

DEVELOPMENT OF CITY CENTRES IN SAUDI ARABIA:  
DEVELOPMENT OF THE JUSTICE PALACE DISTRICT, ARRIYADH

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## **DECLARATION**

I declare that this thesis: "Development of City Centres in Saudi Arabia; Development of the Justice Palace District, Arriyadh" is my own work and has been composed by myself.

Zahir A. Othman

## ACKNOWLEDGMENT

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## ABSTRACT OF THESIS

The majority of city centres in Saudi Arabia were developed on what used to form the old cities. These centres lost through the cities development stages their dominance as most of their activities migrated and dispersed to the new sectors of the cities. The city of Arriyadh, the capital of the Kingdom of Saudi Arabia, faced an exceptionally fast development. Consequently, most of the activities were decentralised from the city core, the Justice Palace District (JPD), causing it to fall into disrepair. Only limited commercial and administrative functions remained in the JPD maintaining it as the city's traditional heart. Despite the conditions of the JPD, the government insisted on continuing its presence there. The government has started major developments to assure its intentions to rejuvenate the area. However, the development of the JPD private areas is the challenging and critical part of the rejuvenation process. The private areas cover about 60% of the area with a complex ownership pattern.

Chapter 1 of the thesis gives a historical background of the city. It addresses the special religious motivations in the central part of Saudi Arabia reviewing the different Islamic schools of thought. It then reviews the evolution of the Islamic City, and discusses its traditional form and its main features. From there it presents the traditional urban fabric of the city of Arriyadh and the factors that shaped it. It emphasises the effect of religion on the Islamic City comparing Arriyadh with the city of Ghardaia in Algeria. The chapter finally discusses the status of the history of Arriyadh. The chapter aims to help understand the forces that governed the development of the city and to provide a feeling of the atmospheres in which political decisions are made to direct the future of the city.

Chapter 2 reviews the development of a modern government structure in Saudi Arabia. It also addresses the development of planning in the Kingdom and the city of Arriyadh. It emphasises the role of the High Commission for the Development of the City of Arriyadh, the city's planning authority. After a review of Arriyadh Master Plans, the second chapter evaluates the status of planning in Saudi Arabia

emphasising its distinct system. The chapter finally reviews the urban development phases of the city and its existing conditions.

The third chapter reviews the development phases and plans of the Justice Palace District. It studies the implication of the plans and the effect of politics and planning management on the development of the JPD. It finally reviews the existing conditions of the JPD. It emphasises the private areas evaluating their physical, social and economic conditions. Afterwards, chapter 4 benefits from a review of development experiences of major urban projects in the city, and in other cities in and outside Saudi Arabia. It also alludes to Islamic views towards the rights of ownership and present a view towards a moderate interpretation that may help solve some of the obstacles confronting the development of the JPD private areas. The chapter finally discusses and evaluates the development prospects of the JPD private areas.

Experience in Arriyadh and other cities in Saudi Arabia demonstrate the exceptional role of political and administrative influences as the predominant factors in planning and in development of major urban projects. The thesis demonstrates the role of enabling client organisations in Saudi Arabia in developing urban projects. After presenting a summary of the thesis, chapter 5 presents some conclusion. It proposes an approach and a model for the development of the JPD private areas suggesting the required political and administrative mechanism and structure. The model is hoped to eventually assist the development of other old areas in the city and guide the development of new major urban projects. In addition it might be applied to the development of other city centres in the Kingdom.

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## CHAPTER I

### HISTORICAL AND RELIGIOUS BACKGROUND OF THE CITY OF ARRIYADH AND THE ISLAMIC CITY

## 1- INTRODUCTION.

## 1.1- PROBLEM DEFINITION:

Most cities in the Kingdom of Saudi Arabia have been in existence for a long time. Only a limited number of new cities were created as modern cities after the discovery of oil in the country by the end of 1930's. The older cities have developed from their preindustrial socio economic structure to modern cities. The transfer was initially gradual as a result of the introduction of automobiles and other modern inventions. Afterwards, especially during the country's economic boom period from 1975-1982, the cities' developments were uniquely fast and sudden. Development process in the Kingdom is different from those in developed and third world countries. While it tries to achieve the utmost levels of modernisation, it follows traditional non comprehensive means of planning.

The majority of city centres in Saudi Arabia were developed on what used to form the old cities. These centres lost through the development stages of the cities their dominance and most of their activities migrated and dispersed to the new sectors of the cities. City centres struggled to maintain some limited activities to keep them alive. These activities were mainly cultural, administrative and specialised traditional markets.

The city of Arriyadh became the capital of the unified Kingdom of Saudi Arabia in 1932. Since then, it started gradually performing its activities as the capital of the country attracting the administrative and finance functions from other cities in the country. The city faced an exceptionally fast development particularly through the country's economic boom period. In less than thirty years, it developed from a small walled town to a modern metropolis. The area of the city expanded from 60 Sq.Km. in 1968, to more than 1,500 Sq.Km. in 1990. This expansion relies on a high degree of personal mobility.

Most of the activities were decentralised from the city core, the Justice Palace District (JPD), causing it to fall into disrepair. More than 50% of the city's

population live in an area of 4 Km. radius of which the JPD is the centre. It covers an area of 54 hectares, approximately equivalent to the walled town, but is no longer at the geographic centre of the city. Activities have moved to newer areas where accessibility and land values were favourable. Only limited commercial and administrative functions remained in the JPD maintaining it as the city's traditional heart. Most of the buildings gradually deteriorated and were used as warehouses, or as housing for non Saudi labourers.

Despite the conditions of the JPD, the government insisted on continuing its presence in the area. It asserted the importance of the area by declaring a commitment to rejuvenate it. Several development programmes and plans were prepared for the development of the JPD as the political, religious, cultural and commercial core of the city. The government has started major developments to demonstrate its intentions to rejuvenate the area. Unfortunately, some of the proposed plans have contributed to continuing the deterioration of major parts and the area lost an excellent opportunity of development during the economic boom period. The proper development plan for the JPD started in 1984 when the Arriyadh Development Authority (ADA) was established. The government developments were the region's emirate and police headquarters and the city's municipality. At a later stage the Justice Palace, the mosque of al-Imam Turki and the main square were developed. However, the development of the JPD private areas is the challenging and critical part of the rejuvenation process of the JPD. The private areas cover about 60% of the area of the JPD with a complex ownership pattern.

The thesis will review the historical background of the city, its traditional urban fabric and the factors that shaped it. It will also address the special religious motivations in the central part of Saudi Arabia reviewing the different Islamic schools of thought. The thesis will examine the role of politics and administration in city development and planning representing the style of planning in Saudi Arabia. It also will allude to Islamic views towards the rights of ownership. The thesis will benefit from the development experiences of major urban projects in the city, and

in other cities in and outside Saudi Arabia.

The thesis will study the development of the private areas in the JPD. It will evaluate their physical, social and economic aspects in relation to the city and propose a development approach that suggests the required political and administrative mechanism and structure. The study will not discuss the details of the physical plans except if they are considered as a factor affecting the development.

Experience in Arriyadh and other cities in Saudi Arabia indicate the role of political and administrative influences as the predominant factor in planning and in development of major urban projects. The study will demonstrate the role of enabling client organisations in Saudi Arabia in developing urban projects. It will particularly concentrate on the challenging development of the private areas in the JPD. The proposed development approach for the private areas is hoped to eventually assist the development of other old parts of the city and guide the development of new major urban projects. In addition it might guide the development of other cities' centres in the Kingdom.



## 2- HISTORICAL BACKGROUND.

## 2.1- INTRODUCTION:

Arriyadh<sup>1</sup> is an oasis city in the heart of the Arabian Peninsula on the eastern bank of a fertile valley called Wadi Hanifah. It was located on the traditional trade route that connects the southern parts of the Peninsula with the northern and northeastern parts. The caravans moving north from the kingdoms of Seba, Ma'in, Qataban, Hadramawt and Himyar proceeded first to Najran then to Qaryat al-Fau and onwards to al-Aflaj. After that they went to al-Yamama (historical name of Arriyadh region) then travelled eastward to the Arabian Gulf or northward to Syria<sup>2</sup> (Fig.1).

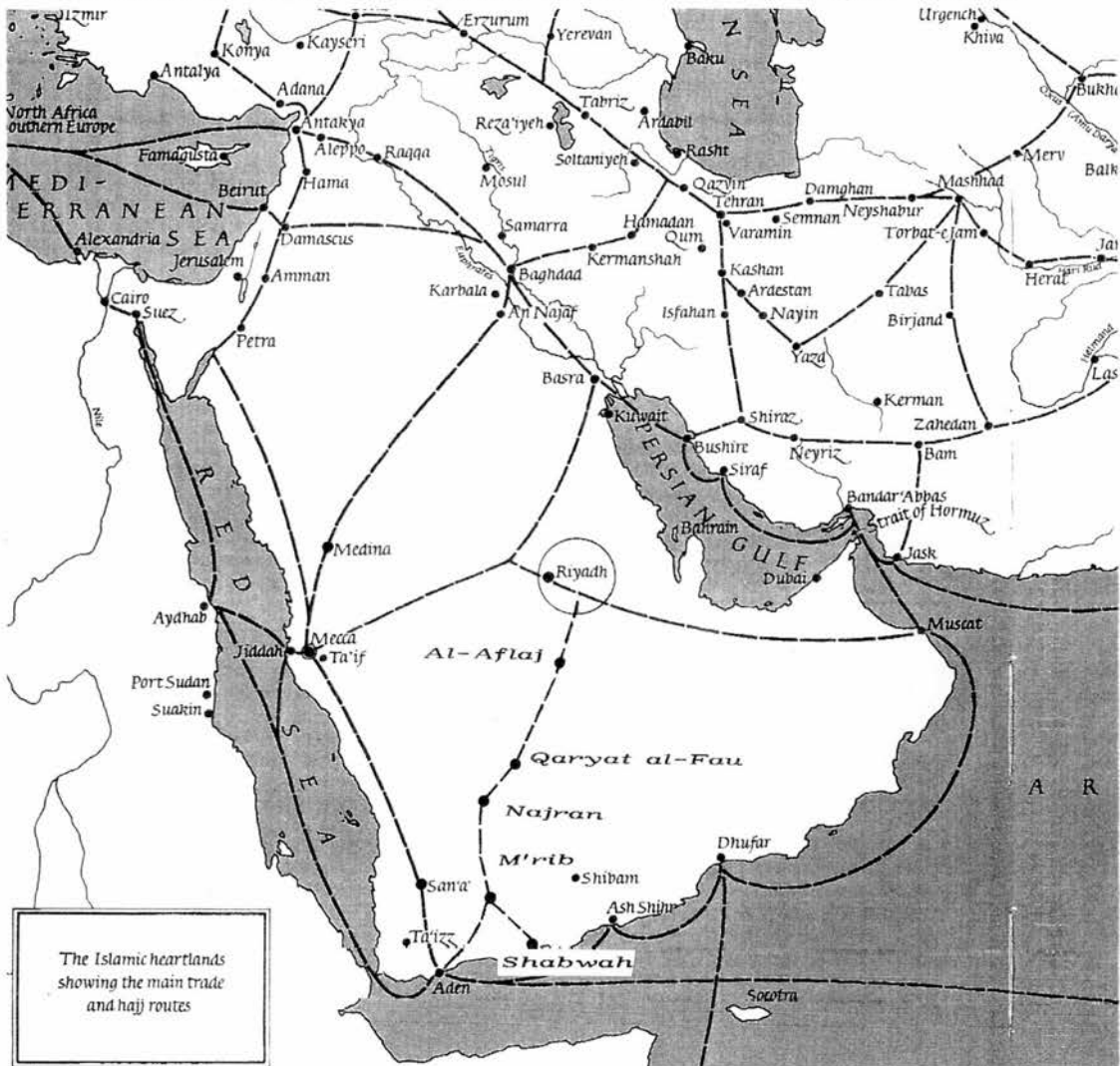


Fig.1 Location of Arriyadh on the main trade and pilgrimage routes.

Source: Adapted from *Architecture of the Islamic World*, pp.8-9, and A. al-Ansari, *Qaryat al-Fau, A portrait of Pre-Islamic Civilization in Saudi Arabia*.

Arriyadh played different roles throughout the history of the Arabian Peninsula. Nevertheless, it has always been a well known city. In spite of the tribal nomadic life, people were involved in agriculture and trade, and al-Yamama was one of the main suppliers of grain to the city of Makkah. It was also known for its palm groves, which made Prophet Muhammad (570-632) assume when he was ordered to immigrate from Makkah to a land with palm groves, that the land was either al-Yamama or Hajar (known as al-Ahsa, 200 Km. east of Arriyadh).

This chapter will give a background to the history of the city of Arriyadh, and review the basis of Islam, its different schools of thought particularly the Hanbali school, which is the dominant school in Central Arabia, and discuss the evolution of the Wahhabi Movement and other religious movements in Central Arabia. As al-Yamama became part of the Islamic state, the stages of its history will conform to the recognised stages of Islamic History (Fig.2). This chapter will also review the pattern and elements of the Islamic City with emphasis on the traditional pattern of the city of Arriyadh especially during mid 19th. and early 20th. centuries. It will finally address the effect of religion on the urban form of the Islamic City.

## **2.2- PRE HISTORY:**

This period of the history of Arriyadh is mysterious. A few references appear briefly in some historical and geographical books. The first references to Arabia were in the writings of the Greek historian Herodotos in the middle of the 5th. century B.C. His writings though were very general and did not give serious information about tribes or their locations. Later on, several Greek historians and geographers wrote about Arabia, mainly about its southern parts<sup>3</sup>.

The local Arab history, which relied mainly on Greek sources, talks about the existence of unique civilisations in Arabia such as Seba (5th. century A.D.), Thamud (2nd.-8th. century B.C.), A'ad, Tasam and Jadees. In Central Arabia or Najd region, were the civilisations of Tasam and Jadees, where some references assumed

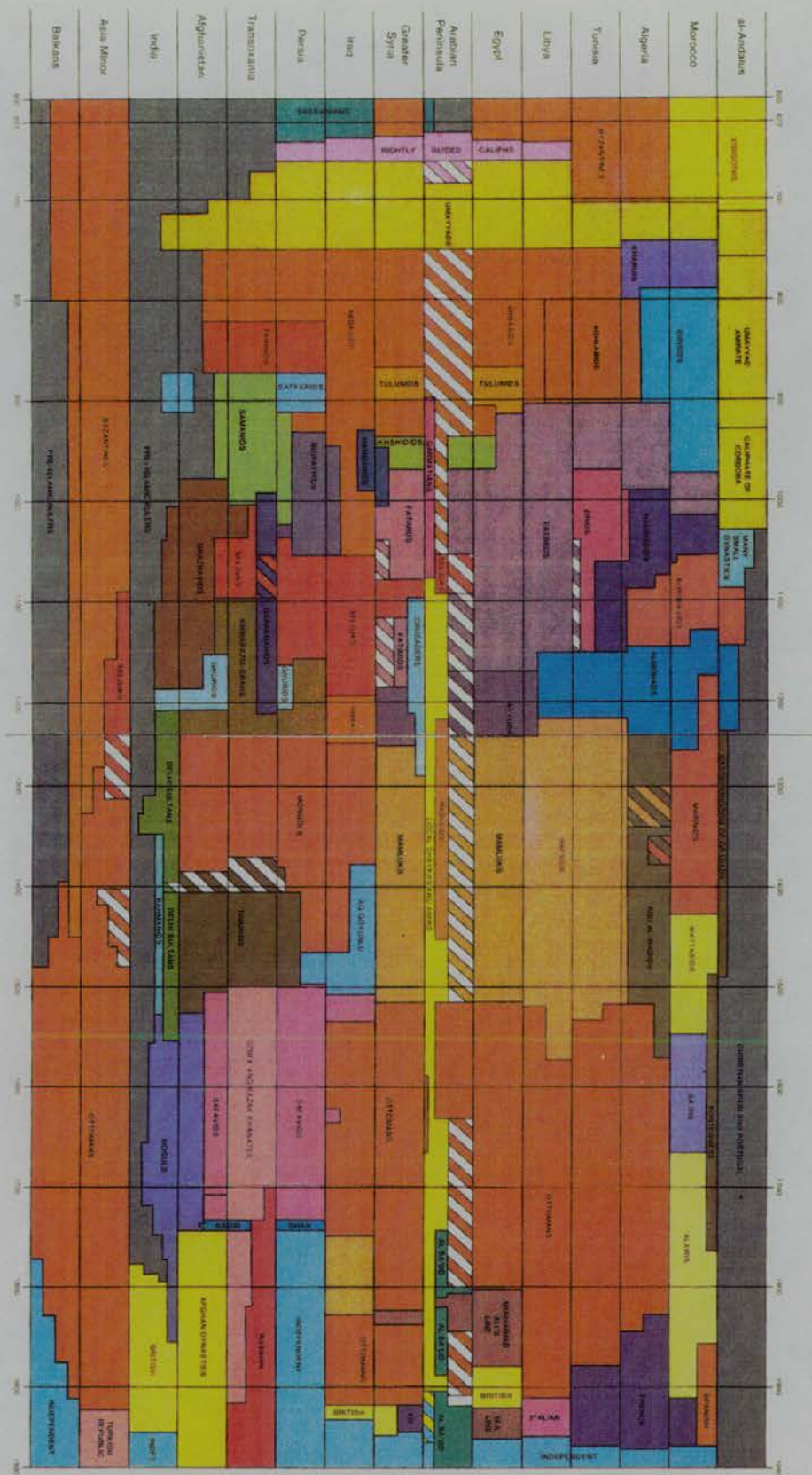


Fig.2 Chronological chart of Islamic history.

Source: ARAMCO and its world, pp.100-101.

their existence in the years 130 and 250 A.D. Hadjr (the historical name of Arriyadh) is believed to have been the capital of the region and the location of the civilisation of Tasam. It used to have castles and towers of which some exceeded the height of 250 meters. Al-Hamadani, one of the famous Arab historians (died in 945) claimed in his book Sefat Jazerat al-Arab (Description of the Arabian Peninsula), that he has seen the ruins of a structure of about 100 meters high.<sup>4</sup> The city of Hadjr was well fortified and surrounded by several castles. As a result, frustrated invaders used to burn the groves surrounding it as revenge. Although Tasam and Jadees are the main central Arabian civilisations referred to in Arab history, the Holy Quran refers to several other civilisations. More emphasis was given to these other civilisations noted in the Holy Quran, such as Thamud and Seba, which suggests a familiarity of the Arabs with those civilisations. Possible reasons for this might be the presence of the remains of those civilisations or that they were both linked to prophets. Hadjr was destroyed by the Himyars (115 B.C.- 525 A.D.). Subsequently it became the settlement of the tribes of Anza and then Bani Hanifah around 420 A.D.<sup>5</sup>

### **2.3- PRE AND BEGINNING OF ISLAM (BEFORE 610-660):**

Al-Jahelleyyah (the age of ignorance) is a term used by Muslims defining the period before the rise of Islam at the beginning of the seventh century. This period was reasonably documented by Arabic poetry, which reached its ultimate form in the al-Yamama area. This clarified some aspects of the social life, the famous battles, people's beliefs and gods, names of locations and the distinguished "Suqs" (markets) one of which was al-Yamama. This does not mean, however, that there is a comprehensive picture of the history of the area at this period. The people of al-Yamama were mostly idolaters living an unsettled tribal life with the exception of some oases along wadis.

Al-Yamama joined Islam after Prophet Muhammad's immigration to al-Madinah in 622. The Holy Quran and the "Sunnah" (Prophetic narrations and traditions) referred

or hinted to al-Yamama on several occasions, giving some indication of aspects of its history. The priority of Muslims in documenting the history of Islam was to record the biography of the Prophet, his military campaigns and the history of "Al-Khulafa al-Rashideen" (the rightly guided caliphs or the four orthodox caliphs (632-661). References to al-Yamama at this period appeared only in conjunction with religious issues or battles, such as the apostasy campaigns in 631, when most of people of al-Yamama denied Islam or some of its basics. This was the main incident of the history of al-Yamama documented in Islamic history of this period, after which the history of the area becomes too vague even to track details of the political conditions. Al-Yamama was at various times ruled by either the governor of Hajar or by the governor of the Iraqi city of al-Basra.

The location of al-Yamama at the centre of the Arabian peninsula helped protect it from outside invasions. However, it reduced attention given to the area by contemporary writers and consequently constraining the historical records. More attention was given to the coastal cities and to cities on the major trade route between Yemen and Syria. The Holy Cities of Makkah and al-Madinah received special attention from Arab and non Arab historians.

#### **2.4- FROM THE UMAYYYAD PERIOD TILL THE WAHHABI ERA (660-1745):**

The Umayyad state was established in 660 when the capital city of the Islamic state was then moved to Damascus, which was in a more central location to the Islamic empire. Al-Yamama was ruled by the governor of Hajar, and between 683-688 it was ruled by al-Khawarej<sup>6</sup>. References to al-Yamama appeared only in the poems of the poets who immigrated to Damascus, or in official records showing the power of the government against opponents and thieves. There are references to some urban features such as the governor's palace, a mosque and a prison.<sup>7</sup> The Abbasids came into power in 749 and moved the capital of the state to Baghdad. They did not give al-Yamama any special attention and the official governor in some periods used to rule the region from Baghdad. The status of al-Yamama at the end of the Abbasids

was as mysterious as during the pre history period. Historians only noted whatever related to the attention of the caliphs, such as their care and consideration of the two Holy Cities and the pilgrim roads, and some news about efforts against opposition tribes<sup>8</sup>.

In 867, al-Okhayders, a group of al-Shia Muslims took power in al-Yamama, which became the centre of a state that included Bahrain and al-Ahsa. They continued in al-Yamama even after it was taken over by al-Qarameta<sup>9</sup> in around 961. In 1051, a Persian traveller called Nasser Khasro (1004-1088) visited al-Yamama and gave general indications about its urban, industrial and trade activities that cannot be assumed from some of the more optimistic historical documents<sup>10</sup>. He stated that: "Al-Yamama had a fortified old wall, I have seen a suq that had all types of craftsmanship. The city had a grand mosque....Water was of no problem in this city where channels were distributed, and vast numbers of palm trees existed."<sup>11</sup> By the end of this period, around 1059, al-Yamama was divided into several states, of which none was significant enough to attract the attention of historians.

Hadjr (Fig.3) was still the capital of al-Yamama when the famous Moroccan traveller Ibn Battota (1303-1377) visited it in the 14th. century and referred to it as "a nice fertile city with trees and rivers, inhabited by different Arab tribes most of them are from Bani Haniafah."<sup>12</sup> In the 16th. century, the city of Hadjr was divided to several small villages that carried different names. The name of Hadjr was gradually forgotten. The name of Arriyadh (the gardens), was given to the remains of the old neighbourhoods of Hadjr in the 18th. century.<sup>13</sup>

## **2.5- FROM THE WAHHABI MOVEMENT TILL THE CAPTURE OF ARRIYADH (1745-1902):**

The Wahhabi Movement started in the middle of the 18th. century. It is considered the generator of major events in the centre of Arabia, which brought it to the attention of the outside world. It introduced peace and stability to Central Arabia



Fig.3 A map of Arabia in 1712 showing that the name of Hadjr was used till the beginning of the 18th. century.

Source: G. R. Tibbetts, *Arabia in Early Maps*, p.130.

through different states ruled by the al-Saud family (Table 1)(Figs.4,5). The first state was founded by Muhammad Ibn Saud (...-1765) in 1745 with the support of Muhammad Ibn Abd al-Wahhab (1703-1792). The 75 years existence of this state ended in 1818 when Ibrahim Pasha (1790-1848), the son of the Ottoman's viceroy to Egypt destroyed al-Deriya the capital of the state. The second Saudi state began in 1824 and Arriyadh became for the first time the capital. This state ended in 1890 when Muhammad Ibn Rasheed (...-1897) the governor of Hayel (Northern Najd)



took over the city of Arriyadh and annexed it to his emirate. This period was ended by the capture of Arriyadh in 1902 by King Abdul Aziz al-Saud (1880-1953), which marks the founding of the Kingdom of Saudi Arabia. The history of this era can be documented according to the following classification: native historians contemporary with the early periods; European travellers; and 20th. century historians and writers.

### **2.5.1- SECTION I: THE WRITINGS OF NATIVE HISTORIANS WHO LIVED DURING THIS PERIOD:**

The most famous and most reliable historian was Hussein Ibn Ghannam (...-1811) who lived at the beginning of the 19th. century, contemporary with Muhammad Ibn Abd al-Wahhab. He wrote his book Tareekh Najd (History of Najd) upon a personal request from Ibn Abd al-Wahhab. The book of Ibn Ghannam is the primary source for Wahhabi history in the 18th. century. It remains to this day the standard work on the subject. Ibn Ghannam is generally recognised as "the father of modern Arabian history."<sup>14</sup> He was followed by Othman Ibn Bishr (...-1873) who has documented the period between 1745-1851 in his book Enwan al-Majd fe Tareekh Najd (Glory in the History of Najd). The chain of the history of this period was completed by Ibrahim Ibn Eisa (1854-1925) who wrote his book Akd al-Durar (Necklace of pearls) covering the period between 1851-1885.

Most of the writings concentrated on specific issues ignoring several important aspects of history. This criticism was also made by Ibn Bishr although his book has the same faults. He said that "the previous and existing people and historians of Najd ignored the history of their countries, who has built it and what events had happened in it, except very general sparse notes by some scholars....Their history ignored the details, the causes and facts behind events."<sup>15</sup> The details of the military campaigns covered most of the history of this period. Both Ibn Ghannam and Ibn Bishr referred to those campaigns as the predominant events of the history of the Saudi states. Thirty five battles were noted between 1746-1773 against the city of Arriyadh only. Urban developments rarely appeared in the history except in relation to mosques or

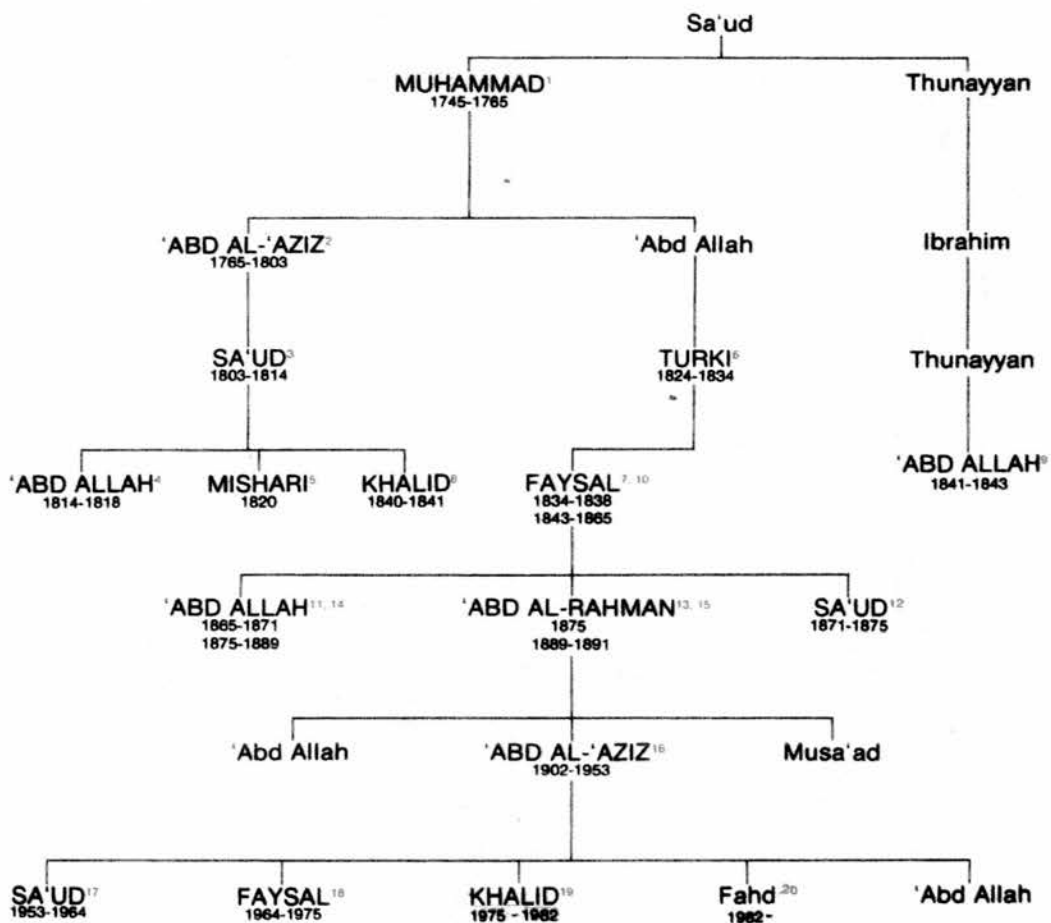
The 1st. Saudi State		The 2nd. Saudi State		The 3rd. Saudi State
1745-1818	1818-1824	1824-1890	1890-1902	1902-1932 1932-to date: Kingdom of Saudi Arabia
Muhammad Ibn Saud: 1745-1765 Abdul Aziz Ibn Muhammad Ibn Saud: 1765-1803 Saud Ibn Abdul Aziz Ibn Muhammad Ibn Saud: 1803-1814 Abdullah Ibn Saud Ibn abdul Aziz Ibn Muhammad Ibn Saud: 1814-1818	Najd was controlled by the Egyptians during this period. However, members of al-Saud family, who were loyal to them managed to rule for some years (See Fig. 4).	Turki Ibn Abdullah Ibn Muhammad Ibn Saud: 1824-1834 Faisal Ibn Turki Ibn Abdullah Ibn Muhammad Ibn Saud: * 1834-1838 1843-1865 Abdullah Ibn Faisal Ibn Turki: ** 1865-1871 1875-1889 Saud Ibn Faisal Ibn Turki: 1871-1874 Abdul Rahman Ibn Faisal Ibn Turki: 1874-1875 1889-1890	During this period, Arriyadh was ruled by Ibn Rasheed.	Abdul Aziz Ibn Abdul Rahman Ibn Faisal Ibn Turki: 1902-1953 Saud Ibn Abdu Aziz: 1953-1964 Faisal Ibn Abdul Aziz: 1964-1975 Khalid Ibn Abdul Aziz: 1975-1982 Fahad Ibn Abdul Aziz: 1982-....

\* Faisal Ibn Turki was forced by the Egyptians to leave to Cairo between 1838-1843. They appointed two loyal members of the Saud family to rule the region on their behalf for few years (See Fig. 4).

\*\*The three sons of Faisal Ibn Turki; Abdullah, Saud and Abdul Rahman had serious confrontations. They exchanged the government of Najd between 1856-1890.

Table 1: Chronological table of the Saudi states and rulers.

Source of data: I. Jumaa, al-Atlas al-Tareekhi.

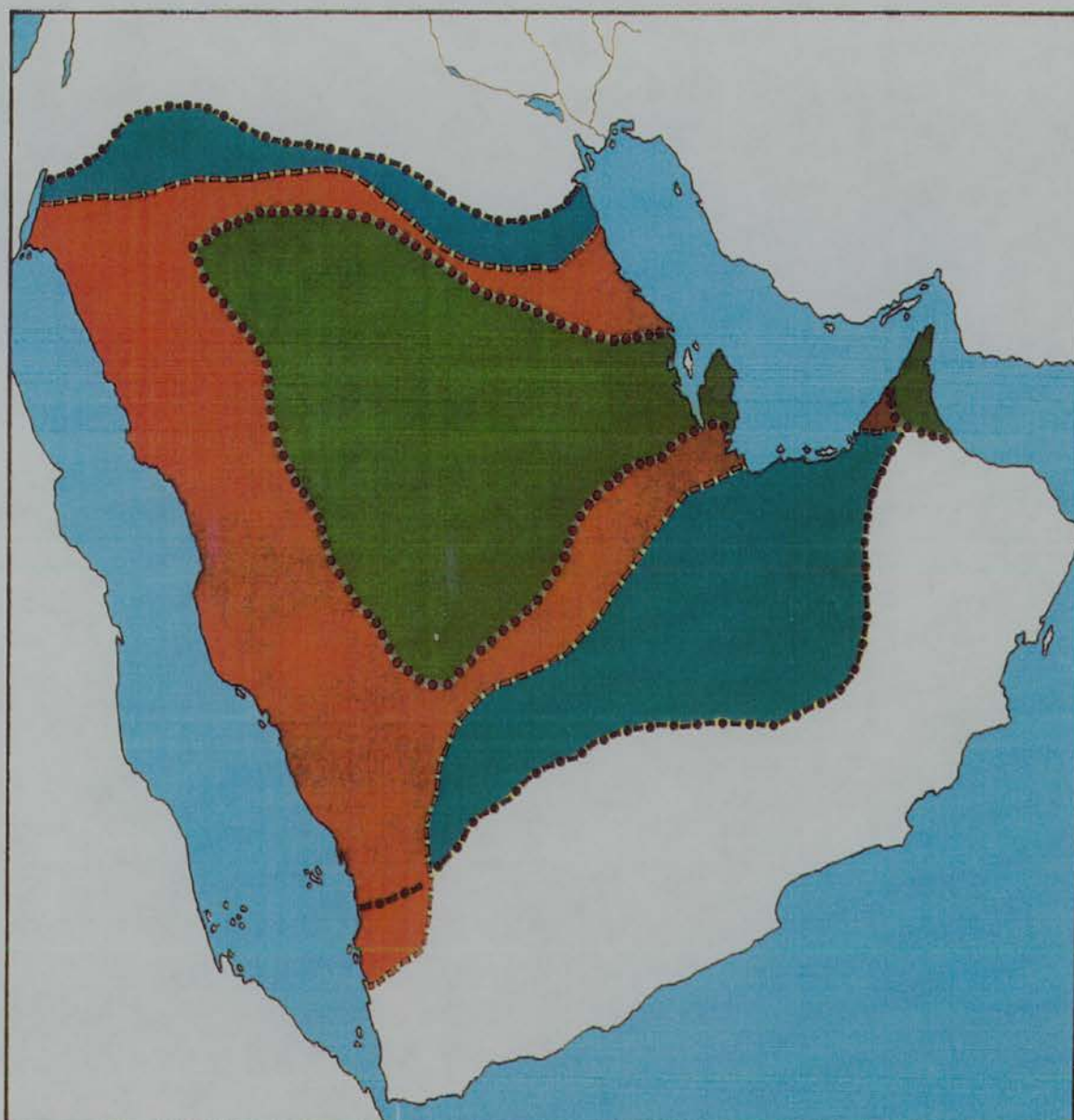


Capital letters denote rulers of the Saudi state and numerals indicate the sequence in which they ruled.

King 'Abd al-'Aziz, the founder of the modern Kingdom of Saudi Arabia, was in the sixth generation in direct descent from Sa'ud ibn Muhammad ibn Muqrin, who died in 1725 and from whom Al Sa'ud and

Saudi Arabia derive their names. The simplified family tree shown here extends only as far as the sons of King 'Abd al-'Aziz, and of these it includes only those who have ruled as king or who have held one of the top positions in the government of the state, that is, have served as Vice Presidents of the Council of Ministers.

Fig.4 Family tree of the House of Saud.  
Source: ARAMCO and its world, p.122.



- The first Saudi state
- - - The second Saudi state
- The Kingdom of Saudi Arabia

Fig.5 The boundaries of the different Saudi states.

Source: Compiled from: I. Jumaa, al-Atlas al-Tareekhi, p.97, p.114, p.193.

war actions as in the building of al-Ghuzwana Palace, which was built as a midway castle in fighting against Arriyadh, or in building a double wall around the city of al-Deriya.<sup>16</sup> It seems that the reason for ignoring the reference to urban development was an extreme cautiousness regarding the religious style of the Saudi rulers who used a more religious title, the "Imam" (religious or prayer leader).

## **2.5.2- SECTION II: THE WRITINGS OF EUROPEAN TRAVELLERS WHO VISITED THE AREA:**

The first traveller who reached Central Arabia was Reinaud, the assistant British consul in al-Basra who visited al-Deriya, the former capital of the Wahhabis in 1799. He was followed in 1811 by the envoy of Napoleon, M. de Lascaris.<sup>17</sup> W. Palgrave visited Arriyadh during the reign of al-Imam Faisal Ibn Turki (...-1865) in 1862. He started his journey in Hayel and proceeded to Buraidah and then Arriyadh. This journey was documented in his book Personal narrative of a year's journey through Central and Eastern Arabia (1862-1863). It contains a unique description of the city life and physical pattern, and includes the first map of Arriyadh. He talked in detail about the city wall and gates, its neighbourhoods and alleyways, its mosques and suqs, al-Imam Faisal's palace and the nearby areas outside the city. In 1865 the British political resident at the Arabian gulf, Lewis Pelly, visited Arriyadh. He documented his visit in a report that was published later as a book titled Report on a journey to Riyadh in Central Arabia. The information in the book about Arriyadh is very limited compared with Palgrave's, as his visit was mainly political and shorter, but he provided some interesting pictures about other villages in Najd. One cannot expect much different information in Pelly's report as his journey was only two years after Palgrave's.

The journeys of European travellers to other parts of Arabia or surrounding countries are an additional source of information. Some of them did refer to Central Arabia even though they were faraway from it. They relied on information available through residents or pilgrims. Carsten Niebuhr, a Danish traveller visited the edges of Arabia

between 1762-1765. He wrote about the Wahhabi Movement. It is believed that Europe knew about the Wahhabi Movement only through his reports.<sup>18</sup> John Burchardt, a Swiss traveller, visited the western part of Arabia in 1814. He met with merchants and pilgrims and wrote notes about al-Deriya. He described it as a centre of education where many manuscripts in history and religion were housed. He referred to the private library of al-Imam Saud (1751-1814) which had a wealth of historical manuscripts. He also wrote in some detail about the lifestyle of the desert tribes and the structure of the Saudi government.<sup>19</sup> Despite their different backgrounds, travellers journeys to this part of the world are very valuable, and are considered as an important source of the area's history, covering aspects that were not recorded by native historians. Nevertheless, there were some unjustified notes and criticisms included in those journeys related mainly to personal evaluation of the political and social conditions.

### **2.5.3- SECTION III: THE WRITINGS OF THE 20th.**

#### **CENTURY HISTORIANS AND WRITERS:**

These act as an introduction to the modern era of the Saudi state. Of these, the most important are Amin al-Rihani (1876-1940) in his book Tareekh Najd al-Hadeeth (Modern History of Najd), Hamad al-Jaser in Arriyadh abr Atwar al-Tareekh (Arriyadh through stages of History) and H. St. J. Philby (1885-1960) in his several books about Arabia. These writings relied mainly on the references mentioned in section I, rewriting them in a much simpler language and a more logical sequence and also benefitting from other western sources.

### **2.6- THE MODERN HISTORY OF THE KINGDOM OF SAUDI ARABIA:**

This period coincided with the world wide spread of modern technology, and the improvement of education in the Arabian Peninsula. The capture of Arriyadh by King Abdul Aziz and the start of unifying the Peninsula attracted world attention to the area. This period can be divided into two stages: 1902-1932; 1932- present.

### **2.6.1- STAGE I (1902-1932):**

This stage started with the capture of Arriyadh by King Abdul Aziz in 1902. Several books were written about this period concentrating on his military campaigns to unify most of the Arabian Peninsula (Fig.6). There is very limited information about the urban, social and economic aspects of this period. However, the technology of photography helped in giving some feeling of the city through the work of W. E. Shakespear(1879-1915), who was the first ever to photograph in Central Arabia, and H. Philby. The rise of the third Saudi state is well documented by Philby in his book Arabian Jubilee, and by some of King Abdul Aziz's advisors such as Hafiz Wahbah, al-Zerekly and Fuad Hamza.

Arabia Unified is a book of a special value as it covered different aspects of the city's history, taking as its theme the unification of Arabia from the capture of Arriyadh in 1902 to the middle of 1930's, when the oil saga began. It was written by Muhammad al-Mana, a Saudi who lived in Zubair and Bombay before he joined the court of King Abdul Aziz as a translator in 1926. He was personally involved as an eyewitness of several important events that occurred during his nine years of work at the king's court.<sup>20</sup> The books gives a reasonable picture of the city during the 1930's and detailed descriptions of the king's palace and court.

### **2.6.2- STAGE II (1932-NOW):**

This stage began in 1932 when the unified Kingdom of Saudi Arabia was announced, and peace spread over Arabia. This coincided with the discovery of oil in 1938 promising a better future. The evolution of the city was gradual, with some major events that affected its expansion beyond its wall. However, the oil boom, which started in the mid 1970's resulted in a vast and uncontrolled urban development. There is a comprehensive documentation of these recent development aspects. This documentation has not, however, been compiled to give an overall picture of the evolution of urban form and social structures during this period of rapid change.

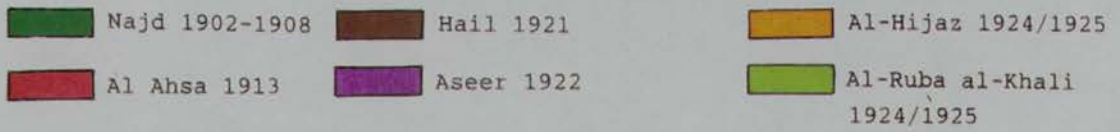
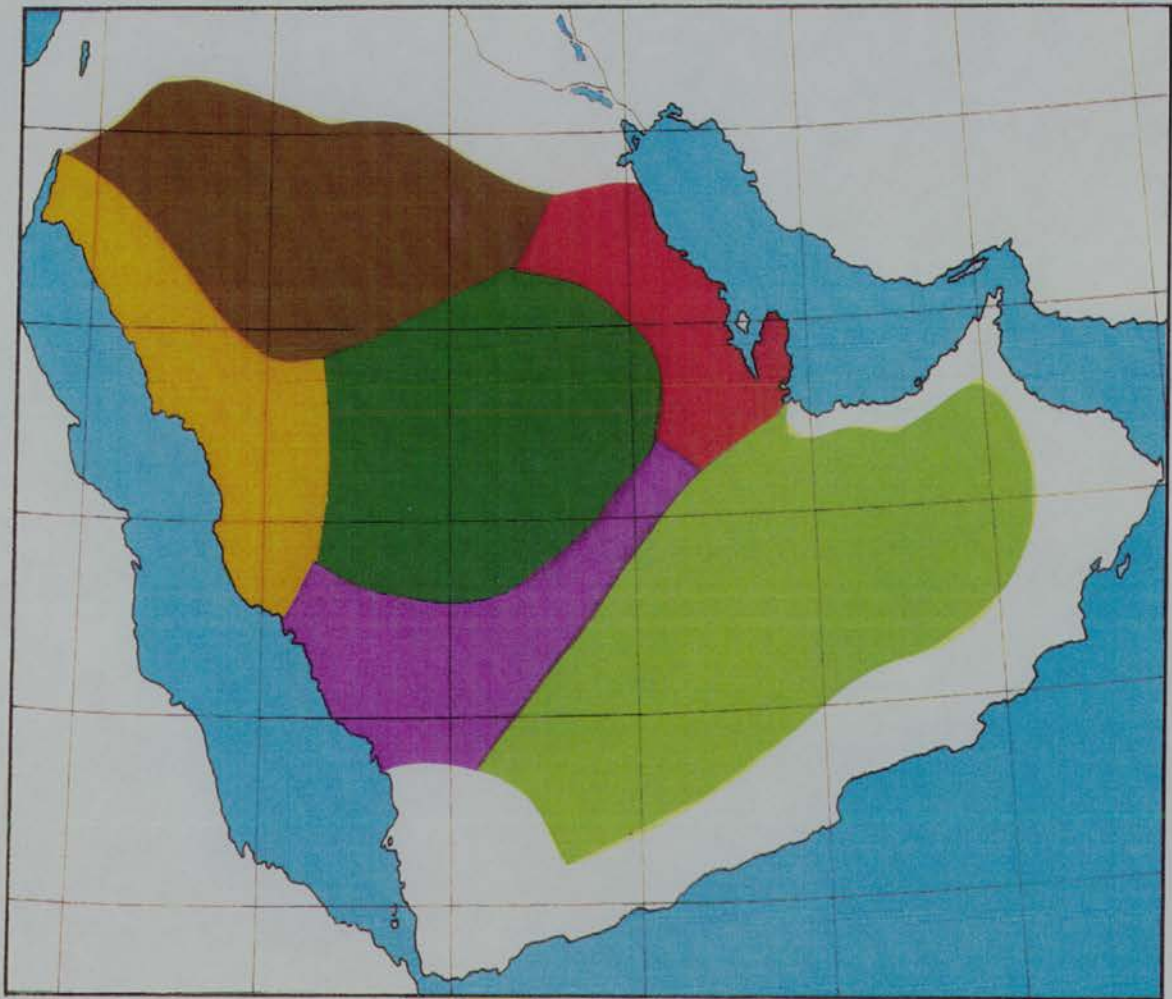


Fig.6 Constitution stages of Saudi Arabia.

Source: I. Jumaa, al-Atlas al-Tareekhi, p.185.



### 3- THE RELIGION OF ISLAM.

### 3.1- BACKGROUND:

The city of Makkah was located on the trade route between Syria and Yemen and thus trade was the main source of income to the city. However, "commercial travelling was practicable only if and when there was a temporary truce; the only sanction for a truce in traditional Arab society was a religious one."<sup>21</sup> The tribe of Quraish was the dominant tribe in Makkah and used to act as the custodian of the Holy Kaba.<sup>22</sup> Most Arab tribes were idolatrous and the Kaba used to accommodate inside it and within its vicinity their most famous idols<sup>23</sup>, which they worshipped or respected. Makkah was a religious centre and tribes used to perform pilgrimage to worship the Kaba and the idols. Because of the unstable relations between tribes in Arabia, and in order to assure safe pilgrimage to Makkah, which was a major economical and religious event for the city, the tribes agreed to set four months a year as "al-Ashhur al-Hurum" (the Forbidden Months) when they stopped all their attacks. This enabled safe journeys across Arabia to the Holy City of Makkah.

Muhammad, the Prophet of Islam was born in Makkah on April 22nd., 570. His family was Hashim, a poor but rather esteemed part of Quraish. It was only in 610 at the age of forty, when he was sent as a Messenger of God with the religion of Islam to all people, irrespective of their customs and history. The Holy Quran states: "Say (O Muhammad): O mankind! Verily I am Allah's [God's] Apostle to you all."<sup>24</sup> Muhammad propagated his mission slowly and secretly for three years among his intimate friends then among members of his own tribe, and then to a wider public. He and his few mostly poor followers faced a brutal struggle with Quraish and the other tribes around Makkah. Apart from rejecting the new religion in fear of losing power or major financial revenues, they could not absorb a sudden dramatic change to their idolatrous beliefs. They said: "You have come to us that we should worship Allah Alone and forsake that which our fathers used to worship"<sup>25</sup> They have also argued that they did believe in the existence of Allah, but they could not accept the fact of Allah as the only God. They have also admitted that their idols were only a means to bring them closer to Allah. They said: "We worship them only

that they may bring us near to Allah."<sup>26</sup>

The Prophet received a fair welcome and a faithful invitation from two Arab tribes, al-Aws and al-Khazraj, living in Yathrib (the old name of al-Madinah) 500 Km. north of Makkah. In 621, they offered him their full support and alliance if he moved to their city. He immigrated to Yathrib and called it al-Madinah<sup>27</sup> in 622 (the beginning of the Islamic calendar) and laid the foundation of the Islamic State. The tribes in Yathrib had a better understanding of the new religion for several reasons. One was the fact that they were aware through the Jewish community in al-Madinah of the idea of a religion based on a scripture such as the Torah. This also told of a forthcoming prophet. When the Prophet died in 632, Islam had spread all over Arabia and contacts with other nations were established.

### **3.2- BASIS OF ISLAM:**

The Arabic word "Islam" means submission, and as a religion it stands for complete submission and obedience to the will of Allah. Religion is usually named after its founder, its community or after the nation in which it was born. Islam, is uniquely distinct by having no such particular association.

Islam calls for belief in oneness of Allah "Tawheed", and in Allah's Angels, and for faith in His sacred books and prophets and certainty of life after death. Those beliefs are the core of Islam, which are believed to have undergone no change through out all prophets. As the Holy Quran states; "Truly the religion in the Sight of Allah is Islam."<sup>28</sup> Muslims differed in the details of performing the requirements of the religion and in the laws administering the community affairs. It is logical to expect changes in the laws as Islam is supposed to be to all nations and thus more comprehensive than other religions. Besides, more than five hundred years had elapsed since the previous Prophet Jesus Christ. Islam is established on five fundamental basics (five pillars) that constituted the framework of Muslim life:

- 1-The declaration of faith "Shahada". Its basic formula is: "there is no God worthy of worship but Allah, and Muhammad is the Messenger of Allah"
- 2-Performance of the obligatory prayers, five times daily.
- 3-Payment of Zakah (obligatory alms) by setting aside a proportion for those in need, once a year.
- 4-Fasting for the month of Ramadhan (the ninth month on the Hijrah calendar) daily from dawn to dusk, abstaining from food, drink and sexual relation.
- 5-Pilgrimage to Makkah "Hajj", for those who have the means to perform it, physically and financially, once during life time. It must be performed in the twelfth (last) month of the Hijrah calendar.

Muslims consider their Holy Book, the Quran, a miracle as Prophet Muhammad was illiterate. The Holy Quran states: "And You (O Muhammad) Neither used to read any book before the Quran nor you used to write it (any book what so ever) with your right hand. In that case indeed, would the talkers of falsehood have doubted."<sup>29</sup> Muslims also believe that the Holy Quran is the Word of Allah, revealed to his Prophet Muhammad gradually in intervals for 23 years according to occasions or in response to inquiries from "al-Sahaba" (Prophet's Companions). "Surahs" (chapters) or verses before immigration to al-Madinah were generally about the religion and the Tawheed. After the immigration, they covered detailed issues that ruled the society and the state. The Holy Quran was reviewed annually with the Prophet. Its verses were firstly collected by Abu Bakr, the first orthodox Caliph (632-634). Some Arab tribes disputed reading some verses of the Holy Quran as a result of their different dialects. Hence in 645, the third orthodox Caliph Othman (644-656) issued an authorised unified Quran, and distributed four copies of it to different regions.

The Holy Quran covers three issues:

- 1-Belief in Allah, His prophets, sacred books, Angels and life after death.
- 2-Encouragement of morals.

### 3-Laws administering the community and man's behaviour.<sup>30</sup>

Beside the Holy Quran, Muslims consider "Hadith" (Prophetic traditions) as a source of guidance and details about the religion. The term Sunnah is more comprehensive. It means the instructions collected or memorised of the Prophet's conduct or behaviour, whether they concern what he said or did or tolerated among al-Sahaba.<sup>31</sup> The Holy Quran did decide in detail in some aspects like "Qesas" (retaliation), and quoted in general terms some other aspects of the religion. There is no subject that is not covered generally by the Holy Quran. Sunnah explains the Holy Quran and determines some of its generalities. The Holy Quran has reminded in several verses the importance of Sunnah. It states: "O you who believe! Obey Allah and His Apostle and turn not away from Him"<sup>32</sup> At the beginning of Islam, Hadith was not written down in response to orders by the Prophet as he was concerned that it might intermix with the Holy Quran.

### 3.3- THE ISLAMIC LAW:

Islamic law is of two categories: the first consists of "Ibadat" (ritual regulations) set down for religious and spiritual purposes. The second category, "Muamalat" (transactions), comprises of the rules administering and organising the state and the community, as well as the rules of social relations between individuals and their communities. The Islamic Law regulated everything from Ibadat to property rights giving unity to Islamic society and organising all life activities into a meaningful whole. During the Prophet's life time, Muslims relied on the Holy Quran and the Prophet in explaining and determining the directions and judgments of Islam. He also permitted some of al-Sahaba at far locations to judge by their interpretation and opinion in cases that were not determined in the Holy Quran or Sunnah. This was the beginning of "al-Ijtehad" (independent opinion or judgment).

Afterwards, during the term of al-Khulafa al-Rashedeen, judgments were based on the Holy Quran and Sunnah. Those cases that were not determined in either were

judged by analogy with what al-Sahaba might have interpreted as a similar case "Qeyas". In any other different cases they adopted "al-Ijmaa" (consensus of Ulama: religious scholars, on a judgment) as a means of making judgment based on the Holy Quran, Sunnah and Qeyas. The judgment should have received the acceptance of several leading al-Sahaba.<sup>33</sup> This system continued till the end of the first Hijrah century (719), which witnessed the rise of two opposing political parties, al-Khawarej and al-Shia. At the turn of the Hijrah century Sunnah was faced with the introduction of a lot of unauthentic hadiths. Serious efforts were started to sift Hadith and resulted in several books of authenticated hadiths. It has also resulted in documenting "Shariah" (Islamic Law) and establishing "Fiqh".<sup>34</sup>

### **3.4- THE SOURCES OF SHARIAH:**

The sources of Shariah are the Holy Quran and Sunnah. Several Ulama involved themselves in establishing different schools of Fiqh "Madhabs". Ahl al-Sunnah (the people of Sunnah) are Islamic parties other than al-Khawarej and al-Shia, and form the majority of Muslims. They have two major schools of thought, Ahl al-Fiqh (the people of Fiqh), who had four major madhabs and Ahl al-Hadith. The latter believe that those who have the required knowledge and learning are not bound to follow the madhabs of Ahl al-Fiqh and should refer to the Holy Quran and Sunnah for guidance. Others should follow whichever madhab they like of Ahl al-Fiqh. The madhabs agreed on the basics of Islam and only differed in the details of practice. This depended mainly on their interpretation of the Holy Quran and Sunnah. The four major madhabs are: al-Hanafi, al-Maliki, al-Shafii and al-Hanbali.

#### **3.4.1- AL-MADHAB AL-HANAFI:**

The founder of the madhab was Abu Hanifa al-Numan Ibn Thabit (699-767). The sources of Shariah considered in this madhab are the Holy Quran, Sunnah, al-Sahaba's sayings, Qeyas, Istehsan (predominating partial benefit on Qeyas) and Ijmaa. Al-madhab al-Hanfi is described as the opinion madhab and has the largest

number of followers mainly concentrated in Iraq, Persia, Islamic states in USSR , Turkey, Pakistan, India, Afghanistan, Jordan, Indochina, China, Syria and Egypt.

#### **3.4.2- AL-MADHAB AL-MALIKI:**

This madhab was founded by Malik Ibn Anas al-Asbahi (714-798). The sources of Shariah considered in this madhab are the Holy Quran, Sunnah including al-Sahaba's judgments, traditions of the people of al-Madinah, Qeyas, "Maslaha" (welfare) and "Orf" (custom). Followers of the madhab are concentrated in North Africa, Sudan Kuwait and Bahrain.

#### **3.4.3- AL-MADHAB AL-SHAFII:**

The founder of the madhab was Muhammad Ibn Edris al-Shafii (767-854). The sources of Shariah considered in this madhab are the Holy Quran, Sunnah, Ijmaa, al-Sahabah's sayings and Qeyas, which is the only acceptable Ijtehad. This is the second largest madhab in terms of number of followers in the Islamic world. They are concentrated in Palestine, Lebanon, Egypt, Iraq, Yemen, Indonesia and the western parts of Saudi Arabia.<sup>35</sup>

#### **3.4.4- AL-MADHAB AL-HANBALI:**

The founder of this madhab was Ahmad Ibn Hanbal (780-855). The Fiqh of the madhab was documented in Ahmad's book of "al-Fatawa" (Islamic legal opinion). The sources of Shariah considered in this madhab are the Holy Quran, Sunnah, Ijmaa of al-Sahaba only. If they had more than one opinion Ahmad selected from their sayings what appeared to be more compatible to the Holy Quran and Sunnah and if he failed to do so he stated the different sayings without his opinion. Unauthenticated hadith and Qeyas were also considered as sources of Shariah. This madhab is the least popular in terms of number of followers in the Islamic world. The majority are found in Saudi Arabia, Syria and Lebanon.

All four madhabs existed in Najd and al-madhab al-Hanbali was not the most popular there. However, after the Wahhabi Movement, al-madhab al-Hanbali gradually took over and became the dominant.<sup>36</sup> It is assumed that the people of Najd found al-madhab al-Hanbali closer to the wording the Holy Quran and Sunnah and hence it represented the simplicity they desired. They also admired the strong resistance and abidance of distinguished Hanbalis by their principles.<sup>37</sup> It is possibly more accurate to assume that they have chosen al-madhab al-Hanbali because it blended with their plain harsh desert nature that was reflected in their insistence on straight forward thinking and literal meaning of wording. Obviously the nature's effect was years before Ibn Hanbal came with his thoughts as this is referred to in a hadith. It states that a man from Najd came to Prophet Muhammad inquiring about fundamentals of Islam. The Prophet informed him about the obligatory religious duties and mentioned the possibility of voluntary duties. The man assured the Prophet he would perform only the required obligatory duties.<sup>38</sup>

The madhabs of Abu Hanifa, Malik and al-Shafii are considered by some Muslims the only madhabs of Fiqh. Al-madhab al-Hanbali was regarded as a school of Hadith. Ahmad Ibn Hanbal was "Muhaddith" (transmitter of Prophetic traditions). He became an Imam in Fiqh because of his wide knowledge of Hadith and thus his Fiqh is very close to Hadith. The main difference between al-madhab al-Hanbali and the other madhabs is its very strict use of opinion in judgments. Ibn Hanbal used to accept all different opinions of al-Sahaba on a judgment that has not been clarified by the Holy Quran or Sunnah. He gave a similar respect and weight to the opinions of "Attabeen" (disciples of al-Sahaba). This is very different from the other madhabs. Malik for example, took al-Sahaba sayings over Hadith in some cases. He argued that they would have not done differently had they felt it was not acceptable. His interpretation is logical as Hadith was not documented in chronological order. Although Ahmad Ibn Hanbal stressed that every body has the right for Ijtehad, he forced enough limitations that made it extremely difficult considering the sources of Shariah he approved.



Al-madhab al-Hanbali is considered rigid and strict by most Muslims. Contrary to this idea, most judgments of this madhab in Muamalat are easier than of the other madhabs. This impression is a result of insistence of "Daleel" (evidence) from Sunnah and giving preference even of unauthentic hadith over Ijtihad or Qeyas. It is also believed that Ibn Hanbal was more moderate than two of his late students, Ibn Taymeyah (1262-1327) and Ibn al-Qayyem (1292-1350), who documented, organised and added to the thoughts of the madhab. The Hanbalis widely used "Sadd al-Tharae" (preventing pretexts), which means what ever leads to "Halal" (permitted) is halal and what ever leads to "Haram" (forbidden) is haram. Under this term a lot of permitted activities and subjects according to other madhabs were forbidden by the Hanbalis. The impression about al-madhab al-Hanbali is not always justified. It has been over emphasised by followers of other madhabs as a result of the objection of the Hanbalis to the heresies that started appearing between Muslims at the end of the Abbasids state (750-1258). This included over respecting and sometimes worshipping "Awleyaa" (Saints or friends of Allah) or their traces and building luxurious mausoleums.

The distribution of madhabs followers was a result of political and religious positions that were undertaken by some of them<sup>39</sup>. It is also subject to their chronological precedence, and the enforcement of some governments of a particular madhab as the official one. As a result of this and their fanatic and zealous character<sup>40</sup>, the followers of al-madhab al-Hanbali were limited and were never a majority in any region except in Saudi Arabia after the Saudis came into power.

### **3.5- THE WAHHABI MOVEMENT:<sup>41</sup>**

The Wahhabi Movement began as a religious outbreak in the middle of the 18th. century. It was instigated by Muhammad Ibn Abd al-Wahhab (1703-1791) to save the people of Central Arabia from the moral degradation they "had sunk within a thousand years of their rescue from a similar state by the call of Islam."<sup>42</sup> Najd contained many tombs and burial places of the companions of the Prophet who were

killed there during the call for Islam. They have been gradually respected and worshipped. The level of education and awareness about Islam in the isolated Central Arabia at the time of Ibn Abd al-Wahhab was at its best superficial. Most of the people were polytheist and had idolatrous beliefs. Nevertheless, there were some people who had acquired enough knowledge to qualify them for religious positions. One of those was the leader of the movement, Ibn Abd al-Wahhab, who came from a reasonably educated family. He travelled for more education to al-Madinah, al-Basra and al-Ahsa. He started his "Dawaa" (allegation) upon return to his village Huraymela (between 1731-1736).

The movement was based on the rejection of all shrines and saints. It called for a return back to the society and the purity of classical Islam. This could only be achieved through the classical law, which the Wahhabis said "is the sum and substance of the faith-and that in its strictest, most rigid, Hanbali version....Obey the pristine Law, fully, strictly, singly; and establish a society where that Law obtains. This, they preached, is Islam; all else is superfluous and wrong."<sup>43</sup> Muhammad Ibn Abd al-Wahhab made an alliance in 1745 with Muhammad Ibn Saud (1726-1765), the ruler of the town of al-Deriya in order to consolidate theory and practice. The Wahhabis "interpretation of Islam was as a vivid and strict idea, strictly and seriously to be implemented....By dint of their geographical remoteness in Central Arabia, they were able, not without difficulty, to abstract themselves from the medieval environment."<sup>44</sup> The writings of Najdi historians refer to Wahhabis only as Muslims. Wahhabis considered themselves "Ahl al-Tawhid" (unitarians) and other Muslims as polytheist. Wahhabis were looked at by other Muslims as narrow sighted fanatics who misunderstood Islam.

Wahhabism was the main factor in establishing stability and peace in the heart of Arabia. It brought this forgotten part of Arabia to the attention of the world for the first time in history. Muhammad Ibn Abd al-Wahhab can be considered as the most distinguished religious personality in the history of Central Arabia. He motivated much that has happened in the area over the past 150 years.<sup>45</sup> The pact made

between Ibn Abd al-Wahhab and Ibn Saud to attempt a reformation of Islam by force of arms established an outline constitution of the Saudi state that is completely dependent on religion. The Saudis could not have expanded over the heart of Arabia without the support of Wahhabism. Ibn Abd al-Wahhab played an important role in directing and administering the new state.<sup>46</sup> The Najdi historian Ibn Ghannam referred to Ibn Abd al-Wahhab as "the head of the system".<sup>47</sup> The rulers of Al-Saud (the Saud family) gradually took over the secular and financial matters. However, they all continued to preserve a religious image and called themselves Imams till King Abdul Aziz. As his father was alive when he captured Arriyadh and because of King Abdul Aziz' relative youth, the title Imam was given to his father. Abdul Aziz was called the emir, the sultan and then the king.

### **3.6- THE IKHWAN<sup>48</sup> MOVEMENT:**

The "Ikhwan" (Brethren) is an epitome of an asceticism revival movement of Wahhabism. The title was derived from "Ikhwan man ta Allah" (brothers of him who obeys Allah). They were Arabian Bedouins who had abandoned their nomadic tent life and settled down in settlements of mud houses called "Hijras" (settlements). They chose this title to reflect their departure from their old life in order to adopt one more devoted to religion.<sup>49</sup> The Ikhwan followed the same basis and principles of Wahhabism. However, being tribal uncivilised Bedouins they became more strict and rigid than the original Wahhabis. They regarded any thing not mentioned in the Holy Quran as evil and to be forbidden. This included all modern technologies except rifles. They believed that it was their duty to bring forcibly all the non Wahhabis to the right way of Islam.

Most references believe that the movement was the result of an initiative from King Abdul Aziz to settle the Bedouins of Arabia in hijras in order to ascertain their loyalty and control their movements across the desert. Other references state that the movement started prior to the king's decision to establish the hijras which only came after hearing of the zealots establishing their first settlement. However, it is certain

that the movement could not have flourished and expanded bringing peace and security to Arabia as it did without the king's active guidance and encouragement.<sup>50</sup>

The king "aimed to counteract the anarchy, which had so often prevailed in the past," and hoped that the hijras would "cultivate the Wahhabi faith so that the settlers would be bound to him, not only in a common desire for peace, but also in a common religious creed."<sup>51</sup> He encouraged tribesmen to build mud houses and dig wells and he appointed religious leaders to each settlement to instruct the inhabitants in the Wahhabi faith. The hijras not only put the Bedouins under control, but also on standby as a large, ferocious and powerful army of fanatical warriors that could be relied upon to answer the king's call. The Ikhwan helped the king to subdue all tribes that did not subscribe to Wahhabism. They were the key factor of success in capturing al-Hijaz (the western province of Saudi Arabia) and Hayel. The hijras also made the tribesmen dependant on the donations they received at regular intervals from the king. Although in lieu of their services, donations were made only at his will, and to establish a sense of central government, they were made most of the time on presentation at the royal palace at Arriyadh.<sup>52</sup> The first hijra was built in al-Artawiya (300 Km. north of Arriyadh) in 1912 and had 10,000 inhabitants. There were more than forty hijras occupied by different tribes, but al-Artawiya was the most prominent hijra and became recognised as the capital for the Ikhwan.

The king took over the honorary leadership of the Ikhwan and always retained the credit for their existence. The Ikhwan movement provided the king with the religious dimension that was not very strong in his state, and which appeared not to have started initially on religious grounds. Given the history of the Saudi states and Wahhabism, the king realised the need for strong religious support. When he captured Arriyadh in 1902, none of the al-Sheikhs (those who have direct blood descendant of Muhammad Ibn Abd al-Wahhab) were with him. Nevertheless, immediately after taking over the city, he assured the citizens of his full respect, compliance and support of Wahhabism. He started out by marrying the daughter of Abdullah Ibn Abd al-Lateef, the judge of the town and the chief among Arriyadh's

religious leaders.<sup>53</sup>

The Ikhwan had been a source of trouble to the king even at the beginning of their movement. They were extremely confident of themselves and some mistrusted the religious teachers who had instructed them and believed that they were concealing the truth from them.<sup>54</sup> Some of them could not give up their nomadic way of life without regret. They expected that life at the hijras would provide them with a stable source of income and provide for their tribal nature by organised raids against other tribes and cities. After capturing al-Hijaz in 1925, the Ikhwan started evaluating their relation with the king. Firstly, they were disappointed to have found themselves fighting the non Muslim Hijazis while the king was communicating and establishing relations with the "real" infidels at the foreign diplomatic missions in Jiddah. Secondly, the king refused to appoint two of their leaders to positions of power in Makkah and al-Madinah. Thirdly, the king started using new inventions such as wireless communication, which were against the true faith.

The Ikhwan began making trouble in al-Hijaz. In 1925, Hajj took place under full Wahhabi control. The Ikhwan cut down the telephone lines in Jiddah and caused a serious diplomatic break with Egypt. They were outraged when the Egyptian caravans that carried the covers of the Kaba were accompanied by forbidden music thus opened fire at them.<sup>55</sup> This Ikhwan's act followed a similar incident in 1806 when Imam Saud burned the Egyptian "Mahamal" (the decorated camel litter that carried the covers of the Kaba). The unappointed leaders of Ikhwan disappointed at their failure to achieve high affine withdrew with their followers into Najd and started raiding the borders of Iraq and Trans-Jordan. This was to spite the king and demonstrate their power by sudden attacks upon isolated border camps and posts. The Ikhwan could not accept the infidel Iraqis restriction on Najdis moving freely into their country. They believed in their rights according to Islam<sup>56</sup> and to Bedouin traditions for unobstructed passage over the borders. In 1928, the king called a meeting of all influential religious and tribal leaders for them to reassert their loyalty to him and thus isolated the Ikhwan. Afterwards and as a warning, the Ikhwan were

attacked by a force under the king's brother who razed a whole town to the ground.<sup>57</sup> The end of the Ikhwan was at the battle of Assebalah on March 1929.

Since the establishment of the Kingdom of Saudi Arabia in 1932 and the end of the revolution of the Ikhwan rebels, Wahhabism faced gradual change. This was reflected in diluting some of their fanaticism in the way they regard other Muslims and in the way they used to enforce their beliefs. They have accepted major changes that Ibn Abd al-Wahhab or the Ikhwan would have assumed could never exist in the heart of Arabia. This includes female education, introduction of modern sciences and permitting banks, music and smoking<sup>58</sup>. Wahhabism has been maintained in the continuity of the Hanbali as the official madhab and the objection to any exaggerated respect to saints including the Prophet himself. The last sign of Wahhabis fanaticism is preserved by the "Mutawas" (zealots) authority, which oversees the behaviour of people in public places.

The Saudi system is based on the religion. Both secular and religious powers are in the hands of the monarchy. The powers of the religious people are limited to the traditional religious authorities; the juridical system, religious education and religious research, consultation and guidance. Nevertheless, the government appreciate the powers and support that the religious people have. The change in the Wahhabis attitude was not only a result of being introduced and exposed to the civilised world. It was mainly the power imposed on the religious people to change, accept or keep quiet about changes that the government opted to take. However, persuasion or enforcement of change has always been done pretentiously with religious blessings.

#### 4- THE ISLAMIC CITY.

#### 4.1- BACKGROUND:

The Arabian Peninsula contained several pre-Islamic civilisations. The fact that it is also the cradle of the Islamic civilisation should not lead one to ignore those earlier civilisations. The general impression of a totally nomadic desert people that did not start absorbing and understanding the meaning of civilisation until the interaction of Muslim conquerors with Hellenistic or Persian civilisations is unfair. Creswell stated that: "Arabia, at the rise of Islam, does not appear to have possessed any thing worthy of the name of architecture....The sanctuary at Makkah [the Kaba], in the time of Muhammad, merely consisted of a small roofless enclosure."<sup>59</sup> Unfortunately the history of the al-Jahelyya period was not detailed enough to give a clear picture about city development, and no clear remains of that period exists today. The reasons must be the gradual adaption and conversion of Makkah and other major cities to Islam, the removal of anti religious statues or structures, and the concentration of most historians on documenting the history of Islam from the date of the Prophet's immigration to al-Madinah.

The interaction of Arabs in Makkah and al-Madinah with other civilisations started a long time before Islam through trade caravans that used to travel north to Syria and south to Yemen. Along the trade routes there were several locations that had pre-historic civilisations and the remains were visible to travellers. The Holy Quran referred to several civilisations without much description, which indicates that the people knew about them. One result of the interaction was the introduction of statues to the people of Makkah by Amr Ibn Lohay, one of the traders who brought them from Syria. Similar possibly to those of the Greek civilisation, there were different statues for different purposes, and each tribe had at least one statue around the Kaba. The main statues were inside the Kaba, and the reason why the Kaba was roofless is not due to the poorness in architecture as Creswell had assumed. The statues were not in anyway to replace the belief of the people in Allah. The roofless Kaba was to establish a direct visual link between Allah and the main statues inside the Kaba. The spread of Islamic teaching and ideology and the contact with other highly urbanised



people led to establishing a unique civilisation.

#### **4.2- BEGINNINGS AND EVOLUTION OF ISLAMIC CITIES:**

The "Islamic City" is a term used to refer to cities founded or developed by Muslims within the boundaries of the Islamic empire. The reference to Islam is a subject of argument among professionals in the fields of history and development of cities. Some professionals considered the reference to Islam unjustified and probably intentional by orientalists or opponents of Islam as it limits the city development to the religion and makes it incapable of adapting to modern developments. Others argued that referring to the city as Islamic limits discussion of the relation of its pattern and elements only to the religion ignoring other factors that formed the city. It also means the acceptance by the religion of some behaviour and elements in the city that were developed by the inhabitants although these are against the principles of Islam such as luxurious mausoleums. The terms proposed instead are the Muslim's city or "Dar al-Islam" (House of Islam) in order to give the city more flexibility to develop under the pretension that any un-preferred elements or patterns will be a failure of the people but not the religion. This does not seem a logical proposition as Muslims' religion is Islam. If we are to accept the proposed term we should modify it to accommodate good Muslims' city and bad Muslims' city.

The terms Arab city or Arab Islamic City are used sometimes even to describe cities outside the Arab world. The distinction between Arab and Arab Islamic cities implies the destruction of the existence of the concept of Islamic City. It classifies it according to ethnic, regional, or sub-regional divisions that can reach an extreme of having no links with Islam. As a compromise, some professionals suggest the use of the term Islamic City with the understanding that the reference to Islam is only as a civilisation and not as a religion. Creswell stated that: "Arabia constituted an almost perfect architectural vacuum, and the term 'Arab' should never be used to designate the architecture of Islam."<sup>60</sup> This statement is partially acceptable, as one tends not to agree with his assumption of the low level of Arabian pre-Islam civilisa-

tion. Nevertheless, the latter part of his statement is correct. The process of establishing the Islamic civilisation was shared by Muslims from different countries throughout the Islamic world as a result of one of the basic directions of Islam, which stresses that it is a worldwide religion that does not differentiate between Muslims on an ethnic basis. The Holy Quran states that: "The most honourable of you in the sight of Allah is that (believer) who is best in religion and best in good deeds."<sup>61</sup> Thus the term Arabic does not apply beyond the first years of Islam when the Arabs were mainly involved in spreading the new religion. Islam is a religion that deals with spiritual and secular issues. This could be the reason why it is the only religion that has issues such as Islamic urbanism or economy related to. It is a civil religion that can adopt in a dynamic way any changes or development that do not contradict with its spiritual basics. The term "Islamic City" has actually a reference to the religion and to the Islamic civilisation. It covers under that reference all other factors that helped in the formation of Islamic cities from Spain to China and gave them a common pattern.

As soon as the Prophet arrived at al-Madinah, he started building his mosque. The structure of the city started to change gradually. As Islam continued to spread, there were essential needs to establish new towns to accommodate the Arab conquerors from numerous nomadic tribes who formed the majority of the early Islamic armies. The Islamic society at the beginning of Islam was still related to the tribal traditions. When the Arab first settled in towns, they carried with them their tribal social values. Each tribe moved to a neighbourhood. Thus it was not to the benefit of the new system to weaken the tribes by distributing them in different mixed neighbourhoods, especially since traditions differed from one tribe to another. This arrangement had the advantage of creating positive competition between the tribes. A similar arrangement has been reflected in organising the armies during the military campaigns where each tribe was assigned a distinct section within the army.

The newly founded towns have usually been classified according to the functions they served during their foundation. The first type is known as the armed camp or

fustat, a military town-camp either in the neighbourhood of a pre-Islamic town such as al-Fustat or old Cairo, or on sites in relative isolation from competing settlements, such as al-Kufa in Iraq and al-Qayrawan in Tunisia. The second type is known as the citadel or fortress town such as Rabat in Morocco. The third type is the political town, whereby the caliphs expressed the political power of a dynasty by founding their own capitals. Such was the case of Baghdad and Samarra in Iraq and Marrakesh in Morocco. The fourth type is the holy or religious town, founded by their association with a saint, or by a particular crucial event in a human being's life. Such is the case of Karbala in Iraq and Mashhad in Iran.<sup>62</sup>

The Muslims took over several Hellenistic and Persian cities. These cities have gradually followed the form of the Islamic City. Some elements of previous civilisations were converted for Islamic uses. In Damascus, the palace of the caliph was a remodelling of the residence of the former Byzantine governor. The mosque included the site of the St. John the Baptist cathedral.<sup>63</sup> The next section reviews the foundation and evolution of some early Islamic cities, which form the basis of the unique urban pattern from which the classical Islamic cities evolved.

#### **4.2.1- AL-MADINAH:**

Al-Madinah was a well established city before Islam. It was a self sufficient city-state based mainly on trade and agriculture. It had a special character because of the controversy between the different tribes living in it, where each tribe tried to obtain by force better lands, fortifying these by building "Atams" (castles). The city became famous for these atams. At the beginning of Islam the Jewish community alone had 59 atams. The atams were built of basalt rocks and the dimensions of the remains of an atam measured in 1972, were 27 M. long, 12 M. wide and 8 meters high.<sup>64</sup> A description of the city at beginning of Islam was made to the Prophet by one of the city's leaders, Abdullah Ibn Obay (Fig.7). He said:

During al-Jahelyya, we used to fight inside the city, keeping women and

children at the atams. We used to fight with our swords in the narrow streets. The city because of its inter joined structure worked as a big castle, and had always stayed virgin as nobody dared to enter it and those who tried were always the losers. We used to be losers also, when we fought outside the city.<sup>65</sup>

Each section of the city contained a group of a tribe, and had agricultural and residential areas and the atams. Some sections did not have their own atams. Those were mainly the internal neighbourhoods that relied on the support of their allies.<sup>66</sup> The suqs were wide open spaces with no permanent structures and were mainly outside the fortified city.

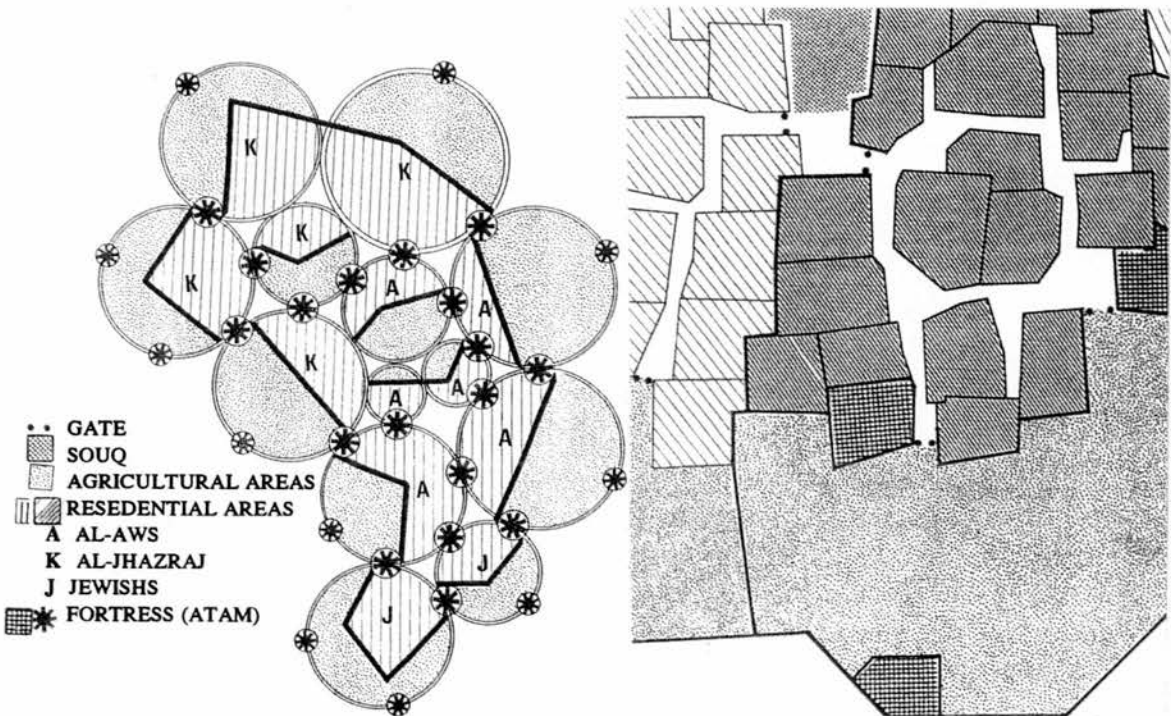


Fig.7 Proposed diagram showing the neighbourhood arrangements in Yathrib and a lay-out plan of a section of the city.

Upon the Prophet's arrival in al-Madinah, he started building his mosque and residence. The area surrounding the site of the Prophet's Mosque and residence at that time seems to have been open or very slightly used. From then on, the area

designated as the main mosque became the centre of the city. The Muhajirun<sup>67</sup> and the newly arrived tribes appear to have clustered together and settled around the Prophet's Mosque. In a step to homogenise the Arab residents of the city, the Prophet established a fraternisation plan. Each member of al-Ansar<sup>68</sup> was to associate as a brother of one of al-Muhajirun. In several cases, al-Ansar offered to share their houses, land and trade with al-Muhajirun who accepted that only for a limited period in order not to oppress the life of their brothers. Al-Ansar gave up to the Prophet the extra land they had within their quarters. He distributed the land to tribes and individuals where they settled and formed the new quarters of the city. The land subdivision in each quarter was left to the tribe itself. During the Prophet's life in al-Madinah, the city grew enormously and continued to preserve its tribal character.<sup>69</sup>

At the beginning, Muslims were encouraged to immigrate and to build residences in al-Madinah in order to help establish the new state. Five years later, the number of immigrants began to be a burden on the city, and the Prophet requested the tribes to return back to their homelands, after they had stayed as guests for a reasonable period to learn the basics of Islam. After capturing Makkah in 629, the Prophet stopped immigration to al-Madinah. He also instructed tribes of al-Madinah who wished to live close to the mosque not to evacuate their areas.<sup>70</sup> During the Prophet's time, there were nine mosques in al-Madinah other than the Prophet's Mosque. All of them used to perform prayers according to prayer calls from the Prophet's Mosque, which gives an impression of the extent of the city. Some tribes used to have their cemetery within the neighbourhood until al-Baqi was used as a collective cemetery for all Muslims.<sup>71</sup> The city had also nine suqs for different trades.

#### **4.2.2- AL-BASRA:**

The second orthodox Caliph, Omar Ibn al-Khattab (634-644) decided to build the cities of al-Kufa, al-Basra in Iraq and al-Fustat in Egypt as military camps. At the

beginning, because of their temporary status, he prohibited the use of durable building materials including mud. The caliph set out the basic criteria for selecting the sites for the new towns. He asked the commander who arrived first at the location of al-Basra and who mentioned the necessity of having a site to house the Muslims during the rainy season, and when they returned from their campaigns, to select a site close to water and grazing land. The approval of the final location was made by the caliph himself.<sup>72</sup> Al-Basra was built in 635 of reeds at the beginning and later in mud. To avoid tribal feuds and jealousies, a separate site was assigned to each tribe to build its own private homes in the way it preferred. Each tribe occupied a quarter and each quarter had a local mosque beside the town's main Friday mosque.

The general plan of the new towns was similar to the plan of al-Madinah and the mosque was the first structure to be built as the nucleus of the urban fabric, then "Dar al-Imarah" (emirate palace), which was originally located some distance from the mosque. The streets of al-Basra were planned as about 10 meters wide and 20 meters long, the "Azzeqa" (lanes) were about 4.5 meters in width and the area of the individual land grants was about 15 square meters. By the orders of Caliph Omar, all streets branched from the main mosque.<sup>73</sup> The main street of the town was 30 meters wide. Each neighbourhood had a central open space for horse keeping and some neighbourhoods had a cemetery.<sup>74</sup>

#### **4.2.3- AL-KUFA AND AL-FUSTAT:**

Al-Kufa in Iraq was built in 638. Its plan was similar to al-Basra's. After determining the location of the mosque, the tribes' neighbourhoods were set out and streets of various widths were planned. Each tribe subdivided its own designated land and had a mosque of their own and a cemetery.<sup>75</sup> Caliph Omar Ibn al-Khattab used to follow the implementation of the town's plan. Thus when the treasury house, which was part of the governor's residence was robbed, he ordered the governor of al-Kufah to rearrange his residence closer to the mosque's Qebla (Makkah direction)

wall. The continuous use of the mosque would insure the security of the treasury house. The planning of al-Fustat in Egypt followed a comparable process where the famous mosque of Amr Ibn al-As occupied the town's centre prior to the allocation of sites for the different tribes, which established the neighbourhoods of the new Islamic town.

#### **4.3- TRADITIONAL FORM OF THE ISLAMIC CITY:**

The early settlements of Muslim armies formed the basis for the model of the Islamic City. The organisation of al-Kufa and al-Basra into quarters, and the internal organisation of the quarters was very similar to al-Madinah. As most of the leaders of the Arab armies came from al-Madinah, they attempted at replicating its plan form on the new towns.<sup>76</sup> Besides, as al-Madinah was organised by the Prophet himself, people added a religious value to its organisation and possibly considered it as a required model to be followed. Although al-Madinah, as stated, was well established before Islam, it is apparent that the new Islamic part of the city was developed on open lands provided to the Prophet by al-Ansar, and absorbed within its expansion the pre-Islamic neighbourhoods.

In 762, the circular city of Baghdad was founded by the Abbasid Caliph al-Mansour (714-775) as the capital of the state. It was one of the first planned cities that kept in its details the general principles of the Islamic City. The Abbasid Caliph Al-Muatasim (795-842) decided to move the capital from Baghdad and founded the city of Samarra in 836. Ibn Tuloun (...-884) founded in 870 the town of al-Qatai in Egypt where a planning system similar to the one used in Samarra was applied.<sup>77</sup> The development of the Islamic City continued throughout the Islamic world its final unique character based on these earlier models. In spite of the difference of origin, climatic or social conditions of most Islamic cities, they maintained common urban patterns and features. The similarity between Islamic cities was in the physical order and location of their different elements and streets patterns. In plan, most Islamic cities look alike except for the streets' width, which used to vary according to

climatic conditions. They differ mainly in their third dimension where the effect of the social, climatic, and tradition factors appear in the building heights or styles (Fig.8).

The Islamic City has "an organic, cellular organisation reflecting the religious, cultural and organisational values of Islamic society."<sup>78</sup> The city was compact with no vacant lands and small lot sizes. The city growth was natural and organic, through adding and infilling.<sup>79</sup> However, the organic style of the Islamic City was a result of planning. In the cities of al-Basra and al-Kufa, the location of streets, mosques, and cemeteries were determined before construction started. Most early Islamic cities were two storeyed because of religious values and building materials. In some areas, high rise were built maintaining the values of religion and traditions. Most Islamic cities were circled by walls and had several gates. In some cities, close to these gates were specialised open suqs.

#### **4.4- THE MAIN FEATURES OF ISLAMIC CITIES:**

##### **4.4.1- THE CITY CORE:**

The mosque, the suq and the main square formed the core of the Islamic City:

##### **4.4.1.1- THE MOSQUE:**

The mosque used to be the first element built in any Islamic city. At the beginning there were two types of mosques; local for the daily prayers and jamie for the Friday prayer. Beside its main religious function for daily and Friday prayers, the jamie mosque was used as a state council, a court of justice, a parade ground, a recreational space, a guest house and an educational centre. The jamie mosque has been the axis of all Muslims activities and a collective centre for them at day and night. It has affected the urban form of the city as it became the centre point where most of the thoroughfares lead to (Fig.9). At later stages when high minarets were



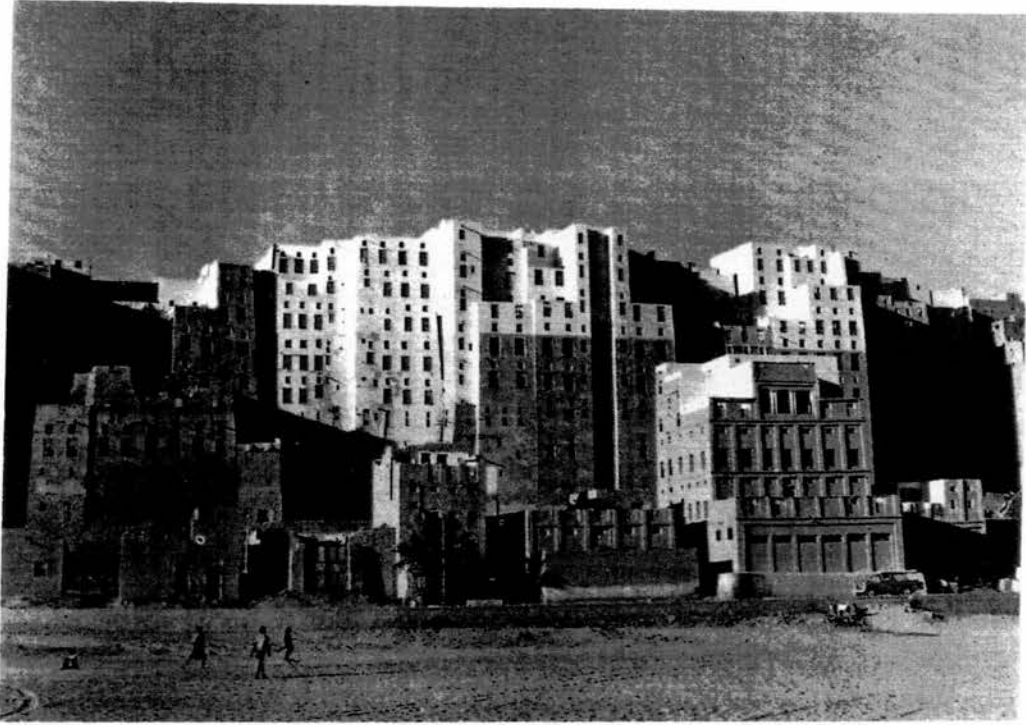


Fig.8 Despite the special character of the city of Shibam, South Yemen, with its eight storey houses, the site plan is very comparable to other Islamic cities.

Source: (Plan) Mimar, Architecture in Development 18.1985, pp.10-11.

(Photo) Down to earth, p.78.

introduced to mosque structures, they became the landmark of the city. As the minaret in most Islamic cities was the tallest structure in the city, it marked the skyline of the urban scene (Fig.10).

Only one jamie mosque was founded in the early cities. However, with the rapid expansion of the Islamic cities there were several neighbourhood mosques but only one jamie mosque. During the reign of Caliph Othman Ibn Affan (577-656), two prayer calls were made for the Friday prayer, of which one was from an area called al-Zawra out of the mosque premises closer to the main suq of al-Manakha. At a later stage more than one jamie mosque were founded in the city. Nevertheless, there has always been a major jamie mosque around which the city centre formed.



Fig.9 Melika, Algeria: The mosque formed the nucleus of the city.

Source: Manuell Roche, Le M'zab, p.40.

#### 4.4.1.2- THE SUQS:

The Prophet assigned several sites in close proximity to his mosque as suqs. Similar allocations were made in all Islamic cities. The main areas of trade were close to the jamie mosque, which was the heart of the urban complex, or on the main thoroughfares leading to the mosque (Fig.11). The Prophet allowed no permanent structures

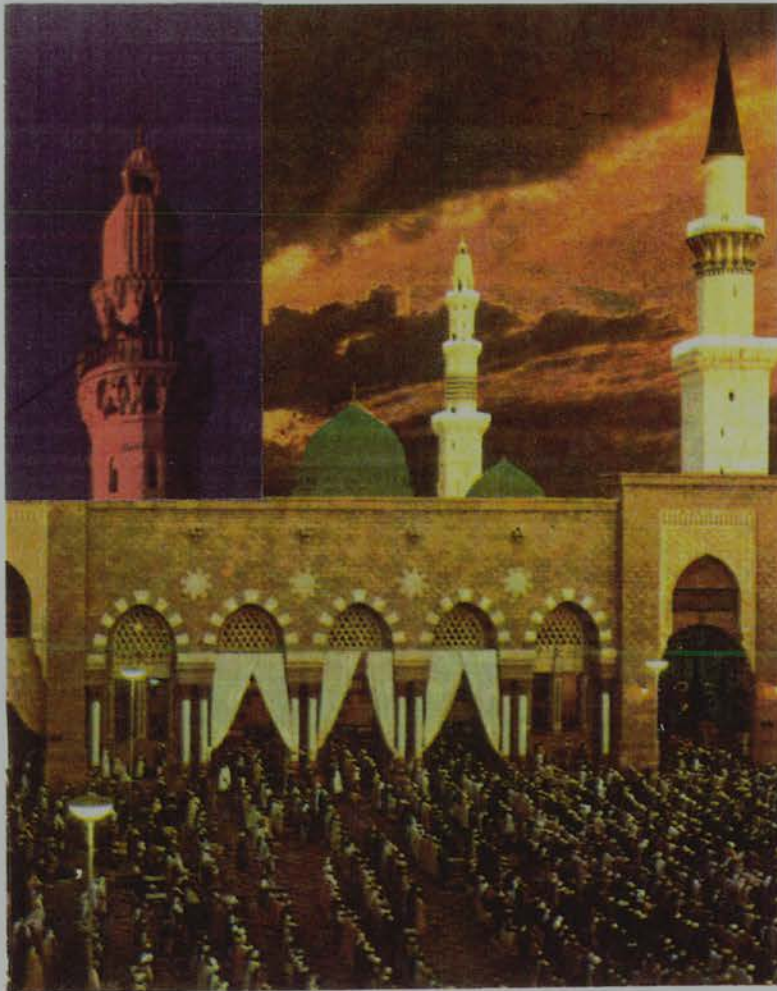


Fig.10 The Rayessyah (main) minaret of the Prophet's Mosque in al-Madinah has a red lamp that is usually lit at sunset during the fasting month to declare breakfast time.

in the suqs of al-Madinah. He instructed that the suq open space should not be built or acquired. In the later Islamic cities suqs had special structures and contained specialised divisions. The precious and necessary clean type of trades were located in the vicinity of the mosque. The common suqs near the mosque in most Islamic cities were the goldsmith's suq and the cloth suq.<sup>80</sup> The noisy or harmful trades were located away from the mosque and the residential quarters. When cities expanded and had more than a jamie mosque, trades continued to be located near the mosques. However, the main commercial area was always in the vicinity of the main jamie mosque (Fig.12).



Fig.11 A plan of al-Madinah in 1880 showing one of the main thoroughfares leading to the mosque, and a photo showing the commercial activities on it in 1975.

The jamie mosque, the main "Maidan" (square), and the specialised suqs were the main elements of the core of Islamic cities. The mosque could not continue

accommodating all its original functions. Several public services such as the emirate palace, the "Madrasa" (school), the "Mahkama" (court), the recreational space and the guest quarters shifted to other spaces or buildings built or converted to such usages, in close proximity to the mosque, thus forming the city government core.<sup>81</sup> For security reasons the emirate palace was relocated, in some late Islamic cities, to the out skirts close to the main citadel.



Fig.12 An open suq north of the Prophet's Mosque in al-Madinah in 1975.  
Source: Courtesy of Saudi Ministry of Information.

#### **4.4.2- THE STREET PATTERN:**

The Islamic City has a hierarchial network system of streets. The main thoroughfares link the main city gates with the core. The main streets connect between the main thoroughfares and the roads within and between adjacent quarters. The roads provide

access within the quarter. The cul-de-sacs formed open court yards with houses surrounding them and were connected to any of the three types of streets. The streets change shape and size according to use and the number of houses on them (Fig.13). Gates were placed at the entrance of some streets and cul-de-sacs to provide security for the neighbourhood.<sup>82</sup> Beside the street network, a system of sequenced urban spaces was found in Islamic cities. These spaces vary in shape, size and use.



Fig.13 Three different streets in the traditional section of al-Madinah, 1979.

The environment and climatic forces had their effect on the formation of the patterns of Islamic cities. Narrow dead-end streets provide an essential sense of togetherness. Its irregular lay-out and overpasses provided protection against sun and dust storms. In hot dry areas houses were built close together to protect as many elevations as possible from direct sun.<sup>83</sup> The width of the roads did not exceed the heights of the houses, which made them shady all day.



#### **4.4.3- THE RESIDENTIAL QUARTERS:**

Islamic cities were divided into districts called "harahs", circled around the city core. Each quarter consciously provided social identity and security. Many of these quarters maintained closely-knit and homogeneous communities, based on religious, ethnic or economic basis. Some quarters had gates that were closed at night or during insecure times. Each quarter had its mosque and suq. Some quarters had a private square and a cemetery. The buildings were arranged to secure the maximum privacy. In hot dry areas, houses were oriented to receive light mainly from the inner court (Fig.14). The limited number of openings in the front wall was carefully arranged so that they did not face the neighbour's windows. Windows and roofs were constructed in a way that prevent intrusion into the privacy of the neighbour's life. In hot-humid areas "Mashrabiya" (trellises) were projected on windows to insure privacy and provide maximum ventilation and cooling.

The streets' facades were very simple and with minimum decoration. This contrasted with the richness and comfort of the interior of the house. For climatic reasons, the streets in hot-humid areas are wider for coolness and breeze and thus it is possible to recognise and appreciate the facades. This implied decorating the facades and mashrabiya. The narrower the street the less its decoration as it was wasted when no one can see it. The shape of the Islamic house was a result of Islamic philosophy, people's original social traditions, building materials and climate.<sup>84</sup>

#### **4.5- TRADITIONAL FORM OF THE CITY OF ARRIYADH:**

When Islam arose in the Arabian Peninsula, there was very limited information about the scattered settlements of al-Yamama. Thus one cannot trace the conversion of the pre-Islam settlements to Islamic villages and towns. Arriyadh appeared in the history of Arabia as a result of its conflict with the Wahhabis in the middle of the 18th. century. The significance of the city of Arriyadh started in 1824 when al-Imam Turki Ibn Abdullah (...-1834) selected it as the capital of the second Saudi state, but even

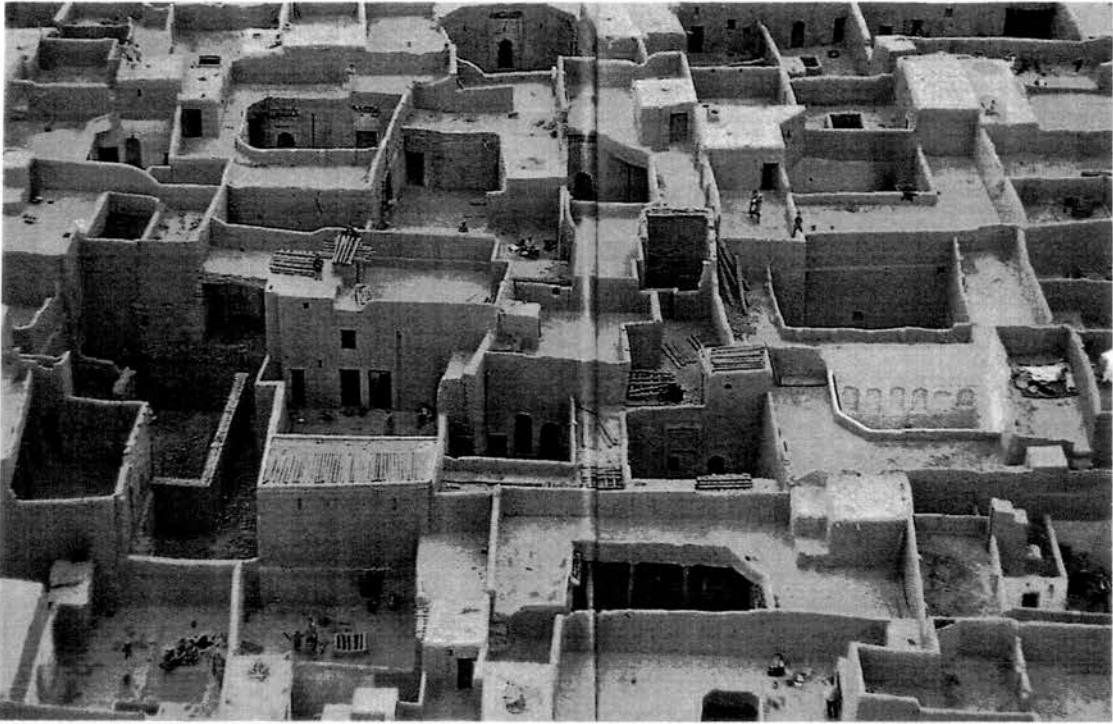


Fig.14 A residential quarter in a village in Morocco; the internal courtyard arrangement as a means of insuring privacy.

Source: Down to Earth, pp.18-19.

then, through the writings of native historians, information about the city's urban development and character is sparse and confusing. The only way to trace urban development since the beginning of the 18th. century is by a careful review of native historian's writings, extracting the dispersed general references to urban elements that can only give a limited impression of the city form. The references are mainly to palaces and city walls and gates, without any description of location or style. Fortunately, European travellers, mainly Palgrave<sup>85</sup> and Pelly, managed to document a good description of the city in the middle of the 19th. century. At the beginning of the 20th. century a coherent description of the city was made by Philby who first visited Arriyadh in 1917.

The first urban development that appears in references is the construction of the city wall and a palace that became later the Justice Palace<sup>86</sup> by the governor of Arriyadh Daham Ibn Dawas in 1747<sup>87</sup>. The most comprehensive reference that gives a rea-



sonable picture about part of the city, is in the story of the assassination of al-Imam Turki Ibn Abdullah in 1833, and the immediate return of his avenging son al-Imam Faisal Ibn Turki to Arriyadh. A picture can be imagined based on the enumeration of these incidents, of the setting of the Jamie Mosque at the city centre with the Justice Palace south of it, of the shops between the palace and the mosque and the city wall and its towers.<sup>88</sup>

The central part of Arabia was not subject to outside invasions from its acceptance of Islam until the first half of the 18th. century. As stated, in 1818 Ibrahim Pasha destroyed al-Deriya. Even then, the occupation was for a limited period and had no effect on the planning or architecture of the region. It can be assumed that the urban form and architecture of Arriyadh were until the end of the 19th. century, very much the same as for the previous 200 years. At the beginning of the 20th. century some changes were made to the urban fabric. Nevertheless, the changes in general were compatible with the traditional urban form. Major changes started only in the middle of the 20th. century when modern inventions were introduced.

#### **4.5.1- AT THE MIDDLE OF THE 19th. CENTURY:**

The urban form of the city was very similar to the early Islamic settlements. The mosque formed the nucleus of the city. All major activities or buildings were at the city core around the mosque. Palgrave described the city from a distance as:

Large and square, crowned by high towers and strong walls of defence, a mass of roofs and terraces, where overtopping all frowned the huge but irregular pile of Feysul's royal castle, and hard by it rose the scarce less conspicuous palace, built and inhabited by his eldest son 'Abd-Allah....All around for full three miles over the surrounding plain, but more especially to the west and south, waved a sea of palm-trees above green fields and well-watered gardens<sup>89</sup> (Fig.15).

From Palgrave's description one notices that, contrary to the skyline of Islamic cities such as al-Madinah (Fig.16), the Jamie Mosque<sup>90</sup> or other mosques did not form a dominant feature of the city's sky line. This was for religious and functional reasons. The extreme simplicity of mosque buildings and the defensive fortifications of the palace made the latter more apparent.

The architecture of the city did not excite some western travellers. Palgrave, though was impressed with the setting of the city overlooking the palm groves of Wadi Hanifah stated that the Jamie Mosque "has no pretensions to architectural beauty."<sup>91</sup> Pelly mentioned that the Justice Palace building "had the slightest architectural pretension."<sup>92</sup> The disappointment could be a result of a pre visit imagination that the Najdi cities were similar to major Islamic cities such as Cairo or Damascus. Philby who stayed for a long time in Arabia admired its architecture. He stated that the Justice Palace, the Jamie Mosque and the fort had architectural distinction. He also stated that the palace was "so splendid in its proportions, so beautiful and so representative of all that is the best in modern Arabian architecture....Its merit lies in the superb simplicity of design and in an almost complete absence of ornament so appropriate to an edifice intended to provide not only comfort but security for those dwelling within its walls."<sup>93</sup>

Mud was the main building material used in Arriyadh. It gave the external appearance of buildings heavy and massive volume. The external openings on the outer walls were limited and located mainly on the upper floors (Fig.17). The only openings at the ground floor were the guest room windows. Small triangular high openings were used for ventilation. The external decoration was limited to surrounding the top of buildings line with a frieze of delicate stepped pinnacles called "Sharaf" and to various designs mainly triangular, in low relief on the upper floors and to mark floor levels. The main wooden doors were highly decorated with contrasting colours. The main features of the city were the city core, the street pattern, the residential quarters and the walls and gates.





Fig.16 Photograph of the city of al-Madinah in 1880 showing the dominance of the mosque on its skyline.

Source: Courtesy of Royal Geographic Society.

#### 4.5.1.1- THE CITY CORE:

The mosque was the nucleus of Arriyadh. Similar to most Islamic cities, the Justice Palace and the main suq around the city maidan were within the mosque precincts. The mosque, the palace and the city wall were rebuilt by al-Imam Turki Ibn Abdullah. He had a special access to the mosque through a door near "al-Mehrab" (prayer niche) to avoid disturbing the worshippers. This access was a new feature that became common to mosques in this part of Arabia as a private entrance for the prayer leader. This door was replaced by al-Imam Faisal Ibn Turki with a private raised long covered passage linking the palace and the mosque.<sup>94</sup>

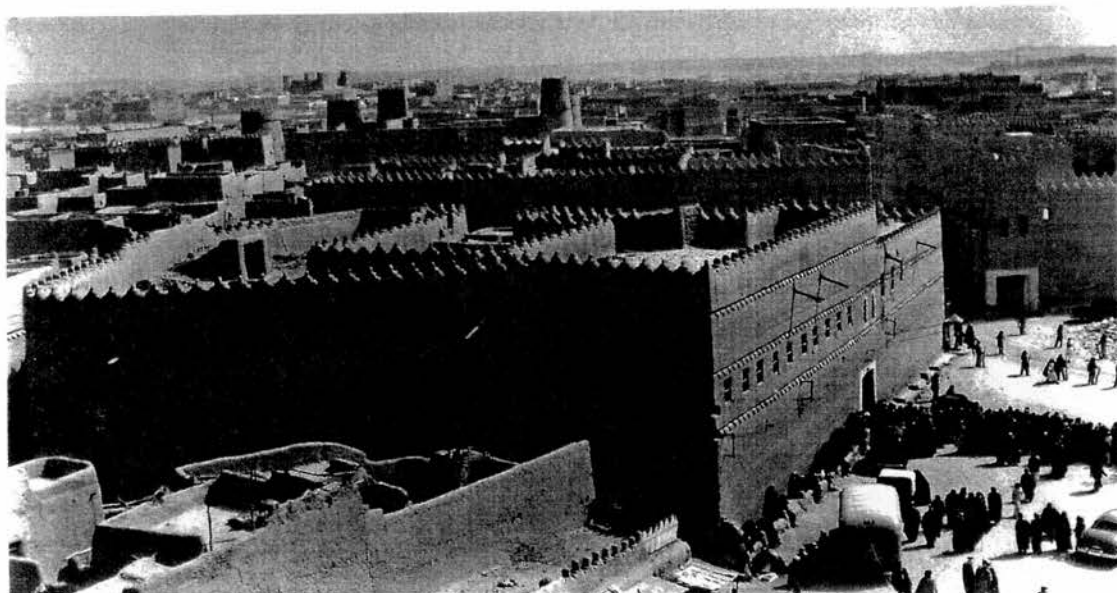


Fig.17 The Justice Palace building in 1949. Notice the decoration and the high windows.

Source: Courtesy of Royal Geographic Society.

The Jamie Mosque of Arriyadh was a simple large flat-roofed building, supported on square wooden pillars coated with mud. It could contain around four thousands worshippers at a time within the main building and the open courtyard in front. Palgrave stated that the Jamie Mosque did not have a minaret, "but in its stead a small platform slightly raised from the roof-level."<sup>95</sup> In fact that was the style of minarets in Arriyadh. The Jamie Mosque and some other smaller mosques were used as schools that taught religion and the Arabic language. It used also to accommodate public lectures. George Wallin (1811-52) who visited Arabia in 1845 and 1848 but could not reach Arriyadh mentioned that the teaching in its mosque was of what "interested him most in all Arabia."<sup>96</sup> Beside the Jamie Mosque there were more than thirty neighbourhood mosques.<sup>97</sup>

The Justice Palace was three storeys high, and between fifteen and eighteen meters, from the ground to the roof parapet. It looked "more like the outside of a fortress than a peaceful residence." The ground storey had no openings at all on the exterior. The main entry to the palace was through "a low and narrow gate," with long earth

seats affording a waiting place for visitors. The palace had an open courtyard, and was elegant enough that Palgrave called it the "Wahhabee Louvre." The palace contained guest quarters, a prison, a special "Musalla" (place of prayer) and the royal treasury.<sup>98</sup>

The central point in which the main streets met and intersected was the suq, with the Justice Palace adjoining it on one side, and the Jamie Mosque on the other. The northern side of the maidan consisted of shops and warehouses. On the western side other shops and warehouses made up the end of the maidan. Beside it the women's open suq was located where bread, dates, milk, vegetables, and firewood were sold<sup>99</sup> (Fig.18).

#### **4.5.1.2- THE STREET PATTERN:**

The main street was the only direct way from the city's primary gate to the city centre. Besides, there were several streets and alleyways of varying width, off which a network of narrow streets led to broad enclosures surrounded on either side by several small houses. Palgrave described the atmosphere in the main street by saying: "Here we found ourselves at first in a broad street, going straight to the palace; on each side were large houses, generally two storeys high, wells for ablution, mosques of various dimensions, and a few fruit-trees planted here and there in the courtyards."<sup>100</sup>

#### **4.5.1.3- THE RESIDENTIAL QUARTERS:**

According to Palgrave, Arriyadh was divided into four quarters. The north eastern, accommodated members of the royal family and the upper class of the community. The dwellings were generally high, and the streets were almost straight and wide. The south eastern quarter, was larger and more heavily populated than the other quarters. It accommodated the lower classes of the population who were mainly peasants and other incomers from the surrounding villages. This was the worst built

and worst kept part of the city. The north western and the south western quarters were spacious and well populated. They contained large irregular masses of houses, varying in size and preservation. There was no distinct separation between the residential quarters other than by broad streets between those several quarters. Although no gates or walls of division have existed, each quarter was considered as a municipal whole.<sup>101</sup> The palace and most of the houses were formed around courtyards that were planted in some cases. In some quarters there were several cultivated enclosures, in which the crops were watered from wells.<sup>102</sup>

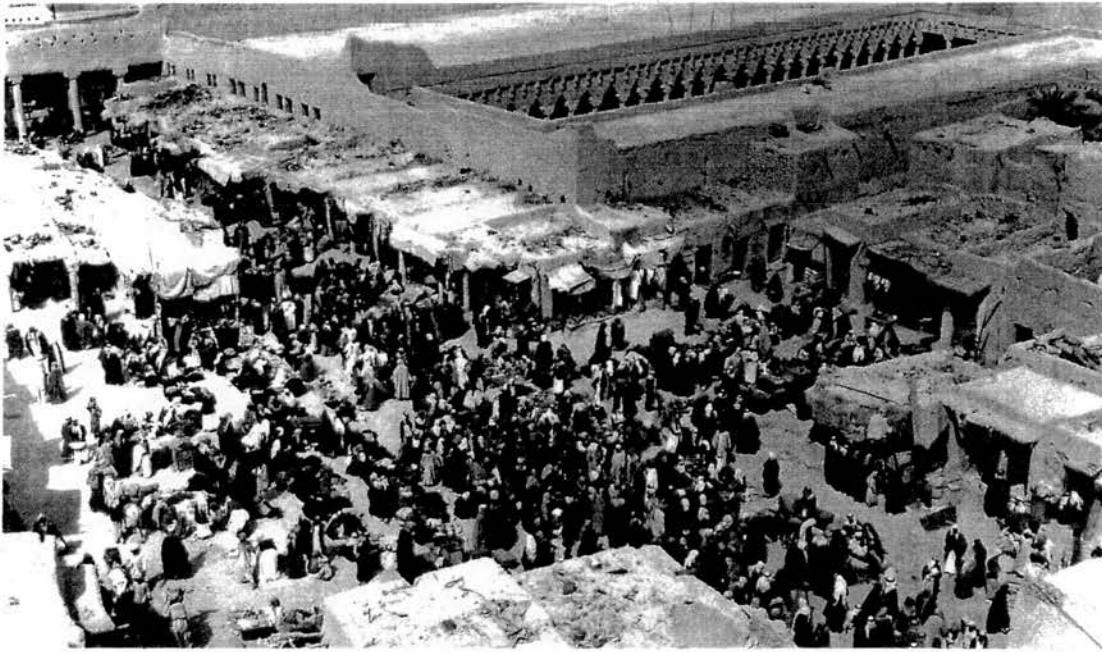


Fig.18 The Jamie Mosque and the suq at the city's main maidan in 1950.

Source: Courtesy of Saudi ARAMCO.

#### **4.5.1.4- THE WALLS AND GATES:**

The city was surrounded by a high strong wall, varying from six to nine meters in height (Fig.19). Outside the city at the northern part were the royal stables, spacious gardens, and the main cemetery.

#### **4.5.2- AT THE END OF THE 19th. CENTURY:**

In 1872, Muhammad Ibn Rasheed became the governor of Hayel. His father Abdullah Ibn Rasheed (...-1847) was a chief commander in the forces of al-Imam Faisal Ibn Turki who assigned him as a governor of Hayel as a reward for his services mainly in recapturing Arriyadh after the assassination of al-Imam Turki. Muhammad Ibn Rasheed took over Arriyadh in 1887. The city form did not change until 1891 when Ibn Rasheed demolished its fortifications by destroying parts of the city wall. He also destroyed most of the palm groves surrounding the city.<sup>103</sup> The major change was in the city centre where he destroyed the Justice Palace and all the palaces of the Saudi royal family. Only a fortified part of the palace of Abdullah Ibn Faisal remained. This was converted to al-Musmak Fort for the use of his governor of the city.<sup>104</sup> The governor had a residence opposite to the main gate of the fort. The open space between the fort and the governor's residence became the formal city square. The shape of the city core changed due to the demolition of the Justice Palace and the use of the fort instead. The Jamie Mosque and the suq remained unchanged, on their original location (Fig.20).

#### **4.5.3- AT THE BEGINNING OF THE 20th. CENTURY:**

King Abdul Aziz al-Saud captured Arriyadh in 1902. He repaired and rebuilt the fortifications of the city. The city started gradual development on approximately its original boundaries. The character of the city was sensitively preserved and the only new element in its centre was the al-Musmak Fort, which was used as a prison and a warehouse. Captain Shakespeare who visited Arriyadh in 1914 stated that the king rebuilt the palaces of his family, which occupied one third of the city.<sup>105</sup> According to H. Philby's diary 1917,1918, the city covered about 100 acres of which the palace, fort, Jamie Mosque, suq, maidan, and the houses of the royal family occupied at least one quarter.<sup>106</sup>

The mosques continued to be very submissive to the city skyline. The dominant



element was the Justice Palace, which was the highest building in the city. During the month of Ramadhan a great lamp was hoisted on the roof of the palace where the whole population could see it and prepare for the coming day of fasting.<sup>107</sup> When the king rebuilt the palaces he followed the original pattern used and connected his palace to the Jamie Mosque and the treasury house by raised passages. Amin al-Rihani who visited Arriyadh in 1922 called it "a city of bridges".<sup>108</sup> The number of local mosques was around twenty varying in size. Besides, there was a special enclosure reserved for the "Eid" (feast) prayers outside the north-east gate.<sup>109</sup> The city had a sort of a hospital at al-Qiri quarter (south eastern). It was the same quarter that Palgrave referred to as having what he called "a patient house" in it.<sup>110</sup>

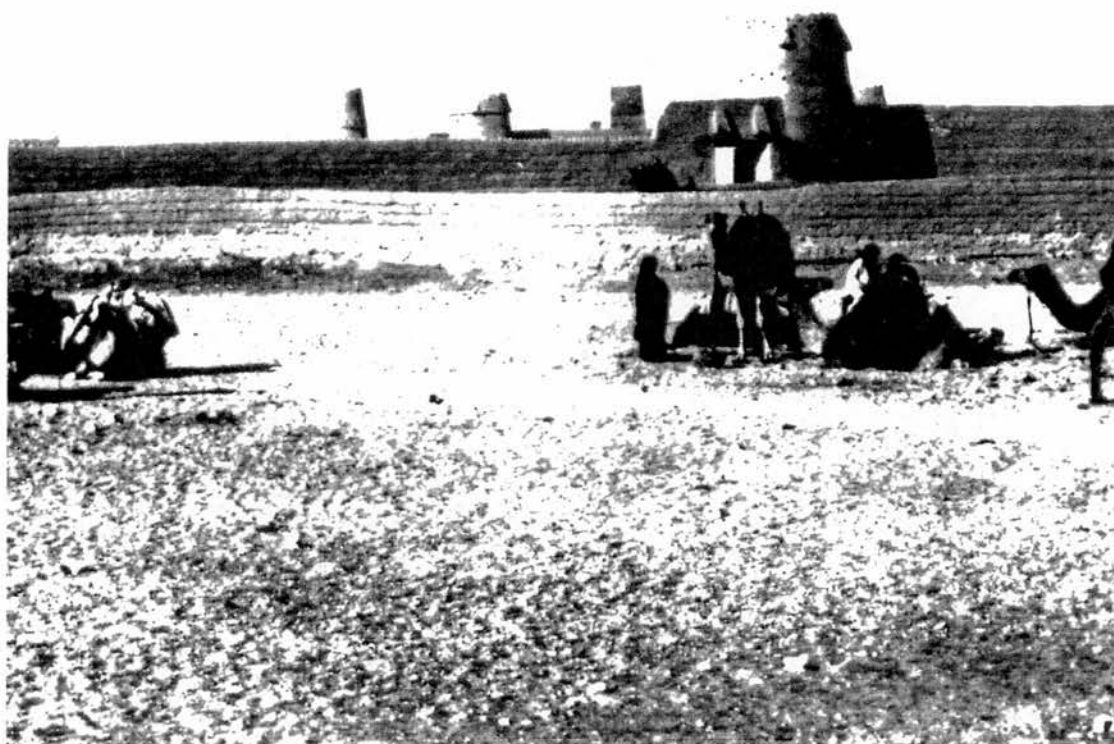


Fig.19 The eastern wall of Arriyadh in 1937 with the Thumairy gate that led to the main street.

Source: Courtesy of Royal Geographic Society.



Fig.20 Proposed plan of Arriyadh at the end of the 19th. century.

Source: (base map) ADA, Report on the development of the JPD programme, p.2.

The city was encircled by a thick wall about 7-9 meters high, interrupted at frequent intervals by imposing towers. Most of them were circular but some were square or rectangular, and generally projecting outwards from the wall. Palgrave's plan showed 12 gates to the city of which one was drawn but not numerated. In 1917-18 Philby drew a map for the city showing nine gates of different sizes, some of which were used "as means of access to the walled palm groves in their vicinity."<sup>111</sup> (Fig.21). According to both Palgrave and Philby, the most important gate was al-Thumairy gate (in the east), which opened to the main street leading to the city core "The city gates are closed every day after the evening prayer and on Fridays during

the congregational service, but the palace gates are closed five times daily at the times of prayer, remaining closed from the evening till the dawn-prayer."<sup>112</sup> The natural convergence of all the main traffic lanes was on the central maidan. Most of the main streets were straight while the internal roads were twisting and some times so narrow that they could not accommodate two men walking abreast down them.<sup>113</sup>

All the buildings in the city were of the same adobe construction as the walls. "Many of the houses in Riyadh were built against the town wall in such a way that the wall itself formed the back of the house."<sup>114</sup> The need for more residential units within the city wall forced the conversion of some palm groves to residential quarters. The main elements of the city core were the Jamie Mosque, the Justice Palace, the suq, the main maidan and the al-Musmak Fort.

#### **4.5.3.1- THE JAMIE MOSQUE:**

The area of the Jamie Mosque was around 2400 Sq.M., which could accommodate almost 2000 worshippers. This means that no expansion was made to its area since the period of al-Imam Faisal. The mosque could barely be recognised and its main entrance was through a gap in the row of shops lining its southern wall. Another subsidiary entrance was on the eastern side. The mosque had a central courtyard occupying about a quarter of its area. The building was covered over by low flat roofs supported on several rows of stone pillars. The main minaret was a low stepped clumsy structure near the centre of the north side of the building. A similar but much smaller minaret enriched its south eastern corner.<sup>115</sup>

The Jamie Mosque could not accommodate the increase of the city population during the 1930's. Two other mosques were made available as jemies. However, the Jamie Mosque continued as the city's main mosque where the king used to attend the congregational prayer in a private chamber built on the roof of the mosque.<sup>116</sup>

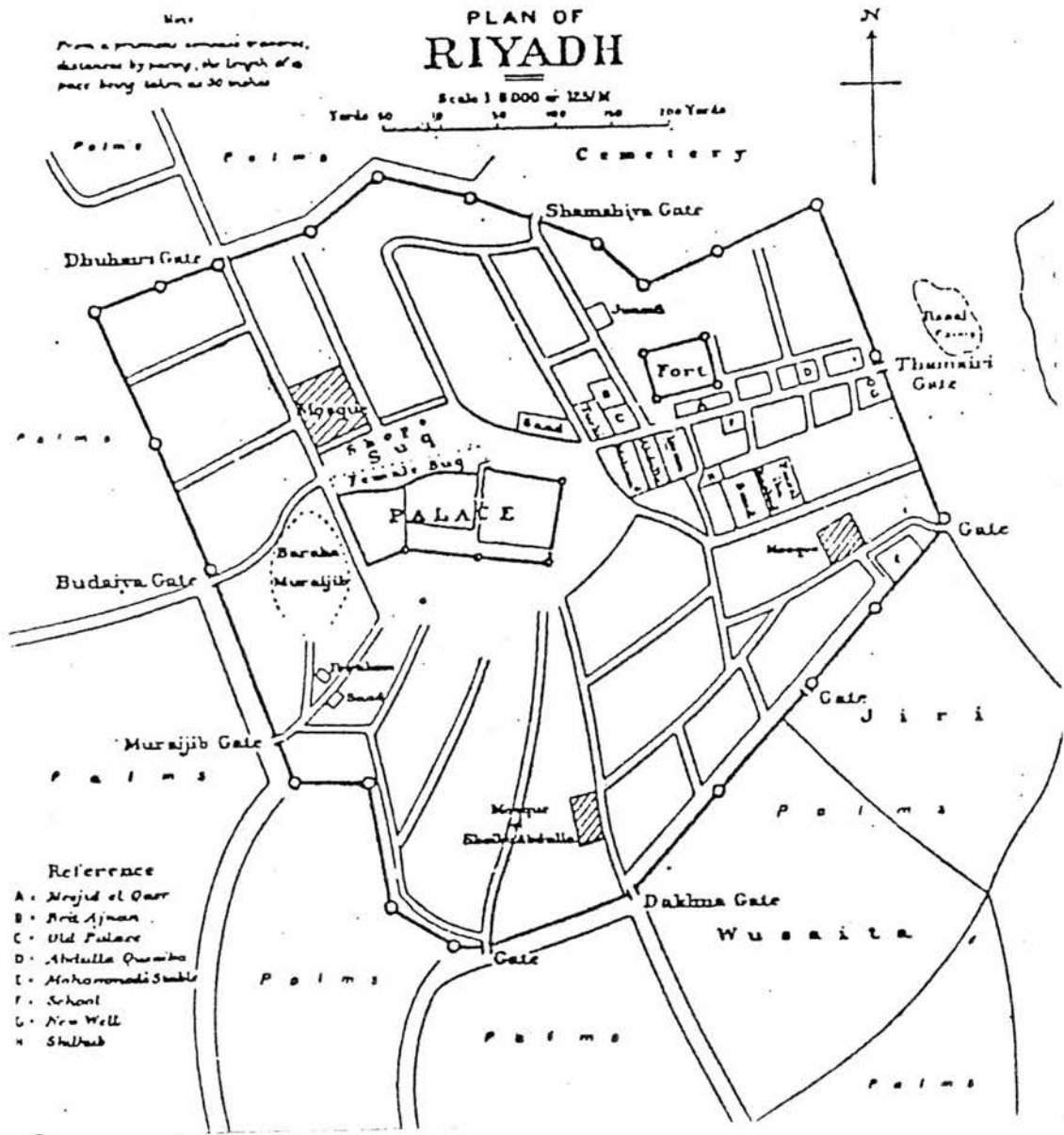


Fig.21 Philby's map for Arriyadh in 1922.

Source: H. Philby, The heart of Arabia, Vol.1, p.70.

#### 4.5.3.2- THE JUSTICE PALACE:

The Justice Palace occupied a picturesque location, facing the maidan and the suq. The central part of the palace was the highest point in the city. On it stood the lamp post previously mentioned to give light to the roofs of the palace. The lamp was

ordinarily lowered before midnight, but during the month of Ramadhan it was left there all night to illuminate the praying congregation. Its removal just before dawn gave the signal to the beginning of a new day of fasting.<sup>117</sup> The palace was the first building in the city graced by electric lighting in 1931.

#### **4.5.3.3- THE SUQS:**

The suq occupied the open space to the north of the palace. It was divided into two sections by a partition wall. The section between this wall and the wall of the palace was reserved as a women's suq. The other and larger section contained about 120 modest shops arranged partly along either side of a broad thoroughfare and partly back to back on a narrow island. Some shops were backed in partly by the outer walls of houses and partly by the south wall of the great mosque itself.<sup>118</sup> The camel suq was outside the eastern gate of the city.

## 5- THE EFFECT OF RELIGION ON THE ISLAMIC CITY.

## 5.1- BACKGROUND:

The form of the Islamic City was a result of different factors such as religion, climate, geology, politics, economy, and original cultures and civilisations of the Islamic countries. As a result of the presence of most early Islamic settlements and cities in similar climatic zones, the general form established became a model for later cities even in different climatic zones. However, this did not mean ignoring the special nature, culture, and traditions of each city. Islam is the integrating and unifying factor that gave cities in different regions a common comparable configuration.

The Islamic law is characterised by its unique universality, comprehensiveness, and suitability for every age and time. Its generality allows for dealing with any new case. Islam did not establish direct new planning theories. The form of the Islamic City emerged as an indirect result of the instructions of Islam in the Holy Quran and Sunnah and people's interpretation of these and behaviour. Planning the city was not the priority in the new state of al-Madinah. Attention was given to political and social issues. Besides, al-Madinah was an established city that could not have been changed straightaway. The period of the Prophet and his Caliph Abu Bakr concentrated on establishing the foundations of the Islamic State. Nevertheless, there were references to early judgments that became regulations such as the Prophet's judgment to leave a minimum of seven cubits (about 3.5 meters) as a road right of way in dividing an open space. Caliph Omar Ibn al-Khattab ruled the Islamic State for ten years. The length of this period enabled him to give his attention to organising the civil issues of the State. He initiated the position of "al-Muhtasib" (see p.75) to ensure that the prospects of the Shariah were observed, mainly in relation to public rights. During his reign, Muslim armies captured Iraq, Syria, Palestine and Egypt where the first Islamic towns were built. The primary religious directions that had their effects on the city form were the centrality, need for simplicity in all aspects of life, neighbour's rights, and the necessity of privacy.

### 5.1.1- CENTRALITY:

Islam is a religion of unity, and this is why it is also a religion of centrality. It focuses the attention of Muslims to one central God whose worship is directed to one central point on earth: the Kaba (Fig.22). Each of the five basics of Islam is focused around some sort of a centre. The shahada is circled around one God and one Prophet. The prayer has a spiritual centre, which is the Friday prayer or a locational centre, which is the mosque. The centre of Zakah or charity, is the timing of payment once a year or the defined people it should be given to. The centre of fasting is the month of Ramadhan and the centre of Hajj is the defined timing once a year or possibly the obligatory performance of once during a life time. When people pray around the Kaba they form continuous circles with one centre of gravity. The Kaba is also the centre of an imaginary uninterrupted circle assembled by Muslims all over the world five times a day.

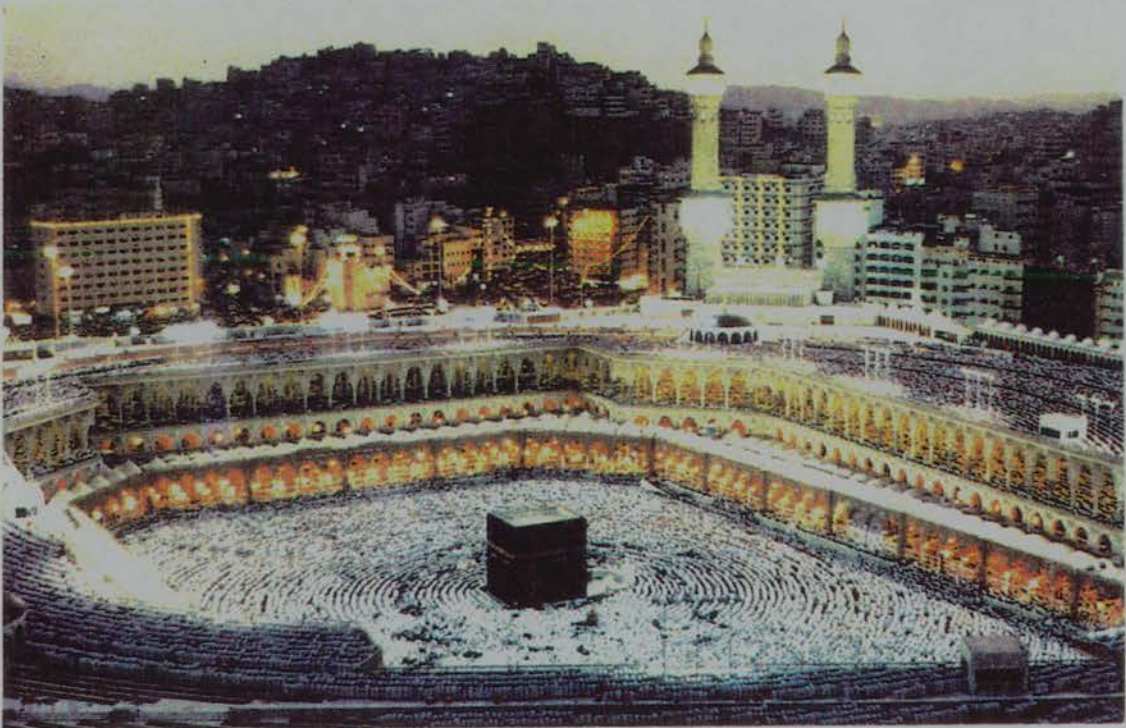


Fig.22 The Holy Kaba is the spiritual centre of all Muslims.

Source: Courtesy of Khalid Khidr.

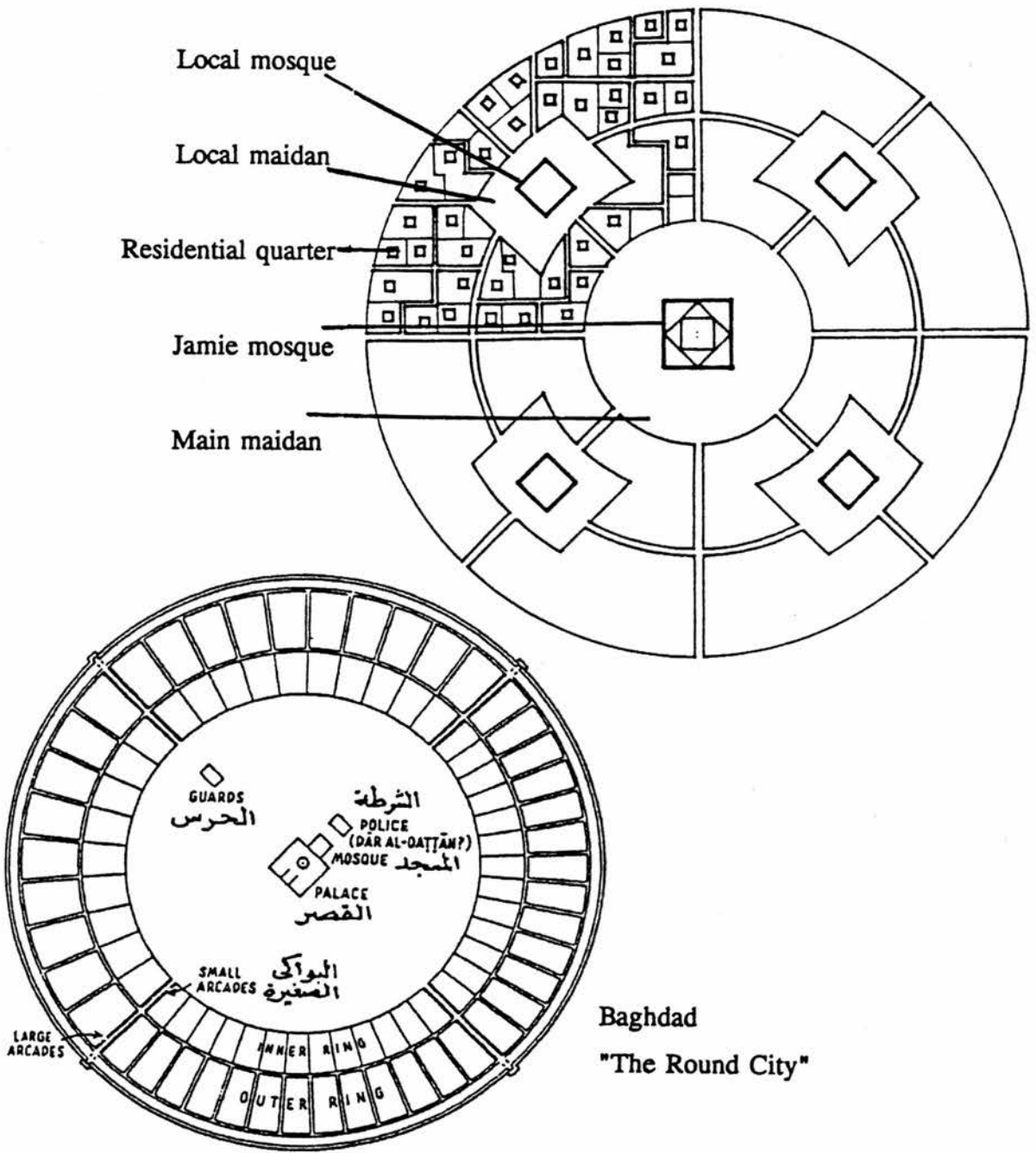


The concept of centrality was reflected on the city urban form. The mosque was the centre of the neighbourhood or the focal point of the city with the main urban activities spread all around it. The courtyard is the centre of the house. Although the mosque in almost all Islamic cities was the focal point, extreme examples of Islamic cities that applied the concept of centrality in a physical form existed. This was the case of the cities of Baghdad and Ghardaia (Figs.23,26).

### 5.1.2- SIMPLICITY:

Islamic directions are somewhat hostile to luxurious life styles. It is suggested that life is a temporary stage and one should work for the best of life after death. This did not mean forgetting about enjoying life on earth. The Holy Quran states: "O you who believe! Eat of the lawful things that We have provided you."<sup>119</sup>. Another verse states: "And Allah has given you in your homes an abode"<sup>120</sup> The Prophet said: "Of happiness: a good wife, a spacious home, a good neighbour and a good mount."<sup>121</sup> One can assume that Islam is only against exaggeration. The Holy Quran states: "O Children of Adam! Take your adornment by wearing your clean clothes while praying and going round (the Tawaf of) the Ka'ba and eat and drink but waste not by extravagance. Certainly He (Allah) likes not the extravagants."<sup>122</sup> At the beginning of Islam the call for simplicity was understandable as most Muslims were poor anyway. When their status improved, neither the Prophet nor his caliphs wanted to divert the efforts of establishing and expanding the state to settling in towns and building houses.

Islam encouraged simplicity of life and buildings. This was reflected in recommending the use of perishable building materials. The Prophet built his mosque<sup>123</sup>, which contained several functions, and his residence of mud. The mosque had no minaret and the call was made from a higher wall of a neighbouring house. To avoid the insistence on praying only in mosques, the Prophet declared that Muslims may pray any where. Where mosques existed, it is preferable to worship in common there. Voluntary prayers are said to be better performed at home. Caliph Omar Ibn



Baghdad  
"The Round City"

Fig.23 A diagram showing the structure of the Islamic City, which was literally followed in the Round City of Baghdad.

Source: (Baghdad's plan) *Al-Benaa Magazine* 2, p.47.

al-Khattab ordered the use of reeds in building the cities of al-Basra and al-Kufa. Later on and as a result of stability he allowed the use of mud but ordered not to build over two storeys. Those early low-built cities became a model that was followed by other early Islamic cities. Simplicity was not a result of Muslim incompetence, but rather an obedience of religious directions. The Prophet rejected a proposal by two of al-Sahaba who visited Syria, to rebuild his mosque similar in style and quality of the building there.<sup>124</sup> Simplicity did not affect the form of the city, which later developed on the same pattern with different materials.

Mud is one of the oldest building materials. Muslims dealt with it in an undeclared spiritual way as it was referred to in several verses of the Holy Quran stating and establishing the relation with it as the original and end material of mankind.<sup>125</sup> It was used in building the Prophet's Mosque although stones were the prime building material in al-Madinah. He requested the help of someone from al-Yamama as it was a more of common building material there. The insistence on using mud could have been to stress the simplicity and the flimsy nature of life.

There were some signs of change during the early days of Islam. Toilets were introduced to houses<sup>126</sup>, a "Minbar" (pulpit) was built in the mosque instead of palm trunk previously used, and some functions shifted from the mosque to areas within its vicinity. Caliph Othman Ibn Affan built the first house with stone and washed it with lime. During the first part of his period the Islamic state was at its most stable. This was when deviation from the strictest application of simplicity first occurred. However, the real deviation was started by the Umayyads at Damascus. Nevertheless, there have always been calls to return to the original simplicity of Islam. When the Umayyad Caliph Omar Ibn Abdul Aziz (681-720) rebuilt the Prophet's Mosque, he was criticised for building it as extravagant as a church.

### **5.1.3- NEIGHBOUR'S RIGHTS:**

Islam gave a primary position to the community. It insisted on preserving strong

social ties within the family and the community. The attention of Muslims was always derived in the Holy Quran and Sunnah to establish consolidated relations between neighbours. The Prophet said: "The Angel Gabriel kept exhorting me about the neighbour to the point that I thought he would grant him the right of inheritance."<sup>127</sup> Most of the early urban directions of Islam were in relation to neighbours rights. Of those the Prophet's Hadith "Do you know the rights of the neighbour...you must not build to exclude the breeze from him, unless you have his permission." He also said: "A neighbour should not forbid his neighbour to insert wooden beams in his wall."<sup>128</sup>

#### **5.1.4- PRIVACY:**

Islam stressed the necessity of maintaining privacy of private, public or semi private spaces. For the privacy within the house the Holy Quran states "O you who believe! Enter not houses other than your own, until you have asked permission and greeted those in them."<sup>129</sup> The house plan was arranged in such a way as to separate between the family and guest areas. The family section was also arranged to insure enough privacy between the male members of the family and the females. Across the house, the privacy of neighbours was to be respected. No direct openings were allowed to intrude to other's private space. Entrances should not meet opposite to one another. Across the house to the public space the rule was to see but not to be seen. This resulted in the introduction of mashrabiya's in the religiously moderate communities (Fig.24), or preventing any visual interaction with the public space in some religiously strict communities. The privacy of the public and semi private spaces was to be maintained. This was by respecting the rights of those spaces as stated by the Prophet: "Avoid staring, do not create harm, salute back to those who salute you, bid to honour and forbid dishonour."<sup>130</sup> Privacy should enable transaction from the public space to the private without injury to either.

Islam separated between sexes, forming a society that is more dependant on family life style. This created a clear separation between public and private life. Most of

the outdoor facilities and activities are mainly for male users. Female presence in the mosque was permissible although it was preferred that they prayed at home. The presence of limited recreational facilities or spaces is a characteristic of the Islamic City. This formal and strict character was a result of the Islamic traditions about privacy and the level of female presence in public, which established the house as the focus of most family activities. Most recreational activities were performed indoors. This explains why all the great examples of gardens in Spain were private. The only sort of outdoor recreational spaces were the semi private squares within residential areas, the suqs, and the race tracks for camels and horses. Camping in the desert or at farms was a family recreational activity performed in some Islamic cities. L. Benevolo mentioned in The history of the city that the Islamic traditions "resulted in a reduction in social activity. Because of this, Arab cities lacked the complexity of their Roman and Hellenistic counterparts: they had no forums, basilicas...only private dwellings...or two categories of public buildings", baths and mosques.<sup>131</sup>

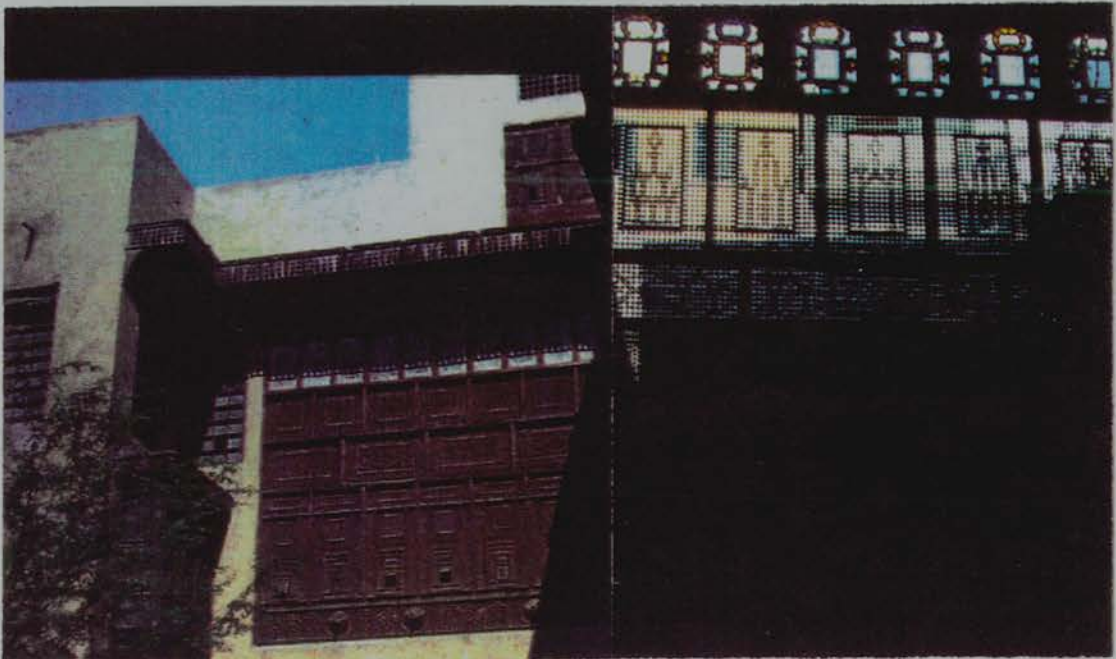


Fig.24 A mashrabiya in a house of old Cairo.

The basic religious rule used to administer urban activities in the Islamic City was "La darar wala derar" (there should be neither harming nor reciprocating harm). Muslims have come to depend on different documented cases, which have almost become laws for urban development and municipal affairs. The position of al-Muhtasib was developed later on to become one of the major positions in the government. His duty is to monitor all development in the public spaces. It varies from preventing encroachments on public streets and supervising the suqs to judging on ownership and privacy problems. The following comparison between the city of Arriyadh and the town of Ghardaia in Algeria shows the influence of religion on the urban form.

## **5.2- ARRIYADH:**

As previously mentioned, the city of Arriyadh followed Wahhabism, which called for the return of Muslim society back to its first purity and order of classical Islam. It declared the establishment of the society "to bend earthly life once more to the classical purposes of God."<sup>132</sup> The physical environment was affected by its emphasis on simplicity in living. Mud was the main building material available, and its use was compatible with Wahhabism intentions to yield to the originality of Islam and adopting step by step the behaviour of the Prophet and early Muslims. Although some of the people of Arriyadh were originally Bedouins who hardly accepted houses as a substitute for tents, they could not afford to build spacious houses due to financial and urban limitations and the requirement of simplicity.

Buildings in Arriyadh, being very concerned with privacy, had the minimum possible number and size of external openings. The courtyard was the centre of the house which doors and windows opened onto. External walls had very limited decoration creating a style of Architecture of unique merit. The Jamie Mosque was at the city core, but contrary to most Islamic cities it did not act as a landmark that affected the lay-out of all main thoroughfares. Mosques were the least apparent elements in the city skyline (Fig.19) although Wahhabis insistence of attending prayers with a

congregation is more than other Islamic madhabs. Their buildings were modest and were considered the places that should conform most to simple traditions. The minaret was very low in order to maintain the privacy of the neighbours. Wahhabis regarded high decorated minarets and any decoration of the mosque to be in contradiction with the basic teachings of Islam.

### **5.3- GHARDAIA:**

Ghardaia is a town at the northern edge of the Sahara Desert founded in 1053. It is one of seven date palm oases in a very fertile area called Wadi Mزاب.<sup>133</sup> (Fig.25). The people of the area are a group of Muslims called the Ibadites. They are considered by most Muslims as a division of al-Khawarej, which they strongly deny. They used to call themselves al-Muslimoun or "Ahl al-dawa" (people of allegation). They adopted the title of Ibadite at the beginning of the 10th. century.<sup>134</sup> The nucleus of Ibadism was started in al-Basra by Ibn Ibad (...-705), and spread from there to Arabia and North Africa. They managed to establish a state in Oman between 749-753, and then in Algeria between 778-909. The latter was destroyed by the Shia Fatimids. Since then, the Ibadites departed with their beliefs and settled in oases in the Sahara Desert. As a reaction and in order to preserve their group from mixing with others, they introduced special social traditions for their puritanical society.<sup>135</sup> They established the concept of "al-Azzaba" (isolation), which is a religious authority of limited numbers that acts as a local government to oversee the religious, social and political affairs of the Ibadite community. The al-Azzaba was called also "al-Halaqa" (circle) because its members usually sit in circles. The mosque is their centre and they can only meet there.<sup>136</sup>

The towns in Wadi Mزاب had a common urban style. Only one mosque was founded in the town to represent a symbol of social unity. It was usually built at the highest point as the centre for social and political affairs. The residential units were built around the mosque and on hilly areas they develop downwards to the edge of the hill. Around the mosque lived the Ulama and the students, the elite class of the

community. People's proximity to the mosque was based on their class in the community. The higher the class the closer the house to the mosque. Down the hill, the edge of the town was occupied by tradesmen and the rest of the public. The suqs and the main maidan were at the borders of the town, which was encircled by a strong defensive wall and several controlled gates as foreigners were not allowed to enter the town.<sup>137</sup> The plan of Ghardaia is more of a circle than the other towns in Wadi Mzab (Fig.26). Most residential units are two storeys with an open courtyard and with no windows on the ground floor.<sup>138</sup> The mosque had no decoration at all as it contradicts with the Islamic traditions of simplicity and it obstructs the believers whispering to Allah.



Fig.25 Map of north western Africa showing the location of Wadi Mzab.

Source: Reading the Contemporary African City, p.13.





Fig.26 Plan and photograph of the city of Gharadia showing its circular pattern and the central location of the mosque.

Source:(plan) L. Benevolo, The history of the city, p.268.)

(Photo) E. Gutkind, Urban development in central Europe, p.16.

Arriyadh and Ghardaia are oases located in similar climatic zones. The inhabitants adopted different Islamic madhabs that are variations from the common ones. Both the Ibadites and Wahhabis consider themselves "Unitarian Muslims" and have some common tribal traditions. Nevertheless, there are extreme differences between the two madhabs mainly in the level of spirituality accepted in the religion. The concept of centrality is applied in a more strict form in Ghardaia as a reflection of the Ibadites' concept of al-Azzaba, which represents an extreme application not considered in the early Islamic cities. Although the mosque was the centre of both cities, it was more symbolic in Ghardaia and has no secular core around it. The main maidan of Ghardaia and all trade activities were at the edge of the town. The plan of Arriyadh with the mosque forming the nucleus of all religious and secular activities, is more comparable to the general plan of most Islamic cities (Fig.27).

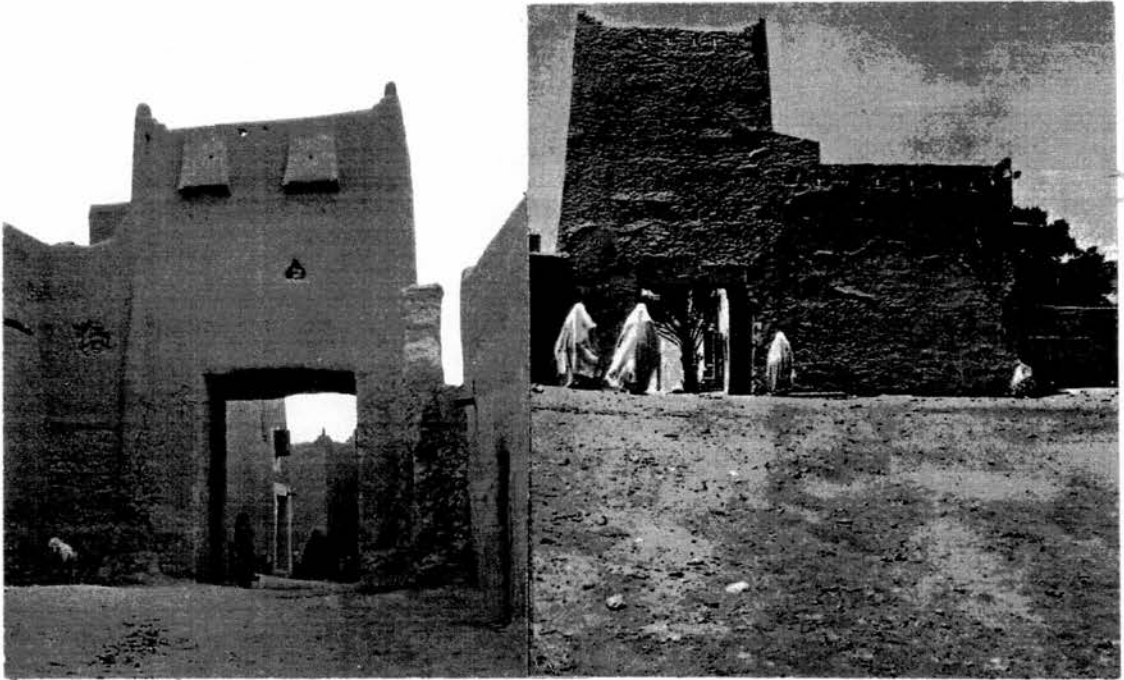


Fig.27 Gates are functional neutral elements that were affected less by the religion. Notice the similarity between the gate on the left, which is of old Arriyadh and the gate on the right, which is in Beni-Izguen the most sacred of the towns of Wadi Mزاب.

Source:(Arriyadh) Courtesy of Life magazine.

(Beni-Izguen) M. Roche, Le M'زاب, p.67.

The interpretation of Islamic traditions led to different applications among Muslims. Some traditions, for example, prohibited the representation of human or animal form. The Prophet said: "The Angels do not enter a house in which there are statues or pictures." <sup>139</sup>This has the advantage of developing abstract decoration based on geometrical figures, plants, and the Arabic calligraphy. Other traditions only discouraged the representation of human or animal form. For instance, Aisha (the Prophet's wife) said: "We had a curtain illustrated with a bird design and visible to whomever enters'; the Prophet said: relocate this, as every time I enter and see it I remember this world."<sup>140</sup> A second example, though it has some climatic justification, is the interpretation of privacy and the visual interaction with the outdoor space. It varied from providing a limited number of undecorated windows to the provision of mashrabiya. The last example is the strict interpretation of privacy and the female presence in the town of Ghadamis in Libya. The town was physically divided on two levels. The lower level with all streets was strictly for male users. The upper level was the female section on the roofs where they have their own paths.

Some professionals exaggerate the religious effect to the extreme of ignoring all of the factors that shaped the Islamic City and tend to invent a religious justification for every aspect of urban development. They also relied on colloquial information that was thought to be religious and based some theories on it. An example is the assumption that the Prophet ordered Muslims to take care of up to the seventh neighbour. There is no such hadith and the authentic hadiths referred to neighbours rights in general, and the number quoted in some hadiths is forty. The numbers of the houses within the neighbourhoods of al-Madinah in 1885 varied from 30-50.<sup>141</sup> Another example is in justifying the presence of the jamie mosque as the nucleus of the city to a transformation of a religious ritual form of the circular pattern of Muslims praying around the Kaba into a physical urban form.<sup>142</sup>

## 6- CONCLUSION.

## 6.1- EVALUATION OF THE STATUS OF THE HISTORY OF ARRIYADH:

The pre history of the city of Arriyadh is very mysterious. Unfortunately, historical sources did not include convincing credible information about this stage. Most of the details were primitive, contradictory and gave mythical impressions. During al-Jahelleyyah and the first decades of Islam, there were general references to Arriyadh in relation to its suq, poetry or Islamic military campaigns. Since then, Arriyadh almost disappears from history until the Wahhabi Movement. Through the two Saudi states and at the beginning of the third state the historical records fail to document different aspects of the city's life especially social, economic and urban. These aspects are well covered in the modern history of the Kingdom of Saudi Arabia.

Archaeology could have contributed a lot in clarifying parts of the historical record. This was, however, difficult as the people in the area considered the archaeological remains as a nuisance attracting the disliked foreigners. Several valuable remains were removed, notably the remains and the column of hewn stone in Sadus (a town north of Arriyadh). Lewis Pelly described in 1865 the remains as "a mound formed of the debris of what may have been considerable buildings, and on the mound stands an elegant column of hewn stone; its top is broken off, but the shaft is still some 20 feet high....Two crosses are engraved on the column's shaft. It is some remnant of one of the Christian sects who passed into Arabia in the early ages of Christianity." He also mentioned that "the villagers excavate stone and soil from the surrounding debris, as well as from the base of the column itself, and at the present time the column is so nearly undermined that the removal of a few more stones from the base would involve its fall."<sup>143</sup> Pelly's expectations were true, as when Philby visited the area in 1918, the column had since then been thrown down and broken.<sup>144</sup>

Archaeological preservation was until recently confronted by the decrees of some religious authorities who treated it as taboo especially if the artifacts depicted

creatures with souls. There has been a gradual appreciation of the significance of archaeology, started and supported by a royal decree establishing the Antiquities Department in 1976. The efforts of this department are as yet very limited. They have begun unravelling parts of the mystery of the pre history of Arriyadh by excavating several cave sites east of Arriyadh, which contain inscriptions dated to at least the 3rd. century B.C.<sup>145</sup>

This chapter gives a historical background of the city of Arriyadh and the Islamic City. To enable a better understanding of Muslim community, it addressed the basis of Islam, and its different schools of thought. It also reviewed the effect of religion on the urban form of the Islamic City and in particular the city of Arriyadh. The topics in this chapter gives a background that should help in understanding the mentality of Muslims especially in Central Arabia the cradle of Wahhabism. It will enable a better perception of the forces that governed the later development stages of the city of Arriyadh and shaped its urban form. In addition, it provides a feeling of the atmospheres in which political decisions are made to direct the future of the city. The next chapter will review the status and style of planning in Saudi Arabia. It will review the development stages and plans of the city of Arriyadh. Finally, it will present the factors that influenced the city's development and shape.

## NOTES TO CHAPTER I:

1. The Arabic language contains letters of pronunciations that are difficult to transliterate to English. As I am a native Arab I will try my best to use the most suitable letters that are closest to the original pronunciation. This means a different spelling even to some commonly known names. In Arabic the pronunciation of the singular wording differs a great deal from the plural which has different wording according to the Arabic grammar. For example the plural of "Yadd" (hand) is "Aydey". To ease the reference to Arabic words I will use the simpler wording, either single or plural and try to apply the English grammar on it such as the plural form of "Madhab" (school of thought) will read Madhabs.
2. A. R. Al-Ansari. Qaryat al-Fau, A portrait of Pre-Islamic Civilization in Saudi Arabia (Arriyadh: University of Riyadh, 1982), p.16.
3. Lotfy A. Yahya. "The Arabian Peninsula in the classic sources". In Sources for the History of Arabia (Arriyadh: University of Riyadh Press, 1979), Vol.1, pp.55-56.
4. Abdalla Ibn Khamees. Moajam al-Yamama (2nd. ed. Arriyadh: 1980), Vol.1. p.293.
5. Hamad Al Jaser. Arriyadh abr atwar al-Tareekh (Arriyadh: Dar al-Yamama, 1966), pp.41-43.
6. Al-Khawarej (the rebels) is an extremist Islamic group disunited from the fourth orthodox Caliph Ali Ibn Abi Taleb (659-661) in 660. They considered all other Muslims as infidels that should be fought. They managed to establish a political presence in North Africa and Oman. They did not accept this title as it meant "disturbers of unity".  
  
Al-Shia (the followers) is another radical Islamic group started at the same period of al-Khawarej. They regard themselves as the companions of Caliph Ali. They exaggerated in their belief and some considered him a prophet. The controversy between the different Islamic groups resulted from the debate about the leadership and organisation of the society. This was how the conflict between al-Shia, al-Sunnah and al-Khawarej started around 661.
7. Abdalla Ibn Khamees. Tareekh al-Yamama (1st. ed. Arriyadh: 1987), Vol.2, p.51.
8. Hamad Al-Jaser. *Ibid.*, p.63.
9. Al-Qarameta was a mysterious political and religious movement founded by Hamdan Ibn Qurmut (d.906). It mixed the beliefs of Christianity, Islam, Buddhism and other religions. Its strong start was in Bahrain and Eastern Arabia in 899. They ruled most of the Islamic cities including Makkah and Damascus.

The movement is believed to have vanished or blended with other sects such as al-Shia.

10. Ahmed K. Al-Badly. Introduction of Safar Namah, the journey of Nasser Khasro al-Kabadyani (1st. ed. Arriyadh: King Saud University Press, 1983), p.13.
11. Abi Mueen Nasser Khasro al-Kabadyani al-Marwazi. Safar Namah, the journey of Nasser Khasro al-Kabadyani. Translated by Ahmed K. Al-Badly. (1st. ed. Arriyadh: King Saud University Press, 1983), p.167.
12. Hamad Al-Jaser. *Ibid.*, pp.80-81.
13. *Ibid.* p.87, p.94.
14. H. St. J. B. Philby. Arabia (London: Ernest Benn Limited, 1930), p. X.
15. Othman Ibn Bishr. Enwan al-Majd (4th. ed. Arriyadh: Darat al-Malik Abdul Aziz, 1983), Vol.1, p.29.
16. Hussain Ibn Ghannam. Tareekh Najd (3rd. ed. Arriyadh:1983), Vol.1, pp.110-111.
17. Jamal Kassem. "Addawafe al-Seaseyyah le rehlat al-Orobeyeen ela Najd". In Sources for the History of Arabia (Arriyadh: University of Riyadh Press, 1979), Vol.2. pp.10-12.
18. Salah al-Aqqad. "Rehlat Carsten Niebuhr". In Sources for the History of Arabia (Arriyadh: University of Riyadh Press, 1979), Vol.2, pp.445-449.
19. Muhammad S. al-Shafi. "Ketab Burckhardt kamasder Tareekhi". In Sources for the History of Arabi. (Arriyadh: University of Riyadh Press, 1979), Vol.2. pp.453-455.
20. The book was written in response to requests from several English friends of the author: "who were tired of reading books and articles about Arabia and Arabs by Europeans who had appointed themselves experts on the subject after visiting our country for only a few weeks. It was about time, they thought, that a native Arab wrote a book in English giving an Arab view of his country's recent history." As a matter of fact such a book was also badly needed in Arabic.  
  
Muhammad al-Mana. Arabia unified, a portrait of Ibn Saud (2nd. ed. London: Hutchinson Benham, 1982), pp.16-17.
21. Arnold Toynbee. Cities on the move (London: Oxford University Press, 1970), p.157.



22. The Kaba is a sanctuary believed by Muslims to have been firstly built by the Angels and then reconstructed by Prophet Abraham. It was regarded as a holy place by the Arabs before Islam. After Islam it became the centre point where Muslims should direct to when praying.
23. When Prophet Muhammad captured Makkah in 630, there were more than 360 idols around the Kaba.
24. The Holy Quran. Sura VII: The Heights, Verse 158.
25. The Holy Quran. Surah VII: The Heights, Verse 70.
26. The Holy Quran. Surah XXXIX: The Groups, Verse 3.
27. The Prophet encouraged the use of the new name of the city, al-Madinah, and gradually forbade the use of the old name. This was to establish a unifying link that relates the original inhabitants and the immigrants to the new Islamic name of the city.
28. The Holy Quran. Surah III: The Family of Imran, Verse 19.
29. The Holy Quran. Surah XXIX: The Spider, Verse 48.
30. Muhammad Al-Khudari. Tareekh al-Tashreeh al-Islami (7th. ed. Beirut: Dar al-Fekr, 1981), pp.16-17.
31. Abul A'la Mawdudi. Towards Understanding Islam (8th. ed.: International Islamic Federation of Students organizations, 1986), P.144.

Sunnah was preserved by followers of the Prophet who were present in his company and in most cases handed it down to them. It was later screened and compiled in the form of books among which are the collections made by al-Bukhari and Muslim. These two collections are considered to be the most authentic and are referred to as the "Sahih Books".

32. The Holy Quran. Surah VIII: The Spoils of War, Verse 20.
33. Muhammad Al-Khudari. *Ibid.*, p.117.
34. Shariah is "the detailed code of conduct or the canons comprising ways and modes of worship, standard of morals and life and laws that allow and proscribe, that judge between right and wrong."

Fiqh is the "detailed law derived from the Qur'an and the Hadith covering the myriads of problems that arise in the course of man's life have been compiled by some of the leading legislators of the past."

Abu A'la Mawdudi. *Ibid.* pp.143-144.

35. Ibid., p.145.

36. Abdullah A. Al-Bassam. Olama Najd khelal settat koroun (1st. ed. Makkah: Maktabat wa matbat al-Nahdha, 1978), Vol.1, pp.18-19.

The predominance of the Hanbali school in Najd was also supported by the trade relations with Syria where several Najdis had their education under the supervision of famous religious scholars of the Hanbali school.

37. Abdulla S. Al-Othaimen. Tareekh al-Mamalakah al-Arabia al-Saudia (1st. ed. Arriyadh: 1984), Vol.1, p.51.

38. Al-Imam al-Bukhari. Sahih al-Bukhari (2nd. ed. Beirut: Aalam al-kutub, 1982), Vol.1, p.32.

39. Ahmed Ibn Hanbal and his followers later on refrained from accepting any official positions. Their relation with the responsible authorities has been always tense. This has contributed to the limited spread of the Hanbali school.

Muhammad Abu Zahrah. Ibn Hanbal (Cairo: Dar al-Fikr al-Arabi, 1981), p.408.

40. The Hanbalis are accused of being strict and zealous in dealing with the public. Their means of convincing or objection includes enforcement. The Arab historian Ibn al-Atheer (1160-1234) referred to incidents in 934 when the Hanbalis destroyed the city of Baghdad in order to retain compliance with Shariah, based only on their suspicions of behaviour of the public.

Muhammad Abu Zahra. Tareekh al-Madhahib al-Islamiyah (Cairo: Dar al-Fikr al-Arabi, 1981), Vol.2, p.344.

41. The Wahhabis never accepted this title. They believe that it was given by opponents of the movement as a means of implying that it was a new sect instead of a return the original faith preached and practised by the Prophet. Referring to it by the founder of the movement would be to fall into one of the great errors they have always condemned; the glorification of men, saints or prophets so as to dilute contemplation of worship of the one supreme God. The title was also close to one group of al-Khawrej called al-Wahbiyah. The Wahhabis preferred the titles of "Addawa Assalfiyah" (the Orthodox movement), "Muslimoun" (Muslims) or "Muwahhidin" (unitarians). As this thesis is being written in English I will be using the title of the Wahhabis as it is more common to westerners. In fact, the title is almost acceptable or known nowadays in Arabia itself.

42. H. St. J. Philby. Ibid., pp.5-6.

43. Wilfred Cantwell Smith. Islam in Modern History (Princeton, New Jersey: Princeton University Press, 1957), p.42.

44. Ibid., p.42.

45. H. V. F. Winstone. Captain Shakespeare, A Portrait (London: Quartet Books, 1978), pp.163-164.

Some Westerners considered Ibn Abd al-Wahhab as a prophet and Wahhabism as a new religion. Muslim opponents of Wahhabism also accused Ibn Abd al-Wahhab of pretending prophecy and being a false apostle.

46. Othman Ibn Bishr. Ibid. Vol.1, p.99, p.184.

47. Hussain Ibn Ghannam. Ibid., p.125.

48. This movement is different from the group of "Al-Ikhwan al-Muslimoun" (Muslim Brethren) founded in Egypt during the 1930's by Hasan al-Banna (1906-1949).

49. Hafiz Wahbah. Arabian Days (London: Arthur Barker Limited, 1964), pp.125-126.

50. Robert Lacey. The Kingdom (Fontana/Collins, 1982), p.144.

51. Muhammad al-Mana. Ibid., p.80.

52. H. St. J. Philby. A pilgrim in Arabia (London: Robert Hale Limited, 1946), p.94.

53. Robert Lacey. Ibid., p.63.

54. Hafiz Wahba. Ibid., p.127.

55. Muhammad Al-Mana. Ibid., pp.82-83.

56. They refer to a Hadith by the Prophet stating that Muslims are partners in three things: water, pasture and fire.

57. H. St. J. Philby. Arabian Days (London: Robert Hale Limited, 1948), p.264.

58. Lewis Pelly mentioned that it was declared impossible during his visit to Arriyadh that "the Wahhabi Government should go on if people smoked."

Lewis Pelly. Report on a Journey to Riyadh in Central Arabia (1865) (Cambridge, Naples: Oleander/Falcon), p.48.

59. K. A. C. Creswell. Early Muslim Architecture (Beirut: Lebanon Bookshop, 1968), p.1.

60. Ibid., p.16.

61. The Holy Quran. Surah XLIX: The Dwellings, Verse 13.
62. Adel A. Ismail. Origin, ideology and physical patterns of Arab urbanization (Faculty of Architecture, University of Karlsruhe, 1969), pp.104-107.
- Saleh A. al-Hathloul. Tradition, continuity and change in the physical environment: the Arab-Muslim city (A Ph.D. Dissertation, MIT, 1981), pp.20-21.
- Arnold Toynbee. *Ibid.*, p.158.
63. Adel A. Ismail. *Ibid.*, p.48, p.102.
64. Abdul Quddous al-Ansari. Athar al-Madinah al-Munawarah (3rd. ed. Al-Madinah: Al-Maktabah al-Salafeyyah, 1973), pp.72-73.
65. Ibn Hisham. Al-Seerah al-Nabaweyyah (1st. ed. Cairo: Dar al-Rayyan, 1987), Vol.3, pp.26-27.
66. Ahmed al-Sharif. Makkah wa al-Madinah fe al-Jahelyyah wa Ahd al-Rasoul (2nd. ed. Cairo: Dar al-Fikr al-Arabi), pp.293-294.
67. The "Muhajirun" (immigrants). Muslims of Makkah and other cities or tribes who migrated to al-Madinah before the Prophet's capture of Makkah.
68. Al-Ansar (companions), followers of the Prophet in al-Madinah who supported him after his immigration. Al-Ansar and al-Muhajirun together were called al-Sahaba.
69. Saleh A. al-Hathloul. *Ibid.*, pp.30-32.
70. Al-Imam al-Bukhari. *Ibid.* Vol.1, p.265.
71. Saleh A. al-Hathloul. *Ibid.*, pp.32-33.
72. Ali and Najy Al-Tantawy. Akhbar Omar wa akhbar Abdulla Ibn Omar (3rd. ed. Beirut: Dar al-Fikr, 1973), p.130.
73. Abdul Hayy Al-Kittany. Al-Tarateeb al-Edareyyah (Beirut: Dar Ehyaa al-Turath al-Arabi), Vol.1, p.282.
74. Georgy Zaydan. Tareekh al-Tamaddun al-Islami (Beirut: Dar Maktabat al-Hayah), Vol.1, p.425.
75. Saleh A. al-Hathloul. *Ibid.*, pp.35-37.
76. *Ibid.*, p.41.
77. Adel A. Ismail. *Ibid.*, p.15.

- 78.Said M. al-Attar. "The impact of development on society and the built environment". In: Development and Urban Metamorphosis: Yemen at the Crossroads (The Aga Khan Award for architecture, 1983), Vol.1, p.5.
- 79.Kaizer Talib. Shelter in Saudi Arabia (1st. ed. London: Academy Editions/st., 1984), p.58.
- 80.Andre Raymond. The great Arab cities in the 16th.-18th. centuries (New York: New York University Press) p.12.
- 81.Adel A. Ismail. Ibid., p.146.
- 82.Besim Selim Hakim. Arabic-Islamic cities (2nd. ed. London: Kegan Paul Intl., 1988), p.61, p.64.
- Adel A. Ismail. Ibid., pp.170-172.
- 83.Kaizer Talib. Ibid., p.9, p.58.
- 84.Adel A. Ismail. Ibid., p.121, p.132, p.146.
- 85.Some writers questioned the reliability of Palgrave's visit to Arabia. Some assumed that he has only reached the eastern parts of Arabia, and relied on verbal sources in writing about Central Arabia. Others, as Philby, denied that Palgrave had ever been to Arabia. Pelly claimed in his report that al-Imam Faisal told him that "Arriyadh was a curious place for European to come to; that none had ever before been allowed to enter". R. Bidwell in an introduction to the reprint of Pelly's report, stated that Pelly was extremely jealous of Palgrave and determined to disprove his statement that "to be known as a European traveller, at any rate in the Wahabnis country...would be exceedingly dangerous, possibly even fatal". The level of details contained in Palgrave's book can never be a result of imagination and verbal discussions with some witnesses who visited Arabia. D. Houghart, in 1904, argued that the reality of Palgrave's journey is not a subject for discussion. Captain Shakespeare said that "Palgrave plan of Riyadh is exceedingly good".
- 86.The first Justice Palace in Arriyadh was built by Daham Ibn Dawas the governor of the city at the beginning of the second half of the 18th. century. The palace was rebuilt by al-Imam Turki Ibn Abdullah when he captured the city in 1824. Ibn Rasheed demolished the palace in 1891 and used the al-Musmak Fort instead. King Abdul Aziz rebuilt the palace at the beginning of the 20th. century. Throughout history the palace was always built on the same location.
- 87.Hamad Al-Jaser. Ibid., p.95.
- 88.Othman Ibn Bishr. Ibid., Vol.2, p.99.

- 89.W. G. Palgrave. Personal narrative of a years's journey through Central and Eastern Arabia (London: Darf, 1985), pp.227-228.
- 90.The Jamie Mosque is believed to have been built by al-Imam Turki Ibn Abdullah. His son al-Imam Faisal enlarged its area. The Jamie Mosque continued on the same location until now.
- 91.Ibid., p.266.
- 92.Lewis Pelly. Ibid., p.46.
- 93.H. St. J. Philby. The heart of Arabia (London: Constable, 1922), Vol.1, p.74.
- 94.The passage provided al-Imam Faisal a secured private crossing without exposing him to vulgar curiosity, or to the dangers of treachery. This was a reaction to the assassination of his father during public worship.
- W. G. Palgrave. Ibid. p.230.
- 95.Ibid. pp.266-267.
- 96.M. Trautz. "A forgotten explorer of Arabia: G. A. Wallin". In G. A. Wallin's: Travels in Arabia (1845 and 1848) (Cambridge: Falcon-Oleander,1979), p.xxxii.
- 97.W. G. Palgrave. Ibid., p.267.
- 98.Ibid., pp.231-233, p.235.
- 99.Ibid., pp.230-231, p.266.
- 100.Ibid., p.230.
- 101.Ibid., pp.264-266.
- 102.Lewis Pelly. Ibid., p.44.
- 103.Muhammad al-Mana. Ibid., p.34.
- 104.There is a historical dispute about who has built al-Muskak Fort. Some references assume that it was built by Abdullah Ibn Faisal. Others suggest that it was built by Muhammad Ibn Rasheed. The confusion is possibly because part of the fort was of, or on Abdullah's palace but there should be no doubt that the fort in its existing shape was formed by Ibn Rasheed.
- 105.H.V.F. Winstone. Ibid., p.161.
- 106.Beeah group consultants. Interpretation and presentation of former city walls and gates. Prepared for Arriyadh Development Authority (Arriyadh, 1986), p.3, p.6.

- 107.H. St. J. Philby. Arabia of the Wahhabis (London: Cass, 1977), p.5.
- 108.Robert Lacey. Ibid., p.173.
- 109.H. St. J. Philby. Ibid., p.13.
- 110.H. St. J. Philby. A pilgrim in Arabia. p.115.
- 111.H. St. J. Philby. The heart of Arabia. Vol.1, pp.70-71.
- 112.H. St. J. Philby. Arabia of the Wahhabis. p.65.
- 113.Muhammad al-Mana. Ibid., p.33.
- 114.Ibid., p.35.
- 115.H. St. J. Philby. The heart of Arabia. Vol.1, pp.73-74.
- 116.H. St. J. Philby. A pilgrim in Arabia. p.113.
- 117.H. St. J. Philby. The heart of Arabia. Vol.1, pp.75-76.
- 118.Ibid., p.72.
- 119.The Holy Quran. Surah II: The Cow, verse 172.
- 120.The Holy Quran. Surah XVI: The Bee, verse 80.
- 121.Besim Selim Hakim. Ibid., p.149.
- 122.The Holy Quran. Surah VII: The Heights, verse 31.
- 123.The Mosque building was so simple and primitive. It could not have been recognised of any significance. A man entered the Mosque with his camel and a Bedouin urinated in it.
- 124.Muhammad al-Kandehlawi. Hayat al-Sahaba. V.3, p.100.
- 125.The Quran states: "From it (earth) did We create you, and unto it shall We return you, and from it shall We bring you out once again" Surah XX: The TAHA, verse 55. It also states: " He began the creation of man from clay". Surah XXXII: The Prostration, verse 7.
- 126.Al-Imam al-Bukhari. Ibid. V.1, p.82.

Originally, there were no toilets within the houses. Some argued that this was not a sign of simplicity as much as a habit which remained from the nomadic life. Aisha the Prophet's wife said that the Arabs hated to have toilets in houses.

- Ibn Shabba. Tareekh al-Madinah al-Monawara (Jiddah: Dar al-Asfahani), V.1, p.331.
127. Besim Selim Hakim. *Ibid.*, p.152.
128. *Ibid.*, p.154.
129. The Holy Quran. Surah XXIV: The Light, verse 27.
130. Al-Imam al-Bukhari. *Ibid.* Vol.3, p.265.
131. Leonardo Benevolo. The history of the city. Transliterated by Geoffery Culverwell (London: Scolar, 1980), p.261.
132. Wilfred Cantwell Smith. *Ibid.*, p.42.
133. J.J. Guibert. "The ecology and Ideology of Cities on the edge of the desert". In Reading the Contemporary African City (The Aga Khan Award for architecture, 1983), p.13, p.16.
134. Awad khelyfat. Al-Osoul al-Tareekheya le al-Fergah al-Ibadeyya (Oman: Ministry of Information, 1988), p.12.
135. Ahmed M. A. Jaly. Derasah an al-Ferag fe Tareekh al-Muslimeen "al-Khawarej wa al-Shia (1st. ed. Arriyadh: King Faisal Centre for Research and Islamic Studies, 1986), p.71.
136. Ali Yahya Moammar. Al-Ibadeyya fe Mawkeb al-Tareekh (Cairo: Maktabat Wahbah), V.1, pp.97-98.
137. Manuelle Roche. LE M'zab. Architecture Ibadite en Alge'rie (Arthaud, 1973), p.19, p.29, p.30.
138. Albert Wilson. Rambles in North Africa (London: Jonathan Cape), p.75.
139. Besim Selim Hakim. *Ibid.*, p.150.
140. *Ibid.*, p.150.
141. Ali Ibn Mousa. "Wasf al-Madinah al-Munawarah fe 1303". In Hamad al-Jaser's: Rasael fe Tareekh al-Madinah (Arriyadh: Dar al-Yamama, 1972), pp.38-39.
142. Adel Ismail. *Ibid.*, p.100.
143. Lewis Pelly. *Ibid.*, pp.39-40.
144. H. St. J. Philby. Arabia of the Wahhabis. p.77.



145. Saudi Department of antiquities. Muqaddema an Athar al-Mamlaka al-Arabia al-Saudia (2nd. ed. Arriyadh. 1977), p.157.

## CHAPTER II

### DEVELOPMENT OF PLANNING IN SAUDI ARABIA AND THE CITY OF ARRIYADH

1- INTRODUCTION TO PLANNING IN SAUDI ARABIA.

## 1.1-BACKGROUND:

King Abdul Aziz took over most of the Arabian peninsula in 25 years. Arriyadh was captured in 1902, al-Ahsa in 1913, Asir in 1920, Hayel in 1921 and al-Hijaz by the end of 1925. In 1932, the different regions were unified constituting the Kingdom of Saudi Arabia (Fig.28).

Two administration systems existed in the newly founded Kingdom. The tribal system, which was implemented in the inner regions, and the more organised system, which was executed in the coastal areas and the regions that were governed by the Ottoman empire. In fact the region of al-Hijaz was the only place in Saudi Arabia with a modern semi organised administrative system. Due to its tribal nature, the rest of the country, including some areas that were governed by the Ottomans like Asir and Hayel, followed the traditional system of ruling families.

The three Saudi States followed the traditional tribal system from the creation of the first state in 1745, till the capture of al-Hijaz in 1925. Al-Hijaz was ruled by al-Ashraf<sup>1</sup> under the Ottomans until al-Shareef Hussein Ibn Ali (1854-1931), supported by the British, declared its independence. Out of the different regions that formed Saudi Arabia al-Hijaz was the only one that had an internationally accepted government following the Arab revolution by al-Shareef Hussein in 1916. When King Abdul Aziz captured Makkah in 1924 he assured the citizens that he had no interests in annexing their region to his state. He added that an Islamic conference in Makkah should decide the best ways to manage the holy places.<sup>2</sup> The king received weak responses from the Islamic countries, which were mostly under western colonisation. The Hijazis preferred to be under the rule of the king than under a collective Islamic government. They accepted him as the king of al-Hijaz in January, 7th. 1926 on the condition that they have their autonomous state with Makkah as its capital. The king was called king of al-Hijaz and sultan of Najd and annexed provinces. Afterwards, the king called for another Islamic conference, which was later held in Makkah on June, 7th. 1926 to discuss only the administrative affairs of al-Hijaz.

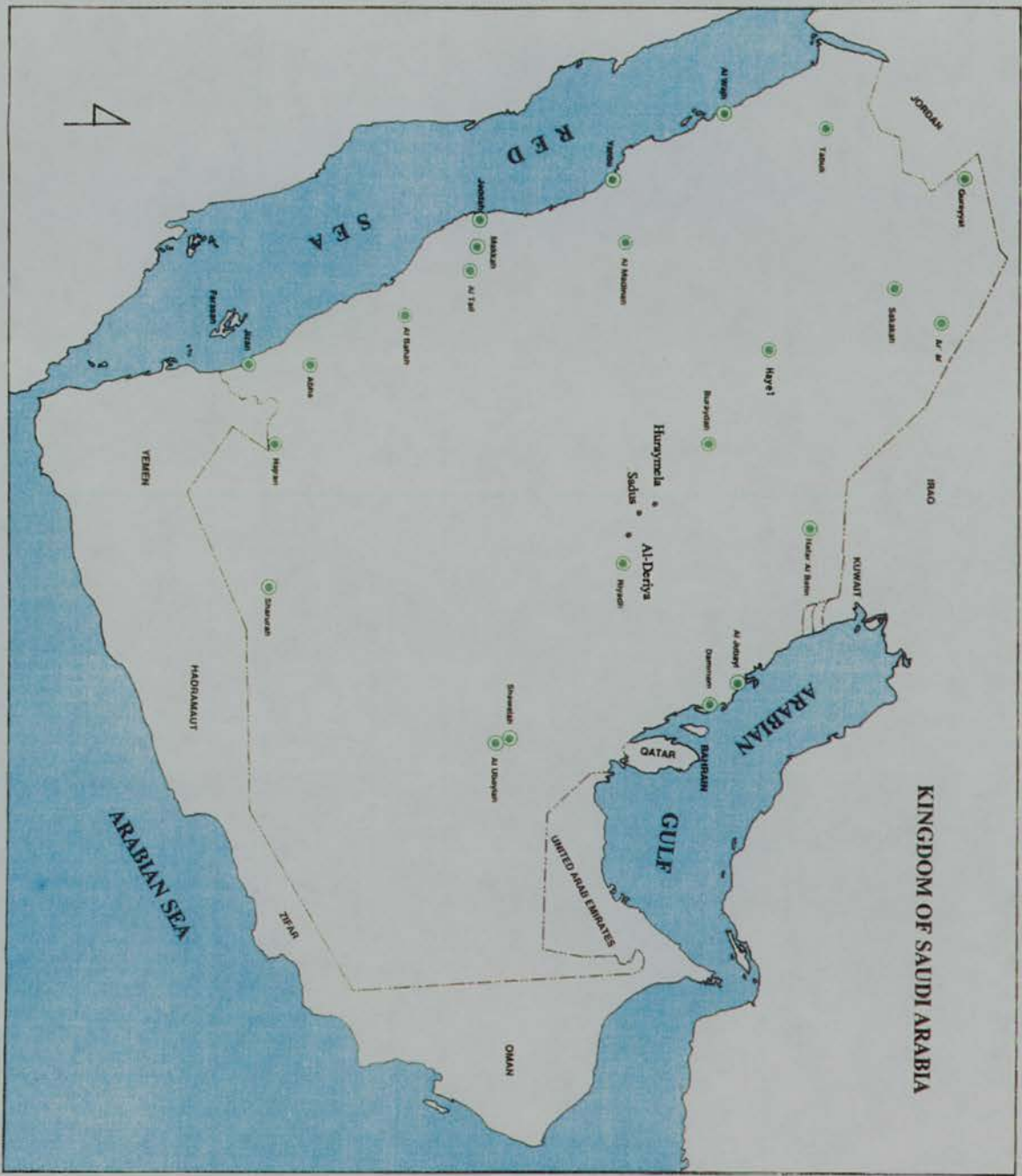


Fig.28 Location of the main cities of Saudi Arabia.  
 Source: Ministry of Planning, Fifth Development Plan, p.39.

Political, military and commercial affairs were under the direct authority of the king. The region was maintained as a fully integrated part of the Kingdom of Saudi Arabia declared on September 21st. 1932. It was essential for the king to adopt the two administration systems in the Kingdom. Firstly because of his agreement with the Hijazis and secondly to gradually develop a modern administration system in al-Hijaz, that could be applied later to the whole country.

## **1.2- DEVELOPMENT OF A MODERN GOVERNMENT STRUCTURE IN SAUDI ARABIA:**

The Ottomans established different departments for public services in al-Hijaz. The same system was continued by al-Ashraf. King Abdul Aziz, lacking the experience and manpower to administer the country's main source of income, the Hajj, retained the existing institutions of al-Hijaz. By this means he gradually convinced and exposed citizens in other regions to the advantages of the modern system, assured the Hijazis of his promise of maintaining their semi independent government structure and calmed western worries concerning his government. The institutions and practices were modified occasionally by order of the king, in ways that suggest that they were meant to apply in part to the entire country.

Most of the government departments were placed in Makkah except the diplomatic missions and the Ministry of Foreign Affairs and some other agencies that dealt with Hajj<sup>3</sup>, which were located in the city of Jiddah. In 1924, consultative councils were created in the main cities of al-Hijaz to review municipal, urban, budgetary and economic issues. Members from each council were represented in the main "Majlis al-Shura" (parliamentary or consultative council) in Makkah.

The first established government departments were the General Health Organisation in 1925, the General Directorate for Education, Makkah municipality in 1926 and the General Directorate of Finance in 1927. There were branches for most agencies in the different cities of the Kingdom including Arriyadh. Each department or agency

acted as a totally independent body due to the lack of a well defined structure of government. The formation of that structure, which was initially for al-Hijaz, developed initially in an ad hoc manner according to the following three stages:

#### **1.2.1- STAGE I 1926-1930:**

In 1926, the basic directions for the Kingdom of al-Hijaz were announced. It established a skeleton of an administration and arranged the government's divisions to juridic<sup>4</sup>, the interior, foreign affairs, finance, education and military affairs. Although several new departments were nominated, most of them were in fact a continuity of the old agencies. Most departments reported to the king's deputy in al-Hijaz.

#### **1.2.2- STAGE II 1930-1953:**

A council of deputies was established in 1930. It aimed towards reorganising the existing system and setting up a council of ministers. The Council of Deputies consisted of agencies dealing with foreign affairs, finance, military, consultative council, the interior and judicial affairs. The Ministry of the Interior was the dominant body in the council as it was responsible for health, education, police, courts, municipalities and postal services.<sup>5</sup> The royal decree that announced the establishment of the Kingdom in 1932, suggested maintaining the constitution of the Council of Deputies until a new system was set. It stated that Saudi Arabia is an independent monarchy deriving its authority from the Islamic Shariah.

The first ministry was the Ministry of Foreign Affairs which was founded in 1930. It was followed by the Ministry of Finance in 1932, Ministry of Defence in 1946, Ministries of Health and the Interior in 1951, Saudi Arabian Monetary Agency (SAMA, the central bank authority) in 1952, and Ministry of Agriculture in 1953. The gradual conversion of government agencies to a ministerial system did not change the system of the Council of Deputies or suggest a different system.

In Najd and the rest of the regions other than al-Hijaz, the king was the centre of authority. No ministries or any somewhat formal governmental system was applied. He ruled those regions on a personal basis as he found that the traditional tribal pattern of government, experimented with by his predecessors, most practical. All affairs were dealt with from the royal court with the support of the king's advisers who were assigned different specialised responsibilities.

### **1.2.3- STAGE III 1953- TO DATE:**

It was July, 20th. 1953 when the king decided to set a council of ministers, for the whole country. The council was to hold its meetings under his leadership at the capital city of the country, Arriyadh. He later decided that the Council of Ministers (COM) would be chaired by the crown prince. The council held its first meeting on October 11th. 1953. The Council consisted of the Ministers of Finance, Foreign Affairs, the Interior, Education, Agriculture, Defence, Communications, Health, Commerce and two ministers of state. After more than twenty years the country had an organised governmental structure.<sup>6</sup> Five ministries were added later for Information, Justice, Hajj and Endowments, Petroleum and Mineral Resources and Labour and Social Affairs. In 1969, the council consisted of Ministers of Foreign Affairs, Finance and National Economy, Commerce and Industry, Defense and Aviation, Health, Education, Information, Petroleum and Mineral Resources, Labour and Social Affairs, Communication, Agriculture, Hajj and Endowments, and the Interior. The significant change in the structure of the government was in 1975 when a new council of ministers was appointed adding six ministries for Planning, Higher Education, Municipal and Rural Affairs (MOMRA), Public Works and Housing, Post and Telephone, and Industry and Electricity. Recently the heads of the Auditing Department, the Civil Service Bureau, and Diwan al-Mazalim (Injustice Bureau), and the President of Ports Authority were appointed as members of the council. The council is chaired by the king and attended by the crown prince, who is also the deputy chairman, and all nominated ministers.



### 1.3- EVOLUTION OF PLANNING IN SAUDI ARABIA:

During the era of the Council of Deputies, ministries did not have equal power or presence at the council. The Council of Ministers brought together the various ministries giving them equal opportunity to service the country each in its designated disciplines. Although the ultimate institution of the government is the monarchy, where all powers rest with the king, the Council of Ministers became the principal body to assist the king in running the country. It also gave the king and the ministers the chance to have a widespread look at the country's affairs.

The country's revenues were extremely limited. After capturing al-Hijaz, Hajj became the main source of income. Customs, Zakah, Jihad (holy war) tax, tariffs on telephones, stamps and transportation means and the government's shares in concessions were the other sources of income. The earliest attempt to frame a budget for the government was in 1929 but it was only in 1931 when the first budget was announced.<sup>7</sup> The government programmes were prepared independently and were conducted under the daily operations of related departments within the limits determined by the annual budgets.

The world-wide economic setback in 1930, drastically reduced the number of pilgrims (Table 2)<sup>8</sup> resulting in a dramatic shortage of revenues. The possibility that oil might be found in the country had been known for some years, since by 1927 it was already being explored for in Iraq and Iran. In 1923, the first oil concession had been signed with an English group to explore for oil in the Eastern Province of Saudi Arabia at the price of 2,000 Pounds in gold per annum. King Abdul Aziz was more than happy to allow foreigners to pay the said amount of gold annually to discover that no oil was contained in the country. After two years the English group lost interest and the concession was terminated.<sup>9</sup>

A group of American geologists, invited by the king to explore the availability of water resources, discovered significant geological formations near the city of

Arriyadh. This encouraged them to return to the Eastern Province to drill deeper. This was the great oil strike of March 12th., 1938. Commercial production started on September 4th. of the same year but fell almost to nothing during the second world war. Since then, the process of rapid growth and modernisation of the country has continued.<sup>10</sup>

Year	Total Pilgrims	Year	Total Pilgrims	Year	Total Pilgrims
1926	90,662	1930	39,045	1934	33,898
1927	96,212	1931	29,065	1935	33,830
1928	90,764	1932	20,181	1936	49,517
1929	81,666	1933	25,291		

Table 2: The number of pilgrims between 1926-1936. The number declined sharply in 1930.

Source: Hassan Gazzaz. Al-Amn Allathy Naeshoh. Vol.2. p.396.

The Kingdom encountered a financial crisis in 1956 as a result of breaking diplomatic relations with the United Kingdom and France and the consequent suspension of oil supplies. This incident established the country's compelling need for planning to maintain continuous economic stability. The following are the significant turning points in the process of founding planning agencies in Saudi Arabia:

### **1.3.1- NATIONAL PLANNING:**

#### **1.3.1.1- THE SUPREME PLANNING BOARD:**

In 1958, the Economic Development Committee was established in the office of the prime minister to set up a long term economic plan. The International Bank for Reconstruction and Development proposed that the Saudi government institute a

planning body to suggest means for developing the country's resources and the building up of a solid national economy. As an outcome of these recommendations the Supreme Planning Board was established in 1961. Its primary functions were planning and coordinating the Kingdom's economic development programmes by reviewing the ministries' programmes and allocating the required funds.<sup>11</sup>

The Supreme Planning Board did not present any coordinated strategic plans, a task that was not performed by any other department of the government at any level. The work was concentrated on applying a reasonably balanced distribution of funds among the varied programmes of the different ministries. The Supreme Planning Board failed to set up an economic development plan. This was because it disregarded the role of the private sector and the inability of ministries and departments to perform their planning duties. The ministries' planning units, proposed by the International Bank to set programmes, were not established. Besides, it would have not been possible to prepare a comprehensive plan in the absence of the basic data about the country.<sup>12</sup>

#### **1.3.1.2- THE CENTRAL PLANNING ORGANISATION:**

Beside the International Bank, the government requested advice from the Ford Foundation and the United Nation's team for social and economic planning in 1964. They all accentuated the need for a central planning agency supported by planning units in all government departments.<sup>13</sup> In compliance with those recommendations and to give more independence and a wider planning role to the Supreme Planning Board, it was decided in 1965 to develop the Supreme Planning Board to become the Central Planning Organisation. It was placed under the direct authority of the prime minister. The Central Planning Organisation continued playing the role of the Supreme Planning Board and within a year it started preparing the First Five Year Plan in the Kingdom.

In a step to furnish the proposed plan with the basic data, the Ministry of Finance

established the Central Department of Statistics. It conducted its first census<sup>14</sup> in 1962-3. The population estimate of the Kingdom was 3.3 million inhabitants. The figure was unfavourably received by the government and thus was suppressed.<sup>15</sup> Realising the capabilities of government departments at that time, one cannot place much confidence in the procedures or results of that census. However, the First Five Year Plan, issued in 1970, relied on those false figures.

### **1.3.1.3- MINISTRY OF PLANNING:**

The Central Planning Organisation was developed as the Ministry of Planning in 1975. The responsibilities of the ministry are:

- 1-To prepare a periodic economic report on the Kingdom, which includes an analysis of this economy and the progress which has been achieved in this field as well as anticipated developments.
- 2-To lay down economic development plans for each five year period. The Council of Ministers approves these plans before the green light is given for execution.
- 3-To present a total estimate of the funds necessary for the execution of the development plans approved by the Council of Ministers. These estimates become the basis for the state budget, the additional budgets, and the budgets for independent governmental corporations. In achieving this the Ministry of Planning and the Ministry of Finance and National Economy are in constant consultation through the exchange of information and facts in order to reach complete coordination between the requirements of the general development plan and the available financial resources.
- 4-To prepare the necessary economic studies on certain required topics and to submit its recommendations.
- 5-To assist the ministries and the independent government offices on the issues related to planning affairs with which they are concerned.
- 6-To give technical advice on matters entrusted to it by His Majesty the

King

7-To submit a follow-up report to the Council of Ministers in which the work in progress of the programmes and projects of the development plan are outlined.<sup>16</sup>

The First Development Plan (1970-1975) was introductory to the subsequent series of five year plans. The Ministry of Planning produced the Second Development Plan for the years 1975-1980. It relied on the data of a more serious census conducted in 1974. All the Five Year Plans including the Fifth Plan (1990-1995) broadly reiterate the following goals:

- 1- Preservation of religious and moral values under the directions of Islam.
- 2- Strengthening the defence of the country.
- 3- Diversifying the economy and reducing the dependence on Oil.
- 4- Raising living standards and improving the quality of life.
- 5- Maintaining economic and social stability.
- 6- Achieving balanced and integrated regional development.
- 7- Strengthening the role of the private Sector in the Economy.
- 8- Developing and completing the physical infrastructure.
- 9- Developing human resources.<sup>17</sup>

Through the above statement the Council of Ministers recognised the responsibility of the Ministry of Planning for the tasks of planning and follow up. Although it has suggested the necessity of coordination with the Ministry of Finance, it made the latter more accountable in its resolution No.565 on May 20th. 1975.<sup>18</sup> The status of the Central Planning Organisation was more coherent than the Ministry of Planning. It had the privilege of being in a distinguished supervisory position from the rest of the ministries and linked directly with the prime minister. As a ministry it has an equivalent competitive status with other ministries.

Government departments, foreseeing the influence and deterministic role of the

Ministry of Finance, disregarded the development plans and started operating from annual budgets. The Ministry of Finance plays conflicting roles as the Ministry of Finance (treasury), which relies on administering annual revenues, and of National Economy, a responsibility that was merged with it in 1954, which relies on long term planning. This action created a coordination problem between the different ministries and departments. The allocation of budgets and determination of priorities depended on political and personal powers.

### **1.3.2- URBAN DEVELOPMENT PLANNING:**

The development of urban planning in Saudi Arabia followed three stages: 1932-1959; 1959-1975; and 1975-present.

#### **1.3.2.1- STAGE 1: 1932-1959:**

The government issued in 1937 municipal regulations to manage the major cities. The regulations, which were initially for the cities of al-Hijaz, provided a framework to direct regular urban functions. The Ministry of the Interior was responsible for all municipal activities.

The Arabian American Company (ARAMCO) had a principal role in developing the Eastern Province. It was requested in 1947 to plan the cities of al-Dammam and al-Khobar. There, it has introduced and applied a gridiron pattern and villa type houses for the first time in the Kingdom. Although the two cities were new and the applied pattern might have been appropriate for them, the same pattern was later applied in all cities of the Kingdom contributing to a process of neglect and destruction of the old urban areas.

#### **1.3.2.2- STAGE 2: 1959-1975:**

The United Nations was requested to assist in preparing development plans for the

major cities in the Kingdom. A team of town planners was sent in 1959. Consequently, two planning offices were established in Jiddah and Arriyadh in 1960.<sup>19</sup> In December 1967, the Deputy Ministry of the Interior for Municipalities Affairs assigned the planning of Arriyadh to Doxiades Associates. Their Master Plan was finally submitted in July 1971 and approved by the Council of Ministers in 1974. It applied the gridiron pattern with the super grid as a plan for the city, and the villa as the endorsed future house type.

The development of the country's economy due to the oil boom in the mid 1970's, and the subsequent growth gradually changed the pattern of Saudi cities. They expanded in every direction leaving the old sectors to deteriorate. The fast development of Saudi cities created overcrowding and deteriorating old areas. It has also created deficiency of infrastructure, housing, and urban facilities. The rapid expansion and the heavy flow of immigrants to cities increased the demand for land initiating an intricacy of land speculation. Neither the United Nations' team nor the established planning offices has articulated policies on physical development determining its objectives and patterns. Had those policies existed and envisioned future needs, a clearer picture and better plans could have been drawn for the cities' needs.

In the context of the First Five Year Plan, the government started an ambitious programme of urban and regional planning. Urban and regional planning studies for the Western, Northern and Central Regions were commissioned in 1972. Similar studies has followed for the Eastern Province in 1973 and for the Southern Region in 1974.<sup>20</sup>

### **1.3.2.3- STAGE 3: 1975-TO DATE:**

Planning agencies developed from a small department under the Central Planning Organisation to city planning offices under the Ministry of the Interior, then to a general directorate for planning under the Deputy Ministry of the Interior for Municipalities Affairs. In order to achieve a national perspective of urbanisation, and

to organise the physical planning process, which the urban and regional plans lacked, an independent Ministry of Municipal and Rural Affairs was established in 1975 replacing the Deputy Ministry of the Interior for Municipalities Affairs.

In 1976-7, the Ministry of Municipal and Rural Affairs began the Action Master Plans projects for seven major cities in the Kingdom. These plans succeeded the Doxiades Master Plan for Arriyadh and the regional urban plans. Planning offices were established in the respective cities to monitor and update the master plans, and to provide the related authorities with necessary guidance and advice. During the early 1980's, the ministry reactivated rural and regional development plans.<sup>21</sup> Although several master plans were prepared for different Saudi cities and regions, the only master plan that acquired the Council of Ministers approval was the Doxiades Master Plan of Arriyadh in 1974. Nevertheless, the preparation of additional master plans is in process.

The government realised the hazards of uncontrolled expansion of cities. Several suggestions were made to restrict development beyond the existing urban areas. One was to stop any new subdivision plans outside the limits proposed by the master plans. The other was to permit new subdivisions with no government commitment to the provision of services. Neither of the suggestions was practical because of the different forces behind land subdivisions. The only feasible solution for the cities' uncontrolled expansion was in the resolution of the Council of Ministers No.1170 in 1977. It decided on the need for determining cities urban limits for the next 20 years as defined by the cities' master plans.<sup>22</sup> This resolution, although provided the necessary political power, was never implemented as the limits determined in the master plans were out of date and were not followed in anyway in the development process. The political and economic forces also played a role in ignoring the resolution. Cities continued to develop haphazardly creating an unbalanced mixture of land uses, extreme variation of densities and vast unserviced areas with major serviced vacant areas within the urban areas. Due to the recession in the national economy, which started in early 1980's, the Council of Ministers issued in 1985 a



resolution suspending the approval of any land subdivisions for two years. The Ministry of Municipal and Rural Affairs was to define urban growth limits for all cities in the country and a ministerial committee was formed to study the situation of vacant lands within urban areas. The Council approved the urban limits of cities and policies for implementation in 1989. The resolution is moderately late, as cities have widely expanded creating major problems that will require a long time to remedy. However it can help, if properly implemented, as a tool to control urban development.

#### **1.4- EVALUATION OF PLANNING IN SAUDI ARABIA:**

Planning was first conceived in Saudi Arabia as a tool for economic development. Afterwards, physical planning was introduced to reflect economic development policies into a progressing physical environment. Planning cannot play an effective role in development unless it is applied comprehensively. It should be based on clear information, well analyzed statistics and full understanding of all aspects of the community. The Kingdom failed to adopt comprehensive planning as an approach to development. This resulted in unbalanced social, economic and physical development.<sup>23</sup>

National Planning did not accomplish effectively its anticipated role. The proposed five year plans were all short sighted. They lacked policies and goals for phases beyond their definite time frame. Long term policies are essential for the assurance of a continuous long term development process. There is no formal body in the Kingdom responsible for such policies. The most appropriate can be either the Council of Ministers or the monarchy, which have only set vague general policies and goals. The mandate of the Ministry of Planning authorises it to assess the funds required to execute the development plans. Based on these assessments, the country's budget is made. Government agencies have experienced that the plans, programmes and estimates prepared by the Ministry of Planning, were not practical. Despite the exhaustive efforts in preparing the plans, the result was always determined by the

Ministry of Finance, and has always been very different from the plans' estimations.

One might argue that the plans are not rational or flexible and have not considered in a realistic way the truly available financial resources. In such case, a thorough review of the plans should have been made prior to their final approval. The Council of Ministers approves both the plans and the annual budgets though they contradict one another. Therefore, government departments paid more attention to the annual budgets. The Ministry of Planning is responsible for annual updating of the development plans. Regardless, this task was not fully responded to by government agencies due to their lack of appreciation of the plans themselves.

Urban development planning in the Kingdom did not have any policies to influence or suggest the preferred type of physical development. In addition, no compatible objectives were formulated for programmes that would influence the physical environment.<sup>24</sup> Due to improper forecasting of need and lack of rational planning and ordinances, the water shortage in Arriyadh -before pumping of desalinated water started in 1983- did not lead the town planners to think of concentration of development instead of wild expansion (Fig.29).

The concept of master planning proved to be an inefficient tool for urban development in the Kingdom. It could not suit or accommodate the overall political, national planning and financing systems. Besides, the urban planning process has not been institutionalised. The only urban regulations that have been formalised are the streets and building regulations, and the regulations of municipalities and villages, which stated the responsibilities of municipal agencies. The master plans were rigid and could not respond in a flexible way to development requirements.

The master plans for the city of Arriyadh proved that end-state zoning documents are un-responsive to the dynamics of urban growth. Their proposed solutions could not solve urban problems in a rapidly changing environment. Doxiades had predicted a growth rate for the city around 6.5% per annum over the following 20 years. The

actual figure averaged 12%.<sup>25</sup> The growth predictions were almost immediately made obsolete by the economic boom of the 1970's. The Doxiades plan proposed a compact city for 1.4 million people by the year 2000 within an area of 304 Sq.Km. Today's population is more than 2 million and the city covers an area of more than double the Doxiades proposal. The Scet plan, being developed during the boom period, expected the continuity of the style of development and suggested that the urbanised area of Arriyadh would be approximately 850 Sq.Km. for 1.6 million people by 1990.<sup>26</sup> The proposed size is at least 30 % larger than the existing urban area of the city.

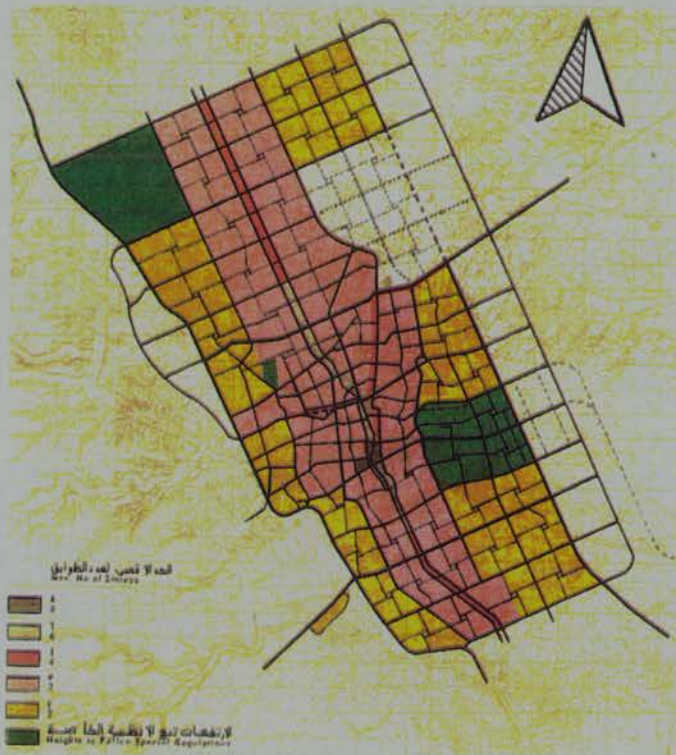


Fig.29 Doxiades Proposed building heights in Arriyadh.

Source: Report of the High Committee for evaluation of Doxiades Master Plan.  
p.113.

One cannot blame the two master plans for all the critical planning and development problems of the city. Although both plans lacked flexibility, they had sufficient professional merits and did contribute in giving some guidance to the city develop-

ment. The limited professional capabilities of the urban planning and development agencies, the style of political and administrative system of the country and over-expectations from the master plans were the main causes of the style of development that the city encountered. Had the policies and recommendations of the two master plans been literally implemented, the city should have had a better shape. The plans were partially implemented ignoring their most vital issues such as the need for staged controlled development(Fig.30). Scet, knowing the administrative and political system, suggested that the development limits for 1985 and 1990 should receive the endorsement of the Council of Ministers.<sup>27</sup> Based on that, the programme for public facilities and services and their costs should be finalised for the five year plans. The master plan was not approved and the suggested limits were ignored.

A comprehensive master plan for a volatile and complex urban area can never be truly finished and comprehensive. The city requires a mechanism for implementation, updating and review. In other words, a process for continuous strategic planning is needed with a framework for plans, policies, guidelines and the necessary ability to use them to monitor and control development while it is happening (Fig.31). The following motives are the prime factors that have influenced planning in Saudi Arabia:

#### **1.4.1- THE GOVERNMENT SETUP:**

The government system in Saudi Arabia is a family monarchy. It tends to secure its stability and authority on a naive understanding of Islam. It assumes that the king or traditionally the Imam has endless religious and political powers. Later introduction of Majlis al-Shura<sup>28</sup> or the Council of Ministers has not touched the authority of the monarchy. The Council is an assembly of ministers that can deal with their agencies' administration and in some occasions with general issues of the country's administration. Strategic political, social, or economic affairs are the responsibilities of the monarchy. The monarchy itself has different centres of power that dominate decisions at different levels.

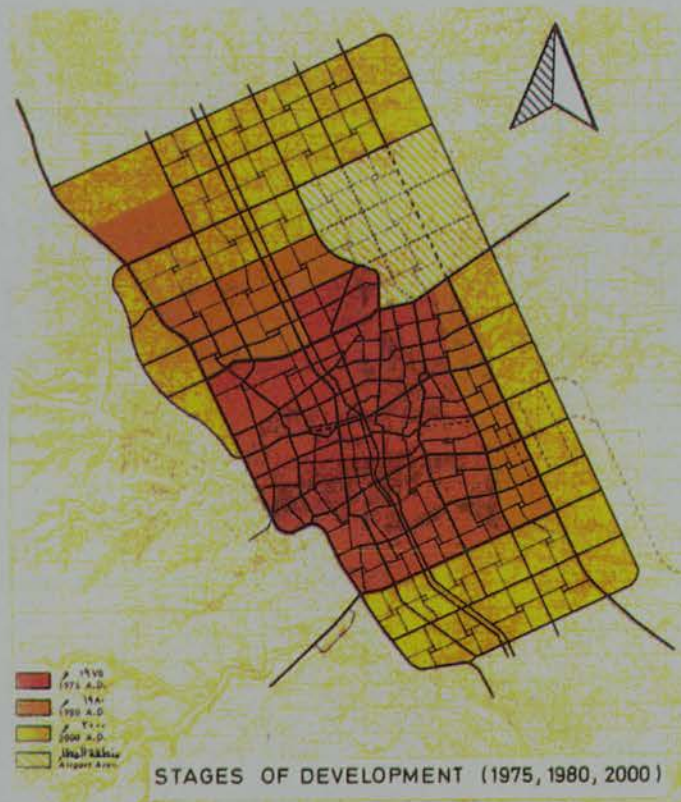


Fig.30 Doxiades proposed development stages for Arriyadh.

Source: Report of the High Committee for evaluation of Doxiades Master Plan.  
p.119.

In such a system, planning is not always a welcome tool for development. It means too much of a commitment for the government. The development plans tend to be used for political purposes giving flourishing estimations of unrealistic budgets. The endorsed annual budgets do not either reflect the financial demands of the development plans or demonstrate the actual governmental expenditure. Major projects were imposed during fiscal years despite the absence of any prior commitments or available funds. Funding for projects and programmes is usually assigned according to personal powers or type of ventures. The country's defence and security take the priority, and has always consumed a considerable percentage of the country's revenues (Table 3).

Publicly available data is the natural base of planning. the government, however,

concealed the results of the 1962-3 census as it showed a low level of native population. Similarly, the 1974 census, showing a total population of 6,690,000 inhabitants was withheld. The figure announced by the government was 7,012,642 inhabitants.<sup>29</sup> More than 16 years have elapsed since the last census. The Central Department of Statistics decided to conduct a national census in 1990. All the mechanism was in place and a wide public awareness programme started. Nevertheless the Council of Ministers decided to defer the census till 1992.

(In Million RIs)

Sector	1403/04	1404/05	1405/06	1407/08	1408/09
<b>Revenues:</b>					
Oil Revenues	164,496	164,500	154,250	74,183	73,525
Other Revenues	60,504	49,600	45,750	32,743	31,775
<b>Expenditures:</b>					
Human Resource Development	27,736	30,413	24,533	23,689	23,388
Transport & Communications	24,950	22,175	14,497	10,904	9,493
Economic Resource Development	13,202	12,533	9,081	6,615	5,888
Health & Social Development	13,591	16,134	12,892	11,094	10,806
Infrastructure Development	9,582	9,833	6,924	4,299	3,555
Municipal Services	19,070	17,063	11,890	8,110	7,017
Defence & Security	75,565	79,892	63,956	54,226	50,080
Public Administration and Other Government Spending	47,218	43,928	38,584	30,974	25,058
Government Lending Institutions*	20,000	17,500	9,300	3,590	590
Local Subsidies	9,086	10,529	8,343	6,145	5,325

Table 3: Budget allocations by sector.

Source: SAMA., Statistical Summary-1989, p.129.

#### 1.4.2- MULTIPLICITY OF DEVELOPMENT AND PLANNING AGENCIES:

The outline of planning in the Kingdom proposed the Ministry of Planning as the organisation responsible for comprehensive national planning. The Ministry of Municipal and Rural Affairs was assigned responsibility for physical planning. All ministries however, acted as highly independent bodies. Each ministry had sizable

development programmes that were neither coordinated with the national plan nor with the physical development plan. The government also established several distinctive commissions for the planning and development of special urban areas or cities, such as the Royal Commission for the Development of the Industrial Cities of Jubail and Yanbu, the Royal Commission for the Development of al-Madinah and the High Commission for the Development of the City of Arriyadh.

Poor coordination became a convention of development planning in the Kingdom, with different agencies claiming responsibility of coordination, sometimes through royal orders, but without the means for practical implementation. All cities experienced uncoordinated provision of infrastructure, which is shared by separate autonomous agencies. Although the Central Department of Statistics collected and tabulated statistical data for the country, access to the data was extremely difficult because of the bureaucracy of the system of dissemination. This led to a number of contradictory surveys executed by various agencies.

#### **1.4.3- HOUSING DEVELOPMENT PROGRAMMES:**

Subsequent to the oil boom, a vast number of immigrants, comprising foreign experts and labour force, resided in the major Saudi cities. The rise in personal income also stimulated the native citizens to improve the quality of their lives by building new houses. A tremendous shortage of residential units resulted. A consolidated housing programme was started by the government to fulfil this need, creating a phenomenal urban development. The programme was composed of the following:

- 1-Public housing built by the Ministry of Public Works and Housing in the major cities. By 1990, 26,000 units were constructed in different cities of the Kingdom.
- 2-Housing developed by government agencies, mainly military, to accommodate their personnel. About 221,000 units were constructed under this programme.
- 3-Housing developed by the Real Estate Development Fund. The Fund was set up in 1974 to provide interest free loans to native Saudis. It assisted in building

around 465,000 units in different cities in the Kingdom.<sup>30</sup>

The need for housing has been stabilised to the point of excess housing supply so that a large number of housing units were vacant in Arriyadh in 1990. However, many of the units developed, mainly by the private sector, are deteriorating because of the absence of any control on construction (Fig.32). The investment in housing during the period of the Fifth Development Plan (1990-1995), will amount to over 10% of the total investment. It will be the largest category of investment during this period.<sup>31</sup>

#### **1.4.4- Land grants:**

The government, since the establishment of the Kingdom, used donation of land as an indirect way of giving money. This was used as awards or, as irrationally justified, a means of wealth distribution. The grants varied in locations and sizes from 400-900 Sq.M. for grants made to university graduates or limited income people, to an infinitive number of square meters for persons in power. Grants are usually assigned by royal orders. The land grants played a major role in creating very low density fragmented cities.

The majority of land grants are beyond urban areas<sup>32</sup> (Fig.33). The smaller size grants were distributed by municipalities on areas subdivided by them. The large number of this type of land grants (more than 100 thousand land parcels have been allocated in the city of Arriyadh<sup>33</sup>) created isolated and un-serviced neighbourhoods. As the land was given as a generous grant by the government, people have accepted having to wait several years before their demands for services were met. The large allotments of land introduced a more serious issue to the intricate development of cities. The only cost that owners of large parcels of land grants spend on the development of their lands is the maximum 40% of the land area that should be allocated for roads, open spaces and mosques. As the government is committed to the provision of infrastructure and services, well-placed owners used their power to





Fig.31 Proposed boundaries of Arriyadh by Doxiades and Scet Master Plans.  
Source: Base map, ADA.

have their lands serviced and so inflate the price. Although most of the large land grants are unserviced, the comparatively more reasonable prices attracted a lot of people to buy land parcels to develop residential units.

#### **1.4.5- DISREGARD OF REGIONAL PLANNING:**

The attention of planning in the Kingdom was concentrated on two levels, national and local. Local planning addressed urban areas giving limited concern to rural areas. A close look at the regional issues of resources and needs was ignored. The Fourth Development Plan stated that "the large demand that this growth [of metropolitan areas] and migration placed on available resources also meant less attention to the needs of the rural areas. As a result, there continues to be urban-rural disparities in the quality of services." The Fourth Plan also recognised the need for regional planning. It stated that "an important objective of the Fourth Plan is to strengthen the institutional and planning framework at the region."<sup>34</sup>

In the mid 1970's, the Ministry of Municipal and Rural Affairs proposed a number of regional planning studies. The only real success with these studies occurred in 1977 with the al-Dammam master plan; although most of the efforts concentrated on the development of the city and the suburb areas. Regional planning was not looked at in earnest until the early 1980's when the Third National Plan made a specific reference to the need to more equitably distribute services and programmes throughout the country. The Plan suggested the need to develop regional plans as means towards determining needs and priorities for development. The Ministry of Municipal and Rural Affairs was given the responsibility of developing these regional plans because their mechanism was already in place with the United Nations advisory team, and the earlier studies in Arriyadh, Jiddah and al-Dammam had been completed.

The Council of Ministers, in 1983, assigned to the Ministry of Municipal and Rural Affairs the responsibility of setting up development policies and programmes for



Fig.32 Percent of residential buildings in disrepair.

Source: ADA.

rural areas. General committees for village development were established in the same year to follow up village development plans and suggest programmes and projects and determine the areas of priority. These committees became a receiving board for requests from the rural areas. Requests were coordinated in a haphazard way relying on limited information about the region, then reported to the Ministry of Municipal and Rural Affairs. The ministry relied on to the related government agencies for their implementation. The requests are looked at and prioritised by the government departments in the context of their national plan. The only services that were more promptly executed were the municipal services under the direct authority of the Ministry of Municipal and Rural Affairs. This created unbalanced and uncoordinated development of rural areas.

The regional plans aimed at integrating urban and rural development. The plans, though extremely comprehensive, lacked the tools for implementation, funding and political enforcement. Some ministries took the capital improvement recommendations of the regional plans and tried to work with them while others ignored the whole thing. Some ministries have established regional offices. However, these were mainly for follow up and execution of projects and programmes. The review of regional needs varied from one ministry to another to the extreme of using different boundaries for the regions. If any regional system is to work satisfactorily then there must be one overall authority that can influence decisions across a whole range of functional activities. This authority must carry a great deal of political influence at the national and local level and should be responsible for policy determination, planning and implementation.

### **1.5- DEVELOPMENT AND EVOLUTION OF THE HIGH**

#### **COMMISSION FOR DEVELOPMENT OF THE CITY OF ARRIYADH:**

The High Commission for the Development of the city of Arriyadh (HC) is a significant step in the process of planning in Saudi Arabia. The commission is the only agency in the Kingdom of its kind. In other cities, municipalities still play

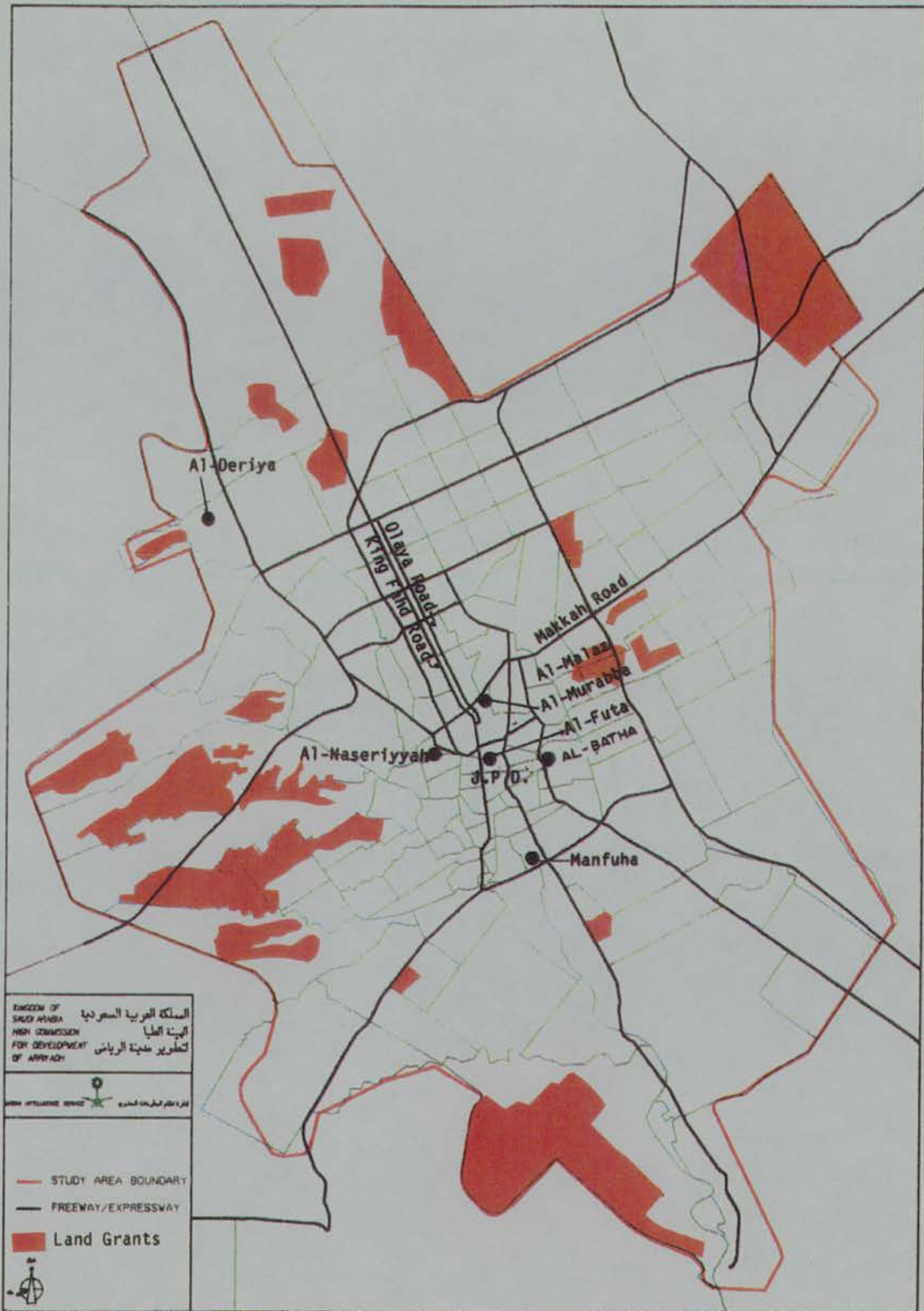


Fig.33 Location of land grants.

Source: ADA.

contradicting functions of planning and implementation of municipal services. There is no agency responsible for comprehensive planning or coordination between services agencies. The COM approved the Doxiades Master Plan by its resolution No. 717 on June 19th., 1974. Based on a proposal by the master plan, the COM approved in the same resolution establishing the HC. The HC was constituted of the following members:

- |  |                              |
|--|------------------------------|
| 1- Governor of Arriyadh Region   | Chairman                     |
| 2- Deputy Governor of Arriyadh Region                                      | Deputy Chairman              |
| 3- Mayor of the city of Arriyadh   | Member and Secretary General |
| 4- Deputy Minister of the Interior for<br>Municipalities Affairs           | Member                       |
| 5- Deputy Minister of Finance  | Member                       |
| 6- Deputy President of the Central<br>Planning Agency                      | Member                       |
| 7- Chairman of the Municipal Council                                       | Member                       |
| 8- Director General of City Planning                                       | Member                       |
| 9- Director of Engineering Department in<br>the Municipality               | Member                       |
| 10-Deputy of agency that have a topic<br>to be discussed at the HC meeting | Member.                      |

The COM gave the Minister of the Interior the command to issue the regulations of the HC. On the 1st. of February 1975, the minister issued the resolution No.212/4 describing the powers of the HC, namely:

- 1-A: To draw up the policy for the development of Arriyadh.
- B: To approve all the statutes which define the execution system of the master plan.
- C: To approve the development plans for the city within specified programmes for all ministries, government departments, general corpor-

ations and the private establishments projects which are related to public benefit.

D: To approve the time schedules for the execution of the plan in compliance with the development plans and existing financial commitments.

E: To approve programmes of services and the financial requirements and budgets.

F: To approve the areas that should be expropriated for roads and public services.

G: To approve means of involvement of the private sector in the development programmes and the utilisation of expertise and facilities in this area.

H: To approve the implementation of the plan by the municipality of Arriyadh.

I: To suggest alterations and development to the city master plan as the need arises.

2- To delegate some of the above mentioned responsibilities to the municipality of Arriyadh.

3- No funds should be allocated for the development projects in the city unless they are approved by the HC.

5- An office for the secretariat of the HC should be established in the municipality of Arriyadh and affiliated with it.

Despite the flourishing responsibilities stated in the minister's resolution, the HC was tied by bureaucracies of the government agencies. The HC's prime responsibility was to insure prompt implementation of the Doxiades Master Plan. The master plan was considered the bible that should be followed in the development and planning of the city. The HC was not looked at as the city planning agency and was only given the right to suggest alterations to the master plan which were then reviewed and approved by a higher authority. This made the HC less effective in later stages of the city development. In fact the need of such a commission was even questioned.

The regulations of cities and villages were issued by the royal decree No. M/5 on February 21st., 1977. It included the establishment of municipal councils in the different cities of the Kingdom as supervisory councils over municipalities. As a result and to avoid contradiction with the HC, the Minister of MOMRA suggested three alternatives to the COM. Those were either to dissolve the HC, have both the HC and the municipal council or allow the HC the responsibilities of the municipal council. The COM Resolution No.439 issued on May 15th., 1978 approved the continuity of the HC and increased the number of members to 14 until the establishment of the municipal council. This decision added to the confusion about the HC. It was interpreted positively by some agencies as a formal statement of the continuity of the HC adding to its authorities those of the municipal council. Other agencies such as the municipality or even MOMRA interpreted<sup>it</sup> as a notice to dissolve the HC as soon as the municipal council is established. Despite any of these interpretations, the municipal council of Arriyadh has never been reestablished.

Based on the COM resolution No.439, the Minister of MOMRA reconstituted the HC increasing the number of members to 14. It included four members of the private sector. This was not, however, an intelligent step for involving the public in the overview of the city development and planning. It was to fulfil the new charter of the HC including the municipal council responsibilities. The new constitution of the HC included the following members:

1- Governor of Arriyadh Region	Chairman
2- Deputy Governor of Arriyadh Region	Deputy Chairman
3- Mayor of the City of Arriyadh	Member and Secretary General
4- Deputy Minister of MOMRA for Town Planning	Member
5- Deputy Minister of MOMRA for Municipalities Affairs	Member
6- Deputy Minister of Finance	Member
7- Deputy Minister of Planning	Member



8- Assistant Mayor for Technical Affairs	Member
9- Assistant Mayor for Municipal Affairs	Member
10-Director of Planning in the Municipality	Member
11-Four representatives of the private sector	Members.

The HC felt the need to establish a definite status. In 1978, it discussed the need to organise its rules and regulations. Several proposals were made suggesting the complete independence of the HC and linking it directly with the COM. For political reasons and because the Minister of MOMRA who had a supervisory role over the HC was a more senior member of the royal family, the HC decided not to sidestep him and opted in a meeting on December 20th., 1980 to be linked with the Minister of MOMRA. At the same meeting the HC has noted the need to establish a technical body to help it perform its duties. The office for the secretariat of the HC, originally proposed by the Minister of the Interior's resolution and by the HC in its meeting on October 9th., 1978, was never established. Its responsibilities and those of HC secretary general were never defined.

The COM resolution number 37 issued on December 8th., 1981 boosted the authorities of the HC. It decided, in order to solve the lack of coordination between utilities agencies, to give one authority directly affiliated with the HC the power to coordinate and execute all infrastructure services in the city. The resolution also stated that all funds for infrastructure works would be allocated as part of the HC budget. The HC opted later not to apply this resolution and decided to carry the responsibility for coordination of services only. This resolution was not favoured by all utilities agencies especially those who had no other responsibilities such as the Arriyadh Water and Sewerage Authority. The proposed responsibilities could not be performed in the absence of a technical body for the HC.

Based on a request from the Chairman of the HC, the COM issued on June 12th., 1983 resolution No.221 establishing the Arriyadh Development Authority directly affiliated with HC as its executive technical and administrative body. The resolution

formed the ADA by combining the Bureau for the Project of the Ministry of Foreign Affairs and the Diplomatic Quarter (DQ), the Office of Redevelopment Project of the JPD and the urban planning department of the municipality. The HC was formally assigned the responsibilities of the city comprehensive planning. The resolution stated that "the HC will have the direct responsibility of planning the city, which will be its prime duty. In addition, there will be no need for establishing special offices in the future for any new major projects." The HC was given the powers and authorities of the DQ and JPD development offices. A new High Executive Committee (HEC) was established combining the two HECs of the DQ and the JPD except for the Deputy Ministers of Foreign Affairs and Public Works who were only invited in issues relating to the DQ. The ADA commenced acting on its wide range of responsibilities on January 10th, 1984. The COM resolution NO.221 is the milestone in the evolution of the HC. It ascertained and intensified the powers and responsibilities of the HC. The COM issued on August 12th., 1984, the resolution No.263 increasing the number of the HC members to 18. It added the Chairman of the Consolidated Electric Company for the Central Region and the Deputy Ministers of Communication, Agriculture and Post, Telegraph and Telephone.

The Minister of Planning suggested to the Chairman of the HC on February 20th, 1988, expanding the responsibilities of the ADA to cover the whole region of Arriyadh. As he stated, such expansion would cover a gap in the planning process in the Kingdom. The HC favoured the suggestion and found it very practical. It would help the ADA in having a wider look at the city especially in fields that cannot be limited to the city's boundaries such as economic planning. The Chairman of the HC also thought of it as a positive step that would help him as a governor of the region to overview the region's needs. Nevertheless, representatives of some ministries were hesitant about the proposal as they felt it would reduce the central role of the ministries.

The ADA and the HC found the proposal an effective justification to institute clear

and comprehensive regulations for the HC, unifying all the scattered decrees that defined the HC responsibilities. The HC assigned a subcommittee to review the implications of the suggestion and propose updated regulations for the HC. The subcommittee fulfilled this task and a comprehensive proposal for the High Commission for the Development of Arriyadh Region was submitted to the Chairman of the HC who approved it. At this stage the Chairman of the HC thought that the proposed regulations should be limited to the city of Arriyadh, although including a right of the HC to conduct some studies and projects in the region. He thought that widening the scope of the HC would be a step that other cities in the Kingdom would be encouraged to follow, which might possibly establish a movement towards regional independence.

The proposal was modified and was also approved by the Minister of MOMRA as his approval would give the proposal more support at the COM. The proposed regulations suggested linking the HC with the COM. It recommended institutionalising the previous regulations of the HC adding to these the required regulations for the proposed regional role. The proposal would have made the ADA the prime body in the city and the region. The proposal was then submitted to the COM for approval. Surprisingly, the Chairman of the HC had second thoughts about the proposed role and regulations. The proposal was withdrawn at the last moment from the COM. The chairman decided that the HC should continue its current role in developing the city relying on the present uncoordinated decrees and regulations. This was a very disappointing setback as it leaves the powers and authorities of the HC dependent on interpretation of regulations that are sometimes contradictory. The chairman found it unnecessary to introduce a new body for regional development to the government system. As for institutionalising the regulations of the HC even for the city he stated that the HC will continue under his auspices. He argued that institutionalising the HC regulations, especially in regard of linking it with the COM, would give the HC strong powers that might be misused by a future chairman who might not have his level of wisdom and honesty. The present chairman, as a powerful influential member of the royal family, is the prime factor in the achieve-

ments of the HC. The floating status of the HC gives the chairman utmost flexibility to distribute authority and powers to the different agencies in the city. The next section describes the ADA in more detail outlining why it was established, what are the objectives and how it has set out to achieve these.

#### **1.6- DEVELOPMENT OF ARRIYADH DEVELOPMENT AUTHORITY:**

As stated, the ADA was established in 1983. The actual nucleus of the authority was the Bureau for the Project of the Ministry of Foreign Affairs and the Diplomatic Quarter. The mandates of the High Executive Committees for the development of the Diplomatic Quarter and the Justice Palace District were more explicit than the mandate of the HC. The HC has gained more powers and authorities through the establishment of the ADA. As a sign of satisfaction with the Bureau's achievements, its director general was selected as the president of the ADA. The ADA gradually started to shift from the previous responsibilities of the development offices for the JPD and the Diplomatic Quarter, which were projects oriented to comprehensive planning and development of the city. The temporary status of the offices was also converted to a permanent body. The role of Arriyadh Development Authority is integrative with other government agencies that have complementary functions in the development of the city.

The ADA started a development approach based on establishing a solid updatable data base that will enable a better vision of the city and the planning of its future. It monitors and guides Arriyadh's development in a coordinated, comprehensive and effective manner making through its data base more well-informed decisions. Based on that, different directions of development have been proposed to insure the fulfilment of the immediate tasks and the future development of the city. A short description of the functioning and setup of the ADA follows.

## **1.6.1- URBAN PLANNING:**

### **1.6.1.1- COMPREHENSIVE PLANNING AND DEVELOPMENT CONTROL:**

The main planning task is preparation of various policies for the planning and development of the city. In addition, the ADA is involved in the modernisation of current planning measures and their norms. Those policies will constitute the planning tool for city development and direct its growth. Rather than developing a master plan based on an inflexible prescriptive zoning scheme, the ADA adopted the more strategic approach of a comprehensive growth management plan. The essential difference is that the ADA's approach is to identify and use a variety of reinforcing growth management instruments that operate through the normal market forces that control and direct growth in Arriyadh. Fixed zoning schemes attempt to impose direct control on these market forces and are often in conflict with them. Coordination of services and utilities is an essential tool in the ADA's approach. Based on available data about the city, the ADA prepared a coordinated plan for the provision of services and utilities. The plan set the priority areas, the time schedule and the estimated cost for implementation. This will enable the ADA to direct the development of the city and avoid further dispersion of its area.

### **1.6.1.2- MAJOR URBAN PROJECTS:**

The ADA develops major urban projects in the city in order to achieve its comprehensive development goals. The development of the JPD aims to rejuvenate the city core and activate it as the traditional historical political and commercial centre of the city. The development of the DQ attempts to enable the city to perform its role as a capital of the country. The development of Arriyadh Public Park hopes to fulfil the needed cultural and recreational needs of the city. The development of the Thumama nature park and Wadi Hanifah aims to provide recreational and environmental projects that will improve the public awareness of the need for environmental conservation and protection. The development of major projects will

continue to be a major responsibility of the ADA as the city is still in need of several facilities. At the same time projects are more easily recognised and appreciated by the government and public in comparison with planning that takes a long time to take effect. Some of the projects are facing difficulties of funds allocation. Nevertheless, the ADA uses all means, mainly the support of the Chairman of the HC, to gain political support for projects. More funding will be available as the priority projects such as the DQ and the JPD are completed. The ADA has demonstrated that it is possible with careful planning, budgeting and contract administration to develop outstanding projects that are less costly and more efficient than many other projects in the city. It has also elevated the level of public awareness towards planning, landscape and architecture.

#### **1.6.1.3- REPLANNING PARTS OF THE CITY:**

The ADA regulates the new subdivision plans, which originally were prepared or supervised by the municipality. These plans followed a standard prototype ignoring social and physical conditions. The ADA hopes to improve the style enforced by Doxiades and consequently the image of the city. In addition, the ADA prepares urban renewal plans for some of the old neighbourhoods and villages that require attention. It aims to enhance their level of planning and quality of life.

#### **1.6.2- RESEARCH AND STUDIES:**

The ADA conducts studies that help planning and direct the development of the city. These studies include analysis and evaluation of information about the city, improving building regulations and setting out policies and strategies. The ADA prepared the development urban limits studies and vacant lands to control the development of the city. The main data for the ADA data base was compiled from the demographic, economic, transportation, household and land use studies conducted in 1986. The data was then updated in 1990-1.

### **1.6.3- UTILITIES AND SERVICES COORDINATION:**

The ADA is the responsible agency in the city for coordination and provision of infrastructure. It opted to concentrate its efforts on services coordination to avoid confrontation or resistance from some of the service agencies. The ADA reviews the five year plans of infrastructure and services to ensure proper distribution of services and coordination between the different agencies. It directs their plans and stages them to comply with the urban limits and the needs of each sector of the city giving priority to the unserved areas. This will enable better monitoring of land circulation and market and its effects on the growth of the city.

### **1.6.4 ENVIRONMENTAL DEVELOPMENT AND PROTECTION:**

Development in the last few decades ignored the natural features of the city. The ADA started efforts to preserve natural features and traditional urban elements. Studies to preserve Wadi Hanifah and Thumamah are under way. The ADA is also concerned with the rising level of the ground water table in the city. A remedial programme was developed to reduce the ground water, to save and protect buildings and utilities from ground water damages and control the sources causing this problem. Further environmental studies are in the future plans of the ADA. These include pollution, green cover and native fauna and flora.

### **1.6.5- ECONOMIC DEVELOPMENT:**

The city of Arriyadh reached its current situation for two reasons. The first is the transfer of government agencies in 1955 and the second is the government spending during the boom period. In the absence of proper planning, the city is provided with more facilities than needed. After the economic boom, it was noticed that the city does not have a sustainable economic base. The only base was construction and administration. The ADA encourages and proposes means of participation by the private sector in developing an economic base for the city based on the wealth of

data collected by the ADA. The ADA conducted a study about economic development strategy studying the commercial, economic and industrial base of the city. The strategy sets plans to attract activities benefitting from the central location of the city. Based on the economic strategy, the ADA advises the private sector of investment opportunities in the city and helps them deal with other government agencies. The ADA organisation is formed of the following technical programmes and units:

- Economic development programme.
- Urban development programme.
- Urban services planning programme.
- Environmental protection and development programme.
- Cultural development and preservation of urban heritage programme.
- Construction programme.
- Construction management programme.
- Operation and maintenance programme.
- Research and studies unit.
- Urban intelligence services unit.

The establishment of the HC was a great opportunity for the city. However, since its establishment in 1974, the commission did not perform all its duties. It acted as a supervisory body monitoring the implementation of Doxiades master plan. Most of the issues discussed in the HC meetings were requests for exemptions from some of the regulations of the master plan. The HC lacked comprehensive development policies for the city or staff with the expertise in this field. The need for such policies was apparent during the accelerated development of the city during the boom period. The HC continued to be concerned with issues related to land use regulations. Although the resolution of the Minister of the Interior that defined the scope of work of the HC has suggested establishing an office for the secretariat of the HC in the municipality, that office was not established. The HC did not have a capable executive body and the municipality did not have adequate planning capabilities. The position of the secretary general of the HC held by the mayor was an honorary



prestigious position without technical support.

In 1984, after about ten years, the ADA was established as the technical and administrative executive body of the HC. Since then, the HC has had adequate data concerning the status of the city and information about its current conditions and problems. It also became involved in reviewing the comprehensive planning approach of the ADA. The ADA was designated at a meeting of the HC held on June 3rd., 1985 as the secretariat of the HC. The absence of extensive regulations for the HC and for the ADA has always made it difficult to enforce their development plans. Most of the service agencies in the city, especially the municipality, could not accept the presence of the ADA as the prime development agency in the city. They all thought that the ADA should concentrate on developing major projects. There was a tendency to differentiate between the ADA and the HC. The ADA believed in its position as the executive body of the HC, which has a board of representative of some government agencies and members of the public chaired by the Chairman of the HC. The board of the HC were confused about their role. Most of the members of the service agencies represented their own bureaucracy, and did not consider themselves members of a board responsible for the development of the city of Arriyadh. They could not accept the drastic changes in the approach of the HC after the establishment of the ADA. Sometimes they could not understand the relation between planning and economic or social development.

The main opposition to the ADA was the municipality, which was represented on the HC by four of its senior staff. The municipality continued intruding into the ADA's responsibilities and proceeded with the approval of subdivision plans without informing the ADA. This led to continuous confrontations that mostly ended in favour of the municipality. This weakened the position of the ADA, which insisted on implementing its obligations for the development of the city stated by the COM. If the ADA was to function properly, both the HC and consequently the ADA need to be totally independent.<sup>35</sup> They should be a higher supervisory level over the other development agencies in the city. This required consolidation and reformation

to clearly defined regulations for them. This proposed status of the HC was however, rejected by the municipality and by the Chairman of the HC.

At the end of July 1991, the president of the ADA was appointed a minister of MOMRA. The Chairman of the HC always had the wrong assumption that there was a conflict of interest between the ADA and the municipality. He thought that such a conflict would be elevated by assigning to the mayor of the city a supervisory role over the ADA. The ADA, however, immediately lost its powerful direct link with the Chairman of the HC. The ADA's status, though very well defined in some areas such as planning, was considered less substantial than the municipality, which is a well defined body in the governmental bureaucracy. The COM approved on September 16th., 1991 the reformation of the HC members and continued the unbalanced representation of the development agencies including three members from the municipality.

This chapter has so far given a historical background to planning in general, the Kingdom as a whole and in Arriyadh. The next section discusses the physical planning of Arriyadh in more detail.

## **1.7- REVIEW OF ARRIYADH MASTER PLANS:**

By 1967, the government realised that the planning efforts were insufficient and that it would be necessary to adopt new planning organisations for better management of the city development. Two major planning studies were completed for Arriyadh, each presented comprehensive recommendations for managing the urban growth of the city. Prior to presenting the existing conditions of the city, a review of the two studies seems essential.

### **1.7.1- DOXIADES MASTER PLAN:**

The 1974 Master Plan of Doxiades institutionalised a new physical pattern to the city

of Arriyadh; the grid pattern and the villa type house.<sup>36</sup> The plan presented a strong urban structure. The main feature was a linear mixed-use corridor stretching north-west from the city centre. On both sides of this extendable corridor, a two square kilometre grid for residential uses was proposed. Each grid had a central focus of retail, religious and open space facilities (Fig.34).

Doxiades' plan became the pattern for urban expansion. As the city needed more land the Doxiades grid model was repeated creating a grid pattern extending north and east up to 20 kilometres from the original spine. The master plan provided the city with a fine arterial road network and a high level of accessibility. Unfortunately, this simple repetitive plan made expansion all too easy. The provision of infrastructure and community facilities lagged far behind the construction of new housing. Vast tracts of land were left undeveloped while subdivisions leapfrogged to the new areas beyond. Land owners exercised their right to plan their lands without restraint by the authorities and land prices and rents spiralled and land speculation was rife.

#### **1.7.2- SCET MASTER PLAN:**

In 1976, Scet International Consultants were assigned to review the Doxiades Plan and give short range planning advice and implementation proposals. The revision incorporated the notion of an active planning process by taking on the title of the "Action Master Plan" and making recommendations about the appropriate administrative structure for urban planning (Fig.35). The plan that was completed in 1982 provided a framework for the management of city growth up to the year 1990. The plan was not approved by the Council of Ministers. The municipality, though it followed the general guidelines of the approved plan of Doxiades, adopted informally the zoning plan of Scet.

During the period of plan preparation, rapid changes in the city were outdating the data and policies almost before they could be put on paper. The plan is a most

comprehensive document in terms of its broad data and its sound recommendations for growth management. It incorporated the principle of coordinated infrastructure and service development in five year periods corresponding to the national five year development plans. The action master plan has never been formally adopted. However, it was the reference used to help make planning and development decisions and its data were often the most up to date available.

The Doxiades Master Plan established the general pattern that Arriyadh development has followed. The grid pattern and the King Fahad (formerly Makkah)-Olaya road corridor, continued as the main features of the Scet Master Plan. The Revised Master Plan differed from Doxiades. While the Doxiades plan saw retail facilities closely related to their catchments and sited with other local community facilities, the Revised Master Plan allowed commercial development to occur along all roads of 30 meters or more in width.

Having discussed the role and functioning of planning in the Kingdom and Arriyadh, the next section looks in more detail at the planning, past and present of the national capital.

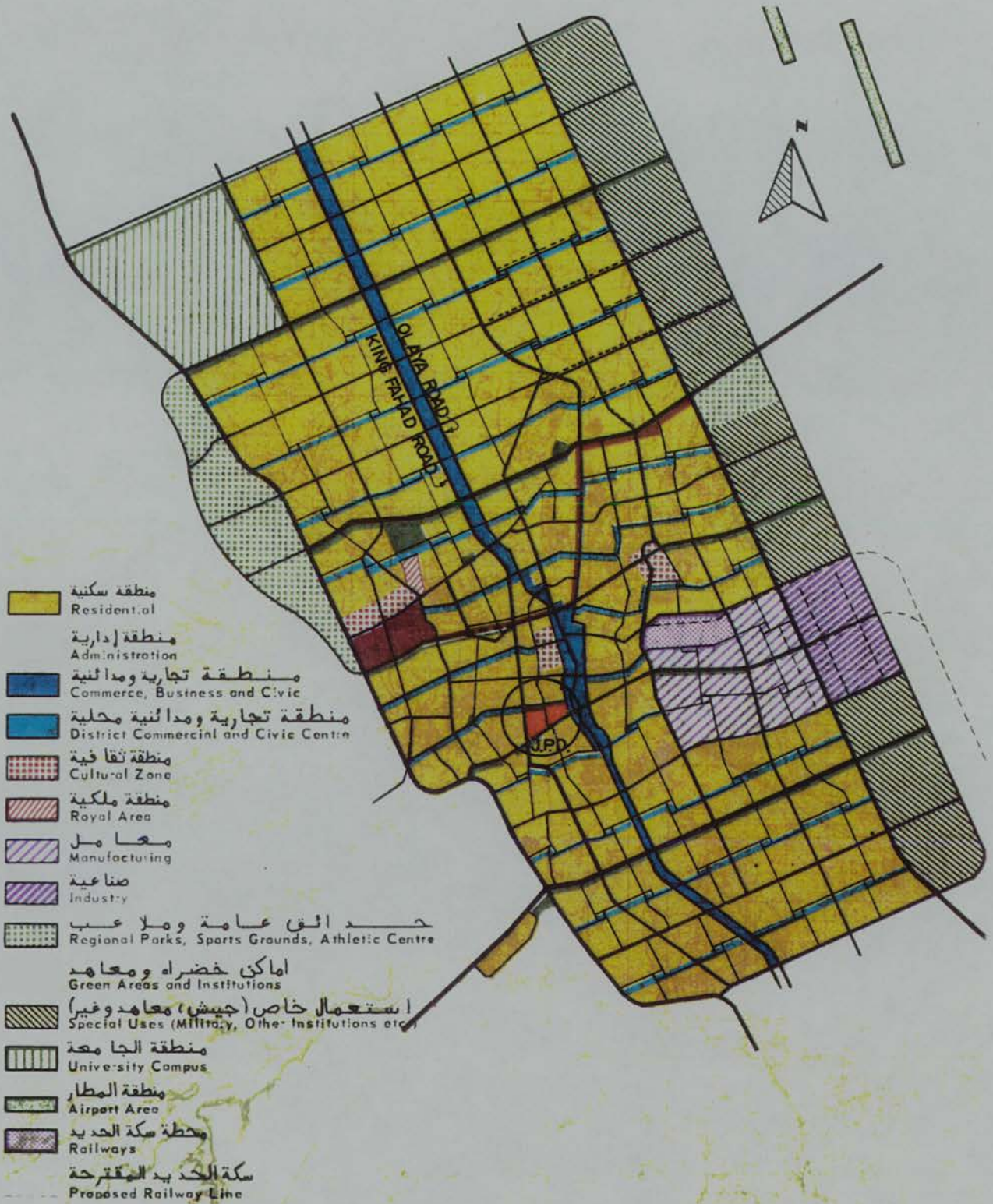


Fig.34 Doxiades Master Plan for Arriyadh. (Year 2000).

Source: Doxiades Associates, Riyadh Master Plan, Final Report, p.131.

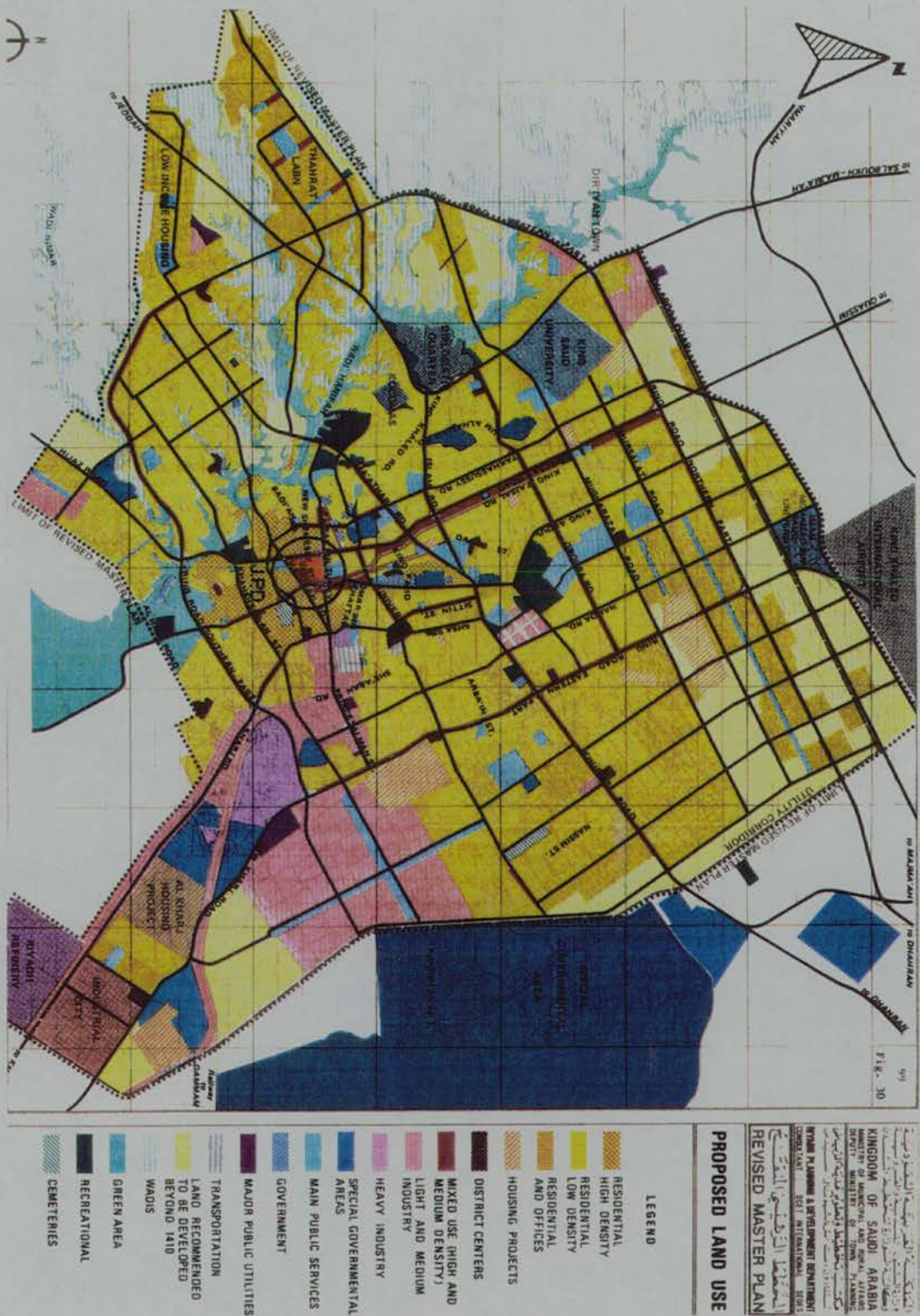


Fig.35 Scet Revised Master Plan for Arriyadh.

Source: Scet Intl./Sedes, Revised Master Plan, Technical report 8. p.61.

## 2- ARRIYADH URBAN DEVELOPMENT PHASES.

## **2.1- BACKGROUND:**

In less than thirty years Arriyadh developed from a small town of adobe structures enclosed by a defensive wall, to a modern metropolis of about 2 million inhabitants. Its area expanded from 60 Sq.Km. in 1968 to more than 1500 Sq.Km. in 1990. (Fig-.36). In 1824, al-Imam Turki Ibn Abdullah, the founder of the second Saudi State moved the capital from al-Deriya to Arriyadh. In 1902, King Abdul Aziz captured Arriyadh and established it as the headquarters of his campaign for the unification of most of the Arabian Peninsula. By 1932, at the birth of the Kingdom of Saudi Arabia, Arriyadh was proclaimed as the capital of the new state. A brighter future for the country seemed assured with the emergence of a stable government, yet with very limited revenues.

During the first years of the new Kingdom, the urban development of Arriyadh was some years behind the development of some other cities in the Kingdom, mainly in al-Hijaz, which had earlier contacts with other nations through trade or pilgrimage. Besides, it was previously ruled by the Ottomans who introduced some modern amenities to the province. The contrast was complete and abrupt as Arriyadh was isolated in the middle of the desert and had little contact with the outside world and possessed none of its amenities.<sup>37</sup> After conquering al-Hijaz, King Abdul Aziz stayed there for some years as a sign of his care of the holy cities. Another important reason was that the cities there such as Jiddah, presented a better image to the world of the new Kingdom. However, since then, Arriyadh has progressed rapidly to be one of the fastest developed cities in the world. The city urban development can be considered in five phases as follows:

## **2.2- FIRST PHASE 1902-1938:**

King Abdul Aziz's first action after capturing Arriyadh was to set its citizens to work repairing and rebuilding its fortifications. The city was not expected to have an immediate significant expansion as the country was in a state of formation. In



1919, the traditional Justice Palace was rebuilt, and the city gates increased in number from five to seven. Around 19,000 inhabitants lived in the city. According to H. Philby's diary 1917-8, the city covered about 100 acres "of which perhaps the palace, fort, large mosque, suq, baraha [open square], and the houses of the ruling family must have occupied at least one quarter. The rest may be distributed among the populace, allowing for streets."<sup>38</sup>

During the 1930's, the city had a rectangular shape running from north to south for a distance of 1,125 meters, and 750 meters from east to west. The total area was less than one square kilometre. As a result of stability especially after 1932, the city was flooded with hundreds of immigrants from adjacent villages whom the walled city could not accommodate. The first construction outside the city wall was the king's new palace, al-Murabba, one kilometre north of the city. It was built in 1938 as a residence but functioned at a later stage as the official king's court. The king also built al-Badea palace on the west of the town as a summer residence. He was followed by twenty members of the royal family who built palaces in al-Futa area<sup>39</sup>.

Development to the south was limited by the non availability of vacant government lands as most of the areas there were private palm groves. The eastern development was slow because of the presence of Wadi al-Batha. However, the slaves occupied an area east of the town (Fig.37). The construction of al-Murabba Palace expanded the size of the town and set up the north as the preferred direction of its physical growth.<sup>40</sup> The northwards development though was also preferred because of the availability of vacant lands.

### **2.3- SECOND PHASE 1938-1955:**

This phase witnessed the inauguration of major infrastructure and services as a result of the availability of oil revenues. The government intention was to support the role of Arriyadh as the capital of the country and to ensure servicing it with modern amenities.<sup>41</sup>

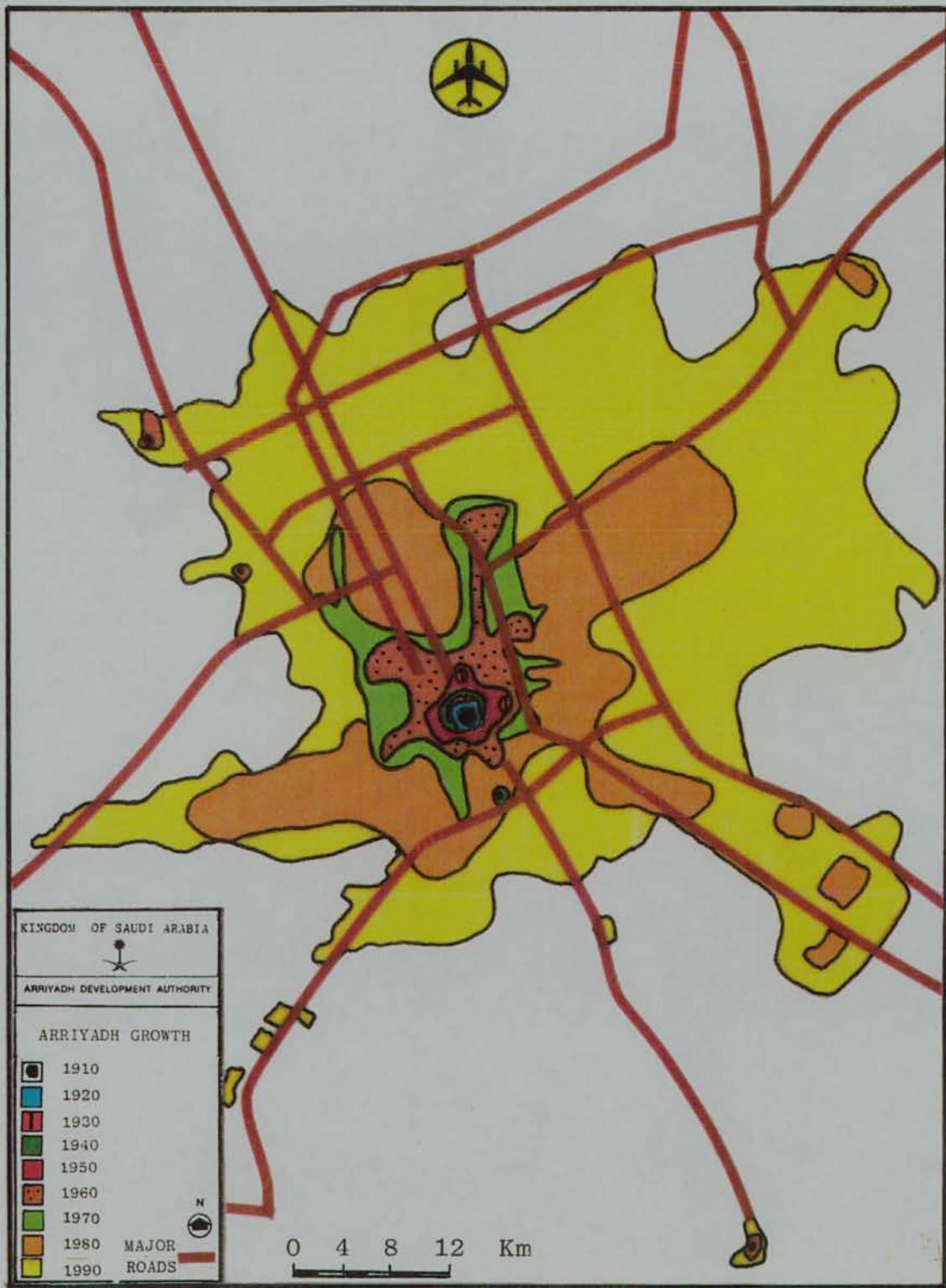


Fig.36 Arriyadh phases of development.

Source: ADA.

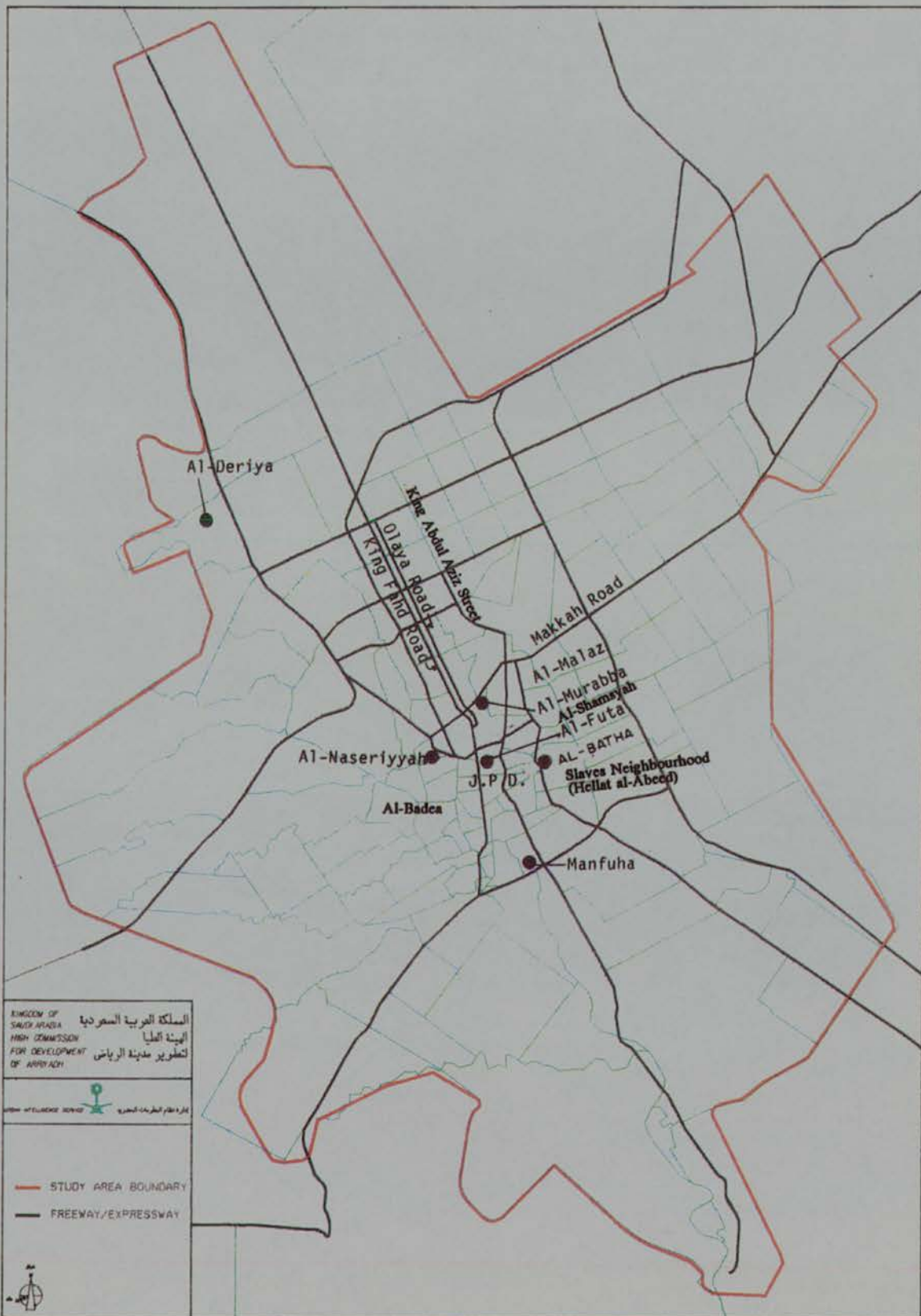


Fig 37. Map of the city of Arriyadh.

Source: ADA.

In 1944, officials in the municipality began the first organised planning efforts to provide housing for the increasing number of immigrants. They divided an area south of the city, known as Manfuha<sup>42</sup>, into residential plots to accommodate low income immigrants. The development directions in the city were towards significant points like the palaces of al-Murabba or al-Badea. The street network followed the direction of development. By 1949, the increasing growth necessitated the demolition of the city walls. In 1950, the traditional buildings of the Jamie Mosque and the Justice Palace were demolished and replaced by two modern buildings.<sup>43</sup>

In 1953, the government began building a network of paved highways connecting the east and west coasts of the country with Arriyadh in order to facilitate access to the city. In the same year the airport and the railway connecting Arriyadh with the Arabian Gulf were inaugurated.<sup>44</sup> The airport road became the main axis of development. Seven buildings for the ministries were built on both its sides. A military college, a hotel and new neighbourhoods were also developed around it. The area around the railway station was developed for cars workshops and spare parts shops, forming the city's industrial area. Also in 1953, the Shariah college was founded forming the nucleus of al-Imam Mohammed Ibn Saud Islamic University.

King Saud (1902-1969) decided in 1953 to rebuild al-Naseriyyah (Fig.37), a country estate 3 Km. west of town as his royal residential complex. The complex also included a hospital, schools and mosques and was surrounded by a wall. In contrast to the traditional pattern, al-Naseriyyah was orthogonally planned. It was built out of concrete as opposed to traditional building materials. Al-Naseriyyah introduced a new direction for the city's development and stretched the city westwards.<sup>45</sup>

The major event during this phase was the start of the transfer of the ministries and government offices from Jiddah in 1953. This was followed by a construction programme for the ministries and residences for the transferred employees.

#### 2.4- THIRD PHASE 1955-1968:

Several factors influenced the development of the city during this phase. Firstly, the exploration of new water resources and drilling of several wells to deep aquifers. This solved the problem of water shortage in the city. Secondly, the transfer of ministries and thousands of employees from Jiddah. Thirdly, the gradual economic development of the city, which attracted immigrants from different parts of the country and labourers and experts from the outside world. The number of immigrants between 1961-1968 was 105,000. The city population within the same period was 160,000-300,000.<sup>46</sup>

During this phase the city's expansion and change of character started. Wide streets were built through the traditional urban fabric of the old city, introducing a new pattern of land use with commercial areas fronting the main streets. More buildings for the ministries were built on both sides of the airport road. New quarters outside the central city were planned with residential plots of a minimum of 500 square meters, and streets not less than 15 meters wide.<sup>47</sup>

The site of al-Malaz, 4.5 Km. northeast of the city centre, (Fig.37) was chosen for the government housing for the transferred employees. Al-Malaz project consisted of 754 detached dwelling units and 180 apartments in three apartment buildings. Al-Malaz area acquired the name "New Arriyadh" and its physical pattern followed a grid plan with a hierarchy of streets, rectangular blocks and large square lots. Al-Malaz became the model to be produced in future developments in Arriyadh. The area of al-Malaz housed the buildings originally planned as schools for King Saud University which was founded in 1957. In addition, it also had a race track, a football field and a zoo. Supporting facilities were also planned although they were built by different agencies<sup>48</sup>

New quarters on a grid pattern such as al-Badea and al-Murabba were planned to attract both middle and high income citizens. Newcomers of limited and low income

congregated in the eastern and southern parts of the city. These quarters did not receive the same attention in planning that was given to the other quarters, perhaps because of the limitation of financial and technical resources.<sup>49</sup> The impact of this was the establishment of an imaginary line that left the continuous presence of lower income citizens in poorer neighbourhoods at the southern parts of the city. By the end of this phase the area of Arriyadh was about 45 Sq.Km., fifty times its area during King Abdul Aziz's era, and the population were 300,000 inhabitants, twenty times the population at the first decade of this century.

The urban development of the city was shared by different agencies; al-Malaz was developed by the Ministry of Finance, army residential neighbourhoods were developed by the Ministry of Defence, al-Naseriyyah was developed by the royal court, the industrial area was developed by the Ministry of Commerce and Industry and the residential area of new Manfuha was developed by the municipality and the Ministry of Labour and Social Affairs.<sup>50</sup>

#### **2.5- FOURTH PHASE 1968-1982:**

During this phase, the Doxiades and Scet Master Plans for the city were prepared. Due to the boom in the country's economy, there was uncontrolled growth caused by government spending and private land speculation. The growth circle grew larger and crossed the barrier of staying close to the city core and crossed even Wadi Hanifah, the natural western border of the city. The city was a huge construction site with no coordination between government agencies of their large projects.

#### **2.6- FIFTH PHASE 1982- TO DATE:**

During this period several major projects such as the new airport, most of the street network, the Diplomatic Quarter and several ministry headquarters were completed. The city has expanded to a large ambiguous subdivided area. In 1982-83, along with the rest of the Kingdom, the economy of Arriyadh experienced a downturn due to

the drop in oil prices (Table 4). While its origins date from 1983, its full impact was not felt until 1987.

Year	Quantity (Million Barrels)	Value (Million Dollars)
1982	2,254.8	73,263
1983	1,600.9	44,805
1984	1,334.6	36,267
1985	1,001.4	25,928
1986	1,459.3	18,060
1987	1,254.8	20,428
1988	1,526.6	20,206

Table 4: Saudi Exports of Crude Oil and Refined Products.

Source: SAMA., Statistical Summary-1989, p.40.

The recession in the country's economy resulted in exposing the urban scars created by the development boom. The huge building expansion resulted in the services being unable to cope with it. The following section will give more information about the existing urban, social and economic conditions of the city of Arriyadh.

### 3- EXISTING CONDITIONS OF ARRIYADH.



### **3.1- BACKGROUND:<sup>51</sup>**

The initial expansion of Arriyadh outside the walled town, unlike later periods, retained its character by consistently building in the traditional form of mud architecture. Earlier growth of the city had been in the form of concentric circles around the core. Starting in the 1970's, growth no longer filled in areas close to the core before spreading farther afield. In 1968, only 30% of the population was living outside the central city. By 1978, 50% of Arriyadh population lived outside the core.<sup>52</sup> The Arriyadh's progress until 1973 was relatively slow. In 1973, with a fourfold increase in oil prices, the city was engaged in an unprecedented period of expansion and development. The Second Development Plan (1975-1980) and the initial stages of the Third Development Plan (1980-1985) were marked by heavy investment in physical infrastructure. During that period about 400 billion Saudi Riyals (SR.) (about 57 billion Pounds) were spent on physical infrastructure.

The third development plan marked a shift of emphasis. A large portion of the development budget was allocated to the expansion and diversification of the productive sector. Despite budget forecasts for the Third Plan, the government has been unable to meet the expected expenditure as revenues fell from SR. 366 billion (52 billion Pounds) in 1981-82 to SR. 187 billion (27 billion Pounds) in 1983. The government was forced in 1983-1984 to draw on its financial reserves to meet the budget deficit. The Fourth Development Plan (1985-1990) has seen a continuity with the Third Plan strategy. From the time of the Fourth Plan till the beginning of the Fifth Plan (1990-1995) there has been slower and less measured growth (Fig.38).

Following is a brief review of the existing conditions of the city of Arriyadh:

### **3.2- POPULATION:**

The present population of Arriyadh is 2.073 million inhabitants. In 1988, the population was around 1.6 million people. The population grew rapidly at an annual

rate of 9% adding an average of 43,000 people to the city every year between 1968-1977. During the past decade, the population of the city doubled adding more than 100,000 people annually. The increase came from approximately 108,000 migrants and a natural increase of about 44,000 persons (Fig.39). The Saudi population increased at an annual rate of 5.9% while the non Saudi population increased at more

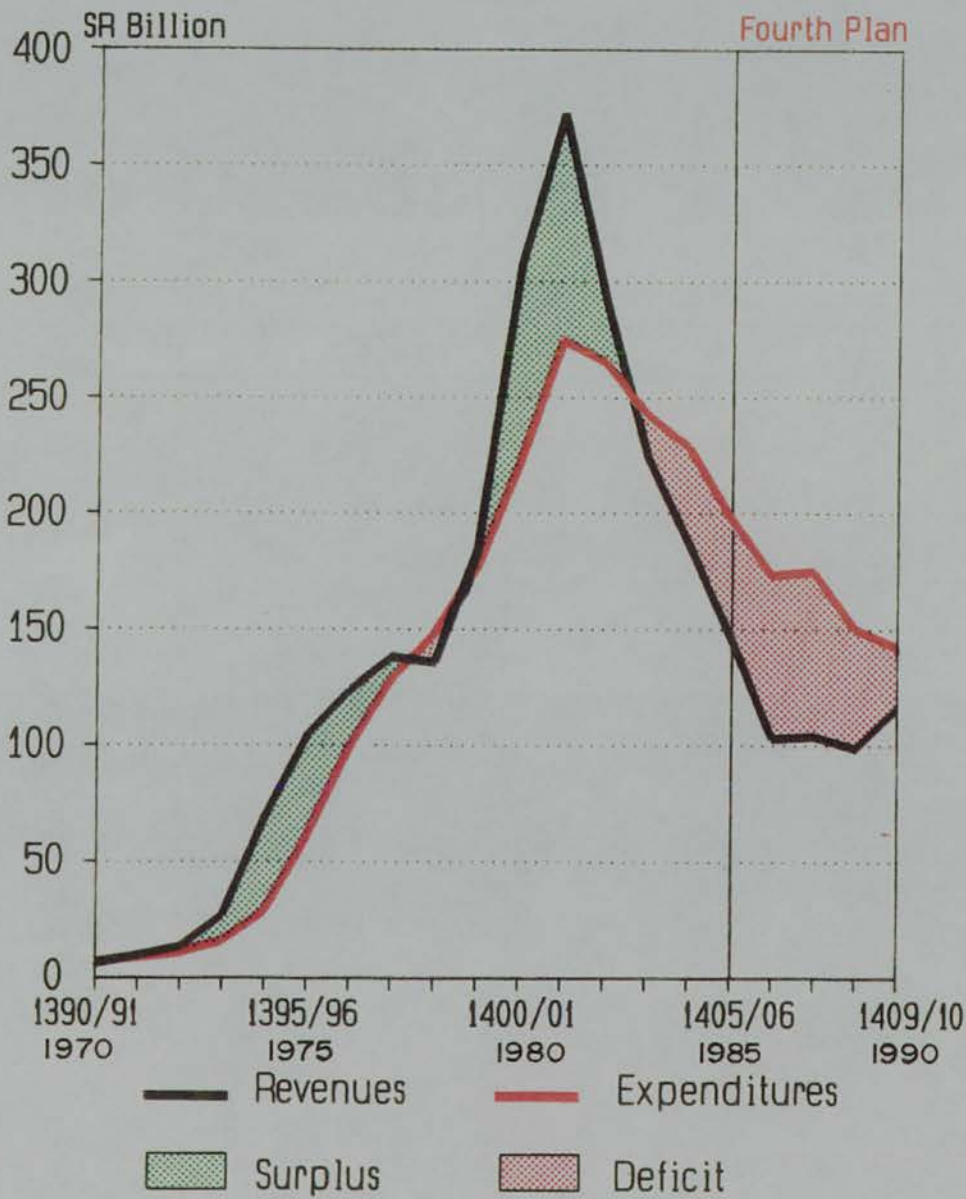


Fig.38 Government revenues and expenditures, 1970-1990.  
Source: Ministry of Planning, Fifth Development Plan, p.21.

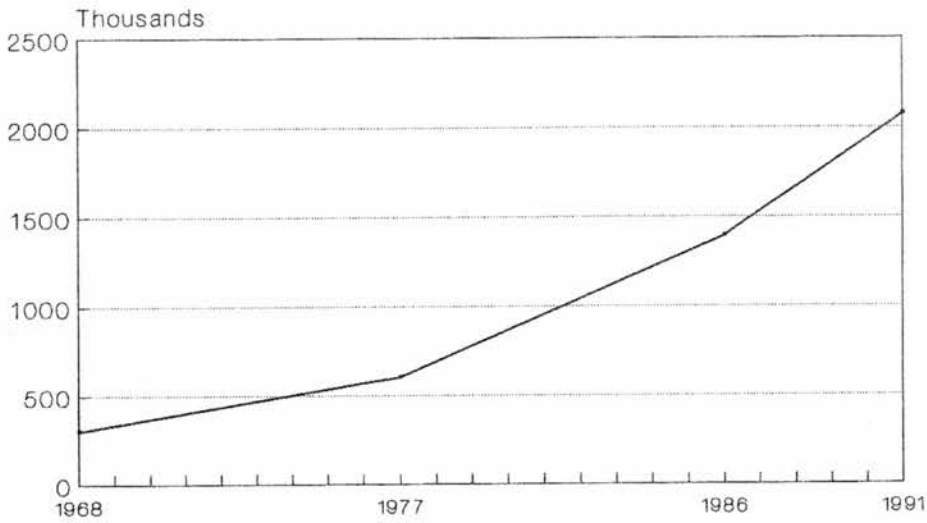


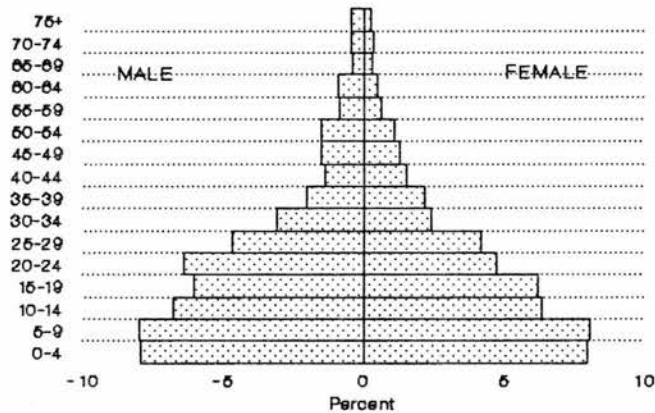
Fig.39 Population growth of Arriyadh 1968-1991.

Source: ADA.

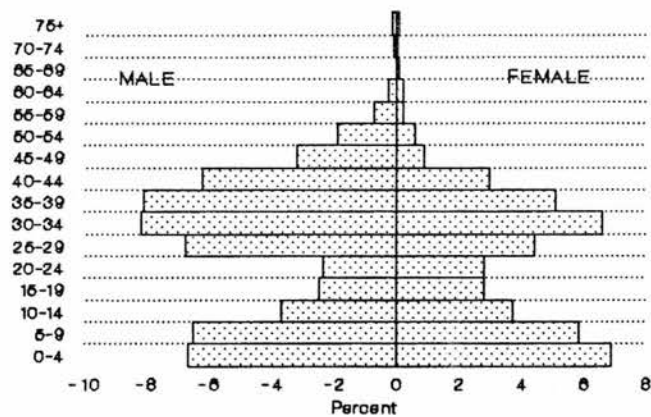
than double the rate of the Saudis until 1983. Since then, it decreased by 13.6%. Since 1986, the population growth was at a rate of 8.7% adding 65,000 people annually. Based on this rate, the city's population will double every nine years. Projections made for the city's population up to 1995 expect a decline in the rate at which the population will grow. Nevertheless, 63,000 people will still be added annually.

A significant characteristic of the Saudi population is its youth. Forty five percent of the Saudis in Arriyadh are under 15 years of age, 57% are under 20 years of age and only 3.6% are more than 60 years of age. By contrast, the non Saudi population is predominantly adult with 44% between the ages of 20-39 (Fig.40). The Saudi males are more than the Saudi females (a ratio of 109 males for every 100 females). The excess of males probably reflects the migration of men to Arriyadh for

education, work and military service. Due to the predominance of male workers, the number of non Saudi males is more than the number of non Saudi females. As a result of the traditional family structure, 98% of the Saudi population consist of a nuclear or extended family. About 80% of the non Saudi population consist of a nuclear or extended family. More than 75% of the non Saudis are married; however, some of them are in Arriyadh without their families (a ratio of 130 males for every 100 females).



Saudi Population



Non Saudi Population

Fig.40 Arriyadh ages-sex population pyramids, 1991.

Source: ADA.

In 1962 the immigration rate to the city was 5.5%. The rate increased to 8% in 1967.<sup>53</sup> Since then, 75% of the Saudi heads of household have migrated to Arriyadh; 33% of them are from areas within Najd Region (Fig.41). During the last few years, migration rate of Saudis to the city has sharply declined. If the rate of natural increase of Arriyadh's population (4.8%) continues, the Saudi population will double by 2001 (Fig.42). Additional increase is expected to occur through migration, which might double the Saudi population in eight years. The future number of non Saudis will be determined by the economic and political policies. If the current number of non Saudis remains at the current level, the city's population might exceed 3.5 million people in the year 2000.

### 3.3- LAND USE:

In 1990-1, the land use survey conducted by Arriyadh Development Authority, covered an area of 1782 Sq.Km. Within this area 69% was undeveloped of which 95% is suitable for development. Only 17% of the study area was developed for residential, government, industrial and other land uses. The remaining 14% of the study area consisted of the developed street network (Table 5, Fig.43).

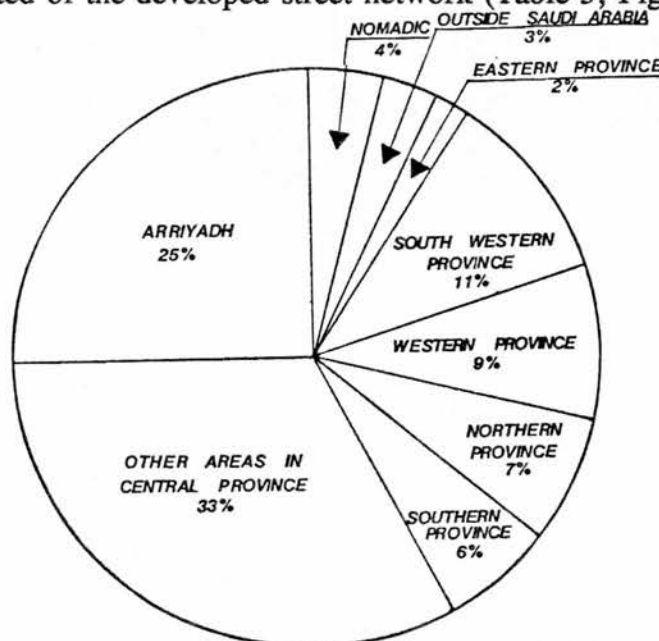


Fig.41 Place of childhood residence of Saudi heads of households.

Source: ADA., DELTA Studies. Executive Summary. p.14.

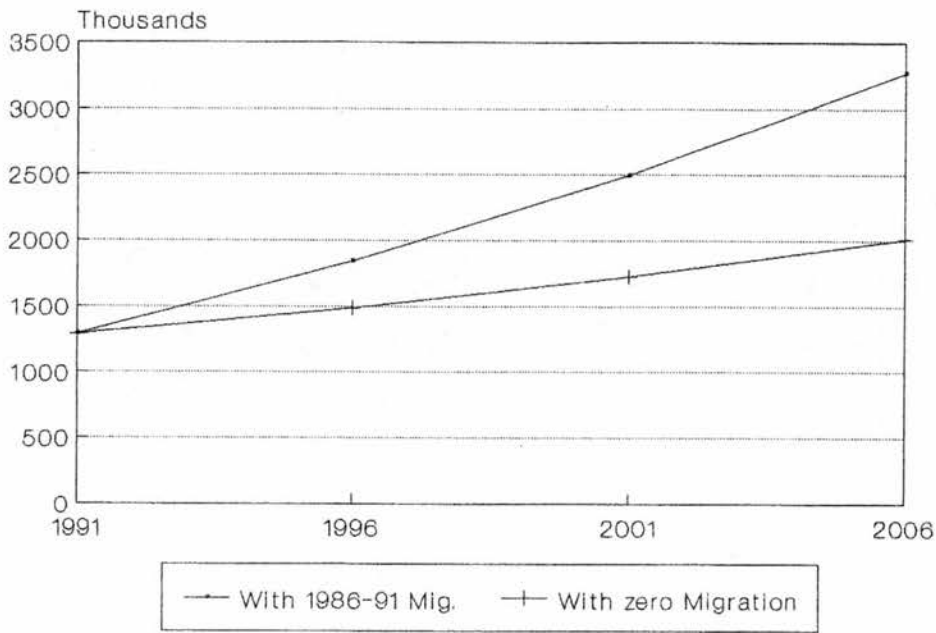


Fig.42 Potential growth of Riyadh's Saudi population.

Source: ADA.

The number of residential units in the city increased from 106,000 in 1977 to 348,971 in 1990 (Fig.44). The residential development covered 37% of the developed area of the city, while the industrial development covered 5.7%. Utilities and transportation facilities (excluding the developed street network), covered about 5% of the developed area. Government and public uses covered 19.4% of the developed area of the city; recreation and cultural facilities covered 3.5% and agricultural uses covered 13.3% of the developed area. Almost 38% of the retail trade establishments were located in the central area of the city (Fig.45). However, the spread of commerce and business to decentralised locations has affected the historic centre of the city.

Based on the survey results and the probable future development of the undeveloped

lands, the city has the capacity to accommodate 3.4 million people. The current residential development is about 58% of the ultimate capacity of the study area. The central area of the city is the most developed (Figs.46,47). The average level of development of the rest of the city is less than 30%.

The total number of dwelling units in the city, in 1990, was 349,272. Ten percent of the units were unoccupied. Nevertheless, a considerable number of new residential units were recently constructed. The lowest occupancy rate was in the central areas of the city where most of the residential units were in disrepair. The majority of

	Number of Land Uses in 1990	%	Number of Land Uses in 1986	Change since 1986	
				Number	%
Total	430,971	100	355,862	75,109	21.1
-Residential	348,971	81.0	304,706	44,265	14.5
-Manufacturing	1,449	0.3	1,029	420	40.8*
-Trans. and Comm.	5,306	1.2	3,615	1,691	46.8
-Trade	41,043	9.5	28,532	12,511	43.8
-Services	31,617	7.3	17,216	14,401	83.6
-Cultural and Recreational	904	0.2	469	435	92.8
-Resources	1,681	0.4	296	1,386	469.8#

\*The results for manufacturing were adjusted for a change in the definition of future manufacturing activity between 1986-1990 inventories.

#Part of the large increase in resources related activities resulted from the larger area covered by the 1990 inventory.

Table 5: Major types of land use in Arriyadh in 1986, 1990.

Source: ADA.

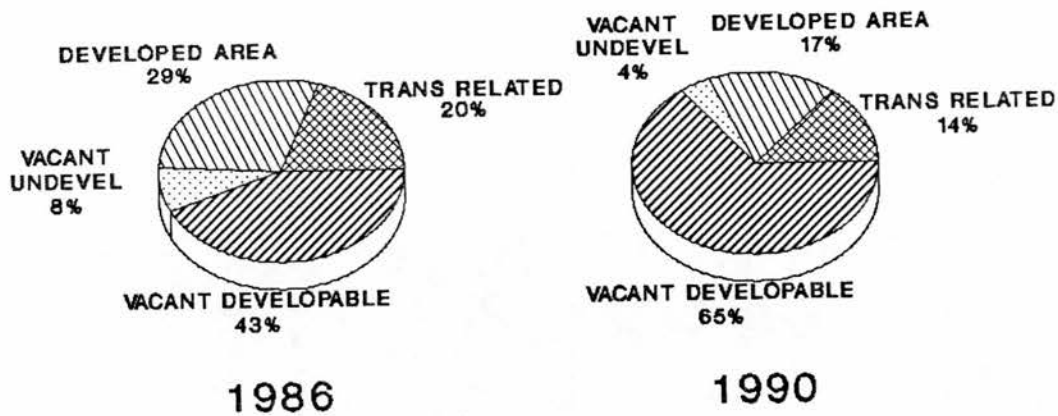


Fig.43 Distribution of land by major use. 1986,1990.

Source: ADA.

Saudis, 65%, own their houses. Property ownership for most non Saudis is prohibited. The average number of persons per dwelling unit is 6.3 persons. The net residential density (34 dwelling units per hectare) has remained consistent since 1977 due to the sprawling nature of new developments and the lack of significant in-fill within the inner areas of the city.

One of the reasons for the high number of vacant units is the government housing policy. During the 1970's, there was a great shortage of housing as a result of the massive influx of expatriates brought into the country to assist in its development. The Ministry of Public Works and Housing constructed three large housing projects in Arriyadh providing almost 10,000 dwellings. At the same time other agencies built their own housing and the Real Estate Fund supported the development of a large number of residential units. Nowadays, there is an over supply of housing; 37,000 of the 349,272 dwelling units are vacant. Ten percent of this total is government-built housing units. A noticeable characteristic of the Saudi population in Arriyadh is its mobility within the city. Seventy two percent of the heads of household moved to their current dwellings within the last five years. The majority moved from residences in older parts of the city.



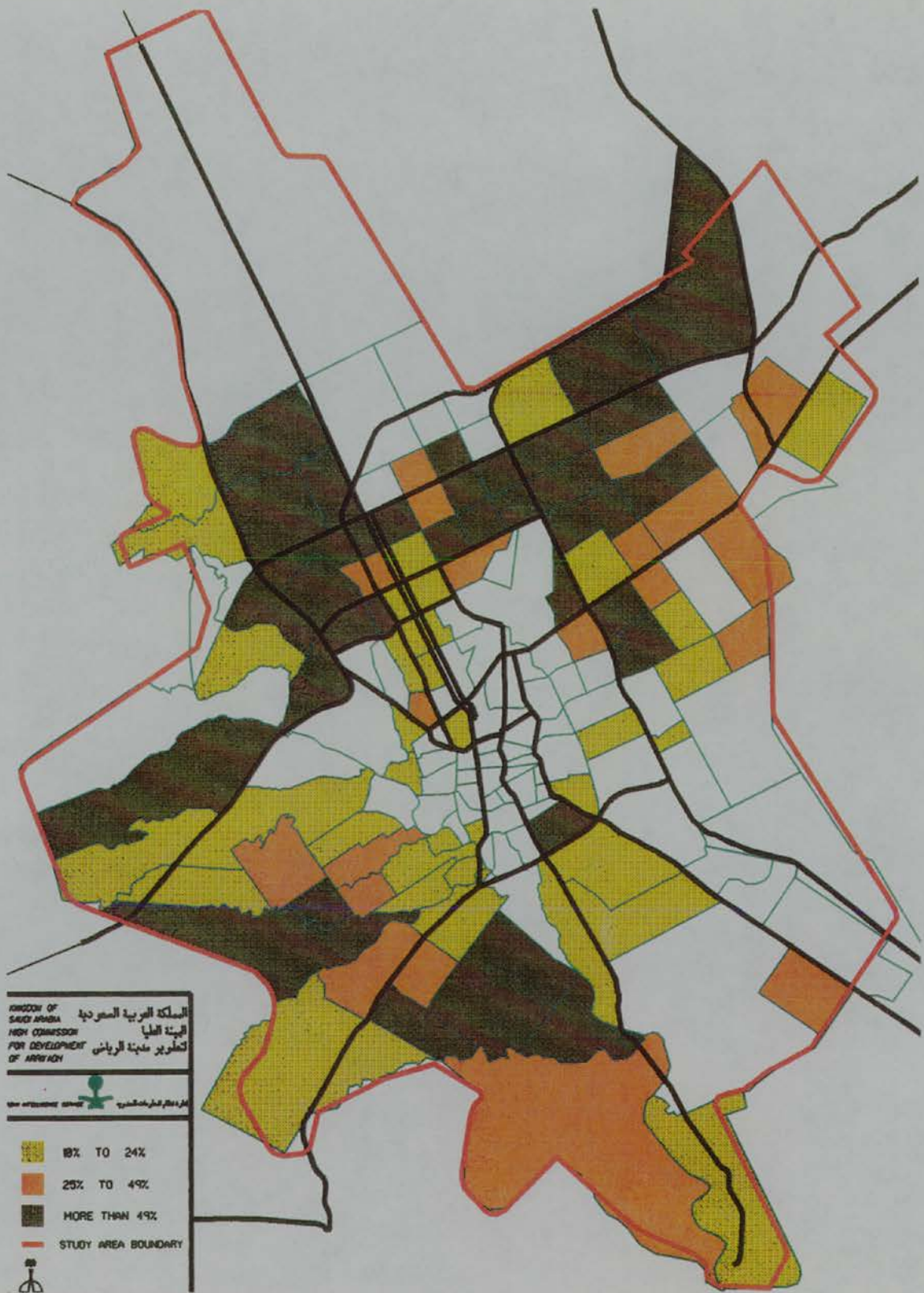


Fig.44 Residential Development 1986-1990.

Source: ADA.

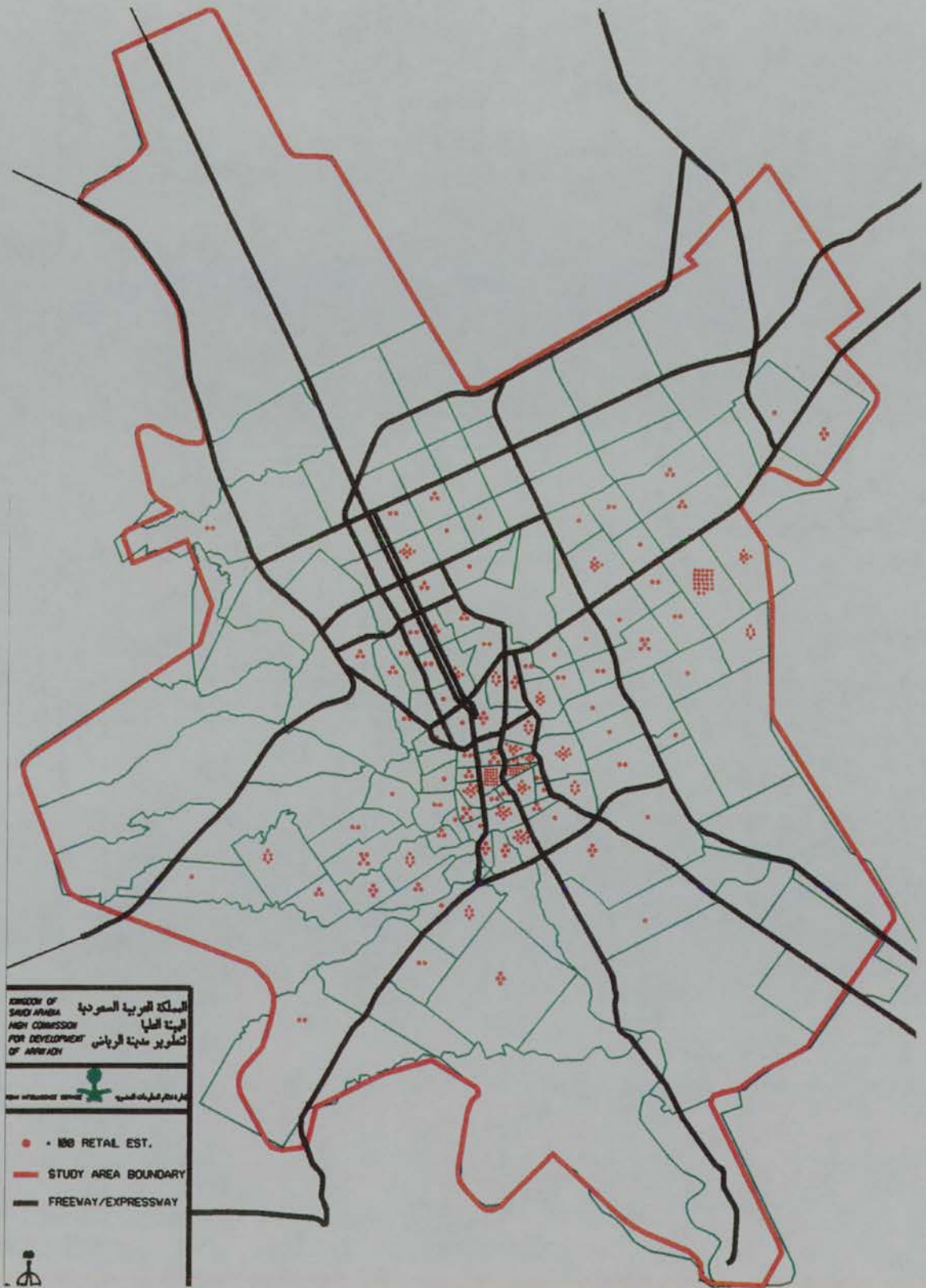


Fig.45 Distribution of retail establishments, 1990.

Source: ADA.

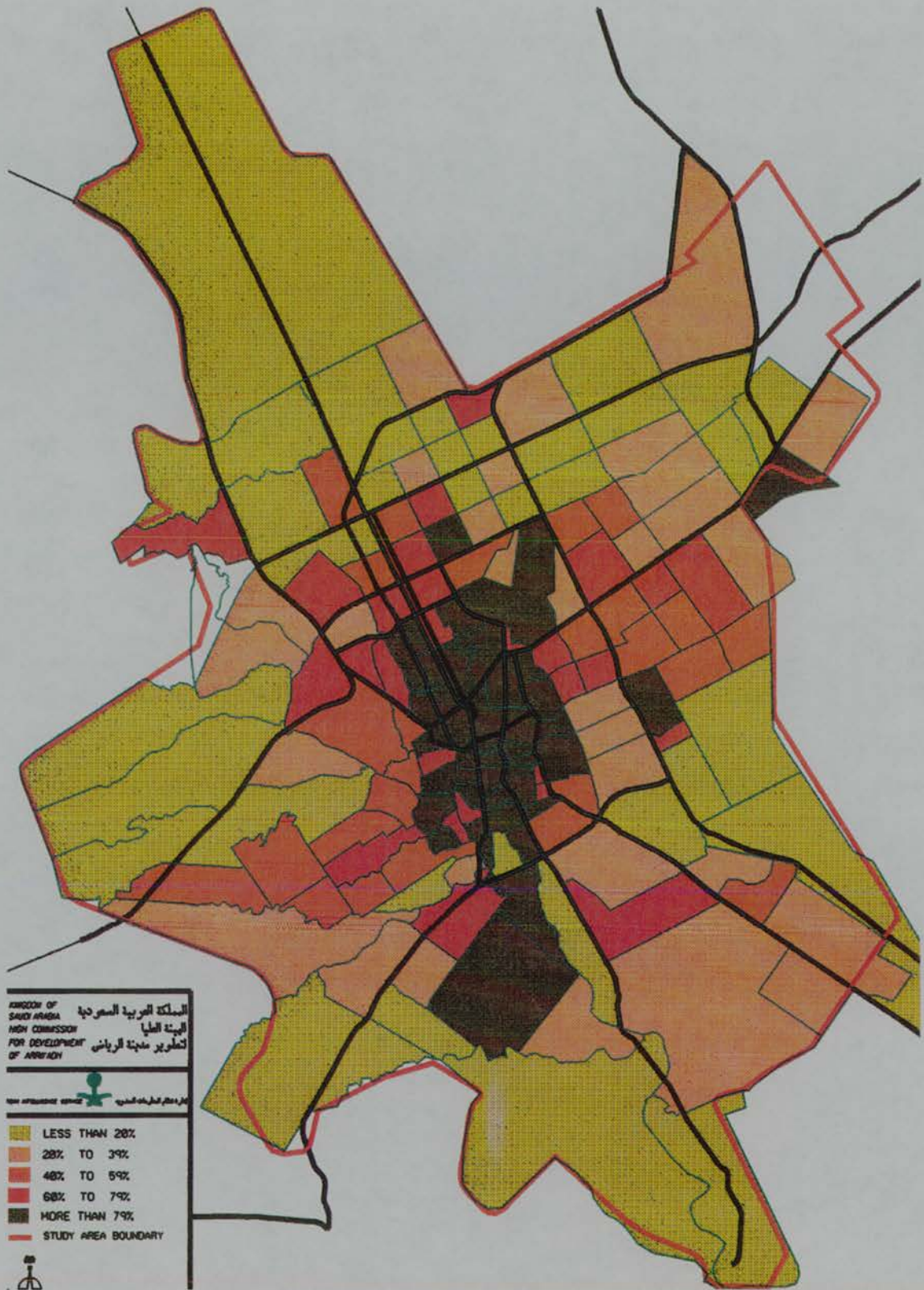


Fig.46 Percent developed of developable land, 1990.

Source: ADA.

The increase in financial liquidities after the oil price adjustment in 1973 created a highly speculative land market in Arriyadh. The city expanded haphazardly and the planning effort could hardly go beyond documenting the development. During the last two decades, the price of land in the city rose rapidly. In 1982-83, land values started decreasing. In 1986 land prices were 35-50% less than they were in the previous two years (Fig.48). Land price is dependant on proximity to the city centre, width of the street and availability of public utilities and services.

In 1989, the Council of Ministers approved the establishment of urban limits for the city development for the next twenty years. They defined boundaries for two phases for development (Fig.49). The first phase (Table 6) ends by 1995 and the second phase ends by 2005. The area of the first phase is about 632 Sq.Km. According to the resolution, all vacant lands within the first phase should be planned without even requests from land owners. This is in order to complete the main street network and infrastructure lines.



Fig.47 Distribution of dwelling units.

Source: ADA., DELTA Studies. Executive Summary. p.34.

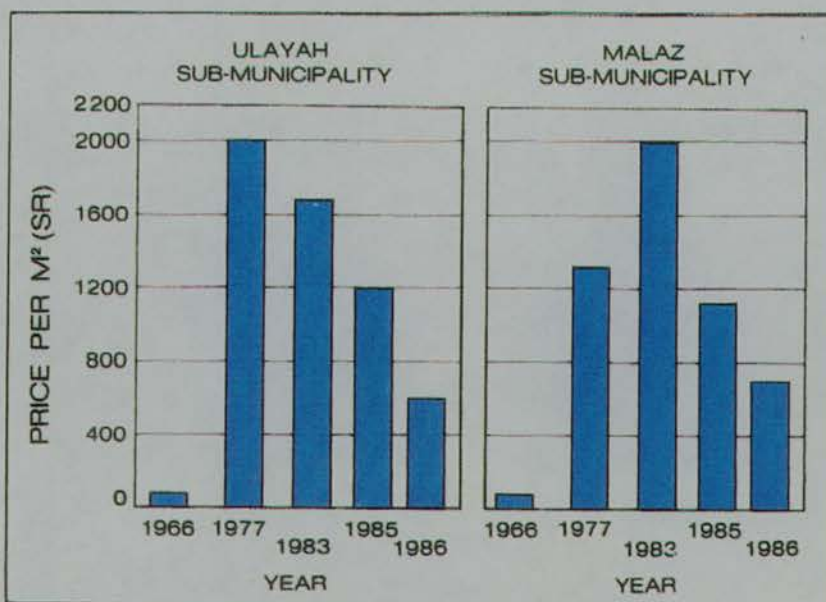


Fig.48 Change in land prices (1966-1986), in al-Malaz and al-Olaya neighbourhoods.

Source: ADA., DELTA Studies. Executive Summary. p.38.

Use	Area Sq.Km.	%
-Developed residential areas	235	37
-Developed for mixed use areas	38	6
-Independent fully serviced projects	44	7
-Planned but undeveloped residential areas	135	21
-Un planned areas	68	11
-Non residential areas	112	8

Table 6: The First Phase of the Urban Limits.

Source: ADA.

The area of the second phase is 1,149.4 Sq.Km.(Table 7). The resolution suspended any planning within the second phase prior to 1995 except in special cases. In such cases, the land owner should be responsible for providing all services to his land before approval of the subdivision plan. The already subdivided lands within this phase for residential use can accommodate 1.7 million persons.

### 3.4- TRANSPORTATION:

The average vehicle ownership rate is 1.31 vehicles per dwelling unit (Fig.50). The dominant mode of travel within the city by almost all Saudis and most non Saudis is the private automobile and pick-up truck. Public transport is not popular, representing only 3.5% of trips within the city. Since 1983 the number of public transport riders has decreased by 60%. This was largely a result of the decline in the number of the labour force.

More than 2.5 million vehicle trips are made daily within the city. Approximately 50% of these trips are local (5-10 Km. in length). The major destination of the non local trips are the central areas of the city. Although some streets experience congestion during peak hours, most major streets operate at an adequate level of service. (Fig.51).

Use	Area Sq.Km.	%
-Al-kharj housing project (fully serviced)	7	0.7
-Planned but undeveloped residential areas	316.3	27.5
-Un planned areas	711.1	61.8
-Industrial areas	115	10

Table 7: The Second Phase of the Urban Limits.

Source: ADA.

### **3.5- INFRASTRUCTURE AND PUBLIC SERVICES:**

#### **3.5.1- INFRASTRUCTURE:**

Very large areas have been subdivided for residential purpose beyond the first phase boundaries of the urban limits. There, the provision of utilities will be difficult for a long time. Even though great progress was made in providing infrastructure for the city, there are substantial areas of residential land where there are no basic services. With such rapid expansion it was impossible to keep up with the demand for infrastructure.

Only 70 Sq.Km. of urban areas that have some level of residential development also have full services (Fig.52). The poor provision of infrastructure and the increase in the rate of per-capita water consumption largely resulted in a widespread rise in the groundwater levels under large areas of the city. In many areas the water tables have reached the surface. The rise has caused hazardous engineering problems as well as creating potential health risks. Although the main sources for the rising ground water are excess irrigation and water system leaks (Table 8), studies have pointed that servicing unserved areas of the city with a sanitary system would reduce the quantity of rising ground water by one third. Despite the enormous cost of desalinated water, large quantities are lost into the ground. The immediate solution to the rising groundwater is to put in a new network to discharge the water. This solution will not end the problem; it is only intends to bring the water down to a safe level.

The area of vacant lands within the first phase of the urban limits is 329 Sq.Km. or 52% of the first phase area (Fig.53). Around 48% of the area of vacant lands is developable. More than 58% of this area is serviced. The COM's urban limits resolution assumed the possibility of providing infrastructure to the first phase by 1995. This has proved somewhat unrealistic. The cost estimate of providing all infrastructure services to developable areas within the first phase is SR. 28 billion (4

Billion Pounds). According to the government current spending rate, which is expected to decline, services agencies estimate spending only SR.10 billion (1.4 billion Pounds) till 1995. This means that services will not be provided to all areas of the first phase within the set time frame. Provision of Infrastructure to land already subdivided within the second phase has been estimated to cost SR. 32 billion.(4.5 billion Pounds).

The urban limits resolution did not address the phasing of development which is very essential. It only tried to confine development within the boundaries of the first phase, at least until 1995. Beyond that time, further subdivision within the second phase will be permitted. As development on approved subdivisions is not restricted, vast planned, though unserviced, areas within the second phase can be developed immediately (Fig.54). This means that Arriyadh will continue having large unserviced or partially serviced areas for a long time.

Source	Quantity (cubic meters)	%
-Excess irrigation	178	32
-Water system leaks	160	29
-percolation	98	18
-In-house leaks	89	16
-Sanitary system leaks	16	3
-Precipitation	13	2

Table 8: Sources of the rising groundwater.

Source: ADA., Rising groundwater management programme. p.4.



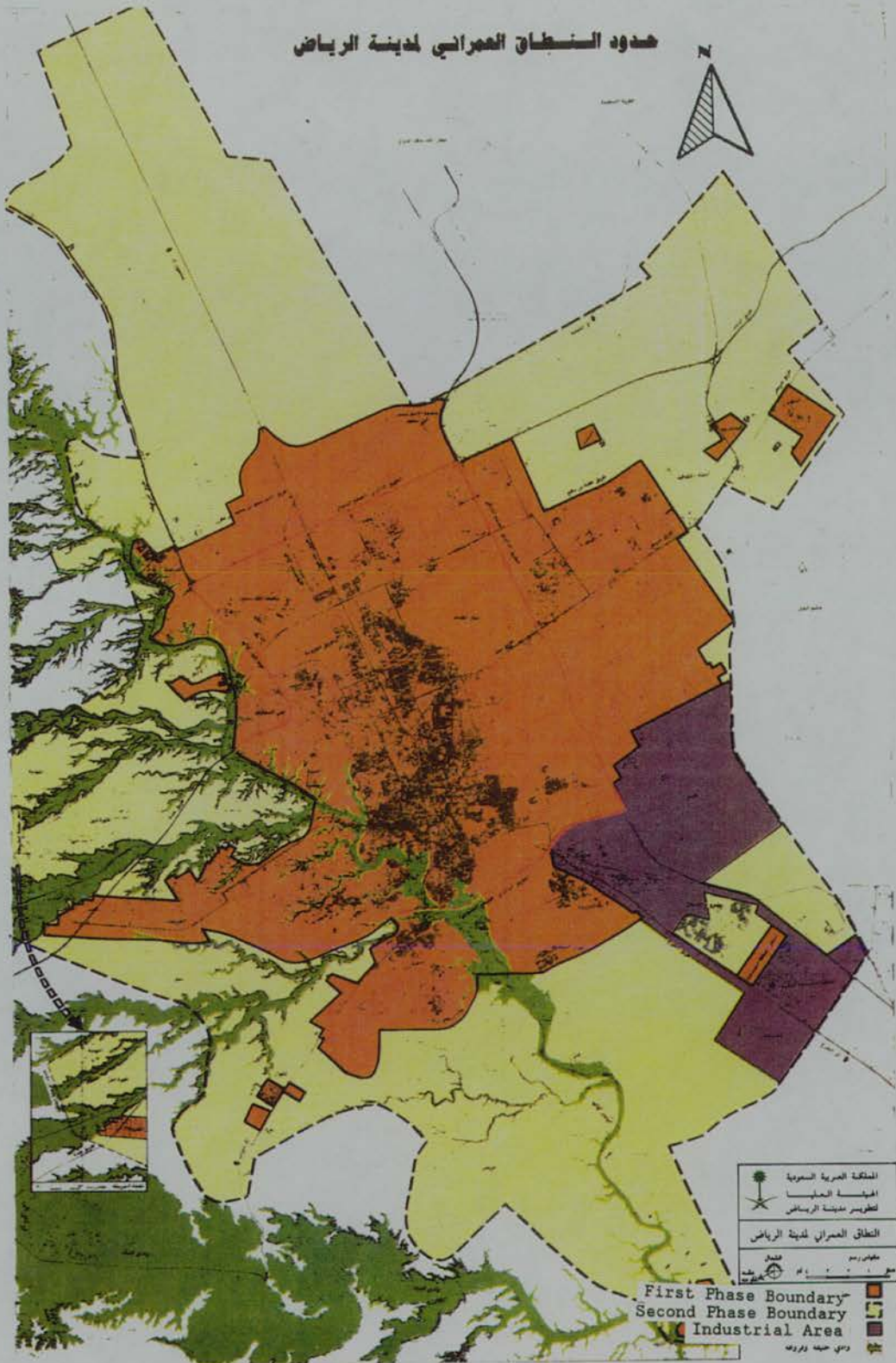


Fig.49 Boundaries of the urban limits.

Source: ADA., Urban development strategy report. p.6.

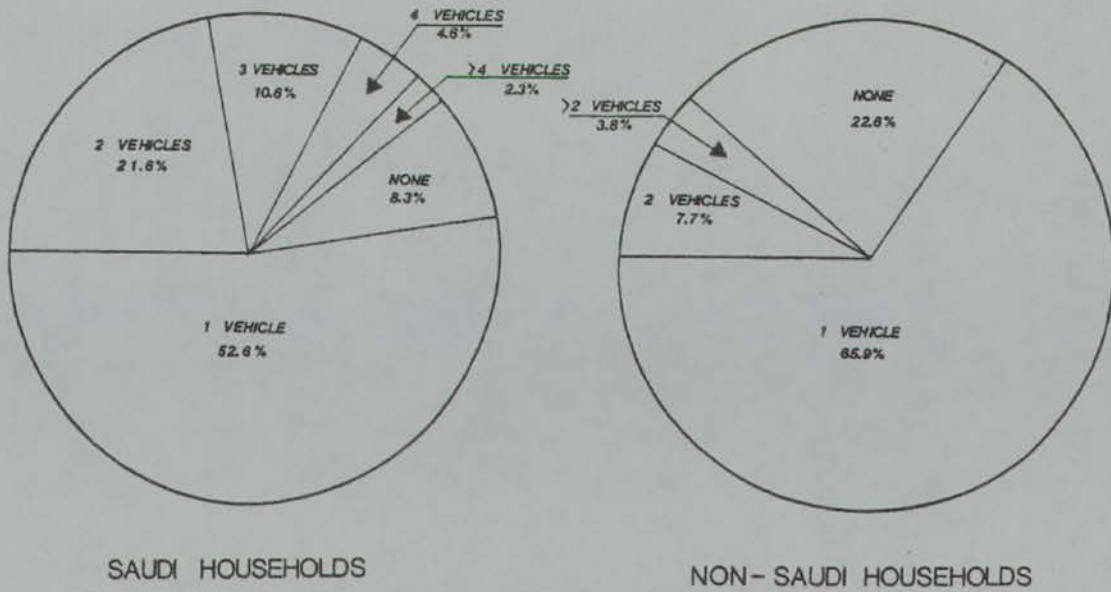


Fig.50 Number of vehicles per household.

Source: ADA., DELTA Studies. Technical Report. p.140.

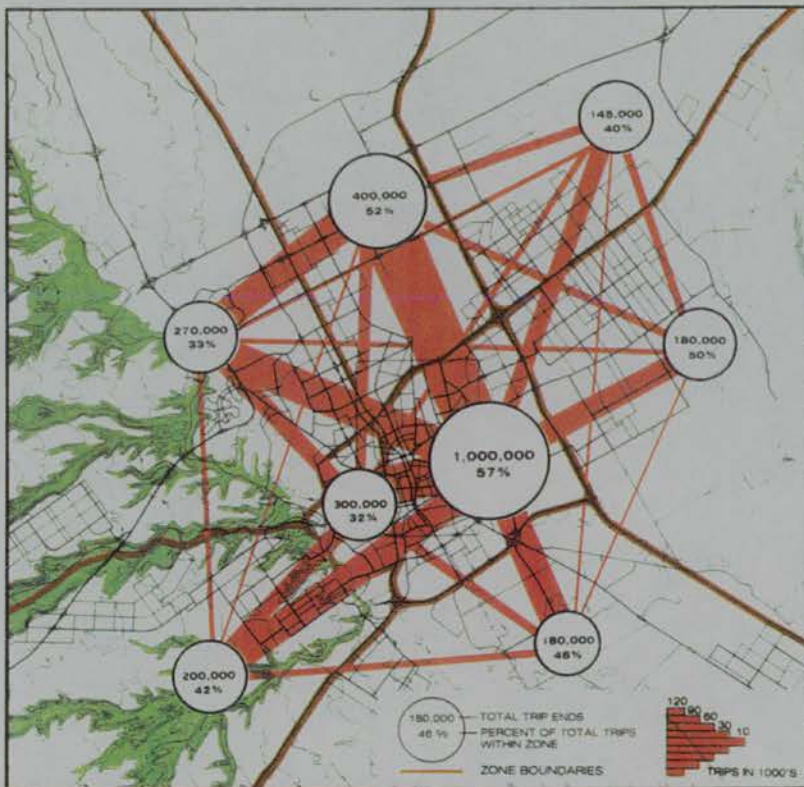


Fig.51 Origin and destinations of vehicle trips.

Source: ADA., DELTA Studies. Executive Summary. p.45.

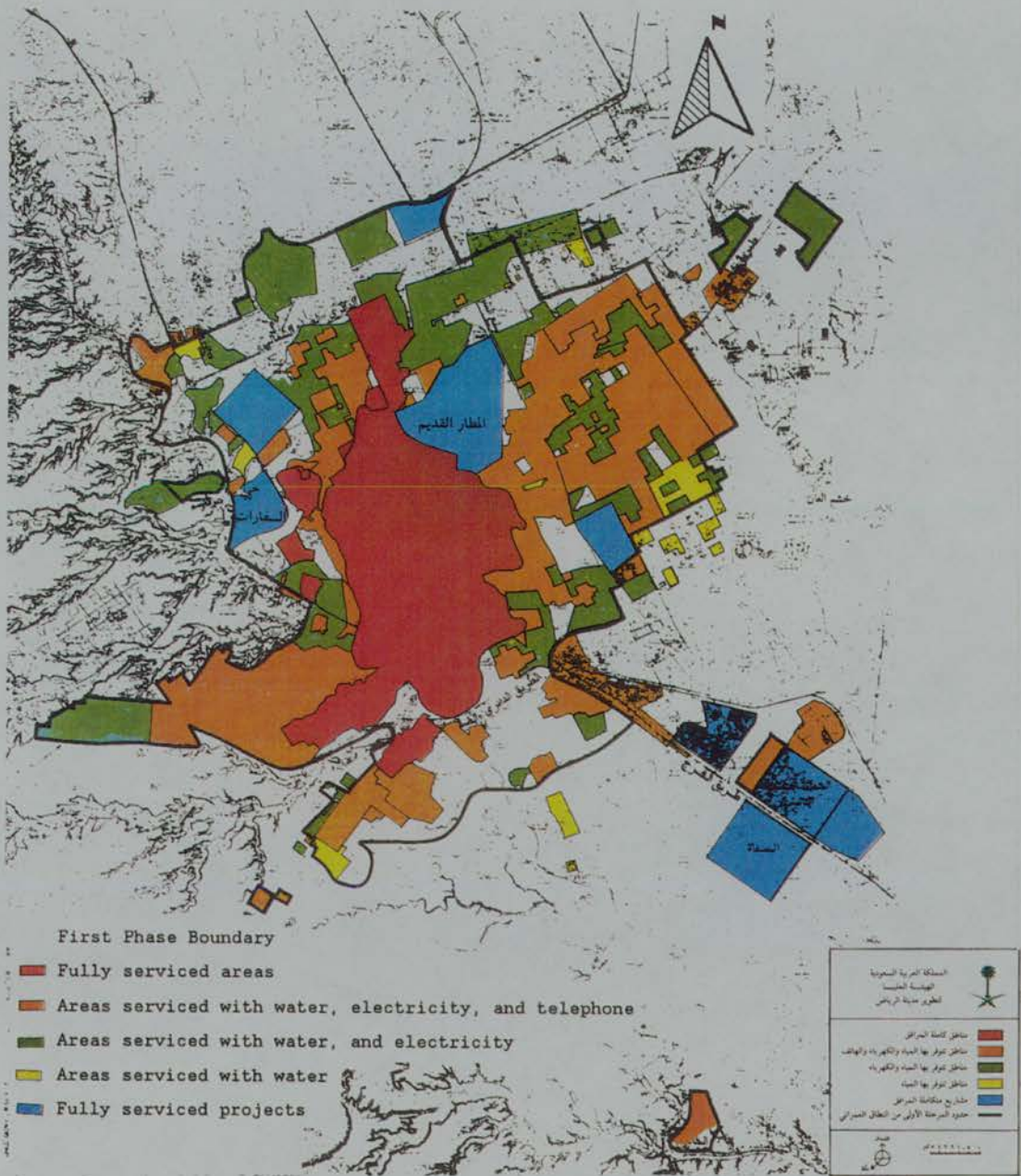


Fig.52 Level of infrastructures services within the first phase of the urban limits.  
 Source: ADA., Urban development strategy report. p.11.

### **3.5.2- PUBLIC SERVICES:**

Public services such as schools, post offices, police stations and parks, are not sufficient in number or are poorly distributed. Most of the public services are in rented buildings. A problem that all cities in the Kingdom face is that lots assigned for public services within land subdivisions are not owned by the related agencies. According to the subdivision regulations, 40% of the land should be assigned freely to streets, open spaces and mosques. Other services, although they have assigned sites, remain under the possession of the land owner. Public services agencies have to immediately acquire the allocated sites or permit the owners to deal with them. Because of the large number of subdivisions and the limited allocations of funds for land acquisition, the agencies can only acquire a limited number of sites. As a result of this, the distribution of services within the subdivision changes as the agencies are forced to rent and adapt residential buildings for their uses.

### **3.6- ECONOMY:**

The government plays an important role in the economy of the city of Arriyadh, as it is the political and administrative centre of Saudi Arabia. The government role covers mainly two areas, expenditure and employment. The government sector in Arriyadh employs 39% of the total labour force. The city is the banking centre of the Kingdom. It is the centre of the Saudi Arabian Monetary Agency, and the main commercial banks and special credit institutions established by the government such as the Real Estate Fund. About 65% of the total labour force in the city are non Saudis. Only 11% of the total labour force are females.

The total annual household income of Arriyadh is SR. 23 billion (about 3 billion Pounds). This figure represents disposable income available for individuals in the city in total. The average annual income for Saudis with income is SR. 74,000 (11,000 Pounds) while the average annual income for non Saudis is SR. 33,500 (5,000 Pounds). Saudis support an average of 3.8 persons without income, whereas

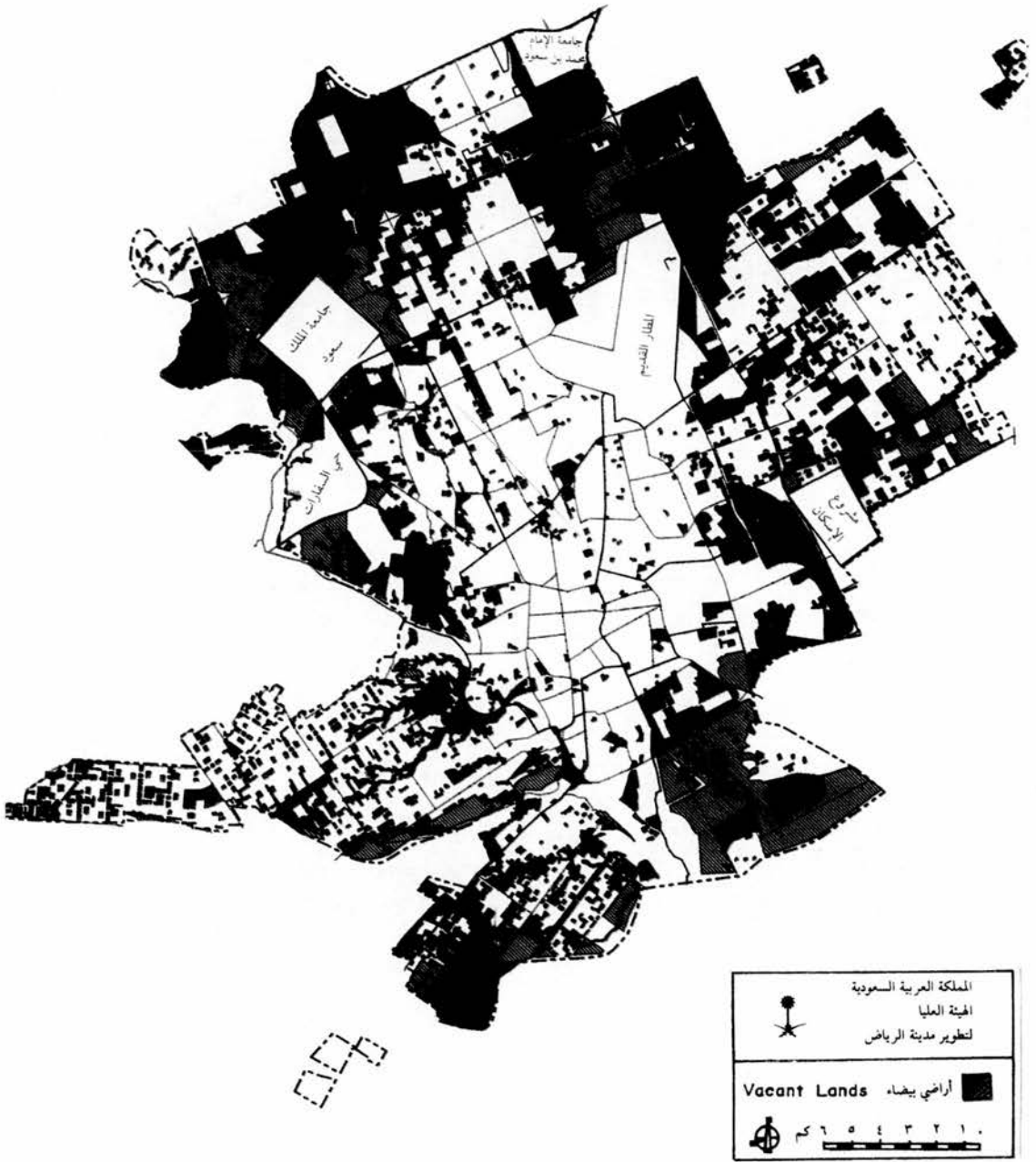


Fig.53 Vacant lands within the first phase of the urban limits.

Source: ADA., Urban development strategy report. p.17.

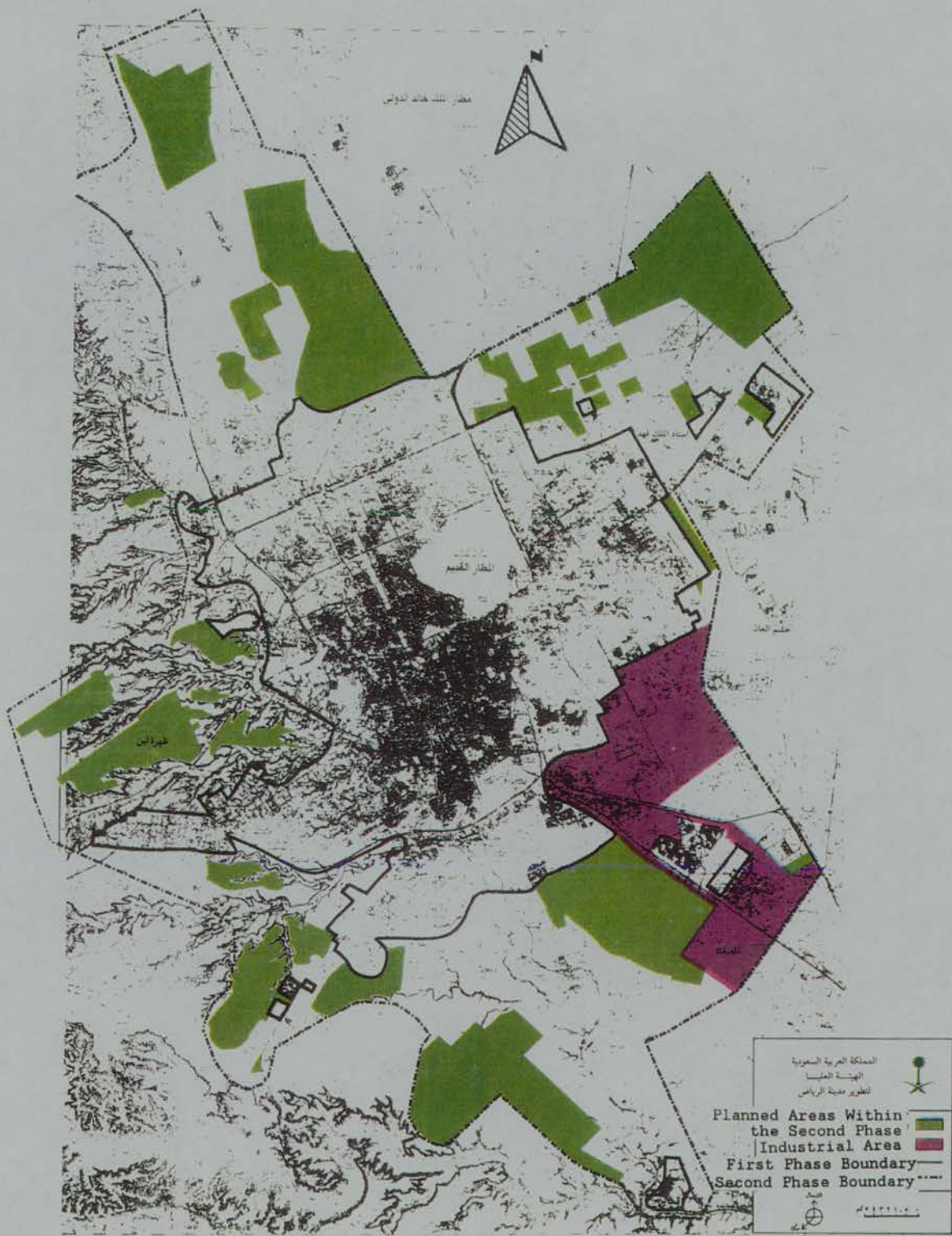


Fig.54 Planned areas within the second phase of the urban limits.

Source: ADA., Urban development strategy report. p.8.

the non Saudis support 0.8 persons without income. For both Saudi and non Saudi households, the top 20% account for about 50% of total income within the city. Saudis spend 77% of their personal income while non Saudis spend 54%. The total personal consumption of residents of Arriyadh is approximately SR. 15 billion (2.2 billion Pounds).

The Saudi system applies neither income nor sales taxes. The annual personal disposable income follows the patterns shown in Fig.55. The major private sector activities in the city are construction, trade and services, manufacturing and retail. In a private establishment survey, conducted by Arriyadh Development Authority, 75% of the total were declared to be "somewhat profitable," 5% very profitable and 10% broke even. During the last few years the rate of expansion has slowed as oil prices have dropped. At the same time most of the major projects within the city were completed. As a result, private business activities have substantially declined. Nevertheless, over 85% of the private establishments made some profit.

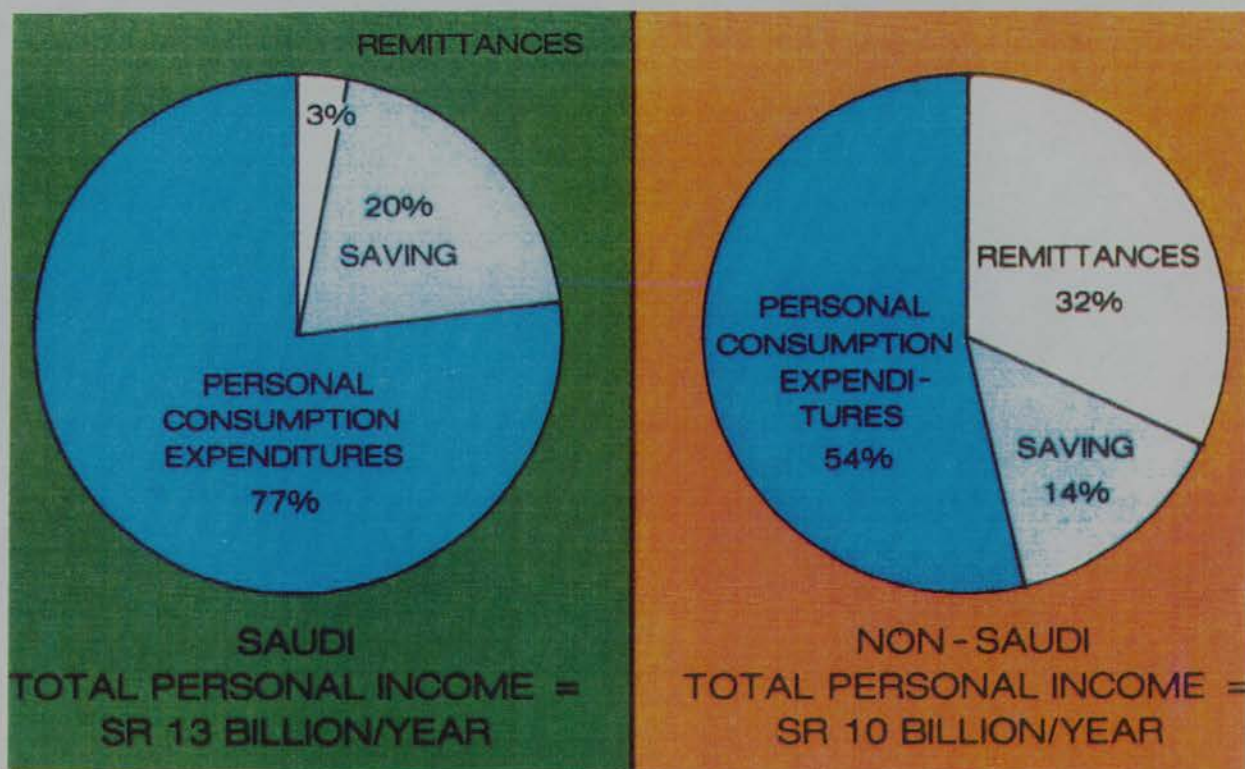


Fig.55 Uses of annual personal income.

Source: ADA., DELTA Studies. Executive Summary. p.18.

#### 4- CONCLUSION.



#### **4.1- FUTURE PLANNING OF ARRIYADH:**

Arriyadh stands today as a modern city with up to date amenities and a high level quality of life. The political turning point for Arriyadh was in 1902, when King Abdul Aziz captured it and started unifying most of the Arabian Peninsula. The economic turning point was in 1938 when oil was discovered in the Eastern province. The urban development turning point was in 1953 when the ministries were transferred from Jiddah to Arriyadh.

In reality, the city image is not all that glorious. Due to its fast growth, the city encountered several serious development problems. Such problems will strongly influence its future development. Despite the convictions that lead to that, the main intricacy that hinders the future development of the city is its vast widespread nature. As a result of this, large areas of the city are not and will not be serviced with utilities or public services for a long time. Despite that, there are large vacant serviced lands and deteriorating urban areas within the developed area of the city that contribute in giving an image of an incomplete fragmented city. Nevertheless, large areas are still being subdivided for residential uses.

The city contains thousands of vacant housing units. In addition, the developable lands within the two phases of the urban limits can accommodate more than 5 million inhabitants; a population that the city will not reach in twenty years assuming optimistically the continuity of the current rate of increase of population and the economic and political conditions. The prospect of the city is dependent on immediate awareness and appreciation of the seriousness of the situation. Serious actions need to be carried out to assure a bright future for the city. This should include:

- 1-Development of a comprehensive planning process. It should include economic, social, environmental and physical issues. The process should be based on solid and clear polices. The city development must be viewed within national and

regional contexts. The plan should be realistic in estimating funds and time requirements of the development and should ensure proper coordination between the involved agencies.

## 2-Establishment of physical planning policies and an urban development mechanism.

The mechanism should be a flexible development control process and not a rigid master plan. It should rely on continuous review and updating of all data about the city. This mechanism must be supported by issuing urban planning and development legislation<sup>54</sup>. Future development should enhance the quality of life in the city taking into consideration the requirements of its young population. It should give more attention to some issues that were neglected previously. The main issues are environmental considerations, preservation of urban heritage, sufficient provision of recreational and cultural facilities. The quality of urban design and architecture in the city should be improved to give the city a continuity of its traditional distinct character. The essential element that will improve the city's quality of life is the provision of infrastructure to its different areas.

## 3-Commitment to the development plan and proper implementation. Previous planning efforts in the city has failed mainly because of lack of proper implementation mechanism, lack of government commitment and the capability of the planning and development agencies. The government has to take vital decisions in order to stop the superfluous expansion of the city. It should give its consent for phased urban development of the city that coincides with the provision of services. The government should use its influence to implement that phasing by applying new regulations. The Real Estate Fund should stop giving loans for development at unserviced areas. At the same time, some form of taxation should be applied on vacant lands within the city. Land price has to abide by some form of government control to prevent unjustified escalation. The policy of land grants should be reviewed. The government might think of purchasing some of the already subdivided lands for this purpose.

4-Reinforcement of the possibility of establishing an economic base for the city. Arriyadh has an excellent provision of health, educational and communication facilities. With its central well linked location in the Arabian Peninsula, some studies have suggested that the city can operate as a national and regional services centre. As it is located in one of the best agricultural areas in the country, it can also be a manufacturing centre for agricultural based industries.

This chapter has given an overview of national, regional and city planning in the Kingdom. It has also described in some detail the planning background to the recent rapid expansion of Arriyadh. The following chapter will study in greater detail the historic central core of the city. It will review the development history of the JPD presenting the implications of the city and the district plans on the development of the JPD. It will also demonstrate the role of enabling client organisations in the development of major urban projects in Saudi Arabia. Finally, it will review the existing conditions of the JPD.

## NOTES TO CHAPTER II:

1. Al-Ashraf (single Shareef) are the descendent of the Prophet. They ruled al-Hijaz region under the Ottoman empire. The most famous Shareef is al-Hussein Ibn Ali. In 1916, he declared the independence of al-Hijaz in the famous Arab Revolution. He hoped to be the leader of all Arab countries. When King Abdul Aziz started the unification of the Arabian Peninsula, al-Sahreef Hussein was forced to leave al-Hijaz in 1924. His son Ali (1881-1936) took over but then was also forced to leave al-Hijaz when King Abdul Aziz captured Jiddah in 1925.
2. Madeehah Darweesh. Tareekh al-Dawlah al-Saudia (4th. ed. Jiddah: Dar al-Shorouk, 1987), p.113.
3. As non Muslims are prohibited from entering the holy city of Makkah, diplomatic missions and related agencies were located in Jiddah. The Saudi Arabian Monetary Agency, banks, diplomatic missions and the Ministry of Foreign Affairs stayed in Jiddah for a while. The people of Arriyadh were against banks as they were more strict in considering some of their transactions against Islam. They were also against the presence of non Muslims in the city. Gradually, banks opened branches in the city and the diplomatic missions and the Ministry of Foreign Affairs were finally moved to Arriyadh in 1983.
4. When King Abdul Aziz captured al-Hijaz the dominant madhab was al-madhab al-Hanafi, which was the official madhab of the Ottomans. Other madhabs were also followed by some people and there were judges for each madhab and Imams in the two Holy Mosques for each madhab. In 1926, the king ordered that the official and Juridical madhab of the country was al-madahab al-Hanbali.
5. Fuad Hamza. Al-Bilad al-Arabia al-Saudia (2nd. ed. Arriyadh: Maktabat al-Nasr, 1968), p.90.
6. Khayr al-Deen al-Zerekly. Shebh al-Jazeera fe ahad al-Malik Abdul Aziz (3rd. ed. Beirut, 1985), Vol.3, p.1000.  
  
David Holden & Richard Johns. The House of Saud (2nd. ed. London: Pan Books Ltd., 1982), p.179.
7. Hassan Gazzaz. Al-amn Allathy Naeshoh. 1st. ed. Vol.2, p.684.  
  
Fuad Hamza stated that the first attempt to a budget was announced in 1934. Ibid., p.176.
8. The Hajj tax which was the country's main source of income was cancelled in 1952.

9. Mohammed al-Manaa. Arabia unified, a portrait of Ibn Saud (2nd. ed. London: Hutchinson Benham, 1982), pp.217-218.
10. Khayr al-Deen al-Zerekly. *Ibid.*, Vol.2, pp.694-695.
11. Muhammad S. Mousalli. Comprehensive planning organization: Coordination of planning for development in Saudi Arabia (A Master Degree Dissertation, University of Washington, 1969), p.33.
12. *Ibid.*, pp.58-61.
13. *Ibid.*, p.62.
14. Some references suggest that the first census was in 1932 for the region of al-Hijaz mainly. Based on that census, the population estimate of the Kingdom was between 5-6 millions.  
  
Fuad Hamza. Qalb Jazeerat al-Arab (2nd. ed. Arriyadh: Maktabat al-Nasr, 1968), p.85.
15. David Holden & Richard Johns. *Ibid.*, p.393.
16. Arab Urban Development Institute. Riyadh: The city of the future (Arriyadh: King Saud University Press), pp.414-415.
17. Ministry of Planning. Fifth Development Plan. pp.4-5.  
  
Arab Urban Development Institute. *Ibid.*, p.414.
18. Ministry of Planning. Second Development Plan. pp.9-10.
19. Mohammad S. Mousalli. *Ibid.*, pp.38-39.
20. Saleh A. al-Hathloul and Anis-ur-Rahman. Evolution of urban and regional planning in Saudi Arabia. (Unpublished paper), p.10.
21. Saleh A. al-Hathloul and Anis-ur-Rahman. *Ibid.*, pp.12-13.
22. Omar A. Gadhi and Hazem M. Ibrahim. Takhteet al-modun fe al-Mamlaka al-Arabia al-Saudia (1st. ed., 1981), p.97.
23. Mohammed S. Mousally. *Ibid.*, p.13.
24. *Ibid.*, p.44.
25. Scet International / Sedes. Riyadh Action Master Plans: Technical Report 8. prepared for Ministry of Municipal and Rural Affairs, Deputy ministry for town planning, 1982. p.4.

26. Ibid., p.69.
27. Ibid., p.viii.
28. Islam unites the religious and political leadership in the roles of al-Imam. Al-Imam has to practise al-Shura (consultation) in his state. The Holy Quran states: "Those who answer the call of their lord and offer their prayer perfectly, and who conduct their affairs by mutual consultation." (Surah XLII. Verse 38). The Council of Ministers ruled the authority of Majlis al-Shura. In a superficial way of pretending the continuity of ruling under Islamic Law, Majlis al-Shura was never formally cancelled. Its authority and responsibilities were practically discontinued. In 1991, the King announced that Majils al-Shura will be reconstituted in February 1992. On March 1st. 1992, the King announced the establishment of Majils al-Shura of 60 nominated members. The Majlis will come into effect within six months. Although it was stated that the Majlis will assist the government in the discharge of its responsibilities, study government plans and propose legislation, its primary role is advisory to the cabinet.
29. David Holden & Richard Johns. Ibid. p.393.
30. Ministry of Planning. Achievements of the Development Plans 1970-1989. p.174.
31. Ministry of Planning. Fifth Development Plan. pp.384-385.
32. The Ministry of Finance rejected a suggestion from the municipality of Arriyadh to buy lands closer to the city for grants. According to the former mayor of the city, Abdullah al-Nuaim, the municipality pointed out to the ministry the enormous cost of servicing far away lands owned by the government. The overall cost of buying lands in the vicinity of the city is far less than the cost of servicing the available government lands. The ministry did not want to commit major funds at one time and preferred to dispense less funds annually for the services even though the total cost might be more.
33. Musaad al-Angary. An interview in: Al-Yamamah Magazine (Issue No.1137, January 2nd., 1991), p.30.
34. Ministry of Planning. Fourth Development Plan. p.405, p.422.
35. The HC is not an independent body with acknowledged status. Thus, its budget is allocated under the budget of the municipality of Arriyadh.
36. Saleh A. al-Hathloul and Anis-ur-Rahman. Ibid., p.8.
37. Mohammad al-Mana. Ibid., p.170.
38. Beeah group consultants. Interpretation and presentation of former city walls and gates. Prepared for Arriyadh Development Authority. p.3,p.6.

39. Saleh A. al-Hathloul. Tradition, continuity and change in the physical environment: the Arab-Muslim city (A Ph.D. Dissertation, MIT, 1981), p.159.
40. Ibid., p.159.
41. The first elementary school was opened in 1941 and in 1951 the first secondary school was opened. The electric company was established in 1954. It was as late as 1956 when a modern hospital was built. In 1937, the municipality was established to deal with the basic municipal works. Most of the early municipal developments started in 1953. New wide streets were opened, a few parks were provided and potable water was brought from outer wells in 1951.
- Hamad Al Jaser. Arriyadh abr atwar al-Tareekh., Arriyadh: Dar al-Yamama, 1966. pp.124-129.
- Arab Urban Development Institute. Ibid., p.85.
42. Manfuha was a famous pre Islam settlement. During the 18th. and 19th. centuries, it used to be a traditional enemy of Arriyadh. Several wars between the two towns were recorded. Nowadays, it is one of the very dense neighbourhoods south of Arriyadh, mostly inhabited by low income people.
43. Arab Urban Development institute. Ibid., p.32.
44. Ibid., p.32.
45. Saleh A. al-Hathloul. Ibid. p.160.
46. Abdul Rahman al-Shareef. Madinat Arriyadh. p.139, p.185.
47. Arab Urban Development Institute. Ibid., p.33.
48. Saleh A. al-Hathloul. Ibid., p.165.
49. Arab Urban Development Institute. Ibid., p.33.
50. Abdul Rahman al-Shareef. Ibid., p.156.

51. The source of all statistics referred to in this document unless otherwise specified, is Arriyadh Development Authority. The information is assembled from different reports in different formats. The main sources of the data are the Demographic, Economic, Land use and Transportation studies (DELTA), undertaken by the Arriyadh Development Authority in 1986 and the updates of the land use and households survey of 1990-1 (see appendix II). The ADA is also the source of all royal or ministerial orders or decrees.

52. Scet International / Sedes. Ibid., p.11.

53. Abdul Rahman al-Shareef. Ibid., p.184.

54. Doxiades plan has set what can be considered as a start of urban planning and development law. It has also suggested the need to establish special legal and administrative regional agencies to develop the different regions. It pointed out that the plans would be useless without those agencies.

Doxiades Associates. Central Region, Regional Urban Plan, Final Report. Prepared for the Deputy Ministry of the Interior for Municipalities Affairs, 1974. Vol.1, p.322. Vol.2.



## CHAPTER III

### DEVELOPMENT OF THE JUSTICE PALACE DISTRICT

**1- THE JUSTICE PALACE DISTRICT  
URBAN DEVELOPMENT HISTORY.**

## 1.1- INTRODUCTION:

Most city centres in Saudi Arabia have rebuilt themselves within the old city core. During the periods of rapid development, these centres received less attention and gradually lost their dominance. Some of their activities have been decentralised to newly developed centres in different parts of the expanded cities. City centres, nevertheless, still tend to retain some activities that establish them as a focal point, such as cultural or entertainment facilities or special employment such as government or finance.

Most of the activities were decentralised from the traditional centre of the city of Arriyadh, the so-called Justice Palace District <sup>1</sup>(JPD)(Fig.56). It constitutes the actual core of the city, covering an area larger than that which comprised the entire city of half a century ago. However, the city centre has gradually expanded since the demolition of the city wall in 1949, when commercial activities extended to areas in the vicinity of the JPD. Afterwards, business and commercial activities started shifting to the new urban areas of the city.

The JPD has fallen into deterioration during the past decades due to an abrupt change in the pattern and scale of urbanisation using the modern western city as the new model of urban life.<sup>2</sup> The district covers an area of 54 hectares. It is no longer at the geographic centre of the city, due to the northwards shift of population and the linear public and private development along the new arterials. Investors favoured modern suburban locations where accessibility and land values were favourable. Traditional shops and housing, the main Friday mosque, the region's Emirate and the Justice Palace and al-Musmak Fort<sup>3</sup> are the main elements that survived, maintaining the presence of government and some business and commercial activities in the city's traditional heart.

Two development programmes were proposed for the area in 1976 and 1980 but neither was fully implemented. In 1983, Arriyadh Development Authority was

instituted as the city planning and urban development agency and the executive body of the High Commission for the Development of the City of Arriyadh. The development of the JPD was given priority among the ADA's responsibilities. A general rejuvenating programme was started. The goal was to develop the area to become the religious, administrative, cultural and commercial centre for the city of a quality to show the depth and originality of culture in the capital of Saudi Arabia. There are indications that the area, despite its degraded buildings, possesses great commercial viability and could support even more commercial shopping and office floor space.

### **1.2- THE JPD DEVELOPMENT HISTORY:**

The JPD is the centre of an area of 4 Km. radius within which more than 50% of the population of Arriyadh live. Nevertheless, the area is no longer where the upper income households reside, but rather middle and lower income households. This phenomenon has resulted from the movement of most the upper-middle and higher income households to the suburbs during the last two decades. The extensive suburbanisation process that took place in the city during the late 1970's and early 1980's in both residential and non residential activities, has significantly reduced the role of the city centre.<sup>4</sup>

Despite the low level of investment in redeveloping the JPD, and the poor quality of its physical fabric, the government signalled its continued care of and presence in the area by establishing a commitment to rejuvenate the area. This was largely in order to emphasise the significance of the area as the political, religious, cultural and commercial heart of the city. This was broadly reflected by two development schemes and by establishing an office for redevelopment project of the area. The development schemes were, however, in conflict with some of the master plans recommendations.

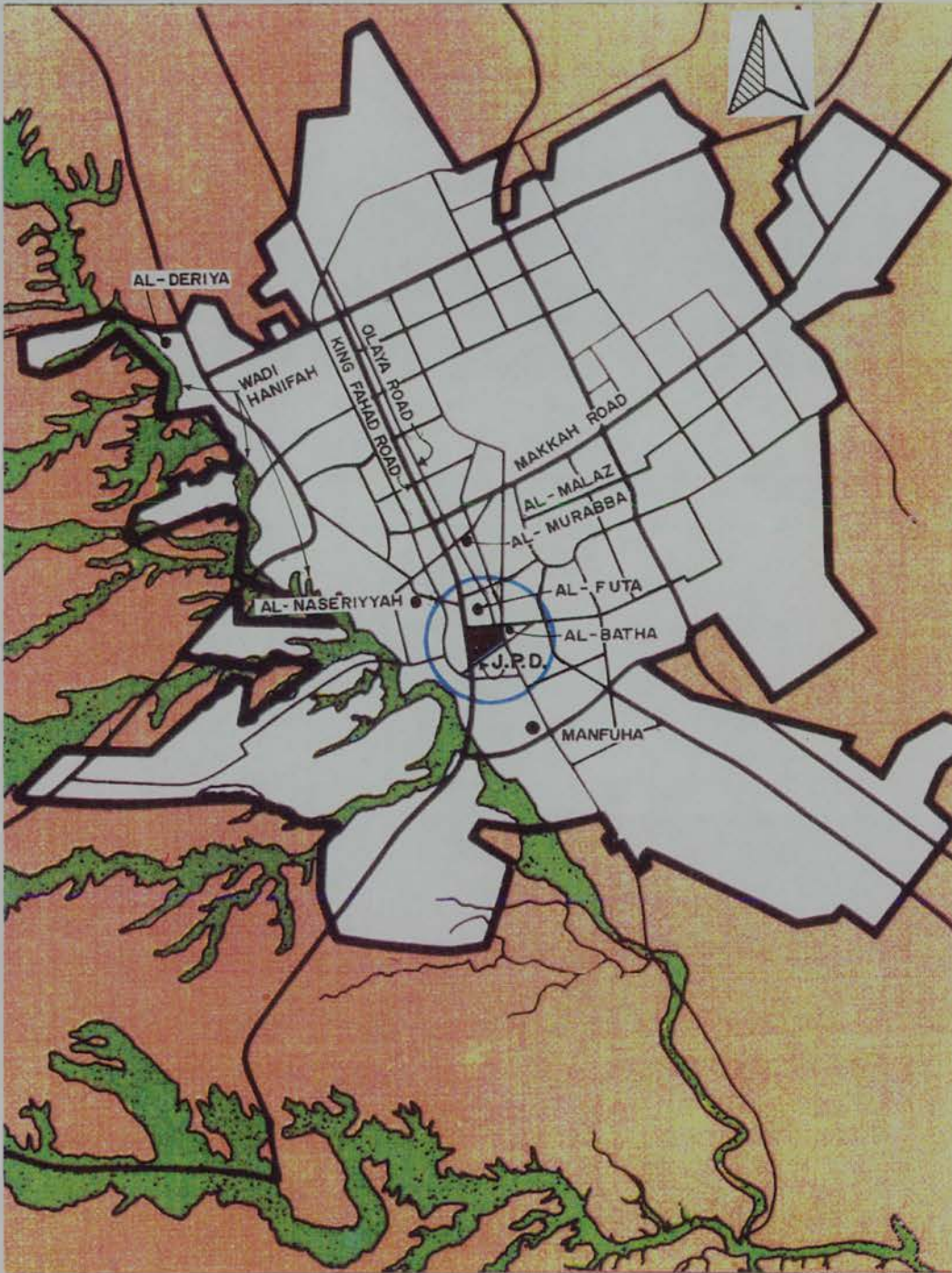


Fig.56 Location of the Justice Palace District.  
Source of base map: ADA.

### 1.2.1-THE JPD IN DOXIADES MASTER PLAN:

During the early 1970's, the JPD was the centre of gravity of the city where most of the commercial and business activities were located. It contained old traditional markets as well as modern ones serving the whole population of the city. The main concentrations were in the JPD, including the city's main administrative functions<sup>5</sup> such as the Justice Palace, the court and the municipality. This concentration of uses in the city centre developed the need for continuous transferral of large numbers of people to and from it. The mixed congestion of uses at the city centre was created by the lack of provision and proper distribution of commercial and civic services for the growing population of the city. The city centre was over burdened with services for new communities lying far away from it.<sup>6</sup> The concentric pattern of development of the city around the traditional centre justified the location of most of its commercial and administrative functions in the city centre<sup>7</sup> (Fig.57).

The 1974 Doxiades Master Plan claimed that the city centre did not contain the highest percentage of trip origins and destinations. Nevertheless, the lack of proper streets bypassing the area helped concentrate the trips on compulsory routes around the centre. Besides, the street network was inadequately designed without a proper hierarchy<sup>8</sup>. As a result of the high concentration of functions in the area, some commercial and business activities started transferring to the recently developed areas of the city. The Doxiades Master Plan suggested maintaining buildings, sites and monuments of historical value within the JPD, such as al-Musmak Fort, palaces and squares, and enhancing their prominence. In addition, it suggested shifting the administrative services out of the area, as they were contributing factors to the traffic congestion of the central city. The master plan recommended the area around Al-Murabaa and Al-Shamsyah, north of the JPD for a development of a more predominantly administrative nature<sup>9</sup> (Fig.58). Despite the master plan recommendations regarding the JPD, the government insisted on continuing the city administrative centre in the area. National administrative functions were located outside the centre mainly on <sup>the</sup> airport road (Fig.59).

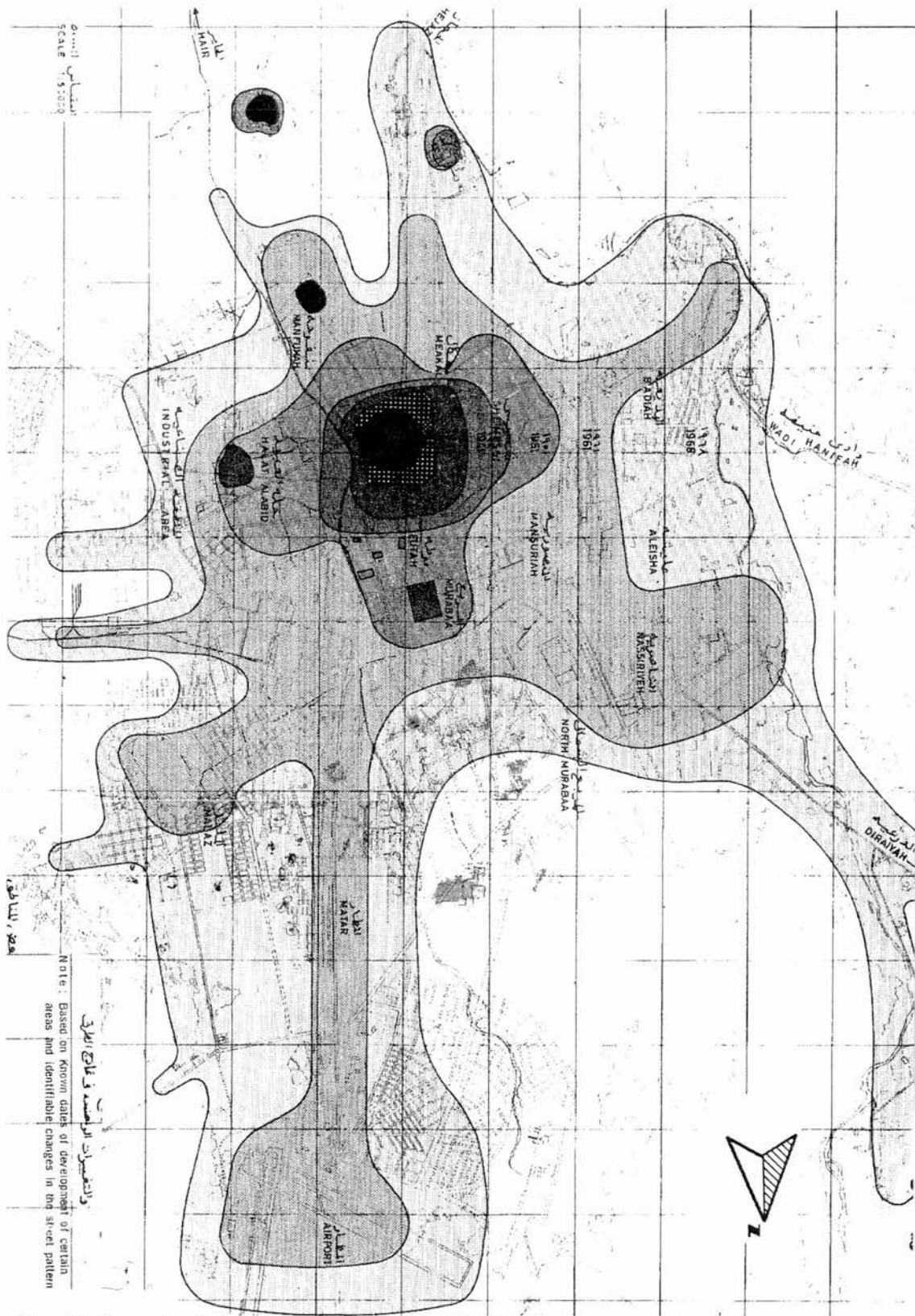


Fig.57 Growth of the city of Arriyadh 1910-1968.

Source: Doxiades Associates, Riyadh existing conditions, Final Report, p.29

The city had reached the size beyond which the concentric development pattern could not be continued. Development started following a linear direction along major arterials and around new growth poles such as al-Murabba Palace and the airport. This was encouraged by the improvement of the economy and the availability of automobiles. In order to enable a rational and even distribution of new commercial and service centres, the master plan drew a solution that became its main feature. It proposed a linear city centre that would permit decentralisation of some central functions to locations that would be nearer to the population they would serve. The master plan argued unjustifiably that this solution would cost substantially less to develop than an extensive widening of streets in the JPD.<sup>10</sup>

### **1.2.2- THE JPD IN SCET MASTER PLAN:**

The Scet Master Plan started only as an updating and review process of the Doxiades Master Plan. The grid pattern and the King Fahad-Olaya roads corridor, continued as the main features of the new master plan. The characteristics of the city centre changed dramatically. In late 1968, only 30% of the city's population was living outside the central area. By 1978, this percentage had increased to 50%.<sup>11</sup> The congested street network in the city centre became improperly utilised.

The master plan referred to the development of the JPD as an objective of the city's physical growth and reinforced the trends towards the renewal of the JPD by declaring it an area that could be identified and perceived as the "heart" of the city.<sup>12</sup> In fact the efforts to develop the JPD started earlier than 1982, when the Scet master plan was completed. The master plan proposed to structure new developments by means of a hierarchy of service centres and of streets. It suggested using the King Fahad and Makkah road axes to form the backbone of northern and eastern development of the metropolitan area. Such linear backbones would include all the higher functions of the city to be decentralised to such location and would be physically linked to the renewed centre.<sup>13</sup> It also suggested to redevelop the central commercial area of Arriyadh as a major shopping district.<sup>14</sup>



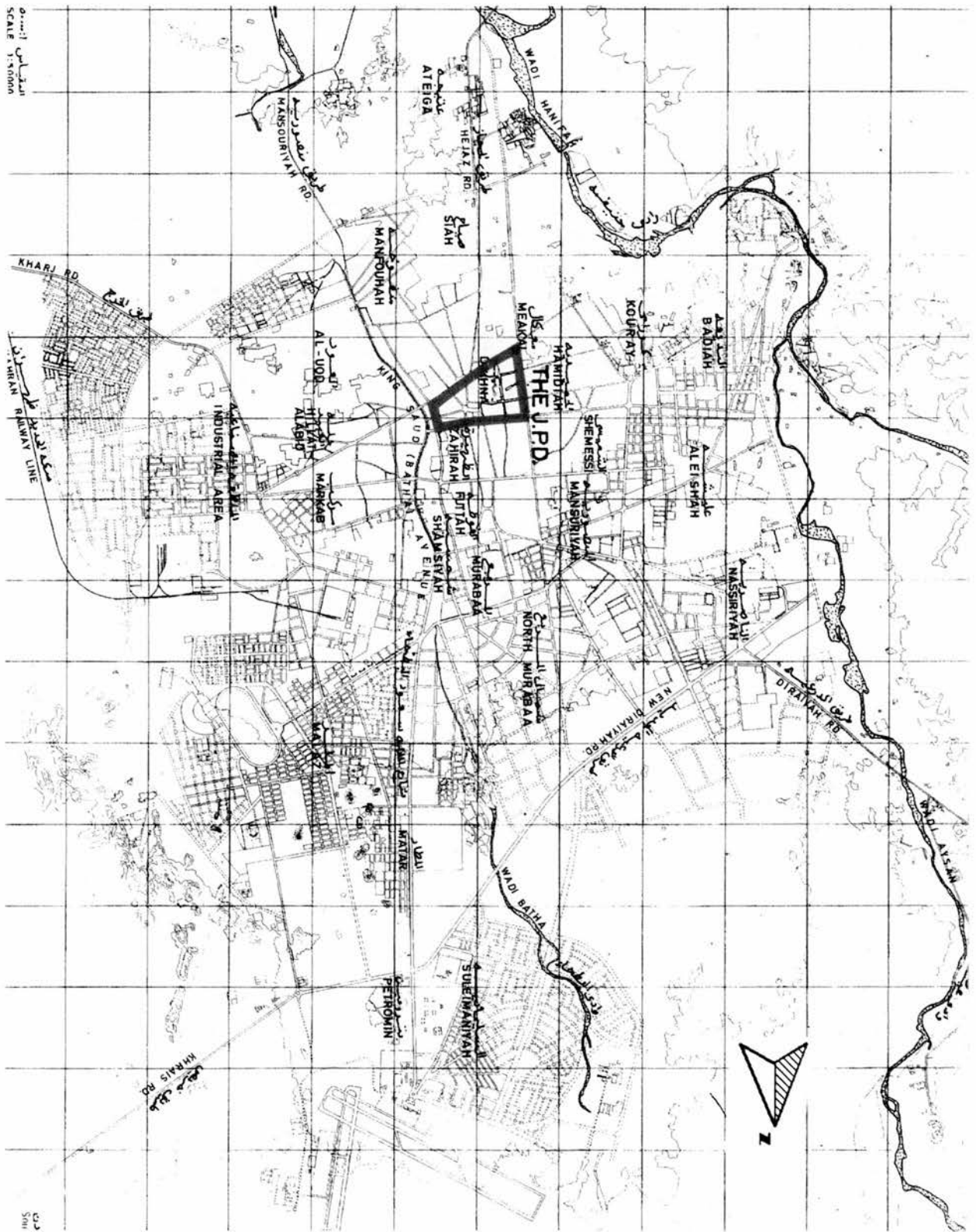


Fig.58 Arriyadh - Existing plan, 1968.

Source: Doxiades Associates, Riyadh existing conditions, Final Report, p.145

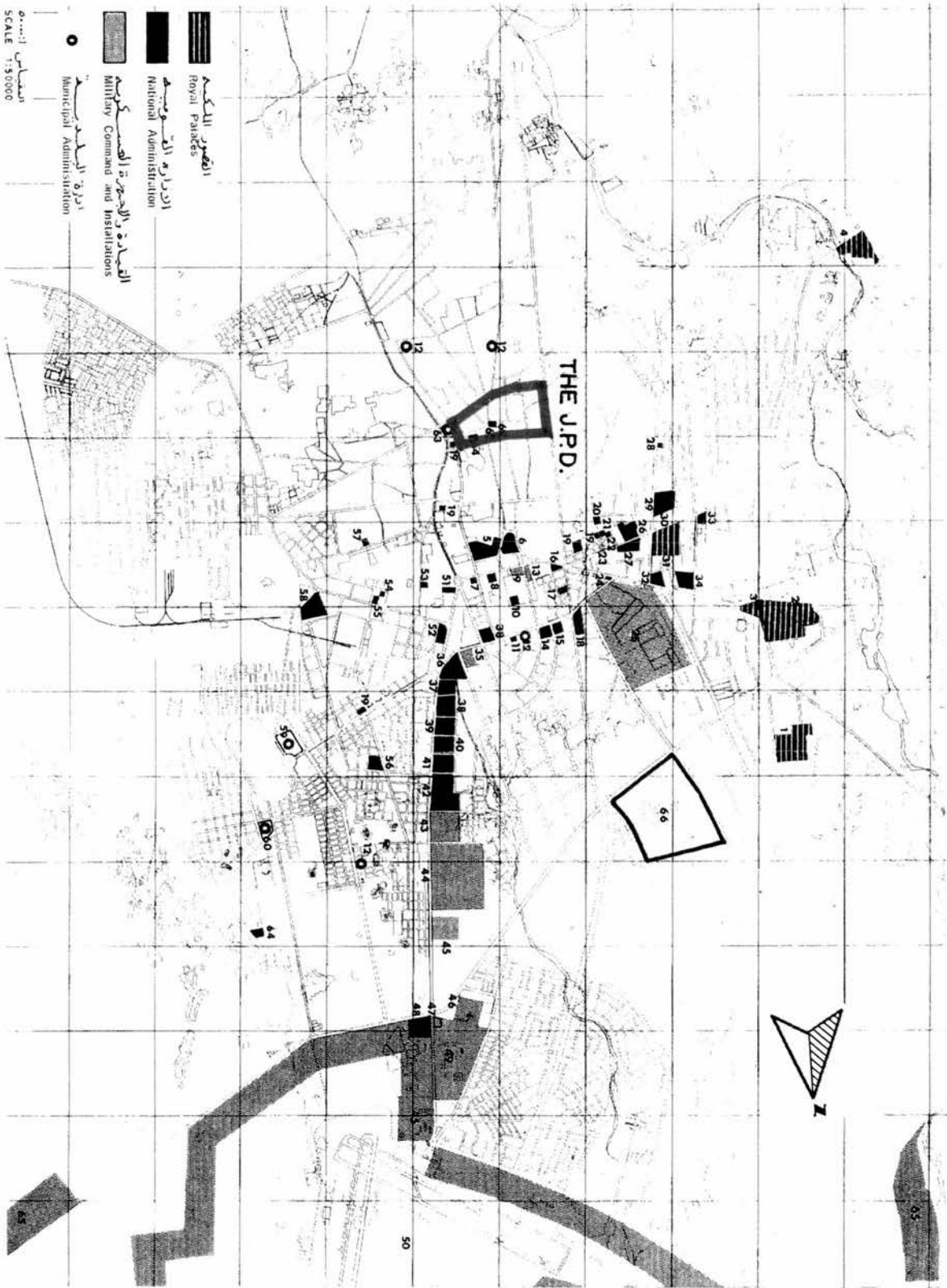


Fig.59 Arriyadh - Administrative buildings, 1968.

Source: Doxiades Associates, Riyadh existing conditions, Final Report, p.330.

- |   |  |
|---|--|
| 1 The King's Palace                           | 34 Ministry of Interior for Municipalities   |
| 2 Ibn-Saud Palace                             | 35 Headquarters of Royal Airforce            |
| 3 Royal Guest House                           | 36 Ministry of Commerce and Industry         |
| 4 Summer Palace                               | 37 Ministry of Health                        |
| 5 Royal Bureau and Protocol                   | 38 Ministry of Education                     |
| 6 Council of Ministers                        | 39 Ministry of Agriculture and Water         |
| 7 P .T. T. Office                             | 40 Ministry of Communications                |
| 8 Supreme Court                               | 41 Ministry of Interior                      |
| 9 Headquarters of Royal Army                  | 42 Ministry of Defence                       |
| 10 General Controller's Office                | 43 Military Language Institute               |
| 11 Departm. of Ministry of Interior           | 44 Military Academy                          |
| 12 Fire Station                               | 45 Military Installations                    |
| 13 Royal Army - Military Police               | 46 Military Hospital                         |
| 14 Passport Office                            | 47 Military Guest House                      |
| 15 Ministry of Public Works                   | 48 Ministry of Petroleum & Mineral Resources |
| 16 Traffic Police Office                      | 49 Military Area                             |
| 17 Secretariat of Police                      | 50 Airport, Military Installations           |
| 18 Ministry of Pilgrimage and Waqfs           | 51 Customs                                   |
| 19 Various Government Services                | 52 Ministry of Finance                       |
| 20 Water Department                           | 53 Departm. of Social Affairs                |
| 21 Town Planning Office                       | 54 Civil Servants Departm.                   |
| 22 Technical Departm. for Municipalities      | 55 Employment Office                         |
| 23 Army - Police Secretariat                  | 56 Research Institute                        |
| 24 Departm. of Ministry of agriculture        | 57 Central Labour Office                     |
| 25 Royal Guard                                | 58 Ministry of Labour & Social Affairs       |
| 26 Ministry of Information                    | 59 Municipal Assembly Hall                   |
| 27 TV Studio                                  | 60 Municipality Garage                       |
| 28 Chief Judge                                | 61 Governor's Office - Police Headquarters   |
| 29 Departm. of Ministry of Foreign Affairs    | 62 Ministry of Justice                       |
| 30 Ministry of Civil Defence                  | 63 City Hall                                 |
| 31 Royal Garage                               | 64 Prisons                                   |
| 32 Guest House of Ministry of Foreign Affairs | 65 Camping for National Guards               |
| 33 General Intelligence Departm.              |  |

## Administrative buildings' legend

### **1.3- THE JPD URBAN DEVELOPMENT PHASES:**

The major elements that formed the core of the town were the Justice Palace, the region's Emirate, the Jamie Mosque and the markets around the main maidan. Those elements had continued on their locations for almost two hundred years except during the reign of Ibn Rasheed when the Justice Palace was demolished. This can be noted by comparing W. Palgrave's plan of 1862 and H. Philby's plan of 1922 (Figs.15,21).

Less attention was given to the development of the JPD by the municipality. In response to Doxiades' comments, it introduced new roads crossing the traditional fabric of the old city to ease the traffic without a comprehensive plan for improvements. Four central multi storey parking areas were developed of which two were located in the vicinity of the JPD. Developing the areas of traditional mud buildings, that were very expensive to acquire, was considered an obstacle to urban development. This resulted in the development of the peripheries of the area facing the new roads. The traditional ownership pattern did not enable people to follow the modern style of buildings and layouts of the new neighbourhoods. People continued to develop on the alignments of the interrelated traditional fabric that allowed them only to develop traditional mud houses or similar types of house in new building materials. At the initial stages, the development of the JPD was actually the development of the city itself. The JPD urban development can be broken down into four stages; 1902-1953, 1953-1968, 1968-1984 and 1984-present.

#### **1.3.1- FIRST STAGE 1902-1953:**

The Justice Palace District had minimum development during this stage. Initially, some palaces of the royal family were rebuilt. The limited introduction of automobiles by the king required some change to the size and style of the city gates. It was only in 1919, when the Justice Palace was rebuilt and more gates were opened in the city wall.

The late 1930's witnessed two major events; the discovery of oil and the move by the king and members of the royal family to areas beyond the city wall. The country's economic and political stability attracted migrants from different parts of the country. The start of the gradual expansion of the city was not as a result of leaving the inner areas. In fact it was caused by the increasing demand of the additional population. They opted to reside close to the main offices and services in the city centre. This resulted in creating several neighbourhoods, occupied mostly by rural people, around the city centre.<sup>15</sup>

During the late 1940's and early 1950's several major development actions were evolved by the government. The traditional mud buildings of the Justice Palace and the mosque were rebuilt with modern building materials. The royal complex at al-Naseriyyah was planned and constructed in modern materials. These were the initial signs of an end of the era of traditional style development. The JPD continued to be the area where the traditional elite resided even after the start to move from it initiated by the king. The lower classes of the community used to scatter towards the city peripheries.

### **1.3.2- SECOND STAGE 1953-1968:**

During this stage the government started building the main infrastructure of the city and connected it with the rest of the country with a network of highways, an airport and a railway. A national administration area was assigned for the ministries and new modern neighbourhoods were developed to accommodate the higher income government employees transferred from Jiddah. These new developments attracted more immigrants from all regions of the country and labourers and experts from foreign countries.

These new quarters gave the city a new character with a new pattern of neighbourhoods with wide streets and a new type of house. The difference between the new neighbourhoods and the traditional congested centre became apparent. People

gradually became impressed with the new style and gradually started leaving the centre. A pattern of internal migration occurred in Arriyadh, where the upper-middle and higher income households moved to the new neighbourhoods, while the lower income households moved to the city centre.<sup>16</sup> The king's move out of the centre was the first step in the migration of functions away from the centre. However, that was of very limited effect. The development of modern areas, which attracted the higher income population, caused the major migration of the city centre functions.

Commercial and civic services were not extended and distributed over the new neighbourhoods as they could not justify establishing new services centres (Fig.60). New neighbourhoods continued to overburden the services of the city centre and increased the demand on shopping areas there.<sup>17</sup> Consequently, commercial activities in the centre have increased and extended beyond all expectations. The expansion was initially within the JPD on evacuated residential lots. The government also enhanced this trend and built two commercial areas east of the mosque<sup>18</sup> and west of the Emirate headquarters. Afterwards, and as a result of continuous demand, the density of the shops increased in the adjacent areas on Thumairy, Batha, King Faisal, Khazzan and new Shemaisy streets<sup>19</sup> (Fig.61). Different business and financial establishments and professional practices came to the centre as the best place in the city.<sup>20</sup> The demand for modern residential, commercial and business facilities around the centre introduced a new vertical pattern of high rise buildings on its main streets. The new buildings established a new confusing mixture of uses. Shops occupied the ground floor while residential apartments and offices occupied the upper floors. (Table 9).

The city had an active core surrounded by poorer neighbourhoods and modern areas at a distance from the centre. Main thoroughfares were constructed to help bypass the poorer neighbourhoods and link the modern districts with the centre. Many sections in these low income districts were converted to commercial and industrial zones.

Type	%
-Commercial areas	9.5
-Administrative use	1.4
-Mosques	2.0
-Green and open space	8.3
-Educational uses	1.8
-Residential areas	60.0
- Main roads and squares	17

Table 9. Break down of land-use pattern within the city centre in 1968.

Source: Saleh .A. Malik, Rural Migration and urban growth in Riyadh, Saudi Arabia, p.59.

### 1.3.3- THIRD STAGE 1968-1984:

Until the early 1970's, the city centre of Arriyadh was similar to that of the preindustrial city. It was the core of most prominent governmental, religious and commercial activities. Service centres were gradually extended to the new neighbourhoods (Fig.62) and the centre began suffering from the critical migration of business and commercial activities. The lower income population also moved at a later stage to develop the land grants given by the government to the limited income people. They left the traditional residential areas of the centre to the poor labour force and to be used as warehouses (Fig.63). The expansion pattern of the city has meant the traditional centre has become relatively remote from a large proportion of the residential areas of the city. The Doxiades plan established a new district for commercial activities to serve this expansion.

Investors preferred development in modern areas with easy accessibility. Construction of a substantial amount of retail floor space started away from the central area. The development has been of two principal types. The one storey strip type develop

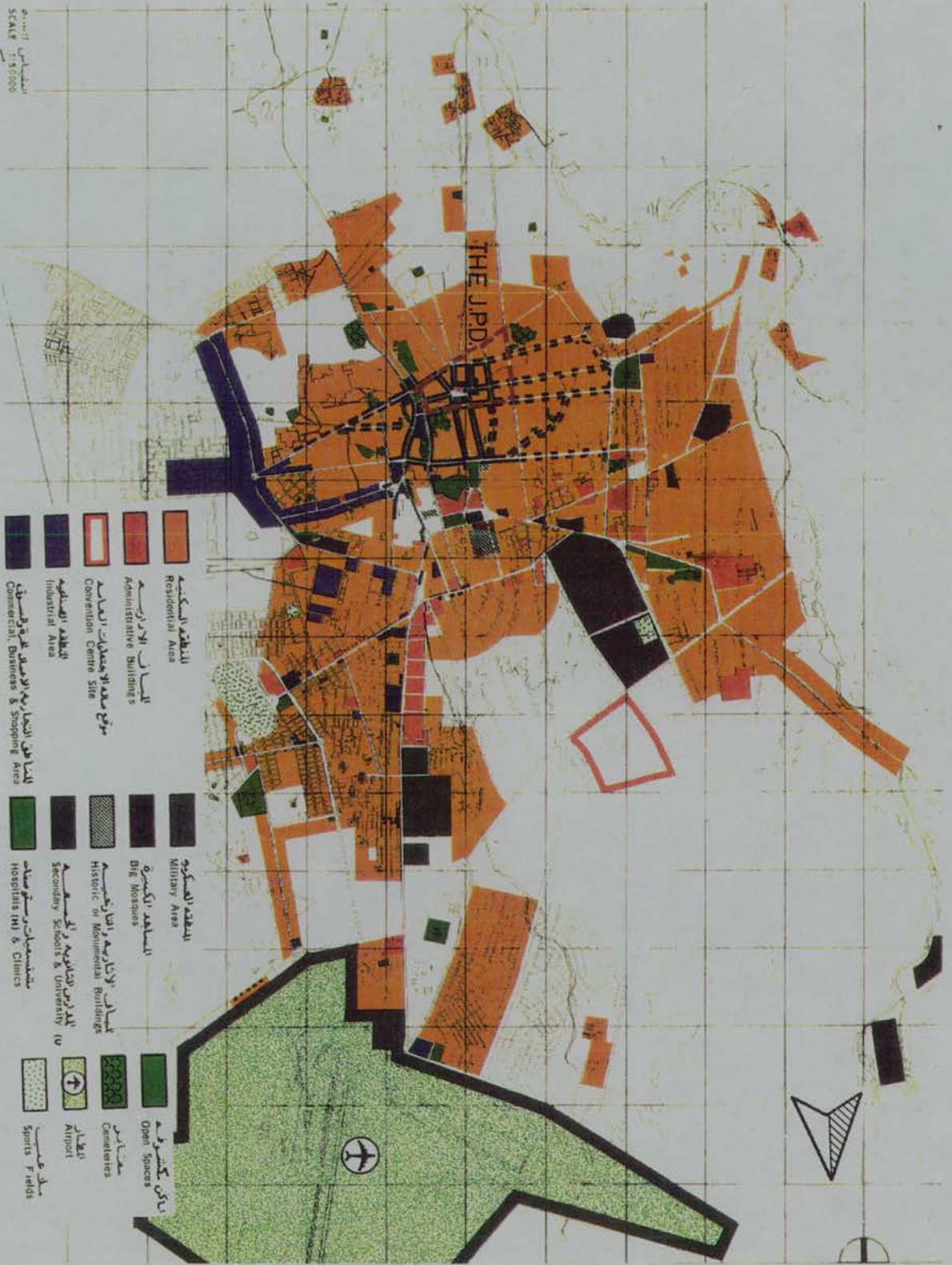


Fig.60 Arriyadh - Existing land use, 1968.

Source: Doxiades Associates, Riyadh existing conditions, Final Report, p.147.





Fig.61 Arriyadh - The central area, 1968.

Source: Doxiades Associates, Riyadh existing conditions, Final Report, p.255

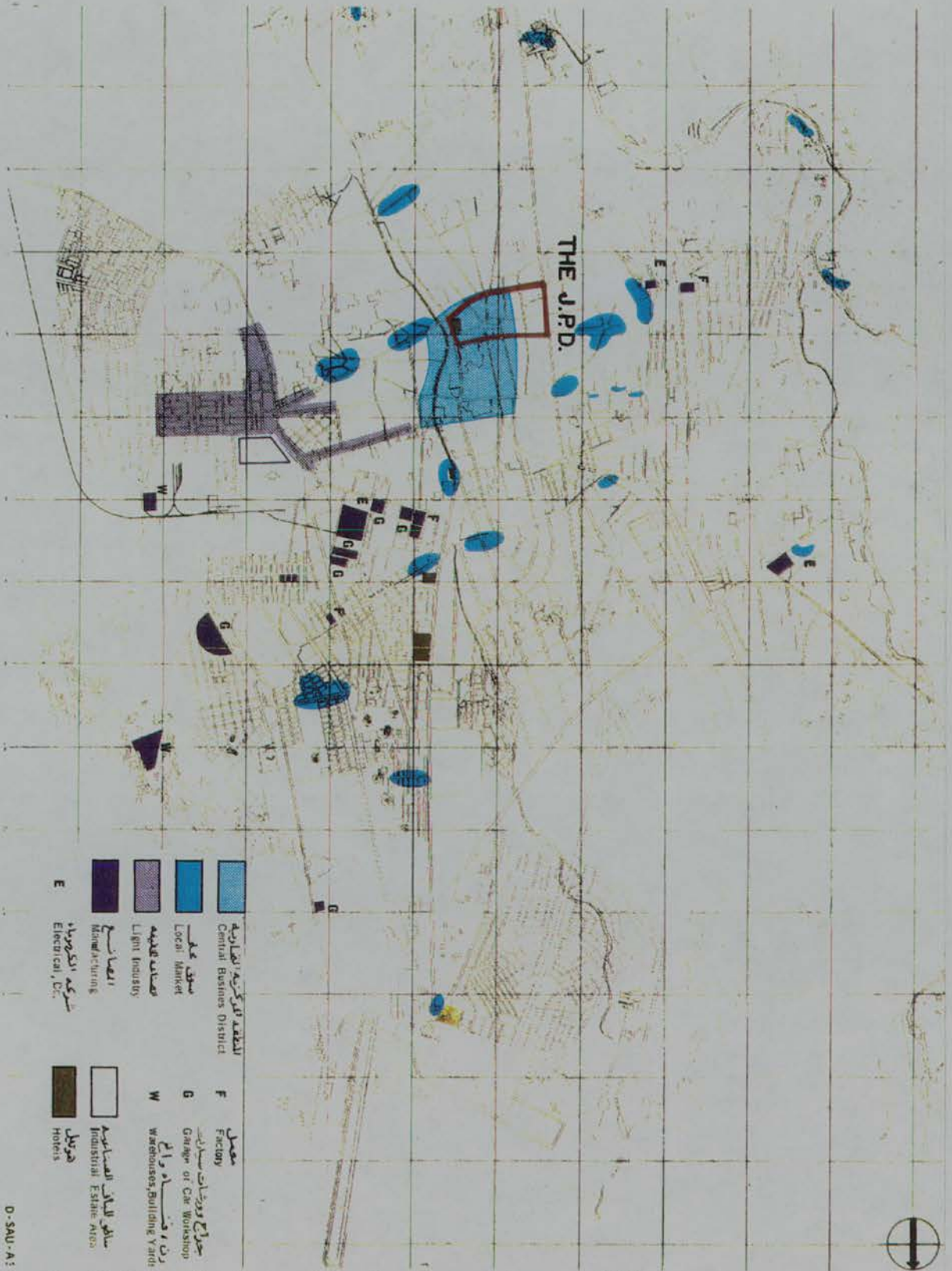


Fig.62 Arriyadh - Industrial and commercial areas, 1968.

Source: Doxiades Associates, Riyadh existing conditions, Final Report, p.321.



Fig.63 The use of old houses in the inner areas of the JPD as warehouses.

Source: ADA.

ment along the major arterials and the more nodal of nature, which generally consisted of large supermarkets and shopping malls.

During the accelerated development stages of the city, limited efforts were made to modernise the centre. As a result of the fast development of the city, the government found it more difficult to improve the central area than building new ones. This resulted in the gradual deterioration of the area, congestion of the road network and insufficient parking provision. The government has indirectly helped in the deterioration of the city centre. Most of the major projects were located at the fringe in newly urbanised areas. This has accelerated the expansion of the city away from the traditional centre.

Despite what appeared as limited attention to the JPD, and contrary to the recommendations of Doxiades plan, the government assigned consultants to study and plan the area. The planning process and the proposed concepts were neither dynamic nor realistic. A moratorium on development in the area proposed in 1980 lost the area a precious opportunity to develop during the economic boom period. The vast development of the city that took place during the late 1970's and early 1980's, has significantly reduced the role of the traditional centre of the city. It has also contributed to the decline of its symbolic position (Table 10).

Type	%
-Commercial	7.0
-Commercial/residential	17.0
-Residential	14.0
-Mosques	5.0
-Historical	0.9
-Government	2.0
-Open areas/circulation	54.1

Table 10. Break down of land-use pattern within the JPD in 1981.

Source: Beeah group consultants, Development of the JPD, Preliminary Studies, p.15.

#### 1.3.4- FOURTH STAGE 1984-NOW:

The JPD reached a severe level of deterioration (Fig.64). Most of the original Saudis left the area to be occupied by poor itinerant workers, living in crowded conditions. Back land areas in the centre of blocks lay undeveloped due to the lack of adequate access and infrastructure. The area was forced to struggle to compete with the new

modern shopping areas. The city wide investments in linear commercial developments along main roads were indicative of the declining vitality and importance of the city centre. Despite its deteriorated conditions, the government insisted on continuing administrative and religious activities in the JPD. The area was deprived of its townscape prominence and commercial functions. The mosque stood as an island in a vast parking lot surrounded by an array of dilapidated buildings and desolate open spaces. More than 60% of the land was cleared for parking, creating a vast emptiness.

Arriyadh Development Authority proposed a development approach combining urban renewal and improvement of the area. It was the last opportunity to rejuvenate the area. Its main aim was to demonstrate the government's development intentions and test the commercial viability of the area. Upon the acceptance of the new direction in October 1984, the ADA prepared an urban design that concentrated on the immediate need for the development of the government buildings and the open spaces. Design contracts were signed in March 1985 and in March 1988 the construction contracts for the second phase were signed. The first phase of the ADA plan, which included the administrative complex containing the headquarters of Arriyadh Emirate, Municipality and Police, was completed and occupied. Parts of the second phase including al-Deerah and new Swega markets were completed. Further government developments were completed in March 1992. Initial steps were taken to start developing the JPD private areas which constitutes the third phase of the ADA's plan. People were hesitant to develop even after the lifting of the 1980 building moratorium. However, the ADA's involvement of semi public agencies to participate in private development has begun to persuade some private developers to invest in the area.

Accessability was one of the main problems of the area. The ADA plan considered improvement of the road network. In addition, the development of King Fahad road and the proposed new commercial development on it is significant for the continued viability of the development of the JPD. It is the main north-south access route of

the city and is expected to encourage transportation to the city centre. The project was completed in January 1990. The next section will illustrate and discuss in some detail the various planning and urban design proposals for the development of the JPD touched on some briefs in this section.

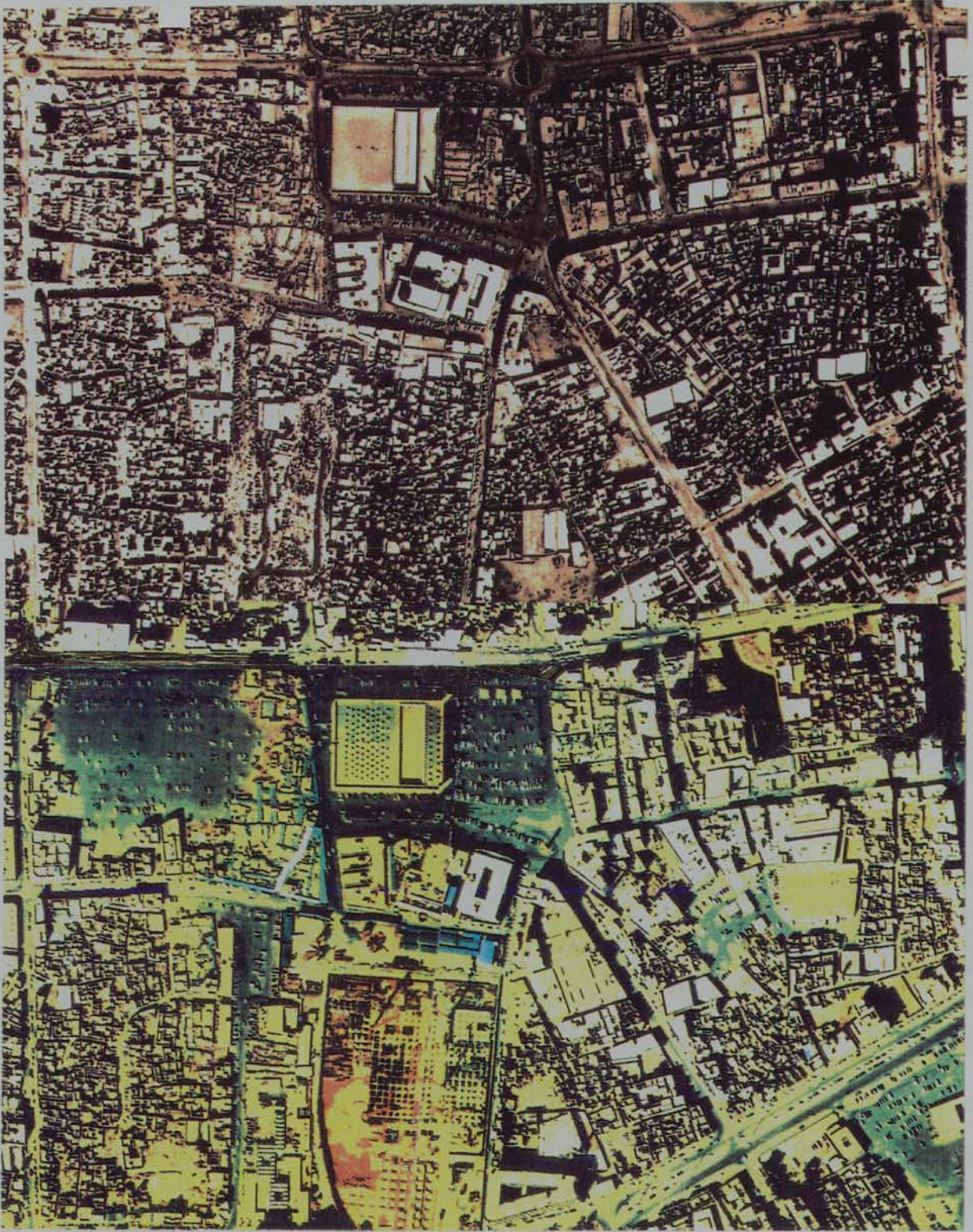


Fig.64 Two aerial photographs showing the JPD. The deterioration of the urban fabric between 1968 and 1983 is very apparent.

Source: ADA.

**2- THE JUSTICE PALACE DISTRICT  
DEVELOPMENT PLANS.**



## **2.1- THE JPD DEVELOPMENT PLANS:**

The government's intention to develop the JPD appeared in the continuity of the administrative functions in the area and in several development plans. There were three planning proposals for the area; Albini (1976), Beeah (1979) and ADA (1984).

### **2.1.1- ALBINI'S PLAN:**

The first attempt to redevelop the city centre was in 1976. The municipality of Arriyadh assigned the Italian consultant Studio F. Albini to make a feasibility study for the development of the JPD. Subsequently, a detailed master plan was prepared for the development of the area maintaining its major functions. The plan aimed at developing the area as the city centre or even as a state centre.<sup>21</sup>

The study was later confined to designing the Justice Palace, the administrative complex, some commercial areas and several connecting plazas embracing a roughly L shaped area (Fig.65). Later on the consultant studied the feasibility of development of al-Meglya commercial centre west of the Jamie Mosque defining what became later the government core or the T shaped area (Fig.66). The study also suggested that al-Musmak Fort, which was proposed to be converted to a museum, would not live alone and required a cultural centre. Therefore, The study proposed to establish a King Faisal cultural centre around al-Musmak.

The project aimed principally to develop a pedestrianised area in the city core. This would have been achieved by separating completely the pedestrian movements from the vehicular traffic by different levels to create a homogeneous arrangement unifying the area as a whole.<sup>22</sup> The solution was to create a vertically developed space in the form of a series of superimposed and interconnected plazas. The project comprised of three zones:

- 1- The central zone, containing the main raised square, the Justice Palace, the

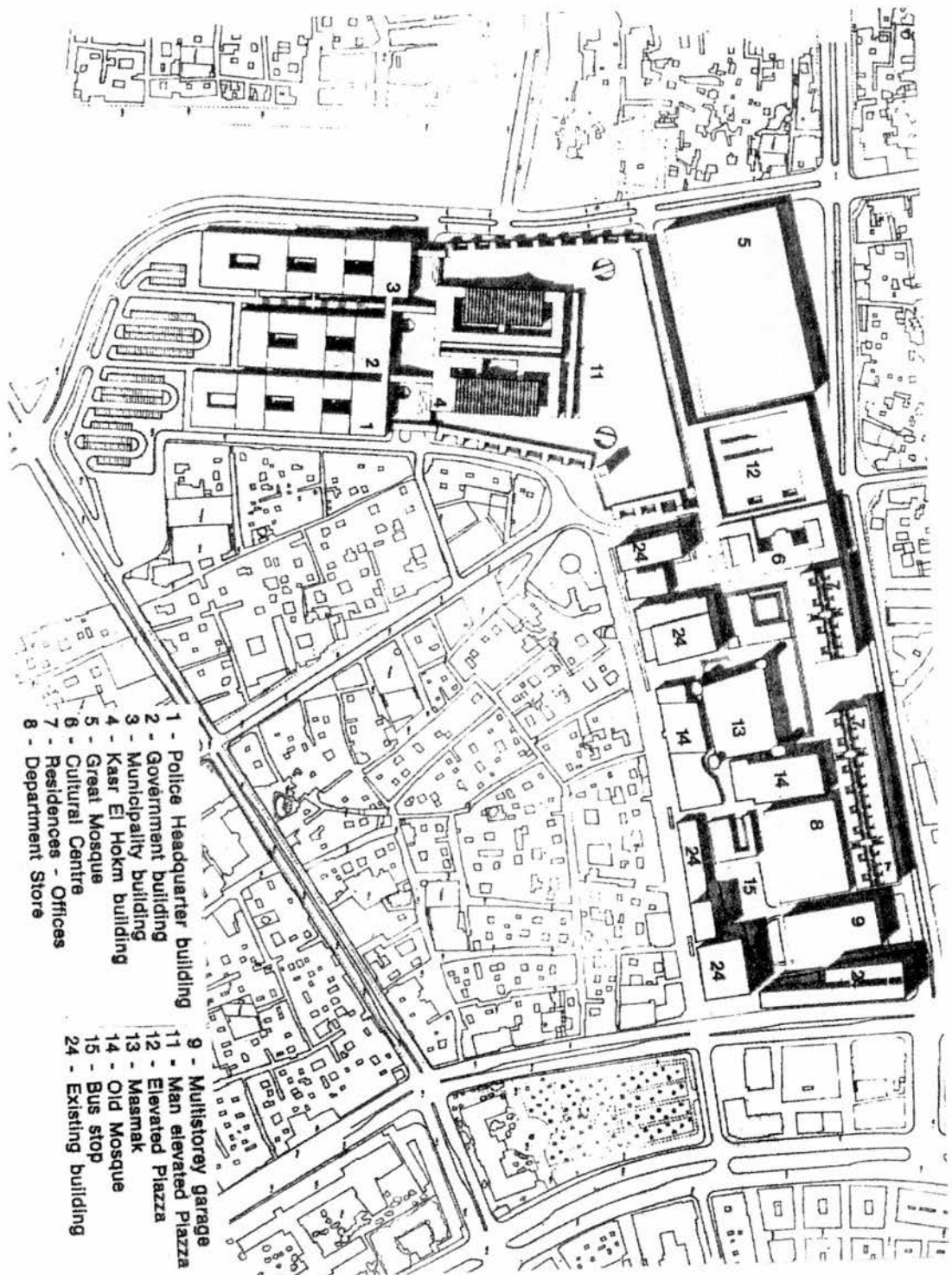


Fig.65 Albini's plan, proposed land use.

Source: Studio di Architettura, Kasr-el-Hokm Area redevelopment project, Feasibility study, Fig.4/2/3.

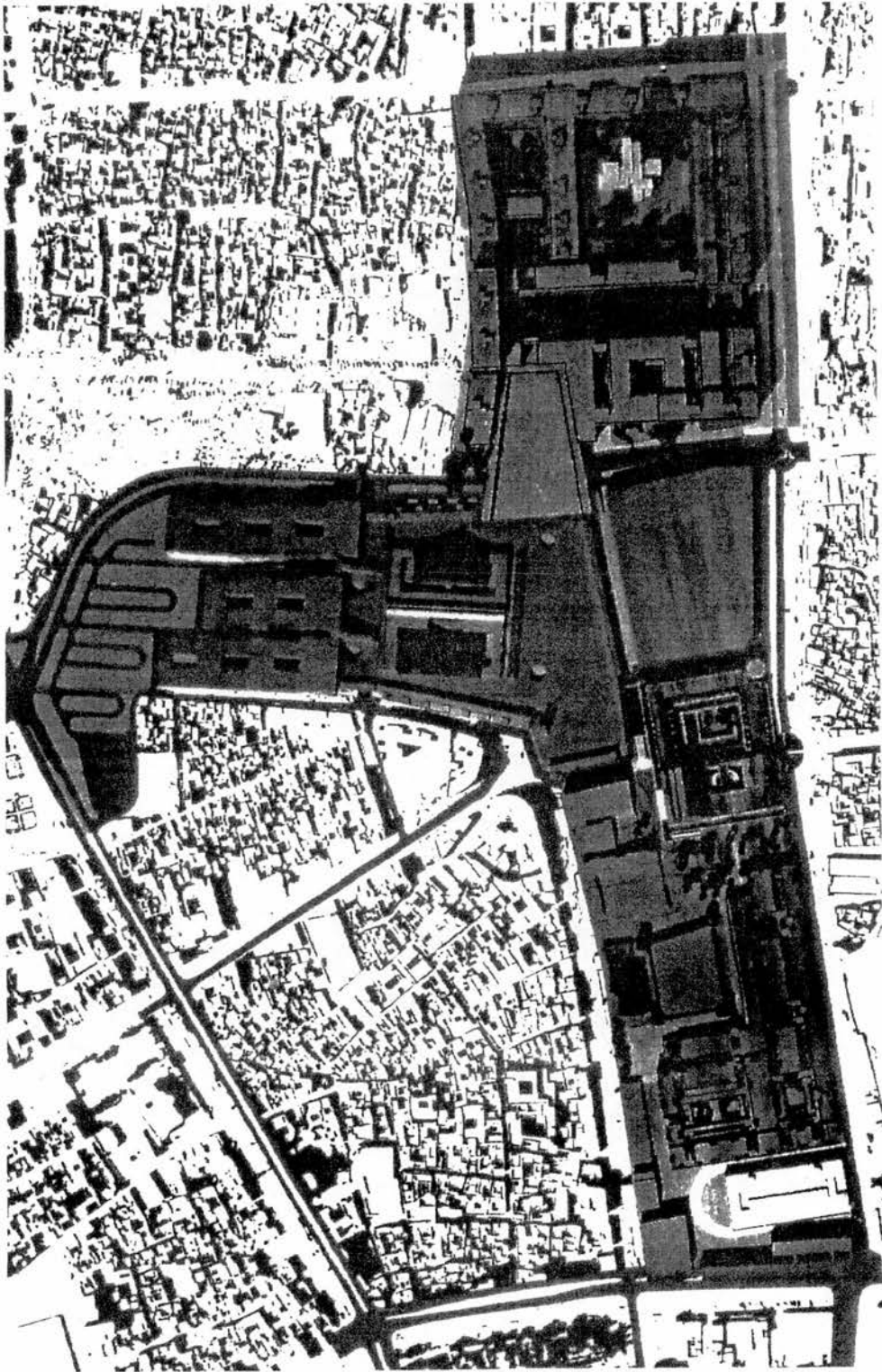


Fig.66 Photo of a Model of Albini's Feasibility Study for the JPD.

Source: Studio di Architettura, Kasr-el-Hokm Area Redevelopment Project, Feasibility Study, p.114

mosque and a system of minor squares. A large car park was proposed under the maidan.

2- The administrative complex.

3- King Faisal cultural centre and al-Musmak.<sup>23</sup>

Because of the significance of the project, the municipality suggested establishing an office for the redevelopment of the JPD to take over the development process. In 1979, the Office of Redevelopment Project of the JPD was established under the supervision of the High Commission for the Development of the City of Arriyadh, to review Albini's plan and recommend an implementation strategy.

### **2.1.2- BEEAH'S PLAN:**

The Office of Redevelopment Project of the JPD assigned the Saudi Beeah Group of consultants to review Albini's plan and designs in 1979. The consultants suggested that the only part that could be conditionally accepted of Albini's work was the administrative complex, which preferably should be redesigned. The High Commission approved a redesign of the area but insisted on developing the administrative complex. The consultants were required to review and modify the design in the shortest time possible<sup>24</sup>. The consultants were also commissioned to prepare planning and design studies for the JPD. The project included the main mosque, the administrative complex, and some commercial areas. After evaluating the area's conditions, the consultants concluded that it would be very difficult to carry out any coherent plan in the area given. In 1981, the High Commission gave the consultants a more reasonable delineation of space in which the HC thought the designer could define the problems and suggest solutions.<sup>25</sup> The consultants' philosophy was based on the following principles:

- The area should not be allowed to develop under the regulations the master plan provided, nor it would be possible to restore the old city.
- Automobile traffic in the old city should be limited as there was really

- no need for cars there, and they shorten the life of mud buildings.
- The area ought to be developed in a way that would require minimal public funds and no intervention by government agencies. That meant development of the area had to be economically feasible.
- As the city was willing to dedicate substantial funds to the project, the area should be rebuilt from scratch (Fig.67).
- There were very little of the historical buildings, that balanced its commercial value, nevertheless, two clusters were thought worth preserving.

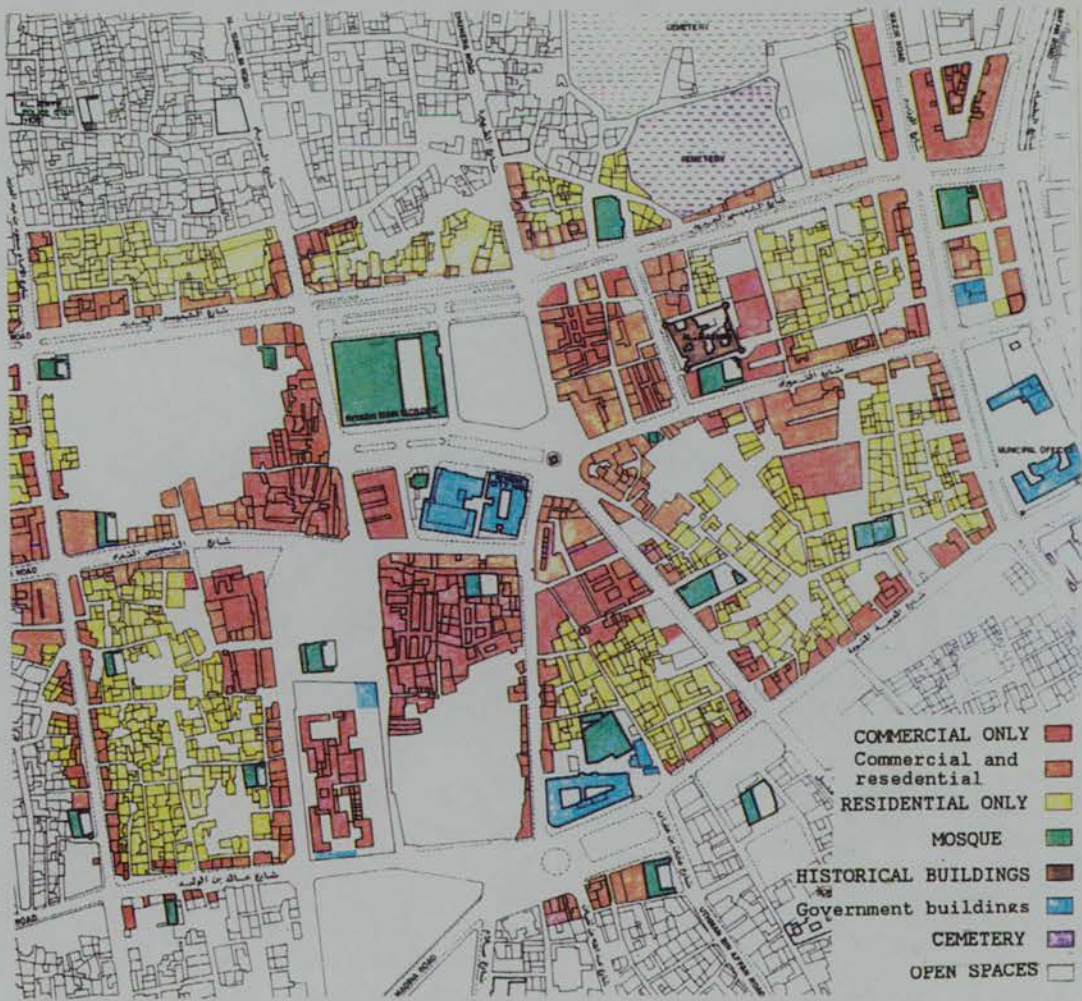


Fig.67 The JPD Existing conditions, 1980.

Source: Beech group, Preliminary studies, p.16.

- The original land ownership pattern should not be taken into consideration.
- Based on a 5% annual growth rate of the city, the project would be completely built and occupied in ten years.
- The study should assume a certain proportion of pedestrians, a certain proportion of public transport -mainly buses but further development of fixed-rail transport should not be overruled- and a certain portion for the private car.<sup>26</sup>

The studies proposed a radical redevelopment of the entire area based on a radial configuration of building blocks along access street loops (Figs.68,69). The central part of the development accommodated the central spine units, the Jamie Mosque, the maidan, the Justice Palace and the new administrative complex. The area was designed to emphasise the centre both in layout and building heights. The mosque represented the focal point and was taken as a centre with pedestrian malls radiating from it. Building heights varied from the highest buildings at the peripheries to the lowest surrounding the mosque. The plan only maintained al-Musmak Fort and a few buildings on the peripheries. The plan included the administrative complex, hotels, open spaces, local mosques, clinic, kindergarten, police station, fire station and a post office. The adopted solution to the traffic and parking demands of this development was to raise all occupied floor space onto an artificial podium about 9 meters above the ground level, below which traffic circulates and cars park on two levels. The elevated concourse was to be totally pedestrian. Elevating the main pedestrian level above the ground level left the proposed clusters of historic buildings at parking level. The consultants suggested that they should be surveyed and reconstructed at the pedestrian levels.<sup>27</sup>

The consultants assumed that the area would be developed over a long span of time. Thus choosing a grid would make it possible to develop any block individually without affecting the others<sup>28</sup> (Fig.70). Nevertheless, the actual basic premise of the scheme was that it must be implemented in one stage. The consultants assumed

redevelopment without constraints. The intricate pattern of property ownership and street pattern and alleys was completely ignored. There was almost no flexibility in the design to accommodate any economic, social or political changes that might take place during the years of the construction programme. To abandon the process, once commenced, would have severe consequences for the very dogmatic concept. The consultants urban design goal was "To achieve the project objective by designing the area to be safe, convenient and attractive in a feasible way (economically and technically) with the optimum utilisation of human, natural and financial resources." However, their studies were not based at all on professional studies of economic feasibility of business and commercial developments.<sup>29</sup> The detailed land use concept at different grades were (Table 11):

- Level 1+2: Parking facilities, storage and linear shops to make the parking alive and those mainly facing main streets.
- Level 3+4: Shops, offices and administration.
- Level 5+6+7: Offices and residential units as well as community facilities.

Construction was estimated to cost the government at least SR. 2.7 billion (450 million Pounds). The process would involve a massive dislocation of the entire district for almost 10 years. The consultants suggested that there were only two options to deal with the thousand owners or more involved in the area for the development to be feasible, either by getting them to come to some agreement or for the government to expropriate the land (Fig.71). The government might also try to adopt the idea of "Hikr" in Islam, which is a form of long term land lease. The title stays with the owner but the developer can procure a long term lease and build on the land.<sup>30</sup> This process has never been tried by the government in any development programme in the Kingdom.

The idea in Beeah's plan of raising the entire area, to rebuild from scratch was not realistic or feasible. It was based on different conflicting thoughts and assumptions such as assuming that the government was holding two-thirds of the land in the area.



Fig.68 Beeah Group's plan, Mass plan and a section of the urban design concept.  
 Source: Beeah Group, Architectural experiment, p.12, p.14.





Fig.69 Beeah Group's plan, View of the concept's model from the north.

Source: Beeah Group, *Architectural experiment*, p.16.

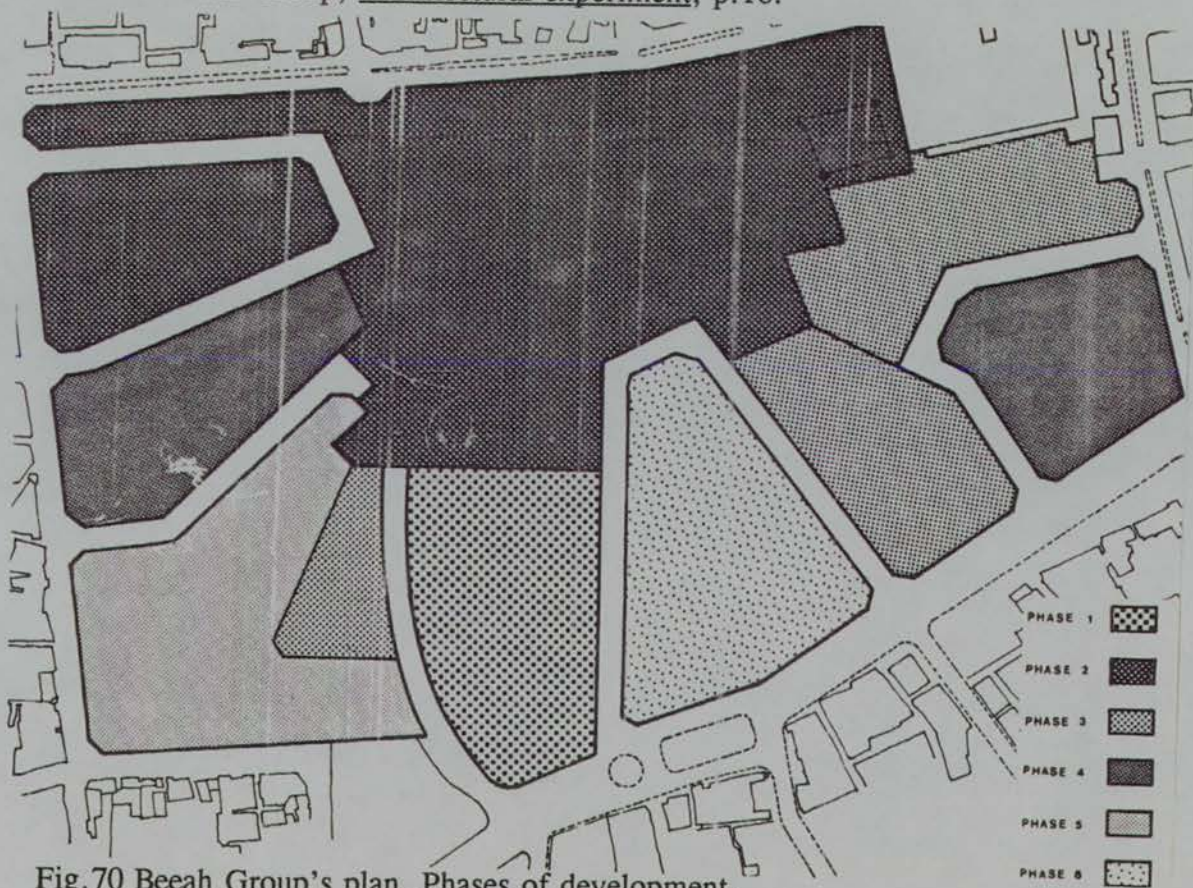


Fig.70 Beeah Group's plan, Phases of development.

Source: Beeah Group, *Urban design implementation*, p.113.

	الأول ONE	الثاني TWO	الثالث THREE	الرابع FOUR	السادس SIX	السابع SEVEN	الثامن EIGHT	التاسع NINE	العاشر TEN	المجموع TOTAL
1. SHOPPING										
i. Linear	10720	12360	11630	11980	20470	11880	12290	5740	8760	105830
ii. Specialized	5240	5070	7810	10360	15910	8450	7220	3750	11070	74880
2. Residential	10950	10100	9140	15620	18390	16110	15200	8700	-	104210
Business	4540	17410	12030	3550	41480	9750	10680	5380	-	104820
Administration	-	-	-	10200	-	-	-	-	11500	21700
3. PARKING	14240	19000	25850	33750	39810	24370	22050	9400	54320	242790
4. PUBLIC										
i. Open space	2980	3990	3660	5100	17290	4760	4460	1810	1800	45850
ii. Religious	1650	1600	1710	1630	1600	1500	1440	-	12900	24030
Historical										
Cultural										
5. STORAGE	750	1080	1070	1760	2170	1550	1320	-	3600	13300
6. PUBLIC UTILITIES & CONVENIENCES	750	1080	1070	1760	2170	1550	1320	-	3600	13300
7. CIRCULATION	7060	10520	12170	12250	14320	10450	9890	3870	1940	82970
8. PERMITTED FLOOR AREA ON LOTS (1 to 7)	58880	82210	86150	107960	174110	90370	85870	38650	109490	833690
+ 9. PLAZA	7760	2760	5480	6220	4200	3540	3100	-	27760	60820
++ 10. PEDESTRIAN & SERVICE LANES	7460	5320	3800	5610	8700	5530	4720	-	22100	63240
* 11. TOTAL FLOOR AREA (8 to 10) within Sector	74100	90290	95430	119790	187010	99440	93690	38650	159350	957750
+ PLAZA OCCURS AT LEVEL 1 & 3 ONLY										
++ PEDESTRIAN MALLS ARE AT LEVEL 1 & 3										
The service lanes are at level 1 only										
The area over service lanes at level 2										
is the additional area available										
for parking at level 2.										
The service lanes at level 1 become										
the pedestrian malls at level 3										

مساحة القطاعات [بالتر. م<sup>2</sup>]  
Area of Sectors [in m<sup>2</sup>]

Table 11. Beeah's plan, Land use areas at project level.

Source: Beeah group, Technical report No.4, Urban design regulations, p.34.

The proposed design suffered from crucial constraints in the financial and technical implementation. Any professional solution should have taken into consideration the conditions of the area. Clearing a reasonably functioning and important area of all buildings whilst ignoring financial or social factors, was a failure by the consultants and the managing authority.



Fig.71 The JPD Land ownership, 1980.

Source: Beech Group, Preliminary studies, p.18.

Based on a suggestion from the consultant the High Commission approved stopping building permits in the area for a year till the area plans were prepared. This moratorium extended till 1984.

### 2.1.3- THE ADA'S DEVELOPMENT PLAN:

The JPD development was seriously affected by Beech's plan, which imposed a development freeze that caused a mixture of apprehensive and speculative attitudes

by those who had waited for several years for development of the area. People lost hope in the future of the area, and some moved to other areas in the city. The only way to regain public confidence and support was to show that the government was still intending to develop the area. This meant a more realistic development approach with the government in the lead. The situation in the area could not stand another planning failure. The ADA reviewed the Beeah plan and reported in July 1984 to the HC questioning the quality and implementability of the urban design. The implementation of the plan was proved to be impossible for the following reasons:

#### 1-Development cost:

The consultants proposed three development alternatives. The first assumed the government take total responsibility for the development including acquiring all private lands in the area. This alternative was estimated to cost SR. 7 billion (1.16 billion Pounds). The second alternative assumed government responsibility for land acquisition and development of the government buildings and the main open spaces. The private areas should be developed through a development company. This alternative would cost the government SR. 4.4 billion (730 million Pounds). The third alternative assumed that the government will only acquire and develop the government buildings and open spaces. The private areas should be acquired and developed by private investors, possibly through a development company. This alternative would require the government to spend SR. 2.7 billion (450 million Pounds). Despite the difficulty of applying the second and the third alternatives, the cost of either alternatives was extremely excessive.<sup>31</sup>

#### 2-Implementation feasibility:

Neither of the development alternatives acquired enough understanding of the implementation complications. The size and number of ownerships would make the land acquisition a difficult exercise requiring a long time. Besides, land prices would be a subject of long dispute, which would be more difficult through a

development company. The consultants proposed a rehabilitation process to accommodate the present activities of the area during redevelopment. This process was assumed to be undertaken by the government costing SR. 460-560 million (66-80 million Pounds). The rehabilitation was proposed only for commercial activities, which meant that other activities would have to shift to other areas in the city. Because of the complexity of the urban design and despite the rehabilitation cost, it would be difficult to assign adequate space for that purpose within the Justice Palace District. The proposed plan did not utilise the available infrastructure in the area and assumed a re-provision and construction of all utility services networks.

### 3-Development duration:

The concept was inflexible, irreversible and hard to phase. The area was divided into 10 blocks. The block was the minimum development unit. The development was assumed to take 9-11 years<sup>32</sup> (Fig.72). During the time required, even if any of the alternatives was feasible, it would be difficult to occupy any of the completed sectors because of the interrelation of the proposed urban fabric. This would have resulted in shifting the activities of the Justice Palace District to other parts of the city.

The creation of the ADA in 1983 was just at the appropriate time to save the JPD. Consultants were invited by the Office of Redevelopment Project of the JPD to submit proposals for the design of the public buildings and open spaces according to the Beech Group urban design. The ADA was established few months after the submission of proposals which were under review by the Office of Redevelopment Project of the JPD. It was expected that even if the ADA was not established, the area would have suffered from the difficulties of implementation of the Beech Group plan, which would have continued the deterioration of the area. It would have also committed the city and the government to invest in building an irreversible and intolerable development in the city centre.

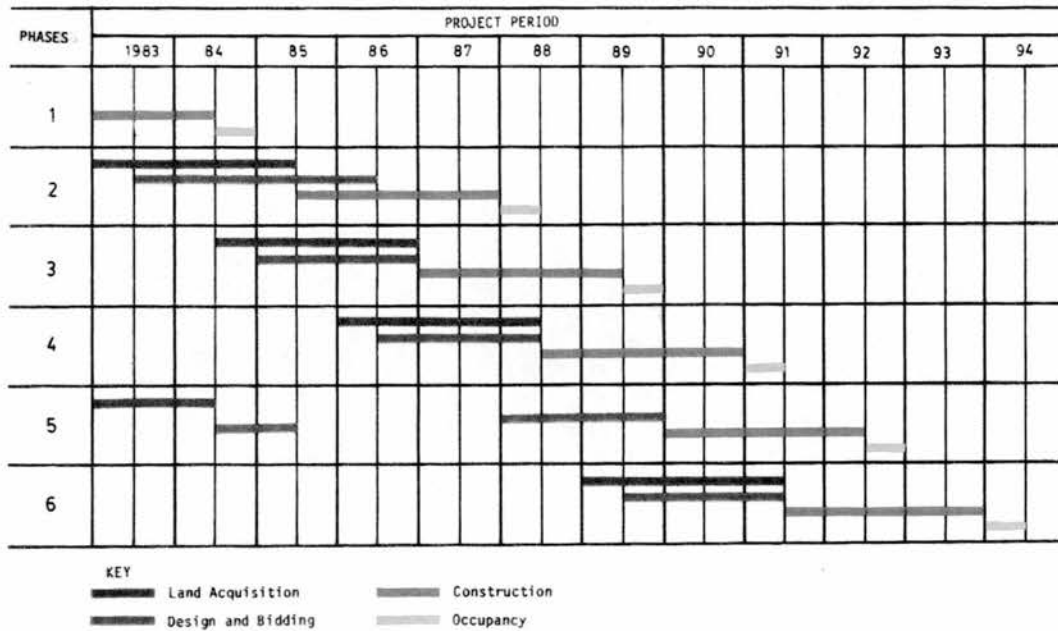


Fig.72 Beeah Group's plan, Development master programme.

Source: Beeah Group, Urban design implementation, p.115.

A general rejuvenating programme was started by the ADA, and the goal was to develop the area to become the religious, administrative, cultural and commercial centre for the city. All previous redevelopment efforts aimed at reviving the JPD as the central core of Arriyadh. They stressed the need for creating a pedestrian oriented area, as did the ADA plan. The plan formulated a less costly and more flexible approach by which it would be responsible only for public buildings, roads, public spaces and infrastructure (Fig.73). The cost would be less than SR. 1 billion (166 million Pounds). It also aimed for a relatively short construction period that would prove the government's intentions and push the private sector to participate in the development.

The plan suggested that market forces should be permitted to dedicate land use

within private areas in order to expand the numbers, varieties and qualities of small retail businesses. The plan suggested maximum development and land use within the private areas to guide the future development and to allow for the provision of sufficient infrastructure, which was part of the second phase development programme. A traffic study was conducted to assess the impact of the development and parking demand and the need for widening and improving traffic in the surrounding streets. General design guidelines for two private commercial developments integrated within the government core, were prepared by the ADA.

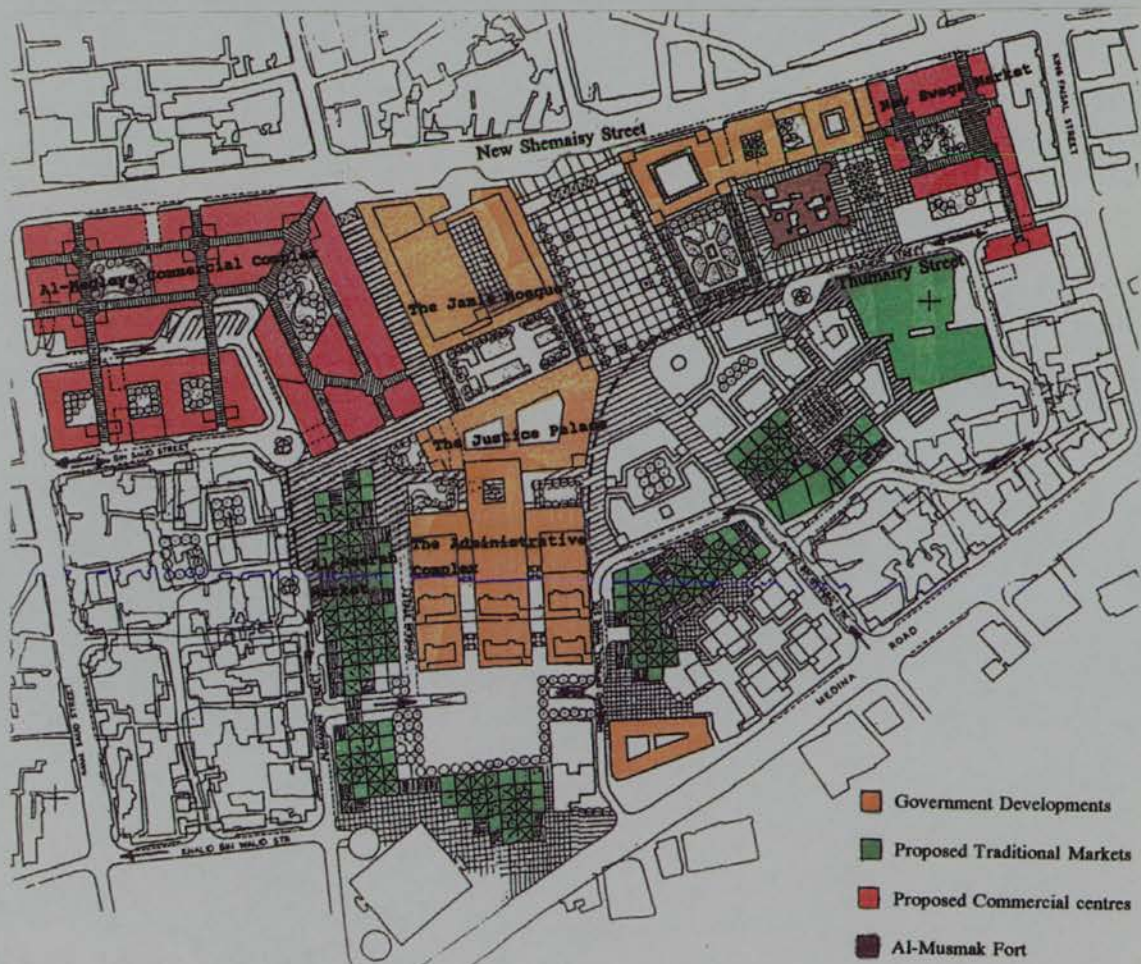


Fig.73 The ADA's JPD Urban design schematic layout.

Source: ADA.

The ADA development approach was urban renewal and improvement instead of rebuilding the area. The adopted scheme provided an urban design for the government T shaped core (Figs.74,75) and a strategy to guide the redevelopment of privately owned areas with a minimum of government intervention. The strategy seeks to enthruse the private sector to reinvest in the city centre. The ADA concept is not finite or rigid like the old one. It identifies a loose envelope of form and function. The fringe would permit higher buildings, sloping down to the centre. The concept envisioned a ground scale pedestrianised central area with the exception for V.I.P.s and emergency access. The plan proposed the conversion of Thumairy street for pedestrian movement. This change will be gradual and dependent on developing alternative roads in the private areas. Public buildings are clustered around a series of open spaces. The plan insisted on the use of existing utilities networks in the area allowing for incremental upgrading. This is also in the interest of historic continuity and for people to be able to identify with the street pattern as the area undergoes change.<sup>33</sup> The planning concept emphasised the following:

1- Creation of public core functions:

The area needs a focus from which development can start immediately. This focus, which contains mainly the government functions, public spaces and al-Musmak Fort will create a strong functional and visual middle to the district. These functions give the area meaning and they need to come first in the development. They will also represent the government intentions to redevelop the area and hence will attract activities to return to the area.

2- Establishment of central business and commerce developments:

The perception of the city core implies that it will become a prestigious location for commerce and businesses. Such activities make for the urbanity, life and activity of the area and are essential for its development. The large areas around the central core are in the hands of potential developers for commercial activities.



However, the government has to take a lead in supporting selected commercial development to encourage the hesitant developers and to assure the viability of the area. The commercial developments need to be of metropolitan significance that attract people from other areas.

### 3- Encouraging a private redevelopment process:

Private development in the deteriorated commercial and residential quarters implies several strategic aims. This requires a process that cannot be left entirely to market forces. The redevelopment effort is contingent upon government input. Conditions in the area require more than normal public measures to provide for a sound urban structure capable of accommodating the type of land use expected to be seen around the core area. Certain capital improvements in the form of road construction and parking, infrastructure and landscaping must be made to encourage private investors to develop in the area. The government should also apply some corrective measures that will stabilise the land market in the area.

### 4- Improvement of accessibility and circulation:

Accessibility and circulation are of the major problems that affect the city centre. The intensity of the land use in the district is limited to the capacity of the external roads. This should accord with the proper means of internal circulation and must stand in a proper relationship to the amount of car parking space that can be accommodated in the area.

### 5- Integration with the city:

The JPD is influenced and influences surrounding areas. The deteriorating areas around require some kind of planning interventions that have to be applied. Development of these areas must be monitored not to have an adverse impact on the JPD.

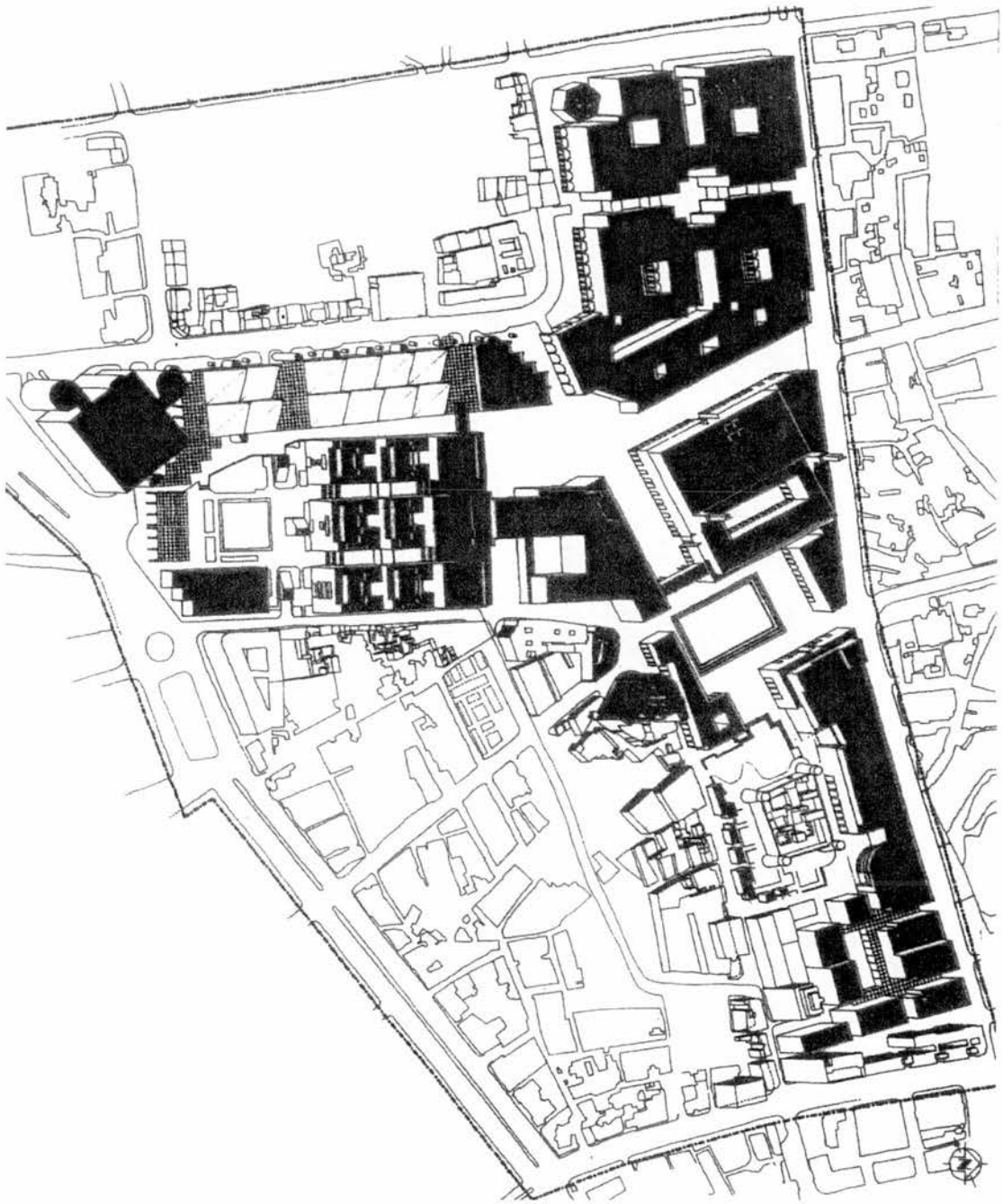


Fig.74 ADA's plan, axonometric view of the government core.

Source: Saudi consulting services, Planning and design of public open space, landscaping and infrastructure, Preliminary design report V.1.

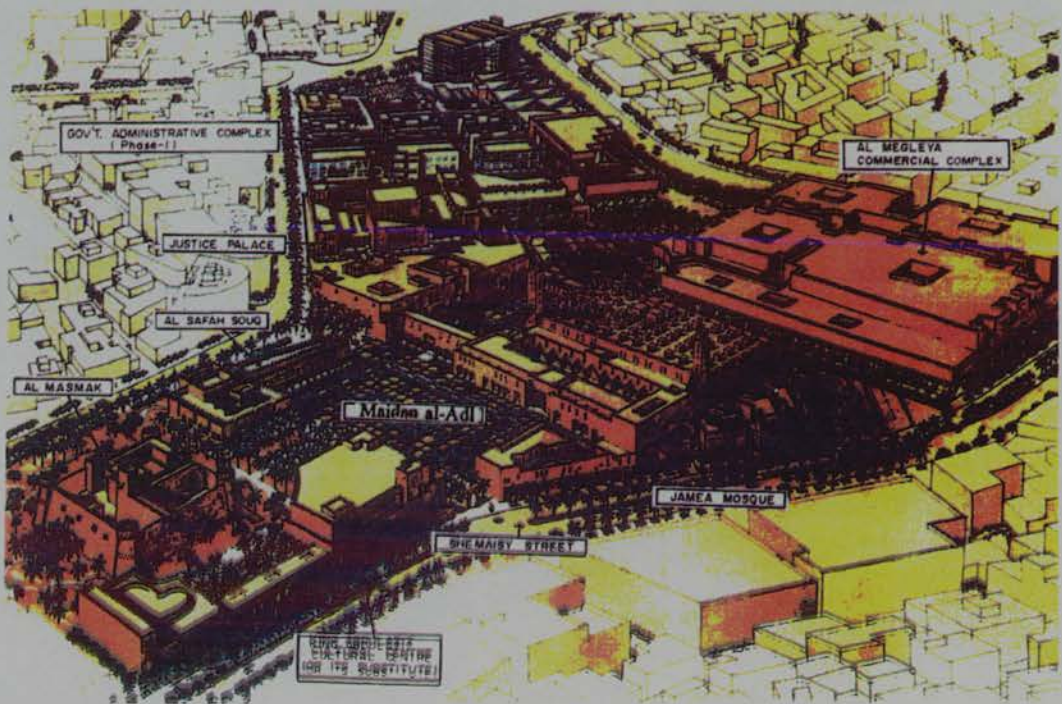


Fig.75 ADA's plan, Plan and perspective of the government core.  
 Source: ADA.

The ADA's urban design is intended to provide a dignified and attractive setting for the revival of the area as the religious, civic and cultural focus of the capital city of Saudi Arabia. This goal encompasses four interrelated objectives that have to be achieved simultaneously, to ensure the success of the project:

- To physically reestablish a new urban core responding to today's changed needs and conditions.
- To generate a new sense of identity by expressing and enhancing the historic significance of the site.
- To enhance the interaction between religious, civic, cultural and commercial activities.
- To provide a pleasant and enjoyable landscaped environment within the framework of the new urban core.<sup>34</sup>

The centre of the JPD will be the functional and architectural focus of the district reflecting a distinct traditional urban form. The main maidan is abutted by the main public buildings, the Jamie Mosque, the Justice Palace and the cultural centre.<sup>35</sup> A series of interlinked landscaped open spaces were proposed in the plan to improve the environment of the area. Gradual provision of parking is envisioned as part of future development.

Attention has been given to the need of early replacement of existing markets in appropriate locations to ensure their continued functioning in the district. The ADA drew up a market relocation plan (Fig.76) based on a survey of all current commercial areas in the JPD. It scheduled the development of the public buildings and the open spaces that were to be built partially on some existing markets in such a way that construction will not start prior to the completion of other private commercial developments. In addition, the ADA has encouraged some commercial developments by semi government agencies. This is a further step to promote the commercial viability of the area. The ADA has encouraged a private investor who owned a reasonable size of land to develop it as a market to accommodate some of the retail

activities. The developer was given technical assistance and incentives to develop his project in a short period. These commercial developments assume an important role in the retail activity and they afford the same priority in development as they complete the T shaped middle of the area.

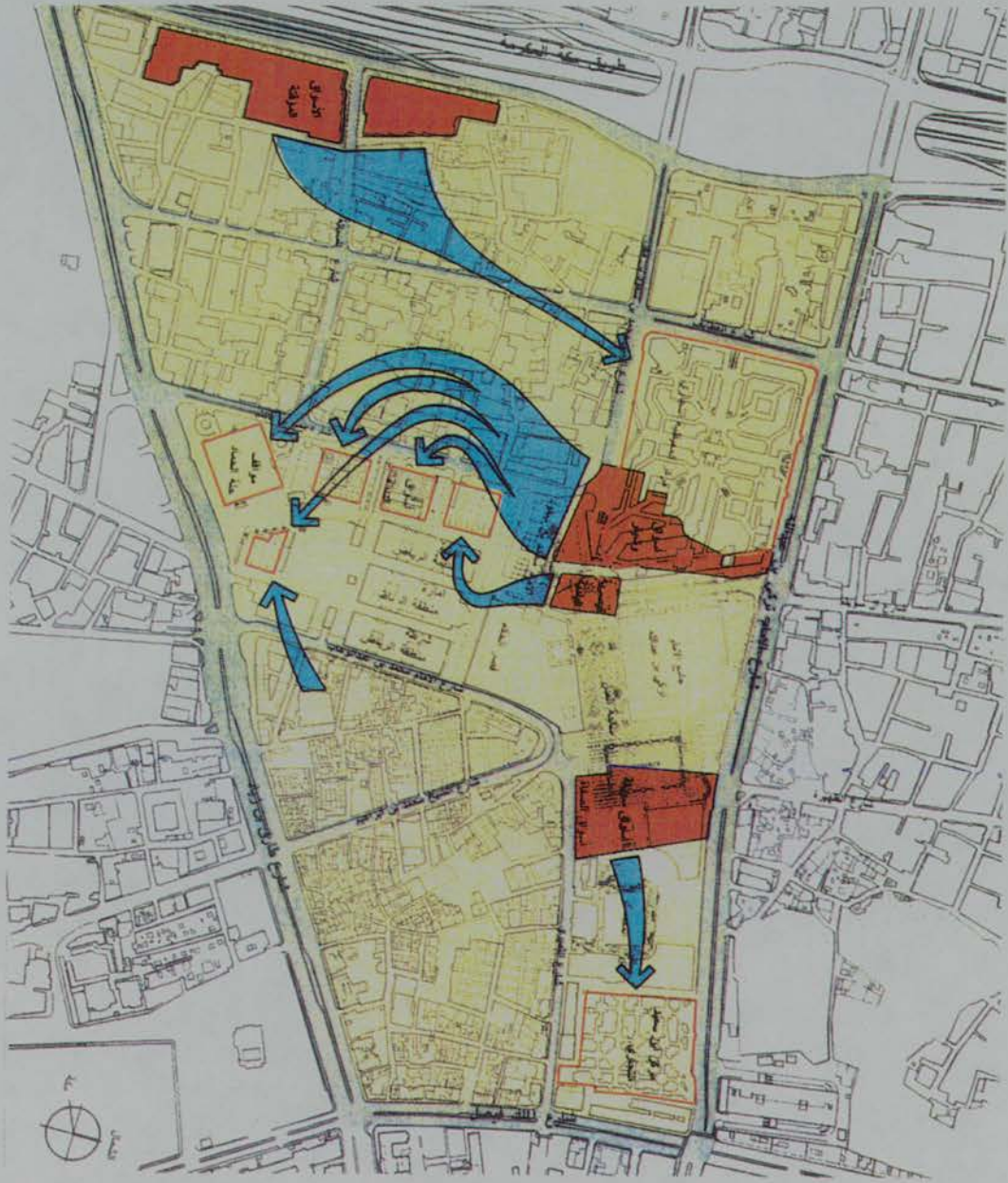
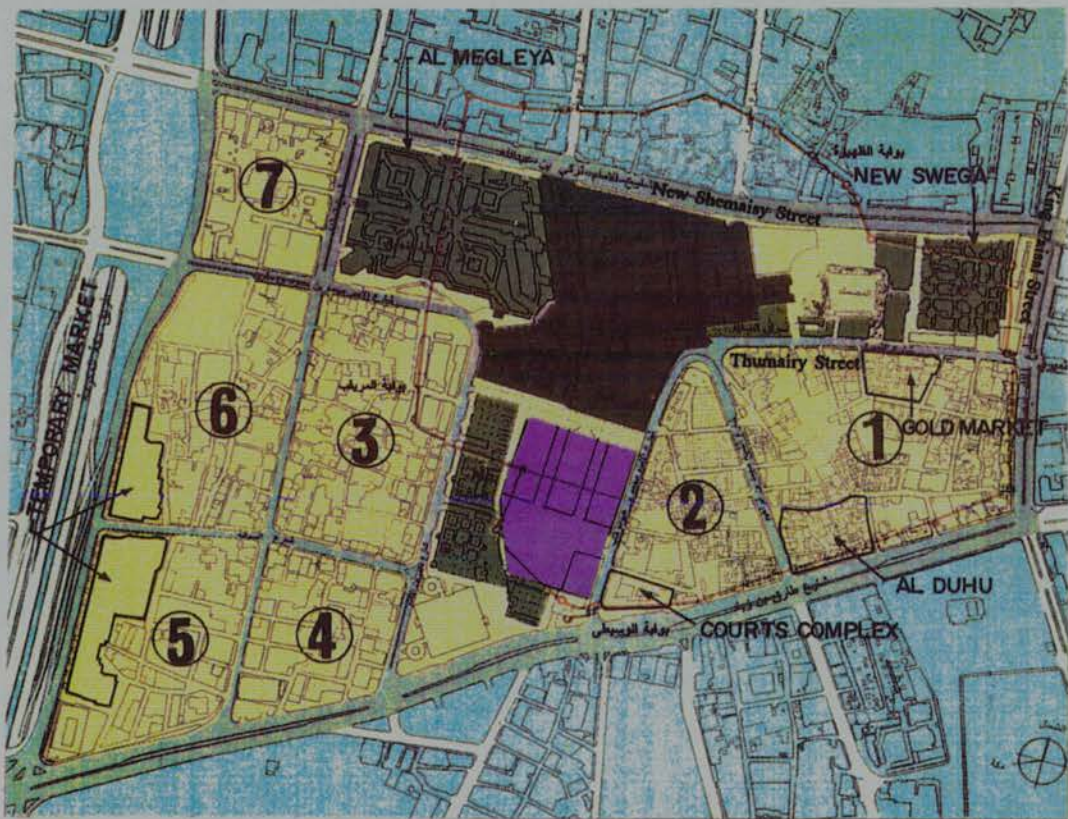


Fig.76 ADA's Markets relocation plan.

Source: ADA., Development of the JPD third phase, p.13.

Implementation of the development first phase (Fig.77) was completed in 1986. The project cost SR. 469,350,565 (67 million Pounds). The administrative complex was the only common outcome of all development plans. The construction started in 1988 on the Justice Palace, the Jamie Mosque of al-Imam Turki, parts of the city old wall and gates, infrastructure and the main open spaces. The construction cost of the second phase which was completed in March 1992 is SR. 447,761,355 (64 million Pounds). Some major development to the city road network to improve the flow of traffic to the area, such as King Fahad, al-Madinah and Salam roads were also completed. The construction cost of King Fahad road is SR. 314 million (52 million Pounds). Besides, some semi governmental and private enterprises invested about SR. 500 million (83 million Pounds) in commercial development.



- Phase One
- Phase Two
- Phase Three
- Private Development (Phase Two)

Fig.77 ADA's plan, Development phases.

Source: Adopted from ADA., Development of the JPD third phase, p.5.

The major challenge will be the development of the JPD private areas, which is considered as the third phase of the JPD development. Due to lack of repair, 40% of the inner areas, which covers 60% of the JPD, were scattered deteriorating buildings in need of adequate access and infrastructure. The remainder of the houses were converted to warehouses, or to provide a very low level of housing for non Saudi labourers. The High Commission approved in 1989 a general outline of a flexible staged approach to develop the JPD private areas. The flexibility of the approach is determined by not relying on a defined urban design plan that sets out definite vehicular and pedestrian routes or any detailed land use plan or building or zoning regulations. The whole development approach will depend on the market forces and the developers' requirements. The provision of infrastructure and services will be staged according to the actual needs and development trends. This is mainly to spread the necessary government spending over the longest possible period instead of concentrating it ahead of the development. It will also help in keeping the area active throughout the development stages with a continuous smooth flow of traffic and availability of temporary or permanent car parking. The ADA's role will be planning and development management, provision of infrastructure and public services and conducting some urgent works that will improve the appearance of the area and encourage investment.<sup>36</sup>

## **2.2- IMPLICATION OF THE CITY AND THE JPD PLANS ON THE DEVELOPMENT OF THE CITY AND THE JPD:**

Despite the poor applicability of master planning to the Saudi planning system, both Doxiades and Scet master plans have influenced the shape and development of the city of Arriyadh. Both master plans were partially implemented which makes it difficult to fully evaluate their competence. The Doxiades plan established the main features of the city; the gridiron pattern, the fine arterial road network and the central linear commercial spine, which became the pattern for urban expansion. It encouraged the shift of the city administrative and commercial core from the JPD.

Although the city administrative functions continued in the area, most of the commercial and residential activities shifted outside the JPD. The Scet Master Plan had less effect on the city development. Although it was mainly a review of Doxiades master plan, it produced a comprehensive planning management plan for the city. This plan was not adopted as the master plan itself was not approved. The Scet master plan continued the pattern of Doxiades' plan except in the location of commercial areas. While the Doxiades plan affected the commercial areas at the city core by establishing the linear commercial corridor, the Scet plan dispersed retail facilities along all 30 meter wide or more roads. This created an inactive city core and an incomplete linear commercial corridor.

Both plans could not accommodate, during the period of preparation, the rapid changes in the city. This established a conviction among decision makers of the inappropriateness of master planning to the development of the city. Since the completion of Scet plan and until the establishment of the Arriyadh Development Authority, the management of the city development had no tool other than the daily control by the municipality of factual developments. The city lost the opportunity of trying other planning systems to control its development. The two master plans failed to cope with the political and social systems. The uncontrolled development of the city created a drastic mix of uses and complicated traffic especially at the city centre. Neighbourhoods have varying densities and no identity as commercial and office spaces were dispersed every where. While vast developed areas were unserved, large areas of vacant serviced lands existed within the city urban limits.

Both Doxiades and Scet master plans have only hinted at the development of the JPD. Neither set a clear mechanism for development. Beeah and Scet, although working during the same period, were working in complete isolation from each other. Scet Master Plan referred to the development of the district without any review of the project and its implication on the city development. Even the action areas plans, which detailed as part of the Scet plan some sectors of the city including the city centre, ignored the development of the JPD. Beeah Consultants also did not



consider coordinating or relating their work to the new master plan.

The city master plans and the JPD development plans have not only been ineffective, but they have added to further stagnation and even decline of the city centre. The major influences on the development of the JPD were Doxiades Master Plan that proposed a different type of linear city centre, and the Beeah Group Consultants plan, which put the area development into freeze for about five years because of its unrealistic development approach. Doxiades' suggestion to shift administrative and commercial activities away from the city core was based on transportation and traffic problems in the district. Nevertheless, the heaviest traffic volume per day, according to Doxiades' statistics was on King Abdul Aziz street and not in the JPD.

Doxiades Master Plan recognised the need to preserve the urban heritage of the JPD. However, it did not propose any mechanism to preserve it. This affected the unique urban heritage of the city. Most of the traditional structures gradually deteriorated as a result of lack of maintenance or improper use. The Beeah plan, though it claimed to be traditional, also helped in deteriorating the urban heritage of the area. It suggested that there were no buildings of traditional value except al-Musmak Fort. This argument supported the general trend at the time to disregard all traditional structures. Deterioration continued as a result of the development freeze and most buildings were left vacant or used as warehouses. The plan stated that historical buildings were allowed to be rebuilt on the new main pedestrian level for commercial, housing or office uses. The suggestion is meaningless as the proposed plan limited such development to a very small sector of the district and was meant to represent the traditional urban style. Such development would have lost its significance as it would have lost its historical value.

The Beeah plan had more effects on the development of the JPD than the plan of Albini. The latter contained only the T shape area and was comprised mainly of government developments. It did not interrupt the development of the private areas. The freeze by the Beeah plan of all developments forced the major residential and

commercial activities to leave to other areas of the city. It also discouraged private developers from considering participation in the JPD's development as the scheme had totally neglected the potential role of private enterprise in the development. Commercial areas in the district were turned into markets for mainly expatriate segments of the population rendering them less attractive to Saudis.

The administrative complex, proposed by Albin and continued by Beeah, imposed a separation between commercial functions east and west of it. It is one of the unfortunate results of the Beeah concept. This complex should have been relocated but considering the urgency of development, Beeah maintained it. As stated, the redesign of the complex took as much time as needed to produce a new concept. The administrative complex influenced the concept of Beeah by raising the pedestrian level. It also ruined a large number of traditional shops which used to occupy its site (Figs.85,97). The complex has also imposed the development of the temporary markets on King Fahad road which intrude a new commercial area in the city.

The Beeah plan was too detailed and rigid. Suggested regulations included percentage of openings in the elevations, colours of external facades, location and types of seats. It was directed to the participation of big developers only without any consideration of the ownership pattern. The plan had exaggerated the power of the responsible government development agencies. As an example, it assumed that the High Commission for the Development of the city of Arriyadh could accept loans from banks to develop the area.<sup>37</sup> The mandate of government authorities does not allow them to receive loans from banks.

The ADA development plan of the T shape area encouraged private development in the JPD. The ADA prepared a relocation plan for the retail activities in the district and arranged for adequate spaces to be available for the relocated markets. Regardless, and due to the management and the high prices of some of the new markets, new shopping areas appeared in the vicinity of the JPD. The prices of real estates in the JPD declined during the freeze on development. As a result of the

ADA plan, prices had a noticeable increase. The JPD lost significant areas of parking due to the development of the second phase. This increased the demand on the multi storey car parks, which previously were extremely under utilised. In addition, most of the vacant lands within the JPD private areas are at present being used for parking. The ADA suggested an approach for developing the JPD private areas. This approach, which will be discussed in the following chapter, does not seem to respond to the expectations, needs and conditions of the private areas.

## **2.3- THE EFFECT OF POLITICS AND PLANNING**

### **MANAGEMENT ON THE DEVELOPMENT OF THE JPD:**

The success of the development of major governmental projects in Saudi Arabia is subject to political support. The support does not come through the administrative bureaucracy only but requires the blessings of the highest authority in the country. The development of the Diplomatic Quarter (DQ) and the JPD are two of the boom period projects. They represent the contradiction and contrast in planning management in the Kingdom and the political influence and forces behind them. The following two sections describe the development of the DQ and the administration, powers and authorities of the development committees and offices for the development of the two projects.

#### **2.3.1- DEVELOPMENT OF ARRIYADH DIPLOMATIC QUARTER:**

In 1975, the Council of Ministers decided to move the diplomatic missions from Jiddah where they have resided for more than 40 years to the capital city of Arriyadh. Based on recommendations from the HC, the COM established by its resolution No. 1650 in November 21st., 1975, an independent committee, the High Executive Committee (HEC), and assigned it the responsibility of developing the Diplomatic Quarter and the Ministry of Foreign Affairs staff housing. The HEC was composed of the following members:

1- Governor of Arriyadh Region	Chairman
2- Deputy Governor of Arriyadh Region	Deputy Chairman
3- Mayor of the city of Arriyadh	Member
4- Deputy Minister of Ministry of Municipal and Rural Affairs	Member
5- Deputy Minister of Finance	Member
6- Deputy Minister of Public Works	Member
7- Deputy Minister of Foreign Affairs	Member.

The COM gave the Minister of Municipal and Rural Affairs all powers and authorities to execute the two projects and necessary funds were allocated. Consequently, the minister delegated those powers to the HEC. Sites were selected for the Diplomatic Quarter and for the Ministry of Foreign Affairs staff housing. The HEC established an executive body for the two projects; the Bureau for the Project of Ministry of Foreign Affairs and Diplomatic Quarter.

The HEC declared a strategy for the Diplomatic Quarter. It stated that the DQ should be one of the neighbourhoods of the city of Arriyadh integrated with it physically, administratively, functionally and socially. The strategy intentionally avoided creating a special quarter that could appear like a ghetto. During mid and late 1970's, the land market in the city was under extreme speculation and there was under-provision of residential units. To avoid delay of the transfer of the diplomatic missions due to those reasons and to enable citizens to reach all diplomatic missions easily, the HEC decided that the DQ would accommodate all diplomatic missions accredited to the Kingdom. The population structure should be balanced by including Saudis to avoid any assumption by the diplomatic core of an independent quarter. The DQ master plan was approved by a royal decree in 1979. More authorities were given to the HEC. Those included adopting, amending and enforcing any regulatory procedures in the DQ, selling lands for diplomatic missions and for private development and design and construction of all necessary facilities and services.

The DQ is located on the north west of the city of Arriyadh at a distance of about 8 Km. from the JPD (Fig.78). It covers an area of approximately 8 Sq.Km. expected to accommodate 120 diplomatic missions and regional and international organisations. The population of the DQ is estimated to be 22,000 inhabitants. At least 50% of the population is expected to be Saudis. The rest will be embassy staff and the support staff working in the different facilities of the DQ. All infrastructure works including two water towers and a sewerage treatment plant were completed. All major public facilities were also completed. Those included the international school complex<sup>38</sup>, the Friday mosque, four neighbourhood mosques, 15 educational facilities, Tuwaiq Palace<sup>39</sup>, sports facilities<sup>40</sup>, the cultural palace, fire station<sup>41</sup> and the government services complex.<sup>42</sup>

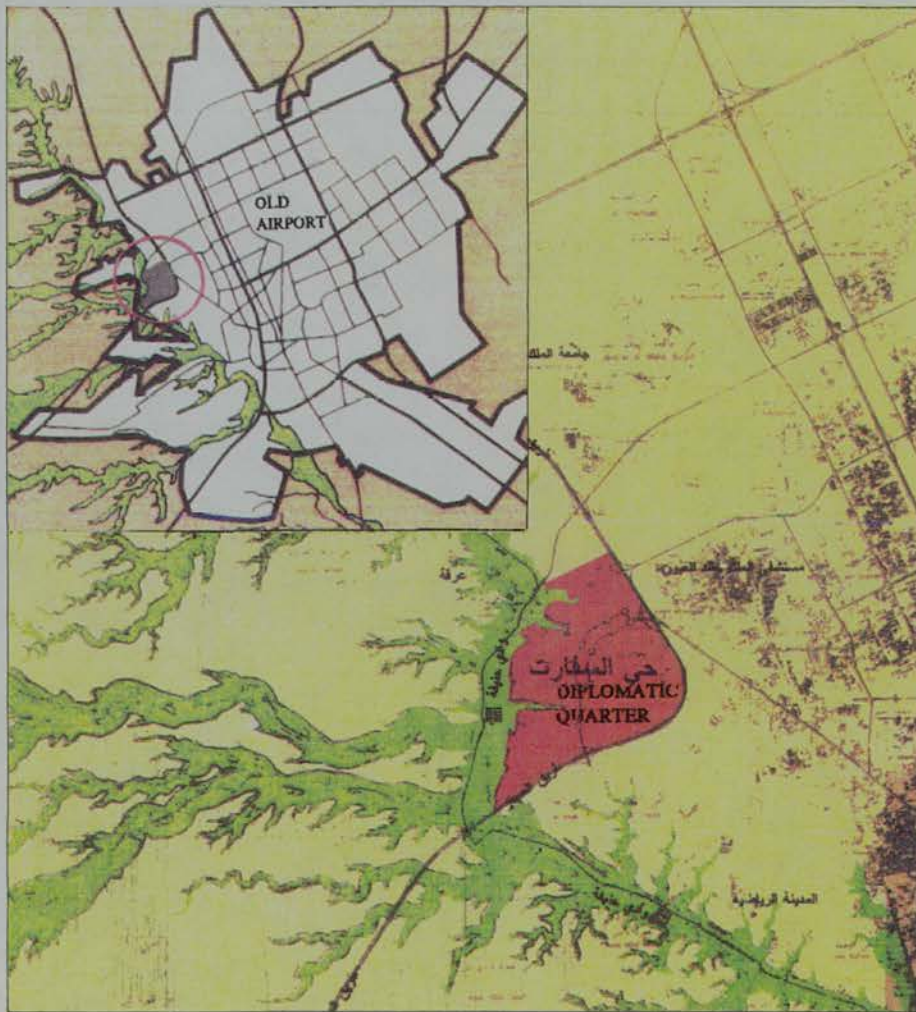


Fig.78 Location of the Diplomatic Quarter.

Source: ADA., Hayy Assafarat, p.1.

Environmental considerations influenced the design of the DQ. It aimed for the best use of the site and its natural features mainly on the edge of Wadi Hanifah. An earth berm of heights varying between 13 to 18 meters was built to protect the DQ from the noise and pollution of the surrounding free ways. It serves also as a security barrier to prevent illegal access to the site. Landscaping was given special attention. It covered 30% of the DQ area and is comprised of street landscaping, intensive landscaped gardens, and extensive desert landscaping on the edge of the wadi and the earth berm. A plant nursery was built to support the needs of the landscaping projects. The DQ master plan considered the traditional urban pattern of the Islamic City and reflected the traditional architecture in most of the public buildings and the central spine<sup>43</sup> (Fig. 79).

The private sector was given the opportunity to develop commercial and residential facilities in the DQ. However, it was limited to semi public agencies such as the Pension Fund and the General Organisation for Social Insurance or to some of the services required such as banks and medical services. The HEC decided not to sell land for individuals to avoid land speculation, to control the development and to select the right level of people who could reside in the DQ. The major developer of commercial and residential facilities is the Pension Fund. It has invested SR. 350 million (50 million Pounds) in developing residential units, office and retail spaces.

Dealing with diplomatic missions requires a great deal of sensitivity. Despite the government decision to transfer the diplomatic missions to Arriyadh and the vast investment in developing the DQ, the transfer of embassies, which was expected to be completed by 1983, was very slow. It only improved when the government issued an order to all embassies to transfer to Arriyadh by the end of 1985 and to the DQ by end of 1987. The order threatened to decrease the level of diplomatic representation of the diplomatic missions opting to continue in Jiddah. Almost all embassies have moved to Arriyadh by the set date but not to the DQ. Out of more than 80 diplomatic missions accredited to the Kingdom, to date, less than 40 embassies have moved to the DQ.<sup>44</sup> Less than 20 embassies have built residential units for their employees.

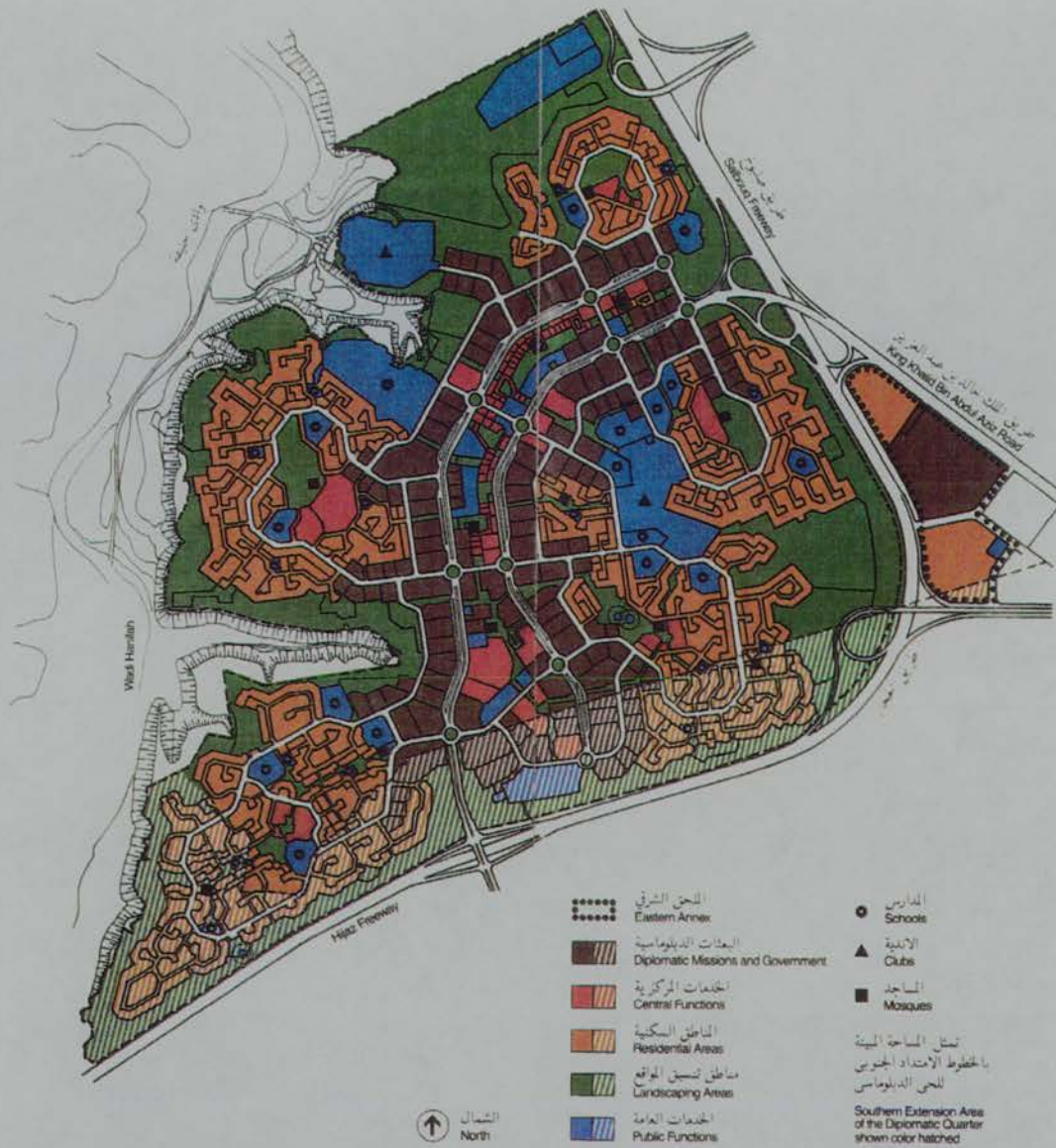


Fig.79. The Diplomatic Quarter master plan.

Source: Bureau for the Project of Ministry of Foreign Affairs and Diplomatic Quarter, Progress Report 2, pp.2-3.

Due to the increase of terrorism all over the world, the security of the DQ is always questioned. The original assumption of the DQ master plan was that the government would be responsible for the security of the diplomatic missions in the same way they are protected when they are elsewhere in the city. In addition, the limited access points and the earth berm would support the security of the DQ. The area of the DQ was originally 7 Sq.Km. As a security precaution adjacent land south of the DQ was

added later (Fig.79). It was assumed that it will be easier for the government to look after the security of the diplomatic missions in one location than if they are dispersed in the city. The DQ gardens and landscaped areas used to attract thousands of the city inhabitants especially during week ends. As a precaution, the entrance to the DQ is controlled, which has not only limited the number of Saudi visitors, but made the diplomats prefer to live in the city.

The DQ has reached an advanced stage of urban development. However, its population structure is far behind the expectation of the DQ master plan. The king issued an eccentric order in 1982 preventing Saudis from living in the DQ. It suggested that only diplomats should be allowed to reside in the DQ. This decision is contrary to one of the main principles of the DQ master plan earlier approved by the king himself. The HEC tried to convince the king that it was too late for such a decision as the development of the DQ was irreversible. It pointed out that the Saudi citizens of the city might look at the DQ and its unique development as a privilege given to non Saudis. The public and private investments in the DQ exceeded its needs to serve the city and insure its integrity with it. The government has almost completed the public developments and more than SR. 3 billions (430 million Pounds) were spent on government developments in the DQ. The private sector has invested millions of Riyals assuming that the DQ is open to the citizens of Arriyadh. Nevertheless, the king stressed his opinion. Only recently, he proposed a compromise suggesting fulfilling the needs of the diplomatic core first and then discussing the issue of the Saudis living in the DQ.

The HEC have, in limited ways, gone against the king's decision. It allowed some functions such as the schools to open for Saudis in order to establish the fact of the integrity of the DQ with the city. However, this does not fulfil the need to have permanent Saudi residents in the DQ. The developments by the Pension Fund were seriously affected by the king's decision. While the residential units were mostly occupied, office and retail spaces are almost vacant. The Pension Fund, which originally proposed to invest SR. 500 million (72 million Pounds), decided to stop



any further developments in the DQ. The diplomatic population might be less than originally planned and if the opportunity is given to Saudis to develop in the DQ, even by leasing lands, it will possibly develop faster than the expectation of the master plan.

The Diplomatic Quarter is like a small well serviced city. The Bureau of the project found it a good opportunity to provide the city with a distinguished neighbourhood with facilities that service the city itself. It would have been much easier and less costly to build an independent neighbourhood solely for diplomats. The provision of all infrastructure services and most of the public facilities in the DQ while some neighbourhoods in the city lack some main services does not sound rational at first glance. However, with the style of planning in the Kingdom it would have been more difficult to provide services and facilities in stages. Due to the political intention of developing the project as one unit, it was more feasible to build the maximum possible amount of services instead of leaving it to future budgets. In fact, the cultural palace would not have been built if the Bureau for the project had not linked it with the Friday mosque and the government services complex as one project called the DQ centre. The police headquarters and some other security facilities which took their responsible agencies a long time to determine their requirements were phased to be developed at a later stage and are now finding it difficult to receive funds from the government.

The authorities given to the HEC and the Bureau of the DQ project are the main reasons for the success of the project. In addition, the Bureau for the development of the DQ was well staffed with experts in different disciplines. They were directly involved with consultants and contractors throughout the development process. It was much easier to develop the project as a whole instead of involving the different responsible services agencies in the city. This could have delayed the project in dealing with bureaucratic rules with the different agencies. The flexible mandates of the HEC and the Bureau enabled them to continuously update and change the DQ master plan and regulations. The urban design of the residential areas and the central

commercial spine were redone to reflect better the needs of the DQ community and the pattern of the traditional Islamic City. Afterwards, the size of some of the housing lots was enlarged to accommodate the requirement of the Saudi people. Some of the educational facilities are temporarily used for other purposes. The DQ is managed by the ADA. Some of the public facilities have been handed over after completion to the related responsible agencies. The DQ is a pioneer project in the Kingdom. It has set excellent lessons and raised public awareness in planning, architecture, landscaping and in project management.

### **2.3.2- DEVELOPMENT OF THE JPD:**

The HC established in 1979 the High Executive Committee for the development of the JPD (HECJPD) under it to direct the redevelopment of the JPD. The HECJPD then established the Office of Redevelopment Project of the JPD. This office was originally proposed by the municipality who wanted an independent body with powers similar to the DQ Bureau. The HECJPD was composed of the following members:

1- Governor of Arriyadh Region	Chairman
2- Deputy Governor of Arriyadh Region	Deputy Chairman
3- Mayor of the city of Arriyadh	Member
4- Deputy Minister of Finance	Member
5- Two members of the HC	Members <sup>45</sup>
6- Director General of the Office of Redevelopment Project of the JPD	Member.

The HC was assigned responsibility of developing the JPD by the royal order No. 3960 on January 19th., 1979. The HECJPD was given a similar mandate and authority to those of the HEC for the DQ project by the royal order No.7/s/7167 on February 25th., 1979. However, the project was not exposed to government surveillance as was the DQ. The DQ was a national project of special importance

with direct political control and was proposed by the COM. The JPD was perceived as a major city project proposed by the HC and supported by the governor of the region. It was the sole responsibility of the HECJPD to achieve its objectives. This was adequate support for the project especially during the economic boom period. The DQ master plan was approved by the prime minister and the JPD urban design was approved by the HC.

Political support alone does not develop a project. The JPD development had government support. However, the management of the project by the Office of Redevelopment Project of the JPD and both the HECJPD and the HC was not very effective. They did not make effective use of the flexibility they had. The bureaucracy of the office and its technical capabilities allowed the design of the area to flag for a long time. The office involved the HECJPD and the HC in all details of the design, and these might be blamed for approving some major assumptions for the development of the JPD that were not practical. For instance, they approved the complete negligence of private ownership on the assumption that all lands would be acquired by the government. Based on this decision, the Beeah Group Consultant assumed redevelopment without constraints. The HC and HECJPD were also involved in determining the locations of the Justice Palace and the Jamie Mosque. The decision to maintain the location of the administrative complex committed the redevelopment of the area somehow to Albini's plan from which the consultants proceeded with their urban design.

The DQ was developed on totally governmental land. It did not have any problems of land acquisition as the JPD did. While the development of the DQ was not affected by development forces in the city, the development of the JPD was directly affected by such forces. The JPD is a developed area within the urban fabric of the city. Its development requires coordination of services and the involvement of different agencies and the public. From a political point of view, different service agencies, especially the municipality, did not accept the fact of a new body involved in developing the city core. No funds were allocated for the JPD development

project. The development objectives of the JPD disregarded the changes occurring in the overall city development and were over enthusiastic in expecting the JPD to be practically the centre of all activities in the city.

Both High Executive Committees of the DQ and the JPD were chaired by the same president. The political support and the management capabilities of the executive bodies were however, different. When the ADA was established the development of the JPD proceeded relying on its political and managerial capabilities. The ADA set a better strategy for development. Although the economic situation when the ADA was established was not as solid as it was during the boom period, the political influence and support of the Chairman of the HC managed to get funds allocated for the project. The ADA plan was more realistic in considering the conditions of the area. It established proper staging and means for the development of the different parts of the area.

The ADA is responsible for several major projects in the city. As these projects had political and financial support, they found ways for their implementation. As stated, this was a result of the technical and managerial capabilities of the ADA. Nevertheless, there are major projects that are essential for the city for which no long term funding is assured such as the development of Arriyadh Public Park. The first phase of this project covers 425 hectares of the old airport, which blocks the urban development and the continuity of the street network (Fig.78). The project is devoted to the city's socio cultural, educational and recreational needs. The proposed park will greatly improve the quality of life for the city's residents by providing a range of interactive cultural, educational and recreational opportunities including a major science centre and spacious landscaped areas. The project's master plan and the design documentation of the infrastructure and landscaping have been completed. Regardless, no funds are yet allocated for construction or for the detailed design of the main projects such as the science centre.<sup>46</sup> The projects of Thumamah nature park and the development of the old towns of Manfuha and al-Deriya are in the same situation of the public park. Since the establishment of the ADA in 1984, no funds

were allocated for any of the ADA's projects through the normal process of the national budget. All funds allocated for the development of the second phase of the JPD, King Fahad road and the rising ground water programme were through the direct political influence of the Chairman of the HC. Funds were usually enforced by royal orders.

**3- THE JUSTICE PALACE DISTRICT  
EXISTING CONDITIONS.**

### 3.1- THE JPD EXISTING CONDITIONS:

The JPD is the centre of the city's administrative and religious functions. It accommodates the traditional crafts and specialised markets in the city for carpets, garments, gold, spices, vegetables, meat and traditional shoes. It also had an open air market for different vendors including a women market, and also accommodates the Jufrah market in al-Meglya area, which is a location for traditional usurious transactions such as money changing. During the late 1960's, date, shops for electric appliances, watches, clothes and cosmetics were opened on the main streets (Fig.80).

In 1990, approximately 38% of all retail establishments and almost 54% of the wholesale trade establishments of the city were located in the city centre. This has also meant the presence of the majority of supporting services such as warehouses in the same area. The city centre accommodates a high percentage of lands devoted to mixed uses. These are mainly of residential and commercial uses where shops occupy the ground floor and apartments the upper floors. In 1990, almost 75% of the commercial floor area in the centre was occupied, which is similar to the city average. In 1986-7 and 1990-1, the ADA conducted sample household surveys. While adequate at the city level, the accuracy of the information is questionable at the district level because of the limited number of samples in each district. Using a wider area that shares similar characteristics, like the city centre or a sub-municipality area, rather than a specific district like the JPD would improve confidence in the data. The JPD is located within the boundaries of al-Deerah sub-municipality.

There is a variation in plot and dwelling unit size between the city centre and the other residential areas in the city. As a result, the residential density within al-Deerah sub-municipality (75 dwelling units per hectare) is higher than citywide residential density averages (34 dwelling units per hectare)(Table 12).

The predominant housing types in the city are villas and apartments, usually concentrated in the areas beyond the central core of the city. Old and contemporary

Arab houses are concentrated in the city centre. More than 90% of the old Arab houses and approximately 70% of the contemporary Arab houses are found here (Table 13). The Arab houses are allowed to be developed only on the small lots of the older areas of the city. Vacancy rates are high in old and contemporary Arab houses. This reflects the fact that many are being abandoned by the native residents in favour of the new housing types. The majority of dwelling units under construction in 1986 and in 1990 (74%) are outside the city centre.

Because of the limited area of the JPD, land prices in it are among the highest in the city (Table 14)(Fig.81). The generous compensation by the government for lands acquired for public uses is to the benefit of land owners. The government has no control over land prices. During the boom period, land owners in the JPD opted to speculate their land hoping for higher prices. When the government intentions were announced they counted on the government acquisition of their valuable lands.

SUB-MUNICIPALITY	DWELLING UNITS/ HECTARE (GROSS)	DWELLING UNITS/ HECTARE (NET)
AL-DEERAH MUN.	18	68
AL-OLAIYA MUN.	5	31
AL-MALAZ MUN.	7	35
AL-BATHA MUN.	10	111
AL-MAATHAR MUN.	3	15
HAY ASSFARAT	< 1	12
AL-ORAIJA MUN.	2	34
AL SHAMAL	1	21
AL-RAODAH MUN.	1	22
AL-NASEEM MUN.	4	56
ASSINAIEYAH	< 1	6
AL JANOOB	1	24
MANFOHAH MUN.	4	55
ITAIGAH MUN.	1	32
AL-ORAIIDH	0	19
AL-HAYER MUN.	< 1	10
IRGAH MUN.	< 1	10
AL-DERiyAH MUN.	1	29
AL-SHAMAL ALAQSA	0	5
AL-SHARQ	0	24
CITYWIDE AVERAGE	2	31

Table 12. Gross and net residential densities<sup>47</sup>, 1990.

Source: ADA.





Fig.80 The JPD Existing Conditions, Land use plan.

Source: ADA.

Between 1968 and 1977, the population in the city centre only increased by 20% compared with 113% in the city. In 1977, about 44% of the population were non Saudis, mainly males, compared with 28% for the city<sup>48</sup>. A disproportionate share of Arriyadh's foreign population (25%) was concentrated in city centre. The city centre is characterised by the availability of cheap housing. Poorer expatriate residents have replaced the Saudi population. More than 85% of the houses were not occupied by owners.

Traffic in the area has been and still is of the highest in the city (Table 15). The major destinations of the non local trips are the central city areas (Fig.82). Public transport trips to the centre are very high when compared with public transport trips to other parts of the city, due to the number of their prime users, non Saudis, living in the centre (Fig.83). The area is fully serviced, which gives it a relative advantage in terms of attracting development compared with the peripheral areas, which lack some of the basic services. The JPD is comprised of the Government core and the private areas.

### **3.2- THE GOVERNMENT CORE:**

The administrative complex and the components of the second phase of development are completed except part of al-Mealy commercial centre. In addition, street and utilities networks improvements in the area and a mosque on Thumairy street were completed as part of the second phase. To give a sense of history to the area, four of the old city gates and a trace of the old wall were rebuilt. The government core contains the following developments:

#### **3.2.1- PUBLIC DEVELOPMENTS:**

##### **3.2.1.1- THE ADMINISTRATIVE COMPLEX:**

The complex contains the headquarters of Arriyadh Emirate, Municipality and

Police. The total built up areas of the administrative complex are about 40 thousands Sq.M. The complex was designed by Albin, reviewed by Beeh, and constructed with some design modifications under ADA supervision. It was completed and occupied by the related agencies in 1985.

### 3.2.1.2- THE JUSTICE PALACE:

The Justice Palace used to carry a symbolic value of the highest order. Traditionally it used to function as the king's court where he also attended the traditional meetings to hear from common people their grievances (Majlis). When king Abdul Aziz moved to al-Murabba Palace he continued to use the traditional palace as his court. Later on, the royal court moved to al-Murabba and to different other areas in the city other than the JPD. When the Justice Palace was rebuilt in the early 1950's, it was built mainly for the emirate functions. It has also accommodated a symbolic presence of the Justice Palace and was used for the recognition ceremony of the king, for the governor's majlis and his public receptions on religious and national festivals.

SUBMUNICIPALITY	SHAK TEN TS & HUTS	ARAB HUOUSE	VILLA	APART- MENT	TOWN- HOUSE	COMM- ERCIAL	OTHER TYPE	TOTAL
AL-DEERAH MUN.	42	17334	5779	36547	40	36	23	59801
AL-OLAIYA MUN.	102	309	11576	17220	8	96	34	29345
AL-MALAZ MUN.	28	1027	11216	13042	73	51	39	25476
AL-BATHA MUN.	101	11244	1105	15514	0	231	128	28323
AL-MAATHAR MUN.	16	2340	4469	7092	0	4	159	14080
HAY ASSFARAT	0	8	144	288	141	0	1	582
AL-ORAIJA MUN.	274	717	27728	2028	0	33	274	31054
AL SHAMAL	39	564	7980	5686	1379	21	559	16228
AL-RAODAH MUN.	60	366	13405	4552	0	9	271	18663
AL-NASEEM MUN.	37	384	22873	9296	168	41	183	32982
ASSINATEYAH	10	539	379	218	0	15	439	1600
AL JANOOB	24	2769	6098	7975	5	7	87	16965
MANFOHAH MUN.	78	9993	9295	22621	13	9	42	42051
ITAIGAH MUN.	80	2178	13696	6051	0	50	56	22111
AL-ORAIIDH	0	17	0	1	0	0	5	23
AL-HAYER MUN.	14	432	361	160	0	0	18	985
IRGAH MUN.	9	229	525	280	0	0	44	1087
AL-DERiyAH MUN.	6	378	1863	532	0	1	18	2798
AL-SHAMAL ALAQSA	0	12	7	7	0	2	6	34
AL-SHARQ	61	66	3909	1112	0	18	386	5552
CITY TOTAL	981	50906	142408	150222	1827	624	2772	349740

Table 13. Number of buildings by building type in 1990.

Source: ADA.

Sub- Sub-Municipality	No. of Observa- tions	Price of Land per Square Meter				
		High	Low	Mean	Median	Mode
11 Deerah	41	5000	350	928	500	400
12 Ulayah	148	2000	200	700	600	500
13 Malaz	34	2000	220	597	420	400
14 Batha	31	850	90	358	250	150
21 Ma'ather	35	1650	130	306	200	400
23 Uraiya	53	600	5	136	100	40
31 North	161	1100	10	284	300	300
32 Al-Roudah	64	1000	70	251	170	100
33 Al-Naseem	76	1400	80	226	180	200
41 Sinaieyah	18	200	80	128	120	120
42 South	80	700	40	231	220	80
43 Manfouha	68	3000	20	265	140	120
44 Itaiygah	40	600	50	243	150	90
51 Irgah	17	350	110	213	200	200
52 Dariyah	13	300	35	131	90	50
71 East	32	200	38	90	90	100
City Total	911	5000	5	352	250	300

Table 14. Distribution of land prices in Arriyadh, 1986.

Source: ADA., DELTA Studies, Technical report, p.225.

The new palace will continue these same functions as the governor and his deputies will move their offices to the Justice Palace.<sup>49</sup> The Justice Palace covers an area of 11,350 Sq.M. The total built up area is 35,000 Sq.M.

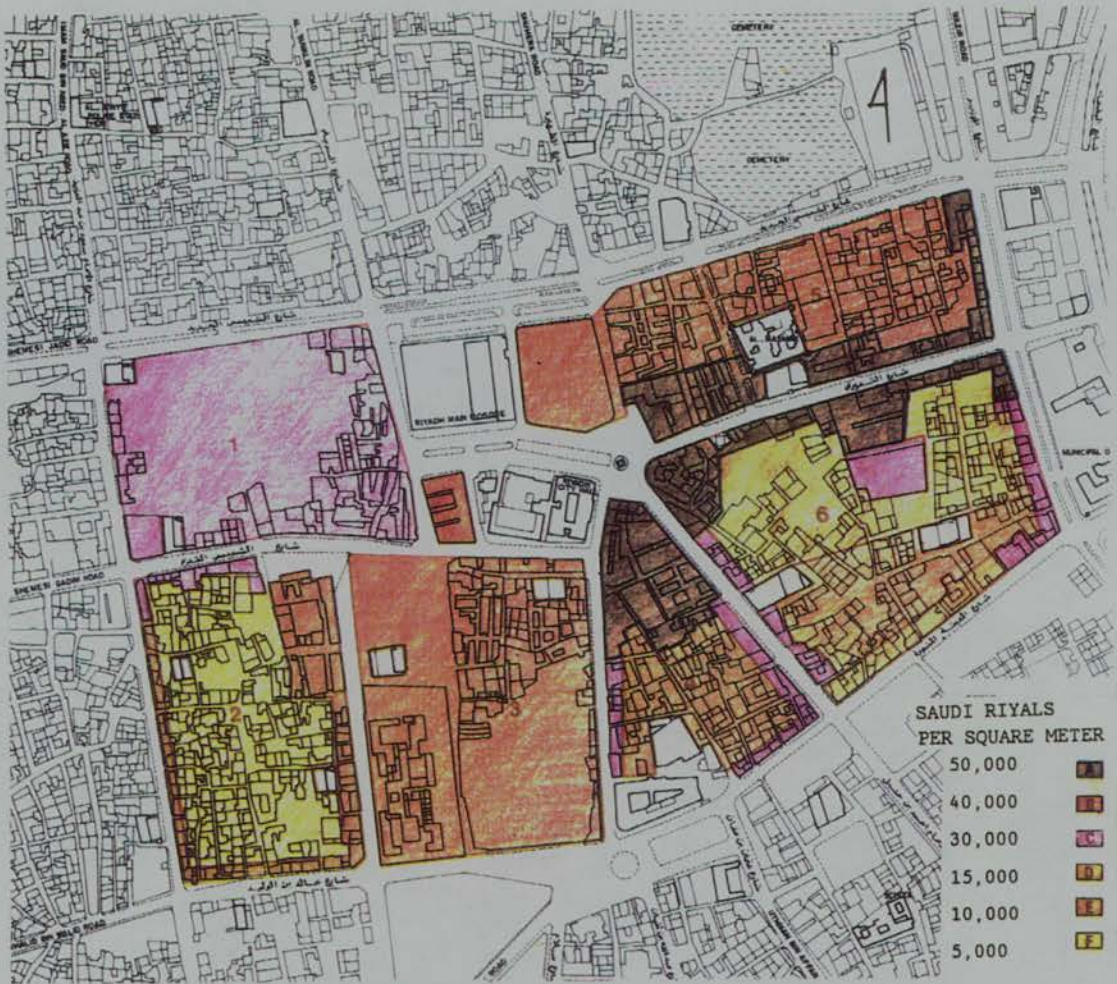


Fig.81 JPD Land value, 1980.

Source: Beeah group, Preliminary studies, p.20

	1968	1977	1986-87	1990-91
Batha St.	29,300	42,700	88,100	88,500
University St.	19,700	46,300	64,600	68,600
K. Fahad Rd.	2,800	18,000	43,800	140,000
Maather St.	2,000	29,900	57,300	58,900
Makkah Rd.	4,000	28,500	113,700	145,500

Table 15. Traffic volume trends, 1968-1991.

Source: ADA., Arriyadh Transportation Unit.

### 3.2.1.3- THE JAMIE MOSQUE:

The Jamie Mosque is called the Jamie of al-Imam Turki Ibn Abudulla who is believed to have built the first mosque. The Jamie covers an area of 16,710 Sq.M. The total built up areas are 24,400 Sq.M. Beside the traditional functions of the mosque it accommodates the regional offices of the religious Guidance group and the presidency for religious research and consultation. The mosque can accommodate almost 15,000 worshippers. To liven the maidan some shops are provided underneath the arcade wall of the mosque. The new mosque will accommodate almost double the number of worshippers of the demolished mosque. In addition it will have the accurate direction of the Qibla as the old mosque's Qibla was tilted by 10 degrees.

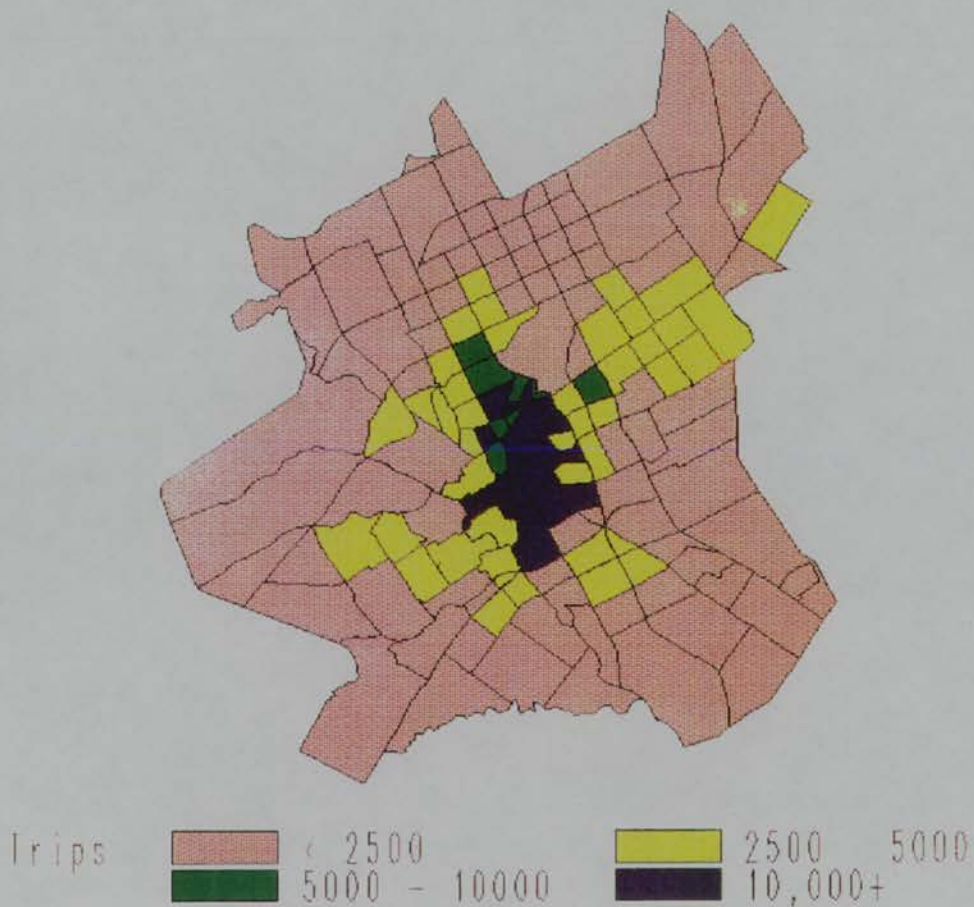


Fig.82 Origins and destinations of vehicle trips, 1990.

Source: ADA. Arriyadh Transportation Unit.

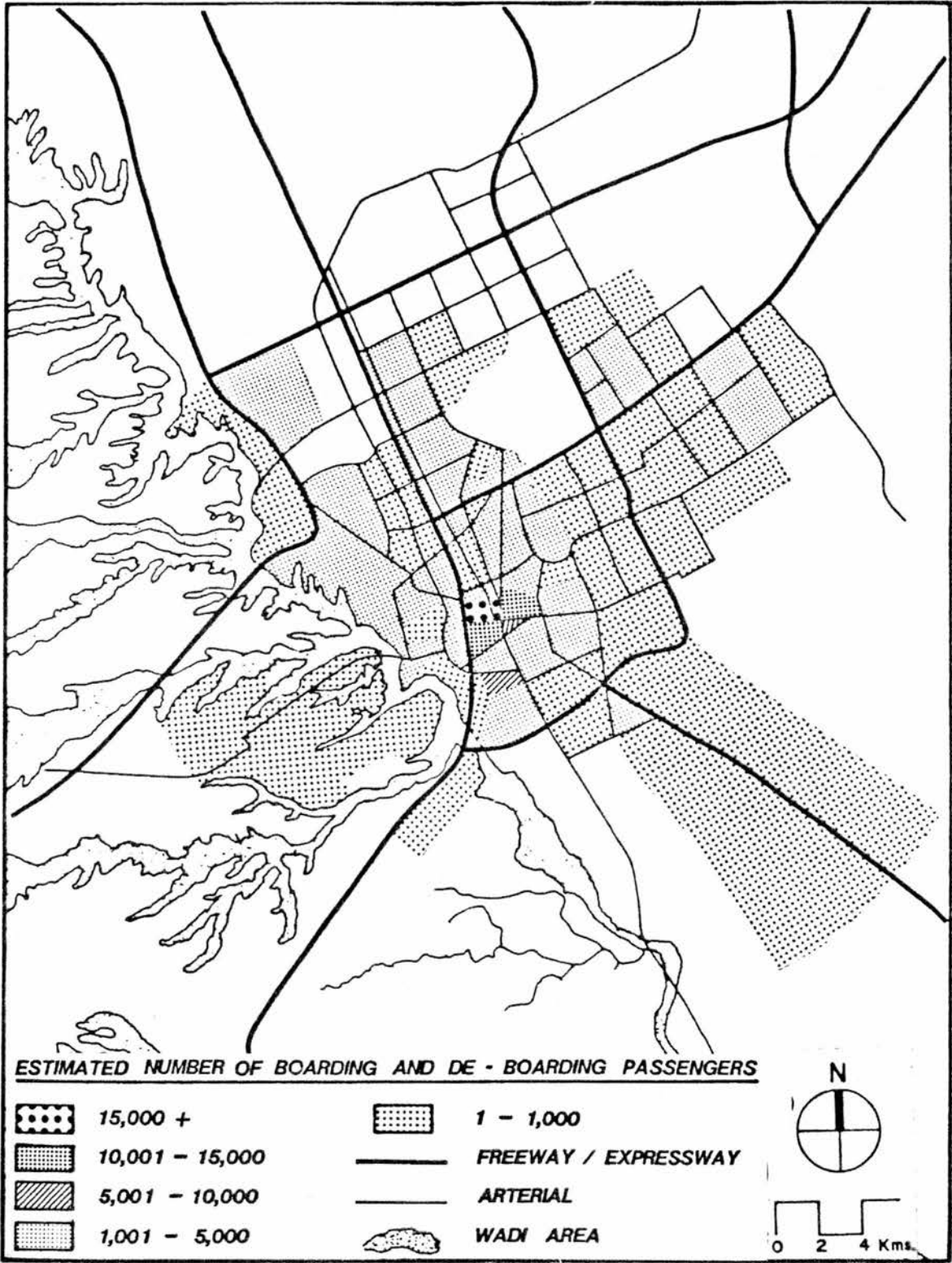


Fig.83 Estimated public transport passengers.

Source: ADA., DELTA studies, technical report, p.190.

#### **3.2.1.4- THE PUBLIC OPEN SPACES:**

The main open space is al-Adl square (maidan al-Adl). It covers an area of about 18,500 Sq.M. The maidan is considered as a facility for informal gathering, religious assembly, itinerant commercial activities and public execution of criminals. Parking spaces were provided originally under the maidan but cancelled later for security reasons. The maidan represents a harmonious interaction between religious, governmental, cultural and commercial functions in the rehabilitated core of the city. The daily activity of the maidan is to link between the commercial areas (Fig.84).

There are three other main open spaces within the second phase of the JPD development. Assidrah square, which covers 12,000 Sq.M., provides a gathering space opposite to the public entrance to the Emirate and the Justice Palace. At the same time, it will also serve the surrounding commercial areas and the future developments in the private areas. Al-Musmak open space covers 15,000 Sq.M. Originally, it was bounded by the cultural centre and is proposed to accommodate cultural outdoor activities. Al-Safat square is the most formal open space. It is bounded by the mosque and the Justice Palace and the traditional bridges linking the Jamie Mosque with the Justice Palace, which will be rebuilt. The square acts as the formal royal entrance to the Justice Palace.

#### **3.2.1.5- THE NORTHERN ARCADE:**

The functions of King Abdul Aziz cultural centre were a subject of questioning by some members of the High Commission. They felt that other facilities proposed in the city are more than adequate to incorporate cultural centre functions. Others argued against the building favouring a complete exposure of al-Musmak to Shemaisy street, which contradicts with the ADA concept. Despite these objections, the design of the project was completed and bids were received for its construction. Due to budgetary limitations, however, the project was cancelled.



The building is an important urban element; it was supposed to provide an urban edge to the maidan al-Adl and Shemaisy street. It should have also maintained the special flow of open spaces. Several functions were proposed instead but none was found acceptable. Instead of the cultural centre and awaiting for a suitable replacement, a screen wall with some retail spaces is being constructed to enclose the maidan and provide a solid edge on Shemaisy street.

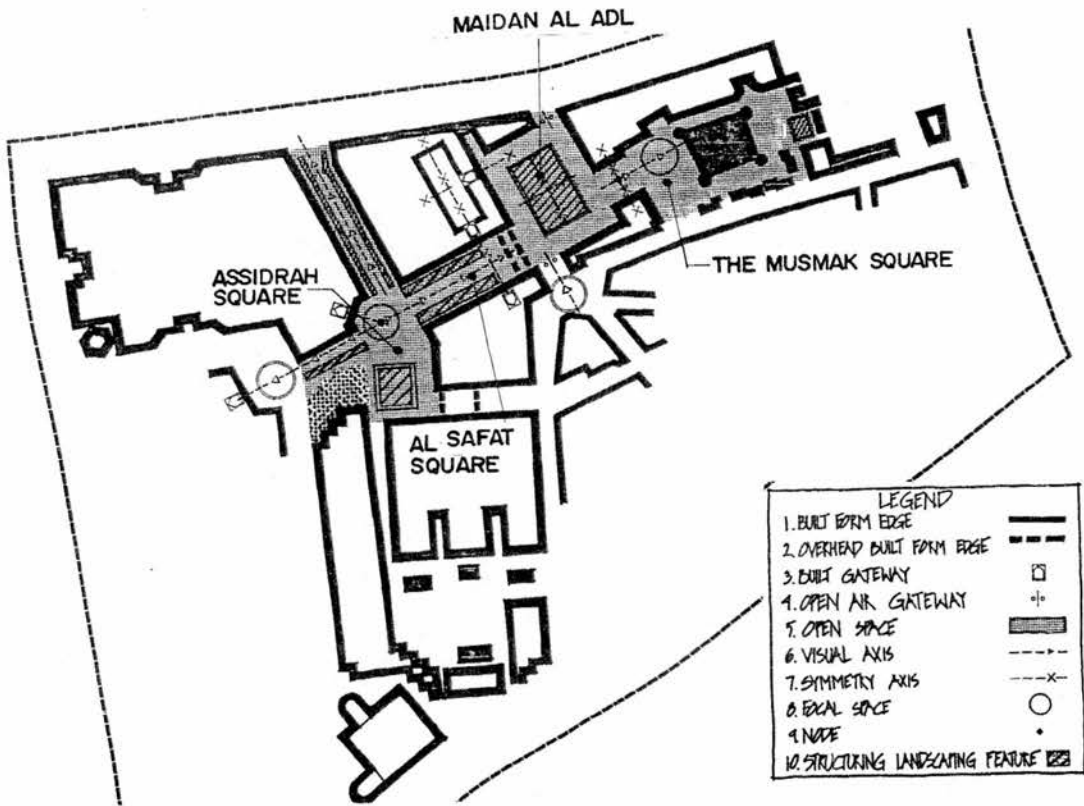


Fig.84 ADA's plan, Geometric order of open spaces.

Source: Saudi consulting services, Planning and design of public open space, landscaping and infrastructure, Preliminary design report V.1.

### 3.2.2- COMMERCIAL DEVELOPMENTS:

To complete the government core and in order to encourage private investors several developments were started by semi public agencies. The first development was al-Deerah market, which covers an area of 10,000 Sq.M. and provides 449 shops of different merchandises. It was developed by al-Meglya company and was completed in 1986. The largest development is al-Meglya commercial centre. It covers an area of 40,400 Sq.M and provides buildings of a total area of 125,000 Sq.M. including 1,070 shops. It provides about 1,700 parking spaces that will service some of the needs of the JPD. Al-Meglya centre provides shopping areas, offices and residential units. Almost 50% of the project was completed in 1990 and the remaining parts will be completed by the end of 1992.

In order to reduce the gap between the eastern and western commercial areas interrupted by the administrative complex, al-Safat market has been provided at the southern side of the maidan (Fig.85). It covers an area of 2,400 Sq.M. and provides 39 shops. This market is designated as a gold market. It was constructed by a semi government agency, the Endowment Fund, and is now called Endowment Charity market. The project was completed in March 1992. A traditional market east of al-Musmak was designed to provide 154 shops in a traditional enclosure of the historical buildings. The project is suspended due to lack of funds and to unresolved disputes about the necessity of exposing al-Musmak to the street.

New Swega market was completed in 1988. Originally it was proposed as a large shopping centre. Due to the immediate need for shops to accommodate the markets that had to be demolished as part of the second phase development and as part of the ADA markets relocation plan it was built as a one storey traditional market. It has the advantage of guaranteed tenants. This project is more effective in encouraging commercial development in the area as it was developed by a private investor. It covers an area of 9,900 Sq.M. and provides 262 shops.

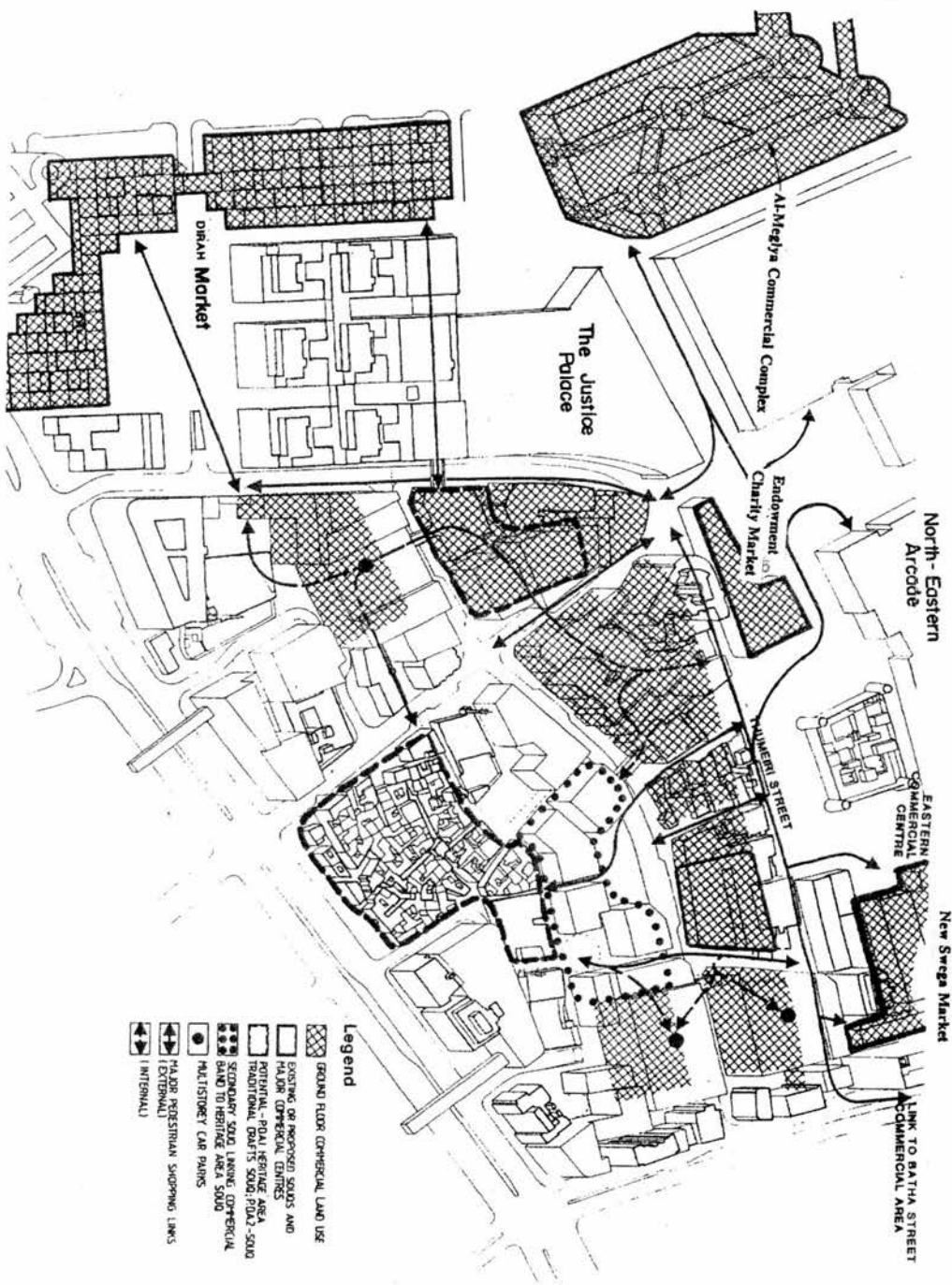


Fig.85 ADA's Plan, Commercial band.

Source: Saudi consulting services, Development of the JPD private areas 1 and 2, Preliminary urban design, V.1, Fig.A.

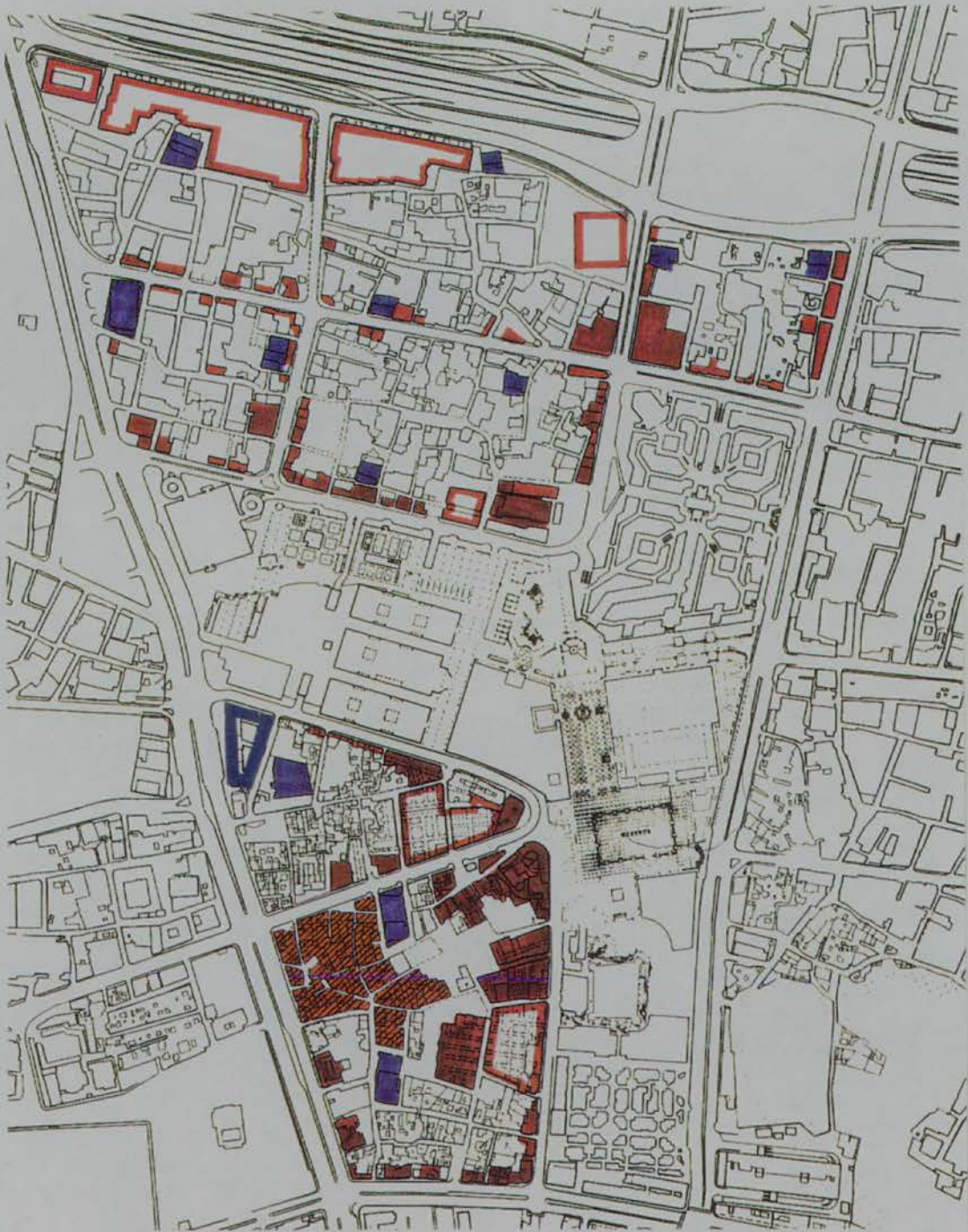
### **3.3- THE PRIVATE AREAS:**

The private areas within the JPD cover an area of 32 hectares comprising about 1,200 different ownerships. The development of the private areas might well be the most challenging and critical part of the JPD development programme because of the complexity of land ownership. Most lots are less than 100 Sq.M. and the houses have been so divided that in some cases even parts of single rooms have a number of owners.<sup>50</sup>

The 34.8% vacancy rate within the boundary of the sub-municipality of al-Deerah is of the highest in the city (Table 16). The highest percentage of residential units in disrepair in the city ,46.5%, is within the same sub-municipality's boundary (Table 17). Decayed mud houses, typically in the middle of the blocks, are surrounded and partially encroached upon by modern construction of diverse scale, height, use and quality (Figs.86,89). Neglect and obsolescence have created slum conditions in the area. The roads in the private areas are too narrow to allow smooth vehicular traffic. The private areas can be divided to seven discrete areas, each bound by roads from all sides (Fig.87)(Table 18).

#### **3.3.1- PRIVATE DEVELOPMENT AREA 1:**

This area covers 70,710 Sq.M. of which 16% are governmental lands. The derelict and deteriorating structures in the area, which were removed and used as temporary parking lots, cover 45% of the area. The active commercial and residential buildings cover 25% of the area. Commercial activities occupy the ground level on Thumairy Street and the main gold market. This area includes al-Duhu area, which contains the last remaining semi complete traditional urban fabric within the boundary of the old city wall. Approximately 50% of the developable private lands in this area belong to three land owners. They showed interest in developing their properties giving the opportunity to adjoining smaller property owners in the area to participate with them in development.



- Commercial areas
- Public buildings
- Al-Duhu heritage area

Fig.86 Active zones of the JPD private areas.  
Source: ADA.

### 3.3.2- PRIVATE DEVELOPMENT AREA 2:

This area covers 40,540 Sq.M. of which 24% are governmental and services lands. It contains the main court complex and some distinguished traditional trades such as rugs, shoes and antiques. The area accommodates some unoccupied low quality commercial buildings, never used since their construction.



Fig.87 location of the JPD private areas.

Source: ADA., March of development, p.53.

### 3.3.3- PRIVATE DEVELOPMENT AREA 3:

This area covers 52,600 Sq.M. It contains the largest percentage of derelict buildings; approximately 70% of the area. About 80% of the properties in the area are privately owned by around 200 owners (Fig.88). It includes some commercial areas on road frontages mainly for wholesale of food supplies and a meat market. As a result of the redevelopment of al-Deerah market across the street, initiatives to develop the street frontage sites have started.

sub-Municipality	Residential Dwelling units		Vacancy rate
	total	occupied	
Al Deerah	59,064	49,842	15.6
Al Olaya	29,761	27,753	6.7
Al Malaz	28,330	24,378	13.9
Al Bat'ha	28,535	24,131	15.4
Al Mat'her	13,704	13,181	3.8
Hay Assafarat	591	575	2.7
Oraija	28,599	26,792	6.3
Al Shamal	16,977	16,069	5.3
Arroudah	23,104	20,488	11.3
Al Naseem	32,072	29,688	7.4
Al Slay	4,349	3,692	15.1
Al Janoob	17,590	15,952	9.3
Manfoohah	40,136	34,927	13.0
Itaiyqah	21,536	19,883	7.7
Al Hair	958	958	0.0
Irgah	922	897	2.7
Dir'iyah	3,044	2,923	4.0
Arriyadh	349,272	312,129	10.6

Table 16. Vacancy rate by sub-municipality, 1990.

Source: ADA.

#### 3.3.4- PRIVATE DEVELOPMENT AREA 4:

This area covers 28,500 Sq.M. of which 21% are governmental and services lands. 35% of the area are derelict and deteriorating buildings. Most of the standing old structures are used as warehouses.

Sub-municipality	Number of buildings
-Al-Deerah	11519
-Al-Olaya	120
-Al-Malaz	348
-Al-Batha	9597
-Al-Mathar	400
-Hay al-Safarat (D.Q.)	0
-Al-Oraiija	275
-Al-Shamal	292
-Al-Rodah	202
-Al-Naseem	340
-Al-Slay	418
-Al-Janoob	969
-Manfouhah	5816
-Itaigah	710
-Al-Oraidh	10
-Al-Hayer	176
-Irgah	146
-Al-Deriya	324
-Al-Sharq	6
Total	31668

Table 17. Number and location of residential buildings in disrepair, 1990.  
Source: ADA.

### 3.3.5- PRIVATE DEVELOPMENT AREA 5:

This area covers 47,100 Sq.M. Most of the 50% governmental lands are covered by the Makkah temporary market.<sup>51</sup> Of the remainder, 35%, are deteriorating buildings or mud houses used as warehouses.



### 3.3.6- PRIVATE DEVELOPMENT AREA 6:

This area covers 52,860 Sq.M. of which 50% are deteriorating buildings. The governmental and services lands occupy 29% of the area, mainly by the northern section of the temporary market.

### 3.3.7- PRIVATE DEVELOPMENT AREA 7:

This is the smallest of the private development areas. It covers 27,800 Sq.M. It contains some of the traditional crafts and unoccupied commercial buildings. The governmental lands are about 15% of the area and the deteriorating structures cover about 40% of the area.

Area	Number of shops	Number of apartments	Number of houses	Number of offices	Vacant shops
1	533	310	20	39	00
2	355	30	3	4	34
3	113	67	7	2	00
4	67	63	3	2	40
5	37	12	15	2	10
6	61	41	20	00	60
7	162	30	35	00	45

Table 18. Break down of land-use pattern within the JPD private areas in 1980.

Source: ADA.

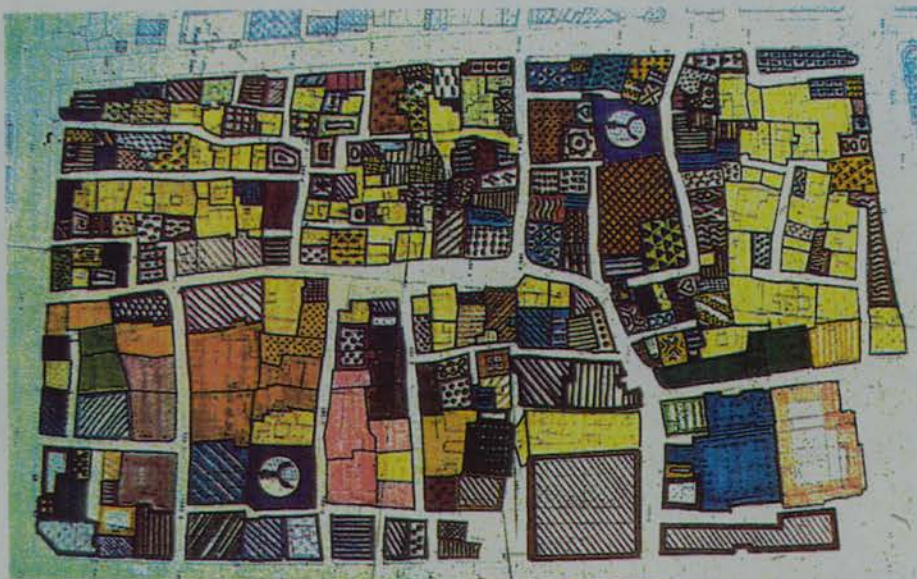


Fig.88 Ownership pattern in private development area 3.  
Source: ADA., Development of the JPD third phase, p.8.

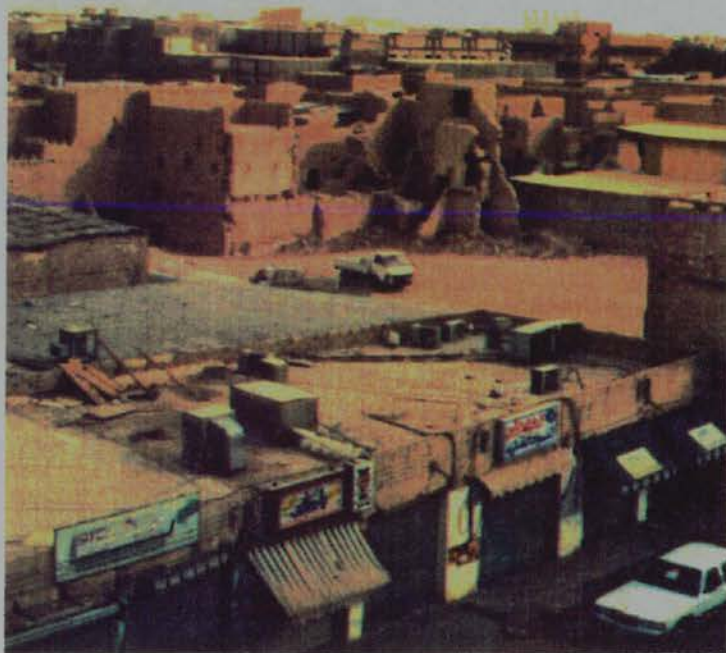


Fig.89 Commercial activities on street frontages while the internal parts are derelict mud buildings.  
Source:ADA.

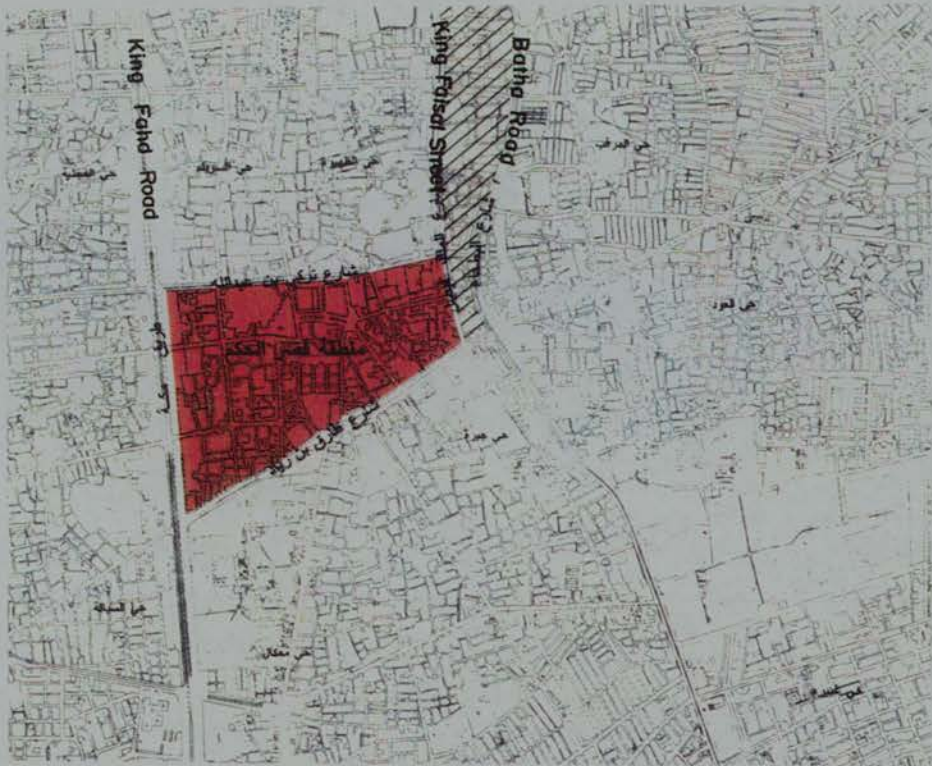
#### 4- CONCLUSION.

#### **4.1- SIGNIFICANCE OF DEVELOPMENT OF THE JPD PRIVATE AREAS:**

It is somewhat difficult to draw a finite line defining the centre of the city of Arriyadh. Both Doxiades and Scet have assumed different boundaries for the centre expanding it to cover areas like al-Murabba and the ministries district on airport road. The terms civic centre and central business district (CBD) were used. Both plans incorporated the JPD as a major part of the centre. The JPD is the nucleus of the city. It used to accommodate the traditional elements of the core of the Islamic City, the mosque, the governor's palace and the main square surrounded by the main commercial areas. During the earlier stages of the city's development it was the centre of both government and private employment. Commercial areas expanded from the JPD to areas within its vicinity and on roads leading to it and then to the new areas of the city.

Despite the vast dispersed expansion of the city and the development of new residential neighbourhoods and business and administrative areas, the JPD continued to act as the core of the city's administration. Its commercial area, with the specialised traditional markets, is still active but not as the city's dominant centre. If one has to define the present and traditional city centre of Arriyadh it is the JPD. Its boundaries are as defined by the ADA with the possibility of annexing the commercial areas on Batha and King Faisal streets (Fig.90).

The JPD gradually lost its prominence as the core of the city centre of Arriyadh. The majority of the population of the city are not dependant any more on its commercial activities. However, the area continued to act as the core for the city administrative and religious activities. The existence of the area is due to a political ambition that insisted on preserving the area possibly for political and historical reasons. The continuity of those functions in the area are the prime reason for the government development intentions. The area could have suffered severely if the administrative and religious functions were shifted to the city's new areas.



- JPD
- /// King Faisal, Batha commercial corridor.

Fig.90 Location of the JPD and the commercial areas on Batha and King Faisal streets.

Source of base map: ADA.

Several factors caused the deterioration of the private areas. The main factor was the absence of a comprehensive planning process for the city. This was supported by the deficient capabilities of the municipality where the development priority was completely ignored. The master plans assisted in shifting the commercial functions from the city centre. Land speculation limited possible development by either the government or the private sector as a result of the high land prices. Land grants encouraged people to leave the centre to the new style of neighbourhoods. The

development plans of Albini and Beeah held up the development of the area for sometime. They contributed in turning major parts, particularly residential areas, to vacant lands and dilapidated buildings. Moreover, the area missed an opportunity to redevelop, especially during the country's strong economy during the boom period (1975-1982).

The government intentions for the development of the JPD were not clearly spelt out. The apparent concern was for the continuity of the administrative and religious functions. The political decision did not rank highly the necessity and effect of the other surrounding functions in keeping the area alive. This trend was even supported when the economy of the country started declining. Although the ADA's plan encourages the development of the private areas, it concentrated on the development of the government core.

The development of the private areas is an essential part of the rejuvenation of the JPD. They cover larger areas than the government and religious functions and will hence dominate the government's development. It will be the encloser of the government core and will determine the identity of the city centre. It will preserve the little left of its traditional fabric. The government investment in the area needs to be supported by some additional spending in the private areas for immediate improvement works and to make the private development more viable. The JPD redevelopment will not be effective if the private areas were to develop without proper control that ensure a good standard compatible with the core of the area.<sup>52</sup> Redevelopment of the private areas is inevitably a slow and complicated process that has to be devised at the same time as the central core is being built.

Most of the old areas around the JPD were built before the construction of modern streets, and are in urgent need of improvement. They cover larger areas than the JPD and most of the people living there are Saudis. They are densely populated and provide an unacceptable level of infrastructure and other urban amenities. Careful attention should also be given to the development of the deteriorated area surround-

ing the JPD. It is expected that the development of the JPD might reverse the decline of these deteriorating areas.

During the development stages of the city, attention was not given to the preservation of the traditional urban heritage. The city has lost valuable traditional areas which were not then highly considered. There was no appreciation of the need for preservation of a completely intact urban area that represents the quality of traditional urban style. Only a few free standing buildings were preserved, mainly for political purposes, such as al-Murabba Palace and al-Musmak Fort. The ADA's concern with preserving the traditional heritage is reflected in the design of the public buildings in harmony with the traditional architecture and in rebuilding traces of the old city wall and four of its gates. Nevertheless, no process is yet developed for the development of traditional areas, particularly the heritage area of al-Duhu located within the boundary of the old city wall.

The following chapter will review comparable developments in and outside the city of Arriyadh. It will also address the development prospects of the JPD private areas.

## NOTES TO CHAPTER III:

1. The JPD has several names. The most popular are al-Deerah which, refers to the famous traditional markets or al-Safat which is the main square. The area was given the title of the JPD by the consultant Studio di architettura Albini who was commissioned to study the area in 1976. He used it to refer to the governor's palace in front of which criminals were executed. The title JPD has continued to be used by all the urban development plans. It is widely used now by the public although in Arabic it is "the Government Palace District."
2. Saud Consult. Planning and design of public open space, landscape and infrastructure. Preliminary design report. Prepared for Arriyadh Development Authority, 1985. Vol 1., p.4.
3. The most important surviving monument in the city of Arriyadh. It was built in 1860, and is considered as the place where the foundations of Saudi Arabia were laid. King Abdul Aziz took over the government of Arriyadh from al-Musmak in 1902.
4. Abdullah M. Ali Telmesani. Explorations into urban structure and the impact of housing construction subsidies on residential locations: the case of Arriyadh, Saudi Arabia. A Ph. D. Dissertation, University of California at Berkeley, 1989. p.88.
5. A greater concentration of buildings accommodating administrative functions is found north of the city centre mainly on airport road where most of the ministries were located. However, these are national administrative functions.
6. Doxiades Associates. Riyadh master plan, Final Report. Prepared for the Deputy Ministry of the Interior for Municipalities Affairs, 1971. pp.3-12.
7. Ibid., p.15.
8. Ibid., p.viii.
9. Ibid., p.4.
10. Ibid., p.106.



- 11.Scet International / Sedes. Riyadh Action Master Plans: Technical Report 8. prepared for Ministry of Municipal and Rural Affairs, Deputy ministry for town planning, 1982. p.10.
- 12.Ibid., p.69, p.71.
- 13.Ibid., p.61.
- 14.Ibid., p.80.
- 15.Saleh A. Malik. Rural Migration and urban growth in Riyadh, Saudi Arabia. A Ph. D. Dissertation, University of Michigan, 1973. p.62.
- 16.Abdullah Telmesani. Ibid., pp.87-89.
- 17.Doxiades Associates. Ibid., p.12.
- 18.The market east of the Jamie Mosque was demolished in 1974 to provide a car park.
- 19.Studio di Architettura: Franco Albini, Franca Helg and partners. Kasr-El-Hokm Area redevelopment project, Riyadh-Saudi Arabia. Phase 1, Final architectural design. 1975.
- 20.Nawal M. Ismail. "Change in the central area of Arriyadh" In: Addarah magazine Issue No.2, October 1982, p.15.
- 21.Francesco Tentori. "From Architecture of Petro Dollars to Architecture of man, Restructuring of Kasr El Hokm Area, Article in: Lotus international, Vol.18, p.106.
- 22.Studio di Architettura: Franco Albini, Franca Helg & Partners. Kasr-el-Hokm Area Redevelopment Project, Feasibility Study. 1976. Section 3/1/1.
- 23.Ibid., p.4.

24. The redesign contract of the administrative complex was signed in 1980 for a duration of five months. It took the consultant more than 18 months to complete the design.

25. Saleh al-Hathloul and Ali al-Shuaibi. "The Justice Palace District, Riyadh. In: Designing in Islamic Cultures 4: Continuity and change. (Cambridge, Massachusetts: The Aga Khan programme for Islamic Architecture, 1984). p.37.

26. Ibid., pp. 38-39.

27. Ibid., P.42.

The consultants used several unconvincing arguments to justify their limited approach to the J.P.D. development. Following is their justification for the two storey on grade parking under the whole area:

So we decided we should try to spread the parking over the whole area by putting it under the buildings. However, sufficient space required two levels of parking. When we calculated the amount of excavation required for two levels of parking we found that it would take about one hundred trucks shuttling in and out of the area for an entire year to move the earth. We then thought of putting parking on ground in two levels, with a level above that for pedestrians.

This justification contradicts with their claim of the possibility of staging the development, which should mean a lesser number of shuttling trucks and different alternatives for parking. Another illogical justification is the following, regarding demolishing a real traditional area and rebuilding it on the pedestrian level:

We then studied the possibility of what to do with the two clusters of old buildings we had proposed to preserve. Elevating the main pedestrian level to about six meters above the ground level had left the historic buildings at parking level. We suggested that they be surveyed and reconstructed at the pedestrian levels.

28. Ibid., pp.41-42.

29. Beech group consultants. Urban design, Technical report no.4: Urban design regulations. Prepared for the Office of Redevelopment Project of the J.P.D. p.1.

30. Saleh al-Hathloul and Ali al-shuaibi. Ibid., p.43.

31. Beeah group consultants. Urban design, Technical report no.3: Urban design implementations. Prepared for the Office of Redevelopment Project of the J.P.D., p.45.

The consultant proposed the following financial requirements:

1- Cost of land acquisition for public uses	SR. 0.8 billion*
2- Cost of land acquisition for private uses	SR. 1.74 billion
3- Total	SR. 2.5 billion
4- Rehabilitation cost	SR. 0.46 billion
5- Service cost	SR. 0.7 billion
6- Cost of public buildings	SR. 0.7 billion
7- Private buildings	SR. 2.6 billion

\* The Sterling Pound equals approximately SR.7.

32. If the area was to develop without overlapping between development stages, the development period will be as long as 25 years.

Beeah group consultants. Ibid., p.90.

33. During the 1960's a clock tower was built in the JPD close to the Emirate building. Despite some views of the inadequacy of that element in the area because of its style, the ADA insisted on preserving it as it has acquired enough recognition as a land mark. It will also be a reference point to the historical urban change in the area.

34. Saud consult. Planning and Design of public open space, landscaping and infrastructure. Prepared for Arriyadh Development Authority, 1988. V.1, p.12.

35. The cultural centre was originally proposed by Albini to supplement the cultural functions of al-Musmak. Its programme included arts and crafts workshops, auditorium, exhibition spaces and a library.

36. A.D.A. High Executive Committee. Minutes of meeting No.83, 1989.

37. Beeah Group Consultants. Urban design, technical report No.4: Urban design regulations. Prepared for the Office of Redevelopment Project of the J.P.D., p.5.

38. The International School was originally planned to accommodate students of the non Arab diplomats. It took the diplomatic core some time to discuss what schooling system the school should follow. As no decision could be reached, the ADA found that the school could not be viable as an international school which is privately run in the Kingdom. It was decided to convert the school to the Saudi system. It is now a private school run by King Faisal foundation.
39. The DQ master plan suggested developing a diplomatic club as a private facility for the sole use of diplomats. The club was constructed but neither the government nor the diplomatic core wanted to absorb its high running cost. The HEC decided later to convert it to Tuwaiq Palace, a facility that will serve citizens of the city and the quarter.
40. Originally called the sports club. The title was changed to avoid distinction of the facility for the use of diplomats and to insure public access to it from within and outside the DQ. The sports facilities were initially planned as groups of scattered buildings in a park setting that is connected to the pedestrian network of the DQ. This was changed for security reasons and the facilities were surrounded by a fence.
41. The DQ fire station is the only station in the city designed and built for this use. All other fire stations including the major ones are in rented buildings.
42. The government services complex was designed to accommodate the DQ administration, post office, offices for utilities agencies, the Friday mosque and a library. The office spaces are currently being used as offices for the headquarters of the HC and the ADA.
43. The DQ landscaping and the main central plaza were awarded the Aga Khan Award for Architecture in 1989. The committee for the first time give the award to a landscape project and to the ADA in appreciation of its role in developing the project. During the same year, the DQ central spine was awarded the award of the organisation of Arab cities.
44. These are most of the embassies that are likely to build their headquarters. Most of the rest are for poor countries that cannot afford to build.
45. The director general of the Bureau for the Development of the MFA and the DQ was a member in the HC and in the HECJPD. He was not however, a member of the DQ HEC.

46. The allocation of the whole old airport site was approved by the King who has also directed the conversion of the site to a city park. Afterwards, the HC managed to seize only 50% of the site. The remaining part is still occupied by a military base which should move to another location in few years. The King asked that he should be directly informed about the development of the public park. The request for the approval of the master plan was addressed to him more than five years ago. No response is received yet.
47. Gross density is measured in terms of the number of dwelling units per total area including all developed and vacant land and streets. Net density is measured in terms of the number of dwelling units per area used for residential purposes.
48. Scet International\Sedes. Riyadh, Execution Plan for 1400, Technical report 11. prepared for Ministry of Municipal and Rural Affairs, Deputy ministry for town planning, 1982. pp.10-11.
49. A royal decree has established official royal palaces in the different cities of the Kingdom. In Arriyadh, al-Yamama Palace is the royal palace. It accommodates the courts of the king and his deputies and the Consultative Council. The city centre palace will be for recognition and condolences.
50. Saleh al-Hathloul and Ali al-shuaibi. Ibid., p.43.
51. The administrative complex was developed on the ground of the traditional Assidrah market. As part of the rehabilitation plan proposed by Beeah group, a temporary market was developed in 1980 to accommodate the commercial activities of Assidrah market.
52. Saud consult. Ibid., p.85.

## CHAPTER IV

### DEVELOPMENT OF THE JUSTICE PALACE DISTRICT PRIVATE AREAS

1- COMPARABLE DEVELOPMENTS OF PRIVATE AREAS.

## **1.1- INTRODUCTION:**

The development of the second phase of the JPD development plan enforced the government intentions for the rejuvenation of the district. The proper development of the JPD private areas will determine the success of the development plan of the ADA. However, the development is more complicated than the development of the JPD second phase as it will require the involvement of the private sector. This chapter will review comparable development in different cities. It will discuss and evaluate such developments in order to determine an approach to the development of the JPD private areas. The development of the private areas might be obstructed by the resistance of some land owners to participation in the development. This chapter will also review ownership rights in Islam in order to suggest a moderate interpretation that will propose better means to force resisting owners to be involved in the development plan of the private areas. The chapter will finally review the future development prospects of the private areas and the viability of the development.

## **1.2- EXPERIENCES IN THE CITY OF ARRIYADH:**

Several methods were practised in Saudi Arabia for the development of private urban areas. Some cases were exercised in the city of Arriyadh. They varied from total development by the private sector to joint development by the government and the private sector. The involvement of land owners, which is one of the main obstacles in developing the JPD, either was not practised or did not succeed in most of those experiences. Nevertheless, the experiences provide a perception of trends of development of private areas that might contribute to detecting an approach to the development of the JPD private areas. Following is a brief review of experiences in the Justice Palace District, the city of Arriyadh and other cities in and outside the Kingdom.



## **1.2.1- IN THE JUSTICE PALACE DISTRICT:**

### **1.2.1.1- COMMERCIAL COMPLEXES COMPANY:**

The Office of Redevelopment Project of the JPD presented to the HC on February 2nd., 1980 the idea of establishing a joint stock company for the development of al-Meglya area. The area was already acquired by the municipality for developing it as part of the proposed grand project designed by Beeah Group Consultants. The idea of establishing the company resulted from the objection of original land owners to the value of the compensation they received, which they argued was extremely underestimated and was even below the market price. They also objected to acquiring their lands for a commercial development, which they claimed could have been developed by them. In addition, the Office of Redevelopment Project of the JPD suggested that such development was too large to justify developing by the government.

Based on a preliminary economic feasibility study for the development of al-Meglya area, the HC approved on June 17th., 1980, the establishment of a joint stock company. Initially, original land owners only were given the chance to participate in the company beside the municipality, which was to participate with the value of the land. Afterward, the HC decided to allow an open public subscription where the priority would be given to the original land owners. The charter of the company was approved by the HC on September 22nd., 1981. It expanded the development concession to cover the whole city of Arriyadh. The company's proposed capital was SR. 1.5 billion (214 million Pounds).

Despite the High Commission approval, the company was faced with continued resistance from the original owners of the first proposed site, al-Meglya, to participate in the company. Consequently, the HC opted to abandon the idea of establishing this company. The initial acceptance of the HC for involving original land owners in the development company was mainly to absorb their objection

against the government justification of acquiring their lands. They argued that the government had acquired their properties for public benefit interest, which in the common public understanding is only for very obvious public benefits. Expropriating their properties for such benefits and giving it to other private developers was not accepted favourably by them.

On July 10th., 1982, the king ordered that the Saudi Real Estate Company should develop all lands of commercial viability in old sectors of the city. The HECJPD decided then that the development strategy of the JPD should be based on this royal decree. Afterwards, the HC found that the Saudi Real Estate Company was reluctant and not prepared to execute the royal decree because of its involvement in developing several commercial centres in the city. The HC started looking for other means to develop al-Meglya area.

#### **1.2.1.2- THE SAUDI COMPANY FOR AL-MEGLYA COMMERCIAL COMPLEX:**

As a result of the unsuccessful experience with the Commercial Complexes Company, and insisting on private participation in developing the JPD private areas, the HC started the process of establishing a limited liability company for the development of al-Meglya area. The HC thought that dealing with semi government agencies would be less objectionable to the land owners. In addition, dealing with a limited number of agencies in the form of a limited liability company would be less problematic than establishing a joint stock company. Negotiation started with the Pension Fund, General Organisation for Social Insurance and the Saudi Real Estate Company. They are all government or semi government agencies except the Saudi Real Estate Company, which is a joint-stock company in which the government or semi government agencies have the majority of shares, with only 14% as public shares. An agreement was finally reached in 1985 between these agencies and the municipality, whose participation was with the value of the land, to establish a limited liability company called the Saudi Company for al-Meglya Commercial

Complex. The company's capital is SR. 100 million (14 million Pounds) divided equally between the partners. The difference between the estimated land value of approximately SR. 204 million (29 million Pounds) and the municipality's share was considered as a loan from the municipality to the company.

The project includes commercial, residential and offices and is under construction as part of the JPD second development phase<sup>1</sup>. Approximately 50% of the project is completed and opened. The company was assured that the municipality will demolish the temporary market built on King Fahad road upon the completion of al-Meglya project. It was also assured that no comparable development will be allowed within the vicinity of the project. Based on that, the company was given the opportunity to redevelop al-Deerah market on the land of the traditional vegetable market. This was to accommodate some of the traders in the area as a part of the ADA markets relocation plan in the JPD. Later, the company was given the opportunity to develop al-Safat market. The company decided not to develop the new market but objected to its development by others and argued that it should be deferred for its consideration at a later date.

#### **1.2.1.3- NEW SWEGA MARKET:**

During the work of Albini on the JPD development plan, three land owners agreed to jointly develop a modern commercial centre on their lands east of al-Musmak Fort. In order to assure full coordination with the adjoining proposed government development, the owners were directed to assign Albini to design the project. The design was completed, a building permit was issued and construction started with the excavation for basement car parking. Based on an objection to the obstruction of the view of al-Musmak caused by the project, excavation was halted. This incident and the linkage of the project with the JPD development plan were unfortunate. The project was delayed till the preparation of the plan of the Office of Redevelopment Project of the JPD was over. Because of the development freeze in the area, the owners cancelled the project.

One of the owners who possessed a reasonable part of the site decided to go along with the project. He started purchasing and consolidating properties till he almost owned the area of the old project. During the process of the final design of the JPD second phase, the ADA recognised the need to maintain the optimum possible number of traders in the JPD. The ADA advised the owner to develop an interim (minimum 5 years) commercial centre that would accommodate most of the shops in Swega area that would be part of the main square. With primitive and conservative estimates the project was a uniquely viable investment. The site area of the centre is 12,400 Sq.M. with an estimated value of SR. 80 million (12 million Pounds). The construction cost was SR. 24 million (3.5 million Pounds). The project was completed at the end of 1989 and was immediately occupied. It was given the name of new Swega market. This project was completely privately developed. The government support was in the design and supervision of the project and in relaxing some of the building regulations such as the provision of adequate number of parking spaces.

#### **1.2.1.4- ENDOWMENT CHARITY MARKET:**

The ADA planned al-Safat market at the south eastern corner of the main square to provide an urban edge for the square and link the commercial areas east and west of the square. It was assumed that the market would be constructed as part of the second phase of development. Due to budget limitations, the project was given lower priority and was deferred to be developed at a later stage. In recognition of the need to develop this market for aesthetic and functional reasons, the ADA offered its development to the Saudi Company for al-Meglya Commercial Complex, which rejected the offer, as previously stated. The development of the project was then offered to the Endowment Fund, which is a governmental body and at that time was looking for investment opportunities in the JPD. The Endowment Fund appreciated the project's apparent viability and accepted to develop it. The project was called the Endowment charity Market.

The land for the project was originally acquired by the municipality who tried to stop its development. It suggested that it should either participate in the development or be paid a high price for the land. The Endowment Fund found that the project would not be viable for collective development. The ADA helped selling the land to the Endowment Fund by convincing the Chairman of the HC to accept a price for the land comparable to that estimated for the municipality's participation in al-Meglya Company. The price was far less than the common market price. The project was designed, tendered and constructed under the supervision of ADA. It was completed with phase 2 of the JPD development. The construction cost is SR. 21 million (3 million Pounds). The prominent location of the market suggested a distinctive use for it. The market will be used solely as a gold market. All shops have been already leased for that purpose.

### **1.2.2- OUTSIDE THE JUSTICE PALACE DISTRICT:**

#### **1.2.2.1- PENSION FUND DEVELOPMENTS**

##### **IN THE DIPLOMATIC QUARTER:**

The Diplomatic Quarter master plan stated the need in the quarter for office, residential and retail spaces, essential to facilitate the move of diplomatic missions to the Diplomatic Quarter. As stated previously, the HEC limited investments in the Diplomatic Quarter to government or semi government agencies. Agreement was reached with the Saudi Pension Fund that decided to invest SR. 500 million (72 million Pounds) in the Diplomatic Quarter. The Pension Fund was offered an exceptional deal. The land was given at a very low price. In addition, the land cost is to be paid only after the developments start receiving adequate profit. Even then the cost will be paid on long term instalments. The Pension Fund has completed a sizable development of SR. 350 million (50 million Pounds). Due to the poor return of the investment, the Pension Fund decided not to invest the rest of the agreed amount in its contract with the HEC.

### **1.2.2.2- DEVELOPMENTS OF THE SAUDI REAL ESTATE COMPANY:**

The Saudi Real Estate Company was established in 1976. The company was established at the beginning of the economic boom period to fill the need for residential units. It was also expected to carry out urban renewal projects in the old areas of Saudi cities. The company's capital is SR. 600 million (86 million Pounds). The government, represented by the General Investments Fund is the main share holder of the company. It owns 65.6% of the company's shares. About 7.4% of the company's shares are held by the Pension Fund and the General Organisation for Social Insurance, which are semi governmental bodies. Banks own 12.8% of the shares. Only 14.2% of the company's shares was offered for public subscription.

The company has developed several locations in Arriyadh as residential, commercial and office complexes. All were located in the newer suburbs of the city. The company is one of the developers of al-Meglya project in the JPD. It was also selected as the project's designer and contractor. The company limited its development in the city of Arriyadh. Despite the intention behind its establishment, the company was not involved in any urban renewal of derelict old areas. Recently, it has developed as a construction contractor and a real estate manager. As stated, the king ordered in 1982 that the Saudi Real Estate Company should be involved in the development of the old areas of Arriyadh that prove economic viability. However, the company opted not to be involved in such complicated developments. It justified its resistance by claiming that the projects it was involved with used all its financial resources and no funds were available for land acquisition. As a business establishment, the company was not obliged to develop old areas while it could develop other areas in the city through easier processes and a comparable or possibly higher profit.

### **1.3- EXPERIENCES OUTSIDE THE CITY OF ARRIYADH:**

The main relevant experiences outside the city of Arriyadh are the developments in the centres of the two Holy Cities, Makkah and al-Madinah and the development of

Singapore's city centre. The central areas of the two holy cities do not reflect the image the government wants to convey to the outer world. The government started the largest expansion ever of the two Holy Mosques. The intention is also to improve areas around the two mosques. Most of these areas are composed of derelict old buildings and structures inhabited by poor owners or illegal tenants. However, some buildings were modern and of high quality but in a poorly organised setup. Houses in acceptable condition are used for housing pilgrims and visitors. Beside the expansions of the two mosques, the government will develop car parks and landscaped open squares. The government encouraged the private sector to participate in developing the private areas around the two mosques for commercial and residential purposes. To emphasise the importance of developing these areas, two royal commissions chaired by the king were established to supervise the development of the centres of Makkah and al-Madinah.

### **1.3.1- MAKKAH COMPANY FOR DEVELOPMENT AND CONSTRUCTION:**

In response to the king's directions, a private investor initiated the idea of developing an old area close to the Holy Mosque in Makkah. He and his family owned a large percentage of the proposed area. He suggested that the development of the area would provide for the increasing demand of residential, commercial and public services spaces to the pilgrims and visitors. It also would provide a more viable investment to property owners. The economic viability of the development was very explicit. The land was extremely under utilised. The value of existing buildings in the area was only about 6% of the land's value. According to the building regulations of the area, the maximum buildings height permitted for small size lots, which form the ownership pattern in the area, were two storeys only. Larger areas were allowed to go higher than 10 storeys. Shops existed only on buildings fronting main streets. The area lent itself for commercial development especially after demolishing large areas for the expansion of the Holy Mosque (Fig.91).

The investor suggested to the king the idea of consolidating properties in the area. He emphasised the benefit to the property owners of joint efforts in development. The king accepted the proposal in 1985. A royal decree was issued in 1988 approving the establishment of Makkah Company for Development and Construction. The company is a joint-stock company and was given the privilege of developing the areas around the Holy Mosque. The company's capital was determined after evaluating all properties in the area and deciding their worth in shares. The total capital is SR. 1,355 million (194 million Pounds) of which the founders maintain 60%. The rest was offered for public subscription.

The company faced several difficulties at its establishment stage. Some owners of small size properties failed to prove their ownership of the properties they have been occupying for decades. Some property owners resisted participation in the company. The area had a few endowment properties that were prevented by the Minister of Justice from being used in any form of consolidated ownership. Initially, land owners were given three alternatives; either to hold shares in the company with the value of their properties, or to accept a replacement real estate outside the area to be developed or bought by the company with the value of the property or to sell their properties to the company and receive immediate compensation by the company. Nevertheless, the king decided that owners should only be given the first option. Endowment properties in the area were exempted from the minister's decision. Non Saudi owners and tenants who failed to prove their ownership were given a fair compensation and forced to evacuate their properties.

The company's leaders worked on two parallel directions in order to assure a prompt and fast development. The first was on obtaining the political, legal, and administrative regulations of the company. The second was to work out means of solving problems on the first site, which the company initially established for its development. This process enabled the company to move to the design and construction stages as soon as the political decision was obtained. The company managed to overcome the most obstructing problem in the development of private areas; the



resistance of land owners. Owners were granted the annual habitual return of their properties during the development period, such compensations to be deducted in instalments out of the owners future shares profit. Construction work started on the first site in 1990. The site area is 19,096 Sq.M. and the area of the proposed development is 242,682 Sq.M.

### **1.3.2- TAIBA COMPANY FOR INVESTMENT AND REAL ESTATE DEVELOPMENT:**

The traditional centre of the city of al-Madinah was completely demolished to allow for the expansion of the Prophet's Mosque and the new squares surrounding it. The government has acquired areas larger than needed for the development. This was partially a result of lack of vision of the size and timing of the development. The main reasons, however, were that the government found it an opportunity to improve the general setup of the city centre. Additionally, the acquisition of these areas would relieve possible future commercial development from the obstruction of property owners reactions to the development.

The government supported establishing a development company for the areas surrounding the Prophet's Mosque. Taiba Company for Investment and Real Estate Development was proposed as a joint-stock company to develop lands mainly in the city of al-Madinah. Its main goal is to raise the capacity of the areas surrounding the Prophet's Mosque and to ascertain viable investments to land owners and share holders. The company was established by a royal decree in 1987. The company's scope of work was very extensive. It ranged from real estate investment, recreational development and tourism to agricultural and industrial activities. The announced capital of the company is 3 billion SR.(430 million Pounds) of which SR. 1 billion (142 million Pounds) were issued as shares for public subscription. The founders of the company hold 40% of its shares. About 27% of the founders' shares are held by government and semi government agencies.

The design of the company's first project was completed. It was proposed to be developed on a 5,500 Sq.M. site in the vicinity of the Prophet's Mosque (Fig.92). However, the design was based on wrong assumptions. The company assumed that it would be given the necessary lands for developments by the government, but had not sorted out with the related government agencies means of transferring land ownership to the company. The Ministry of Finance, responsible for the acquisition of properties around the mosque insisted that the company should pay the market value of the land. In early 1991, lands were auctioned and the prices received could be of the highest in the world. The average value per Sq.M. was SR. 50,000 (7000 Pounds). The company bought a site of 5,000 Sq.M.



Fig.91 Aerial view showing the Holy Mosque in Makkah after the proposed expansion and the location of the first project of Makkah Company.

Source:Hassan Gazzaz, Al-Amn Allathey Nayeshuh, p.366.

The company's and the government's approach towards developing the city centre of al-Madinah was unfortunate. The government avoidance of involving land owners in the development is unfair. Lands were acquired for the expansion of the Prophet's Mosque and people accepted moderate compensation. They possibly would not have objected for even commercial developments by Taiba Company. They however, felt mistreated when the open auction took place. Opportunity was given for the higher prices, which were mostly paid by other rich individual investors. Some of the original owners are capable of developing but they were not given the chance. The government should have examined the competence of owners of the left over lands. The capable ones should have been given the opportunity to develop according to the regulations of the urban design of the city centre. The remaining incapable owner should have been given two options; either to participate in the development company with the value of their lands or to be compensated with the market price of their lands. The objections of the land owners were rejected and they were given an exemption allowing them to participate in Taiba Company with amounts equivalent to the compensation they have received for their properties.

In most of the other development experiences, the development areas were defined before establishing the companies. Taiba Company has lost initially valuable time waiting for the finalisation of the urban design of the city centre. The major delay was caused by the relaxed attitude of the company towards development. It concentrated on banking types of investments rather than the stated purposes of its establishment. The company failed to make use of the government support. It could have requested to be given the land either at the government acquisition price or as a long term loan from the government. The company had every reason for success; the government support that the company was given is extraordinary. It was not confronted with complications of land acquisition. The company had SR. 500 million (72 million Pounds) through the founders and public subscriptions, which could have been used for land accumulation and a good size development. The lack of clarity of plans and the quality of management is hindering the future of the company.

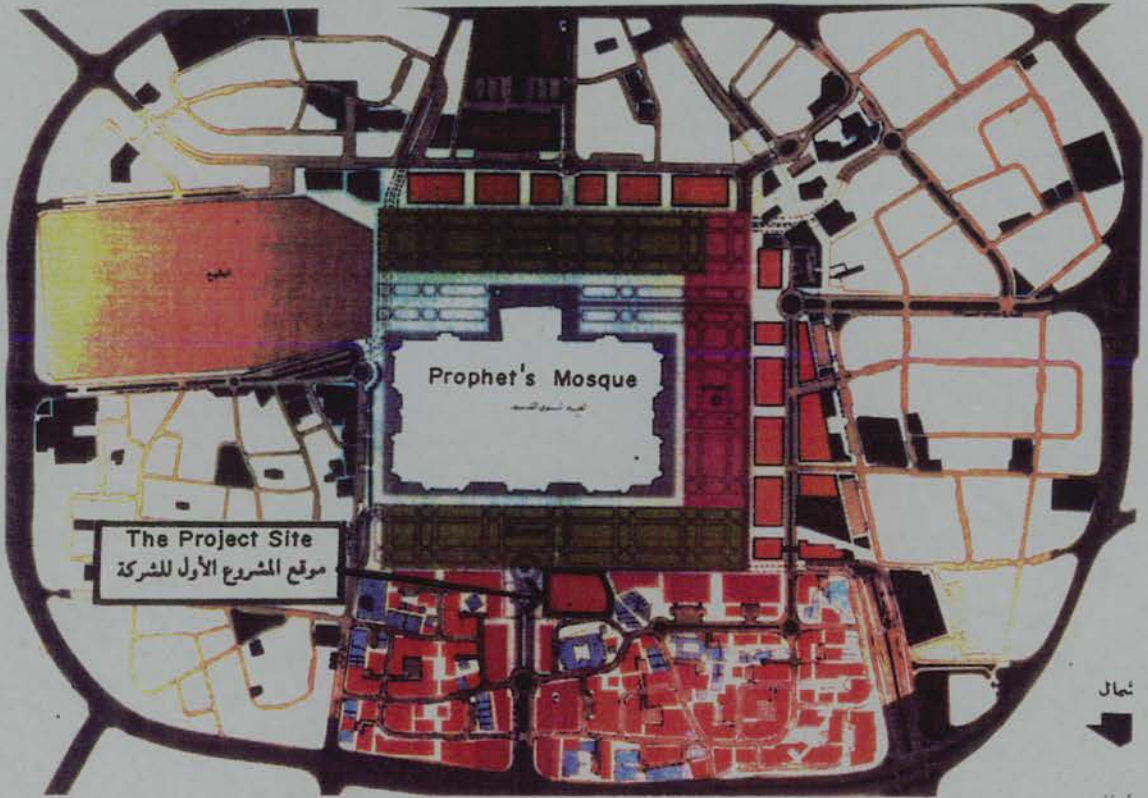
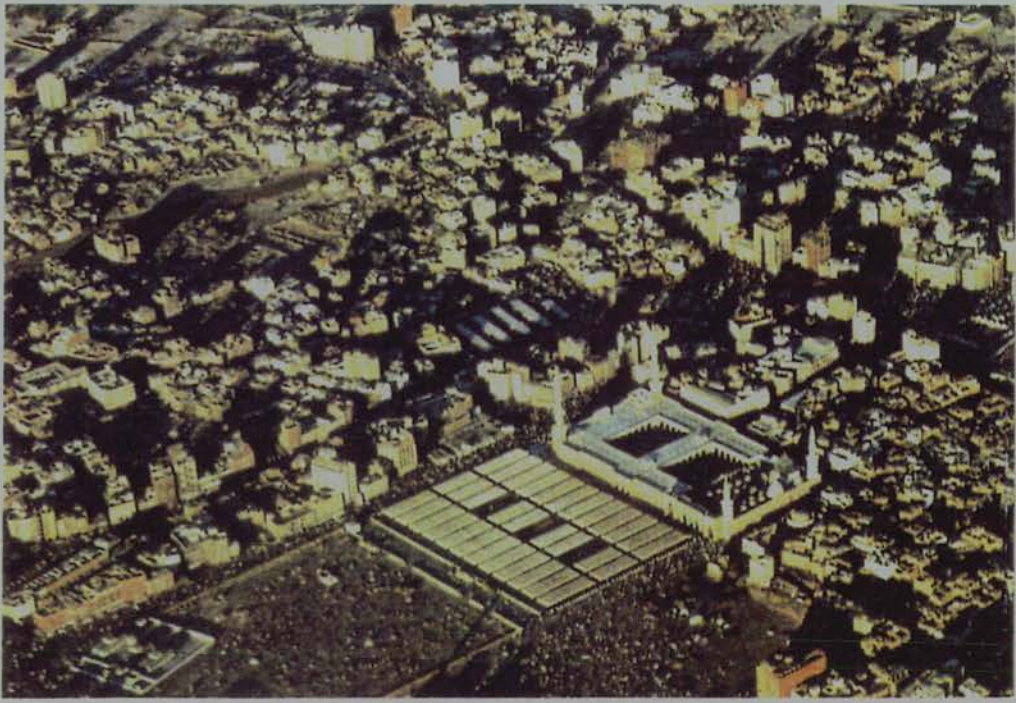


Fig.92 Location of the first project of Taiba Company.

Source: Map: Taiba Company, leaflet., Aerial photograph: Egbert Kossak and Nijar Ismail, Die arabische Stadt, neue heimat Monatshefte 2/81, p.13.

### 1.3.3- DEVELOPMENT OF SINGAPORE'S CITY CENTRE:

The city state of Singapore has a unique experience in developing its centre. Reviewing this experience demonstrates the role of political support in development. It shows the authority and powers that might be needed for the development of the JPD. The area of central Singapore is about 8 Sq.Km. It accommodates 6.7% of the city's population and 25% of its employment. The responsible organisation for the development of the city centre is the Urban Redevelopment Authority (URA). However, the mandate of the URA is more extensive. The URA was formed by an act of the Parliament and was formally constituted in April 1974. The scope of responsibilities of the URA is very much comparable with the scope of the ADA especially regarding the development of the JPD.

The main functions of the URA are to plan and redevelop the city's central area and preserve its traditional heritage maintaining a balance between old and modern Singapore.<sup>2</sup> In addition, it performs consultancy and advisory roles on urban issues for public and private agencies. The URA was also made responsible as the car parking authority in the city. The URA's main planning objectives for the development of Singapore's central area, which are controlled through a comprehensive land use plan are:

- To contribute and assist in promoting the Central Area as the trading, financial and tourist centre of the republic as well as the region.
- To improve environmental conditions, to facilitate development through the continued clearance of slums and redevelopment of run-down areas.
- To stimulate residential development with emphasis on housing variety to accommodate a mixed income group.
- To provide opportunities for the development of a wide range of social and cultural facilities.

- To develop a network of pedestrian malls segregated from vehicular traffic particularly in areas of intense urban activities.<sup>3</sup>

The mandate of the URA enables it to develop its own projects and to acquire lands for development, even compulsorily, from private or public individuals or bodies. The URA cooperates with the private sector and promotes governmental lands for sale and development after conducting the necessary studies and plans. Afterwards, it monitors the development process and schedules and supports it through coordination with other government agencies.<sup>4</sup> The URA supervise and control the provision of parking in the city and especially in its central area. It has established a law that forces developers who do not provide the required parking to pay deficiency charges that are used for building public car parks in areas in need of such facilities.<sup>5</sup> The mandate of the URA is very broad. It provides the URA with an institutionalised political support, which enables comprehensive development of Singapore's central area. Its independent status makes it the prime independent authority responsible for the development of the city's central area.

#### **1.4 THE ADA DEVELOPMENT**

##### **APPROACH FOR THE JPD PRIVATE AREAS:**

Several alternatives have been studied by the ADA in order to suggest the most appropriate approach towards the development of the JPD private areas. The studies were in light of the High Commission's policy to restrict government land acquisition to the necessary minimum, to limit the government commitment on providing public services and infrastructure and to involve the private sector in the development of the JPD. The studies also considered the general conditions of the private areas, which are mostly privately owned and the ownership pattern, which varies from one area to another. The HC has directed that the development approach of the private areas should be flexible and staged.

Initially, the ADA thought that there were two possible suitable development

alternatives. The first assumed establishing a development company for all the third phase areas, or one company for each of the seven private development areas. The second alternative assumed giving the opportunity to different developers to implement different development practices. The first alternative has the advantages of overcoming the obstacle of the large number of small properties, easy administration of development through a limited number of companies and enabling a more flexible planning and design of the area. The ADA recognised afterwards that having a single company developing all the private areas would be neither suitable nor realistic. The size of the third phase area would require enormous funds for development and land acquisition. It also would result in suspending development in the private areas for a long time. It would also reduce the possibilities of gradual development that would enable response to the market supply and demand fluctuations and deprive the capable owners from contributing to the overall development process.<sup>6</sup> The ADA thought that the proper perspective towards developing the private areas is in allowing various means of development. Individual or collective groups should work jointly to insure the development of the area and protect the rights of owners. This alternative however, has several disadvantages. Giving the chance to all interested investors and property owners to participate without any organisational framework would result in confusing the development operations. It also would disperse the development efforts and increase the government's liabilities towards land acquisition for providing the necessary services at an early stage of development.

The ADA suggested that the High Commission's prime role would be in development planning and management. This should include the preparation and updating of a development plan, regulations, and guidelines. This would be followed by close supervision and monitoring of implementation. The ADA would encourage the private sector developments by establishing direct contact with owners and investors and introducing the development plans and objectives. The ADA may conduct economic and marketing studies that will help investors in recognising the future prospects of the development. The ADA would also assist developers with technical advice and by providing information that might lead to suggesting possible feasible

means of investment. The HC and the ADA would assist developers in setting up development companies, or consolidation of properties.<sup>7</sup>

### **1.5- DISCUSSION AND EVALUATION:**

The review of previous development experiences establishes that political support is only one factor in development. It cannot work without considering other factors; administrative, financial, proper management and recognition of development conditions. In most cases, the responsible government authorities played an important role in attracting other semi government agencies, who are financially very strong, to participate in the development. Investments initiated by land owners managed to overcome development problems and start construction at a faster pace. Individual investments, usually of limited size, have the advantage of independence, quick decision making and clearer responsibility. It is essential to solve possible development obstacles ahead of development. Land owners wishes and their possible participation should not be ignored. It should be evaluated before setting the final frames of development alternatives. In developing large areas, the special conditions of smaller sectors should also be considered.

The ADA proposed development approach for the JPD private areas appears to be logical to a certain extent. It tries to work as a compromise between extremes. The approach gives different options to land owners enabling the capable ones to share in the development process. The ownership pattern, which varies between the different sectors of the private areas, might imply different alternatives to each private area according to its special conditions. However, the ADA flexible staged approach lacks clarity and definition of some aspects. As it stands, the only development condition is the minimum area permitted for commercial developments, which is around 2,000 Sq.M. Such developments are only controlled by preliminary guidelines. No urban design, land use plan or building regulations are prepared. The approach emphasises the importance of development staging. It should enable the provision of infrastructure and services through a long time span and as development



requires. Besides, it should keep the area active throughout the development stages. This is somehow contradictory. Allowing development at every part of the private areas will result in a haphazard development that could convert the whole area to a construction site with scattered developments. It will mean an immediate need for provision of infrastructure to every part under development and might create obstacles to other development means such as development companies.

The ADA prepared maximum development land use plans for each development area as guidelines for future development. The plans were prepared based on the maximum capacity of improved infrastructure and road network. Despite the northwards development of the city and the large number of commercial centres outside the JPD, no attempts were made to prepare a pre-feasibility study that would suggest the possible most suitable commercial types and range of uses. Apparently the approach goes to an extreme in trying to minimize the government role in land acquisition. The government has invested billions of Riyals in building the first and second phases of development and the arterials that will ease traffic to the area. This will encourage the private sector to develop, but the level of government involvement in improving the private areas will be the real attraction to private investments.

The ADA plan did not suggest the possible means of preserving the heritage area of al-Duhu. The development of the heritage area has always been uncertain due to the absence of any legislation that encourages or forces people to preserve traditional structures, and to the extremely high cost of land acquisition. The plan assumed that government involvement in developing this area will be kept to the minimum. The private sector has proved to be very sceptical in being involved in such expensive, doubtfully feasible and innovative investment. The Saudi National Guard showed some interest in developing the heritage area but their enthusiasm was affected when they found that the land had not been acquired by the government.

None of the previous private development experiences in Arriyadh were faced with obstacles similar to the ones in the JPD private areas. In all cases, except new Swega

market, lands were owned or acquired by the government. Developers were financially capable government or semi government agencies. Regarding experiences outside the city of Arriyadh, the experience of Makkah Company is very challenging and successful. The company's success is due to the founders who managed to work on different fronts trying to deal with several obstacles. The king's support and blessings to the development were the only governmental support extended to the company. There are some similarities between the obstacles faced at the Makkah Company's first project site and the JPD private areas. These are mainly the ownership pattern and the resistance of some owners to participate in the development or to accept an immediate compensation. The resistance of some owners is a difficulty that will always be faced in developing old areas and could hinder the success of the development. According to Shariah, owners have the right to deal freely with their properties unless that contradicts with public rights. The current practice of the Shariah Courts does not force a developer to sell his property or develop it jointly with others. In developing new Swega market, the owner tried to get the owner of an adjacent site to his development to participate in the development or to accept an immediate compensation. The market's owner could not overcome the resistance of the site owner and the ADA could not help in solving the problem. The decision was to exclude the site from the proposed development. The definition of public right is presently limited to very clear public uses. However in the case of the Makkah Company and as it was a public joint-stock company, the government was able to force owners to accept to participation in the company or to sell it their properties.

## 2- PROPERTY OWNERSHIP RIGHTS.

## 2.1- BACKGROUND:

One of the major obstacles in developing the JPD private areas is the resistance or inability of some land owners to develop or restore their properties. Most of the owners await higher prices for their properties through land speculation or government high acquisition value. They also obstruct with their small size of properties major private development in the area. The government is only involved in the acquisition of properties needed for public benefit. Acquisition of properties for commercial type of developments whether by the government or the private sector is always rejected by land owners. They argue that, according to Islam, they have the right not to develop or sell their properties. Eminent domain is "the right of the government to take or to authorise taking, with just compensation, of private property for public good<sup>8</sup>." One of the difficulties in redeveloping the JPD private areas is the dispute on the applicability of the use of eminent domain in acquiring properties by force for private developments.

There are several cases in Saudi Arabia where eminent domain was enforced in commercial development. The first was in al-Meglya area at the JPD. As stated earlier, the land was acquired by the government for development as part of the JPD development project. Initially, land owners objected to the type of development as they were not given the opportunity to participate in the development. Afterwards, they were given the chance to participate in the development of the area and were asked to form a development company. Each owner would participate with the value equivalent to the estimated value of his property. When they failed to do so, the government took a brave decision and arranged for the establishment of a development company for the area. The company was formed by several semi governmental bodies and the municipality, which participated by the value of the land already acquired. Land owners argued that the government compensation was not just, a claim that was rejected by the government.

In the city of Makkah the government forced property owners to participate in the

Makkah Development Company. In the city of al-Madinah property owners accepted the acquisition of their properties for the expansion of the Prophet's Mosque. Afterwards, the government found that the land acquired was in excess of what was needed for the expansion of the mosque. Those lands were sold in an auction and the prices received were much higher than the owners had received in compensation. Some owners objected arguing that the purpose of the acquisition was for an obvious eminent domain; the expansion of the mosque. They asked, as the situation has changed, for their properties to be returned. The request was rejected. The situation in the case of al-Madinah was unfair. Owners should have been given the opportunity to develop their properties or at least should have known from the beginning that land was acquired for private development. The compensation should have been upgraded. Nevertheless, the government refused to change its position and the lands sold in auction are now in the hands of new owners.

The Saudi law does not have any legislation regarding ownership and its rights. Nevertheless, a land acquisition law for public benefits was issued by the royal decree No.65 on December 21st., 1972. It organised establishing a land acquisition committee in the emirate of each region. The committee is composed of delegates from the emirate, Ministry of Finance, the municipality, two real estate experts assigned by the juridical court and the related ministry if the acquisition is for or of government property. The committee should consider the market price of the property and propose an estimate of its value. The estimates are usually fair and higher than the common price. The owner of a property has the right to object to the estimate within 30 days.<sup>9</sup> Nevertheless, he cannot object to the acquisition of his property.

## **2.2- OWNERSHIP RIGHTS IN ISLAM:**

Islam permits individuals to own and gives them absolute rights of ownership. Ownership gives the owner full rights of use, utilisation and usufruct. It prevents others from intruding in those rights. Islam assumes, however, that the rights of

individuals end when it encroaches on public rights. The Shariah does not have a comprehensive property law. All relevant information is derived from dispersed references in the Shariah relating to issues such as neighbour's and access way rights, state revenues, Zakah and the state dead land "Mawat" development. Later in the development of the Islamic Empire, some books were written to organise the municipal authorities and manage the Islamic cities. Some books dealt specifically with land owners' rights and building controls. The most famous book in this regard is Al Elan be ahkam al bunyan (Notification about building regulations) by Ibn al-Rami al-Bannaa (...-1333).

Islam has set conditions for ownership. Those include the need for the owner to be capable in good usufruct of his possessions and obliged for their utilisation following the permissible ways of investment in Islam. The owner has to avoid harming others when using his property.<sup>10</sup> Islam respects the individual ownership and forbids affecting by force ownership rights. The Prophet said "He who takes from the land without rights will, on the Day of Resurrection be submerged to the seventh layer of the earth."<sup>11</sup> Extremists use this hadith to support their convictions that properties cannot be acquired without the permission of the owner even for a clear eminent domain.

Waqf (pious foundation), is an eternal, inalienable and unalterable property interest. The title "is immobilised forever and the usufruct was to be utilised for the purpose of the Waqf." There are three main purposes for Waqf. The first is as a charitable object for the benefit of poor people or to a charity agency such as a mosque, a hospital or a school. The second is for the maintenance of the family and the third is for the previous two purposes combined.<sup>12</sup> Waqf is usually administered by the juridical court. Due to Waqf conditions and the decreasing attention to its value and purposes, the revenues of Waqfs were not able to maintain them. As it was difficult to sell Waqf, several alternatives were proposed to deal with that such as Hikr, which is renewable leasing of Waqf.<sup>13</sup> Hikr is practised only on Waqf properties. It is a form of long term lease. The governor or the judge can assign a deteriorating

or undeveloped Waqf property to a developer who can utilise it for a set period after which the property should be returned as Waqf. The Hikr was mainly practised on Waqf properties as they usually do not have a responsible owner especially if the Waqf is assigned for charity purposes where usually the revenues cannot support the restoration or development of the property. Hikr was misused and was implemented to avoid the conditions of the Waqf, which do not allow selling it. The government in Saudi Arabia has stopped the practice of Hikr on Waqf properties although it is still being practised in most other Islamic countries.

The government in Islam can grant, with conditions, state lands for utilisation. Such lands have to be developed within three years after which it should be withdrawn. Similarly, Islam gives individuals who develop or utilise Mawat land, which are undeveloped and unclaimed, the right to own it. However, a three year period is also given to prove the utilisation. Some Ulama extend such restriction to development on private lands. They suggest that lands not developed or planted for over three years be dealt with as Mawat land.<sup>14</sup> However, the majority of Ulama agree that undeveloped land does not lose its ownership by negligence or putting out of use.

Land or property ownership has been a subject of extreme thought through Islamic history. Some assumed that land is for God and acquiring it by individuals is forbidden. They suggested that only communal ownership is allowed.<sup>15</sup> Others permitted land ownership but granted the owner full rights of possession. Some moderate Muslim scholars limit the acquisition by force to a distinctive equation. They insist that if the harm from not developing the land equals the harm from forcing the owner then the acquisition is not allowed<sup>16</sup>. Benefits of the development, in their view, have to be clearly more than the harm caused by the owner.

### **2.3- DISCUSSION AND EVALUATION:**

Developers find it difficult to develop in the JPD private areas. They are unable to force land owners to sell their properties or to participate in the development. The

government, though in support of developers, does not want to intrude in a dispute about the rights of owners in Islam and the definition of eminent domain. The common acceptable definition of eminent domain is acquisition for uses where public good is served clearly such as a mosque or a public hospital. Most of the traditional religious sources limit the eminent domain to the acquisition for building or widening a mosque or an access way.

Unfortunately, during the last few centuries the use of some sources of the Shariah law was halted. Ijtihad or Qeyas should have been used to introduce contemporary updated laws based on wiser interpretation of the Holy Quran and the Sunnah. Recently, the Supreme Council of Fiqh narrowed eminent domain to mosques and right of way.<sup>17</sup> In addition, the government has acquainted people with some acts such as the limitation of eminent domain to very obvious public uses and the high compensation for property acquisition. This has enforced the tendency to give more rights than required to the owners. Those rights exceed the permissible rights of Islam and intrude on the rights of the public. In Islam, individuals' rights are "Muqayyad" (confined or controlled) and not "Mutlag" (expanded). They end when they affect other individual or public rights. The previously mentioned base of "La darar wa la darar" explains that individual ownership has its limitations. Based on this principle owners can be stopped from affecting other ownerships. According to this rule an owner can be prevented from acting on his property if the benefits of his development are less than the harm caused by his action. There are some other rules that are usually considered in evaluating mainly municipal issues. Of those is: "Dara almafased awla min jalb al- manafea." (Preventing scandalous acts is more significant than permitting beneficent ones). Another rule is: "Tahammul al-darar al-khas le mana al-darar al-aam." (Private harm can be tolerated in favour of preventing public harm). Similarly, the rule of "Akhaf al dararayn" (The lesser of the two evils) is a very common rule applied in both religious and secular affairs.

The excessive use of individual rights does not concur with the directions of Islam. One of the Prophet's companions had an agreement with another companion to plant



palm trees on part of his land. The lessee exaggerated his visits to his palms, which disturbed the owner who reported his case to the Prophet. The Prophet ordered the lessee to sell his palms to the land owner or give it as a donation or a gift to the owner and have its equivalent in paradise. The lessee refused both alternatives. The Prophet then told him that he was "a doer of harm" and ordered the owner to throw away the planted palms without compensation.<sup>18</sup> This story implies that one's rights can be overruled if misused for the sake of even another individual. It can also be interpreted that land can be acquired by force for private utilisation if the refusal of its owner to develop it would affect major and serious developments around it.

Islam has set out several rights that can be used in expanding the eminent domain to include private developments. Those should be used in defending the right of the private investors to acquire properties of individuals who resist participating in the development or selling their properties at a reasonable compensation. Seizing a property without development can be considered putting it at monopoly, which is forbidden in Islam. The rights of "al-Irtefaq" (access) are also a useful tool. Any property owner who has no access to his property except through his neighbour's land, has full right to access or pass water to his land through his neighbour's land. Resistance against development of public benefit can be considered contradicting with the Islamic directions of neighbour's rights. Those rights were discussed previously. However, it should be noted that they can be expanded to include such harm that might result from obstructing development. The Prophet said: "Do you know the rights of the neighbour... You must not build to exclude the breeze from him, unless you have his permission."<sup>19</sup> In addition, such resistance contradicts with Islamic directions for solidarity and cooperation among the Muslim community.

Earnings accumulation by waiting is considered forbidden according to some Muslim thought<sup>20</sup>. They argue genuinely that such an act is a suspension of the community's wealth. This act, which was common during the boom period is still widely practised in the Kingdom and in the JPD private areas. Most owners await better prices for

their properties without any investment or development on their lands. Similar to all vacant lands in the city, the owners in the JPD private areas invested nothing except the time of waiting while the government has provided most services to their lands. Seizing a land or a property without development is not encouraged by Islam. The Prophet said: "One who has a land should cultivate it or allow his brother to do so."<sup>21</sup> Some Muslim scholars thought that land must be utilised. If the owner did not or could not do so, then the government itself or through a third party should utilise the land<sup>22</sup>. They argued that such an action is necessary to avoid sustaining the investment of available fortune. In Islam the right of "Shufaa" (preemption) enables acquiring a property that is offered for sale by force to a specific buyer<sup>23</sup>. He should be either an attached neighbour, or has a right of passage through the property or has a share in it.<sup>24</sup>

Islam gives the governor or the judge the authority to revoke incompetent individuals from acting on their possessions. It assumes that the true ownership should reflect on reasonable and wise spending and utilisation of wealth. One can argue that from an economic point of view, if the country's revenues are limited then owners of undeveloped agricultural or mineral resources lands must be forced to develop it. If they resist or were incapable then the government takes over to utilise those resources. If using the individual rights will cause more harm to others especially public benefits then the governor has to intrude to prevent that. The extremists argue that ownership and its rights cannot be intruded on or interpreted by the governor. They argue that it is part of the religious principles, which are not subject to any change.

The presence of deteriorating structures or vacant lands within a proposed new development does affect it negatively. This includes the visual effect and the security of the new development. Owners have to be responsible for improving their properties or developing. If they fail then they should not resist others acquiring it for private development. Ibn al- Rami stated that: "if a deteriorated area among residential lots was used as garbage dump that caused harm to the neighbours, then the owner has the first responsibility to clear it."<sup>25</sup>

Several experiences were practised in Islam in utilisation of agricultural land in cases where the land owner was incapable of developing it. Al-Muzaraa, is a practice where the land owner let someone else to plant his land on an agreed percentage of the harvest or on a fixed rent. Hikr should be developed as a possible practice that can be applied in developing the JPD private areas. Owners who are incapable of developing their properties and yet do not want to participate through a development corporation and want to continue possessing an isolated property in the area can be involved in the development through Hikr. This will mean a special type of development that can be separated at the termination of the lease period. Hikr has been applied in limited cases between private owners. However, what is meant by applying Hikr as a means of development in the JPD private areas is its enforcement on some land and property owners. There are limited Waqf properties in the JPD private areas. Those should be treated as the rest of the properties in the area. They should be either developed by the Waqf administration, sold and replaced with another property elsewhere or participate with their value in a shared development.

The three cases mentioned above in al-Meglya, Makkah and al-Madinah, have set precedence of how the enforcement of eminent domain even in commercial development is viable. However, in all cases, properties were acquired for the sake of major development contributed to or supported by the government. This will help in the case of future public development companies. However, in cases where individuals or companies are involved, the situation might be different. The government has to intrude, with proper control, and enforce acquisition of properties for essential private development as an eminent domain.

The main conventional tax in Islam is the Zakah. It applies on lands offered for sale. However, taxation on undeveloped land is not practised in Saudi Arabia. Enforcing taxes on such lands will encourage their development. This also should be applied on vacant or derelict properties. The government has been hesitant to apply any taxes to avoid the extremists view, which argues that Islam forbids any tax other than Zakah. Owners of such properties might argue that their land is not offered for sale.

It should then be argued that such properties are obstructing development and are a waste of public investment. Most of such properties are fully serviced. Taxation on vacant properties also will help solving the problem of the presence of large areas of vacant lands that the Saudi cities encounter.

The challenge by land owners in the JPD is mostly against the developer not the development. As stated, in some cases where the government has acquired properties for commercial development, or if the commercial development is a limited part of a major government development, the objection was very limited. However, if the developer was a private individual or corporation then the constitutionality of giving them the acquired property is always confronted. This means that the objection is not necessarily due to the unclarity of what is public benefits. Based on the above, the definition of eminent domain should use the term public use instead of public benefits. This avoids the intricacy of defining what the public good is. Public use has to be definite that is not contradicted by another benefit more or similarly important. They have to serve a large section of the community and not only be for the benefit of few people. It must be foreseen as necessary to lift a possible harm.<sup>26</sup>

The situation in the JPD private areas does not imply necessarily taking the property from the property owner and giving it to a possible developer. The owner should be given the right to participate in the development. If he resists then the property should be acquired. The limitation of eminent domain to mosques and right of way does not possess enough perception. Those services were referred to by early Muslim scholars as they were the most prominent uses that were assumed might be in need of expansion. If it is allowed to acquire land for a mosque or a road it should be equally sensible to permit acquisition for more useful contemporary functions. This should apply to acquisition for private development because of its effect on economic, social or urban development. The enforcement of some of the stated Islamic rules in developing the JPD private areas implies a need to establish or assign a legal and technical independent and responsible body, such as the ADA, to determine the level of harm and responsibilities. It should be able to solve the

possible disputes that might occur about the evaluation of the values of the properties, which should be just. The ADA should use the land acquisition committee in the municipality of Arriyadh.

**3- DEVELOPMENT PROSPECTS  
OF THE JPD PRIVATE AREAS.**

### **3.1- PRESENT CONDITIONS AND FUTURE**

#### **PROSPECTS OF THE JPD PRIVATE AREAS:**

Four questionnaires were originally proposed to survey and study the existing conditions in the JPD and evaluate the developers' plans for development in the private areas. The first questionnaire was directed to tenants and residents in the area, the second and third were to shoppers within the area and in outer commercial areas. The fourth questionnaire was directed to the property owners in the JPD private areas to investigate their development intentions. When the questionnaires were proposed, the data available, mainly of the surveys conducted by the ADA in 1986 (see appendix II), was insufficient and out of date. However, since then most of the necessary data and information became available. The ADA completed by 1990-1 a survey of land ownership in the private areas, an update of the land use survey and an update of the household survey. These surveys have provided updated information of the existing conditions in the city. The 1990-1 household survey included questions relating to household spending in order to provide data to help make estimates and projections of consumer demand, one of the major pieces of the Arriyadh economy. The comparison between the 1986-7 and 1990-1 surveys provides a documentation of the pattern of change that occurred in the city.

The related questions to the two shoppers questionnaires have been inserted in the household survey questionnaire (see appendix I). They became the salient feature of 1990-1 survey. The shoppers survey covered a larger sample than the 350 initially aimed for. More than 2,000 households in the city and 836 households in the central area, which includes the JPD were surveyed (Fig.93). The shoppers survey was targeted at shoppers in commercial areas that are competitive with the JPD. It included inquiries such as where do people normally shop, how frequently do they go shopping, what do they buy and how much do they spend, what are the most important factors which underlie their choice of shopping areas, what are the main demographic characteristics of shoppers.

The only questionnaire out of the original four proposed that was not covered by other surveys and therefore was still valid was the JPD property owners questionnaire (see appendix I). This survey was completed in September 1991 with some assistance from the ADA. The survey focused on trends as opposed to facts and was not administered by random selection, but rather targeted to certain people, geographical areas, or building types within the JPD area. It covered 85 owners of selected properties of different sizes from all the seven private development areas. Interviews took an average of two hours per owner. This was because the often low level of education of most owners required more explanation of the questionnaire purpose and questions.

The results of the property owners survey show that the most properties (59.5%) are owned by single owners. The ownership duration for most properties (71.8%) was for more than 20 years. Most of the owners (54%) own other properties in the JPD. When the owners were asked whether they will sell or retain their properties the result was balanced. However, most of the owners who wanted to sell their properties (74.3%) will not invest in the JPD. The majority of owners who will retain their properties (80%) prefer to buy a building not land. All owners claim that their properties are somewhat profitable. As a result, most of them (65%) do not intend to make major changes to the property within the next two years. Awareness or support for the idea of development companies for the JPD private areas were very surprising. More than 50% of the owners were unaware of such companies and only 10% said that they will join such companies. Regarding the Arriyadh Development Company (ADC), about 63.5% of the owners have information about the company. Nevertheless, 65.8% of the owners do not want to join the company. However, the majority of owners (65.9%) were highly optimistic about the future prospects of the development of the JPD.

The shoppers survey indicates that more than 56% of the households in the city do not shop in the JPD (Table 19). Even in al-Deerah area, which includes the JPD, more than 54% of the households do not shop in the JPD. Low and Middle income



households, which form the majority of income groups in the city, constitute the majority of shoppers in the JPD. The percentage of low and middle income groups in the central area of the city is higher than the city. The shoppers survey indicates that the JPD is not the most preferred area for shopping. Areas around it were preferred first for purchasing household items, kitchenware and appliances, clothing and hardware. Al-Deerah area ranked 7th. in the order of areas preferred first for purchasing foodstuff, 4th. for purchasing household items, 6th. for purchasing hardware and 2nd. for purchasing clothing. The area ranked 6th. in the order of areas preferred first for the household's total shopping.

The ADA's land use survey of 1990-1 shows that commercial uses have experienced a noticeable increase between 1986-7 and 1990-1. This increase in economic sectors and all types of buildings in the city was a result of substantial reduction in vacancy rates. New construction in 1990 was almost exclusively (85%) devoted to residential uses (Tables 20 and 21).

Three questionnaires were developed by an ADC consultant in order to survey the demand for retail, residential and office spaces in the JPD private areas as part of the company's economic feasibility study. It was possible to include some questions particularly for this research in these three questionnaires (see appendix I). These were mainly regarding the intentions and reactions of retailers and traders in the JPD towards future developments. The surveys covered 12 areas in Arriyadh with a randomly selected number of samples in each area. The number of samples varied in each survey. The JPD had the largest number of samples. The study has suggested that most of the interviewed samples for all uses preferred moving to the JPD (Fig.94). Such a result is however somewhat misleading. For example, out of the 209 interviewed users of the retail spaces, 118 (56%) showed interest to move to the JPD. However, 54 of the users are already operating in the JPD. The sample that give the right perception is of those outside the area who wish to move to the JPD. Those are only 30% of the total sample. The question itself<sup>27</sup> is also deceptive. Although it asked whether the shopkeeper would rent a shop developed by the ADC

in the JPD, the consultant interpreted the positive answer as a desire to change location and move to the JPD. This could also mean that the shopkeeper might opt for having another shop in the area.

The population of al-Deerah area in 1986 was 16% of total population of the city. In 1991 the percentage decreased to 14% of the total population. According to the forecasts of the ADA the percentage will be 13% in 1995. This is mainly due to the increase in the northern and eastern sectors of the city. The household composition in the central area (Fig.95) is composed of more individuals and singles than the city. While the major type of structure in the city is the villa, the major type of structure in the central area of the city are apartment buildings (Fig.96). The central area does include a higher percentage than the city of traditional Arab houses and commercial areas. Most of the buildings in the central area of the city are rented. These facts indicate that most of the residents of the area are of low or middle income or are non Saudi labourers. They also indicate the types of preferred buildings types.

As the second phase of the development of the JPD is completed, the need for an immediate supply of parking is apparent. Availability of parking is a major factor in the success of the development of the JPD. Studying the extent of parking areas in some aerial photographs of the JPD of 1968, 1979 and 1983 shows that the area was extremely active in 1979 prior to the construction of the government complex. The photograph of 1979 (Fig.97) also demonstrates the attractiveness of the area at that time and the number of parking spaces required. Since then, the area has lost some significant shopping and parking areas. Although some multi storey car parks were developed later, the area is still in need of additional car parking areas. The second phase of the development of the JPD lost major parking areas that were originally planned under the main square and the proposed cultural centre. As soon as the development process starts in the private areas, valuable temporary car parking areas will be lost (Fig.98).

Income SR./annum	Never shop	Daily	3-4 times a week	Twice a week	Weekly	2-3 times a week	Monthly	Less than once a month	Total
1-300		0	0	0	0	0	0	0	1
501-1000	21	0	0	0	0	0	1	4	26
1001-3000	240	1	0	2	4	15	28	93	383
3001-5000	292	1	0	1	15	22	54	110	495
5001-10000	573	1	4	8	19	59	117	298	1079
10001-25000	17	0	0	0	0	2	9	12	40
50001-75000	2	0	0	0	0	0	0	0	2
75001-11000	4	0	0	0	0	0	1	0	5
Above 110001	1	0	0	0	0	0	0	0	1
Total	1154	3	4	11	38	98	210	517	2032
Percent	56.64	0.15	0.20	0.54	1.87	4.82	10.33	25.44	100

Frequency missing = 13

Table 19. Frequency of income groups shopping in the JPD Source: ADA, Data of the 1991 Household survey.

Type of Use	Number of Land Uses in 1990		Number of Land Uses in 1986	Change 1986-1990	
	Number	%		Number	%
Total	430,971	100.0	355,862	75,109	21.1
Residential	348,971	81.0	304,706	44,265	14.5
Manufacturing	1,449	0.3	1,029	420	40.8
Trans & Comm.	5,306	1.2	3,615	1,691	46.8
Trade	41,043	9.5	28,532	12,511	43.8
Services	31,617	7.3	17,216	14,401	83.6
Cultural & Rec.	904	0.2	469	435	92.8
Resources	1,681	0.4	296	1,386	469.8

Table 20. Major types of land use in Arriyadh: 1986 and 1990.

Source: ADA, 1990 Land use inventory, Summary report, p.6.

Building Type	Vacant Uses		Vacancy Rates	
	1990	1986	1990	1986
Total	35,000	72,765	7.6	17.0
Residential	16,964	56,073	4.5	15.1
Non Residential	18,036	16,692	22.2	29.8
Office	545	584	26.8	30.7
Commercial/Retail	8,473	14,864	22.8	35.4
Manufacturing	41	77	5.1	12.1
Warehousing	139	658	3.0	19.2
Public	33	71	0.6	2.1
Mixed Use	8,075	-	31.7	-
Other	730	438	12.4	15.7

Table 21. Vacancy rates and unoccupied uses in buildings in Arriyadh.

Source: ADA, 1990 Land use inventory, Summary report, p.12.

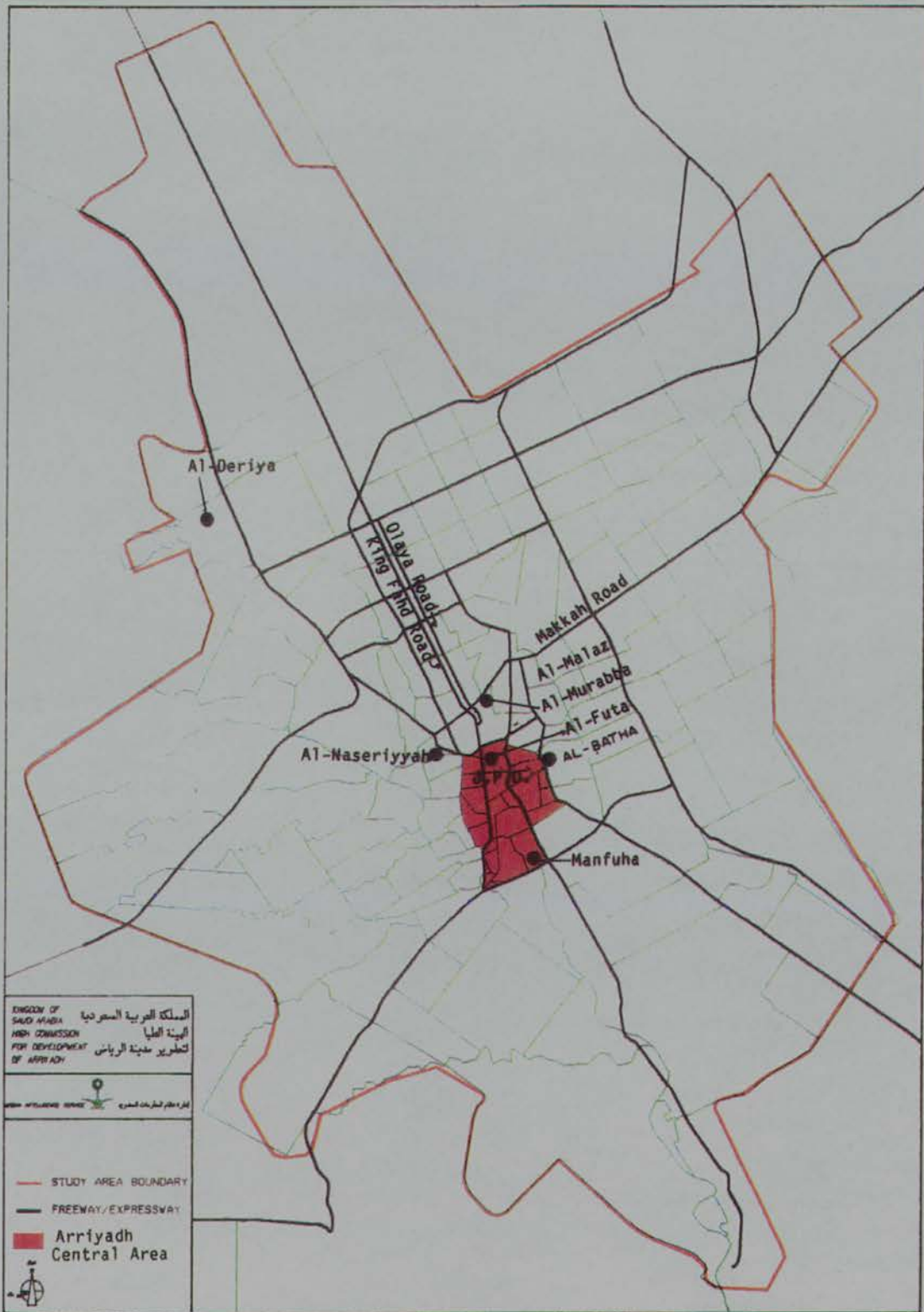


Fig.93 Boundaries of the household survey for the city and its central area.  
 Source: ADA.

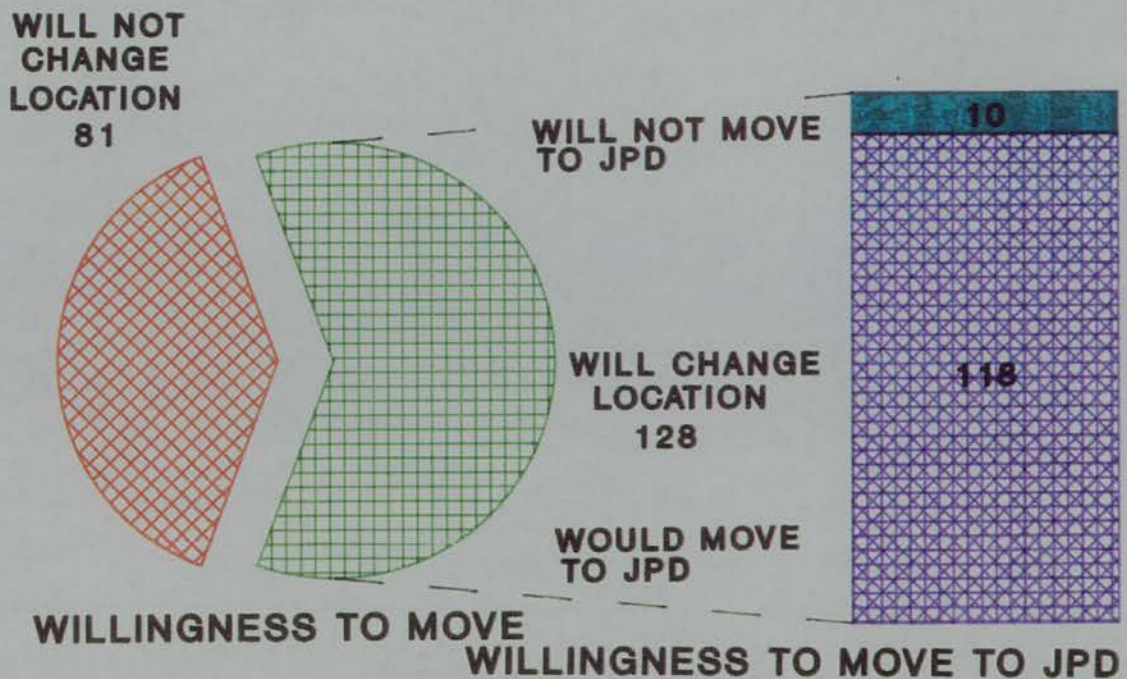


Fig.94 Willingness of retailers to move to the JPD.

Source: The Consulting Centre for Finance and Investment, Feasibility study for the development of areas 3+7 of the JPD. p.84.

The multi storey car parks in the vicinity of the area provide more than 1,700 car parking spaces. However, the location of these car parks and their poor management do not make them attractive to shoppers. The first phase buildings have more than 700 car parking spaces for the use of the employees. The commercial centre of al-Meglya provides the area with more than 2000 car parking spaces allocated for tenants and shoppers in the area. Al-Deerah market provides 280 car parking spaces. Although it is the most prominent in terms of location, the management of the market assigned the parking for the use of the shops' tenants rather than the shoppers. Vacant land in the private areas and on street parking provide more than 1800 car parking spaces. The total number of available car parking spaces in the JPD is more than 6000 car parking spaces. This total does not include the temporary

parks on the vacant land or the on street parking. The available car parking spaces are poorly distributed to serve the JPD.

Studies conducted by the ADA estimate the parking needs at the ultimate development of the whole JPD will be 19431 car parking spaces during the day and 21,890 car parking spaces during the late afternoon and evening, which is the prime shopping time. At the completion of the second phase, the area will need about 8,000 car parking spaces. The ADA has proposed the government acquisition of 11 sites that would accommodate about 500 car parking spaces each, in and around the JPD to be developed as car parks. At the initial stage only eight sites need to be developed and should only utilise ground level, providing about 200 car parking spaces each. The government should acquire all sites and develop them or offer them for development by the private sector (Fig.99).

All the surveys were conducted while the second phase of the development of the JPD was under construction. The difficulties of accessibility and parking in the area might have led to some of the negative conclusions. Although shoppers did not prefer the JPD for shopping, they preferred areas in its vicinity that were less attractive than the JPD prior to the deterioration of the area and the start of construction work.

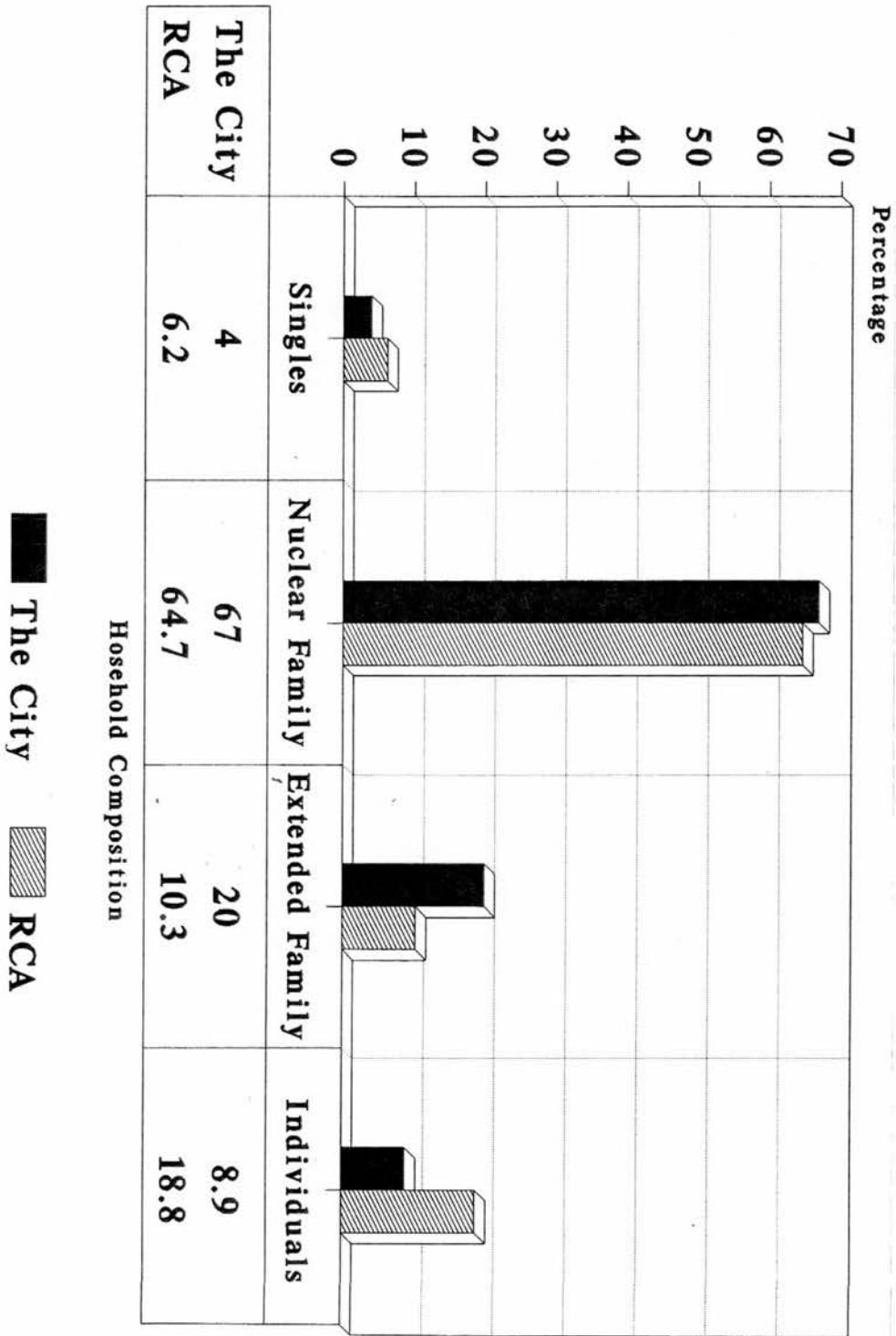


Fig.95 Household composition in the city and the central area.  
 Source of unprocessed data: ADA, Household survey.



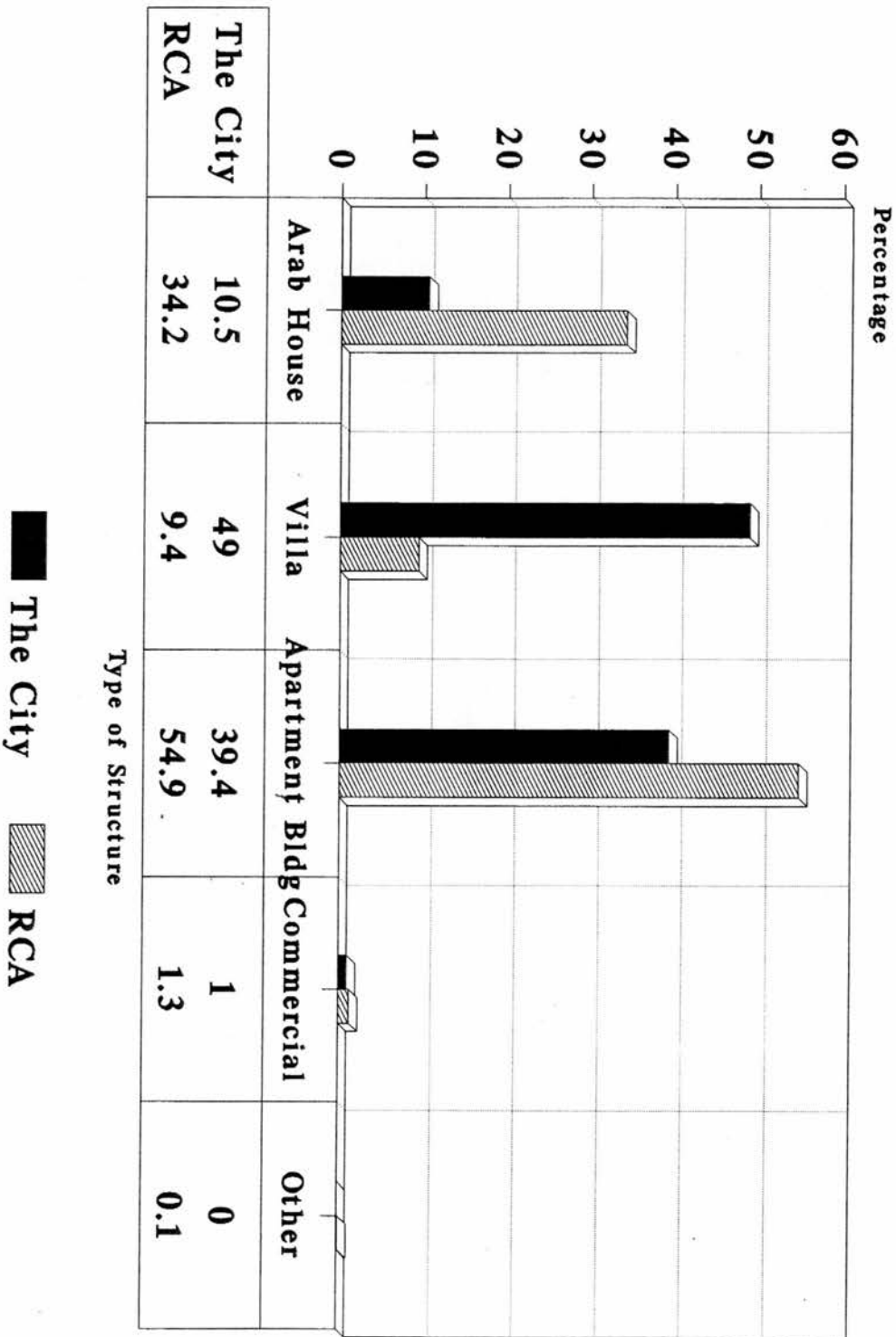


Fig.96 Types of structures in the city and the central area, 1990.  
 Source of unprocessed data: ADA, Household survey.



Fig.97 Aerial photograph of the JPD in 1979 showing the demand for parking areas.  
Source: ADA.

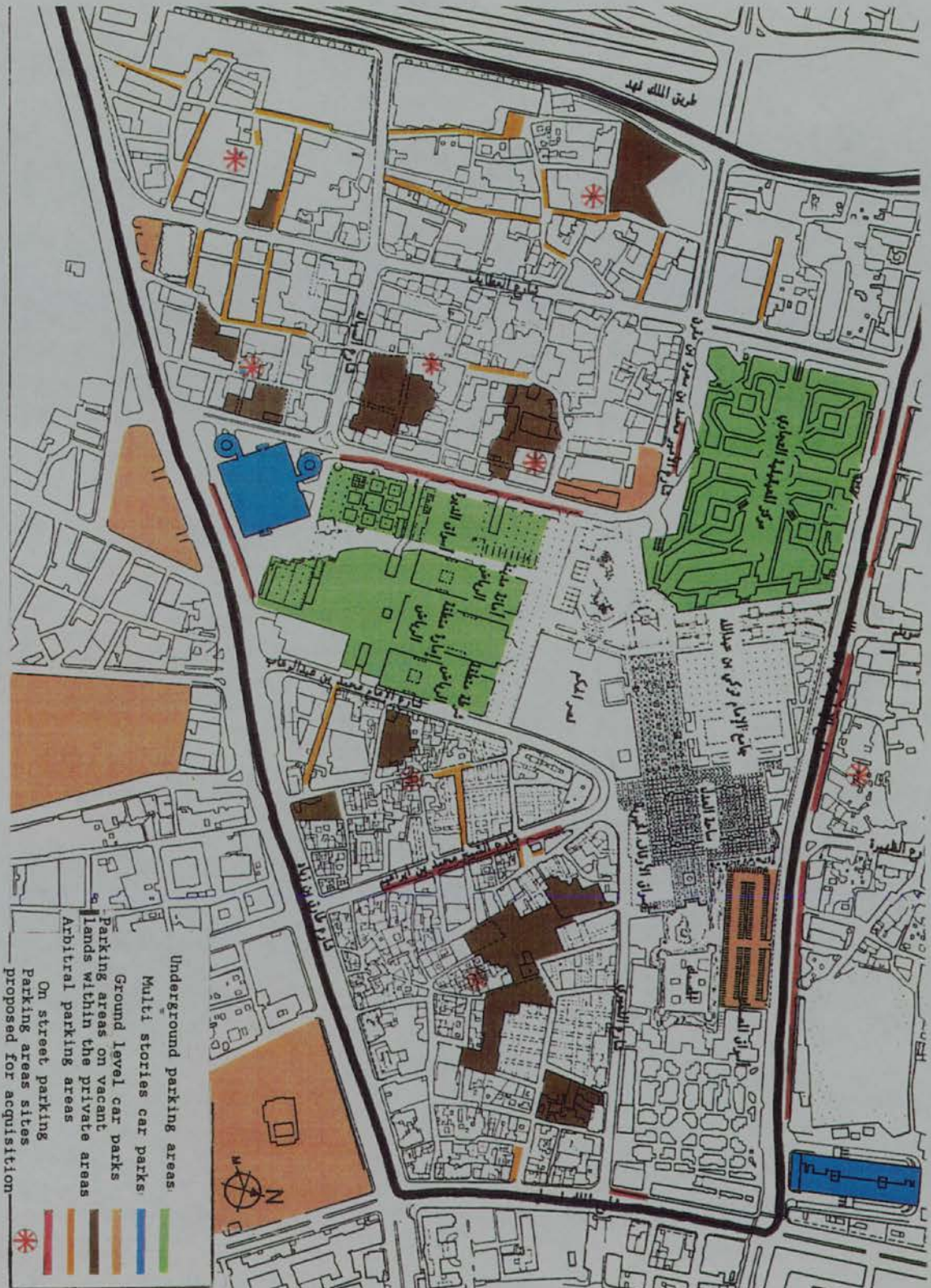
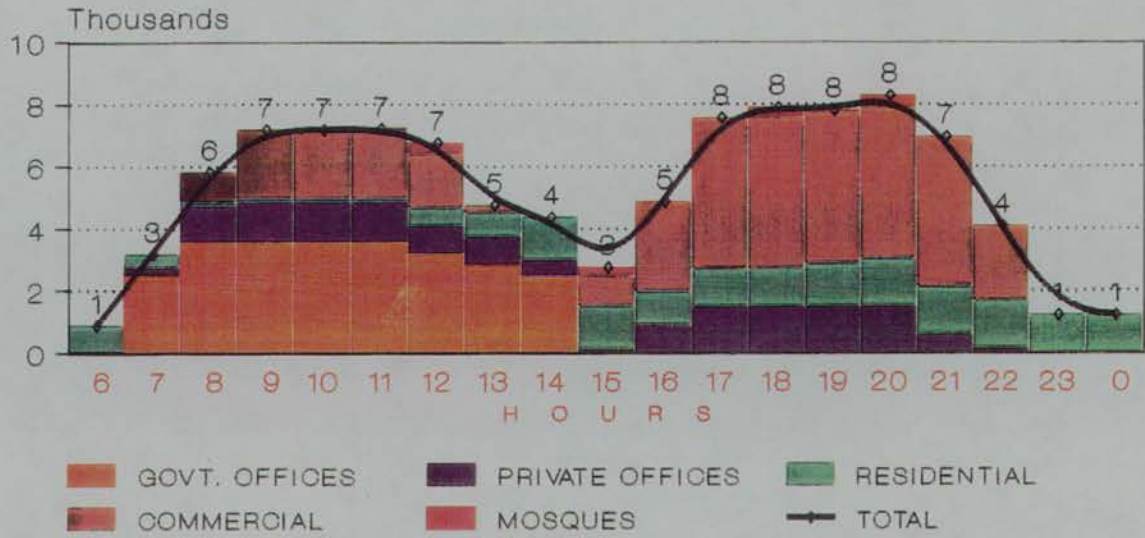
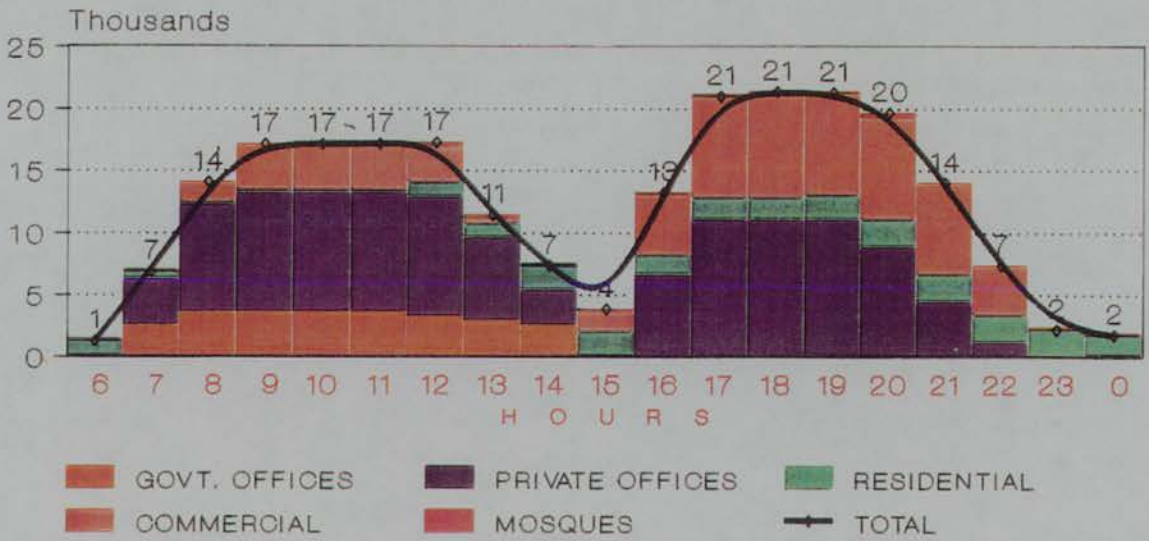


Fig.98 Existing parking areas in the JPD.

Source: ADA.



**AFTER COMPLETION OF PHASE II**



**MAX. DEVELOPMENT**

Fig.99 Car parking demand, Typical day after completion of phase 2 and at maximum development.

Source: ADA.

## NOTES TO CHAPTER IV:

- 1.The ADA was not very convinced of the size of Al-Meglya development. It requested the company to conduct a feasibility study but the company, who was in a stronger position as a needed developer, rejected the request. At an advanced stage of construction the huge size was noticeable. The Chairman of the HC ordered to eliminate part of al-Meglya project that he thought may obstruct the view of the Justice Palace. The ADA suggested the deletion of the south eastern tower of the projects as it would improve the urban spaces in the area and the main access to the project. The company declined arguing that the suggestion was late and would affect the dead line of the project.
- 2.The URA identified all buildings of historical and traditional values. Afterwards, it developed a programme for upgrading and improvement of living conditions. This was assisted by a law that enforces the preservation of all identified buildings of historical or aesthetic values.  
  
Urban Redevelopment Authority. Preserving Singapore heritage.
- 3.Urban Redevelopment Authority. Urban planning.
- 4.Urban Redevelopment Authority. Organisation of URA and The sale of sites programme.
- 5.Urban Redevelopment Authority. Car parking in a modern city.
- 6.ADA, Development of the JPD third phase: Development alternatives for private development, pp.23-24.
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- 8.Saleh A. al-Hathloul. Tradition, continuity and change in the physical environment: the Arab-Muslim city. A Ph.D. Dissertation, MIT, 1981. p.241.
- 9.Ministry of Municipal and Rural Affairs. Regulations, Rules and Instructions. Vol.1, p.77.
- 10.Dr. Abd al-Salam D. Al Abbadi. Al melkiyyah fe al-Sharia al-Islamiah. (1st. ed. Amman: Maktabat al-Aksa, 1974). Vol.2, p.73.
- 11.Abul A'la Mawdudi. Masalt melkeyyat al ardh fe al Islam. Translated by Mohammed A. al-Haddad. (2nd. ed. Kuwait: Dar al-Qalam, 1969). p.47.
- 12.Farhat J. Ziadeh. Property law in the Arab world. (1st. ed. London: Graham & Tortman Limited, 1979). p.3.

- Dawoud al-Takreety. Al-Nusoose al-Akareyyah. (3d. ed. Damascus: Maktab al-Nashr al-Arabi, 1967). Vol.3, p.10.
- 13.Dawoud al-Takreety. Ibid., pp.12-13.
- 14.Dr. Abd al-Salam D. Al Abbadi. Ibid., p.47.
- 15.Abul A'la Mawdudi. Ibid., pp.20-21.
- 16.Fathy al-Durainy. Al-Haq wa mada Sultat al-Ddawlah fe Tageyeedeh. (3rd. ed. Beirut: Muassasat al-Resalah, 1984). p.133.
- 17.Al-Sharg al-Awsat newspaper, issue No.3363 12/2/1988.
- 18.Abdul rahman al-Jaleely. Tamallouk al-amwal wa tadakhul al-dawlah fe al-Islam. (1st. ed. Arriyadh: Dar al-Oloum, 1988). V.2, pp.597-598.
- 19.Besim S. Hakim. Arabic Islamic Cities. (2nd. ed. London: Kegan Paul Intl., 1988). p.154.
- 20.Abdul Rahman al-Jaleely. Ibid., V.1, p.157.
- 21.Abul A'la Mawdudi. Ibid., pp.51-52.
- 22.Abdul Rahman al-Jaleely. Ibid., V.2, p.516.
- 23.The Prophet said: "A neighbour has preemption rights over his neighbour property. If they share common access and the neighbour is absent, then the other should wait for his return". He has also said:" The neighbour has rights of priority".
- Besim S. Hakim. Arabic Islamic Cities. (2nd. ed. London: Kegan Paul Intl., 1988). p.154.
- 24.Al Imam Abu Zahrah. Al-Melkeyyah wa Nazariyat al-Aqd fe al-Shariah al-Islamiah. (Cairo: Dar al-Fikr al-Arabi, 1977). p.150.
- 25.Ibn al-Rami al-Bannaa. Al Elan be Ahkam al-Bunyan. Ascertained by: Saleh M.al-Atram. A Ph.D. Dissertation, Imam Mohammed bin Saud Islamic University, Arriyadh, 1983. p.408.
- 26.Abd al-Salam D. Al Abbadi. Ibid., V.2, p.272.
- 27.Arriyadh Development Company. Shopkeeper survey questionnaire. p.3.

## CHAPTER V

### SUMMARY AND CONCLUSION

1- SUMMARY.



## 1.1- BACKGROUND:

Arriyadh has been a well known city throughout history. Originally it was called al-Yamama and was located on the traditional trade routes that connected the southern parts of the Arabian Peninsula with its northern and northeastern parts. The city became more widely recognised after the arise of the Wahhabi Movement in 1745. It became the capital of the second Saudi State in 1840 and in 1932, it became the capital of the Kingdom of Saudi Arabia.

The religion of Islam originated in 610 in the city of Makkah. Prophet Muhammad emigrated to the city of al-Madinah in 622 and began the constitution of the Islamic State. Islam is established on five fundamental basics; the declaration of faith, performance of the obligatory prayers, payment of obligatory alms, fasting of the ninth month of the Hijra year and pilgrimage to the city of Makkah. The main sources of Islamic legislation are the Quran and the Sunnah (Prophet's traditions). Muslims developed other means to explain the directions and judgments of Islam such as "al-Qeyas" (analogy) or "al-Ijmaa" (consensus). As a result, four schools of Islamic thought (madhabs) were established. These are: al-Hanafi, al-Maliki, al-Shafii and al-Hanbali. The Hanbali school is considered rigid and strict by most Muslims. It is the dominant school in Central Arabia, which was the cradle of two strict religious movements; Wahhabism at the middle of the 18th. century and the Ikhawan at the beginning of the 20th. century.

The Prophet built the first mosque in al-Madinah. The city's structure changed gradually forming the first Islamic City with its distinct urban pattern. The new Islamic towns and settlements followed the urban form of al-Madinah, which became the model of the Islamic City. The growth of the Islamic City was natural and organic around the mosque, which formed its nucleus. Most of the commercial and administrative activities were located in the vicinity of the mosque or on the main thoroughfares leading to it. The residential buildings within the neighbourhoods were arranged to obtain the maximum security and privacy. The Islamic City was

encircled by walls and had several gates that had close to them occasionally, some specialised open markets.

Islam is the major factor that affected the form of the Islamic City and gave cities in different regions common configurations. The Islamic concepts of unity and simplicity were reflected in the urban form of Islamic cities. Islam gave a principal position to the community and formed a society that is dependable on a family life style. This created a clear separation between public and private life and asserted the need for maintaining privacy.

The traditional urban form of the city of Arriyadh was comparable to the form of early Islamic settlements. The main difference was that mosques in Arriyadh did not dominate the city's sky line. This was due to the extreme application of the directions of Islam regarding simplicity of all aspects of life. The city was divided into four quarters, built in mud and was surrounded by a high wall with twelve gates. The city form did not change until 1891 when parts of its wall, the Justice Palace and all the palaces of the royal family and most of the palm groves surrounding the city were destroyed. Only one well fortified palace was partially preserved and converted to the fort of al-Musmak. King Abdul Aziz restored the traditional form of the city in 1902 keeping the new element, al-Musmak, in its centre.

## **1.2- EVOLUTION OF PLANNING IN SAUDI ARABIA:**

King Abdul Aziz applied two administrative systems when he took over most of the Arabian Peninsula between 1902-1925. The modern system was applied in the western region of al-Hijaz and the tribal system was applied in the central region of Najd and the rest of the regions. This enabled him to gradually develop a modern administration system for the country that was finally unified in 1932. The first Council of Ministers, which became the principal governmental body in the country, was established in 1953.

A financial crisis that the Kingdom encountered in 1956 established the need for planning to maintain economic stability. Initially, the Supreme Planning Board was established in 1961 to suggest means for the building up of a solid national economy. In 1965, the board was replaced by the Central Planning Organisation, which prepared the First Development Plan in 1970. The Central Planning Organisation was developed as the Ministry of Planning in 1975 to prepare five year development plans and estimate the necessary funds for their execution.

The first attempts at urban planning in the Kingdom were in planning two new cities in the Eastern Province in 1947. It was only in 1960 that the first planning offices were established in the cities of Arriyadh and Jiddah. The first master plan for the city of Arriyadh was prepared by Doxiades Associates between 1968-1971 and was approved by the Council of Ministers in 1974. It introduced the gridiron pattern for the plan of the city, and the villa and the apartment as the proposed types of residential units. In 1976, Scet International Consultants were assigned to review the Doxiades Master Plan. The revised master plan was completed in 1982. Due to the haphazard development of Saudi cities, the Council of Ministers issued a resolution in 1989 defining urban limits to their development.

The Kingdom failed to adopt a comprehensive planning approach. The five year development plans and the urban development plans lacked definite policies and goals for phases beyond their time frame. The concept of master planning failed as a tool for urban development in the Kingdom. The main factors that influence planning in Saudi Arabia are the special government setup, which leaves all powers in the hands of the monarchy, the multiplicity of development and planning agencies, which lacks proper coordination, and the government's housing development programmes and land grants, which helped in dispersing the cities and over providing them with residential units. In addition, the disregard of regional planning has affected the adequacy of the national and local development plans.

### 1.3- ARRIYADH URBAN DEVELOPMENT PHASES:

The major turning points in the history of Arriyadh are its capture in 1902 by King Abdul Aziz, the discovery of oil in 1938 and the transfer of ministries from Jiddah in 1953. In 1902, the city of Arriyadh covered an area of 100 acres and had around 19,000 inhabitants. During the 1930's, the city's area was less than 1 Sq.Km. During the late 1930's the country achieved a reasonable economic and political stability. As a result, the city was faced with hundreds of immigrants. The first construction outside the city wall was the king's new palace of al-Murabba, one kilometre north of the city. The city's major infrastructure and services were inaugurated between 1938-1955 and in 1949 the city wall was demolished. The major change in the city's functions and form was in 1953 when the ministries and government offices were transferred to Arriyadh from the city of Jiddah. In 1968, the city's area was about 45 Sq.Km. and the population were 300,000 inhabitants. Since 1975, the city's growth was uncontrolled due to a massive construction boom and the city has expanded to a large ambiguous area with almost no coordination between the government agencies responsible for utilities and public facilities. In 1982, the recession in the country's economy exposed the city's urban problems especially the improper provision and distribution of infrastructure and services.

The present population of the city is around 2.073 million inhabitants. According to forecasts, the city's population in 1995 is expected to be 2.4 million inhabitants. Approximately 51% of the present area of Arriyadh is undeveloped. As a result, the net residential density (34 dwelling units per hectare) in the city has remained consistent since 1977. Currently, about 30% of the dwelling units in the city are unoccupied. The primary modes of travel within the city are the private automobile and pick-up trucks. Public transport is not popularly used by Saudis. The major destination of the non local trips are the central areas of the city. The government plays an important role in the economy of the city of Arriyadh. It employs 39% of the total labour force.

The main hindrance of the city's future development is its widespread nature. While large areas of the city are not and may not be serviced with utilities or public services for a long time, large vacant serviced lands and deteriorating urban areas exist within the main urban boundaries. To improve the city's future prospects, significant actions need to be taken. These should include the development of a comprehensive planning process considering national and regional issues and the establishment of physical planning policies and a flexible urban development mechanism.

#### **1.4- DEVELOPMENT OF THE JUSTICE PALACE DISTRICT:**

Immigrants from different parts of the country resided during the late 1930's close to the main activities in the city centre. Until the early 1950's, the elite members of the community continued to reside in the city centre leaving the lower classes of the community to scatter towards the city's peripheries. At the beginning of 1953, new modern neighbourhoods were developed to accommodate the government employees moving from Jiddah. During the same decade, the upper-middle and higher income households moved to the suburbs leaving the centre for the lower income households. The lower income Saudi households have later left the traditional residential areas of the centre.

The city centre of Arriyadh was extremely active during the early 1970's. It was overburdened by the increased demands of the residents of the new neighbourhoods causing an increase in commercial activities in the centre. The high concentration of functions in the area caused congestion and forced some commercial and business activities to transfer to new areas of the city. The 1974 master plan of Doxiades created a linear corridor to allow rational distribution of the central functions. This trend was supported by the Scet Master Plan in 1982. During the late 1970's and early 1980's, most of the activities gradually decentralised from the core of the city centre of Arriyadh, the Justice Palace District (JPD). The district almost reached a deterioration stage and lost its prominence as the city core. The city administrative

activities, the Friday mosque and limited specialised traditional markets in their vicinity remained in the area reflecting the government commitment to rejuvenate the area.

Two development projects were proposed for the development of the JPD. The first was designed by Studio F. Albin in 1976. In 1979, an office for the redevelopment of the JPD was established under the supervision of the High Commission for the Development of the city of Arriyadh. It commissioned Beech Group Consultants to design the second development project. The Office of Redevelopment Project of the JPD imposed a moratorium on any construction in the area till 1984. Both projects did not achieve the government objectives and have lost the area the opportunity to develop especially during the economic boom period between 1975-1982.

The Arriyadh Development Authority (ADA) began a rejuvenation plan to develop the area to regain its significance and distinction as the core of the capital of the country. The ADA proposed in 1984 a more realistic development approach for the area led by the government. It aimed to prove the government's intentions for development and hoped to encourage the private sector to participate in the development. The government would be responsible only for public buildings, roads, public spaces and infrastructure. In addition, several commercial facilities were proposed to be developed in cooperation with semi government agencies to promote the commercial viability of the area. The administrative complex containing the headquarters of Arriyadh's Emirate, Police and the Municipality, was completed and occupied in 1986. Construction of the Justice Palace, the Jamie Mosque and the public open spaces began in 1988 and was completed by March 1992. Besides, some semi governmental and private enterprises developed some commercial areas. Major roads were also constructed to improve accessibility to the area.

The ADA plan assumes a prime role by the private sector to develop the private areas, which are the critical part of the development of the JPD. They form an encloser to the government core and will determine the identity of the city centre.

They cover an area of 32 hectares comprising of deteriorated structures in about 1,200 different ownerships divided to seven defined areas. More than 60% of their land is cleared for parking, creating a vast emptiness. The residential units in the private areas are mainly occupied by poor expatriate labourers or used as warehouses. Several factors helped the deterioration of the private areas. The first is the absence of a comprehensive planning process for the city and the second is deficient expertise of the Office of Redevelopment Project of the JPD and the municipality where the city's development priorities were completely ignored.

The prime factor for the success of the development of major governmental projects in Saudi Arabia is political support. Nevertheless, political support has to be accompanied by proper planning and management. These facts are represented in the development of the Arriyadh Diplomatic Quarter (DQ) and the JPD. The DQ is a major national project developed to accommodate the transferred diplomatic missions from Jiddah. Both projects had identical authoritative mandates but differed in the technical capabilities of the executive bodies. The development of the JPD could have been as fortunate as the development of the DQ if the technical and management capabilities of the Office of Redevelopment Project of the JPD had been more adequate.

The High Commission for the Development of the City of Arriyadh (HC) was established in 1974 as the responsible agency for planning the city and monitoring its development. It was unfortunately tied to bureaucracies of government agencies, which limited the fulfilment of its responsibilities. It was only in 1984 when the HC was supported by an executive technical and administrative body, the Arriyadh Development Authority. The ADA has set up an approach for the city's comprehensive planning. The ADA and the HC do not have a clearly defined status. They both should be totally independent and have the necessary status that enables the achievement of their goals and objectives. Unfortunately, the ADA was linked at the end of July 1991 to the Mayor of the city and lost its direct link with the Chairman of the High Commission. This step might hinder the ability of the ADA to perform

its duties.

The resistance of some land owners is a major obstacle in the development of the private areas. According to the current interpretation of Islamic Law, which limits the application of eminent domain to obvious public uses, owners cannot be forced to develop or sell their properties to the private sector. This interpretation of ownership rights makes it difficult to invest in the JPD private areas. Eminent domain should be redefined in accordance with references in Islam that point out that one's rights can be overruled if misused for the sake of even another individual. A responsible governmental body, possibly the ADA, should be required to evaluate the cases that can be considered as eminent domain.

Surveys have indicated that more than 56% of the households in the city do not shop in the JPD and areas around the JPD were preferred first for shopping. They have shown the reluctance of most owners to invest in the JPD and indicated a refusal among property owners to join development companies proposed for the private areas. Conducting the surveys during the construction of the second phase of the development of the JPD might have led to such negative conclusions about the viability of developing the area. The JPD might attract back some of the functions that migrated to other areas in the city.

Property owners in the Kingdom were not involved successfully in most of city centres development projects. Previous experiences in the Kingdom have pointed to the need not to be restricted to one definite approach in developing the JPD private areas. It also suggested the necessity of involving property owners in the development process. The ADA thought that the proper perspective towards developing the JPD private areas is in allowing various means of development. This approach has the disadvantage of the possibility of confusing the development operations. It also would disperse the development efforts and increase the government's liabilities towards land acquisition for providing the necessary services at an early stage of development. The ADA suggested an extensive role for the High Commission in



developing the JPD private areas. The development of the JPD private areas requires the government's political and financial commitment. The government has to indicate its attention to the development of the private areas and to support the viability of investments.

## 2- CONCLUSION.

## 2.1- STATUS OF PLANNING IN SAUDI ARABIA:

Political powers play a prime role in planning and development. In Saudi Arabia their role is more authoritative than other countries. They direct the planning process and control the evolution of the built environment. H.V.Savitch in his book Post-Industrial Cities: politics and planning in New York, Paris, and London suggests three theories of power distribution. The differentiation between the three theories depends on the interactions of the society and the state. The Elitism theory is based on the assertion of the division of the society "into sharp stratification of social class and power."<sup>1</sup> Members of the upper level of the society, the elites class, have common economic, social and political interests. They may govern the society as they are able to enforce an unbalanced influence of their power on the government decisions and actions especially when their interests are threatened. They gain their power mainly through their access to influential decision makers in the government. According to this theory, the state actions are controlled by the elites class who dominate the governmental policy making process. The second theory, the pluralism, emphasises the role of the group. The powers of the groups may differ according to the resources of each group. This implies a difference of their access to the government. However, each legitimate group can have an access to such an open system distinguished by the diversity of decision making points.<sup>2</sup>

The third theory, corporatism, accepts notions of both previous theories. Nevertheless, it rejects the dominance of the society by a single class and the random interaction of the groups. It organises the society into vertically divided collaborating organisations, each representing an explicit socio economic sector. The organisations receive their political status from the government, which in exchange acquire something supportive to the state. The state has the power of control and the ability to work among all divisions of the society.<sup>3</sup> Organisations will execute the policies and the state coordinated planning efforts. While in elitism and pluralism the state responds to a distinct class or multiple groups, in corporatism, where public authorities are more apparent, it controls and directs selected numbers of

organisations.<sup>4</sup>

None of H. Savitch's theories are applicable to the Saudi government system. The Saudi state system is a combination of all three theories but with more relevance and emphasis on elitism and corporatism. Corporatism is demonstrated in the developed system of governmental ministries and organisations. Elitism is reflected on the immoderate powers and authorities of the monarchy. Pluralism appears in the powers of some sectors of the community such as the business or religious people. Elites influence the decisions of corporatism and as the theory suggests, some distinguished corporatism organisations are headed by elites to have a better control of the interests of their class. Different from all theories, the Saudi system does not pursue any frame work for policy making. In fact, there are no defined policies at the elites level other than very general vague and disregarded statements. The monarchy, which dominates the elites group, does not want to commit itself to any clear policies that would commit allocating funds according to specific time schedules. Such policies, which are to be implemented mainly by pluralists and corporatists would raise their power and give them a higher status. They would also mean development through corporatism of proper planning abilities, which will be the point for initiating public demands instead of the elites. Corporatists in the Saudi system, despite their access to the government, try to satisfy the demands of the elites and not what their and the majority's preferences are. Planning therefore cannot be comprehensive at either national regional or local levels.

Despite the development of a somewhat modern system in the Kingdom, it was indirectly influenced by tribal conventions. The development of the country is not motivated by long term planning, which has always meant too much of a commitment for the government, but rather by indiscriminate decisions. The government organisations' plans and projects are still determined by the limits of the annual budgets and funds are mainly allocated according to the available revenues. The development of the country does not consider the five year development plans. The process of planning is treated as an administrative accomplishment and thus the

Ministry of Planning has an equivalent competitive status with other ministries. The Ministry of Finance has an influential role that forces government departments to disregard the development plans and operate from annual budgets.

Most of the planning steps in the Kingdom were counteractions to problems that faced the country. However, as soon as such problems were resolved the system continued with its ignorance of planning. As an example, due to recessions in the national economy, a decision was made to define development urban limits for the Saudi cities in 1989. It was used as an excuse to limit the allocation of funds for urban development. A similar decision was made in 1977 but was never implemented as funds were available during that time. The Ministry of Municipal and Rural Affairs was established in 1975 to achieve a national perspective of urbanization and to organise the physical planning process. Nevertheless, in the absence of any urban development policies and due to the negligence of planning in the fund allocation process, cities continued developing haphazardly creating deficiencies in the provision of infrastructure and urban facilities. As stated, the Kingdom does not adopt comprehensive planning as an approach to development. The attention of planning is concentrated on national and local levels disregarding regional planning. The failure of the concept of master planning as a tool for urban development in the Kingdom is due to its inability to accommodate the country's political and administrative systems. The master plans for the city of Arriyadh proved to be irresponsive to the dynamics of urban growth in a rapidly changing environment. Nevertheless, had they been implemented despite their deficiencies, they could have given the city a better shape.

The High Commission for the Development of the city of Arriyadh was initially established to follow up the implementation of the Doxiades Master Plan. Since the establishment of the ADA, the High commission became the responsible agency for comprehensive development of the city and the development of major projects such as the DQ and the JPD. The High Commission for the Development of the City of Arriyadh is the only agency in the Kingdom of its kind. Its establishment was a great

opportunity for the city of Arriyadh, which enjoys a better process of urban development and planning. The HC performs its responsibilities based on different decrees and resolutions that were issued during the last 17 years. Efforts to compile the resolutions and orders to form unified regulations for the HC have failed. The High Commission and the Arriyadh Development Authority are in desperate need for such regulations to resolve the dispute about their authority, which is caused by the contradictions of some of the decrees and orders. Although both the HC and the ADA could perform some of their functions depending on the political support of the Chairman of the High Commission, they need to institutionalise their status to withstand for any possible future changes. In addition, it can be used as an example for the development of the other main cities in the Kingdom.

The consequences of the decision of the Chairman of the HC to assign to the mayor of the city a supervisory role over the ADA are severe. It will take some time for the city to figure out the effects of weakening the ADA. The future of the ADA is questionable. It cannot perform properly under the new imposed situation its prime role of comprehensive planning. As the municipality has the power of issuing building permits and approval of subdivision plans, the work of the ADA in monitoring the development of the city will become obsolete. The development of the JPD private areas might also be affected. The required level of interaction with property owners and government agencies is hindered by the possible intrusion of the municipality. The ADA's work on the city urban limits, which is the tool for its development control might also be affected. Unless the chairman changes his conviction, which does not seem possible in the foreseeable future the ADA has to reevaluate its position and set a direction for its future. The ADA may gradually become responsible for data, specific research and studies and the development of major governmental projects in the city. Such tasks are still a major factor in the city development and the ADA will be one of the prime development bodies in Saudi Arabia. Nonetheless, the city of Arriyadh may have lost an opportunity for a better planning body and system.

## 2.2- EVALUATION OF THE ADA'S APPROACH TO

### THE DEVELOPMENT OF THE JPD PRIVATE AREAS:

Almost all major urban developments in the Kingdom were achieved through an exceptional process that removed it from the conventional bureaucratic process. Development of the centres of the cities of Makkah and al-Madinah, the expansion of the two Holy Mosques, the international airports, the major industrial cities in Jubail and Yanbu, the Arriyadh Diplomatic Quarter and the JPD was through independent bodies. Development of major governmental projects in Saudi Arabia requires the support of the highest authorities in the country, the king or the COM. However, political support needs to be supplemented by adequate technical and administrative capabilities. The HC, despite the political support, could not perform its responsibilities until the creation of the ADA. The establishment of the ADA was an opportunity for the development of the JPD. The development, which had the necessary political support needed the technical and administrative capabilities of the ADA. The ADA, relying on the political support of the Chairman of the HC, managed to boost the development of the JPD despite the country's declining economy.

The JPD development has followed a circular process. It started with the municipality plan prepared by Franco Albini for mainly government facilities. Afterwards, the Office of Redevelopment Project of the JPD's Plan prepared by Beech Group Consultants, included all the private areas but neglected property owners participation, their wishes and ownership boundaries. The ADA plan went back to an approach similar to Albini's (Fig.100). It concentrated on the government's development giving the private areas the opportunity to develop in a way that responds to market and owners needs. The development of the area was mainly influenced by the Doxiades master plan. It proposed a different type of linear city centre and suggested shifting the administrative uses to other areas. The unrealistic development plan of the Beech Group Consultants put the area development into freeze for several years.

The original ADA strategy provided for an integrated approach to redevelopment. It was based on a simple zoning structure that emphasised certain land uses depending on their physical relationship with the government core. The development of the JPD private areas is the principal factor for the success of the rejuvenation of the JPD as the city core. It supplements the development of the government core and will be set as a pilot scheme for developing the older areas of the city. The private areas cover about 60% of the JPD surrounding the previous phases of development which have established a nucleus for future development. They front the main access to the city centre and therefore affect its image. The first and second phases of the JPD development were less complicated and mainly governmental compared with the third phase, which is dependent on efforts of the private sector.

It is the ADA's intention to involve the privileged property owners to participate in the development of the private areas. The HEC has decided that the development approach for the JPD should be urban renewal and not reconstruction<sup>5</sup>. The HEC's directions towards the development of the JPD private areas are to limit government land acquisition and give commitment to the provision of public services and infrastructure. They also insisted on the involvement of the private sector in the development, which should be flexible and staged. This approach was taken to an extreme in avoiding land acquisition even for essential purposes such as the provision of parking areas. The government commitment to allocating additional funds for the development of the JPD private areas will encourage private investments in the district. The government, who thinks that its involvement in developing the district is over, has to resume its political support and financial commitment for the development of the private areas.

Adequate funds have to be allocated for the development of the JPD private areas including funds for land acquisition for streets, parking and open spaces. The government should also immediately allocate funds for urgent works. This is to remove unattended structures that could harbour criminal activities, improve the infrastructure, tidy up the environment, make the area safe from unstable structures,



improve accessibility and provide temporary parking and landscaping. This step is necessary to indicate the government's commitment to the development of the private areas and would support the viability of investments. It also will avoid the trend of development that might occur mainly on roads frontages leaving the inner areas in their derelict conditions. Incentives should be given to investors and developers in the JPD private areas. For example, they should be given priority in getting loans from the Real Estate Fund. Requests for loans from the Saudi Credit Bank for restoration of traditional buildings in the JPD private areas should also be given a priority and must be adequate.

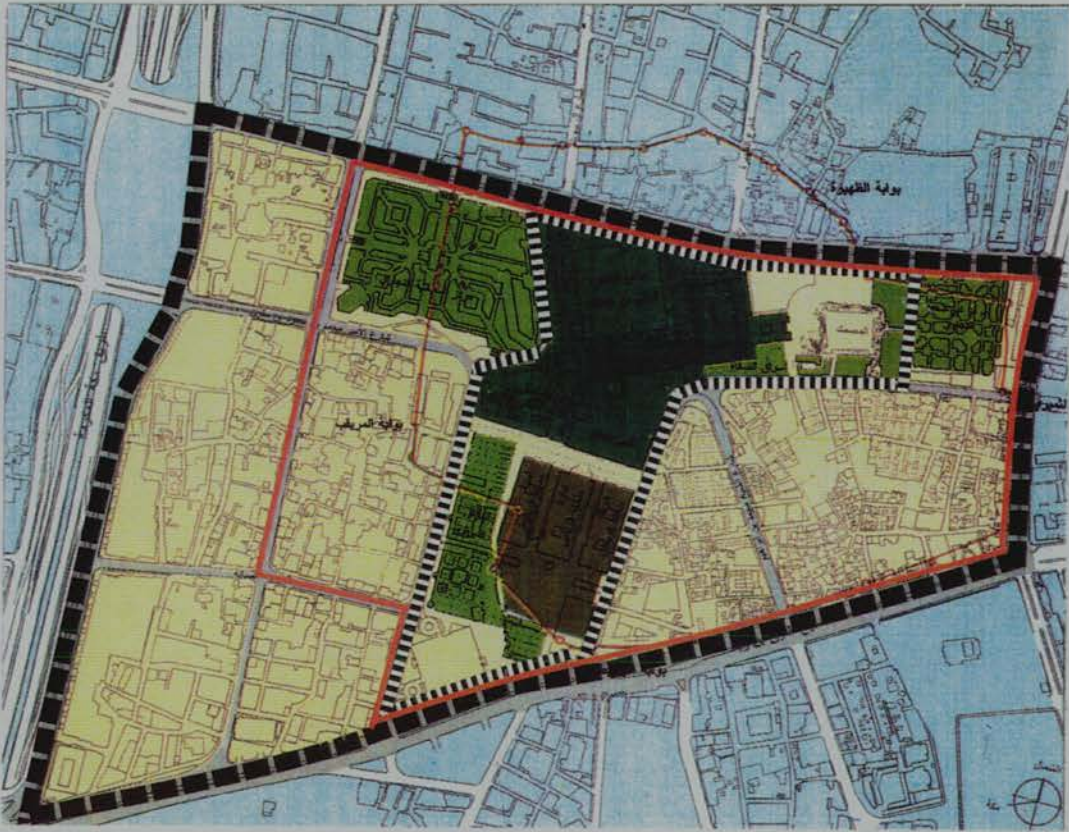
The JPD private areas contain a large number of derelict buildings or structures. They endanger passers by in the area and are used for immoral activities. Traditionally, Islamic municipal practice forced capable owners of derelict structures threatening to collapse to tear them down. If they were incapable or absent then the municipal authority carries out that task. Funds to provide for the labour cost were recovered by selling the debris or from the state budget. Such actions had to be immediate to avoid dangers.<sup>6</sup> Both the Saudi municipal law of roads and buildings and the COM order No. 25 in 1989 that enforced penalties against the delay in slum clearance, direct that these properties have to be cleared despite the necessity for their development. Most of the buildings in the JPD private areas have either been vacant for a long time or derelict and dangerous which as a first act has to be removed then developed. The mandate of Saudi banks does not allow them to own real estate except by special exemption from the Saudi Arabian Monetary Agency<sup>7</sup>. To avoid them participating in land speculations during the boom period they were not allowed to acquire real estate for investments. Government agencies are not allowed to accept loans from commercial banks. However, banks may need to be involved in the development process either directly or by giving special loans to investors.

The government has established a legal practice that gives property owners more rights than entitled by the Islamic Law. This has resulted in the resistance of owners

to develop or participate in the development causing a major obstacle to the development process of the JPD private areas. It has been envisaged as an obstructive factor that the government has very little means to deal with. Islamic interpretation of eminent domain has to be redefined by the government and the religious scholars in the Kingdom. It should be applied on all developments that are beneficial to the public including commercial developments. To avoid the abuse of such interpretation and insure fairness to property owners, a responsible urban development body should be responsible for the clarification and definition of developments that are subject to eminent domain. In the city of Arriyadh, the ADA could perform that role. In other cities in the Kingdom, special development bodies or committees within the municipality including a representative of the court should be formed to decide on lots that could be acquired for public benefits.

The development of the JPD private areas should not await the desires of property owners. As the development plans of the private areas should assume a development time frame, means for enforcing development should be applied. In Islam Zakah should be applied on land or property offered for sale. The government should demand taxes on the undeveloped serviced lands and vacant properties. In addition, the ADA must force improvement of facades of old buildings in the area to maintain a reasonable urban quality for the JPD.

The style of commercial developments in the private areas must be controlled. If the areas are permitted to develop as modern boutique style shopping areas, then some of the traditional activities, which cannot afford high rents or such types of developments, might be forced to migrate to other locations in the city. As their continuity in the JPD is vital, the government should consider developing special traditional markets to avoid their migration to other locations in the city. These can be in the heritage area or in the proposed al-Musmak market.<sup>8</sup> Regulations should be composed to avoid the current style of one storey retail developments in the city and the JPD.



- Albin's Plan
- Beeah's Plan
- A.D.A.'s Plan

Fig.100 Plan showing the boundaries of the JPD different development plans.

Source: Base map, ADA, Development of the JPD third phase, p.5.

Commercial areas around the JPD might compete with the proposed commercial activities in the district. They all might be large enough for the forceable needs even of the city centre. Over restriction of zoning and building regulations in the JPD will move people to other areas possibly in the vicinity of the JPD. This implies the need to widen the study of the JPD private areas, which are not confined by a physical boundary, to include areas around it particularly developable lands on King Fahad road. Additionally, as most of the old areas around the JPD are in urgent need of

improvement, careful attention should also be given to the development of these deteriorated areas that might face further decline as a result of the development of the JPD.

The JPD is different from the two Holy Cities of Makkah and al-Madinah where the city centres are permanently related to the Holy Mosques. Despite the government intentions to activate the JPD as the city administrative and business centre, the area might not remain as the prime commercial centre of the city. However, it will continue acting as the city main administrative centre. Development of the JPD may need to concentrate on condensing administrative, cultural and government activities in the area to demonstrate the area as the city core of such activities. The ADA has proposed rebuilding the courts complex, which is in unsatisfactory conditions both functionally and structurally. It cannot accommodate all the departments of the courts and lacks proper car parking. Two sites were proposed one on the location of the cancelled cultural centre (Fig.101). This is a prominent site on the main square opposite to the Jamie Mosque, which reflects symbolically the relation of the courts with the religion. However, this site is not large enough to accommodate all of the courts functions. The other site was proposed in private area 3, which is more adequate in terms of size but requires the acquisition of the land that is in private hands. The king was requested to approve the allocation of funds for land acquisition, design and construction of the new courts complex. If the second site receives the necessary support then the location of the cultural centre may be given another use. A cultural facility that will enforce the public profile and cultural dimension to the area may be developed. The HC has also decided that if a stock exchange were conceived in the city then it should be located in the JPD. The main terminal for public transport in the city was proposed by the Scet Master Plan to be located in the JPD. Efforts should be made to implement this recommendation as the central location of the JPD and its links with main arterials seems to be most appropriate.

## **2.3- DEVELOPMENT MODEL FOR THE CENTRES OF SAUDI CITIES:**

The ADA has proposed a general framework that hopes to ensure the development of the private areas and protect the rights of owners. Consequently, the following list of development means was suggested as possible alternatives for the development of the JPD private areas beside any other means that would prove to be feasible:

- Developments by owners of large sites.
- Developments by small property owners agreeing in a form that enables them to achieve a sizable area for development.
- Establishing development companies by large property owners. Owners of small properties should be allowed to participate in those companies with the value of their lands or by selling it to the company undergoing the development.
- Developments by the Saudi Company for al-Meglya Commercial Complex.
- Developments by companies established by investors, not necessarily from property owners in the JPD. Such companies would buy and develop lands in the private areas.
- The Saudi Real Estate Company. This can be in accordance with the royal decree that assigned the company as the prime developer of commercially viable quarters of the city of Arriyadh.
- One of the development companies or any other investor might buy parts of the private areas by issuing post-paid stocks and bonds, until the areas are planned and sold.

There are five possible alternatives out of this list that might be more practical. These are discussed in the following section.

### **2.3.1- MAJOR INDIVIDUAL DEVELOPMENTS:**

This type of development was initiated by two land owners who owned most of the lands in private development area 1. They suggested to associate with other capable

owners to establish a development limited company. Other property owners would be allowed to participate with the value of their properties or to sell them to the company who should compensate them immediately according to estimates by the government land acquisition committee.<sup>9</sup> The two initiators requested the ADA to assist in forcing resisting owners in the area to participate in the company or sell their properties. The initiators started approaching individuals to buy their properties. They found out that most small property owners preferred selling their properties to taking part in the proposed development company.

This form of company is very similar to Makkah's Company except that Makkah's is a joint-stock company. As the proposing owners claimed to own most of the area, they should be allowed to develop according to detailed guidelines prepared by the ADA. The detailed guidelines are only available for private development areas 1 and 2. The ADA conducted a detailed urban design study for these two areas. The scope of the study included the preparation of detailed designs of infrastructure, new roads and open spaces. However, the ADA decided to terminate the study prior to the completion of the final construction documents. The ADA thought that such a study might affect the flexibility of the development of the two areas and commit the government to an immediate rather than gradual spending of funds on infrastructure and land acquisition. Another similar study for the rest of the private areas was cancelled at an earlier stage.

This alternative can be applied only where owners can develop major parts of the areas. It should not necessarily be in the form of a company. Individuals who own sizable areas should also be allowed to develop. Such developments, as they are carried by the private sector will be faced with resistance of owners wishing neither to participate nor sell their properties. The ADA role should be more advising and trying to convince owners to assist in developing the area. The two initiators of development in private area 1 have slowed the pace of development as it was obstructed by the resistance of some small lands owners. Nevertheless, the area in their possession is adequate enough for a suitable development.








- |   |   |   |
|---|---|---|
|  Phase One   |  Phase Two           |  Proposed locations for the Courts Complex |
|  Phase Three |  Private Development |   |

Fig.101 Plan of the JPD showing development phases and the proposed locations of the Courts Complex.

Source: Adapted from ADA, Development of the JPD third phase, p.3.

The HEC in 1984, gave the King Faisal Foundation the opportunity to develop in the JPD private areas. However, as the second phase of development was not started, the foundation hesitated to risk any development in the area. The foundation, which is a private charitable organisation, may receive less resistance from owners and possibly more government support when acquiring properties. Such organisations, which are financially stable, can possibly participate in limited but prominent developments in the private areas.

### **2.3.2- ESTABLISHING A JOINT-STOCK COMPANY.**

#### **THE ARRIYADH DEVELOPMENT COMPANY (ADC):**

The development of the second phase of the JPD development is completed. The development of the third phase now appears as a priority. Hence, the HC designated on December 31st., 1989, a committee from the Mayor of the city of Arriyadh, Deputy Minister of MOMRA for town planning and the President of the ADA to meet with citizens and businessmen in the city to explore means for participation of the private sector in developing the JPD private areas. On January 15th., 1990, a meeting was held in the Chamber of Commerce and attended by about 200 businessmen and citizens. Following the directions of the Chairman of the High Commission, the mayor stated that the meeting was based on the king's directions for the participation of the private sector in developing the JPD. A presentation was made for the HC development approach to the JPD. The idea of forming a development company for the private areas was suggested and accepted in principle. A preparatory committee was then established to study the scope of the proposed development company. The preparatory committee suggested establishing a joint stock holding company to participate in developing the JPD private areas. Private development areas 3 and 7 were selected for conducting an economic feasibility study and the ADA agreed to suspend major developments in the two areas for six months. The selected private development areas are located near commercial centres closer to phase 2 of the JPD development. A founding committee chaired by the President of ADA was then established to overview the feasibility study, status of ownership in the private areas and the process of the final establishment of the Arriyadh Development Company.

The feasibility study was submitted in August 1991. The study was not very comprehensive. It has since the beginning assumed a predetermined conclusion. It has suggested the viability of development of private areas 3 and 7. In addition, the development of private development area 6, which was added on a suggestion from the company, was also proved viable. The feasibility study was almost forced to



reach a positive conclusion. The establishment of a development company for the JPD private areas should not have been suggested prior to the feasibility study. The study should have proved the viability of development and the best means to accomplish it. The early political decision to establish the ADC was premature and will influence the future development of the private areas. The feasibility study has prepared different scenarios for the development of the three private areas. The scenarios were sometimes based on unacceptable hypotheses such as the assumption that government land might be given free or at a low price to the company. Results of such assumptions lead to the conclusion that the development is feasible. The study has some useful aspects. Based on the surveys conducted as part of the study, one can assume the preferred styles of commercial, residential and office developments.

Based on the steps taken by the private sector to establish Arriyadh Development Company, the Chairman of the High Commission requested on April 16th., 1990, the king's approval of the establishment of the company. He also requested his endorsement to giving land owners in the private areas only two options; either to sell their properties to the company or participate in it as shareholders with the value of their properties. Such an endorsement which was clearly given in the development of Makkah company, is essential to avoid the resistance of owners to sell or participate in the development and consequently obstruct the future plans of the company. The king's approval was only made on September 26th., 1991 and was not an absolute consent as hoped. It pointed out there should not be any objection or different opinion against the proposed development or participation conditions by any individual or group. The king has also stated that "agreements with owners have to be in writing and in a well studied manner to avoid any obstacles that might disturb this benevolent work."<sup>10</sup> The king's remarks demonstrate the strong position that individual owners have that might affect development.

Following the king's approval, the company proceeded to finalise the registration and licensing process to enable offering shares for public subscription. The company will

prepare an urban design study that will be followed by a competition for the design of its future projects. The feasibility study has neither set a time frame for the development nor suggested the best development alternatives. It is not yet clear whether the ADC will develop all three areas and for what uses and whether such development will be feasible. The study has not specified the proposed capital for the ADC. It stated that if the three private areas were to be developed then the company would need more than SR. 1 billion (142 million Pounds). If private areas 3 and 6 were to be developed then the capital needed will be SR. 800 million (115 million Pounds). The stated objective of the Arriyadh Development Company is to utilise and benefit from the privileges and opportunities made available by the government for the development and investment on the Justice Palace District by setting up commercial, office and residential complexes in addition to other services that prove to be viable and feasible.

The Arriyadh development Company should have learned from the experience of Makkah Company. Efforts to resolve all ownership problems at an earlier stage should have been made. Although the company is a public one, the process of land acquisition will take a long time. The company should also concentrate its development on possibly one or two areas rather than dispersing its resources on different areas. The company may find itself in a situation of halting developments in some of the selected areas.

### **2.3.3- THE SAUDI COMPANY FOR AL-MEGLYACOMMERCIAL COMPLEX:**

The Saudi Company for al-Meglya Commercial Complex company is involved in the development of the JPD. Although public shares in the company represent only about 14% of the shares of one of the founding partners, it is generally regarded as a public company. This is mainly because it consists of government or semi government agencies responsible for public affairs. The company can participate in the development of the JPD private areas with its existing

structure but should expand its responsibilities and capital. Its capital could be expanded by offering additional shares for public subscription. This might imply converting it to a joint-stock company. Land owners in the private areas could be given a priority in the subscription and thus be involved in the development process. The difference between the land value of al-Meglya site and the share of the municipality is SR. 178,960,730 (26 million Pounds), which was considered as a loan to the company. This amount could be the start of restructuring the company where the other partners should increase their shares. Alternatively, this amount might be used for some land acquisition. The company, which is already established, supported, and experienced in developments in the JPD, could have been a better alternative than establishing a new company.

The areas proposed for development by this company are the private areas 4, 5, and 6. Derelict buildings compose about 50% of these areas. They are in close proximity to the developments by the company and by the ADC and properly located on the main access to the JPD. The ownership pattern in these areas requires a lot of government intervention that will be difficult to deal with through individual private developers. Development of these areas will also deal with a condition in al-Meglya agreement that was based on the minutes of meeting between the Chairman of the High Commission and the Minister of Finance. The condition stated that: "towards the success of investment in building al-Meglya Commercial Complex, Arriyadh's Emirate and Municipality are committed not to demolish the temporary markets on King Fahad road."<sup>11</sup> The company can thus redevelop the temporary markets on King Fahad Road, which land is owned by the municipality.

#### **2.3.4- UTILISATION OF THE**

##### **SAUDI REAL ESTATE COMPANY:**

In 1982, the royal decree No.2200/8 issued on July 10th., 1982 directed that the Saudi Real Estate Company should develop the old sectors of Arriyadh that are commercially viable. The decree Proposed the following procedure:

- The Real Estate Company should purchase real estates in the assigned areas. It should pay its value according to arrangements that should be set by the municipality. This is in order to avoid the obstruction of development by the possible resistance of some owners. The estimation of lands value should be made in agreement between the company and the municipality.
- The Real Estate Company would prepare detailed plans for the areas. Afterwards, land parcels should be offered in an open auction for public investment. Regulations for development should be compulsory and must be stated in the land title.
- Investors should develop within a defined time frame. They would not be allowed to sell their parcels before completing developments. A fine would be applied against investors exceeding the development time frame. The Real Estate Company will have the right to reacquire the lands of such investors with the same value of the original sale.

As previously stated, this decree was never applied. The company could be involved in the development of some of the JPD private areas using this royal decree as a base. The procedure proposed by the decree requires the acquisition of all land by the company, which will require enormous funds. This might imply that it should be applied only to a small area with limited number of owners. Otherwise, the government may grant a loan to the company to help in the land acquisition. Alternatively, the government may support the company in issuing post paid stocks that will be paid after the areas are planned and then sold. This process has never been tried in the Kingdom. It will involve a lot of legal and administrative work and might be confronted with some resistance regarding estimating the land value before and after planning.

### **2.3.5- THE MUNICIPALITY CAR PARKS DEVELOPMENT ARRANGEMENTS:**

As previously mentioned, the municipality of Arriyadh has developed four multi storey car parks. Two of them are in the vicinity of the JPD. The parking structures were developed through agreements with investors to develop them on lands owned by the municipality and then utilise them for 15 years. Afterwards, the buildings were to be returned to the ownership of the municipality. The municipality did not enforce or direct people to use them. People opted to park free of charge in the vacant land within the old areas or on street parking. The investors have complained that due to the discouragement of using their structures and the development freeze in the JPD, they could not make any profit in the last decade. They asked for the agreement to be extended and for some measures to be applied to direct people to use the parking structures. The municipality should consider extending the agreement for some years. This is not only in order to be fair to the investors, but also to encourage future similar arrangements. The COM has prohibited the inclusion of any retail activities within the parking structures. This decision has to be adjusted to allow some retail activities to augment the viability of the development. The JPD private areas would require large number of car parking spaces. The previous experience of the municipality should be utilised in developing parking areas in the JPD. Similar agreements can be made with investors after the appropriate lands get acquired by the municipality. It might be also possible that investors negotiate comparable agreements with land owners without the involvement of the municipality in land acquisition.

The development alternatives for city centres in the Kingdom, particularly the JPD private areas, should at the beginning be limited to those that appear more promising at the initial stage of development. This is in order to assure serious development and attraction of investments to the designated areas. The development plans of these centres should consider staging of developments. Initially they should accept interim developments. Whereas compulsory types of developments might discourage

investments in the private areas, interim developments may influence investments in the areas and test the market needs. Precautions to avoid the permanence of such developments, such as the new Swega market, should be made. Each development alternative must consider the special conditions of each area. The size of development is dependable on the capability of the developer who should not be allowed to exaggerate the size of development. Efforts also should be made to control the locations and development schedules of all developers. The process of land acquisition will be the main task in any of the development alternatives. The government should assist the process by providing the estimation of the values of properties and by convincing resisting owners either to participate in the development or accept an immediate compensation. All development approaches for the city centres have to be careful and gradual. They should observe the development trends after the completion of early phases of development. Development approaches have to be flexible enough to accommodate such trends.

Out of the previously mentioned five possible alternatives for the development of the JPD private areas the first two, establishing a joint-stock company and major individual developments, are the most appropriate. They are also applicable to the development of the JPD private areas and to centres of other cities in Saudi Arabia. The advantages of major individual developments are very apparent. They follow a straight forward process of development by privileged owners of large areas. They need less time as they require less preliminary works. Major individual developments can be also through owners who can accumulate large areas without government intervention.

The concept of development joint-stock companies is politically well accepted. It has some success in earlier experiences in Saudi Arabia. This will enable government support through financial contributions by granting loans or permitting financially stable semi government bodies to participate in the establishment of joint-stock development companies. As previously stated, joint-stock companies can receive, because of the public subscriptions, exceptional government support. They can

overcome some obstacles like possible resistance of small owners to the development by acquiring their properties by force. The companies' developments can tolerably be fitted for eminent domain. Development limited companies should not be encouraged or permitted except between capable owners of sizable properties. The possibility of their failure is more likely as they may not get adequate government support. If they require any property acquisition, they will be immediately confronted with the resistance of property owners.

The development of city centres might follow the model that will be discussed later. It is mainly based on the need for responsible development authorities such as the ADA or the URA. Such development authorities, including the ADA whether through its current or improved status, should have enough authority and power that enable performing the required tasks. The scope and powers of the development authorities should be comparable to Singapore's URA taking into consideration the difference between government systems. They should have the power of compulsory acquisition of properties. They should also expand their scope to be responsible for development and management of parking in the city centres. For other old areas in the cities, the development authorities have to study the conditions of each area and set a programme for improvements and development similar to the development programme of the JPD private areas.

#### **2.4- DEVELOPMENT MODEL FOR THE CITY CENTRE OF ARRIYADH:**

Development of the city centre of Arriyadh should follow the model that will be discussed later for the development of centres of Saudi cities. However, due to the previously mentioned difficulties that are affecting the status of the ADA, the city centre might have an exceptional development process. As the former president of the ADA was appointed as the Minister of Municipal and Rural Affairs, the Mayor of Arriyadh and the secretary general of the HC was appointed as the Chairman of the ADC. The minister thought that appointing the mayor, who reports to him, as

a chairman would keep the ADC under his auspices. In a clever step, the ADC requested the Governor of Arriyadh Region and the Chairman of the HC to accept its honorary chairmanship. The governor agreed. These steps added to the conflict between the ADA and the municipality and gave the municipality more access to the development of the JPD private areas.

The HC has to assign one agency, preferably the ADA, to have full authority and control of development without intrusions or interruption by other agencies. The ADA should have full authority for development management and planning of the JPD and providing it with sufficient infrastructure and services. It will be responsible for the preparation of overall and annual development budgets. It must play a leading role in such special projects as the heritage areas where a limited area can be acquired and set as a pioneer example for adaptive reuse. The ADA should assist developers by convincing or forcing resisting owners to participate in the development. It must monitor the exaggeration of land prices and set fair land prices that should be paid to owners, possibly through the government land acquisition committee.

The ADA has completed a detailed survey of properties in the private areas. Information about the areas, use and condition of most properties are now available. This enhances the knowledge of ownership pattern and consequently helps in suggesting development alternatives. The ADA also should conduct more studies to become more acquainted with the future demands on the private areas. The studies should include a market study, an economic pre-feasibility study and evaluation of current trends of commercial activities in the city. Based on the surveys and studies and using the development objectives set by the HC, a comprehensive development plan has to be clearly drawn for the JPD private areas. It should include detailed plans for the development of the private areas. The detailed plans should extend beyond the general guidelines and the indeterminate development approach followed by the ADA. They should be thorough enough to suggest improvements, streets, land use and development guidelines and regulations. Based on these studies,



preliminary urban designs and development alternatives for each private area should be outlined. The urban designs would define the government commitment to providing new roads and services and help investors to determine the appropriate developments. Based on the urban designs, necessary government funds have to be estimated and allocated. It should include funds for urgent improvement works and provision of car parks. The ADA should maintain close supervision and monitoring of implementation. This should include continuous updating of the markets relocation plan to maintain their functions in the JPD. The ADA should review plans and designs of the proposed private developments to control the quality of detailed urban design and architecture. It should also liaise with the private developers and offer technical and administrative assistance including facilitating political endorsement against possible resistance of land owners that might obstruct the development.

The ADA should apply only the two preferable alternatives. The major individuals' developments should be contained in private area 1 and the ADC's developments should be limited to private areas 3 and 7 (Fig.100). The property owners survey has pointed out the reluctance of owners in the JPD to join the ADC although they mostly thought of excellent future prospects for the JPD private areas. For the initial stage of developing the JPD private areas, the development of the proposed three areas seems most appropriate. It will avoid widely dispersing developments and so converting the whole area into a construction site. Additionally, it will allow for gradual provision of the necessary government improvements of infrastructure, car parks and open spaces. The initial developments, upon completion, should provide suitable spaces for the commercial areas in the rest of the private areas to be relocated to. Private area 2, which contains most of the traditional markets, should only be redeveloped when the government or possibly the private sector develop the proposed traditional Musmak market (See end note 8).

The ADA's development approach permits owners of small properties to develop their properties individually. Owners of small or medium size properties should be discouraged to develop until the implementation of some of the proposed develop-

ment alternatives. Otherwise, they will obstruct other major development either by resisting selling their properties or by building residential units on their small land parcels. This might commit an early government expenditure on infrastructure. The application of regulations for the minimum acceptable size of development has not been practised in the Kingdom. However, it is essential in order to avoid the current style of one storey retail developments in the city and the JPD. The government cannot force an owner to develop a defined size of building. Nevertheless, it can produce regulations that discourages him from small size development. The ADA has defined 2,000 Sq.M. as the minimum lot size in the JPD private areas that can be used for commercial developments. Any smaller lots should not be allowed to be developed except as traditional residential units, which are not the most remunerative developments.

The ADA's prime role will be in development planning and management. The ADA should monitor and control the progress of development. Upon completion of some of the initial developments it should release the development of the rest of the private areas. It should expand the developments of the ADC and allow more major individual developments. The remaining three alternatives probable for the development of the JPD private areas may be used for limited size and type developments. All small developments should be halted to avoid introducing additional obstruction to future developments. The envisaged problem in the development of the JPD private areas is that the ADC might not have learned from other previous experiences in the Kingdom. It may opt to disperse its resources by insisting on developing larger areas than needed. The company is almost considered by the Chairman of the HC as the prime developer of the city centre of Arriyadh and that it has the right of preemption over other developers in the area. Hence, it is possible that despite the ADA's objection, the ADC might acquire the necessary approvals from its chairman or from the Chairman of the HC. Although the ADC might not have adequate funds to acquire several private areas as intended, it can obtain the approval to freeze lands prices. This will halt the development in the area and make it dependant on the capabilities of the ADC. It will also threaten other

developments in the area which might not be able to compete with the ADC. However, the ADA should try its utmost efforts to confine the exaggerated expectations of the ADC. It also should support and guide other developers. The ADA has identified an area within the boundary of the old city wall as a heritage area that needs to be preserved as a priority. The Kingdom has very limited experience in such preservation. Efforts have to be made to enforce the preservation of the heritage area in the JPD as a national pioneer example. The government has to spend enough funds and support establishing the required laws to enable that.

There is no financial commitment yet and funds have not been allocated for the development of the JPD private areas. However, relying on the governor's personal support, it is most likely that most of the necessary funds will be made available. The only disadvantage is that funds will be subject to political direction and not in response to the ADA's plan. Recently, about SR. 30 million (4.3 million Pounds) were allocated to acquire lands to provide a car park west of the Justice Palace. Although the area acquired was one of several proposed by the ADA for the development of car parks, the acquired site is not the priority. There is no need for establishing a new company for the development of areas surrounding the JPD. The ADC may expand its plans at a later stage to these areas.

## **2.5- DEVELOPMENT MODEL FOR THE CENTRES OF OTHER SAUDI CITIES:**

Similar to Arriyadh, the conditions of the centres of most Saudi cities are unsatisfactory. They are gradually deteriorating as activities shift to the new parts of the cities. The traditional urban heritage, which is dominant at the city centres, is endangered and cities are losing their distinct characters. There is an immediate need to attend to the development of these centres. Instead of dealing independently with the development of each city centre, it seems more suitable to develop a consistent system for all similar cities.

The development of the city centres of the two Holy Cities Makkah and al-Madinah is exceptional. Because of their special status, they are receiving a high level of political attention. As previously mentioned, most developable land in the city centre of al-Madinah has been sold and is in the hands of capable developers. They will be developed according to a plan prepared for the centre by the main contractor of the extension of the Prophet's Mosque and was approved by the king. Additionally, Taiba Company for Investment and Real Estate Development is already established and well supported. Beside its development of a large site in the vicinity of the mosque it can be involved in developing additional available sites in the city centre. The city centre of Makkah might follow the model that will be discussed later for the rest of Saudi cities. However, due to the political support and capabilities of Makkah Company for Development and Construction, it will be wise to expand its development to other deteriorating areas in the city as its mandate limits its concession to areas in the vicinity of the Holy Mosque. This should be mainly in areas of complicated pattern of property size and ownership.

The ADA was requested at the beginning of 1991 by the Ministry of Municipal and Rural Affairs to prepare a development plan for the city centre of Hayel (Fig.28). Although the preparation of a development plan is basic, the implementation of the plan is essential. The execution of the plan will be most probably left with the municipality of Hayel, which has very limited experience and capabilities in this regard. The development of the centres of other main Saudi cities can adapt the following model, which is dependant on establishing special development authorities (Figs.102,103).

To enable a more professional development process of the cities' centres, it is necessary to establish independent development authorities. It will be more appropriate to assign to these authorities the responsibilities for each city's comprehensive development, which will include the development of the centres and possibly major projects in the cities. This will be a positive step that will also help in improving the planning process in Saudi Arabia. To avoid any conflict of

interests, such as in the case of the ADA, these authorities should have a well defined status in a supervisory level over the rest of development agencies in the cities. Different from the ADA, these bodies should fall within the current government system. Instead of reporting to a region's governor they should report to the Minister of Municipal and Rural Affairs. However, the development authorities must maintain a mandate similar to the ADA's.

The Ministry of Municipal and Rural Affairs should conduct a study to determine the cities that should have development authorities. It should also draft their mandate including their responsibilities, authorities and powers. It should define their relations with the regions' governors and the rest of the government agencies. Additionally, it should estimate the necessary preliminary funds for each development authority. The minister may propose the presidents selected for these authorities who should be of the same rank as the city's mayor. Consequently, a complete proposal should be submitted for the approval of the COM. The proposal should be flexible and give the minister the right to add new cities in the future.

Upon the COM's approval, the development authorities should be finally established. They should start performing their role by conducting sufficient studies to establish a solid updatable data base. This will give clearer pictures of the cities conditions and enable a better vision for the city's development. Afterwards, detailed studies for the centres should be carried out. These should include accurate surveys of the ownership pattern and land values. Feasibility studies for the development of the centres should be carried out. They should survey the owners, tenants, shoppers needs and expectations. Afterwards, they must suggest the development areas, the preferred uses, the necessary funds, possible development alternatives, the development time frame and the areas of priority. Based on the studies and surveys, detailed development plans and urban designs for the centres should be drawn up. They should include estimates for developments costs. The minister of MOMRA will then submit the development proposals and estimated budgets for the approval of the COM. The normal

procedure of submitting budgets to the Ministry of Finance will not guarantee the allocation of the required funds. The COM should indicate its support for the developments and its commitment for funds allocation. Prior to any new major development, the COM's support and commitment must be granted.

The development authorities must start some improvements works in the centres to indicate development intentions, make them safe and clean and possibly improve their economic viability. Some city centres might have their own special conditions, that might imply adapting special development alternatives. However, these alternatives are expected to be applied only on limited sectors of the centres. The main alternatives that should be applied for the development of city centres are large individual developments and the development of joint-stock companies. Estimate of properties values should be made a head of establishing development companies. Afterwards, opportunity should be given to property owners to participate in establishing the development companies. The resisting owners should be informed about the estimated value of their properties which will be compensated after public subscription. During the process of subscription, property owners should have a second opportunity to participate in the development companies as shareholders and they should have the priority to subscribe. The development authorities should review the detailed designs of the proposed developments. They should monitor their progress and review the need and timing for releasing more areas for development.

It might prove unviable to establish joint-stock development companies for some cities. Alternatively, development limited companies should be studied. To support their viability, they should get adequate government support in the form of loans or participation of some semi government agencies. In other cities, it might be necessary to be limited to large individual private developments. The development agencies should monitor the development of the cities' centres and rely on the flexibility of the plans to respond to any changes in the market. They should avoid dispersing efforts by not scattering developments all over their areas of responsibility.

The proposed model, if put into practice, could help overcome the political problems which have affected the development of the city centres in Saudi Arabia. By ensuring a clear commitment towards development from the political authorities and defining proven structures for development, the model clarifies the roles of both the enabling and development agencies. With this clearer mandate, the proposed development authorities should be able to guide and channel development in a more rational and economic manner than has so far been possible. The hope is that a better process for planning in Saudi Arabia will be established and will enable achieving higher standards of planning, design and maintenance.

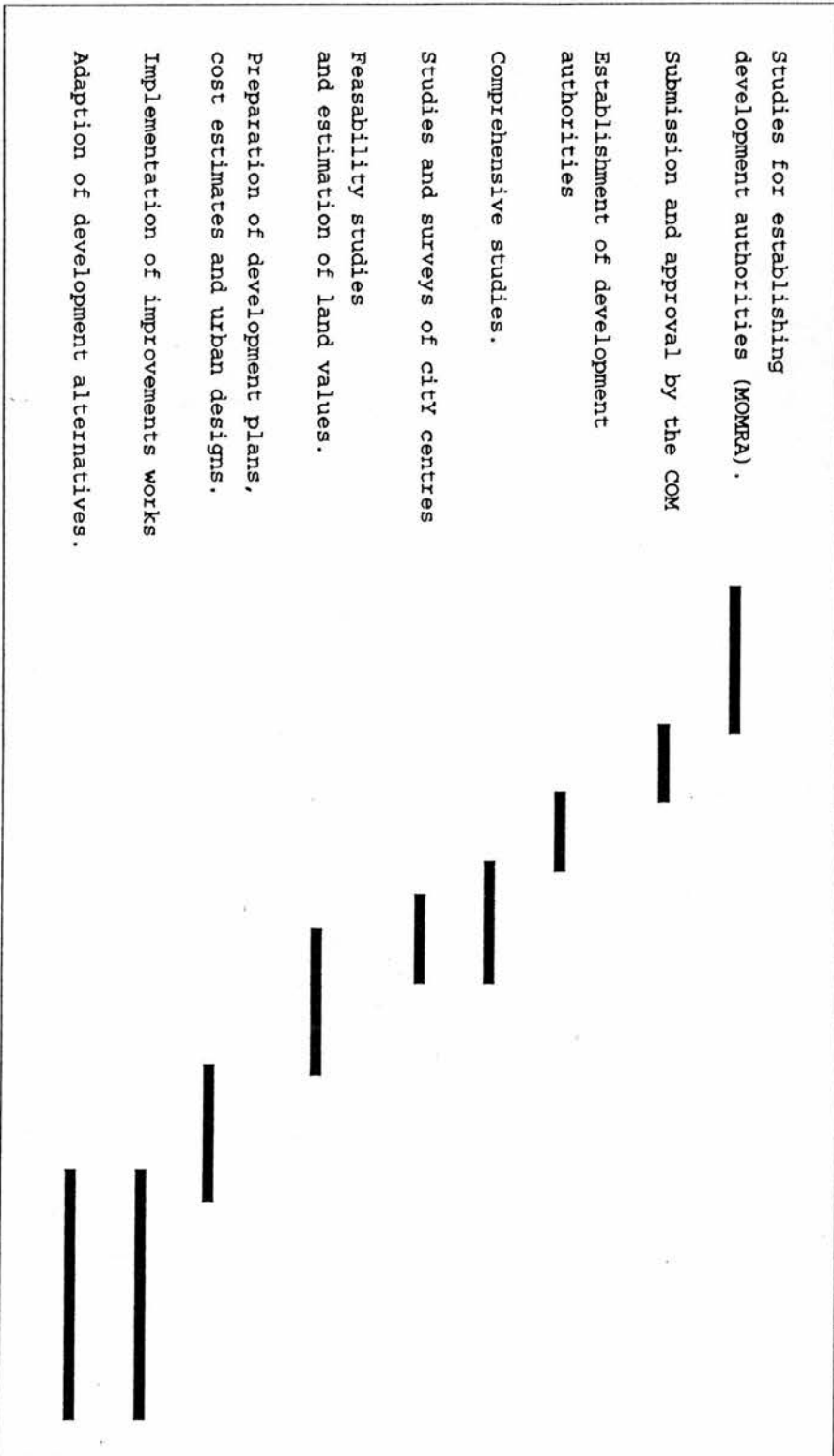


Fig.102 Chart of proposed development model.



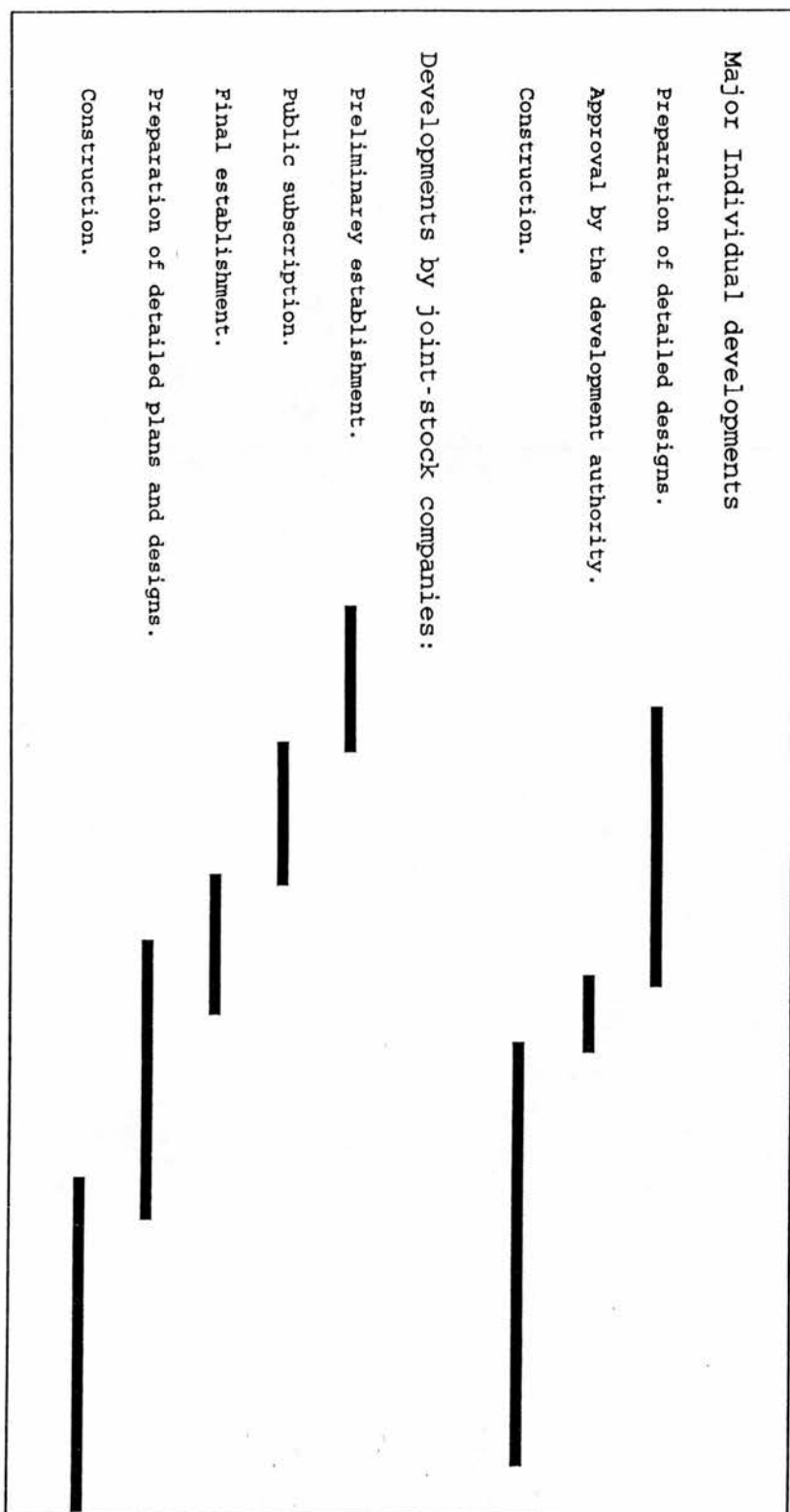


Fig.103 Chart of proposed development alternatives.

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1. H. V. Savitch. Post-Industrial Cities: politics and planning in New York, Paris, and London. (Princeton: Princeton University Press, 1988). p.11.
2. Ibid., pp.12-13.
3. Ibid., pp.14-15.
4. Ibid., pp.16-17.
5. ADA, The High Executive Committee. Minutes of the 3rd. meeting on June 22nd., 1983.
6. Ibn al-Rami al-Bannaa. Al Elan be Ahkam al-Bunyan. Ascertained by: Saleh M.al-Atram. A Ph.D. Dissertation, Imam Mohammed Ibn Saud Islamic University, Arriyadh, 1983. p.403, p.405.
7. Saudi Arabian Monetary Agency. Majmoat al-Anzemah wa al-Talemat al-Naqdeyyah wa al-Masrafeyyah. Arriyadh: 1981. p.33.
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9. Abdul Aziz al-Moosa, and Mohammed al-Remaizan. Letter to H.R.H. the Governor of Arriyadh in 1989. A.D.A. Reg. No.8962159.
10. Letter from the king to the Chairman of the High Commission. No.4/b/2372 On September 16t., 1991. ADA Reg. No.911001012.
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## **APPENDIX I**

### **QUESTIONNAIRES**

- 1- HOUSEHOLD SURVEY.
- 2- PROPERTY OWNERS SURVEY.
- 3- ARRIYADH DEVELOPMENT COMPANY SURVEYS.

For more information about the above mentioned surveys please refer to section 3 of Chapter 4, pages308-311 and to appendix II, pages 432-434.

1- HOUSEHOLD SURVEY.

# HOUSEHOLD SURVEY

**CARD:**

Survey Identification Number:	2 - 5				
Submunicipality Number:	6 - 7				
Hara Number:	8 - 9				
Sub-Hara Number:	10 - 11				
Block Number:	12 - 14				
Parcel Number:	15 - 16				
Sub-Parcel Number:	17 - 18				
Dwelling Unit Number:	19 - 20				
Interviewer Code:	21 - 22				
Supervisor Code:	23 - 24				
Controller Code:	25 - 26				

		Outcome of call							
27 - 33	Time of day	Date			Interview complete	Refusal	Not at Name	Come back	Vacant
		D	M	Y					
	First call				1	2	3	4	5
	Second call				1	2	3	4	5
	Third call				1	2	3	4	5

**IF VACANT OR REFUSAL, ANSWER QUESTIONS 1 AND 2 AND GO TO NEXT INTERVIEW**

**(USE NEW SURVEY FROM)**

**BUILDING CHARACTERISTICS (TO BE COMPLETED BY THE INTERVIEWER)**

1. Type of structure.

34 - 35	Shack, hut or tent	01
	Indigenous Arab House	02
	Villa	04
	Apartment building	05
	Townhouse	06
	Office building	11
	Commercial/Retail building	12
	Warehouse	14
	Manufacturing plant/workshop	15
	Public facility	16
	Other type of building	91

2a. Type of parcel.

36	Single dwelling unit building	1
	Two dwelling unit building	2
	Multiple dwelling unit building	3
	Compound	4
	Palace	5
	Other	0

2b. If villa: Number of electrical meters

37 - 38

WRITE IN

**BUILDING CHARACTERISTICS – CONTINUED (TO BE COMPLETED  
BY THE INTERVIEWER AFTER ENTERING THE BUILDING)**

3. Number of dwelling units in the structure.

39 – 41

WRITE IN

**OWNERSHIP CHARACTERISTICS (ASK THE HEAD OF THE HOUSEHOLD)**

4. Is this dwelling unit owned, rented, or provided by employer?

42	Owned by resident or immediate family (No rent)	1	→ GO TO Q. 6
	Rented from family member	2	
	Rented from others	3	→ GO TO Q. 5
	Provided by employer	4	
	Other	5	→ GO TO Q. 6

**IF RENTED**

5. What is the current rent per year for this dwelling unit?

43 – 48

SR .....

**ASK ALL**

6. How many vehicles are regularly based at this dwelling unit?

49 – 50	Automobiles (Passenger Cars)	.....
51	Taxi/limousines	.....
52	Pick-ups/jeeps	.....
53	Motorcycles	.....
54	Van or bus	.....
55	Trucks	.....

7. How many persons including children and household workers, are presently living in this dwelling unit?

56 – 57

Persons

**FOR OFFICE USE ONLY**

Composition of household.

58	A single person	1
	A nuclear family	2
	An extended family	3
	A group of unrelated individuals	4
	Other (specify)	5

**DEMOGRAPHIC CHARACTERISTICS - HOUSEHOLD MEMBERS**

(ASK OF EACH PERSON IDENTIFIED IN QUESTION 7)

"I would like to ask you several questions about each member of your household."

						AGES 12 + ONLY		
PERSON		RELATION TO HOUSEHOLD HEAD	SEX	AGE		NATIONALITY	EMPLOYMENT STATUS	COMPLETED EDUCATION
NO.	FIRST NAME			1. M 2. F	COMPLETE YRS			
(C-2)		1. Head 2. Wife 3. Child 4. Other relative 5. Private household worker 6. Other non-relative				1. Saudi Arabia 2. Arab Gulf 3. Yemen 4. Egypt 5. Palestine 6. Sudan 7. Lebanon 8. Syria Jordan, Iraq 9. Other Arab 10. Pakistan, Bangladesh, Afghanistan 11. India 12. Turkey 13. Indonesia, Malaysia, Sri Lanka 14. Korea, China, Thailand, Philippines 15. Other Asian 16. Europe, North America, Australia 17. Other	1. Employed 2. Unemployed 3. Student 4. Housewife 5. Retired 6. Unable to work handicapped 7. Non employed and not looking for work	1. Illiterate 2. Read 3. Read and write 4. Primary 5. Intermediate 6. Secondary 7. University 8. M.A./Ph.D
6-7		8-9	10	11-12	13-14	15-16	17	18
1		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8
2		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8
3		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8
4		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8
5		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8
6		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8
7		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8
8		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8
9		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8
10		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8
11		1 2 3 4 5 6	1 2			1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17	1 2 3 4 5 6 7	1 2 3 4 5 6 7 8

**VEHICLE TRIP REPORT**

(RECORD ALL TRIPS COMPLETED YESTERDAY BY ALL HOUSEHOLD MEMBERS FIVE YEARS OF AGE AND OLDER)

"I would like to ask each driver about the trips that he made yesterday.

Each driver will be requested to identify any household members that accompanied him as passengers."

TRAFFIC ZONE NUMBER OF DWELLING \_\_\_\_\_ RECORD DRIVER TRIPS FIRST

Person No. (From Page 3)	First Name	Trip Number	ORIGIN DESTINA		TRIP PURPOSE														DRIVER		MODE OF TRAVEL						TIME	NO. OF HOUSEHOLD PASSENGERS:										
			10-12	13-15	FROM							TO							18	19	20-23	24-25	Age 16 & Over															
(C-3) 6-7					Home	Work	Shopping	Personal Business	Social Visit	Medical / Dental	School	Job - related	Other Purpose	Home	Work	Shopping	Personal Business	Social Visit	Medical / Dental	School	Job - related	Other Purpose	Driver	Passenger	Automobile, Pick Up, Jeep	Truck	Motorcycle	Private Van Or Bus	Taxi/Limousine	Publie Bus / Jitney	20-23	24-25	26-27	28-29				



**EMPLOYMENT DETAILS, INCOME, REMITTANCES & SAVINGS**  
**(ASK OF EACH HOUSEHOLD MEMBER WITH EMPLOYMENT STATUS 1 ["EMPLOYED"] ON PAGE 3)**  
**AND ANY OTHER WITH INCOME**

"I would like to ask you some questions about each member of the household that you had previously indicated was employed"

Person no. Copy from P. 3 (C4) 6-7	First Name	Sector		Status 9-10	Occupation 11-12	Average Salary per Month 13-14	Primary Kind of Activity of The Est./ Agency 15-16	Money Sent out Riyadh/ Kingdom per Month 17-18	Additional Money Saved per Month 19-20
		Government 8	Private 2						
		1	2						
		1	2						
		1	2						
		1	2						
		1	2						
		1	2						
		1	2						

Average Annual Income	Money Sent Out of Riyadh, Kingdom per year	Additional Money Saved per year
21 - 22	23 - 24	25 - 26
Household Total		

**SHOPPING QUESTIONNAIRE**

Total household income/12 C.5  SR

Monthly spending (total household income minus money sent out of Kingdom minus money saved)  SR

1. What percent or amount of your average monthly household spending occurs in Riyadh?

Percent ..... %  
 or  
 Amount ..... SR .....

2. What percent or amount of your average monthly household spending in Riyadh is for the following group of products?

		%	or	Amount
25 - 29	Foodstuff			
30-34	Clothing and personal items			
35 - 39	Small appliances/Kitchenware/ tableware			
40 - 44	Medicine and drugs			
45 - 49	Vehicle operating and care			

3. Could you indicate where all or most of your household spending on the following items occurs?

**(INT: RECORD THE TWO MOST IMPORTANT AREAS, AND FOR EACH AREA ASK):**

What percentage of your household spending on this item occurs in this area?

		Area with all or most of household spending		Next most Important	
		Area code	%	Area code	%
	50 - 58	Food stuff			
	59 - 67	Clothing and personal items			
	68 - 76	Household goods			
C.6	6 - 14	Hardware and home improvements			
	15 - 23	Small appliances / kitchenware / tableware			
	24 - 32	Medicine and drugs			
	33 - 41	Vehicle operating and care			

4. Approximately when did your household purchase any of the following products new? and how much was spent on each product on that occasion? (M/A possible)

		Less than 6 months	6 - 12 months	1 - 2 Years	2 - 5 Years
		1	2	3	4
	42 - 69	Household vehicle			
C.7	6 - 33	House furniture			
	34 - 61	Room carpeting			
	62 - 75 6 - 19	Kitchen appliances		C.8	
	20 - 47	Washer or dryer			
	48 - 75	Air conditioner			
C.9	6 - 33	TV or VCR			
	34 - 61	Other major products (specify) ..... .....			

(INT: FOR EACH ITEM MENTIONED IN Q.4 ASK).

5. Could you indicate where did your household purchase ..... (Each product mentioned in Q.4)

(If more than one of the same item purchased, ask about the most recent purchase only)

		Area code
62-63	Household vehicle	
64-65	House furniture	
66-67	Room carpeting	
68-69	Kitchen appliances	
70-71	Washer of dryer	
72-73	Air conditioner	
74-75	TV or VCR	
76-77	Other major products (specify) ..... .....	

6 a. Could you identify your household's top three areas in terms of money spent each month over the last 12 months (RECORD THE ANSWERS IN THE GRID BELOW).

(INT: FOR EACH AREA MENTIONED ASK):

6 b. How often does your household shop in this area?

	The top three areas		
	6-8 First area	9-11 Second area	12-14 Third area
	-----	-----	-----
Everyday	1	1	1
3 - 4 times / week	2	2	2
Twice a week	3	3	3
Once a week	4	4	4
Once a month	5	5	5
Less than once / month	6	6	6
Rarely or not in 12 months	7	7	7

C.10

7. Which of the following products does your household usually buy the most (or spend the most money on) from the first top area selected in Q6? (Please rank the top five products).

	Products	Ranking
15	Foodstuff	
16	Clothing and personal items	
17	Small appliances / kitchenware / tableware	
18	Medicine and drugs	
19	Vehicle operation and care	
20	House furniture	
21	Room carpeting	
22	Kitchen appliances	
23	Washer or dryer	
24	Air conditioner	
25	TV or VCR	
26	Other major products (specify)	

8. How often has your household shopped at the JPD over the last 12 months?

TERMINATE	27	
	Never shop there in the last 12 months	1
	Every day	2
	3-4 times / week	3
	Twice a week	4
	Once a week	5
	2-3 times / month	6
	Once a month	7
	Less than once a month	8

9. What was the average amount spent per month during the last year by your household in the JPD?

28 - 34

      SR \_\_\_\_\_

FINAL NOTE: THANK THE RESPONDENT FOR HIS PARTICIPATION AND COOPERATION. CHECK THE QUESTIONNAIRE FOR ACCURACY, COMPLETENESS AND LEGIBILITY.

2- PROPERTY OWNERS SURVEY.

QUESTIONNAIRE TO PROPERTY OWNERS IN KASR AL HOKM

PART 1: INFORMATION ABOUT THE PROPERTY (To be filled out prior to the interview.)

- Q1. Questionnaire identification number. \_\_\_\_\_
- Q2. Property identification number. \_\_\_\_\_
- Q3. Reference number from 1:1,000 map. \_\_\_\_\_
- Q4. Description of property location (nearest street intersection)  
\_\_\_\_\_

- Q5. Property size. \_\_\_\_\_ m<sup>2</sup>
- Q6. Predominate space use code and its ground or floor area from the land use survey.

Space use code \_\_\_\_\_ Area \_\_\_\_\_ m<sup>2</sup>

- Q7. Parcel use code from 1990 land use survey. \_\_\_\_\_

Answer Q8 to Q13 if property contains a building. If property is vacant, answer Q12 and Q13 only.

- Q8. Space use codes and floor areas from 1990 land use survey.

SUC	Area (m <sup>2</sup> )
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Total

- Q9. Building condition code in 1986 \_\_\_\_\_ and in 1990 \_\_\_\_\_.
- Q10. Building material code in 1986 \_\_\_\_\_ and in 1990 \_\_\_\_\_.
- Q11. Building height code in 1986 \_\_\_\_\_ and in 1990 \_\_\_\_\_.
- Q12. Maximum permitted building height. \_\_\_\_\_ Floors
- Q13. Maximum permitted gross floor area. \_\_\_\_\_ m<sup>2</sup>



PART 2. INFORMATION ABOUT THE PROPERTY OWNER

Q14. Name of person being interviewed. \_\_\_\_\_

Q15. Do you own this property alone or with a group of persons, such as family members?

- Owned only by interviewee \_\_\_\_\_
- Owned by interviewee and his family \_\_\_\_\_
- Owned by interviewee and other unrelated persons \_\_\_\_\_

Q16. How long have you owned this property?

- Less than 1 year \_\_\_\_\_
- 1 to 2 years \_\_\_\_\_
- 2 to 5 years \_\_\_\_\_
- 5 to 10 years \_\_\_\_\_
- 10 to 20 years \_\_\_\_\_
- more than 20 years \_\_\_\_\_

Q17. What is the primary use of this property? \_\_\_\_\_  
(See attached list of general property uses)

Q18. How long has the property been in this use?

- Less than 1 year \_\_\_\_\_
- 1 to 2 years \_\_\_\_\_
- 2 to 5 years \_\_\_\_\_
- 5 to 10 years \_\_\_\_\_
- 10 to 20 years \_\_\_\_\_
- more than 20 years \_\_\_\_\_

Q19. Has this property been profitable for you over the last 2 years? Yes \_\_\_\_\_ No \_\_\_\_\_ How profitable has it been?

- Very profitable \_\_\_\_\_
- Somewhat profitable \_\_\_\_\_
- Break-even \_\_\_\_\_
- Somewhat unprofitable \_\_\_\_\_
- Very unprofitable \_\_\_\_\_

Q20. Do you own other property in the JPD area?

Yes \_\_\_\_\_ If "yes", approximate number of sites and total ground area. Number of sites \_\_\_\_\_ and total ground area \_\_\_\_\_ m2.

No \_\_\_\_\_

Q21. Do you own other property in Riyadh outside of the JPD other than your private residence?

Yes \_\_\_\_\_ If "yes", approximate number of sites and total ground area. Number of sites \_\_\_\_\_ and total ground area \_\_\_\_\_ m2.

No \_\_\_\_\_

PART 3: INFORMATION ABOUT FUTURE PLANS

22. Within the next two years, do you intend to keep ownership of this property or to sell it?

Sell the property \_\_\_\_\_ If "sell", answer Q23 to Q25.  
Keep the property \_\_\_\_\_ If "keep", go to Q26.

23. Why do you want to sell this property? (choose one answer)

Cash requirements \_\_\_\_\_  
Property cannot be developed profitably \_\_\_\_\_  
Adjacent properties are in poor condition \_\_\_\_\_  
Property is not on a commercial street \_\_\_\_\_  
Lack of confidence in future of the area \_\_\_\_\_

24. Will you reinvest any of the sale proceeds from this property in other JPD properties? Yes \_\_\_\_\_ No \_\_\_\_\_

If "yes", in what area of the JPD are you likely to reinvest? (show map of JPD area to interviewee and choose one)

PDA #1 \_\_\_\_\_ PDA #2 \_\_\_\_\_ PDA #3 \_\_\_\_\_ PDA #4 \_\_\_\_\_  
PDA #5 \_\_\_\_\_ PDA #6 \_\_\_\_\_ PDA #7 \_\_\_\_\_

25. Will your reinvestment in the JPD take the form of purchasing land or an existing development, such as a building?

Land \_\_\_\_\_ Existing development \_\_\_\_\_

---

26. Do you anticipate making any major changes to this property within the next two years?

Yes \_\_\_\_\_ If "yes", answer Q27 to Q31.  
No \_\_\_\_\_ If "no", answer Q32 to Q33.

27. What do you intend to do with this property over the next 2 years?

Demolish and clear the site, but leave mostly vacant, or for temporary parking. \_\_\_\_\_  
Major repair, remodel or refurbish the building or site \_\_\_\_\_  
Redevelop entire site into new or expanded activities \_\_\_\_\_

28. Referring to your response to Q27, would you describe in detail what you intend to do with this property?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_.

29. How would you rate the chances of these changes being completed within the next two years?

Certain or already underway \_\_\_\_\_  
Very likely \_\_\_\_\_  
Somewhat likely \_\_\_\_\_  
Equal chance of happening or not \_\_\_\_\_  
Probably won't happen \_\_\_\_\_

30. Approximately how much money do you expect it will cost to undertake these changes at this site?

Less than SR 1 million \_\_\_\_\_  
From SR 1 to 2 million \_\_\_\_\_  
From SR 2 to 5 million \_\_\_\_\_  
From SR 5 to 10 million \_\_\_\_\_  
Greater than SR 10 million \_\_\_\_\_

31. How will you organize the legal, management, and financing arrangements for carrying out these changes? (choose one)

Alone or as a sole individual \_\_\_\_\_  
With family members \_\_\_\_\_  
Others in the form of a company or partnership \_\_\_\_\_

---

32. Which of the following is the most important reason why you are not making any changes to this property over the next 2 years? (choose one)

Profitable and no changes are necessary \_\_\_\_\_  
Adequate financing is not available \_\_\_\_\_  
Not enough market for product or services \_\_\_\_\_  
The JPD area is a poor location \_\_\_\_\_  
Nearby properties are in poor condition \_\_\_\_\_

33. Which of the following would you like to do with this property within 5 years?

Sell the property \_\_\_\_\_  
Keep the property \_\_\_\_\_  
Not sure at this point \_\_\_\_\_

If "Keep" the property, which of the following do you intend to do with this property within 5 years?

Demolish and clear the site \_\_\_\_\_  
Remodel or refurbish the existing building(s) \_\_\_\_\_  
Redevelop entire site into new or expanded activities \_\_\_\_\_

PART 4: ATTITUDES REGARDING REDEVELOPMENT OF JPD (To be answered by all interviewees)

Q34. What is your opinion about companies, such as \_\_\_\_\_, that have been specifically formed to redevelop the JPD area?

- Strongly support them and will or would join \_\_\_\_\_
- Some support but not sure of joining \_\_\_\_\_
- Little support for them and likely not to join \_\_\_\_\_
- Poor idea and definitely will not join \_\_\_\_\_

Q35. What of the following ownership arrangements do you favor the most in companies such as these?

- Individual ownership is kept in the company \_\_\_\_\_
- Individual ownership is given up in exchange for a share of the company \_\_\_\_\_

Q36. What is your opinion of the Government's decision not to purchase private properties for redevelopment in the JPD and instead to ask that the property owners undertake their own redevelopment alone or through companies?

- Strongly support this decision \_\_\_\_\_
- Somewhat supportive \_\_\_\_\_
- No real opinion \_\_\_\_\_
- Strongly do not support this decision \_\_\_\_\_

Q37. How do you assess the future of the JPD over the next 2 years?

- Very optimistic \_\_\_\_\_
- Somewhat optimistic \_\_\_\_\_
- Mixed optimism and pessimism \_\_\_\_\_
- Somewhat pessimistic \_\_\_\_\_
- Very pessimistic \_\_\_\_\_

Q38. Does your assessment change over the next 5 years?

- No change \_\_\_\_\_
- More optimistic \_\_\_\_\_
- More pessimistic \_\_\_\_\_

Q39. Are you aware that there is a new company, called \_\_\_\_\_ the Arriyadh Development Company, which has been formed to undertake redevelopment activities in the JPD?

Yes \_\_\_\_\_ No \_\_\_\_\_

Q40. Would you like to know more about this company? If so, someone will contact you in order to answer your questions.

Yes \_\_\_\_\_ Telephone No. \_\_\_\_\_ No \_\_\_\_\_

### 3- ARRIYADH DEVELOPMENT COMPANY SURVEYS.

3.1- SURVEY FOR DEVELOPING A COMMERCIAL  
COMPLEX IN THE JPD.

Questionnaire of a Private Survey for  
Developing a Commercial Complex  
in the Justice Palace area

Survey background:

In view of the commercial and historical value of the Justice Palace, the Government of Saudi Arabia has invested a large amount of money to develop the quality of the roads and parkings in this area. Also, it invests money to build streets that link this area with main areas in Riyadh (such as King Fahad Road) and to develop the current Electrical and Water Networks and Communication Network. Therefore the Government has recalled the Private Sector to get involved in this Project where a number of Private Sector Investors answered this call positively and started with establishing "Arriyadh Development Company" which is going to develop the two areas, (3) and (7). This Company intends to develop these two areas by constructing multi-floor offices, commercial shops, apartments, and a hotel. Before working in this Project the Company wants to investigate the Projects usefulness. Thus, the Company assigned "The Consulting Center for Finance & Investment" to undergo this study.

The main goal of this Survey is to evaluate the needs and requirements of the expected user of the above mentioned facilities in order to benefit completely from it. Also to determine the features needed to make it more extensive to attract the users.

(2)

1- (A) : Name : .....

(B) : Occupation:      Owner(    )      Manager(    )

2- Company name:.....

3- Location: .....

4- (A): Activity description:

(A) Retail (    ) (B) Wholesale (    ) (C) Both (    )

(B): Kind of goods you deal in.....  
.....  
.....

5- (A) How much you pay currently as annual renting for one square meter:

SR 500-800 (    )	SR 800-1200 (    )
SR 1200-1500(    )	SR 1500-1800 (    )
more than SR 1800 (    )	

B: Does the shopholder pay the cost of:

- Electricity? Yes (    )	No (    )
- Water? Yes (    )	No (    )
- Maintenance? Yes (    )	No (    )



C - Does the owner provide the following:

- Curtains( ) - Air conditioning( ) - Carpets( )

6 - Do you plan to expand/change your activity or change your location in the coming period of 12 months.

6 - 1, Yes( )      6- 2, No( )

If the answer is (no) go to question (7-A)

If the answer is (yes) : Do you plan to rent a shop that will be developed by Arriyadh Development Company in the Justice Palace area?

Yes( )                      No( )

If the answer is (Yes) : Do you plan in renting a shop placed:

1- In the first floor. ( )

2- In the second floor that covers an area of 30/50 square meters. ( )

In a place that covers an area of 16/24 square meters( )

In a large exposition that covers an area of 80/100 square meters. ( )

3- A shop with two entrances. ( )

A shop with one entrance. ( )

(4)

4- In a complex that has a parking area ( )

or

In a complex that has a small parking area but also has a large underground parking area. ( )

B- How much do you like to pay for renting the shop you have chosen as above mentioned:

I would like to pay S.R .....as a renting for one cubic meter at one year.

If the answer is (No) :

First: Why? .....

Second: Where are you going to rent? .....

Third: From the following, what are the best two procedures that should Arriyadh Development Company adopt to satisfy the commercial shop owners to convince them to transfer to one of the complexes that the company will develop.

1- Discharging you from one year renting ( )

2- After the free year you will gain 20% discount from the rent rate for a period of 5 years ( )

3- Giving you a promise for making advertisement on the commercial complex, the place you intend to rent a unit through the coming two years ( )

4- Giving you a guarantee for occupying 5 of main users shops in the complex. ( )

5- Permitting you to pay quarterly ( )

6- Providing free Electricity, Water, and Maintenance( )

7- Other facilities, please mention:.....  
.....

8- All the above mentioned are not required. ( )

( Question N. 7 will be answered by those who made indications on the Answer (No.6-2) only.)

7- A/:

What are the most significant two proposals that satisfy you to transfer from your current location and renting one of the shops that will be developed in Justice Palace area?

1- Making a discount of 20% on the annual renting rate for 5 years. ( )

2- Discharging you from the first year rent. ( )

3- Promising of making an advertisement on the complex for a period of 5 years. ( )

4- Giving you a guarantee of renting 5 main users shops in the complex. ( )

5- Paying the rent quarterly. ( )

6- Providing Electricity, Water, and Maintenance freely. ( )

7- Other facilities, please mention:.....  
.....

8- All the above mentioned are not required. ( )

B/ If the Riyadh Company For Construcion fulfillls the two proposals you have chosen, are you going to:

(1): rent a shop ( )

(2): think of it ( )

(3): not to rent ( ) why?

.....  
.....  
.....

( The rest of the questions should be answered by all)

8- If the Company builds a 3 or 4 star Hotel in the Justice Palace area, will you recommend your guests to accomodate?

- I will recommend my guests to accomodate in this Hotel for the following reasons:

.....  
.....  
.....

- I will not recommend my guests to accomodate in this Hotel for the following reasons:

.....  
.....  
.....

(9)-

A/ Do you think there is a need to develop the following facilities in the Justice Palace area?:

- |   | Yes    | No     |
|---|--------|--------|
| - Commercial shops covering an area of 16-24 cubic meters in a two-story complex        | (    ) | (    ) |
| - Commercial shops covering an area of 30-50 cubic meter in a two-story complex         | (    ) | (    ) |
| - Commercial shops covering an area of 80-100 cubic meter consisting of exposition hall | (    ) | (    ) |

B/ Do you think there is a need to develop any one of the shops mentioned above in any place of Riyadh?:

Yes (    )                      No (    )

- If the answer is Yes: Where and why?:

.....

.....

.....

.....

10- What are the most important four measures that you follow when deciding the place of your work:

- 1 - The prices. ( )
- 2 - Your personal and other experiences with the owners. ( )
- 3 - A non expensive Car Parking. ( )
- 4 - A road that connects the complex with a largely populated areas and which can be used by the Buses. ( )
- 5 - Existing Bank offices. ( )
- 6 - Existing Key leaseholders. ( )
- Other factors resulting from the complex design (there is a list of these factors mentioned in question no.12) ( )
- 8 - The possibility to pay in more than two installments. ( )
- 9 - The commercial shops should be placed in populated area. ( )
- 10- The commercial shops should be off one main street or more. ( )

11- If you will transfer to one of the shops that will be developed by the Arriyadh Development Company in the Justice Palace area do you intend to :

Rent( ) or buy( ) this shop?

- If the answer is buying do you want to pay cash with a discount of 10% ( ) or in installments ( ) if the payment will be given at installments, what is the time of these installments?:

(Note: as the time extended as the funding will be added)

5 years( ) 10 years( ) 15 years( ) 20 years ( )

12- Which of the following factors are considered more important and should be considered when designing a commercial complex to urge for buying ( please arrange four factors according to their importance):

a- The commercial complex should be in one building having a central airconditioning system. ( )

b- The commercial shops should have double entrance doors from the back and front to allow the customers to see without the need to enter the shop. ( )

c- The commercial shops should be near to each other according to their activities. ( )

d- The commercial complex should have a public square for children to play. ( )

e- The commercial complex should have security staff who can also help in guiding the the purchaser to the places of the shops they are looking for. ( )

f- The commercial complex should have a car parking. ( )

g- The commercial complex should have a car parking situated under the building. ( )

h- The commercial complex should have all or most of the service utilities such as Bank, mail offices and so on. ( )

i- The commercial complex should be one floor only. ( )

13- Out of your experience what are the two most encouraging factors for marketing or buying the services in any area?. (Please arrange these two factors according to its importance).

- The cost of goods or services is less than any area. ( )
- The time needed to reach the market is less than any time needed to reach any market. ( )
- The possibility of buying most of your needs from the same market. ( )
- The environment of the offices and stores is good. ( )
- The stores or offices located near to recreation utilities. ( )
- The stores are off one of the main streets. ( )

14- If the Arriyadh Development Company develops a two-floor commercial Complex in the Justice Palace area and you decide to go to this Complex, do you plan to rent or buy a shop in the second floor:

- 1- I will rent in the second floor. ( )
- 2- I will not rent in the second floor. ( )
- 3- I will buy in the second floor. ( )
- 4- I will not buy in the second floor. ( )

If the answer is 2 or 4 go to B of this question and if not go to the next question number 15.



From the following, what are the most important two projects that the Company should adopt to satisfy you to buy or rent offices in the second floor:

1- Discharging you from two year rent. ( )

2- Granting you a discount of 20% for 5 year ahead.( )

3- When designing the complex the second-floor shops will be given the same chances as given to the first-floor shops to attract customers. ( )

4- The possibility to pay the rent in more than two installments. ( )

5- Giving you a promise to attract at least 10 main users in the second floor. ( )

6- Other facilities, please mention:... ..  
.....  
.....

7- All the factors mentioned are not required. ( )

15- Do you like to rent or buy a shop in commercial complex that consists of one or more of the following:

- Offices            Yes ( )                    No ( )
- Apartments        Yes ( )                    No ( )
- Hotel                Yes ( )                    No ( )

16- If you rent or buy a shop in the Justice Palace area do you or your employees like to live in the same area?:

Yes ( )                    No ( )

If the answer is (No) the Questionnaire will be completed.

If the answer is (Yes) please complete the following:

First: from the following which apartment you would like to buy or rent:

1- Unfurnished apartment consisting of 1/2/3/4 bedrooms. ( )

2- Semi furnished apartment consisting of 1/2/3/4 bedrooms ( )

(Please make also indication on the number of rooms you like)

Secondly: Do you like to buy or rent this apartment:

I would like to buy( ) I would like to rent( )

If the answer is buying: do you like to pay cash with a discount of 10% of the price or make payment based on the installments?:

Cash( ) Installments( )

If the payment will be based on the installments what is the time of paying all these installments?:

5 years( ) 10 years( ) 15 years( )

Researcher name:.....

Interview date: / /19

**3.2- SURVEY FOR DEVELOPING  
APARTMENTS IN THE JPD.**

Questionnaire of a Private Survey for  
Developing Apartments in  
the Justice Palace area

Survey background:

In view of the commercial and historical value of the Justice Palace, the Government of Saudi Arabia has invested a large amount of money to develop the quality of the roads and parkings in this area. The investment also included building streets that link this area with other main areas in Riyadh (such as King Fahad Road) and to develop the current Electrical and Water Networks and Communication Network that are located in this area. Therefore, the Government has recalled the Private Sector to get involved with this Project where a number of Private Sector Investors answered this call by starting with establishing Arriyadh Development Company which will develop two areas (3) and (7). This Company intends to develop these two areas by constructing multi-floor offices, commercial shops, apartments, and a hotel. Before working in this Project the Company wants to investigate the Project's usefulness. Thus, the Company assigned the Consulting Center for Finance & Investment to undergo this study.

The main goal of this Survey is to evaluate the needs and requirements of the expected user of the above mentioned facilities in order to benefit completely from it. Also to determine the features needed to make it more extensive to attract the users.

1- Name:.....

2- Occupation:.....

3- The current residence:.....

4- a- Who is paying the amount of rent, the owner or his agent?

1- I am the one who is paying the rent. ( )

2- My agent is paying the rent. ( )

( If the employer is the one who pays the rent, please finalize the interview.)

4- b- What is the current annual rent that you pay?

S.R.....

4- c- How many rooms you have in your current apartment?

- bedrooms:.....( )

- bathrooms:.....( )

- living rooms:.....( )

- dining rooms:.....( )

- kitchens:.....( )

(3)

4- d/ Do you think the rooms mentioned above are:

- standard size ( )
- small size ( )
- large size ( )

4- e/ Does the owner provide the following:

- the carpet ( )
- the curtains ( )
- air conditioning system ( )

4- f/ Who is paying the the cost of:

- Electricity and water?

The leaseholder ( ) the owner ( )

- Maintenance?

The leaseholder ( ) the owner ( )

- Kitchen materials?

the leaseholder ( ) the owner ( )

- Water tanks ?

The leaseholder ( ) the owner ( )

5- Do you plan on leaving your current apartment in the coming 6 months? Yes ( ) No ( )

If the answer is (No) go to question number 6 and if the answer is (Yes) continue answering.

(4)

5- a/ Do you intend to rent an apartment that will be constructed by Arriyadh Development Company in the Justice Palace area?      Yes      (    )      No      (    )

If the answer is Yes :

First: What is the kind of apartment you need?

furnished and contains:

not furnished and contains:

5 bed rooms      (    )

5 bed rooms      (    )

4 bed rooms      (    )

4 bed rooms      (    )

3 bed rooms      (    )

3 bed rooms      (    )

2 bed rooms      (    )

2 bed rooms      (    )

1 bed room      (    )

1 bed rooms      (    )

1 bed room with full  
appendixes      (    )

1 bed rooms with the  
appendixes      (    )

(Please make indication on one answer only)

Secondly: How much do you pay for renting the chosen apartment? S.R..... each year.

(5)

If the answer in question number 5-1 is(No):

5-2 : First: where are you going and why?.....  
.....

Secondly: why dont you go to the Justice Palace area?  
.....  
.....

Thirdly: from the following what are the most important two projects that the Arriyadh Development Company should adopt to satisfy you to transfer to its apartments instead of going elsewhere.?

1: Giving you a discount of 30% of your current rent. ( )

2- Providing you with better apartment than your current residence with same price for rent. ( )

3- Giving you free service for transportations but with full price of the rent rate. ( )

4- Providing a 24 hours security and maintenance services. ( )

5- Allowing you to pay the rent quarterly. ( )

6- Allowing you to pay the rent monthly. ( )

7- Other facilities, please mention:.....  
.....

8- These factors mentioned above are not required. ( )

( Note: Those who answered question number 5 with (No) should answer the following question number 6.)



6- a/ : What are the most important two projects that the RCFC should adopt to satisfy you in transferring from your current apartment to the Company's apartments?

1- Giving you a discount of 20% out of your current rent. ( )

2- Providing you with safety and security services around the clock. ( )

3- Allowing you to pay the rent quarterly. ( )

4- Allowing you to pay monthly. ( )

5- Giving you a better apartment with the same items and conditions mentioned in your current rent contract. ( )

6- Giving you free transportation services. ( )

7- Other facilities, please mention:.....  
.....  
.....

8- The factors above mentioned are not required. ( )

6- 2- If the two projects you make indication on will be carried out with you:

- transfer to one of these apartments. ( )

- think of it. ( )

- keep your current apartment. ( )

( The following question except question number 9 should be answered by all.)

7- a/ Do you think there is a need to improve the following properties in the Justice Palace area?

(Yes) (No)

- Apartments used by couples and furnished with good curtains, kitchen items and with air conditioning systems. ( ) ( )

- Apartments not furnished for the use of couples. ( )
- Apartments not furnished for the use of bachelors. ( )
- Apartments furnished with carpets, curtains and with air conditioning systems for the use of couples. ( )

7- 2- Do you think there is a need for developing any kind of the apartments mentioned in any place inside Riyadh?

If answer is (Yes) where:.....  
and why:.....  
.....

8- What are the most important four factors when you decide to choose the apartment that you like to live in?  
( Please arrange the four factors according to their priorities.)

- 1- The prices. ( )
- 2- Your personal or other experience with the owners. ( )
- 3- The availability of free car parkings. ( )
- 4- The availability of Bus lines from and to the large-populated areas in Riyadh.
- 5- Existing Bank offices. ( )
- 6- The possibility to pay the rent in more than two installments. ( )
- 7- Other factors related to the design. ( )

( To see kind of these factors please go to question number "14".)

8- The owners provide the maintenance services. ( )

9- Existing children play field to be used by people who are living in this Complex. ( )

(Question number 9 For Saudis only)

9- If you will transfer to one of these apartments that would be developed by Arriyadh Development Company in the Justice Palace area. Would you like to buy or rent this apartment?

I would like to buy. ( ) I would like to rent ( )

9- 1- If you would like to buy:

would you buy cash or in installments?

Cash ( )

At installments ( )

9- 2- If the payment will be at installments, what is the time of these installments? ( Note: as time extended as the cost will be higher.)

5 years( ) 10 years( ) 15 years( ) 20 years( )

10- Would like to live in a Complex that contains one or more of the following:

- Offices ( )

- Shops ( )

- Hotel ( )

Do you have any objections to living in the Justice Palace area?

Yes ( )

No ( )

If the answer is (Yes) please mention the reasons:.....  
.....  
.....  
.....

12- 1- As a consumer which of the following factors you would consider more important to attract you from the place you buy your needs?

(Please arrange the key four factors according to their importance.)

1- The commercial complex on one building and having a central air conditioning system. ( )

2- The shops in this complex are doubled doors from the front and back to assist me and my family to see the goods without need of enterance. ( )

3- The commercial shops located near to each other according to their activities. ( )

4- The commercial complex have a large hall with chairs for the customers. ( )

5- The complex contains children play field. ( )

6- In the commercial complex there are security staff who can help in guiding the customers to the places they are looking for. ( )

7- In the commercial complex there are number of open car parkings . ( )

8- Having a car parking under the building in the commercial complex.. ( )

9- Having most if not all of the service offices in the commercial complex such as Banks and Postal offices. ( )

10- The commercial complex is on one floor only. ( )

12- 2- Please mention the name of market you buy your needs from?.....

13- As a consumer, what are the most two attractive factors that encourage you to market or to buy services available in any place?

( Please arrange these factors according to their importance.)

- Good/service cost must be the same as in other places. ( )

- Good/service cost must be less than other places. ( )

- The time needed for reaching the goods/services to this place should be less than any time needed for reaching other places. ( )

- The possibility to buy most of your needs from the same area. ( )

- The possibility to reach this area in a time less than time needed for reaching any area. ( )

- The environment of the shops and offices must be good. ( )

- The shops and offices must be located near to the recreation utilities such as gardens and expositions. ( )

14- Which of the following factors you consider more important and must be taken into consideration when designing a living complex to be built in the Justice Palace area to attract the leaseholders?

(Please arrange four factors according to their importance.)

- The complex height should not exceed 5 floors. ( )

- The elevators should be of good quality. ( )

- Apartments in each floor should not exceed 3 ( )

- In the complex area there should be a large field for children paly. ( )

- The aparment should be furnished with good kind of carpets, curtains and kitchen items. ( )

- The complex should be built far from the main streets that are very noisy. ( )

**3.3- SURVEY FOR DEVELOPING  
OFFICES COMPLEX IN THE JPD.**

Questionnaire of a Private Survey for  
Developing Offices Complex in  
the Justice Palace area

Survey background:

In view of the commercial and historical value of the Justice Palace, the Government of Saudi Arabia has invested a large amount of money to develop the quality of the roads and parkings in this area. The investment also included building streets that link this area with other main areas in Riyadh (such as King Fahad Road) and to develop the current Electrical and Water Networks and Communication Network that are located in this area. Therefore, the Government has recalled the Private Sector to get involved with this Project where a number of Private Sector Investors answered this call by starting with establishing Arriyadh Development Company which will develop two areas (3) and (7). This Company intends to develop these two areas by constructing multi-floor offices, commercial shops, apartemnts, and a hotel. Before working in this Project the Company wants to invistigate the Project's usefulness. Thus, the Company assigned the Consulting Center for Finance & Investment to undergo this Study.

The main goal of this Survey is to evaluate the needs and requirements of the expected user of the above mentioned facilities in order to benefit from it completely. Also to determine the features needed to make it more distinctive to attract the users.



(2)

1- Name:.....

2- Occupation:.....

3- Name of the Establishment:.....

.....

4- The location:.....

5- First: activity discription:

a- Realestate office(    ) b- Insurance office (    )

c- Law firm            (    ) d- Banking            (    )

e- Consultant        (    ) f- Trade office        (    )

- Secondly: the total of area used.....( M2)

6- a/How much do you pay for one square meter at a rent of one year?:

S.R 200 - 500(    ) S.R 800-1200 (    )

S.R 1200-1500(    ) S.R 1500-1800 (    )

More than S.R 1800(    )

b/ Did the rent cover the cost of:

- Water and Electricity (    )

- Maintenance            (    )

- Curtanins                (    )

- Carpets                    (    )

- Air conditions            (    )



First: where are you going to rent?:.....  
.....

Secondly: why don't you go to the Justice Palace area?:.....  
.....  
.....

Thirdly: what are the most important two projects that the Arriyadh Construction Company should adopt to satisfy you in renting one of its offices in Justice Palace area?:

1- Discharging you from a one year rent. ( )

2- Permiting you to pay the rent quarterly after a free first year. ( )

3- Giving you a discount of 30% on your current rent and for 5 years ahead after the free first year. ( )

4- Giving you a promise to make an advertisement on the offices complex for a two year period. ( )

5- Giving you a guarantee that 5 of the main users will occupy some offices in the complex. ( )

6- Efficient and free open-air car parking and basement car parking. ( )

7- Other facilities, please mention:.....  
.....  
.....

8- All above mentioned are not required. ( )

( Question No.8 should be answered by those who make indications on the answer No. 7-2 only), please go to question No. 9.

" This question will be answered by those who answered 7-2"

8- a/ What are the two most important projects that the Arriyadh Development Company should adopt to satisfy you to transfer from your current location to rent one of the offices in Justice Palace area?:

1- Relieving you from two years rent. ( )

2- Permiting you to pay the rent quarterly. ( )

3- Giving you a discount of 30% on your current rent for 5 years ahead after the the free period. ( )

4- Promising you to advertise the office complex for a two year period. ( )

5- Building an effecient and free open-air car parking and basement car parking. ( )

6- Giving you a guarantee for occupying offices in the complex by at least 5 main users. ( )

b/ If The Riyadh Development Company fulfils the two projects which do you choose? will you:

First: rent an office ( )

Secondly: think of it ( )

Thirdly: not rent. ( )

Why?: .....  
.....  
.....

( The rest of the questions should be answered by all)

9- If the Company develops a 3 or 4 star Hotel in the Justice Palace area, do you recommend your guests to stay in it?

- I will recommend my guests to stay in this Hotel for the following reasons:

.....  
.....

- I will not recommend my guests to live in this Hotel for the following reasons:

.....  
.....

10- a/ Do you think there is a need to develop the following facilities in the Justice Palace area?:

- 3 star Hotel Yes( ) No( )
- 4 star Hotel Yes( ) No( )
- Beautiful offices out of multi-floor new building Yes( ) No( )
- Middle quality kind of offices Yes( ) No( )
- Apartments used by married people furnished with good quality of curtains, kitchen items and with air conditioning system. Yes( ) No( )
- Apartments used by married people and not furnished. Yes( ) No( )
- Apartments used by bachelors and not furnished. Yes( ) No( )

- Apartments used by bachelors and furnished with carpets, curtains and air condition system. Yes( ) No( )
  
- Commercial shops covering an area of 16/24 square meters in a two-floor commercial complex. Yes( ) No( )
  
- Commercial shops covering an area of 30/50 square meters in a two-floor commercial complex. Yes( ) No( )
  
- Commercial shops covering an area of 80/100 cubic meter and used as an exposition for durable goods. Yes( ) No( )

b/ Do you think there is a need for making development on any kind of the facilities mentioned above in other places inside Riyadh. Yes( ) No( )

If the answer is (Yes) when and why?:.....  
.....  
.....

12- What are the four most important measures you used when deciding the location of your work?:

- 1- The prices. ( )
  
- 2- Your or other experience with owners. ( )

- 3- A non expensive car parking. ( )
- 4- Roads that link this area with other populated areas that could be used by Buses. ( )
- 5- A number of Banks located in the complex. ( )
- 6- Existing a number of main leaseholders. ( )
- 7- Other aspects of the complex design. ( )  
( The researcher should give examples for these aspects from question No. 13. )
- 8- The complex should be in a populated area. ( )
- 9- The offices should be in an important place. ( )
- 10- The availablity of phone lines needed for my Establishment. ( )

13 - If you want to occupy any offices that will be developed by Arriyadh Development Company, do you like to:

Rent( )

Buy( )

If the answer is buying will you pay in cash or in installments with notice that if the payment will be in cash a discount of 10% on the price will be given. ( )

Cash( )

Installments( )

If the payment will be in installments, what is the time you need for completing these payments?

5 years ( )                      10 years ( )                      15 years ( )

Note: as the time extended, the amount will be higher.

14 - From the following what are the four important factors you consider more important when designing an office complex to be built in the Justice Palace area to attract the leaseholders? ( Please arrange these four factors according to their priorities.)

- The offices should be luxurious. ( )
- The complex height should not be more than 8 floors.( )
- The complex height should not be more than 4 floors.( )
- The complex should be a modern style (such as Al-Akaria building in olaya area.) ( )
- The complex should have an Islamic design. ( )
- The complex should have groceries, resturants, etc. in the first floor. ( )
- The complex should have a large-open car parking for customers use. ( )



- The offices in the complex should be divided into units each unit covers at least an area of 300 M2. ( )
- The offices should have a central airconditioning system. ( )
- The number of the offices in a main passageway should not exceed 3 offices. ( )
- The offices should be supplied with the finest materials. ( )
- The offices should be supplied with the standard necessary materials on condition that the price of the rent is low. ( )
- Office complex should be near to a main street. ( )

15 - Do you have any objections on transferring to the Justice Palace area?:

Yes ( )

No ( )

If the answer is (Yes) what are your objections?

1-.....

2-.....

3-.....

4-.....

Researcher name:.....

Interview date:.....

**APPENDIX II**

**ARRIYADH DEVELOPMENT AUTHORITY  
SURVEYS AND INVENTORIES**

## **BACKGROUND STATEMENT:**

During the past four decades, the city of Arriyadh has experienced dramatic change. From a small town of a few thousand people, the city has emerged as one of the most important cities in the Middle East with a large and diverse multinational population. However, no information system could be firmly initiated for the city till the mid 1980's, when the Arriyadh Development Authority was established. On two occasions prior to the 1980's, survey data were collected in an attempt to record the progress that had occurred and to provide some basic background information on Arriyadh. In 1970, a household survey was conducted by Doxiades Associates for the first master plan of the city. In 1979, Scet International conducted a household survey for the Revised Master Plan. However, the information that was obtained was not comprehensive, detailed, or current enough to permit a measured and thorough approach to managing the city's continued development.

To overcome these problems, the ADA decided in 1985 to established a unit for Urban Intelligence Service (UIS). It aims for continuous data collection and monitoring to enable better planning and decision making. During the mid 1980's, the ADA undertook a project to fill that gap by obtaining current data on a broad range of issues. The intent was to provide bench-mark figures and perhaps measures of change for some of the information that was contained in the earlier studies. The project was comprised of four unique but related primary data collection activities between March 1986 and April 1987. The DELTA project (Demographic, Economic, Land use and Transportation studies), included a 100% land use inventory, a residential survey of sample households and residents of group living quarters, several transportation surveys related to the physical features of the street network, traffic volumes, street capacity, public transportation, and operational characteristics, and three economic surveys related to land and rental market prices and private business establishments. Within the above context, all the previous information and survey reports were reviewed and all the survey variables were codified. The processing and analysis of the data was in-house where the entire data

was fed into the main-frame computer and SAS procedures were used for analysis.

Many of the findings from the 1986-7 surveys documented the rapid change that had been suspected, and they suggested that significant changes were still to come. As was hoped, the information from the surveys has enabled the ADA to engage more effectively in an ongoing planning process for the orderly development of the city. However, entering the 1990's, it became clear that changes were continuing to occur, and that perhaps the pace had even accelerated. The need was felt especially that the land use data should be brought up to date, and that limited updating should also be done on other information that was critical or that was likely to have changed substantially since 1986.

In 1990 and early 1991, the land use inventory was repeated, and much of the economic, demographic, and transportation data were updated through a new household survey. Questions relating to household spending also were added to the household survey in order to provide some of the data linkages that are necessary to make estimates and projections of consumer demand, one of the major pieces of the Arriyadh economy. The emphasis in the inventories and surveys was not only on obtaining current information, but also on maintaining comparability with the 1986-7 surveys so that reliable measures of change could be developed for all of the information covered in the 1990-1 project.

The preliminary findings of the household survey and the land use inventory confirm that rapid changes are continuing in the physical, demographic, and economic make-up of the city, and that some of the fundamental structure of the city is shifting. For instance, although the backbone of the city is still its government employment base, overall economic activity in the city also has been robust during the four year period, rising by 57%. The expansion was not felt evenly by all sectors of the economy, with services, particularly business services, expanding much more rapidly than others. The population grew somewhat more slowly than the economy, at about 48%. As part of that, the foreign population also has continued to grow, its propor-

tion of the population in Arriyadh has fallen by about one percentage point each year. The picture that is emerging is one of a rapidly moving economy and a population growth that is close behind, sparked principally by a large influx of Saudi migration from other parts of the Kingdom, and forcing a continued high level of housing construction and related physical development for the city. Approximately 10,000 new buildings are still being constructed each year in Arriyadh, with nearly 85% of them being planned for residential use.

The salient feature of 1990-1 survey is the addition of a shoppers survey. This survey, in fact, consists of two surveys one for the city as a whole whereas the second consists of extra questionnaires to concentrate on the Justice Palace District (JPD). The survey was targeted to shoppers in commercial areas that are competitive with the JPD. Its scope to included details such as where do people normally do their shopping, how frequently do households go for shopping, what do they buy and how much do they spend, what are the most important factors which underlie people's choice of shopping areas, what are the main demographic characteristics of shoppers; i.e. area of residence, age, income, class and size of household.

The ADA's intention for the future is to keep data such as these as current as possible so that further changes in the city's character can continue to be monitored frequently. However, secondary sources are being evaluated for their potential in making subsequent updates rather than resorting again to full-scale inventories and surveys. This is not an easy step since enough auxiliary data must be located to cover a wide range of variables, and since administrative data that are collected by others for their own purposes; i.e. water and electricity billing information or building permits, often do not lend themselves well to this kind of use. Nonetheless, it can be a cost effective and timely way to keep track of at least major developments, and will no doubt serve as a partial source for data on changes in Arriyadh during the coming years.