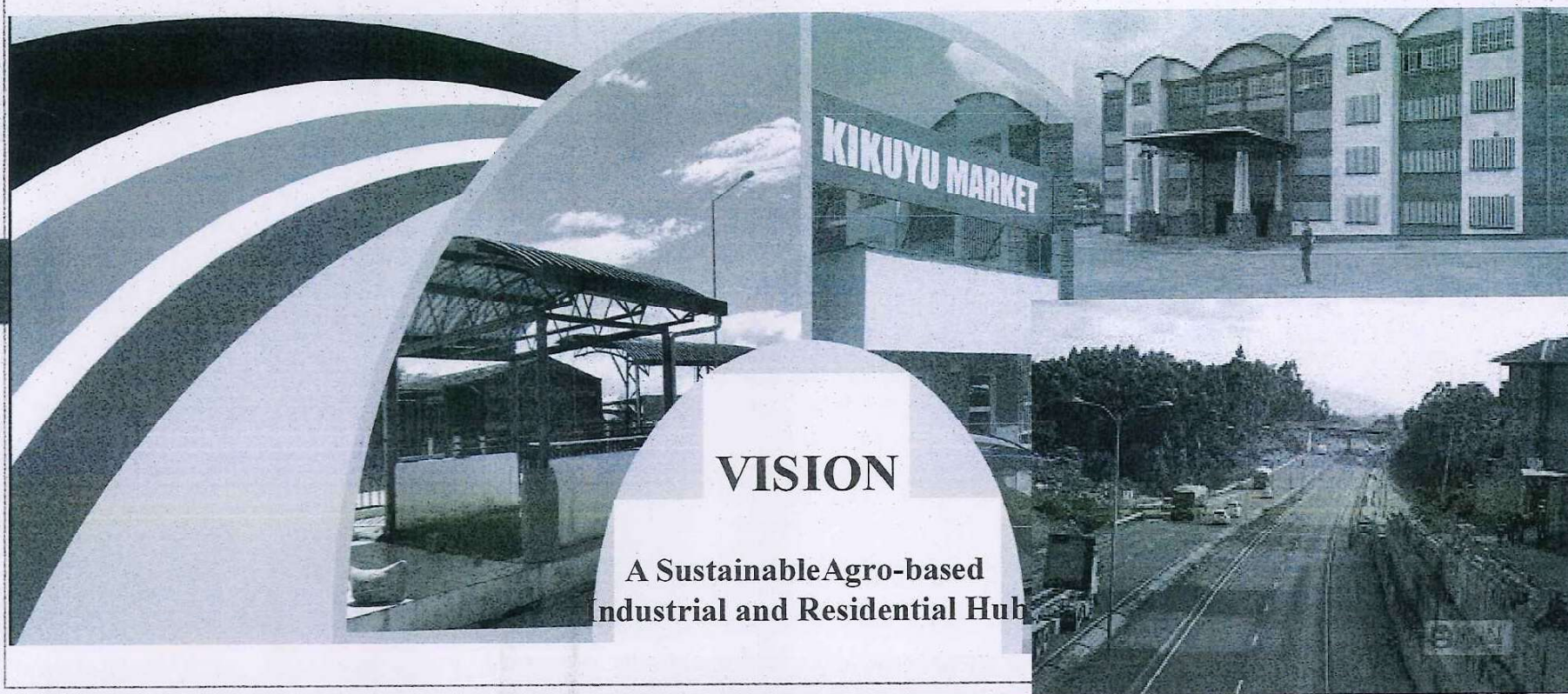
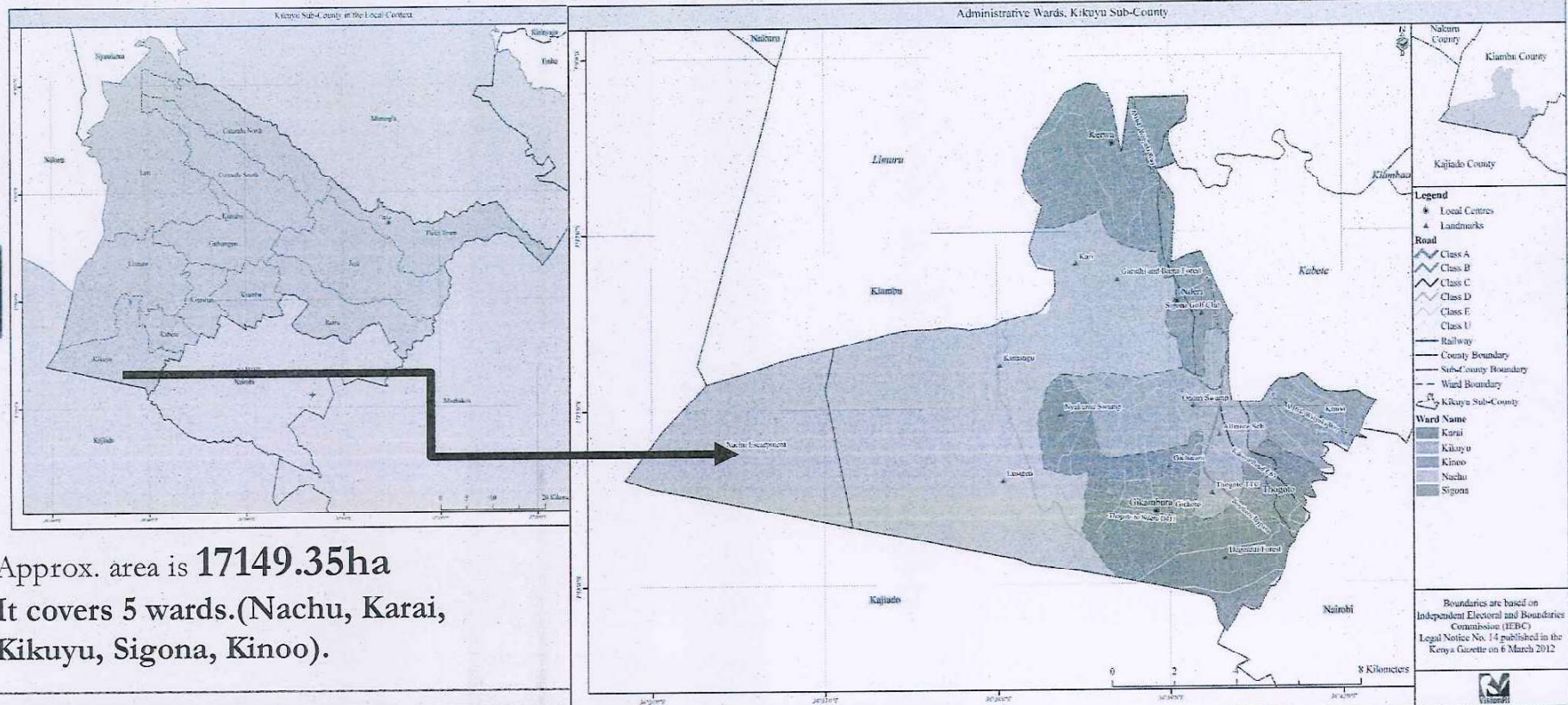


KIKUYU INTEGRATED STRATEGIC URBAN DEVELOPMENT PLAN 2021-2030



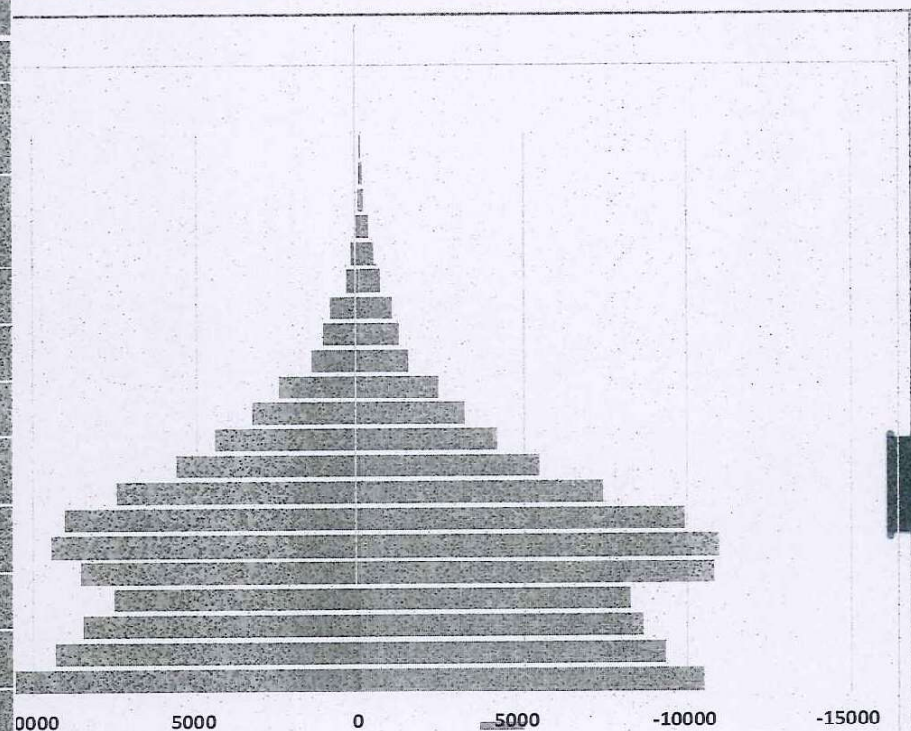
LOCATIONAL CONTEXT OF PLANNING AREA



Approx. area is **17149.35ha**
 It covers 5 wards.(Nachu, Karai,
 Kikuyu, Sigona, Kinoo).

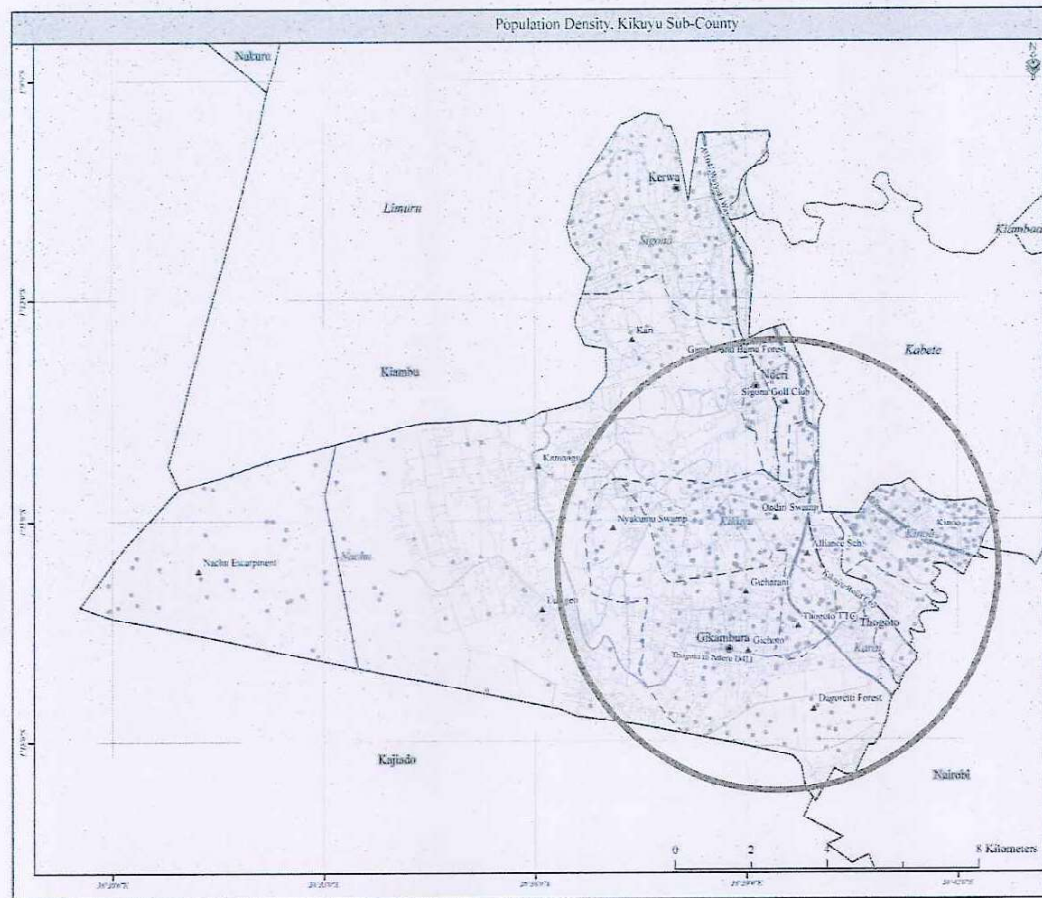
POPULATION STRUCTURE.

Age	Male	Female
Kikuyu	90,919	96,198
0 - 4	10,893	10,494
5-9	9,332	9,311
10-14	8,476	8,629
15-19	7,520	8,241
20-24	8,548	10,816
25-29	9,443	10,962
30-34	9,028	9,913
35-39	7,445	7,423
40-44	5,624	5,472
45-49	4,434	4,193
50-54	3,282	3,181
55-59	2,482	2,385
60-64	1,480	1,472
65-69	1,112	1,194



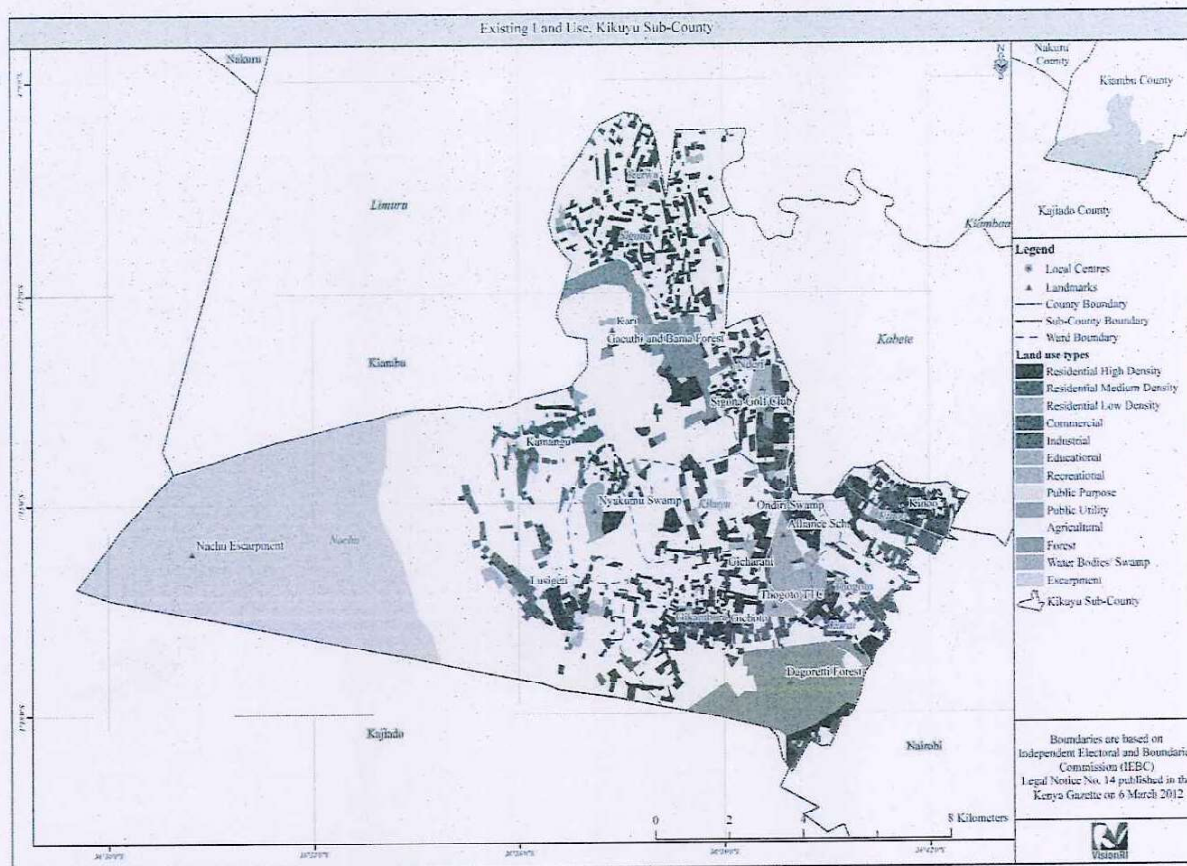
The population is youthful with a steady annual growth rate of 2.49% (KNBS report)

POPULATION DISTRIBUTION AND PROJECTION



Wards	2019	2030
Karai	23,661	48,861
Sigona	52,259	107,917
Nachu	22,917	47,324
Kikuyu Township	39,585	81,744
Kinoo	48,700	100,567
Total	187,122	386,413

PREDOMINANT LAND USE



AGRICULTURAL -
46.86%

CONSERVATION-
27.71%

-Escarpment

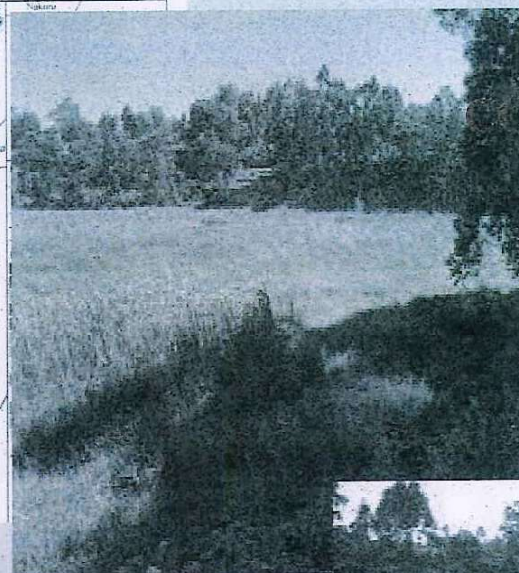
-Forest

-Riparian

-Waterbodies

RESIDENTIAL -
12.53%

Others account -13%
(Industrial 0.43 -73ha)



ONDIRI SWAMP



AGRICULTURE DEVELOPMENT

LINEAR DEVELOPMENT

RAIN FED AGRICULTURE

LAND FRAGMENTATION KAMANGU

KAMANGU
PRIMARY SCHOOL

Kamangu Prima

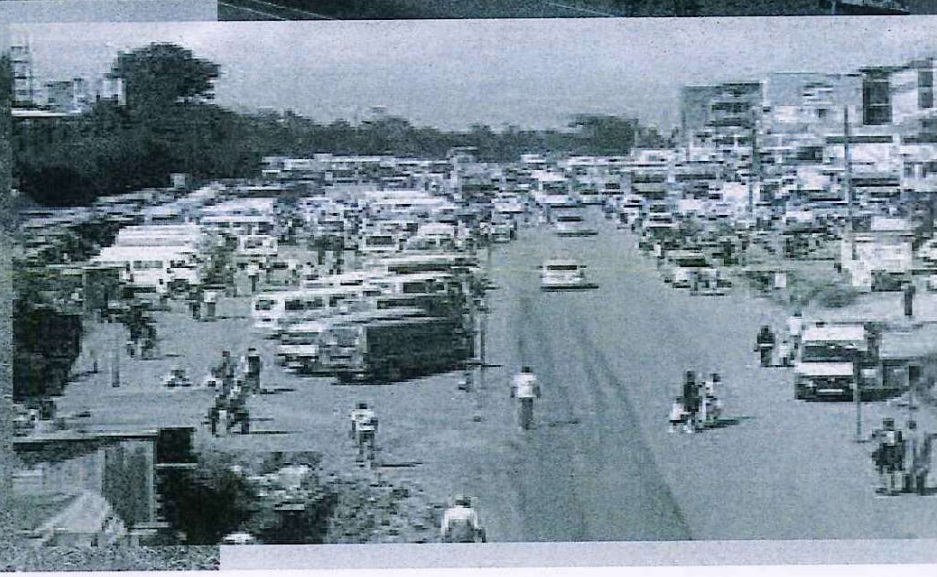
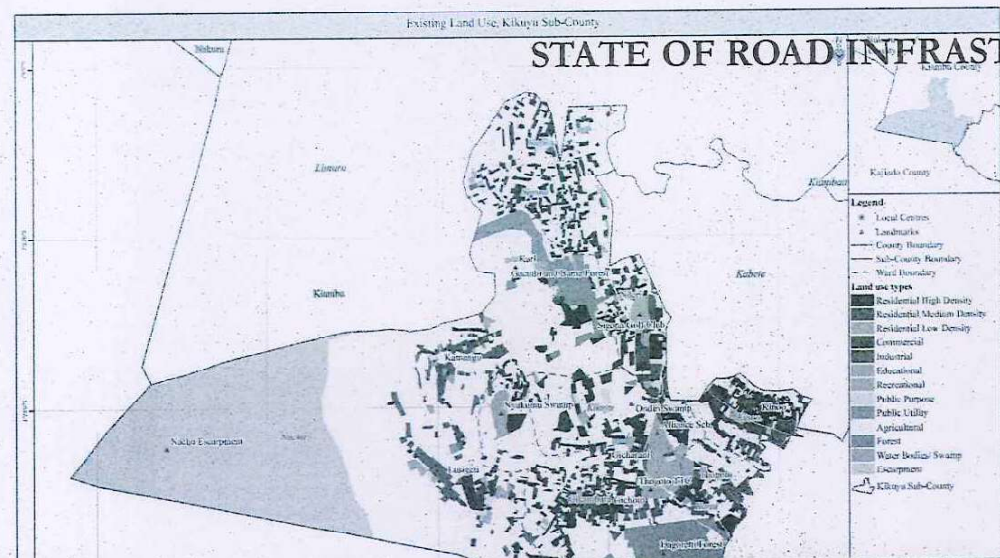
Bold
and Carp
Reho
Dread

Smart view Kamangu

Calla Views

Mz

kom

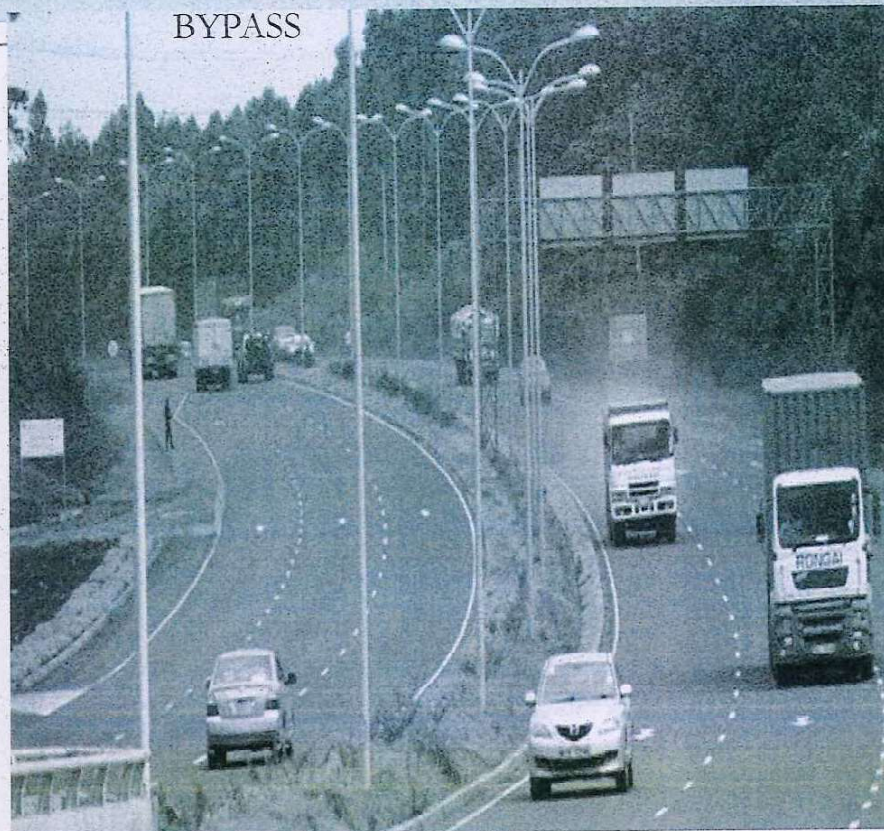


PETER NIGANCA



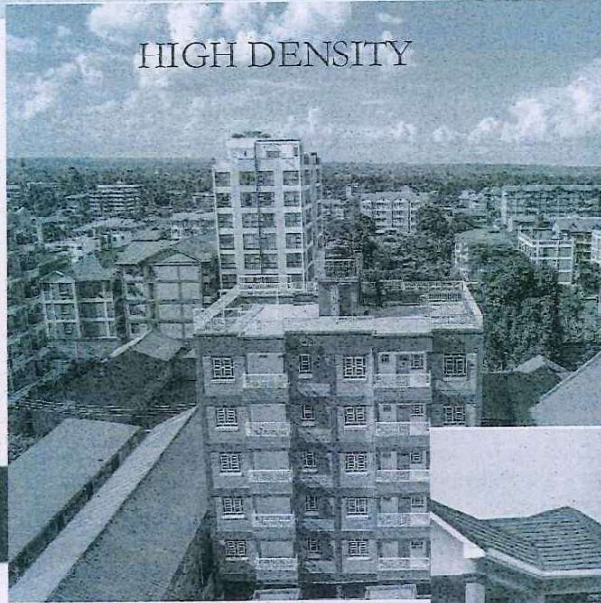
THE KIKUYU RAILWAY
STATION

THE SOUTHERN
BYPASS



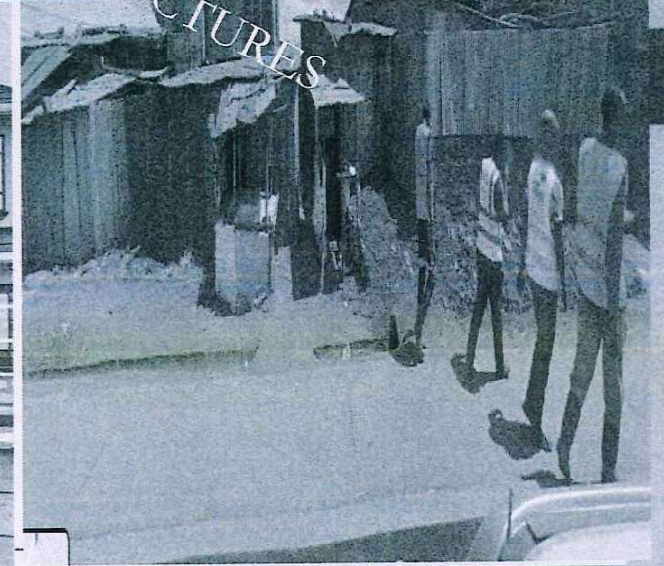
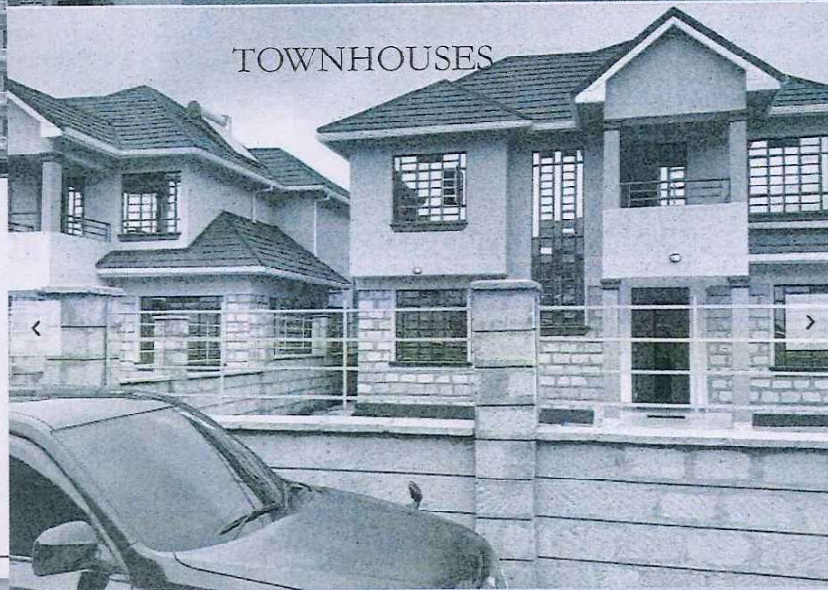
URBAN HOUSING

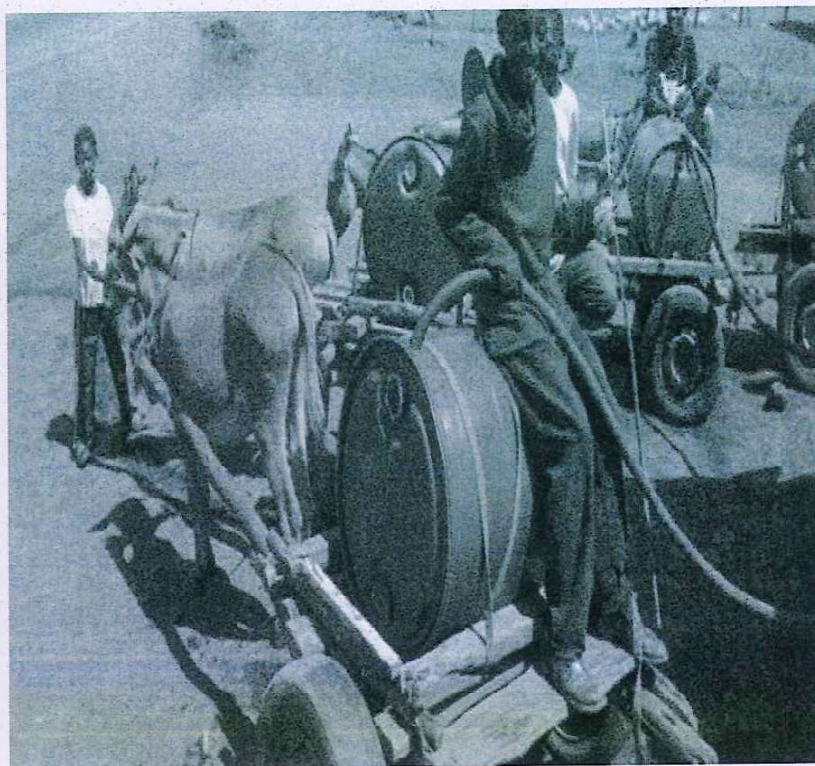
HIGH DENSITY



TEMPORARY STRUCTURES

TOWNHOUSES





FACT SHEET ON SOCIAL INFRASTRUCTURE

Kikuyu - primary schools	Years				
	2,009	2019	2022	2025	2030
Population projections	125,402	187,122	267,183	316,762	386,413
Total schools	23	43	67	79	97
Land size (ha)	75	140	217	257	314

Assumption: 1 primary school = catchment population of 4000 and requires 3.25 ha of land

Kikuyu - secondary schools	Years				
	2,009	2019	2022	2025	2030
Population projections	125,402	187,122	267,183	316,762	386,413
Total schools	11	31	33	40	48
Land size (ha)	76	149	230	273	333

Assumption: 1 secondary school = catchment population of 8,000 and requires 6.9 ha of land

Year	2009	2019	2022	2025	2030
Population projections	125,402	187,122	220,008	268,385	386,413
Total Hospitals	18	33	44	54	66
Land Size (Ha)	36	66	88	108	132

	Year		
	2019	2025	2030
Population	187,122	286,768	386,413
Quantity of wastewater in litres	1,122,732	1,279,326	1,426,380

Assumptions:

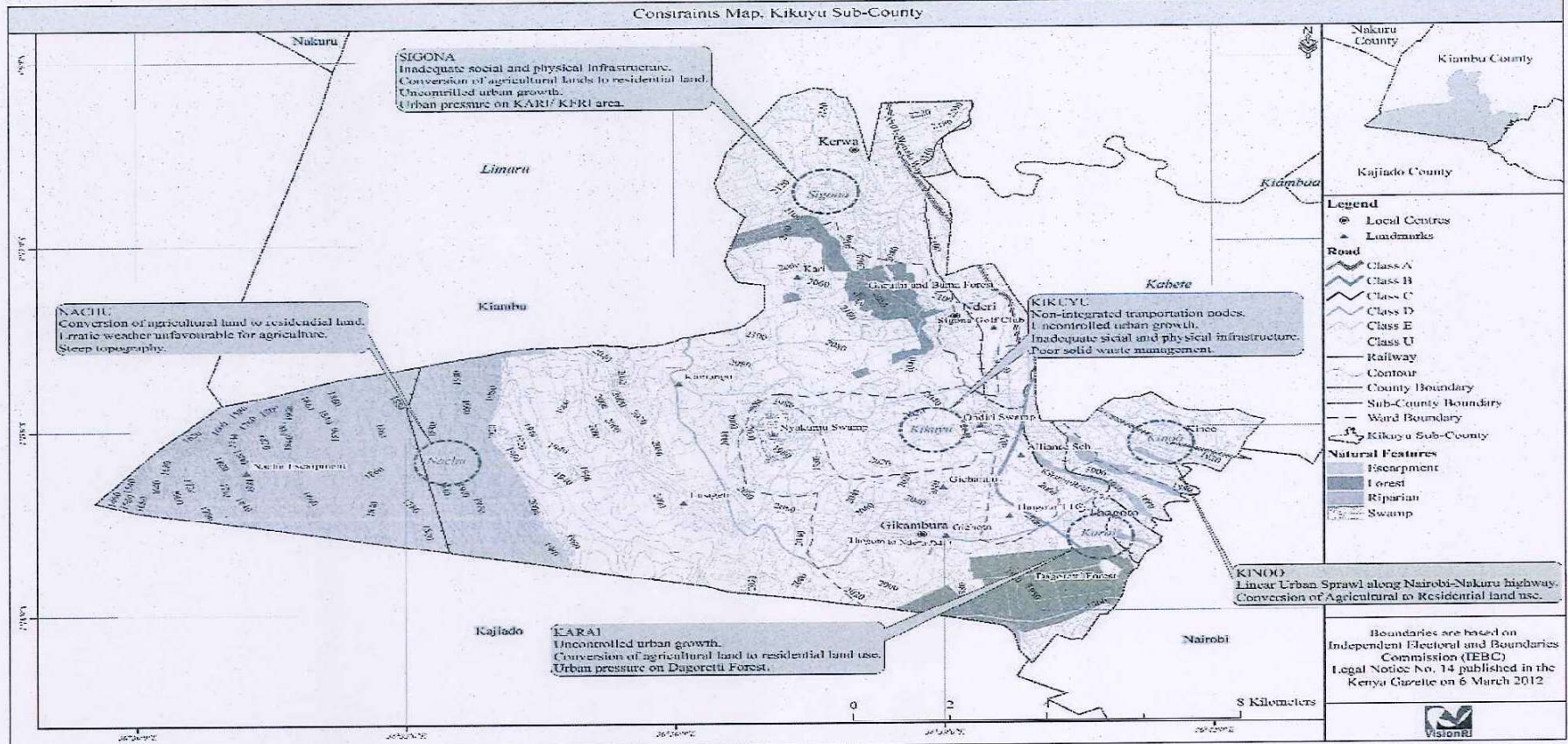
- 1 person uses a minimum of 7.5 litres a day; and
- About 80% of the water used results in wastewater.
- The total water production capacity of the present sources is 4,202 m³/day and projected to 55,526 m³/day.
- SolidWaste production is 0.65 per person/day at 2019 is 109,7 tonnes 2030///

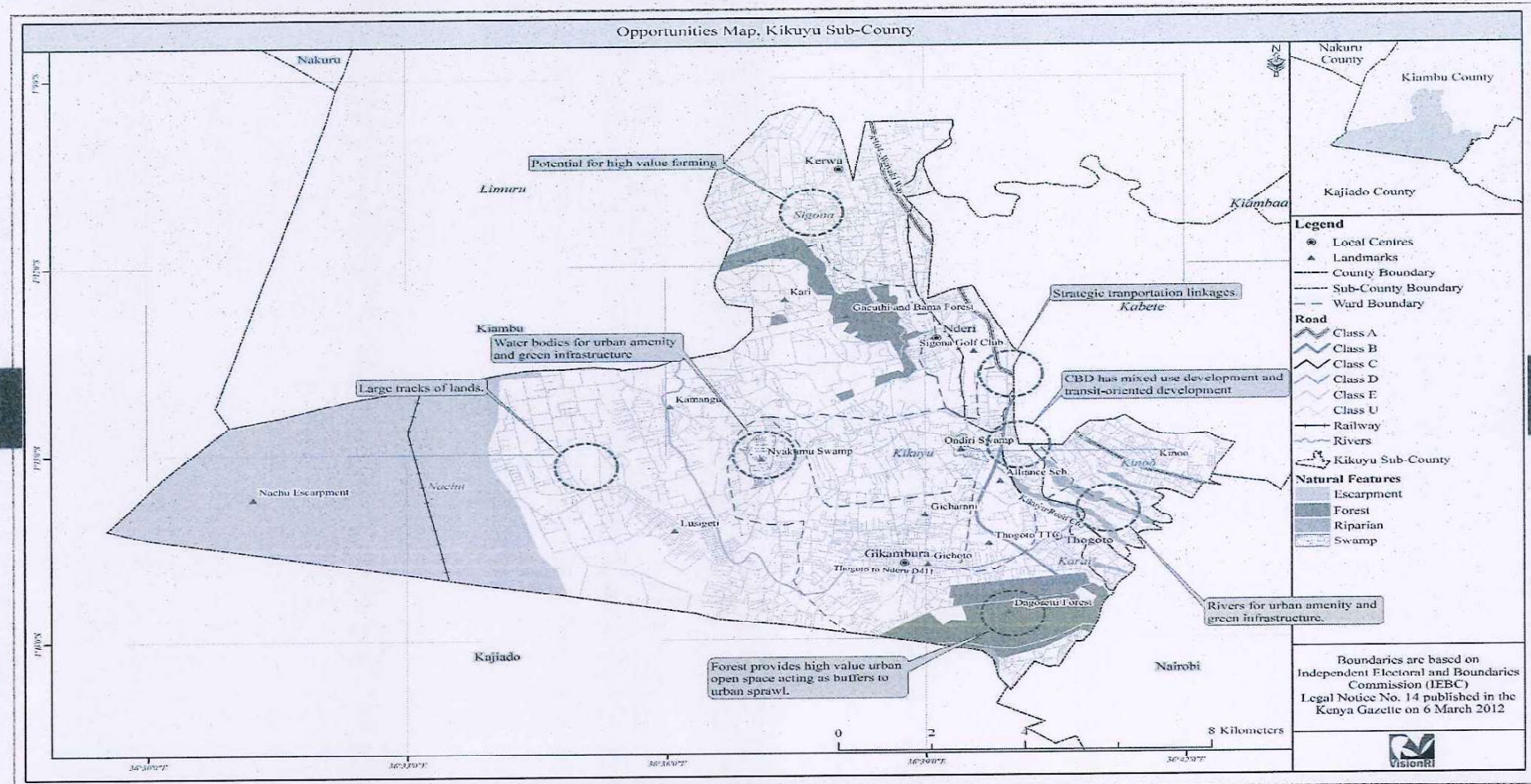
SUMMARY OF EMERGING PLANNING ISSUES

- **Planning Context:** Nairobi Metropolitan Region with good connectivity of key transportation networks thus an ideal location for investments.
- **Physiographic Features:** Kikuyu highlands and has good soils for crop farming. Soil Erosion, Natural features like Ondiri, Nyakumu swamps and the escarpment.
- **Population and Demography:** Youthful population with high literacy levels VS need of employment, social facilities and infrastructure.
- **Land:** a ribbon pattern of development. Incongruous land uses, Land administration is on manual platforms, limited public land for schools, playgrounds, etc. Peri-urban areas are being affected by urbanisation leading to the conversion of rich agricultural areas to urban use.
- **Environment:** Endangered natural resources, tap into the tourism industry.
- **Physical Infrastructure:** Connectivity by road and rail feeder roads in poor condition. Ribbon developments as preference is well-maintained roads, lack pedestrian sidewalks and cycle paths, lack of sewer, poor storm drainage and street lighting, especially in the peri-urban areas.
- **Human settlements and housing:** Linear pattern along Transportation corridors, real estate by private development in areas lacking sewer et
- **Social Infrastructure:** The private sector is a key player, affordability, distribution, accessibility. Public parks, stadiums, and social halls.
- **Economic Analysis:** Industries offer employment. Land-use conflicts due to air and noise pollution. Small and medium-sized enterprises from commercial services, furniture and cottages and *jua-kali* industries. Agriculture activities in the drier parts of Kikuyu like Nachu ward are hindered by erratic weather. Mining activities of diatomite and extraction of building materials along the escarpment., delicate balance of extracting the minerals against the need to conserve the escarpment.

CONSTRAINTS MAP

Constraints Map, Kikuyu Sub-County

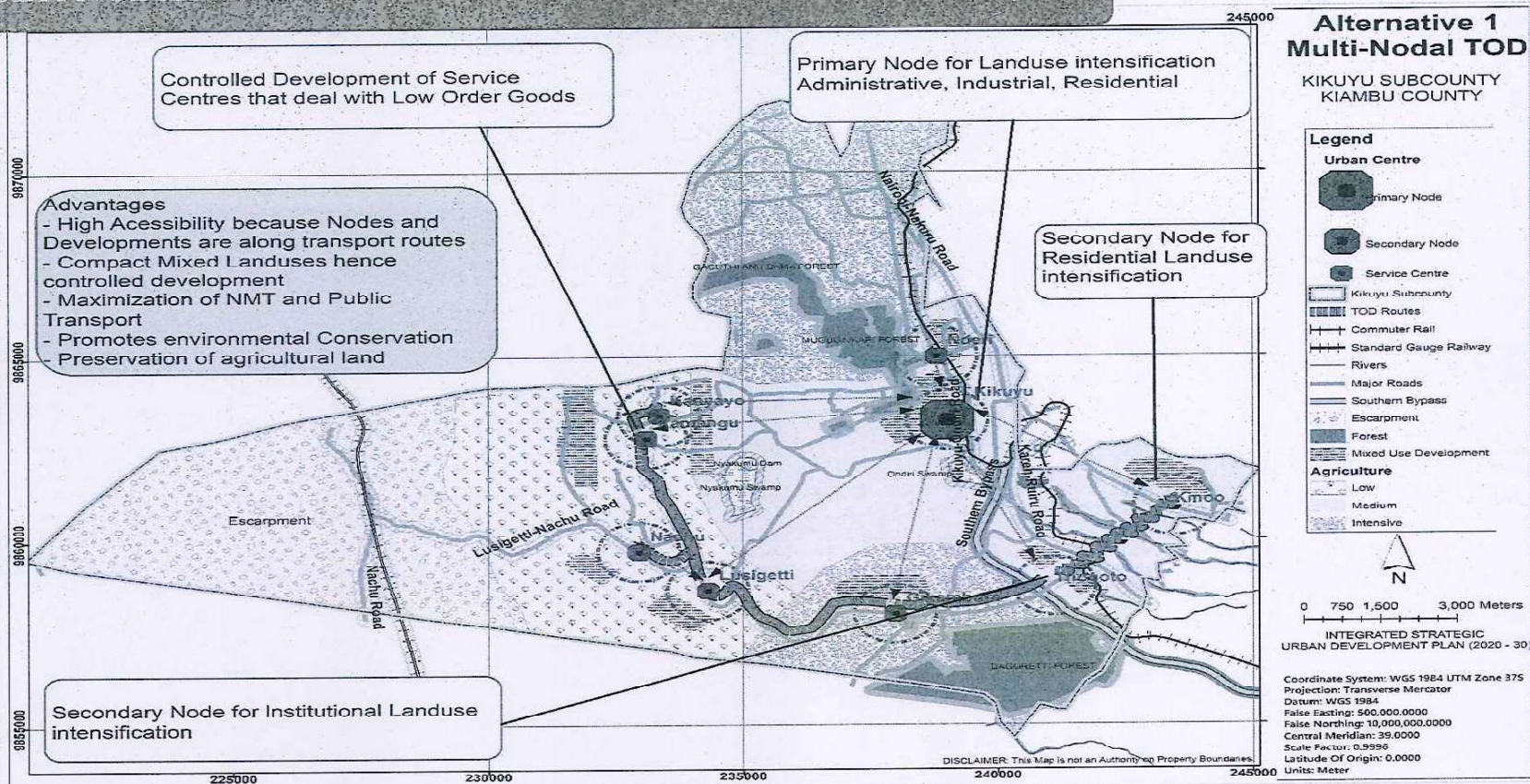




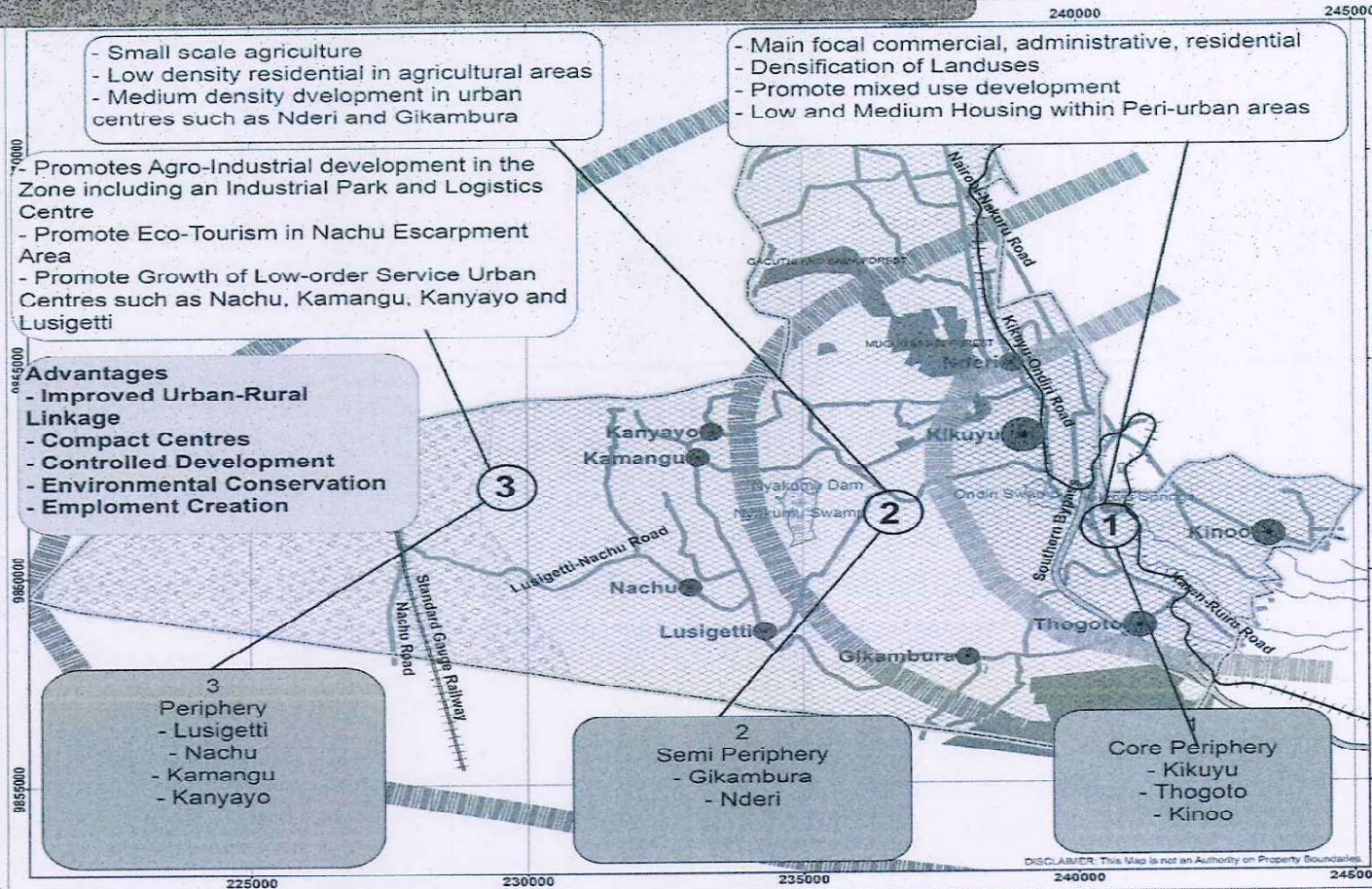
PLAN FORMULATION

1. **Multi Nodal T.O.D Model:** Compact mixed-use development within a radius of 400m to 800m from the central transit stop; quality public transport that is affordable and convenient; promoting NMT usage; adequate provision of social and physical infrastructure; compatible mixed land use densification within walkable distance; and provision of residential facilities and public spaces.=high accessibility, by maximisation of NMT and public transport.
2. **Core-Periphery Model:** Divided into the core region, the transition zone which is the semi-periphery zone, and the resource frontier which is the periphery zone.=Improved urban-rural linkage. As integrated model
3. **Preferred Model:** Promote compact development, Preservation of agricultural lands, Enhance environmental conservation, Upgraded connectivity, Enriched productivity leading to economic growth, creation of employment for both skilled and unskilled labour, and improved rural-urban linkages.

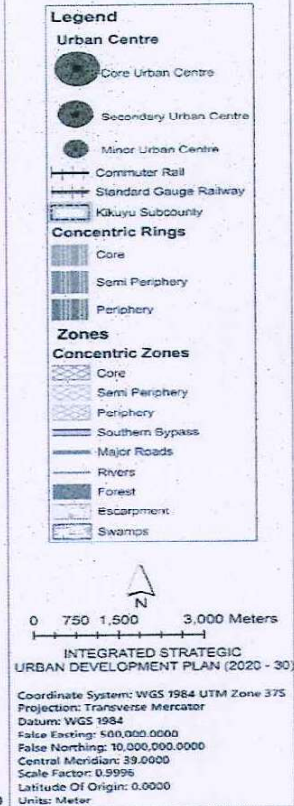
MULTI NODAL TRANSPORT ORIENTED DEVELOPMENT



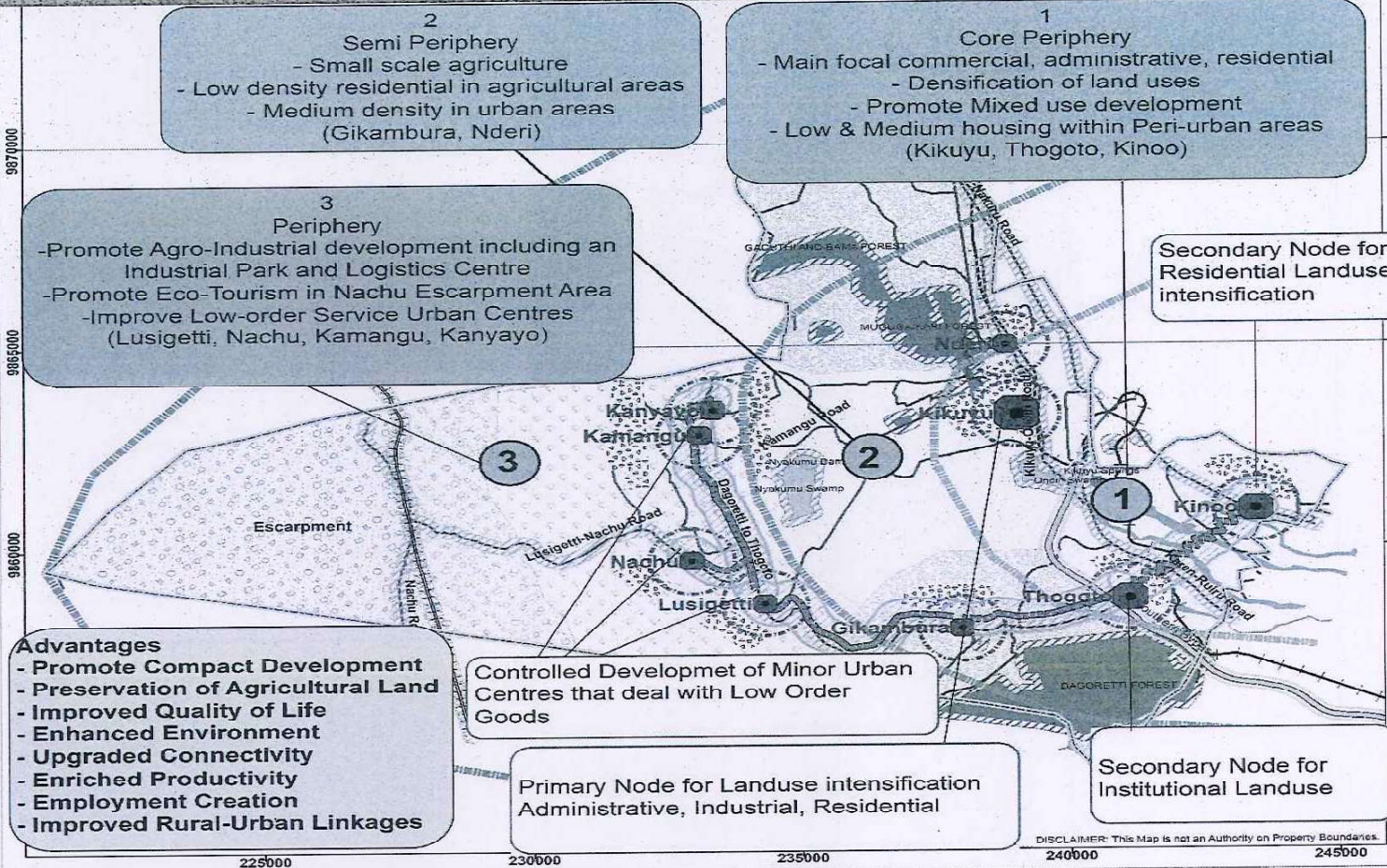
MODEL 2-CORE PERIPHERY MODEL



Alternative 2 Core Periphery KIKUYU SUBCOUNTY KIAMBU COUNTY



PREFERRED MODEL-INTGATED MODEL



Integrated Model KIKUYU SUBCOUNTY KIAMBU COUNTY

Legend

- hierarchy**
- Minor Urban Centre
 - Secondary Urban Centre
 - Core Urban Centre

Kikuyu Subcounty

TOD Routes

Concentric Zones

Core

Periphery

Semi Periphery

Towns_buffer

Low Density Residential

SGR Buffer

Roads Buffer

Southern Bypass

Bypass Buffer

Commuter Rail

Standard Gauge Railway

Forest

Forest Buffer

River_Riparian

Swamp Buffer

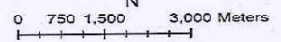
Agriculture

Low

Medium

Intensive

Escarpment

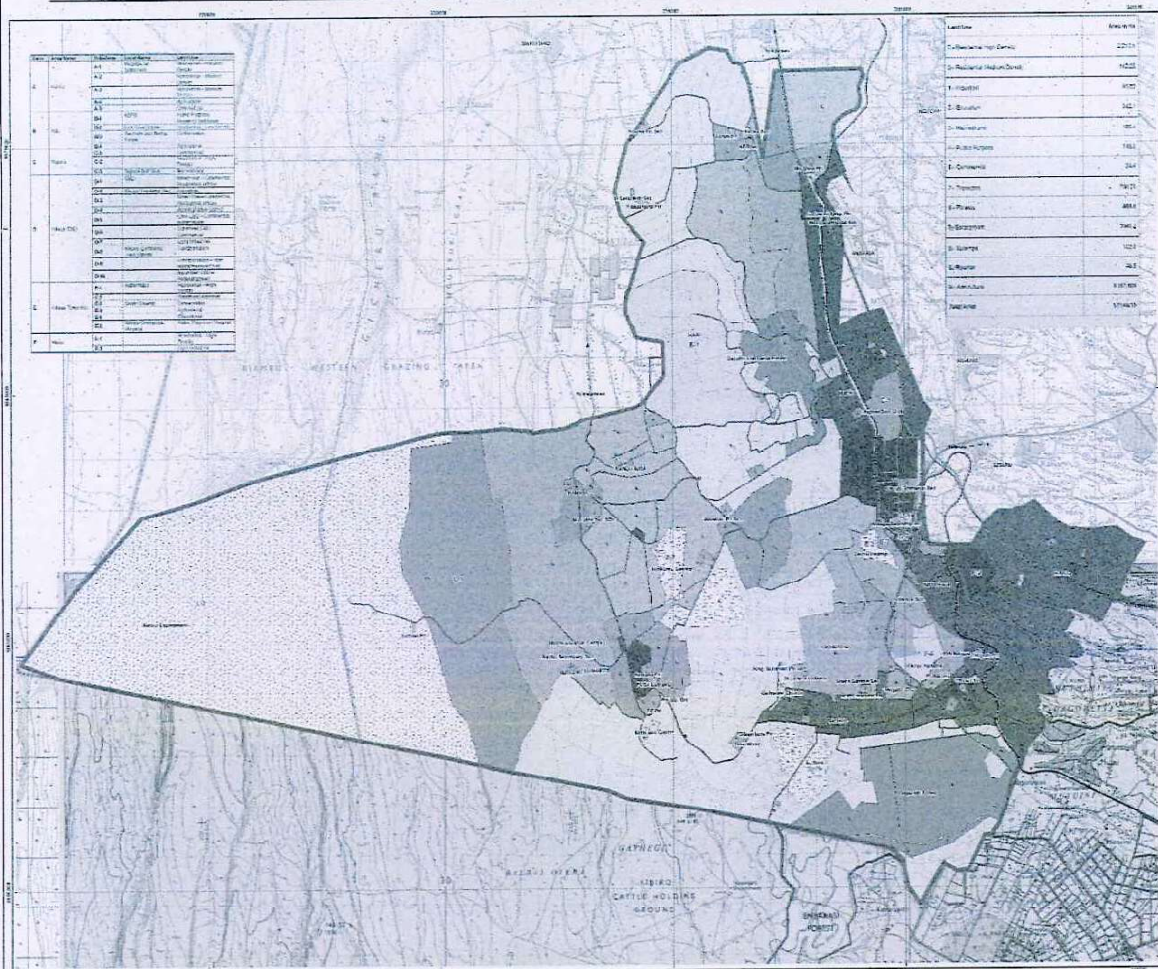


INTEGRATED STRATEGIC URBAN DEVELOPMENT PLAN (2020 - 30)

Coordinate System: WGS 1984 UTM Zone 37S
Projection: Transverse Mercator
Datum: WGS 1984
False Easting: 500,000.0000
False Northing: 10,000,000.0000
Central Meridian: 39.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

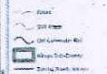
DISCLAIMER: This Map is not an Authority on Property Boundaries.

KIKUYU INTEGRATED STRATEGIC URBAN DEVELOPMENT PLAN 2020-2030



ZONING PLAN

LEGEND



Zoning Kikuyu

LAND USE

- 1 = Residential High Density
- 2 = Residential Medium Density
- 3 = Residential Low Density
- 4 = Commercial
- 5 = Office/Industrial
- 6 = Light Industrial
- 7 = Commercial
- 8 = Transportation
- 9 = Public/Recreation
- 10 = Agriculture
- 11 = Forestland
- 12 = Open Space/Barren Land
- 13 = Forestland
- 14 = Forestland
- 15 = Forestland
- 16 = Forestland
- 17 = Forestland
- 18 = Forestland
- 19 = Forestland
- 20 = Forestland
- 21 = Forestland
- 22 = Forestland
- 23 = Forestland
- 24 = Forestland
- 25 = Forestland
- 26 = Forestland
- 27 = Forestland
- 28 = Forestland
- 29 = Forestland
- 30 = Forestland
- 31 = Forestland
- 32 = Forestland
- 33 = Forestland
- 34 = Forestland
- 35 = Forestland
- 36 = Forestland
- 37 = Forestland
- 38 = Forestland
- 39 = Forestland
- 40 = Forestland
- 41 = Forestland
- 42 = Forestland
- 43 = Forestland
- 44 = Forestland
- 45 = Forestland
- 46 = Forestland
- 47 = Forestland
- 48 = Forestland
- 49 = Forestland
- 50 = Forestland
- 51 = Forestland
- 52 = Forestland
- 53 = Forestland
- 54 = Forestland
- 55 = Forestland
- 56 = Forestland
- 57 = Forestland
- 58 = Forestland
- 59 = Forestland
- 60 = Forestland
- 61 = Forestland
- 62 = Forestland
- 63 = Forestland
- 64 = Forestland
- 65 = Forestland
- 66 = Forestland
- 67 = Forestland
- 68 = Forestland
- 69 = Forestland
- 70 = Forestland
- 71 = Forestland
- 72 = Forestland
- 73 = Forestland
- 74 = Forestland
- 75 = Forestland
- 76 = Forestland
- 77 = Forestland
- 78 = Forestland
- 79 = Forestland
- 80 = Forestland
- 81 = Forestland
- 82 = Forestland
- 83 = Forestland
- 84 = Forestland
- 85 = Forestland
- 86 = Forestland
- 87 = Forestland
- 88 = Forestland
- 89 = Forestland
- 90 = Forestland
- 91 = Forestland
- 92 = Forestland
- 93 = Forestland
- 94 = Forestland
- 95 = Forestland
- 96 = Forestland
- 97 = Forestland
- 98 = Forestland
- 99 = Forestland
- 100 = Forestland

PREPARED BY

(certify that this plan has been prepared and published
in person measurements at The Physical and
Land Use Planning Act of 2018)

NAME OF THE PERSONAL PROPERTY: PAUL S. CHASOW (NCS, NO. 0779)

Date: _____

國立中央研究院

Director of Physical and Life Sciences Planning, Research, and Development

ADOPTED BY:

STATE	REPORT NO.
COUNTY	
ASSIGNED	DATE

APPROVED BY

NAME WILDO STANAGE

Signature _____ Date _____
 (If Not, Length, Location, Pressure, Fingerprint)

Managerial Accounting and Cost Accounting (Russia, Czech)

PLAN NO. **DDY 25008-43000001**

1. The first step in the process of identifying a problem is to recognize that a problem exists. This involves gathering information about the situation and identifying the specific issue that needs to be addressed.

PROJECT NAME: **STEWART STATION URBAN DESIGN PLAN FOR TRAIL WITHIN THE**

2011	1-26, 2011	
------	------------	--

DATE	11TH SEPTEMBER 2020	
------	---------------------	--

DEATH ST.	PETER B. BROWN
-----------	----------------

POWER PLANT

Intercept is with the slope of $y^* = 0.05$

[illegible]

CONTE

	INVESTMENT BY TRANSFERRED INDIVIDUALS TO THE TRUST	BY RECEIVING INDIVIDUAL ON 07/01/2008
--	---	--

WORLDWIDE
WORLDWIDE
WORLDWIDE

	REPUBLIC OF NIGERIA
	KADUNA STATE
	A.S. 1001/1990

COUNTY GOVERNMENT
OF ALABAMA

ACTION AREA FOR CBD

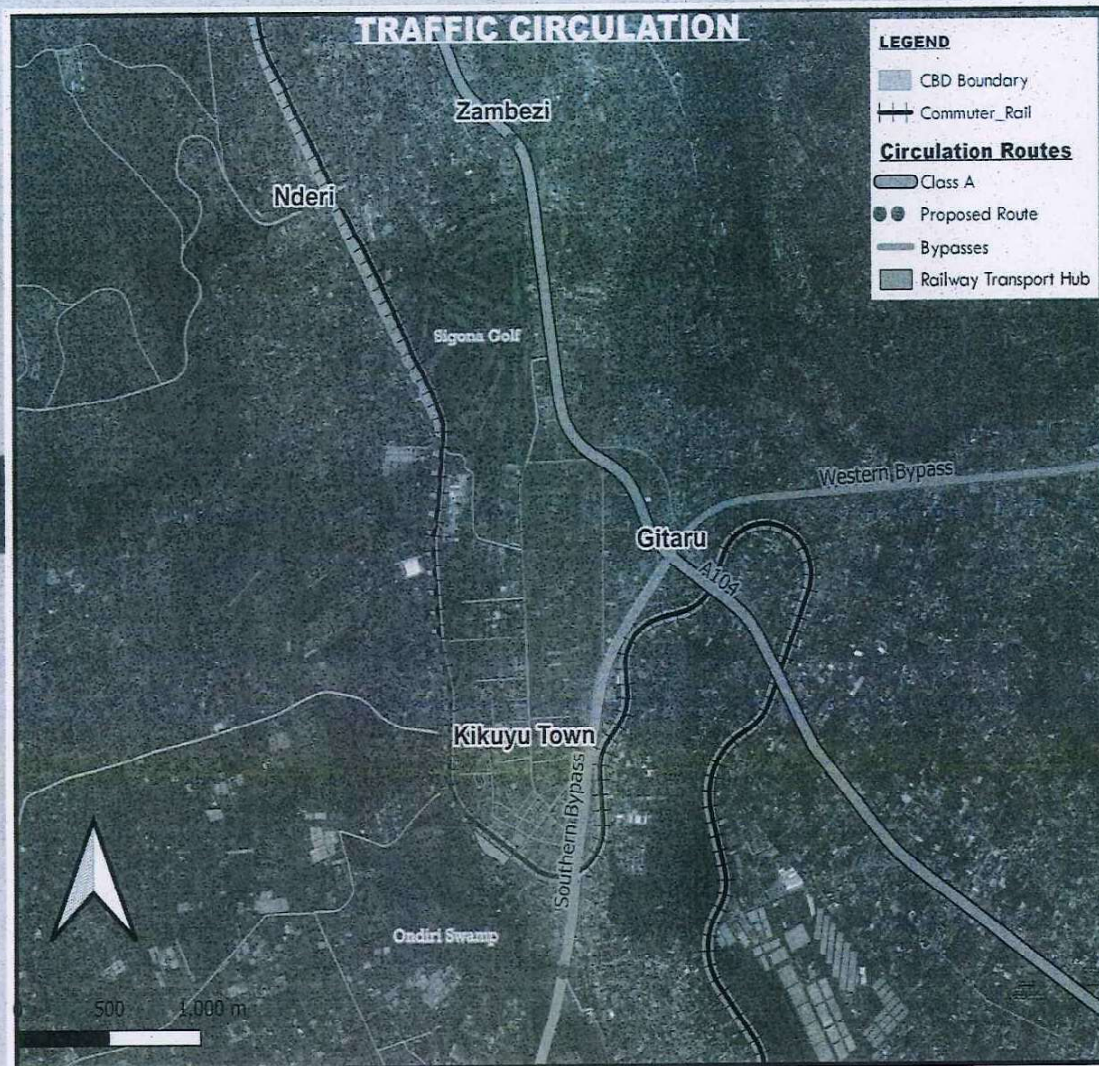
DELINEATION OF CBD



1. Delineation of CBD

In the current form, the town's growth is constricted by the southern bypass and railway which are located to the east, west and south. For this reason and availability of land for growth, the CBD is expected to grow northwards towards Sigona Golf Club.

1. To ensure proper connectivity and circulation;
2. To provide a strategy for environmental management and conservation; and
3. To provide strategies for sustainable infill densification.



Decongestion of the CBD:

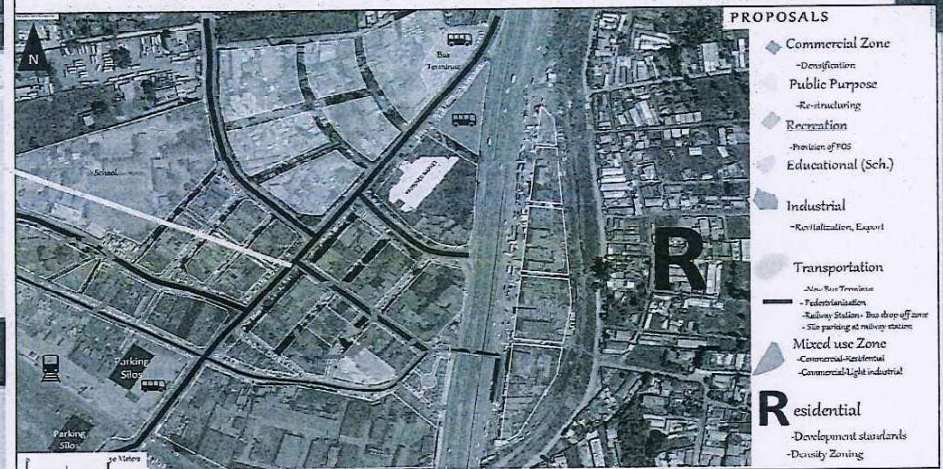
Transit Oriented Development (TOD)

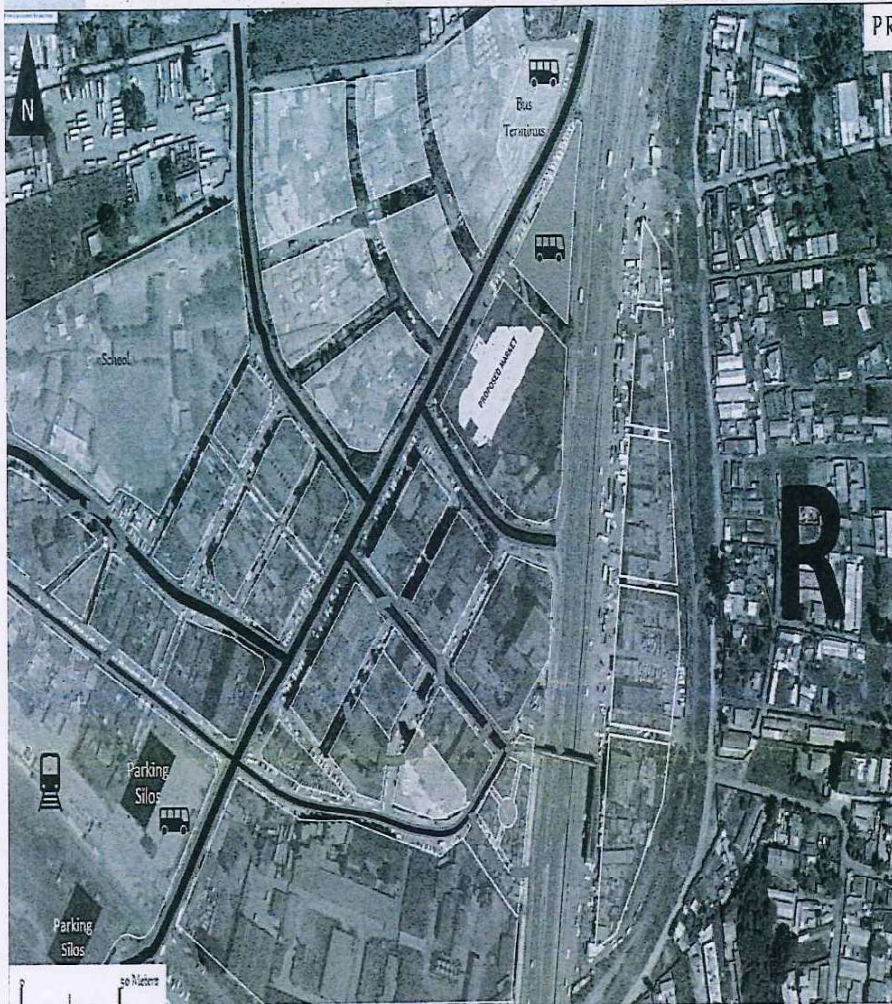
Approach: Encourages the creation of compact, walkable and pedestrian-oriented neighbourhoods defined by a fabric of compatible mixed-use land uses with reduced dependence on cars for mobility.

Improve circulation within the CBD: Circulation and creation of alternative routes. The route terminates at the proposed Railway Transport Hub, an integrated transport hub next to the commuter train station.



- Other ways to improve circulation for effective mobility is through redevelopment and widening of the Posta road. The road has a reserve of 30 metres which is adequate for redevelopment into an urban street through provision of ample walkaways, greenery, on-street parking, Cycle lanes, streetlighting, a dual carriageway with the provision of turning lanes and bus shelters.





PROPOSALS

Commercial Zone

-Densification

Public Purpose

-Restructuring

Recreation

-Provision of POS

Educational (Sch.)

Industrial

-Revitalization, Export

Transportation

-New Bus Terminus

-Pedestrianisation

-Railway Station - Bus drop off zone

-Silo parking at railway station

Mixed use Zone

-Commercial-Residential

-Commercial-Light industrial

R Residential

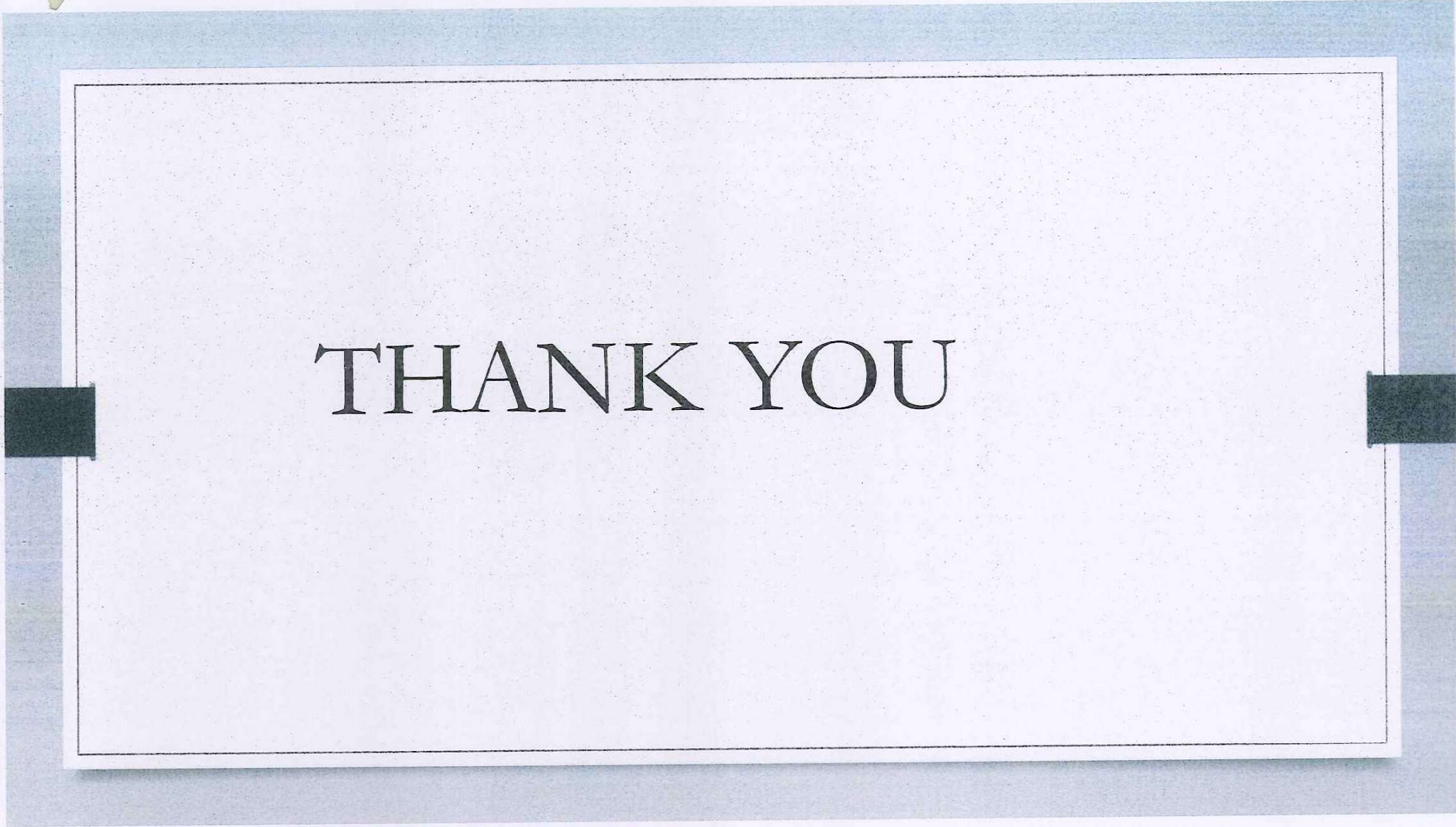
-Development standards

-Density Zoning

1. **Provision of interchange stations and an integrated terminus.** The vehicles will then exit the town via Nderi Zambezi route. This will ensure the smooth flow of all types of traffic as well as attracting people to using PSVs for commutes and NMT facilities shorter distances
2. **Construction of an integrated transport terminus next to the commuter railway station.** Ease the congestion link commuter railway station with bus/matatus transport system.
3. **Development of multi-storey parking within railway commuter station:** This will help reduce on-street parking. The implementation of basement and silo parking spaces within the CBD will alleviate instances of congestion and invasion of walkways by parked vehicles. Such parking silos shall display the number of parking spaces available on a LED display
4. **Provision of Open spaces:.**

KIKUYU CBD

Project		Cost (Ksh)	Timeline
KIKUYU CBD	New market	300,000,000	ST
	New public bus terminus	25,000,000	ST
	Redevelopment of old market	150,000,000	ST
	Train interchange station sheds	10,000,000	ST
	Post office road, carriageway, street lighting, pedestrian walkways, drainage and landscaping, 500 m long	250,000,000	ST
	Pedestrianisation of adjacent roads 2100 m long	17,000,000	ST
	Roads upgrade; proposed roads 5.5 km	550,000,000	Short-Term to Medium-Term
	Slip road from southern by-pass	50,000,000	Short-Term
	3 open spaces and landscaping	10,000,000	Short-Term
	Densification of the CBD	Cost to developers	Short-Term to Long-Term
	Total	1,362,000,000	



THANK YOU

NOTICE is given that the preparation of the above Development Plan was on 20th August, 2020 completed.

The Development Plan relates to the land situated in parts of Nairobi City, Machakos and Makueni Counties.

Copies of the Development Plan as prepared have been deposited for public inspection at the offices of Nairobi Metropolitan Service at KICC, 24th floor, Machakos County Government at the Lands and Physical Planning Offices, Machakos Town, opposite County Commissioner's office and Director of Physical Planning, Makueni County, Wote.

The copies so deposited are available for inspection free of charge at the offices of Nairobi Metropolitan Service at KICC, 24th floor, Machakos County Government at the Lands and Physical Planning Offices, Machakos Town, opposite County Commissioner's office and Director of Physical Planning, Makueni County, Wote, between the hours of 0800 to 1700 Monday to Friday.

Any interested person(s) who wishes to make any representation in connection with or objection to the above Development Plan may send such representations or objections in writing to be received by the following offices not later than fourteen (14) days from the date of this Notice and any such representations or objections shall state the ground on which it is made:

Secretary, Lands and Physical Planning,
Nairobi Metropolitan Service,
P.O. Box 40530-00100,
Nairobi.

Director of Physical Planning,
Machakos County Government,
P.O. Box 1996-90100,
Machakos.

Director of Physical Planning,
Makueni County Government,
P.O. Box 78-90300,
Wote.

MR/1324611 AUGUSTINE K. MASINDE,
National Director of Physical Planning.

GAZETTE NOTICE No. 7095

THE PHYSICAL AND LAND USE PLANNING ACT

(No. 13 of 2019)

COMPLETION OF DEVELOPMENT PLANS

PDP No. JJI/ISUDP/457/2020/01 – Juja Integrated Strategic Urban Development Plan.

PDP No. RR/UISUDP/53/2020/01 – Ruiru Integrated Strategic Urban Development.

PDP No. KKY/ISUDP/43/2020/01 – Kikuyu Integrated Strategic Urban Development.

PDP No. LMRI/ISUDP/94/2020/01 – Limuru Integrated Strategic Urban Development.

PDP No. KBA/ISUDP/605/2020/01 – Kiambaa Integrated Strategic Urban Development.

PDP No. NTT/ISUDP/022/2020/01 – Nairobi-Thika Transport Corridor Integrated Strategic Urban Development.

NOTICE is given that preparation of the above Development Plans was on 11th September, 2020 completed.

The Development Plans relate to the Plans situated in Kiambaa County.

Copies of the plans as prepared have been deposited for public inspection at the office of Kiambu County Director of Physical Planning, Red Nova Building, Kiambu Town, and respective Sub-county Physical Planning offices, Juja, Ruiru, Kikuyu, Limuru and Kiambaa Sub-Counties.

The copies so deposited are available for inspection free of charge by all persons interested at the above mentioned address between the hours of 0800 and 1700.

Any interested person(s) who wishes to make any representation in connection with or objection to the above Development Plans may send such representations in writing to be received by the Kiambu County Director of Physical Planning, P.O. Box 340-00900 Kiambu not later than 14 days from the date of this Notice and any such representation or objection shall state the grounds on which it is made.

Dated the 11th September, 2020.

MR/1324611 MUGO KIMANI,
*CECM,
Land, Housing, Physical Planning, Municipal Administration
and Urban Development, Kiambu County.*

GAZETTE NOTICE No. 7096

THE ENVIRONMENTAL MANAGEMENT AND CO-ORDINATION ACT

(No. 8 of 1999)

THE NATIONAL ENVIRONMENT MANAGEMENT AUTHORITY

ENVIRONMENTAL IMPACT ASSESSMENT STUDY REPORT
FOR THE PROPOSED REHABILITATION OF THIKA-NANYUKI
METRE GAUGE RAILWAY (MGR) AND FOR THE
CONSTRUCTION OF NEW CHAKA STATION FOR KENYA
RAILWAYS CORPORATION FROM THIKA TO NANYUKI
THROUGH KIAMBU, MURANG'A, KIRINYAGA, NYERI,
LAIKIPIA COUNTIES

INVITATION OF PUBLIC COMMENTS

PURSUANT to regulation 21 of the Environmental Management and Co-ordination (Impact Assessment and Audit) Regulations, 2003, the National Environment Management Authority (NEMA) has received an Environmental Impact Assessment Study Report for the above proposed project.

The proponent, Kenya Railways Corporation, is proposing rehabilitate the 178Km long Thika Nanyuki Metre Gauge Railway (MGR) and for the Construction of New Chaka Station for Kenya Railways Corporation traversing through Kiambu, Murang'a, Kirinyaga, Nyeri and Laikipia Counties.

The following are the anticipated impacts and proposed mitigation measures:

<i>Impact</i>	<i>Proposed Mitigation Measures</i>
Solid waste generation	- Special attention should be given to minimizing and reducing the quantities of waste produced during all the sites preparation and rehabilitation. - Materials to be reused or recycled where possible. - Wastes generated during the renovation and construction phase will be disposed of as stipulated in the EMCA (Waste Management) Regulations 2006. - Conduct training for waste management, such as waste disposal and segregation practices. - Comply with Waste Management Regulations, 2006. - Dispose all Asbestos Containing Materials according to WBG/IFC EHS Guidelines NEMA Guidelines/ requirements. - Use recommended PPE. - Conduct Risk Assessment before removal of ACMs. - Notify the authority by filing in the notification form.
Asbestos Roof Removal	

Friday, March 13, 2020 1:04 PM



State Department for Housing
and Urban Development

PHYSICAL AND LAND USE PLANNING ACT 2019

NOTICE OF COMPLETION OF DEVELOPMENT PLANS

Names of Development Plans :-

1. Mangalge Integrated Strategic Urban Development Plan No. WNC/ISUP/2019/01
2. Kinnaragi Integrated Strategic Urban Development Plan No. KUD/ISUP/2020/01
3. Kambur Integrated Strategic Urban Development Plan No. KBW/ISUP/2020/02
4. Gatturagi Integrated Strategic Urban Development Plan No. GUD/ISUP/2020/03
5. Kankuragi Integrated Strategic Urban Development Plan No. KMS/ISUP/2020/04
6. Gatturagi Integrated Strategic Urban Development Plan No. KMB/ISUP/2020/05

NOTICE is hereby given that preparation of the above Development Plans was completed on 31st March 2020.

The Development Plans relate to the land situated in Kambur Taluk.

Copies of the Plans prepared have been deposited for public inspection at the office of the **Mangalge District Director of Physical Planning**, located in Kambur Taluk, Kinnaragi Sub-Taluk Physical Planners of **Wangalge Kinnaragi Kambur Gatturagi Kankuragi and Gatturagi**.

The copies so deposited are available for inspection free of charge upto 21st March 2020 at the above mentioned address between the hours of 10.00 a.m. to 5.00 p.m. Any person or persons who wishes to make any representation in respect of the above Development Plans may send their representations in writing to be received by the Kambur Taluk District Director of Physical Planning, P.O. Box No. 100910, Kambur Taluk, before the expiry of the date of this notice and any such representation shall stand on the grounds on which it is made.

Dated on 27th March, 2020.

J. M. MAINA

DEPT. LAND, HOUSING, PHYSICAL MUNICIPAL ADMINISTRATION & URBAN DEVELOPMENT

