



AGF Developers Pvt. Ltd.



3.3.2 Master Plan 2021

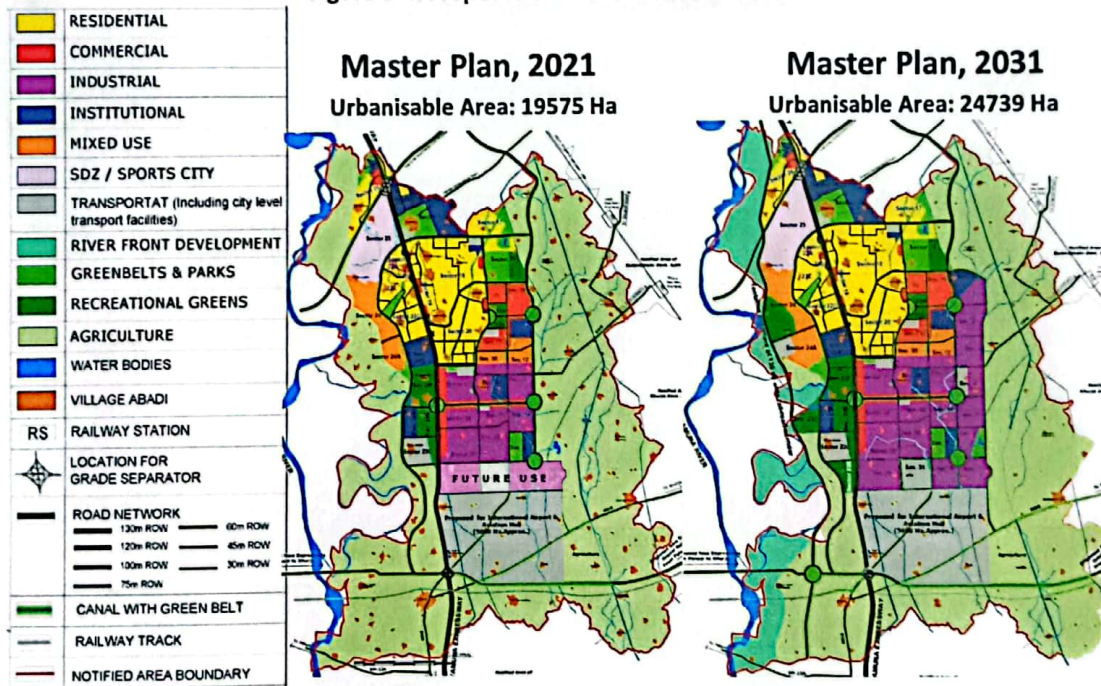
Master Plan 2021 envisaged an Urbanisable area of 19,575 hectares. The proposed Land use classification for area focused on creating residential areas at Sector 18 and Sector 20 towards the opposite side of Yamuna Expressway from that of the Sports city.

Table 3-1: Proposed Land Use- Master Plan 2021

Land Use	Area (Ha)	Percentage
Commercial	1275.12	6.5
Industry	2394.15	12.2
Institution	1617.02	8.3
Mixed Use	1219.82	6.2
Special Development Zone	1142.87	5.8
Residential	4569.76	23.3
Transportation	2480.34	12.7
Greens	3751.59	19.2
Village Abadi Area	1124.69	5.7
Total	19,575.36	100

Source: YEIDA Master Plan, 2031

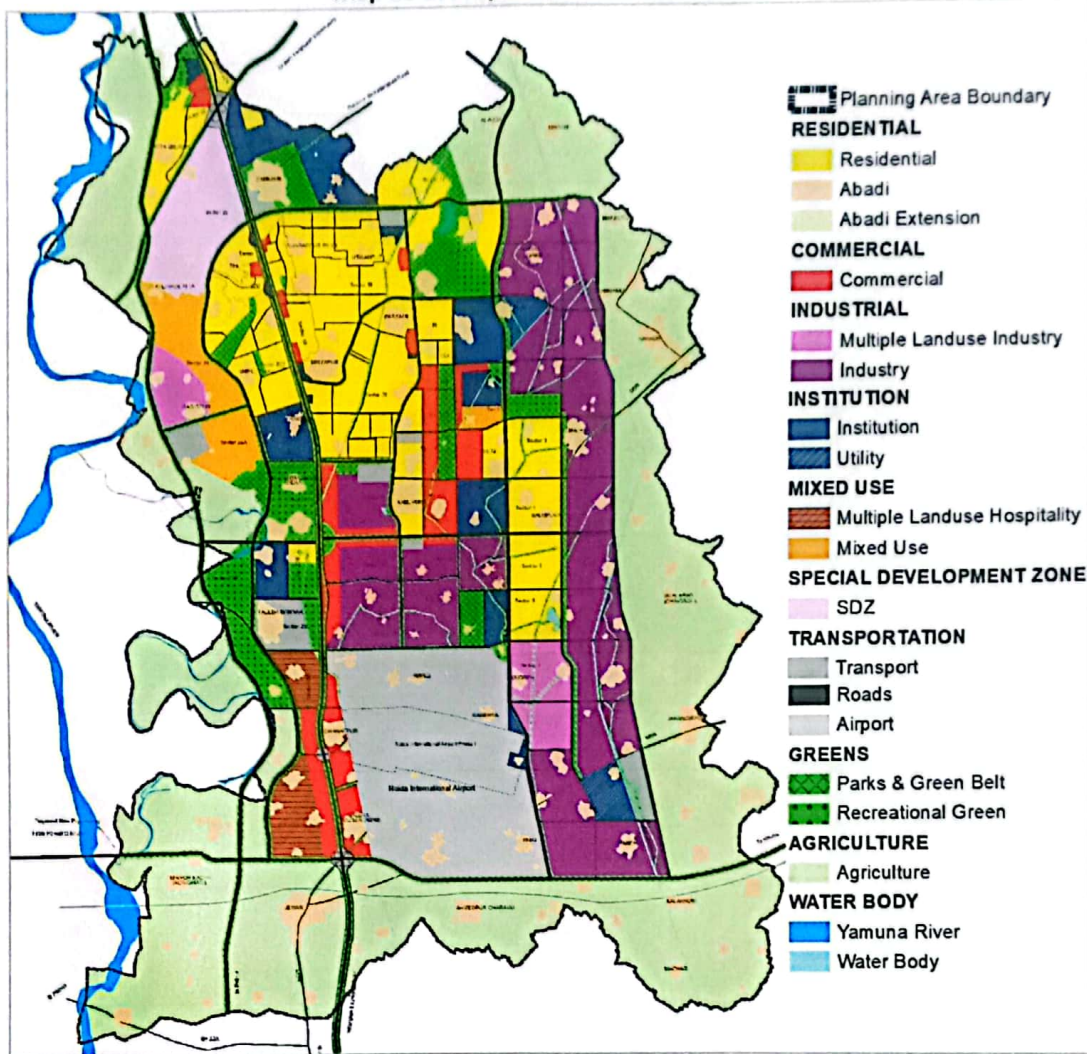
Figure 3-2: Proposed Master Plan 2031 & 2031



3.3.3 Master Plan 2031

The Master Plan 2031 envisaged a development concept of Industrial Eco-City for YEIDA Phase- 1. Eco city parameters included natural environment, healthy balance in manmade environment, urban systems and lifestyle habits, and energy efficient economy and qualitative factors such as preservation actions, policies

Map 11-1: Proposed Master Plan 2041



11.1.1 Land use classification

1) Residential

The residential land use is proposed for plotted development and group housing, the residential area is evenly distributed in the master plan. In Approved master plan 2031, the residential area was proposed to be 4569.52 which has been increased in 2041 Master Plan to constitutes of 19.88% (6394 ha) of total area. Residential area also include Village Abadi area of 1654 Ha, around which a buffer of 100 m has been provided as village extension to ensure future development of Abadi Area.

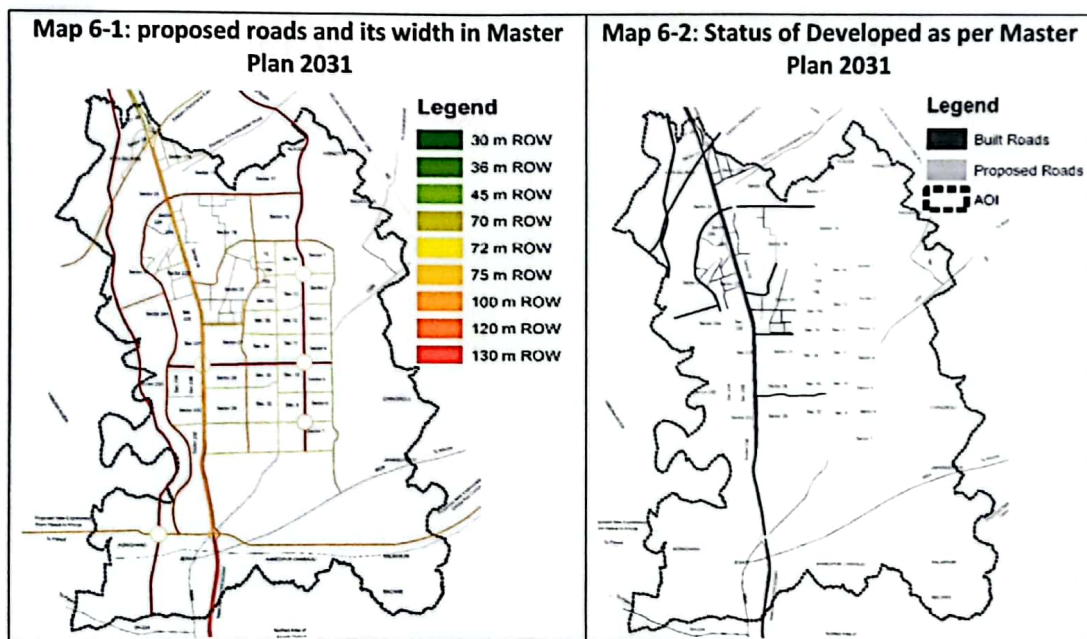
Location of the residential area is based on the location of employment generating uses and correlated with transportation facilities. The facilities proposed at the sector level are senior secondary, primary and nursery schools, dispensaries, community halls and libraries, local shopping centres, auto rickshaw and taxi stand, etc. Parks and playgrounds shall be provided at convenient distances from the residential pockets within the sectors.

and potential for intermodal integration covering rail, air and road transport would act as a catalyst for development of the proposed master plan and attract commodities from the larger catchment area.

The principal infrastructure facilities in the logistics park would comprise storage infrastructure, handling area, vehicle parking area for trucks and other vehicles, equipment yards, maintenance facilities, office space, gate complex, open plots and support infrastructure including utilities such as road, water, sewerage, power, telecommunication among others.

6.2 Current Status of Master Plan 2031 Proposals

The roads proposed in Master Plan 2031 are shown below:



In the above map it is given that some of the roads proposed in the Master Plan 2031 are implemented. It includes the roads of width 130 m, 120 m, 100 m, and 75 m. The city is still in the initial stages of development and this proposal has not yet been realized on ground.

13 MASTER PLAN IMPLEMENTATION & PHASING

Development of YEIDA is likely to take many years to achieve its vision. Sequential, logical phasing of development and infrastructure is necessary to minimize uncertainty and improve the economic feasibility of development. The pace, location, and type of development in the plan area will be driven and phased by market demand, vision (regulatory framework), infrastructure development, and fiscal impact. The tentative broad phasing of development in YEIDA will be done in 4 phases. The plan envisages a time period of 5 years as a phase which starts off with the existing scenario.

Figure 13-1: Tentative Phase-wise Development of Master Plan 2041

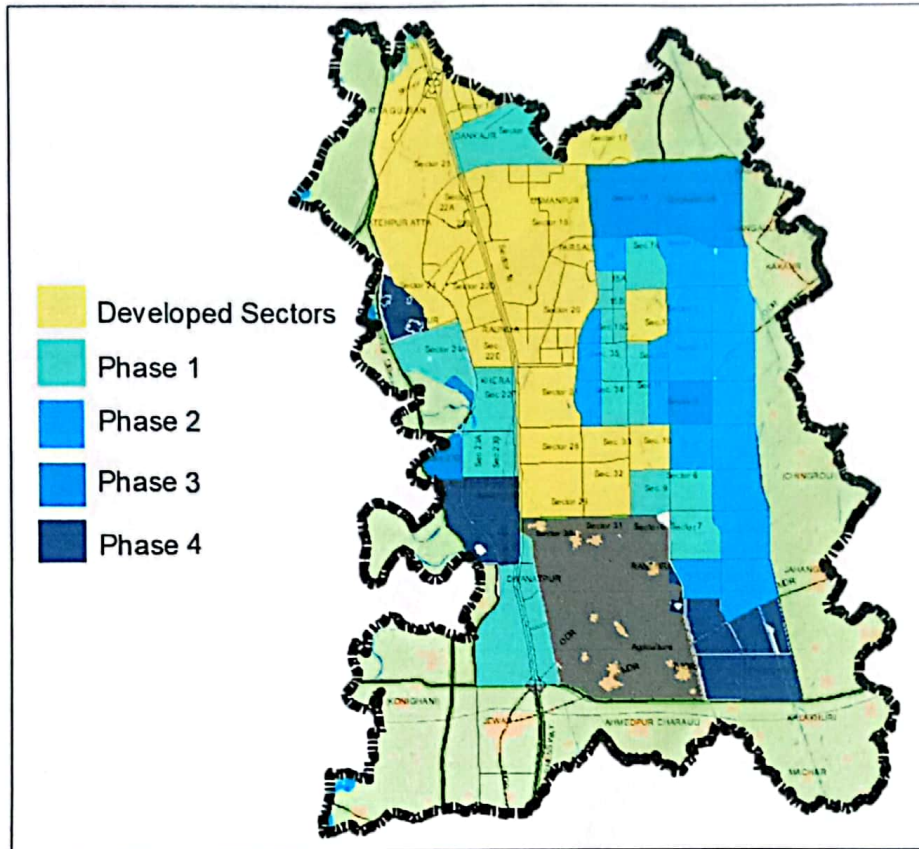


Table 13-1: Details of Phase Wise Development

Category	Area (ha)
Existing Developed Sector	13943
Area to be developed in Phase - 1	5000
Area to be developed in Phase - 2	6072
Area to be developed in Phase - 3	4169
Area to be developed in Phase - 4	2983
Total Area	32167

Existing Situation

The existing scenario denotes the sectors who has approved layouts and where the allotment of plots is in progress. It does not imply that the structures are functioning in the ground. Currently, YEIDA has

Central business district is known as the most frequently used and most expensive area of the city. It is the business hub of the city and has high real estate value. Thus, the city is planned with a prime location of CDB that will consist of high-quality infrastructure, skyscrapers along with the provision of pedestrian promenade.

10. Facilities and movement of heavy industrial traffic through peripheral road.

Peripheral roads are planned in such a way that most of heavy industrial traffic can be directed outside the city without causing any traffic congestion within the city and at the same time it ensures the safety of the citizens.

11. Logistics facilities near airport to cater to industrial demand

Air cargo logistics play a vital role in the economic development. Speedier services in the Air Cargo supply chain facilitate a large number of business entities to become more competitive. The air cargo industry incorporates an industrial supply chain, which includes airlines, customs, ground services, air cargo forwarders, brokers, domestic transportation, air cargo terminals, distribution centres and integrated international express services.

12. Integration of existing villages :

All the existing villages in the city should be integrated so that the development can be done in a regulated manner

13. Green buffer along Yamuna River, water bodies and canals.

Dhanauri wetland, forest cover, tributaries of Yamuna are some of the existing natural resources that must be protected. Thus, green buffer along the natural resources shall be provided to conserve and to avoid encroachment.

Figure 11-1: Salient Features of the Plan

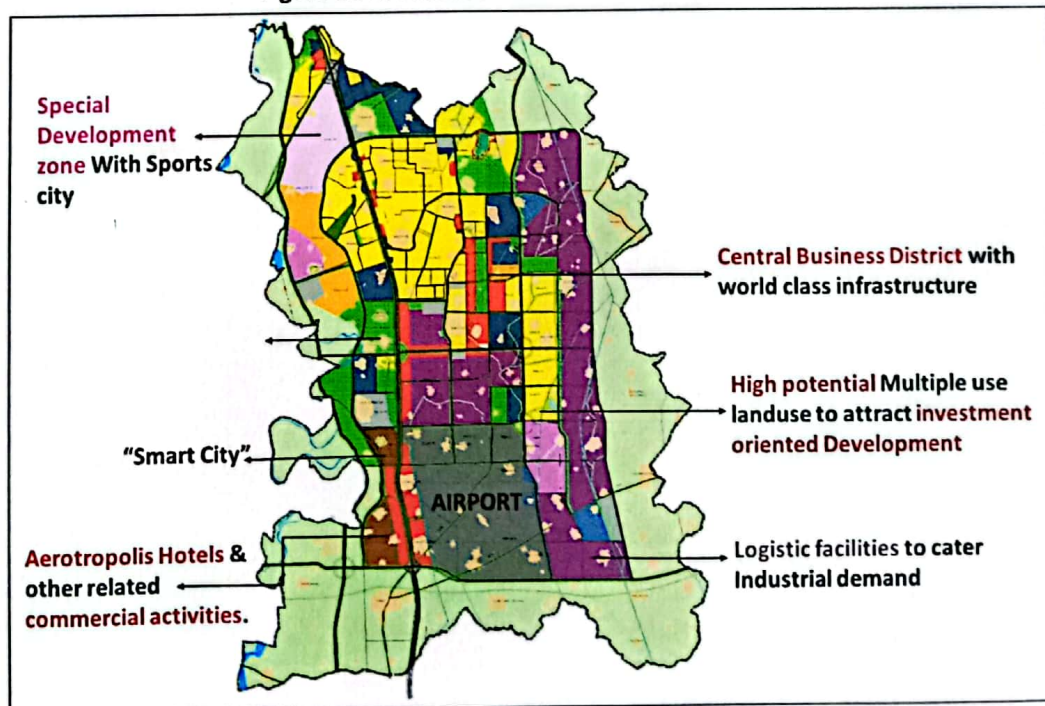
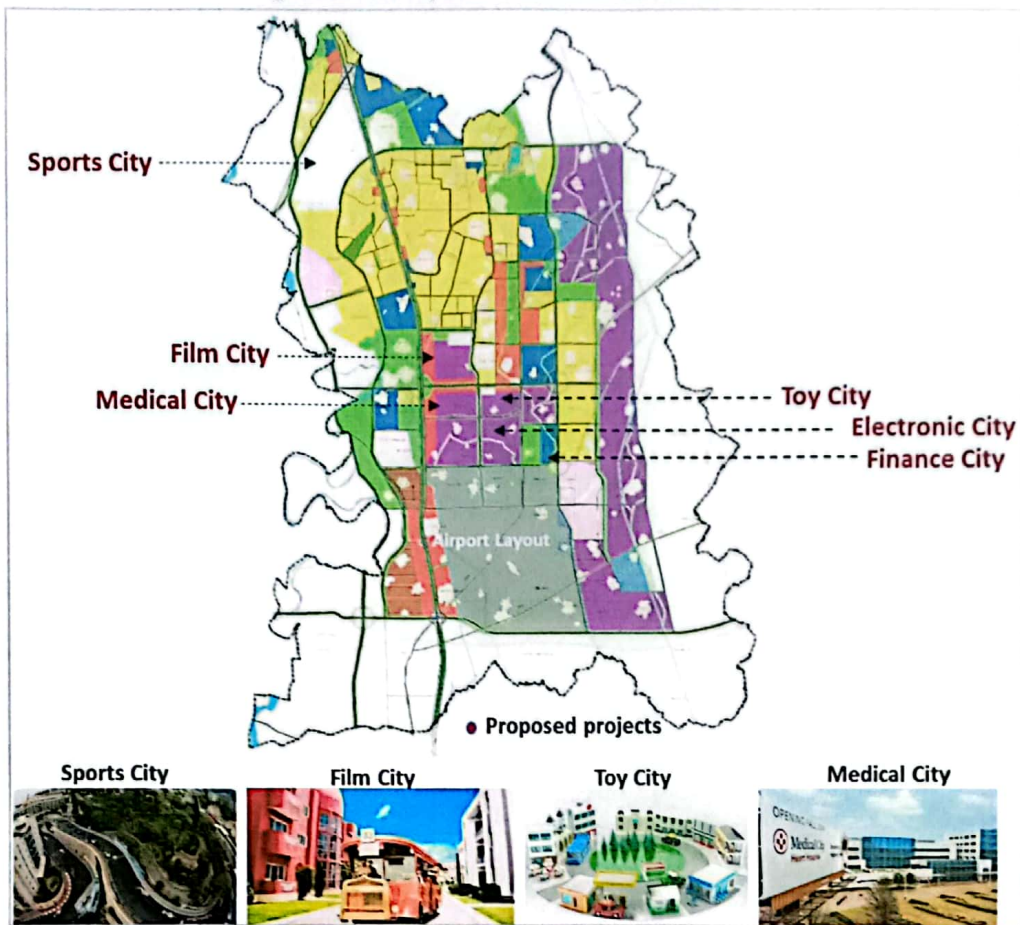


Figure 10-1: Proposed themes in YEIDA Phase 1



Each of these zones are intended to create a global outreach for strengthening the economic base and generating the employment opportunities, in YEIDA area. All these centres are connected through 130 m wide roads.

OBJECTIVE 2- To provide high quality and affordable infrastructure ensuring quality of life

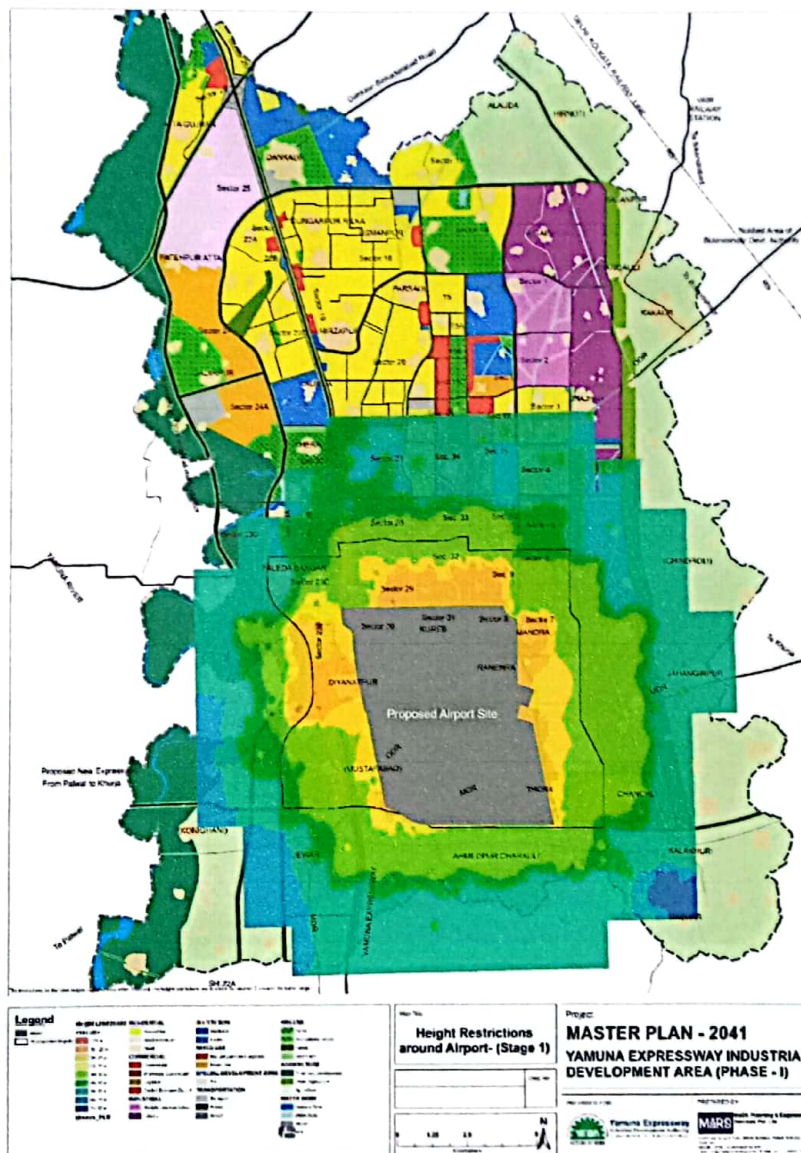
Key Features

1. Rationalisation of supply norms of water
2. Norms for decentralisation of wastewater treatment, recycling of wastes, and maximum reuse of recycled water and solid waste
3. Priority for affordable housing for industrial workers
4. Ensuring the natural drain features are preserved to eliminate the risk of urban flooding

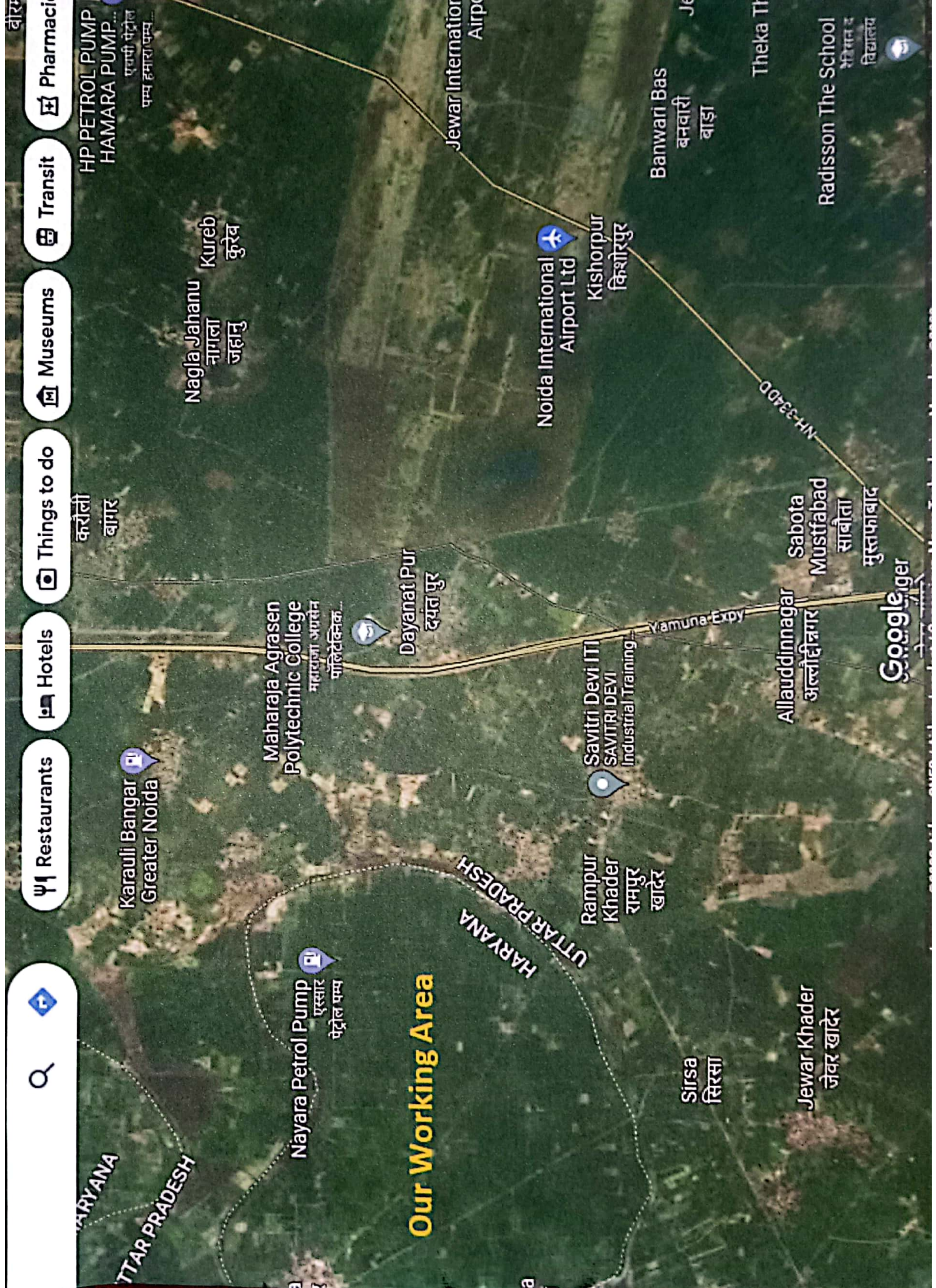
Forecasts show that YEIDA’s population will grow by around 35.51 lakh people by 2041 and will require a range of housing options that differs significantly. With the population growing to 30 lakhs by 2031, YEIDA would have approximately 7.5 lakhs additional dwelling units. Currently, YEIDA has approximately 2 lakh dwellings, but a proportion of the total is always vacant or otherwise not

Commercial Centers	<ul style="list-style-type: none"> Retail stores, Showrooms, Shopping center/ commercial Centre/ shopping mall, Exhibition Hall, Exhibition Centre
Logistics Hub	<ul style="list-style-type: none"> Warehouses, Transit Facilities, Freight Complex, Logistic Parks,
Hospitality	<ul style="list-style-type: none"> Hotels, Connection Centres, Resorts, Banquet halls, guesthouse Wellness/ Health services Service Apartments, Professional Office
Recreational and Entertainment Hub	<ul style="list-style-type: none"> Sports facilities Recreational hub, Socio-cultural activities
Smart Residential Zone	<ul style="list-style-type: none"> Low Rise residential with horizontal mixing of land uses

Map 12-1: Height Restriction around airport (Stage-1) and Delineated Aerotropolis



- Relaxation of 10% in Ground Coverage is allowed if permissible FAR is not achieved due to height restrictions surrounding the Airport.



Our Working Area



All Sites

Noida International Airport

