



Architectural Guidelines 003

Vehicular access, parking and Pedestrian Access

Document Control

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Vehicular and Pedestrian Access	Version 03	2023

Important notice

The Development Control Company (DCC) reserves the right to amend or update any information contained in this document as and when necessary.

Only the “latest version” of this document will be valid to guide owners through the design, construction and maintaining phase. Any previous versions of this document will be invalid and will not be acknowledged for new designs. Houses already built should not be used as a precedent, the revised set of guidelines were created to address architectural inconsistency, inappropriate colour choices and lack of integrated landscape planning.

1. Pedestrian access and amenities

1.1. General pedestrian access requirements

Intent: To provide safe, pleasant, and continuous pedestrian access in the residential areas of Tatu City.

To provide safe pedestrian routes across busy streets by a variety of means, including signalized intersections at driveways with heavy traffic volumes and distinctively marked crosswalks.

- 1.1.1. All pedestrian paths must conform to with national, and local codes for differently abled access building for differently-abled persons).
- 1.1.2. Provide obvious pedestrian crossing access for streets abutting the site.
- 1.1.3. Develop an on-site pedestrian circulation plan with universal access.
- 1.1.4. Walkways should be integrated with the required parking lot landscaping.

1.2. On-site pedestrian circulation

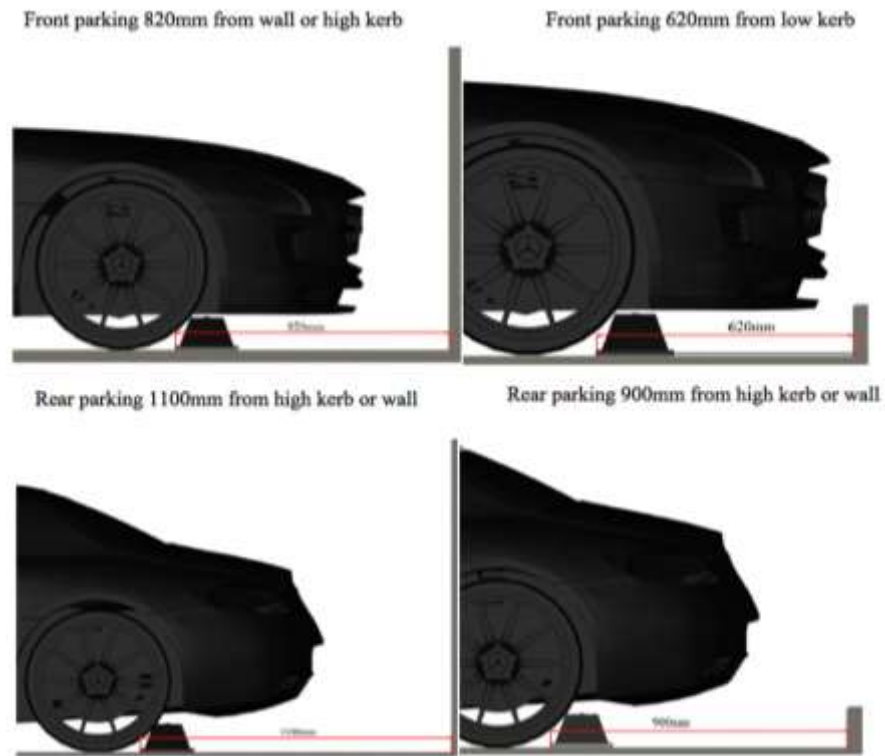
Intent: To provide safe, convenient, on-site pedestrian circulation.

- 1.2.1. Provide a paved pedestrian path from the street sidewalk to the main entry of all buildings. Buildings with entries not facing the street should have a clear pedestrian access way from the street sidewalk to the entry. This path should be separate from vehicular traffic or raised above the vehicular pavement.
- 1.2.2. The pedestrian path from the street sidewalk to the building's main entrance shall be at least 1500mm wide (preferably 2400mm wide).
- 1.2.3. Provide delineated pedestrian paths or walkways connecting all businesses and the entries of multiple buildings on the same development site. Integrate on-site pedestrian walks with site landscaping plans.

1.3. Pedestrian access in parking lots

Intent: To provide safe pedestrian paths through parking areas.

- 1.3.1. The following distance should be considered somewhat flexible to account for the length of the parking lot and driveway locations. A specially marked or paved crosswalk must be provided through parking lots greater than 50m long (measured parallel to the street front) or more than 20 bays deep. Generally, walkways should be provided. A maximum distance of 50m shall be maintained between paths.
- 1.3.2. All parking lots shall be developed with a variety of pedestrian pathways to the extent possible. As a minimum, pedestrian pathways across drive aisles leading to building entrances shall be visually distinguishable through the installation of contrasting and aesthetically appealing materials, patterns, and/or colors. Where feasible, barrier-free pedestrian pathways that are landscaped, lighted and grade-separated shall be provided between double-stacked rows of parking spaces.
- 1.3.3. **Wheel guards.** Securely fixed wheel guards at least 150mm in height shall be placed to prevent vehicles from overhanging a public right-of-way or contacting a wall or building that abuts the parking space. Wheel guards shall not be permitted in the interior of a parking lot.



1.4. Pedestrian access to adjacent uses and transit facilities

Design intent:

- To provide safe and continuous pedestrian access in residential areas.
- To minimize conflict between pedestrians and vehicular traffic.
- To provide safe routes for the pedestrian and disabled person across parking, to entries, and between buildings.
- To provide pedestrians with access to adjacent properties.
- To provide continuous pedestrian and bike access to transit stops.

- 1.4.1. Provide feasible, pedestrian circulation routes in and from building entries of residential buildings to; Services within the same development; Sidewalks along abutting roadways; Integrate pathways and bike trails to transit areas.
- 1.4.2. Where possible, provide steps and ramps across retaining walls and slopes.
- 1.4.3. Gates should be provided to bridge fences if they impede pedestrian movement to transit, public trails, and other public areas.
- 1.4.4. Pedestrian paths must be safe and well lit.
- 1.4.5. Adjacent landscaping shall not block visibility to and from a path, especially where it approaches a roadway or driveway.
- 1.4.6. Encourage pedestrian connections to public open spaces by incorporating access to public open spaces where a site is adjacent to public open spaces.

1.5. Pedestrian access and building entries

Intent: To use the architectural elements of a building and landscaping to highlight and define the entrance; to enhance the visual character of buildings; to improve the pedestrian environment.

1.5.1. The primary public entries of all buildings shall be enhanced by two or more of the following:

1.5.1.1. Provide weather protection, such as a canopy, marquee, or other building elements, to create a covered pedestrian open space.

1.5.1.2. Provide bicycle parking accordingly.

1.5.1.3. Provide a trellis, canopy, porch, or other building elements that incorporate landscaping.

1.5.1.4. Other methods as approved by the DCC; No signage allowed for single dwellings.

1.6. Universal access;

1.6.1. Develop quality, reliable, sustainable, and resilient infrastructure to support economic development and human well-being in Tatu City, with a focus on affordable and equitable access for all.

1.6.2. Provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, and children, persons with disabilities, and older persons.

1.6.3. Plans submitted for approval shall show the design response to the design intent outlined above for equitable access for all.

2. Vehicular access and parking

Design Intent: *To allow reductions in the number of parking areas; Allow more efficient land utilization; To reduce impacts of parking; To provide convenient access to buildings; To reduce curb cuts, making the street front safer for pedestrians and reducing traffic congestion; To encourage shared driveway access to parking areas and parking between adjacent properties; To encourage shared parking facilities between adjacent compatible land uses.*

2.1. A reduction of the required parking is possible with coordinated design and shared access to consolidated parking areas linked by pedestrian walkways.

2.2. Multiple parcels may be treated as a single development site if all owners sign an agreement. (This may provide advantages in the design review process).

2.3. Off-site parking areas are located within 200m of the associated uses, and a pedestrian walkway is provided between parking and uses.

2.4. Reduce parking ratios if development is within reasonable walking distance of transit opportunities as determined by the DCC.

2.5. No parking lots shall be permitted in sensitive ecological areas pursuant to the Tatu City Structure Plan.

2.6. Sufficient access and circulation around the plot to conform with the National Planning & Building Authority - Kenya Planning & Building Regulations 2009 as well as Kenya Bureau of Standards: A Guide to Making Your Premises Safe from Fire KS 2390:2012, guidelines on fire resistance, safety and evacuation.

3. Minimize driveway impact

3.1. Parking lot entrances, driveways, and other vehicle access routes onto private property from a public right-of-way shall be restricted to no more than two entrance lanes and one exit lane per 100 linear meters of the property line, as measured horizontally along the street face. Properties with less than 100 linear meters of street frontage shall be limited to two entry and one exit lane for vehicle access.

3.2. The DCC may impose additional restrictions on the parking lot and vehicle access point location to reduce impacts on public safety, pedestrian movement, on-street vehicle

circulation, and visual qualities. Additional entrance and exit lanes may be permitted subject to a traffic report acceptable by the DCC.

Exceptions

- 3.3. The DCC may allow additional entrances or vehicle access lanes if they do not significantly impact vehicle circulation, public safety, pedestrian movement, or visual qualities.
- 3.4. The DCC may permit additional driveways or vehicle access lanes if such a driveway allows parking lot design that reduces the traffic impacts of the parking lot.
- 3.5. Corner lots may have one entrance per street, provided the owner proves to the satisfaction of the DCC that it is unable to arrange joint access with an abutting property. Vehicular access to corner lots shall be located on the lower classified roadway and as close as practical to the property line most distant from the intersection. By encouraging vehicular access to be on a side street to an arterial, and as far as possible from the intersection, potential conflicts with traffic should be reduced.

4. Parking requirements

4.1. The following are the minimum parking requirements for residential uses;

Single Dweller Residential Units	Min 2 bays/ unit
1 Bedroom Apartments	Min 0.5 bays/ unit
Multiple Building Lots	1.5 Bays/ 2-bedroom units and 2 bays for 3-bedroom units and above

Visitor Parking: Provide 5% of the number of parking as visitor parking for multiple building lots.

- 4.2. Any fractional requirement of a parking space equal to or greater than one-half of a parking space shall be interpreted as a requirement for a total parking space.
- 4.3. **Maximum gradient:** No driveway providing access to off-street parking shall have a grade greater than fifteen (15%) percent.
- 4.4. **Striping:** Stalls shall be striped and internal directional movements for one-way traffic shall be indicated.
- 4.5. **Parking lot traffic circulation:** Traffic circulation shall be designed to ensure that no automobile need enter a public street in order to progress from one aisle to any other aisle within the same lot, and that no automobile need enter a public street backward in order to leave such a lot or parking space.
- 4.6. **Lighting:** For new developments, parking areas with three (3) or more parking spaces shall have adequate lighting to provide visibility and security.
- 4.7. Shading structures in parking areas are to be of a cantilevered type. Shade netting is permitted. The color of the sheeting or netting is restricted to **Dark grey and Tatu Green (Pantone 357C or CMYK 084, 042, 100, 043)** or any other colour approved by the Tatu City Development Control Company (DCC). The design of the shading structures should reflect the design language of the main building. Upstand beams to be galvanized.

These guidelines should be read jointly with the following guidelines:

- a) DCC Process.
- b) Building Design Architectural Drawings.
- c) Statutory drawings checklist.
- d) Fire safety and environmental regulations.
- e) Siting controls.

- f) Relationship to street front.
- g) Signage and building names.