

Appendix 20: Parcel 5 – Proposed Development

20.1 Best Use(s) for Parcel 5 – General Aviation (GA) Centre

The classes of land uses recommended for Parcel 5 suggest a diversified development approach. The size of Parcel 5 with its 140 acres allows for a mixed-development in different sub-zones: airside development to the south with easy access to Taxiway Bravo; development of Business Park uses in the central and north portions of the Parcel; and development of a convenience commercial/ neighbourhood services area to the east along Bayridge Drive.

With the objective to assemble the different uses into one integrated concept and to identify the Development Concept considered most suitable for each Study Parcel, it is suggested to brand Parcel 5 as the General Aviation (GA) Centre.

20.2 Concept Definition

The GA Centre is a unique concept looking to blend all the services, activities and aviation assets required by owners and operators of general aviation aircraft. The vision is to position Kingston Airport as a premier general aviation hub where small aircraft owners can live, work and play in one location/destination.

In the short term, the GA Centre Concept will be developed around the following two core components:

- Throughout Phase I (years 1-10), the development of T-Hangars. T-hangars do not require water and sewer and typically are unheated; the development would mainly consist of a series of T-hangars serviced with electricity and communications only. In order to facilitate T-hangar development, the first stage of phase I development will involve construction of roads, rehabilitation, extension and/or construction of Taxiway B and potential associated ramp, pavement markings and tie-down areas, and outdoor aircraft parking. It is recommended that the installation of T-hangars as proposed by the Airport Master Plan (AMP) to locate in the area currently occupied by Hangar 3, be accommodated by this Development Concept as these uses are well aligned with the GA Centre Concept. As suggested in the AMP, T-hangars could be constructed in groups of 10 or as demand dictates. Each hangar could be approximately 13 metres by 16 metres (42 ft. by 52 ft.) in size. The hangar facility is typically constructed with a light steel structure, wood rafters and corrugated steel cladding. These are typically used for personal aircraft storage.
- In addition, the gradual transfer of existing tenants from Parcel 1 to Parcel 5 will serve as the foundation for the creation of a general aviation hub. This hub will be

composed of a GA hangar development including a variety of hangar sizes and shapes. From the basic T-hangars, to small and larger stand-alone and box hangars, the hub will also host flight training operations, pilot and veteran associations and clubs, along with supporting services like GA aircraft repair and rental activities. The development of a convenience commercial area on Parcel 5 will bring neighbourhood services for the surrounding residential population to meet some of their day to day needs, along with limited commercial services to provide the aviation community with products required to operate their aircraft.

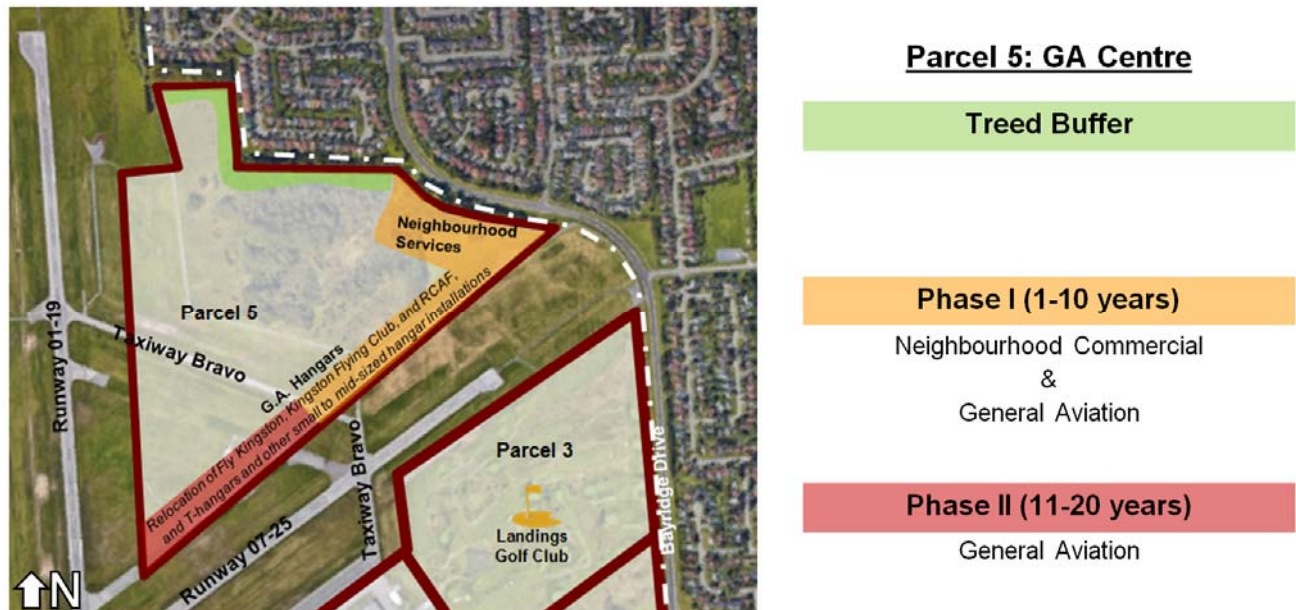
To support the similar attraction of the general aviation community to Kingston Airport, the development of a tourism-related campaign targeting GA aircraft owners and operators is recommended.

The proposed layout of Parcel 5 will still provide ample land to add to this GA Centre Concept as time and development of the Concept progresses. Considering the large size of Parcel 5, it seems unlikely that the whole Parcel can have airside access. Hence, if need be the central and north portions of Parcel 5 can be utilized for general industrial uses, such as the further development of the Evolution and GreenPort Concepts. The GA Centre completes the overall and integrated live, work and play vision that Kingston Airport could offer to the marketplace. While further marketing will be required to drive the development of each segment, the site is well suited for this type of development.

20.3 Layout Plan

The expanded boundary of Parcel 5 permits the location of aviation-related activities closer to all runways and away from existing residential uses. This new layout provides an even larger surface to be developed, which leaves ample area for buffering and growth opportunities for any of the three components. The proposed layout integrates a 50 to 70 meter wide buffer zone (mainly a line of trees) that will be located along the adjacent residential neighborhood. It is also recommended that the heel portion located at the most westerly and northern part of Parcel 5 be left vacant. Figure A20-1 illustrates the envisioned uses for each area of Parcel 5.

**Figure A20-1:
Development Layout Plan and Phasing for Parcel 5**



20.4 Development Timeline

As shown in Figure A20-1 above, development of Parcel 5 is projected to take place in three phases as follow:

- Phase I (years 1-10):** The development will involve the rehabilitation, extension and/or construction of Taxiway B and potential associated ramp, markings, tie-down areas and aircraft parking space to facilitate the development of T-Hangars. T-Hangars do not require water and sewer and typically are unheated; Phase I development would mainly consist of a series of T-hangars serviced with electricity and communication services only. The full utility servicing of Parcel 5 is likely to occur closer to year 10. This will trigger the development of the convenience commercial area and general aviation area, including the relocation of activities/businesses presently located in Parcel 1 including the Flying Club, Fly Kingston and the RCAFA to the south west portion of Parcel 5. Additionally, new GA activities/tenants may also be attracted through marketing efforts throughout Phase I. Furthermore, the Nav Canada Flight Tower is proposed to be moved from Parcel 1 to Parcel 5; based on regulatory requirements this use may be required to locate on Phase II lands but should be undertaken in Phase I if feasible.

- **Phase II (years 11-20):** consists of developing additional General Aviation lots to support the growing demand from private aircraft owners and/or companies seeking a location to either store their aircraft or establish business. The license agreement with Environment Canada for a portion of the Phase II lands runs to 2027; it is not anticipated that these lands will be required prior to the end of the license agreement.
- **Long Term Development (20+ years):** The remaining land area, presently reserved for future development, would offer additional developable land should the demand surpass the land areas projected for development in Phases 1 and 2.