Centre Plans and Zoning Regulations

Volume - 4

Ministry of Municipality

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Contents

1.0. Introduction to Centre Plans and Zoning Regulations

1.1. Introduction

Under the Qatar National Development Framework (QNDF), the Centres for Qatar have been identified in a hierarchical order. They range from Capital City Centre, Metropolitan Centre, Town Centre, District Centre to Local Centre. Each one providing a range of mixed uses community facilities and public amenities appropriate for each level of Centre within the hierarchy. The Centres therefore provide a very important function which promotes sustainable living, transport oriented development and a centre oriented development strategy reducing urban sprawl and promoting a spread of accessible walkable and liveable environments responding for all the population needs. In addition, by designating Centres, this mechanism helps to consolidate population distribution and to control urban growth, by which will subsequently address the urban sprawl challenge.

The strategies and principles for the Centres are directed from the development strategies set by the QNDF. The Centres ensure the implementation of Transport Oriented Transit (TOD) concept, mix-use principle and promote thriving, viable, vibrant, sustainable Centres that support the desired lifestyle by the communities. The principal determinant adopted by the Centres in order to achieve all of the objectives is to apply higher density developments and mixed uses around transit points and within the designated Centres' boundaries.

The key benefits of the implementation of the Centres are as follows:

- Achieving more compact developments by reducing the need to create major new settlements outside the existing urban areas;
- Support the viability of public facilities and infrastructure by making more efficient use of existing and new infrastructure;
- Reducing the urban footprint and impact on the natural environment, by encouraging multipurpose trips, shortening travel distances and reducing need for individual transport;
- Improving liveability and avoid further urban sprawl, also by mixing uses and needs (live and work);
- Ensuring a compatible and balanced distribution of uses;
- Helping foster urban regeneration within existing built-up areas;
- Addressing the shortfall of community facilities;
- Creating economic growth by co-locating a mix of land-uses and concentrating a mix of land uses and concentrating goods and services more efficiently;
- Providing appropriate locations for Government investment in public transport, health, education, cultural and entertainment facilities which provide a focus for community and social interaction; and
- Encouraging multi-purpose trips and shorter travel distances to reduce demand for private travel to support walking, cycling and public transport.

This document outlines the rationales of each Centre and the basic steps for users to use the Plans and Regulations. It outlines the context of the Centres within the regulatory Municipality Spatial Development Plans (MSDPs), explains how these documents should be applied, and provides centre specific regulations and guidance.

The approach of this volume within the MSDPs is to provide owners, applicants and developers of sites within the defined Centres with a document which is easy to read, descriptive and gives certainty and equitability to create high quality development within the Centres.

1.2. Context within the MSDPs

The document is an integral part of the Municipality Spatial Development Plans (MSDPs), that are structured and organized into four (4) volumes. The Centre Zoning Plans and Regulations is the fourth (4th) Volume of the MSDPs.

Volumes 1, 2 and 3 of the MSDPs set the management of development in the State of Qatar through the use of land use zones and associated regulations; they also reinforced the introduction of mixed use Centres, including identifying Centre boundaries within the Municipalities. In the context of the MSDPs, the Centres' boundaries are identified within the Municipality Plans, with a brief explanation in regard to the mixed use principles for Centres

Volume 4 establishes the Zoning Plans and Regulations for Municipality Centres. The Regulations set specific requirements for the introduced Mixed Use Zones. The Zoning Plans illustrate the distribution of all land use zones and the allocation of community facilities.

To respect the existing context and the land use types of each Centre, two sets of new zoning for Centres are proposed. They are:

(1) Mixed Use Zoning (MU)
The MU Zone identifies sites that are appropriate for mixed use development, comprising of mixture between retail, offices and residential uses.

(2) **Special Centre Zone (SCZ)**
The SCZ is the zone which serves as a tool to handle specific lots with were identified based on te criteria as follows:

- Large size lot;
- Located in proximity to a metro station;
- Crucial lots that require an improvement for connectivity, permeability and accessibility quality;
- Lots that require some form of intervention.

The SCZ site is addressed in a Master Planning process and will have its own implementation strategy.

The mixed use centres also introduced a possibility to co-locate facilities such as community facilities, open space and car parking. Any co-location of facilities will be facilitated through a Facilities Co-Location Overlay (FCLO).

Volume 4 consists of three parts:

1. Introduction to Centre Plans and Regulations – which describes the rationale and sets the context within MSDP.
2. General Regulations for Zones within Centres – where the general purpose, land-use table regulations and other detailed regulations and guidance are set for all centres. These include detailed regulations and guidance for the following zones and overlay:
    a. Mixed Use Zones,
    b. Special Centre Zones,
    c. Facilities Co-Location Overlay.
3. Centre Specific Plans and Regulations – detailed strategies, visions and zoning plans for each centre. They also outline the expected Land Use Budget and population forecasts.

All the plans, regulations and guidance within Volume 4 should be read in conjunction with Volumes 1, 2 and 3 of the MSDPs where appropriate.

1.3. The mixed use Centres

The attributes deriving the mixed use zoning within the Centres

The Mixed Use Zoning for Centres are developed to establish a good planning instrument for maintaining and nurturing the local economic growth whilst controlling the spatial expansion. Consideration was given to create a balance between an ideal urban form, the developers' desire for achieving good return, and the public awareness and equitability.

The following are the basic rationales that determine the mixed use zoning regulations for Centres:

- Not to decrease the current height set by the Interim Zoning 2008 unless lot size does not meet the minimum threshold as per the new regulations;
- Respect developers agenda in terms of business planning and design efficiency;
- Generate urban vitality and street life;
- Provide convenient access to facilities;
- Focus on public realm comfort and continuity;
- Minimise travel-to-work congestion;
- Encourage social interaction and cohesion;
- Provide visual stimulation of different buildings within close proximity;
- Increase surveillance with 'eyes on streets' allowing for a better feeling of safety;
- Allow more consumer choice of lifestyle;
- Increase viability of urban facilities and support for small business;
- Encourage small and medium enterprises to flourish.

Methods of mixing uses

Depending upon the location, context, and size of the lot, the mixing of land uses may occur vertically or horizontally, or combination of both in the same development proposal.

Vertical mixed use is stacking up the uses, with different uses on different floors in one building. This is the principal method of mixing uses within the MU regulations.

Horizontal mixed use is combining different single uses within one lot or development. This requires individual approach and is feasible on larger lots.

Combining vertical and horizontal uses brings greater flexibility and various development possibilities in the Centres areas.

Types and Class of Uses

The use-type and class of the mixed use should correspond to the hierarchy of the Centre, as mentioned in the QNDF:

- Town Centres: The uses in the Town Centres complement the Metropolitan Centres and serving catchments of town-wide significance and accommodating key employment concentrations, provide business, service, and both comparison and major convenience retail functions. For government facility, it is a secondary town-wide administration focus. They accommodate district or branch offices of Government facilities, and cultural and entertainment facilities of city-wide significance.
- District Centres: The uses in the District Centres mainly to accommodate convenience retail functions that serve weekly needs, to provide alternative housing options and additional community facilities around the stations.

1.4. Designated Centres

The QNDF designates a total of 28 Centres which comprise 3 Capital City Centres, 3 Metropolitan Centres, 8 Town Centres and 14 District Centres.

The regulations subject to this document apply to 18 of these Centres comprising 7 Town Centres and 11 District Centres. These are highlighted in the table below. The other 12 identified centres are either in an advanced stage of construction and implementation, still under study subject to strategic decisions, or under the jurisdiction and being developed by other entities.

The table below shows the details for the identified Centres by QNDF (Qatar National Development Framework)

Centres identified by the QNDF

#	Name of Centre	Hierarchy	Municipality	Area (ha)
1	**West Bay** ***	Capital City Centre	Al Doha Municipality	350
2	**Doha Downtown** ***	Capital City Centre	Al Doha Municipality	185
3	**Airport City** **	Capital City Centre	Al Doha Municipality	211
4	**Lusail** **	Metropolitan Centre	Al Daayen Municipality	241
5	**Al Rayyan North** ** (Education City)	Metropolitan Centre	Al Rayyan Municipality	271
6	**Al Rayyan South**	Metropolitan Centre	Al Rayyan Municipality	904
7	**Al Sadd**	Town Centre	Al Doha Municipality	141
8	**Al Matar**	Town Centre	Al Doha Municipality	51
9	**Gharrafa**	Town Centre	Al Doha/Al Rayyan Municipality	117
10	**Umm Qarn**	Town Centre	Al Daayen Municipality	131
11	**Umm Slal Mohammad**	Town Centre	Umm Slal Municipality	163
12	**Al Shamal**	Town Centre	Al Shamal Municipality	160
13	**Al Shahaniya**	Town Centre	Al Shahaniya Municipality	28
14	**Dukhan (QP Industrial City)** **	Town Centre	Al Rayyan Municipality	79
15	**Najma**	District Centre	Al Doha Municipality	85
16	**Umm Ghuwailina**	District Centre	Al Doha Municipality	37
17	**Rawdat Al Khail**	District Centre	Al Doha Municipality	74
18	**Fereej Kulaib**	District Centre	Al Doha Municipality	92
19	**Nuaija**	District Centre	Al Doha Municipality	53
20	**The Pearl** **	District Centre	Al Doha Municipality	61
21	**Wholesale Market**	District Centre	Al Doha Municipality	99
22	**Lubaib**	District Centre	Al Daayen Municipality	80
23	**Rawdat Al Hammam**	District Centre	Al Daayen Municipality	85
24	**University** **	District Centre	Al Daayen Municipality	2
25	**Al Soudan**	District Centre	Al Rayyan Municipality	68
26	**Karaana**	District Centre	Al Rayyan Municipality	33
27	**Barwa City** **	District Centre	Al Rayyan Municipality	245
28	**Jumailiya**	District Centre	Al Shahaniya Municipality	39

* Excluded from current Centre Programme for regulations since these are under construction or under study.
** Excluded from current Centre Programme for regulations since these are being developed by others with special regulations applied.
*** Excluded from current Centre Programme for regulations since these are being developed as Form Based Zoning in a separate document.

1.5. Instruction for using the Centre Regulations

This document, as indicated above, consists of 2 parts: 'General Zone Regulations for the 'Mixed Use Zones', 'Special Centre Zones' and 'Facilities Co-Location Overlay' (common regulations for all Centres) and 'Centre Specific Plans and Regulations' (for each of the Centres). This section outlines the basic steps for users on how to use the overall regulations to identify and start developing a specific lot.

The relevant regulations for a particular lot should be identified as follows:

1) **Step 1 –** Identify the lot based on the location of the lot (PIN) within a specific Centre.
2) **Step 2 –** Use chapter 3.0 'Centre Specific Plans and Regulations' to identify the relevant package (e.g. 3.2.8 Nuaija District).
3) **Step 3 –** Identify the lot's zoning designation based on the Zoning Map for the Centre and proceed as follows:
    a. For lots that do are **outside 'Mixed Use Zones' and 'Special Centre Zones'** (e.g. community facilities, open space, transportation and utilities etc.)

        i. Refer to the Volume 4 Chapter 3.0 'Centre Specific Plans' to establish vision, objectives, zoning and building heights .
        ii. Refer to the relevant regulations for the non-mixed use zone which can be found in Zone Regulations Volume 2 (e.g. Part 7. Community Facilities Zone).
        iii. Refer to the list of relevant documents as indicated in the table below. (included within Volume 2).
        iv. Apply the Development Application Process in accordance with the procedures outlined in the Introduction to the MSDPs Volume 2.

    b. For lots **within 'Mixed Use Zones'** use the procedure for mixed use , using the following steps:

        i. Refer to the Volume 4 Chapter 3.0 'Centre Specific Plans' to establish vision, objectives, zoning and building heights.
        ii. Refer to Chapter 0 Mixed Use Zones Regulations for general regulations applicable to all mixed use development.
        iii. Refer to the specific typology sheet (Chapter 2.3 Mixed Use Detailed Regulations per Typology) for Mixed-Use Zoning Regulations for detailed attributes and parameters (such as for example: minimum lot size and width, building coverage, setbacks, FAR and GFA split).
        iv. Refer to the list of relevant documents as indicated in the table below (included within Volume 2).
        v. Apply the Development Application Process in accordance with the procedures outlined in the Introduction to the MSDPs Volume 2.

    c. For Lots **within 'Special Centre Zones'** use the procedure for Master Plan preparation, using the following steps

        i. Refer to the Volume 4 ' Centre Specific Plans' in chapter 3.0 to establish the vision, objectives, zoning and building heights
        ii. Refer to the 'Special Centre Zone' regulations
        iii. Refer to Chapter 0 Mixed Use Zones Regulations for general regulations applicable to all mixed use development
        iv. Refer to the list of relevant documents as indicated in the table below. (included within Volume 2).
        v. Arrange a pre-lodgement meeting with the Urban Planning Department.
        Apply the Development Application Process in accordance with the procedures outlines in the Introduction to the MSDPs Volume 2 specially in relation to 'Master Plan Applications'.

List of documents that are relevant for planning lots within Centres

Document	Other Zones	Mixed Use Zones	Special Centre Zones
Volume 2 MSDP Zoning Regulations			
Introduction – Zoning and Zone Regulations			
Zone Regulations for specific zones			
Addendum 1. MSDP Zoning Regulations Overlays			
Heritage Overlay			
Obstacle Limitation Surfaces Overlay			
Addendum 2. MSDP Zoning Regulations Additional Guidance and Regulations			
Advertising and Signs Regulations			
Car Parking Regulations			
Guidelines for Submission of Master Plan Applications			
Addendum 3. MSDP Zoning Regulations Definitions of Terms			
Appendix 1. Community Facilities Standards and Provision Guidelines			
Appendix 2. Open Space and Recreation Facilities Development Guidelines			
Volume 4 Centre Plans and Zoning Regulations			
Introduction to Centre Plans and Zoning Regulations			
Regulations for Zones within Centres			
Introduction to Zones			
Mixed Use Zones Regulations			
Special Centre Zone regulations			
Facilities Co-location Overlay			
Centre Specific Plans and Regulations			
Introduction			
to 3.6. Centre plans in Municipalities			
Introduction, challenges, vision, objectives			
Zoning – Map			
Building Heights – Map			
Typology			
Spreadsheet for Mixed-Use Zoning Regulations			

	Detailed regulations – required
	If applicable
	Information, explanation

2.0. General Regulations for Zones within Centres

Centres comprise a number of zones some of which are outlined in Volume 2. The centres include a further number of specific zones. These are the general regulations for 'Mixed Use Zones' (MU), 'Special Centre Zones' (SCZ) and the 'Facilities Co-Location Overlay' (FCLO).

2.1. Mixed Use Zones

Introduction and Purpose

The purpose of the Mixed Use Zones is to provide for a mixture of retail, business, residential, tourist accommodation, personal service industries, and entertainment opportunities associated with highly active and vibrant precincts within Centres.

The size and type of activities, building typologies, and the range of mixed use density differs from one Centre to another according to the level of the Centre hierarchy (capital city Centre, Metropolitan Centre, Town Centre, District Centre, and Local Centre), the role and function of the Centre, and the location of the Centre whether inside or outside Metropolitan Doha.

The desired urban character of a Mixed Use Zone is for a highly active, visually attractive and vibrant precinct, with a high level of pedestrian accessibility, and amenity. The built form must encourage street edge development that promotes a continuous active street connection between blocks (e.g. through the use of arcades, colonnades, landscaping and shade) and which provides a safe and pleasant pedestrian environment. The introduction of civic spaces, features of public art and entertainment, and shopping plaza spaces should be encouraged and located on key sites within Centres, and to create a sense of community to sustain the vitality of the Centres both by day and night by encouraging a 24-hour functional environment

Mixed Use Zones are located near major arterial road intersections, major transit stops or metro stations to ensure a high level of accessibility by car and public transport services, and to facilitate the development of transit oriented communities.

There are 3 mixed use zones. These are Mixed Use 1 (MU1), Mixed Use 2 (MU2) and Mixed Use 3 (MU3). Each mixed use zone will have a leading (not predominant) land use which is appropriate to its context within the Centre.

Mixed Use 1 - The primary objective of MU1 is to provide for mixed use development led principally by retail development but also supported by office and residential development.

Mixed Use 2 - The primary objective of MU2 is to provide for mixed use development led principally by office development but also supported by retail and residential development.

Mixed Use 3 - The primary objective of MU3 is to provide for mixed use development led principally by Residential development but also supported by retail and office development.

General Objectives

- Provide a wide range of retail, office, and administrative, tourist accommodation, and entertainment, civic or small-scale commercial uses appropriate to the needs of the community, with a particular focus on retail, commercial or residential dependant on the appropriate regulation activity.
- Activities which contribute to the public realm, particularly at the street frontage level, are encouraged.
- It specifically provides opportunities for retail uses to concentrate in precincts for the convenience of the public and in mutually beneficial relationships to each other.
- The zone is also designed to contain compatible "pedestrian friendly" mixed use facilities in appropriately located areas, and to avoid new freeway oriented development and new strip commercial uses which result in unnecessary and excessive levels of traffic generation, isolation and poor accessibility from surrounding residential catchments.

Centre Objectives (Mixed Use)

- Promote building typologies that meet the desired future character of the zone and the role and function of the Centre.
- Provide good urban design outcomes in terms of the siting, form and appearance of built form and associated facilities including landscaping, public art and amenity, car parking, storage and service areas
- Maintain the notion of live and work environment, thus avoiding long commuting distances and mitigating traffic concessions.
- Improve the visual and environmental character of the locality.
- Promote highly active shopping precincts
- Promote a range of retail, residential and office led development.
- Plan and design mixed use zone as mixed use destinations with densities reflecting Transit Oriented Development objectives
- Promote housing choices inside mixed use zone which also meet the planned target population densities for the precinct.
- Reinforce the importance of active frontages between public and private places to achieve an active, interesting and enjoyable precinct and quality pedestrian experiences and exciting public realm.
- Create an efficient and sustainable urban environment which achieves a diversity of living, working, shopping, socializing and recreation opportunities within the zone
- Enhance the pleasant character, image and amenity of the zone through quality development and staged improvement of the streetscape and public areas within the zone

Site Objectives

- Permit Mixed Use development on sites which are:
    - suitable for the intended purpose,
    - compatible with strategic and zoning planning intentions for the locality,
    - clearly demonstrate a need for the development and an economic feasibility
    - can be supplied by essential infrastructure services, and do not lead to competition with adjoining Centres or an oversupply of retail activities.
- Ensure proper utilisation of the land through appropriate consolidation or amalgamation of lots (wherever accepted by neighbouring developers) in order to achieve minimum lots sizes which meet the development objectives of the zone and Centre precinct.
- Use consolidation of land (wherever accepted by neighbouring developers) to minimise the occurrence of isolated lots that do not meet minimum lot size requirements
- Ensure that site development does not over utilise the site and maintains an adequate curtilage which respects neighbouring buildings and public open spaces.
- Proposed developments must meet the minimum site area and building typology dimensions to achieve their development potential.
- Provide on-site car parking spaces according to the required standards

- Ensure vehicular access to the site complies with the required design standards and minimizes intrusion on public areas and the street environment.
- Development setbacks and separation from adjoining land uses should reflect the impacts of development mass, height and intensity to minimize adverse impacts on the amenity of adjoining land uses, buildings and the streetscape, with design, siting construction and street treatment to minimize the visual impacts of the development and enhance the street level amenity for pedestrians
- Provide safe and efficient vehicular access, a level of parking appropriate to the role and function of the Centre, and manoeuvring and loading of service vehicles, to ensure the safety of the public, and the free flow of traffic in the locality.

Building Design Objectives

- Ensure future development is:
  - Sympathetic in design, scale, mass and environmental character of the neighbourhood, surrounding developments, and the role and purpose of the Mixed Use Residential zone
  - Buildings are of a height, size, and mass generally in keeping with the vision statement of the Centre.
  - The external appearance of the development is reflective of the desired urban character of the area, and clearly defines streets, street corners and public spaces
  - Occupants within the development have access to sufficient amenities, including light and ventilation);
  - That the development has appropriate regard to the street and the surrounding public domain.
- That residential development maintains adequate privacy and amenity to occupants.
- Require a good standard of design and external appearance, with careful consideration given to building scale, mass, articulation, in order to enhance the character and amenity of the Centre

General Detailed Design of Mixed-use Buildings:

- Ground floor designation : All ground floors should have a retail / commercial component
- Entrances : Entrance position should not interrupt the continuity of ground floor retail/commercial and preferably have adjacent entrances with adjoining lots to allow for more continuity of activities
- Service utility and back of the house :
  - Designate at the rear of the development
  - Either cover screen or place in the undercroft or basement
  - Mitigate adverse noise and smells
- Vents : Extend vents from smell or pollution sources away from the adjacent public realm
- Walls : separate foundations for adjacent walls , avoiding shared walls between two properties
- Acoustic barriers for ground floors: mitigate sound impacts by the provision of sufficient sound insulation especially in the case of music from cafes and restaurants.
- Parking : should be properly allocated within the lot to compulsorily avoid spill over and adverse impacts on public realm

Key definitions: Please refer to the definitions in MSDP Planning Regulations Volume 2 Addendum 3

2.2. Mixed Use Zones Regulations

Land Use Table*		
PERMITTED	**CONDITIONAL**	**PROHIBITED**
Retail	Any permitted activity that does not comply with the permitted activity regulations.	All development not listed as a permitted or a conditional activity.
Offices	Showrooms	
Residential units	Any permitted activity that includes single or multiple buildings that have a combined GFA exceeding 10,000sqm	
Hotel rooms (in MU1 and MU3)	Hotel rooms (in MU2)	
Hotels and hotel apartments (in MU1 and MU3)	Hotels and hotel apartments (in MU2)	
Daily Mosque	Community Facilities	
Open Space	Recreation Facilities	
Transit stations	Sports Facilities	
Parking garages		
Park and Ride		
*** The table should be read vertically and not horizontally**		

Applying Mixed Use	
Required mix of uses	Each lot should have at least two of the three uses (retail, office and residential).
Vertical and horizontal mix of uses	Mixed use regulations are designed for vertical mixing of uses within one building, as according to the requirements of minimum and maximum floors per use (retail, office and residential). It is allowed to have a horizontal mix of the above uses, provided that the required split is met (minimum and maximum). Horizontal mix means providing the uses within more than one building within the same development (on the same lot).

Lot Sizes With Reference To Heights and Building Typology

These regulations were developed based on typical minimum lot sizes corresponding to the maximum height and building typology. Regulations for smaller lots have been provided, subject to the explanation below.

BUILDING HEIGHTS	BUILDING TYPOLOGY	OPTIMAL DEVELOPMENT LOT SIZE AND MINIMUM SUBDIVISION LOT SIZE
G+2	Commercial Strip	350 m²
G+3	Attached Blocks	600 m²
G+4	Attached Blocks	600 m²
G+5	Attached Blocks	600 m²
G+6	Attached Blocks	600 m²
G+7	Attached Blocks	600 m²
G+8	Podium and Tower	1000 m²
G+11	Podium and Tower	1000 m²
G+13	Podium and Tower	1000 m²

General guidance	Guidance for lots that are smaller than in the table above: - Providing underground parking on lots smaller than 600 m² and with less depth than 25 m may not be possible due to the lot size and geometry. In those cases surface parking needs to be provided. - Regulations provide maximum number of floors and maximum FAR (resulting in maximum GFA). In some cases, it will not possible to achieve both maximums at the same time due to lot geometry, configuration and choice of uses. Nevertheless allowing both in regulations gives the developer the flexibility to develop the lot. - Maximum coverage up to 70% depending on the lot size. It may not be possible to utilise full coverage on the ground floor due to provision of parking spaces and landscaping. The full coverage can be applied on higher floors. - Setbacks are set in the regulatory table (0m front, 0m side, 4.5-6m rear depending on the lot size).

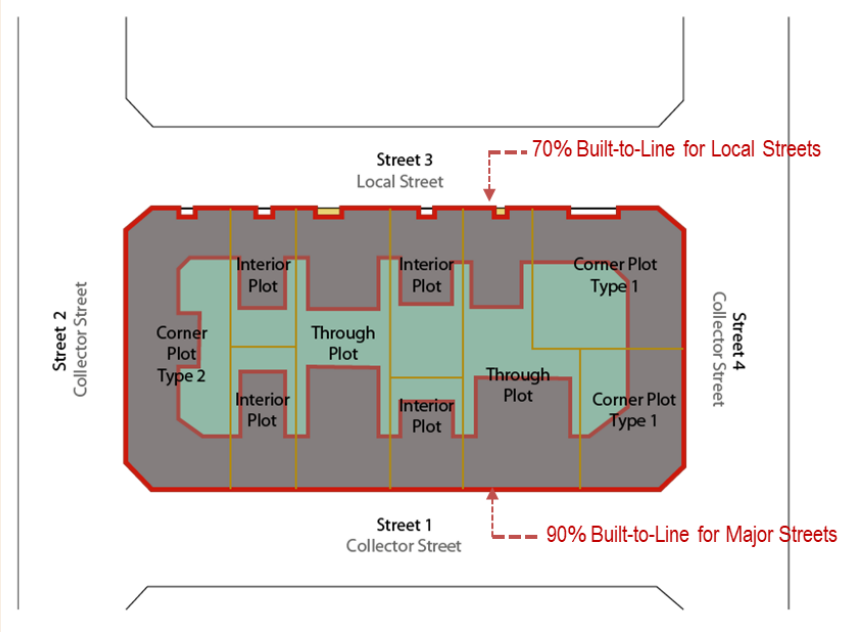
	- The regulations are set to the maximum achievable parameters based on the possible provision of limited number of parking spaces. If the developer can demonstrate that the lot can accommodate more parking lots allowing for greater GFA, there can be a conditional approval for the exception. - Same regulations are applicable on plots with and without arcade. - For Podium and Tower typology additional regulations will be provided.

Guidelines for Lots Below 200m²	Lots smaller than 200 m² are difficult to develop and depend on the individual case, especially the lot geometry. In addition to the above, the following guidance should be followed:
	- In all zones (MU1, MU2 and MU3) it is allowed to develop as single (mono) use: retail or office.
	- Maximum height is G+1.
	- Setbacks:
	  - Front ground floor 0m and 6m in part to provide car parking
	  - Front upper floor 0m
	  - Side 0m
	  - Rear 3m
	- Frontage shall take minimum 40% of main lot front length.
	- Car parking within the partial front setback can cover max 60% of lot front length.
	- Part of landscape can be provided in pots by the frontage/entrance and green roofs.
	- If lot cannot be developed it can be:
	  - Combined or merged with adjacent land
	  - Used as parking space
	  - Subject to acquisition or land swap and serve as public open green area for community use or utilities

Building Depth and Width	
A- Building Depth (max)	35m (All typologies) 45m (Podium - Podium and Tower Development)
B- Building Width (max)	35m (All Levels – Commercial Strip Housing and Attached Block 45m (Podium - Podium and Tower Development) 35m (Tower - Podium and Tower Development) **Exceptions:** ***Attached Block Development:*** On sites where a building width is greater than the above mentioned width, that portion of a building in excess or otherwise shall be sufficiently recessed or otherwise so as to present to the street as a separate building. ***Tower and Podium:*** On sites where a podium width is greater than the above mentioned width, that portion of the podium in excess of 35 or 45m shall be sufficiently recessed or otherwise articulated so as to provide ground level articulation that creates opportunities for increased ground floor activation.

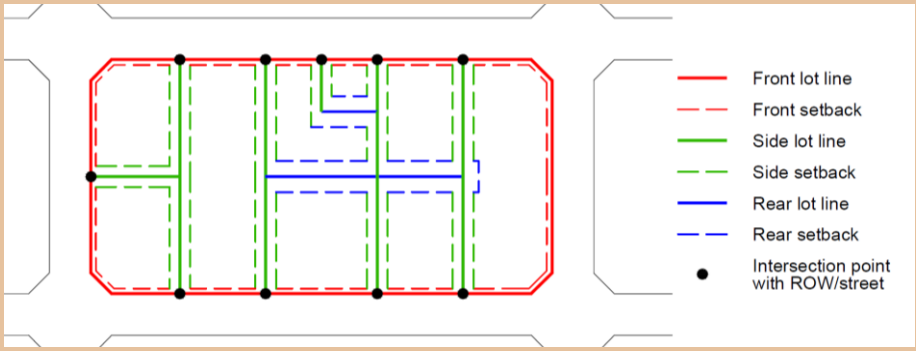
Minimum Building Separation	
(applies when multiple buildings occur on the same site)	For all developments having a heights up to between G+3 to G+11 : - **12m** between two buildings with facing habitable room - **10m** between a facing habitable room and a facing non-habitable room - **8m** between two buildings with facing non-habitable rooms For all developments having a heights exceeding G+12: - **14m** between two buildings with facing habitable room - **12m** between a facing habitable room and a facing non-habitable room - **10m** between two buildings with facing non-habitable rooms

Building Design	
Void to wall percentage (min)	50% ***Explanatory note:*** The void to wall percentage control applies to all street facing facades.
Building wall articulation (max)	12m ***Explanatory note:*** A physical break can occur in either the vertical or horizontal planes. The physical break shall have a sufficient depth to perceive visually a change in the façade treatment. The use of patterns, balcony recesses, and wall decorations can be used to visually reduce large wall lengths.
Floor Heights (slab to slab)	5.0m ground floor 3.5m all other floors
STREET EDGE DESIGN	
Setbacks	All setbacks are minimum, except front setback where Built-to-Line approach applies.
Built-to-Line	Built-to-Line is a set, front building line on a plot, where the structure must be located. The building facade must be placed on the build-to line, with the exceptions below: - **Major streets: 90%** Built-to-Line (at least 90% the frontage structure should be placed on the set 'Built to Line', with only 10% recess) - **Local streets: 70%** Built-to-Line (maximum 30% frontage of plots can have a recess) - All plots **below 400 m²**: allow recess for **50%** frontage Recess depth depending on the centre's location: - **3m** maximum recess: For centres in urban context: - Najma DC - Al Sadd TC - Umm Ghuwailina DC - Old Al Matar TC - Rawdhat Al Khail DC

	- Nuaija DC - Fareej Kulaib DC For centres in suburban context: - Gharrafa TC - Al Soudan DC - Lubeib DC - Doha Wholesale Market DC - **5m** maximum recess For centres in rural/outskirt context: - Umm Slal Mohammad TC - Al Shamal TC - Umm Qarn TC - Rawdat Al Hammam DC - Al Karaana DC - Al Jumailiya DC - Al Shahaniya TC 
Ground Floor	Align ground floor level with the street. 75% (min) of the ground floor frontage is to have window and door openings to the street. Access (entrances) to residential floors shall be separated from access (entrances) to retail and offices floors.
Primary Active Frontage	All frontages designated as "Primary Active Frontage" on the Zoning Map should provide active retail and commercial uses, such as shops and cafes, at ground level (with depth as per regulations table). The required retail should occupy at least 60% of the building façade length. Other street frontage is not required to have ground floor retail, although it is permitted. Limit vehicular cross overs to a maximum of one per site for lots 2000 sqm and below. Locate entrances at the corners of every two adjacent lots to allow for maximum continuity of retail active frontages.

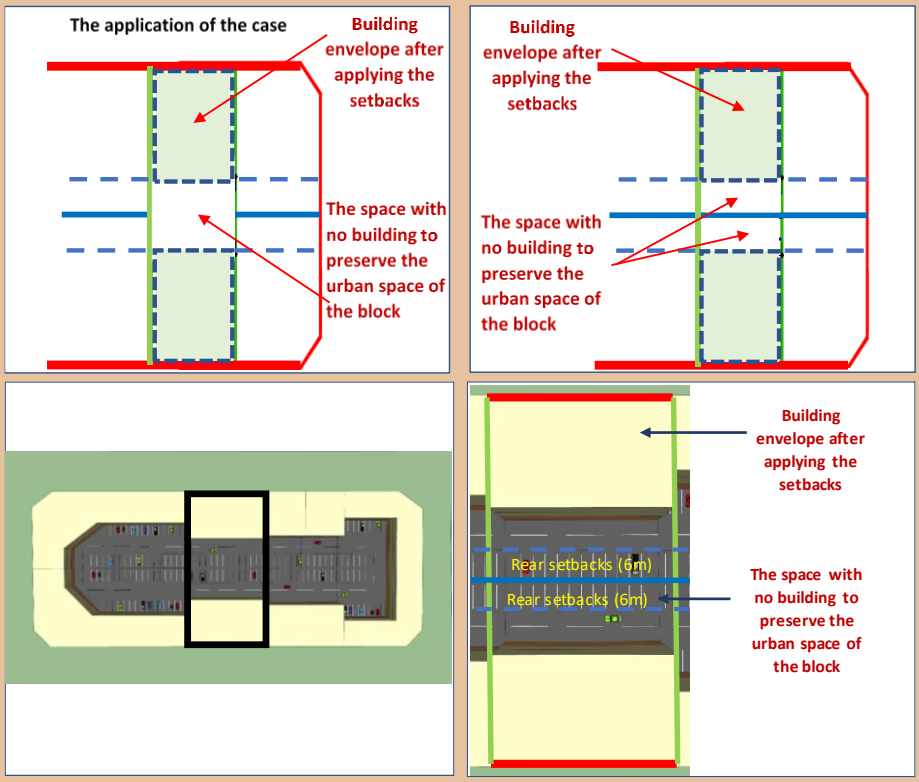
Commercial Frontage in Al Rayyan South Metropolitan Centre	**Al Rayyan South Metropolitan Centre** has red lines indicating the streets where Commercial Frontage is allowed, as per the below: • Direct pedestrian access to commercial allowed only from Commercial Frontage side. • Setback from adjacent residential plots and residential streets 6m. • Maximum commercial depth (if specified) allowed and measured only from Commercial Frontage side.
Pedestrian connections	These are compulsory to be introduced in lots which are exceeding 200m façade where permeability is necessary to be adopted for best urban design practice.
Podium and street wall	Podiums should edge the street
Arcade Design	Compulsory on street façade for all podiums and street segments on "Primary active frontages" Arcade height is set as G or G+1 depending on the Primary Active Frontage type indicated in the Zoning Plan (1 Floor or 2 Floors). For Recommended Style of the arcade refer to the Townscape & Architectural Guidelines for Main Streets in Qatar based on the Arcade Typologies table below.
Roof Design	Roof top machinery and water tanks shall be enclosed by a screen that obscures view of these elements from a public place
Front fencing	No front boundary walls or fencing
Landscape Area (min)	15% (min) of the site area is to be designed for landscaping for the 'Commercial Strip' typology 10% (min) of the lot area in the 'Attached Blocks' and 'Podium and Tower' should be designed as landscaping areas with minimum 1 tree (leafy, shade providing, minimum 2.5m height in maturity) per every 750 sqm of GFA used.
Roof top and podium	Roof terraces shall contain soft landscaping to soften the appearance of the top storey of the building. Roof top terraces can be used for communal open space. Maximum of 15% roof surface can be shaded with an open canopy (light roof only) not visible from the main roads.
Car Parking Design And Location	
Car Parking Spaces	Parking shall be in accordance with the requirements of the Car Parking Regulations A reduction in the parking requirements applies for developments within radius from existing metro entry point: - 30% within 400m, - 10% within 401-800m. All parking spaces must be provided on the lot in the back except for lots smaller than 200m² where car parking can be located in the front covering not more than 60% of the lot front.
Height of basement above ground level (max)	30 cm height above natural ground level, where the front façade are not associated with retail use. Protrusions shall be well integrated as part of the facade and/or screened by landscaping.

Location of parking	Vehicular access shall not be from the primary street frontage where alternate access is available from a secondary street. Car parking is not allowed in the public right of way on the front, side and rear boundaries. All parking should **not** to be visible from the street either being positioned at the rear if located at ground level or screened if positioned at subsequent levels, with the exception of lots smaller than 200m².

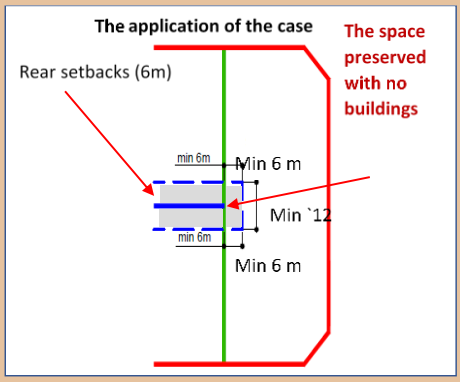
Setbacks for plots with more than one street frontage	
Mixed uses regulations deal mainly with regular plots with one street frontage, but there are cases where a plot has more than one street frontage. In those cases the principles from below clarification should be applied for all Mixed Use regulations (MU1, MU2 and MU3).	
Setbacks and plot side explanation	For mixed use zoning the plot lines and corresponding setbacks should be understood as follows: • Front line (red) – a plot line that is located along the street. A plot can have more than one front line). • Side line (green) – a plot line that has one or more intersection points with the front line/street (ROW). • Rear line (blue)– a plot line that does not have any intersection points with the front line/street (ROW). 

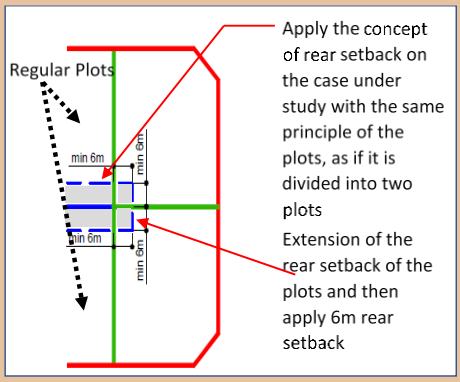
Plots with two street frontages

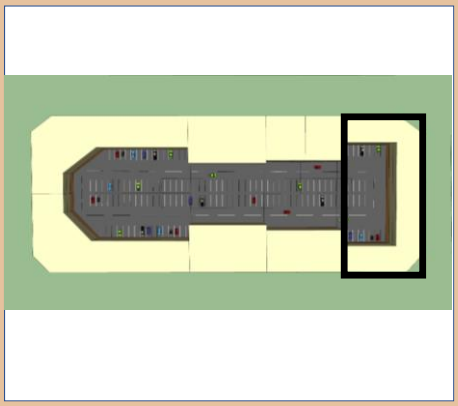
In the case of plots have two street frontages and surrounded by regular plots, the setbacks shall be applied as if they were two regular joined plots, which means apply double rear setback in the interior part of the plot. Applying double rear setback creates two blocks in the plot which will achieve the homogeneity concept in the urban cluster as shown in the sketch below as well as provide interior part for the plot.

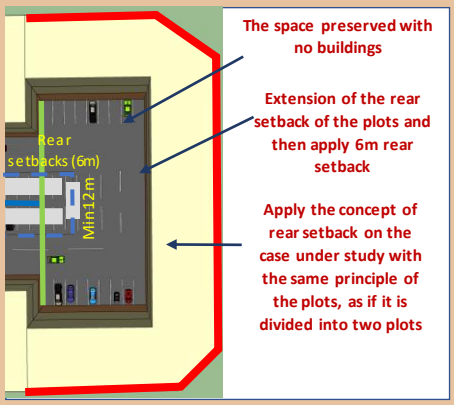


Plots with three street frontages	In the case of corner plots surrounded by three streets and adjacent to regular plots, there will be no rear setback, only side setbacks applied. Additionally a setback with specific dimensions shall be applied to achieve the concept of homogeneity in the urban cluster as shown in the sketch below, as if there was a back interior side to the whole block.





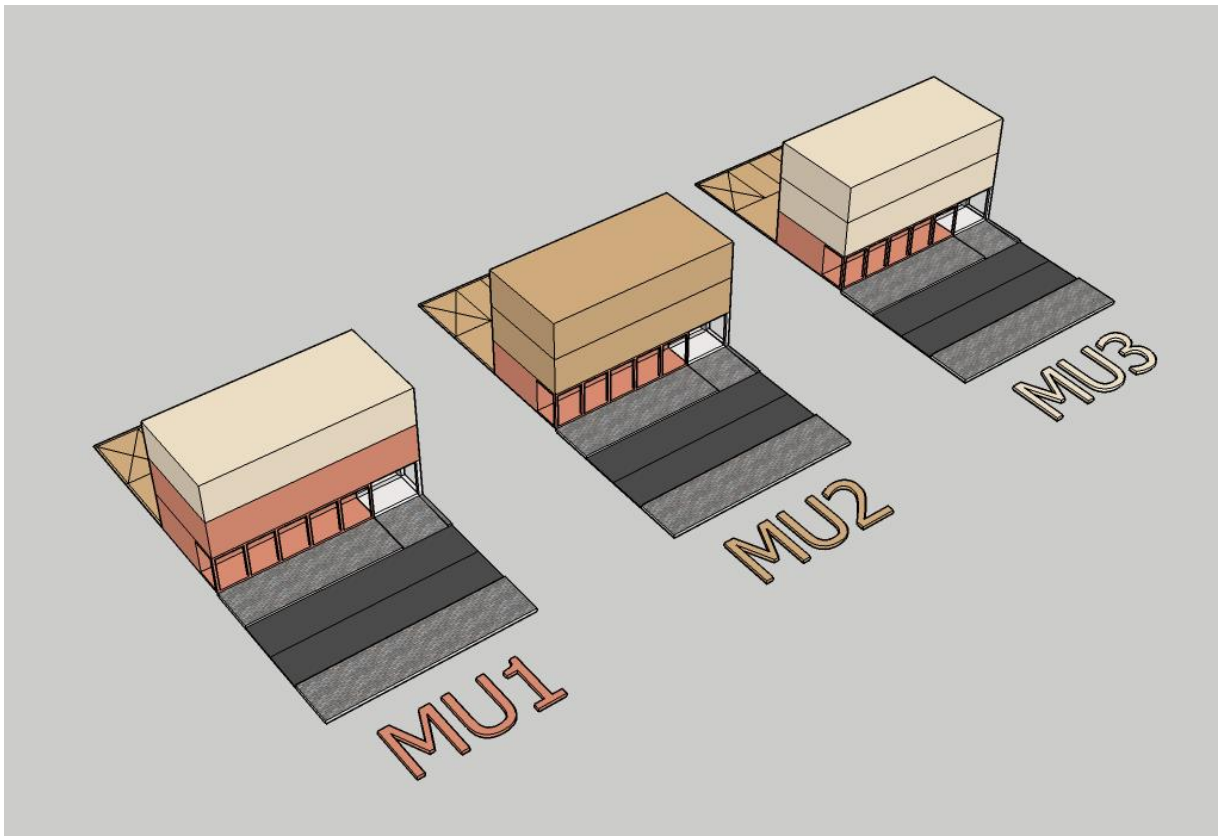




FAR and Coverage for corner plots	
In case the plot is located on a street corner and more than one street frontage (e.g. corner plot, three streets or all sides), it is possible to develop the plot more efficiently. These plots are allowed additional coverage and FAR as per the below. This rule does not apply to plots that are double loaded only, meaning they have two separate (not connected) frontages on the opposite sides of the plot and are located inside a block.	
Additional regulations	The following development parameters shall be applied for corner plots: • Addition of +5% to the allowed coverage (e.g. **70%** + 5% = **75%**) • Increase by 5% of the allowed FAR (e.g. **2.0** + 2.0*5% = **2.1**)

Green Roof Incentives	
Additional roof top floor area (penthouse) can be granted, provided that the green roof system is applied as per the following requirements:	
	• At least 50% of the roof floor area of the building should provide green roof system. • Development of a maximum of 25% of the roof floor as a residential use or as common uses to serve the residents of the building (example: gymnasium - indoor swimming pool - guard room - ... etc.). • The total roof floor coverage percentage should not exceed 35%, inclusive of the uses mentioned above in addition to all utilities on the roof floor (example: covered water tanks - elevator room - ... etc.). • The percentage of the softscape and natural plants open space shall be minimum 25% of the entire roof floor area of the building. • The roof floor coverage percentage mentioned above shall not to be calculated in the Floor Area Ratio (FAR) calculations, if all conditions mentioned above are applied. • Parking spaces for the additional GFA should be provided as per the parking requirements.

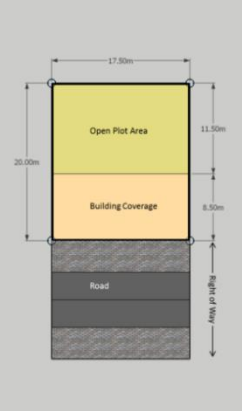
2.3. Mixed Use Detailed Regulations per Typology



Typology

Zone Code	Maximum height	Leading Use	Building Typology
MU1	**G+2**	Retail	Commercial Strip

Informative sketches



Minimum Lot Size for Subdivision

Lot Size	350m²	Lot Width	17.5m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	**Retail (required)**	Office (optional)*	Residential (optional)*
600 and more		G+2	70%	1.9	0	0	6	1 to 2	0 to 1	0 to 2
350	**599**	G+2	70%	1.8	0	0	6	1 to 2	0 to 1	0 to 2
200	**349**	G+2	70%	1.8	0	0	4.5	1 to 2	0 to 1	0 to 2
Below 200**		G+1	75%	1.2	0-6**	0	3	1	0 to 1	0 to 1

* Minimum two uses are required. Retail use is required and at least one additional use – optional office and/or residential.

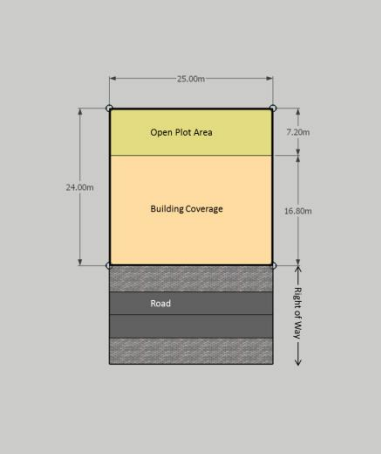
** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

Ground Floor and Arcade Design

Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU1	**G+3**	Retail	Attached Block

Informative sketches



Minimum Lot Size for Subdivision			
Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	**Retail (required)**	Office (optional)*	Residential (optional)*
600 and more		G+3	70%	2.5	0	0	6	1 to 2	0 to 1	0 to 3
500	**599**	G+3	70%	2.4	0	0	6	1 to 2	0 to 1	0 to 3
400	**499**	G+3	70%	2.3	0	0	6	1 to 2	0 to 1	0 to 3
300	**399**	G+3	70%	2.2	0	0	5	1 to 2	0 to 1	0 to 3
200	**299**	G+3	70%	2.1	0	0	4.5	1 to 2	0 to 1	0 to 3
Below 200**		G+1	75%	1.2	0-6**	0	3	1	0 to 1	0 to 1

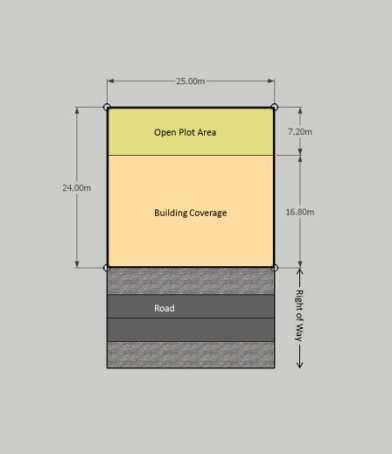
* Minimum two uses are required. Retail use is required and at least one additional use – optional office and/or residential.

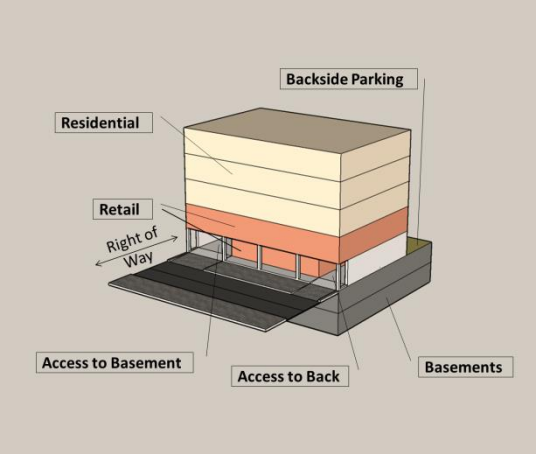
** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

Ground Floor and Arcade Design		
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU1	**G+4**	Retail	Attached Block

Informative sketches





Minimum Lot Size for Subdivision			
Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	**Retail (required)**	Office (optional)*	Residential (optional)*
600 and more		G+4	70%	3.1	0	0	6	1 to 2	0 to 1	0 to 4
500	**599**	G+4	70%	2.6	0	0	6	1 to 2	0 to 1	0 to 4
400	**499**	G+4	70%	2.5	0	0	6	1 to 2	0 to 1	0 to 4
300	**399**	G+4	70%	2.4	0	0	5	1 to 2	0 to 1	0 to 4
200	**299**	G+3	70%	2.0	0	0	4.5	1 to 2	0 to 1	0 to 3
Below 200**		G+1	75%	1.2	0-6**	0	3	1	0 to 1	0 to 1

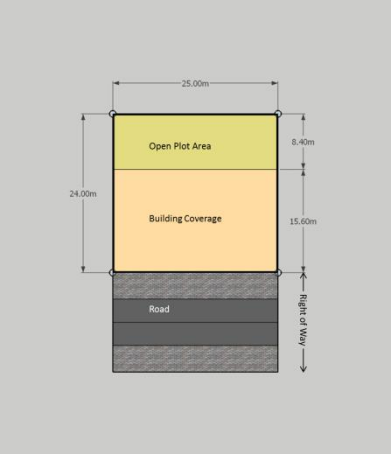
* Minimum two uses are required. Retail use is required and at least one additional use – optional office and/or residential.

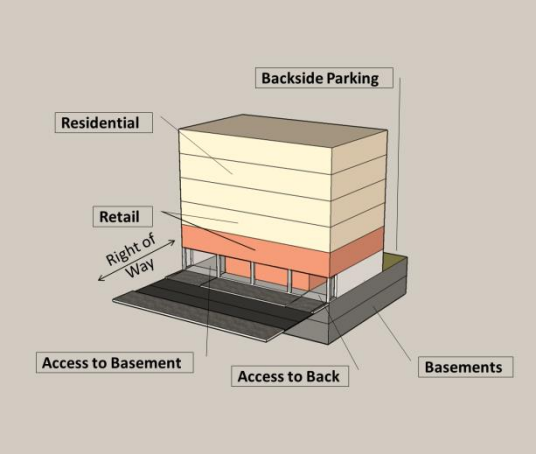
** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

Ground Floor and Arcade Design		
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU1	**G+5**	Retail	Attached Block

Informative sketches





Minimum Lot Size for Subdivision			
Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	**Retail (required)**	Office (optional)*	Residential (optional)*
600 and more		G+5	65%	3.5	0	0	6	1 to 2	0 to 1	0 to 5
500	**599**	G+5	65%	3.1	0	0	6	1 to 2	0 to 1	0 to 5
400	**499**	G+5	70%	2.8	0	0	6	1 to 2	0 to 1	0 to 5
300	**399**	G+4	70%	2.4	0	0	5	1 to 2	0 to 1	0 to 4
200	**299**	G+3	70%	2.0	0	0	4.5	1 to 2	0 to 1	0 to 3
Below 200**		G+1	75%	1.2	0-6**	0	3	1	0 to 1	0 to 1

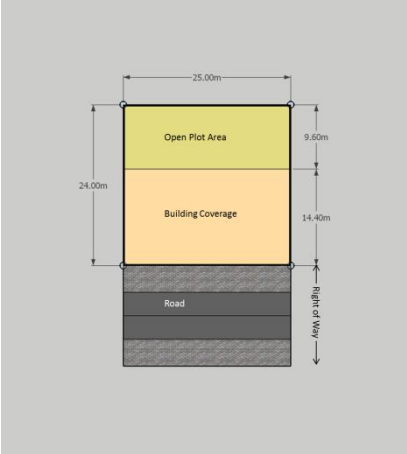
* Minimum two uses are required. Retail use is required and at least one additional use – optional office and/or residential.

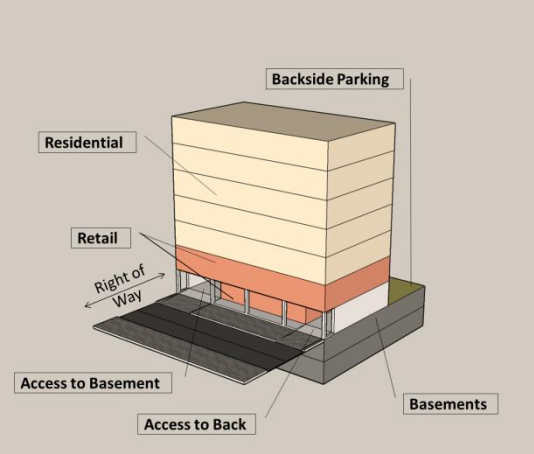
** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

Ground Floor and Arcade Design		
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU1	**G+6**	Retail	Attached Block

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	**Retail (required)**	Office (optional)*	Residential (optional)*
600 and more		G+6	60%	3.8	0	0	6	1 to 2	0 to 1	0 to 6
500	**599**	G+6	65%	3.1	0	0	6	1 to 2	0 to 1	0 to 6
400	**499**	G+5	70%	2.8	0	0	6	1 to 2	0 to 1	0 to 5
300	**399**	G+4	70%	2.4	0	0	5	1 to 2	0 to 1	0 to 4
200	**299**	G+3	70%	2.0	0	0	4.5	1 to 2	0 to 1	0 to 3
Below 200**		G+1	75%	1.2	0-6**	0	3	1	0 to 1	0 to 1

* Minimum two uses are required. Retail use is required and at least one additional use – optional office and/or residential.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

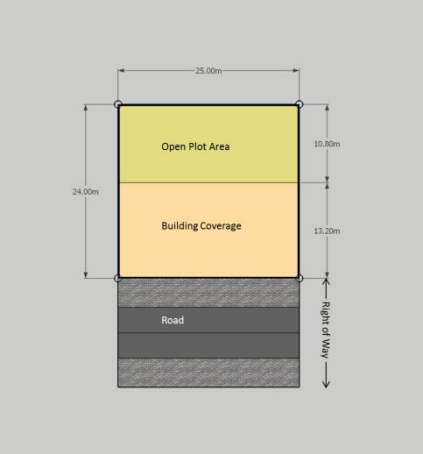
Ground Floor and Arcade Design

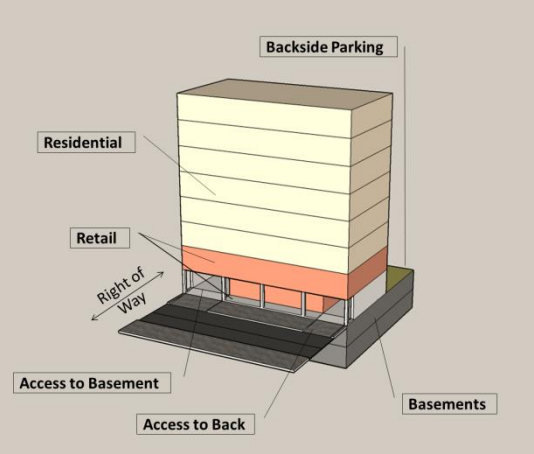
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology

Zone Code	Maximum height	Leading Use	Building Typology
MU1	**G+7**	Retail	Attached Block

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

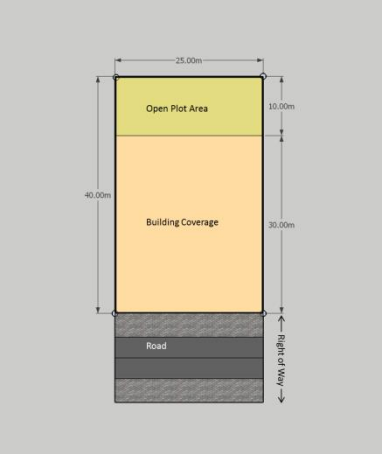
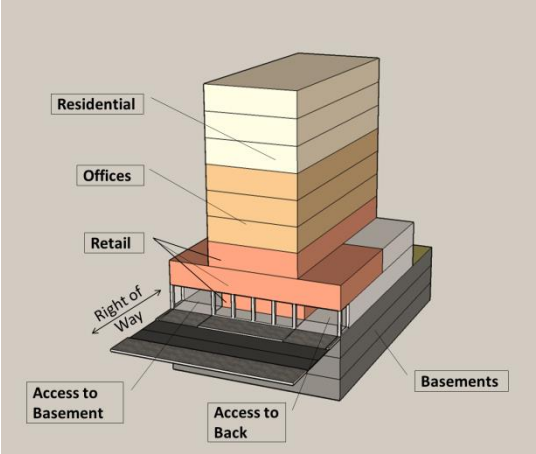
Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	**Retail (required)**	Office (optional)*	Residential (optional)*
600 and more		G+7	55%	4.0	0	0	6	1 to 2	0 to 1	0 to 7
500	**599**	G+6	60%	3.1	0	0	6	1 to 2	0 to 1	0 to 6
400	**499**	G+5	65%	2.8	0	0	6	1 to 2	0 to 1	0 to 5
300	**399**	G+4	70%	2.4	0	0	5	1 to 2	0 to 1	0 to 4
200	**299**	G+3	70%	2.0	0	0	4.5	1 to 2	0 to 1	0 to 3
Below 200**		G+1	75%	1.2	0-6**	0	3	1	0 to 1	0 to 1

* Minimum two uses are required. Retail use is required and at least one additional use – optional office and/or residential.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

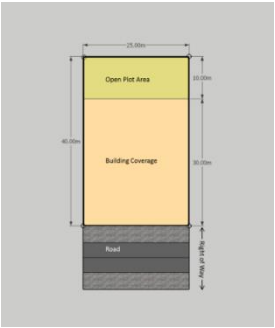
Ground Floor and Arcade Design

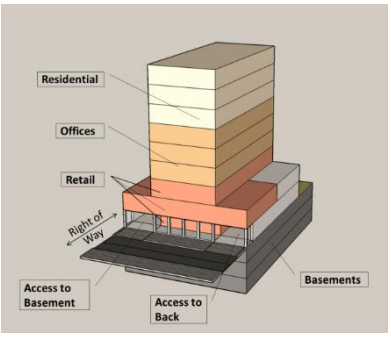
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology			
Zone Code	Height	Leading Use	Building Typology
MU1	**G+8**	Retail	Podium & Tower
Informative sketches			
			
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Required	Optional	Optional
Maximum number of floors	3	3	8
Floor Area Ratio			
FAR		Maximum	4.00
Podium / Ground Floor			
Number of Podiums (minimum one floor)		Maximum	3
Required Ground Floor Use			Retail
Retail/Office Depth in Ground Floor and Podium Floors		Minimum	6 m
		Maximum	n/a
Arcade Depth (if required by Active Frontage)		Minimum	3 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table	

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU1-Al Sadd TC	**G+8**	Retail	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)*					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower	Podium	Tower	Podium	Tower
1000 and more		G+8	75%	50%	4.0	0	0	0	6.0	6.0	6.0
800	**999**	G+8	75%	50%	4.0	0	0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	0	0	2.0/0*	3.0	3.0
Below 200		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * as per setback plan / No habitable windows for setback 2.0m.

Use Split – Required Uses and Number of Floors per Use

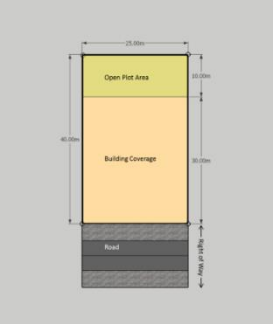
	Retail	Office	Residential
Required uses (minimum 2)	Required	Optional	Optional
Maximum number of floors	3	3	8

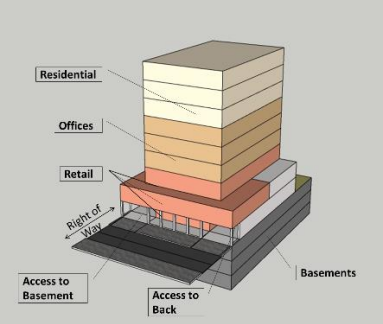
Podium / Ground Floor

Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU1-Najma TC	**G+8**	Retail	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)**					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower*	Podium	Tower	Podium	Tower
1000 and more		G+8	75%	50%	4.0	0	3.0	0	4.0	4.0	4.0
800	**999**	G+8	75%	50%	4.0	0	3.0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	3.0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	3.0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	3.0	0	2.0/0**	3.0	4.0
Below 200**		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * 0 front from B ring Rd and Airport St / ** as per setback plan / No habitable windows for setback 2.0m.

Use Split – Required Uses and Number of Floors per Use

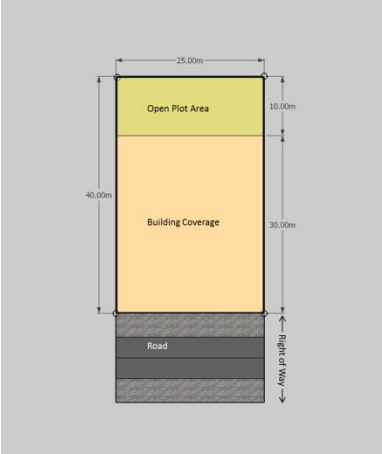
	Retail	Office	Residential
Required uses (minimum 2)	Required	Optional	Optional
Maximum number of floors	3	3	8

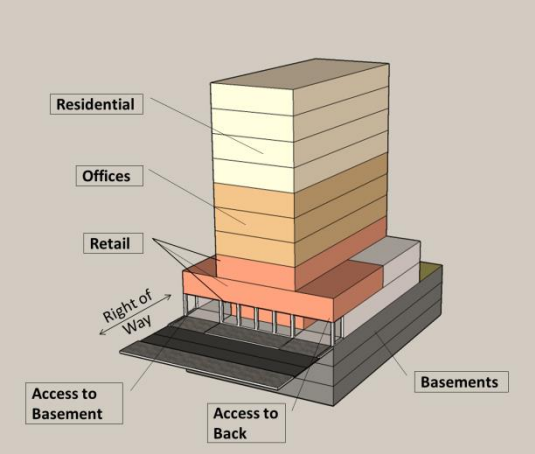
Podium / Ground Floor

Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)	Refer to Zoning Plan and frontage table	

Typology			
Zone Code	Height	Leading Use	Building Typology
MU1	**G+9**	Retail	Podium & Tower

Informative sketches





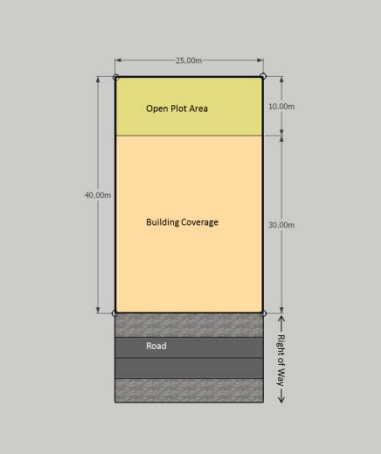
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m

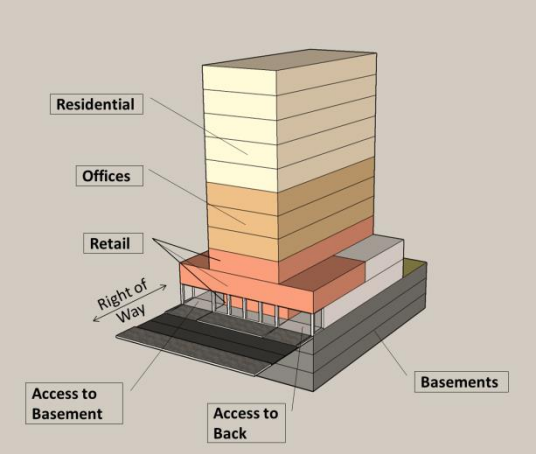
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Required	Optional	Optional
Maximum number of floors	3	3	9

Floor Area Ratio		
FAR	Maximum	4.40
Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	3 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology			
Zone Code	Height	Leading Use	Building Typology
MU1	**G+10**	Retail	Podium & Tower

Informative sketches





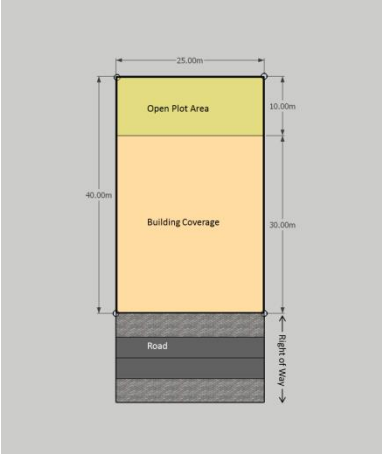
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m

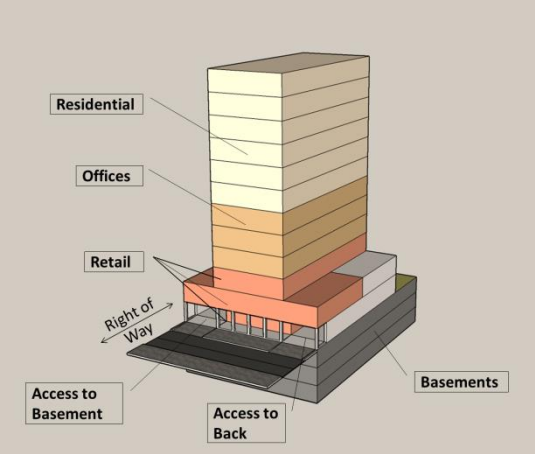
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Required	Optional	Optional
Maximum number of floors	3	3	10

Floor Area Ratio		
FAR	Maximum	4.80
Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	3 m
Arcade Height and Design (if required by Active Frontage)	Refer to Zoning Plan and frontage table	

Typology			
Zone Code	Height	Leading Use	Building Typology
MU1	**G+11**	Retail	Podium & Tower

Informative sketches





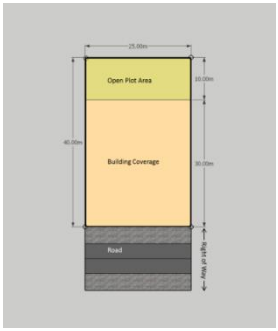
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m

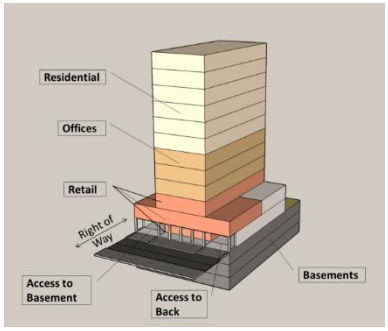
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Required	Optional	Optional
Maximum number of floors	3	3	11

Floor Area Ratio		
FAR	Maximum	5.20
Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	3 m
Arcade Height and Design (if required by Active Frontage)	Refer to Zoning Plan and frontage table	

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU1-Al Sadd TC	**G+11**	Retail	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)*					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower	Podium	Tower	Podium	Tower
1000 and more		G+11	75%	50%	5.2	0	0	0	6.0	6.0	6.0
800	**999**	G+10	75%	50%	4.8	0	0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	0	0	2.0/0*	3.0	3.0
Below 200		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * as per setback plan / No habitable windows for setback 2.0m.

Use Split – Required Uses and Number of Floors per Use

	Retail	Office	Residential
Required uses (minimum 2)	Required	Optional	Optional
Maximum number of floors	3	3	11

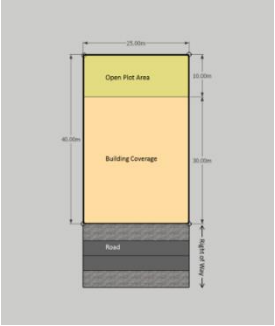
Podium / Ground Floor

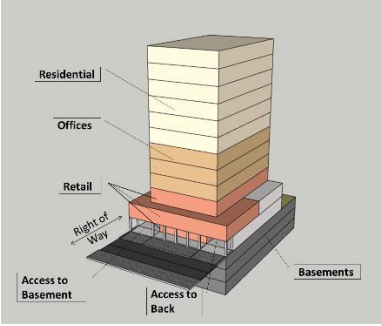
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)	Refer to Zoning Plan and frontage table	

Typology

Zone Code	Maximum height	Leading Use	Building Typology
MU1-Najma TC	**G+11**	Retail	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)**					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower*	Podium	Tower	Podium	Tower
1000 and more		G+11	75%	50%	5.2	0	3.0	0	4.0	4.0	4.0
800	**999**	G+10	75%	50%	4.8	0	3.0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	3.0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	3.0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	3.0	0	2.0/0**	3.0	4.0
Below 200**		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

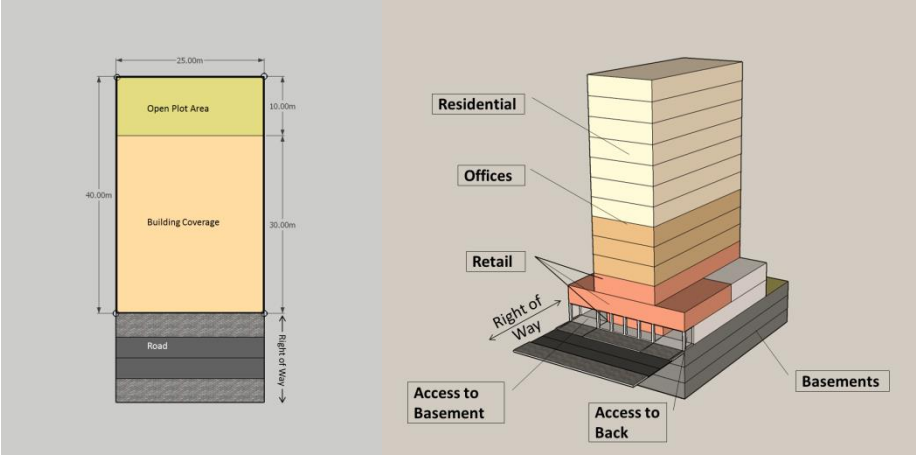
Setbacks: * 0 front from B ring Rd and Airport St / ** as per setback plan / No habitable windows for setback 2.0m.

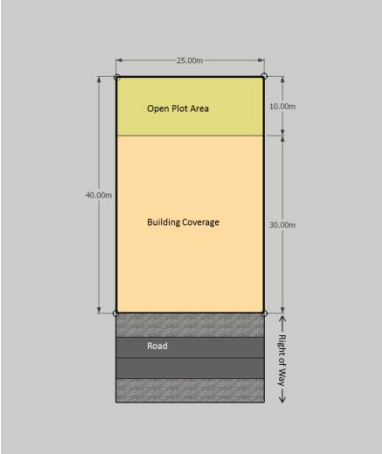
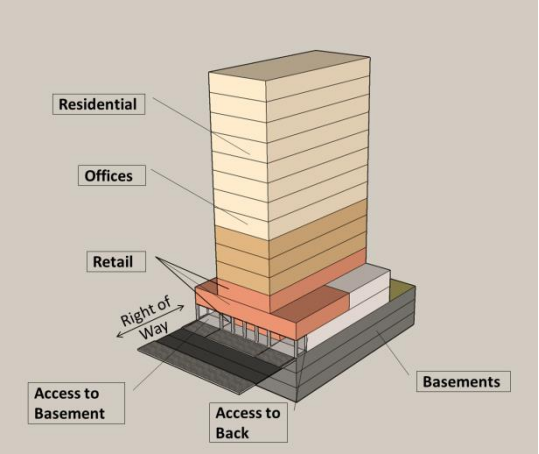
Use Split – Required Uses and Number of Floors per Use

	Retail	Office	Residential
Required uses (minimum 2)	Required	Optional	Optional
Maximum number of floors	3	3	11

Podium / Ground Floor

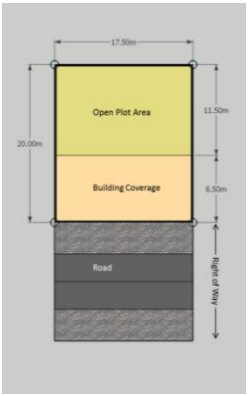
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

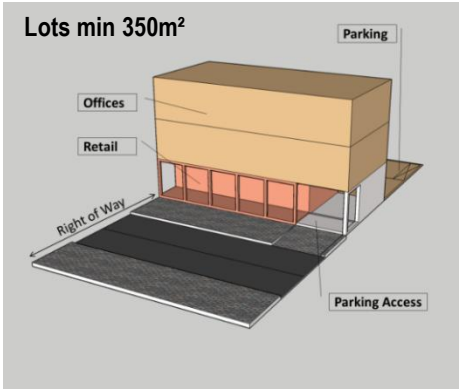
Typology			
Zone Code	Height	Leading Use	Building Typology
MU1	**G+12**	Retail	Podium & Tower
Informative sketches			
			
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Required	Optional	Optional
Maximum number of floors	3	3	12
Floor Area Ratio			
FAR		Maximum	5.60
Podium / Ground Floor			
Number of Podiums (minimum one floor)		Maximum	3
Required Ground Floor Use			Retail
Retail/Office Depth in Ground Floor and Podium Floors		Minimum	6 m
		Maximum	n/a
Arcade Depth (if required by Active Frontage)		Minimum	3 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table	

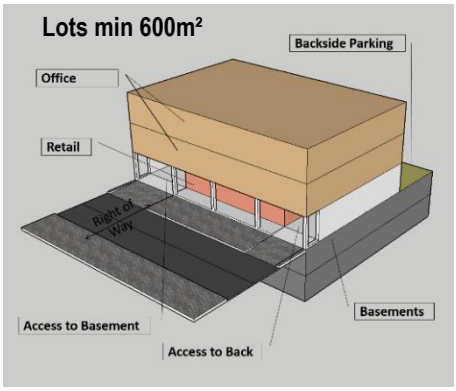
Typology			
Zone Code	Height	Leading Use	Building Typology
MU1	**G+13**	Retail	Podium & Tower
Informative sketches			
			
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Required	Optional	Optional
Maximum number of floors	3	3	13
Floor Area Ratio			
FAR		Maximum	6.00
Podium / Ground Floor			
Number of Podiums (minimum one floor)		Maximum	3
Required Ground Floor Use			Retail
Retail/Office Depth in Ground Floor and Podium Floors		Minimum	6 m
		Maximum	n/a
Arcade Depth (if required by Active Frontage)		Minimum	3 m
Arcade Height and Design (if required by Active Frontage)			Refer to Zoning Plan and frontage table

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU2	**G+2**	Office	Commercial Strip

Informative sketches







Minimum Lot Size for Subdivision			
Lot Size	350m²	Lot Width	17.5m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	**Office (required)**	Residential (optional)*
600 and more		G+2	70%	1.9	0	0	6	0 to 1	1 to 2	0 to 2
350	**599**	G+2	70%	1.8	0	0	6	0 to 1	1 to 2	0 to 2
200	**349**	G+2	70%	1.8	0	0	4.5	0 to 1	1 to 2	0 to 2
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	1	0 to 1

* Minimum two uses are required. Office use is required and at least one additional use – optional retail and/or residential.

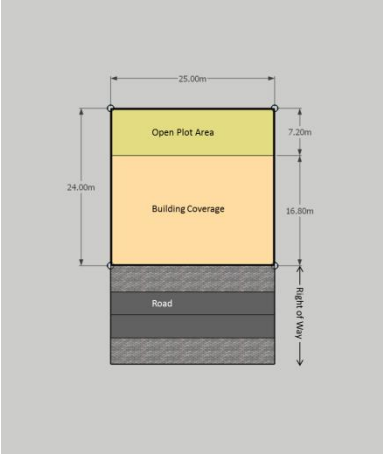
** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

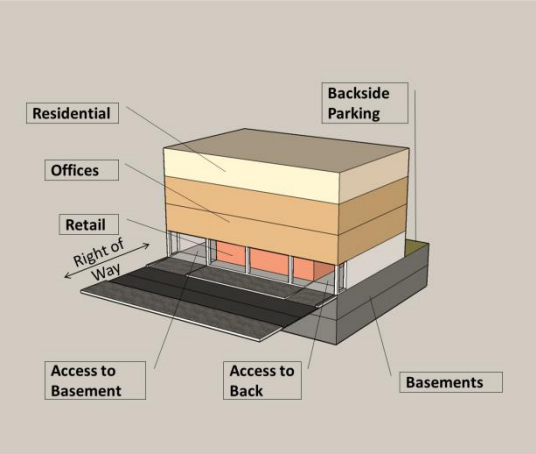
Ground Floor and Arcade Design		
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU2	**G+3**	Office	Attached Block

Informative sketches





Minimum Lot Size for Subdivision			
Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	**Office (required)**	Residential (optional)*
600 and more		G+3	70%	2.5	0	0	6	0 to 1	1 to 3	0 to 3
500	**599**	G+3	70%	2.4	0	0	6	0 to 1	1 to 3	0 to 3
400	**499**	G+3	70%	2.3	0	0	6	0 to 1	1 to 3	0 to 3
300	**399**	G+3	70%	2.2	0	0	5	0 to 1	1 to 3	0 to 3
200	**299**	G+3	70%	2.1	0	0	4.5	0 to 1	1 to 3	0 to 3
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	1	0 to 1

* Minimum two uses are required. Office use is required and at least one additional use – optional retail and/or residential.

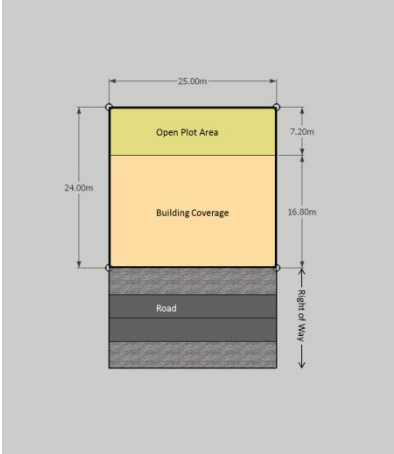
** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

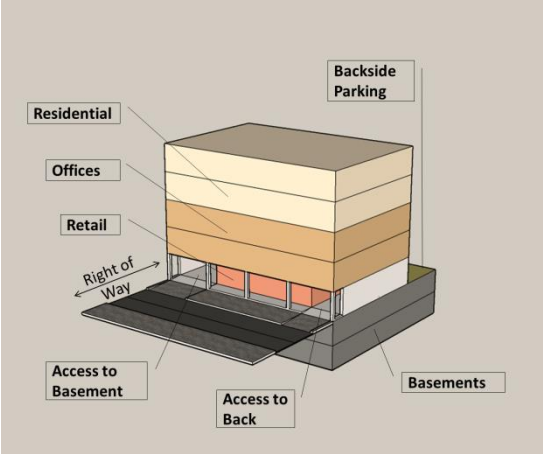
Ground Floor and Arcade Design		
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU2	**G+4**	Office	Attached Block

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	**Office (required)**	Residential (optional)*
600 and more		G+4	70%	3.1	0	0	6	0 to 1	1 to 4	0 to 4
500	**599**	G+4	70%	2.8	0	0	6	0 to 1	1 to 4	0 to 4
400	**499**	G+4	70%	2.6	0	0	6	0 to 1	1 to 4	0 to 4
300	**399**	G+4	70%	2.4	0	0	5	0 to 1	1 to 4	0 to 4
200	**299**	G+4	70%	2.1	0	0	4.5	0 to 1	1 to 4	0 to 4
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	1	0 to 1

* Minimum two uses are required. Office use is required and at least one additional use – optional retail and/or residential.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

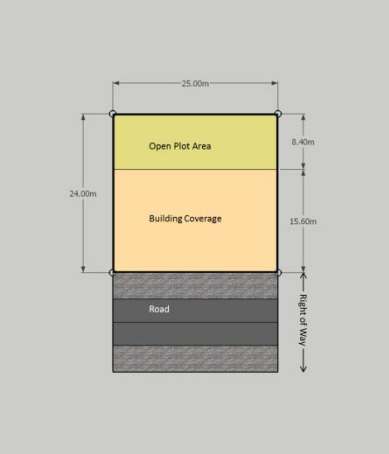
Ground Floor and Arcade Design

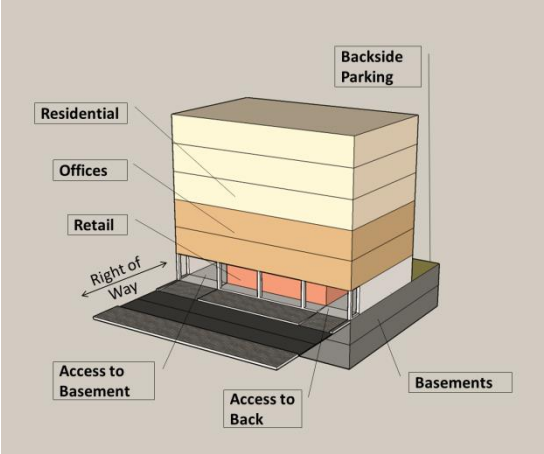
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU2	**G+5**	Office	Attached Block

Informative sketches





Minimum Lot Size for Subdivision			
Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	**Office (required)**	Residential (optional)*
600 and more		G+5	65%	3.5	0	0	6	0 to 1	1 to 5	0 to 5
500	**599**	G+5	65%	3.1	0	0	6	0 to 1	1 to 5	0 to 5
400	**499**	G+5	70%	2.9	0	0	6	0 to 1	1 to 5	0 to 5
300	**399**	G+5	70%	2.5	0	0	5	0 to 1	1 to 5	0 to 5
200	**299**	G+4	70%	2.1	0	0	4.5	0 to 1	1 to 4	0 to 4
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	1	0 to 1

* Minimum two uses are required. Office use is required and at least one additional use – optional retail and/or residential.

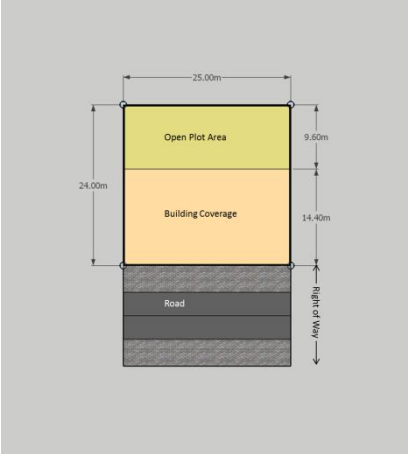
** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

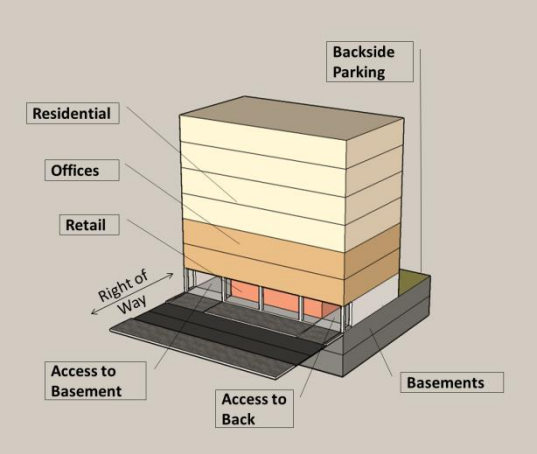
Ground Floor and Arcade Design		
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU2	**G+6**	Office	Attached Block

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	**Office (required)**	Residential (optional)*
600 and more		G+6	60%	3.8	0	0	6	0 to 1	1 to 6	0 to 6
500	**599**	G+6	65%	3.1	0	0	6	0 to 1	1 to 6	0 to 6
400	**499**	G+6	70%	2.9	0	0	6	0 to 1	1 to 6	0 to 6
300	**399**	G+5	70%	2.5	0	0	5	0 to 1	1 to 5	0 to 5
200	**299**	G+4	70%	2.1	0	0	4.5	0 to 1	1 to 4	0 to 4
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	1	0 to 1

* Minimum two uses are required. Office use is required and at least one additional use – optional retail and/or residential.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

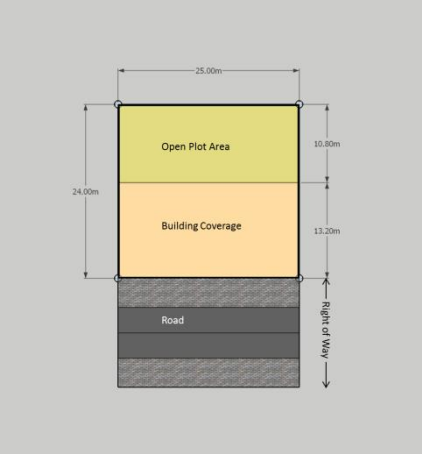
Ground Floor and Arcade Design

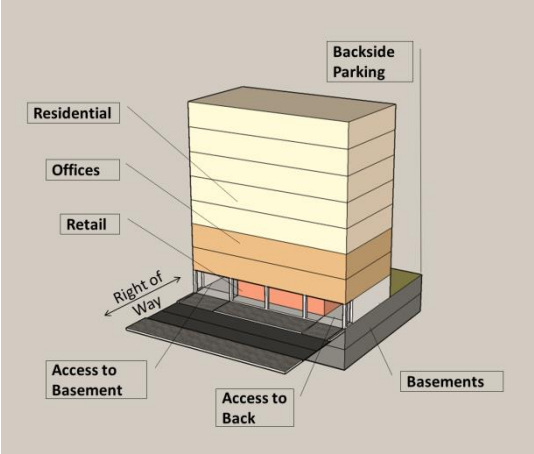
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU2	**G+7**	Office	Attached Block

Informative sketches





Minimum Lot Size for Subdivision			
Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

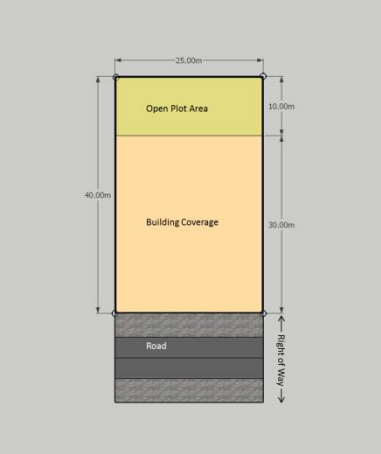
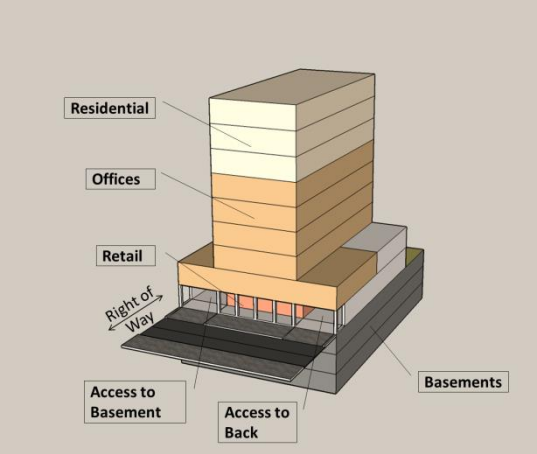
Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	**Office (required)**	Residential (optional)*
600 and more		G+7	55%	4.0	0	0	6	0 to 1	1 to 7	0 to 7
500	**599**	G+6	60%	3.1	0	0	6	0 to 1	1 to 6	0 to 6
400	**499**	G+6	65%	2.9	0	0	6	0 to 1	1 to 6	0 to 6
300	**399**	G+5	70%	2.5	0	0	5	0 to 1	1 to 5	0 to 5
200	**299**	G+4	70%	2.1	0	0	4.5	0 to 1	1 to 4	0 to 4
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	1	0 to 1

* Minimum two uses are required. Office use is required and at least one additional use – optional retail and/or residential.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

Ground Floor and Arcade Design		
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

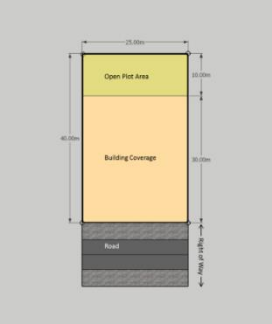
*** Retail is optional unless required by Active Frontage.

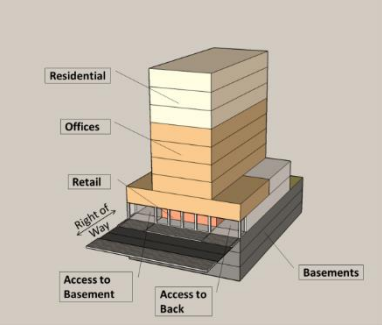
Typology			
Zone Code	Height	Leading Use	Building Typology
MU2	**G+8**	Office	Podium & Tower
Informative sketches			
			
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Required	Optional
Maximum number of floors	1	8	8
Floor Area Ratio			
FAR		Maximum	4.00
Podium / Ground Floor			
Number of Podiums (minimum one floor)		Maximum	3
Required Ground Floor Use			Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors		Minimum	6 m
		Maximum	n/a
Arcade Depth (if required by Active Frontage)		Minimum	3 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table	

* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU2-Al Sadd TC	**G+8**	Office	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)*					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower*	Podium	Tower	Podium	Tower
1000 and more		G+8	75%	50%	4.0	0	0	0	6.0	6.0	6.0
800	**999**	G+8	75%	50%	4.0	0	0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	0	0	2.0/0*	3.0	3.0
Below 200		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * as per setback plan / No habitable windows for setback 2.0m.

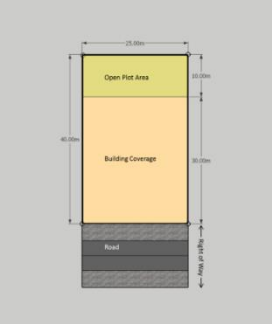
Use Split – Required Uses and Number of Floors per Use

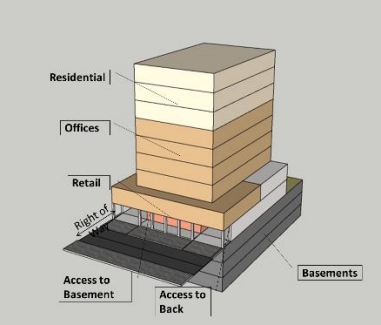
	Retail	Office	Residential
Required uses (minimum 2)	Optional*	Required	Optional
Maximum number of floors	1	8	8

Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)	Refer to Zoning Plan and frontage table	

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU2-Najma TC	**G+8**	Office	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)**					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower*	Podium	Tower	Podium	Tower
1000 and more		G+8	75%	50%	4.0	0	3.0	0	4.0	4.0	4.0
800	**999**	G+8	75%	50%	4.0	0	3.0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	3.0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	3.0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	3.0	0	2.0/0**	3.0	4.0
Below 200**		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * 0 front from B ring Rd and Airport St / ** as per setback plan / No habitable windows for setback 2.0m.

Use Split – Required Uses and Number of Floors per Use

	Retail	Office	Residential
Required uses (minimum 2)	Optional*	Required	Optional
Maximum number of floors	1	8	8

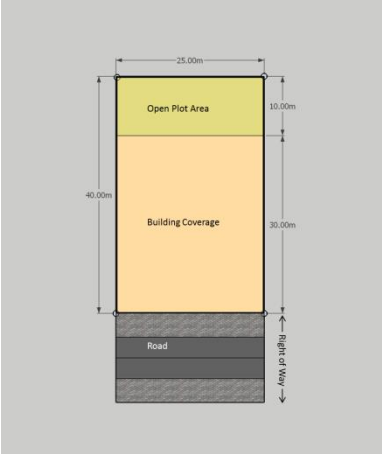
Podium / Ground Floor

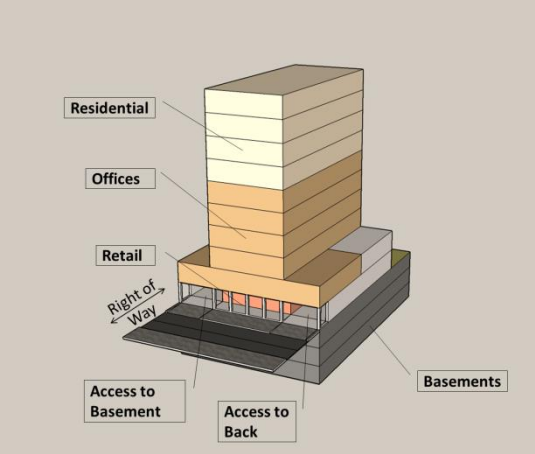
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)	Refer to Zoning Plan and frontage table	

* Retail is optional unless required by Active Frontage

Typology			
Zone Code	Height	Leading Use	Building Typology
MU2	**G+9**	Office	Podium & Tower

Informative sketches



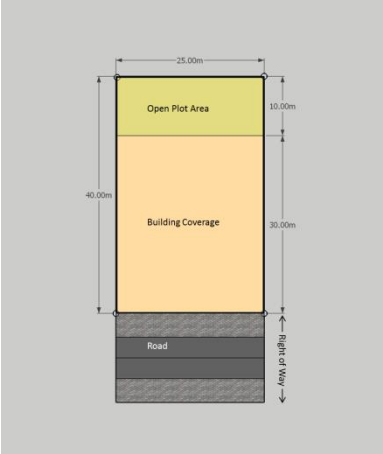


Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m

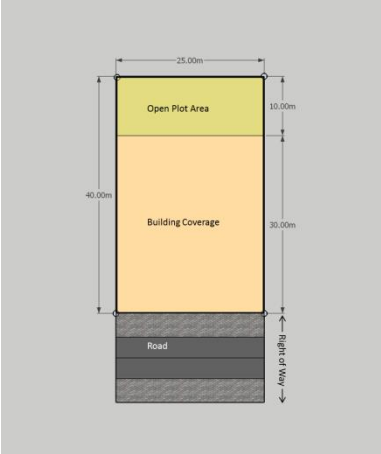
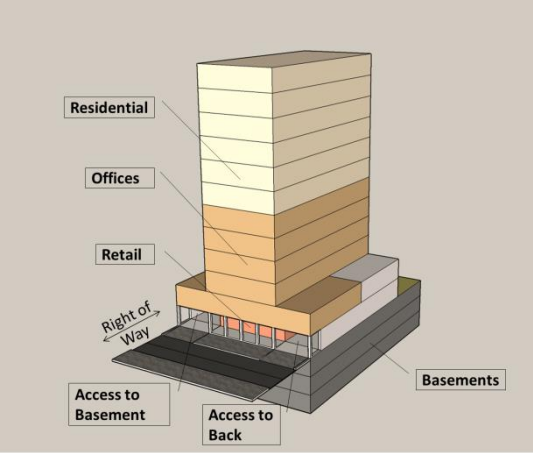
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Required	Optional
Maximum number of floors	1	9	9

Floor Area Ratio		
FAR	Maximum	4.40
Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	3 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Height	Leading Use	Building Typology
MU2	**G+10**	Office	Podium & Tower
Informative sketches			
			
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Required	Optional
Maximum number of floors	1	10	10
Floor Area Ratio			
FAR		Maximum	4.80
Podium / Ground Floor			
Number of Podiums (minimum one floor)		Maximum	3
Required Ground Floor Use			Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors		Minimum	6 m
		Maximum	n/a
Arcade Depth (if required by Active Frontage)		Minimum	3 m
Arcade Height and Design (if required by Active Frontage)			Refer to Zoning Plan and frontage table

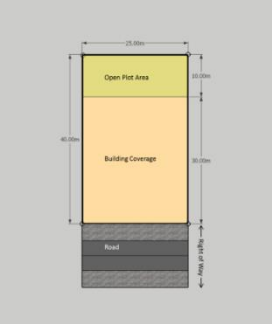
* Retail is optional unless required by Active Frontage.

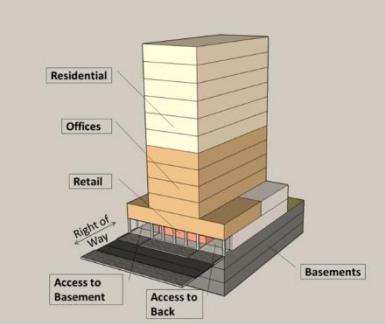
Typology			
Zone Code	Height	Leading Use	Building Typology
MU2	**G+11**	Office	Podium & Tower
Informative sketches			
			
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Required	Optional
Maximum number of floors	1	11	11
Floor Area Ratio			
FAR		Maximum	5.20
Podium / Ground Floor			
Number of Podiums (minimum one floor)		Maximum	3
Required Ground Floor Use			Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors		Minimum	6 m
		Maximum	n/a
Arcade Depth (if required by Active Frontage)		Minimum	3 m
Arcade Height and Design (if required by Active Frontage)			Refer to Zoning Plan and frontage table

* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU2-Al Sadd TC	**G+11**	Office	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)*					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower*	Podium	Tower	Podium	Tower
1000 and more		G+11	75%	50%	5.2	0	0	0	6.0	6.0	6.0
800	**999**	G+10	75%	50%	4.8	0	0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	0	0	2.0/0*	3.0	3.0
Below 200		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * as per setback plan / No habitable windows for setback 2.0m.

Use Split – Required Uses and Number of Floors per Use

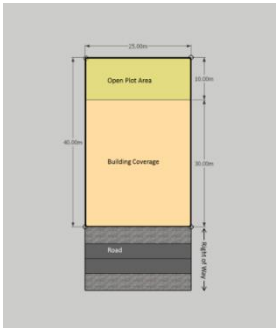
	Retail	Office	Residential
Required uses (minimum 2)	Optional*	Required	Optional
Maximum number of floors	1	11	11

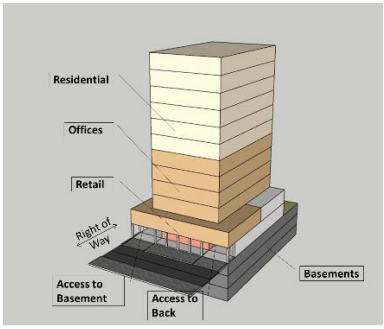
Podium / Ground Floor

Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU2-Najma TC	**G+11**	Office	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)**					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower*	Podium	Tower	Podium	Tower
1000 and more		G+11	75%	50%	5.2	0	3.0	0	4.0	4.0	4.0
800	**999**	G+10	75%	50%	4.8	0	3.0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	3.0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	3.0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	3.0	0	2.0/0**	3.0	4.0
Below 200**		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * 0 front from B ring Rd and Airport St / ** as per setback plan / No habitable windows for setback 2.0m.

Use Split – Required Uses and Number of Floors per Use

	Retail	Office	Residential
Required uses (minimum 2)	Optional*	Required	Optional
Maximum number of floors	1	11	11

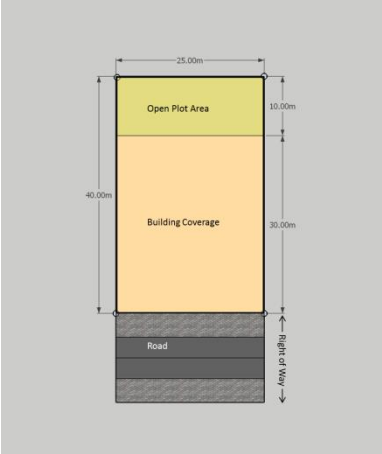
Podium / Ground Floor

Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Height	Leading Use	Building Typology
MU2	**G+12**	Office	Podium & Tower

Informative sketches

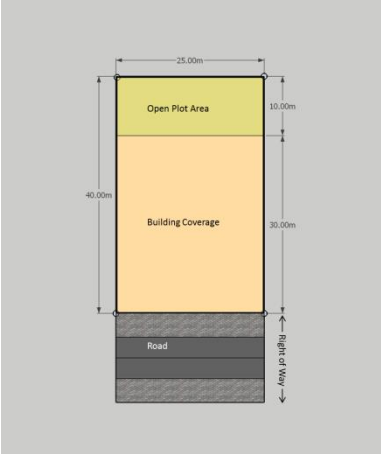


Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m

Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Required	Optional
Maximum number of floors	1	12	12

Floor Area Ratio		
FAR	Maximum	5.60
Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	6 m
	Maximum	n/a
Arcade Depth (if required by Active Frontage)	Minimum	3 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

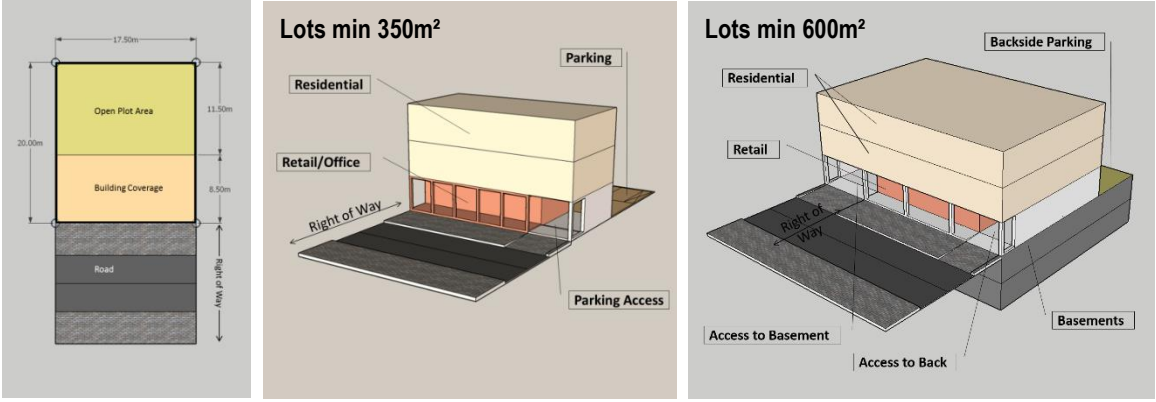
* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Height	Leading Use	Building Typology
MU2	**G+13**	Office	Podium & Tower
Informative sketches			
			
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Required	Optional
Maximum number of floors	1	13	13
Floor Area Ratio			
FAR		Maximum	6.00
Podium / Ground Floor			
Number of Podiums (minimum one floor)		Maximum	3
Required Ground Floor Use			Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors		Minimum	6 m
		Maximum	n/a
Arcade Depth (if required by Active Frontage)		Minimum	3 m
Arcade Height and Design (if required by Active Frontage)			Refer to Zoning Plan and frontage table

* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU3	**G+2**	Residential	Commercial Strip

Informative sketches



Minimum Lot Size for Subdivision

Lot Size	350m²	Lot Width	17.5m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	Office (optional)*	**Residential (required)**
600 and more		G+2	70%	1.9	0	0	6	0 to 1	0 to 1	1 to 2
350	**599**	G+2	70%	1.8	0	0	6	0 to 1	0 to 1	1 to 2
200	**349**	G+2	70%	1.8	0	0	4.5	0 to 1	0 to 1	1 to 2
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	0 to 1	1

* Minimum two uses are required. Residential use is required and at least one additional use – optional retail and/or office.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

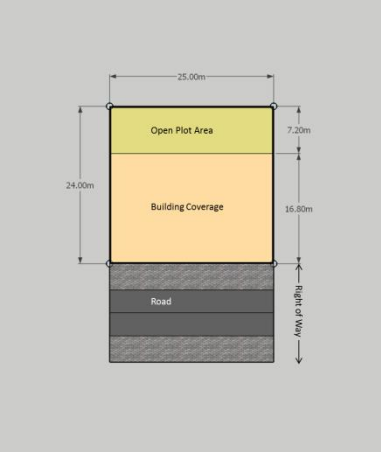
Ground Floor and Arcade Design

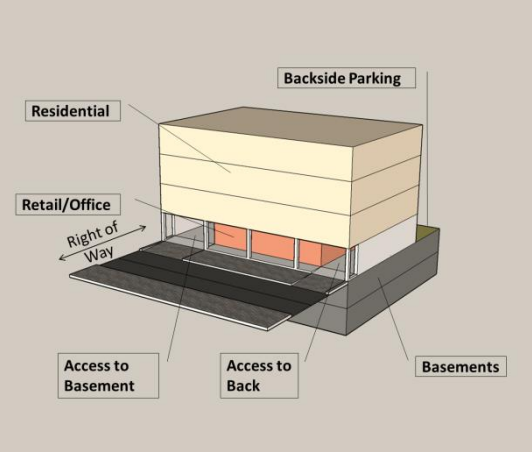
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU3	**G+3**	Residential	Attached Block

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	Office (optional)*	**Residential (required)**
600 and more		G+3	70%	2.5	0	0	6	0 to 1	0 to 1	1 to 3
500	**599**	G+3	70%	2.4	0	0	6	0 to 1	0 to 1	1 to 3
400	**499**	G+3	70%	2.3	0	0	6	0 to 1	0 to 1	1 to 3
300	**399**	G+3	70%	2.2	0	0	5	0 to 1	0 to 1	1 to 3
200	**299**	G+3	70%	2.1	0	0	4.5	0 to 1	0 to 1	1 to 3
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	0 to 1	1

* Minimum two uses are required. Residential use is required and at least one additional use – optional retail and/or office.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

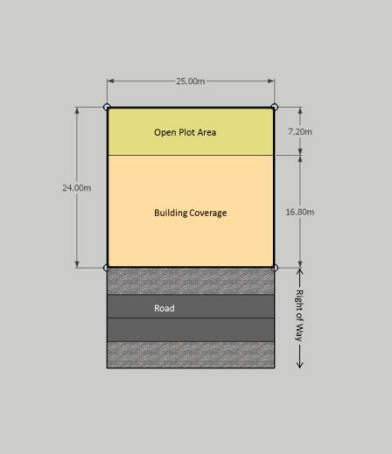
Ground Floor and Arcade Design

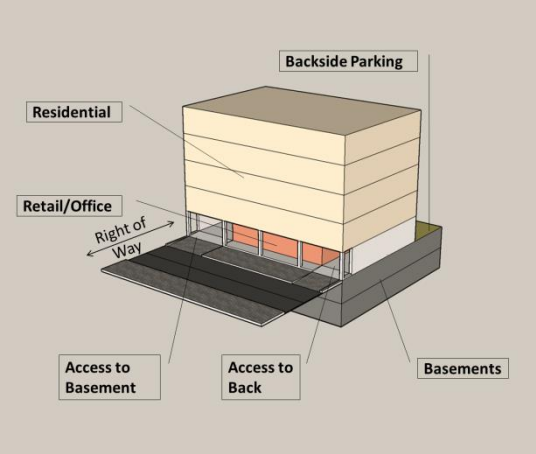
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU3	**G+4**	Residential	Attached Block

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	Office (optional)*	**Residential (required)**
600 and more		G+4	70%	3.1	0	0	6	0 to 1	0 to 1	1 to 4
500	**599**	G+4	70%	2.8	0	0	6	0 to 1	0 to 1	1 to 4
400	**499**	G+4	70%	2.6	0	0	6	0 to 1	0 to 1	1 to 4
300	**399**	G+4	70%	2.4	0	0	5	0 to 1	0 to 1	1 to 4
200	**299**	G+4	70%	2.1	0	0	4.5	0 to 1	0 to 1	1 to 4
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	0 to 1	1

* Minimum two uses are required. Residential use is required and at least one additional use – optional retail and/or office.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

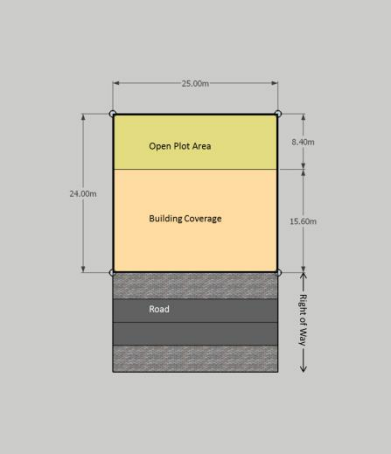
Ground Floor and Arcade Design

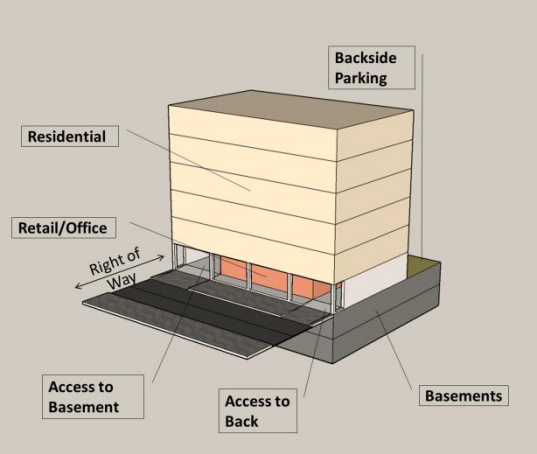
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU3	**G+5**	Residential	Attached Block

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	Office (optional)*	**Residential (required)**
600 and more		G+5	65%	3.5	0	0	6	0 to 1	0 to 1	1 to 5
500	**599**	G+5	65%	3.1	0	0	6	0 to 1	0 to 1	1 to 5
400	**499**	G+5	70%	2.9	0	0	6	0 to 1	0 to 1	1 to 5
300	**399**	G+5	70%	2.5	0	0	5	0 to 1	0 to 1	1 to 5
200	**299**	G+4	70%	2.1	0	0	4.5	0 to 1	0 to 1	1 to 4
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	0 to 1	1

* Minimum two uses are required. Residential use is required and at least one additional use – optional retail and/or office.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

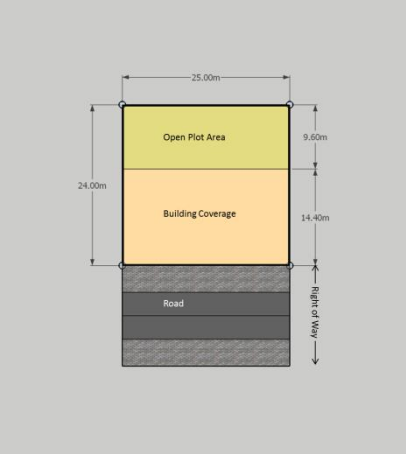
Ground Floor and Arcade Design

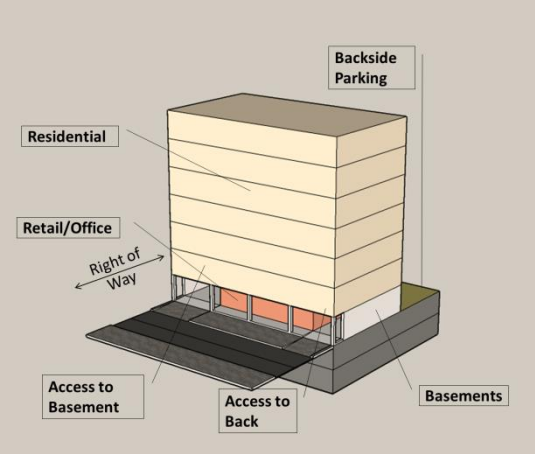
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU3	**G+6**	Residential	Attached Block

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	Office (optional)*	**Residential (required)**
600 and more		G+6	60%	3.8	0	0	6	0 to 1	0 to 1	1 to 6
500	**599**	G+6	65%	3.1	0	0	6	0 to 1	0 to 1	1 to 6
400	**499**	G+6	70%	2.9	0	0	6	0 to 1	0 to 1	1 to 6
300	**399**	G+5	70%	2.5	0	0	5	0 to 1	0 to 1	1 to 5
200	**299**	G+4	70%	2.1	0	0	4.5	0 to 1	0 to 1	1 to 4
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	0 to 1	1

* Minimum two uses are required. Residential use is required and at least one additional use – optional retail and/or office.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

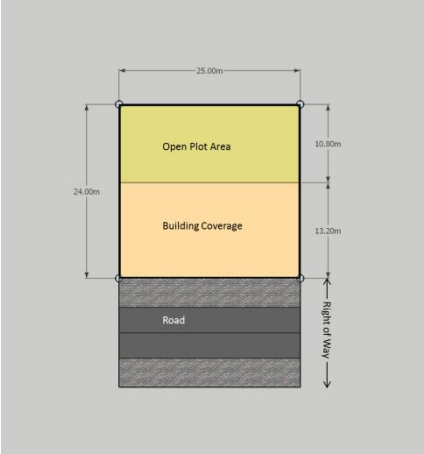
Ground Floor and Arcade Design

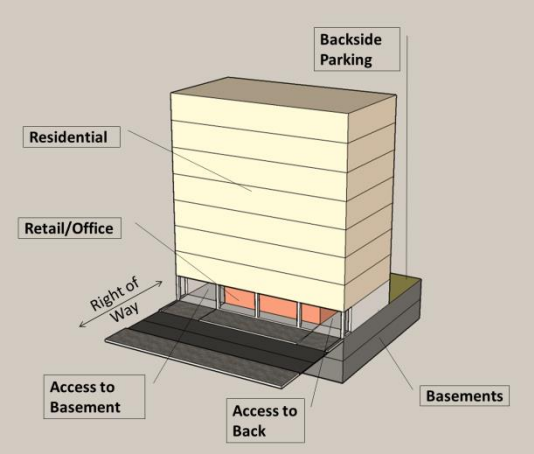
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU3	**G+7**	Residential	Attached Block

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	600m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)			Setbacks (meters, minimum)			Number of Floors per Use (minimum-maximum)*		
From	To	Building Height	Building Coverage	FAR	Front	Side	Rear	Retail (optional)*	Office (optional)*	**Residential (required)**
600 and more		G+7	55%	4.0	0	0	6	0 to 1	0 to 1	1 to 7
500	**599**	G+6	60%	3.1	0	0	6	0 to 1	0 to 1	1 to 6
400	**499**	G+6	65%	2.9	0	0	6	0 to 1	0 to 1	1 to 6
300	**399**	G+5	70%	2.5	0	0	5	0 to 1	0 to 1	1 to 5
200	**299**	G+4	70%	2.1	0	0	4.5	0 to 1	0 to 1	1 to 4
Below 200**		G+1	75%	1.2	0-6**	0	3	0 to 1	0 to 1	1

* Minimum two uses are required. Residential use is required and at least one additional use – optional retail and/or office.

** Lots below 200m² are subject to additional regulations and guidelines that are provided in general regulations.

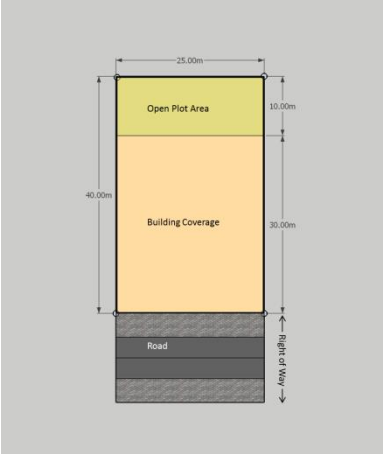
Ground Floor and Arcade Design

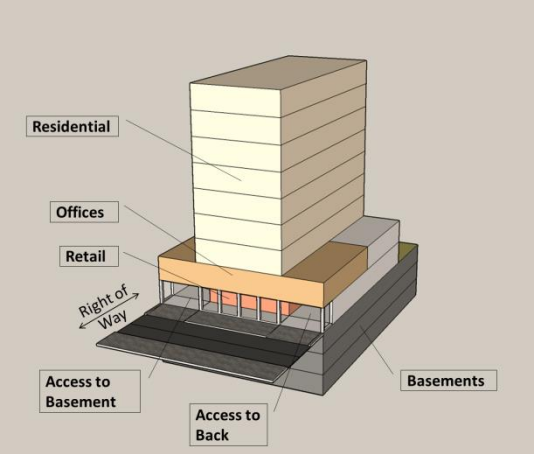
Required Ground Floor Use		Retail*** or Office
Retail/Office Depth in Ground Floor	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

*** Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Height	Leading Use	Building Typology
MU3	**G+8**	Residential	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m

Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Optional	Required
Maximum number of floors	1	1	8

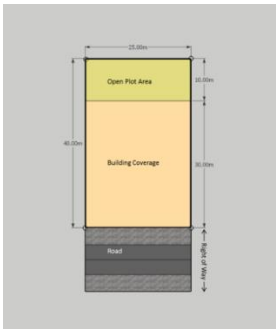
Floor Area Ratio		
FAR	Maximum	4.00
Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	3 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

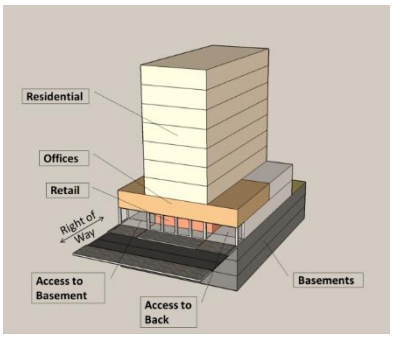
* Retail is optional unless required by Active Frontage.

Typology

Zone Code	Maximum height	Leading Use	Building Typology
MU3-Al Sadd TC	**G+8**	Residential	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)*					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower*	Podium	Tower	Podium	Tower
1000 and more		G+8	75%	50%	4.0	0	0	0	6.0	6.0	6.0
800	**999**	G+8	75%	50%	4.0	0	0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	0	0	2.0/0*	3.0	3.0
Below 200		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * as per setback plan / No habitable windows for setback 2.0m.

Use Split – Required Uses and Number of Floors per Use

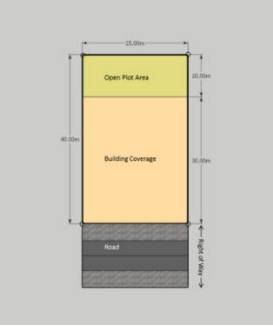
	Retail	Office	Residential
Required uses (minimum 2)	Optional*	Optional	Required
Maximum number of floors	1	1	8

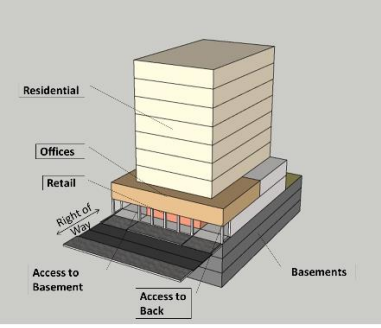
Podium / Ground Floor

Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU3-Najma TC	**G+8**	Residential	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)**					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower*	Podium	Tower	Podium	Tower
1000 and more		G+8	75%	50%	4.0	0	3.0	0	4.0	4.0	4.0
800	**999**	G+8	75%	50%	4.0	0	3.0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	3.0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	3.0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	3.0	0	2.0/0**	3.0	4.0
Below 200**		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * 0 front from B ring Rd and Airport St / ** as per setback plan / No habitable windows for setback 2.0m.

Use Split – Required Uses and Number of Floors per Use

	Retail	Office	Residential
Required uses (minimum 2)	Optional*	Optional	Required
Maximum number of floors	1	1	8

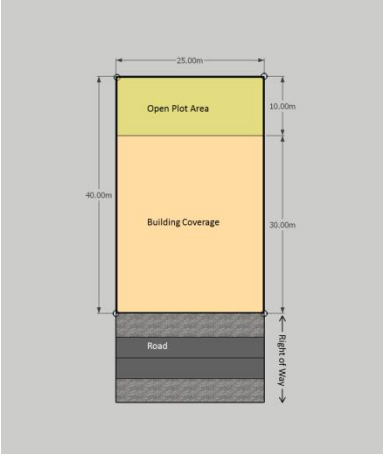
Podium / Ground Floor

Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Height	Leading Use	Building Typology
MU3	**G+9**	Residential	Podium & Tower

Informative sketches

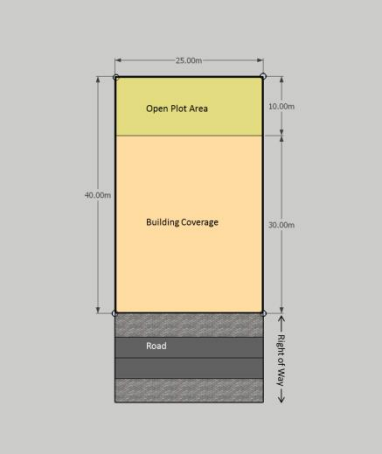
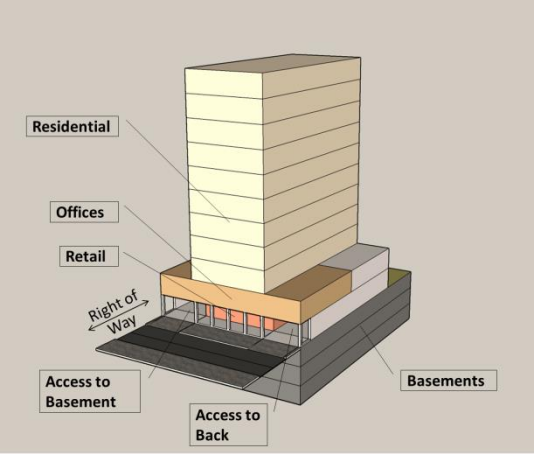


Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m

Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Optional	Required
Maximum number of floors	1	1	9

Floor Area Ratio		
FAR	Maximum	4.40
Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	3 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

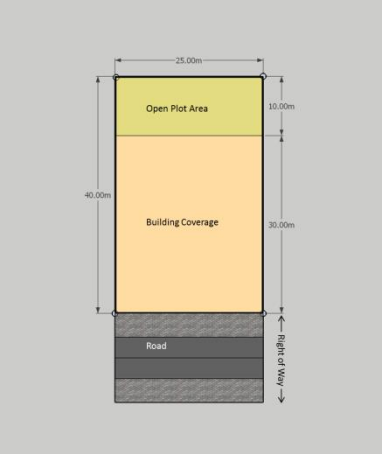
* Retail is optional unless required by Active Frontage.

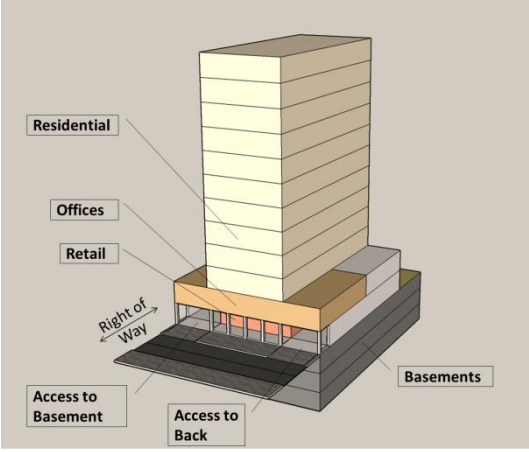
Typology			
Zone Code	Height	Leading Use	Building Typology
MU3	**G+10**	Residential	Podium & Tower
Informative sketches			
			
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Optional	Required
Maximum number of floors	1	1	10
Floor Area Ratio			
FAR		Maximum	4.80
Podium / Ground Floor			
Number of Podiums (minimum one floor)		Maximum	3
Required Ground Floor Use			Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors		Minimum	n/a
		Maximum	12 m
Arcade Depth (if required by Active Frontage)		Minimum	3 m
Arcade Height and Design (if required by Active Frontage)			Refer to Zoning Plan and frontage table

* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Height	Leading Use	Building Typology
MU3	**G+11**	Residential	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m

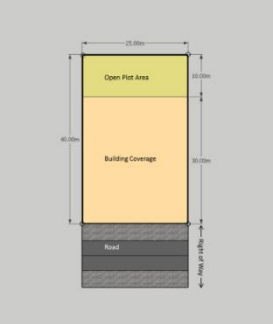
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Optional	Required
Maximum number of floors	1	1	11

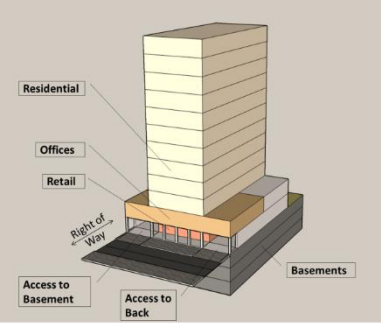
Floor Area Ratio		
FAR	Maximum	5.20
Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	3 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU3-Al Sadd TC	**G+11**	Residential	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision

Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)*					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower*	Podium	Tower	Podium	Tower
1000 and more		G+11	75%	50%	5.2	0	0	0	6.0	6.0	6.0
800	**999**	G+10	75%	50%	4.8	0	0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	0	0	2.0/0*	3.0	3.0
Below 200		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * as per setback plan / No habitable windows for setback 2.0m.

Use Split – Required Uses and Number of Floors per Use

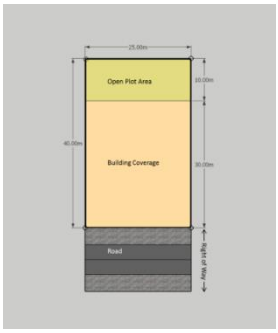
	Retail	Office	Residential
Required uses (minimum 2)	Optional*	Optional	Required
Maximum number of floors	1	1	11

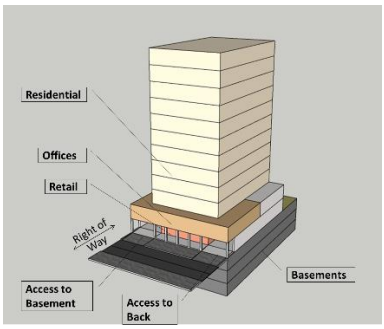
Podium / Ground Floor

Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

Typology			
Zone Code	Maximum height	Leading Use	Building Typology
MU3-Najma TC	**G+11**	Residential	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m

Required Parameters Depending on the Lot Size

Lot size (m²)		Parameters (maximum)				Setbacks (meters, minimum)**					
From	To	Building Height	Building Coverage		FAR	Front		Side		Rear	
			Podium	Tower		Podium	Tower*	Podium	Tower	Podium	Tower
1000 and more		G+11	75%	50%	5.2	0	3.0	0	4.0	4.0	4.0
800	**999**	G+10	75%	50%	4.8	0	3.0	0	3.0	4.0	4.0
600	**799**	G+8	75%	55%	4.0	0	3.0	0	3.0	4.0	4.0
400	**599**	G+6	75%	60%	3.5	0	3.0	0	3.0	4.0	4.0
200	**399**	G+4	75%	65%	2.4	0	3.0	0	2.0/0**	3.0	4.0
Below 200**		G+1	75%	75%	1.2	0	n/a	0	n/a	3.0	n/a

Setbacks: * 0 front from B ring Rd and Airport St / ** as per setback plan / No habitable windows for setback 2.0m.

Use Split – Required Uses and Number of Floors per Use

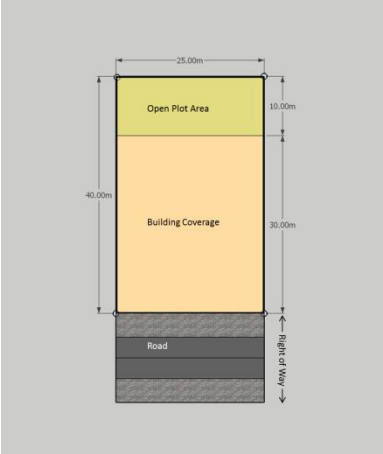
	Retail	Office	Residential
Required uses (minimum 2)	Optional*	Optional	Required
Maximum number of floors	1	1	11

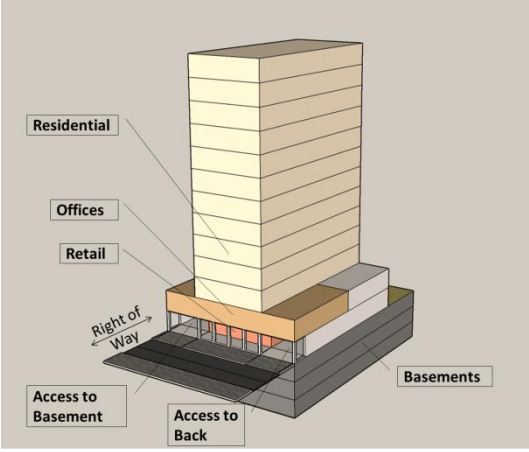
Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	2 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Height	Leading Use	Building Typology
MU3	**G+12**	Residential	Podium & Tower

Informative sketches





Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%

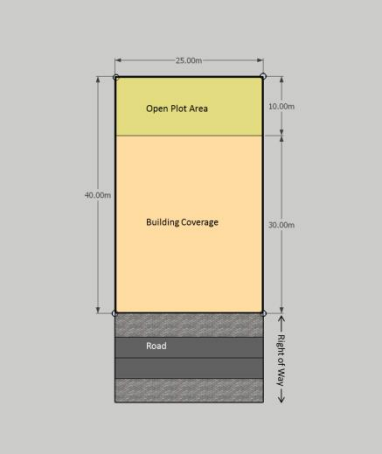
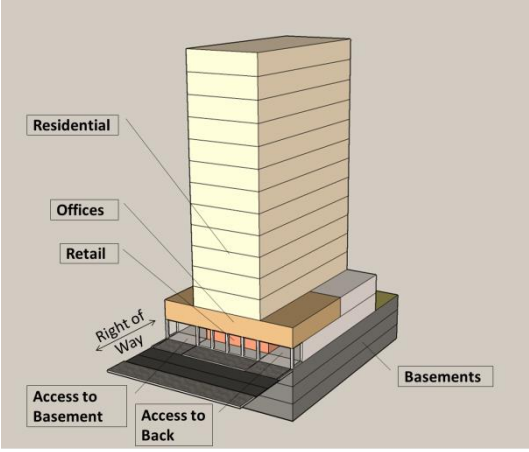
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m

Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Optional	Required
Maximum number of floors	1	1	12

Floor Area Ratio		
FAR	Maximum	5.60

Podium / Ground Floor		
Number of Podiums (minimum one floor)	Maximum	3
Required Ground Floor Use		Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors	Minimum	n/a
	Maximum	12 m
Arcade Depth (if required by Active Frontage)	Minimum	3 m
Arcade Height and Design (if required by Active Frontage)		Refer to Zoning Plan and frontage table

* Retail is optional unless required by Active Frontage.

Typology			
Zone Code	Height	Leading Use	Building Typology
MU3	**G+13**	Residential	Podium & Tower
Informative sketches			
			
Minimum Lot Size for Subdivision			
Lot Size	1000m²	Lot Width	25m
Maximum Building Coverage per Lot			
Podium	75%	Tower	50%
Minimum Setbacks			
Podium		**Tower**	
Front	0 m	Front	0 m
Side	0 m	Side	6 m
Rear	6 m	Rear	6 m
Use Split – Required Uses and Number of Floors per Use			
	Retail	**Office**	**Residential**
Required uses (minimum 2)	Optional*	Optional	Required
Maximum number of floors	1	1	13
Floor Area Ratio			
FAR		Maximum	6.00
Podium / Ground Floor			
Number of Podiums (minimum one floor)		Maximum	3
Required Ground Floor Use			Retail* or Office
Retail/Office Depth in Ground Floor and Podium Floors		Minimum	n/a
		Maximum	12 m
Arcade Depth (if required by Active Frontage)		Minimum	3 m
Arcade Height and Design (if required by Active Frontage)			Refer to Zoning Plan and frontage table

* Retail is optional unless required by Active Frontage.

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SCZ

2.4. Special Centre Zone

SPECIAL CENTRE ZONE LAND USE REGULATIONS
MASTER PLAN DEVELOPMENT APPROVAL
The developer shall submit to the Ministry of Municipality (MM) a Master Plan application worked on in coordination and cooperation with MME and relevant stakeholders. The Master Plan application shall be in accordance with the guidelines with Vol 2 of the MSDPs

Purpose

The Special Centre Zone applies to sites within the designated Centres that due to their size or multifaceted nature require either further study or intervention to establish a comprehensive framework for the provision and arrangement of future land uses. This may be through subdivisions, new development or redevelopment coordinated through a master planning process and implantation strategy.

The purpose of the Special Centre Zone is to provide for a mixture of retail, business, residential, community facilities, open space, tourist accommodation, personal services and entertainment opportunities along with associated infrastructure in a managed and phased manner.

The Special Centre Zone will establish through master planning the method for the development of that zone, in accordance with MME requirements.

Key Objectives

Key Objectives

- To put in place methods of delivery to reflect the centre vision and objectives.
- To promote coordination and cooperation with developers on adjacent lots.
- To promote coordination and cooperation with developers and relevant agencies.
- Promote highly active pedestrian friendly mixed use developments.
- Promote complementary mixed use developments that includes integrated infrastructure, open space and public facilities.
- To ensure development and complementary infrastructure is appropriately planned and phased.

General Objectives

- Improve the visual and environmental character of the locality.
- Plan and design mixed use developments with densities reflecting Transit Oriented Development objectives.

- **Promote building typologies that meet the desired future character of the zone and the role and function of the centre.**
- **Promote housing choices inside mixed use zone which also meet the planned target population densities for the precinct.**
- **Provide good urban design outcomes in terms of the siting, form and appearance of built form and associated facilities including landscaping, public art and amenity, car parking, storage and service areas.**
- **Reinforce the importance of active frontages between public and private places to achieve an active, interesting and enjoyable precinct and quality pedestrian experiences.**
- **Create an efficient and sustainable urban environment which achieves a diversity of living, working, shopping, socializing and recreation opportunities within the zone.**
- **Enhance the pleasant character, image and amenity of the zone through quality development and staged improvement of the streetscape and public areas within the zone.**

Site Objectives

- **Develop processes to ensure the delivery of the right development at the right time on sites which are:**
  - **suitable for the intended purpose,**
  - **compatible with strategic and zoning planning intentions for the locality,**
  - **clearly demonstrate a need for the development and an economic feasibility**
  - **can be supplied by essential infrastructure services, and**
  - **not leading to competition with adjoining centres or an oversupply of retail activities.**
- **Ensure proper utilisation of the land through appropriate consolidation or amalgamation of lots in order to achieve minimum lots sizes which meet the development objectives of the zone and centre precinct.**
- **Use consolidation of land to minimise the occurrence of isolated lots that do not meet minimum lot size requirements**
- **Ensure that site development does not over utilise the site and maintains an adequate curtilage which respects neighbouring buildings and public open spaces.**
- **Provide on-site car parking spaces according to the required standard,**
- **Ensure vehicular access to the site complies with the required design standards and minimizes intrusion on public areas and the street environment.**
- **Development setbacks and separation from adjoining land uses must reflect the impacts of development bulk, height and intensity to minimize adverse impacts on the amenity of adjoining land uses, buildings and the streetscape, with design, siting construction and street treatment to minimizing the visual impacts of the development and enhancing the street level amenity for pedestrians**
- **Provide safe and efficient vehicular access, a level of parking appropriate to the role and function of the centre, and manoeuvring and loading of service vehicles, to ensure the safety of the public, and the free flow of traffic in the locality.**

Building Design Objectives

- **Ensure future development is:**
  - **sympathetic in design, scale, mass and environmental character of the neighbourhood, surrounding developments, and the role and purpose of Mixed Use development**
  - **building height, size, and mass generally in keeping with the vision statement of the centre.**
  - **the external appearance of the development is reflective of the desired urban character of the area, and clearly defines streets, street corners and public spaces**
  - **occupants within the development have access to sufficient amenities, including light and ventilation);**
  - **that the development has appropriate regard to the street and the surrounding public domain.**
- **Promote high quality residential development that maintains adequate privacy and amenity to occupants.**

Require a high standard of design and external appearance, with careful consideration given to building scale, bulk, articulation, siting and materials, in order to enhance the character and amenity of the locality in keeping with its role and function of the centre The purpose of the facilities co-location overlay is to identify sites that due to their location and size would benefit from the cooperation of sharing and clustering of related facilities.

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2.5. Facilities Co-Location Overlay

FCLO

Purpose

National government promotes the sharing and clustering of facilities, through the urban centre.

The clustering of facilities creates opportunities for facility multi-use, sharing and should result in land savings and trip reductions. Also important is the contribution that this type of investment can make to creating islands of development and structure for city and town buildings. The successful sharing between departments/multi-use of buildings is largely dependent on excellence in design and management and also requires cooperation and joint financial planning between the departments that form part of the multi-purpose centre / cluster and may therefore share buildings.

The purpose of the facilities co-location overlay is to identify sites that due to their location and size would benefit from the cooperation of sharing and clustering of related facilities.

Key Objectives

Key Objectives

- **To promote co-location of essential facilities such as community facilities and open space**
- **To Promote coordination of different stakeholders in the provision of co-located facilities**
- **To promote the efficient use of land by providing complementary facilities**
- **To put in place methods of delivery and management of the co-located facilities to reflect the centre vision and objectives.**
- **To promote coordination and cooperation between departments**
- **Promote highly active pedestrian friendly coordinated public facilities**
- **To ensure development and complementary infrastructure is appropriately planned and phased**
- **Promote facilities which enable shared uses and less car usage**
- **Promote sustainable developments**

General Objectives

- **Improve the visual and environmental character of the locality.**
- **Promote building typologies that meet the desired future character of the centre**
- **Provide good urban design outcomes in terms of the siting, form and appearance of built form and coordinated facilities including community facilities, open space, sport and car parking**
- **Reinforce the importance of active frontages between public and private places to achieve an active, interesting and enjoyable precinct and quality pedestrian experiences**

Site Objectives

- **Develop processes to ensure the delivery of the right development at the right time on sites which are:**
- **suitable for the intended purposes,**
- **compatible with strategic and zoning planning intentions for the locality,**
- **Provide safe and efficient vehicular access, a level of parking appropriate to the uses and manoeuvring and loading of service vehicles, to ensure the safety of the public, and the free flow of traffic in the locality.**

Building Design Objectives

- **Ensure future development is:**
- **sympathetic in design, scale, mass and environmental character of the neighbourhood, surrounding developments, and the role and purpose of centre**
- **The uses are appropriate to the role and function of the public facility**
- **building height, size, and mass generally in keeping with the vision statement of the centre.**
- **the external appearance of the development is reflective of the desired urban character of the area, and clearly defines streets, street corners and public spaces and**
- **that the development has appropriate regard to the street and the surrounding public domain.**

LAND USE TABLE		
PERMITTED	**CONDITIONAL**	**PROHIBITED**
Community facilities as outlined in the appropriate zone regulations?	Community facilities	
Open space and recreation as outlined in the appropriate zone regulations?	Open space and recreation	
Sports facilities as outlined in the appropriate zone regulations?	Sports facilities	
Car parking	Car parking	

ASSESSMENT GUIDELINES FOR CONDITIONAL DEVELOPMENT APPLICATIONS FOR THE CO LOCATION OF PUBLIC FACILITIES OVERLAY

In assessing co location of a building or site in relation to its possible development, redevelopment or adaptive use, the following matters will be taken into consideration. These matters must also be taken into account by the proponent when preparing a development proposal for approval:

- Identification of coordinated facilities
- Reference to the implementation strategy for the Centre
- Coordination with relevant agencies
- Establishing a working party/committee
- Development of a management and implementation plan

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3.0. Centre Specific Plans and Regulations

3.1. Introduction

Orientation

The following section addresses the Centre Plans (by Municipality) to show the rational of how each particular Centre was formulated. Each Municipality documents provides:

- General description for the approach
- Challenges for development ,
- Vision for the Centre inspired from the Municipality Spatial Development Plans ,
- Objectives, and
- Development Strategies (spatial structure, land-use & density, movement, built form, open space & public realm, community facility, environment, and infrastructure)

This lead to the production of 'Zoning Proposal and Building Heights Plans'; from which the land use budget and population forecast were extracted and exchanged with the service providers and utility agencies to give their requirements on the plans.
Following that sequence, and in order to obtain a direct and easy way to assess the development applications and convey the zoning regulations precisely; a combined 'Zoning Plan' and 'Building Heights Plan' was produced.

The centres are all unique in terms of their existing and proposed land use pattern and as such the zoning as identified within Volume 2 was not considered the appropriate method to develop these centres. On this basis 2 new zones particular to the requirements for the centres were established namely the 'Special Centre Zone' (SCZ)and the 'Mixed Use Zone(MU).

The mixed use zone identifies sites that appropriate for mixed use in the form of MU1, MU2 and MU3. These sites would be less complex and would be dealt with by way of preliminary and detailed application route.

The SCZ identified sites that either contained large Lots, a metro station or other sites that there was a need for intervention. These sites would have an implementation strategy and would be dealt with by way of a master plan application

The centres also include zones for 'community facilities' and 'open space' the regulations for which are included within Volume 2 of the MSDPs. However the production of the centres also introduced a requirement to co-locate facilities such as community facilities , open space and car parking and these will be dealt with by way of an overlay."

Each Centre's package comprises of:

(1) Executive Summary

(2) Zoning Plan

(3) Land Use Budget

(4) Population Forecast

The elements of the Zoning Regulations

Each centre contains a plan which provides details of the permitted zone and height.

A. The mixed use regulations zones contain a 'table' which contains the following information:

a) Zoning Code (explained in both general regulations and definitions)
b) Leading Use (if the lot is within mixed use category)
c) Building Height (the maximum allowed)
d) Minimum Lot Size (addressed in square meters) that comply with this regulation
e) Minimum Lot Width (addressed in meters) that comply with this regulation
f) Building Typology (the principle of massing on the lot that should be followed)
g) Building Coverage (whether podium if any, or building)
h) Building Setbacks from all sides (m.) and this applies to podiums (if any) and buildings
i) FAR (Floor Area Ratio)
j) Gross Floor Area (GFA) split in case of mixed use categories (where the retail, offices, and residential are determined by minimum or maximum percentage usage)
k) Number of Podiums allowed

B. The Special Centre Zone Regulations contain:

a) Zoning Code (explained in both general regulations and definitions)
b) Building Height (the maximum allowed)
c) The requirement to submit a master plan

C. The facilities co-location overlay

a) Zoning Code (explained in both general regulations and definitions)
b) The co-location uses
c) Building heights
d) Co-location strategy and methodology

3.2. Centre plans in Al Doha Municipality

The Centres under Doha Municipality are:

- Al Sadd Town Centre
- Al Matar Town Centre
- Gharrafa Town Centre
- Najma District Centre
- Umm Ghuwailina District Centre
- Rawdat Al Khail District Centre
- Freej Al Khulaib District Centre
- Nuaija District Centre

The Gharrafa Town Centre is located in both Doha Municipality and Al Rayyan Municipality

3.2.1. Al Sadd Town Centre

Introduction

The future development of Al Sadd Town Centre is an opportunity to achieve the goals of the Qatar National Master Plan (QNMP) through the development of a modern successful transit oriented development that will establish and lead development inside the Greater Doha Metropolitan area. The development of a district Centre in Al Sadd came about through the development of the Al Doha Municipality Spatial Development Plan (MSDP), wherein, a future town Centre was identified along Al Sadd Street between Suhaim Bin Hamad (C-Ring) and Jawaan Street. The principles behind this town Centre is a transit oriented development that promotes a compact city model supported by housing and community facility that manages urban growth, foster vibrant communities and provide economic vitality and high quality living. Strong, diverse regional employment opportunities supported by walkable access to schools, shops, daily social needs and services are also envisaged.

Key challenges

The key challenges for the future development in Al Sadd to meet its key roles are:

- A complementary role to West Bay and Doha Downtown
- A home for office and commercial development, to include a number of international hotels and multi-national companies.
- A residential role for Doha City. Al Sadd area is an extension of high density living designated in the city downtown, extending beyond C-Ring Road
- A vibrant mixed use core Centred on the metro stations and connected via a highly active main street boulevard.
- A Centre integrated with surrounding mega projects and key community infrastructure.
- A built form that recognises the mixed use nature of the Centre and promotes high quality high density living in the surrounding neighbourhoods.
- Community facilities that serves the catchment and are connected to the residential neighbourhoods via a highly developed pedestrian network.

Vision

To enhance Al Sadd's vitality and importance as a vibrant hub and create a pleasurable urban environment for residents, workers and visitors

Key objectives

Objective 1 - Spatial Structure

- The Al Sadd Town Centre is one of five town Centres identified in the Doha Municipality Spatial Development Plan (MSDP) that will complement the Capital City Centre by serving catchments of sub-regional significance, through the accommodation of key employment concentrations of business, services and comparison and major convenience retail functions. The guiding principle for the Al Sadd Town Centre is ensuring that development is focused around people. The basic urban elements that ensure a high quality of life for all residents are: environment; community; open space; movement; activities and place.

- The Al Sadd Town Centre promotes a high density mixed use core, Centred on two metro station stations. Walkability to the metro stations underpins the TOD principle by focusing medium and higher density activities around the commercial core with high capacity, high public transport facilities and services, optimizing accessibility and economies of scale and reducing the need to travel by car.

- The Town Centres are defined by layers of density and land use activities radiating outwards from the commercial core. District Centres serve the communities daily and weekly needs and are within a walkable catchment. The design and patterns of land uses for each Centre will be in keeping with the community that they support. The Al Sadd Town Centre will provide a secondary town-wide administrative focus accommodating district or branch offices of both Government and private-sector facilities, and cultural and entertainment facilities of city-wide

significance. Walkability and pedestrian movement through the town Centre promotes a liveable Centre, where work, recreation, living and community exist and integrate with each other.

- Al Sadd is an existing Centre in the urban structure of the city. However by 2017 the Centre will need to be regenerated to ensure that the form and function of the Centre meet the requirements of a town Centre as prescribed by the Qatar National Development Framework and satisfy the needs of the population forecasts for residents and workers.

Objective 2 - Land Use

- Existing land uses within Al Sadd do not delineate a clear Centre structure. Corridor development along Al Sadd Street is encouraged however the type and form of the commercial land uses are not clearly allocated. The relationship of the eastern (C-Ring) and western (Jawaan Street) gateways to the town Centre precinct are unclear in the existing land use structure. Both ends compete with each other and have little clear connection or overall unity as a single Centre. Enhance the role of Al Sadd Town Centre by designating proper type and form of commercial land uses on the primary blocks along the main streets, the area around transits, and also along Suhaim Bin Jassim street.

- Clarify and enhance the relationship and integration of the primary commercial areas into the residential neighbourhoods.. Primary movement networks have largely been ignored as areas for increased non-residential activity; in addition the transition area from the commercial areas into the residential areas is sudden. There is no clear transition from residential to commercial in the current land use structure.
- Provision of community facilities with quantity, quality, catchment that meet the needs and demands of Al Sadd communities.
- Provision of required civic spaces and community facilities inside the Centre core

Objective 3 - Development Density

- Improve the existing physical urban capacity around the proposed metro Centres to support the intended use of the metro rail station as a transit oriented development anchored by retail, office and high density housing.
- To alter densities through the development of new regulations and design controls that improve built form and residential amenity and reduce overall densities without detrimentally affecting total development capacity. Currently the density under the General Zoning control is very high compared to the target set by the Qatar National Development Framework (QNDF).

Objective 4 - Movement

- Enhance the role of Al Sadd Street a transport corridor within the current road hierarchy. Its design and current role is directly opposed to it being suitable as a main street of a town Centre.
- Improve the connectivity and accessibility across the Town Centre in line to the service of wo metro Stations along Al Sadd Street. The Western Station is part of the Gold Line and forms Phase 1 of the metro rail program. The Eastern Station is a dual line station located on the intersection of the Gold Line and Blue Line. The Gold Line is part of Phase 1 and the Blue line is Phase 2.
- Improve the role of public transportto well-serve the entire Town Centreas private vehicles are currently the most used form of transport.
- Improve the permeability quality of the Town Centre. There is no pedestrian network in the area. Streets do not have footpaths and permeability is restricted by the current block formation.Pedestrian access across the surrounding primary road corridors is limited.
- Pedestrian access across the surrounding primary road corridors is limited.
- Improve the parking regime across the Town Centre. Currently, on street car parking dominates the streetscape. Buildings fail to provide sufficient on-site parking to meet their own needs. In addition, allocation of car parking spaces needs to be identified, including a strategy for long term co-sharing of car parking spaces amongst facilities

Objective 5 - Built Form

- Provide more option of robust building typologies that fit to densities and characters of the Town Centre. Promote the building placement that closer to the streets, to ensure all the buildings define and do not undermine the streets and other form of public realm.
- Govern and set the proper dimensions of lot in relations to their building typologies.
- Govern the relationship between residential properties and the public realm to ensure the vitality and surveillance across the Town Centre.
- Govern the animation amongst buildings, and between buildings and the public realm to guarantee the viability of the Town Centre as well as to ensure the privacy of the residents

Objective 6 -Open Space and Public Realm

- Provide sufficient and thriving public open space in the town Centre.
- Address the shortfall in community facilities.
- Address the shortage of mosques within the Town Centre. Additional mosques are required to meet the needs of the catchment

Objective 7 - Community Facility

- Provide for co-location of community facilities inside mixed use developments.
- Provide publicly open spaces at the major locations and transit points.

Objective 8 - Environment

- Create an environmental friendly initiatives to improve the quality of life of this current high density area.
- Ensure that the future development should adhere to energy efficiency ratings (QSAS).
- Environmentally-conscious development in every aspect of the Town Centre development. For instance, public realm should consider native plant species as well as meaningful water sensitive urban design initiatives into design outcomes.

Objective 9 - Utility and Infrastructure

- Integrate the utility and infrastructure development. Future land allocation for utility and infrastructure needs a close consultation with service providers.
- Address the shortage of utility and infrastructure facilities in a sensible manner without undermining the built form character and the public realm of the Town Centre

Key development strategies

1. Spatial Structure (SS) Strategy

- Clearly define the structure and hierarchy of the places within the Centre and subsequently set the appropriate roles in order for each entity to complement each other and to avoid unnecessary business competition amongst the places
- Optimising the role of the primary blocks along the main streets and the around the transit, by setting a proper regulation that governs the appropriate sizes, land use and establishment types
- Develop a Centre core activated by shops, employment and social infrastructure.
- Create a connected-Centre by ensuring all mode of movement network to connect the Centre to other key employment and activity nodes, and movement from the residential neighbourhood to the Centre is convenient, safe and attractive.

2. Land Use (LU) Strategy

Develop the metro rail station as TOD sites:

- There are two proposed metro stations located at the eastern and western ends of Al Sadd Street will be the focus for retail/shopping and employment/office based activities respectively. In order to develop these station sites as TOD developments, a vertical land use mix including high density residential development is proposed.
- Adjoining the metro station sites high density mixed use will be proposed to provide additional residential support to the Centre and the metro rail service.

Develop the eastern gateway to Al Sadd Street as a retail / shopping district:

- The eastern gateway to Al Sadd Street has been identified as the primary retail / shopping Precinct of the town Centre. The focus of this precinct will be to deliver highly activated street and public plazas that are connected via a well-developed and highly attractive pedestrian movement network.
- The focus of this district is retail and entertainment, supported by metro rail and high density residential development. This district should encourage visitors to Al Sadd for their weekly shopping requirements as well as specialised shopping that town Centres provide.
- This precinct will be supported by a Jumaa mosque, a civic plaza (located above the metro rail station), community facilities as well as hotel/leisure developments located on the eastern side of C-Ring.
- The Mixed Use Retail Zone (MU1) is the primary zoning that facilitates this vision.
  Develop the western gateway to Al Sadd Street as an office / employment district:
- The western end of Al Sadd Street has been identified as an office precinct. The focus of this precinct is employment. Office development is the primary land use supported by residential development and small retail offerings located at ground level.
- The office precinct will be based around Al Sadd Station (west) which will provide public transport access directly into the heart of the precinct for workers. Supporting the district will be medium-high residential development on the edges of the precinct; this population will provide additional support to the precinct.
- The Mixed Use Office (MU2) is the primary zoning that facilities this vision.

Al Sadd Street as an active mixed use corridor:

- Al Sadd Street will be a highly active and pedestrianised Street. The primary focus is the activation of the ground floor through appropriate land uses and design as well as the relationship of public and private spaces.
- The proposed zoning for development along Al Sadd Street will deliver this vision through highly activated ground floor uses.

Develop the central core of the town Centre as a focus of mixed use strip along the primary blocks and community facility and mixed use residential zone:

- It is envisaged that this central section be focused on residents and community. The community precinct will be supported by a centralised community facility and open space development located on the northern side of Al Sadd Street. For the southern side, the community facilities will be co-located within mixed use buildings as the availability of government-vacant land is very limited.
- The Community Facility (CF) and Mixed Use Residential (MU3) zonings facilitate this vision for the precinct.

Manage the C-Ring Corridor as a mixed use corridor:

- Development along C-Ring that is located within the boundaries of the town Centre will be zoned for Mixed Use Retail or Mixed Use Office development, and this is synchronised to the existing regulation for Suhaim Bin Jassim Commercial Corridor.

3. Development Density (DD) Strategy

Introduce vertical mix of land uses and ground floor activation:

- The proposed zones across the town Centre facilitate vertical land use mixes inside the built form. In particular a key objective of the land use mix is to activate the ground floor inside the town Centre core so as to vitalise and energise the public realm and provide a high quality relationship between the public and private realms.

Identify proper various densities for the town Centre and residential neighbourhoods that reflect the vision of the Centre and its urban capacity as a TOD:

- The Al Sadd Town Centre Precinct has an estimated residential population of 50,000 persons. The key strategy to delivering this population is through a combination of typologies that facilitate high density and high quality residential development.
- Around the metro stations increase residential densities to 360+ persons per hectare in order to provide the necessary density to activate the transport nodes as TODs.
- Inside the town Centre core achieve a total population in the order of 300 persons per hectare.
- In the surrounding residential neighbourhoods achieve densities in range of 240-300 persons per hectare.

4. Movement and Transport (MT) Strategy

Integrate the metro rail station with the core Centre and surrounding neighbourhoods:

- Metro Rail Station East is located underground below the government land holding on the north-western corner of Al Sadd and C-Ring Road. This station will have direct access to a public civic space/plaza located on the subject site. This Metro station is also connected to the surrounding four corners of the intersection through underground pedestrian tunnels.
- The proposed portals provide opportunity to provide public spaces that activate this intersection.
- Metro Rail Station West is located underground on the northern side of Al Sadd Street. This station connects both sides of Al Sadd Street via a pedestrian underground tunnel.

Identify opportunities for inter modal development:

- The co-ordination of an inter-modal transport node at the two metro stations is not evident in the current QRail proposals. An integration of transport nodes needs to be considered in the design of Al Sadd Street as well as those lots surrounding the station.

Develop a vehicular network that maximises movement through the Centre: through a clearly defined hierarchy of roads and streets:

- Develop a clear street hierarchy for the town Centre precinct.
- Redesign Al Sadd Street as a transit boulevard.
- Introduce traffic calming and shared surface measures to improve pedestrian vehicular conflict.

Identify the needs for car parking in the Centre and identify opportunities for public car parking stations:

- Car parking for the commercial function of the Centre should be accommodated within the individual development. With limited space for parking to be accommodated within lots as the existing nature of lot sizes, it is strongly recommended for the land owner to provide Automated parking System (APS) for greater utilisation and flexibility of the lot to handle issue of privacy, overlooking and also to provide inner-open space.
- Dependent on the outcomes of a parking survey for Al Sadd, the delivery of a public car parking station may be required to offset the loss of on-street parking that currently exists in the front of house service bays. This public car park should be a temporary structure that in time (and when public transport ridership is dominant) can be converted to a public use (i.e. Open space).

Develop a pedestrian and cycle network that connects the Centre with surrounding neighbourhoods, Centres and public transport nodes:

- Localised pedestrian movement should focus on ensuring the residential development can access community facilities.

- Improved permeability can be achieved through incentives of provision of pedestrian path through lots which will enable a block structure that increased pedestrian movement.
- An implementation strategy on pedestrian route will identify land that when redeveloped should accommodate a sikka as part of the final design to ensure pedestrian movement through the site. Land subject to this intervention will require a regulatory framework for their redevelopment.
- Movement across Jawaan Street and Al Rayyan Road should be facilitated through overhead pedestrian bridges.

5. Built Form Strategy (BF) Strategy

Perform a 'perimeter block' approach for all the primary blocks

- Buildings on the primary blocks should be built closer to the main streets;
- Parking should be hidden at the inner blocks, and parking should not undermine the public realm quality

Create a recognisable character for Al Sadd:

- Develop a public realm strategy specific to the Al Sadd town Centre.
- Create character precincts inside the Al Sadd town Centre that define the core and the residential neighbourhoods.

Develop key sites as integrated master planned sites:

- The development blocks identified for the Metro Rail Station boxes are important land mark sites in the future development of Al Sadd. Existing lots within these blocks should be consolidated into a single master planned site to enable best utilisation of the site and efficient movement throughout the sites.
- The existing children health Centre located on the corner of Al Sadd Street and C-Ring is a potential landmark site. It is recommended that this site be developed as a future Jumaa Mosque.
- Existing large vacant lots need to be developed as single master planned sites.
- The implementation strategy plan provides guidance on sites that form future master planned sites.

Facilitate initiatives for land consolidation inside the town Centre to achieve lot sizes that achieve the built form vision:

- Lots consolidation inside the town Centre core are encouraged to ensure that lots are of adequate size to be developed in accordance with the regulations. However this should be initiated by the property owners through Public Private Partnership scheme.
- For exceptionally large lots, it is recommended that land adjustment or subdivision be considered to facilitate pedestrian movement through the site. The implementation strategy plan will guide the required percentage-split of land uses.

Create an identifiable skyline for Al Sadd Street:

- Both the eastern and western gateways will have increased heights above the spine of Al Sadd. It is envisaged that the spine will have a height of G+8 with the eastern and western gateways increasing in height to G+15 and G+12 respectively.

Develop residential building typology that responds to context, block structure and vision for the Centre:

- Development of the residential neighbourhoods should ensure that the buildings promote street address and have due consideration to their context and relationship with the public realm.

Redesign the Al Sadd Street service car parking as a pedestrianised linear park:

- The Al Sadd Street right of way needs to be redesigned to promote pedestrian activity. The existing front of house car parking should be removed and a linear park created.

6. Open Space and Public Realm (OSPR) Strategy

Identify a public open space and community facility network through the town Centre:

- Develop a strategy for the provision of open space and community facilities within the town Centre precinct. Ensure that a variety of open space types are provided in and around the town Centre and within the residential neighbourhoods.
- Co-locate open space and community facilities to create nodes along the pedestrian network.

Identify sites for future open space and recreational facilities:

- Develop Centre parks at each of the metro rail portals through the acquisition of existing vacant lands or as part of the development of the metro rail UIPs.
- Create inner block open space through single block redevelopments.
- Identify existing open space or underdeveloped sites as potential sites for open space and community facilities.
- Develop a framework for public-private partnerships to facilitate community facilities and opens space on non-government development sites.

Develop a public realm strategy for the Centre:

- Upgrade the existing road right-of-way to reflect a specific public realm strategy within the Centre Precinct. The strategy should include a clear vision for landscaping, surface treatments, street furniture, pedestrian and cycle ways, local parks, civic plazas and metro rail portals.

7. Community Facility (CF) Strategy

Deliver Community Facility:

- Acquire vacant lands for key community facilities.
- Co-locate mosque and parks to reduce land acquisition.
- Locate community facilities on the pedestrian and open space networks.
- Develop a framework for public-private partnership to facilitate community facilities and open space on non-government development sites.

8. Environmental (ENV) Strategy

Utilise green building and social infrastructure to create a sustainable Centre:

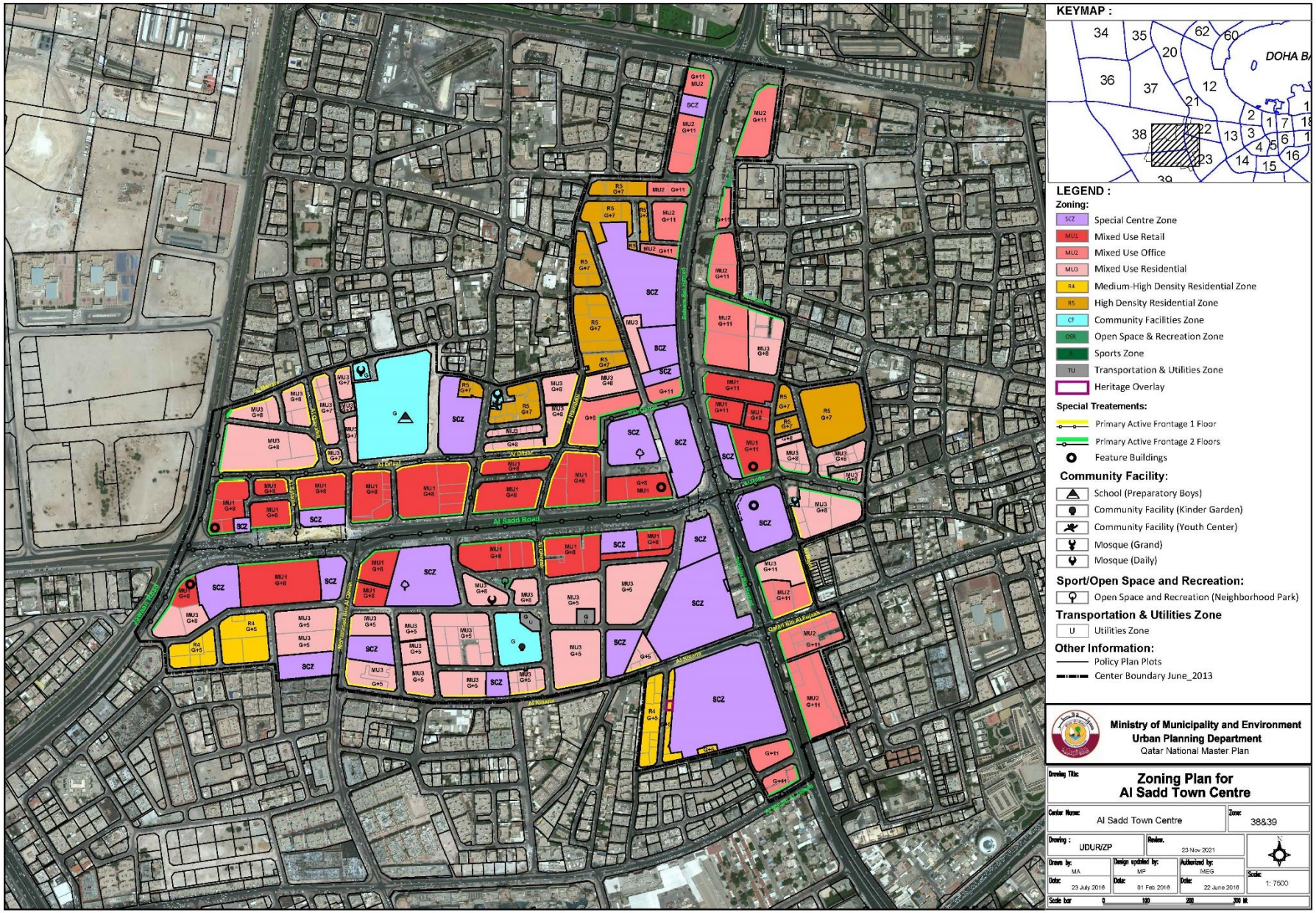
- All buildings should be developed in accordance with QSAS requirements.
- Consider using Water-Sensitive Urban Design (WSUD) and native plantings in the design of streets and public realm.

9. Utility and Infrastructure (UI) Strategy

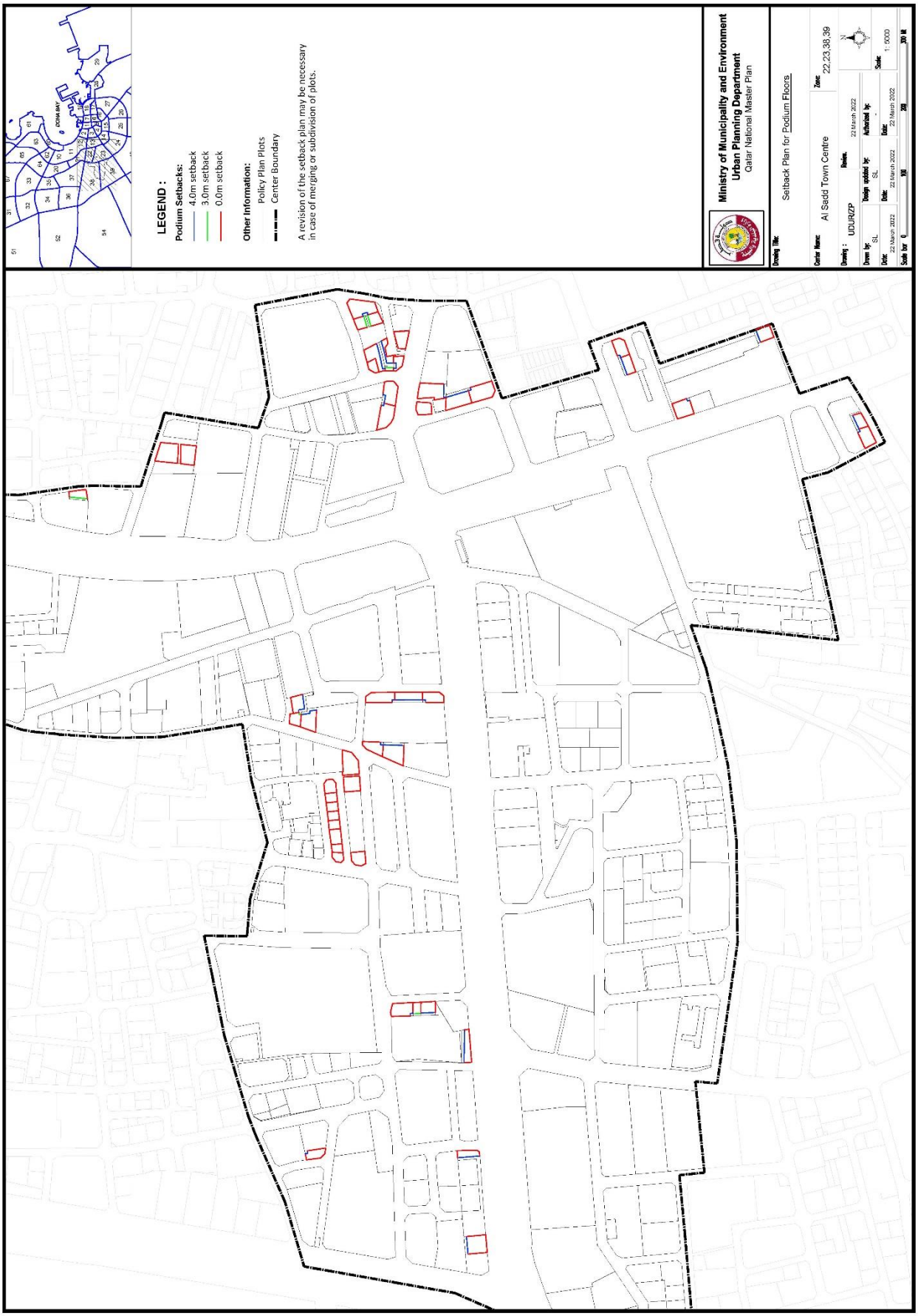
Allocate utility and infrastructure in accordance with the needs of the service providers:

- Utility and infrastructure is permissible inside lots. However, as per future consultation with service providers required utility lots will be identified and acquired through the implementation stage, where necessary.

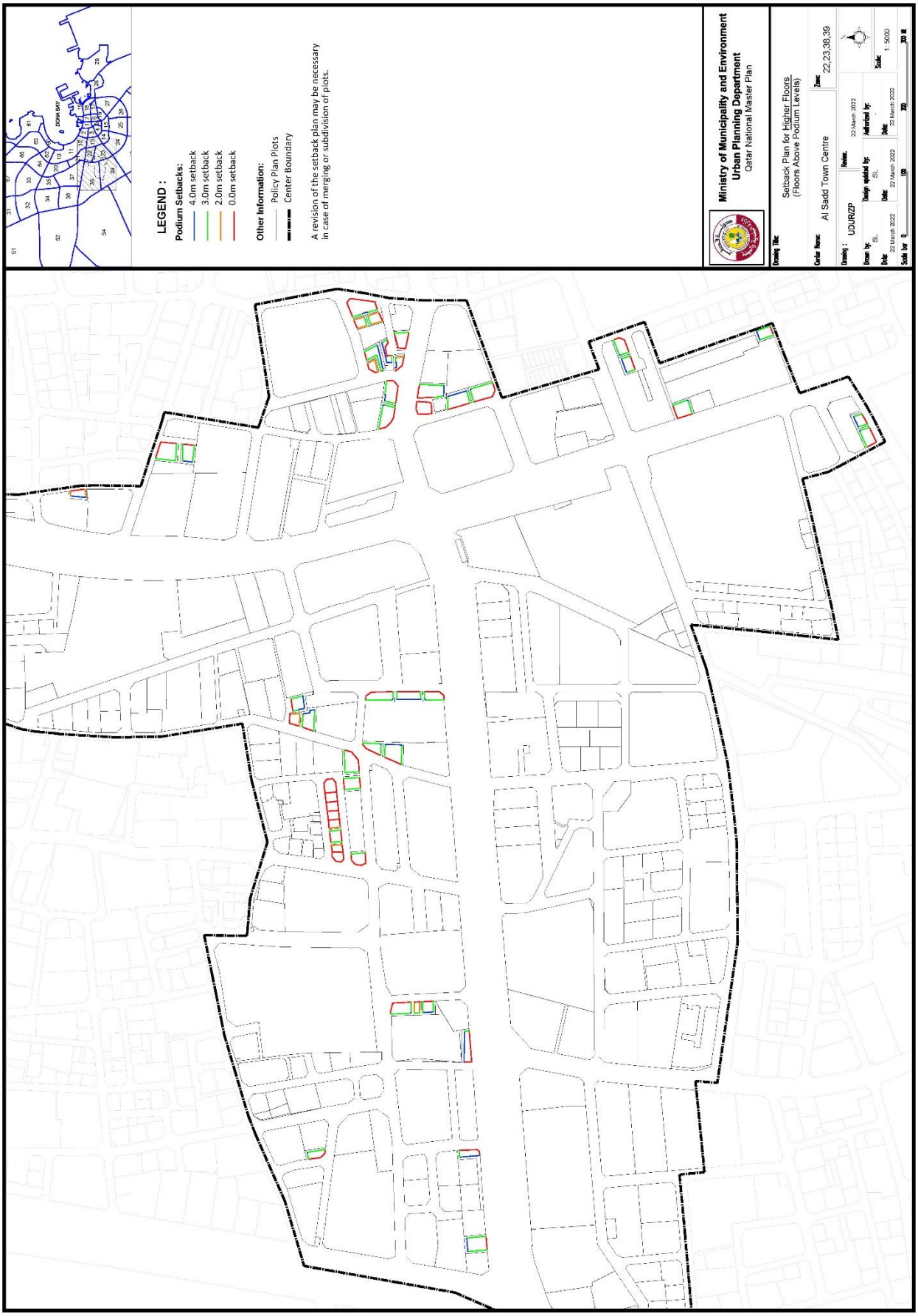
Zoning- Al Sadd Town Centre



Setback Plan – Podium – Al Sadd Town Centre



Setback Plan – Higher Floors – Al Sadd Town Centre



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3.2.2. Al Matar Town Centre

Introduction

The future development of Al Matar Town Centre is an opportunity to achieve the goals of the Qatar National Master Plan (QNMP) through the development of a modern successful transit oriented development that will establish and lead development in the south-eastern neighbourhoods of Doha.

The development of a town Centre in Al Matar came about through the development of the Qatar National Development Framework (QNDF), wherein, a future town Centre was identified in Al Matar. The principle behind this town Centre is to support the Doha Capital City Precinct but also provide services and amenities to the south-eastern districts of the municipality.

Key challenges

The key challenges for Al Matar's future development are:

- A complementary role to Doha Cultural and Sports Hub Project;
- Promote a vibrant civic retail node and mixed use retail development Centred around the metro station;
- Encourage office development that supports airport and logistic operations;
- Provide secondary government administrative offices supporting the Doha Capital City Centre;
- Provide long term family medium density residential development and short term residential development that supports the needs of the airport workforce;
- Develop community facilities that meets the needs of the community;
- Encourage International Hotels and serviced apartment opportunities.

Vision

A modern, successful and vibrant town Centre with high quality public spaces and a growing retail offer that serves the needs of residents of the south-eastern districts of Doha Municipality

Key objectives

Objective 1 - Spatial Structure

- Al Matar Town Centre is one of five town Centres identified in the Doha Municipality Spatial Development Plan (MSDP) that will complement the Capital City Centre by serving catchments of sub-regional significance, through the accommodation of key employment concentrations of business, services and comparison and major convenience retail functions;
- The QNDF principle for the development of town Centres is based upon the development of a mixed density mixed-use core, Centred on a metro station. Walkability to the metro station or other transport node, underpins the TOD principle by focusing medium and higher density activities around the commercial core serviced by high capacity, high quality public transport. Town Centres complement the Metropolitan level Centres by providing for the immediate surrounding catchments business, service and retail functions. The guiding principle for the Al Matar Town Centre is ensuring that development is focused around people. The basic urban elements that ensure a high quality of life for all residents are: environment; community; open space; movement; activities and place.
- The Al Matar Town Centre is the gateway from south-eastern Doha and Al Wakra. The role of the Centre should be to service the catchment of south eastern Doha, meet the daily and weekly convenience needs of residents through retail development along Al Matar Qadeem. Commercial offices should be located along Al Matar Road. There should be increased building heights at the junction of Al Matar Road and Al Matar Qadeem to highlight this key node. Away from the junction building heights should be slightly higher in the District Centre than in surrounding residential neighbourhoods. The Centre should accommodate a Transit Oriented Development metro station with vertical mixed use development with increased building heights on Al Matar Road acting as a visible marker and gateway to the District Centre. Schools and other community services can be provided close to the District Centre as part of a walkable neighbourhood. Walkability and pedestrian movement through the

town Centre promotes a liveable Centre, where work, recreation, living and community exist and integrate with each other.
- Due to the lower density of uses in this area the inner part of the centre should remain residential, with supporting mixed use locaded along the framework of main roads.

Objective 2 - Land Use

- Existing land uses along Al Matar Street encourage the development of large format retail development. This is not conducive the creation of a town Centre;
- The location of existing community facility land uses are on the edges of the Centre precinct and need to be relocated into the Centre;
- The existing land uses do not support the allocation of a metro station;
- Large expanses of vacant land exist;
- There is no provision of open space;
- The existing urban capacity is medium density development;
- The future use of the existing airport is still undecided. Current proposals for this site include redevelopment as part of a new airport city development or the retention of the airport as for military purposes.

Objective 3 - Development Density

- The existing urban capacity is medium density development;
- Development density should reflect the urban context and the role of the station within the Red Line Rail Corridor Strategy.

Objective 4 - Movement

- Al Matar Street and D-Ring Road are primary transport corridors within the current road hierarchy. Both corridors connect Al Matar Town Centre with the outer suburbs to the south and the suburbs central to Greater Doha;
- The location of the Centre at this intersection presents issues in respect of accessibility and movement, however it presents opportunities for improved access to the Centre by a greater catchment;
- The proposed metro stations located at the intersection of D-Ring and Al Matar Street is part of the Red Line and forms Phase 1 of the metro rail program. This rail line connects Al Wakra to the south, the airport, Downtown Doha and Lusail to the north;
- There is no pedestrian network in the area. Streets do not have footpaths and permeability is restricted by the current block formation.
- Pedestrian access across the surrounding primary road corridors is limited;
- On street car parking dominates the streetscape. Buildings fail to provide sufficient on-site parking to meet their own needs;
- Bus routes through the site are limited to the primary corridors and do not connect the neighbourhoods with key community infrastructure or the Centre.

Objective 5 - Built Form

- The town Centre has no character or identity;
- The Centre is dominated by vast areas of undeveloped land.

Objective 6 - Open Space and Public Realm

- There is no public open space in the town Centre;
- There is a shortfall in community facilities;
- Additional mosques are required to meet the needs of the future population.
- Propose parks complementing the schools and community facilities.

Objective 7: Community Facility

- Create a community Centre hub along a community Centre spine central within the town Centre plan;
- A new community facility node will be developed in close proximity to the Centre core. This community facility node will comprise predominantly youth and social Centre facilities to service the surrounding community.

Objective 8 - Environmental

- Future development should adhere to energy efficiency ratings (QSAS);
- Public realm should consider native plant species as well as meaningful water sensitive urban design initiatives into design outcomes.

Objective 9 - Utility and Infrastructure

- Future land allocation for utility and infrastructure needs to occur through close consultation with service providers;
- A car parking study for needs of the Centre should be developed as part of the implementation of the Centre;
- Allocation of car parking lands for future park and ride needs to be identified, including a strategy for long term co-sharing of car parking allocated to major sports infrastructure for use as public car parking.

Key development strategies

1. Spatial Strategy (SS) Strategy

Create an Active District Centre Core:

- Develop a Centre core activated by shops, employment and social infrastructure.

Create a connected Centre:

- Ensure movement networks connect the Centre to other key employment and activity nodes and that movement from the residential neighbourhood to the Centre is convenient, safe and attractive.

The future of the old airport site is still unclear. However, it is recommended that the Old Al Matar Town Centre be adaptable in terms of its spatial strategy to be expanded to enable development within the existing old airport site

- Ensure that any development of the old airport site be connected with the Al Matar Town Centre site.

2. Land Use and Density (LU) Strategy

Create a compact mixed use core:

- Given the large vacant government land holding Centred around the future metro rail station, all mixed use retail development will be focused in this area;
- This core will be supported by new community facilities as well as the existing school site;
- The town Centre is envisaged to be a retail, office and community based Centre. The creation of retail, office and community precincts within the core is important in the functioning of the Centre;
- The Mixed Use Retail Zone (MU1), Mixed Use Office (MU2) and the Community Facility Zones facilitate this vision.

Create a local Centre around the metro portal located north of the Centre:

- The metro portal located on the northern side of D-Ring Road, provides opportunity for the development of a local Centre that provides daily needs for the immediate residential catchment but offers a meaningful connection back to the town Centre;
- The Mixed Use Residential Zone (MU3) is the primary zoning that facilities this vision.
- Additionally new residential development within the centre should be introduced to supplement the mixed use in the core.

Create a community facility precinct:

- The development and connection of the existing schools to the Centre and to other transport nodes provides opportunity to create a community facilities corridor inside the town Centre core;
- Anchored by the existing school and mosque, the redevelopment of vacant land to provide a town park and community facilities such as social Centres and libraries creates a meaningful; community corridor.

3. Development Density (DD) Strategy

Retain the medium density character of the edges and increase density in the Centre:

- Densities inside the town Centre will be increased to create a population mass that will support the metro rail station and the vitality of the Centre;
- On the edges of the town Centre core, maintain the medium density through mixed use residential and G+3 residential development

4. Movement (MT) Strategy

Integrate the metro rail station with the Centre and surrounding neighbourhoods

- Metro Rail Station is located underground at the intersection of Al Matar and D-Ring Road. This station will have direct access to a public civic space/plaza located on the subject site. This Metro station is also connected to the surrounding four corners of the intersection through underground pedestrian tunnels;
- The proposed portals provide opportunity to offer public spaces that would activate this intersection;
- Land acquisition related to the proposed metro station and portals has been determined under the QRail project.

Develop a vehicular network that maximises movement through the Centre through a clearly defined hierarchy of roads and streets:

- Develop a clear street hierarchy for the town Centre precinct;
- Redesign Al Saad Street as a transit boulevard;
- Introduce traffic calming and shared surface measures to improve pedestrian vehicular conflict

Identify the needs for car parking in the Centre and identify opportunities for public car parking stations:

- Car parking for the commercial function of the Centre should be accommodated within the individual development;
- Dependent on the outcomes of a parking survey for Al Matar, the delivery of a public car parking station may be required to offset the loss of on-street parking that currently exists in the front of house service bays. This public car park should be a temporary structure that in time (and when public transport ridership is dominant) can be converted to another use.

Develop a pedestrian and cycle network that connects the Centre with surrounding neighbourhoods, Centres and public transport nodes:

- Localised pedestrian movement should focus on ensuring the residential development can access community facilities;

- Improved permeability can be achieved through minor land adjustments which will enable a block structure that increased pedestrian movement;
- A pedestrian route overlay will identify land that when redeveloped should accommodate a sikka as part of the final design to ensure pedestrian movement through the site. Land subject to this intervention will require a regulatory framework for their redevelopment;
- Movement across D-Ring and Al Matar Street should be facilitated through overhead pedestrian bridges.

5. Built Form (BF) Strategy

Create a recognisable character for Al Matar:

- Develop a public realm strategy specific to the Al Saad town Centre;
- Create character precincts inside the Al Saad town Centre precinct that define the core and the residential neighbourhoods.

Develop key sites as integrated master planned sites:

- The corner of Al Matar and D-Ring Road is a key site in the future development of the Centre. The importance of this site as a landmark as well as a connector between the metro rail station and the remainder of the Centre is critical;
- The existing community node of the school and mosque is important infrastructure that needs to be integrated into the design of the Centre;
- The existing large vacant parcel of land at the southern edge of the Centre is a key development site. Future options for the site need to be explored as does its relationship to the Centre and integration;

Facilitate block and lot intervention to achieve the built form vision:

- Lot intervention inside the town Centre core is required to ensure that lots are of adequate size to be developed in accordance with the regulations;
- It is recommended that a new block structure be developed for the town Centre to ensure better movement and clearly structure of this Centre.

Develop residential building typology that responds to context, block structure and vision for the Centre:

- Development of the residential neighbourhoods should ensure that the buildings promote street address and have due consideration to their context and relationship with the public realm;
- The residential building regulations shall be supported by an Al Matar Town Centre Design manual that provides additional design guidance for buildings.

Minimise lot intervention outside of the town Centre core:

- Lot intervention outside the town Centre core is to be kept to a minimum so as to enable a “Salt and Peppering” of building typologies within the area.

Redesign the Al Matar Street Road as part of the pedestrian realm.

- The Al Matar Street service lane needs to be redesigned as a pedestrian realm. It is considered that consolidation of this land with the existing development sites would enable improved development and pedestrian movement throughout the town Centre as well as redirect traffic to back of house.

6. Open Space and Public Realm (OSPR) Strategy

Identify a public open space and community facility network through the town Centre

- Develop a strategy for the provision of open space and community facilities within the town Centre precinct. Ensure that a variety of open space types are provided in and around the town Centre and within the residential neighbourhoods.
- Co-locate open space and community facilities to create nodes along the pedestrian network

Identify sites for future open space and recreational facilities

- Develop a civic space at the metro station as part of the development of the metro rail UIPs;
- Create a recreational open space for use by the school

7. Community Facility (CF) Strategy

Deliver Community Facility

- Locate community facilities on the pedestrian and open space networks;
- Develop a framework for public-private partnerships to facilitate community facilities and opens space on non-government development sites

8. Environmental (ENV) Strategy

ENV1 Utilise green building and social infrastructure to create a sustainable Centre:

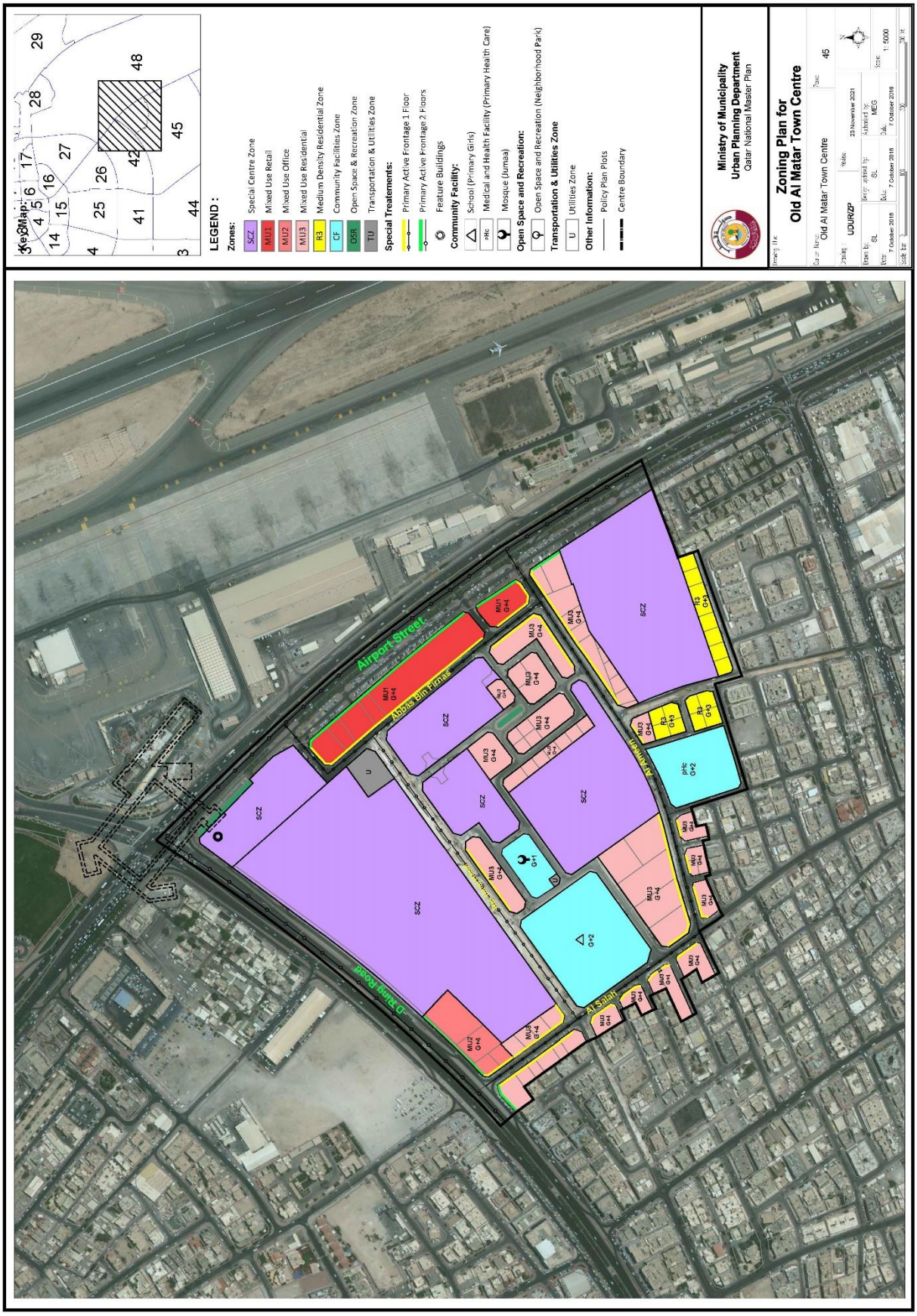
- All buildings should be developed in accordance with QSAS requirements;
- Consider using WSUD and native plantings in the design of streets and public realm

9. Utility and Infrastructure (UI) Strategy

Allocate utility and infrastructure in accordance with the needs of the service providers:

- Utility infrastructure is permissible inside the land use zones within the town Centre. As per future consultation with service providers required utility lots will be identified and acquired through the implementation process;

Zoning- Al Matar Town Centre



3.2.3. Gharrafa Town Centre

Introduction

Gharaffa is a town centre located in a prominent interchange between the Doha Expressway (Al Shamal Highway) and Al Markhiya Street almost 10km north-west of the Old Core of Doha and it straddles between Doha and Al Rayyan Municipalities. The area occupies a centralised location surrounded by the vast residential areas of Al Gharaffa, Madinat Khalifa and Duhail and is already a prominent centre for retail activities with large shopping malls & hypermarkets. The town centre has great potentials for getting transformed into a major urban node in suburban Doha with quality mixed use areas. Moreover, the proposed metro station within the area has provided ample opportunities for facilitating much desired transit oriented development.

Key challenges

- Requires introducing strategic higher densities in the prevailing low density fabric.
- Transforming the area with large car dependent and fragmented developments with sub-urban malls (with large parking areas), gated communities, wide roads and junctions into an attractive centre with high walkability, permeability and connectivity.
- Requires introducing mixed use areas in strategic locations.
- Increasing accessibility to public transportation. Currently, the shopping malls are not well-connected to the existing bus network. However, a metro-line and a station is currently under consideration.
- The area is deficient in community facilities and lacks available government land.

Vision

A compact, mixed used and transit oriented town centre with high-quality interconnected public places ultimately becoming an attractive destination in the north-western suburbs of Doha.

Key objectives

Objective 1 - Spatial Structure

- Promote and ensure a compact spatial structure with strong connectivity.
- To create a spatial structure that enhances its unique identity and attractiveness.

Objective 2 - Land Use

- Promote mixed uses for vibrancy and for reducing car dependency.
- Bring in land use conformity and balance.
- Ensure provision of community services within walkable distances.

Objective 3 - Development Density

- Adopt appropriate density distribution levels.
- Distribute densities in correlation with the transit nodes and higher road accessibility.

Objective 4 - Movement

- To increase accessibility to public transportation.
- Facilitate a strong inter-connected public realm.

Objective 5 - Built Form

- Promote a building typology that encourages vitality of the streets.
- Increase visual prominence and identity.

Objective 6 - Open Space and Public Realm

- Create Doha's one of the most attractive shopping destinations with high quality public realm and connectivity.
- Create high permeability.

Objective 7 - Community Facility

- To fulfil (as much as possible) the requirements for community facilities within the centre.

Objective 8 - Environmental

- To enhance walkability and reduce car dependency.
- Increase greenery and landscaping in strategic locations.

Objective 9 - Utility Infrastructure

- Support the utility infrastructure development and distribution mechanism.

Key development strategies

1. Spatial Structure (SS) Strategy

- Defining the area around the proposed Metro Station Green Line (phase 2) and the areas around the main intersection (of Doha Expressway and Al Markiya Street) as the core area of the town centre. The core area requires higher densities and intense activities with iconic structures and best of the public realm.
- Developing strong connectivity between the core area and rest of the town centre.

2. Land Use (SS) Strategy

- Promote mixed use development around the transit node (metro-station) and along the main roads and intersections.
- Ensuring land use conformity through careful land use mix and minimise dead spaces.

3. Development Density (DD) Strategy

- Creating a balanced population density through appropriate distribution of mixed use areas and building typologies.
- Intensifying the development density in the core area and along the major corridors such as along Doha Expressway and Al Markhiya Street.

4. Movement (MT) Strategy

- Facilitate strong linkages to the proposed public transportation system integrating the stations and stops with land uses, densities and public realm.
- Develop a strongly interconnected public realm in the core areas and also linking the residential communities.
- Promote shared and automated parking facilities and reduce areas under surface parking lots.

5. Built Form (BF) Strategy

- Intensifying the physical density in the core area and along the major corridors by increasing permissible building height and creating a gradual height transformation towards the edges.
- Increase visual prominence and local identity through taller landmark structures as gateways in key areas.
- Adopt build to line building typologies and strategically develop active frontages.

6. Open Space and Public Realm (OSPR) Strategy

- Promote interconnected and hierarchical plazas and open spaces in strategic locations.
- Encourage vibrant shop/ office front semi-public spaces well connected to the public realm.

7. Community Facility (CF) Strategy

- Address the shortfall of community facilities and open spaces on the government-owned and undeveloped land parcels following the prescribed open spaces and community facilities' standards.

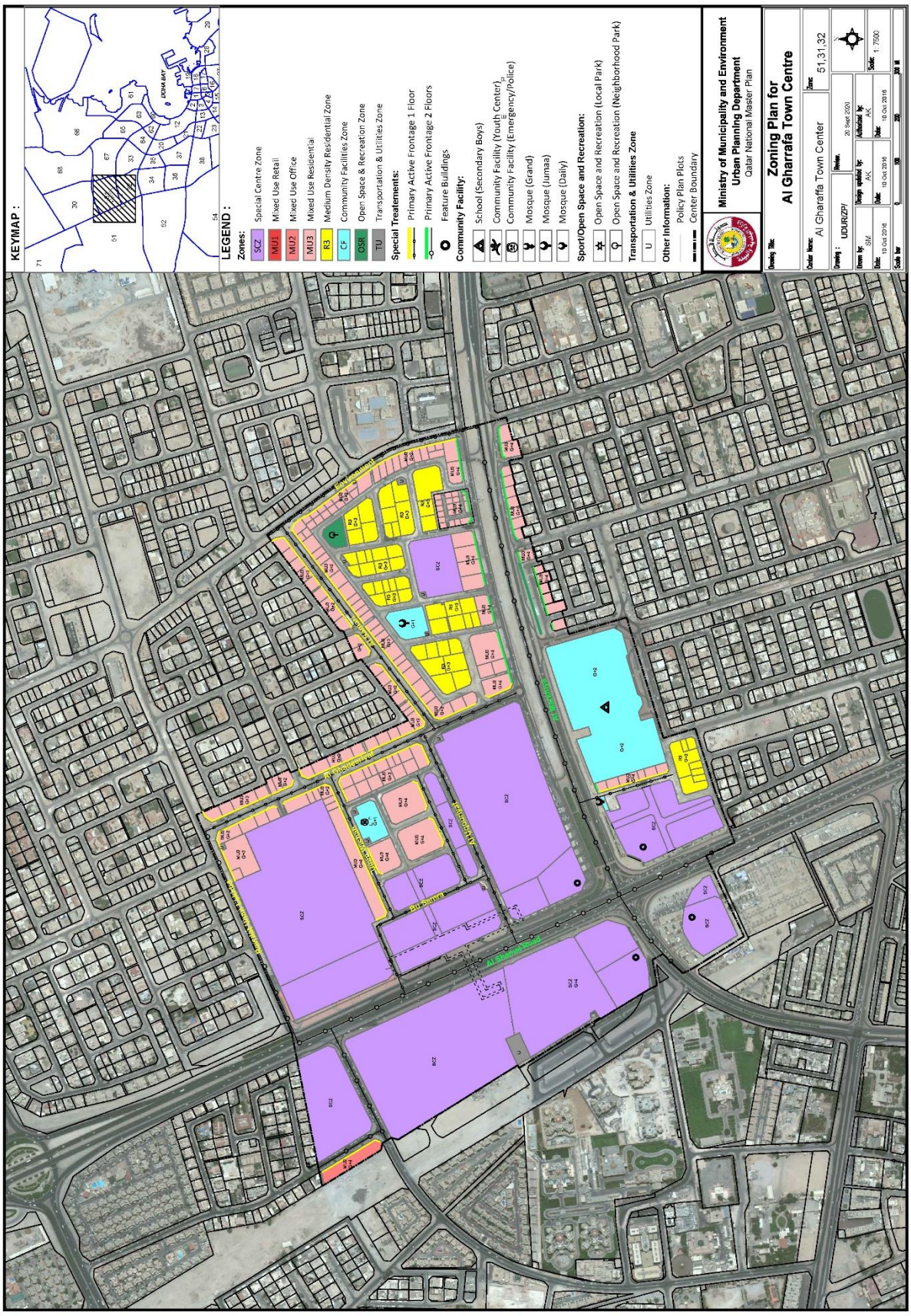
8. Environmental (EV) Strategy

- Compact form and strong public realm to enhance walkability and reduce car dependencies.
- Promote environmentally sensitive building design.
- Increase greenery and landscaping through environmental design and through creating provisions of gardens and open spaces.
- Increase greenery and sun-shades in walkways, plazas and streets.

9. Utility and Infrastructure (UI) Strategy

- Support sustainable development of utility infrastructure by adopting appropriate density strategies.
- Support required utility infrastructure distribution mechanism by making possible provisions of land as per Kahramaa's and Ashghal's standards.
- Reduce negative spaces created by bulky utility installations through their strategic placements.

Zoning- Gharrafa Town Centre



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3.2.4. Najma District Centre

Introduction

The District Centre is located at the intersection of two major road routes in inner Doha – B-Ring and Al Matar Road and it covers parts of Zone 15, 16, 26 and 27. The existing uses are varied and density is intense. The current planning framework has set the area to accommodate 10,000 - 15,000 population through predominantly high density residential neighbourhoods typified by G+7 and G+10 buildings. The area currently lacks the legible focus of a Centre as a meeting place, and sits wavering between Najma which has the foundations of a good Centre (to be developed in the future) and the Downtown area. The Red Line Metro will run down Al Matar Road from the airport, and a station will be located at the intersection, on which the Centre will be focused. The main function of the district Centre will be to service the daily and weekly needs of the surrounding catchment area. In addition, Najma's portions are also home for old city-fabric and buildings that showcase the trail of the city development and expansion.

Key challenges

- The current zoning regulation has established the area to be high density neighbourhoods. This gives tremendous physical pressures to the environment as it predominantly comprises of old, intricate and dense urban fabric with small dimensions of block and road;
- Overcrowding particularly for Zone 15 and 16 as a result of mismatched density target and existing land parcel's size. Some of the block and lot sizes are too small to accommodate high density-modern uses;
- Imbalance mix of land uses to sufficiently support the intended use of the metro rail station as a transit oriented development and a viable transport facility for the Najma-Ghanim communities;
- Inappropriate distribution of land use in some parts of the Centre whereby car repairs clustered in the same precinct with food shops and restaurants;
- The overall built environment is substandard and lacks of identity;
- The existing high density residential building typology undermines the vitality of the public realm. They have detrimental impact upon public realm ;
- Road severance imposed by the future plan of wide and (possibly) grade separated B-Ring Road and Al Matar Road, will lead to the creation of divided developments and communities in the future;
- Movements in this area are dominated by vehicles;
- Car dominated environment as a result of a car-based community;
- Substandard public realm with poor design and management;
- The area lacks of social focus facility such as public open spaces that will help to nurture the social cultural life of the communities;
- Permeability issue on the properties with large size of land, e.g. the gated-Capital Security Department precinct and gated-community compounds in the Zone 27;
- The Centre is experiencing a shortfall of community facilities. Adequate provision of community facilities is imperative to encourage the creation of sustainable community in the long run;
- For legacy purpose, the Centre Plan should carefully consider the balance between economic pressure and preserving the history. Therefore one of the challenges of the Centre Plan is to maintain and synchronise 'old and new' morphology and buildings, for a future reference and legacy

Vision

to create a distinctive and attractive high-density mixed-use environment that is well designed and is focused on public transport and a central plaza that acts as a social meeting place for this part of Doha and a convergence point for community facilities

Key objectives

Objective 1 - Spatial Structure

- Creating a Centre that has a distinct sense of place, is definably different and has its own character;
- Celebrating the Centre's role as a gateway into inner Doha, as Najma District Centre is located at the intersection of Al Matar Street-B Ring Road –one of major intersections before entering the Doha Down Town;

- Maintaining the fine grain urban fabric of the old morphology of Doha Down Town;
- Clear definition of the Centre's spatial structures and character areas

Objective 2:- Land Use

- Balance distribution of primary uses: mixed use, community facility and residential uses and subsequently open space, transport and utility uses ;
- Promoting mixed use within the Centre;
- Ensuring provision of services within the walking distance;
- Reconciling existing uses with new proposed uses;

Objective 3 - Development Density

- Higher developments are clustered around the Metro station to support its viability;
- Working on the appropriate population density aligned with QNDF's direction

Objective 4 - Movement

- Creating a Centre that fully integrated with the City and surrounding areas with excellent public transport service and transportation facility, and connections to other strategic major Centres and facilities;
- Creating a fully integrated and interconnected place with ease of movement for visitors and residents across the town Centre;
- Addressing the severance of imposed by B-Ring and Al Matar Road;
- Providing pedestrian linkages and network across the Centre to adjoining areas
- Integrating the planned metro station with the rest of the Centre and the major city's facilities;
- Ensuring permeability quality across the Centre;
- Creating liveable and walkable streets that give people first priority

Objective 5 - Built Form

- Promoting a sustainable building typology that ensures the vitality of streets and public realm and has a clear definition of private and public realm;
- Maintaining the role as a melting point of two distinctive built form characters between the northern portion that articulates the local architecture approach in a modern form, and the southern part that embraces the modern contemporary approach;
- Ensuring sympathetic transition between primary blocks of predominantly mixed uses and secondary blocks of prevalent high density residential;
- Maintaining architectural characters of modern local articulation to the north and modern contemporary ambience to the south
- Protect buildings and neighbourhoods that have architectural, history significance, and a collective memory value.

Objective 6 - Open Space and Public Realm

- Addressing the shortfall of open spaces of district to neighbourhood level;
- Creating a Centre that acts as an important meeting place this part of Doha;
- Provision of publicly accessible and sizeable open space as the social focus for this part of the city, with design that inspires acculturation and social cohesion;
- Creating an attractive, safe and pedestrian friendly public realm across the Centre;
- Creating comfortable outdoor environments throughout the Centre

Objective 7 - Community Facility

- Addressing the shortfall of community facilities for this part of the city;
- Providing effective and efficient community facilities due to limited available lands in this dense and fully built up area

Objective 8 - Environmental

- Creating one of the town Centres with exemplary sustainable pattern of development whereby all the alterations are harmonized with nature;
- Improving microclimate within the town Centre by design;
- Creating a town Centre equipped with state of the art technologies by which all the systems work to reduce the pollution in the vicinity and the energy consumption

Objective 9 - Utility and Infrastructure

- Creating a safe and attractive place to visit, benefitting first class facilities and high quality utility and infrastructures;
- Ensuring the provision of utility facilities is adequate to support the proposed density

Key development strategies

1. Spatial Structure (SS) Strategy

- Defining the area around 200 meter from the Metro Station as the core area of the district Centre;
- Defining the other character areas in the precinct that revolves around the core area;
- Performing engineering solutions to integrate the four (4) quadrants of the district Centre;
- Intensifying the density at the Metro Station's area and the major corridors;
- Maintaining the block sizes and the scale of surrounding urban fabrics;

2. Land Use (LU) Strategy

- Planning for a mixed use Centre which focuses on the distribution of mix use at the Metro Station, major corridors and major pedestrian routes;
- Rezoning the secondary blocks within 400 meter radius from the Metro Station into mixed-use commercial to ensure the occurrence of TOD as well as to optimise the business opportunity arises from its strategic location;
- Restructuring some parcels with low accessibility and permeability quality;
- Ensuring the land use compatibility. Where the existing uses confront other existing uses that may not be compatible, or incompatible proposed uses, in the first instance mitigation measures will be considered such as buffer areas/uses and landscaping. Only secondly the relocation of incompatible uses can be considered where the effect on the functioning Centre is significantly impaired.
- Co-location of community facility and other public facility.

3. Development Density (DD) Strategy

- Working on the medium population density between 60-200 pph as per QNDF's standard through proper distribution of mixed uses and building typologies;
- Intensifying the development density at the core area and major corridors

4. Movement (MT) Strategy

- The movement network within the Centre should be focused on maximising access into the Centre's metro station. A design response is required that addresses the severance imposed by B-Ring and Al Matar Road. This may take the form of well- designed pedestrian overpasses and/or traffic calming. Pedestrian sub-ways should be avoided;
- Providing an integral transportation facility within the proximity to the Metro Station to ensure an ultimate usage of public transports for Najma-Ghanim communities in the near future;
- Identifying a pedestrian network and linkages that connect residents with the Centre and other district's facilities, and opening up some barriers in the premises to improve permeability quality;

5. Built Form (BF) Strategy

- Designing the key buildings (buildings on the corners of major roads and surrounding the central plaza) to a high standard, and altogether articulate a distinct sense of place and reinforce the Centre's role as a gateway into inner Doha;
- Promoting a 'perimeter block' building typology to encourage building closer to the premises' front-lot line therefore there would be sufficient spaces at the rear side to protect from overlooking and to allow better ventilation to the premises;
- The buildings' ground floor uses and their physical treatments should be designed to encourage vitality of public spaces;
- Adopting green building principles
- Identifying and conserving buildings and neighbourhoods that have architectural, history significance, and a collective memory value

6. Open Space and Public Realm (OSPR) Strategy

- Utilising the surface of Metro's station box into an attractive public plaza.
- The size and design of the plaza should reflect its function as a social meeting place for this part of Doha and the demographics of the catchment area. However significant provision should also be made for families;
- Providing smaller parks, plazas and pocket gardens, where possible, throughout the rest of the Centre to improve the air quality and to enhance accesses to open spaces;
- Rezoning a large parcel of graveyard in Zone 16 into a major open space and sport facilities to address the shortfall of open space in this dense area

7. Community Facility (CF) Strategy

- Rezoning a large parcel of government land in Zone 26 into an integrated public facilities to address the shortfall of community facilities in the area;
- Rezoning a large parcel of graveyard in Zone 16 into a major open space and sport facilities to address the shortfall of open space in this dense area;
- Provision of a Jumaa mosque to cater the neighbourhoods within the Centre as per community facility standard;
- Co-locating the basic requirement of community facility for a district with the district park

8. Environmental (EV) Strategy

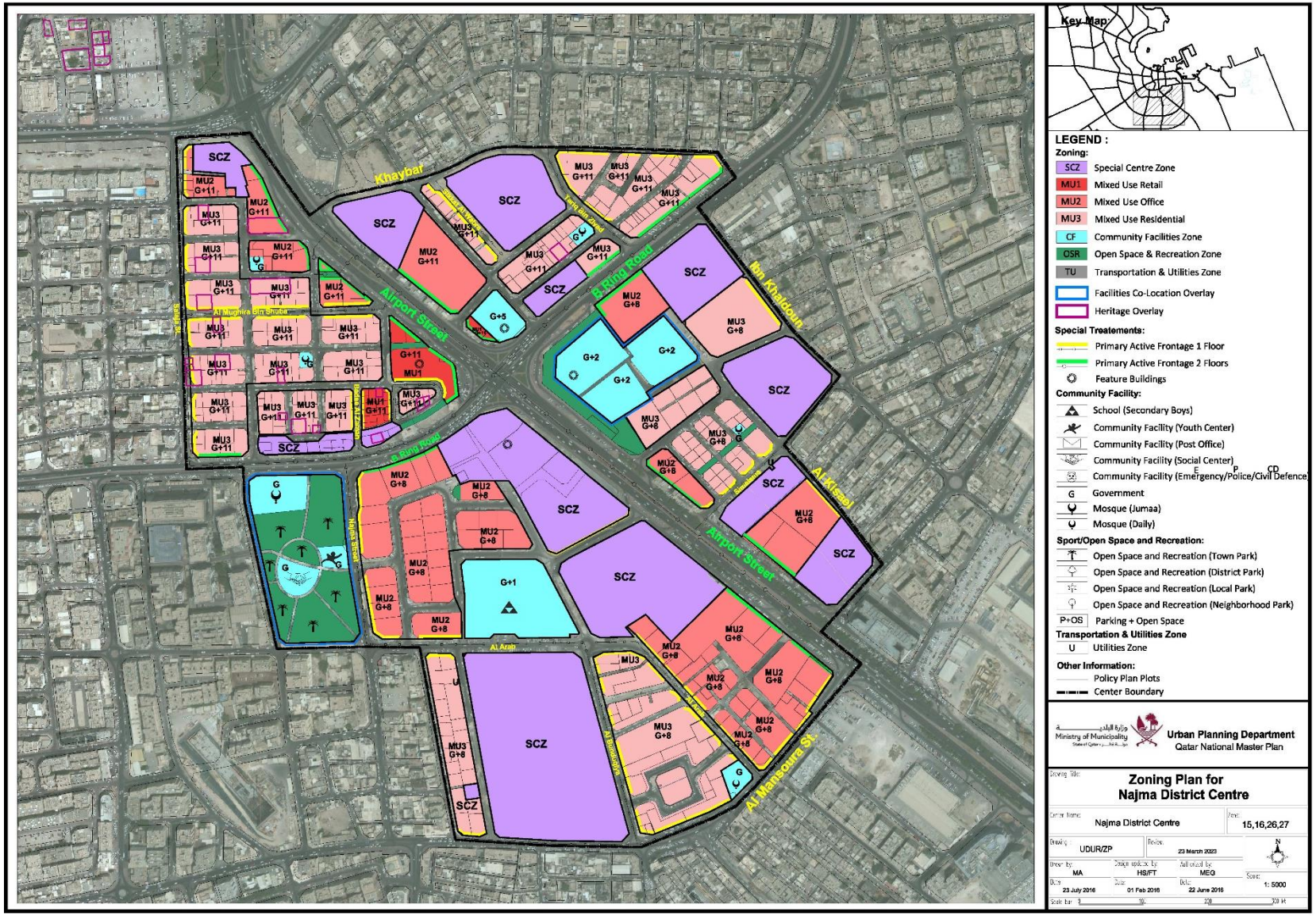
- Design improvement for new buildings, where massing and orientation promote breezes and natural ventilation;
- Designing comfortable outdoor pedestrian environments throughout the Centre by provision generous shading devices for pedestrians;

- Provision of 'soft barrier' in the form of trees along the major roads to reduce air pollution from the highways;
- Establishing a town management Centre that will responsible to ensure the health, safety and cleanness of the town Centre

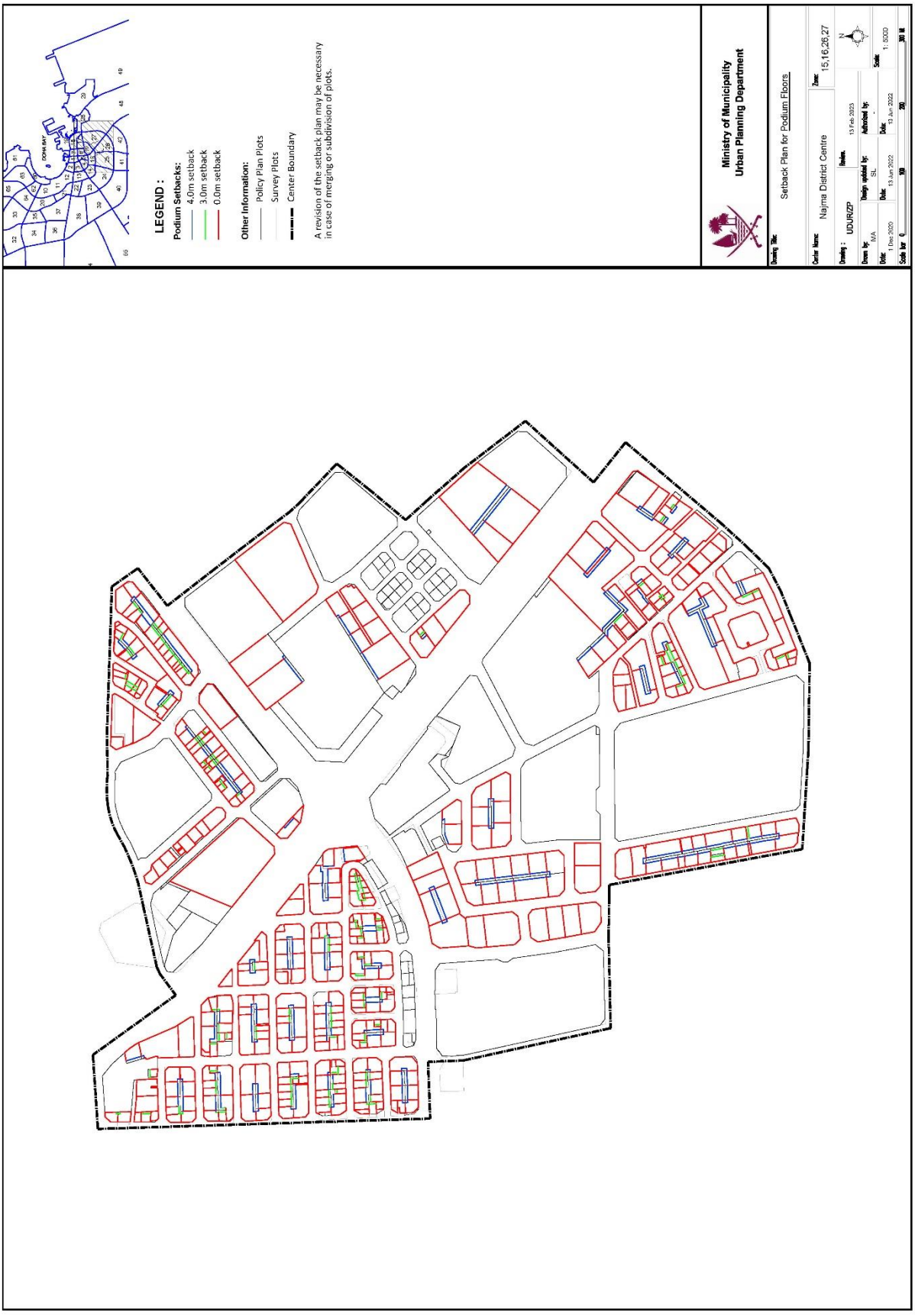
9. Utility and Infrastructure (UI) Strategy

- Provision of adequate utility facilities (water, waste, energy and TSE) as per Kahramaa and Ashghal standards;
- Provision of integrated below ground/sub-ground drainage and utility ducting;
- Softening the hard appearance of utility facilities through design

Zoning- Najma District Centre



Setback Plan – Podium – Najma District Centre



Setback Plan – Higher Floors – Najma District Centre

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3.2.5. Umm Ghuwailina District Centre

Introduction

Umm Ghuwailina district centre is in a large lot of land belonging to government located next to the prominent junction between the C-Ring Road and Al Matar Street. Currently a metro station is under construction in the area bringing great possibilities for developing it as a major mixed use high-density transit node with amenities and facilities and best of the public realm.

Key challenges

- To create an attractive urban centre with a balance of intensive activities (bringing investments, income and opportunities) and social amenities and facilities through careful and optimum utilisation of the available government land around one of the most potential transit nodes in Doha.
- Appropriately integrating or blending the high-intensity development possible within the centre with the surroundings.
- Appropriately integrating the station plan with the centre plan.

Vision

- An attractive transit oriented urban centre with high-density - mixed use developments connected to a major metro station and to the existing traditional neighbourhood in the north with quality public realm.

Key objectives

Objective 1 - Spatial Structure

- Promote and ensure a compact spatial structure with strong connectivity.
- Promote a high-density centre at walkable distances from the metro station that blends with the surrounding urban fabric and character.
- To create a spatial structure that enhances its unique identity and attractiveness.

Objective 2 - Land Use

- Promote mixed uses for vibrancy and for reducing car dependency.
- Bring in land use conformity and balance.
- Ensure provision of community services within walkable distances.

Objective 3 - Development Density

- Adopt appropriate density distribution levels.
- Intensifying the development density in the core area and along the major corridors.

Objective 4 - Movement

- Create a centre that facilitates strong integration with the proposed public transportation facilities.
- Facilitate a strong inter-connected public realm.

Objective 5 - Built Form

- Promote a sustainable building typology that encourages vitality of streets and public realm.
- Increase visual prominence and local identity through taller landmark structures as gateways in key areas.

Objective 6 - Open Space and Public Realm

- Create one of the city's most attractive shopping destinations with high quality public realm.
- Create high permeability.

Objective 7 - Community Facility

- Facilitate the centre with required community facilities in appropriate and accessible locations.

Objective 8 - Environmental

- Enhance walkability and reduce car dependency.
- Increase greenery and landscaping through sustainable strategies.

Objective 9 - Utility and Infrastructure

- Support required utility infrastructure distribution mechanism.

Key development strategies

1. Spatial Structure Strategy

- Defining the area around the proposed Metro Station as the core area of the district Centre.
- Defining other character areas within the Centre and residential neighbourhoods.
- Creating a prominent gateway in the intersection between the C-Ring Road and Al Matar Street.

2. Land Use Strategy

- Promote mix use development all around the transit node (metro-station) and single residential use in the internal areas.
- Ensuring land use conformity through careful land use mix.

3. Development Density Strategy

- Using appropriate population density as per QNDF's standard through proper distribution of mixed uses and building typologies.
- Concentrate higher density and higher intensity of uses in proximity to the main inter-section (between C-Ring Road & Al Matar Street) and the proposed metro-station.

4. Movement Strategy

- Facilitate strong linkages to the proposed public transportation system integrating the stations and stops with land uses, densities and public realm.
- Develop a strongly interconnected public realm.
- Promote shared and automated parking facilities and reduce areas under surface parking lots.

5. Built Form Strategy

- Building heights around the metro and along C-Ring and Al Matar Street will be increased to accommodate a high density as well as create an active edge to the metro and plazas.

- Design of key buildings around the metro plaza to be of high standard and quality, providing a unique character and identity to the place.
- Ground floor uses should be designed to encourage vitality of streets and public spaces.
- Encourage green building principles.

6. Open Space and Public Realm Strategy

- Providing a variety of interconnected open spaces to support the needs of a district Centre.
- Utilising the land above the metro station for generating diversity of open spaces and plazas.
- Ensuring that the district park provides active and passive facilities and is located within walkable distances from the central core.
- Ensuring that shading methods are applied to create comfortable outdoor environments.

7. Community Facility Strategy

- Addressing the shortfall of community facilities and open spaces following the prescribed open spaces and community facilities' standards.

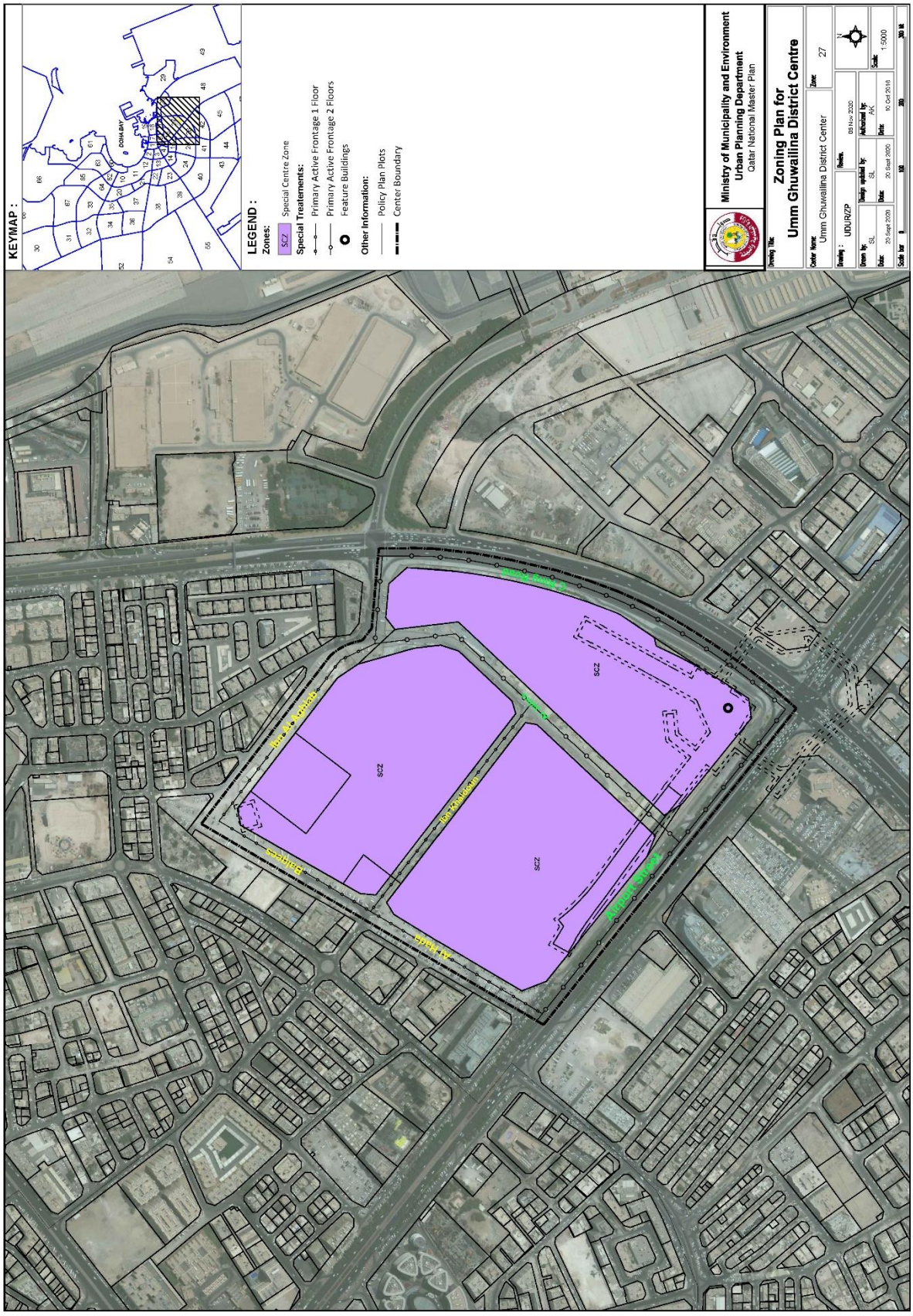
8. Environmental Strategy

- Compact form and strong public realm to enhance walkability and reduce car dependency.
- Promote environmentally sensitive building design.
- Increase greenery and sun-shades in walkways, plazas and streets.

9. Utility and Infrastructure Strategy

- Support sustainable development of utility infrastructure by adopting appropriate density strategies.
- Support required utility infrastructure distribution mechanism by making possible provisions of land as per Kahramaa's and Ashghal's standards.
- Reduce negative spaces created by bulky utility installations through their strategic placements.

Zoning - Umm Ghuwailina District Centre



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3.2.6. Rawdat Al Khail District Centre

Introduction

Rawdat Al Khail district Centres accommodates located east of the intersection of C-Ring and Salwa Road, this district Centre has been situated away from the existing commercial hub Centred on the intersection. The omission of land at the northern, southern and western corners of the intersection from the Centre boundary is to promote a Centre that is defined by walkability and not dissected by impassable roads for pedestrians. Despite this pedestrian connections across Salwa Road and C Ring are important in the design consideration of the Centre.

It is anchored at its western and eastern corners by metro the District Centre encompasses lands currently occupied by the mega-Centre shopping mall, the Radisson Blue Hotel (formerly Ramada Hotel), residential villa development and government institutions.

The role of the Centre is to provide retail that meets the daily and weekly needs of its catchment population. In addition to that, an urban alteration needs to be enforced to create open spaces within the current fabric. Office development will be limited to mixed use development.

Key challenges

Major issues and challenges have been identified based on the findings of;

- Preliminary site visit.
- Available interim zoning
- Land availability and ownership
- The needs of the residents for 2032

The following issues have been identified;

- Visual perception
- Enhance pedestrian experience of the Centre's main spine (Salwa Road).
- Create attractive street front overlooking C-Ring.
- Provide positive open space,
- Provide vivid commercial fronts.
- Creating a gateway towards Doha downtown district.
- Extensive hard and soft landscape to articulate a sense of gate.

Connectivity

- Overcoming severance imposed by the surrounding major roads to allow the Centre to be integrated with its catchment.
- Due to the absence of dedicated pedestrian routs, most the community facility coverage areas are not efficient.
- Providing linkages across the Centre to adjoining areas
- Absence of key community facilities
- The Centre needs major intervention to accommodate key community facilities like schools, healthcare , social and emergency facilities

Creating a transit oriented development strategy

- Utilize the location of the metro station which is adjacent to the intersection of two future metro lines. Celebrating the site's location on a key corner and as a gateway into downtown district Doha. The TOD strategy of Rawdat Al Khail will consider the following aspects
    - Appropriate mix and distribution of land uses
    - Appropriate density surrounding the transit Centre
    - Ensure the station is developed as a destination through the range of uses, attractions and land mark structures.
    - Provision of pedestrian friendly streets and a fi ne, permeable grain of development

- Provision of high quality, engaging civic spaces that focus community activity at the core of the development

Vision

To create a high quality Transport Oriented Development (TOD) Centre by integrating fragmented large complexes and ensuring the connectivity and permeability throughout

Key objectives

Objective 1 - Spatial Structure

- Creating a vibrant Centre that has a distinct sense of place derived from an intrinsic ambience of traditional neighbourhood of Rawdat Al Khail
- Enhancing the sense of arrival to the hospitality zone Emphasize key locations and gateway features, landmarks and vistas which help show the way and create a sense of arrival
- Preparing an appropriate Centre's structure to accommodate the physical pressures of future economic growth;
- Clear spatial structure to enhance the Centre's legibility

Objective 2 -Land Use

- Balance distribution of primary uses: mixed use, community facilities and residential uses and subsequently open space, transport and utility uses ;
- Promoting mixed use in the core area and along the major roads, to ensure the viability of the Centre
- Promoting mixed use in some part of residential areas as to ensure the provision of services within the walking distance;
- Rawdat Al Khail district Centre master plan is to be safe and secure in terms of its private, public and communal open space areas.

Objective 3 - Development Density

- Working on the appropriate population density aligned with QNDF

Objective 4 - Movement

- Creating a Centre that is fully integrated with the City and surrounding areas with excellent public transport service and transportation facility
- Creating a fully integrated and interconnected place with ease of movement for visitors and residents across the district Centre;
- Providing a self-sustained , convenient and integrated public transport for Rawdat Al Khail
- Providing wider choices of travel modes by walking and cycling to the district Centre;
- Providing an convenient and adequate transportation facilities within the district Centre;
- Creating liveable and walkable streets across the district Centre

Objective 5 - Built Form

- Promoting a sustainable building typology that encourages vitality of streets and public realm across the district and has a clear definition of private and public realm;
- Promoting building typologies that well-fitted to the local climate;
- Maintaining the existing built form character of prominence low density and low rise buildings;
- Maintaining a fine grain character of the area;

Objective 6 - Open Space and Public Realm

- Optimising the environmental asset through provision of numerous open spaces across the Centre;
- Creating a green network integrated into the pedestrian network

Objective 7 - Community Facility

- Development within Rawdat Al Khail is to provide good visual and acoustic privacy, access to sunlight and natural ventilation for individual residences and neighbouring properties. In addition, community facilities and open spaces should be incorporated to provide for the needs of the residents.
- Addressing the shortfall of community facilities on the available lands;
- Promoting the provision of key community facilities at the central part of the district Centre precinct
- Appropriate Social Dimensions Development within Rawdat Al Khail is to provide for needs of the local community in terms of housing choice, community facilities distribution and access.

Objective 8 - Environmental

- Improving microclimate within the district Centre by design;
- Creating a district Centre equipped with state of the art technologies by which all the systems work to reduce the pollution in the vicinity and the energy consumption

Objective 9 - Utility and Infrastructure

- Creating a safe and attractive place to visit, benefitting first class facilities and high quality utility and infrastructures;
- Ensuring the provision of utility facilities is adequate to support the proposed density

Key development strategies

1. Spatial Structure (SS) Strategy

- Rawdat Al Khail District Centre master plan is based on a functional orthogonal grid providing it an urban metropolitan character. The gird provides flexibility and efficiency to the master plan and forms the basic organizing framework within which the various components of the master plan have been incorporated.

2. Land Use (LU) Strategy

- Main component of the centre is mixed use residential development. It is complemented with mixed use office streets and retail nodes to create a coherent vision of the district.
- Residential Multi Family Housing is located only in the northern part of the centre, where it reflects the uses of the inner streets of the quarter.

3. Development Density (DD) Strategy

- Intensifying the development density at the core area and major corridors.

4. Movement (MT) Strategy

- The principal mode of transportation to and from Rawdat Al Khail District Centre will be based on the existing road network and the proposed Rail station.

5. Built Form (BF) Strategy

- Reducing the front-setback of building line at the core area and along the major corridors to ensure the 'active interaction' between buildings and the public realm;
- Adopting the size and scale of the existing built form in the new developments;
- Promoting a 'perimeter block' building typology to encourage building closer to the premises' front-lot line therefore there would be sufficient spaces at the rear side to protect from overlooking and to allow better ventilation to the premises;
- The buildings' ground floor uses and their physical treatments should be designed to encourage vitality of public spaces;
- Adopting building massing, configuration and orientation that embrace breezes and natural ventilation building;
- Maintaining development setback from the tide-line to protect the natural asset ;
- Promoting a 'perimeter block' building typology to encourage building closer to the premises' front-lot line therefore there would be sufficient spaces at the rear side to protect from overlooking and to allow better ventilation to the premises;
- The buildings' ground floor uses and their physical treatments should be designed to encourage vitality of public spaces;
- Adopting green building principles

6. Open Space and Public Realm (OSPR) Strategy

- Designing flexible spaces for celebration events to occur is critical to the effectiveness of place making of Rawdat Al Khail. It is important for the resident as well as the visitor to experience a space differently each time they travel through a significant district park or plaza
- The intention is to create viable public open space which produces a sense of ownership within the community through the thoughtful integration of material, public art, and plan for sustainability

7. Community Facility (CF) Strategy

- Most of the community facilities are co-located within several locations in the master plan as it is shown in the preliminary land use plan which is produced for the Centre. The facilities meet the requirements set by the community facilities and the MSDP team. Basically, the key facilities are schools and parks as these represent the major shortage of needs.
- Developing such facilities within the site will provide a valuable service to residents and employees and further assist in reducing trips that would otherwise be required to similar facilities located outside of the development.

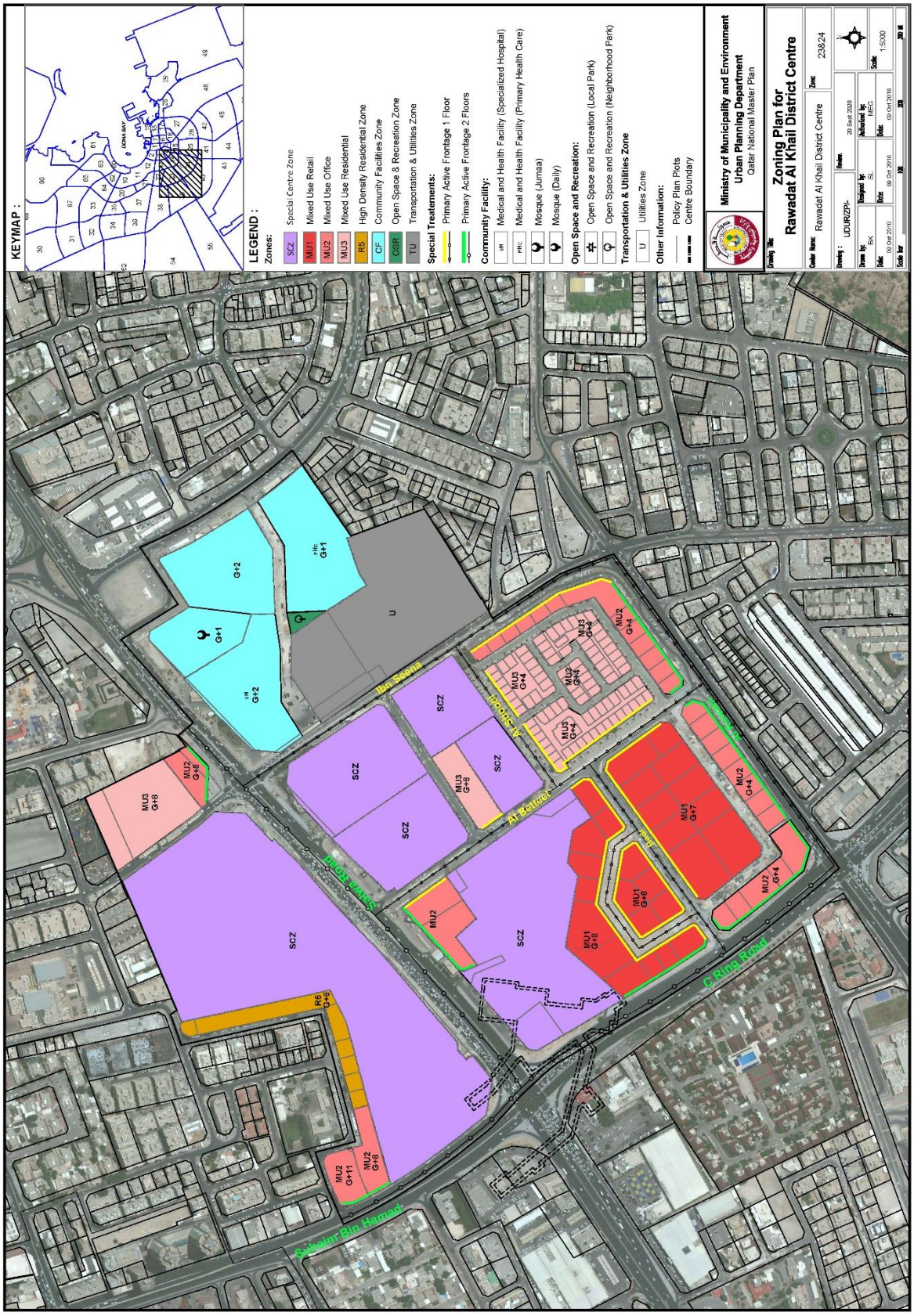
8. Environmental (ENV) Strategy

- Designing comfortable outdoor pedestrian environments throughout the Centre by provision generous shading devices for pedestrians;
- Provision of 'soft barrier' in the form of trees along the major roads to reduce air pollution from roads;
- Maintaining development setback from the tide-line to protect the natural asset
- Establishing a district management Centre that will responsible to ensure the health, safety and cleanness of the district Centre;

9. Utility and Infrastructure (UI) Strategy

- Provision of adequate utility facilities (water, waste, energy and TSE) as per Kahramaa and Ashghal standards;
- Provision of integrated below ground/sub-ground drainage and utility ducting;
- Softening the hard appearance of utility facilities through design;
- Placing bulky utility facilities to the periphery areas of the district Centre, where possible

Zoning – Rawdat Al Khail District Centre



3.2.7. Fereej Kulaib District Centre

Introduction

The district Centre is located to the north and south of Khalifa Avenue, bounded by Al Kharasa Street to the northern edge and Al Fajr Street to the southern edge. The majority of the Centre is proposed on a vacant site in the south-eastern corner of the intersection of Khalifa Avenue and Jasim bin Hamad Street and to the north of Khalifa Avenue. The district Centre lies within Zones 33 and 35 and is under Doha Municipality.

In the future, the Centre will be served by two Metro Station Phase-2 that are planned to be located at the intersection on Khalifa-Jamiaa Street (east part of the Centre) and at the intersection of Jassim Bin Hamad-Al Wabra/Omar Bin Khattab Street (west part of the Centre). The Centre is set within a residential neighbourhood of low density villas and low rise apartments which form single and multi-family housing. There are two large private and public schools located to the south with the public school currently undergoing major redevelopment.. Khalifa Avenue is also due to be upgraded as part of a comprehensive redesign of the entire road. The main function of the district Centre will be to service the daily and weekly needs of the surrounding catchment area.

Key challenges

- The current zoning regulations propose a low density population. However, to achieve a successful transit oriented development, the population requires to be increased in order to sustain the proposed mixed use and community facilities;
- The severance imposed by Khalifa Avenue in its current form and even more so with the future plan to create a wider and grade separated road;
- Ensuring the Centre integrates successfully with the existing residential neighbourhoods as well as surrounding developments;
- To provide safe and convenient linkages within the Centre and to adjoining areas;
- The area is currently only accessible by private cars or taxis due to the lack of public transport and transportation facilities;
- Integrating the planned metro station within the Centre and creating easy access for all;
- Lack of sufficient community facilities and open spaces to meet the requirements of a district Centre;
- Large areas of vacant land scattered around creating a fragmented environment;
- Limited provision of residential typologies.

Vision

To create a high-quality mixed use medium-density residential and retail environment that is a focus for community facilities for the area and celebrates its location as a major prominent site

Key objectives

Objective 1 - Spatial Structure

- Ensuring the proposed spatial structure integrates and enhances the quality of the existing structure;
- Creating a high quality Centre where cultural, social, economic and environmental values thrive for present and future generations;
- Creating a Centre with a distinct sense of place and belonging.

Objective 2 - Land Use

- Creating a successful transit oriented development where the Centre is comprised of a medium density mixed use core Centred around the metro;
- Introducing an integrated combination of primary uses: mixed use, community facility and residential uses and subsequently open space, transport and utility uses;
- Providing a range of building typologies to meet the needs of multi-family residents;
- Providing a rich diversity of mixed use to create an active and vibrant Centre.

Objective 3 - Development Density

- Higher developments are clustered around the proposed future Metro station to support its viability;
- Working on the appropriate population density aligned with QNDF's direction.

Objective 4 - Movement

- Creating safe and easy access across Khalifa Avenue for pedestrians;
- Creating a Centre that fully integrates with the City and surrounding areas with excellent public transport service and transportation facilities and connections to other strategic major Centres and facilities;
- Creating a high quality public transport system with metro and buses;
- Integrating the metro station within the Centre with safe and convenient access for all;
- Creating liveable and walkable streets with priority for people.

Objective 5 - Built Form

- Creating a Centre that has a unique character and identity;
- Celebrating the Centre's location as a gateway into Doha from the west
- Promoting a sustainable and robust building typology that meet the needs and demands of greater choices for accommodation types, encourages vitality of streets and public realm across the Centre and has a clear definition of private and public realm.

Objective 6 - Open Space and Public Realm

- Creating a social heart for residents to meet, play and gather;
- Creating a high quality public realm with ease of movement for all residents and visitors;
- Creating appealing, safe places and environments that permeate throughout the Centres;
- Creating a pleasant micro climate throughout the district Centre.

Objective 7 - Community Facility

- Creating a healthy and safe place to live, work and play through the provision of community facilities and a range of homes that meets the needs of more diverse communities;
- Providing a high standard of community facilities and open spaces that do not currently exist to meet the requirements of all ages;
- Ensuring the provision of community services within a walkable distance.

Objective 8 - Environmental

- Creating a district Centre with a sustainable pattern of development;
- Improving microclimate within the district Centre by design;
- Creating a district Centre equipped with technologies to reduce the pollution in the vicinity and the energy consumption.

Objective 9: Utility and Infrastructure

- Ensuring the provision of utility facilities is adequate to support the proposed density;
- Creating a safe and attractive place to visit benefitting with facilities and high quality utilities.

Key development strategies

1. Spatial Structure (SS) Strategy

- Create a legible spatial structure that clearly defines the areas for commercial and residential focus;
- Enhancing the viability and vitality of Fereej Kulaib district Centre through proper location of key facilities, their inter-connections, and their accessibility to the key transits and residential neighbourhoods ;
- Defining the area around the proposed metro station as the core area of the district Centre;
- Defining the other character areas in the precinct that revolve around the core area;

2. Land Use (LU) Strategy

- Ensuring the principles of a transit oriented development are applied where the core area will include a medium to high density mix of retail, commercial, office and residential, Centred around the metro station;
- Ensuring the multi-family residential is the predominant form of housing proposed. Existing single and multi-family housing are integrated as part of the Centre, located to the north and south-east.

3. Development Density (DD) Strategy

- Working on the population density as per QNDF's standard through proper distribution of mixed uses and building typologies;
- Intensifying the development density at the core area and major corridors.

4. Movement (MT) Strategy

- Ensuring the movement network creates safe and easy access to the metro, central core and community facilities and open space around the Centre;
- Ensuring that bus services will connect through the core area and neighbourhoods with bus stops/shelters located within close proximity to residents;
- Creating a well-designed pedestrian overpass and/or traffic calming to address the severance caused by Khalifa Avenue;
- Ensuring the movement network is designed so that the Centre is successfully integrated with existing surrounding movement networks to ensure permeability and maximum access;
- Ensuring the central core is designed to be a pedestrian friendly environment with access only for emergency vehicles and parking below ground.

5. Built Form (BF) Strategy

- Introducing a more sustainable and robust building typology that is suitable to accommodate higher density without undermining the health and safety quality;
- Promoting a 'perimeter block' building typology to encourage building closer to the premises' front-lot line therefore there would be sufficient spaces at the rear side to protect from overlooking and to allow better ventilation to the premises;
- Increasing building heights within the core area and the intersection of Khalifa Avenue and Jasim bin Hamad Street to accommodate a medium to high density as well as create landmarks and reinforce the Centre's role as a gateway into Doha;
- The buildings' ground floor uses and their physical treatments should be designed to encourage vitality of public spaces;

6. Open Space and Public Realm (OSPR) Strategy

- Creating outdoor social meeting places in the heart of the district Centre to improve the social cultural life of the communities;
- Creating a hierarchy of open space that are well connected and integrated within the pedestrian network throughout the district Centre;
- Creating a safe, pedestrian friendly, and publicly accessible public realm across the district Centre;
- Limiting provision of surface-parking spaces that undermine the vitality of the streets;
- Providing a district park located centrally with active and passive facilities;
- Introducing public plazas to create social meeting places within the core ;
- Creating a variety of spaces for residents and visitors to meet, gather and play;
- Improving the management of open space and public realm.

7. Community Facility (CF) Strategy

- Introducing a variety of community facilities and open spaces that are currently lacking in the area to meet the required standards of a district Centre and to cater for the needs of all ages.

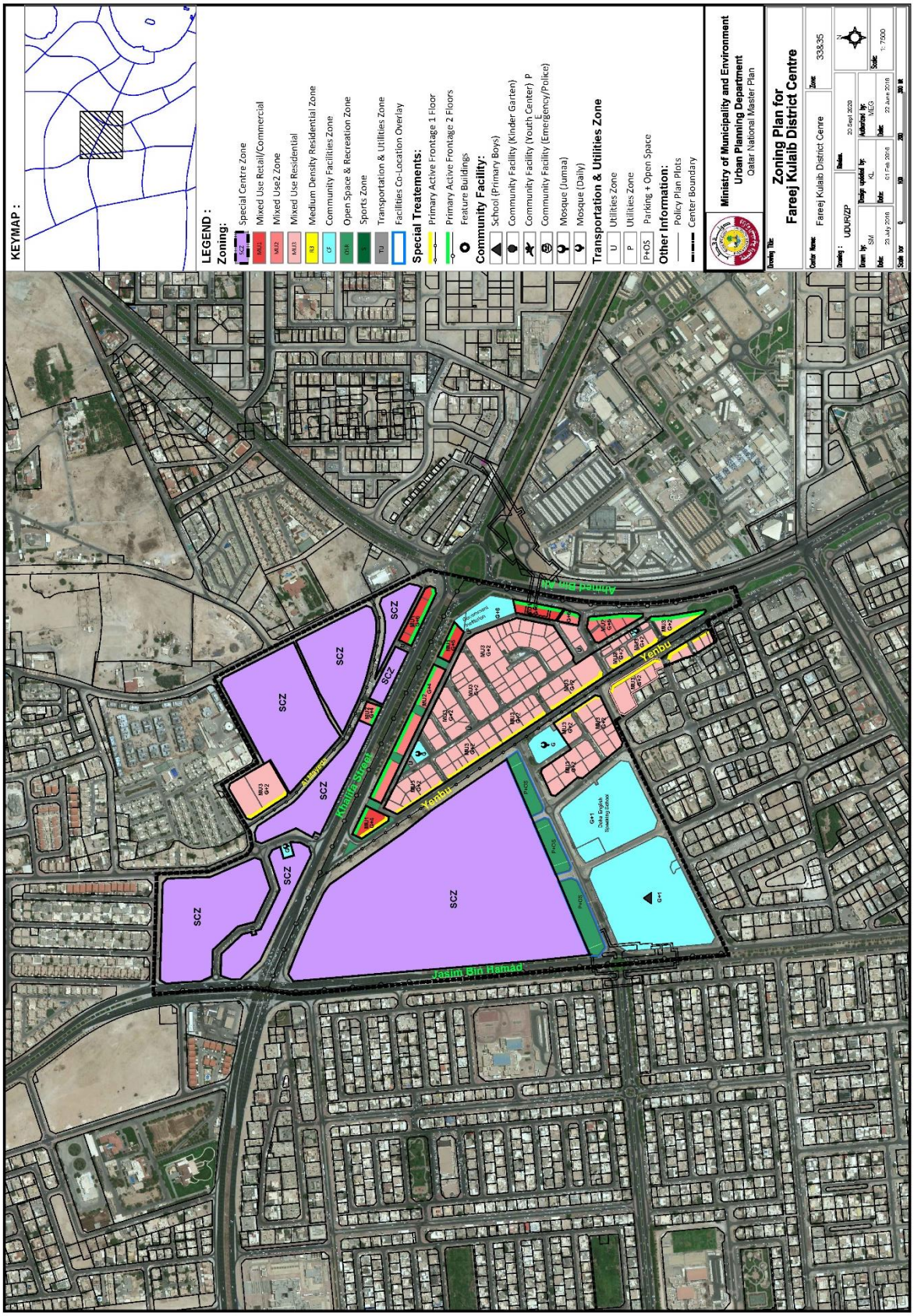
8. Environmental (ENV) Strategy

- Design improvement for new buildings and their configuration where massing and orientation promote breezes and natural ventilation;
- Designing a comfortable outdoor pedestrian environment throughout the Centre by provision of generous shading devices for pedestrians;
- Establishing a management Centre that will be responsible to ensure the health, safety and cleanness of the district Centre.

9. Utility and Infrastructure (UI) Strategy

- Provision of adequate utility facilities (water, waste, energy and TSE) as per the services provider's standards;
- Softening the hard appearance of utility facilities through design.

Zoning – Freej Kulaib District Centre



3.2.8. Nuaija District Centre

Introduction

The District Centre is located on the south-western and south-eastern corners of the intersection of Najma Street and D-Ring. The green line out to Industrial City will graze the Centre along D-Ring, but as this is not expected to be built until post 2032. The Centre will serve the daily and weekly needs of south-central Doha.

The Centre already contains several activities make up a Centre such as a retail mall (The Mall), a stadium, an existing school and an Islamic Centre and Mosque.

Key challenges

Major issues and challenges have been identified based on the findings of;

- Preliminary site visit.
- Available interim zoning
- Land availability and ownership
- The needs of the residents for 2032

The following issues have been identified;

- Addressing the severance of imposed by Najma Street,
- Integrating successfully with surrounding development,
- Respecting the amenity of existing adjoining residential uses
- Providing linkages across the Centre to adjoining areas
- Ensuring planning at this point is left purposefully somewhat vague.

Vision

To create a high-quality mixed use medium-density residential and retail environment that fully exploits its position on the metro line and is a focus for community facilities for south-central Doha

Key objectives

Objective 1 - Spatial Structure

- Enhancing the sense of arrival to the hospitality zone
- Emphasize key locations and gateway features, landmarks and vistas which help show the way and create a sense of arrival
- Preparing an appropriate Centre's structure to accommodate the physical pressures of future economic growth;
- Enhancing the Centre's legibility

Objective 2 - Land Use Objective

- Promoting mixed use in residential areas as to ensure the provision of services within the walking distance;
- Equal distribution of primary uses: mixed use, community facility and residential uses and subsequently open space, transport and utility uses ;
- Nauija district Centre master plan is to be safe and secure in terms of its private, public and communal open space areas.

Objective 3 - Development Density

- Working on the appropriate population density aligned with MSDP

Objective 4 - Movement

- Creating a Centre that fully integrated with the City and surrounding areas with excellent public transport service and transportation facility
- Creating a fully integrated and interconnected place with ease of movement for visitors and residents across the district Centre;
- Providing a self-sustained , convenient and integrated public transport for Nauija
- Creating liveable and walkable streets across the district Centre

Objective 5 - Built Form

- Promoting building typologies that suit the local climate;
- Maintaining the existing built form character of prominence low density and low rise buildings;
- Maintaining a fine grain and low density character of the area;
- Integrating the metro station within the urban fabric during the later stage

Objective 6 - Open Space and Public Realm

- Optimising the environmental asset through provision of open spaces across the Centre;
- Creating a green network integrated into the pedestrian network

Objective 7 - Community Facility

- Community facilities and open spaces should be incorporated to provide for the needs of the residents.
- Addressing the shortfall of community facilities on the available lands;
- Promoting the provision of key community facilities at the central part of the district Centre precinct
- Appropriate Social Dimensions Development within Nauija is to provide for needs of the local community in terms of housing choice, community facilities distribution and access.

Objective 8 - Environmental

- Development within Nauija is to provide good visual and acoustic privacy, access to sunlight and natural ventilation for individual residences and neighbouring properties
- Improving microclimate within the district Centre by design;
- Creating a district Centre equipped with state of the art technologies by which all the systems work to reduce the pollution in the vicinity and the energy consumption

Objective 9 - Utility and Infrastructure

- Ensuring the provision of utility facilities is adequate to support the proposed density

Key development strategies

1. Spatial Structure (SS) Strategy

- Nauija District Centre master plan is based on an orthogonal grid. The gird provides flexibility and efficiency to the master plan and forms the basic organizing framework within which the various components of the master plan have been incorporated.

2. Land Use (LU) Strategy

- Integrating a provision of mix uses within the sporting club which will enrich the quality of the uses. Nauija district Centre is located in low density area.
- It will be integrated with provision of MUs which would enhance its urban structure. Also, the proposed metro station will be integrated with the sporting club which will increase the land value of the Centre
- The main community facilities are located within the eastern side of the Centre due to the available vacant land. These facilities form the focus of catchment areas. These facilities are either co-located within the lower levels of the mixed use buildings or have allocated parcels of land.

3. Development Density (DD) Strategy

- The current densities will be kept to match the area

4. Movement (MT) Strategy

- Pedestrian networks need to be focused towards the new metro station ensuring maximum accessibility.
- Also, further studies will be provided to enhance the pedestrian linkages between the eastern and the western side of the Centre

5. Built Form (BF) Strategy

- Built form will establish a series of courtyards Buildings which should define street edges and setbacks with zero setbacks for retail use
- Also, high amount of type repetition is encouraged to promote buildability

6. Open Space and Public Realm (OSPR) Strategy

- The sporting club will be considered partially as a major open space, however the eatern area where the metro line is going to be an open space as well.
- The rest of the open spaces will be as pocket parks to create vibrant fabric

7. Community Facility (CF) Strategy

- The community facilities are co-located within the eastern side of the Centre. The facilities meet the requirements set by the community facilities and the MSDP team.
- The provision of facilities is based on a requirement of population, visual perception and catchment areas. For example, the provision of mosque has been determined by looking at the population to be served, the walking radius as well as the best visual area which the mosque can be accommodated. The current location for the mosque which is conveniently serve the population, enable use of land in the most effective manner possible and create a strong visual gateway for the district

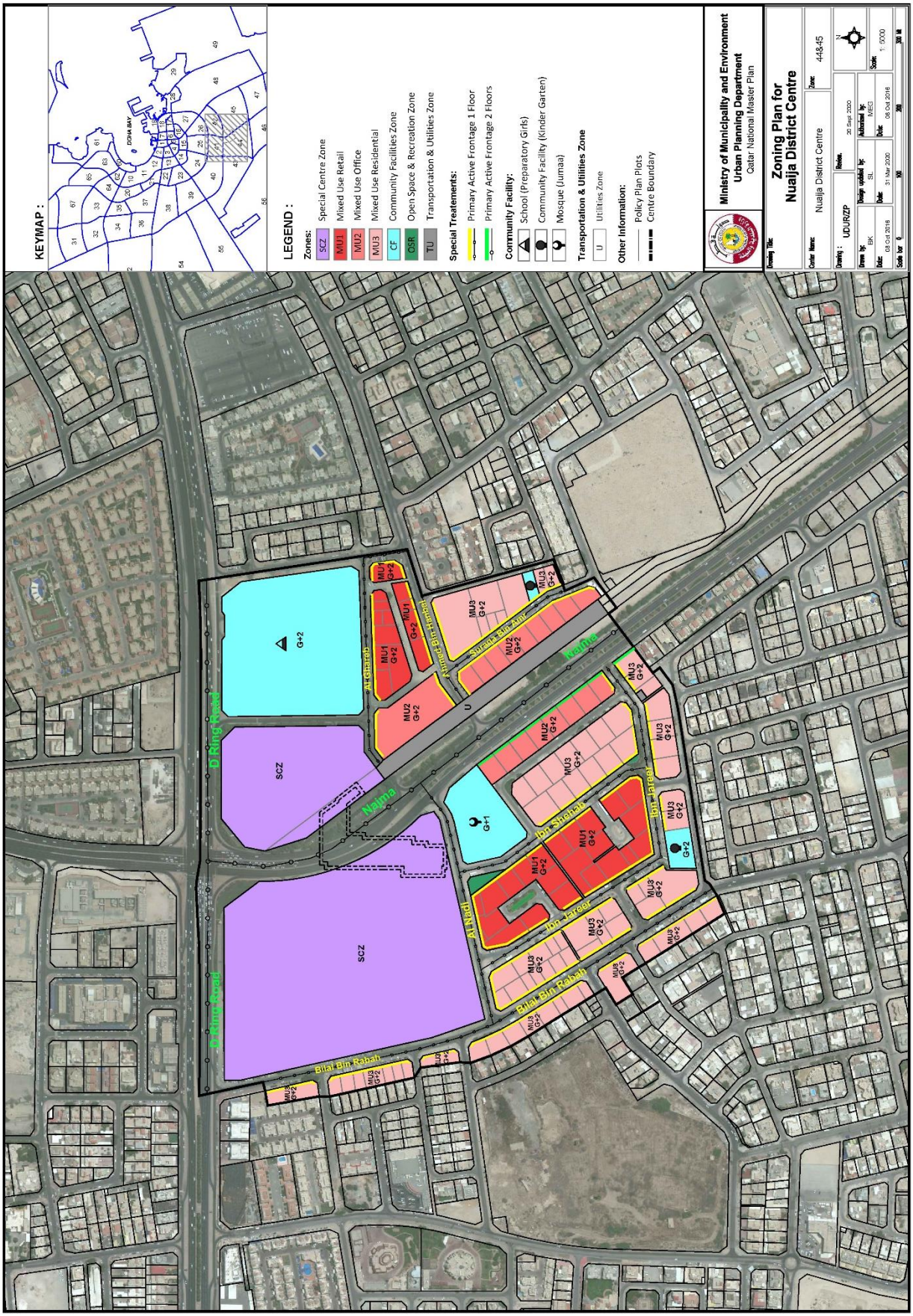
8. Environmental (ENV) Strategy

- Designing comfortable outdoor pedestrian environments throughout the Centre by provision generous shading devices for pedestrians;
- Establishing a district management Centre that will responsible to ensure the health, safety and cleanness of the district Centre;

9. Utility and Infrastructure (UI) Strategy

- Provision of adequate utility facilities (water, waste, energy and TSE) as per Kahramaa and Ashghal standards;
- Provision of integrated below ground/sub-ground drainage and utility ducting.

Zoning – Nuaija District Centre



3.2.9. Doha Wholesale District Centre

Introduction

Doha Wholesale Market District Centre is a part of Al Rayyan Municipality and situated in a very accessible location within the city context. It is also surrounded by many major city destinations such as Salwa Road Commercial Strip, Doha Wholesale Commercial Street, Al Waab City and many more. The boundary of the District Centre covers the southern Zone 55 (55 E) and northern part of Zone 56 (56 NE). In the future, the District Centre will be served by the Metro service phase 2.

Straddle amongst 4 quadrants within major junction of Salwa Road and Al Sidr-Wholesale Market Street, the District Centre has an important role to stitch and connect the severed areas together and to rejuvenate the image of the area. In particular, the Doha Wholesale Market area which has gained a special collective memory for Doha residents for years, needs to be revitalized and rebranded.

Key challenges

- Existing designs (Al Waab City Master Plan and MME Proposal for Doha Wholesale Market) exist;
- Great severances, dividing areas into four (4) individual quadrant;
- No Metro service running to the area for the immediate future;
- Existing uses: predominantly wholesale trading, commercial, retail;
- Transition to the adjacent residential area.

Vision

A viable and thriving District Centre that focusses on unique commercial activities, combining wholesale & retail trading, with family recreational facilities, and people friendly environment.

Key objectives

Objective 1 - Spatial Structure

- To integrate and reduce the severance amongst four quadrants of the District Centre;
- To create a compact and integrated development;
- To establish ‘a good neighbour’ for the surrounding residential;

Objective 2 - Land Use

- To promote mixed use to across the Centre where possible whilst enhancing the existing theme;
- To achieve compatible uses across the Centre.

Objective 3 - Development Density

- To create higher density development compared to its surroundings;
- To populate the Centre in order to well-support the investment.

Objective 4 - Movement

- To integrate and improve connectivity and accessibility of all the quadrants;
- To ensure safe and pedestrian friendly environment;
- To create easy movement for all modes of transport;
- To conceal parking.

Objective 5 - Built Form

- To create sympathetic development to the prevalence of residential area ;
- To create a new exciting/unique form of market as a new brand, landmark and image to the area.

Objective 6 - Open Space and Public Realm

- To create an integrated green and plaza network as a part of development's pedestrian networks;
- To capitalise and incorporate existing agriculture and nursery into the overall open space network and landscape design.

Objective 7 - Community Facility

- To establish a compact neighbourhood with stronger sense of community;
- Provide a balanced set of community facilities as per the standards.

Objective 8 - Environmental

- Creating one of the district Centres with exemplary sustainable pattern of development whereby all the alterations are harmonized wand balanced;
- Maintaining and improving the ecological value of the place through an integrated green, open space, nurseries and pedestrian link networks;
- Widening the opportunities for leisure and enjoyment;
- Improving microclimate within the Centre by design;
- Creating a Centre equipped with state of the art technologies by which all the systems work to reduce the pollution in the vicinity and the energy consumption .

Objective 9 - Utility Infrastructure

- Creating a safe and attractive place to visit, benefitting first class facilities and high quality utility and infrastructures;
- Ensuring the provision of utility facilities is adequate to support the proposed density;
- To ensure sustainable development;
- To ensure sufficient utility and infrastructure for serving the Centre.

Key development strategies

1. Spatial Structure (SS) Strategy

- Overcome the severance and connect all should be the paramount of the Centre's movement strategy.
- Define the zones for core area and transition area.
- Combine wholesale and retail into a compact and integrated development (e.g. Omani Souq is allocated in one place with other Dry Goods retail).
- Enhancing the Centredness quality of the core area by placing the district park at the very strategic part of the centre and it becomes the primary principle element to structure the other facilities.
- Establishing sizes of block that enable permeability and connectivity throughout the Centre.
- Create a transition Zone in Doha Wholesale Market Site: in the form of ' good fences make good neighbours' of the array of new required public facilities as a transition Zone to residential neighbourhoods on the eastern side
- Create stronger physical design of neighbourhoods in the form of enclave of mixed use residential clusters.

2. Land Use (LU) Strategy

- Modernize and upgrade the existing market.
- Injecting new attraction of family leisure to be the main generator of the development.
- The theme of attraction is derived from the existing potential of the Site (i.e family friendly market for specific goods such as flower, plants alongside fruits and vegetables, etc).
- Introduce mixed of uses across the Centre to ensure its vitality and the viability.
- Distribute evenly the mix use and other public facilities, with the open spaces and public realm as the primary principles to designate the allocation of uses. This enables the commercial uses to capitalise from the existence of the generous open space in the Centre.
- Combining commercial uses with community or public facilities to expedite the quick-implementation and also to ensure the vitality across the Centre.
- The social and cultural facilities are placed in the strategic location for easy access and well-served to the community.

3. Development Density (DD) Strategy

- Working on the higher population density as per QNDF's standard through proper distribution of mixed uses and building typologies.
- Intensifying the development density at the core area and major corridors.

4. Movement (MT) Strategy

- Balanced environment for the users who come by walking and cycling as well as by vehicle.
- An integrated pedestrian and open space network.
- Intensify the service of public transport such as regional buses, shuttle buses, taxis etc.
- Parking allocation is carefully designed as for not undermining the overall public realm quality. They are provided at designated parking areas within the Doha Wholesale Market Site to accommodate large vehicles for operational and visitors, nodes for parking around park, and underground parking facilities.

5. Built Form (BF) Strategy

- Create a stronger townscape character to improve the legibility of the Centre (ie. Higher buildings at the corners of 4 quadrants and create a landmark for the area).
- Attached buildings are encouraged, particularly along the main streets to create stronger definition of spaces for human scale.
- Promoting a 'perimeter block' building typology to encourage building closer to streets and other type of public realm street.
- Governing the active frontages along the main streets and public realm as a mandatory for the future development. The buildings' ground floor uses and their physical treatments should be designed to encourage vitality of public spaces.
- Adopting green building principles.

6. Open Space and Public Realm (OSPR) Strategy

- Extensive integrated open space, green, nurseries and pedestrian link networks.
- Create a clear hierarchical order of green open spaces (district park, neighbourhood park, local park, pocket park).
- Maintain and improve the role of the existing nursery.
- Create a stronger theme of open space in the area such as urban farm development.

7. Community Facility (CF) Strategy

- Provision of Emergency Facilities (Police / Civil Defence / Ambulance) and Social Centre / Youth Centre and District Park.
- Provision of sufficient daily mosques.

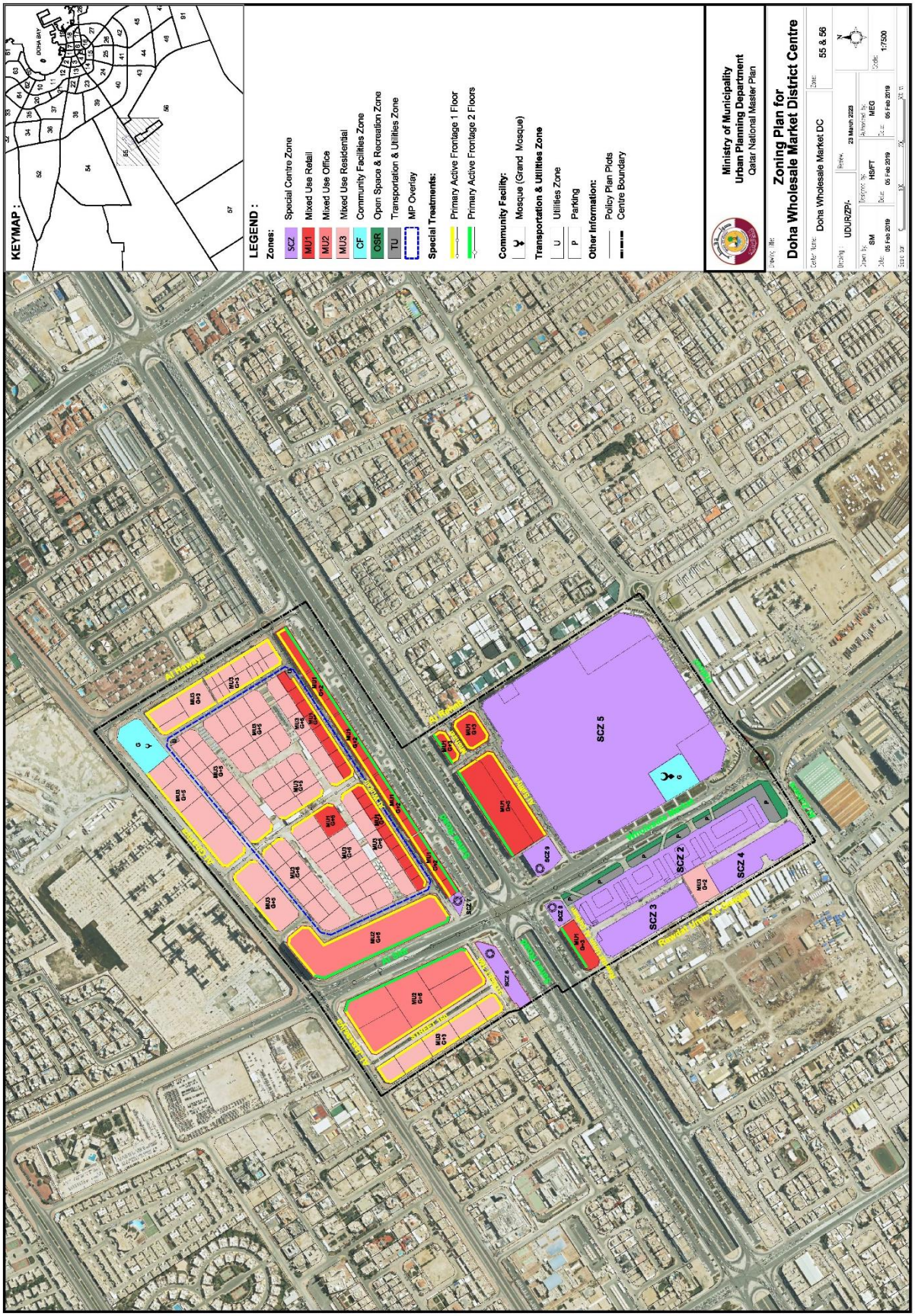
8. Environmental (ENV) Strategy

- Design improvement for new buildings, where the dimensions conform the healthy and green building standard; the massing and orientation promote breezes and natural ventilation.
- Designing comfortable outdoor pedestrian environments throughout the Centre by provision generous shading devices for pedestrians.
- Provision of 'soft barrier' in the form of green open space (between Doha Wholesale Site and the residential in the east) and trees along the major roads to reduce air pollution from the major roads.
- Establishing a town management Centre that will responsible to ensure the health, safety and cleanness of the town Centre.

9. Utility and Infrastructure (UI) Strategy

- Provision of adequate utility facilities (water, waste, energy and TSE) as per Kahramaa and Ashghal standards.
- Provision of integrated below ground/sub-ground drainage and utility ducting.
- Softening the hard appearance of utility facilities through design.

Zoning – Doha Wholesale District Centre



3.3. Centre plans in Al Rayyan Municipality

There are four (4) centres within Al Rayyan Municipality.

- Al Rayyan South Metropolitan Centre
- Gharrafa Town Centre
- Al Soudan District Centre
- Al Karrana District Centre

The Gharrafa Town Centre straddles between Doha Municipality and Al Rayyan Municipality.

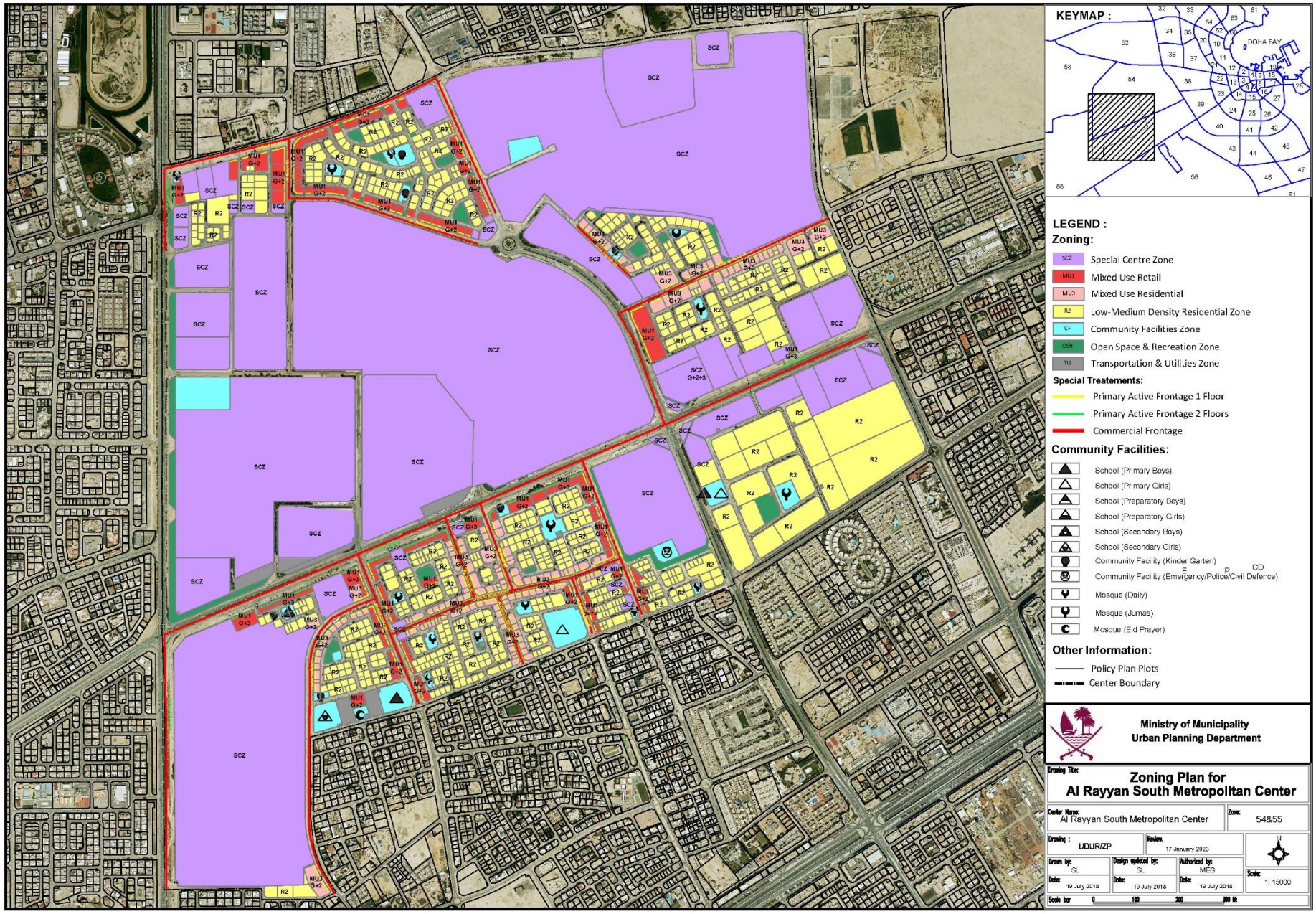
3.3.1. Al Rayyan South Metropolitan Centre

Introduction

Al Rayyan South Metropolitan Centres is mostly developed with existing buildings and infrastructure. It serves a larger catchment with provision of various services, community facilities, recreation and sports. Especially the retail (shopping malls) and sports and recreation (Khalifa International Stadium, Aspire Park and facilities, Aspetar) are destinations serving for the whole metropolitan Doha and beyond. Also it provides basic facilities for local population. There are a few undeveloped lands, with the largest portion belonging to Aspire Zone. There are also small residential lots and currently vacant ZOO lot that is owned by the government.

Main planning assumptions were to provide zoning for the whole centre, building on its current function as a sports hub with retail, that is supported by the existing, traditional residential area, which is to be maintained. Aspire Zone area, which covers over 54% of the centre, has already drafted plans to develop vacant lands, as well as inject new uses into the existing park area. The plan aims to provide additional investment and development opportunities for the existing residential neighbourhood, but without changes in the current subdivision and ownership.

Zoning - Al Rayyan South Metropolitan Centre



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3.3.2. Gharrafa Town Centre

Introduction

Gharaffa is a town centre located in a prominent interchange between the Doha Expressway (Al Shamal Highway) and Al Markhiya Street almost 10km north-west of the Old Core of Doha and it straddles between Doha and Al Rayyan Municipalities. The area occupies a centralised location surrounded by the vast residential areas of Al Gharaffa, Madinat Khalifa and Duhail and is already a prominent centre for retail activities with large shopping malls & hypermarkets. The town centre has great potentials for getting transformed into a major urban node in suburban Doha with quality mixed use areas. Moreover, the proposed metro station within the area has provided ample opportunities for facilitating much desired transit oriented development.

Key challenges

- Requires introducing strategic higher densities in the prevailing low density fabric.
- Transforming the area with large car dependent and fragmented developments with sub-urban malls (with large parking areas), gated communities, wide roads and junctions into an attractive centre with high walkability, permeability and connectivity.
- Requires introducing mixed use areas in strategic locations.
- Increasing accessibility to public transportation. Currently, the shopping malls are not well-connected to the existing bus network. However, a metro-line and a station is currently under consideration.
- The area is deficient in community facilities and lacks available government land.

Vision

A compact, mixed used and transit oriented town centre with high-quality interconnected public places ultimately becoming an attractive destination in the north-western suburbs of Doha.

Key objectives

Objective 1 - Spatial Structure

- Promote and ensure a compact spatial structure with strong connectivity.
- To create a spatial structure that enhances its unique identity and attractiveness.

Objective 2 - Land Use

- Promote mixed uses for vibrancy and for reducing car dependency.
- Bring in land use conformity and balance.
- Ensure provision of community services within walkable distances.

Objective 3 - Development Density

- Adopt appropriate density distribution levels.
- Distribute densities in correlation with the transit nodes and higher road accessibility.

Objective 4 - Movement

- To increase accessibility to public transportation.
- Facilitate a strong inter-connected public realm.

Objective 5 - Built Form

- Promote a building typology that encourages vitality of the streets.
- Increase visual prominence and identity.

Objective 6 - Open Space and Public Realm

- Create Doha's one of the most attractive shopping destinations with high quality public realm and connectivity.
- Create high permeability.

Objective 7 - Community Facility

- To fulfil (as much as possible) the requirements for community facilities within the centre.

Objective 8 - Environmental

- To enhance walkability and reduce car dependency.
- Increase greenery and landscaping in strategic locations.

Objective 9 - Utility Infrastructure

- Support the utility infrastructure development and distribution mechanism.

Key development strategies

1. Spatial Structure (SS) Strategy

- Defining the area around the proposed Metro Station Green Line (phase 2) and the areas around the main intersection (of Doha Expressway and Al Markiya Street) as the core area of the town centre. The core area requires higher densities and intense activities with iconic structures and best of the public realm.
- Developing strong connectivity between the core area and rest of the town centre.

2. Land Use (SS) Strategy

- Promote mixed use development around the transit node (metro-station) and along the main roads and intersections.
- Ensuring land use conformity through careful land use mix and minimise dead spaces.

3. Development Density (DD) Strategy

- Creating a balanced population density through appropriate distribution of mixed use areas and building typologies.
- Intensifying the development density in the core area and along the major corridors such as along Doha Expressway and Al Markhiya Street.

4. Movement (MT) Strategy

- Facilitate strong linkages to the proposed public transportation system integrating the stations and stops with land uses, densities and public realm.
- Develop a strongly interconnected public realm in the core areas and also linking the residential communities.
- Promote shared and automated parking facilities and reduce areas under surface parking lots.

5. Built Form (BF) Strategy

- Intensifying the physical density in the core area and along the major corridors by increasing permissible building height and creating a gradual height transformation towards the edges.
- Increase visual prominence and local identity through taller landmark structures as gateways in key areas.
- Adopt build to line building typologies and strategically develop active frontages.

6. Open Space and Public Realm (OSPR) Strategy

- Promote interconnected and hierarchical plazas and open spaces in strategic locations.
- Encourage vibrant shop/ office front semi-public spaces well connected to the public realm.

7. Community Facility (CF) Strategy

- Address the shortfall of community facilities and open spaces on the government-owned and undeveloped land parcels following the prescribed open spaces and community facilities' standards.

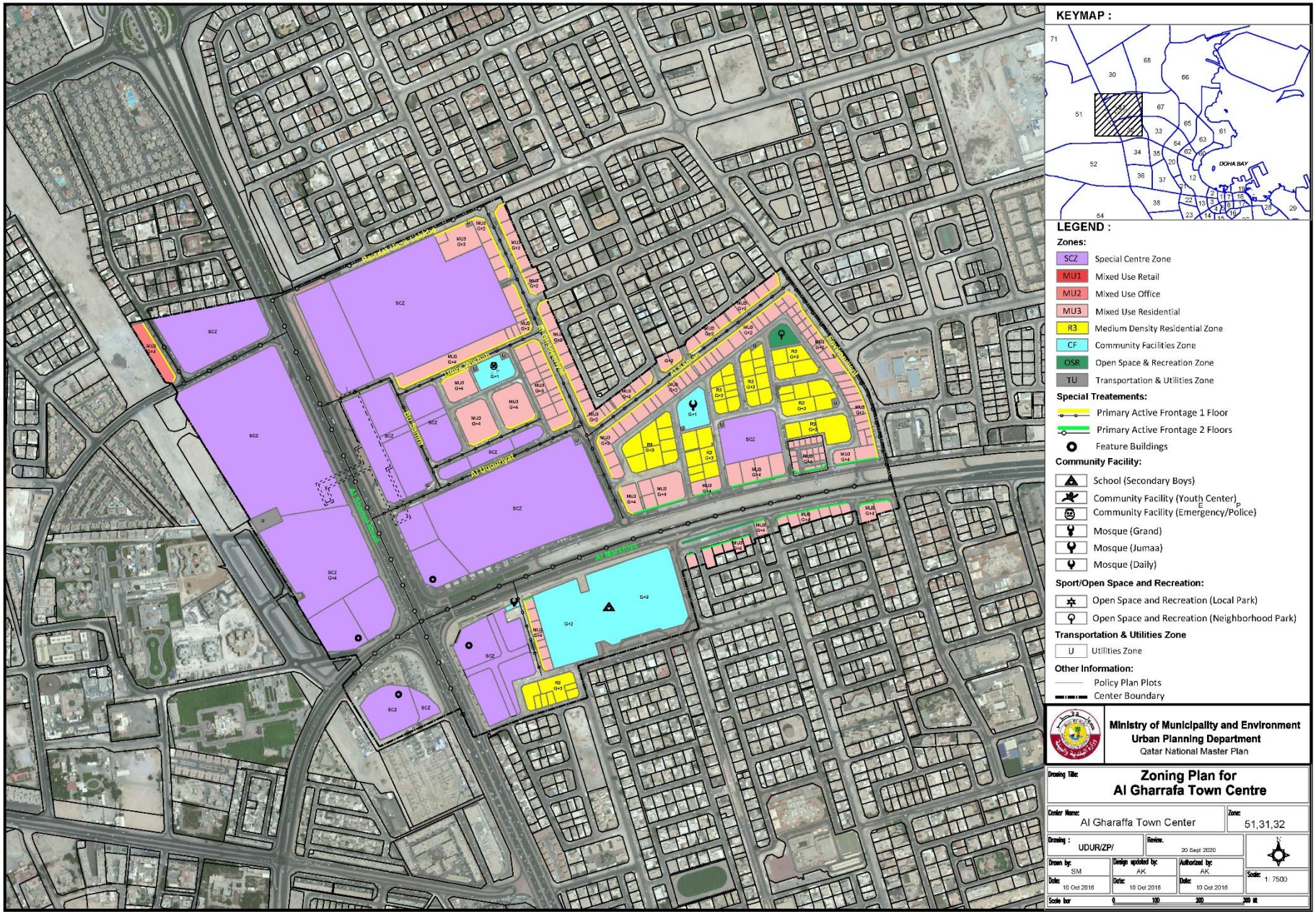
8. Environmental (EV) Strategy

- Compact form and strong public realm to enhance walkability and reduce car dependencies.
- Promote environmentally sensitive building design.
- Increase greenery and landscaping through environmental design and through creating provisions of gardens and open spaces.
- Increase greenery and sun-shades in walkways, plazas and streets.

9. Utility and Infrastructure (UI) Strategy

- Support sustainable development of utility infrastructure by adopting appropriate density strategies.
- Support required utility infrastructure distribution mechanism by making possible provisions of land as per Kahramaa's and Ashghal's standards.
- Reduce negative spaces created by bulky utility installations through their strategic placements.

Zoning- Gharrafa Town Centre



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3.3.3. Soudan District Centre

Introduction

The future development of Al Soudan District Centre is an opportunity to achieve the goals of the Qatar National Master Plan (QNMP) through the development of a modern successful transit oriented development that will establish and lead development in and around the Al Soudan and Al Waab neighbourhoods of Al Rayyan.

The development of a district Centre in Al Soudan came about through the development of the Al Rayyan Municipality Spatial Development Plan (MSDP), wherein, a future district Centre was identified at the location of the future Al Saad Stadium Metro Rail Station. The principle behind this district Centre is as a support Centre to Al Rayyan South Metropolitan Centre and Al Saad Town Centre. This Centre has direct relationship to future community facility infrastructure and existing sports and recreational facilities.

Key challenges

The key challenge is for Al Soudan's future development to meet its key roles as follows:

- A complementary role to Al Saad Stadium and Sports Facilities;
- A vibrant mixed use retail core Centred around the metro station;
- A Centre integrated with surrounding mega projects and key community infrastructure;
- Residential neighbourhoods that are connected locally to community facilities through a safe pedestrian network;
- A built form that introduces a mix of residential typologies that encourage low to medium density development;
- Community facilities that serves the catchment;

Vision

For a modern, successful and vibrant Centre that is integrated with existing high quality transport, community and recreational infrastructure

Key objectives

Objective 1 - Spatial Structure

- The Al Soudan District Centre is one of seven district Centres identified in the Al Rayyan Municipality Spatial Development Plan (MSDP).
- The development of the Centre is based upon the development of a mixed density mixed-use core, Centred on the metro rail station. Walkability to public transport underpins the TOD principle by focusing medium density activities around a commercial core serviced by high capacity, high quality public transport. This Centre complements the Metropolitan level Centres by providing for the immediate surrounding catchments business, service and retail functions;
- The guiding principle for the Al Soudan Centre is ensuring that development is focused around people. The basic urban elements that ensure a high quality of life for all residents are: environment; community; open space; movement; activities and place. The role of the Centre should be to service the localised residential catchment through the provision of daily and weekly convenience needs. Retail and commercial office development should be focused within a Centre core, with localised mixed use development providing service delivery to those precincts isolated from the core through road impediments.

Objective 2 - Land Use

- The current land use allocation does not support the intended use of the metro rail station as a transit oriented development anchored by retail, office and medium density housing;
- Existing vacant land holdings will be redeveloped to facilitate a TOD including community facility infrastructure such as schools;

- Existing land use zones will be largely maintained with some “up-zoning” of underdeveloped and vacant land for medium density residential and mixed use development.

Objective 3 - Development Density

- Within the existing planning framework, lands within the Al Soudan District Centre Precinct have the capacity to accommodate a low-medium density population. This population allocation is delivered through low-medium density residential neighbourhoods;
- Inside the Centre, mixed use development will deliver an improved population to support the rail and activate the Centre.

Objective 4 - Movement

- Currently two local bus services runs along Al Waab Street, this service connects the district Centre with Aspire Zone to the west and Al Saad to the east. A localised bus route also runs through the residential area around Al Saad Stadium;
- In accordance with the future Bus Action Plan the wider Al Soudan neighbourhood precinct will be connected with the Centre through local feeder bus networks;
- Qatar Rail Corporation as identified that a future rail station will be located along Al Waab Street on a vacant allotment of land central to the Centre boundary. This Gold line will be developed as part of the first phase of metro rail and will be in use by 2020;
- Private vehicles is currently the most used form of transport given the public transport shortfall;
- Al Waab Street is a primary radial in the road pattern of Greater Doha and Al Bustan is used informally as a radial connecting the southern districts of greater Doha with Al Rayyan and Al Gharrafa;
- There is no pedestrian network in the area. Streets do not have footpaths and permeability is restricted by large villa compound developments and the existing block structure;
- Pedestrian connections across Al Waab Street is only via the at grade pedestrian crossing at the intersection;
- The Al Soudan District Centre is connected to Al Rayyan South metro Centre, Al Saad Town Centre and Downtown Doha City via the yellow line rail as well as by bus. The Centre is not connected to town Centres at Al Gharrafa or along Salwa Road.

Objective 5 - Built Form

- In order to achieve a successful district Centre, the lands within the town Centre core must be developed to achieve increased densities in order to optimise urban liveability, sustainability and the prosperity and vitality of the Centre;
- Land parcels inside the town Centre core are adequate to accommodate the proposed building typologies. Therefore there is no need for amalgamation of lands inside the Centre.

Objective 6 - Open Space and Public Realm

- Residential properties have no direct relationship with the public realm. The streets are dominated by large boundary walls;
- There are no existing parks;
- The Centre Precinct is well serviced by large scale sporting infrastructure;
- Local civic plaza needs to be developed as part of the railway urban integration planning. Allocation of pocket and Local Park opportunities need to be explored in the surrounding area.

Objective 7: Community Facility

- Key sporting and open space infrastructure is not connected to the regional open space network (i.e. Aspire park, Al Saad Regional Park and the Doha Zoo);
- A new community facility node will be developed in close proximity to the Centre core. This community facility node will comprise predominantly schools to service the surrounding community.

Objective 8: Environmental

- Future development should adhere to energy efficiency ratings (QSAS);
- Public realm should consider native plant species as well as meaningful water sensitive urban design initiatives into design outcomes.

Objective 9: Utility and Infrastructure

- Future land allocation for utility and infrastructure needs to occur through close consultation with service providers;
- A car parking study for needs of the Centre should be developed as part of the implementation of the Centre;
- Allocation of car parking lands for future park and ride needs to be identified, including a strategy for long term co-sharing of car parking allocated to major sports infrastructure for use as public car parking.

Key development strategies

1. Spatial Strategy (SS) Strategy

Create an Active District Centre Core:

- Develop a Centre core activated by shops, employment and social infrastructure. Create a connected Centre
- Ensure movement network connects the Centre to other key employment and activity nodes and that movement from the residential neighbourhood to the Centre is convenient, safe and attractive.

2. Land Use (LU) Strategy

Develop the south-eastern quadrant as the District Centre Core

- The south-eastern quadrant of the town Centre precinct is considered to be the optimum location for the Centre core due to its land availability, connection and proximity to existing community and recreational infrastructure and its wider proximity to schools;
- The Centre core will incorporate mixed use retail, office with substantial part of mixed use residential to facilitate a population that will support the proposed metro rail station;
- In order to balance the role of this Centre core, the north-western and southwestern corners of the intersection will be developed as local Centres with commercial strip typology. Their role is to ensure that residents in these neighbourhoods are afforded access to daily and weekly goods as well as ensuring that an increased density around the rail station portals is promoted.

Ensure that the land use allocation delivers the anticipated resident and worker population.

- The land allocation of the Centre core should reflect the desired future vision of the Centre as a small scale Centre that predominantly supports the local Centre through a variety of retail options and small scale office or service related activities.

3. Development Density (DD) Strategy

Develop the metro station area:

- The development should be most dense around the metro station area, where a local increase in height to G+5 is permitted.
- The densidy and height should be lowered towards the edges of the centre to match the surrounding heights.
- Metro station will be the core area for activities within the centre.
- It will also be a node for pedestrian access to sport facilities in the south.
-

Increase densities inside the town Centre core and around key community and recreational infrastructure

- In order to achieve the vision of the Qatar National Development Framework Plan (QNDF), densities in and around the metro station portals should be increased to approximately 200 persons per hectare.
- Development around community infrastructure should be increased to 120 persons per hectare.

4. Movement (MT) Strategy

Integrate public transport with the Centre

- The rail station is located underground and is positioned on the northern side of Al Waab Street immediately west of the intersection. Three portals are proposed as part of the delivery of the station, these portals are located on the south-eastern, south-western and north-western corners of the intersection. These three portals are connected via an underground pedestrian tunnel;
- Above ground, site was identified for acquisition as part of the delivery of the metro station. It is recommended that these sites be designed as part of the overall vision of the Centre and integrated into the block structure.

Connect the Centre with Metro and Town Centres

- Identify new bus routes that utilise Al Bustan Street as an orbital and encourage the local bus network to connect with the schools and community infrastructure.

Develop park and ride at the station

- The Al Saad Sports Stadium has significant allocation of parking to its east which is only used on match days. It is recommended that this land be used for public parking during non-match days as a future park and ride site. This site is within walking distance to the Al Saad Stadium Metro Station;
- The existing bus routes that run along Al Waab Street be redirected into the Al Bustan neighbourhood so as to connect with the park and ride site;
- There is no need for the acquisition of land for public car parking stations. Car parking for the commercial function of the Centre core should be accommodated within individual developments or provided on street.

Develop a pedestrian network

- Localised pedestrian movement should focus on ensuring the residential development can access the sport facilities;
- Improved permeability can be achieved through minor land acquisitions which will enable a block structure that increased pedestrian movement.
- Accessibility through private lands can be achieved through sikka's and pedestrian walkways across private lands;
- A pedestrian route overlay will identify identifies land which when redeveloped should accommodate a sikka to allow for access across the land. Lands subject to this intervention will require a regulatory framework for their redevelopment;

- Movement across Al Bustan Street should be facilitated through the provision of an overhead bridge. This would enable a large residential population to the be connected.

5. Built Form (BF) Strategy

Develop a compact activated mixed use Centre core

- The desired future character of the district Centre is that of a small scale retail and commercial office services that supports the neighbourhood;
- The built form typology should encourage street edge development that activates the street and promotes a continuous street wall to the public domain The small scale non-residential uses should activate the streets and provide a vibrant neighbourhood with high quality public domain;
- In order to activate the district Centre core, it is recommended that G+5 typology be developed in and around the Centre core. This typology will allow for ground floor activation of the streets as well as providing a new housing choice (apartment living).

Introduce mix used residential development on the edges of the Centre

- The mixed use residential typology will be used as a tool to deliver local Centre role development in and around the metro rail portals. The mixed use residential developments will allow for a transition out of the primary Centre core areas into the residential neighbourhoods. This typology will have a scale and height similar to the surrounding residential areas however there ground floors will be activated through non-residential uses such as small shops.

Future development shall be sympathetic to the existing character of the area

- The Centre core is envisaged as local increase of density to allow better walkability and ridership for metro station.
- New residential development outside of the centre should be low scale residential development.
- Inside the Centre core, apartment housing will provide the density and ridership to the metro rail station. Due to the low scale nature of the Centre, it is envisaged that mixed use within the core should not exceet G+5 and be lower on edges.

6. Open Space and Public Realm (OSPR) Strategy

Develop Al Waab Street as a green corridor connecting Aspire Zone and the Al Saad Regional Park

- The Al Waab Corridor should be developed as a green corridor utilising pedestrian and cycle ways and a linear open space that visually and physically connects Aspire Zone and the Zoo to the west with Al Saad regional Park to the east. Along this corridor are several metro stations including the Al Rayyan Metropolitan Centre, al Saad Town Centre and Al Bustan District Centre.

Create new open space connections to the Aspire Zone and Wholesale market

- Running through the Al Waab City Mega Project is an opportunity to identify a pedestrian open space network that connects the Al Soudan District Centre, Al Waab City Mega Project and the Wholesale market District Centre.

Create new local parks and a District Centre park

- Develop Centre parks at the metro rail stations;
- Identify opportunities to develop inner block open space provision on residential superblocks in and around the Centre core.

Review the existing street right-of-way design and develop a public realm strategy

- Upgrade the existing road right-of-way to reflect a specific public realm strategy within the Centre Precinct. The strategy should include a clear vision for landscaping, surface treatments, street furniture, pedestrian and cycle ways, local parks, civic plazas and metro rail portals.

7. Community Facility (CF) Strategy

Deliver Community Facility in each of the identified precincts

- Coordinate with developers to include community facilities as part of mixed use development.
- Co-locate mosque and local parks to reduce land acquisition.
- Locate community facilities on the pedestrian and open space networks.

8. Environmental (ENV) Strategy

Utilise green building and social infrastructure to create a sustainable Centre

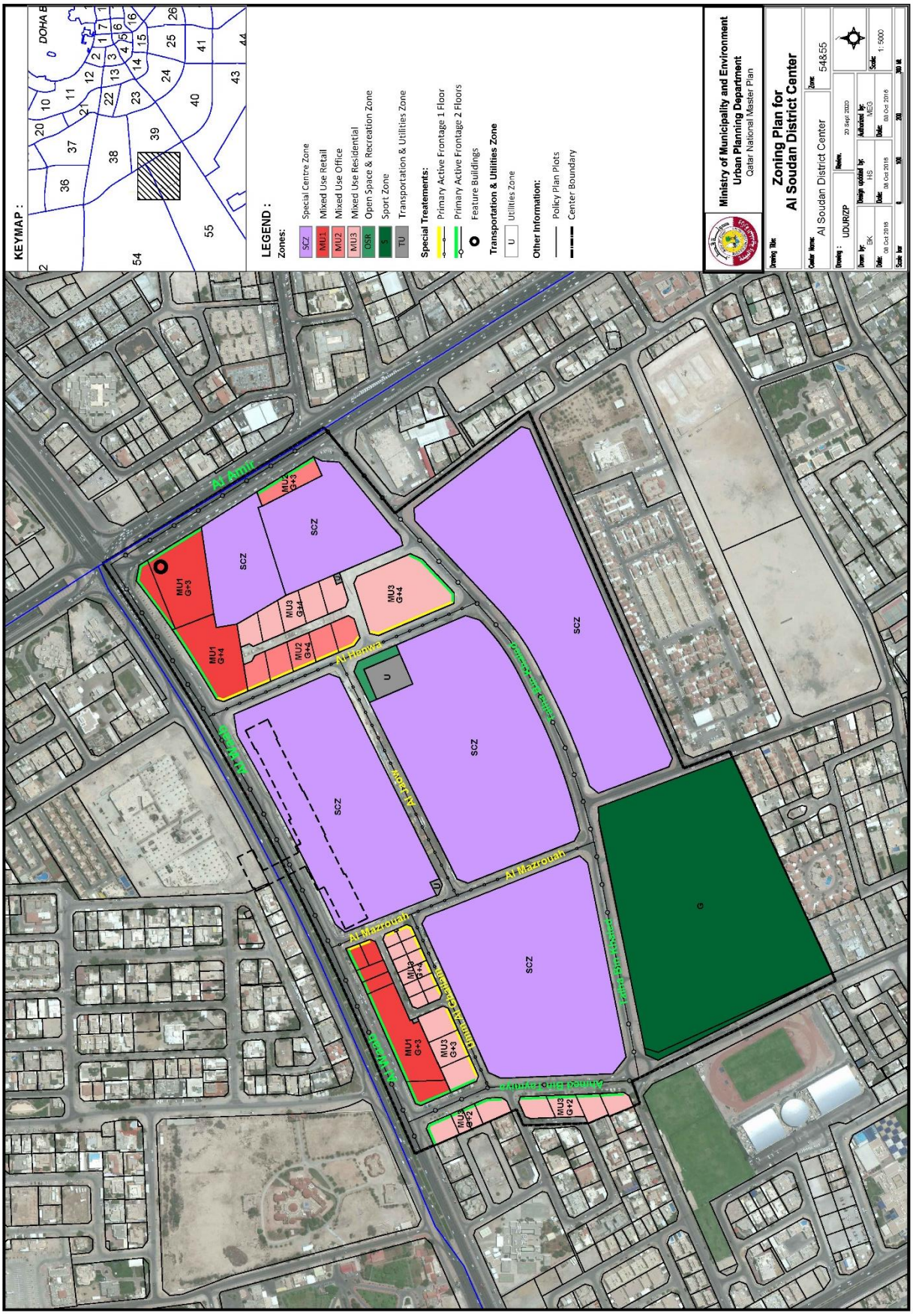
- All buildings should be developed in accordance with QSAS requirements.
- Consider using WSUD and native plantings in the design of streets and public realm

9. Utility and Infrastructure (UI) Strategy

Allocate utility and infrastructure in accordance with the needs of the service providers

- Utility infrastructure is permissible inside the land use zones within the town Centre. As per future consultation with service providers required utility lots will be identified and acquired through the implementation process.

Zoning – Al Soudan District Centre



3.3.4. Al Karaana District Centre

Introduction

Al Karaana district Centre is one of themain Centres within Al Rayyan Municipality located outside of Metropolitan Doha. Al Karaana is approximately 44km south from Doha Industrial Area on Salwa Road and approximately 44km from the Qatar's boarder with Saudi Arabia at Abu Samra.

The new Centre precinct is situated next to the old Karaana settlement. This old settlement is being taken by the Private Engineering Office (PEO) for a restoration project.

From a contextual vantage, Al Karaana is the first Centre outside of Abu Samra (which is the Qatar's only land based immigration and boarder control) for visitors into Qatar/Doha.

Key challenges

The isolated location of Al Karrana from the urban development boundary of Al-Rayan municipality generates problems for the residents to get their basic needs;

- Al Karrana has poor infrastructure and road network;
- The city has shortage in community facilities and green open spaces;
- There is lack of major commercial uses;
- There is no link between the historical city and the new development of Qatari housing;
- In the current land use, the government services are fragmented and have no linked network for pedestrian movement;

Vision

The future vision for Al Karaana District Centre is to create a model rural Centre that serves its community and hinterland through the provision for essential facilities and services

Key objectives

Objective 1- Spatial Structure

- Ensuring the provision of compact and integrated mixed use in the Centre core;
- Ensuring the integration of the Centre with the adjacent historical area

Objective 2- Land Use

- Ensuring proper provision for government services and facilities to cater for the immediate and surrounding catchment;
- Creating a self-sufficient city that is developed based on the provision of daily and weekly needs for the growing residential numbers

Objective 3-Development Density

- Working on the appropriate population density aligned with QNDF's direction;

Objective 4-Movement Objective

- Enhancing the permeability and pedestrian connectivity for different uses across the Centre boundary;
- Integrating different modes of transportation systems within the Centre

Objective 5- Built Form

- Maintaining the existing built form character of prominence low density and low rise buildings;
- Maintaining the rural character of the area;
- Intensifying the development in the Centre core

Objective 6- Open Space and Public Realm

- Creating more attractive public realm;
- Encouraging the integration of sport/entertainment facilities with the open spaces;
- Creating more aesthetic streets and pedestrian path;
- Encouraging the social interaction of people in open spaces and the interaction of people with the surrounding natural environment

Objective 7- Community Facility

- Ensuring the provision of the required community facilities responding to the needs of the area
- Creating integration for community facilities to assure proper utilization of all the uses

Objective 8 - Environmental

- Creating one of the town Centres with exemplary sustainable pattern of development whereby all the alterations are harmonized with nature;
- Improving microclimate within the town Centre by design;

Objective 9 - Utility and Infrastructure

- Creating a safe and attractive place to visit, benefitting first class facilities and high quality utility and infrastructures;
- Ensuring the provision of utility facilities is adequate to support the proposed density

Key development strategies

1. Spatial Structure (SS) Strategy

- Defining the area around 200 meter from the area boundary adjacent to Salwa road to introduce compact mixed required to serve the area;
- Creating a transition zone between the proposed Centre and the historical area by allocating a district park between the two areas which will achieve proper visual connections.

2. Land Use (LU) Strategy

- Clustering government uses to be located adjacent to each other and connected by a network of pedestrian links to achieve walkability and reduce the number of car trips
- Allocating commercial uses along Salwa road to serve both of the residents of the city and the travellers to Salwa borders

3. Development Density (DD) Strategy

- Working on the low population density between 60-120 pph as per QNDF's standard through proper distribution of mixed uses and building typologies;
- Intensifying the development density at the core area.

4. Movement (MT) Strategy

- There is no current or planned metro or train line that will service Al Karaana at this point, therefore bus services will be provided to promote links to Salwa Road and beyond into Doha, Shahaniya or Dukhan;
- Providing pedestrian movement network to encourage walkability within the Centre;
- Allocating shared parking facilities on the strategic location;
- Designing improvement on the streetscapes and pedestrian environments that consider the local climate characteristics.

5. Built Form (BF) Strategy

- Intensifying the building density in the core by increasing the permissible building height to the maximum of G+2;
- Creating a legible Centre serving the residents and the visitors by having compact mixed use in the Centre core serviced by public transport station and public plaza to support the concept of TOD;
- Adopting the size and scale of the existing built form in the new developments.

6. Open Space and Public Realm (OSPR) Strategy

- Providing various types and scales of recreation and open spaces like local and district parks, plazas and Al Ferjan area;
- Creating safe, pedestrian friendly, and publicly accessible public realm across the district Centre;
- Providing plaza in the Centre core to improve the social cultural life of the community and to encourage the people to use it.

7. Community Facility (CF) Strategy

- Providing the required community facilities meeting the standards of community facility provision required for this kind of Centres;
- Collocating the village market with the district park and other related community facilities like the youth and social Centre;

8. Environmental (EV) Strategy

- Designing improvement for new buildings, where massing and orientation promote breezes and natural ventilation;
- Designing comfortable outdoor pedestrian environments throughout the Centre by provision generous shading devices for pedestrians;
- Provision of 'soft barrier' in the form of trees along the major roads to reduce air pollution from the highways;

9 Utility and Infrastructure (UI) Strategy

- Provision of adequate utility facilities (water, waste, energy and TSE) as per Kahramaa and Ashghal standards;
- Provision of integrated below ground/sub-ground drainage and utility ducting;
- Softening the hard appearance of utility facilities through design

Zoning – Al Karaana District Centre

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3.3.5. Al Jumailiya District Centre

Introduction

Al Jumailiya district Centre is one of rural Centres within Al Rayyan Municipality. Al Jumailiya is approximately 30km North West from the Dukhan Highway turnoff at Al Shahaniya. The Centre is the northern most within the municipality of Al Rayyan and with a steady growing population has functionality and importance also for the small rural villages and population located outside of the major Centres in this northern area.

Al Jumailiya district Centre will serve its surrounding catchment as a district level and rural convenience Centre. The role of the Centre will be to provide many of the smaller rural settlements in the surrounding rural area access for daily and weekly needs retail shopping as well as basic community facilities for a district level. Further requirements will need to go to Shahaniya which is the major Town Centre within the rural part of the Municipality.

Key challenges

Ensuring the Centre integrates successfully with the existing context;

- Providing a safe and well connected public realm within the Centre and the adjoining residential neighbourhoods;
- There is no current or planned metro or train line that will service Al Jumailiya hence bus services will need to promote links to Doha, Shahaniya or Dukhan;
- A number of community facilities exist that will benefit the current and future Centre catchment population. However, additional facilities will need to be accommodated to meet the standards of a district Centre;
- Lack of sufficient open spaces and recreational facilities

Vision

Al Jumailiya District Centre will become an essential rural Centre that serves its community and hinterland through the provision for essential facilities and services supporting Shahaniya as the major rural Centre

Key objectives

Objective 1: Spatial Structure

- Create a Centre with a distinct sense of place and belonging;
- Ensuring an integrated and compact spatial structure;
- Defining a clear spatial structure that enhances Al Jumailiya;
- Creating a distinctive district Centre that respects the existing spatial and physical character of the area;

Objective 2: Land Use

- Introducing an integrated combination of primary uses: mixed use, community facility and residential uses and subsequently open space, transport and utility uses;
- Providing a rich diversity of mixed use to create an active and vibrant Centre.
- Effective and efficient community and public facility provision

Objective 3: Development Density

- Working on the appropriate population density aligned with QNDF's direction.

Objective 4: Movement

- Creating a fully integrated and interconnected place with ease of movement for visitors and residents across the district Centre;
- Creating liveable and walkable streets with priority for people.

Objective 5: Built Form

- Ensuring the proposed urban fabric integrates and enhances the quality of the existing fabric;
- Creating a Centre that has a unique character and identity;
- Maintaining the existing built form character of low density and low rise buildings.

Objective 6: Open Space and Public Realm

- Creating a high quality public realm with safety and ease of movement for all residents and visitors;
- Creating a pleasant micro climate throughout the district Centre;
- Creating social spaces for residents to meet, play and gather.
- Promoting a sustainable community and environment through accommodating specific facility for rural activities on the Centre's open space;
- Widening the leisure and recreational opportunity

Objective 7: Community Facility

- Creating a healthy and safe place to live, work and play through the provision of community facilities and a range of homes that meets the needs of diverse communities;
- Providing a high standard of community facilities and open spaces that do not currently exist to meet the requirements of all ages;
- Ensuring the provision of community services within the walking distance.
- Effective and efficient community and public facility provision

Objective 8: Environmental

- Creating a Centre with a sustainable pattern of development;
- Improving microclimate within the district Centre by design;
- Ensuring the district Centre utilizes technologies which reduce pollution and the energy consumption.

Objective 9: Utility and Infrastructure

- Ensuring the provision of utility facilities is adequate to support the proposed density;
- Creating a safe and attractive place to visit with facilities and high quality utility.
-

Key development strategies

1. Spatial Structure (SS Strategy

- Establish an integrated spatial structure;
- Enhancing the viability and vitality of Al Jumailiya;
- Enhancing the legibility of Al Jumailiya district Centre;
- Creating a high quality core area by addressing appropriate block sizes for Centre-related uses and identifying hierarchy and roles of streets that will well-serve the Centre.

2. Land Use (LU) Strategy

- With the forecast population expected to rise by 2032, the Centre will need to cater for the immediate and surrounding catchment;
- Accommodating a diverse mix of retail, commercial and residential.

3. Development Density (DD) Strategy

- Working on the population density as per QNDF's standard through proper distribution of mixed uses and building typologies.

4. Movement (MT) Strategy

- Ensuring the movement network is designed so that the Centre is successfully integrated with existing surrounding movement networks to ensure permeability and maximum access;
- Ensuring accessibility of the district Centre to the other parts of the Municipality by identifying a clear hierarchy of streets and pedestrian linkages;
- Providing pedestrian friendly streets throughout the Centre;
- Identifying a pedestrian network that connects residents with the Centre, community facilities and open spaces.

5. Built Form (BF) Strategy

- Intensifying the building density in the core area and major corridors by increasing the permissible building height;
- The buildings' ground floor uses and their physical treatments should be designed to encourage vitality of public spaces;
- Adopting green building principles;
- Adopting the size and scale of the existing built form in the new developments to maintain the character of the rural environment.

6. Open Space and Public Realm (OSPR) Strategy

- Creating outdoor social meeting places in the heart of the district Centre to improve the social cultural life of the communities;
- Creating a hierarchy of open space that are connected and integrated within the pedestrian network;
- Creating a safe, pedestrian friendly, and publicly accessible public realm across the district Centre;
- Providing a specific facility for promoting rural products (e.g fresh vegetables from the nearby farms, etc)
- Proposing a themed park that integrates well to the shopping areas;
- Creating comfortable outdoor environments by building design and by landscape design;
- Create a variety of spaces for residents and visitors to meet, gather and play;
- Providing a district park located within the Centre with active and passive facilities for all;
- Improving the management of open space and public realm.

7. Community Facility (CF) Strategy

- Future development within Al Jumailiya will concentrate on servicing not only the catchments retail and commercial requirements but also ensuring community facilities are provided and maintained;
- Introduce a variety of community facilities and open spaces that are currently lacking in the area to meet the required standards of a district Centre and to cater for the needs of all ages.
- Co-location of community facility to other facility or uses, for effectivity purpose and to maintain the vibrancy of the streets

8. Environmental (ENV) Strategy

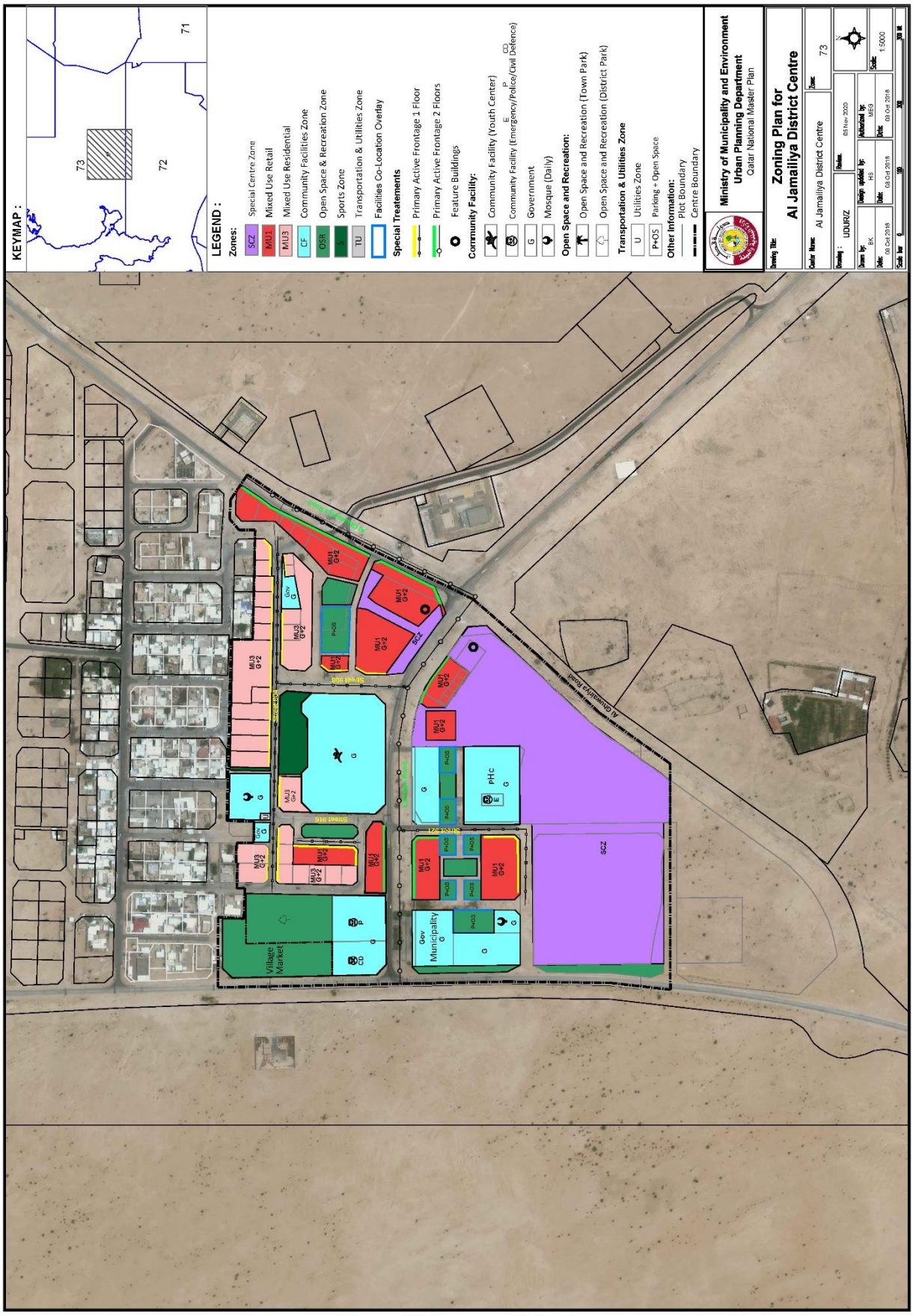
- Design improvement for new buildings, where massing and orientation promote breezes and natural ventilation;
- Designing comfortable outdoor pedestrian environments throughout the Centre by provision of generous shading devices for pedestrians;

- Provision of 'soft barrier' in the form of trees along the major roads to reduce air pollution from the highways
- Establishing a management Centre that will responsible to ensure the health, safety and cleanness of the district Centre.

9. Utility and Infrastructure (UI) Strategy

- Softening the hard appearance of utility facilities through design;
- Provision of adequate utility facilities (water, waste, energy and TSE) as per the services provider's standards;
- Provision of integrated below ground/sub-ground drainage and utility ducting;
- Placing bulky utility facilities to the periphery areas of the district Centre, where possible.

Zoning – Al Jumailiya District Centre



3.4. Centre plans in Al Daayen Municipality

The three Centres under Al Daayen Municipality are:

- Umm Qarn Town Centre
- Lubaib District Centre
- Rawdat Al Hammam District Centre

3.4.1. Umm Qarn Town Centre

Introduction

Umm Qarn is an inland village in the northern part of Al Daayen Municipality and located near Al Shamal Road .It is proposed to have a town Centre in Umm Qarn to serve the increasing population in Al Daayen Municipality, in addition to three other Centres which are Lusail Metropolitan Centre, Rawdat Al Hammam District Centre and Lubaib District Centre. Currently, vacant lands occupy more than 80% of the total area in Umm Qarn and new development has started at the north east of the city boundary consisting of school and government compound. It is proposed to locate Umm Qarn town Centre near the Government complex to consolidate the provision of Government services and community facilities with new retail and office employment opportunities to support growth.

Key challenges

- Lack of community and open spaces for existing community
- The increase in the designated population for Umm Qarn city
- The increase of the catchment population for Umm Qarn town Centre
- The environmental protected area limits the expansion of the Centre
- Qatari Housing near the Centre limits building heights
- The existing educational facilities are located near the core of the Centre which reduces the potential area of a compact mixed use for the Centre

Vision

Umm Qarn Town Centre will provide an important government function for the Municipality. Supporting this Municipal focus, it will also act as the main service Centre for both the local community of Umm Qarn and the wider population catchment of 20,000 which includes Simaisma and the rural settlements in the northern part of Al Daayen Municipality

Key objectives

Objective 1 - Spatial Structure

- Establishing a high quality vibrant retail hub to provide employment opportunities and retail facilities for the local community and wider catchment area;
- Preparing an appropriate Centre's structure to accommodate the physical pressures of future population growth

Objective 2 - Land Use

- Promoting mixed use in the core area of the Centre;
- Ensuring the provision of community services within walking distance

Objective 3 - Development Density

- Working on the appropriate population density aligned with QNDF's direction

Objective 4 - Movement Objective

- Facilitating modal transfer to high quality public and ambient modes of transport to improve accessibility within and between settlement including between Doha and Al Khor;
- Giving priority to pedestrian routes (sikka's) and provide a public transport network to increase ease of movement within Umm Qarn and the wider catchment area

Objective 5 - Built Form

- Creating a unique and high quality Town Centre at Umm Qarn with mixed-use, mixed density and low height;
- Creating a visual landmark at the Centre core area;
- Promoting a sustainable building typology that encourages vitality of streets and public realm across the town Centre

Objective 6 -Open Space and Public Realm

- Ensuring the provision of high quality open spaces and plazas;
- Encouraging the social interaction of people in open spaces and the interaction of people with the surrounding natural environment;
- Creating more aesthetic streets and pedestrian paths

Objective 7- Community Facility Objective

- Ensuring the provision of the required community facilities responding to the needs of the area;
- Clustering social amenities and community facilities at mixed-use urban Centres within walkable distance

Objective 8: Environmental

- Creating one of the town Centres with exemplary sustainable pattern of development whereby all the alterations are harmonized with nature;
- Improving microclimate within the town Centre by design;
- Creating a town Centre equipped with state of the art technologies by which all the systems work to reduce the pollution in the vicinity and the energy consumption;
- Protecting the aquifer area by considering engineering solutions

Objective 9: Utility and Infrastructure

- Creating a safe and attractive place to visit, benefitting first class facilities and high quality utility and infrastructures;
- Ensuring the provision of utility facilities is adequate to support the proposed density

Key development strategies

1. Spatial Structure (SS) Strategy

- Creating a core for the Centre with mixed use activities;
- Defining the other character areas in the precinct that surrounds the core area

2. Land Use (LU) Strategy

- Allocating commercial uses along Doha road to enhance the Centre's legibility by the visitors and to divert the traffic away from the residential area;
- Creating a buffer area between the major road interchange and the northern boundary of the Centre

3. Development Density (DD) Strategy

- Working on the low population density between 60-120 pph as per QNDF's standard through proper distribution of mixed uses and building typologies;

- Intensifying the density in the Centre core to have more people living and working in it.

4. Movement (MT) Strategy

- Encouraging different modes of movements and transportation including pedestrian movements and vehicles;
- Enhancing walkability by introducing pedestrian sikka's network.

5. Built Form (BF) Strategy

- Animating street edge by introducing mixed use along Doha road;
- Creating mixed use Centre with low height to respect the privacy of the Qatari neighbourhood;

6. Open Space and Public Realm (OSPR) Strategy

- Creating a local park at the Centre core to be easily accessible and to visually enhance the character of the area;
- Providing ladies club adjacent to Al- Ferjan site to address the shortfall of sport and entertainment facilities;
- Creating safe, pedestrian friendly, and publicly accessible public realm across the district Centre

7. Community Facility (CF) Strategy

- Enhancing provision of community facilities by completing the deficiency in the services;
- Collocating community facilities within the walkable distance;

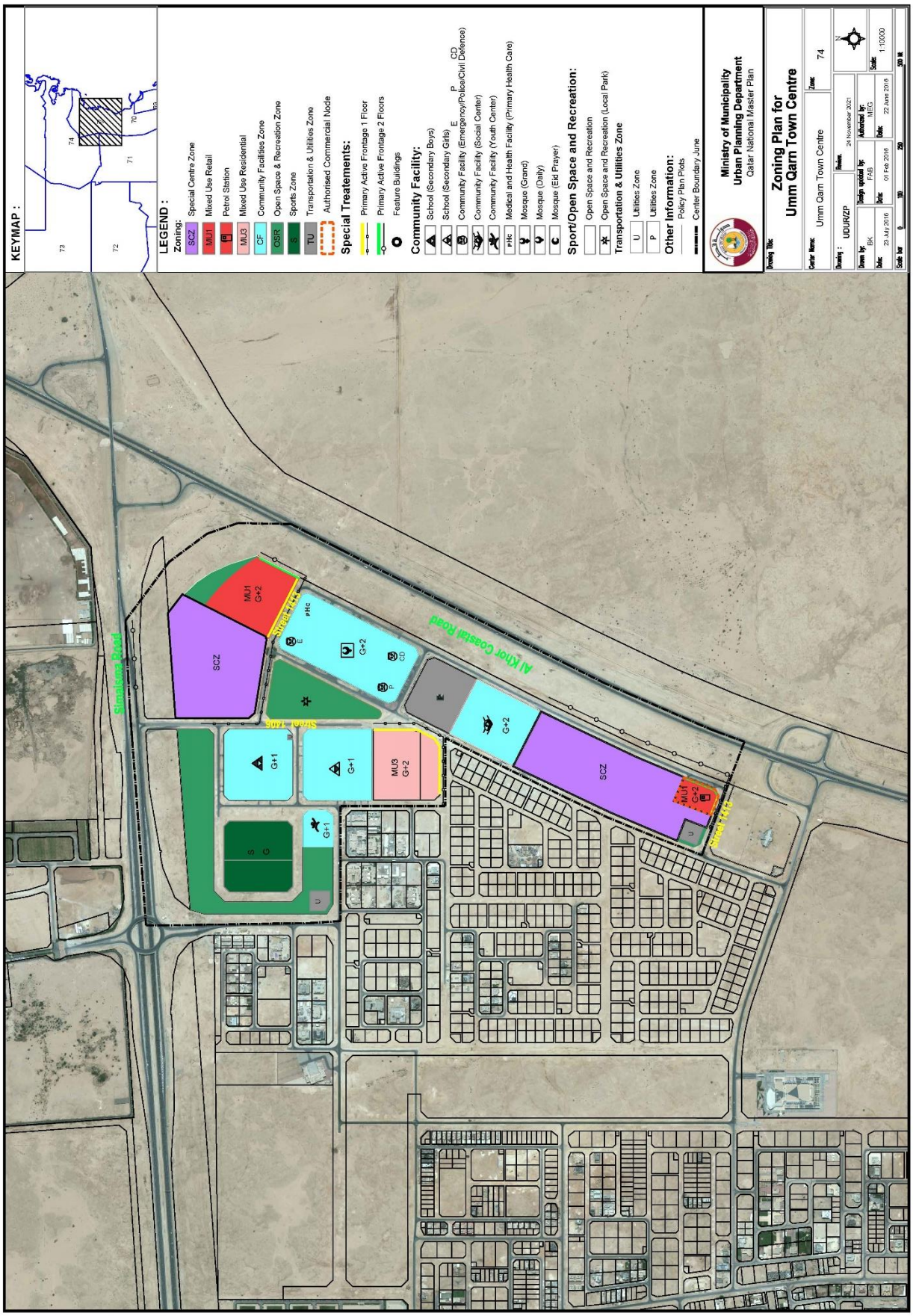
8. Environmental (EV) Strategy

- Designing improvement for new buildings, where massing and orientation promote breezes and natural ventilation;
- Designing comfortable outdoor pedestrian environments throughout the Centre by provision generous shading devices for pedestrians;
- Provision of 'soft barrier' in the form of trees along the major roads to reduce air pollution from the highways;
- Establishing a town management Centre that will responsible to ensure the health, safety and cleanness of the town Centre

9. Utility and Infrastructure (UI) Strategy

- Provision of adequate utility facilities (water, waste, energy and TSE) as per Kahramaa and Ashghal standards;
- Provision of integrated below ground/sub-ground drainage and utility ducting;
- Softening the hard appearance of utility facilities through design

Zoning– Umm Qarn Town Centre



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3.4.2. Lubaib District Centre

Introduction

Lubaib is a proposed district centre located next to the Lekhwiya Stadium and Sports Club serving the sub-urban residential areas such as Al Nuwaimi, Jeriyan Nejaima, etc. along the Arab League Street. The centre already has several major amenities and facilities and provides opportunities for creating a major sub-urban district centre with quality public places. It is envisaged that the centre is to support low density residential development with a population catchment between 25000-30000 inhabitants.

The nearest metro-station proposed is to be located a kilometre west from the centre's boundary and requires integration through other modes.

Key challenges

- Strengthen identity of the core – the areas around the park, health-centre, mosque, etc.
- Strategically develop land or structures next to other key areas for increasing legibility of the centre.
- Develop an interconnected public realm.
- Introduce mixed use areas and integrate these with the existing residential neighbourhoods.

Vision

- A distinctive and thriving District Centre with amenities, facilities and quality public spaces.

Key objectives

Objective 1 - Spatial Structure

- Enhance the centre's identify and legibility.
- Enhance sense of arrival along the key roads leading to the centre.

Objective 2 - Land Use Objective

- To achieve at land use conformity.
- Ensure community facilities at walkable distances.

Objective 3 -Development Density

- Adopt appropriate density distribution levels.
- Induce possible higher density with appropriate buffer from the residential community.

Objective 4 - Movement Objective

- Facilitate a strong inter-connected public realm.
- Achieve integration with the proposed public transportation system in and around.

Objective 5 - Built Form

- Achieve at required distinctiveness and blanding.

Objective 6 - Open Space and Public Realm

- Equitable distribution of gardens and play areas at walkable distances.
- Develop an interconnected public realm with high permeability.

Objective 7 - Community Facility

- Understand the community facility gaps and fulfil these.

Objective 8 - Environmental

- Enhance walkability and reduce car dependency.
- Increase greenery and landscaping through sustainable strategies.

Objective 9 - Utility and Infrastructure

- Support utility infrastructure distribution mechanism.

Key development strategies

1. Spatial Structure (SS) Strategy

- Identify a core within the centre (around the existing park, health centre, mosque, etc) and strengthen its identity.
- Identify key areas in the periphery for taking up strategies to increase legibility.

2. Land Use (LU) Strategy

- Introduce neighbourhood retail and mixed use areas carefully without jeopardizing serenity of the residential areas.
- Based on the gaps analysis, required community facilities are to be at accessible locations.

3. Development Density (DD) Strategy

- Concentrate higher density and higher intensity of uses along the main road in the southern periphery

4. Movement (MT) Strategy

- Facilitate strong linkages to the proposed public transportation system integrating the bus stations and stops with land uses, densities and public realm.
- The core of the centre and the key locations in the periphery to be connected through a strong public realm.
- Increase permeability through the blocks.

5. Built Form (BF) Strategy

- Introduce mid-rise buildings along the main road in the south to create a coherence between the large existing sport stadium and maintain the existing fabric in the inner neighbourhoods.
- Bring in human scale urban form by using appropriate building typologies.

6. Open Space and Public Realm (OSPR) Strategy

- Promote interconnected and hierarchical plazas and open spaces in strategic locations.
- Encourage vibrant shop front semi-public spaces well connected to the public realm.

7. Community Facility (CF) Strategy

- Address the shortfall of community facilities and open spaces on the government-owned lands and undeveloped lands following the prescribed open spaces and community facilities' standards

8. Environmental (ENV) Strategy

- Compact form and a strong public realm to enhance walkability and reduce car dependencies.
- Promote environmentally sensitive building design.
- Increase greenery and sun-shades in walkways, plazas and streets.

9. Utility and Infrastructure (UI) Strategy

- Support sustainable development of utility infrastructure by adopting appropriate density strategies.
- Support required utility infrastructure distribution mechanism by making possible provisions of land as per Kahramaa's and Ashghal's standards.
- Reduce negative spaces induced by bulky utility facilities by their strategic placements.

Zoning – Lubaib District Centre

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3.4.3. Rawdat Al Hammam District Centre

Introduction

Located to the north of Al Kheesa village, in the year 2010 UPD prepared and approved a Qatari Housing subdivision scheme to the south of the two protected areas of Al Daayen Municipality, and to the west of Al Khor Coastal Relief road and Lusail Mega project. With low density, and detached villas building typology of maximum heights G+1+P, the project is expected to accommodate 25000-30000 inhabitants. The area is developing rapidly as more than 25% of the land owners have already granted building permits and have started to build their houses.

Covering a large area of land, Rawdat Al Hammam District Centre is designated at the centre of the western portion of the Qatari Housing Project. Currently, there is a significant infrastructure provision by Ashghal as a part of Roads and Infrastructure Network Projects is underwayto accelerate the development of the area.

Key challenges

- The Centre site is very large in size and still in the form of an undeveloped green field site that enabling to set and adopt an ideal Urban Design principles in order to create a best example of thriving and sustainable Centre. .
- There is a need to review the previous subdivision against the standard provision of community facilities and other important uses required for a district centre to well-serve communities in the area;
- Due to the very large scale, the Centre will face the challenges on articulating its built form and landscape elements to create and enhance a human scale place throughout the Centre.

Vision

To create a distinctive and thriving District Centre that respects the local character through addressing the needs and life styles of the local Qatari communities. The vacant green field site creates an opportunity to set an ideal district Centre as envisioned by QNDF and MSDPs.

Key objectives

Objective 1 - Spatial Structure

- Enhance he local Qatari social fabric traditions and customs that are exhibited in the spatial character of the new residential subdivision;
- Create a legible and attractive District Centre;
- Creating a unique and compact Centre as the heart of the community that has a distinct sense of place derived from an intrinsic ambience of low density
- Resonate the pattern of the surrounding Qatari neighbourhoods ;
- Enhance the spatial role of the Centre to become the focus of activities for the communities in the area

Objective 2 - Land Use

- Provide mixed use low rise apartment buildings to promote liveability and sustainability to this Centre;
- Promoting mixed use in the core area and along the major roads, to ensure the viability of the Centre and the vitality of the public realm;

Objective 3- Development Density

- Working on the appropriate population density aligned with QNDF's direction

Objective 4 - Movement

- Creating a Centre that fully integrated with the City and surrounding area with excellent public transport service and transportation facility, and connections to other strategic major Centres and facilities;

- Creating a fully integrated and interconnected place with ease of movement for visitors and residents across the district Centre;
- Providing a self-sustained , convenient and integrated public transport for West of Lusail in general;
- Providing wider choices of travel modes by walking and cycling to the district Centre;
- Creating pedestrian friendly, liveable and walkable streets across the district Centre
- Balance approach between provision of an easy movement by vehicles and parking facility

Objective 5 -Built Form

- Promoting a sustainable building typology that encourages vitality of streets and public realm across the town and has a clear definition of private and public realm;
- Promoting building typologies that well-fitted to the local climate;
- Promoting building typologies, buildings configuration and articulation that will strongly define the streets and public realm, due to the out of scale size of the Centre;
- Maintaining the existing built form character of prominence low density and low rise buildings;
- Maintaining a fine grain and low density rural character of the area;
- Emphasising on green building materials

Objective 6 - Open Space and Public Realm

- Attractive open space as the heart and the focus of social activity of the community
- Ensuring publicly accessible spaces throughout the Centre;
- Optimising the environmental asset through provision of numerous open spaces across the Centre;
- Promote and enhance the character of local landscape;
- Creating a green network integrated into the pedestrian network;
- Utilise landscape elements to define the out of scale places;
- For effective and efficient facilities, the open space and sport facility will be co-located.

Objective 7 - Community Facility Objective

- Provide a balanced set of community facilities as perstandards.

Objective 8 - Environmental

- Creating one of the district Centres with exemplary sustainable pattern of development whereby all the alterations are harmonized with nature;
- Maintaining and improving the ecological value of the place through promoting an sensitive approach and balanced developments;
- Widening the opportunities for leisure and enjoyment ;
- Improving microclimate within the Centre by design;
- Creating a Centre equipped with state of the art technologies by which all the systems work to reduce the pollution in the vicinity and the energy consumption

Objective 9 -Utility and Infrastructure

- Creating a safe and attractive place to visit, benefitting first class facilities and high quality utility and infrastructures;
- Ensuring the provision of utility facilities is adequate to support the proposed density

Key development strategies

1. Spatial Structure (SS) Strategy

- Enhancing the Centreedness quality of the core area by placing the district park at the very central part of the centre and it becomes the primary principle element to structure the other facilities;

Establishing sizes of block that enable permeability and connectivity throughout the Centre.2. Land Use (LU) Strategy

- Introduce mixed of uses across the Centre to ensure its vitality and the viability;
- Distribute evenly the mix use and other public facilities, with the open spaces and public realm as the primary principles to designate the allocation of uses. This enables the commercial uses to capitalise from the existence of the generous open space in the Centre.
- The schools are distributed evenly to the north and south portion to well- serve the entire community;
- Provision of the Jumma Mosque at the very strategic location geographically to ensure the catchment of its service;
- Combining commercial uses with community or public facilities to expedite the quick-implementation and also to ensure the vitality across the Centre;
- The social and cultural facilities are placed in the strategic location for easy access and well-served to the community.

3. Development Density (DD) Strategy

- Working on the low population density between 60-120 pph as per QNDF's standard through proper distribution of mixed uses and building typologies;
- Intensifying the development density at the core area and major corridors.

4. Movement (MT) Strategy

- Balanced environment for the users who come by walking and cycling as well as by vehicle;
- An integrated pedestrian and open space network;
- Parking allocation is carefully designed as for not undermining the overall public realm quality. They are provided along the shortest street segments leading to the district park (on street parking); nodes for parking around park and are allocated within a particular interval of distance; parking pockets within the proximity to the primary uses such as jumma mosque, social centre, and large commercial entities.

5. Built Form (BF) Strategy

- Attached buildings are encouraged, particularly along the main streets to create stronger definition of spaces for human scale;
- Promoting a 'perimeter block' building typology to encourage building closer to streets and other type of public realmstreet;
- Governing the active frontages along the main streets and public realm as a mandatory for the future development. The buildings' ground floor uses and their physical treatments should be designed to encourage vitality of public spaces;
- Adopting green building principles.

6. Open Space and Public Realm (OSPR) Strategy

- Centralising all the recreational and leisure activities at the district park.

- Providing green networks connecting the Centre and the neighbourhoods and introducing various types of active open space to create vitality places across the Centre ;
- Providing smaller neighbourhood parks, where possible, throughout the rest of the Centre to improve the air quality and to enhance access to open space;

7. Community Facility (CF) Strategy

- The proposed community facilities are based upon the standard of community facility by QNDF for a district level; They are:
  a. Jumaa Mosque
  b. Primary School Boys
  c. Preparatory School Boys
  d. Primary School Girls
  e. Preparatory School Girls
  f. Primary Health Care Facility
  g. Emergency Facilities: Policy/Civil Defense / Ambulance
  h. Youth Centre
  i. District Park with co-location of sport facilities such as foot-ball field, tennis fields, or a ladies club
  j. Social Centre

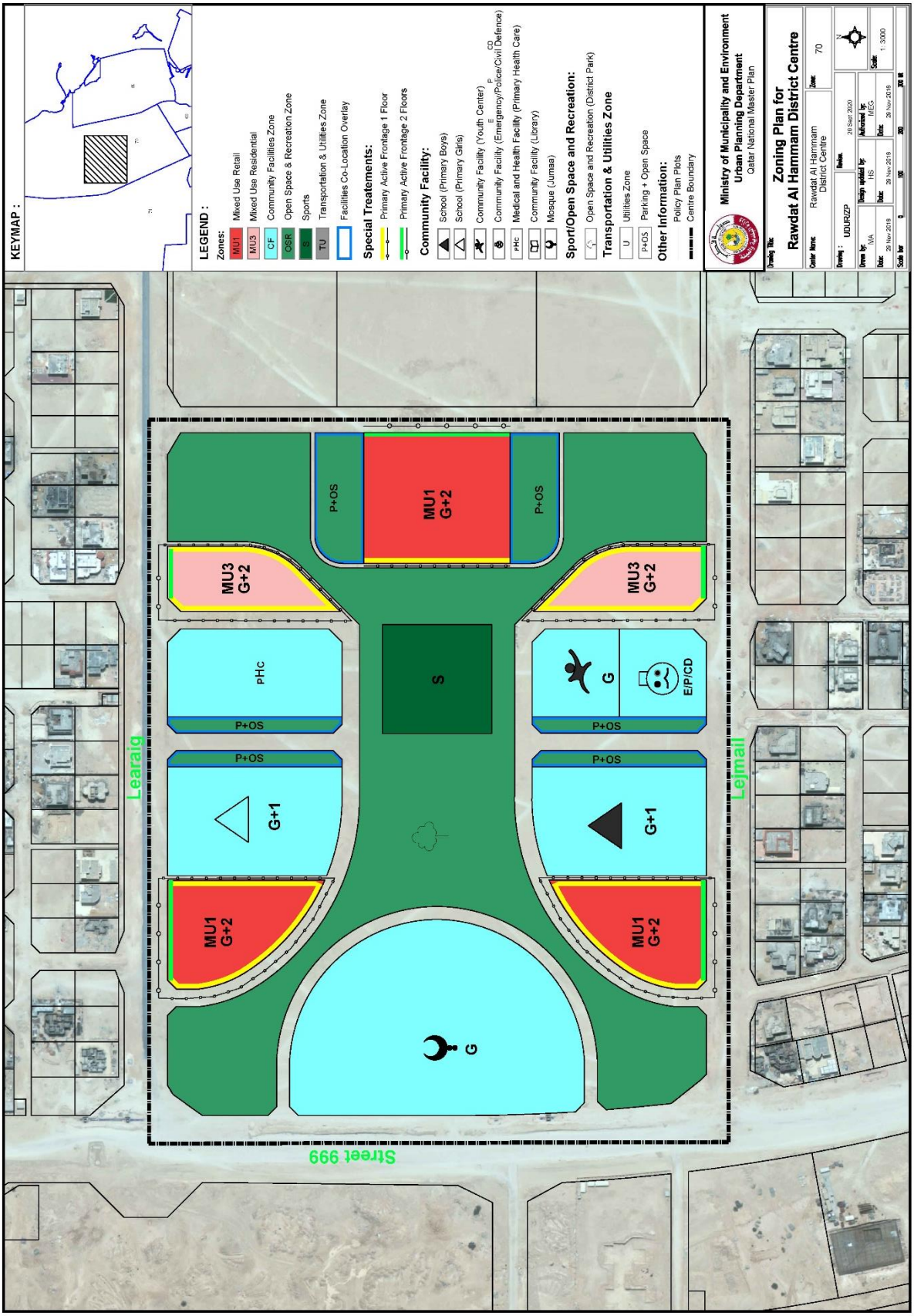
8. Environmental (ENV) Strategy

- Design improvement for new buildings, where massing and orientation promote breezes and natural ventilation;
- Designing comfortable outdoor pedestrian environments throughout the Centre by provision generous shading devices for pedestrians;
- Provision of 'soft barrier' in the form of trees along the major roads to reduce air pollution from the major roads;
- Establishing a town management Centre that will responsible to ensure the health, safety and cleanness of the town Centre;

9. Utility and Infrastructure (UI) Strategy

- Provision of adequate utility facilities (water, waste, energy and TSE) as per Kahramaa and Ashghal standards;
- Provision of integrated below ground/sub-ground drainage and utility ducting;
- Softening the hard appearance of utility facilities through design;

Zoning – Rawdat Al Hammam District Centre



3.5. Centre plan in Umm Slal Municipality

The Centre under Umm Slal Municipality is:

- Umm Slal Muhammad Town Centre

3.5.1. Umm Slal Muhammad Town Centre

Introduction

Umm Slal Mohammed is a town centre proposed next to the existing historically important neighbourhood of Umm Slal Mohammed and it is located in between two proposed metro-stations. With large undeveloped lots, the area provides ample opportunities for creating a compact sub-urban transit node with medium population density and facilities. The existing settlement has several heritage listed structures and several traditional 'rawdat's (gardens) with lush green vegetations.

Key challenges

- Requires distinctiveness and identity.
- Requires integration with the existing settlement.
- Requires integration with the proposed metro stations.
- Requires a framework for development for large privately owned lots.
- Requires connectivity and permeability.

Vision

- A distinctive, thriving and liveable medium-density transit oriented sub-urban town centre with attractive public places that ultimately becomes a catalyst for overall development of the existing heritage town.

Key objectives

Objective 1 - Spatial Structure

- Promote and ensure a compact spatial structure with strong connectivity.
- To create a spatial structure that enhances its unique identity and attractiveness.
- Strengthen spatial linkages with the existing heritage town.

Objective 2 - Land Use

- Promote mixed uses for vibrancy and for reducing car dependency.
- Bring in land use conformity and balance.
- Ensure provision of community services within walkable distances.

Objective 3 - Development Density

- Adopt appropriate density distribution levels.
- To match intensive activities and higher-densities with the transit station locations.

Objective 4 - Movement

- Facilitate strong linkages to the proposed public transportation system.
- Facilitate a strong inter-connected public realm.

Objective 5 - Built Form

- Promote a sustainable building typology that encourages vitality of streets and public realm.
- Increase visual prominence and local identity.

Objective 6 - Open Space and Public Realm

- Create open spaces and plazas of different sizes and class.

- Create permeability and connectivity.

Objective 7 - Community Facility

- Fulfil community facility backlog.

Objective 8 - Environmental Objective

- Enhance walkability and reduce car dependencies.
- Increase greenery and landscaping through sustainable strategies.

Objective 9 - Utility and Infrastructure

- Support the utility infrastructure development and distribution mechanism.

Key development strategies

1. Spatial Structure (SS) Strategy

- Defining the area around the proposed metro stations and the areas around the main intersection (on Al Shamal Highway) as the core area of the town centre. The core area requires higher densities and intense activities with iconic structures and best of the public realm.
- Developing strong connectivity between the core area and rest of the town centre.
- Ensure permeability through the large lots using appropriate implementation mechanism.

2. Land Use (LU) Strategy

- Promoting mix use development all around the transit node (metro-station) and along major corridors and single residential use in the internal areas.
- Ensuring land use conformity through careful land use mix.

3. Development Density (DD) Strategy

- Using population density ranging between 60-120 pph as per QNDF's standards through proper distribution of mixed uses and building typologies.
- Intensifying the development density in the core area and along the major corridors.

4. Movement (MT) Strategy

- Facilitate strong linkages to the proposed public transportation system integrating the metro stations and bus stops with land uses, densities and public realm.
- The core of the centre and the key locations in the periphery to be connected through a strong public realm.
- Increase permeability through the blocks through effective implementation strategies.

5. Built Form (BF) Strategy

- Intensifying the physical density at the core area and major corridors by increasing permissible building height and create a gradual height transformation towards the edges.
- Increase visual prominence and local identity through taller landmark structures as gateways in key areas.
- Adopt build to line building typologies and strategically develop active frontages.

6. Open Space and Public Realm (OSPR) Strategy

- Promote interconnected and hierarchical plazas and open spaces in strategic locations.
- Encourage vibrant shop/ office front semi-public spaces well connected to the public realm.

7. Community Facility (CF) Strategy

- Address the shortfall of community facilities and open spaces on the government-owned lands and undeveloped lands following the prescribed open spaces and community facilities' standards.

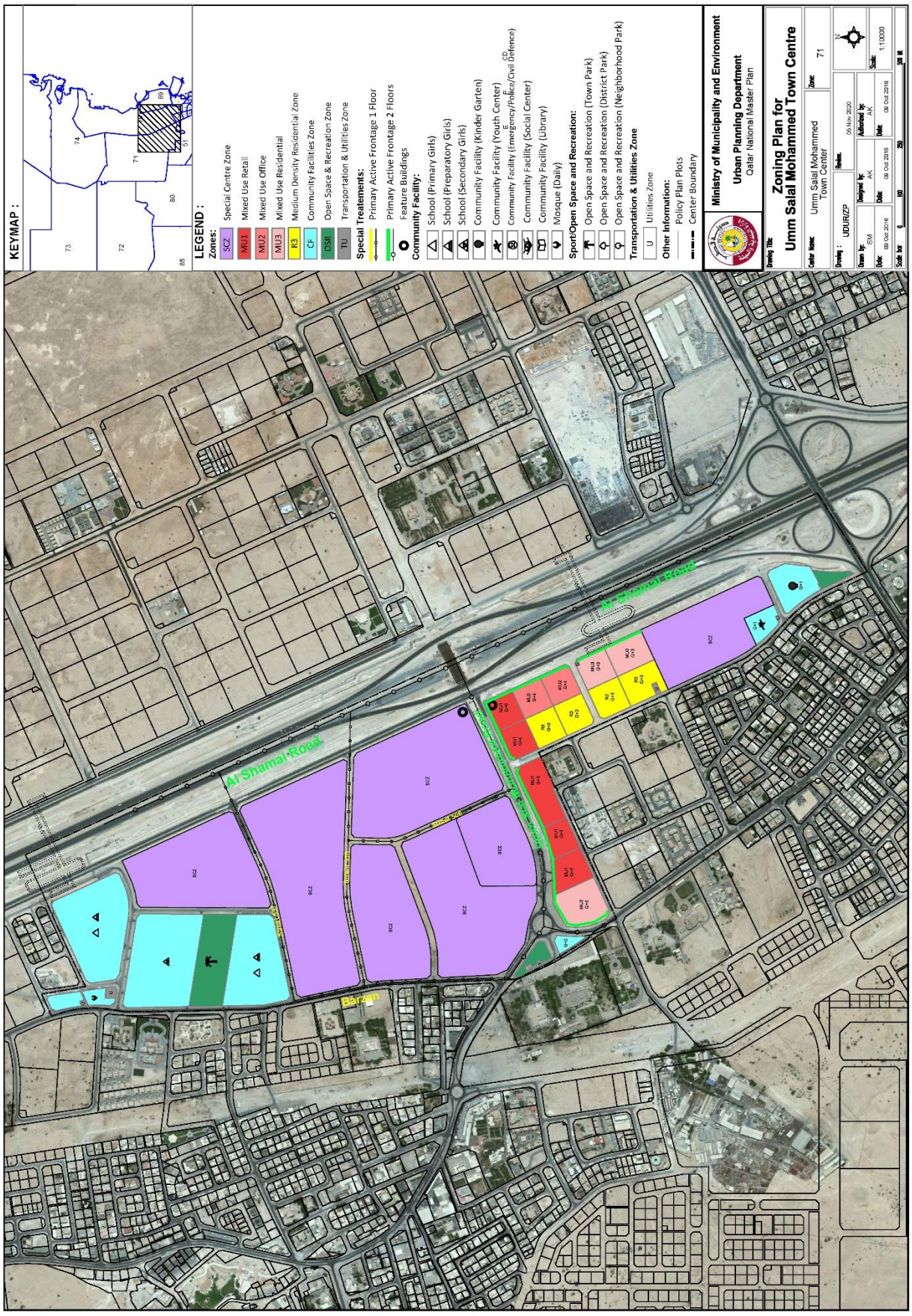
8. Environmental (EV) Strategy

- Compact form and strong public realm to enhance walkability and reduce car dependency.
- Promote environmentally sensitive building design.
- Increase greenery and sun-shades in walkways, plazas and streets.

9. Utility and Infrastructure (UI) Strategy

- Support sustainable development of utility infrastructure by adopting appropriate density strategies.
- Support required utility infrastructure distribution mechanism by making possible provisions of land as per Kahramaa's and Ashghal's standards.
- Reduce negative spaces induced by bulky utility facilities by their strategic placements.

Zoning– Umm Slal Muhammad Town Centre



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3.6. Centre plan in Al Shamal Municipality

The Centre under Al Shamal Municipality is:

- Al Shamal Town Centre

3.6.1. Al Shamal Town Centre

Introduction

The Town Centre is designated at the central part of the Northern City bounded by the Gulf Sea to the north. It is intended to be an administrative focus for the Municipality and to serve the daily needs of the three immediate districts of Abu Dhalouf, Al Shamal, Al Ruwais and the entire Shamal Municipality in general. Characterised by traditional coastal village ambience, Al Shamal's built form is typified by single storey buildings. The seashore of Al Shamal Municipality has been identified as one of the high ecological value areas in Qatar, in particular Al Ruwais's shore, and the northern part of the designated Town Centre's core has also been classified as the place ofrich fauna. The future economic drivers will be the upgrading of the Shamal Port and the national tourism strategy to foresee Al Shamal as one of the recreational destinations in the country. Blessed with natural assets, the future Centre development will continue to maintain the high environmental value whilst nurturing its economic growth.

Key challenges

The core area of the Town Centre is still largely undeveloped lands with large block subdivision;

- The high ecological value of the place is imperative to be considered for planning and designing the core area;
- The existing planning framework is not flexible enough to accommodate future diversity of uses as a result of the economic growth, especially in the Centre precinct;
- The Municipality lacks town scale urban components;
- There is an imbalanced distribution of land uses. The existing zoning plan designates excessive areas to accommodate government institutions beyond the standards and requirements;
- The movements in this area are dominated by cars;
- The public transport service is still limited;
- The road network and other infrastructures are not in place yet;
- The Municipality lacks adequate provision of community facilities and open spaces as per standard;
- Despite the potential assets of its environment, Al Shamal town centre's public realm is still substandard in quality and management;

Vision

To create a distinctive and unique low density town Centre that respects the ecological coastal and maritime culture, enhances the tranquil ambience, whilst nurturing the local economy as well as addressing the needs and lifestyles of Al Shamal communities.

Key objectives

Objective 1 - Spatial Structure

- Creating a unique and compact Centre that has a distinct sense of place derived from an intrinsic ambience of traditional neighbourhood of Al Shamal;
- Preparing a planning framework that is flexible to cope with diversity of business opportunities that arise from economic growth;
- Preparing an appropriate Centre's structure to accommodate the physical pressures of future economic growth;
- Spatially connecting the Centre to the coastal area and integrating the Centre to adjoining areas;
- Clear spatial structure to enhance the Centre's legibility

Objective 2 - Land Use

- Balance distribution of primary uses: mixed use, community facility and residential uses and subsequently open space, transport and utility uses;
- Promoting mixed use in the core area and along the major roads, to ensure the viability of the Centre and the vitality of the public realm;

- Promoting mixed use in some part of residential areas as to ensure the provision of services within the walking distance;
- Recommending sensible and publicly accessible land uses for lots fronting onto the beach;

Objective 3 - Development Density

- Working on the appropriate population density aligned with QNDF's direction

Objective 4 - Movement

- Creating a Centre that fully integrated with the City and surrounding areas with excellent public transport service and transportation facility, and connections to other strategic major Centres and facilities;
- Creating a fully integrated and interconnected place with ease of movement for visitors and residents across the town Centre;
- Providing a self-sustained , convenient and integrated public transport for Al Shamal in general;
- Providing wider choices of travel modes by walking and cycling to the town Centre;
- Providing an convenient and adequate transportation facilities within the town Centre;
- Creating liveable and walkable streets across the town Centre

Objective 5 - Built Form

- Promoting a sustainable building typology that encourages vitality of streets and public realm across the town and has a clear definition of private and public realm;
- Promoting building typologies that well-suited to the local climate;
- Maintaining the existing built form character of prominence low density and low rise buildings;
- Maintaining a fi ne grain and low density rural character of the area;
- Emphasising on the environmental friendly building materials

Objective 6 - Open Space and Public Realm

- Ensuring publicly accessible spaces along the coastal parts;
- Optimising the environmental asset through provision of numerous open spaces across the Centre;
- Creating a green network integrated into the pedestrian network

Objective 7 - Community Facility

- Providing balanced community facilities complementing the existing facilities in the area;
- Addressing the shortfall of community facilities on the available lands;
- Promoting the provision of key community facilities at the central part of the town Centre precinct

Objective 8 - Environmental

- Maintaining and improving the ecological value of the place through promoting an sensitive approach and balanced developments;
- Widening the opportunities for leisure and enjoyment by integrating coastal and ecotourism development;
- Creating one of the town Centres with exemplary sustainable pattern of development whereby all the alterations are harmonized with nature;
- Improving microclimate within the town Centre by design;
- Creating a town Centre equipped with state of the art technologies by which all the systems work to reduce the pollution in the vicinity and the energy consumption

Objective 9 - Utility and Infrastructure

- Creating a safe and attractive place to visit, benefitting first class facilities and high quality utility and infrastructures;
- Ensuring the provision of utility facilities is adequate to support the proposed density

Key development strategies

General

- Planning for a mixed use Centre;
- Promoting a balanced distribution of mix-use at the core area, major corridors and major pedestrian routes;
- Intensifying the population density in the Centre;
- Restructuring the core area to appropriately accommodate commercial and service demand of the communities;
- Establishing a self-sustained public transport to cater the Centre to adjoining neighbourhoods;
- Designating the northern parts of the Centre as a predominantly open space zone;
- Intensifying the building density in the Centre;
- Addressing the shortfall of community facilities on available government lands;
- Improving public realm throughout the Centre.

1. Spatial Structure (SS) Strategy

- Consolidating and restructuring the lands within the core area to be suitable for the Centre's future land uses;
- Enhancing the Centeredness quality of the core area by addressing appropriate block sizes for Centre-related uses and identifying hierarchy and roles of streets that will well-serve the Centre;
- Creating reasonable sizes of block for tourism developments in the coastal part, to attract investments and to be feasible for any future coastal developers;
- Creating a buffer between the beach and the southern built up area

2. Land Use (LU) Strategy

- Planning for a mixed use Centre which focusses on the distribution of mix use at the core area, major corridors and major pedestrian routes;
- Designating mixed use commercial, office and residential on the core area and on the primary blocks alongside the major corridors and the major pedestrian routes;
- Injecting mixed use to the areas surround the proposed large hospital site approved by Supreme Council of Health- to ensure the overall vitality of the town Centre;
- Designating tourism-related uses for the lots fronting onto the beach

3. Development Density (DD) Strategy

- Working on the low population density between 60-120 pph as per QNDF's standard through proper distribution of mixed uses and building typologies;
- Intensifying the development density at the core area and major corridors.

4. Movement (MT) Strategy

- Ensuring accessibility of the town Centre to the other parts of the Municipality by identifying a clear hierarchy of streets and pedestrian linkages;
- Opening up connections as much as possible to the coastal area;

- Providing pedestrian friendly streets throughout the Centre. A special treatment is required on the 'corniche' street and the main boulevards;
- Identifying a pedestrian network that connect residents with the Centre, community facilities and other city's major facilities;
- Widening the pedestrian accessibility to the coastal area and the key facilities;
- Providing an integrated self- sufficient public transports catering for Al Shamal communities, e.g. shuttle bus services;
- Creating a new boulevard as the central spine of the Centre that connects Abu Dhalouf, Shamal and Al Ruwais districts;
- Creating a secondary spine to serve the main uses in the core area as well as to alleviate future traffic at the cornice;
- Allocating shared parking facilities on the strategic location;
- Design improvement on the streetscapes and pedestrian environments that consider the local climate characteristics.

5. Built Form (BF) Strategy

- Intensifying the building density in the core area and major corridors by increasing the permissible building height to the maximum of G+2;
- Reducing the front-setback of building line at the core area and along the major corridors to ensure the 'active interaction' between buildings and the public realm;
- Adopting the size and scale of the existing built form in the new developments;
- Promoting a 'perimeter block' building typology to encourage building closer to the premises' front-lot line therefore there would be sufficient spaces at the rear side to protect from overlooking and to allow better ventilation to the premises;
- The buildings' ground floor uses and their physical treatments should be designed to encourage vitality of public spaces;
- Adopting building massing, configuration and orientation that embrace breezes and natural ventilation building;
- Maintaining development setback from the tide-line to protect the natural asset ;
- Promoting a 'perimeter block' building typology to encourage building closer to the premises' front-lot line therefore there would be sufficient spaces at the rear side to protect from overlooking and to allow better ventilation to the premises;
- The buildings' ground floor uses and their physical treatments should be designed to encourage vitality of public spaces;
- Adopting green building principles

6. Open Space and Public Realm (OSPR) Strategy

- Concentrating the public recreational park, the town park, and tourism-cultural facility to the northern part of the Centre bounded by the coastal area;
- Providing green networks connecting coastal area, the Centre and the neighbourhoods;
- Providing smaller neighbourhood parks, where possible, throughout the rest of the Centre to improve the air quality and to enhance access to open space;
- Creating green corridors to the beach to ensure wildlife crossing

7. Community Facility (CF) Strategy

- Designating the middle part of Al Shamal district as the city's community facility zone to complement the existing schools and to bind the core area to the communities;
- Rezoning some of the lots within the new community facility zone into public facility-related activities;
- Provision of adequate daily mosques to cater the neighbourhoods within the Centre;

8. Environmental (EV) Strategy

- Design improvement for new buildings, where massing and orientation promote breezes and natural ventilation;
- Designing comfortable outdoor pedestrian environments throughout the Centre by provision generous shading devices for pedestrians;
- Provision of 'soft barrier' in the form of trees along the major roads to reduce air pollution from the major roads;
- Designating the beach as a building-free zone to protect the ecosystem;
- Creating green corridors connecting the beach to the 'hinterlands' to ensure wildlife crossing ;
- Maintaining development setback from the tide-line to protect the natural asset
- Establishing a town management Centre that will responsible to ensure the health, safety and cleanness of the town Centre;
- Requiring an Environmental Impact Assessment for any development at the immediate locations to the beach and protected areas

9. Utility and Infrastructure (UI) Strategy

- Provision of adequate utility facilities (water, waste, energy and TSE) as per Kahramaa and Ashghal standards;
- Provision of integrated below ground/sub-ground drainage and utility ducting;
- Softening the hard appearance of utility facilities through design;
- Placing bulky utility facilities to the periphery areas of the town Centre, where possible

Zoning – Al Shamal Town Centre

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3.7. Centre plan in Al Shahaniya Municipality

The Centre under Al Shahaniya Municipality is:

- Al Shahaniya Town Centre

3.7.1. Al Shahaniya Town Centre

Introduction

Al Shahaniya town centre is the largest and principal rural centre within the Al Shahaniya Municipality. It is one of two rural centres within the Municipality and is the most centrally located. Al Shahaniya town is located off Dukhan highway opposite the off ramp for Lebsayer and the camel racing track. Al Shahaniya town centre will serve its surrounding rural catchment with daily and weekly shopping needs while also providing community services and facilities to the lower order centres and rural villages in the wider rural area. Al Shahaniya town centre has several existing community facilities that will benefit the current and future centre catchment population. The core area will centre on the existing Al Meera and secondary access to the Dukhan highway, while there are local government offices, schools, a health care facility and religious facilities within a walkable distance to the core centre.

The extent of the town centre boundary has been managed to enhance its functionality and match the scale of requirements to the current population. The planning framework has set the surrounding area to accommodate predominantly low-density residential neighbourhoods with dominant G+1 and G+2 buildings. The centre's central location offers adequate access to most of the rural municipality population and the Ezba Lots which house not only traditional rural weekend accommodation but also farm animals and small-scale farming and animal husbandry functions. The town centre will continue to promote a valuable supportive role to these traditional land uses and servicing their requirements. There is no current or planned metro or train line that will service Al Shahaniya so bus services will need to promote links to Doha, Dukhan and the rest of Shahaniya municipality.

Key challenges

- Majority of the vacant lots are owned by government entities without a clear definition of intended use. Hence consensus and buy-in from these entities on proposed land use is critical and challenging to achieve.
- The town centre has to connect with and complement the role of the existing commercial street in Shahaniya town to ensure a vibrant community.
- Car dominated environment as a result of a car-based community.
- No Public transit connection between Shahaniya Town and Rural Areas.
- Substandard public realm with poor design and management.
- Existing commercial street with inadequate planning / access / parking.
- Highway barrier restricts easy access between communities.
- Very large community of single workers in surrounding farms and unauthorized worker accommodations.

Vision

Al Shahaniya Town Centre is the epicentre of rural Al Shahaniya and will continue to be the heart of the hinterland that supports not only its community but the catchments rural villages through the provision for essential facilities and services sustaining national tourism and sporting facility links as well.

Key objectives

Objective 1 - Spatial Structure

- Creating a Centre that has a distinct sense of place, is definably different and has its own character.
- Clear definition of the Centre's spatial structures and character areas.

Objective 2 - Land Use

- Ensure a diverse range of residential dwelling typologies and accommodation is provided for including a range of low to medium cost housing.
- Provide the surrounding rural catchment of Al Shahaniya town centre with daily and weekly needs shopping.
- Provide community services and facilities to the lower order centres and rural villages in the wider rural area of Al Shahaniya .

- Balance distribution of primary uses: mixed use, community facility and residential uses and subsequently open space, transport and utility uses.
- Ensuring provision of services within the walking distance.

Objective 3 - Movement

- Facilitate and encourage the usage of the public buses and mitigate existing adverse car-oriented planning patterns.
- Pedestrianize the town and encourage the use of the public transport and consider the scale, proportion and character of development in the surrounding area.
- Upgrade roads and highways to the smaller settlements ensuring access to all centres along major highways are of an appropriate standard and rural villages also have appropriate roads to their primary centre.
- Creating a fully integrated and interconnected place with ease of movement for visitors and residents across the town Centre.
- Ensuring permeability across the Centre.

Objective 4 - Community Facility

- Addressing the shortfall of community facilities for this part of the city.
  Providing effective and efficient community facilities due to limited available lands

Objective 5 - Environmental

- Rehabilitate the rural areas.
- Creating a town Centre with exemplary sustainable pattern of development whereby all the alterations are harmonized with nature.

Key development strategies

1. Spatial Structure (SS) Strategy

- Working on the low population density between 1-60 pph as per QNDF's standard through proper distribution of mixed uses and building typologies.
- Intensifying the development density at the core area.

2. Land Use (LU) Strategy

- Planning for a mixed-use Centre which focuses on the distribution of mix use at the core.
- Rezoning lots around the core to ensure the provision of the adequate community facility and introduce commercial and residential uses.

3. Movement (MT) Strategy

- Identifying a pedestrian network and linkages that connect residents with the Centre and improve permeability.
- Provide a public transit station in a central location within one of the lots allocated for public car parking.

4. Community Facility (CF) Strategy

- Provide adequate community facilities as per the requirements of the town centre.
- Co-locating the basic requirement of community facilities.

- Provide multi-function open spaces in the town centre to promote the sport and social activities in the centre.
- Providing smaller parks, plazas and pocket gardens, where possible, throughout the rest of the Centre to improve the quality of public realm and to enhance accesses to open spaces.

5. Environmental (EV) Strategy

- The public realm strategy aims to promote the eco-friendly activities in Shahaniya. Due to its sensitive environment, xeriscape concepts should be implemented heavily in Al Shahaniya which would promote the environmental and the green awareness in the town centre.
- Designing comfortable outdoor pedestrian environments throughout the Centre by provision generous shading devices for pedestrians.
- Provision of 'soft barrier' in the form of trees along the major roads to reduce air pollution.

Zoning – Al Al Shahaniya Town Centre