

2 ANALYSIS OF URBAN ISSUES IN DAKAR

2.1 Dakar Metropolitan Area¹

Existing Situation

An estimated 1.9 million inhabitants live in the Dakar metropolitan area covering an area of approximately 200 square kilometers. The main concern in Dakar, as in many of African cities, is not only the size of the city itself but also its rate of growth. The rapid sprawling of Dakar has caused shortages in housing, public facilities, and amenities. Approximately 30 percent of the surface area of Dakar is covered by irregular settlements in one way or the other.

Urban Planning

Urban plans for Dakar have been set out many times in the past. Urban Planning Master plans (PDUs) have been prepared since 1982, and the latest one in 1980. Another one has just been started with a target year of 2025. The development strategy of the metropolitan area has lately been emphasizing housing development.

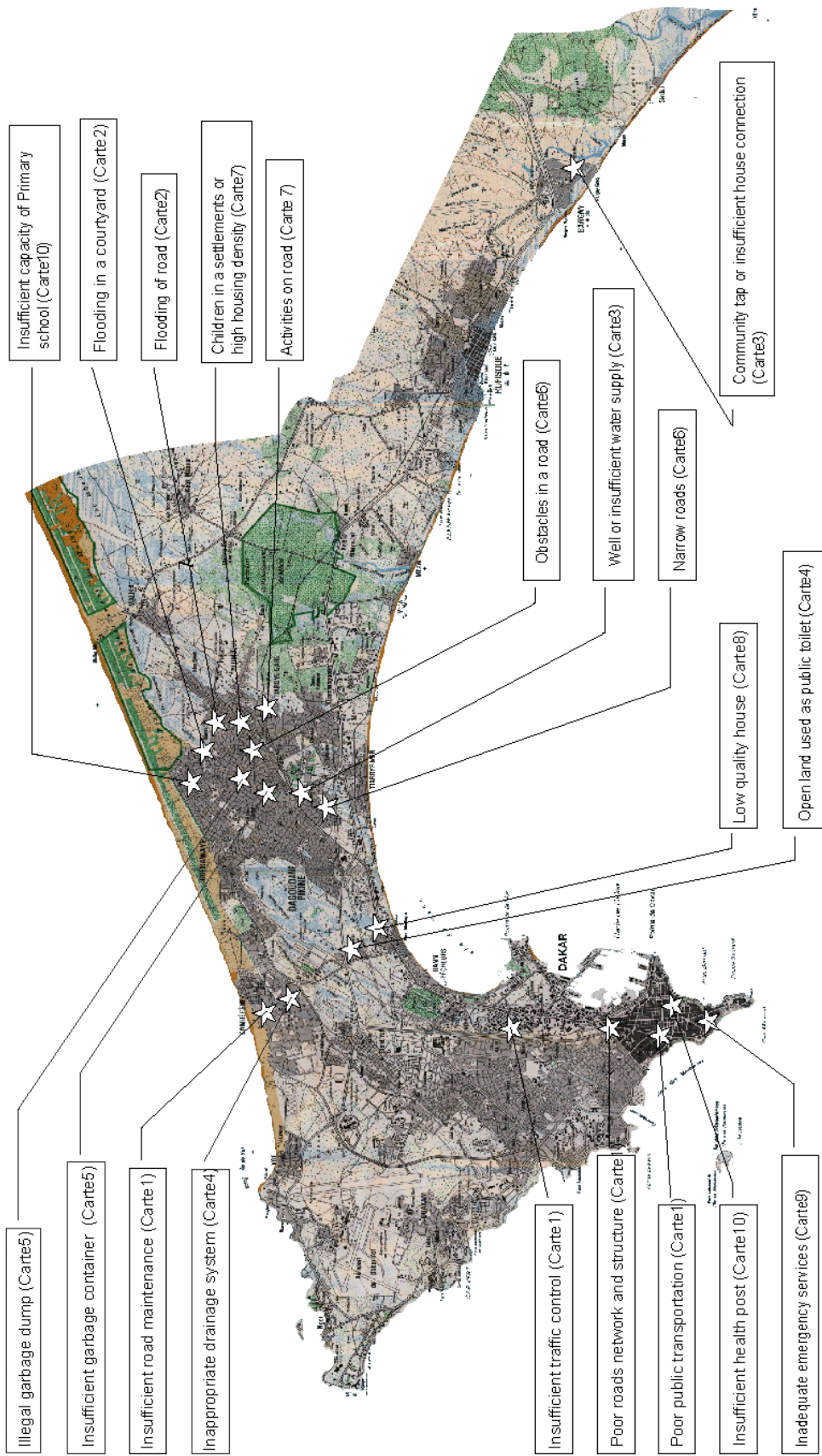
Urban Development Issues

By means of site surveys and interviews, many urban problems were identified. Of those, ten were selected as the most important by a joint effort of DTGC, DUA, and the Study Team during a series of workshops held for the purpose. Figure 2.1 shows examples of the urban problems identified by the field survey.

¹ The source of information in this section is National Habitat II Committee, Human Settlement Management in Senegal, May 1996, and ADM, Urban Audit Report of Guediawaye City, April 1999.

Figure 2.1 Example Locations of Urban Problems

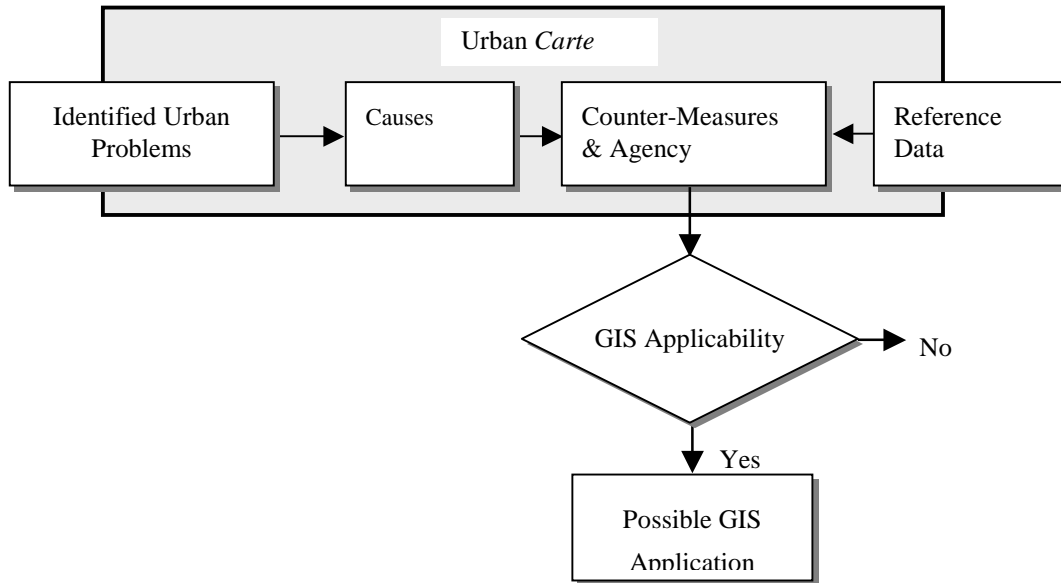
☆ Star marks show the location where urban problems or issues are observed



Carte of Urban Problems

Each of the ten major urban issues identified in the Study Area was carefully studied to produce urban *cartes*. Then the possibility for integration into the proposed IIMS was studied. The logical framework of an urban *Carte* and its relationship to IIMS is illustrated in Figure 2.2.

Figure 2.2 Conceptual Framework for Urban Carte



Source: JICA Study Team

A diagnostic *Carte* of urban problems consists of seven parts;

- 1 “Phenomenon” or title of the urban *Carte* consists of a brief description of each problem;
- 2 “Consequences” are the undesirable effects of the problem;
- 3 “Situation” is a short explanation of the problem, followed by some photographs with captions;
- 4 “Causes”, in the first column of the table, is a list of factors that make the problem happen;
- 5 “Relevant Agencies”, in the second column of the table, is a list of agencies that are relevant to the “Cause”.
- 6 “Counter-Measures”, in the third column of the table, is a list of possible operations which may rectify the “Cause”; and

- 7 “Reference Data”, in the last column of the table, is a list of data which are required for implementation and monitoring of the counter-measures.

Through the field surveys and discussions with Senegalese counterparts, the following are the 10 urban problems identified:

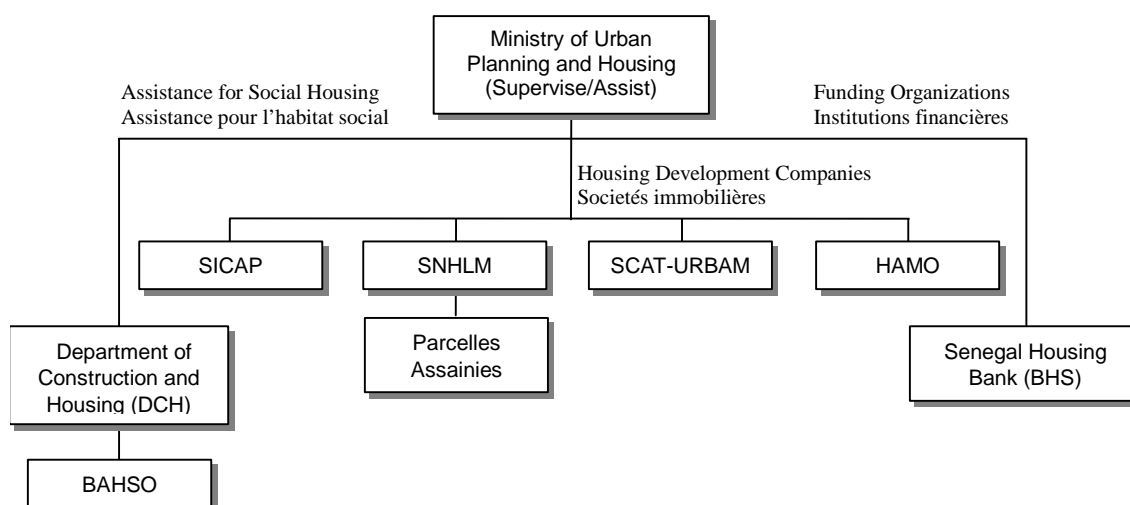
- | | | |
|----|---|-----------------|
| 1 | Slow traffic and long commuting time | <i>Carte 1</i> |
| 2 | Frequent and prolonged flooding | <i>Carte 2</i> |
| 3 | Inadequate water supply | <i>Carte 3</i> |
| 4 | Lack of treatment of waste water and sewage | <i>Carte 4</i> |
| 5 | Poor garbage collection | <i>Carte 5</i> |
| 6 | Poor accessibility to houses | <i>Carte 6</i> |
| 7 | High housing density with few open spaces | <i>Carte 7</i> |
| 8 | Poor housing quality | <i>Carte 8</i> |
| 9 | Inadequate emergency services | <i>Carte 9</i> |
| 10 | Poor public facilities | <i>Carte 10</i> |

2.2 Institutional Framework

Organization

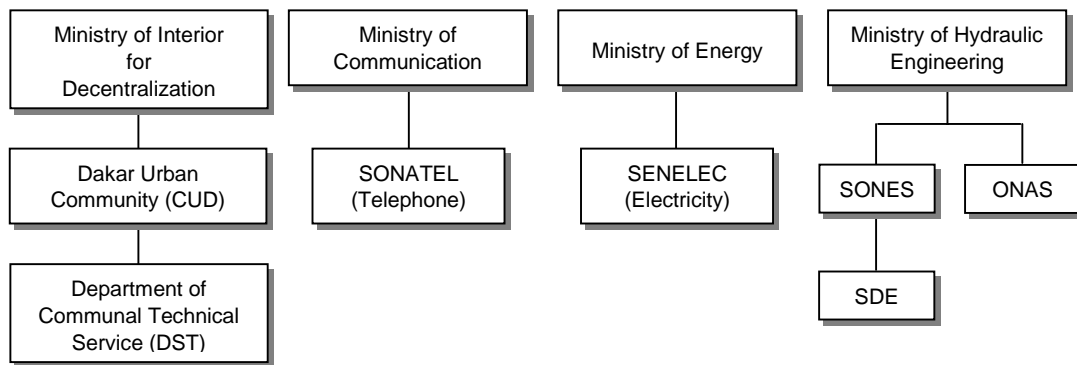
Planning of urban development is primarily under the responsibility of the Department of Urban Planning and Architecture (DUA) under the Ministry of Urban Planning and Housing and implementation is primarily borne by the Dakar Municipality and other municipalities in the Metropolitan Area. However, many other organizations are involved in the planning and the provision of urban infrastructure and urban services in Dakar. Figure 2.3 and Figure 2.4 illustrate such organizations and the relationships among them.

Figure 2.3 Organizations under Ministry of Urban Planning and Housing



Source: DUA

Figure 2.4 Organizations Related to Utilities



Source: DUA

Laws and Regulations

The Urban Planning Code of 1966, was for a long time the institutional framework of Senegalese urban planning policies. The Law 88-05 of June 20, 1988 (New Urban Planning Code) modified the above and imposed mandatory preparation of urban planning master plan.

Institutional Systems for Urban Development Guidance

DUA has long been in charge of urban development guidance. With the recent decentralization program of the entire public administration system, this guidance work has shifted to local governments. In the case of the Dakar Metropolitan Area, the jurisdiction belongs to the municipality of Dakar, Pikine, Guediawaye, Rufisque, and Bargny. However, because of the constraints in human resources and administrative know-how, only Dakar Municipal Government can manage this guidance work without the assistance of the central government.

The concern of the Senegalese authority has gradually shifted from evacuation of the squatters in the state land to improvement of their low-standard settlements.

Regulatory Criteria That Can Be Employed in IIMS

It is desirable that the relationship between urban development action and regulatory constraints can be readily be understood by the proposed IIMS. Table 2.1 shows such regulatory constraints.

Table 2.1 Regulative Criteria from the Urban Planning Code

Article No.	Criteria
24	Net Residential Area Density (DRN): Residential area should be less than 70 %. Road area should be more than 15 %. Areas for public facilities should be more than 15 %.
25	The density of built-up area is defined by Building Coverage Ratio (COS) and Floor Area Ratio (CES).
26	Building Coverage Ratio (COS): COS should be determined appropriately taking into account the zoning.
27	Floor Area Ratio (CES): CES should be determined appropriately by taking into account the zoning.
72	Norms for Green Area: Sport facilities should be more than 3 m ² /person. Park area should be more than 4 m ² /person.
211	Building permit will be refused in danger of natural disaster such as: flooding, erosion, land slid, etc.
212	Building permit will be refused in case the site is not accessible by a public or private road.
213	Housing sites should keep away at least 50 m from highways and 25 m from major roads.
215	Water supply should be appropriate (implies piped water supply).
216	Waste Water Disposal should be appropriate.
217	Drainage should be appropriate.
223	Housing parcel: The parcel should face to the road by at least 10 m. The minimum lot size should be more than 70m ² .
228	Building facade height: The facade height should be less than: $H=1.3*L$ (road width + set back)

Source: DUA