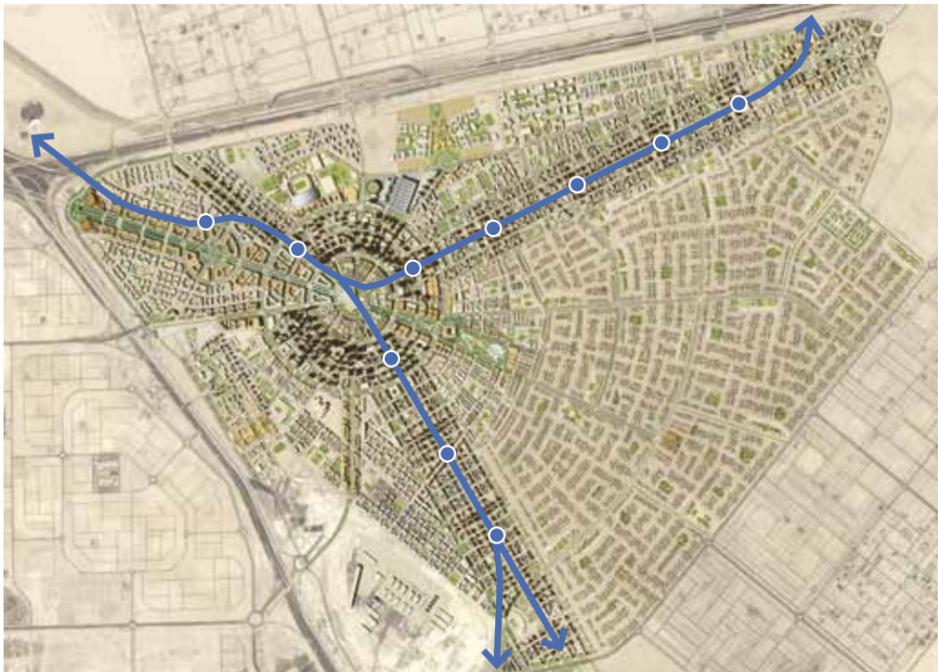
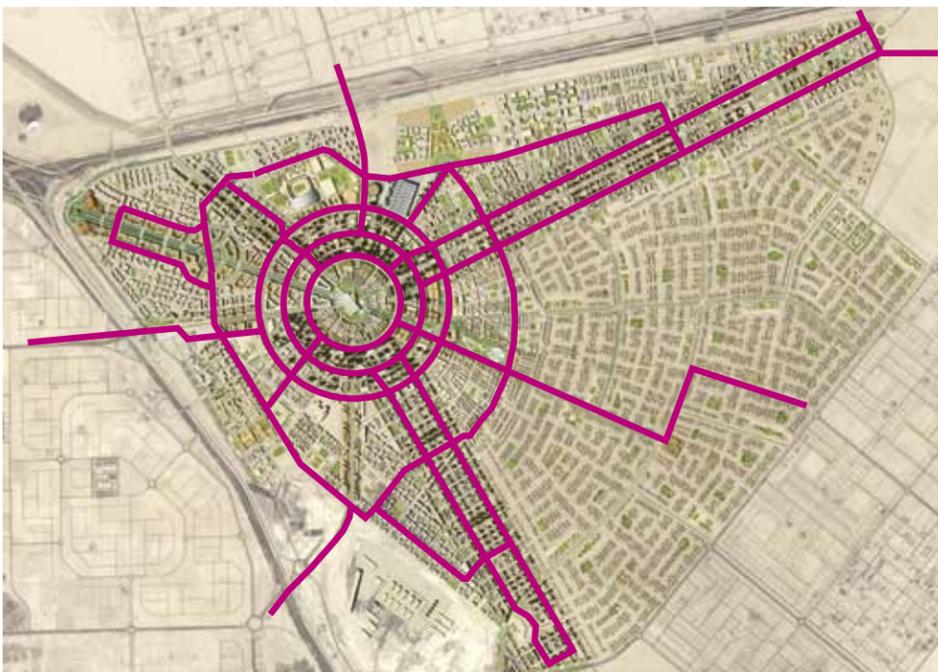




Regional rail alignment.



Metro / subway alignment.



Tram alignment.

Transit

The location of the public transport network has significant impacts on land use, density, pedestrian access and overall district character, and was a fundamental urban design device in the Masterplan.

Regional Rail

The regional rail will connect the Capital District with Al Ain, Dubai, the Airport and downtown Abu Dhabi. A multi-modal transportation hub will provide a world-class interchange for metro, fast train, trams, buses and taxis and be a focal point for high density retail and office development in the CBD.

Metro

Metro stations will be conveniently located within walking distance of the highest density areas in order to serve the largest population and reduce reliance on driving. Transit-oriented development at each station will provide a range of housing, shopping, employment and community services.

Trams

An extensive and interconnected network of trams throughout the majority of the city will ensure that no resident is less than a five minute walk from transit.



Land Use Strategies

منطقة العاصمة

Capital District



Land Use Summary

The designation of land uses in the Capital District is supportive of creating high-quality, mixed-use and transit-oriented urban districts and neighbourhoods. Of the total site area there is approximately 26 million square metres of developable land area with approximately 33 million square metres of building gross floor area (GFA). Total open space accounts for 178 195 hectares, or approximately 6% of the total developed area of the Capital District. About 15 million square metres make up the city's roadway network which includes areas dedicated to pedestrian and bicycles, desert landscaping, and public transportations systems such as surface tram line and bus routes.

Residential uses account for almost 60 percent of building GFA within the Capital District and occupy the greatest land area. The highest density residential areas are located in the CBD, with more medium density neighbourhoods located along the North and South Spine. Lower residential densities are located in the Mosque District as well as west of the CBD. While residential areas in the CBD are, for the most part, mixed with office uses, residential uses along the North Spine, South Spine and the Mosque District have a strong neighborhood presence and will benefit from close access to tram-serving retail streets and metro stations. Lower density residential uses surround the City Centre Precinct and offer a range of housing options for nationals and expatriate households. These areas are also well served by schools, community facilities and commercial centres.

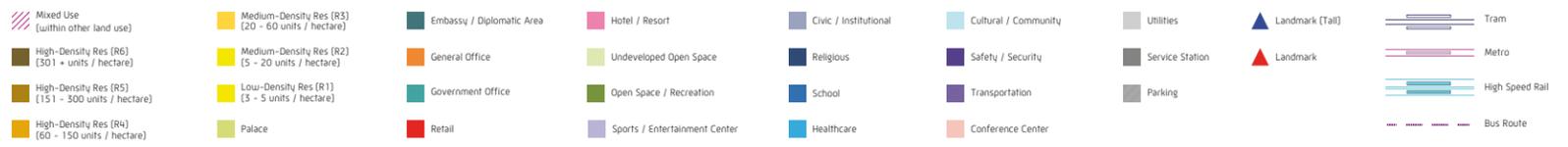
Office uses account for the second largest percentage of building GFA (12%). The majority of general office use is in the CBD, which has over 80% of the overall general office space in the Capital District. A lower density office zone surrounds the central ceremonial space where upper floors of buildings will house professional services or residential uses and lower floors will host a variety of specialized office spaces relating to cultural activities and civic organizations. The remaining general office space is located at TOD nodes along the north and south transit spines, and in small amounts within the Sports Hub and mixed-use buildings within the Federal Precinct.

Hotel, Government Office and Healthcare have the third largest amount of building GFA and are concentrated in specific areas, or as in the case of hotels, located on a few parcels with taller buildings. Hotels throughout the City Centre, Sports Hub, and North and South Spines, and at entries into the Federal Precinct will serve commercial, business and healthcare uses in addition to supporting tourism. At full build-out, a total of approximately 4,600 hotel rooms and 2,030 serviced apartments will be available.

Within the Federal Precinct, federal government office uses are concentrated in a single area at the northwest edge of the CBD and extend towards the centre of the city. Major embassies and significant national institutions are located along the Capital Boulevard, providing a visible and prestigious address for these buildings. A mix of housing, for diplomats and private residences, along with other major and minor embassies and government offices are located on either side of the Capital Boulevard. Opposite the Federal Precinct, at the edge of the CBD Federal Mosque District, is a concentration of lower rise office buildings that will house Abu Dhabi government departments and agencies and serve city centre businesses and nearby residential communities.

A variety of retail strategies are utilized throughout the Plan to support a vibrant street environment and provide residents and visitors with the high quality services they need. Retail venues such as a regional mall, the multi-modal transportation hub, and high end retail locations in the CBD and Souk Market, will showcase the city's retail diversity and excellence. Transit-oriented mixed-use retail streets along the north spine, within the Federal Precinct, the Mosque District, and the Emirati Neighbourhood, will serve people living and working nearby.

Safety and security facilities will service neighbouring areas with appropriate emergency services. In addition, utility facilities necessary for appropriate city function and service stations for those driving in and out of the City Centre will be integrated into the city's urban character.



The Land Use Plan represents the recommended designations for use and pattern of future development in the Capital District. The plan will direct the provision of public infrastructure and guide all future land use and development decisions. The table at right provides the population and land use designations by Precinct.

Precinct	Gross Land Area	Residential	Office	Retail	Institutional	Cultural / Community	Mosques	Schools	Open Space	Total GFA	Residential Population	Daytime Population
	Ha	GFA, m2	GFA, m2	GFA, m2	GFA, m2	GFA, m2	GFA, m2	GFA, m2	Ha	GFA, m2		
City Centre Precinct												
CBD & Souk District	243	3,399,121	1,808,147	323,162	101,574	21,369	28,810	64,838	17	5,682,183	67,982	179,994
North Spine District	713	6,036,152	377,113	128,000	117,851	60,188	61,342	868,339	49	6,780,646	120,651	246,623
Mosque District	176	733,281	169,016	16,000	69,659	11,064	55,011	196,428	19	1,054,031	14,666	40,595
Federal Precinct	310	628,746	1,604,457	30,521	253,784	45,692	21,755	77,576	33	2,584,955	12,575	77,072
Sports Hub Precinct	140	381,539	-	15,000	-	8,400	23,465	23,610	19	428,404	7,592	21,991
Emirati Neighbourhood*	1,865	5,026,478	-	57,872	-	40,418	221,776	508,800	36	5,346,544	69,728	115,677
South Spine Precinct	982	3,785,300	221,530	64,286	-	92,000	87,100	136,500	22	4,250,216	74,059	131,698
TOTALS	4,429	19,990,617	4,180,263	634,841	542,868	279,131	499,259	1,876,091	195	26,126,979	367,253	813,650

* includes Palace Precinct

FAR/Density

The Masterplan promotes a mix of densities across the city appropriate to the location and mix of uses, transit access and district character. Maximizing density and population can help create successful places that can support local business, services and facilities. In line with the strategy for building heights (facing page), the floor to area ratio (FAR) is greater towards the centre of the city, with the greatest density occurring above and around the transportation hub and around the inner ring of the CBD.

Along the north and south spines, the highest densities are within a 300m radius of each metro station. In between these mixed-use TODs and along the spine edges, densities decrease to accommodate a more mid-rise apartments and courtyard buildings.

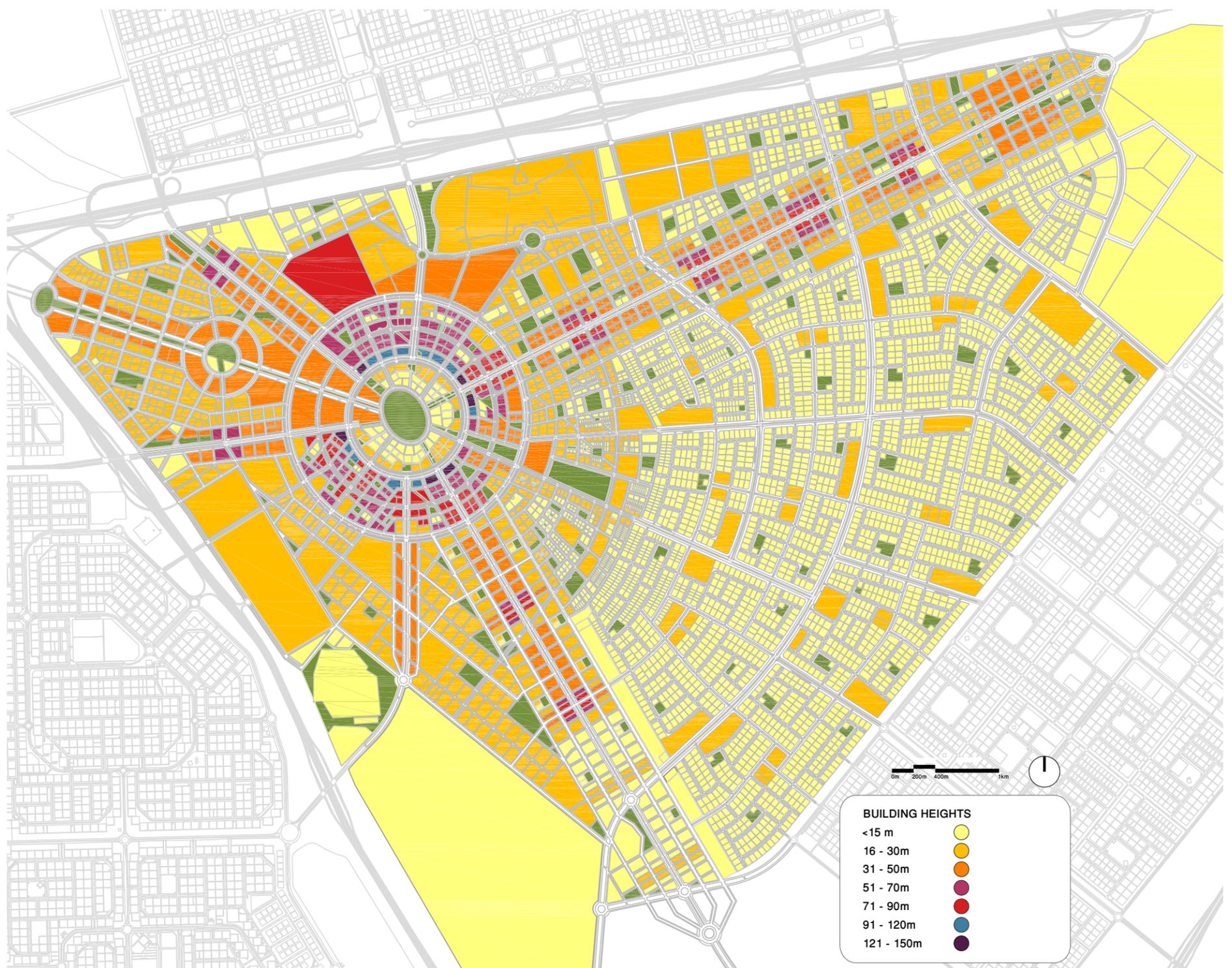
Lower density residential neighbourhoods are located along the edges of the city, within the Federal Precinct, adjacent to the north and south spines and between the CBD and Emirati Neighbourhood. In these neighbourhoods, a variety of housing forms, from row housing, to apartments to single family villas provide housing options for a variety of household sizes and types.



Building Heights

Proposed building heights relate to a variety of urban design, land use, transportation and environmental considerations. The highest buildings are strategically located along view corridors, adjacent to civic and open spaces, at significant entry points into the CBD and at transit hubs. The inner ring boulevard in the CBD will have the tallest buildings. Predominantly office towers these buildings will define the image of the city and form gateways to the two spines and other important arterial boulevards. They will stand in contrast to the lower rise Souk District in the city centre and surrounding residential neighbourhoods in outer rings.

Building heights are calibrated to the location of transit service and a high degree of land use mix. On the North and South Spines, building heights increase at each of the metro stations, while between metro stations and along the edges of the spine building heights decrease. This height strategy support the creation of high density nodes at transit hubs, while also allows cool breezes to be channelled through tall buildings to lower density neighbourhoods beyond.



Movement & Connections

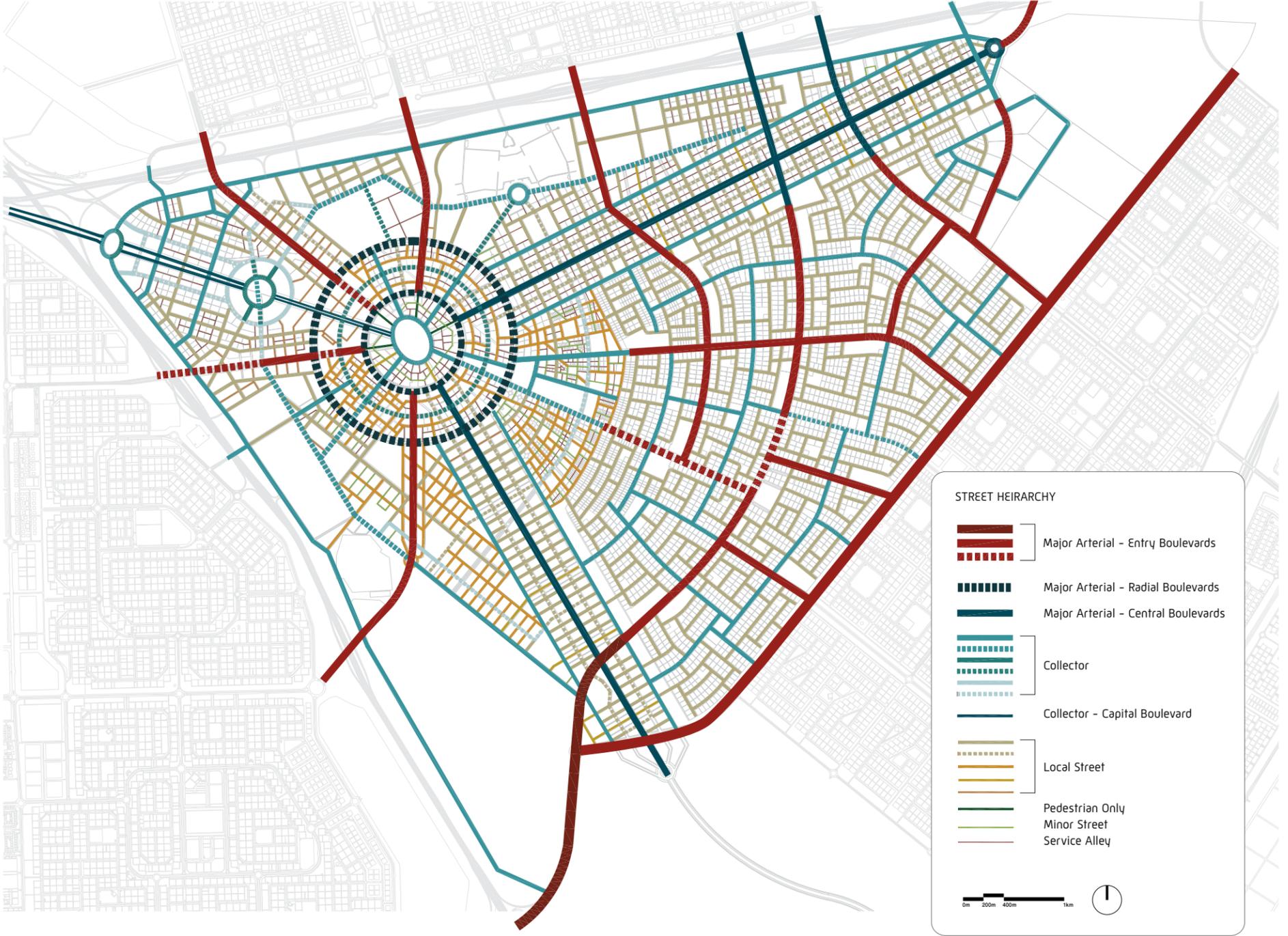
A world-class transportation system will connect neighbourhoods within the Capital District and connect the district to the wider region. The system will include high-speed rail, metro rail, a surface network of trams and buses, and a fine-grain interconnected network of streets and sidewalks.

Streets

The Masterplan for the Capital District continues and extends Abu Dhabi's traditional urban grid with an interconnected street system designed to encourage walking, especially for short distances. Streets are classified according to a hierarchy of arterial, collector and local streets. This hierarchy was established through careful modelling of predicted vehicular traffic volumes combined with a desire to achieve a high quality streetscape environment and provide comfortable micro-climates at the street level.

The generous widths of the Entry and Radial Boulevards (70 – 75m) allow for vehicular traffic to be accompanied by a surface tram line network, providing various modes of transport to a variety of land uses. The Central Boulevard (62m) in the North and South Spines carries significant traffic volumes from the east into the CBD. This key arterial will also house the underground metro system and the relating surface metro stops and will provide the opportunity for transit-oriented development. On either side of the Central Boulevard, tram streets provide surface transit within a high-quality pedestrian environment. On the outer edges of the spines, are major collector routes (41 – 48m) that will efficiently move traffic in and out of the city. In contrast to the main boulevards, local streets (16 – 33m) connect short distances between residential, office, religious and other community activities within a district. These streets create more pedestrian scale spaces within neighbourhoods, while allowing for local vehicular traffic movement. Rear alleys (6.5m) provide for flexible building service access, and maintain street fronts free of undesirable activities.

To provide efficient links between the Capital District and the surrounding region, a number of highway access improvements are proposed. This includes: upgrading existing interchanges to a more "urban" standard, proposing six new access points to the City, including a direct ceremonial connection to the Federal Precinct at its apex, and providing new overpasses to Khalifa A to the north and Mohamad Bin Zayed City to the west.



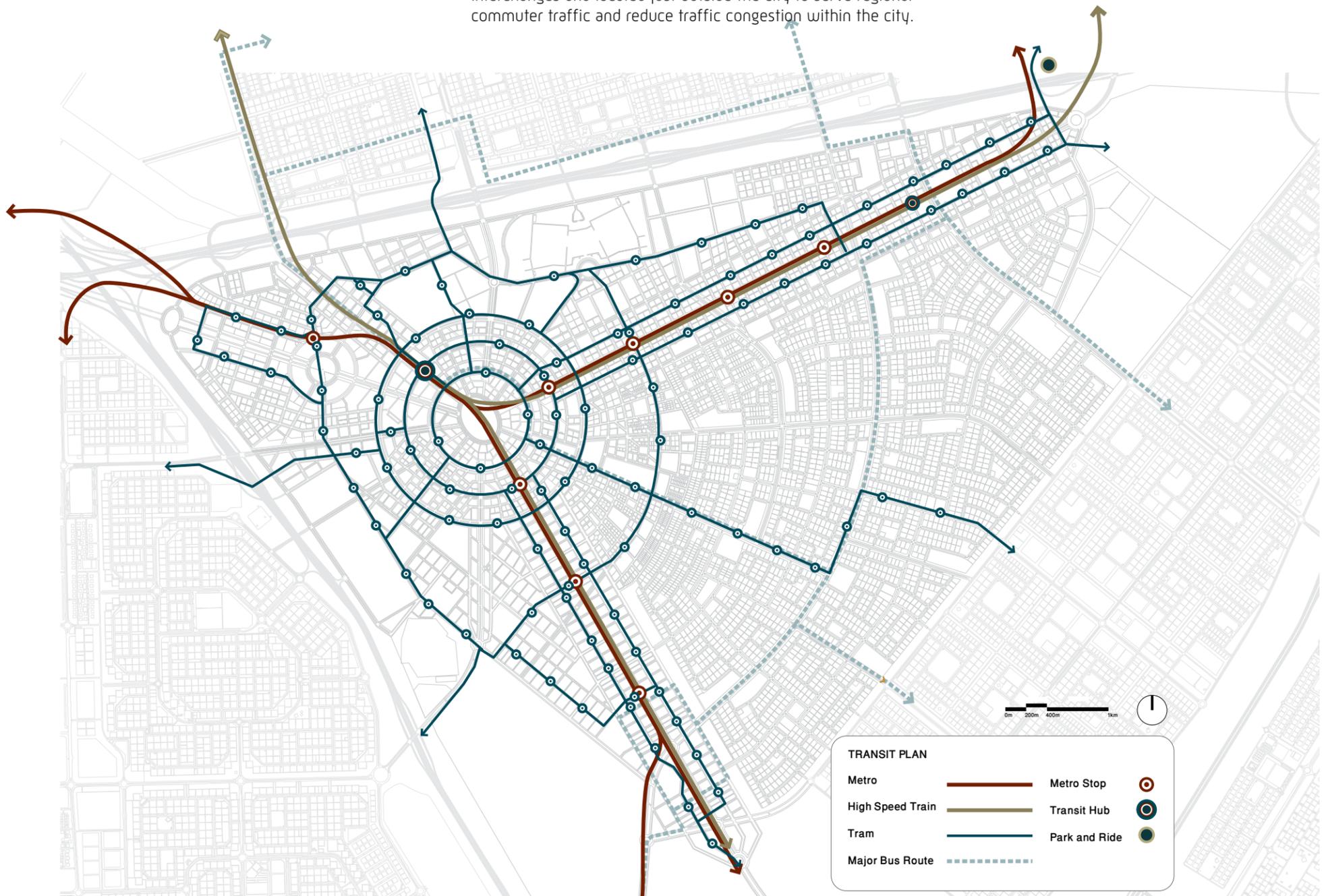
Movement & Connections

Transit

As part of the Abu Dhabi Surface Transport Masterplan, the Masterplan for Capital District proposes a highly integrated public transportation network that will provide high capacity, high frequency service to the majority of the region. This network will cover the Capital District with the aim that a substantial proportion of the population, and all key destinations, are within a 5 minute walk (or 300 metres) of public transport.

The modes of public transport that will operate within the Capital District include:

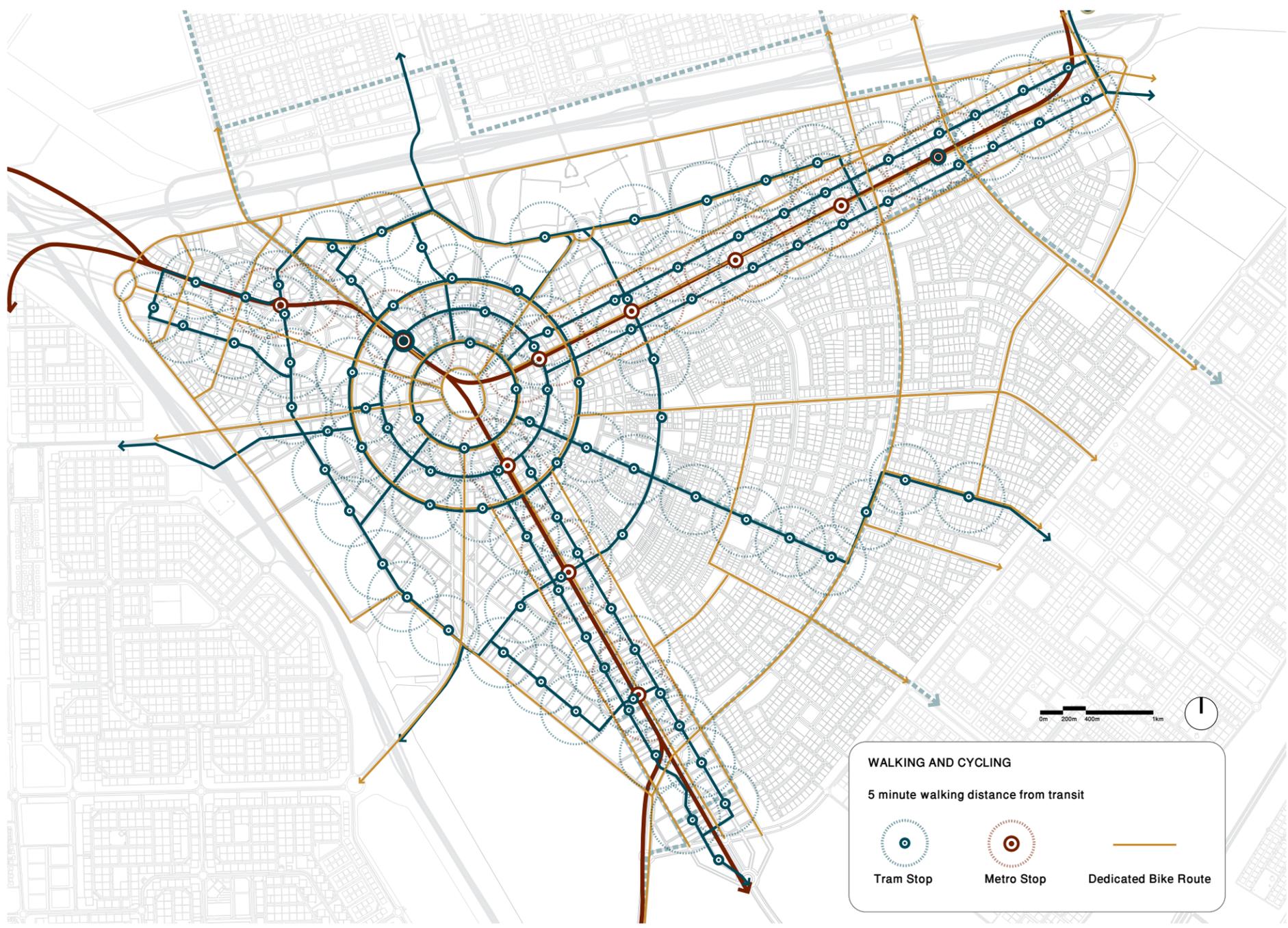
- A high-speed regional rail connecting Dubai, Abu Dhabi International Airport, Capital District, Downtown Abu Dhabi and Al Ain.
- A metro system providing high capacity, high frequency service along the north and south spines, and through the Federal Precinct. A total of 10 metro stations are proposed and provide a focus for high density, mixed use development in order to serve the largest population and reduce reliance on driving.
- A comprehensive network of tram and bus routes with interchanges provided at most metro stations.
- A major multi-modal interchange at the centre of the city will serve metro, fast train, trams, buses and taxis and house high density retail and office development.
- Park and ride facilities will be integrated with transportation interchanges and located just outside the city to serve regional commuter traffic and reduce traffic congestion within the city.



Walking and Cycling

One of the key aspirations of Plan Abu 2030 and of the Capital District Masterplan is to create vibrant urban places that both welcome and encourage pedestrian activity. This is achieved through the provision of high-quality streetscapes, a diverse mix of uses and concentration of densities, and an emphasis on an integrated public transport network, which supports the idea that every transit passenger is also a pedestrian. The Masterplan addressed three primary challenges in creating a comprehensive pedestrian network: 1) providing an attractive and accessible pedestrian environment by keeping blocks small, providing generous and shaded sidewalks and providing frequent crossing points; 2) controlling the climate through the creation of arcade zones, street and building orientation; and 3) carefully distributing the mix and concentration of uses to support vibrant, livable neighbourhoods.

The creation of a walkable Capital is also extended to the definition of an integrated bike network, which provides dedicated routes throughout the city. On the widest and busiest vehicular streets, these paths are separated from vehicular traffic, and given dedicated space within the sidewalk realm. On more local, narrower streets, it is envisioned that bikes will share the road space, through the provision of clear pavement markings that delineate bike zones from vehicular zones.



Open Space

The Capital District has been designed to maximise opportunities for residents to enjoy a high-quality public realm through a linked system of open spaces. Throughout the Capital District there is a hierarchy of public spaces that are located within easy access to all residents.

An integrated planning approach incorporates these various open space types collectively to define an interconnected network of open space that includes the pedestrian zones in rights-of-way, public transportation and bicycle corridors, public parks, plazas, recreation areas, and private open space. The urban street is an important open space corridor and streetscape designs respond to the adjacent land use, scale of building and intended district character. This significant open space network will enhance the overall character and identity of the Capital District by providing great spaces for commemoration, celebration and the activities of civic life.

Open Space Typology

All the open spaces are categorized into specific typologies based on the size of the parcel, scale and intended character of the space. These typologies include: ceremonial open spaces, district or recreational parks, neighbourhood parks, civic plazas, linear parks and pedestrian spaces in relation to street right-of-ways.

Open Space Distribution

The distribution of open space in the city is based on balancing open standards with overall land densities and neighbourhood populations. The Capital District aims to provide approximately 1 hectare of open space for every 1,000 people which is a substantial amenity in a dense urban environment and significantly greater than many world class cities.

Sustainable Landscapes

The design of landscapes and open spaces in the Capital District will respond to the desert environment of Abu Dhabi, and will respect local ecological conditions and scarcity of fresh water. Conservation of water is a primary concern and is reflected in the urban design in coordination with the proposed water and irrigation network and water management zones. All open spaces are classified as low, medium or high water use areas, with specific horticultural goals and guidelines associated with each.





Landmarks, Institutions & Commemorative Sites

Due to their location and urban design significance, certain parcels throughout the Capital District are designated as landmark buildings and commemorative sites. These sites will express and embrace the identity, history, achievements and culture of the Emirates through exemplary architectural, public realm, and landscape architectural design.

Landmark Buildings

Landmark buildings will emphasize the skyline at important radial axes and are opportunities for extraordinary architectural design solutions. Landmark buildings within the CBD are required to be 150 metres in height. Landmark buildings along the transit spine are to be 110 metres in height.

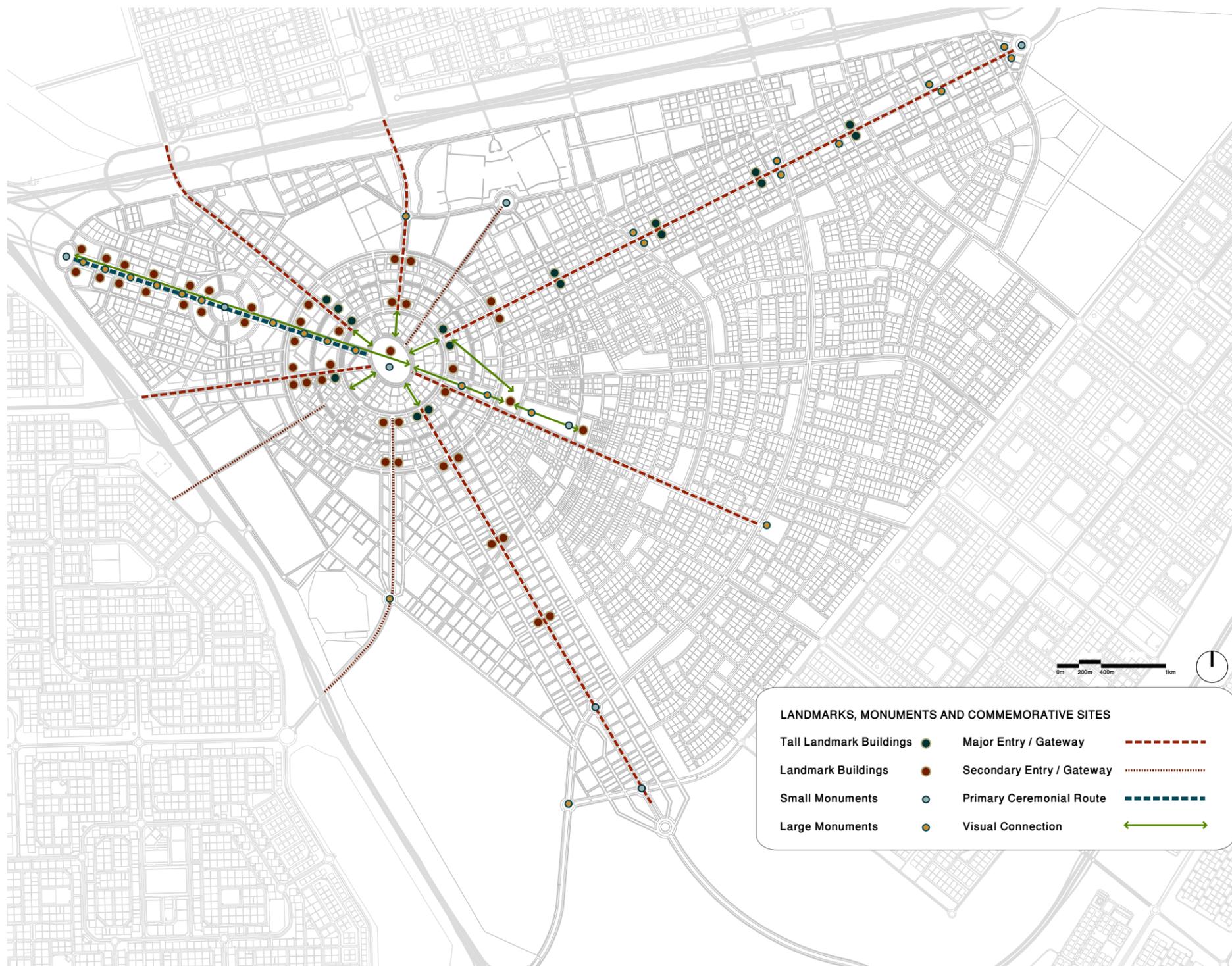
Commemorative Sites

Seven central axes lead into the CBD, symbolically representing the seven Emirates. A series of monumental sites and national institutions will reinforce the ceremonial character of these central boulevards which either terminate or create view corridors into the central monumental elliptical park. Another strong visual connection is along the Capital Boulevard in the Federal Precinct, across the National Square and central oval, to the Federal Mosque. This visual connection is reinforced by large rectilinear ceremonial parks and landmark buildings. In addition, important monuments at key intersections form important gateways supported by the buildings' unique character, elaborate landscape elements, signage and public art. Smaller monuments become points of interest in smaller civic plazas and neighbourhood parks.

Institutional Sites

Institutional and civic facilities have been located at key locations throughout the city. The Federal Precinct has the highest concentration of institutional sites with a total of 30 sites being reserved for the most prominent national and civic institutions, such as museums, galleries, and centres. The majority of these sites face onto the Capital Boulevard, extending the federal government focus of the ministries zone. In the City Centre there are 14 Institutional / Civic sites with a total of approximately 347,000 square metres of facility space. Institutional and civic institutions serve as part of a gateway at the eastern end of the North Spine as well as key places of interest at entry points to the CBD and other North Spine neighbourhoods.

These institutional and civic facilities will be composed of public uses that are either publicly owned or operated by nonprofit organisations. Examples include local museums, central post office facilities, main libraries and civic uses that provide educational, cultural, recreational and other similar public services.



Community Facilities

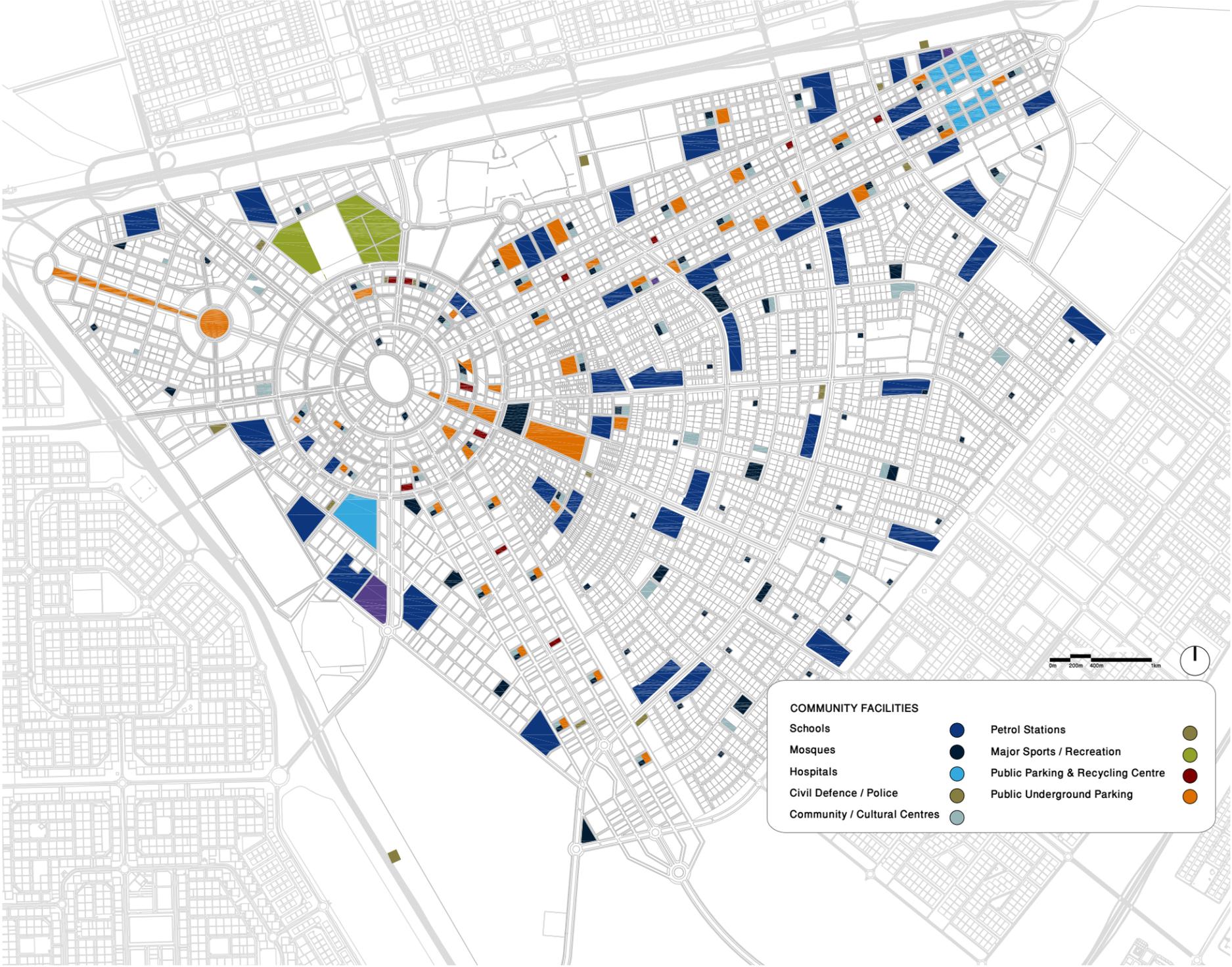
The provision of accessible, high-quality community services and facilities is essential to the future of any sustainable development and to the creation of successful communities.

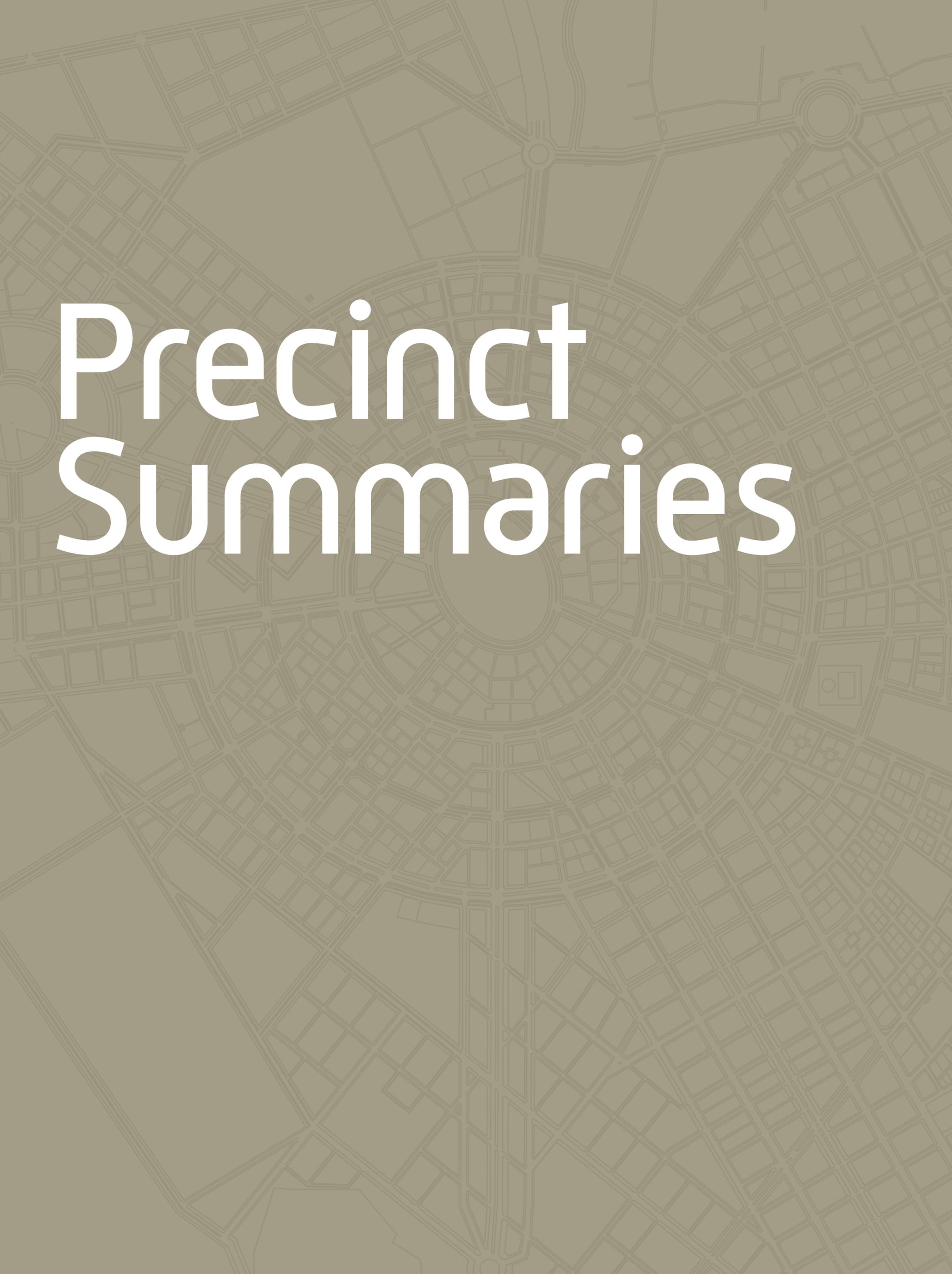
Based on local and international best practices, a range of community facilities have been proposed within mixed use blocks within the Capital District. Identified as community and cultural centres within the plan, these centres will have a variety of community services uses, including mosques, play grounds, health care centres, post offices, recreational facilities, and women's centres.

A range of school sites and sizes have been provided throughout the city, with the largest sites being along the north and south spine and within the Emirati Neighbourhood.

In addition to underground parking on every building site, district parking facilities are located in above ground garages and below a number of public parks to serve the total parking needs of visitors and working population. Recycling centres will be located within the ground floor of public garages and encourage individuals and households to recycle.

Service stations are distributed throughout the city and located close to regional routes to allow for easy access.





Precinct Summaries

منطقة العاصمة
Capital District



SPORTS HUB
PRECINCT

FEDERAL
PRECINCT

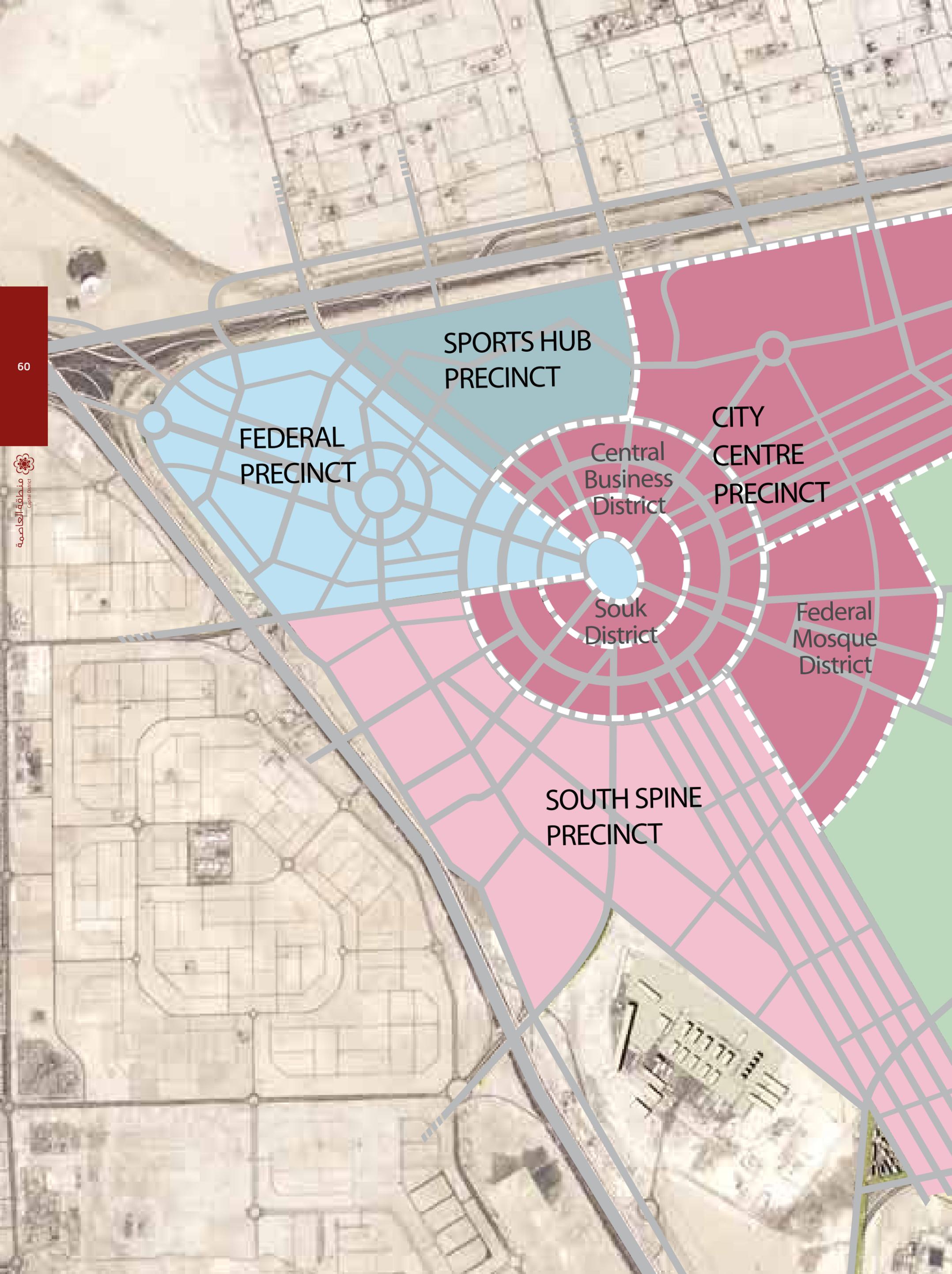
CITY
CENTRE
PRECINCT

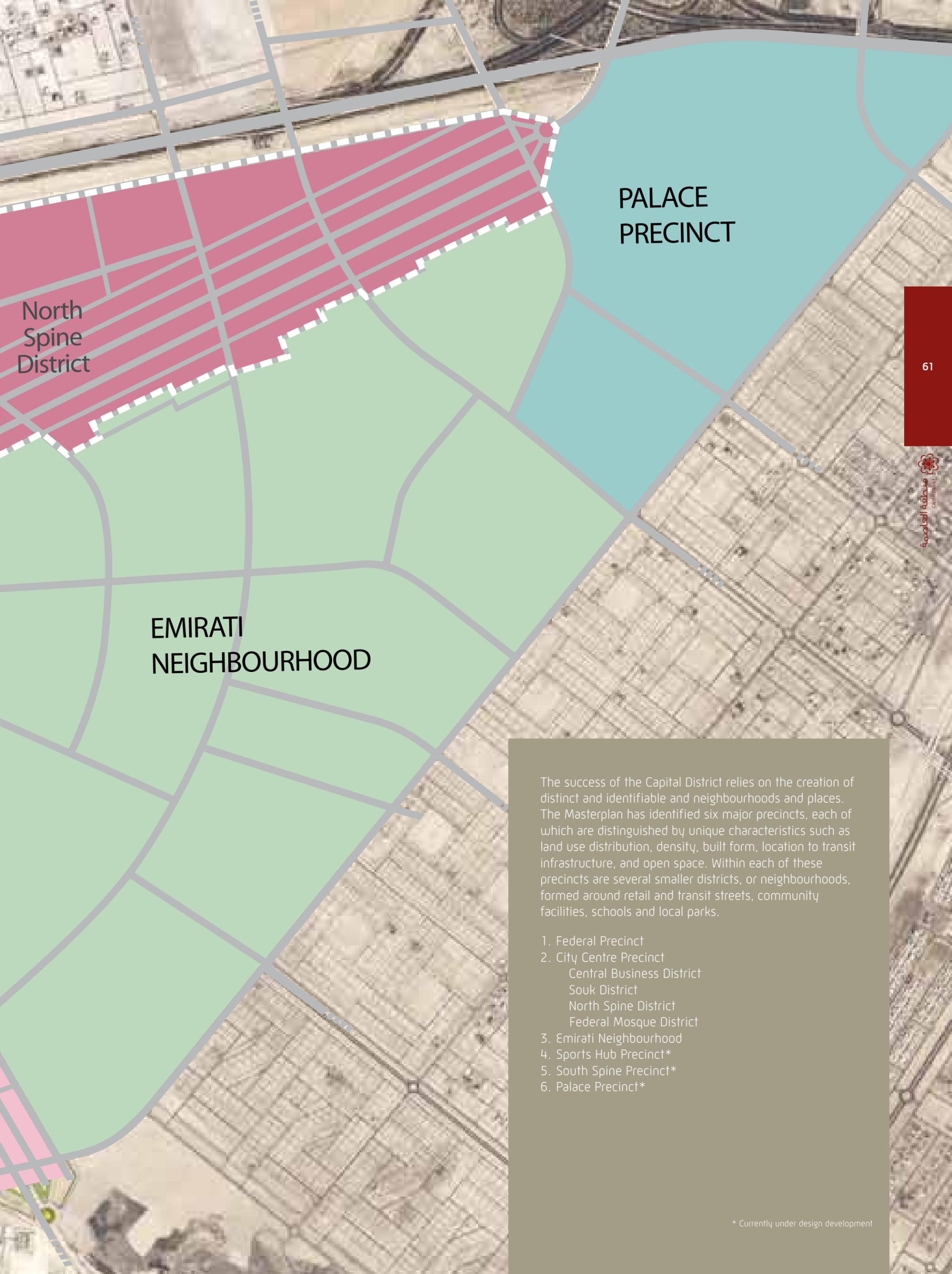
Central
Business
District

Souk
District

Federal
Mosque
District

SOUTH SPINE
PRECINCT





North Spine District

PALACE PRECINCT

EMIRATI NEIGHBOURHOOD

The success of the Capital District relies on the creation of distinct and identifiable and neighbourhoods and places. The Masterplan has identified six major precincts, each of which are distinguished by unique characteristics such as land use distribution, density, built form, location to transit infrastructure, and open space. Within each of these precincts are several smaller districts, or neighbourhoods, formed around retail and transit streets, community facilities, schools and local parks.

- 1. Federal Precinct
- 2. City Centre Precinct
 - Central Business District
 - Souk District
 - North Spine District
 - Federal Mosque District
- 3. Emirati Neighbourhood
- 4. Sports Hub Precinct*
- 5. South Spine Precinct*
- 6. Palace Precinct*

* Currently under design development

Federal Precinct



The Federal Precinct is located at the northwestern apex of the Capital District and will serve as the national seat of government for the United Arab Emirates. The plan for the Federal Precinct supports the goal of making the Capital District a contemporary expression of an Arab City, with people living, working and thriving in healthy, supportive proximity of each other.

Precinct Structure

The structural organization of the Federal Precinct is based on the visual and physical connection of the existing Abu Dhabi city centre to National Square in the heart of the Capital District. The hierarchy of land uses places the larger more significant public institutions, such as libraries, museums, and government offices framing and reinforcing the monumental Capital Boulevard while allowing a fine grain mix of uses to promote viable streets that are activated throughout the day. Smaller scale embassies, offices, associated housing and services interface with medium density residential uses border the Federal Precinct.

The block structure acknowledges the future role of transit by creating direct routes from all parts of the site to the proposed future transit stations. Transit stations are located at key points to provide comfortable walking distances to the public institutions and major community parks and facilities.

Blocks

The building blocks of the Precinct are combined to create a hierarchy of building types and uses, define edges and nodes, and provide landmarks for orientation within the greater community. The blocks are designed to ensure a fine grain street grid in order to allow maximum permeability throughout the neighbourhood and to allow for linkages to surrounding neighbourhoods.

Streets

Capital Boulevard is a ceremonial route which serves as a visual continuation from the Grand Mosque and Presidential Palace on Abu Dhabi Island into the centre of the Capital District. From Highways E20 and E22, two Gateway Boulevards provide access to the edges of the Federal Precinct and direct access to the Capital District radial boulevards. There are four collector routes which lead to the central International Park from the Gateway Boulevards and a network of local streets which serve to disperse and distribute traffic.

Architectural Character

The overall architectural vision for the Federal Precinct is to create a grand sense of arrival to the capital of one of the world's most prosperous nations. This vision will be achieved through distinguishing characteristics appropriate to each individual zone within the Precinct, while achieving an overall cohesive image. Each zone shall reflect a unique expression of building materials, colours, finishing techniques, landscape features, signage, roof forms, and climatic response.

The distinguishing elements are intended to reinforce the varying experiences of the place at a pedestrian scale, and respect the specific use and function of buildings and spaces. A cohesive architectural character will be achieved in elements such as horizontal roof forms, deep set windows and shade devices, a muted, desert colour palette, sturdy and durable materials, and elegant facade massing to express a dignified image for the Capital.

Safety and Security

All government buildings, streets, and public spaces throughout the Federal Precinct will be carefully designed to incorporate security measures and best practices into their plans to preserve and protect Federal government assets and ensure the safety and well-being of all residents and visitors.



Federal Precinct

Character Zones

The Federal Precinct is divided into four character zones, distinguished by their unique use, built form, character, and function within the Precinct.

Ministries Zone

This zone is located at the eastern end of the Federal Precinct and integrated into the surrounding Capital District CBD. In the planning of this district the challenge was to create a high-quality urban environment with pedestrian-oriented streets and plazas, within a government office district. The zone is comprised of urban blocks of stately courtyard buildings ranging from 4 to 7 storeys with taller architectural expressions permitted at corner sites, marking major streets. A proportion of government buildings are allowed street fronting retail uses in order to provide services and amenities for employees and visitors.

International Park is located in the centre of the Ministries zone to provide a community open space focus which can be shared by residents, visitors, shoppers, and workers. As part of the overall Capital Boulevard, this space will also host ceremonial events, and two smaller institutional pavilions could become venues for celebrating local, national and international cultures.

Institution Zone

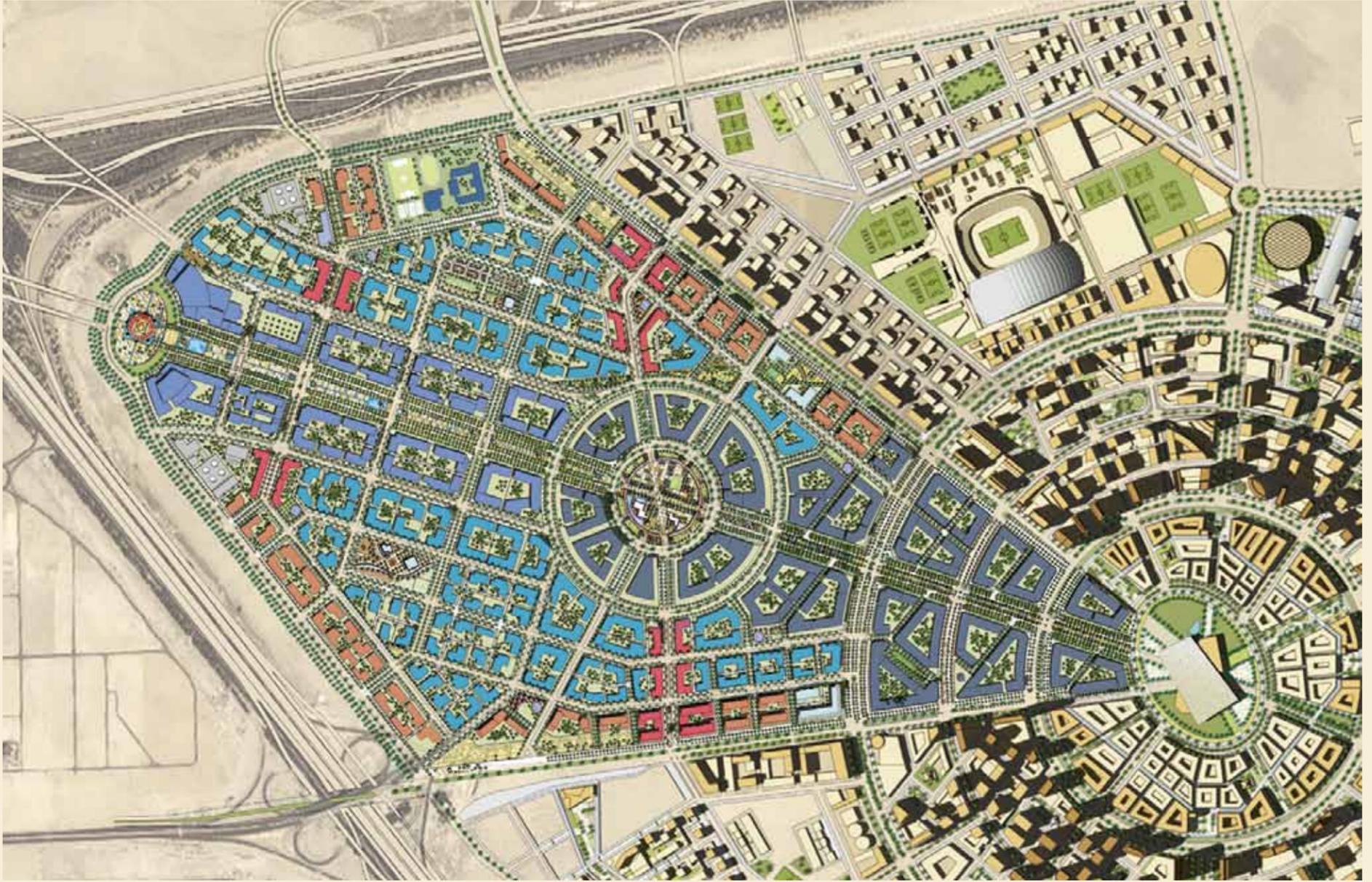
Located in the western area of the Federal Precinct, the Institutional Zone frames either side of the Capital Boulevard. Architecturally, building design and character will be bold, with particular focus given to distinct roof forms, and subtle wall articulation to achieve larger scaled massing and variety in elevation. Generous 'green' edges along Capital Boulevard, will reinforcing a dignified and stately entry into the Capital District.

Diplomatic Zone

The diplomatic zone consists primarily of embassies and a variety of residential types with two small local shopping nodes, together with schools, cultural/civic buildings, and utility plots. A variety of embassy sites mixed with residential plots will create a finer grain character to the neighbourhood. Two large local parks in the heart of the two diplomatic housing and embassy neighbourhoods will serve the diplomatic residents and workers. The Diplomatic Zone is connected via a regular grid of local roads of varying widths which link into a two-way sub-arterial that runs the perimeter of the neighbourhood and connects the two Gateway Boulevards. Within the Ministries Zone the street blocks are delineated by narrower pedestrian friendly local streets that integrate into the CBD block pattern.

High Streets

Mixed-Use (Commercial/Residential) land uses are concentrated along tram streets leading from the north and south to the centre of the Precinct and will form a vibrant commercial gateway to the area. Two smaller neighbourhood mixed-use zones in the Diplomatic Zone will service the residents and workers of the diplomatic neighbourhoods. The overall focus is on creating mixed-use shopping streets for the neighbourhoods with retail uses on the ground floor and residential and office above. Retail uses on the ground floor will stimulate pedestrian flow and street activity. Major landmark uses such as hotels and office centres, and higher density housing, are to be located at the gateway Entry Boulevards in order to provide activity anchors for streets.



- Ministries Zone
- Institutions Zone
- Diplomatic Zone
- High Streets
- High Density Areas

Federal Precinct

Open Space

A well defined public realm in the Federal Precinct provides a diversity of opportunities for expressing local and national heritage and identity and for the programming of events, celebrations, monuments and commemorative spaces that reflect the unique history of the UAE.

Major Commemorative Spaces

Three major public spaces will provide ceremonial and symbolic anchors for the Federal Precinct: National Square, located within the monumental central oval space, International Park located between the Ministries Zone and the Institutions Zone, and Monument Park, located at the apex of the Federal Precinct.

Capital Boulevard

Connecting the Major Commemorative spaces is Capital Boulevard, a major formal and ceremonial axis through the centre of the Federal precinct, which provides a significant visual axis into the centre of the city, and beyond, to the National Mosque. At the eastern end of the Capital Boulevard, the grounds of a major civic / institutional building will serve as a National Square for the Capital City of the United Arab Emirates.

Neighbourhood Parks

Two large neighbourhood parks in the Diplomatic Zone provide passive and active spaces for residents and visitors to the area.

Local Parks and Plazas

Throughout the Precinct are smaller gathering spaces consisting of planted and paved plazas, featuring formal landscaping and tensile shade structures.

Linear Parks

Linear parks will provide pleasant walking and cycling connecting between districts and neighbourhoods.

Streetscapes

Throughout the Precinct, a varied palette of streetscapes designed with generous sidewalk space, street furniture, shade and landscaping, will invite pedestrian activity and ensure that public spaces are activated throughout the day and evening.



- 1 Major Commemorative Spaces
 - a. National Square
 - b. International Park
 - c. Monument Park
- 2 Capital Boulevard
- 3 Neighbourhood Parks
- 4 Local Parks and Plazas
- 5 Linear Parks

City Centre Precinct

The City Centre Precinct is comprised of four distinct districts or neighbourhoods: The Central Business District, the Souk Market District, North Spine District and the National Mosque District.

Central Business District



The Central Business District (CBD) is at the centre of the Capital District with high density office and residential uses combined with a diversity of cultural and social amenities. It will be the largest concentration of high density office, residential and commercial uses outside of the Abu Dhabi Island. Land uses consist of Class A office space providing over 150,000 jobs and residential neighbourhoods of 3 million square metres offering a live work environment for almost 70,000 residents.

A key organizing principle of the CBD is the close integration of land use and transportation networks supported by high-quality pedestrian-oriented urban design and vibrant open spaces to create livable neighbourhood centres.

Residential developments offering a range of housing options are clustered primarily within the south and north neighbourhoods, and including local mosques, women and youth centres, libraries, local retail shops and recreational facilities serve as central spaces of gathering. These neighbourhoods are framed by office and hotel uses located along main radial streets leading into the CBD.

The CBD offers a range of retail, cultural and entertainment opportunities. High-end and local retail streets provide a diverse range of shopping experiences while a large retail and entertainment node in the eastern CBD will serve residents of the Capital District and surrounding region.

Buildings, streets, and open spaces within the CBD are aligned to maximize natural ventilation and the circulation of afternoon breezes through the public realm. A series of linear open spaces provides pedestrian connectivity through the district, with building podiums and shade structures providing much needed shade during the hottest parts of the day.

National institutions and landmark buildings at key entry points to the City provide opportunities for distinctive architecture and frame visual gateways to the CBD.





City Centre Precinct

Central Business District

70



High Density Ring

This iconic zone of the CBD will be a showplace of important business in the Capital District. These buildings will be the highest and most visible buildings in the entire Capital District. It is primarily a high-end office zone with mixed-use retail as well as some residential and hotel uses.

Regional Transit Hub

A multi-modal transportation hub will provide a world-class interchange for metro, fast train, trams, buses and taxis and be a focal point for high density retail and office development in the CBD. This important regional transportation node will be the entry point for all visitors, and residents of the Capital District and will be designed to express the status of Abu Dhabi as a global capital city.

Regional Shopping

A large city-serving retail and entertainment node, this neighbourhood will be important for all residents of the Capital District and surrounding region. The neighbourhood also serves as an important transition between the North Spine and the CBD.

Government Offices

Adjacent to the landmark Federal Mosque and open spaces of national importance is a node of government office uses. These buildings will house local Abu Dhabi government agencies and that will benefit from being located within the high density CBD.

Medium and High Density Residential Neighbourhoods

These neighbourhoods make up the majority of the CBD. Office and hotels uses are located along main radial streets leading into the CBD while mosques and community facilities serve as central spaces of gathering. In general the neighbourhood will be a dense urban residential zone with a wide variety of services easily accessible for the pedestrian.

Cultural / Community Services

Within each residential neighbourhood are cultural and community services, located adjacent to parks and mosques, which will provide a variety of services for local residents. A number of compact school sites at the edges of the CBD will serve the school-aged population of these neighbourhoods.



CBD Height Character

The inner ring of the CBD will be the location for some of the tallest buildings in the Capital District and will be a showcase of important business in the Capital District. These buildings will define the image of the CBD and begin to form gateways to the two spines and other important arterial boulevards. This high density zone will stand in contrast to the central International Souk Market and the surrounding residential neighbourhoods.



- High Density Ring
- Regional Transportation Hub
- Regional Shopping
- Local Government Offices
- Medium & High Density Residential Neighbourhoods
- Cultural / Community Uses

City Centre Precinct

Souk District



The Souk Precinct is the symbolic nucleus of the Capital District, instantly recognizable on any map with the National Square at its centre and radiating roadway pattern spreading out in all directions, like spokes on a wheel.

The seven Emirates are represented in the radial roads, along with a central monumental boulevard representing the collective UAE federation. This axial boulevard is unique in its design with extensive parkways and string of ceremonial parks connecting the two governmental /cultural anchors of the Capital District, the Federal Precinct to the west and the Federal Mosque District to the east.

The urban form of this district is based on the Middle Eastern souk, or bazaar, which is one of the classic defining features of a traditional Islamic town.

Great Civilizations of the World

The leadership of the Emirates is seeking recognition of the great civilizations of the world within the design of the Capital District. The intention is to promote world peace, tolerance and acceptance of many cultures through the creation of great public places. The challenge is how to produce an authentic architectural image for this concept of great civilizations that does not appear historically overly simplified. The Souk International Market Place was identified as one place where there could be natural synergies between the concept of great civilizations and the design of a vibrant international market place. A market district could be easily transformed by the exquisite iconography of the ancient civilizations. For example, vivid imagery from the civilizations of the Mediterranean and Middle East could utilize art, symbolic designs and materials from the time of the Egyptians, Mesopotamians, Greeks and Romans; or Asian, European and South American civilizations. Through art, signage and thoughtful translations of the historical artefacts, the history of the world could be a lively underpinning for a modern day Souk celebrating the international market place of today.





City Centre Precinct

Souk District



Inner Oval Zone

The Souk District will house important Capital District cultural and civic offices adjacent to the ceremonial open space and Federal Precinct and will define the edge of the oval park. The development program for this zone is comprised of stately buildings that are home to a mix of prominent cultural institutions, non-governmental agency offices, and other uses seeking a prestigious address. Also interspersed amongst the office uses, there will be small boutique hotels, restaurants, cafes, branch offices of major banks, airlines and other places of importance to visitors.

International Souk Market Place

The Souk Market Place is imagined to be one of Abu Dhabi's most popular shopping venues, attracting both residents and city visitors alike to a diverse and exciting market experience.

Recalling the traditional markets of the Middle East it will also encourage a mixing of cultural backgrounds in a city that promotes tolerance and acceptance. It will have a high concentration of "fine grained" retail development with a street-front focus and be a popular tourist destination.

Covered Market Streets

The key element of the Souk District is the network of narrow shopping/market streets that make up the districts circulation system.

The primary shopping street in the centre of the souk district provides over two kilometres of retail street frontage. At this scale the souk identity is defined by a multitude of destinations and places. Based on the geography of the land uses and road way geometries in the CBD, the Souk International Market Place is composed three major sub-districts.

- High-end International Boutique Market
- Tourist / Local Products Market
- International Food / Produce Market

Plaza Souk Entry Points

The tram will circumnavigate the outer edge of the Souk district. Tram stations have been located at the large public plazas are located at the key access points to Souk. These plazas will civic destinations with hotels, restaurants and shops along the perimeter with artful landscapes, water features and shading devices establishing the design character of the place. The intended atmosphere of the plaza the draws inspiration from urban piazzas of Italy.

Linear Green Spaces and View Corridors

These linear parks will allow the Souk district to connect back to other CBD neighbourhoods. They act as both green pedestrian corridors and as visual/axis corridors into the central oval park space.



- Inner Oval Zone
- Plaza Souk Entry Points
- International Souk Market Place
- Linear Green Spaces and View Corridors
- Covered Shopping Streets

City Centre Precinct

Souk District



Souk District Building Prototype Organization

This district design incorporates a variety of land uses intended to enhance the symbolic character of the district and overall urban vitality of the City Centre Precinct.

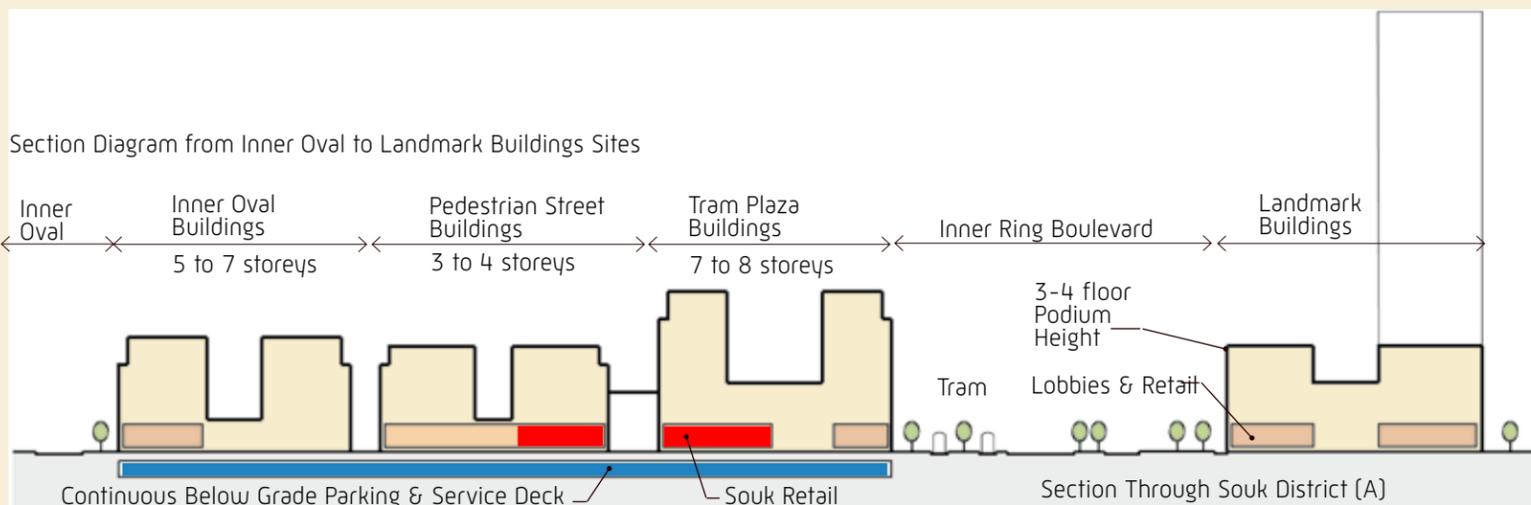
The unique urban design of the Souk District is a combination of many factors including a specific land development approach. In the Souk Market Place a multi-block development strategy is recommended for creating a parking structure under multiple blocks that serves that portion of the district. This will probably require that multiple parcels be developed by a single entity to ensure access and service.

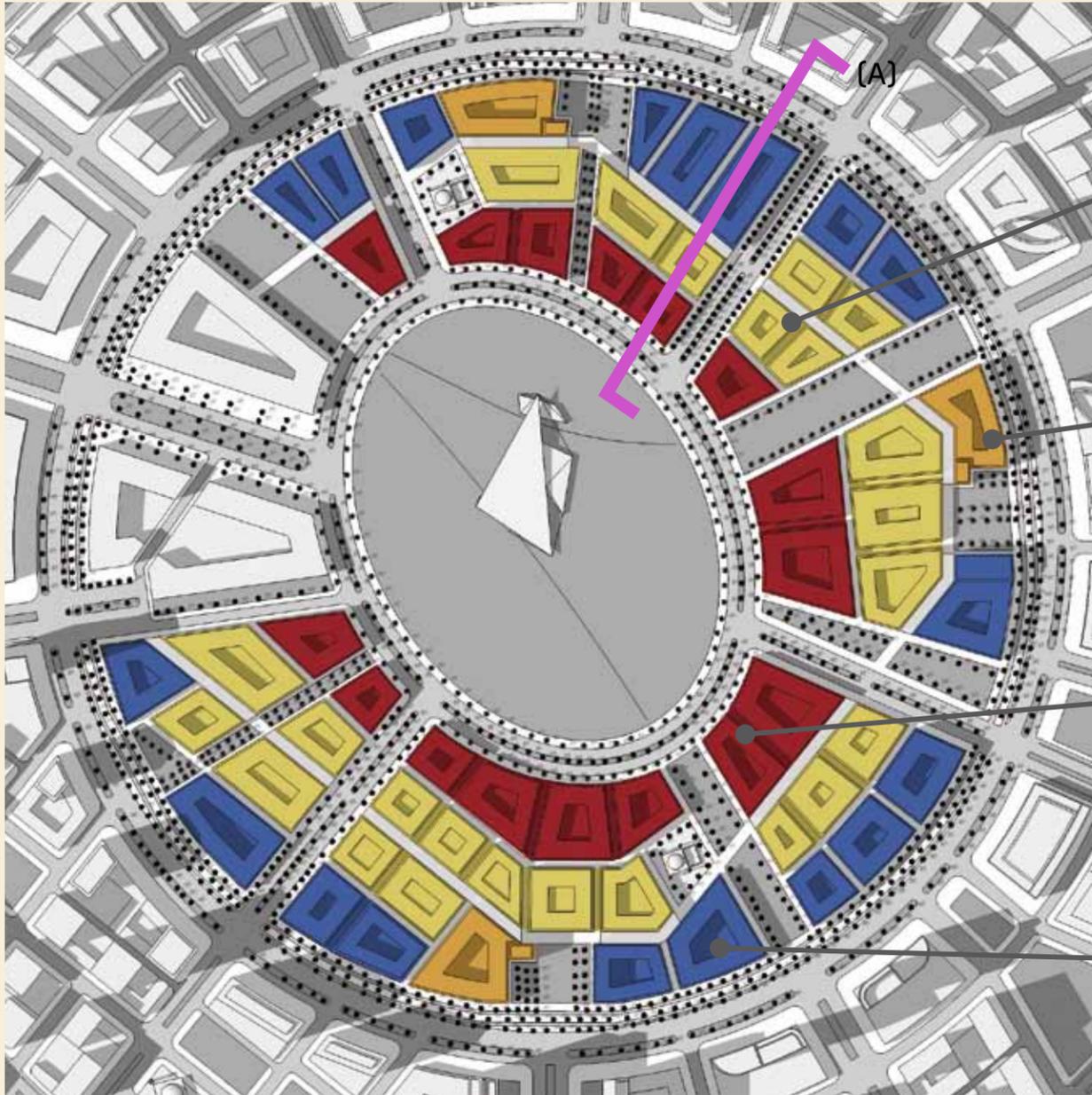
The Souk District is composed of three distinct components and corresponding building prototypes:

- 1) Inner Oval
- 2) Souk Market Place
- 3) Souk Outer Edge
- 4) Plaza Buildings

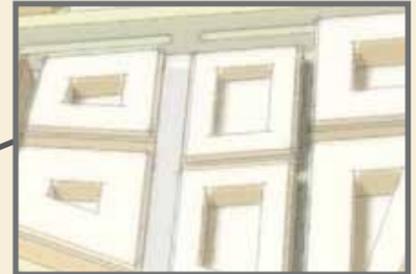
The low density and scale of the Souk District is accentuated by the high density tall buildings of the inner ring boulevard.

The podiums of these high density buildings are required to be 3-4 floors high to create a consistent perimeter street wall defining Souk Market District.

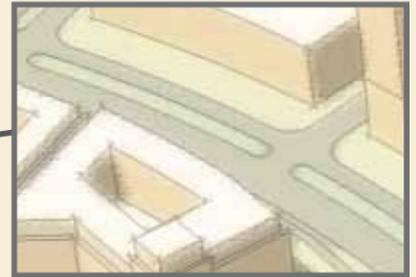




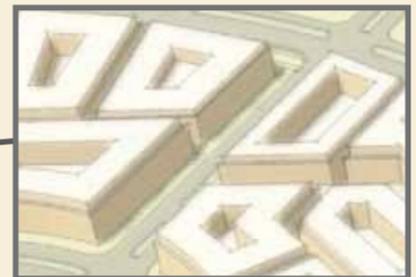
Building Prototype Principal Zones



Pedestrian Street Buildings



Tram Plaza Buildings



Inner Oval Buildings



Ring Boulevard Buildings

1 Inner Oval Buildings

- 5 to 7 storeys
- Building facades create an urban wall at the central ceremonial space.
- Defines street wall.

2 Souk Market Place Pedestrian Street Buildings

- 3 to 4 storeys
- Located within the Souk on pedestrian retail street.
- Defines pedestrian retail zone. Shading device required.

3 Souk Outer Edge Ring Boulevard Buildings

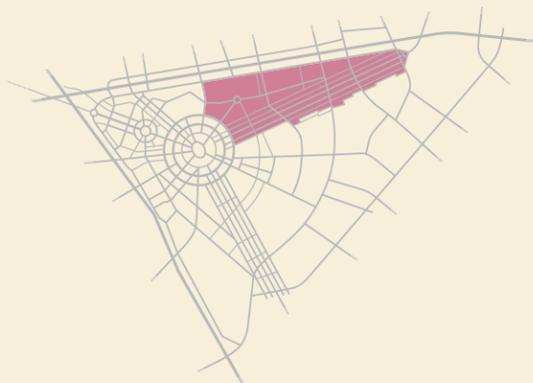
- 5 to 7 storeys
- Plots located on outer ring road of the Souk.
- Defines the street wall.

4 Souk Plaza Buildings

- 7 to 8 storeys
- Plots located next to transit piazzas.
- Height serves as way-finding device in Souk. Unique identity to exterior envelope including a tower element within the plaza.

City Centre Precinct

North Spine District



The design of the North Spine focuses on creating a critical mass of mixed-use development and a highly pedestrian-oriented street environment at each transit node in order to build high transit ridership and create unique district identity. Supporting this primary focus are major civic facilities, retail-mixed use nodes at tram stations, and a diverse mix of housing types, which combine to create a series of attractive urban neighbourhoods along the northern length of the city.

Transit Oriented Development

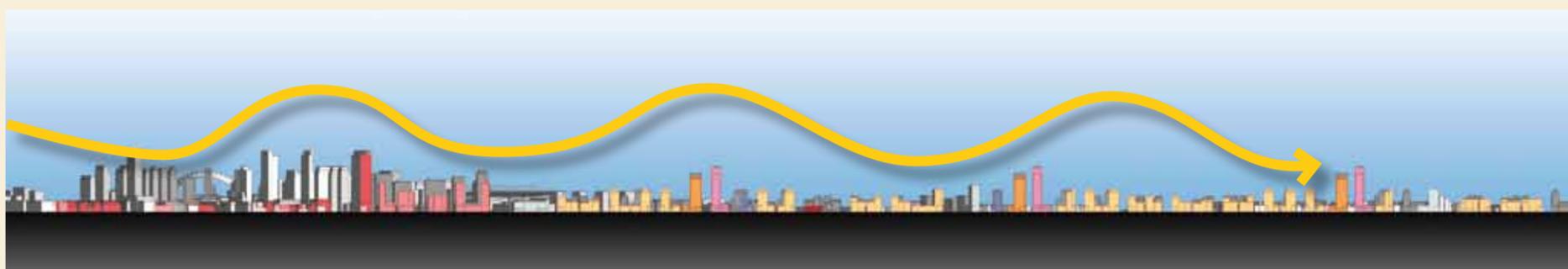
A central concept behind the design of the North Spine is the creation of transit-oriented development (TOD) nodes at each metro station. Transit oriented development is a place that, by design, encourages transit use through a dense concentration and mix of land uses, pedestrian-oriented streets, high-quality urban design, all supported by high capacity and frequent transit service. Clusters of high- and mid-rise office, hotel and residential buildings will anchor each metro station. These locations will feature the highest density development along the spine, and offer opportunities for landmark buildings. Between metro stations, residential blocks, consisting of a variety of housing types and densities, will be within easy walking distance of tram and metro service.

Arcade Streets

Along retail streets, and in conjunction with tram stops, buildings will be designed with arcade zones. These arcade systems will be the main route for pedestrians through the district and will connect key public places within the city. The primary purpose for the arcade zones is to provide pedestrian comfort. This zone will create a shaded environment to encourage on-street activity at all times of the day. This shaded zone will also protect the ground floor of buildings from the highest density areas are located adjacent to metro station and retail streets..



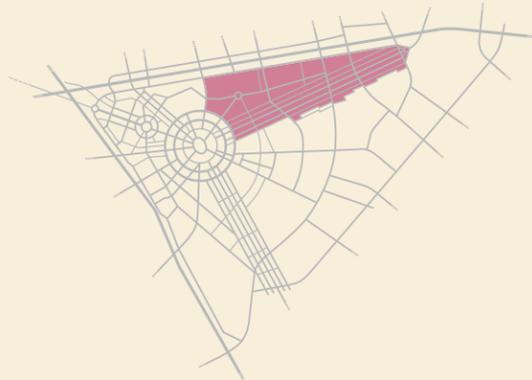
Arcade Streets



North Spine General Height Character

City Centre Precinct

North Spine District



Retail Streets

At each metro station will be a transit-oriented development node. Coinciding with each of these nodes will be an intimate retail street that provides a link between each neighbourhood. This retail street will be lined with neighbourhood retail and services and have a high-quality pedestrian environment consisting of shaded arcades, street trees and street furnishings. Restaurants and cafes will serve area residents, office employees and visitors, while businesses along these streets will take advantage of the pedestrian traffic generated by metro and tram stations.

Neighbourhood Tram Streets

Running the entire length of the spine, neighbourhood tram streets provide pedestrian oriented, walkable, and human-scaled streetscapes.

Central Boulevard

The Central Boulevard running the length of the north Spine will serve as a symbolic entrance to the city. Public art, monuments, national institutions, and mosques will provide visual diversity and interest along this long corridor, and offer opportunities for expressing the culture and identity of the Emirates.

Cultural / Community Services Blocks

Each neighbourhood will have a mixed-use block with several types of cultural and community services, such as women's centres, libraries, youth centres, and mosques. Each of these blocks is associated with a neighbourhood park space that will provide passive recreation opportunities and serve as a gathering space for local neighbourhood events. Underground parking for mosques will be provided under the open space area.

Universities

Supporting the vision of Capital District as a centre for higher learning, the North Spine will be home to two major universities - Zayed University and Khalifa University for Science and Advanced Research.

Hospital Campus

A major hospital campus at the eastern end of the North Spine is within easy access of regional transport routes and tram routes. Occupying twelve city blocks, the campus will have a significant mixed-use component with retail and health care related commercial uses along ground floors, and will be designed to sensitively fit into the surrounding residential neighbourhood context. The campus is anchored by large open and recreational spaces, which provide a gateway into the Capital District and will provide a significant amenity to hospital users and neighbourhood residents.

