


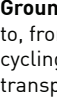
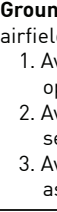

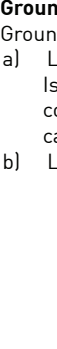
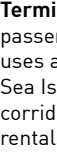
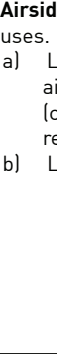


Vancouver International Airport

Land Use Plan Amendment - 2021

YVR recognizes that Sea Island holds historical and cultural significance to Musqueam and that recorded and unrecorded heritage resources are present.

	Airfield - Land for existing and future airfield to support the safe movement of aircraft. Includes runways, runway end safety areas, taxiways, airside roads, navigational aids and other facilities.
	Terminal - Land for existing and future passenger terminal facilities, aprons, and ancillary commercial and operational uses.
	Airside - Land for existing and future uses that require direct access to the airfield. Priority to be given to those uses requiring access for aircraft (cargo buildings, aircraft maintenance, etc.) and then to those uses requiring vehicle access to the airfield.
	Ground Access and Parking - Land that enables the flow of goods and people to, from, and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation, and car rentals.
	Groundside Commercial - Land for uses not requiring direct access to the airfield. Uses can be: <ol style="list-style-type: none">1. Aviation Related: Uses that are directly related to ongoing airport operations,2. Aviation Dependent: Uses that benefit from close access to aviation services,3. Aviation Compatible: Uses that support the ongoing development of YVR as a sustainable gateway and connecting hub.
	Recreational Area - Designates lands for recreational uses.
	Groundside Commercial / Ground Access and Parking - Land for both Groundside and Ground Access and Parking uses. <ol style="list-style-type: none">a) Land that enables the flow of goods and people to, from and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation, and car rentals.b) Land for uses not requiring direct access to the airfield. Uses can be: <ol style="list-style-type: none">1. Aviation Related: Uses that are directly related to ongoing airport operations,2. Aviation Dependent: Uses tha benefit from close access to aviation services,3. Aviation Compatible: Uses that support the ongoing development of YVR as a sustainable gateway and connecting hub.
	Terminal / Ground Access and Parking - Land for existing and future passenger terminal support facilities, ancillary commercial and operational uses and land that enables the flow of goods and people to, from, and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation and car rentals.
	Airside / Groundside Commercial - Land for both Airside and Groundside uses. <ol style="list-style-type: none">a) Land for existing and future uses that require direct access to the airfield. Priority to be given to those uses requiring access for aircraft (cargo buildings, aircraft maintenance, etc.) and then to those uses requiring vehicle access to the airfield.b) Land for uses not requiring direct access to the airfield. Uses can be: <ol style="list-style-type: none">1. Aviation Related: Uses that are directly related to ongoing airport operations,2. Aviation Dependent: Uses tha benefit from close access to aviation services,3. Aviation Compatible: Uses that support the ongoing development of YVR as a sustainable gateway and connecting hub.

Note 1 - Land within the footprint of potential future runway to be used for Airside purposes until such a time as a runway may be required - not anticipated before 2052. All subleases within this area to include an Early Termination on reasonable notice by the Landlord clause to permit construction and operation of a South Parallel Runway in the future.

Note 2 - Use to revert to Airfield within 10 years of Land Use Plan approval date

