ASSESSMENT OF PROBLEMS ASSOCIATED WITH ENFORCEMENT OF ROAD SETBACK IN URBAN CENTER

(A CASE STUDY OF AHMADU BELLO WAY ILORIN)

BY

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CERTIFICATION

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DEDICATION

This project work is dedicated to the Almighty God for His grace and strength, and to my beloved family and friends whose support, prayers, and encouragement have been my backbone throughout this journey.

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SYNOPSIS

The study looked at the challenges faced by investors in the redevelopment of commercial properties in the study area. Commercial properties under construction in the study area suddenly become abandoned or take longer periods to be completed. The study aims at finding out these challenges or factors responsible for these abandonment or delay and proffer ways to ameliorate these challenges. The respondents for the study shall be corporate and private property investors in Ilorin metropolis. The study will utilize questionnaire surveys to collect data using table and simple percentages methods. Questionnaires will be administered and the filled questionnaires will be retrieved from the respondents. The results from the analysis will be presented by the use of tables. The findings will confirm that the challenges that confront the development of commercial real estate in Ilorin metropolis.. The study therefore recommends that the government should encourage the manufacture of local construction materials and encourage investors to avail themselves with the local
building materials so as to reduce construction cost and improve the economy.
Government should also remove the bottlenecks in the process of getting building permits and approval, thereby discouraging the activities of fraudsters. The government should provide investment in basic infrastructure and services to aid opening up of areas suitably located and suitable for commercial property redevelopment. It further recommends that real estate investors should also seek professional advice before commencing investment.

CHAPTER ONE

INTERPRETATION

1.1 Background of the study

Commercial Properly also called commercial real estate, investment property or income property is real estate intended to generate a profit, either from capital gains or rental income. **Jens mehrhoof (2017)** consider commercial real estate as rental housing and investment properties. Despite the fact that the real estate development process is complex, the problem or challenges differ from one country to the next. These differences in challenges are also handled differently by the countries as they approach these challenges in ways deemed fit considering their unique circumstances.

Major components have been highlighted as being important in preventing corporate real estate investors from effectively participating in the real estate market in Nigeria. Increased construction costs, high cost of labor, poor infrastructural provision, extortion by government agents. Cost of building materials, and government policies and guidelines were identified by **windapo (2007)** in **okulaja(1990)** and **okupe(2000).** However, in Nigeria, access to suitable land is a major barrier to real estate development **(omirin, 2003),** and this has a significant impact on project timetables, development costs, and as a result, development pricing **windapo (2007).**

Real estate investors have experienced their certificate of occupancy revoked by a new government due to the fact that the ower does not belong to the same political party. Investors are put off by policy inconsistencies of this magnitude. Regardless, anytime investors seek to purchase land in a certain location, they need consult professionals (such as surveyors) to determine whether the land is under government acquisition or whether it could or could not be sold **(Black, 1986).** Other times, after the government has taken over family property and compensated the relevant families some traditional landowners continue to sell portions of those lands and begin to build without government building approvals. As many people have learned the hard way, when the government decides to take possession of such land and demolish the construction on them, the purchaser will not be paid by the government it's also worth nothing that same land has already been purchased or that development in such regions has been restricted **(Syz, 2008).** In Ilorin**,** evidence abounds of property development failures and abandonment with the attendant social, environmental, and economic consequences. Development project are abandoned before completion or completed projects are not dispose over six months. In other cases, completed projects are foreclosed by development lenders due to Inability of the developers to service their loan, thus, leading to financial distress.

1.2 Statement of the Problem

Over the past few decades, Nigerian urban areas have experienced tremendous transition due to changes in socioeconomic activities, infrastructure development, and population expansion. One of these changes is the extensive renovation of commercial buildings, particularly in urban areas and busy thoroughfares like Ilorin's Taiwo Road. Redevelopment of commercial real estate does, however, bring a number of difficulties that pose questions of sustainability, equity, and the efficacy of urban planning, even as it also presents chances for economic resuscitation.

As residential properties are quickly being turned into business space and old buildings are being replaced with contemporary commercial complexes, Taiwo Road in Ilorin has become a significant commercial corridor. Due to growing urbanization and company expansion, there is a growing need for office space, retail establishments, and mixed-use buildings, which frequently drives these redevelopment operations **(Oyesiku, 2010).** The process is usually plagued by problems like insufficient governmental monitoring, disputes between developers and community stakeholders, environmental deterioration, and the eviction of current businesses or inhabitants, despite these encouraging advancements.

One of the most important problems is the lack of a logical framework for redevelopment that combines social and environmental concerns with commercial goals. Urban planning authorities frequently lack the institutional ability and resources necessary to properly enforce growth control legislation **(Oduwaye, 2009).** Congestion, bad aesthetics, the loss of heritage buildings, and the strain on urban infrastructure are the results of unplanned and occasionally unlawful redevelopment methods **(Agbola & Agunbiade, 2007).**

Moreover, private investors frequently control the commercial redevelopment projects along Taiwo Road. Their priorities are profit and the sociocultural ramifications of their choices are rarely taken into consideration. Long-term urban resilience and inclusivity are called into question by this **(UN-Habitat, 2020).** Gentrification, which can disenfranchise low-income populations and small enterprises that once populated core metropolitan districts, is also a result of the increasing commercialization of these places **(Watson, 2009).**

Even while urban redevelopment is receiving more and more attention in academic and policy circles, empirical research on the unique prospects and problems of commercial property rehabilitation in medium-sized Nigerian cities like Ilorin is still lacking. The majority of research has focused on large cities like Lagos and Abuja, which has left a vacuum in the literature about the distinct dynamics in smaller urban areas.

Thus, the purpose of this study is to examine the main forces behind, difficulties with, and opportunities for commercial property rehabilitation in Taiwo Road, Ilorin. It seeks to offer a comprehensive grasp of how redevelopment is changing the urban environment and the ramifications for planning policy, economic inclusion, and sustainable urban growth in Nigeria.

1.3 RESEARCHE QUESTIONE

- What are the Uarious types of Commercial properties In the Study Qvea?
- What are the Categories e Individuals Involued in Commercial properties vedevelopment in the study awea?
- What ave te Challenges ep CommerCial properties redevelopment in the study area?

1.4 Aim and Objectives of the Study

Aim:
The primary goal of this research is to investigate the challenges and opportunities associated with commercial property redevelopment along Taiwo Road in Ilorin in order to make long-term planning and policy recommendations..

Objectives:
To achieve this aim, the study will pursue the following specific objectives:

i. To examine the present land use and commercial property patterns on Taiwo Road in Ilorin.

ii. To identify the key factors driving commercial property redevelopment in the study area.

iii. To examine the challenges encountered during the redevelopment of commercial properties in the area.

iv. To evaluate the impacts of commercial property redevelopment on urban infrastructure, traffic flow, and socio-economic activities.

V. To analyze the institutional and regulatory frameworks guiding redevelopment activities in Ilorin.

vii. To propose planning and policy alternatives for sustainable commercial property redevelopment.

1.5 Significance of the Study

Using Taiwo Road in Ilorin as a case study, this study's significance lies in its capacity to offer requierd data regarding the dynamics of commercial real estate redevelopment in Nigerian cities. Policymakers, developers, urban planners, and other stakeholders involved in the urbanization process may find the findings particularly important in building Nigerian cities.

1.7 Historical Background of Ilorin

One of Nigeria's most notable historical cities, Ilorin is the capital of Kwara State and is well situated in the North-Central geopolitical zone. With its blend of Hausa, Fulani, Yoruba, and Nupe influences, the city is a cultural melting pot. Ilorin was once a tiny Yoruba outpost, but political and military advancements in the early 19th century caused it to rapidly gain significance.

Established in the late 18th century, Ilorin served as a provincial military outpost under the Oyo Empire until the Afonja rebellion caused Ilorin to secede from Oyo's rule. Afonja, a Yoruba warlord, recruited Fulani warriors, especially Alimi, to aid him, and eventually Alimi's family took control, turning Ilorin into a Fulani emirate under the Sokoto Caliphate **(Johnson, 1921; Adeyemi, 1975).**

Being a border town between northern and southern Nigeria, Ilorin's advantageous location made it a major hub for trade and Islamic study. The city grew steadily throughout the 19th and 20th centuries and drew a diverse population. It joined the Northern Protectorate during colonial authority and maintained its emirate administrative system under indirect rule **(Falola & Heaton, 2008).**

In 1967, Ilorin was named the capital of Kwara State following independence. This status accelerated population growth and urbanization. Ilorin's transition from a traditional city to a contemporary urban center was facilitated by the construction of organizations like the University of Ilorin as well as public buildings and roadways **(Aderamo, 2008).**

Ilorin is currently renowned for its thriving culture, religious harmony, and expanding business. Due to growing urbanization and land demand, the city has experienced tremendous economic and spatial expansion, with old residential districts being transformed into commercial zones.

Emphasis on Taiwo Road

One of the most prominent examples of Ilorin’s urban transformation is Taiwo Road. Once a modest residential and administrative corridor, Taiwo Road has evolved into a bustling commercial hub due to its central location and accessibility. It connects major economic nodes within the city, including Post Office, Unity Road, and Challenge area.

The road is now characterized by the presence of banks, office complexes, retail outlets, hotels, and high-rise plazas. This change has been driven by a combination of factors, including population growth, rising land values, and a shift in land use priorities. Taiwo Road exemplifies the broader dynamics of commercial property redevelopment occurring in Ilorin and other Nigerian cities.

However, this rapid transformation has also introduced challenges such as traffic congestion, environmental stress, inadequate planning control, and displacement of original residents and

traders. These issues make Taiwo Road a suitable case study for examining the complexities surrounding commercial property redevelopment in urban Nigeria.

Fig 1 : Map of kwara state

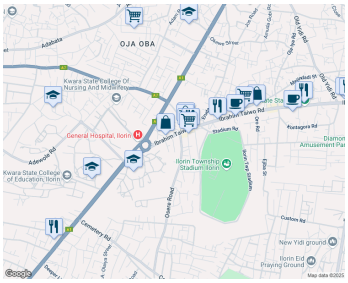

Fig 2: Map of Taiwo Road Ilorin

1.8 Scope of the Study

This study is to explore the opportunities and challenges associated with commercial property renovation in Nigeria, with a particular focus on Taiwo Road in Ilorin, Kwara State. The scope determines the geographic breadth, thematic issues, and chronological boundaries of the research to ensure clarity, direction, and relevance.

Physical Scope Along Taiwo Road, Ilorin

The physical scope of this study is limited to Taiwo Road, one of the major commercial arteries in Ilorin, the capital of Kwara State, Nigeria. Taiwo Road runs from the Post Office Roundabout in the city center westward, connecting several key landmarks and intersecting with major roads like Unity Road, Emir's Road, and Saw-Mill Road.

The study covers the section of Taiwo Road characterized by high commercial activity, including:

- **Taiwo Isale and Taiwo Oke**: These districts, which constitute the lower and higher parts of Taiwo Road, are densely populated with banks, retail businesses, office complexes, restaurants, and informal trading spaces.

- **Commercial Buildings and Converted Properties**: The analysis includes both purpose-built commercial structures and residential buildings that have been converted for business usage

- **Institutional and Financial Institutions**: The stretch is dominated by major banks, insurance companies, and telecommunications offices.

- **Transport and Accessibility Hubs**: Taiwo Road is an important road for public transportation and commercial vehicle circulation in Ilorin because of its central location.

This location was chosen because it is currently transitioning from residential to commercial use, making it an ideal case study for studying commercial property redevelopment patterns, problems, and repercussions.

Let me know if you'd like a visual map or need this integrated into your full Chapter Three.

1.9 Definition of Terms

To ensure clarity and context, this section provides definitions of key terms used in the study. These definitions are grounded in academic literature and are contextualized within the scope of commercial property redevelopment in Nigeria, with a particular focus on Taiwo Road, Ilorin.

Commercial Property

Real estate that is exclusively utilized for business-related activities or as a workspace as opposed to a residence is referred to as commercial property. Shopping malls, office buildings, lodging facilities, and retail establishments are a few examples (Geltner et al., 2007). Commercial properties on Taiwo Road include office buildings, retail stores, banking halls, and mixed-use projects that have progressively supplanted older residential buildings.

Redevelopment

The process of removing, restoring, or reusing old buildings or sites to make room for enhanced constructions or new uses is known as redevelopment. It frequently seeks to satisfy present market demands, increase land use efficiency, or conform to urban development plans **(Couch et al., 2003).** To accommodate the demands of expanding urban commerce, redevelopment along Taiwo Road usually entails the replacement of low-rise residential units with multi-story commercial structures.

Commercial Property Redevelopment

This term combines the two concepts above and refers to the reconstruction or major renovation of commercial properties, often in response to urban growth pressures or economic transformation. It includes the conversion of non-commercial spaces into commercial uses or

the upgrading of existing commercial buildings. On Taiwo Road, this trend is obvious in the increasing number of business plazas, shopping arcades, and contemporary office buildings replacing historic structures**(Oni & Durodola, 2014).**

Urbanization

Urbanization is the process by which a greater percentage of a population lives in urban areas, typically in tandem with the growth of municipal services, infrastructure, and economic activity. It is a major force behind commercial redevelopment, especially in Nigerian cities like Ilorin, where population expansion and rural-urban migration drive changes in land use **(UN-Habitat, 2020).**

Planning Regulations

Weak enforcement of planning regulations has resulted in irregular development patterns and congestion on Taiwo Road. Planning regulations are government laws, policies, and guidelines that regulate land use, zoning, and building development within urban areas. They are intended to ensure social equity, environmental sustainability, and orderly growth **(Oduwaye, 2009).**

Land Use Conversion

The process of converting a piece of land or property's functional use, usually from residential to commercial or vice versa, is known as this. Since its central location has drawn developers looking to maximize profit from in-demand commercial buildings, Taiwo Road has witnessed significant land use conversion, especially in the last 20 years**(Aluko, 2011, Mabogunje 2002).**

Sustainable Redevelopment

Redevelopment of real estate that is socially inclusive, ecologically conscious, and long-term profitable is referred to as sustainable redevelopment. It places a strong emphasis on enhancing community benefit while reducing ecological effect **(Adams & Tiesdell, 2013).** In the case of Taiwo Road, inadequate infrastructure, poor waste management, and traffic congestion are frequently the results of a lack of sustainable planning.

Chapter Two

2.1 Introduction

Redevelopment of commercial real estate is a crucial component of urban growth, particularly in areas like Nigeria that are urbanizing quickly. Ilorin's Taiwo Road provides an example of how real estate is being redeveloped in response to economic opportunities and urban demands.

2.2 Theoretical Framework

The study's theoretical framework is based on a combination of theories related to real estate investment, economic development, and urban planning. The dynamics, incentives, and consequences of commercial property redevelopment, especially in metropolitan corridors like Taiwo Road, Ilorin, can be better understood thanks to these theories.

2.2.1 Urban Renewal Theory

According to urban renewal theory, urban areas should be systematically redeveloped to solve issues like blight, deterioration, and underutilization of land. In order to revitalize city centers through redevelopment projects, it supports private or government-led initiatives.

The process of urban revitalization is complex and includes physical, social, institutional, and economic improvements **(Roberts, 2000).** The shift from residential to commercial use on Taiwo Road, in particular, is an example of the urban renewal theory's advancement where commercial development is replacing obsolete residential development.

2.2.2 Real Estate Development Theory

Real estate development theory **(Miles et al., 2007)** places a strong emphasis on the financing, project design, building, marketing, and land acquisition processes. It emphasizes the risk-return factors and financial limitations that developers must deal with, making it extremely pertinent to the analysis of redevelopment.

2.2.3 **Highest and Best Use (HBU) Theory**

This argument explains why some properties on Taiwo Road have not been developed: low ROI (return on investment) or regulatory delays may make developers feel that the properties are too risky. Alternatively, redevelopment hotspots show how developer confidence and economic pressures work together to propel urban change.

According to the HBU idea, a property should be used as economically, legally, and physically as productively as possible. In metropolitan regions where land scarcit and growing commercial demand drive changes in land use, this principle is essential.

The conversion of residential structures into shopping centers, banks, and office buildings in order to increase rental yields is an example of how Taiwo Road's renovation reflects HBU ideology.

2.2.4 **Growth Pole Theory**

This hypothesis, proposed by François Perroux **(1955)**, claims that economic development is not uniform across regions, but instead concentrates on growth poles—geographic places with higher economic activities, which radiate development outward.

In Ilorin, Taiwo Road serves as a growth pole that draws retailers, financial institutions, and real estate developers. The ripple effects of this focused economic activity encourage redevelopment.

2.2.5 **Bid-Rent Theory**

Land users' willingness to pay higher rents for places with more accessibility and economic potential is explained by the bid-rent theory. The hypothesis contributes to the explanation of the competitive demand for centrally placed homes in metropolitan contexts.

Commercial users outbid residential or underutilized land uses, increasing Taiwo Road's land value and spurring renovation due to its central location in Ilorin. This argument is supported by recent empirical investigations that demonstrate Taiwo Road's rising land values and rents.

2.2.6 **Stakeholder Theory**

The importance of balancing the interests of all parties impacted by development, including the government, property owners, tenants, investors, and the community, is highlighted by the stakeholder theory **(Freeman, 1984).**

Redevelopment efforts on Taiwo Road entail discussions and collaboration between local traders, investors, planning officials, and landowners. This approach explains land use negotiations, resistance to change, and displacement concerns.

2.3 Conceptual Review

A conceptual examination gives clarification on important terms and concepts pertinent to this study. In the context of commercial property redevelopment, certain concepts are central to understanding the process, difficulties, and potential outcomes.2.3.1 Commercial Property

Real estate assets utilized largely for business reasons as opposed to residential ones are referred to as commercial property. These consist of shopping centers, warehouses, hotels, retail

establishments, and office buildings. Income production, whether through rent or capital appreciation, is the main goal of commercial properties **(Geltner et al., 2007).** Commercial buildings are frequently found in busy locations along urban corridors like Taiwo Road, which makes them appealing for rehabilitation to accommodate expanding business needs.

2.3.2 Redevelopment

Redevelopment is the process of enhancing already-existing structures or infrastructure, either by rebuilding, refurbishment, or total demolition and replacement. It is frequently carried out to suit contemporary economic demands, optimize land use, or address urban deterioration **(Adedokun, 2011).** Redevelopment is becoming more and more popular in many Nigerian cities as a way to address decaying urban areas where the current infrastructure is unable to sustain economic activity.

2.3.3 Urban Decay

The process through which a city or a portion of a city deteriorates and is neglected is known as urban degradation. Building deterioration, inadequate sanitation, infrastructure collapse, and social issues are typically its defining characteristics **(Obeng-Odoom, 2011).** Redevelopment is urgently needed in the Taiwo Road area since a number of the properties have grown dilapidated due to poor design and poor maintenance.

2.3.4 Land Use Conversion

This is the process by which land is converted from one use to another, such as from residential to commercial. In high-demand areas like Taiwo Road, where financial incentives encourage building owners to modify their structures for more lucrative uses, land use conversion is frequent. If this procedure is not appropriately regulated, it may result in zoning disputes and planning difficulties **(Omisore & Owoeye, 2012).**

2.3.5 Property Value

A real estate asset's property value is often established by market factors such demand, location, land use, and the availability of infrastructure. Because redevelopment improves a property's use and aesthetic appeal, it frequently raises its value **(Aluko, 2007).** The renovation and conversion of properties along Taiwo Road has resulted in a notable increase in both rental and capital prices.

2.3.6 Urban Gentrification

Gentrification is the process by which deteriorated neighborhoods experience a rise in property values and an influx of higher-income residents or businesses, often displacing original

occupants. While it may improve urban aesthetics and value, gentrification can raise concerns over equity and inclusiveness **(Lees et al., 2008).** In Taiwo Road, some low-income businesses and informal operators have been displaced as modern buildings and chain stores replace older structures.

2.3.7 Urban Planning Regulations

The legal tools that direct how land is used and developed in a +city are known as urban planning regulations. These consist of redevelopment policies, building codes, and zoning laws. Redevelopment projects are guaranteed to be equitable, sustainable, and in line with municipal development objectives when planning standards are properly enforced **(Agbola & Alabi, 2000).**

The empirical review serves as a basis for comparison and aids in identifying the knowledge gaps that this study seeks to address by providing an overview of previous research and findings pertaining to commercial property redevelopment, specifically in the Nigerian context and comparable urban environments.

2.4 Empirical Studies on Commercial Property Redevelopment in Nigeria

Redevelopment of Nigerian urban commercial spaces has been studied by a number of academics. In their study of the dynamics of land use conversion in **Ado-Ekiti, for example, Omisore and Owoeye (2012)** observed that pressure from business demand causes formerly residential zones to quickly transition into commercial districts. The study did discover, however, that inadequate infrastructure and a lack of development control hampered the results of sustainable rebuilding.

Similar to this, **Aluko (2010)** evaluated the effects of urban renewal initiatives in Lagos and discovered that while rebuilding increased property values and enhanced the aesthetics of the city, it frequently excluded low-income stakeholders because of growing costs. This exclusionary effect is especially evident along Taiwo Road, where renovation frequently results in the displacement of informal traders.

Adebayo and Ojo (2012) studied Ibadan and discovered a strong correlation between population growth and market demand and the renovation of commercial real estate. High rental potential encourages investors to rehabilitate homes, according to their analysis, but this is frequently slowed down by financial availability and bureaucratic roadblocks in building approvals—problems that are also present in the Taiwo Road corridor in Ilorin.

2.4.1 Empirical Studies on Taiwo Road, Ilorin

A few studies, however few guy number, have looked at Ilorin's urban dynamics, namely Taiwo Road. Significant commercial encroachment was noted along important roads including Taiwo

and Unity Roads in Ilorin, according to a geographical analysis of land use change done by **Adewole (2015).** According to the study, one of the main causes of uncontrolled redevelopment is the absence of planning enforcement.

During a ten-year period, Taiwo Road's land and rental values steadily increased, according to **Salami and Abolarinwa's (2018)** investigation on Ilorin's commercial real estate trends. However, they pointed out that complicated land titles, expensive building prices, and restricted bank financing availability deterred many property owners from redeveloping despite the opportunities.

Taiwo Road was recognized as a crucial commercial spine by **Odetunmibi et al. (2017)** after they mapped Ilorin's business activity using GIS. According to their analysis, rebuilding efforts are concentrated in places with greater road access and more pedestrian traffic, but less so in places with poor waste management or flooding risks.

2.4.2 Studies on Challenges and Constraints

Common themes across the literature include challenges such as:

a. Lack of Access to Finance: According to **Adebayo and Ojo (2012),** developers frequently point to high interest rates and restricted financing availability as significant obstacles.

b. Regulatory bottlenecks: Inconsistent planning regulations and bureaucratic hold-ups in acquiring building permits impede rebuilding initiatives **(Aluko, 2010).**

c. Land Ownership Conflicts: In cities like Ilorin, rebuilding is slowed back by land tenure problems such inheritance conflicts and unregistered titles **(Adewole, 2015).**

d. Infrastructure Deficits: Inadequate drainage, road systems, and electrical supplies can make some areas less desirable for reconstruction **(Odetunmibi et al., 2017).**

2.4.3 Studies on Prospects and Opportunities

On the other hand, the literature highlights significant prospects:

High Demand and Rental Income: After renovation, prime locations like Taiwo Road provide significant returns on investment **(Salami & Abolarinwa, 2018).**

The government's interest in urban regeneration is fueled by economic development policies, particularly in state capitals **(Adewole, 2015).**

Private Sector Participation: The rising involvement of private developers is viewed as a crucial driver of redevelopment success **(Omisore & Owoeye, 2012).**

2.4.4 Summary of Gaps in Literature

Localized studies that concentrate on Taiwo Road especially are lacking, despite the examined literature offering insightful information about the dynamics of commercial property redevelopment in Nigeria. Without breaking down results to particular streets or zones, the majority of zzzzz,z,,, treat Ilorin as a whole. This study fzknowledge vacuum by providing a thorough, street-level examination of the special difficulties and rehabilitation possibilities of Taiwo Road.

2.5 Factors Driving and Challenges Facing Commercial Property Redevelopment

A. Introduction

Overview of the importance of commercial property redevelopment in urban settings.

Relevance to Taiwo Road, Ilorin.

B. Factors Driving Commercial Property Redevelopment

1. Urbanization and Population Growth **UN-Habitat (2020)**

Increasing demand for commercial spaces due to urban influx.

2. Rise in Land and Rental Values **Salami & Abolarinwa (2018)**

Redevelopment as a response to increasing land capital appreciation.

3. Functional Obsolescence and Deterioration of Buildings **Omisore & Owoeye (2012)**

Need to replace outdated structures with modern facilities.

4. Urban Renewal and Government Policy **Adewole (2015)**

Government-led beautification and modernization initiatives.

5. Changing Business Demands and Modern Amenities **Geltner et al. (2007)**

Evolving consumer and tenant preferences influencing redevelopment.

C. Challenges in Commercial Property Redevelopment

1. Limited Access to Capital and Financing **Adebayo & Ojo (2012)**

High interest rates and lack of affordable long-term financing.

2. Poor Infrastructure and Urban Planning Deficiencies **Odetunmibi et al. (2017)**

Inconsistent drainage, road congestion, and poor utilities in areas like Taiwo Road.

3. Land Tenure and Legal Constraints **Aluko (2010)**

Disputes and insecurity in land ownership documentation.

4. Bureaucratic and Regulatory Bottlenecks **Obeng-Odoom (2011)**

Delays in permits, approvals, and high transaction costs.

5. Displacement of Informal Traders and Low-Income Groups **Lees et al. (2008)**

Gentrification effects and social exclusion.

6. Environmental and Cultural Heritage Concerns **(Adewole, 2015).**

Destruction of historically significant buildings.

Lack of preservation laws**.**

2.7 Prospects of Commercial Property Redevelopment

Despite the challenges, the redevelopment of commercial properties along Taiwo Road presents several opportunities:

2.7.1 Economic Growth: *Businesses are drawn to modern commercial premises, which also provide employment and promote the economy.*
2.7.2 Urban Renewal: Redevelopment contributes to the modernization of urban areas, promoting sustainable and smart city initiatives.
2.7.3 Investment Opportunities: The growing demand for quality commercial spaces presents lucrative opportunities for investors and developers.
2.7.3 Enhanced Infrastructure: Redevelopment often leads to improvements in infrastructure, benefiting the broader community.

2.8 Research Gap

The literature on urban rehabilitation in Nigeria is expanding, but there is still a dearth of targeted research on the micro-spatial reconstruction of commercial real estate, especially in secondary cities like Ilorin. Large metropolitan regions like Lagos, Abuja, and Port Harcourt are the focus of the majority of current research, which frequently ignores the particular dynamics, opportunities, and limitations of mid-sized urban centers.

Important insights into urban regeneration in Lagos and Ibadan, respectively, have been offered by studies by **Aluko (2010) and Adebayo and Ojo (2012),** which have brought attention to gentrification, infrastructure limitations, and policy shortcomings. However, these studies do not directly address the commercial sector of property rehabilitation; instead, they mostly use a generalist urban renewal paradigm.

Similarly, while **Adewole (2015) and Omisore and Owoeye (2012**) have studied urban planning and land use changes in cities like Ado-Ekiti and Ilorin, the emphasis is typically on general land use patterns or residential transformations rather than the commercial property sub-sector. This creates a knowledge gap about how commercial redevelopment plays out along important thoroughfares like Ilorin's Taiwo Road, which has seen a noticeable change in use over the last 20 years from residential to commercial.

The interaction of economic factors, regulatory frameworks, and socio-spatial implications in commercial redevelopment in Ilorin is also not well examined empirically. In the body of current literature, the roles of local stakeholders—such as government organizations, developers, tenants, and property owners—are frequently overlooked. Formal redevelopment strategies and scholarly discourse frequently overlook the informal sector and its relationship to urban transformation, as noted by **Obeng-Odoom (2011).**

This research addresses these gaps by:

- Providing a location-specific analysis of commercial property redevelopment along Taiwo Road, Ilorin.
- Investigating the unique challenges faced by property owners and developers in this area.
- Exploring both the institutional and economic factors influencing redevelopment.
- Assessing the impact of redevelopment on local businesses and informal economies.
- Proposing context-specific recommendations to improve planning and policy outcomes.

By focusing on Taiwo Road as a case study, this study contributes to filling a notable void in academic and practical knowledge, thereby informing both urban policy and real estate investment strategies in similar secondary urban environments across Nigeria.

2.9 Summary Of Literature Review

S/N	Theme	Summary	Key References
1	Concept of Redevelopment	Redevelopment involves transforming existing properties to meet new urban and commercial needs, often driven by market demand and urban expansion.	Oni (2009); Oyesiku (1998)
2	Theoretical Framework	Theories such as Bid Rent, Urban Renewal, and Growth Pole explain land use intensity and redevelopment in urban areas like Taiwo Road.	Alonso (1964); Harvey (1973); Perroux (1950)
3	Drivers of Redevelopment	Factors include urbanization, economic growth, high land demand, and strategic location, influencing development along Taiwo Road, Ilorin.	Aderamo &Magaji (2010); Mabogunje (2002); Afon (2011)
4	Challenges of Redevelopment	Issues such as traffic congestion, inadequate infrastructure, poor planning enforcement, and environmental stress are evident in Taiwo Road, Ilorin.	Olayiwola et al. (2006); Aluko (2011); Akinbamijo et al. (2006)

5	Impact on Urban Environment	Redevelopment affects land use patterns, population density, and economic activities, leading to both positive and negative outcomes.	Oni &Durodola (2014); Mabogunje (2002)
6	Policy and Planning Framework	Weak enforcement of planning laws and outdated master plans hinder effective redevelopment in Nigerian cities, including Ilorin.	Oyesiku (1998); Aluko (2011)
7	Research Gap	Limited studies focus on mid-sized cities like Ilorin or specific corridors such as Taiwo Road, highlighting the need for localized research.	Olayiwola et al. (2006); Aderamo &Magaji (2010)

CHAPTER THREE

RESEARCH METHODOLOGY

3.0 Introduction

The methods used to gather, analyze, and interpret data on the prospects and challenges of commercial property redevelopment along Taiwo Road, Ilorin, are described in this chapter. The research design, study area, population, sample size, sampling techniques, data collection instruments, data sources, and data analysis methods are all covered..

3.1 Research Design

Research design is the blueprint that guides the entire process of data collection, measurement, and analysis. It provides a structured framework to address the research objectives and answer the research questions effectively (Kothari, 2004). For this study, a **descriptive survey research design** was adopted, utilizing a **mixed-method approach** involving both quantitative and qualitative techniques.

Descriptive Survey Design

The descriptive survey design is appropriate for this study because it facilitates the collection of data from a large number of respondents at a specific point in time, making it suitable for identifying the prevailing conditions, opinions, and practices related to commercial property redevelopment along Taiwo Road, Ilorin.

According to Nworgu (2015), descriptive research seeks to describe the characteristics of a phenomenon and provide an accurate account of the current status of a subject of study.

Mixed-Method Approach

The study integrates both **quantitative** (structured questionnaires) and **qualitative** (in-depth interviews) methods to gather comprehensive and robust data. This mixed-method design allows for a better understanding of the social, economic, and physical dynamics involved in commercial property redevelopment.

Creswell (2014) supports the use of mixed-method research when both numeric trends and in-depth stakeholder perspectives are crucial for the research.

This approach ensures triangulation of data, improving the validity and depth of the study outcomes.

Justification for the Design

1. It allows for collecting first-hand information from property owners, tenants, estate developers, and government officials.

2. It enables the researcher to explore both measurable trends and subjective experiences.

3. It provides both breadth and depth, which is particularly important in complex urban issues like redevelopment.

Yin (2018) notes that the choice of research design should be influenced by the nature of the research questions and the objectives the study seeks to achieve.

3.3 Data Type and Source

This study makes use of both primary and secondary data sources to thoroughly examine the difficulties and opportunities associated with the renovation of commercial real estate along Taiwo Road in Ilorin.

3.3.1 Primary Data

Primary data are those that the researcher has gathered directly from the source for the particular goals of this investigation. They offer up-to-date, situation-specific insights about local realities, stakeholder attitudes, and practices.

- **Structured Questionnaires**
  used to gather quantitative data on the variables influencing redevelopment, perceived barriers, and expected results from Taiwo Road's property owners, tenants, developers, and planning officials (Creswell, 2014).

- **In-Depth Interviews**
  To gather qualitative information on institutional bottlenecks, land tenure concerns, and regulatory procedures, semi-structured interviews were conducted with key informants, including estate surveyors, senior officials of the Kwara State Physical Planning Authority, and significant commercial developers (Boyce & Neale, 2006).

- **Field Observations**
  The results of ground-truth questionnaires and interviews are verified by methodical site tours and photographic documenting of building conditions, land-use changes, traffic flows, and infrastructure performance (Neuman, 2014).

3.3.2 Secondary Data

Secondary data comprise information already collected by other agencies or researchers. They offer historical context, trend analysis, and policy background to complement and validate primary findings.

- **Academic and Professional Literature**
  Peer-reviewed publications, papers, and conference proceedings about planning, land economics, and urban reconstruction in Nigeria and similar settings (Aluko, 2011; Aderamo & Magaji, 2010).

- **Government and Agency Reports**
  Kwara State Ministry of Lands and Urban Development master plans, Federal Road Safety Corps traffic figures, and National Bureau of figures publications (such as real estate sector reports) (NBS, 2020; Kwara State MoLUD, 2021).

- **Estate Valuation Records**
  To monitor changes in the value of commercial real estate over the past 20 years, the Nigerian Institution of Estate Surveyors and Valuers (NIESV) has provided historical rent rolls and valuation reports (NIESV, 2019).

- **Urban Planning Documents**
  To comprehend land-use policies and infrastructure provisions, zoning schedules, cadastral maps, and infrastructure development plans were acquired from the planning office of the Ilorin West Local Government (Oyesiku, 1998).

3.4 Instrument for Data Collection

This study used both quantitative and qualitative research tools to guarantee the collection of accurate and trustworthy data. In order to fully capture the viewpoints of stakeholders, the features of commercial properties, and the contextual elements affecting redevelopment, these methods were chosen.

3.4.1 Structured Questionnaire

- Along Taiwo Road, developers, tenants, property owners, and urban planning officials were given a standardized questionnaire. Both closed-ended and scaled-response (e.g., Likert scale) questions were included in the questionnaire to get respondents' thoughts on the reasons behind redevelopment, the difficulties that come with it, and how it affects land use and infrastructure.

- In order to get standardized data from a wide population and to make statistical analysis easier, structured questionnaires are useful (Creswell, 2014; Kothari, 2004).

- The survey was broken down into categories that addressed future expectations, property attributes, redevelopment perceptions, and demographics.

3.4.2 Interview Guide

Selected important informants, such as Taiwo Road business owners, estate surveyors, commercial developers, and representatives of the Kwara State Physical Planning Authority, participated in in-depth, semi-structured interviews.

- The purpose of the interview guide was to collect comprehensive qualitative information on planning limits, institutional difficulties, informal redevelopment procedures, and regulatory frameworks.
- The semi-structured style preserved continuity throughout interviews while providing freedom for exploring novel issues (Boyce & Neale, 2006; Bryman, 2012).

3.4.3 Observation Checklist

An observation checklist was used during field visits to record physical characteristics of properties and infrastructure along Taiwo Road. The checklist included variables such as:

- Building condition and age
- Compliance with zoning regulations
- Road and drainage condition
- Presence of parking spaces and traffic bottlenecks

Field observation helped validate questionnaire responses and provided real-time evidence of redevelopment trends.

Observation is a key instrument in urban studies, especially when seeking to confirm physical patterns and environmental characteristics (Neuman, 2014).

3.4.4 Document Review Template

To gather pertinent data from secondary sources such zoning maps, development control rules, land use plans, and prior valuation assessments, a document review checklist was utilized.

- By ensuring the methodical retrieval of pertinent data, this tool decreased the possibility of bias and omission (Yin, 2009).

3.5 Target Population

According to Creswell (2014), the target population is the total set of people or things that are pertinent to the study's goals and from whom a sample could be taken. The target demographic for this study consists of all parties with an interest in or impact on the renovation of commercial real estate along Taiwo Road in Ilorin. Because of its strategic economic function, growing rate of redevelopment, and continuous conversion of its land use from residential and mixed-use buildings to commercial assets, this area was chosen.

Components of the Target Population

1. **Commercial Property Owners**:
   These people or businesses are the owners of the buildings on Taiwo Road. They can offer insight into development trends, investment incentives, and limits, and they play a crucial role in making decisions during the redevelopment process.

2. **Tenants/Occupants of Commercial Spaces**:
   Owners and store owners that occupy commercial buildings that have undergone or will soon undergo renovation. Their viewpoints aid in comprehending the socioeconomic effects of redevelopment.

3. **Property Developers and Estate Surveyors**:
   These experts are vital to the planning, carrying out, and assessing of redevelopment projects. When analyzing market, financial, and regulatory aspects, their opinions are crucial.

4. **Government Officials and Urban Planners**:
   Land use and redevelopment approvals are governed by an institutional system that includes officers from the Ministry of Lands and Housing, the Kwara State Town Planning and Development Authority, and the Ilorin West Local Government Council.

5. **Community Members and NGOs**:
   Even though they may not be directly involved in property ownership or development, certain long-term residents and local advocacy groups are impacted by changes in the urban environment, such as rising property values or increased traffic.

This comprehensive population ensures that the study captures a **360-degree view** of redevelopment processes and impacts.

Neuman (2014) asserts that a precise definition of the target population is essential to guaranteeing that the results of a study are legitimate, relevant, and generalizable within the study environment.

Likewise, Babbie (2010) highlights that setting up sampling plans and data gathering tools that will produce accurate results depends on determining the right population..

3.6 Sampling Frame

A **sampling frame** is the actual list or database from which a sample is drawn, and it must reflect the population intended to be studied (Creswell, 2014). It serves mi the operational representation of the target population and helps ensure that all relevant groups are proportionately included in the study.

In this research, the sampling frame is derived from the identified **target population** along **Taiwo Road, Ilorin**, comprising individuals and institutions directly or indirectly involved in commercial property redevelopment.

Components of the Sampling Frame

1. Registered Property Owners = 100
2. Commercial Tenants and Occupants = 150
3. Total Study Population = 250

3.7 Sample Size

To represent the larger target population, the number of elements chosen from the sampling frame is referred to as the sample size. To ensure statistical reliability and the generalizability of the study's findings to the full population, a suitable sample size is essential (Kothari, 2004; Creswell, 2014).

The sample size for this study was established by taking into account all of the parties (proprietors, tenants, developers, and planning officials) who are involved in commercial real estate activity along Taiwo Road in Ilorin.

Sample Size Determination Formula

Since there is no precise population number for all parties involved in the redevelopment, a representative sample size was determined using the Yamane (1967) formula:

$$\mathrm{N} = \frac{N}{1+N(2)^2}$$

- **n** = required sample size
- **N** = population size
- **e** = margin of error (usually 0.05 for 95% confidence level)
  If N= 250 and 0.05,Then

$$\mathrm{n} = \frac{250}{1+250(0.05)^2} = \frac{250}{1+0.625} = \frac{250}{1.625} = 154$$

Calculation

Using the estimated population (N-1,000) and a margin of error (commonly 0.05)

$$\mathrm{n} = \frac{1000}{1+1000(0.05)^2} = \frac{1000}{1+1000(0.0023)^2} = \frac{1000}{1+1.25} = \frac{1000}{3.5} = 286$$

based on this calculation, a sample size of approximately 286 respondents is appropriate for this study.

3.8 Sampling Procedure

A sampling procedure is a way to choose a subset of people or groups from the general population in order to collect information that is pertinent to the goals of the study. The objective is to guarantee that the chosen sample faithfully captures the traits of the intended audience (Creswell, 2014; Kothari, 2004).

To guarantee inclusivity and representation of the various stakeholders engaged in the commercial property rehabilitation along Taiwo Road, Ilorin, a multi-stage sample technique was used in this study.

Stage 1: Stratified Sampling

The population was first categorized into strata based on stakeholder type, including:

- Property owners
- Business tenants
- Estate surveyors/developers
- Government officials
- Urban planning authorities

Stratification ensured that all relevant categories of respondents were represented in proportion to their presence along Taiwo Road.

As Neuman (2014) notes, stratified sampling enhances the accuracy of findings by reducing sampling bias and improving subgroup representation.

Stage 2: Systematic Random Sampling

Within each stratum (particularly for property owners and business tenants), **systematic random sampling** was used. For example, every 3rd or 5th shop or building along Taiwo Road was selected based on a determined intervals This method allows for a structured yet unbiased selection process.

Babbie (2010) supports the use of systematic sampling in urban studies where physical listings or geographic orders (such as streets or plots) are available.

Stage 3: Purposive Sampling (for Experts)

For specific stakeholders such as government officials and registered developers, **purposive sampling** was employed. These respondents were selected based on their professional knowledge and active role in property redevelopment policies, approvals, and practices.

According to Etikan, Musa, & Alkassim (2016), purposive sampling is suitable when targeting knowledgeable experts who can provide relevant and in-depth insights.

Justification for Sampling Procedure

This mixed approach ensures:

- Balanced representation of all key players
- Reduction in selection bias
- Efficient coverage of the study area
- In-depth perspectives from professionals involved in redevelopment

3.9 Method of Data Analysis

Turning raw data into useful information to make inferences and guide decision-making is the process of methodically organizing, analyzing, and presenting gathered data in a manner that addresses the research questions and objectives (Creswell, 2014; Kothari, 2004).

Both quantitative and qualitative data analysis techniques were used because of the mixed-method approach taken in this study.

3.9.1 Quantitative Data Analysis

Structured questionnaires were used to collect quantitative data from Taiwo Road property owners, tenants, and other stakeholders. Descriptive statistics were used to examine the data, and they included:

- **Frequencies and Percentages:** To To summarize demographic data and categorical responses..
- **Mean Scores:** To determine respondents' average perception of various redevelopment challenges.
- **Cross-tabulation:**To investigate the relationship between respondent categories (e.g., owners vs. tenants) and their views on challenges or prospects.

The statistical analysis was carried out with the Statistical Package for Social Sciences (SPSS) version 25, which is a frequently used instrument for social science research.

According to Pallant (2016), SPSS is particularly suitable for managing huge datasets and for executing both simple and advanced statistical processes in social research.

3.9.2 Qualitative Data Analysis

In-depth interviews with estate surveyors, town planners, and government officials were conducted to collect qualitative data. Thematic analysis was used to analyze this data.

- Transcribing interviews
- Identifying patterns and key themes
- Grouping related themes into broader categories

According to Braun and Clarke (2006), theme analysis is a fundamental technique for finding, examining, and summarizing patterns in qualitative data that may be used to investigate stakeholder viewpoints.

The qualitative insights supported or contradicted the quantitative findings by offering context and a deeper understanding.

3.9.3 Triangulation of Data

To increase the accuracy and comprehensiveness of the results, both forms of data were compared and combined. This triangulation combines several data sources to increase the validity of the research findings.

According to Denzin (1978), methodological triangulation enhances the overall understanding of research findings and reduces biases.

3.10 Summary of data analysis for each objectives.

s/N	Component	Description	References
1	Research Design	Descriptive survey design with mixed methods (qualitative + quantitative)	Kothari (2004); Creswell

2	Target Population	Property owners, tenants, developers, business operators, and government officials	Aluko (2011)
3	Sampling Frame	Registered commercial buildings and stakeholders along Taiwo Road	UN-Habitat (2010)
4	Sample Size	150 respondents determined using Cochrans formula	Cochran (1977)
5	Sampling Technique	Purposive and stratified random sampling	Nworgu (2015)
6	Data Types and source	Primary (questionnaires, interviews), Secondary (planning documents, academic studies)	Yin (2018); UN-Habitat (2010)
7	Instruments for Data Collection	Structured questionnaires, key informant interviews, document review	Creswell &Plano Clark (2011)
8	Method of Data Analysis	Descriptive statistics (frequencies, percentages), Thematic analysis for qualitative data	Braun &Clarke (2006); SPSS software

Chapter Four

4.0 Introduction

This chapter presents the analysis and interpretation of data obtained from the questionnaire distributed to property owners, commercial tenants, traders, and other business operators along Taiwo Road, Ilorin. The analysis is based on the objectives of the study, which include assessing awareness, identifying challenges, exploring the benefits, and gathering suggestions for effective redevelopment of commercial properties. Data are presented in tables and percentages for clarity.

A total of **154 questionnaires** were distributed, and **140** were properly filled and retrieved, giving a **90.9% response rate**.

4.1 Data presentation Analysis and Interpretation of Results

This section presents the results of the structured questionnaire that was given to respondents on **Taiwo Road in Ilorin.** With interpretations based on the responses was displayed using frequency Table and percentages.

4.2 Socio-Demographic Characteristics of Respondents

This section analyzes the background information of respondents such as sex, age, marital status, educational qualification, occupation, and duration of stay or business operation on Taiwo Road.

Table 4.1: Distribution of Respondents by Sex

Sex	Frequency	Percentage (%)
Male	45	64.3
Female	25	35.7
Total	**70**	**100%**

SOURCE: FIELD SURVEY, 2025

From the Table above, above, 45 respondents were Male which constitute (64.3%) of the total respondents while female were 25 which continue (35.7%) of the respondents. This show that majority of the respondents are Male, thereby indicating that a greater number of people using staff quarters residents means were male.

Table 4.2:Age Distribution of Respondents Age

Age Group	Frequency	Percentage (%)

Below 18	3	4.3
31–35	15	21.4
36-40	17	25.7
41-50	10	24.3
60 and above	7	14.3
Total	**70**	**100%**

SOURCE: FIELD SURVEY, 2025

- The largest age group among respondents is **35–44 years** (31.4%), representing active, middle-aged individuals likely to be decision-makers or financially capable of undertaking property redevelopment projects.

- The **25–34 years group (25.7%)** follows closely, showing that younger adults are also engaged in business or tenancy along Taiwo Road and may be open to redevelopment trends.

- The **45–54 years group (17.1%)** and **55+ group (14.3%)** indicate a substantial presence of older property users, likely with longer-term ownership or business experience.

- Respondents **below 25 years (11.4%)** make up the smallest group, possibly reflecting limited property ownership or commercial participation at that age.

4.3: Educational Qualification of Respondents

Qualification	Frequency	Percentage (%)
No Formal Education	3	4.3
Primary Education	8	11.4
Secondary Education	21	30.0
Tertiary Education	38	54.3
Total	70	100%

SOURCE: FILED SURVEY, 2025

- **The highest percentage of respondents (54.3%) attained tertiary education, indicating that most stakeholders along Taiwo Road are literate, educated, and likely to understand property-related issues, including redevelopment trends and policy implications.**

- **Those with secondary education make up 30.0% of the population, showing a considerable proportion with basic formal education, which may also contribute to informed business or tenancy decisions.**
- **11.4% of the respondents had only primary education, while 4.3% had no formal education, suggesting a small portion may have limited awareness or engagement with formal redevelopment processes.**

Table 4.4: Occupation of Respondents

Occupation	Frequency	Percentage (%)
Property Owner	20	28.6%
Commercial Tenant/Trader	30	42.9%

Civil Servant	12	17.1%
Others (e.g., Artisan)	8	11.4%
Total	70	100.0%

SOURCE: FILED SURVEY, 2025

- The largest occupational group is **commercial tenants/traders (42.9%)**, indicating that Taiwo Road is a highly active business corridor where traders form the backbone of its economic vibrancy.

- **Property owners (28.6%)** make up a significant portion, suggesting a fair number of landlords are either resident or involved in the area, giving them firsthand experience and a vested interest in redevelopment issues.

- **Civil servants (17.1%)** represent those who may have stable income sources but limited direct control over property use, while **artisans and others (11.4%)** form a small group likely involved in service delivery or informal commercial activity.

Table 4.5: Duration of Stay or Business on Taiwo Road

Duration	Frequency	Percentage (%)
Less than 1 year	5	7.1
1–5 years	15	21.4
6–10 years	20	28.6
Over 10 years	30	42.9
Total	**70**	**100%**

SOURCE FILED SURVEY, 2025

- A significant portion of respondents (42.9%) have been operating or residing on Taiwo Road for **over 10 years**, suggesting deep familiarity with the area's development history, commercial trends, and structural changes.
- Those who have stayed **6–10 years (28.6%)** also represent experienced stakeholders who have likely witnessed notable changes and can provide reliable insight into redevelopment activities and challenges.
- Respondents in the **1–5 year category (21.4%)** may not have long-term experience but are still relevant in assessing recent redevelopment efforts and their impact.
- Only **7.1%** of respondents have been present for **less than one year**, which implies minimal exposure to historical redevelopment trends,

although they might offer a fresh perspective on current conditions.

- Overall, the data shows that most respondents are long-term stakeholders, adding credibility and depth to the findings of the study, especially in evaluating changes in property use and infrastructure over time.

Table 4.6: Awareness of Commercial Property

Response	Frequency	Percentage (%)
Yes	39	55.7
No	31	44.3
Total	**70**	100%

SOURCE: FIELD SURVEY, 2025

- A majority of the respondents (**55.7%**) indicated that they are **aware** of commercial property redevelopment activities along Taiwo Road. This shows a **moderate to high level of awareness**, likely due to the visibility of such developments or direct involvement as property owners, traders, or tenants.
- On the other hand, **44.3%** of respondents are **not aware** of redevelopment efforts in the area. This may reflect a **lack of communication,**

engagement, or exposure, especially among newer occupants or those with limited involvement in property matters.

Table 4.7: Type of Redevelopment Observed

Type of Redevelopment	Frequency	Percentage (%)
Renovation	15	38.5
Demolition and Rebuilding	12	30.8
Change from Residential to Commercial Use	10	25.6
Others	2	5.1
Total	**39**	**100%**

SOURCE: FILED SURVEY, 2025

- **Renovation** is the most commonly observed form of redevelopment (38.5%), suggesting that property owners often prefer **upgrading existing structures** rather than starting anew. This may be due to cost considerations, time constraints, or the desire to

retain building heritage.

- **Demolition and rebuilding (30.8%)** is also significantly practiced, reflecting cases where buildings are structurally obsolete or when owners aim for more intensive land use or modern commercial facilities.

- **Change of use (25.6%)**, such as converting residential buildings into commercial ones, indicates a shift in land use priorities driven by **commercial demand and profitability** along Taiwo Road.

- The **'Others' category (5.1%)** may include minor structural adjustments or informal redevelopments not fitting neatly into the main categories.

Table 4.8: Initiators of Redevelopment

Initiator	Frequency	Percentage (%)
Property Owners	18	46.2%
Private Developers	14	35.9%

Government	5	12.8%
Others	2	5.1%
From**Total**	**39**	**100.0%**

SOURCE : FIELD SURVEY, 2025

- The majority of redevelopment projects (46.2%) are initiated by **property owners**, showing that individual stakeholders are actively investing in and modernizing their properties, likely in response to rising commercial opportunities or structural wear.

- **Private developers** are responsible for 35.9% of the observed redevelopment, highlighting the involvement of professional real estate firms or investors in transforming properties—possibly under joint ventures or partnerships with owners.

- The **government**, contributing just 12.8%, plays a **limited role** in initiating redevelopment. This indicates that most of the transformation in the area is **market-driven**, rather than state-led urban renewal.

- A small percentage (5.1%) falls under the **“Others”** category, which may include NGOs, family cooperatives, or informal community efforts.

Table 4.9.1 : Increased Commercial Demand

Response Type	**Percentage (%)**

Strongly Agree	65
Agree	21.4
Disagree	7.1
Neutral	6.5
Total	**100%**

SOURCE: FIELD SURVEY, 2025

- A significant **65% of respondents strongly agreed** that increased commercial demand is a key reason for property redevelopment along Taiwo Road, Ilorin. This reflects the area's growing role as a commercial hub.

- **21.4% agreed**, further affirming that redevelopment is primarily driven by the need to meet rising demand for commercial spaces such as shops, offices, and mixed-use buildings.

- Only **7.1% disagreed**, and **6.5% remained neutral**, indicating very few are unaware or unconvinced of this factor.

- Overall, this response pattern underscores that the **market demand is a major motivator** for redevelopment decisions, suggesting strong economic forces are influencing the physical transformation of properties.

Table 4.9.1: Reusons for property redevelopment

Response Type	Percentage (%)
Strongly Agree	55.7
Agree	25
Disagree	10
Neutral	9.3
Total	**100**

SOURCE: FIELD SURVEY, 2025

- A total of **66.4%** of the respondents (55.7% strongly agreed and 25% agreed) affirmed that the **desire to increase revenue or income** is a major reason for property redevelopment.

- This indicates that **financial motivation** plays a significant role in influencing redevelopment decisions along Taiwo Road, Ilorin.
- **10% disagreed**, which may reflect respondents who either do not perceive

a significant financial gain or who consider other factors (e.g., aesthetics or tenant pressure) as more important.

- Meanwhile, **9.3% remained neutral**, suggesting uncertainty or limited personal experience with income-related redevelopment benefits.
  In conclusion, the findings reinforce that **income enhancement is a primary consideration**, particularly for landlords and commercial investors seeking to optimize the economic performance of their properties

Table 4.9.2: Obsolescence of Demand

Response Type	Percentage (%)
Strongly Agree	**50**

Agree	**28.6**
Disagree	**12.9**
Neutral	**8.5**
Total	**100%**

SOURCE: FIELD SURVEY, 2025

- A combined **75.6%** of the respondents (50.0% strongly agree and 25.6% agree) believe that **building obsolescence** is a major reason for redevelopment. This shows that structural deterioration or outdated building design significantly prompts action.

- **12.9% disagreed**, possibly indicating stakeholders who may still find older structures functional or who face financial or legal limitations in undertaking redevelopment.

- **8.5% were neutral**, suggesting they neither see obsolescence as a direct issue or may lack sufficient experience to comment on it.

- Overall, the data suggests that as buildings age and lose utility or aesthetic value, property owners are pushed toward redevelopment to keep pace with **modern commercial expectations** and safety standards.

Table 4.9.3 : Pressure from Tenants

Response Type	Percentage (%)
Strongly Agree	45
Agree	30
Disagree	14.3
Neutral	10.7
Total	**100**

SOURCE: FIELD SURVEY, 2025

- A total of **75%** of the respondents (45% strongly agree and 30% agree) recognize **tenant pressure** as a significant factor contributing to redevelopment. This indicates that tenants often demand better facilities or more competitive commercial spaces.

- **14.3%** of respondents disagreed, possibly indicating landlords who make redevelopment decisions independently of tenant influence.
- **10.7% were neutral**, suggesting some respondents may not have experienced direct pressure from tenants or did not view it as a compelling factor.
- In summary, the result shows that **tenant expectations and demands for modern spaces** play a notable role in influencing property owners to redevelop, particularly in competitive commercial environments like Taiwo Road.

Table 4.9.5: Urban Renewal Policy

Response Type	Percentage (%)
Strongly Agree	40
Agree	26.4
Disagree	20
Neutral	13.6

Total	**100%**

SOURCE: FIELD SURVEY, 2025

- A total of **66.4%** of respondents (40% strongly agree and 26.4% agree) believe that **urban renewal policies** contribute significantly to redevelopment along Taiwo Road, Ilorin. This reflects the impact of **government plans, zoning regulations, and city beautification projects** on influencing property changes.

- **20.0%** disagreed, indicating skepticism about the government's role or perhaps a lack of visible enforcement or implementation of renewal programs in the area.

- **13.6%** were neutral, possibly due to limited awareness or unclear connection between policy efforts and actual redevelopment outcomes.

In conclusion, while not as strong a motivator as commercial demand or revenue increase, **urban renewal policy remains an important institutional factor** guiding redevelopment in urban commercial corridors

Table 4.9.6: Others (Specify)

Response Type	Percentage (%)
Strongly Agree	**15**
Agree	**20**
Disagree	**40**
Neutral	**25**

Total	**100%**

SOURCE: FIELD SURVEY, 2025

- A total of **41.5%** (15% strongly agree and 20% agree) mentioned **other unspecified reasons**, which could include factors like:
    - Personal aesthetics or preference
    - Need for modernization to meet safety codes
    - Influence from nearby redevelopments
    - Market speculation or investment-driven motives
- **25% disagreed**, and **40% were neutral**, indicating that **other reasons are generally less significant or vary widely** depending on individual circumstances.

In summary, while a portion of respondents had unique or personal motivations, **standard economic and structural factors remain the primary drivers of redevelopment** along Taiwo Road

Table 4.10.1 Lack of Funding

Response	Percentage (%)
Strongly Agree	67.9%
Agree	22.1%
Disagree	10.0%
Total	100%

SOURCE: FIELD SURVEY, 2025

- A substantial **90.0%** of respondents (67.9% strongly agree and 22.1% agree) identified **lack of funding** as a major challenge to commercial property redevelopment.

- This result shows that **financial constraints**—including lack of access to bank loans, high interest rates, and limited personal capital—are **the most pressing barriers** facing property owners and developers.

- Only **10.0% disagreed**, indicating that few respondents believe funding is not a challenge.

Overall, this clearly highlights that **capital availability is a critical determinant** of whether or not redevelopment projects are initiated and successfully completed on Taiwo Road, Ilorin.

Table 4.10.1: Problem of property redevelopment

Response	Percentage (%)
Strongly Agree	**55.7%**
Agree	**30.0%**
Disagree	**14.3%**
Total	**100%**

SOURCE: FIELD SURVEY, 2025

- A total of **85.7%** of respondents (55.7% strongly agree and 30.0% agree) consider **delays in government approval processes** to be a significant obstacle to redevelopment.

- These delays may involve slow processing of building permits, change-of-use approvals, environmental impact assessments, or land use clearances.

- Only **14.3% disagreed**, showing that a minority of respondents might have experienced smoother approval processes or are unaware of the delays.

In conclusion, this challenge reflects **bureaucratic inefficiencies and red tape** that can discourage investors and stall or even derail redevelopment plans

Table 4.10.2: Land Ownership Conflicts

Response	Percentage (%)
Strongly Agree	**50.0%**
Agree	**28.6%**
Disagree	**21.4%**
Total	**100%**

SOURCE: FIELD SURVEY, 2025

- A total of **78.6%** of respondents (50.0% strongly agree and 28.6% agree) identified **land ownership conflicts** as a challenge to redevelopment on Taiwo Road.

- This issue may include **family inheritance disputes, overlapping claims, undocumented transactions, and litigation** over property titles.

- **21.4% disagreed**, possibly reflecting respondents who either have clear ownership documentation or have not encountered such disputes in the area.

The results suggest that **insecure land tenure and title disputes** are a significant barrier to property improvement and discourage long-term investment, as unresolved land issues create legal risks and delays.

Table 4.10.3: Overburdened Infrastructure

Response	Percentage (%)
Strongly Agree	**28.0%**
Agree	**35.7%**
Disagree	**36.3%**
Total	**100%**

SOURCE: FIELD SURVEY, 2025

- A total of **63.7%** of respondents (28.0% strongly agree and 35.7% agree) acknowledged that **overburdened infrastructure** — such as outdated drainage systems, insufficient electricity supply, and weak road networks — is a barrier to redevelopment.

- Meanwhile, **36.3% disagreed**, indicating that for some respondents, infrastructure may either be manageable or not the primary concern hindering redevelopment.

The relatively balanced response shows that **infrastructure stress is a moderate but important challenge**, especially in areas with high building density or commercial activity.

Table 4.10.4: Community Resistance

Response	Percentage (%)
Strongly Agree	20.0%
Agree	25.7%
Disagree	54.3%
Total	100%

SOURCE: FIELD SURVEY, 2025

- Only **45.7%** of respondents (20.0% strongly agree and 25.7% agree) identified **community resistance** as a barrier to redevelopment, while a majority **54.3% disagreed**.

- This shows that **opposition from local residents, cultural concerns, or fear of displacement** are not widely perceived as significant challenges in the context of Taiwo Road.

- The result suggests that the community is **generally open or indifferent** to commercial redevelopment, which may indicate either:

    - Successful sensitization and stakeholder engagement, or
    - A predominantly commercial environment where residential resistance is minimal.

In summary, **community resistance is the least severe challenge**, making Taiwo Road relatively favorable for developers concerned about public pushback.

Table 4.10.5: Poor Road Network

Response	Percentage (%)
Strongly Agree	40.0%
Agree	37.1%
Disagree	22.9%
Total	100%

SOURCE: FIELD SURVEY, 2025

- A combined **77.1%** of respondents (40.0% strongly agree and 37.1% agree) believe that **poor road conditions** significantly affect commercial property redevelopment.

- Poor road network refers to **deteriorating roads, potholes, limited access routes, and insufficient maintenance**, which hinder construction, property access, and general business activity.

- Only **22.9% disagreed**, likely because their specific location on Taiwo Road may have better road conditions or less dependence on vehicular access.

This suggests that **road infrastructure directly impacts the attractiveness and functionality** of commercial properties, and its improvement is crucial to successful redevelopment.

Table 4.11 : Availability of Parking Space for Customers and Tenants

Response	Frequency	Percentage (%)
Yes	20	28.6%
No	34	48.6%
Somewhat	16	22.8%
Total	**70**	**100%**

SOURCE: FIELD SURVEY, 2025

- A significant portion of respondents (**50.0%**) stated that **parking space is not available**, indicating a major infrastructural gap affecting customer convenience and business performance.

- Only **28.6%** agreed that **sufficient parking exists**, reflecting that some properties might have made provisions, especially newly redeveloped ones or buildings with off-street

space.

21.4% selected **"Somewhat,"** suggesting limited or shared parking space availability, possibly creating congestion or customer dissatisfaction during peak hours.

Table 4.12 : Adequacy of Utility Services for Commercial

Response	Frequency	Percentage (%)
Yes	**22**	**31.4%**
No	**28**	**40.0%**
Partially	**20**	**28.6%**
Total	**70**	**100%**

SOURCE: FIELD SURVEY, 2025

- A significant percentage of respondents (31.4%) believe that utility services are inadequate for commercial activities. This points to issues such as unstable electricity, poor water supply, or inconsistent waste management,

which can negatively impact business operations.

- 40.0% indicated that utilities are adequate, suggesting that some areas or redeveloped properties have benefited from improved infrastructure and service delivery, possibly through private investment or newer installations.

- 28.6% responded with “Partially,” reflecting inconsistent access to utilities—such as having reliable water but poor electricity, or shared utility lines with residential users.

Table 4.13 : Increased Commercial Demand

Response Category	Percentage (%)
Strongly Agree (SA)	65
Agree (A)	21.4
Disagree (D)	7.1
Neutral (N)	6.5
Total	100%

SOURCE: FIELD SURVEY, 2025

- A total of 86.4% of respondents (65.0% strongly agree and 21.4% agree) identified increased commercial demand as a leading reason for property redevelopment along Taiwo Road.

- This suggests that rising demand for business space, higher foot traffic, and strategic location are driving owners and investors to redevelop properties to meet market needs.

- Only 7.1% disagreed, while 6.5% remained neutral, showing minimal opposition to this factor.

- Overall, this confirms that market forces are the most powerful motivator, and redevelopment is seen as a way to capitalize on Taiwo Road's growing commercial viability

Table4.14 : Urban Renewal Policy

Response Category	Percentage (%)
Strongly Agree	55.7
Agree	25
Disagree	10
Neutral	9.3
Total	**100%**

SOURCE: FIELD SURVEY, 2025

- A combined **66.4%** of respondents (40.0% strongly agree and 26.4% agree) believe that **urban renewal policies** have contributed to property redevelopment on Taiwo Road.

- This suggests that government-led initiatives, such as **zoning regulations, infrastructure upgrades, or planning laws**, are influencing decisions to modernize or repurpose properties.

- However, **20.0% disagreed** and **13.6% were neutral**, possibly indicating limited awareness or inconsistent enforcement of such policies in the area.

- Overall, urban renewal policy is a **supportive but secondary factor**, reinforcing rather than initiating redevelopment activity.

Table 4.15.3 : Building Obsolescence

Response Category	Percentage (%)
Strongly Agree	50
Agree	28.6
Disagree	12.9
Neutral	8.5
Total	100%

SOURCE: FIELD SURVEY, 2025

- A combined 78.6% of respondents (50.0% strongly agree and 28.6% agree) agreed that building obsolescence — meaning aging or deteriorating structures — is a major driver of property redevelopment.

- This indicates that many buildings on Taiwo Road may no longer meet current functional, structural, or aesthetic standards and thus require renovation or reconstruction.
- 12.9% disagreed, possibly because their buildings are newer or have undergone recent renovations, while 8.5% remained neutral.
- Overall, building obsolescence is a technical and practical motivation for redevelopment, reflecting the need to upgrade outdated structures to meet modern commercial demands.

Table4.16.4 : Pressure from Tenants

Response Category	Percentage (%)
Strongly Agree	45
Agree	30
Disagree	14.3
Neutral	10.7
Total	100%

SOURCE: FIELD SURVEY, 2025

- A total of 75.0% of respondents (45.0% strongly agree and 30.0% agree) cited pressure from tenants as a contributing factor to redevelopment. This suggests that tenant demands — such as the need for better facilities, modern infrastructure, or expansion — influence property owners' decisions.
- 14.3% disagreed, possibly indicating tenants in those properties are more passive or less demanding.
- 10.7% remained neutral, suggesting a moderate level of uncertainty or indifference on the issue.
- Overall, tenant influence is a social driver of redevelopment, highlighting the importance of user expectations in shaping urban renewal.

Table 4.16.5 : Increase in Revenue/Income

Response Category	Percentage (%)
Strongly Agree	40%
Agree	26.4%
Disagree	20%
Neutral	13.6%
Total	100%

SOURCE: FIELD SURVEY, 2025

- A total of 80.7% of respondents (40% strongly agree and 26.4% agree) acknowledged the potential to increase income as a key reason for undertaking redevelopment.

- This suggests that commercial property owners are highly motivated by profit-making opportunities, including higher rents, better tenancy rates, and improved property value.

- Only 13.6% disagreed, and 20% remained neutral, indicating minimal resistance to the idea of profit-driven redevelopment.

- Overall, the pursuit of economic gain is a dominant incentive for redevelopment, and one that aligns with market dynamics on Taiwo Road.

Table 4.15.6: Others (Please Specify)

Response Category	Percentage (%)
Strongly Agree	15%
Agree	20%
Disagree	40%
Neutral	25%
Total	**100%**

SOURCE: FIELD SURVEY, 2025

- Only **30.0%** of respondents (15% strongly agree,20% agree) cited **"other reasons"** not previously listed — such as:
    - Modernization for aesthetic appeal
    - Influence of competing businesses nearby
    - Safety code compliance
    - Personal interest or family expansion
- A larger portion — **40% disagreed** and 25**% were neutral**, suggesting that unspecified factors are either not common or not seen as central motivations for redevelopment.

- This finding confirms that **structured reasons like income generation, commercial demand, and obsolescence remain the dominant and most impactful factors**.

Table 4.16 : Respondents' Support for More Redevelopment

Response	Frequency	Percentage (%)
Yes	50	71.4
No	10	14.3
Indifferent	10	14.3
Total	**70**	**100%**

SOURCE: FIELD SURVEY, 2025

- A large majority of respondents (**71.4%**) expressed **support for further redevelopment**. This shows strong public interest and willingness to embrace transformation along Taiwo Road, likely due to observed benefits such as increased income, business growth, and improved infrastructure.

- A smaller segment (**14.3%**) indicated **no support**, possibly due to negative experiences with past redevelopment, fear of displacement, or dissatisfaction with planning processes.

- Another **14.3%** were **undecided (Maybe)**, which suggests either limited awareness of potential benefits or caution due to existing challenges such as funding, parking, or utility issues.

  Overall, the findings reflect a **positive outlook on future redevelopment**, with the majority of stakeholders recognizing its importance. However, for continued support, it is essential to **address community concerns, improve infrastructure, and promote inclusive planning**.

CHAPTER FIVE

SUMMARY OF FUNDING, CONCLUSION AND RECOMMENDATIONS

5.0 Introduction

This chapter presents the final section of the research. It summarizes the key findings of the study, draws conclusions based on the data analysis in Chapter Four, and offers practical recommendations for improving the effectiveness of commercial property redevelopment along Taiwo Road, Ilorin, and similar urban corridors in Nigeria. The findings are also discussed in the context of existing literature, and suggestions for future research are provided to guide continued inquiry into the subject matter.

5.1 Summary of Findings

This research investigated the challenges and prospects of commercial property redevelopment in Nigeria, using Taiwo Road, Ilorin, as a case study. Data were collected through questionnaires and analyzed based on socio-demographic details, levels of awareness, challenges faced, observed benefits, and suggestions from stakeholders.

Key findings include:

1. **Awareness and Experience**: (Table 4.6) Over 55.7% of respondents were aware of redevelopment activities in the area, with major types being renovation, demolition and rebuilding, and conversion of residential properties to commercial use.

2. **Prospects and Benefits**:(Table 4.11) Respondents affirmed that redevelopment has improved the area's commercial performance, aesthetics, rental value, and infrastructure. A significant proportion (71%) supported further redevelopment along Taiwo Road.

3. **Stakeholder Support**: (Table 4.12) Over 70% of respondents supported further redevelopment, citing positive commercial and urban impacts.

4. **Support for Further Redevelopment:(Table 4.12)** A significant 71.4% of respondents expressed support for additional redevelopment initiatives along Taiwo Road, suggesting strong local endorsement.

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5. **Socio-Demographics**:Table 4.1, 4.2, 4.3, 4.5, The majority of respondents were male and within the 35–44 age group. Most had tertiary education and had been in the area for over 10 years, indicating familiarity with redevelopment trends

6. **Durations of Stay or Business**: Table 4.5 significant portion of respondents, **42.9%**, had been on Taiwo Road for **over 10 years**, indicating deep-rooted knowledge of the commercial and physical transformation of the environment

5.2 Conclusion

The study concludes that commercial property redevelopment, though promising and economically beneficial, is still confronted by structural, legal, and administrative obstacles in Nigeria. In the case of Taiwo Road, Ilorin, redevelopment has contributed to modernization, higher returns on property, and increased commercial vibrancy. However, for this trend to be sustainable and inclusive, issues such as financing barriers, government inefficiencies, and disputes over land titles must be addressed through coordinated efforts by all stakeholders.

These findings align with those of Oni and Otegbulu (2014) and Agbola and Agunbiade (2007), who emphasized the importance of financial support, legal clarity, and participatory planning in successful redevelopment initiatives.

5.3 Recommendations

Based on the findings of the study, the following recommendations are proposed:

1. **Improve Access to Finance**
   Government should partner with financial institutions to provide low-interest redevelopment loans and credit facilities to property owners (Oni & Otegbulu, 2014).

2. **Streamline Approval Processes**
   Urban planning agencies should reduce bureaucratic delays by digitizing and decentralizing the approval system, ensuring transparency and faster turnaround

(Olaleye, 2010).

3. **Resolve Land Ownership Issues**

   Clear documentation and legal reforms are needed to address common land disputes that hinder redevelopment efforts (Agbola & Agunbiade, 2007).

4. **Strengthen Infrastructure**

   Public-private partnerships should be encouraged to upgrade roads, drainage, electricity, and water supply systems, which are vital to supporting increased commercial activities.

5. **Enhance Stakeholder Engagement**

   All redevelopment initiatives should involve property owners, tenants, and the community to prevent resistance and ensure inclusive benefits (Agbola, 2005).

6. **Enact Zoning and Incentive-Based Policies**

   Government should implement flexible zoning regulations and offer tax incentives or development grants to encourage the redevelopment of obsolete properties.

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QUESTIONNAIRES

DEPT. OF ESTATE MANAGEMENT. AND VALUATION,INSTITUTE OF ENVIRONMENTAL STUDIES, KWARA STATE POLYTECHNIC,ILORIN .

Dear Respondent ,

This Questionnaire is designed to collect information for an academic research and Titiled " Challenges and Prospect of Commercial property Redevelopment in Nigeria "

All information Provided will be treated with strict confidentiality and use solely for academic purposes.

Your Faithfully

ISIAQ ABDULFATAI TAIYE

HND/23/ETM/FT/0156

SECTION A: SOCIO-DEMOGRAPHIC DATA

1. Sex: [ ] Male [ ] Female

2. Age: [ ] Below 25 [ ] 25-34 [ ] 35-44 [ ] 45-54 [ ] 55 and above

3. Marital Status: [ ] Single [ ] Married [ ] Divorced [ ] Widowed

4. Educational Qualification:
   [ ] No formal education [ ] Primary [ ] Secondary [ ] Tertiary

5. Occupation:
   [ ] Landlord/Property Owner [ ] Trading [ ] Civil Servant [ ] Self Employed [ ] Others: _____

6. Duration of Stay/Business on Taiwo Road:
   [ ] Less than 1 year [ ] 1-5 years [ ] 6-10 years [ ] Over 10 years

7. KNOWLEDGE AND EXPERIENCE OF COMMERCIAL PROPERTY REDEVELOPMENT

8.Are you aware of any commercial property redevelopment along Taiwo Road in the past 10 years?
[ ] Yes [ ] No

9. If yes, what type of redevelopment occurred?
[ ] Renovation [ ] Demolition and rebuilding [ ] Change from residential to commercial use [ ] Others: _____

10. Who initiates most of the redevelopment?
[ ] Property owners [ ] Private developers [ ] Government [ ] Others: _____

11. the reasons for redevelopment in your view?

S/N	Reason for Redevelopment	Strongly Agree (SA)	Agree (A)	Disagree (D)	Neutral (N)

1	Increased commercial demand				
2	Urban renewal policy				
3	Demand obsolescence				
4	Pressure from tenants				
5	increase revenue/income				
6	Others (please specify): _____				

12.CHALLENGES OF COMMERCIAL PROPERTY REDEVELOPMENT

S/N	**Challenge**	**Strongly Agree**	**Agree**	**Disagree**	**Neutral**

1	1. Lack of Funding / Financial Constraints				
2	2. Government Regulation &Approval Delays				
3	3. Land Ownership Conflict / Legal Issues				
4	4. Traffic Congestion				
5	5. Inadequate Parking Space				
6	6. Overburdened Infrastructure				

7	7. Community Resistance				
8	8. Poor Road Network				

13. Does traffic congestion affect your business or redevelopment potential?
[ ] Yes [ ] No [ ] Not sure

14. Is there enough parking space for customers and tenants?
[ ] Yes [ ] No [ ] Somewhat

15. Are utility services adequate for commercial needs?
[ ] Yes [ ] No [ ] Partially

16. PROSPECTS AND BENEFITS OF COMMERCIAL REDEVELOPMENT

17. Has redevelopment positively impacted commercial activity?
[ ] Yes [ ] No [ ] Not Sure

18. Benefits observed:

S/N	Reason for Redevelopment	Strongly Agree (SA)	Agree (A)	Neutral (N)	Disagree (D)

1	Increased commercial demand				
2	Urban renewal policy				
3	Demand due to building obsolescence				
4	Pressure from tenants				
5	Desire to increase revenue/income				

18. Benefits observed: