

Article (23): Ramps:

- a. Ramps can be considered as one of the required fire escapes in the building.
- b. The slope of ramps which are for cars should not be more than (1) to (10) and the competent administration can adjust the rate to (1 to 8) whenever there is convincing technical reasons on which the committee of building license approves.
- c. The ground of ramps should be rough or equipped in a way that prevents slippage and the angles of columns and the next walls should be covered with rubber angles. Those ramps should be protected from any projections or establishments that can restrain moving on it or using it in a right and safe way.
- d. The dimensions of ramps should be according to the dimensions that will be mentioned in article (25) from this list for inner roads and according to the width of the entrances and exits.
- e. Ramps should be supplied with reflective mirrors with suitable measurements to clarify visibility at turning points and the places for changing the directions and in the places that do not have enough visual field.
- f. The net height above any point on the ramps should not be less than (8) feet measured to the vertical direction on the ramp.
- g. Natural or mechanical ventilation and lighting should be supplied according to the standard specifications which are used for all the parts of ramps and it should be equipped with all the necessary fittings to drain rain water.

Article (24): Parking lot:

- a. There should be places for parking (covered or uncovered) inside the boarders of the plot on which the building is.
- b. The number, the dimensions, the specifications and the designs of parking lots should be according to the standard specifications that will be mentioned in article (24) from this list.
- c. There should not be any modification in the number, the dimensions, the specifications and the designs of parking lots which are approved in the construction license unless after getting the approval from the competent administration .Each of the contractor and the engineer are responsible for any change that the competent administration did not already approve to even if these modifications are acceptable from the technical and geometrical aspect. The owner also is responsible for any modification that happens after issuing the license of building construction which is not in advance approved by the competent administration.
- d. The competent administration can ask to do a study on the traffic effect of the projects which leads to an increase or a huge effect on traffic (projects that are performed according to special approvals, special projects, malls and assemblages).
- e. If there are public parking lots next to any plot, this does not exclude the plot from providing parking lots in it according to the regulations of this list.