



የኢትዮጵያ ከተሞች የትብብር መድረክ

Ethiopian Cities Association

የከተማ ፕላን ዝግጅትና ትግበራ የተሞክሮ ሰነድ

ታህሳስ 2013 ዓ.ም

አዲስ አበባ

መልዕክት



አቶ አንዱዓለም ጤናው
የኢትዮጵያ ከተሞች የትብብር መድረክ
ዋና ዳይሬክተር

ኢትዮጵያ ከተሞችን በመፍጠርና የከተማነትን የኑሮ ልምምድ ካላቸው ጥቂት የዓለማችን ሃገራትና ሕዝቦች ተርታ በቀዳሚነት የምትጠቀስ ሀገር ናት። ይህንንም የሚያረጋግጡ ህያው መገለጫዎች በአሁኑ ወቅት በከተማነት በህይወት የሚገኙ በርካታ ምስክሮች እና የታሪክ ማስረጃዎች ሆነው እናገኛቸዋል።

በርካታ የሃገራችን ከተሞች ይህንን ጥንታዊነታቸውንና ታሪካዊነታቸውን እንደመልካም አጋጣሚ በመጠቀም ለበርካታ ዘመናት እንደ ብቸኛ የገቢ ምንጭ በመውሰድ ለሌሎች ወቅታዊ የእድገት በሮች ክፍት ሳይሆኑ ቆይተዋል።

በመሆኑም በአሁኑ ወቅት የኢትዮጵያ ከተሞች ከበርካታ የዓለማችን ከተሞች ጋር ተወዳዳሪ ለመሆን ከፍተኛ የሆነ ጥረት በማድረግ ላይ ይገኛሉ። ከተሞች በዓለም ደረጃ ተወዳዳሪ ለመሆን የሚያስችላቸውን አቅም መፍጠር ይጠበቅባቸዋል። ይህም አቅም እንደሆነራቱ የእድገት ደረጃ የሚወሰን ሆኖ ይገኛል። የሀገራት የእድገት ደረጃ ለከተሞችና በከተሞች ለሚንቀሳቀሱት የኢኮኖሚና የቴክኖሎጂ ዘርፍ የሚሰጡት ትኩረት በዋናነት ወሳኝ ሆኖ ይስተዋላል። በሀገራችን ለከተሞች እድገት ልዩ ትኩረት ሊሰጠው የሚገባ ሆኖ እያለ ነገር ግን በተገቢው ደረጃ ሳያገኝ ቆይቷል። በዚህም መሰረት ከተሞቻችን በበርካታ ችግሮች ውስጥ የሚገኙ የመልካም አስተዳደር ችግሮች፣ የመሰረተ ልማትና አገልግሎቶች አቅርቦት እጥረት፣ ለነዋሪዎቻቸው የግልጽኝነት፣ የተጠያቂነትና የአሳታፊነት ችግሮች የሚስተዋሉባቸው ከመሆናቸውም ባሻገር ለዘመናዊነትና ለማይቀረው አለማቀፋዊ ተወዳዳሪነት በቂ ዝግጅት የሚያስፈልጋቸው ናቸው።

በአሁኑ ወቅት የኢትዮጵያ ከተሞች በሃገራችን፣ በአህጉራዊ እና ዓለማቀፋዊ ደረጃ ያለውን ነባራዊ ሁኔታ በመረዳት ለዕድገትና ለተወዳዳሪነት ብቁ ለመሆን የሚያስችላቸውን በጋራና በትብብር ለመስራት ያስችላቸው ዘንድ አንድ በሙሉ ፍቃደኝነት ላይ የተመሰረተ የትብብር መድረክ/ማህበር ከመሰረቱ ጥቂት ዓመታት ተቆጥረዋል።

የትብብር መድረኩም ከቀደመው ጊዜ በተሻለ ሁኔታ ራሱን አደራጅቶ ከተሞችን በማስተሳሰርና በማስተባበር ለጋራ ችግሮቻቸው የጋራ መፍትሄ በማፈላለግ እንዲሁም ለተወዳዳሪነት እንዲበቁ የሌሎች ሃገራትን ተሞክሮዎች እንዲቀስሙ በማድረግ ከተሞችን በማገልገል ላይ ይገኛል። ከአገልግሎቱም መካከል ጥራትንና ተደራሽነትን በማጣጣም ላይ ትኩረት ሰጥቷል። በተለይም ለዓለማቀፍ የዘላቂ ልማት ግቦች እና ለሃገራችን የቀጣይ አስር ዓመቱ የከተማ ልማት ዘርፍ የዕድገት መሪ ዕቅድ ግቦች ልዩ ትኩረት በመስጠት ነው። ይህም ተግባር ዘርፉን ከሚመራው የፌዴራል ከተማ ልማትና ኮንስትራክሽን ሚኒስቴር፣ ከሁሉም የክልል ከተማ ልማት ቢሮዎች እና ፕላን ኢንስቲትዩት፣ መንግስታዊ ካልሆኑ ሀገራዊና ዓለማቀፍ ድጋፍ አድራጊ ድርጅቶች ጋር በመተባበር የሚፈጸም ነው።

በቀጣይም የኢትዮጵያ ከተሞች በእድገትና በልማት ወደ ተሻለ ደረጃ ከፍ እንዲሉ ከሚሰሩ ህጋዊ አካላት ጋር በጋራ ለመስራት የኢትዮጵያ ከተሞች የትብብር መድረክ ዝግጁ መሆኑን ጥሪዬን አስተላልፋለሁ።

Oromia Urban Planning Institute

Landscape Planning and Water front Development Practices in Oromia Regional State



Bishoftu and Shashamane Cities as Case study

April, 2012 E.C.

Finfinne

Table of Contents

PART ONE	8
1.1 Background.....	8
1.2 Statement of the Problem.....	9
1.3 Objective.....	10
1.3.1 General Objective	11
1.3.2 Specific Objectives.....	11
1.4 Importance of waterfront development and Landscape experience sharing practices	11
1.5 Scope.....	11
1.6 Methodology.....	11
PART TWO: Bishoftu City as Case Study	12
2. Description of the City.....	12
2.1 History of Bishoftu City	12
2.2 Location of the city	12
2.3 Population of the city.....	13
2.4 Topography of the City.....	14
2.5 Climate of the City.....	15
2.6 Economic Base of the City	15
2.7 Opportunities of the City	16
2.8 Coverage of land scape planning & water front development	16
PART THREE	17
3. Water front development Landscape Plan Preparation	17
3.1 Objective of water front Planning of Bishoftu City.....	17
3.2 Significance of Water front Planning	17
3.3 Existing Situation Analysis.....	17

3.4 Principles followed to undertake Water front Planning and design.....	18
3.5 Elements of Urban Design.....	21
PART FOUR	17
4.1 Waterfront Development Process in Bishoftu Town.....	27
4.2 The Public and Private Participation in Waterfront Development	28
4.2.1 Private participation in waterfront development	28
4.2.2 Public Participation Lake front Development and Urban Greeneries	28
4.4 The way to the problem solved.....	32
4.5, Bishoftu city Lakes front development Practice.....	32
4.5.1 Waterfront development practice of Babogaya	32
PART FIVE: Shashamane City as Case Study	32
5.1 Description of Shashamane City	38
5.1.1 History of Shashamane City	38
5.1.2 Location of the City	39
5.1.3 Population of the City.....	39
5.1.4 Topography of the City.....	40
5.1.5 Climate of the City.....	40
5.1.6 Economic base of the City	40
5.2 Opportunities of the city	40
5.3. Waterfront Land Scope Planning and development	40
5.3.1 Objectives of Waterfront Land Scope Plan preparation	40
5.3.2 Activities undertaken to solve Waterfront development problems of the city	41

PART SIX.....	43
6.1 Waterfront Land Scope Plan Implementation Phase	43
PART SEVEN..	43
7.1 Challenges of Waterfront Development Implementation	56
7.2 Solutions Given to the Challenges.....	56
7.3 Recommendation	56
7.4 Conclusion	57

List of Graph, Figures, Maps and Tables

Figure 10. Street design of Waterfront of Bishoftu city	23
Figure 11. Sidewalks design of Waterfront of Bishoftu city	24
Figure 12. Landscaping design of Waterfront of Bishoftu city	25
Figure 13. Street furniture.....	26
Figure 16: Lakefront and other green areas Land use proposal of the Structure plan.....	30
Figure 17: Develop by respecting the existing natural features.	33
Figure 19: Visual connection and connectivity between destinations.....	34
Figure 22: Babogaya lake and its waterfront used for swimming	36
Figure 25: Hesa River Water front Existing Situation_ (2006), At the Past	43
Figure 26 Hesa River waterfront Transformation: Early to intermediate stages, at the Past.....	46
Figure 27: Hesa River Waterfront Development after Implementation, At Present	47
Figure 28: Hesa Malka Kare River waterfront Transformation: Early to intermediate stages, at the Past.....	48
Figure 29: Hesa River Malka Kare Waterfront Development after Implementation, At Present.....	49

Figure 30: Goget River waterfront Transformation: Early to intermediate stages, at the Past.....	50
Figure 31: Goget River waterfront Development after Implementation, At Present.....	51
Figure 32: Goget River Waterfront Development Cooperatives Monitoring, At Present.....	52
Figure 33: Malka Oda River Botanic Garden.....	53
Figure 34: Malka Oda River Millennium Park.....	55
Figure 4: Emphasizing pattern of lakefront landscape planning	19
Figure 5: Rhythm in Landscape design of Lake Front	19
Figure 7. Shows meaning for lakefront planning and design	20
Figure 9. Building with open space	22
Figure:15: The developed roadside greenaries by the Public participation.....	29
Graph 1: Temperature and rainfall graph of Bishoftu city	15
Graph 2: Trend of Trade Business Growth in Bishoftu City 2006_2010.....	15
Map 1.6 Hesa River Waterfront Development Design Proposals	43
Map 4: Location of Shashamane City	39
Table 1.2 Shashamane city Greenery and Beatification Manpower, 2020.....	43
Table: 1. Chemical test Result of Sample Spots in Babogaya Lake.....	31

Abstract

A landscape planning and waterfront development is already a well-established phenomenon internationally. Landscape planning and Waterfront redevelopment in Oromia Regional State has taken place over more than ten years. Many issues flourished when a city decided to transform its vacant or underused waterfront areas. Some waterfront development projects have successfully included waterfront attraction projects, but many others have not succeeded. Therefore, this paper aims to examine the effect of waterfront development in Oromia Regional State. The findings of this study were based on interviews and site observation conducted as well as secondary data analysis within two case study areas: Bishoftu and Shashamane Cities. The results showed that the development of waterfront development have several effects, both positive and negative sides. Improving riverbank beautification and landscape and increasing environmental problem such as water pollution and flooding were identified as a main effects derived from waterfront development in the particular case study areas. Therefore, maximizing waterfront benefits is important for maintaining the economic value of waterfront areas.

Part One

1.1 Background

The waterfront area is the convergence area of *water and land*. It is not only the edge of land but also the edge of water, and the land should cover some areas (Diyun Hou, 2009). The waterfront is the origin of human culture and economy. A lot of creatures depend on water for life. Mankind is no exception. Therefore, the earliest villages were close to water sources. This was not only because of our dependence on water but also due to traffic concerns. The rise and fall of many cities was related to transportation. In the very beginning, villages close to water turned into *fishing villages*. In the age of navigation, they became the station of trade. In the industrial age, they became container ports. Such a process represents the diversity of waterfront use and its importance to human life and commercial activities (Hayuth, Y. 1998).

A successful waterfront landscape project can offer a lot of benefits to citizens. It can improve the environment of waterfront areas, rebuild a good appearance of the city, increase the revenue, offer some job opportunities and accelerate new investments. In a word, it is good for the development of city in many aspects; **1. The requirement of economic development-** Many countries pay attention to the development of waterfront landscape, such as New York, London and Toronto. They get many benefits. That is because waterfront areas usually can *attract investments*, **2. The requirement of citizens;** People want higher quality of living places, so waterfront areas are the most attractive place for residents. People are willing to pay higher rent for the high living qualities, **3. The requirement of landscape aspect;** The waterfront area is the most important place in the city. It can show and strengthen the ecological diversity, and it can also improve the climate of the inner city and accelerate the development of the city, **4. The requirement of sustainable development;** It usually takes a long time to make a good environment. So a reasonable plan is very important, it affects the existing resource, water and ecosystem. In general, the waterfront refers to land fronting on to water (Dong, 2004), and the water itself being any type of water body such as a lake, the ocean, a river or a stream of all sizes (Breen & Rigby, 1994, p. 10).

Most of the waterfront lands are like belts along the coastlines. People want to make use of these areas, so planners begin to think of a way to make it attractive for people. How to connect traffic; establish different functions and how to communicate with inner cities are the main problems.

1.2 Statement of the Problem

Waterfront urban centers share common opportunities and challenges as public spaces in urban planning and design, ranging from contamination to public space creation and asset enhancement. Development of waterfront urban centers require planners to adeptly respond to these and other social, ecological, cultural and economic issues at local, state and global scales. As one of the most vital assets of urban centers with proximity to river and lakes area is their waterfront, which manifests distinct relationship between human and natural environment, (Bhavna Vimawala, 2015).

The structure of many urban centers in the world is linked to the water bodies that contribute to their beginning and their succeeding development. The relationship between waterfront and structure of the urban center is very unique and always changing, depending on the functions carried out on adjoining land. Urban waterfront redevelopment is being taken up throughout the world, but is mostly confined to developed countries especially in North America and European countries (Breen, A., and Rigby, D.1994). And; it is now impacting developing countries to revive historic cities, recreational and economic development under the influence of globalization. The approach is towards replicating and reclaiming the waterfront to make way for development irrespective of their nature (Breen, A., and Rigby, D.1996). Cities are all becoming uniform; they are losing their identity, their spirit. Majority cities have started achieving the lost relationship between waterfront and city, but the ultimate product was a uniform manifestation that can be found in new developments around the world, (Bruttomesso, R, 2001) and (Breen, A., and Rigby, D, 1996).

Different studies determines the reasons that affect in establishing the interrelation between waterfront and city are; limitation in implementation or absence of policies, guidelines and regulations; lack of initial decision in planning approach and uncontrolled development; unhygienic condition of the water bodies due to pollution; lack of coordination and integration

among various authorities; frequent flooding and resulting embankments; unawareness, limited vision and private ownership of land in riverbed areas.

In Ethiopia in general and Oromia regional state in particular, there are shortage of recreation centers and waterfront pollution is a problem in urban centers. Lack of Proper solid and liquid waste disposal systems, bounded and well-kept green areas as well as local recreation centers which affecting the potential that an urban centers will get from water front development (MUDC, 2015). From the total 664 urban centers in Oromia Regional State, nearly all have get different type of urban plans but it lacks implementation strategies and guide lines which creating uncontrolled development leads to losing the benefits that urban centers will get from water side development (OUPI, 2018).

This experience sharing as a case study is important and appropriate because of the growing demand of waterfront development around the world in general and Ethiopia in particular; this often replicates the design without consideration of the local context and has a poor response to establishing the relation between city and waterfront. It is very important and urgent to address reasons as why this situation is occurring so that future waterfront development can take into account the factors to help prevent this situation from continuing. Otherwise, if the situation continues, future waterfront development may lose its sense of place and its local identity will not be culturally sustainable and will not be able to establish the relationship between waterfront and city.

This case study experience sharing (i.e Bishoftu and Shashamane Cities) brings forth alarming situations and provides with experiences on water front planning and development giving attention to the critical issues. It is evident that if such issues are taken care of, it can positively contribute to bridge the gap while considering the holistic approach where the relation between city and waterfront can strongly be improved, strong sense of place and its local identity will be culturally and environmentally sustainable.

1.3 Objective

1.3.1 General Objective

The general objectives of this paper it to identify practices on landscape planning and water front development so as to maximize its benefits in maintaining the economic value of waterfront areas.

1.3.2 Specific Objectives

The specific objectives of this study are;

- a. To identify the identify practices on water front development.
- b. To examine the challenges on landscape planning and water front development, and
- c. To recommend strategies in maximizing economic value of waterfront benefits.

1.4 Importance of waterfront development and Landscape experience sharing practices

Experience sharing practice of the cities/Town in waterfront development and landscape planning is important in many aspects. Waterfronts are a special class of national resource due to their unique potential in affording society diversified opportunities for economic development, public enjoyment, and civic identity. The increasing pace of urbanization has left many towns/ cities with minimum avenues for recreation and open green spaces. A developed waterfront would provide residents access to new recreation opportunities and an expanded awareness of the natural aspects of lake life. Added to this, public access sites connected by linear greenways will tie developments together, eliminating barriers, both real and imagined and animate the waterfront with the light and life of the city. A successful waterfront development and landscape planning project can also offer benefits to citizens in improving the environment of waterfront areas, rebuild a good appearance of the city, increased tourism, increase the revenue, offer some job opportunities and accelerate new investments.

1.5. Scope

The thematic scope of this paper is focus on the water front Landscape planning and development process emphasizing on the River side Landscape planning and development of Shashamane city and the Lake front Landscape Planning and Development of Bishoftu City. This paper also assesses the role of stakeholders (community, developers etc.), challenges, opportunity and the benefits of water front developments.

1.6. Methodology

To organize this experience of the cities, secondary data was collected from the respective town Administration and Community, and Primary data was collected by physical observation, and Interviews of the developers.

Part Two: Bishoftu City as Case Study

2. Description of the City

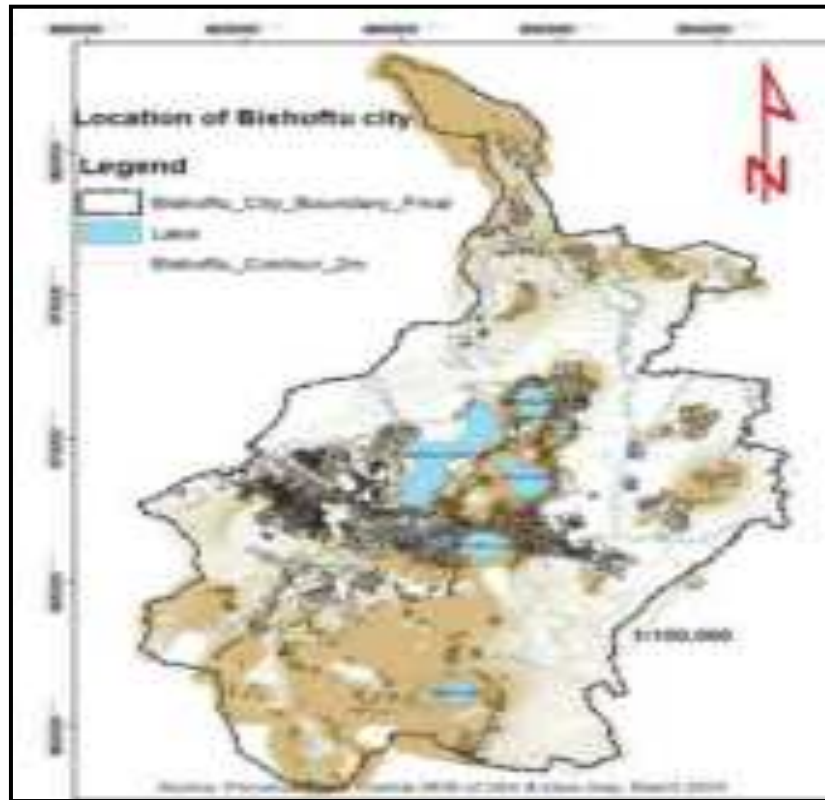
2.1 History of Bishoftu City

The locality of Bishoftu is a land of abundant cultural and natural heritages of high values, astonishing natural attraction and beautiful landscape scenery. Its scenery, natural beauty and terrain are ascribable to mountains massifs, peaks, crater lakes with the endemic animals. It is also one of the fertile zones of the county's highlands. The area's physical beauty is enhanced by the natural and cultural sites or Gada sites (BATO, 2006; McCann, 1995; Informants 1, 2, 3). It is the center of lakes and one of the best breaths taking the city. All this makes it an easily accessible popular recreation and resort city for overnight visitors and weekend excursionists throughout the year (OUPI_2011).

The foundation of Bishoftu city is directly linked to the Construction of the Ethio-Djibouti Railway line. The construction of the line was part of the projects of the Great Era of Railway Construction in Africa between 1885 and 1931 by the European colonizers. The Ethio-Jibouti Railway line was constructed between the years 1894 and 1917 and its introduction was resulted number of railway stations established following gradually evolved into urban centers. It was this development that gave birth to such new towns such as Dire Dawa, Adama, Mojo, Bishoftu, Dukam and Aqaqi etc (Akalou, 1973; Bahiru, 1991; Markakis, 1974; Punkrhust, 1965).

2.2 Location of the city

Astronomically, Bishoftu city has a grid coordinate extension from 957754 to 983324 Northing and from 489288 to 505811 Easting on the Universal Transverse Mercator (UTM). Relatively, the city is located to the southeast of Finfinne at a distance of 47 kms along the old highway in Oromia National Regional State in Ada'a district of Eastern Shewa zone. The city is accessed by express road from Finfinne (in the northeast) and Adama (in the southeast). Refer to the location map of Bishoftu city.



Map 1: Location of Bishoftu City

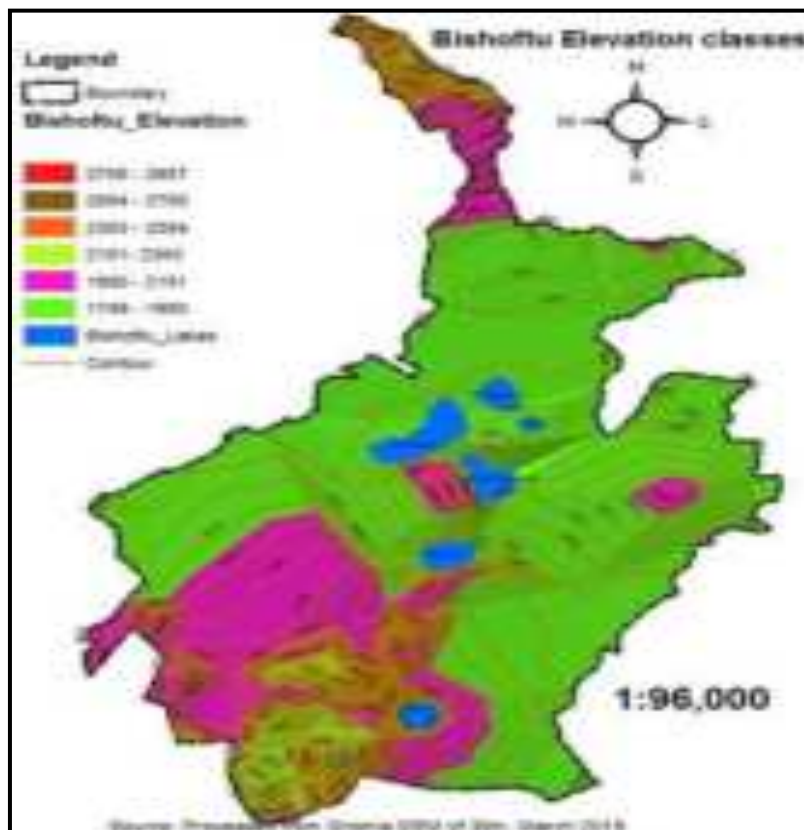
2.3 Population of the city

Bishoftu is a city of more than 70 years, which has grown beyond all expectations in terms of population and area. The city has been experiencing a sharp rise in population over years through migration and the present estimated population is about more than 225,528 and estimated growth rate is 5.5% per annum.

According to the reports of the Central Statistical Authority, in 1984 Bishoftu had a population of 55,655, and in 1994 the population has become 73,372 within 23 years. In the 2007 census enumerated a population of 99,928 and currently, it is estimated to be about 225,528. This may adequately describe how the city is in demographic changes. This fast increase in population is said to be due to the improvements in road infrastructure, water supply, health facilities and greenery development.

2.4 Topography of the City

The topographic features of Bishoftu city imply that ruggedness feature of the uplands with steeper gradients. Besides, volcanic lakes and depressions have inward and outward rolling features. The city has the highest elevation in the northeast over the chains of uplands of Erar Mountain with the maximum peak of over 2957 meters above mean Sea level. From this highest peak, altitude of the city gradually declines towards the south, center and southwestern parts of the city with exception to pockets of dome shaped uplands that are abruptly rising here and there within short distance up to the lakes of Babogaya, Kuriftu, Bishoftu and Hora Harsade. The decline in elevation from the northern parts of the city further continues towards the south and southeast in the administrative unit of Kality. Refer to the elevation map of the city below:

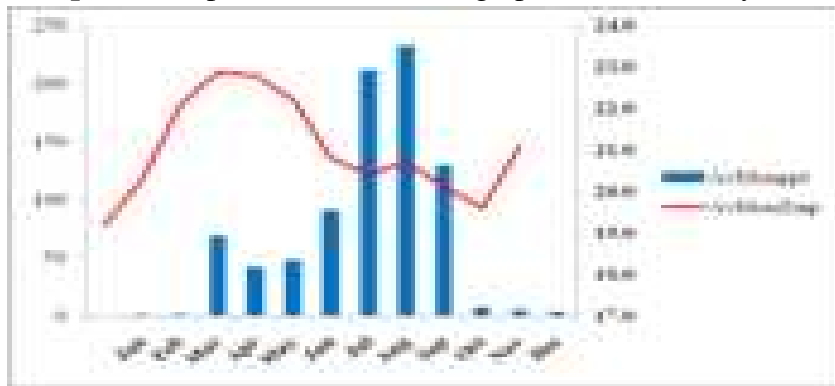


Map 2: Elevation of the Bishoftu City

2.5 Climate of the City

As indicated in the topographic analysis part, Bishoftu city lies between 1,749 and 2,957m above sea level. According to the agro-climatic division of Ethiopia, this altitudinal class belongs to “Bada-Dare” or semi-temperate” with temperature of 21.0⁰C and rainfall of 701mm, respectively. The temperature of the city is high during the late winter season and the beginning of spring while the temperature falls during the summer season due to the effect of cloud cover during the onset of the rainy season. Refer to the climate graph of Bishoftu city below.

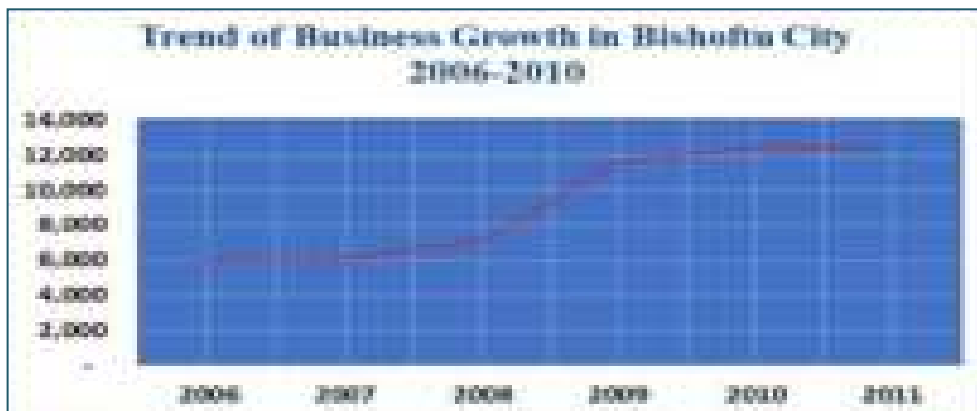
Graph 1: Temperature and rainfall graph of Bishoftu city



Source: Analyzed from data of Ethiopian Metreological Agency (2007-2013), Feb, 2019

2.6. Economic Base of the City

The Economic base of Bishoftu city is commerce and this can be demonstrated by the existence of concentrated business activity along the main collider transportation lines. However, in the future it is certain that the city will be very much dominated by tourism and agro industry.



Graph 2: Trend of Trade Business Growth in Bishoftu City 2006_2010

2.7. Opportunities of the City

The opportunities of Bishoftu City were identified as follows;

- As the city is close to the center (Finfinne) and endowed with creator lakes, people flow along this corridor for recreation, market and other services,
- As the city is lucky with lakes and mount escapes, cultural (Irrecha ceremony) values and historical tourist attractions, there is high tourist irritation level, hence, cultural and Tourist Avenue, residences, resort services and special housing should be proposed by assuming green connection or connecting the natural green frame to exercise community based ecotourism.
- The potential of historical sites of the city should be leveraged for the attraction of tourists by creating a tourist hub.

2.8. Coverage of land scape planning & water front development

In Bishoftu City Structure Plan, different types of Urban Green Infrastructure (UGI) were proposed namely; river side green areas, mountain frame green, Road side green, neighbourhood green, parks, Lake front green areas, buffer areas and forests which are cover an area of 6817.47 hectares which is 38.09 % of the total land use budgeted for the structure plan. Among this 278 hectares of land was developed by roadside green, Neighbourhood green and water (lakefront) recreations and resorts. The detail landscape planning of these land use is presented in the plan preparation section.



Map 3: Bishoftu City Recreation and Environment

Part Three

3. Water Front Development Landscape Plan Preparation

In addition to the Structure Plan of the City, detail Landscape planning and design of Lake Fronts in Bishoftu city was prepared. In Bishoftu city the lake front area was selected by City Administration for LDP preparation by different consultancies and OUPI. Accordingly, the landscape of lakefronts was planned and designed as per the characteristics of the lakes for cultural and tourism centre, for Resort, and Recreation.

3.1. Objective of Water Front Planning of Bishoftu City

- To plan water front by integrated planning approach of water body, hardscape (gray) infrastructure through good planning for further preservation of lakes in Bishoftu from pollution.
- To manage these water bodies in the town in harmonized & planned manner to insure the benefit of both the local community & town administration from this development.
- To enhance recreational values of these Lake in the town through good planning for its tourism development.
- To enhance the social, economic and environmental value of the lakefront.

3.2. Significance of Water front Planning

Water front Planning and Landscape design of water body and green, open spaces in the town will contribute to urban development in general and for overall sustainability of the Bishoftu city, in particular in terms of economic, social and environmental benefits. The outcome of the Water front Planning may also be used for policy considerations, for planning and designing urban Water front's indicating future plans of infrastructure distribution and create awareness for the residents about the multifunctional values of water front planning.

3.3. Existing Situation Analysis

The design for Water front conservation plan has given due considerations to the Natural Topography and landscape of Lake in Bishoftu town including the slope analysis of the specific area, soil condition, Vegetation distribution, Hydrologic condition, Climatic condition of the area,

temperature, Wind direction, sun study, and morphology of its surrounding is taken into considerations to minimize the effects on water resources in the town.

3.4.Principles followed to undertake Water front Planning and design

All scales of development can be improved through the application of urban design principles. These principles help to define community character by the manipulation of blocks and streets, building setbacks, landscape, building height and massing, and Urban articulation of water front Design. The principles considered during the Landscape Planning and design of Bishoftu City water front development is the following:

a. Permeability

Permeability refers to the directness of links and the density of connections in a transport network. A highly permeable network has many short links, numerous intersections, and minimal dead-ends. As permeability increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient transportation system and also large block size decreases permeability.



Figure 3: Shows permeability of Lake front planning

b. Pattern

Pattern is the repeating of an object or symbol all over the work of art. Pattern uses the art elements in planned or random repetition to enhance surfaces or paintings or sculptures. The use of pattern in design must be carefully restrained. Too much variation and rhythm will detract from the overall solution, drawing the focus away from the design to follow only the pattern. Too little emphasis will result in a pattern difficult to find and maintain.



Figure 4: Emphasizing pattern of lakefront landscape planning

c. Rhythm

Rhythm is the repetition of visual movement of the elements-colors, shapes, lines, values, forms, spaces, and textures. Variety is essential to keep rhythms exciting and active, and to avoid monotony.



Figure 5: Rhythm in Landscape design of Lake Front

d. Unity

Unity means the harmony of the whole composition. Unity is the relationship among the elements of a visual that helps all the elements function together. Unity gives a sense of oneness to a visual image. Unity is the feeling of harmony between all parts of the work of art, which creates a sense of completeness.



Figure 6: Landscape design emphasize the Unity of elements

e. Meaning

Meaning is a design principle closely associated with the principles of symbolism and imagery. The intended meaning of a design solution is one that must be carefully defined and thoughtfully provided. The meaning of a "corporate" environment is different today than even fifty years past. Even the meaning of "Church" has changed over time, though we typically ascribe the design ideology historically associated with churches whenever the question of meaning is raised.



Figure 7: Shows meaning for lakefront planning and design

f. Scale

Scale refers to the size relationship of the element itself to a known or established standard. The use of scale in design will determine the potential responses and emotions we generate relative to a design solution. Scale will also provide emotional or perceptual aspects to a building's interior space, related to a comparison with the human form.



Figure 7: Consider Scale for Lake front Landscape planning

g. Legibility

Legibility is a place that has a clear image and easy to understand. Legibility is the perceptual image of the place. Lynch noted some of the structuring features of the image of an area. They are paths, nodes, districts, landmarks and edges.

h. Safety and Security

Safety and perceptions of safety are important factors contributing to sustainability of cities. It is important that strategies for crime prevention and take into account. The lakefront landscape planning of Bishoftu City was considering the safety and security issues.

3.5. Elements of Urban Design

The elements of urban design such as Buildings, Streets, Sidewalks, Parks, Landscaping, transportation, street furniture, and public spaces.

a. Buildings

Buildings need space around them so that they can be appreciated as unique compositions. The building standing in isolation within a landscape is appreciated in the same way as sculpture that is by walking round it and viewing from all sides (Moughtin & Mertens, 2003).



Figure 9: Building with open space

b. Streets

Street is an enclosed, three dimensional space between two lines of adjacent buildings. The street is something more than a simple pathway; it is a series of connected places, somewhere for staying in and not just for moving through. Streets are the arteries of cities and neighborhoods. A place's success can depend on how well it is connected to local services and the broader city.



Figure 10: Street design of Waterfront of Bishoftu city

c. Side walks

Sidewalks form the backbone of the pedestrian transportation network. Sidewalks "reduce the incidence of pedestrian collisions, injuries, and deaths in residential areas and along two-lane roadways." Without sidewalks, public rights-of-way are inaccessible to all pedestrians, including people with disabilities. When sidewalks are not available, pedestrians are forced to share the street with motorists, access to public transportation is restricted, and children might not have safe play areas. Accessible pedestrian facilities should be considered part of every new public right-of-way project where pedestrians are permitted. Sidewalk installation and the linking of pedestrian routes to transportation stops and major corridors should always be a priority.



Figure11: Sidewalks design of Waterfront of Bishoftu city

d. Parks

Parking lots should offer direct and easy access for people walking between their vehicles and the building entrances. Where possible, parking lots should be designed to have reduced paved areas, to minimize runoff problems, and to provide areas for trees and other vegetation.

e. Landscaping

The space all around and between buildings, ranging from streets and squares to parks, gardens, urban woods, stream corridors, cemeteries and many other types of green space is an important part of the green infrastructure of a city, as important for sustainability as transport, services and energy infrastructure. Urban landscape is not necessarily green but it frequently incorporates a range of green elements such as grass, ground covers, shrubs and trees, all of which perform many functions such as shelter, cooling or shading, air cleaning by filtering pollutants, aesthetic value, places for people to congregate and use for a range of activities and as habitat for urban wildlife.



Figure 12: Landscaping design of Waterfront of Bishoftu city

f. Transportation

Transport systems connect the parts of cities and help shape them, and enable movement throughout the city. They include road, rail, bicycle, and pedestrian networks, and together form the total movement system of a city. The balance of these various transport systems is what helps define the quality and character of cities, and makes them either friendly or hostile to pedestrians. The best cities are the ones that elevate the experience of the pedestrian while minimizing the dominance of the private automobile.

g. Street Furniture

Street furniture includes the smaller scale amenities located on sidewalks that add scale, functionality, and a human element to the streetscape. The most common elements of street furniture include benches, trash receptacles (dust bin), bollards, kiosks, transit shelters, signage, public utilities and other public amenities and private amenities. The most common location for street furniture is within curb zone of the sidewalk.

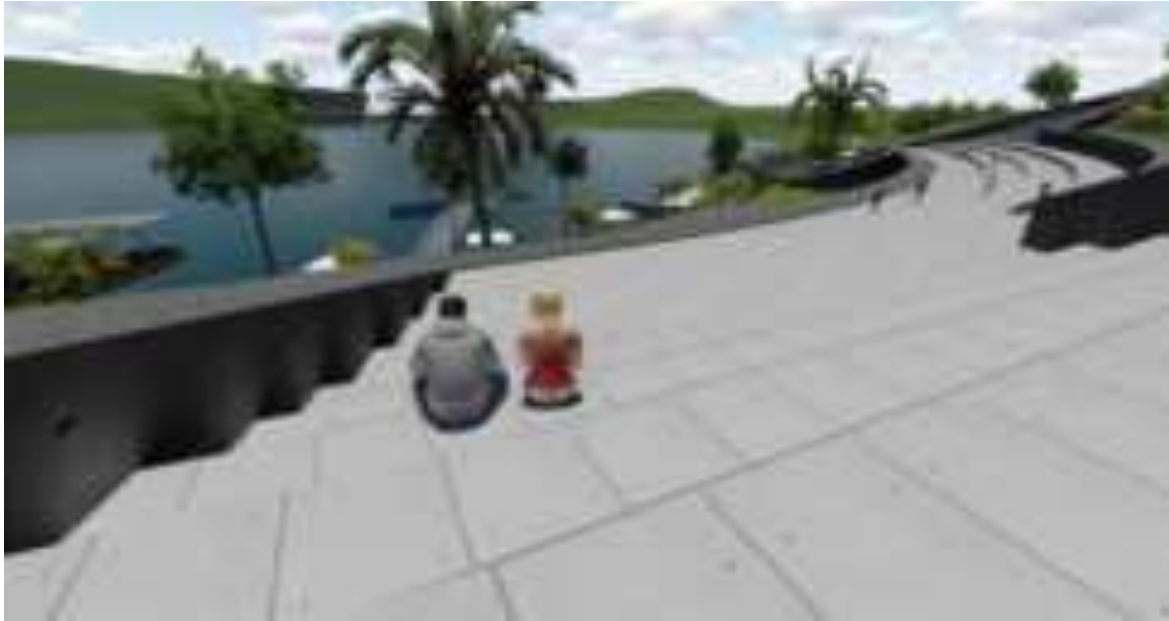


Figure 13: Street furniture

h. Public Space

A public space may be a gathering spot or part of a neighborhood, downtown, special district, waterfront or other area within the public realm that helps promote social interaction and a sense of community. Possible examples may include such spaces as plazas, town squares, parks, marketplaces, public commons and malls, public greens, piers, special areas within convention centers or grounds, sites within public buildings, lobbies, concourses, or public spaces within private buildings.



Figure 14: Public Space designed at the Bishoftu lakefront

Part Four

4.1 Waterfront Development Process in Bishoftu Town

A successful waterfront development process can offer a benefit to the developers to follow the correct steps so as to achieve the projects as per the plan. The Bishoftu city have been developing lake fronts, open area proposed in the structure for greeneries , and road side greeneries landscapes. These landscapes have been developed by the government, Private, and public and private partnership. Almost all developers are using similar process in development of these landscapes, even though their efficiencies are different. The private sectors are developing the lakefront efficiently and mostly even if there is some limitation in the management of the water quality. While the land acquired by government to develop the lake front (Hora Harsedi lake front) for public use is still not developed as per the prepared Structure plan and Local Development plan of the City. The Waterfront development process undertakes by all developers has passed through three phases. These are Pre-development Phase, the Development Phase, and Post Development Phase. All types of projects developed in the city, Waterfront development, Road side green development and Public Green areas in the neighbourhood are more or less pass through these phases. Generally development process of water front development of Bishoftu city is described as the following.

i. The pre-development phase

The pre-development phase includes project initiation, project analysis, prepares the preliminary design as per the city Structure plan and Local Development plan, project packaging toward identifying opportunities and challenges for the development. During this phase, the developers have evaluated the development concept of the projects, assess the local; and international practices. Accordingly the program is refined in light of new information, and practices and calculations of time range and cost of activities involved to fully realizing the water front development and well as neighbourhood and Road side greeneries development.

ii. The Development Phase

In these phase the projects development process focuses on detail design as per the preliminary design, financing and implementation. Prior to the development, the design is evaluated, commented and approved by the design and construction office and finally building permit is

given to be built as per the design. Since Financing is the core of the project, the developers are financing the project according to the submitted cost breakdown. The implementation process is the process at which a project proposal transforms into physical reality. While these basic tasks the activities of the professional designers, building contractors, the municipality, land administration office, the city administration cabinet members and city councils are coordinating, evaluating and monitoring the progress to produce the project that meets the objectives.

iii. Post Development Phase

The post development activities are determined to extent the long-term viability of the projects. In this phase careful management and maintenance of the project is mandatory. The management and maintenance of the projects in city is based on the owner of the project. For the private developers, the project management and maintenance is the responsibility of the inverters, the role of the city administration is the overall control of the project implementation as per the agreement. The government supervises the post development impact of the projects on the environment, like water pollution. For the public project the city government make cross management and maintenance to ensure the sustainability of the project.

4.2. The Public and Private Participation in Waterfront Development

4.2.1. Private participation in waterfront development

As described above, Private sector (Investors) have a greater role in the development of Water front of Bishoftu City, majority of the projects developed at front of all lakes (Babogaya, Kuriftu, and Bishoftu lake) are developed by the investors. Some of them are Adulalaa Resort and SPA, Kuriftu Resort, Pyramid hotel Babogaya resort etc.

4.2.2. Public Participation Lake front Development and Urban Greeneries

In Bishoftu town the public participation in the development of the lakefront is limited. the city waterfrint development only undertaking the development at the front of the Horaharsadi Lake for public use (Cultural center). The public is mostly paricipeted in the planning and design section. However the neighborhood and Roadside greenaries are planned , designed and developing by the public.As the Private sector has a line share for the development of lakefront landscapes, the public has the line share for the development of Roadside and Urban neighbouhood Greenaries as per the proposal of the Structure Plan and Local Development Plan.All rhe neighborhood, Roadside.

greenaries are developing by the public. The public is participating from the planning up to the management and maintenance of these greenaries.



Figure:15: The developed roadside greenaries by the Public participation

4.3. Lakefront and Greenaries Development problems

The plan is implemented by using plan implementation tool such as following the prepared Local development plan

- a. Limited Development of implementation tools:** It is known that the Structure plan is the frame work which need the implementation tool such as LDP and Projects. However, some of the city waterfront and greenaries were developing without the preparation of the LDP.

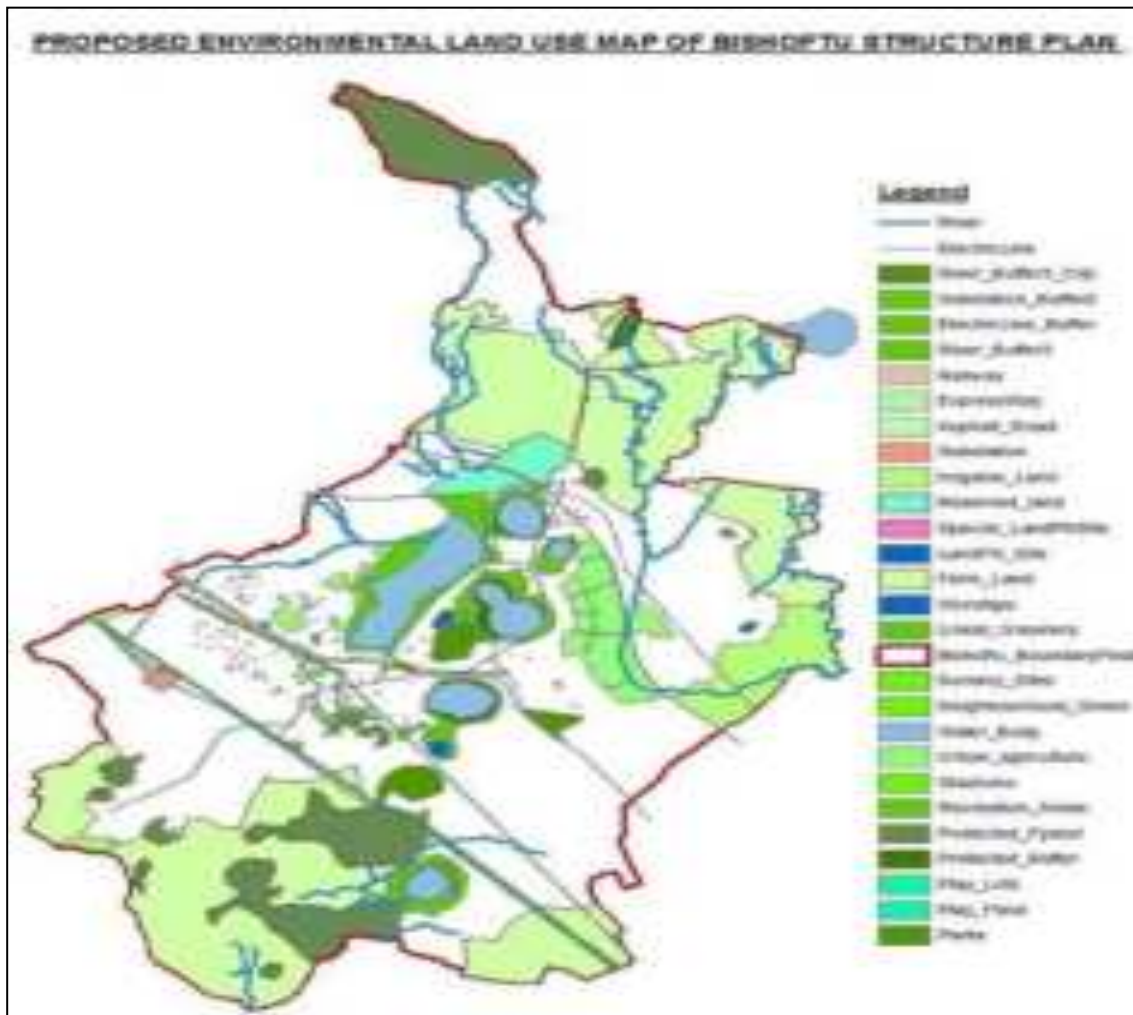


Figure 16: Lakefront and other green areas Land use proposal of the Structure plan

- b. Limited Training and awareness creation:** As discussed in the above section, most of the Lakefront developments have been developed by the private sectors (investors). Intensive training and awareness creation for all private sector/developers on how to implement the lakefront development and greeneries. Similarly, the training for government professionals, decision makers as well as relevant stakeholders also have a limitation.
- c. Limited financial capacity:** The financial requirement for the realization of the Lakeside and neighborhood greeneries development is the critical issue. In Bishoftu City budget allocation is not given emphasis to implement the Landscape plan of Lakefronts for public uses. Some of the neighborhood greeneries are also not well developed and free for public use as per the standard. The neighborhood greeneries should fulfill the landscape components such as Green, Grey and Blue components. But most of the greeneries in the city are not full fill these components because of the financial limitation.

- d. **Violation of the Structure plan:** The urban structure plan serves as a city-wide framework for other local plans or specific projects. So that preparation of Local Development Plan, Parcelation Plan, and Project Plan should be in the framework of structure plan. As we observed structure plan of Bishoftu City, some land use proposed for Green areas at the lake front is violated and changed to the real estate.
- e. **Limited waste water management at Lakefront:** As indicated in the structure plan of Bishoftu City, the waste management of some resort and hotel development at lakefront is poor. As the result, the water quality of the lakes is decreasing.

Table 1: Chemical test Result of Sample Spots in Babogaya Lake

S/N	Spot point	Test result by different parameter(mg/l)		
		COD	BOD	DO
1	At the Lisak Resort	21.32	6.53	18.80
2	At Adulala Resort	824	171.88	16.0
3	Minimum Standard	<10.0	<5.0	>5.0

Source: Bishoftu Structure Plan, 2019

As clearly seen on the table 1 above, the chemical test result of the two test spot are far from the required standard. Therefore, this needs immediate action before coming to extra pollution of the Lake.

- f. **Limited Evaluation, Monitoring, Technical support and Feedbacks:** Evaluating, monitoring, technical support and giving feedbacks is very important in Lakefront and urban green development/implementation process. It is the process of identifying to what levels landscape plans have been implemented and the problems encountered. In Bishoftu City there is the limitation of detail evaluating of the Lakefront and urban green area implementation and giving feedback to give possible solution from the responsible body .So that Some of the landscape at the front of the lakes proposed for greeneries and recreation was over excavated without respecting the natural topography .Especially the lakefront of Hora Harsadi is wrongly developing by the private sector for real estate development. This is due to the mismanagement and limited controlling of the City administration. The technical and professional support is also not given as needed.

4.4 The way to the Problem Solved

As it is discussed above, there are many problems encountered in the Lakefront and urban Green implementation process of Bishoftu city. Hence it was solved in the following ways.

- The Training and Professional Support is given for the developers. Especially, for those private sectors developing the lakefront of Bishoftu City.
- The public participation and key stake holder's participation is improved.
- Strong cooperation between Oromia urban planning institute and city Administration to implement the lakefront and neighbourhood greeneries.
- Improving the yearly budget allocation for the development of neighbourhood and road greeneries.
- Taking the legal and administrative corrective measure for those developments undertaking at lakefront by abusing the plan and natural landscape.
- Local development plan and urban project must be prepared based on the priority of the problems and the available resource in order to facilitate implementation process.
- Implementing the plan by following the mechanism like phasing and strategies for the successful implementation.

4.5. Bishoftu city Lakes front development Practice

4.5.1 Waterfront development practice of Babogaya

Babogaya is one of the lakes that its waterfront is mostly developed by the investors/private participation. Most of the developments are the Resorts and Spas which have modern restaurants and hotels. The style of the building is like cultural residential buildings of Ethiopia (thatch house). Most of them are developed by following Waterfront Landscape development Concept with some limitation. Generally the practices of the Lakefront development of Bishoftu city are followings.

i. Develop on Existing Assets and Context

During the implementation of the lakefront development Landscapes the existing historical manmade and natural assets like indigenous tree are identified and made the part of development to foster a locally grounded identity by channeling former vibrancy into a variety of developed uses. Most of the Existing trees and topography of the lakefront were preserved with minor adjustment in order to be compatible with human activity on the waterfront. Surrounding

neighborhood's landscape was integrated into the waterfront to strengthen connectivity between destinations. Most of the development developed by all stakeholders was embrace its waterfront context with appropriate orientation and usages.



Figure 16: Over view development at Water front of Babogaya Lake



Figure 17: Develop by respecting the existing natural features



Figure 18: Cultural Buildings easily contracted without affecting the Natural Landscape



Figure 19: Visual connection and connectivity between destinations

ii. Create Multiple-use Destinations

The lakefront development of Lake Babogaya, Bishoftu and Kuruftu were focus on destinations, in addition to “open space” or parks the hotels and other recreations area are attracting the tourists to reside temporarily. The Local and international tourists are vesting theses area use as temporally destination.



Figure 20: Temorally Resides area



Figure 21: Recreations in the Lake side developments

iii. Maximize Opportunities for Public Access

Waterfronts with continuous public access are much more popular than those where public space is interrupted. The Babogaya water front access make the people that easily interact with the water in numerous ways—from swimming and fishing. The public also have an access to another type of waterfront nearby—such as a fountain, or a swimming pool that floats next to the shore.



Figure 22: Babogaya lake and its waterfront used for swimming



Figure 23: Public access along the shore of the Babogaya Lake

iv. Balance Environmental Benefits with Human Needs

The well-developed waterfront of Babogaya lake of Bishoftu city can bring into a multiplier effect. It is used for management of riparian zone, stronger flood control and management, healthier urban environmental quality, increased water quality, and can increased water availability. Generally such development is used to improve environmental quality and less flooding problems. This Improved urban environmental quality will lead to healthier living of the city citizens. In contrast, some current development that undertake at the Hora Harsadi and Bishoftu Lakefront has led to the degraded quality of the environment. Thus, the development undertake at this development must be regulated and monitored.



Figure 24: Riparian Vegetation can balance the environmental benefits with human needs

Part Five: Shashamane City as Case Study

5.1 Description of Shashamane City

5.1.1 History of Shashamane City

The emergence of Shashemanne city was the result of commercial activities in the Southern, South-Western and South Eastern Ethiopia. The location of the city on a commercial crossroads played an important role not only for its emergence but also its fast growth. The construction of roads to and through the city to different areas in the south made the town a major commercial and distribution center for both agricultural and industrial products (Benti, 1988; Bjerren, 1985).

From its outset, the city began to attract more merchants from different areas and migrants from different parts of the country to permanently live in the area. At the beginning of the emergence of the city, the major services was the provision of local foods and drinks not only to the merchants who frequented the markets of *Alelu (new Alelu)* and Harufa but also for the surrounding rural people who came to these markets to sell their products and buy some valuable commodities from these markets. The provision of local foods and drinking houses were run by women who migrated either from the surrounding rural areas or from faraway places. It was in this way that while Alelu emerged as a strong market place but with sprout settlement where as Harufa emerged as a more important market and hot settlement later taking the name *Arada* (informants 1, 2, 3, 5) (OUPI, 2002).

According to tradition, one of the pioneer settlers and who engage in the selling of local drinks and food was a certain lady whose name was *Shashe*. According to our informants, *Shashe* believed to have lived in the village in the early years of the emergence of urban settlement. Though, they could not identify to which specific clan she belonged, all my informants agree that *Shashe* came from the surrounding Oromo. Through time the name *Shashe* was developed to Shashemanne, (Mana-Shashe – i.e. *Shashe's* House). The name Shashemanne became the name of both the town and district in which the town is found (informants 1, 2, 3, 4, 5, 6, 7, 8) (ibid).

Shahemanne's urban development from the day of its foundation, in 1915, to the Italian invasion in 1935 was very limited. The town was characterized by scattered houses in the above mentioned nucleus. There were only sprout grass-roofed houses.

Unlike in many other urban areas in Ethiopia, the Italian occupation did contribute little to the urbanization process of Shashemanne. The Italians sought the town as an important strategic area to check the patriots in the south and south west and exerted much of their efforts towards that end. The Italian also divided the town into four sections-the military station, near the present-day military camp, the *Residential* (residence for officers) and center of administration the center of vehicle maintenance called *Auto-croppo* and a temporary station for their air-craft at *Awasho*. This does not mean that the Italians left without leaving any print on the city. Some infrastructures such as the construction of the road to Hawassa and the *Abbosto* road, which was later completed by the British, in 1941, were started by the Italians (informants 1, 2, 3, 4) (OUPI, 2002).

5.1.2 Location of the City

Shashemanne is located within the Ethiopian Rift valley at a distance of 250 kms away from Finfinne, on the main road to Mayale. Astronomically, the town is located between 70 08' 51''N to 70 18' 19''N latitude and 38 0 32' 43''E_ 380 41' 07''E longitude, refer the map blow.

Map 4: Location of Shashamane City



5.1.3 Population of the City

According to the 1994 and 2007 population and housing census the total number of the city population was 107,537 and 176,715 respectively with annual growth rate of 3.8%. The figures of both Censuses include the population of the expansion areas and Kuyera. In 2009 projection the total

population of the city becomes 193,984. Between 2007 and 2009 population of the city growth rate increased to 3.9 percent and its number was grown to 193,984 and, hence the city population expected to be 295,898 by the year 2020.

5.1.4 Topography of the City

The topographic situation of Shashemene was largely modified by the past geological events. As a result currently the city has almost gentle slope type. The maximum and the minimum altitude of the city is between 1794m to 2094 meter above sea level (masl) respectively. In terms of area coverage, the proportion of an elevation that range 1,794 – 1,837 and 2,052 – 2,094 meters covers minimum area and they accounts about 6.6 percent and 3 percent respectively. See the following Map.

5.1.5 Climate of the City

The city temperature condition indicated that 5.4 Degree Celsius mean annual range of temperature and 18.5oc mean annual temperature. On the other hand, the distribution of rain fall in the city was not equal in all years. Thus, within the past ten years, the highest amount of rain fall was recorded in April, 2007 (54.1mm) within only 5 rainy days. About 53.3mm rain fall was also recorded in autumn, 1998 within 22 rainy days. Besides, the occurrence of rain fall in the town varies within the days of the months in the distribution. For example, in the first, second, eleventh and twelve months of 1998, 1999, 2000, 2006 and 2007, there is no rain fall or its amount is less than 0.30mm/day. And hence, according to the traditional agro-climatic classification of the country, areas that have altitude that ranges between 1,500 – 2,300 meters classified under Beda – Dare or sub-tropical/woina - Dega climatic zone. Based on this classification, the entire elevation of Shashemene town lies within Beda – Dare or sub-tropical climatic zone.

5.1.6 Economic base of the City

The tertiary economic activities are engaged much labour force in the city primarily trade and tourism center (The Ever Light City), followed by primary economic activities and the secondary economic activities percentage share.

5.2 Opportunities of the city

The city has the following potentials;

- **Climate:** Sub-Tropical suitable for urban Agriculture -livestock and poultry , lies on the highway that connects Ethiopia to the Trans-African Highway that runs from Cairo to Cape Town approximately 1,145 km north of Nairobi capital city of Kenya,
- **Node** (point of intersection) for South and south-east Oromia, SNNP & Somali Regions,
- **Proximity** to the national capital-250 km from Finfine/Addis Ababa
- **Endowment of Natural resource;** Land (water bodies, Natural vegetation, soil and Tourism development),
- **Topography: plain;** facilitates easy movement and easy to enact development activities,
- **Huge human Labor resource;** Good for establishment of labor intensive industry,
- **Geology;** Existence of some Constructions materials & Industrial minerals and Geothermal and solar energy generation,
- **Physical Infrastructures;** Fair road density, more accessible part of the study region and Relatively better communication services, and
- **Urban- Urban Linkage;** Administrative Linkage_ strong and spatial (physical) Road Network Linkage; Urban-Urban_ Good Road Network.

5.3. Waterfront Land Scope Planning and development

5.3.1 Objectives of Waterfront Land Scope Plan preparation

The overall objective of Waterfront Land Scope Plan preparation of Shashamane city is to conduct different studies that guide the development challenges which ensure equity, efficiency, sustainable economic, visual quality, comfort and security; where by making the city play its roles.

The specific objective the project includes:

- a. To guide the development of the city in a sustainable way,

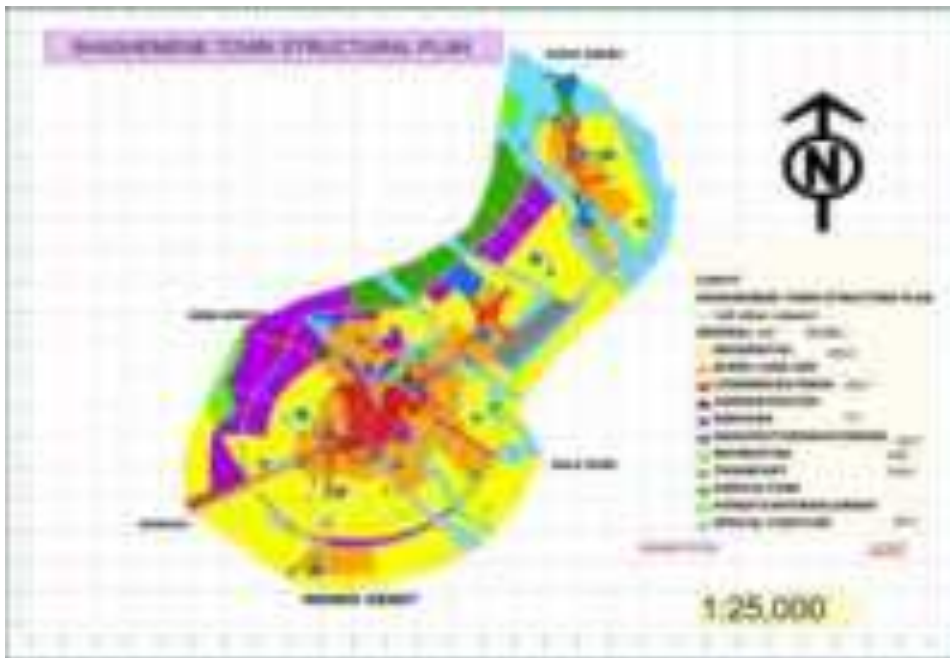
- b. Bring integrated, coordinated, efficient and balanced development,
- c. Facilitate investment in different sectors,
- d. Maintain and preserve natural setting of the city,
- e. Facilitate smooth transformation of land from rural to urban use with proper mechanisms for sustaining the life of farmers,
- f. Support exploration of resource potential as it helps to attract investment, tourism, and serves as means in the promoting and marketing the city.

5.3.2 Activities undertaken to solve Waterfront development problems of the city

At early stage of River water front development of Shashamane city were characterized by lack of water front land scope planning and uncontrolled development resulted in unhygienic condition of the water bodies due to pollution; lack of coordination and integration among development actors; frequent flooding and creating embankments in waterfront areas.

To solve the stated problems, the Methodology of Shashamane city planning task mainly encompasses the deployment of various participatory mechanisms at every stage of the planning process and its implementation. Deployment of detail data collection on the characteristics of the city and its environs as well as the potential and constraints for future development also identified in the process. Shashamane city administration where prepared their revised structure plan as a frame work which has three planning stages (i.e. Planning to plan or Preparation, Planning and Implementation and evaluation) and nine planning phases (i.e. Initiation and Plan to Planning, Situational Assessment, Planning Issue Identification and Prioritization, Setting Vision, Goals and Objectives, Data Collection and Compilation, Preparation of Conceptual Plan, Preparation of Framework Plan, and Plan Approval) in 2002.

Map 1.5: Shashamane City Structure Plan Proposal (2002), the Future



Part Six

6.1 Waterfront Land Scope Plan Implementation Phase

As it is stated in part two of this case study, The analysis of Shashamane city planning and water front development can be treated under three categories; before planning (At Early Stage), during planning (planning Stage), and post planning (Post Implementation Stage).

a. Transformation of River waterfront Development: At Early stages

To implement the prepared structure plan of the city in 2002, detailed plans were prepared focusing on waterfront particularly river side's development (Hesa River, Hesa Malka Kare River, Goget River, and Malka Oda River) which is stated in the following maps and pictures;

Map 1.6: Hesa River Waterfront Development Design Proposals





Figure 25: Hesa River Water front Existing Situation_ (2006), At the Past

b. Transformation: Early to Intermediate stages;

Implementation is a stage where the work on ground is carried out. It is thus a way and means of carrying out the proposed developmental/infrastructural operations to implement the plan (FUPCB, 2008). In plan implementation stage, the presence of efficient and effective human resource is essential. Human resource is a spirit center of any organization that plays an important role in undertaking duties and responsibilities fixed by law and realizing the vision and mission of any organization. Shashamane city is equipped with the required level of human resources both quantitatively and qualitatively that has strong potential to work on the city greenery and beatification and create senses on various developmental issues. See the following

Table 1.2: Shashamane city Greenery and Beatification Manpower, 2020

No	Level	Total Structure of Manpower Needed	Curr ent			Current Gab	%
			F	M	Total		
1	At City Level						
1.1	At Process owner	2	1	-	1	1	50
1.2	Plan Monitoring and Greenery Implementation Team	9	3	1	4	5	44
1.3	Sanitation Team	17	7	1	8	9	47
	Sub Total	28	11	2	13	15	46
2	At Kebele Level						
2.1	Alelu	4	1	1	2	2	50
2.2	Awasho	4	1	-	1	2	25
2.3	Burka Gudina	4	-	1	1	3	25
2.4	Dida Boke	4	1	1	2	2	50
2.5	Bulchana	4	-	1	1	3	25
2.6	Abosto	4	-	1	1	3	25
2.7	Arada	4	1	1	2	2	50
2.8	Kuyera	4	1	-	1	3	25
	Sub Total	32	5	6	11	21	34
	Ground Total	60	16	8	24	36	40

Source: Shashamane City Municipality office, 2011

The task force where prepared the action plan which specifies activities, responsible bodies, implementation mechanisms, time schedule, budget etc. let us see some of the Water front development process as a best practices in the city as follows;

Figure 26: Hesa River waterfront Transformation: Early to intermediate stages, at the Past



Post Implementation Stage

The Transformation of waterfront in later stage: At Present of Hesa River of the city where described in the following figures;

Figure 27: Hesa River Waterfront Development after Implementation, At Present



Figure 28: Hesa Malka Kare River waterfront Transformation: Early to intermediate stages, at the Past



Figure 29: Hesa River Malka Kare Waterfront Development after Implementation, At Present



Figure 30: Goget River waterfront Transformation: Early to intermediate stages, at the Past



Figure 31: Goget River waterfront Development after Implementation, At Present



Figure 32: Goget River Waterfront Development Cooperatives Monitoring, At Present



Malka Oda River Botanic Garden

One of rivers that crossing Shashaman city is Malka Oda River. On this river, Botanic Garden Institute developed a Waterfront development covering about 17 hectares. Before, the waterfront development undertaken, the river was covered by forest for long time, but now forest is di mini shed and venerable to flooding and sanitation problems. See the development process on the following figures.

Figure 33: Malka Oda River Botanic Garden



Malka Oda River Millennium Park

Millennium Park where developed by the local community as a waterfront on Malka Oda River covering a total area of 38 hectares starting from 2000 Ec. See some of the existing feature of the park as follow;

Figure 34: Malka Oda River Millennium Park



c. Development Actors and Community involvement in Waterfront Development

In Shashamane city the involvement of development actors were involved in waterfront development; the local government, the public, and the private. There for their integration on this type of waterfront development has contributed and bring the city administration as the best practices.

Part Seven

7.1. Challenges of Waterfront Development Implementation

There are different challenges facing waterfront development in Shashamane city. Thus challenges can be categorized as internal and external challenges which are stated as follows;

a. External challenges

The external challenges to implement waterfront development are limitation in implementation or absence of policies, guidelines and regulations; lack of initial decision in planning approach and uncontrolled development; unhygienic condition of the water bodies due to pollution; lack of coordination and integration among various authorities; frequent flooding and resulting embankments; unawareness, limited vision and private ownership of land in riverbed areas.

b. Internal Challenges

The internal challenges to develop and sustain water front development of the city where; shortage of budget, water supply, materials necessarily for the development of waterfront areas, boundary demarcation, proper utilization of recreation parks, and illegal activities undertaken in the developed waterfront areas.

7.2.Solutions Given to the Challenges

There are different solution mechanisms undertaken to give temporary solutions to the identified problems in the city administration; utilizing the existing budget as much as possible, using tanker, pipe line, and human power to alleviate the existing water shortage, public awareness creation, posting billboard in the developed waterfront areas.

Effect of Lakefront and Urban green development practices of Bishoftu City

The waterfront and urban green development in Bishoftu City have an effect on economic development, environmental and socially sustainability. Specifically it has the following Effect.

- Improving riverbank, Roads side and the city neighbourhood beautification and landscape,
- Generated income for the City Administration in particular and the country in general,
- Increased job opportunity for the residents,
- Increased property prices and Business activity,
- The awareness of the city administration and relevant stakeholder is increasing in the greeneries development,
- The practices is exercising at all lakes front and at the entire city where the green area is planned,
- The flow of local and international tourists is increasing and making the city to be the centre of Tourism ,
- It create an access of recreation for city residences at their neighbourhood, and
- It enhances the request of investors to develop the lakefront even if the area is mostly utilized.

7.3. Recommendations

Sustainability of the waterfront development

To be the practice of water front development is sustainable with improvement of the limitations, many components of place making of the water front development such as environmental responsibility, social equity and economic viability, architectural design into the creation of places of beauty and distinct identity should be realized.

Environmental responsibility: Some irresponsible developers of waterfront of Bishoftu city lakes are polluting the water body by discharging the waste water to the lakes. This can hurt the aquatic animals (fishes) and not suitable for recreation like boating, and swimming. Therefore; the developers should consider the environmental issues to minimize the environmental pollutions.

Social equity: Although the water front of Bishoftu city is well developed by the private sector, the people with low income have no access for the lakefront. This is because of the price of the

resort and recreation centre developed by private sectors is unaffordable to pay. So that with limited access the public should have developed the lakefront for public use.

Economic viability: The economic study of Bishoftu city Structure plan showed that most of the recreation and resorts developed at the lake front are very cost, which is not invite the medium and low income groups.

Landscape planning and design: In addition to the above sustainability components, Landscape design into the creation of places of beauty and distinct identity has also a create role. So that land scope planning and design of the lakefront and urban greeneries is mandatory as per the structure plan study to sustain the all lakefront and urban greeneries development in the city.

The experience sharing

In order to share the experience of the two cities on waterfront development plan; training which participates all relevant stakeholders should be prepared, and discussed on the challenges and opportunity of waterfront and urban greeneries development. Onsite observation should also conduct to imagine the real development of the lakefront and urban green areas in order to share the experiences easily for other town /city for similar development.

7.4. Conclusion

The waterfront and Urban Green development in the two cities were developed both by public and private involvement. The Bishoftu City lakefront development that undertaken by the private sector has a great role in attracting the local and international visitors, that is making the city to be the centre of Tourism. This creates an opportunity for the city to enhance its business activities and revenue. Generally the waterfront and urban green development have an opportunity on economic development, environmental and socially sustainability produced an effect, economically and environmentally.

The waterfront development has also an opportunity in place making by enhancing public realm, such as recreation areas, which attracts the visitors. The challenges of waterfront development and management of the private sector (developers) of Lakefront and City Administration are which resulted from weak institutional arrangements, that bringing

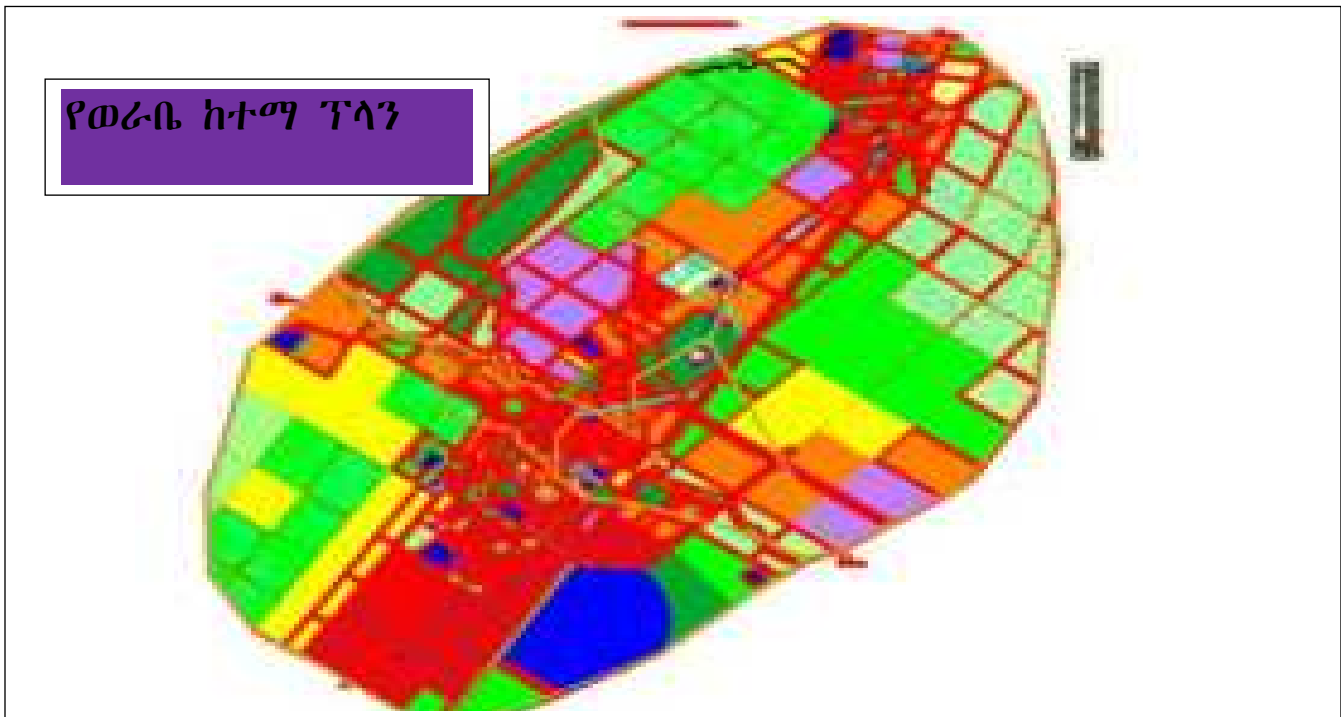
coordination and collaboration among the different stakeholders and actors has been challenging. There has uncoordinated, been inadequate stakeholder participation in managing and using water by respecting its natural quality and some development activity which is damaging the natural landscape of the lakefront especially with regard to various development activities of real-estate that have been vastly carried out in the lakefront is the challenging issues.

በደ/ብ/ብ/ሕ/ክ/መንግስት ከተማ ልማትና ኮንስትራክሽን ቢሮ

የከተሞች ፕላን ኢንስቲትዩት

የከተሞች ፕላን አፈጻጸም ዳይሬክቶሬት

በወራሪ ከተማ በፕላን ዝግጅትና ትግበራ የተቀመረ ምርጫ ተሞክሮ



መጋቢት/2012 ዓ.ም

ሐዋሳ

ማግኘት

ምዕራፍ አንድ	64
1.መግቢያ	64
1.1. የጥናቱ ዓላማ	65
1.2. የሰነዱ አስፈላጊነት	65
1.3. የደቡብ ብ/ብ/ሕ/ክ/መንግስት አጠቃላይ ገጽታ	65
1.4. የክልሉ ፕላን ተቋም መዋቅራዊ አደረጃጀት	66
1.5.የክልሉ ከተሞች፣ የፕላን ዝግጅትና ትግበራ አንድምታ	67
ምዕራፍ ሁለት	68
2.የወራሴ ከተማ አጠቃላይ ገለጻ	68
2.1. የከተማዋ አንጻራዊ መገኛ	68
2.2. የከተማዋ አቀማመጥ	68
2.3.የአየር ንብረት	68
2.4.የከተማዋ አደረጃጀት	68
2.5.የህዝብ ብዛት	69
2.6.የከተማዋ ስፋት	69
2.7.የከተማዋ ፕላን ታሪክ	69
2.9.የከተማዋ ኢንቨስትመንት	70
ምዕራፍ ሶስት	71
3.የወራሴ ከተማ የፕላን ዝግጅትና ትግበራ መረጃ	71
3.1.የሰፈር ልማት ፕላን ዝግጅት	71
3.2. የመሬት አጠቃቀም ፕላን የትግበራ የ10 ዓመት መረጃ	73
3.3.በሊዝ ለመኖርያ የተላለፈ መሬት ዝርዝር የ6 ዓመት መረጃ	73
3.4.በተዘጋጀው ፕላን መሠረት የተገነባ /የተከፈተ የመንገድ መረጃ	75
3.5. በተዘጋጀው ፕላን መሠረት የለማ የንግድ አገልግሎት የ6 ዓመት መረጃ	76

3.6.በተዘጋጀው ፕላን መሠረት የለማ ኢንደስትሪ አገልግሎት የ4 ዓመት መረጃ.....	78
3.7.በተዘጋጀው ፕላን መሠረት የለማ ከተማ ግብርና መረጃ.....	81
3.8.በወራሴ ከተማ ከ2006 ዓ.ም ጀምሮ ለተለያዩ አገልግሎት በሊዝ የተላለፈ መሬት	82
3.9.ከተማው ጠቅላላ የመሬት አጠቃቀም ፕላን ትግበራ መረጃ.....	82
ምዕራፍ አራት	84
4.ውጤት የተገኘበት ዝርዝር ሁኔታዎች	84
4.1 ያልተማከለ አደረጃጀት መፈጠሩ	84
4.2. ስለ ፕላን ግልጽነት ያለው አሠራር መፈጠሩ.....	84
4.3.የህዝብ ተሳትፎን ማጠናከር.....	85
4.4. የትግበራ ስራው በሰፊ ልማት ፕላን መሠረት መሆኑ	85
4.5.በማዘጋጃቤቱ ውስጥ ቅንጅታዊ አሠራር መኖሩ.....	86
4.6.ፕላን ለመተግበር የሚረዱ ማሸነፊያ አቅርቦት	86
4.7.የ30፣ 30 እና 40 መርህን ለመተግበር ጥረት መደረጉ	86
4.8.በትግበራ ወቅት ያጋጠሙ ችግሮች	87
4.9.ሌሎች መሰል ተቋማት ሊማሩት የሚገባ ቁምነገር	88
ማጠቃለያ	90

ምዕራፍ አንድ

1. መግቢያ

የፕላን ትግበራ ክትትል ስራ ትኩረት ከሚያደርግባቸው ጉዳዮች መካከል ለከተሞቻችን የሚዘጋጁ ፕላኖች በሥራ ላይ ስለ መዋላቸውና የሚፈለገው ውጤትና ስኬት ስለመገኘቱ ቀጣይነት ባለው መልኩ በመከታተልና በመገምገም ፕላኖቹ በአፈጻጸም የታዩ መልካም ጅምሮች፣ እንዳይተገበሩ የሚያደርጉ ተግዳሮቶችን መለየት እንደሁም የፕላን ጥሰቶችን በመለየት ወቅታዊ ግብረ-መልስ በመስጠት የእርምጃ እርምጃ እንዲወሰድ በማድረግ ከተሞች ለነዋሪዎቻቸው ምቹ የመኖርያና የመስርያ አካባቢ እንዲሆኑ ማድረግ ነው።

እስካሁን ያለውን ነባራዊ ሁኔታ ስንመለከት የከተሞች የፕላን አተገባበር ክትትልና ግምገማ ሥራችን ፕላን የተዘጋጀላቸውን ሁሉንም ከተሞች ካለመሸፈኑም ባሻገር የፕላን ትግበራ ክትትል ሥራው ጥልቀት የጎደለው፣ ጊዜያቸው የተጠናቀቀ ከተሞች ያስመዘገቡት ውጤት ተገምግሞ ድክመትና ጥንካሬያቸው ተለይቶ ክለሳ ወይም ማሻሻያ የሚደረግበት አሠራር ገና በጅምር ደረጃ የሚገኝ እንደሆነ ይታመናል። በተጨማሪም የከተማ ፕላን ትግበራ ክትትል የሚደረግበትና ፕላን ጥሰቶች ሥርዓት ከማስያዝ ጋር ተያይዞ የህግ ማዕቀፍ እና የአሠራር ስርዓት ክፍተት ይሰተዋልበታል።

በደቡብ ብ/ብ/ሕ/ክ/መንግስት ከተማ ልማትና ኮንስትራክሽን ቢሮ ለጉዳዩ ትኩረት በመስጠት የፕላን ትግበራ ክትትልና ግምገማ ተግባርን ራሱን ችሎ በሥራ ሂደት ደረጃ እንዲደራጅ በማድረግ በክልል ዞን፣ ወረዳ እና በሁሉም ከተሞችና ስኬት ፕላን በተዘጋጀላቸው የገጠር ማዕከላት ድረስ መዋቅር በማውረድ እንዲፈጸም ተደርጓል።

በዚሁም መሠረት የፕላን ትግበራ ክትትልና ግምገማ ሥራ ሂደት በዋናነት የፕላን ዝግጅቱንና ትግበራውን እንዲያሳልጥ ታስቦ የተዋቀረ ከመሆኑም በላይ እስካሁን የፕላን ተግባሪ ተቋማት(መሬት ልማት፣ መሠረተ-ልማት፣ ቤት ልማት፣ ኮንስትራክሽን፣ ጽዳት ውበትና አረንጓዴ ልማት ወዘተ...) ብዛት ያላቸው ከመሆኑም በላይ በተቋማቱ የሚፈጠሙ ተግባራት ከመሬት አጠቃቀም ፕላኑ አንጻር የሚከታተልና ግብረ-መልስ የሚሰጥ አካል ያልነበረ በመሆኑ የከተሞች ፕላን በዝግጅት ወቅት ከታለመለት ዓላማ ውጪ ሲፈጸም እንደነበረ መረጃዎች ያመላክታሉ።

በመሆኑም የከተሞች የፕላን ትግበራ ክትትልና አፈጻጸም ሥራ ሂደት ከሚያከናውናቸው ተግባራት መካከል የተዘጋጁ ፕላኖችን አመራሩ፣ ፈጻሚውና የከተማው ማህበረሰብ እንዲያውቀው እና የፕላን ጥሰትን የመከላከልና የማስጠበቅ ሥራን በህብረተሰብ ተሳትፎ እንዲፈጸም ማድረግ፣ ዘመናዊ የቅየሳ

መሣርያን በመጠቀም የቅየሳ ነጥቦችን መነሻ በማድረግ የተዘጋጀው ፕላን ወደ መሬት መውረዱን/አለመውረዱን መከታተል፣ በፕላኑ የተቀመጡ አገልግሎቶች ለታለመላቸው ተግባራት መዋላቸውን ማረጋገጥ፣ ክፍተቶችን መለየት፣ ለተከሰቱ የፕላን ጥሰት ተጠያቂ ማድረግ እና ለታቺኛው መዋቅር በቴክኒክ መሳርያዎችና ሶፍት ዌሮች በመታገዝ በስልጠና የማስፈጸም አቅም ማሳደግ ይገኛል፡፡

ይህ ሰነድ የተዘጋጀው በተለያዩ ተቋማት የተዘጋጁት የከተማ ፕላኖች በአግባቡ እየተተገበሩ ስለመሆናቸው እና በፕላን ላይ የተመሳከቱ የመሬት አጠቃቀም ምድቦች ለታለመላቸው ዓለማዊ መዋላቸውን ማረጋገጥ፣ ክፍተቶችን ለይቶ ባለቤት በማበጀት እንዲሁም የተሻለ የፕላን ዝግጅትና አፈጻጸም ተጠናክሮ እንዲቀጥል ለማስቻልና ሌሎች አቻ ክልሎችና ከተሞች በፕላን ዝግጅትና ትግበራ ትምህርት ሊወሰዱባቸው የሚገቡ ጉዳዮችን በመለየት ተሞክሮ ቀምሮ ማዘጋጀት ነው፡፡

1.1. የጥናቱ ዓላማ

በሀገር አቀፍ የከተሞች መድረክ በፕላን ዝግጅትና ትግበራ የሚቀርብ ምርጥ ተሞክሮ በመቀመር ሌሎች አቻ ክልሎችና ከተሞች ልምድ የሚቀስሙበትን ስርዓት ለመፍጠር ነው፡፡

1.2. የሰነዱ አስፈላጊነት

ሰነዱ የተዘጋጀው የክልላች በከተሞች በፕላን ትግበራ ያላቸውን ምርጥ ተሞክሮ ሥርዓት ባለው መልኩ በሰነድ ቀምሮ በማዘጋጀት ለሌሎች ክልሎች እና ከተሞች በማቅረብ የልምድ ልውውጥ ለማድረግ ነው፡፡

በሌላ በኩል ከከተማ ዘርፍ ጋር በተያዘ የሚስተዋሉ ሕገወጥ ግንባታዎች፣ የመሬት ወረራ፣ በከተማ ጽዳት ችግሮች፣ በመሠረተ ልማት ግንባታ ላይ የሚፈጸሙ ሕገወጥ ድርጊቶች፣ የከተማ ፕላን ጥሰት እና የመሳሰሉትን ችግሮች በመለየትና የመፍትሄ እርምጃ የሚወሰድበትን ምቹ ሁኔታ ለመፍጠር ነው፡፡

1.3. የደቡብ ብ/ብ/ሕ/ክ/መንግስት አጠቃላይ ገጽታ

የደቡብ ብሔሮች፣ ብሔረሰቦች እና ህዝቦች ክልላዊ መንግስት በ04° 43' - 08° 58' ሰሜን ንፍቀ ክብብ እና 34° 88' - 39° 14' ምስራቅ ንፍቀ ክብብ ይገኛል፡፡

የደቡብ ብሔሮች፣ ብሔረሰቦች እና ህዝቦች ክልላዊ መንግስት ከባህር ጠለል በላይ 500ሜትር - 3500 ሜትር ከፍታ ላይ ይገኛል፡፡ የክልሉ አማካኝ የዝናብ መጠን 400 ሚ.ሜትር - 2200

ሚ.ሜትር ሲሆን አማካኝ የሙቀት መጠን 7.5⁰c - 27⁰c ይደርሳል። የክልሉ የአየር ንብረት በተመለከተ ከአጠቃላይ ሰፋት ውስጥ ወይናደጋ 34 ፐርሰንት፣ ቆላ 57.7 ፐርሰንት እና ደጋ 9 ፐርሰንት ነው።

በደቡብ ብሄሮች፣ ብሄረሰብ እና ህዝቦች ክልላዊ መንግስት በ1999 ህዝብ እና ቤት ቆጠራን መሠረት ተደርጎ በተተነበየው መረጃ መሰረት የክልሉ ህዝብ ብዛት በአሁኑ ሰዓት 19,082,726 በላይ ነው። የክልሉ የከተማነት ደረጃ 21.5 ከመቶ ሲሆን አማካይ የከተማ ሕዝብ እድገት ምጣኔ በዓመት 7.6 በመቶ ያህል እንደሆነ ይገመታል። በአሁኑ ወቅት በክልላችን ከ465 በላይ ሚሆኑ ከተሞች የሚገኙ ሲሆን ከነዚህ ውስጥ 50ዎቹ የከተማ አስተዳደር ከተሞች ናቸው።

የ2011 ዓ.ም የከተሞች ፕላን ኢንቲቲዩት መረጃ እንደሚያመለክተው በክልላችን ሪጂዮፖሊስ ከተማ 1፣ ፈርጅ አንድ 4፣ ፈርጅ ሁለት 15፣ ፈርጅ ሶስት 28፣ ፈርጅ አራት 134 እና ፈርጅ አምስት 283 ከተሞች መኖራቸውን ያስረዳል።

1.4. የክልሉ ፕላን ተቋም መዋቅራዊ አደረጃጀት

በክልል ደረጃ

የከተሞች ፕላን ኢንቲቲዩት (በዳይሬክተር የሚመራ) በክልል ደረጃ የሚከተሉት ዳይሬክቶሬቶች አሉት፡-

- ሀ/ የከተሞች ፕላን ጥ/ምርምር ዳይሬክቶሬት
- ለ/ የከተሞች ፕላን አፈጻጸም ዳይሬክቶሬት
- ሐ/ የከተሞች አደረጃጀት ዳይሬክቶሬት

በዞን ደረጃ

የከተሞች አደረጃጀት፣ ፕላን ዝግጅትና ትግበራ ዳይሬክቶሬት ሆኖ የሚከተሉት ኬዝ ቲሞች አሉት፡-

- ሀ/ የከተሞች ፕላን ዝግጅት ኬዝ ቲም
- ለ/ የከተሞች ፕላን አፈጻጸም ኬዝ ቲም
- ሐ/ የከተሞች አደረጃጀት ኬዝ ቲም

በወረዳ ደረጃ

የከተሞች ፕላን ዝግጅትና ትግበራ ዳይሬክቶሬት ሆኖ የሚከተሉት ኬዝ ቲሞች አሉት፡-

ሀ/ የከተሞች ፕላን ዝግጅት ኬዝ ቲም

ለ/ የከተሞች ፕላን አፈጻጸም ኬዝ ቲም

1.5.የክልሉ ከተሞች፣ የፕላን ዝግጅትና ትግበራ አንድምታ

በክልሉ እስከ 1983 ዓ.ም የከተሞች ብዛት 29 የነበረ ሲሆን ይህን የከተሞች ቁጥር በ2000 ዓ.ም 55 መድረስ ተችሏል። በሌላ በኩል በ2008 ዓ.ም የከተሞች ብዛት 380፣ በ2010ዓ.ም 426 እንዲሁም በ2012 ዓ.ም 465 ዓ.ም መድረሱን መረጃዎች ያመላክታሉ። የከተሞች ፕላን ዝግጅትን በተመለከተ እስከ 2010 ዓ.ም የክልሉ ከተሞች ፕላን ኢንሱቲትዩት 5 ከተሞች መዋቅራዊ ፕላን፣ ለ26 ከተሞች ስትራቴጅካዊ ፕላን፣ ለ395 ከተሞች መሠረታዊ ፕላን በድምሩ ለ465 ከተሞች የተለያዩ ዓይነት ፕላን አዘጋጅቷል። ከዚህ በተጨማሪም እስካሁን ከ1200 በላይ ለሚሆኑ የገጠር ማዕከላት ስኬች ፕላን ተዘጋጅቶላቸዋል።

ምዕራፍ ሁለት

2. የወራሴ ከተማ አጠቃላይ ገለጻ

2.1. የከተማዋ አንጻራዊ መገኛ

የወራሴ ከተማ በክልሉ ውስጥ በከተማ አስተዳደር ደረጃ ከተዋቀሩት 50 ከተሞች መካከል አንዷ ስትሆን በአሁኑ ጊዜ በፈርጅ 3 ደረጃ ትገኛለች።

የወራሴ ከተማ በ7⁰48' እና በ7⁰55'ሰሜን ንፍቀ ክብብ መካከል እና 38⁰08' እና 48⁰13' ምስራቅ ንፍቀ ክብብ መካከል ትገኛለች። የወራሴ ከተማ በደቡብ ክልል የሰልጤ ዞንዋና ከተማ ናት። ከተማዋ ከአዲስ አበባ በስተደቡብ ምዕራብ 170 ኪሎ ሜትር ርቀት እንዲሁም ከቡታጂራ ከተማ በ40 ኪሎሜትር ርቀት ላይ ትገኛለች። የወራሴ ከተማ ከሃዋሳ-ሻሸመኔ በሃላባ 161 ኪሎሜትር ርቀት ላይ ትገኛለች።

2.2. የከተማዋ አቀማመጥ

የወራሴ ከተማ መልካም ምድር ሜዳማ ስትሆን ከባህር ጠለል በላይ 2090 ሜትር ከፍታ ላይ ትገኛለች።

2.3. የአየር ንብረት

ከተማዋ ወይናደጋ የአየር ንብረት ያላት ሲሆን የሙቀት መጠን በተለያዩ ወቅት የሚለያ ሆኖ አማካኝ የሙቀት መጠን 18.4 °C ነው። የከተማዋ አመታዊ የዝናብ መጠን 2,633 ሚሊሜትር ነው።

2.4. የከተማዋ አደረጃጀት

የወራሴ ከተማ የተመሰረተችው በ1994 ነው። ከተማዋን የገጠር ቀበሌዎች አራት በር ሙክሪ በስተሰሜን፣ አልባዛር በስተደቡብ ምዕራብ፣ ጋርማማ በስተምስራቅ እና ፉጌ በስተደቡብ ያዋስኗታል። በአዲሱ የከተሞች አደረጃጀት መሠረት የወራሴ ከተማ በ2 ቀበሌ፣ በ22 መንደሮችና እና በቀጠና የተከፋፈለች ናት።

2.5.የህዝብ ብዛት

የወራሴ ከተማ ህዝብ 2006 (እንደ አውሮፓ አቆጣጠር) 26839 የነበረ ሲሆን በ2016 (እንደ አውሮፓ አቆጣጠር) 3 የገጠር ቀበሌዎችን በማካተት የህዝብ ቁጥሩ 66,852 ደርሷል። በ2018 (እንደ አውሮፓ አቆጣጠር) መድረሱን መረጃዎች ያመለክታሉ።

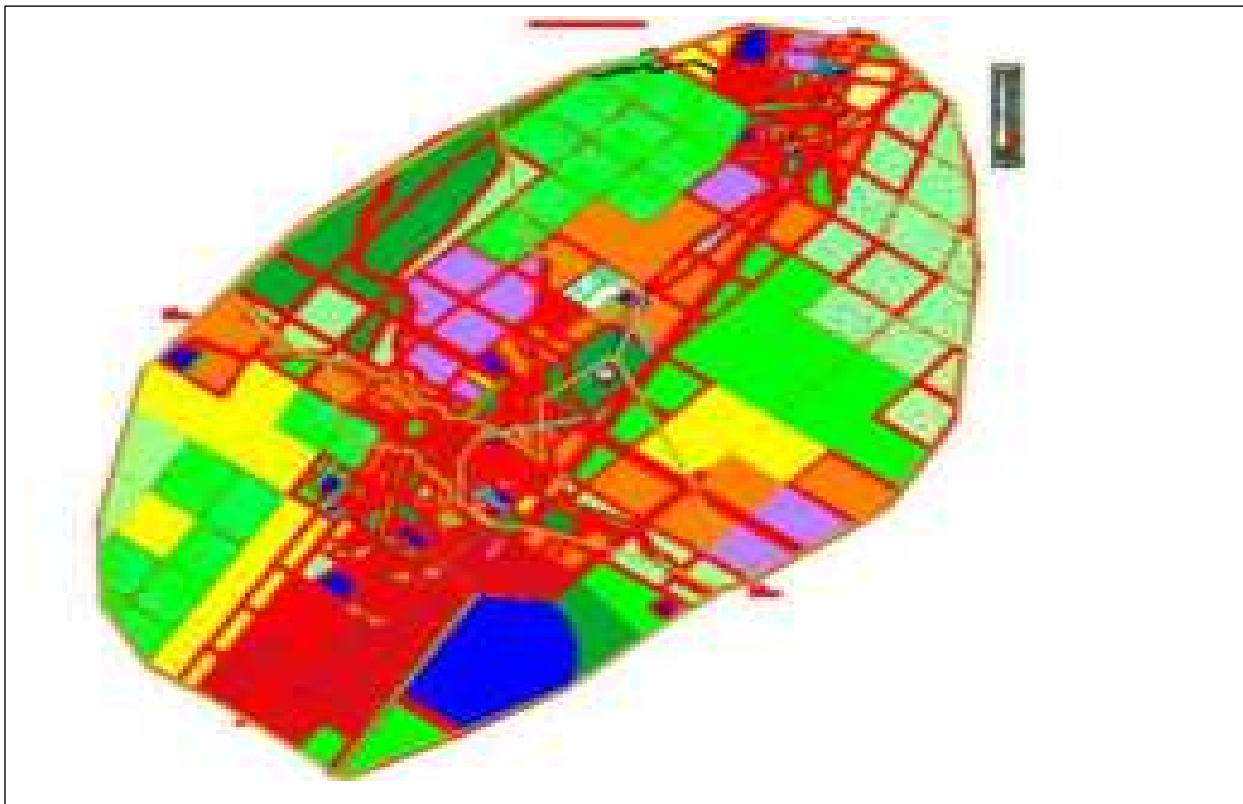
2.6.የከተማዋ ስፋት

የከተማዋ አጠቃላይ ስፋት 15,733 ሃክታር ሲሆን ከዚህ ውስጥ 6,293 ሃክታር ነባር ከተማዋን ስፍራ የሚያካልል ሲሆን 7,551 ሃክታር የማስፋፊያ ስፍራን ያካትታል።

2.7.የከተማዋ ፕላን ታሪክ

የወራሴ ከተማ እስከ አሁን ድረስ 2 የተለያዩ ፕላኖች የተዘጋጀላት ሲሆን የመጀመርያው ፕላን (መሠረታዊ ፕላን) በ1996 ዓ.ም በክልሉ ንግድ ኢንዱስትሪና ከተማ ልማት (የአሁኑ ከተማ ልማትና ኮንስትራክሽን ቢሮ) የተዘጋጀላት ሲሆን ሁለተኛው ፕላን (ስትራቴጂክ ፕላን) በ2008 ዓ.ም የከተሞች አደረጃጀት ፕላን ዝግጅትና ትግበራ የሥራ ሂደት (አሁን የከተሞች ፕላን ኢንስቲትዩት) ተዘጋጅቷል።

የወራሴ ከተማ ስትራቴጂክ ፕላን



2.8.የከተማዋ የቱሪዝም መስህቦች

በ30 ኪሎሜትር ርቀት ላይ የሚገኙ የቱሪስት መስህቦች እንደሚከተለው ተመላክተዋል፡-

- ጎላኮሬ፣ ገንቦ፣ አይናጌ ዋሻዎች
- ጉደር ዳንሼ ፓርክ
- አሳኖ ተክል ድንጋይ
- አልከሶና ዳነጌ መስኪዶች

2.9.የከተማዋ ኢንቨስትመንት

በከተማዋ ውስጥ 384 ሚሊየን ብር ያስመዘገቡ 165 ፕሮጀክቶች እንዳሉ መረጃዎች ያመላክታሉ፡፡ ከላይ የተጠቀሱ ፕሮጀክቶች ለ5497 ዜጎች የሥራ ዕድል ፈጥረዋል፡፡

ፕሮጀክቶች ዝርዝር ሲታይ

- በሪልስቴት ብዛት 1
- በኢንደስትሪ 14
- በማህበራዊ አገልግሎት 53
- በከተማ ግብርና 5
- በልዩ ልዩ 93 ይገኙበታል
- ሀሪሼታን ሃይቅ
- የስልጤ ባህላዊ ዘፈኖች፣ አልባሳት፣ ወዘተ...

ምዕራፍ ሶስት

3.የወራሴ ከተማ የፕላን ዝግጅትና ትግበራ መረጃ

3.1.የሰፈር ልማት ፕላን ዝግጅት

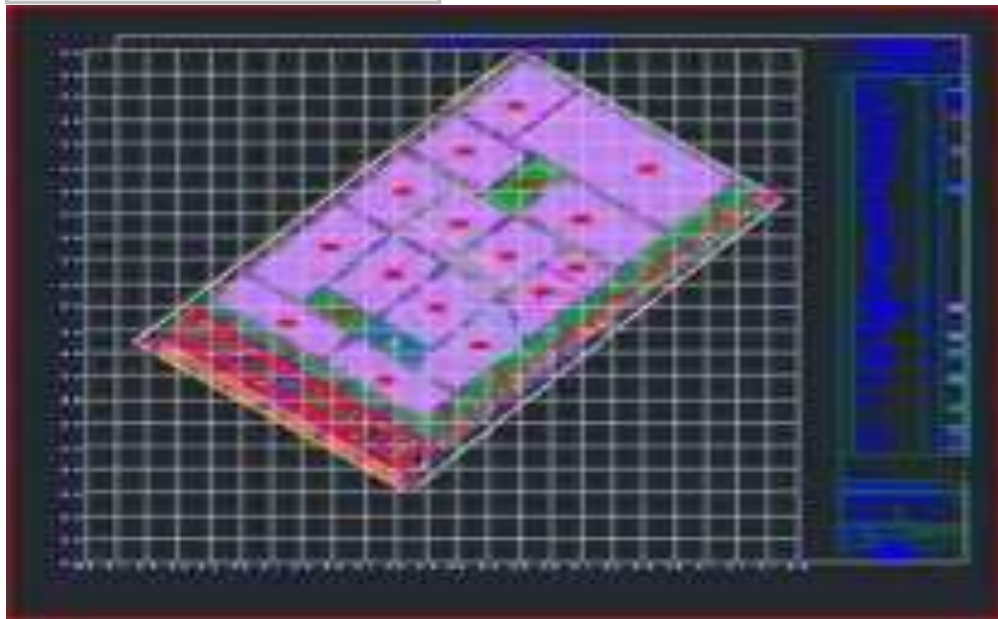
ከተማ አቀፍ ፕላንን ለማስተግበር ይረዳ ዘንድ የስልጤ ዞን ከተማ ልማትና ኮንስትራክሽን መምርያ ከወራሴ ከተማ ጋር በመተባበር እስካሁን 14 የሰፈር ልማት ፕላኖችን በነባር እና በማስፋፊያ አካባቢዎች በማዘጋጀትና የቴክኒክ ይዘቱን በክልሉ ከተሞች ፕላን ኢንስቲትዩት በማስፈተሽና በማጸደቅ ወደ ትግበራ ምዕራፍ እንዲሸጋገር ማድረግ በራሱ በጥንካሬ የሚወሰድ ነው፡፡

የሰፈር ልማት ፕላን ዝግጅት ናሙና አካባቢዎች

ዝሞባቴ (ከተማ መሀል)



Geme Area LDP(ከተማ መሀል)



ጋሜ ኢንዱስትሪ ዞን የሰፈር ልማት ፕላን (400ሄ/ር) ማስፋፊያ



3.2. የመሬት አጠቃቀም ፕላን የትግበራ የ10 ዓመት መረጃ

ተ.ቁ	ጥቅል የመሬት አጠቃቀም	በፕላን የተያዘ (በሂ/ር)	የለማ መሬት(በሂ/ር)	ልዩነት(በሂ/ር)	መግለጫ
1	ለመኖርያ	1887.96	247.02	1640.94	
2	ለንግድና ቢዝነስ	629.328	108.1	521.228	
3	ለአስተዳደር	314.66	23.05	291.61	
4	ለማህበራዊ አገልግሎት	1321.571	266.782	1054.789	የኒቨርሲቲን ጨምሮ
5	ለኢንዱስትሪ	692.252	60.32	631.932	
6	ለመዝናኛና ኢንፎርሜሽን ግሪን	1447.39	39.70	1407.69	
7	መንግድና ትራንስፖርት	1887.96	488.11	1399.85	
8	ለስፔሻል ፋክሽን	3171.773	237.883	2933.89	
9	ለከተማ ግብርና	2718.66	20.76	2697.9	
10	ለደንና አረንጓዴ ስፍራዎች	1661.405	167.89	1493.515	
የከተማዋ ጠቅላላ ስፋት		15733.00	1659.615	14073.344	

3.3.በሊዝ ለመኖርያ የተላለፈ መሬት ዝርዝር የ6 ዓመት መረጃ

ቁጥር	ዓ.ም	ፕሎት ቁጥር	ስፋት በሜ/ስ	ስፋት በሂ/ር
1	2005	11	2750	0.275
2	2006	21	5150	0.5150
3	2007	90	22500	2.25
4	2008	121	29239	2.9239
5	2008	131	34500	3.45
6	2009	120	27114	2.7114
7	2009	157	37350	3.735

8	2010	245	54967	5.4967
9	2011	66	16500	1.65
ጠቅላላ ድምር		962	230,070 m²	23.007

የለማ መኖርያ የመሬት አጠቃቀም የሚያሳይ ካርታ



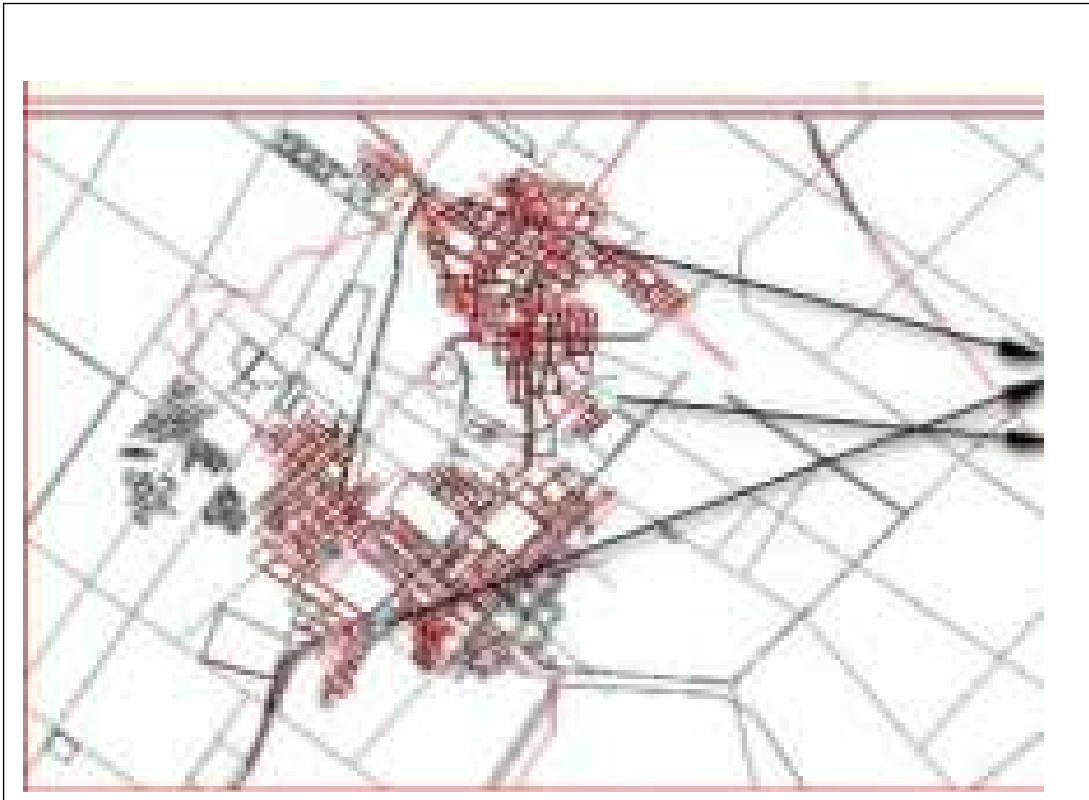
በማህበር ከሚገኙበት መኖርያ ቤቶች መካከል



3.4.በተዘጋጀው ፕላን መሠረት የተገነባ /የተከፈተ የመንገድ መረጃ

No.	Road Surface	Length (m)	Length (Km)	Area (m2)	Area(Ha)	Percentage
1	Asphalt	11,769.6	11.7	231,376.3	23.1	4.73
2	Cobble Stone	33,000	33	264,000	26.4	5.5
3	Gravel Road	157,700	157.7	1,261,600	126.16	25.85
4	Earthen road	260,375	260.375	3,124,500	312.45	64.01
	Total	416,969.6	416.9	4,330,976.3	488.11	100.00

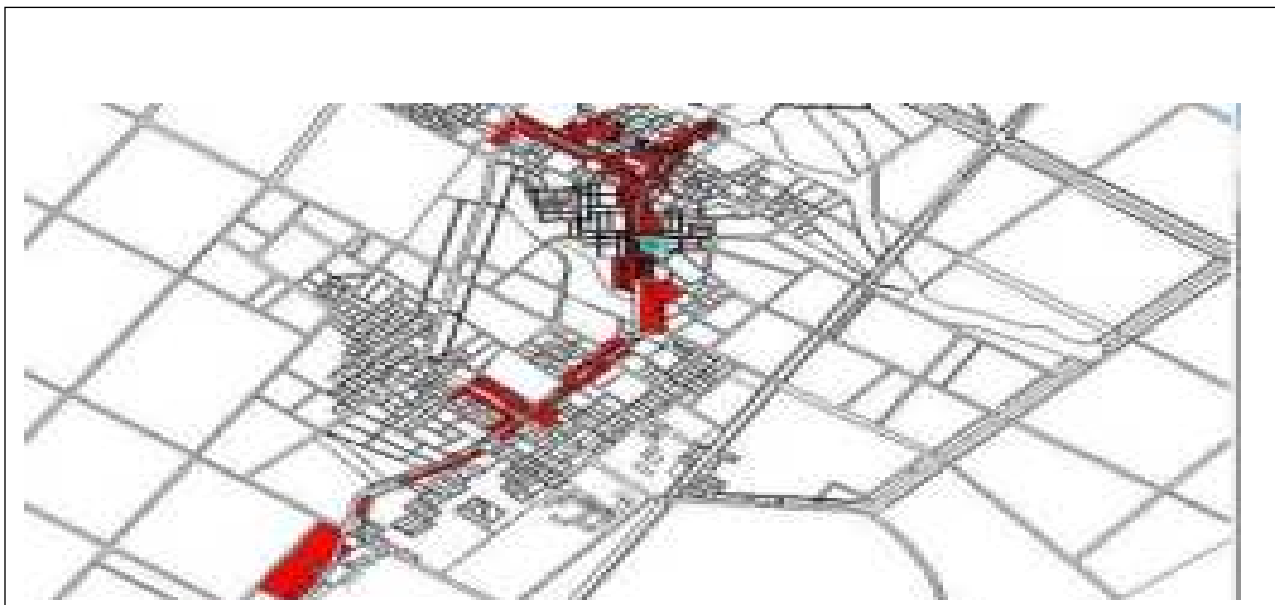
በተዘጋጀው ፕላን መሠረት የለማ መንገድ



3.5. በተዘጋጀው ፕላን መሠረት የለማ የንግድ አገልግሎት የ6 ዓመት መረጃ

ቁጥር	የፕሎት ብዛት	ስፋት በሜ/ስኩዩር	ስፋት በሄ/ር	ዓ.ም
1	1	1114	0.1114	2006
2	3	11300	1.13	2006
3	2	33000	3.3	2007
4	6	17951	1.7951	2007
5	2	7100	0.71	2007
6	1	1000	0.1	2007
7	2	15000	1.5	2007
8	18	30288	3.0388	2008
9	13	16354	1.6354	2009
10	36	23950.6	2.39506	2009
11	42	18284	1.8284	2010
12	1	5000	0.5	2011
Total	126	180341.6	18.04416	

በተዘጋጀው ፕላን መሠረት የለማ የንግድ አገልግሎት የሚያሳይ ካርታ

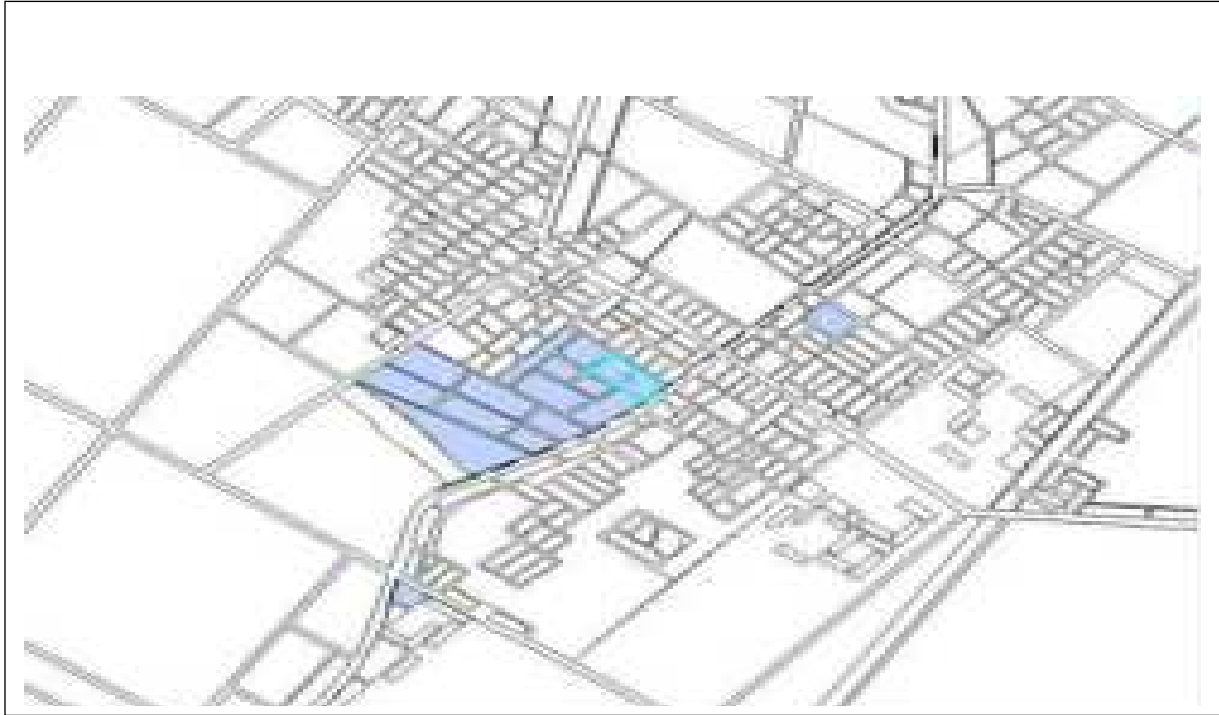




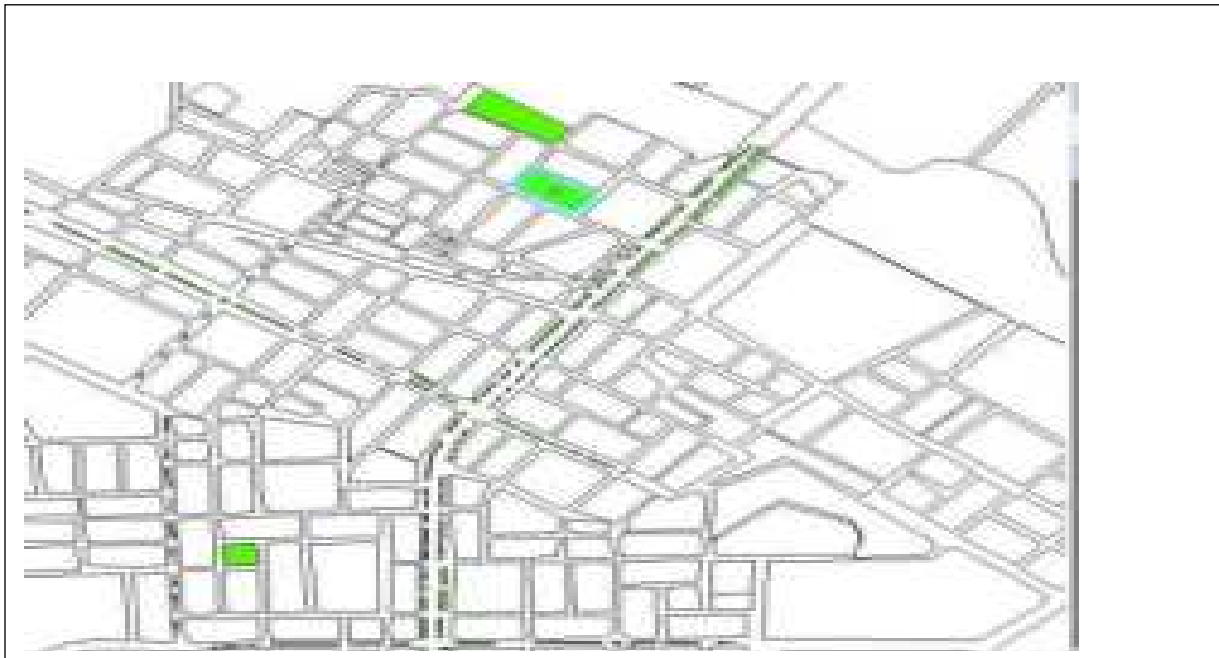
3.6.በተዘጋጀው ፕላን መሠረት የለማ ኢንዱስትሪ አገልግሎት የ4 ዓመት መረጃ

ቁጥር	የፕሎት ብዛት	ስፋት በሜ/ስኩዩር	ስፋት በሂ/ር	ዓ.ም
1	2	11532	1.1532	2006
2	2	9000	0.9	2007
3	4	41000	4.1	2008
4	8	16000	1.6	2011
Total	16	77532	6.1532	

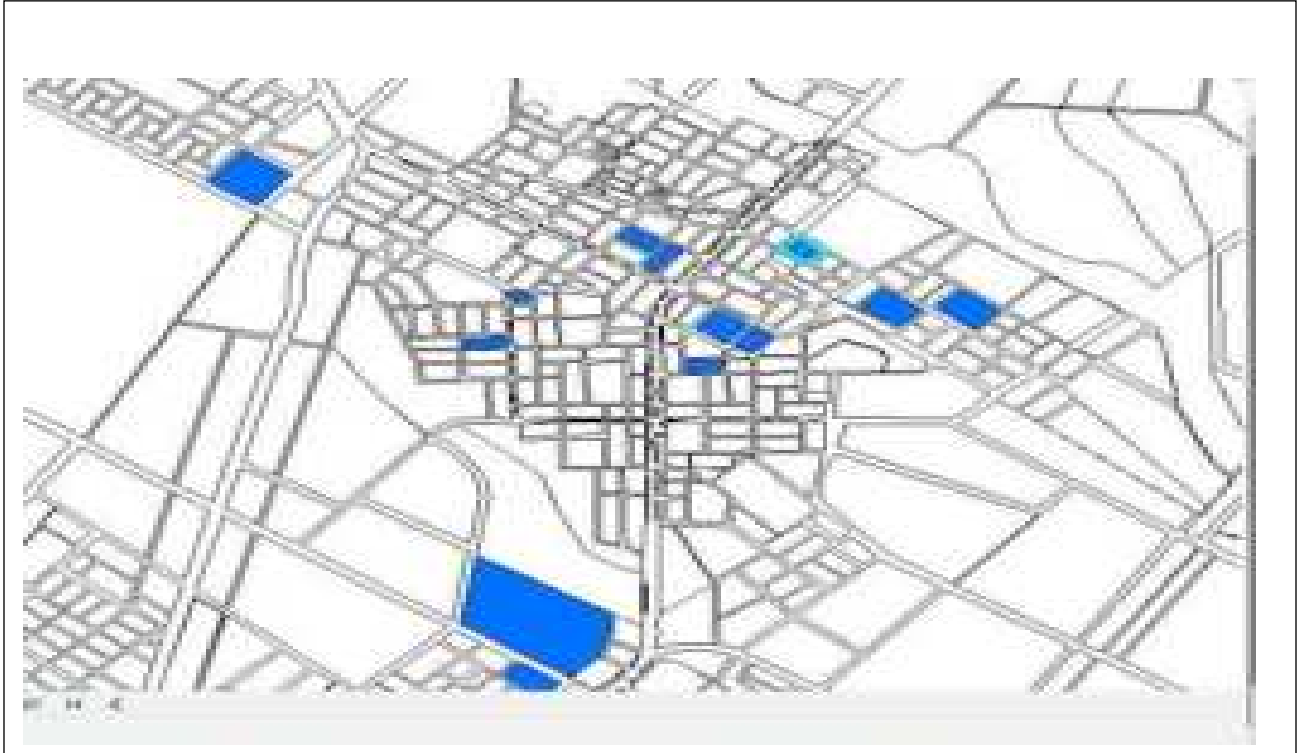
በተዘጋጀው ፕላን መሠረት የለማ የኢንዱስትሪ የሚያሳይ ካርታ



በተዘጋጀው ፕላን መሠረት የለማ የአረንጓዴ ልማት የሚያሳይ ካርታ



በተዘጋጀው ፕላን መሠረት የለማ የአስተዳደር አገልግሎት የዋለ መሬትን የሚያሳይ ካርታ



በተዘጋጀው ፕላን መሠረት የለማ የማህበራዊ አገልግሎት አገልግሎት የዋለ መሬትን የሚያሳይ ካርታ

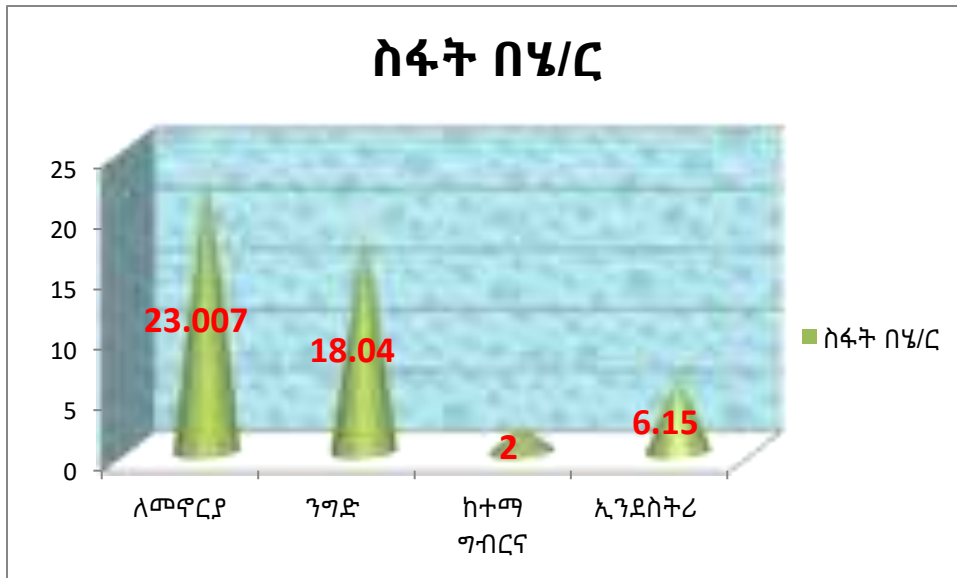




3.7.በተዘጋጀው ፕላን መሠረት የለማ ከተማ ግብርና መረጃ

ቁጥር	የፕሎት ብዛት	ስፋት በሜ/ስኩዩር	ስፋት በሄ/ር	ዓ.ም
1	1	20000	2	2006

3.8.በወራሪ ከተማ ከ2006 ዓ.ም ጀምሮ ለተለያዩ አገልግሎት በሊዝ የተላለፈ መሬት

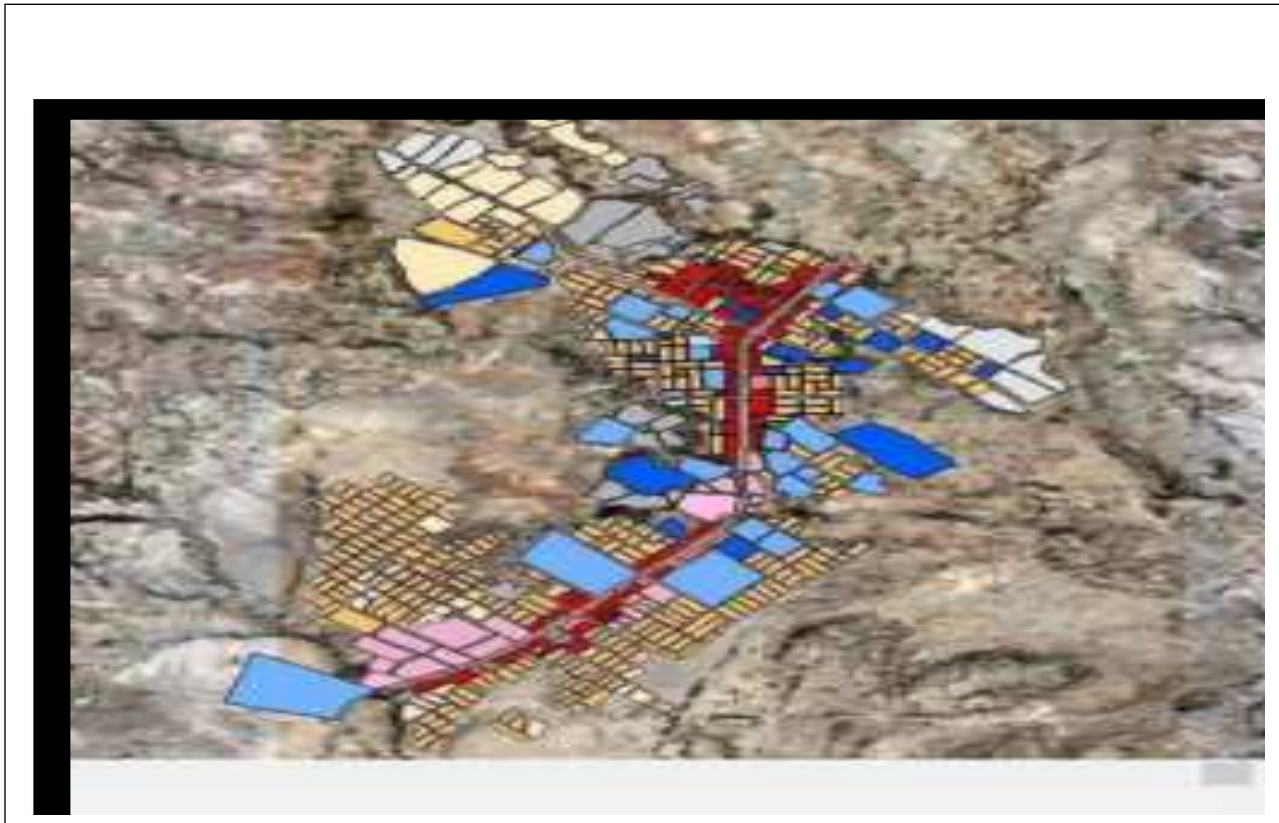


3.9.ከተማው ጠቅላላ የመሬት አጠቃቀም ፕላን ትግበራ መረጃ

No	ጥቅል የመሬት አጠቃቀም	የብሎኮች ብዛት	የፓርሰል ብዛት	ስፋት በሄ/ር
1	ለአስተዳደር	19 & 7mixed	28	36.776
2	ለንግድና ቢዝነስ	111	1088	108.1
3	ለክፍት ቦታዎችና መዝናኛ	7	9	11.71
4	ለደንና አረንጓዴ ስፍራዎች	4	15	7.7824
5	ለመኖርያ	268	3191	218
6	ለኢንዱስትሪ	20	26	20.76
7	መንገድና ትራንስፖርት	222	222	488.11
8	ለማህበራዊ አገልግሎት	17	26	166.78
9	ለከተማ ግብርና	13	19	20.76
10	ለኢንተርፕራይዝ	8	93	11.8

11	ለስፔሻል ፋክሽን	11	11	2.2126
Total	700	4728	1092.791	

የወራሴ ከተማ የለማ መሬት አጠቃቀም መረጃ ማጠቃለያ



ምዕራፍ አራት

4.ውጤት የተገኘበት ዝርዝር ሁኔታዎች

4.1 ያልተማከለ አደረጃጀት መፈጠሩ

የፕላን ዝግጅት ሥራ ቀደም ሲል በክልል ደረጃ ብቻ ይሰራ የነበረ ሲሆን በዚህ ወቅትም በዓመት ከሶስት ለማይበልጡ ከተሞች ብቻ ከመዘጋጀቱም በላይ ከሀበረተሰቡ በየጊዜ እየጨመረ ከመጣው የፕላን ይዘጋጅልን ጥያቄ አንጻር ሲታይ ከፍተኛ ችግር ያለበትና የህዝብ ዕርካታ ሳያስገኝ ለበርካታ ጊዜያት መቆየቱ ይታወሳል።

በመሆኑም በአሁኑ ወቅት የፕላን ዝግጅት እና ትግበራ ተቋማትን በዞኖችና ከተሞች በማውረድ ለሀበረተሰቡ ፈጣንና ቀልጣፋ አገልግሎት በመስጠት የህዝብ ዕርካታን ማስገኘት ተችሏል።

በሌላ በኩል የፕላን ዝግጅት አደረጃጀትን ተለማጭ በማድረግና በየጊዜው በመፈተሽ ማሻሻያ ማድረግ የተቻለ ሲሆን ለዚህም እንደአብነትከዚህ ቀደም በክልል ደረጃ በስራ ሂደት የነበረውን ተቋም ከ2009 ዓ.ም ጀምሮ ወደ ኢንስቲትዩት ከፍ ማድረግ የተቻለ ሲሆንበዞን ደረጃም የሰው ሃይል እንዲጨምር ተደርጓል። ከዚህም በተጨማሪ በሁሉም የገጠር ቀበሌ ማዕከላት የስክች ፕላን ትግበራ ስራን የሚከታተል አንድ ቀያሽ ባለሙያ እንዲመደብ መደረጉ የፕላን ዝግጅቱና ትግበራ ስራው በተሳለጠ መንገድ እንዲከናወን አስችሏል።

4.2. ስለ ፕላን ግልጽነት ያለው አሠራር መፈጠሩ

ፕላን የሚዘጋጀው ለህዝብ በመሆኑ ሀብረተሰቡ ስለፕላኑ ዝርዝር ጉዳዮች ላይ እውቀት ኖሮት በአፈጻጸም ላይ ዋነኛ ተዋናይ መሆን ይጠበቅበታል። የወራሴ ከተማ ከዚህ አንጻር ለከተማው ሀብረተሰብ ስለፕላኑ ግንዛቤ እንዲኖረው መድረኮችን ያዘጋጀ ሲሆን በኃላም ፕላኑ ህጋዊነት ለማስጠበቅ በከተማው ምክር ቤት እንዲጸድቅ መድረጉ ግልጽነትና ተጠያቂነት ያለው አሠራር ከመፍጠር አኳያ በተሻለ አፈጻጸም የሚገለጽ ነው።

4.3. የህዝብ ተሳትፎን ማጠናከር

ህብረተሰቡን በማነቃነቅ ፕላንን ከተመግበር አንጻር ከተከናወኑት ዋና ዋና ተግባራት መካከል፡-

በከተማው በሚገኙ አደረጃጀቶች (1ለ5፣ የብሎክ፣ የመንደርና የቀበሌ አስተባባሪዎች) ጋር በመሆን ፕላን ማስጠበቅንና ህገወጥነትን መከላለል አንዱ የመታገያ ርዕስ ተደረጎ በስፋት በመሰራቱ ብቅብቅ የሚሉ የነበሩትን ህገወጥነትን ከምንጩ ከማድረቅ አንጻር ተጨባጭ ሥራ መሠራቱ በስኬት የሚገለጽ ነው። በዋቢነትም በኬ መንደር ውስጥ የተዘጋ መንገድ በህብረተሰቡ የነቃ ተሳትፎ እንዲከፈት መደረጉ እንዲሁም በማስፋፊያ አካባቢዎች ህገወጥ ግንባታን ህብረተሰቡ በራሱ መቆጣጠርና ማፍረስ መጀመሩ እንዲሁም ክፍት ቦታዎችና አረንጓዴ ቦታዎችን የክራይ ምንጭ እንዳይሆኑ በመንደር ደረጃ በመወያየት ቀደም ብሎ ይስተዋል የነበረው ወደ መንገድ ወጣ ብሎ መገንባት ተግባር መቀነሱ በጥንካሬ የሚገለጽ ሆኖ ተገኝቷል።

በተጨማሪም በማስፋፊያ አካባቢዎች ከሚገኙ ነዋሪዎች ጋር ውይይት በማድረግ ለልማት ተነሿዎች የሚያስፈልገውን የቤትና ንብረት ግምት በመክፈል ቦታዎችን ከይገባኛል ነጻ በማድረግ ለተለያዩ አገልግሎቶች የሚሆን መሬት ወደ መሬት ባንክ ገቢ ማድረጉ በጥንካሬ የሚገለጽ ነው። አቅም በፈቀደ መጠን እስከ ዞን ከፍተኛ መዋቅር ጋር በመነጋገር ለካሳ የሚሆን ብር አስቀድሞ የሚያዝ መሆኑ።

4.4. የትግበራ ስራው በሰፊ ልማት ፕላን መሠረት መሆኑ

ለተለያዩ አገልግሎቶች የሚውል መሬትን በሊዝ ጫረታ በማውጣት ለተጠቃሚዎች የሚያስተላልፍበት ሂደት የተዘጋጀውን የሰፊ ልማት ፕላንን መሰረት ያደረገ መሆኑ ስትራቴጂካዊ ፕላኑ ከመጠበቁ በተጨማሪ ፕላን ከተማዋን እየመራ ስለመሆኑ ማሳያ ተደርጎ ሊወሰድ ይችላል። በሌላ በኩል የሰፊ ልማት ፕላንን መተግበሩ የጎንዮሽ እድገትን ብቻ ሳሆን ወደላይ (vertical growth) ግምት ውስጥ ያስገባ እንዲሆን ያስቻለው ሲሆን ለአብነትም በማስፋፊያ አካባቢዎች እስከ G+3 ፎቆች ለንግድ አገልግሎት በጫረታ መተላለፋቸውን መገንዘብ ተችሏል።

በተጨማሪም በማስፋፊያ አካባቢዎች ዝርዝር የሰፈር ልማት ፕላንን ተከትሎ ለሚለሙ ቦታዎች አስቀድሞ የተለያዩ ወርድ ያላቸውን መንገድ (ከ10-40 ሜትር) በመክፈት መሬቱን ለልማት እያዘጋጁ የሚያቀርቡ መሆኑ በጥንካሬ የሚገለጽ ተግባር ነው።

4.5. በማዘጋጃቤቱ ውስጥ ቅንጅታዊ አሠራር መኖሩ

ፕላንን ከመተግበር ጋር ተያይዞ በማዘጋጃ ቤቱ በሚገኙ ሥራ ሂደቶች በተለይ መሬት ልማትና፣ መሰረተልማት እና የጽዳት ውበትና መናፈሻ አገልግሎት መካከል ቅንጅታዊ አሠራር ለመፈጠር እየተደረገ ያለው ጥረት በጥንካሬ የሚገለጽ ነው። ለአብነትም በከተማው ነባር አካባቢዎች የሚገኙ አረንጓዴና ክፍት ቦታዎችን በመጠበቅና በማልማት በኩል ማዘጋጃ ቤቱ ትኩረት ሰጥቶ የሚሰራ መሆኑን ለመረዳት የተቻለ ሲሆን የከተማውን ፕላን መሰረት ያደረገ አረንጓዴና ክፍት ቦታዎችን ሳይታይ ፕላን በማዘጋጀት ለጽዳት ውበትና መናፈሻ አገልግሎት ማስረከቡ በጥንካሬ የሚገለጽ ነው።

4.6. ፕላን ለመተግበር የሚረዱ ማሸነፊያ አቅርቦት

ፕላንን ወደ መሬት ለማውረድ የሚረዱ ቁሳቁሶችና ማሸነፊያዎች (ሎደር፣ ዶዘርና ኤክስካቬተር) እንዲሁም የጭነት መኪናዎች በግብር ያቀረበ በመሆኑ ፕላንን ወደ መሬት በማውረድ በኩል የተሳካ ስራ መሥራቱ ለሌሎችም ተቋማት በምሳሌነት ሊያስጠቅሰው የሚያስችል ተግባር ነው።

4.7. የ30፣ 30 እና 40 መርህን ለመተግበር ጥረት መደረጉ

በማስፋፊያ አካባቢዎችን የ30 መንገድና መሠረተልማት፣ 30 አረንጓዴና አገልግሎቶች እና 40 ግንባታን መርህን መተግበር አዳዲስ በሚሸነሽ አካባቢዎች (plots) ለመንገድ፣ ክፍትና አረንጓዴ ቦታዎች እንዲሁም ለህንጻ ግንባታን ከግምት ውስጥ አስገብቶ መሥራት እየተሠራ በመሆኑ በጥንካሬ የሚታይ ነው።

4.8. በትግበራ ወቅት ያጋጠሙ ችግሮች

የወራሴ ከተማ የፕላን ትግበራ ሥራ በተለይ ከ2010 ዓ.ም ወዲህ ሃገራዊ ለውጡን ተከትሎ በተለይ የመሬት ልማትና ማኔጅመንት ሥራው ከዚህ ቀደም በነበረው ቁርጠኝነትና ሃላፊነት ስሜት እየተመራ ነው ለማለት ያስቸግራል። ከዚህ ቀደም መንግስት፣ ህብረተሰቡ እና የታቺኛው መዋቅር ህገወጥነትን ስርዓት ከማስያዝ አንጻር የነበረው ቁርጠኝነት በለውጡ ማግስት የተቀለበሰ ሲሆን ከ2010 ወዲህ ህገወጥ የመሬት ወረራ እየተበራከቱ ይገኛሉ። ለአብነትም ከዚህ ቀደም ወራሴ አንድም ህገወጥ ግንባታ የሌለባት ከተማ ብትሆንም ይህ መረጃ በሚሰበሰብበት ወቅት አጠቃላይ በከተማዋ ህገወጥ ግንባታዎች ቁጥር 972 መድረሱን ለመረዳት ተችሏል። ይህም አመራሩ ቁርጠኝነት ችግር ጋር እንደሚያያዝ በውይይት ወቅት ለመረዳት ተችሏል።

በሌላ በኩል በነባር አካባቢዎች ከዚህ በፊት ነጻ የተደረጉ መንገዶች በተለይም ወደ ዩኒቨርሲቲ የሚወስደው 40 ሜትር መንገድ ይህ መረጃ በተሰበሰበበት ወቅት 20 ሜትሩ ላይህገወጥ ግንባታ የተጀመረበት ሲሆን የጥናት ቡድኑ በዚህ ጉዳይ ላይ እርምጃ እንዲወሰድ ከሚመለከታቸው አካላት ሪፖርት አቅርቧል።

በተጨማሪ የፕላን ትግበራ ሥራ ክህሎትና ልምድ ያለው ባለሙያ የሚጠይቅ ነው። ማዘጋጃ ቤቱ በአሁኑ ሰዓት የፕላንን ተግባሪ ባለሙያዎች እጥረት ያለበት መሆኑ ሥራዎች በተገቢው ፍጥነት እንዳያከናውን እያደረገው ይገኛል።

አዲሱን የካሳ አዋጅ ተከትሎ ለልማት ተነሿዎች የሚከፈል በጀት ውሱንነት በተለይ በ2012ዓ.ም የተስተዋለ ሲሆን ይህም የመሬት አቅርቦት ላይ የበኩሉን አስተዋጽኦ አበርክቷል። በአዲሱ የካሳ አዋጅ መሠረት ለአርሶ አደሮች ለመክፈል የሚያስችል አቅም ካለመኖሩ የተነሳ ህገወጦችን ቁጥጥር መላላቱ ማስተዋል ተችሏል።

4.9. ሌሎች መሰል ተቋማት ሊማሩት የሚገባ ቁምነገር

የወራሪ ከተማ ህጋዊ እውቅና ካገኘ 16 ዓመታት ያስቆጠረ ሲሆን እስካሁን በሁሉም ዘርፎች ፈጣን እድገት እያስመዘገበ ይገኛል። በአሁኑ ወቅትም በክልሉ ውስጥ ካሉ 50 የከተማ አስተዳደሮች (ፈርጅ 3) ውስጥ አንዱ ሲሆን በቅርቡም በዓለም ባንክ ድጋፍ ከሚከናወነው የከተሞች የተቀናጀ መሠረተልማት ማስፋፊያ ፕሮጀክት ተጠቃሚ በመሆኑ ለእድገቱ አዎንታዊ አስተዋጽኦ እያበረከተ ይገኛል።

የከተማው እድገት ሲታይ ከ15 ዓመታት በፊት በአካባቢው የሚኖረው ህዝብ 2000 የማይሞላ ሲሆን በአሁኑ ወቅት የከተማው ህዝብ 85000 የደረሰ መሆኑ እደገቱ ምን ያህል ፈጣን መሆኑን ያመላክታል።

በተለይም የፕላን ዝግጅትና ትግበራ ስራን በተመለከተ እስካሁን ከተማዋ አሁን የደረሰችበት የእድገት ደረጃ የደረሰቺው በፕላን እየተመራች በመሆኑ ሌሎች ከተሞች ከከተማማዋ የፕላን ዝግትና ትግበራ የሚቀስሙት በርካታ ነትቦች መካከል፡-

- ለከተማው ህብረተሰብ ስለፕላኑ ግንዛቤ እንዲኖረው መድረኮች መዘጋጀታቸውና የፕላኑ ህጋዊነት ለማስጠበቅ በከተማው ምክርቤት እንዲጸድቅ መድረጉ ግልጽነትና ተጠያቂነት ያለው አሠራር መፍጠሩ።
- የፕላን ዝግጅት እና ትግበራ ተቋማትን በዞኖችና ከተሞች በማውረድ ለህብረተሰቡ ፈጣንና ቀልጣፋ አገልግሎት በመስጠት የህዝብ ዕርካታን ማስገኘት ተችሏል።
- በከተማው በሚገኙ አደረጃጀቶችን በመጠቀም ፕላን ማስጠበቅንና ህገወጥነትን መከላለል አንዱ የመታገያ ርዕስ ተደረጎ በስፋት መሰራቱ ህገወጥነትን ከምንጩ ከማድረቅ አንጻር ተጨባጭ ውጤት የተመዘገበበት መሆኑ።
- ፕላኑን ከመተግበር ጋር ተያይዞ በማዘጋጀት ቤቱ ውስጥ በሚገኙ ሥራ ሂደቶችበተለይም ፕላን ተግባራዎች (መሬት ልማትና፣ መሰረተልማት እና የጽዳት ውበትና መናፈሻ አገልግሎት) መካከል ቅንጅታዊ አሠራር በመፍጠር የተሰራው ስራ ለትግበራው መልካም አስተዋጽኦ ማበርከቱ።
- ከተማ አቀፍ ፕላኑን ተከትሎ በ4 ዓመታት ውስጥ ብቻ 14 የሰፈር ልማት ፕላንኖች በተለያዩ የከተማዋ አካባቢዎች መዘጋጀታቸው ለአብነትም በማስፋፊያ አካባቢዎች የጎንጎሽ እድገትን ብቻ ሳሆን ወደላይ (vertical growth) ተግባራዊ ማድረግ የተቻለ

በመሆኑ እስከ G+3 ፎቆች በጫረታ መተላለፋቸው የሰፈር ልማት ፕላን አዘጋጅቶ ወደ ተግባር መግባት የሚኖረውን በጎ ተጽዕኖ መገንዘብ ይቻላል።

- ፕላንን በአግባቡ ለመተግበር የሰለጠነ የሰው ካይል፣የቴክኒክ መሣርያዎች፣ ማሸነፊዎች፣ ቁርጠኛ አመራር እና በጀት ያላቸውን የማይተካ ሚና ሌሎች ተቋማት ሊቀስሙት የሚገባ ጉዳይ ናቸው።

ማጠቃለያ

በሃገራችንም ሆነ በክልላችን የከተሞች ፕላን በብዙ ድካም፣ ግዜ፣ ወጪ እንዲሁም በርካታ ባለሙያዎች ተሳትፈውበት ከተዘጋጁ በኋላ የአፈፃፀም ደረጃቸው በአብዛኛው ዝቅተኛ እንደሆነ ያስቀምጣል። ለከተሞች ፕላን አፈፃፀም እንቅፋት የሆኑ በርካታ ምክንያቶችን መዘርዘር የሚቻል ሲሆን ዋናዎቹ፣ የባለሙያ ክህሎት፣ የቴክኒክ መሣርያ እጥረት እና ጥራት ደረጃ፣ የከተሞች የበጀት እጥረት እንዲሁም ዘርፉን የሚመሩ ተቋማት ቅንጅት ውሱን መሆን ይጠቀሳሉ።

በክልላችን በከፍተኛ ፍጥነት እየጨመረ የመጣውን የከተሞች ቁጥር እንዲሁም በተመሳሳይ ፍጥነት እያደገ ካለው የነዋሪዎች ፍላጎት ጋር ተመጣጣኝ ስራዎችን ማከናወን ጊዜ የማይሰጠው ተግባር ከመሆኑም ባሻገር ከተሞች የልማት የዲሞክራሲና የመልካም አስተዳደር፣ የተሟላ የመሰረተ ልማት አውታሮች አገልግሎት የሚገኝባቸው ኢንቨስትመንት የሚሰጡ እና ከሌሎች ሃገሮች ከተሞች ጋር ተወዳዳሪ እና ለነዋሪዎች ምቹ የመኖሪያ መስሪያ ስፍራ እንዲሆኑ ከተሞቻችንን በፕላን እንዲመሩ በማድረግና የከተማ አደረጃጀትን በመፍጠር እቅዱን ስኬታማ ለማድረግ ከፍተኛ እንቅስቃሴ በመደረግ ላይ ይገኛል።

ይህ ሰነድ የከተሞች የፕላን አፈጻጸም ሂደት በከተማ ፕላን አዋጅ፣ ማስፈጸሚያ ስትራቴጂ፣ ማኑዋሎች እና ስታንዳርዶች መሠረት ስለመሆኑ ለመከታተልና ለመገምገም፣ የታዩ ክፍተቶችን በመለየት እንዲሁም የተሻለ የፕላን አፈጻጸም ተጠናክሮ እንዲቀጥል ለማስቻልና ሌሎች አቻ ክልሎችና ከተሞች በፕላን ዝግጅትና ትግበራ ትምህርት ሊወሰዱባቸው የሚገቡ ጉዳዮችን በመለየት እና በመቀመር ተሞክሮን ለማስፋት ነው።