22.6.17

Norms for Entry and Drop Off Design

a. Vehicular Entry and Exit gate to a complex/compound should atleast be 20 m away from each other, if separate entry and exit are planned/desired. Else it can be conventional entry and exit together.
b. Entry gate should come 'earlier' on the road than Exit gate (consider on basis of the road direction in the lane immediately adjacent to the building). [This would only be inverted if accessing the drop-off from parking requires exiting the property, in which case exit would come 'earlier' to entry. This is generally to be avoided]
c. Plan for entry and movement of following 4 categories of arrivals/exits:
    a. Pedestrian
    b. Chaffeur driven car
    c. Self-driven car or 2-wheeler
    d. Taxi / Rickshaw
d. In front of drop-off point (close to entry to lobby), width should be such that one lane is for cars to park and then there is sufficient space for other cars to pass by (parking lane – 2.75 m width + one-way driving lane – 3.5 m width/two-way driving lane – 6 m width). Drop-off point should have canopy so that one can be weather protected when getting off from car and getting to lobby.
e. In front of office/residential buildings, taxi (/rickshaw (if applicable)) waiting area should be created on between 5-15 taxis, depending on size of the development (15 required for 1 million sq. ft. or more of leaseable area).
f. From taxi (/rickshaw (if applicable)) waiting area or if there are parking elevators, walk from parking elevators to lobby/building lifts should be such that one doesn't get wet during the rains (weather protected).
g. Make appropriate provisions for landscape, hardscape, signage and security.
h. Entry and lobby are key elements of the development's perception – adequate attention should be paid to the planning and finishes – with goals of seeming luxurious and convenient.
i. Also see '*Roads design guidelines'* for design details for elements like pedestrian crossover.