LAND USE PLAN
RECLAIMED AREAS

HITAHDHOO, MARADHOO & MARADHOOFEYDHOO
Addu City, Maldives

MAY 2025

Project:

Land Use Plan & Urban Master Plan of Newly Reclaimed Areas in Addu City

Client:

Addu City Council

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Areeka Abdul Rahman
Ibrahim Thorif
Shazim Saeed

CITY OF ADDU
the first

CHARRETTE STUDIO

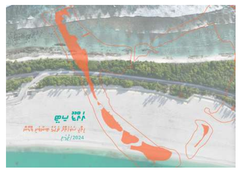
The Decentralisation Act assigns responsibility to local councils for preparing land use plans for the islands within their jurisdiction. In accordance with this mandate, the Addu City Council commissioned Charrette Studio to develop the land use plan for the newly reclaimed areas in Hithadhoo, Maradhoo, and Maradhoofeydhoo.

This document constitutes the final deliverable of the project, presenting the urban masterplan for the designated areas in Hithadhoo, Maradhoo and Maradhoofeydhoo.

The following additional reports have been produced as part of this project:



Socio-economic Report
May 2024



Draft LUP Concept Report
July 2024



LUP Report
November 2024

CONTENTS

06

CHAPTER 1: INTRODUCTION

CONTEXT
- Existing LUP
- Summary Map
- Proposed Developments
- SWOT Analysis

VISION

DESIGN STRATEGIES

PROPOSED LUP

22

CHAPTER 2: HITHADHOO

URBAN MASTER PLAN
- Land Use Plan
- Masterplan
- Residential Plan
- Amenities
- Green & Blue Plan
- Height Plan
- Road Network
- Road Section
- 3D

SPECIAL AREA PLANS
- Beachfront Commercial
- Arc
- Boulevard Park
- Square

54

CHAPTER 3: MARADHOO/MARADHOOFEYDHOO

URBAN MASTER PLAN
- Land Use Plan
- Masterplan
- Residential Plan
- Amenities
- Green & Blue Plan
- Height Plan
- Road Network
- Road Section
- 3D

SPECIAL AREA PLANS
- Canal Park
- Square
- Plaza

INTRODUCTION

CONTEXT

Addu Atoll is the southernmost atoll in the Maldives and comprises six inhabited islands: Hithadhoo, Maradhoo, Maradhoofeydhoo, Feydhoo, Hulhudhoo, and Meedhoo. In 2011, Addu was officially designated as a city, making it one of the few urban administrative divisions outside of the capital region. The city holds strategic importance due to its geographical location, socio-political history, and potential for future growth.

During the Second World War, the British Royal Navy established a military base on the island of Gan. As part of this process, the residents of Gan were relocated to Feydhoo, and the inhabitants of Feydhoo were, in turn, relocated to the western end of Maradhoo. This newly settled area came to be known as Maradhoofeydhoo. These historical shifts have had long-lasting socio-spatial impacts, including increased population pressure and demand for residential land in Maradhoofeydhoo. This demand is one of the key justifications for the recent reclamation of 76 hectares of land in Maradhoo and Maradhoofeydhoo.

Further reclamation works have been carried out in Hithadhoo, where 50 hectares of land have been reclaimed to the north of Hithadhoo Port and an additional 50 hectares to the south. The southern reclaimed area has been desgnated primarily for tourism development, taking advantage of its coastal location and proximity to key transport infrastructure.

The economic base of Addu City is diversified but remains modest in scale. The main sectors include commercial businesses, traditional and industrial fisheries, and employment in government and public administration. The potential for tourism, particularly in reclaimed and underutilised areas, presents a key opportunity for economic expansion.

According to the latest official records, Addu City has a registered population of 22,704 people. The distribution is as follows:

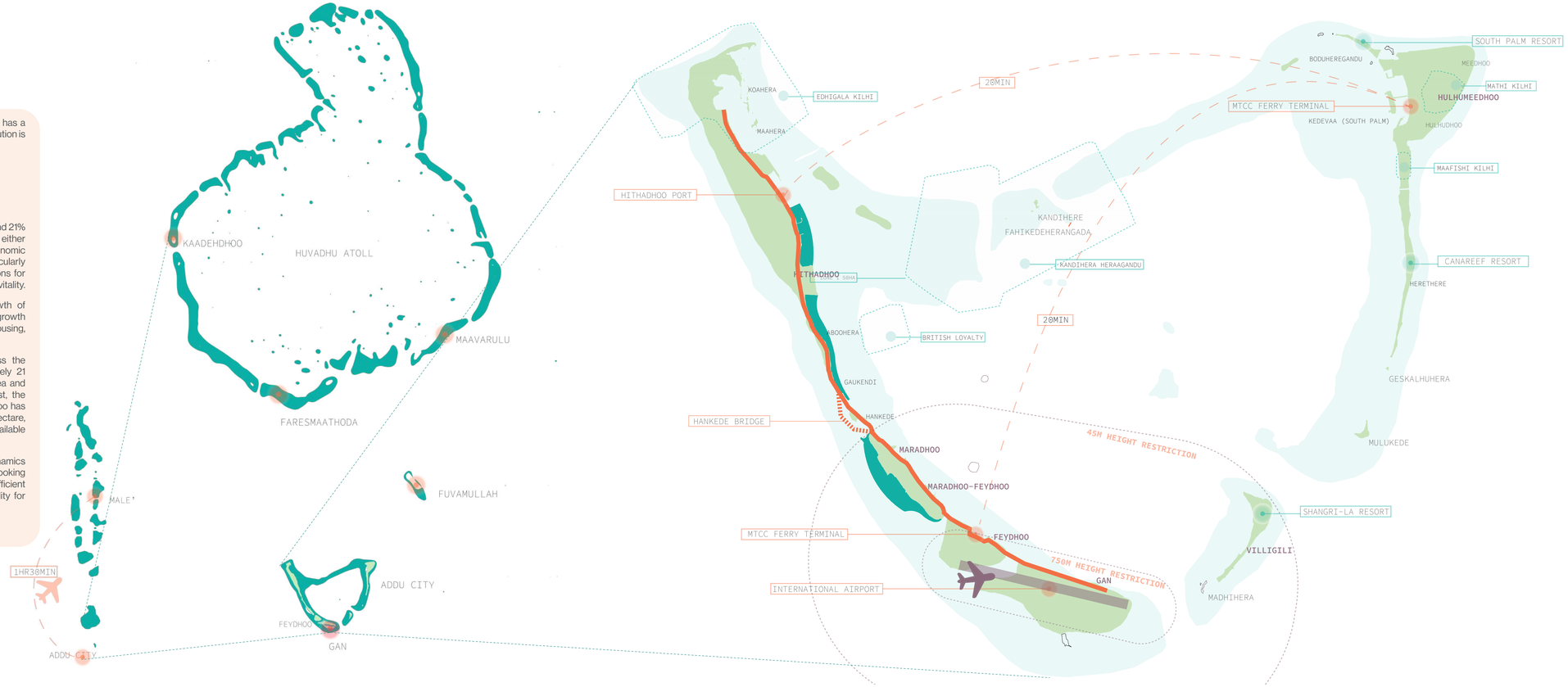
- Hithadhoo: 16,865 registered residents
- Maradhoo: 3,885 registered residents
- Maradhoofeydhoo: 1,954 registered residents

Despite the official figures, it is estimated that around 21% of the registered population resides outside the city, either for employment, education, or other socio-economic reasons. This trend of outward migration, particularly among the working-age population, has implications for labour availability, economic productivity, and urban vitality.

Population projections indicate a potential growth of approximately 14% over the next two decades. This growth will necessitate careful planning in terms of housing, infrastructure, and services.

Current urban population densities differ across the islands. Hithadhoo has a density of approximately 21 persons per hectare, reflecting its larger land area and more dispersed development pattern. In contrast, the combined area of Maradhoo and Maradhoofeydhoo has a higher density of approximately 48 persons per hectare, indicating more compact settlement and limited available land.

These demographic, spatial, and economic dynamics highlight the importance of a strategic and forward-looking land use plan to ensure balanced development, efficient infrastructure provision, and long-term sustainability for Addu City.



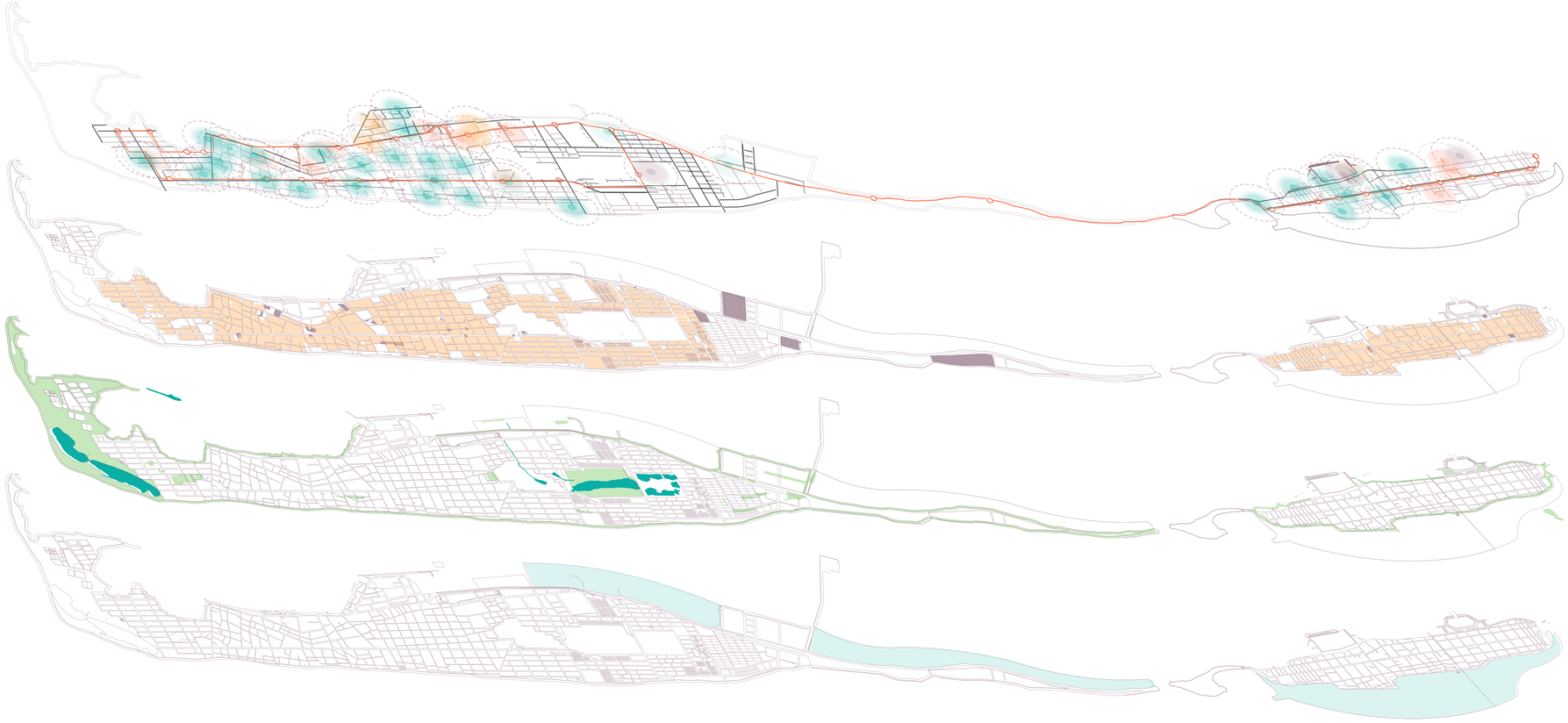
Land Use Plan of Reclaimed Areas in Hithadhoo, Maradhoo & Maradhoofeydhoo, Addu City

EXISTING LUP



CONTEXTUAL ANALYSIS

- Bus Route
- 200m radius
- Mosque
- School
- Tertiary Educational Institutions
- Hospitals
- 10-12m Main Road
- 7-9m Roads
- 4-6m Roads
- Residential Plots
- Utilities and Municipal Services
- Wetland Areas
- Open/Green Areas
- Reclaimed Areas



Bus Route, Road Network, and Public Amenities

A public bus route has been established to connect the three islands, enhancing inter-island mobility and accessibility. Bus stops are spaced approximately 400 metres apart, equivalent to a 5-minute walking distance. This aligns with international best practices, which recommend that key public amenities be located within a 400-metre radius to support walkability and encourage the use of sustainable transport options.

Residential Areas, Utilities, and Services

More than 60% of the combined land area of the three islands is currently allocated for residential use. However, the existing development pattern is characterised by horizontal sprawl, resulting in a lower-than-average population density. This dispersed form of settlement presents challenges for the efficient provision of infrastructure, public services, and utilities, and highlights the need for more compact and sustainable urban development strategies.

Green Areas

The primary green spaces on the islands consist of a natural vegetation belt along the coastline and inland jungle areas situated away from residential zones. While these areas play a crucial role in preserving biodiversity and supporting ecological resilience, there is a noticeable lack of accessible green spaces within residential neighbourhoods. This gap limits opportunities for community recreation, social interaction, and passive cooling, underscoring the need to integrate parks and landscaped open areas into the urban fabric to enhance liveability and wellbeing.

PROPOSED DEVELOPMENTS

The Government of Maldives has announced plans to establish a South Development Zone, positioning Addu City as the administrative centre and international gateway for the southern region. This strategic initiative aims to decentralise national development and stimulate economic growth in the atolls beyond the capital region.

A key component of this vision is the ongoing expansion of Addu International Airport, which is set to significantly enhance the city's connectivity. Upon completion, the upgraded airport is projected to accommodate up to 1.5 million tourists annually, bolstering the region's potential as a major tourism and logistics hub.

In parallel, the proposed Addu City Bridge Project, which will connect the islands within the city, and the Asseyri Tourism Plan, are expected to further improve intra-city connectivity and unlock opportunities for diversified tourism and economic activities. These developments are also expected to enhance access to key infrastructure and services across the city.

The Hankede Integrated Tourism Project, which is anticipated to begin physical development works in the near future. As one of the city's major infrastructure undertakings, the project is expected to contribute significantly to employment creation, private sector investment, and the overall economic upliftment of the region.

Another key area of focus is the expansion of renewable energy infrastructure. Given Addu's geographical suitability for solar energy generation, proposals have been made to develop solar photovoltaic (PV) systems on public buildings, reclaimed land, and underutilised spaces. This initiative supports national goals to transition towards cleaner energy sources and reduce dependence on imported fossil fuels.

To address the need for a skilled local workforce and reduce reliance on migration for educational and employment opportunities, the establishment of a vocational training and technical education centre has been proposed. This facility would offer specialised training in tourism, fisheries, construction, and renewable energy, directly responding to the economic demands of the region.

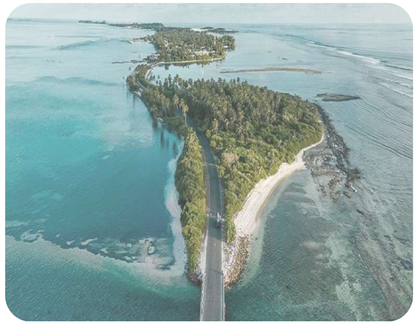
The proposed seaplane hub in Addu is also a strategic component of improving the region's connectivity. This development is intended to position Addu as a southern aviation gateway, supporting both domestic tourism and inter-atoll linkages. By enhancing accessibility to remote islands and luxury resorts in the southern atolls, the seaplane hub would play a pivotal role in the expansion of the tourism sector.

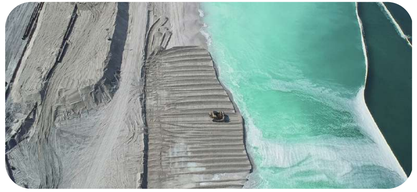
In terms of environmental management, the improvement of waste management infrastructure has been identified as a priority. Proposed developments include the establishment of an integrated waste management facility with proper waste segregation, recycling, and disposal systems. This is particularly significant in light of the anticipated increase in population and tourism-related activity.

Complementing these efforts, the expansion of tourism is being supported not only through resort development but also through the promotion of guesthouses and community-based tourism initiatives. This approach seeks to ensure that tourism growth is inclusive, benefits local communities, and aligns with the cultural and environmental context of the city.

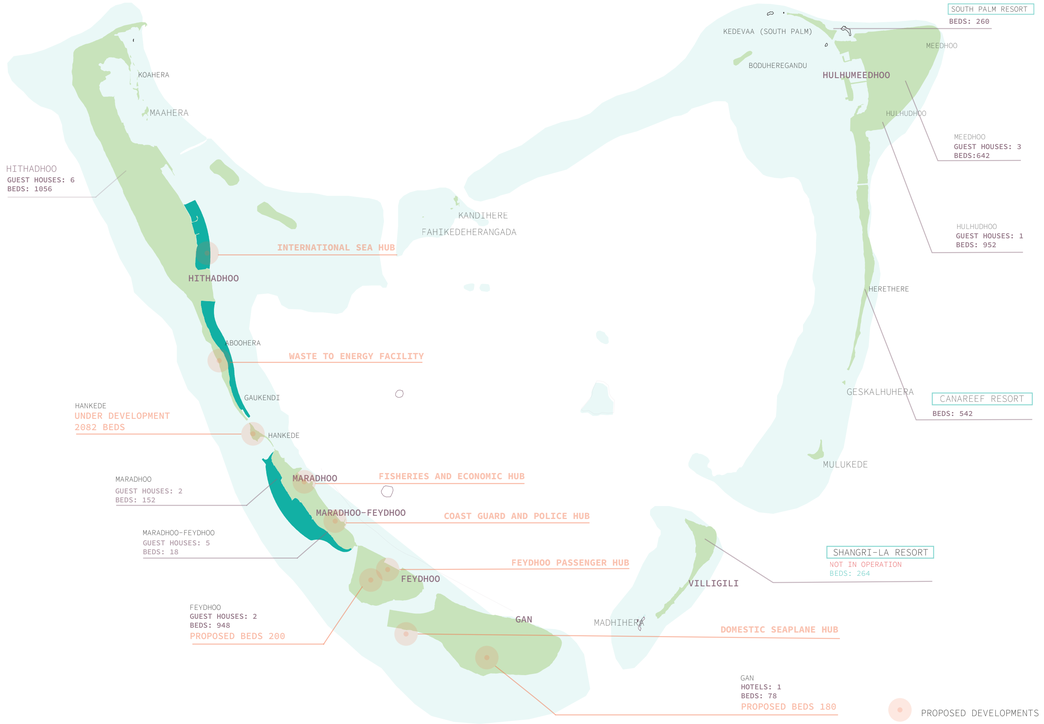
Furthermore, proposals have been put forward to upgrade existing harbour facilities and expand maritime transport infrastructure. These improvements would facilitate safer and more efficient movement of goods and people, support the fisheries sector, and improve inter-island connectivity within Addu and the surrounding region.

Together, these proposed developments present a cohesive vision for the sustainable growth of Addu City, enhancing its resilience, economic potential, and overall liveability while reinforcing its role as a key urban centre in the southern Maldives.



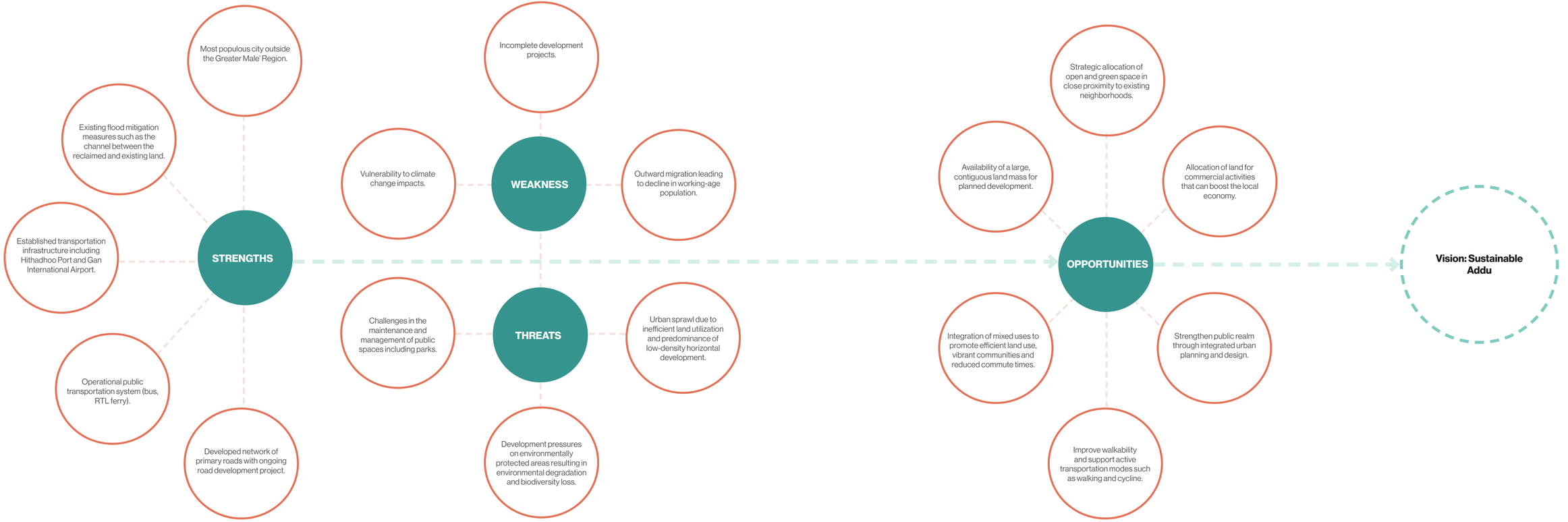






Land Use Plan of Reclaimed Areas in Hithadhoo, Maradhoo & Maradhoofeydhoo, Addu City

SWOT ANALYSIS



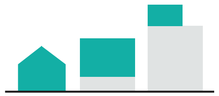
VISION

The vision of Addu City is to be a planned city that prioritises the integration of sustainable development, economic growth and new technologies, bringing advancement to the community living in Addu.



DESIGN STRATEGIES

Liveability



Liveability
Diverse housing typologies



Liveability
Healthy density

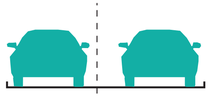


Liveability
Integrated greenery; 40% of the plot - open/ green area

Connectivity & Mobility



Connectivity & Mobility
Shaded sidewalks >1.5m



Connectivity & Mobility
Carriageway: 3.5m | Parking lane: 2.5m

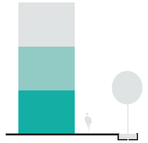


Connectivity & Mobility
Multi-modal transportation

Place-making

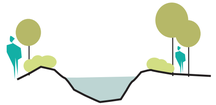


Place-making
Legibility: landmarks and nodes



Place-making
Mixed use buildings

Sustainability & Resilience



Sustainability & Resilience
Canal Park: combining flood mitigation, urban biodiversity and recreation.

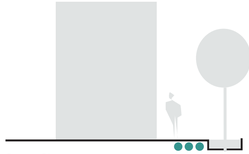


Sustainability & Resilience
EPZs as well maintained, usable spaces.

Smart City



Smart City
Participatory planning through community engagement.



Smart City
Space allocation for digital infrastructure such as fiber network.

Economic Development

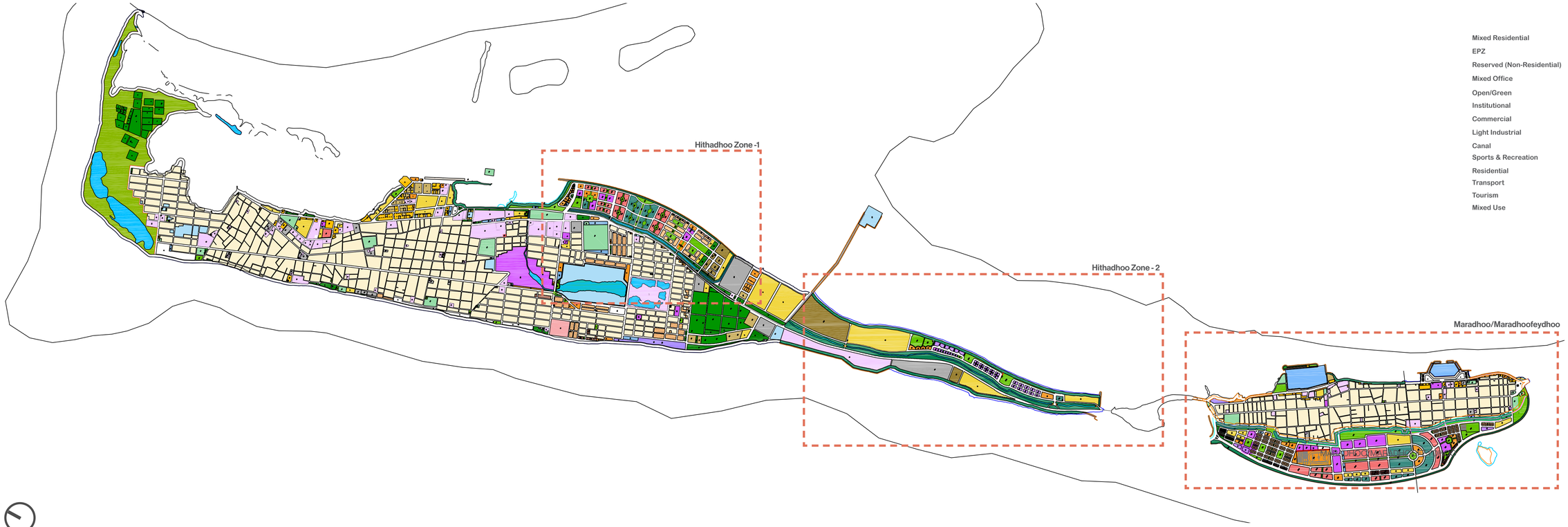


Economic Development
Economically viable population.



Economic Development
Integrating businesses of varying scales.

PROPOSED LAND USE PLAN



HITHADHOO
ADDU CITY

Hithadhoo is the most populous island in Addu City and serves as the primary administrative hub, hosting numerous government offices and institutions. The area adjacent to the reclaimed land primarily comprises newly allocated residential plots. However, it has been observed that the existing land mass is inadequate to support the full range of amenities required for the growing population.

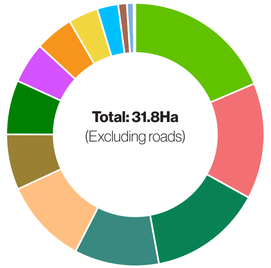
In response to these conditions, the reclaimed area has been planned and developed as a new urban centre. Building heights have been increased to promote more efficient land use, and a mix of residential, commercial and institutional functions have been integrated through the inclusion of mixed-use developments. Essential amenities are strategically located within walking distance to enhance accessibility and support daily living.

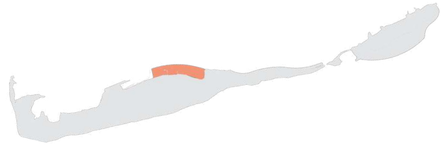
Open and green spaces are embedded within the urban fabric, including green corridors that connect the beach promenade along the Eastern coast with the Canal Park, the water channel between the reclaimed and existing land mass, enhancing ecological and recreational value. Residential plots within the reclaimed area have been allocated to accommodate a target population of 12,000 to 15,000 residents. the overaching objective is to establish a healthy urban desntiy that fosters a vibrant, liveable and sustainable environment.



LAND USE PLAN







Land Use	Area (Ha)	%
Sports & Recreation	6.12	19.2
Public Housing	4.42	13.9
EPZ	5.2	16.3
Mixed Use	3.29	10.3
Residential	2.8	8.8
Industrial	1.99	6.2
Open/Green	2.15	6.7
Institutional	1.86	5.8
Commercial	1.49	4.7
Reserved	1.15	3.6
Canal	0.82	2.6
Plots for Sale	0.17	0.5
Transport	0.34	1.1
Utilities & Services	0.08	0.3
Roads	18.2	36.4
Total Utilized Land (roads not included)	31.8	63
Total Land Area	**50**	**100**

Land Use Plan of Reclaimed Areas in Hithadhoo, Maradhoo & Maradhoofeydhoo, Addu City

MASTERPLAN



Esri, TomTom, Garmin, METI/NASA, USGS

RESIDENTIAL PLAN

The land use plan allocates residential areas to accommodate a diverse range of social and economic groups through a variety of housing typologies. These include:

- Residential plots: allocated via a lottery system;
- Premium plots for sale located along the waterfront;
- Rowhouses
- Low-density apartment buildings
- High-density apartment buildings wherein the ground and first floors are reserved for non-residential uses such as parking facilities and commercial establishments; and
- Luxury residential units which are permitted within designated mixed-use developments.

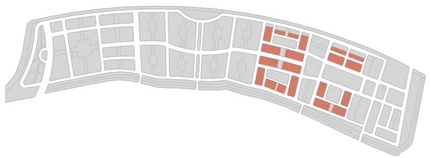
The site coverage of land plots designated for apartment housing is 60% with the remaining 40% preserved as open or green space which may include landscaped areas, parking, and public parks.

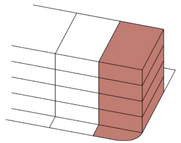
The maximum permissible building height for residential structures is determined based on the capacity to accommodate required supporting amenities, including but not limited to parking and commercial functions.

The projected number of residential units and the corresponding population estimates have been derived based on the following planning principles:

Type	%	Size (sqft)	Population
1 BDR	10	750	2
2 BDR	30	900	3
3 BDR	50	1200	4.5
3+1 BDR	10	1500	6

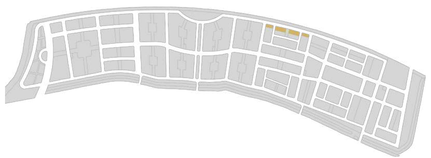
RESIDENTIAL PLOTS

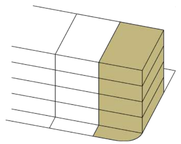




Area: 28,372.5 SQM
No. of Floors: 4
Units: 202
Population: 3,600

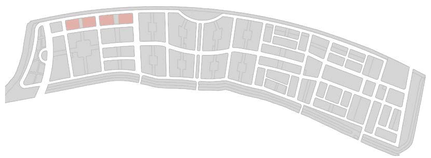
PLOTS FOR SALE

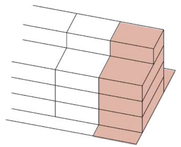




Area: 3,361 SQM
No. of Floors: 4
Units: 24
Population: 432

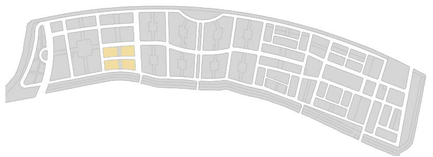
ROWHOUSE

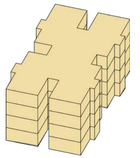




Area: 6,956 SQM
No. of Floors: 4
Units: 56
Population: 253

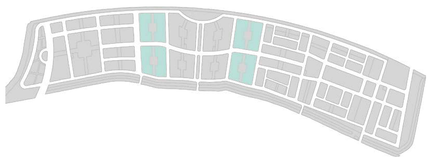
LOW-DENSITY FLATS

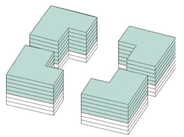




Area: 6,851 SQM
No. of Floors: 5
Units: 210
Population: 784

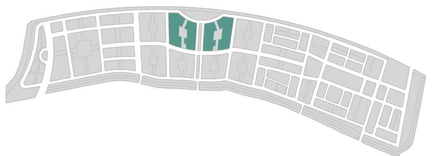
HIGH-DENSITY FLATS

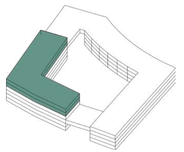




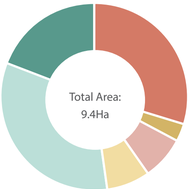
Area: 30,638 SQM
No. of Floors: 10
Units: 1,881
Population: 7,012

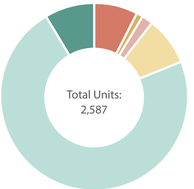
LUXURY HOUSING UNITS

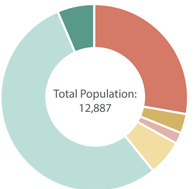




Area: 17,607 SQM
No. of Floors: 2
Units: 216
Population: 806



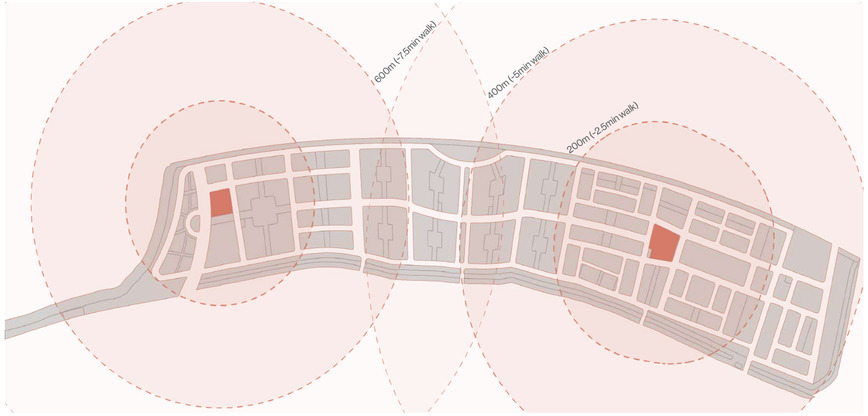




AMENITIES

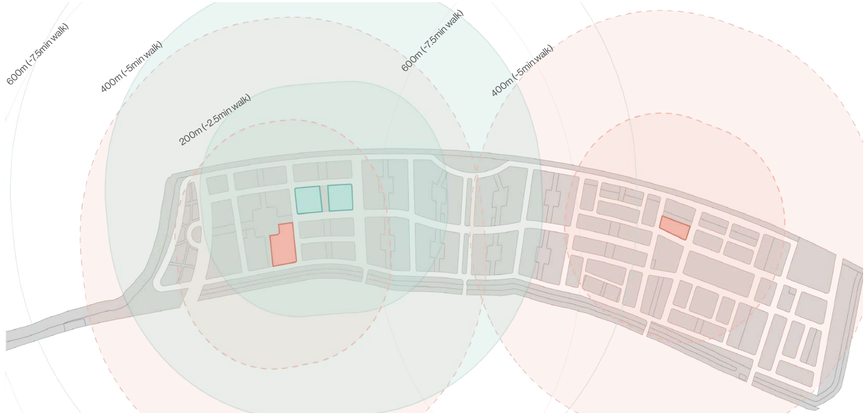
PROXIMITY TO MOSQUES

The allocation of space for mosques within neighborhoods is planned in accordance with the projected population needs, ensuring accessibility for all residents. Additional religious and educational institutions—such as tuition centers, Quran classes, and Arabic language schools—can be accommodated within mixed-use zones or institutional buildings, particularly around Hithadhoo Square and other central areas.



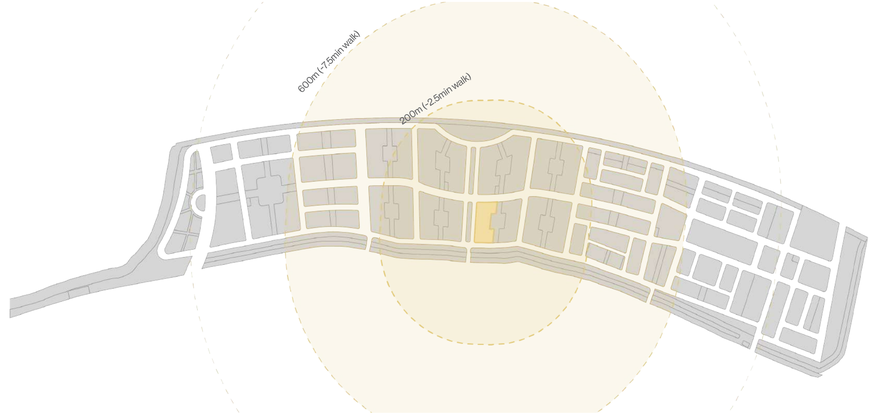
PROXIMITY TO SCHOOLS

In addition to the existing primary and secondary schools in Hithadhoo, land has been allocated for both public and private primary and secondary schools in the northern part of HZ1. Preschool zones are designated in two areas: one near the neighbourhood square and another in the southern neighbourhood. Other educational facilities—such as training centres, college campuses, and research institutions—are planned within the mixed institutional zone located around the HZ1 centre.



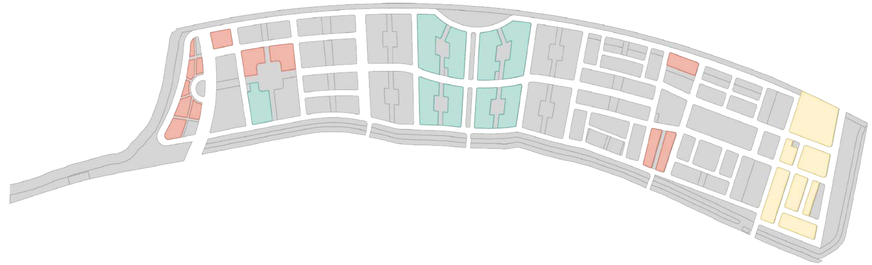
PROXIMITY TO HEALTHCARE

Healthcare facilities, including hospital extensions (such as specialized departments) and private clinics, are also planned within the mixed institutional zone. This zone is designed for multi-storey development, with different floors or buildings within each block allocated for various uses related to education, healthcare, and other community and institutional services.



PROXIMITY TO BUSINESSES

Hithadhoo Zone 1 (HZ1) features key commercial areas near the public beach and within Neighbourhood 2, with additional retail spaces in mixed-use and residential zones to support walkable, vibrant communities. The Central Business District along the Boulevard hosts major offices and institutions. Medium- to high-density housing integrates commercial functions, promoting self-sustaining neighborhoods. The southern section accommodates light industry, with a planned slipway near WAMCO. A green buffer and strict regulations ensure industrial activities remain low-impact, preserving residential quality of life.



GREEN & BLUE PLAN





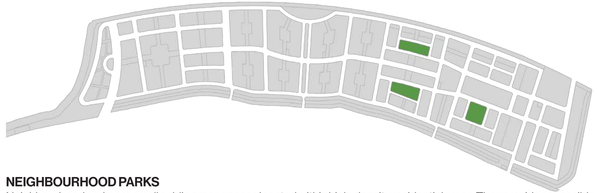
CANAL PARK, BEACH PROMENADE & ARC

The EPZ along the Eastern shoreline is planned to be developed as a beach promenade - a scenic, pedestrian-friendly walkway featuring cycling path, kiosks, and seating areas, encouraging outdoor recreation and social activity. A part of the beach promenade; the Arc juts out creating a flexible space for recreational activities. Canal Park is a linear green space built alongside a flood mitigation canal, enhancing its function with a recreational buffer.



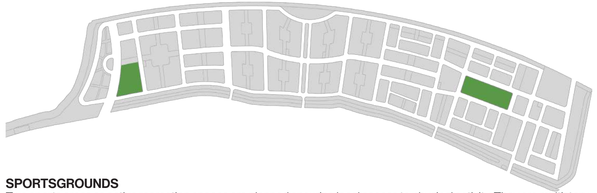
BOULEVARD PARK & GREEN LINKS

Green links are pedestrian-only corridors designed to connect urban areas through safe, walkable paths surrounded by greenery. Located within residential zones, they promote walking, cycling, and outdoor activity while enhancing ecological value. Green links support sustainable mobility, community interaction, and access to nearby parks and amenities. The boulevard is a landmark greenlink designed as a vibrant axis with commercial activities.



NEIGHBOURHOOD PARKS

Neighbourhood parks are small public green spaces located within high-density residential areas. They provide accessible recreation for local communities, featuring children's playgrounds, outdoor gyms, and landscaped areas for relaxation. These parks promote physical activity, social interaction, and urban greenery, enhancing the livability of surrounding neighborhoods.

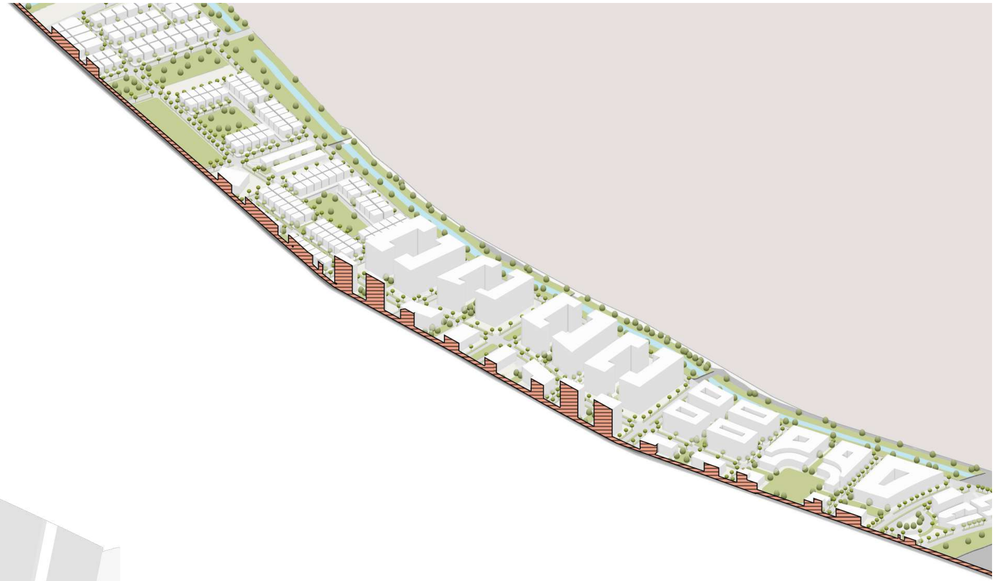


SPORTSGROUNDS

Two sports areas as active recreation spaces are planned ensuring local access to physical activity. They are multistory indoor sports complex in the North and a sports park in the South. Multi-sport facilities are encouraged in both areas to maximize usage, support diverse activities, and promote healthier, more connected neighbourhoods through shared play spaces.

HEIGHT PLAN





HEIGHT SECTION

0
6
12
15
24
36
18

The height plan employs a terraced approach, with building heights peaking at the city center and gradually stepping down toward the edges. This configuration ensures widespread access to ocean views, improves daylighting, and promotes natural ventilation throughout the urban area. By concentrating taller structures centrally, the city achieves a dynamic yet breathable skyline while maintaining a human-scaled environment along the coastline and key public spaces. Building heights range from 2 floors (6 m) to 12 floors (36 m), with taller buildings introduced to accommodate a comparatively higher population density.

ROAD NETWORK



BUS ROUTE

- Exiting Bus Route
- Proposed Bus Route
- Bus Stop



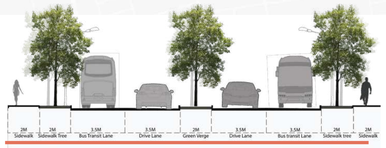
CYCLING/PEDESTRIAN ROUTE

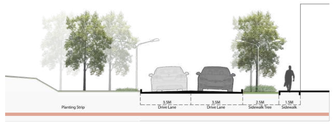
- Bicycle route
- Green/pedestrian links



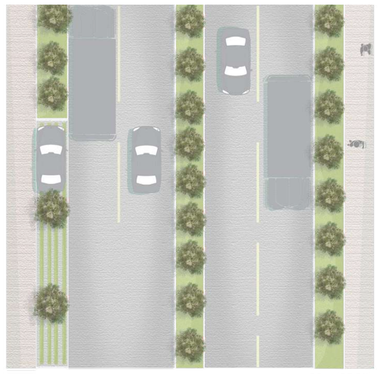
ROAD SECTIONS











26m (85.3ft)
Link Road

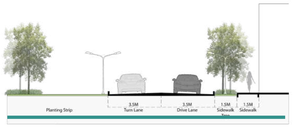


12m (39.4ft)
Beach Road

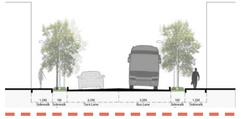


28m (91.9ft)
Boulevard Road





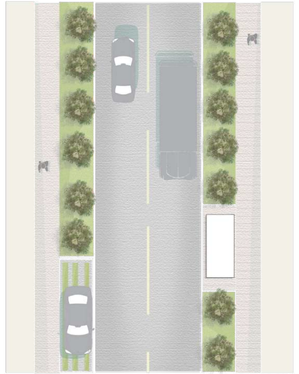








10m (32.8ft)
Canal Road



15m (49.2ft)
Secondary Road - 1



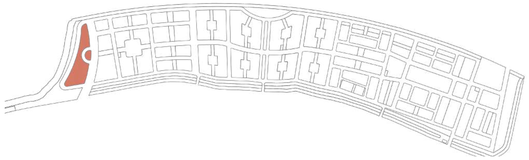
12m (39.4ft)
Secondary Road - 2



6m - 8m(19.7 - 26.2-ft)
One-way Access Road



BEACHFRONT COMMERCIAL
HITHADHOO, ADDU CITY



The HZ1 Beachfront Commercial Area is envisioned as a vibrant, pedestrian-friendly zone that seamlessly blends commerce, leisure, and coastal beauty. The development comprises 6 to 7 interconnected blocks organized around a central landscaped green zone, fostering a walkable, community-centered environment.

The area hosts a dynamic mix of commercial activities, including retail shops such as boutique stores, marts, and convenience outlets and cafés and restaurants with ocean-facing views that enhance the ambience and attract both locals and tourists.

To further activate the waterfront, beachfront kiosks and coastal landscaping are incorporated along the edge, encouraging casual exploration and contributing to the overall vibrancy of the promenade. The beachfront road is designed as a pedestrian-only zone, prioritizing walkability and enhancing visitor access between the recreational beachfront and the commercial core. Vehicle access is restricted to emergency situations only, ensuring safety while maintaining the open, accessible nature of the space.

Two designated parking areas are strategically located to support visitor flow without interrupting the pedestrian experience, allowing for smooth connectivity and convenient access to the entire HZ1 area.

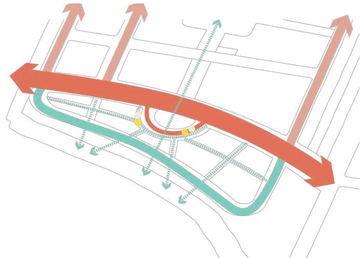


DESIGN ELEMENTS



Program:

- Food Court
- Retail
- Food Stall/Kiosk
- Mixed Commercial
- Parking
- Monument Park
- Green Pathway
- Beach



Access:

- Main Vehicular Road
- Secondary Vehicular Road
- Access Road
- Pedestrian Road
- Pedestrian Linkage
- Drop-off/Pick-up Zone
- Loading/Unloading Bay

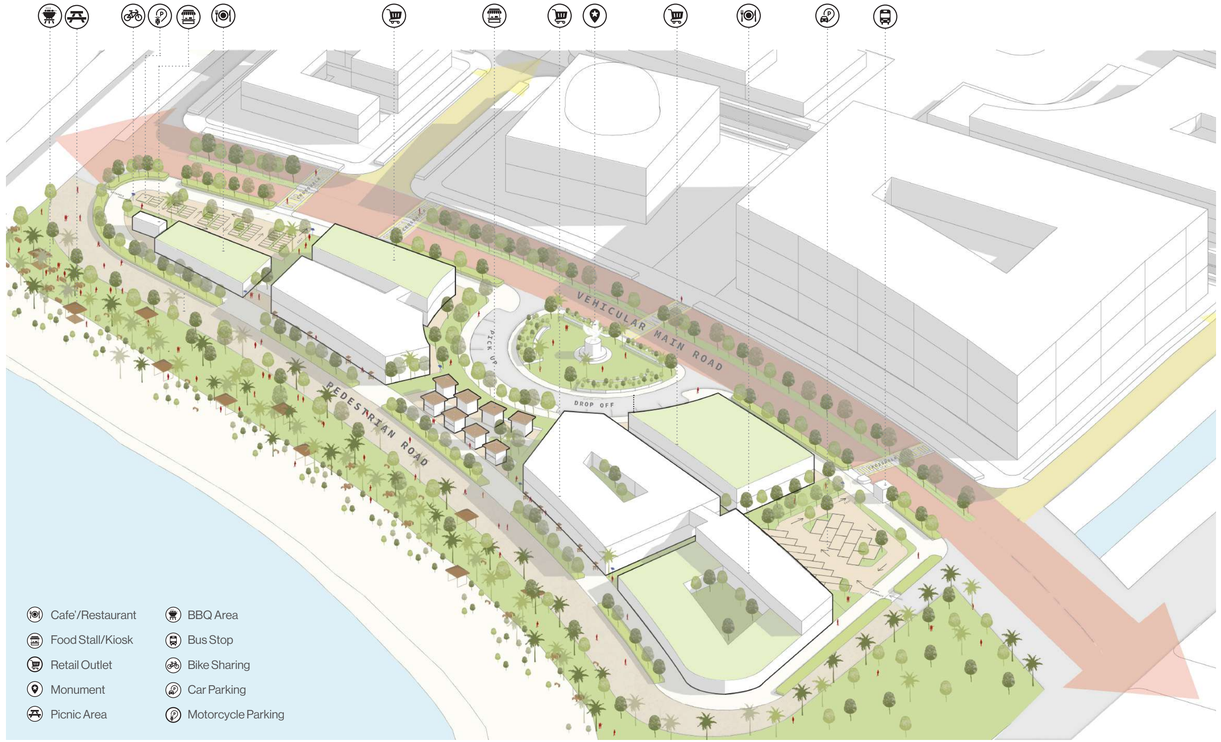


Activities:

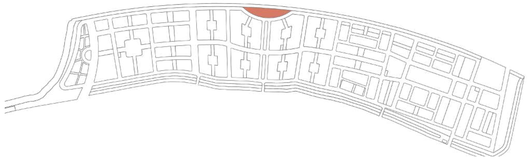
- Active Recreation
- Passive Recreation

Street Furniture & Greening

- Trees
- Seating
- Signage



ARC
HITHADHOO, ADDU CITY



Situated at the core of the Central Business District (CBD), the HZ1 Arc acts as a dynamic urban connector between the inland city fabric and the coastal beach promenade. Framed by a mix of office spaces, institutional buildings, and commercial establishments, the Arc is envisioned as a welcoming, open green space where people can gather, interact, and unwind amid the urban density.

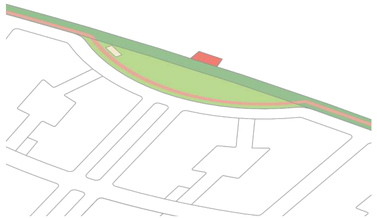
The Arc forms an essential part of the broader master plan, seamlessly linking the inland built environment with the beachfront, and extending the recreational character of the coastline into the city. It continues the key elements of the beach promenade, including dedicated cycling and jogging paths, public toilets and supporting infrastructure, and shaded seating and landscape buffers

Beyond its connective role, the HZ1 Arc is also designed to serve as a flexible public event zone—a stage for community gatherings, civic ceremonies, cultural celebrations, and pop-up events. Its location at the intersection of mixed-use office, institutional, and retail zones makes it a vibrant node of social and commercial activity throughout the day.

The Arc's open and accessible layout invites interaction between professionals, residents, and visitors, while enhancing the overall walkability and livability of the CBD and coastal edge.

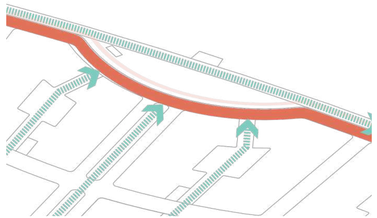


DESIGN ELEMENTS



Program:

- Jogging Track
- Multipurpose Event Space
- Viewing Platform
- Public Toilet
- EPZ



Access:

- Main Vehicular Road
- Secondary Vehicular Road
- Access Road
- Pedestrian Linkage



Activities:

- Active Recreation
- Passive Recreation

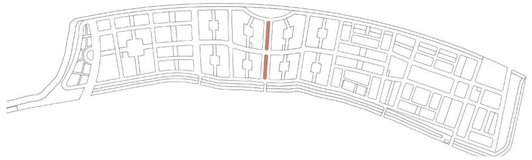
Street Furniture & Greening

- Trees
- Signage



BOULEVARD PARK
HITHADHOO, ADDU CITY





The proposed boulevard linking Canal Park to the Arc in Hithadhoo Zone 1 is envisioned as a dynamic urban corridor that promotes active street life. The design leverages commercial frontage from adjacent buildings, encouraging ground-floor activities to spill into the public realm and activate the street edge.

A key feature of the boulevard is its widened central median, expanded to ten meters to accommodate small-scale commercial uses such as street food vendors, pop-up markets, and cultural activities including art installations and performances. This generous median also provides space for the planting of large canopy trees, enhancing shade, comfort, and aesthetic value while contributing to urban cooling.

The landscape strategy aims to establish an ecological corridor within the urban fabric, supporting urban biodiversity through native planting and habitat-friendly design elements. This green spine will not only promote environmental resilience but also foster a unique urban character.

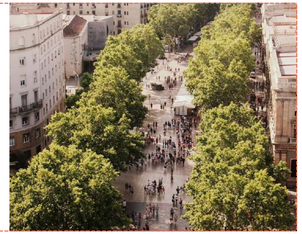
Overall, this intervention contributes to a more vibrant, livable city by encouraging street-level interaction, enhancing the public realm, and integrating ecological value into the urban landscape.

CASE STUDIES

La Rambla, Spain

La Rambla is one of Barcelona's most iconic urban boulevards, stretching approximately 1.2 kilometers from Plaça de Catalunya to the Christopher Columbus Monument at Port Vell. Originally established as a medieval drainage channel, it evolved into a central pedestrian promenade that now serves as a cultural, commercial, and social spine of the city. The boulevard features a generous central pedestrian zone flanked by narrow vehicle lanes, supporting a vibrant mix of activities including street performances, kiosks, outdoor cafés, and public art. La Rambla is bordered by historic architecture and civic institutions, enhancing its symbolic and functional role in the urban fabric. Despite challenges related to tourism pressure and over-commercialization, it remains a benchmark for pedestrian-friendly street design, demonstrating how a well-structured linear public space can support continuous engagement, walkability, and cultural identity in a dense urban setting.





Swanston Street, Australia

Swanston Street is a major north-south artery in Melbourne's central business district, known for its transformation into a multimodal, pedestrian-prioritized corridor. As one of the city's busiest streets, it accommodates trams, cyclists, and restricted vehicular access, while offering wide footpaths and active street frontages. The street is lined with commercial, civic, and cultural institutions including universities, shopping arcades, and public squares. Recent upgrades have emphasized placemaking through street furniture, public art, and landscaping, fostering a vibrant public realm. Swanston Street exemplifies integrated transport and urban design strategies that prioritize people over cars, making it a valuable reference for developing inclusive, flexible, and vibrant boulevards within complex city environments.



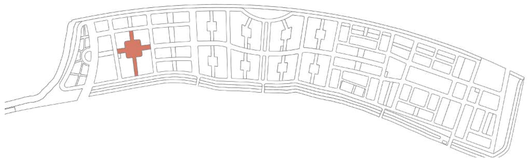


LOCALIZATION

In the local context, with a 10-meter-wide central median and mixed-use buildings with active ground-floor frontage already integrated into the master plan, similar outcomes to La Rambla (Spain) and Swanston Street (Australia) can be realized through context-sensitive interventions. Drawing from La Rambla's success, the median can be activated with informal commerce, cultural events, and shaded seating areas to support continuous public use and social interaction. Inspired by Swanston Street's emphasis on pedestrian priority and multimodal access, the boulevard can be further localized by enhancing walkability through tree-lined pathways, high-quality street furniture, and infrastructure for cycling and other non-motorized transport.

These design elements should prioritize comfort, visibility, and accessibility to foster a human-scaled, lively streetscape. Locally appropriate materials, native planting, and modular street elements can ensure adaptability and resilience in the island context—reinforcing the boulevard as both a civic spine and a shared social space.

SQUARE
HITHADHOO, ADDU CITY



Located at the terminus of Central Road, the Square in Hithadhoo Zone 1 is conceived as a fully pedestrianized public space surrounded by commercial, institutional, and mixed-use developments. It serves as a key transitional zone, connecting the vehicular-oriented Central Road to a green corridor leading to the pedestrian-only beachfront promenade.

At the heart of the Square, a central water feature is proposed as a focal point, enhancing microclimate and visual appeal. Building morphology in the immediate vicinity is expected to respond to the character of the square. Terraces, balconies, and active façades overlooking the space are strongly encouraged, fostering passive surveillance and a sense of community engagement.

By introducing a distinct urban park typology, The Square enriches the public realm with a dynamic civic space that blends landscape, culture, and commerce—offering a new kind of gathering place in the evolving urban fabric of Hithadhoo.

CASE STUDIES

Oakbrook Center, Illinois

Oakbrook Center in Oak Brook, Illinois, stands as a strong example of how design can transform a commercial environment into a pedestrian-friendly public square. The open-air mall has been reimagined with a focus on human-scale design, spatial comfort, and visual connectivity. A key feature is the central Village Green—an expansive, flexible lawn area framed by low seating walls and lush planting—that serves as a gathering point and event space.

Design elements such as wide pedestrian walkways, integrated seating, interactive water features, and ample shading from trees and pavilions encourage prolonged use and casual social interaction. The addition of a transparent, climate-responsive amenities pavilion—operable in all seasons—offers shelter without compromising openness. Landscape design uses layered greenery and soft edges to define movement and rest zones without hard separations. The careful orchestration of paving materials, lighting, and sightlines ensures accessibility and seamless navigation, making Oakbrook Center feel more like a civic plaza than a shopping mall.





Simon Center, South Korea

Simon Premium Outlets in Yeoju, South Korea, showcases refined open-air retail design that prioritizes pedestrian comfort, intuitive flow, and visual coherence. The master plan arranges retail blocks around a series of interconnected pedestrian promenades and plazas, creating a seamless, walkable environment. Paving patterns and textures subtly delineate movement zones, gathering areas, and edges without using physical barriers, enhancing spatial clarity.

Shaded arcades and colonnades along storefronts provide continuous protection from weather, while landscaped nodes punctuate the pedestrian path with rest areas and greenery. Design elements such as custom seating, sculptural lighting, and water features contribute to an atmosphere that is both elegant and inviting.

Key architectural features—including human-scaled facades, transparent glazing, and rhythmic storefronts—strengthen visual engagement and retail frontage. The integration of natural materials like stone and wood further softens the environment, supporting a calm, tactile experience. Overall, the Simon Center's design elevates the retail typology into a coherent public realm that blends functionality with placemaking.





LOCALIZATION

Given the urban plan's strategic placement of the pedestrian square adjacent to commercial, mixed-use, and institutional (preschool) blocks—with a pedestrian road linking them—the design principles from Oakbrook Center and Simon Center can be localized to enhance connectivity, usability, and character.

The square can be activated by ensuring strong visual and physical continuity between the adjacent plots and the public space. Ground-floor commercial frontages can open directly onto the square, with shaded arcades or verandahs to encourage spillover activity such as cafés, small shops, or preschool seating areas. The pedestrian road should function as a shared surface, using flush curbs, textured paving, and trees to calm movement and maintain a plaza-like feel.

Shaded seating, water play features for children, and low-level landscaping can further support daily use by diverse age groups, especially preschoolers and nearby residents, making the square a socially rich and climate-responsive community hub.

MARADHOO/MARADHOOFEYDHOO
ADDU CITY

Similar to Hithadhoo Zone 1 (HZ1), the land reclamation for Maradhoo and Maradhoo-Feydhoo (MMF) Islands was undertaken to support the growing needs of local residents. The newly reclaimed area is planned to accommodate housing for 11,000 -12,000 people and features a range of residential typologies, including housing plots, rowhouse developments, plots for sale, and medium-density mixed-use residential buildings.

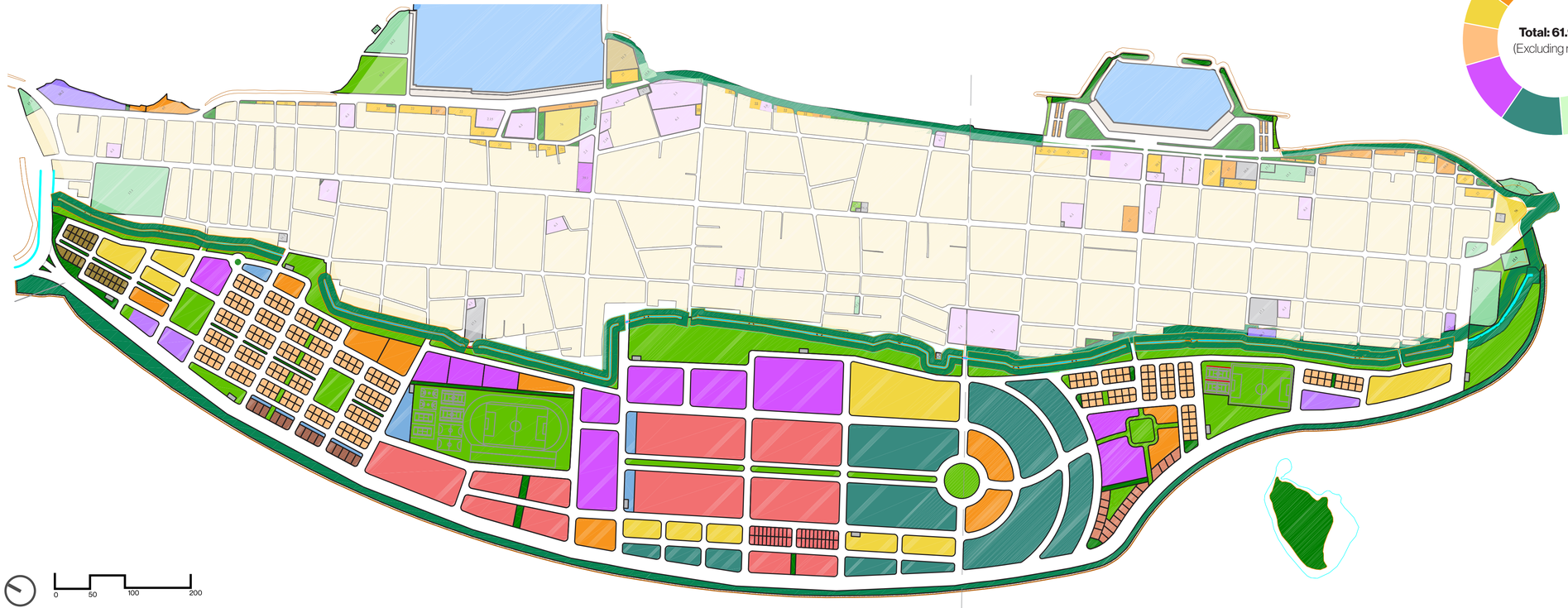
While HZ1 serves as a more urbanised hub focused on business and commercial activities, MMF is envisioned as a suburban township. It is designed to meet recreational, institutional, and commercial needs while promoting a high quality of life. Key features of Maradhoo/ Maradhoofeydhoo include a canal park and a beachfront park,a commercial spine with a central boulevard, beach promenade and neighbourhood square as established in HZ1 and Sports Courts and recreational zone to support the growing demand for sports and recreation facilities lacking in the old island.

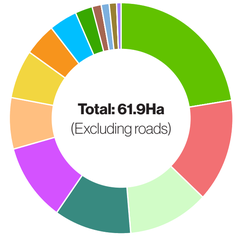
Although MMF adopts many of the planning principles seen in HZ1, it will be developed with a more relaxed and community-oriented character. The Addu Detour Link Road—a four-lane highway—runs through the MMF reclaimed area. As such, considerations for pedestrian connectivity, public transportation, and accessibility have been integral to the design process.

Although MMF falls under the administrative jurisdiction of two separate councils, the proposed land uses are designed to function cohesively as a unified island.



LAND USE PLAN







Land Use	Area (Ha)	%
Sports & Recreation	13.67	22.1
Public Housing	10.43	16.8
EPZ	6.45	10.4
Mixed Use	7.52	12.1
Institutional	6.04	9.8
Residential	5.97	9.6
Reserved	3.80	6.1
Commercial	1.41	2.3
Canal	2.21	3.6
Open/Green	1.00	1.6
Plots for Sale	0.79	1.3
Transport	0.70	1.1
Industrial	0.40	0.6
Tourism	1.50	2.4
Utilities & Services	0.014	0.0
Roads	14.1	18.5
Total Utilized Land (roads not included)	61.9	81.4
Total Land Area	76	100

MASTERPLAN



RESIDENTIAL PLAN

The land use plan allocates residential areas to accommodate a diverse range of social and economic groups through a variety of housing typologies. These include:

- Residential plots: allocated via a lottery system;
- Premium plots for sale located along the waterfront;
- Rowhouses
- Low-density apartment buildings
- High-density apartment buildings wherein the ground and first floors are reserved for non-residential uses such as parking facilities and commercial establishments; and
- Luxury residential units which are permitted within designated mixed-use developments.

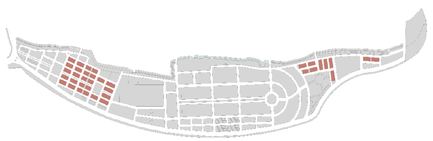
The site coverage of land plots designated for apartment housing is 60% with the remaining 40% preserved as open or green space which may include landscaped areas, parking, and public parks.

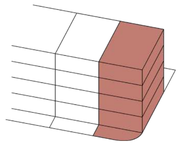
The maximum permissible building height for residential structures is determined based on the capacity to accommodate required supporting amenities, including but not limited to parking and commercial functions.

The projected number of residential units and the corresponding population estimates have been derived based on the following planning principles:

Type	%	Size (sqft)	Population
1 BDR	10	750	2
2 BDR	30	900	3
3 BDR	50	1200	4.5
3+1 BDR	10	1500	6

RESIDENTIAL PLOTS

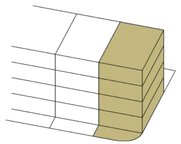




Area: 59,700 SQM
No. of Floors: 4
Units: 282
Population: 5,076

PLOTS FOR SALE

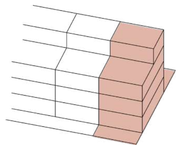




Area: 7,900 SQM
No. of Floors: 4
Units: 36
Population: 648

ROWHOUSE

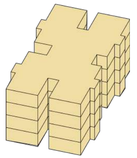




Area: 6,956 SQM
No. of Floors: 4
Units: 80
Population: 360

LOW-DENSITY FLATS

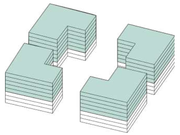




Area: 62,729 SQM
No. of Floors: 3
Units: 750
Population: 2,483

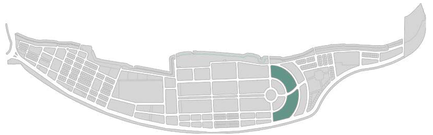
HIGH-DENSITY FLATS

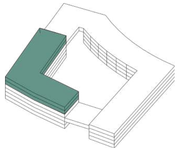




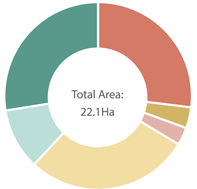
Area: 22,834 SQM
No. of Floors: 4
Units: 364
Population: 1,205

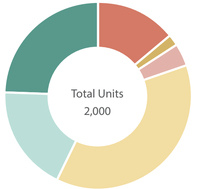
LUXURY HOUSING UNITS

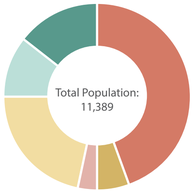




Area: 61,276.2 SQM
No. of Floors: 2
Units: 488
Population: 1,617



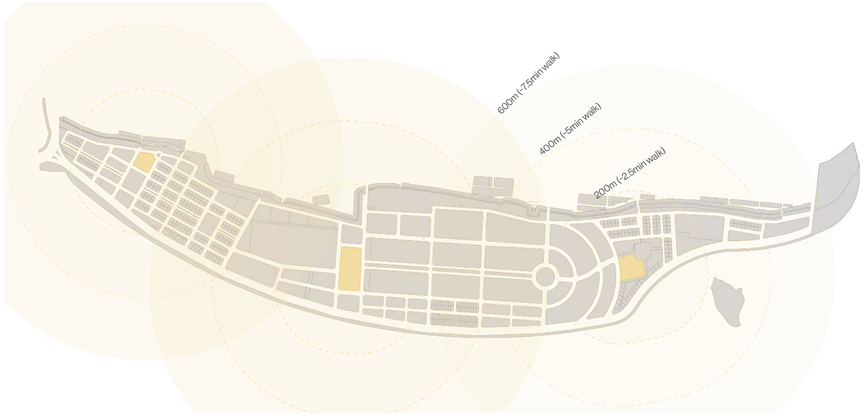




AMENITIES

PROXIMITY TO MOSQUES

The allocation of space for mosques within neighborhoods is planned in accordance with the projected population needs, ensuring accessibility for all residents. Additional religious and educational institutions—such as tuition centers, Quran classes, and Arabic language schools—can be accommodated within mixed-use zones or institutional buildings. This area features two neighborhood mosques, one of which also serves as an Islamic center. Located at one end of the boulevard, it acts as a prominent landmark.



PROXIMITY TO SCHOOLS

The proposed institutional zones are located along the canal, fronting the canal park. Educational facilities such as training centers, school expansions, and higher education zones will be located around this area. Preschools are planned within the neighbourhoods.



PROXIMITY TO HEALTHCARE

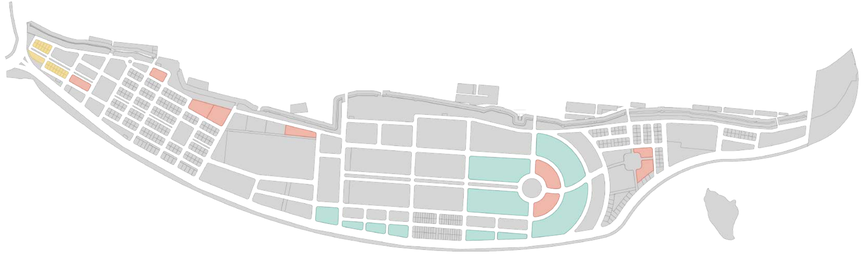
Healthcare facilities will also be located among the proposed institutional blocks along the canal. Major Institutionas are planned in close proximity to each other for easy access from both the existing and new neighborhoods.



PROXIMITY TO BUSINESSES

Major commercial facilities are concentrated around the commercial center and along the boulevard spines. Additional commercial spaces are integrated into mixed-use residential and office buildings, as well as in beachfront areas identified for their high commercial and business potential.

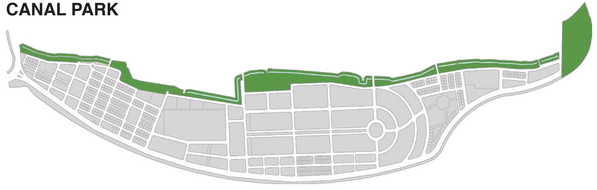
MMF also includes a designated light industrial zone, situated away from residential areas. This zone accommodates storage and warehouse facilities, along with small-scale fish processing operations.



GREEN & BLUE

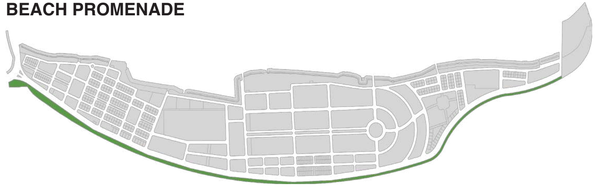


CANAL PARK



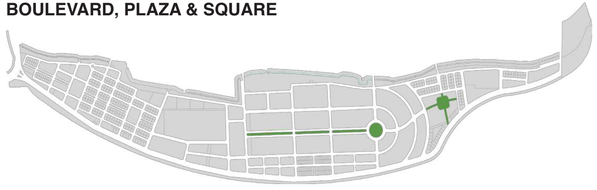
The channel between the existing and reclaimed land has been widened to create Canal Park: a linear green space enhancing the function of the canal with a recreational buffer. It provides much needed open/green and recreational space for current and future residents and features cycling and jogging tracks, seating areas, gazebos, an amphitheatre, a children's playground with water play elements, and a pond. The park supports both resilience and community well-being.

BEACH PROMENADE



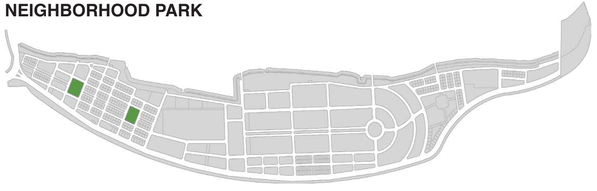
The beach promenade is a scenic, pedestrian-friendly walkway along the Western shoreline, adjacent to the new Link Road. It features cycling path, kiosks, and seating areas, encouraging outdoor recreation and social activity. In addition to enhancing coastal access, support local businesses, and provide a vibrant, relaxing environment for all ages, it provides a buffer from storm surges/swells.

BOULEVARD, PLAZA & SQUARE



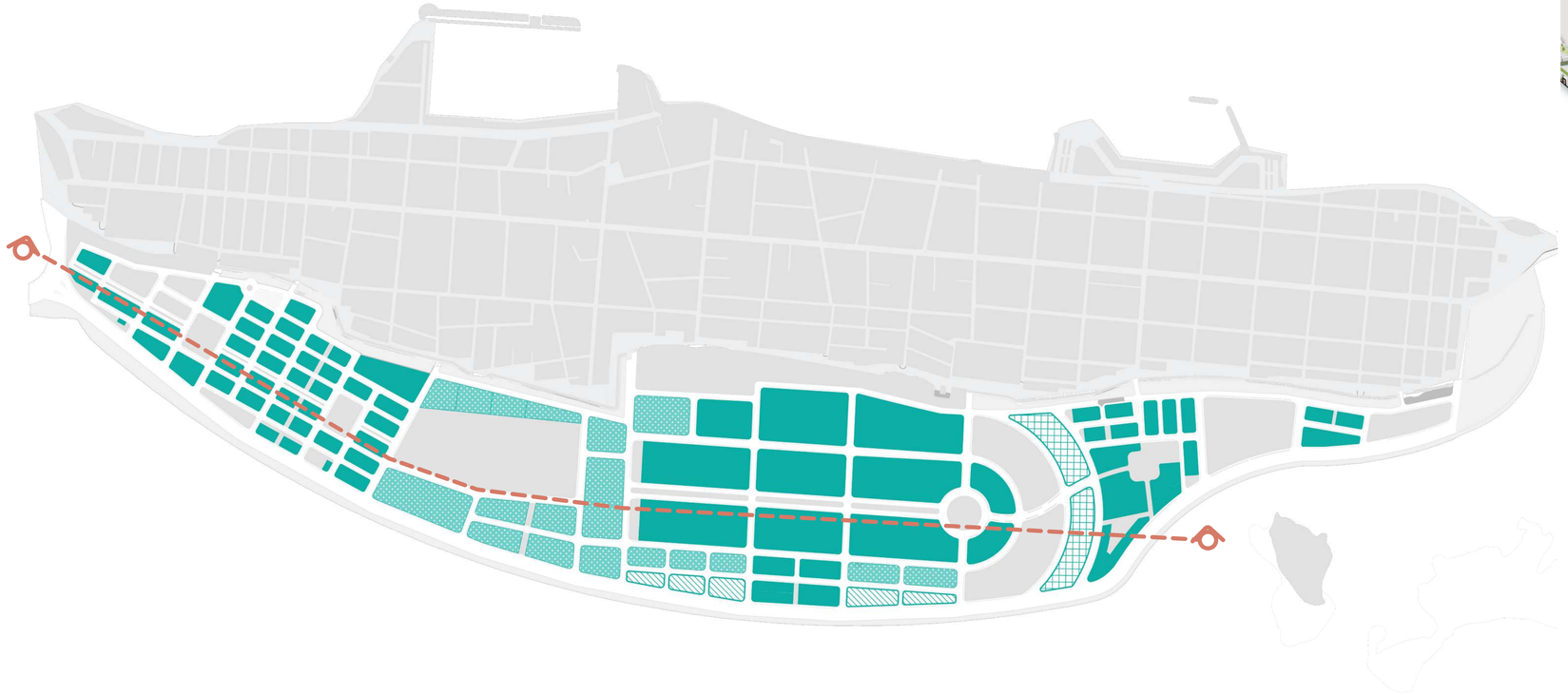
The boulevard is a landmark street connecting the Grand Mosque to the Plaza, designed as a vibrant axis with commercial activities and a central green park. It links to the Square, which is a green park surrounded by pedestrian road ensuring a lively, walkable, and green urban experience.

NEIGHBORHOOD PARK



Neighbourhood parks are small public green spaces located within high-density residential areas. They provide accessible recreation for local communities, featuring children's playgrounds, outdoor gyms, and landscaped areas for relaxation. These parks promote physical activity, social interaction, and urban greenery, enhancing the livability of surrounding neighborhoods.

HEIGHT PLAN





HEIGHT SECTION

0
6
9
12
18

The height plan adopts a terraced urban form, concentrating taller buildings toward the center of the city and gradually reducing building heights toward the periphery. This strategy maximizes ocean views, ensuring equitable visual access while enhancing daylight penetration and natural ventilation at the city scale. It also contributes to a more breathable skyline and preserves the lower-rise character along the coastal edge and key public spaces. In Maradhoo and Maradhoofeydhoo, building heights range from 2 floors (6 m) to 6 floors (18 m), maintaining a human scale and supporting the islands' comparatively lower population density.

ROAD NETWORK



Esri, TomTom, Garmin, METI/NASA, USGS

BUS ROUTE

- Exiting Bus Route
- Proposed Bus Route
- Bus Stop



CYCLING/PEDESTRIAN ROUTE

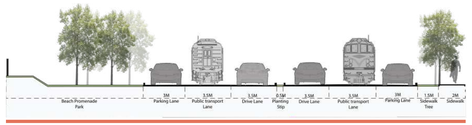
- Bicycle route
- Green/pedestrian links



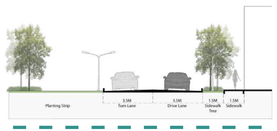
ROAD SECTIONS

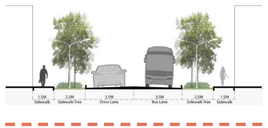


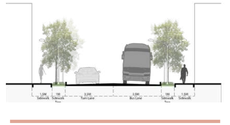




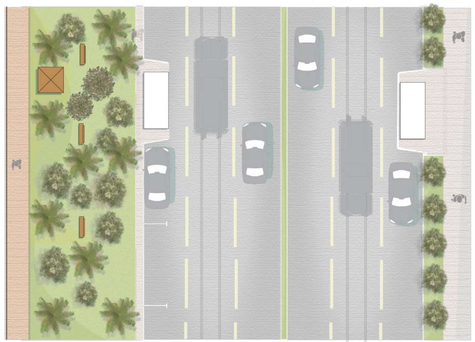












24m (78.7ft)
Link Road



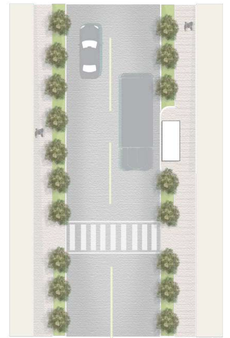
28m (91.9ft)
Boulevard Road



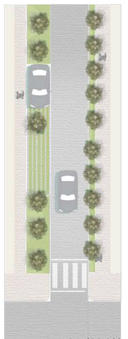
10m (32.8ft)
Canal Road



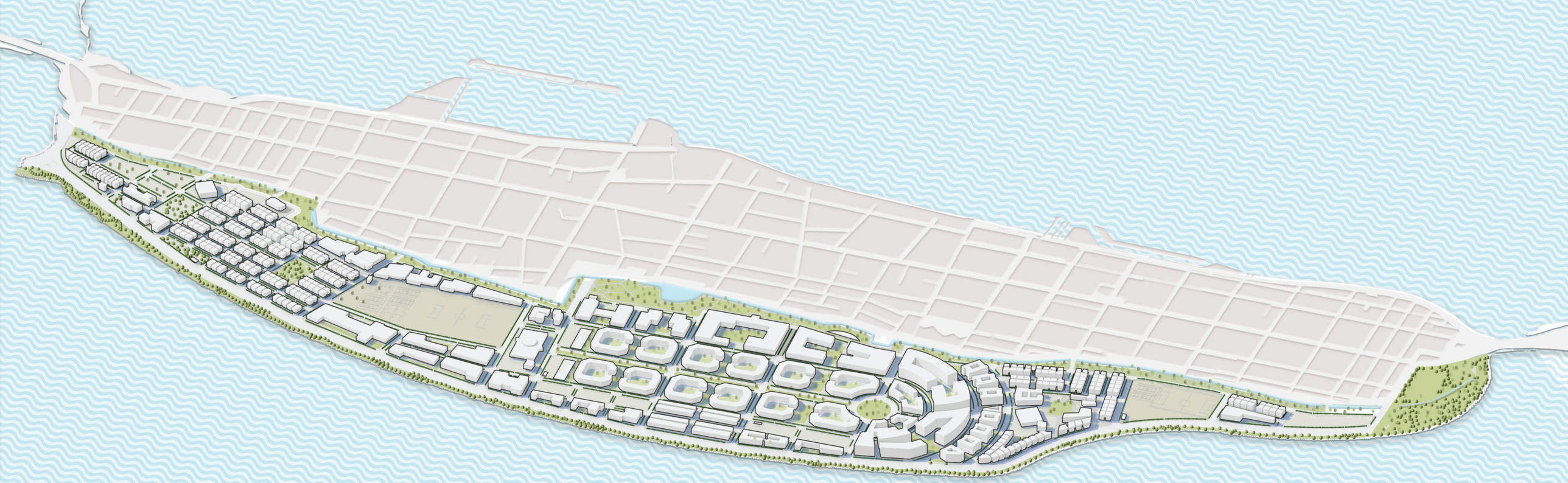
15m (49.2ft)
Secondary/Central Road



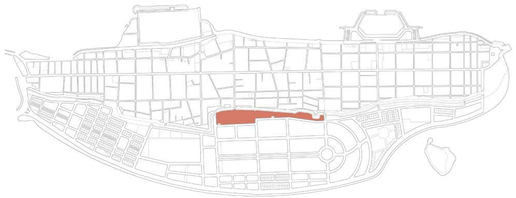
12m (39.4ft)
Secondary Road



8m (26.2ft)
One-way Access Road



CANAL PARK
MARADHOO, ADDU CITY

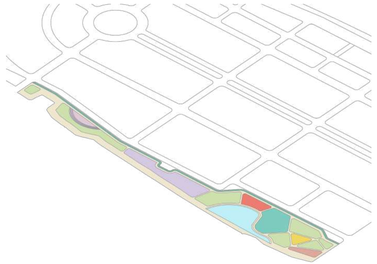


Canal Park is strategically located at the junction where the original island meets the new extension, serving as the central park and primary open space for both communities. It connects and enhances various activities along the canal, including jogging and cycling paths, forming a cohesive recreational corridor. The park plays a vital role in stormwater management by integrating with the canal system and incorporating a waterbody to support drainage functions.

Fronting the park are mixed institutional zones that contribute to its vibrancy, offering opportunities to create dedicated seating areas and activity spaces designed for students, children, and families. These zones will support informal gatherings, outdoor learning, and family-friendly recreation, enriching the social life of the area. The park also emphasizes preserving the island's natural vegetation and revitalizing the green buffer zone, which includes designated crossings for motorized vehicles and improved pedestrian connectivity.

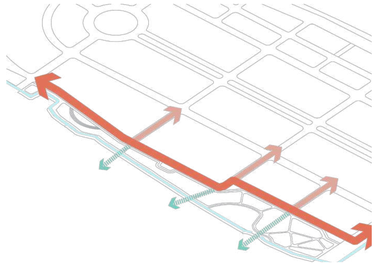


DESIGN ELEMENTS



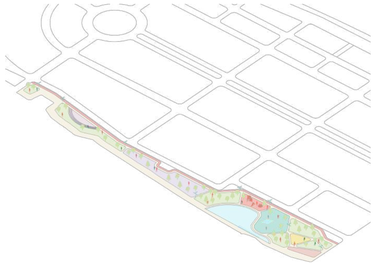
Program:

- Outdoor Gym
- Monument
- Lawn
- Water play
- Children's Park
- Leisure Zone
- Amphitheater
- Cycling track



Access:

- Main Vehicular Road
- Secondary Vehicular Road
- Pedestrian Linkage

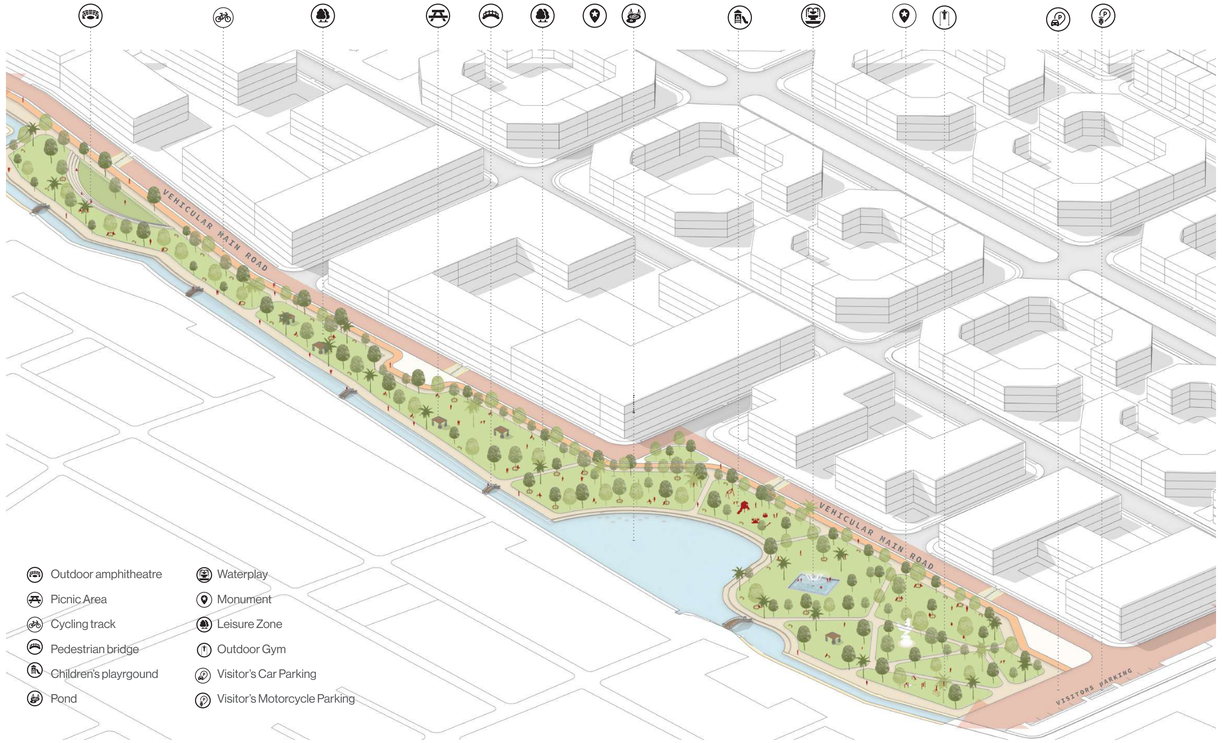


Activities:

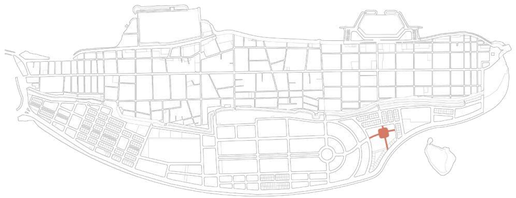
- Active Recreation
- Passive Recreation

Street Furniture & Greening

- Trees
- Seating
- Signage



SQUARE
MARADHOOFEYDHOO, ADDU CITY



MMF Square is envisioned as a pedestrian-only neighborhood center, thoughtfully designed to serve as a vibrant and inclusive public space. Surrounded by a mix of commercial and institutional uses, the square acts as both a community hub and a social anchor for the surrounding neighborhoods.

Key institutional features include a preschool and a mosque, supporting the educational and spiritual needs of local residents. The commercial edge is lined with everyday service-oriented businesses such as supermarkets, pharmacies, bakeries, and local service centers, ensuring convenience and accessibility within walking distance.

At the heart of MMF Square is a landscaped open space with shaded seating areas and cafés overlooking the square, creating a welcoming environment for people to unwind, relax, and engage with one another.

The square is designed as a flexible activity zone, capable of hosting small-scale events such as Book runs, Pop-up markets, Cultural programs and performances.

With its pedestrian-friendly layout and community-focused programming, MMF Square fosters a strong sense of place, belonging, and neighborhood identity.

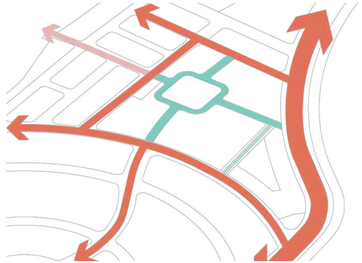


DESIGN ELEMENTS



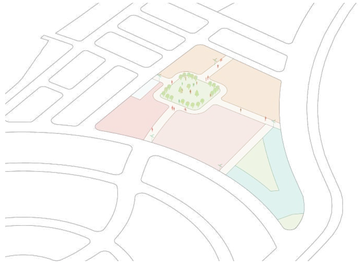
Program:

- Commercial
- Plot for Sale
- Preschool
- Mosque
- Pedestrian Pathway
- Leisure Zone/Parklet



Access:

- Main Vehicular Road
- Secondary Vehicular Road
- Pedestrian Road
- Pedestrian Linkage

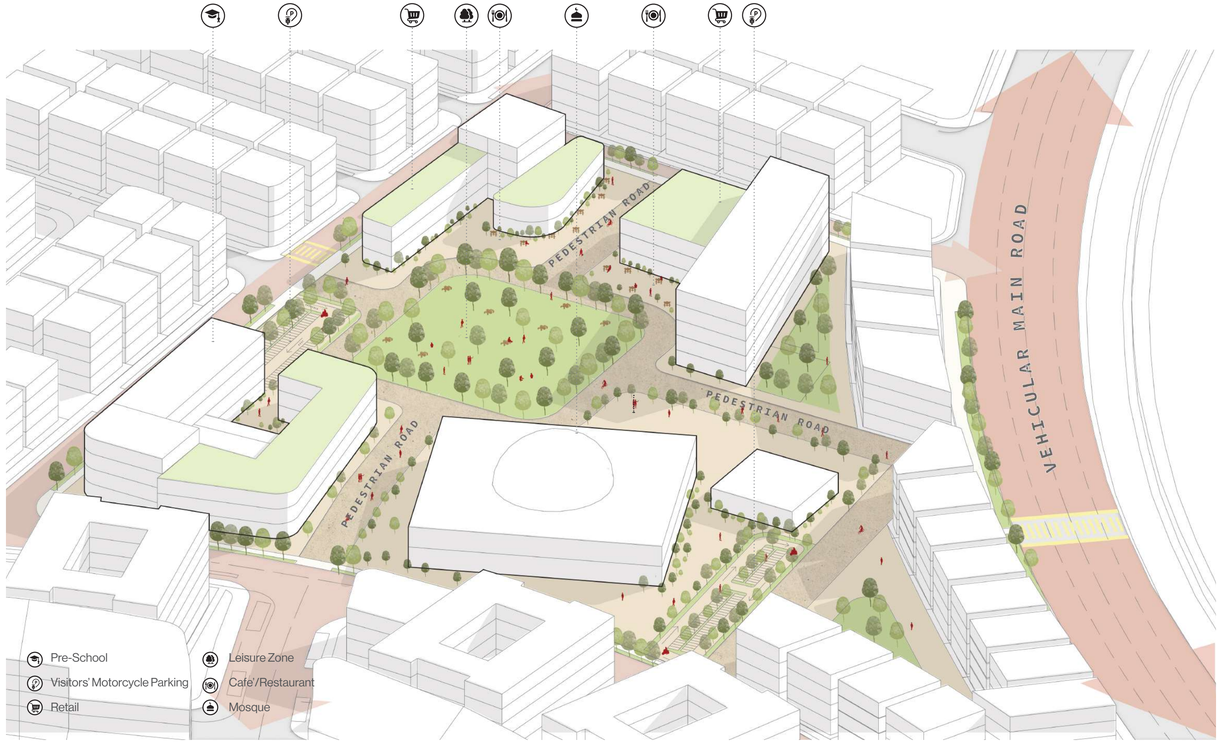


Activities:

- Active Recreation
- Passive Recreation

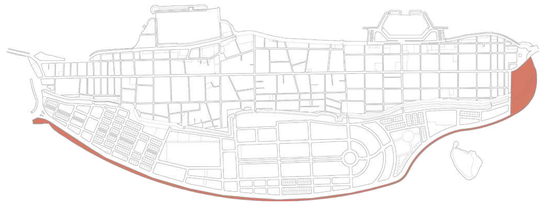
Street Furniture & Greening

- Trees
- Signage



BEACH PROMENADE
MARADHOO/MARADHOOFEYDHOO, ADDU CITY





The EPZ along the western edge of the island is envisioned as a beach promenade that redefines the shoreline as an accessible, active, and inclusive public space. This linear waterfront corridor integrates pedestrian walkways and dedicated cycling paths, complemented by kiosks, shaded seating areas, and informal gathering points that promote outdoor recreation, healthy lifestyles, and community interaction.

Towards the southern end of the island, the promenade seamlessly connects with Canal Park, culminating in a larger green space designed to function both as a recreational park and a sunset viewing point, enhancing the experiential quality of the coastal edge.

Together, these interconnected spaces form a resilient and vibrant public realm that combines recreation, ecological sensitivity, and placemaking, positioning the EPZ as a socially and environmentally responsive area.

CASE STUDIES

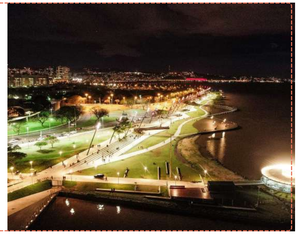
Guaiba Orlo Urban Park, Brazil

Guaiba Orla Urban Park is a transformative waterfront revitalization project located along the Guaiba River in Porto Alegre, Brazil. Designed by architect Jaime Lerner, the park stretches over 1.5 kilometers and reclaims the city's shoreline as a vibrant, inclusive public space. Previously underutilized and disconnected, the waterfront has been reimagined as a dynamic promenade that blends ecological restoration with urban life.

The park features wide pedestrian walkways, a dedicated cycle lane, open lawns, native landscaping, and a variety of public amenities including seating, restrooms, food kiosks, and sports facilities. Its flexible open spaces accommodate events, informal recreation, and daily social use, while extensive shading and lighting enhance comfort and safety.

Importantly, the park integrates flood mitigation elements and supports biodiversity through resilient planting strategies, making it a model of environmentally responsive design. The success of Guaiba Orla lies in its ability to reconnect the city with its natural edge while promoting a high-quality public realm.



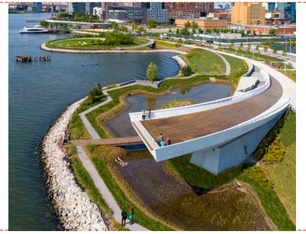


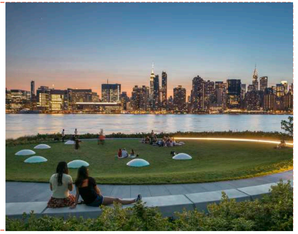
Hunter's Point South Waterfront Park Phase II, USA

Hunter's Point South Waterfront Park is a model of resilient urban waterfront design located along the East River in Queens, New York. Developed on a flood-prone former industrial site, the park demonstrates how public open space can be designed to adapt to climate risks while enhancing urban life.

The park integrates **a comprehensive flood mitigation strategy** through elevation changes, bioswales, salt-tolerant landscaping, and a resilient shoreline. A key design feature is its **soft edge**, which includes wetlands and tidal marshes that absorb storm surges and provide ecological habitat. The upland areas are elevated above the 100-year floodplain, ensuring that key infrastructure and recreational amenities remain protected during extreme weather events.

Designed by SWA/Balsley and Weiss/Manfredi in collaboration with ARUP, the park includes walking and cycling paths, recreational lawns, sports courts, and gathering spaces, making it a multifunctional public asset that balances social, recreational, and environmental needs.



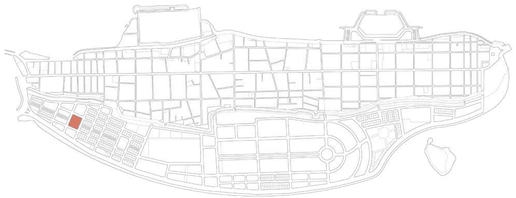


LOCALIZATION

In the local context, the planned coastal promenade can achieve similar success by implementing key strategies drawn from precedent projects. Pedestrian and cycling infrastructure should be prioritized along the waterfront to encourage active mobility and ensure continuous access. The urban master plan has already designated sufficient space along the shoreline to support these functions.

The larger park at the southern end where the beach promenade meets the Canal Park can strengthen environmental performance and cultural relevance, by incorporating similar flood mitigation strategies such as bioswales while still providing a flexible open space that can adapt to both informal daily use and structured community events. Thus, these interventions ensure the shoreline functions not only as a public amenity but also as a climate-adaptive edge that enhances long-term urban sustainability.

NEIGHBOURHOOD PARK
MARADHOO/MARADHOOFEYDHOO, ADDU CITY



Neighbourhood parks are strategically introduced within high-density residential zones to provide essential green relief and enhance the quality of urban life. These parks serve as accessible, breathable open spaces that counterbalance the compact built environment, contributing to environmental health, social cohesion, and overall well-being.

Designed as multifunctional spaces, neighbourhood parks accommodate a variety of everyday activities and user groups. Programmatic elements may include children's playgrounds, outdoor gyms, shaded seating areas, walking paths, and informal leisure zones. These features support daily routines, promote physical activity, and offer opportunities for social interaction across age groups.

By integrating neighbourhood parks into dense urban fabric, the planning framework ensures that green spaces are equitably distributed and within walking distance for all residents. These parks not only enhance liveability but also contribute to microclimatic comfort, stormwater management, and urban biodiversity.

As vital components of the public realm, neighbourhood parks strengthen community identity and resilience while fostering a more inclusive and human-centered urban environment.

CASE STUDIES

Bucaramanga Centenario Park, Colombia

Centenario Park in Bucaramanga, Colombia, exemplifies the revitalization of urban green spaces through community-driven design. Originally established in 1910 to commemorate Colombia's independence centennial, the park had deteriorated over time, facing issues like crime and neglect. In 2023, a collaborative effort led by Iván Acevedo Arquitectura and TABUÚ transformed the 10,540 m² area into a vibrant public space

The renovation emphasized inclusivity, engaging local residents, marginalized groups, and civic organizations in over 100 participatory workshops. This process informed the creation of diverse spaces, including plazas and versatile rooms for cultural events. Sustainable design elements were integral: recycled materials were used for flooring, native trees provided shade, and a water spray system enhanced comfort during heatwaves. The park's design also improved pedestrian accessibility and integrated urban furniture to encourage social interaction.

Centenario Park now serves as a model for neighborhood parks, demonstrating how community engagement and thoughtful design can restore public spaces, foster social cohesion, and enhance urban resilience.





Goldenview Park, Canada

Carvolth Integrated Open Space (IOS), also known as Goldenview Park, is a 1.6-hectare linear park located in Langley Township, British Columbia. Designed by PMG Landscape Architects and completed in 2022, the park exemplifies the integration of ecological infrastructure with public amenities.

The park features three distinct landscape types that transition from natural areas to public park spaces and urban plazas. This design incorporates connected stormwater management features, such as bioswales and rain gardens, which not only manage runoff but also enhance the park's aesthetic and ecological value.

Carvolth IOS serves as a multifunctional space, offering recreational opportunities, educational signage, and community gathering areas. Its design aligns with the Carvolth Neighbourhood Plan's vision of integrating open spaces with stormwater functions, active and passive recreation, and pedestrian and bicycle infrastructure.





LOCALIZATION

Centenario Park illustrates the power of participatory design and inclusive programming in revitalizing underutilized urban spaces. This approach can be localized by actively engaging residents—including vulnerable groups—through community workshops to inform park features and foster stewardship.

From Carvolth IOS, Maradhoofeydhoo can adopt an integrated ecological strategy. Given the island's vulnerability to heavy rainfall and rising groundwater, the inclusion of bioswales, permeable paving, and native vegetation within park designs can aid in stormwater management while enhancing the green character of residential areas as evident by the integrated ecological strategy implemented in Goldenview Park. These interventions can be scaled to suit smaller neighborhood parks while ensuring they remain multifunctional—supporting recreation, microclimate regulation, and community cohesion. Such context-responsive, inclusive, and environmentally resilient designs can elevate the role of small parks within small islands.

