers and communities with adequate public support.

Since the future status of Mogadishu has to be defined yet, the Federal Government of Somalia in general and the Ministry of Public Works in particular has a special role in the formulation of the plan. The plan can only be successful if federal and local authorities are committed to it and allocate and mobilize resources for implementation and when further steps are undertaken to establish a proper framework for urban planning (by-laws, planning standards and guidelines, regulations for building permit process). To make the plan happen, it requires a lot of orientation and guidance on urban planning and development for various stakeholders (municipality, governmental agencies, civil society, business community from inside and outside Mogadishu, Diaspora and donors) and the general public. Information sharing and coordination between District Commissioner's Offices and the management of BRA becomes a crucial element. Some experiences were made in early 2016, when the Department of Urban Planning was assisted in District profiling. The planning also makes it necessary to intensify contacts with other development initiatives, for example with the Project Implementation Unit of the Somali Urban Development Project financed through Multi Partner Fund, or the community oriented TIS+ Programme. For the entire planning process, media orientation and using the

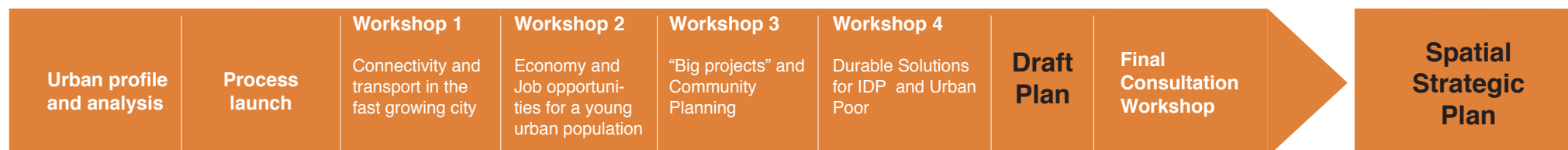
potential of social networks and own web resources are essential to inform and update the general public.

This booklet shall be used as a starting point for a series of consultation and technical workshops with BRA and various stakeholders. A validation workshop together with District Commissioners and technical staff of BRA is planned for October 2016. This workshop shall not only validate the technical documentation so far developed and summarized. Participants will be invited to map a realistic way forward to undertake the necessary further consultation and documentation process.

At least four thematic area consultations organized by BRA's Department of Urban Planning are proposed to look more in detail into major urban development issues in the upcoming months:

- Connectivity and transport in the fast growing city
- Economy and Job opportunities for a young urban population
- "Big projects" and Community Planning
- Durable Solutions for IDP and Urban Poor

The results will be incorporated into the planning proposal which is expected to be ready in the first half of 2017. The final Spatial Strategic Plan then may be approved by BRA after a final consultation workshop and agreement with the Federal Government of Somalia. At the same time Mogadishu Municipality receives continued technical support by UN-Habitat to consolidate the data base of the restructured Department of Urban Planning and Engineering and to train staff on urban planning matters (see 5.2).



Starting from July 2018, Mogadishu will be assisted in the Phase III of the Joint Programme on Local Governance and Decentralized Service Delivery (JPLG) to enhance its capacities to manage the rapid urbanization process in line with Somalia National Development Plan and its new strategy and vision to facilitate peace and stability, economic development, integration of internally displaced people and suitable solutions that address the increasing housing shortage.

5.2. INSTITUTIONALIZING SPATIAL PLANNING IN MOGADISHU

Urban development has emerged as a strategic priority in Mogadishu. The city is on its way to re-establish a functioning government that provides for services to all of its residents. In this light, undertaking a Masterplan could be considered as a suitable policy option as some people would argue. However, looking at experiences from other metropolitan areas highlights a wide range of clear challenges. Urban masterplans warrant for the availability of accurate data from key sectors, communities and areas. They need policy frameworks, legal provisions in place and stable governments in order to have the continuity necessary for their operationalization. Municipal offices and officers should have the adequate capacity to conduct their work. In order to implement urban development plans, some essential tool must be in place and these are, among others, land use plans and a building permit system including engineers and vehicles to do inspections. Urban development is more than the mere allocation of land and the construction of roads. Frameworks establishing planning standards and principles are instrumental to guide practitioners, city leaders, civil engineers, urban planners and architects. Consultative and legislative processes that enable a participatory management of urban space are usually lengthy. Spatial Strategic Planning comes instead as an alternative way to quickly and flexibly respond to critical issues that may determine the course of urban development. Residents, private investors and donors want to know how city leaders administer the city and what plans they have for Mogadishu.

Whilst achieving a masterplan may be a long-term objective, one the key functions of any planning process is to bring people from various sectors and communities together. A participatory process is instrumental to formulate a consensual agreement about the city's major developments, as well as its major infrastructure investments and the strategic transformative projects. In sum, what are the steps to shape the future of a Mogadishu for all? The Mogadishu Department of Urban Planning and Engineering, together with other BRA offices, plays a vital role in facilitating and coordinating urban planning processes at city-wide level, for example for developing and monitoring sector plans such as mentioned in the previous chapter. It can also assist in linking the community, neighborhood and district planning process with the city wide planning, including annual, medium and long-term investment planning.

It is for this reason that the department, which still is very

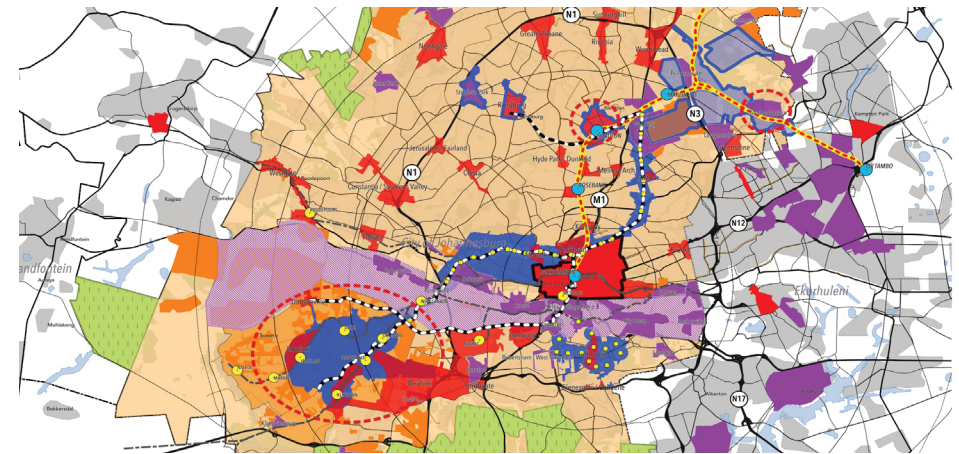
young, should not only be fully integrated in the BRA structures, but it should be also given continued technical support in areas such as:

- Spatial and socio-economic data management and support for regular District and City Profiling.
- Capacity building to facilitate participatory planning processes – from community based and implemented projects to major infrastructure projects.
- Technical trainings in strategic urban planning, settlement planning, neighborhood upgrading and planned city extensions.
- Support for development of planning standards and guidelines (Urban Planning Framework for Mogadishu)
- Re-introduction of Building Permit System (to manage urban growth and open up new revenue source for hiring qualified personal for building inspections).
- Digitization of the archives and registries that have survived the conflict.

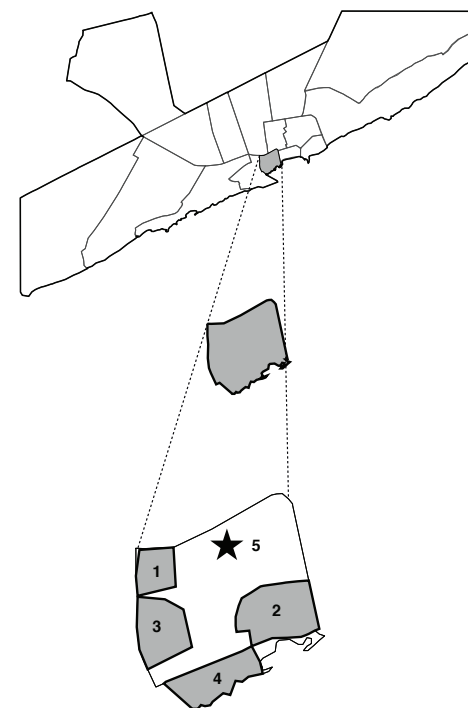
Urban planning is a decision making process and as such it can - and should - be participatory. Mogadishu stands a unique opportunity to leverage on the formulation of strategic plans to trigger the creation of those systems and frameworks necessary to strengthen governance, create accountability on city development as well as on resource distribution.

” CONSIDERING THE ROLE AND SITUATION OF MOGADISHU TODAY, IT BECOMES EVIDENT THAT A CHANGE IN WAYS OF THINKING AND ACTING ABOUT ITS FUTURE IS REQUIRED IN ORDER TO ENSURE ITS PROSPEROUS AND SUSTAINABLE DEVELOPMENT IN THE FUTURE.

Arch. Mohamed Abdulkadir Ahmed, Mogadishu (2014)



Example for Spatial Development Framework: Johannesburg 2016-2040



NATIONAL DEVELOPMENT PLANNING

- NDP 2017-2019
- Regional Spatial Strategic Plan

CITY WIDE PLANNING

- City Profile
- Spatial Strategic Plan
- Sector Plans
- City Extension Plan
- “Big Projects” (Seaport, Airport, Markets, etc.)

DISTRICT PLANNING

- District Profile
- Spatial District Plan
- Upgrading Plan
- District Projects

NEIGHBORHOOD AND COMMUNITY PLANNING

- Detailed Area Plans
- Community Projects

Scales integrate in urban plans. The city wide plan gives pointers to project priorities on a district level scale, which passes on projects to the neighbourhood.

Your comments to consolidate this booklet are highly appreciated. Please send us your feedback.

Talada aad ku xoojinayso buug-yarahan aad baan u soo dhawaynaynaa. Fadlan fikirkaaga nala wadaag.



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REPRINT - A joint workshop attended by a high-level delegation of BRA and the urban planning team from UN-Habitat's Somalia Programme (30 November – 1 December 2016) concluded to use the booklet and the planning process described as a starting point for guiding further long-term development initiatives like Mogadishu Urban Plan and to apply tools for land management and balanced area development. Starting from July 2018, Mogadishu will be assisted in the Phase III of the Joint Programme on Local Governance and Decentralized Service Delivery (JPLG) to enhance its capacities to manage the rapid urbanization process in line with Somalia National Development Plan and its new strategy and vision to facilitate peace and stability, economic development, integration of internally displaced people and suitable solutions that address the increasing housing shortage.

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