

12: The Land Use Plan

The GTAA Proposed Land Use Plan divides the 1810 hectare airport site into the following four land use categories:

- Airfield;
- Passenger Terminal Facilities;
- Other Airport Development; and
- Airport Environmental Protection Areas.

The construction of the New Terminal is a central focus of the Land Use Plan. Complementary developments are the two new runways and the new cargo complex in the Airport Infield Area.

The GTAA Proposed Land Use Plan is consistent with the spirit and intent of the Transport Canada 1995 Long Term Airport Land Use Plan depicted in Figure 43. The Proposed Land Use Plan illustrates the following amendments:

- Land being held in reserve for an intermodal transfer station and an associated right-of-way for a future rail link to downtown Toronto and for a transit link right-of-way to Renforth Drive and Eglinton Avenue;
- Extension of Juliet Taxiway to the threshold of Runway 06L;
- Development of Area 14 in Airport North for cargo related uses;
- Land to be held in reserve for a future RAMP radar facility west of the Airport Infield, on a parcel adjacent to the Etobicoke Creek;
- No permanent passenger terminal facilities are planned for the Airport Infield. A temporary Infield Holdroom Terminal may be constructed to provide additional gating capacity during the construction of the New Terminal;
- Land being held in reserve for the relocation of the tank farm to the Airport Highway 409 lands;
- No realignment of Renforth Drive is planned; and

- Several smaller parcels of land in the Airport Airside area, previously identified for Other Airport Development, now carry the Airport Airfield designation.

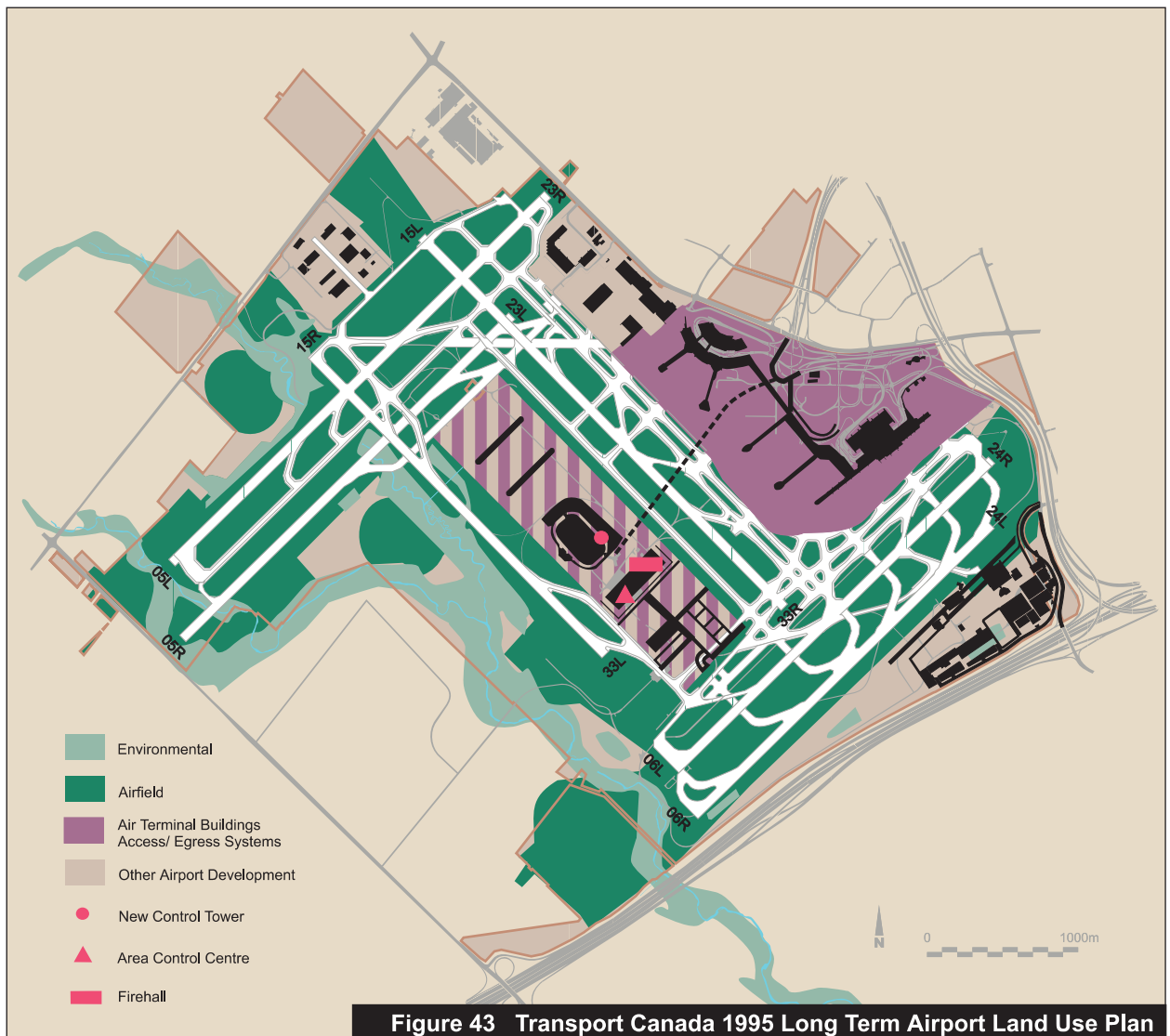
Airport Land Uses

For the purposes of the Proposed Land Use Plan, the general description of appropriate land uses and developments provided are not exhaustive and may not represent the full range of potential uses that may be applicable for all the airport areas. The areas associated with these land uses are depicted in Figure 44.

Airfield

The airfield land use designation includes those areas required for the movement of aircraft on the airport's runway and taxiway infrastructure including protection for the operation of navigational





and communication aids. This designation also provides for other compatible land uses and reserves those areas required for future airside development. This area will continue to accommodate:

- runways;
- taxiways;
- navigational aids;
- airside roads;
- agricultural uses; and
- other support facilities where airport zoning permits.

Public access roads will be constructed as required. Protection of certain parcels will be provided for a transit/people mover right-of-way.

The total land area included in this category is 1080 hectares, or 60% of the airport site.

Passenger Terminal Facilities

The passenger terminal land use comprises those areas required for existing or future passenger terminal facilities, parking, access roads and other related land uses. Included in the Airport East Passenger Terminal Complex Area are the following functions:

- passenger processing;
- long and short term parking;

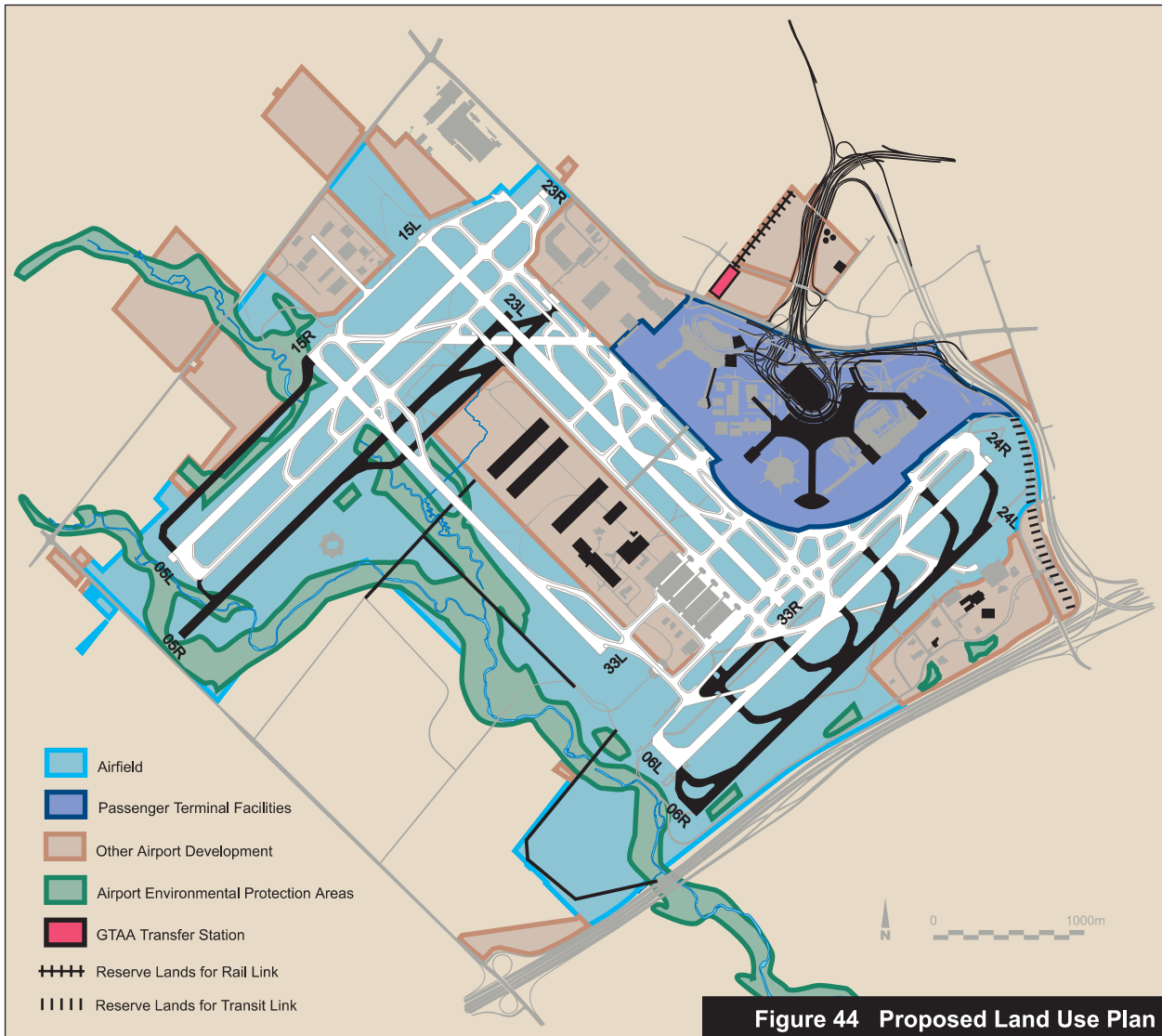


Figure 44 Proposed Land Use Plan

- public transit/people mover/taxi and limousine services;
- car rental;
- retail concessions;
- administration; and
- hotel development.

The New Terminal development area encompasses the area currently occupied by Terminals 1 and 2, their associated roadway network and the adjacent cargo area. During the staging of the construction of the New Terminal, holdroom facilities may be provided in the Airport Infield as an interim land use.

The total land area included in this category is 212 hectares, or 12% of the airport site.

Other Airport Development
The Other Airport Development category encompasses all other commercially developable lands on



the airport site and could include such facilities and activities as:

- cargo processing;
- Air Traffic Control Services (Tower and Area Control Centre);
- de-icing operations;
- flight kitchens;
- airline aircraft maintenance;
- airline ground equipment maintenance;
- central utilities plant;
- fire halls and other emergency services;
- airport administration and maintenance;
- business aviation;
- airline flight simulators;
- Canada Customs;
- airside waste disposal;
- car rental storage;
- employee and public parking;
- intermodal transfer station;
- airport rail link/transit right-of-way; and
- people mover right-of-way.

These land uses are found in all development areas: Airport East, Airport Infield, Airport North, Airport South and Airport Hwy 409.



Spring Creek

Any development that occurs in Area 6A and 6B will allow for, and not preclude, the development of a rail corridor and associated transfer facilities.

The total land area included in this category is 390 hectares, or 21% of the airport site.

Airport Environmental Protection Areas

The environmental land use category represents those areas where development cannot take place due to the existence of natural environmental features such as the creek valleys and man-made features designed to protect the natural environment such as storm water retention ponds. This land use also includes the reserve area required for a creek diversion to facilitate the construction of the planned north parallel runway. The total land area included in this category is 128 hectares, or 7% of the airport site.

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