



# Community Facilities Standards and Provision Guidelines



الخطة العمرانية

QATAR  
NATIONAL  
MASTER  
PLAN

## 1.0 INTRODUCTION

The Qatar National Master Plan (QNMP) takes a comprehensive and systematic approach to planning for Qatar's development through to the year 2032, addressing community facility planning at national, municipality and local area levels.

This document presents an analysis of guidelines/standards related to community facilities provision. This document is guided by the Qatar National Vision 2030(QNV2030) and reflects the Guiding Principles of QNMP. The document includes a conditions analysis, and proposed standards for various community facilities (e.g. for education, health, religion, emergency services and Government services) in line with the proposed urban centers and planning levels, besides it issues the provision guidelines which will guide in allocating the several types of community facilities and helping in proposing collocation options.

This document has been prepared through consultation with agencies responsible for each community facility, and includes recommendations for policies and standards to meet current and future needs.

## 2.0 SCOPE AND PURPOSE

The purpose of this document is to provide information to support the master plans in providing a world-class system of community facilities for the entire population and to guide and control \ manages the development and the community facilities provision with a proper spatial distribution.

The Qatar National Vision 2030 describes a future for Qatar in which the country is “capable of sustaining its own development and providing a high standard of living for all of the country's people for generations to come”. To achieve this vision, the country must deliver effective and cost-efficient community services to its people. The QNV2030's pillars of Human Development and Social Development describe the tools needed to achieve this vision including the provision of an effective social protection system, quality education, accessible health services and other services that may serve to encourage beneficial immigration.

Community facility planning standards and guidelines are an essential element of planning strategic guidance and are used to allocate and reserve land for particular uses and facilities and develop capital budget plans within the urban area. This includes those community facilities which provided by the public sector and the other which provided by the private developers.

In respect to planning over the long term, access standards, threshold guidelines and site sizes are increasingly important in ensuring that sufficient land has been reserved for essential facilities in terms of future growth and development without being wasteful and/ or encouraging the illegal use of underdeveloped land. Besides aiding planners, standards – by providing predefined spatial norms – ideally facilitate a more equitable provision of services and facilities to diverse communities.

However, standards and guidelines should always be adapted to the local contextual conditions of each city, district, suburb and neighborhood.

## 2.1 Key issues of community facilities existing provision

- Unbalanced Distribution of community facilities
- Relationship with Local Planning
- Community facilities Network
- Deferent levels and types of Community Facilities against the provision level
- Responsibility for Community Facilities Planning & Provision
- Traffic Impact of the unplanned distribution \ provision for the Community Facilities
- Insufficient Community Facilities

## 6.0 COMMUNITY FACILITIES STANDARDS AND PROVISION GUIDELINES

For this purpose, proposed standards and guidelines for the provision and the allocation of community facilities are presented in this chapter. These are expected to assist the urban planning programs of Government and private sector agencies concerned with physical development and ensure that appropriate land reservations for community facilities are provided to meet the needs of the people.

The standards/guidelines will be applied both to new development areas as well as to existing urban areas. In some cases, flexibility may need to be applied for existing urban areas in response to spatial and social constraints and specific conditions. Each sector contains “Standards” which show minimum requirements and “Guidelines” which give guidance for locating community facilities.

The facilities covered in the following standards and guidelines are:

- Education facilities (pre-school, primary, preparatory, secondary)
- Health facilities (hospitals and PHC centers)
- Religious facilities (mosques)
- Emergency facilities (civil defense stations, ambulance stations, police stations), and
- Government and social service facilities (post offices, MOI service centers, public library, youth centers, and social community centers).

Community Facilities Standards & Guidelines

## 6.1 The Education Facilities:

### 6.1.1 Standards for the Independent Schools and Private Schools

Independent schools		Inside Metropolitan Doha				Outside Metropolitan Doha						
		KG	Primary Schools	Preparatory Schools	Secondary Schools	KG	Primary Schools	Preparatory Schools	Secondary Schools	Multi-level compact school	Multi-level compact school	
Students Capacity		300LD – 150MD+HD	625 students	625 students	625 students	300	625 students	625 students	625 students	450 students	450 students	
Target Grades		Pre SCHOOL 1&2	Grade1-Grade6	Grade7-Grade9	Grade10-Grade12	Pre SCHOOL 1&2	Grade1-Grade6	Grade7-Grade9	Grade10-Grade12	Grade1-12	GradeKG1-Grade12	
Area size of school site	Low density	3,500	18,000- m <sup>2</sup> / school	20,000 m <sup>2</sup> / school	25,000 m <sup>2</sup> / school	3,500	18,000 m <sup>2</sup> / school	20,000 m <sup>2</sup> / school	25,000 m <sup>2</sup> / school	30,000 m <sup>2</sup> / school	13,000 -18,000 m <sup>2</sup> / school	
	Mid density	3,000	16,000- m <sup>2</sup> / school	17,000 m <sup>2</sup> / school	20,000 m <sup>2</sup> / school							
	High density	3,000	16,000- m <sup>2</sup> / school	17,000 m <sup>2</sup> / school	20,000 m <sup>2</sup> / school							
Number of stories		G	G+1	G+1	G+1	G	G+1	G+1	G+1	G	G +1	
Number of classes		6LD – 120MD+HD	25	25	25	6LD – 120MD+HD	25	25	25	14	18	
Number of car parking	CAR	1/ CLASS	1/ CLASS +5	1/ CLASS +5	1/ CLASS +5	1/ CLASS+5	1/ CLASS +10	1/ CLASS +10	1/ CLASS +10	1/ CLASS +5	1/ CLASS +5	
	BUS	1/ CLASS	0.7/ CLASS	0.7/ CLASS	0.7/ CLASS	1/ CLASS	1/ CLASS	1/ CLASS	1/ CLASS	1/ CLASS	1/ CLASS	
Catchment		Low	2,000–6,000	15,000–	30,000–40,000	40,000–	2,000–6,000	15,000–20,000	30,000–40,000	40,000–	+1,000	+1,000



## 6.1.2 Location guidelines for the Education Facilities

### 1- Location of Nursery school:

- Will be provided for limited community so it should be within walking distance of residential units.
- Facilities can be clustered with primary schools, community centers, local park \ open space etc.
- Should be accessible by pedestrian pathways without having to cross major streets. And where streets are crossed these should be minor streets.
- Maximum travel time: 10 minutes (whether by foot or vehicle).
- A maximum walking distance of 400-500 m.

### 2- Location of Primary & prep school:

- Should be located within easy reach of the local areas which it is intended to serve. As a result it needs to be located close to, but not necessarily along, a public transport route.
- Primary schools can be combined with a number of other facilities to form a cluster (i.e. a high school, community hall, playground, park, etc).
- Should ideally be accessible by foot, bicycle and vehicle. Maximum travel time: 20 minutes (whether by foot, bicycle or by vehicle).
- Maximum walking distance: 750 – 1500 m.

### 3- Location of Secondary school:

- School should be situated on a major transport route with public transport stops.
- Maximum travel time: 30 minutes.
- Maximum walking distance: 2250 m.

### 4- Facility Sharing:

Increasingly, the benefits of schools and communities sharing facilities such as sports fields, halls and other facilities are being recognized. Unless a primary school can share nearby sports facilities with another primary school or with the community (based on municipal provision)

Locating primary and high schools in close proximity is not acceptable to all communities.

Where possible, locate new schools in attendance areas that will promote students to walk or ride bicycles safely to school. When developing a new school site or altering an existing site the design should include features that encourage pedestrian or bicycle access to and from the school site.

### General guidelines:

- School sites are recommended to be co-located to promote sharing of transportation and parking spaces at locations accessible via several transportation modes
- Number of schools in each residential area should be balanced with consideration of traffic impact on the neighborhood

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- School sites should not be located along major roads to avoid the serious traffic impacts in residential streets
- In the case of large scale private residential development projects which will have more than 15,000 residents, the land for school facilities shall be secured based on the planned population
- To be allocated area about 200 m from areas with higher noise, the noise level should not exceed of 60 dB (sound unit).
- The school should be allocated away from the highway about 150 m and 75 m from the roads intersection.
  
- That the site should be not less than 50 m from the intersections of the main commercial streets.
- In chosen a site for a girl's school, it must be away for about 500 m from the primary Boys school, 750 m for the middle school for boys and 1500 m from the High School for Boys.
- Required Setback for schools site is just..
  - 75 m from the nearest fuel station
  - 250 m for high-voltage lines
  - 50 m for 220-235 kV
  - 35 m for 100-115 kV
  - 500 m from the electrical power stations.



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## 6.2. The Healthcare Facilities:

### 6.2.1 Standards for the Public and Private Healthcare Facilities

	Hospitals						Primary Healthcare Facilities					Private Facilities
	Inside Metropolitan Doha				Outside Metropolitan Doha		Inside Metropolitan Doha			Outside Metropolitan Doha		
	General hospital	Secondary Hospital	Specialized Hospitals	SML Hospitals	Secondary Hospital	SML Hospitals	PHC	PHC - SML	PHC + WELLNESS	PHC	PHC -SML	
Facility building size	140 m2/ bed	140 m2/ bed	140 m2/ bed	140 m2/ bed	140 m2/ bed	140 m2/ bed	200 m2 \ exam room	200 m2 \ exam room	200 m2 \ exam room	200 m2 \ exam room	200 m2 \ exam room	
Site Area	4 ha	-	-	-	-	-	18,000	12,000	25,000	12,000	12,000	
Number of beds	10 bed / 10,000 person	15 bed / 10,000 person	-	25 bed / 10,000 person	15 bed / 10,000 person	25 bed / 10,000 person	(500 – 1000 m2 \ exam room)	(500 1000 m2 \ exam room)	(500 – 1000 m2 \ exam room)	(500 – 1000 m2 \ exam room)	(500 – 1000 m2 \ exam room)	
Number of stories			-				G+1	G+1	G+1	G+1	G+1	
Number of car parking	1.5 \ doctor + 1 \ bed	1.5 \ doctor + 1 \ bed	1.5 \ doctor + 1 \ bed	-	1.5 \ doctor + 1 \ bed	-	1 \ 100m2 + 1.5 \ doctor	1 \ 100m2 + 1.5 \ doctor	1 \ 100m2 + 1.5 \ doctor	1 \ 100m2 + 1.5 \ doctor	1 \ 100m2 + 1.5 \ doctor	
Catchment Population	+2 Millions	150,000 – 300,000	-	100,000+	50,000 – 150,000	100,000+	30,000	50,000 – 100,000	> 50,000	1,000 – 5,000	50,000 – 100,000	
Catchment distance	20-30 km	8-10 km	-	-	8-10 km	-	-	-	-	-	-	-
Level / Unit	Capital CC	Metropolitan Center	-	DIA Town Center	Town Center	industrial CC serving specific labor areas	District C		District C	Town \ District C	Selected location serving specific labor areas	Inside the urban centers \ mixed use zone
Building Ratio	40 – 50 %	40 – 50 %	40 – 50 %	40 – 50 %	40 – 50 %	50 %	40 – 50 %	50 %	40 – 50 %	40 – 50 %	50	-

## 6.2.2 Location guidelines for the Healthcare Facilities

### 1- Location of Hospitals:

- These are regional healthcare facilities, which must be located along major transport routes in close proximity to public transport stops.
- Regional scale of facility means that they would be planned for in terms of a development framework and not when designing specific living environments.
- Hospital sites shall be located at mixed- use sites, accessible via a range of transportation modes.
- Hospital sites should not be near high impact uses such as industrial facilities, sewage plants etc.

### 2- Location of Primary Healthcare Centers PHC:

- PHC Centers shall be located at mixed- use District Centers at easily accessible locations, co-located with local shops and other community facilities, and with good public transport access. Each PHC Center will need necessary parking spaces, which can be shared with other facilities. The Emergency Medical Services (EMS) station shall be allocated in each PHC center
- SMW PHC Centers should be co-located with retail, open spaces, and other service facilities, and have good public transport access
- Sites for PHC Centers and SMW PHC Centers will be designed based on the ratio of general practitioners (GP) to population.

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## 6.3 Religious Facilities:

### 6.3.1 Standards for Religious Facilities

		Mosques								Others
		Inside Metropolitan Doha				Outside Metropolitan Doha				Grave yard
		Daily mosque	Juma mosque	Grand mosque	Eid prayer area	Daily mosque	Juma mosque	Grand mosque	Eid prayer area	
Number of prayers		150 - 800	1,500 – 3,000	5,000	35,000	150	15,00	5,000	-	-
Area size of mosque site	Low density	2000	4000	10,000	Min 0.72 m2 \ prayer	2,000	4,000	10,000	-	-
	Mid density	2000	5000							
	High density	3000	6500							
Mosque building size / prayer		Min 0.72 m2 \ prayer	Min 0.72 m2 \ prayer	Min 0.72 m2 \ prayer	Min 0.72 m2 \ prayer	Min 0.72 m2 \ prayer	Min 0.72 m2 \ prayer	Min 0.72 m2 \ prayer	Min 0.72 m2 \ prayer	1 Grave = 6m3 ( 2*3)
Number of stories		G	G +1	G +1	-	G	G	G + 1	-	No buildings are allowed
Number of car parking	Low density	1\30	1\30	1 \ 100	-	1 \ 30	1 \ 30	1 \ 100	-	-
	Mid density	1\60	1\60							
	High density	1\100	1\100							
Catchment Population	Low density	400 - 1200	1000 – 3000	40,000 – 60,000	50,000 – 100,000	400 – 1200	1000 – 3000	-	-	-
	Mid density	2000 - 4000	4000 – 10000							
	High density	4000 - 6000	10000 - 15000							
Catchment distance	Low density	250 m	800 m	500 m	1250 m	250 m	800 m	-	-	-
	Mid density	250 m	600 m							
	High density	250 m	400 m							
Level / Unit		Neighborhood C	Local C	Metropolitan \ Town C	Town C	Neighborhood DC	Local C	Town C	District C	Municipality
Building Ratio		40%	40%	40-50%	-	40%	40%	40-50%	-	No buildings are allowed

### 6.3.2 Recommendation regarding the allocation of the religious facilities

#### 1- Daily Mosque

- The location of daily mosques shall be carefully located at neighborhood centers, easily accessible by walking from all residential units in the area, without crossing any arterial roads.
- The site areas and building size of daily mosques will be designed based on the population in each neighborhood area, according to MAIA's prototypes.
- Daily mosques will be co-located with neighborhood parks and local daily shops, and will be connected with the pedestrian network.
- Part of mosque sites can be utilized as open space to encourage the gathering of people, and can form part of the open space network.
- Many mosques are built and funded by private contributions. The MAIA is responsible for evaluating the appropriateness of potential donated land for mosques with particular consideration of accessibility and traffic. This guideline shall be applied to private mosques.

#### 2- Juma Mosque (Friday Mosque)

- Juma Mosques will be co-located with local parks, local shops and kindergartens, where these facilities can share parking facilities
- Juma Mosques can be located along arterial roads, but should not be at major junctions. Access routes should not be direct from arterial roads
- Larger scale Juma Mosque (**Grand Juma Mosque**) will be located at identified mixed-use centers (Metropolitan/Town Centers) where large numbers of visitors at weekends are expected. These should be co-located with urban plazas (open spaces)
- Part of Juma Mosque sites are recommended to provide open space to encourage the gathering of people.

#### 3- Eid Prayer Ground

If it is difficult to secure proper prayer grounds, alternative sites shall be considered – including public open space or school sports fields.

#### 4- Graveyards

- Each municipality should secure lands for graveyards to address future demand based on predicted mortality rates and trends
- Graveyards should have appropriate facilities, such as mosques, washing room, car parking, lighting, accommodation for workers, landscaping etc.

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- Approximately 30 hectares is reserved for future use which is equivalent to 50,000 grave plots. This should be sufficient based on mortality rates up to 2032. It is recommended to review demand and reserve land if future demand increases at the next plan review
- Utilization of closed graveyards should be limited to parks and parking only. Some of the closed graveyards in the central areas of Doha have been converted to parking uses; it is recommended to convert closed graveyards in Downtown Doha to parks and open spaces in the future.

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## 6.4 Emergency Facilities

### 6.4.1 Standards for Emergency Facilities

		Emergency Response Civil Defense			Emergency Response Ambulance			Emergency Response Police		
		Civil Defense HQ	Civil Defense Main Station	Civil Defense Local Station	EMS HQ	EMS Main Station	EMS Local Station	Police HQ	Police Main Station	Police Local Station
Site Area		10,000	6,000-4,000	4,000-3,000	-	200m2	-	10,000	6,000	4,000
Number of Fire Engines		6-8	4-6	2	-	-	-			
Number of staff		90	65	45	-	-	-			
target fire response max time	low rise	3 munities	4 munities	6 munities	within 8 min					
	mid rise				within 8 min					
	low rise				within 8 min					
	rural area				within 15 min					
Catchment Population	inside MD	National pop.	150,000-300,000	30,000 – 100,000	Nationalpop.	150,000-300,000	30,000 – 100,000	National pop.	150,000-300,000	30,000 – 100,000
	outside MD	-	50,000	+1,000	-	50,000	+1,000	-	50,000	+1,000
Target Catchment distance	low rise	4.5 km	4.5 km	6 km	4 km			-	-	-
	mid rise				5 km			-	-	-
	low rise				6 km			-	-	-
	rural area				20 km			-	-	-
Level / Unit		capital city	metropolitan / town center	to cover the area within the target response time.	capital city center	metropolitan / town center	town center / selected districts	capital city center	metropolitan / town center	town center / selected districts
Note		special risk area IA	high risk area city center	medium risk area – other urban area	-	-	-	-	-	-

## 6.4.2 Location guidelines for the Emergency Facilities

### 1- Civil Defense (Fire) Stations

- Fire stations distribute emergency vehicles to the area and as a result, they should be located on higher-order multifunctional routes that intersect with primary or regional distributors.
- Fire stations are a higher-order facility - not generally planned for within a residential community nor one that residents would require access to on a regular basis
- Fire stations will be distributed to cover the whole area within target response times, designed according to the risk level category designed by the MOI.
- Appropriate locations for fire stations shall be planned based on the road network, travel time, the risk level of each area, past incident records, and existing fire station
- Fire stations will be located near major roads which are easily accessible in several directions, and accessible to any location within the coverage area
- Sites for emergency response service stations will be located with good access to highways or major road networks. Space for exit routes from fire station to major roads should be secured. It is preferable that fire stations have more than one exit/entrance gate
- Risk level categories Target response time and criteria for the risk level category are designed by MOI as follows:
  - Risk level in the area of coverage: population density, and building height
  - Type of risk in the area of coverage: type of industries and commercial areas, and
  - Type and magnitude of service to be provided in the area of coverage: records of incidents, type of structures, activities, etc.
  - Proposed standards for Civil Defense stations by the Civil Defense Department, MOI, and proposed location by OC.

### 2- EMS Stations (Ambulance Station)

- EMS stations will be located to cover the whole activity area within the target response time, The land use, building type/height, demographic situation, and past accident records will be taken into consideration when designing the locations and size of stations
- EMS stations will also be allocated near major activity centers, such as Capital City Centers, Metropolitan Centers, Town Centers and major commercial complexes
- Sites for emergency response service stations will be located with good access to the strategic highway network

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- EMS stations are recommended to be co-located with PHC centers or Civil Defense Stations, with parking space and offices to stand by.

### 3- Police Stations

- Community police stations should be located central to all the communities which they are required to serve and should be on a main thoroughfare so that emergency vehicles can be easily dispatched to adjoining communities.
- Where possible, people should be able to access their community police station on foot – a walking distance of 1500 m
- Recommended Maximum travel time: 20 minutes.
- The police service has the police zone system, and main stations are located in each police zone. In line with the spatial strategy and MOI's police zone system, the main stations are recommended to be at Metropolitan Centers in Metropolitan Doha, and Town Centers which have wider service coverage outside of Metropolitan Doha (Al Khor and Al Shahhaniya)
- Branch stations shall be located at Town Centers, some District Centers, and commercial centers
- Based on the existing network of police stations and the proposed urban structure, the QNDF proposes standards for allocation of police stations.





## 6.5.2 Location guidelines for the Cultural and Social Facilities

### 1- Post offices

- Post offices generally serve a number of communities and, as a result, need to be visible and accessible to the surrounding population. As such, they should be located along activity routes within easy walking distance of public transport stops.
- Where possible, communities should be able to access the post office on foot - the maximum walking distance is 2 km.
- The maximum travel time per foot/vehicle: 30 – 40 minutes.
- Main branches will be located at identified mixed-use centers, and will have good access by several transportation modes.
- The average frequency to visit post offices is every 2 weeks. It is therefore proposed to locate main branches at Metropolitan/Town Centers, benefitting future access to the public transportation network.
- If a home delivery system is to be introduced in the future, locations should be reviewed according to the distribution system

### 2- Ministry of Interior (MOI) Service Station

- MOI service centers (including the One-stop service centers) shall be located at identified mixed-use centers (Metropolitan/Town Centers or other transit centers) which have good access via several transportation modes
- Service counters will be located within the major public facilities or large scale commercial complexes. The developer contribution system is proposed to be introduced to accommodate these service facilities
- The Government service complexes are proposed to accommodate several Government service offices in one location
- It is expected that most people will visit by private car (especially for traffic centers), and therefore it is recommended to be located near to major roads, with parking spaces provided

### 3- Library

- To promote public use, public libraries shall be located at identified mixed-use centers (Metropolitan/Town Centers), which have good access to public transportation, and will be co-located with other community facilities and commercial facilities at mixed-use centers
- Town level branch libraries will be located in Youth Centers, subject to coordination between the Ministry of Culture, and the Ministry of Culture, Arts and Heritage

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### 4- Youth Center

- The General Youth Centers have potential to become focal points for local community activities, and will be located at identified mixed-use centers, such as Metropolitan and Town Centers, which have access via several transportation modes
- The location of Special Youth Centers, which cover a wide area, will be designed based on specialties, although mixed-use centers or near the major transportation mode are generally the preferred location
- The site area and building size shall vary depending on activity - such as sports facilities, special activity rooms such as computers, arts and crafts, etc. The QNDF recommends locating 5,000 m<sup>2</sup> sites as a basic requirement, to be adjusted according to the design of activities.

### 5- Social Community Centers:

- A community centre provides a variety of services to a number of residential communities and, as such, it should be easily accessible to these communities, preferably on a main thoroughfare in close proximity to public transport stops.
- Where possible, community centres should be within walking distance. The suggested distance is 1,5 km - 2,25 km. Where it is not possible to provide the facility within walking distance it should be within 5 minutes walking distance of a public transport stop.
- A maximum travel time of 20 – 30 minutes is recommended.
- A minimum population of about 10 000 people for community center.
- The social development centers, which are proposed by the MOSA and other agencies, will be located in each Metropolitan Centers and Town Centers (outside of Metropolitan Doha) and shall be used by several organizations
- Social Community Centers shall be used for several types of community and social activities, such as meetings, workshops, training, etc. in each metropolitan district, or municipality
- Social Community Centers are recommended to be collocated with General Youth Centers, libraries, sports facilities, etc, subject to coordination between the Supreme Council for Family Affairs and other relevant authorities.

### 6- Municipal offices

- These facilities require high levels of exposure and must be easily accessible by public transport.
  - Should be accessible by public transport. Maximum travel time: 30 minutes
  - A minimum population of 50 000 people.
- 