

### 1.3.7 EAST/WEST Entrances

- Al Maktoum International airport has two main entrances at the East and the West
- Both sites are currently under design to provide state of the art development at the access points of an international hub
- Major Land Uses are offices, commercial and hotels creating the façade of the entrances while the back blocks might be dedicated to other facilities.
- Major landscaping and art work will be dedicated to house the wide entrances and roads leading to the airport terminals.

### 1.3.8 Humanitarian City

- Master Planned to be the first true humanitarian hub
- The city is spread on two sites; total site area is 141ha (97ha + 44ha)
- The first is strategically located at within the DLC and close to airport and seaport operations and the second within the Golf City
- The first site is designed as operational platform for humanitarian non-profit organizations (60% of site) as well as commercial (35% of site)
- The second site is a mix of residential and commercial developments, which is expected to generate revenue that will partially support humanitarian activities

## 1.4 Dubai Logistics City

The Dubai Logistics City (DLC) is planned to be strategically situated to the south-west of Al-Maktoum International Airport adjacent to the southern runway, taxiways and aprons. As illustrated in Figure 3, the DLC, covering an area of 1,885 hectares, stretches to the south and west up to Emirates Road as a bonded and free zone which will be linked to JAFZA.

In addition, the Dubai Logistics City offers a site to the south of the Forwarders' Area of approximately 61 hectares allocated for a "Staff Village". The village is intended to provide accommodation to around 50,000 of DWC staff.

### 1.4.1 Constraints

Due to its close proximity to the airport, DLC Master Plan and land-use distribution took into consideration all physical and non-physical constraints:

- Airport Height Constraints and Obstacle Limitation Surfaces
- Airport Noise Contours
- Airport Flight Path and Safety Zones
- Acknowledge and respond to all Customs and Security related concerns
- Layout Structure and Utility Reservations
- DLC Access Points
- Acknowledge and respond to all social limitations between all accommodations categories and design accordingly.

These above mentioned constraints are considered to have the major impact in the flexibility of the adopted planning approach.

### 1.4.2 Design Approach and Principals

Dubai Logistics City is a key city of Dubai World Central.

- A purpose built facility adjacent to the new airport with every aspect of the business of logistics planned for completion over a number of phases. A fully integrated Free Zone, seamless sea to air cargo, freight forwarding, Business Park, warehousing and other amenities make DLC the first facility of its kind in the world. In addition, there will be an area dedicated to the aviation industry.

The five basic principles used in DWC – DLC master planning are:

1. Acknowledge contextual constraints and address site limitations
2. Acknowledge and respond to all Customs and Security related concerns
3. Provide centralized amenities
4. Maximize Land utilization
5. Organize functional zoning plan served by an efficient road network

DLC Staff Village took a similar planning approach; however, understanding the contextual aspect of the city and its components in reference to other residential categories directed the design orientation and assisted in placing down the different village land use layers.