

DATE: June 19, 2018

REPORT TITLE: **REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN**

FROM: Janette Smith, Commissioner of Public Works

RECOMMENDATION

That a public meeting be held in August 2018 to consider the proposed amendment to the Airport policies in the Region of Peel Official Plan;

And further, that the subject public meeting be held in a community location in the City of Mississauga.

REPORT HIGHLIGHTS

- The City of Mississauga has applied for a Regional Official Plan Amendment pursuant to Section 22 of the *Planning Act* to amend the Airport policies related to development and redevelopment permissions.
- The application proposes to delete Region of Peel Official Plan policy 5.9.6.2.6 b) and replace it with b) demonstrate that redevelopment or infilling above the 35 Noise Exposure Forecast/Noise Exposure Projection contour meets Provincial government environmental noise guidelines.
- If approved as applied for, amendments to Regional aircraft noise policies would allow for potential redevelopment and infill above the 35 Noise Exposure Forecast/Noise Exposure Projection contour, within the proposed Exception Areas in Mississauga's Malton Neighbourhood and the Meadowvale Village as well as relevant area within the City of Brampton.
- This report seeks Regional Council authorization for this application to proceed to a statutory public meeting.

DISCUSSION

1. Background

Transport Canada's Noise Exposure Forecast model is the official methodology used in Canada to quantify noise exposure in the vicinity of airports for land use planning.

An application was made to the Region on March 13, 2018 by the City of Mississauga (the pursuant to Section 22 of the *Planning Act*, to permit developments in areas above 35 Noise Exposure Forecast/Noise Exposure Projection.

REQUEST FOR PUBLIC MEETING - REGIONAL OFFICIAL PLAN AMENDMENT TO AIRPORT POLICIES

The application was deemed a complete application on April 10, 2018 and circulated to the City of Brampton, Town of Caledon, Greater Toronto Airport Authority and internal Peel Region staff for review and comment. A copy of the application is available in the Office of the Regional Clerk for viewing.

The application proposes to delete Region of Peel Official Plan policy 5.9.6.2.6 b) and replace it with b) demonstrate that redevelopment or infilling above the 35 Noise Exposure Forecast/Noise Exposure Projection contour meets Provincial government environmental noise guidelines.

If approved as applied for, amendments to Regional aircraft noise policies would allow for potential redevelopment and infill above the 35 Noise Exposure Forecast/Noise Exposure Projection contour, within the proposed Exception Areas in Mississauga's Malton Neighbourhood and the Meadowvale Village Neighbourhood Character Areas as identified in the City of Mississauga's Region of Peel Official Plan amendment application and within the applicable areas within the City of Brampton.

The need to reduce policy constraints to facilitate redevelopment opportunities in Malton was identified during the City's MyMalton Community Visioning project. In Meadowvale Village, the lands designated Mixed Use above the 35 Noise Exposure Forecast/Noise Exposure Projection contour are developed, but for consistency they are included.

2. Regional Role

The 2014 Provincial Policy Statement, the Region of Peel Official Plan, the City of Mississauga Official Plan and City of Brampton Official Plan currently restrict the development, redevelopment and infill of new residential and other sensitive land uses in the Airport Operating Area.

Limited redevelopment and infill is permitted for lands below the 35 Noise Exposure Forecast/Noise Exposure Projection composite noise contour as long as it is within an identified exemption area. Only existing development is permitted above the 35 Noise Exposure Forecast/Noise Exposure Projection. Regional Official Plan policies that outline development and redevelopment permissions are shown in Appendix I.

The objective of the Region of Peel Official Plan policies related to the Toronto – Lester B. Pearson international Airport are to optimize the economic potential of the Airport having regard for the existing and future industry, business and employment opportunities and for the interests of existing and future residents.

Regional Official Plan policies 5.9.6.2.4, 5.9.6.2.5, and 5.9.6.2.6 set out the restrictions on development within the areas subject to high levels of aircraft noise. These areas are within the Toronto – Lester B. Pearson International "Airport Operating Area", as shown in Schedule H of the Regional Official Plan (Appendix II).

The Airport Operating Area captures all areas above the 30 Noise Exposure Projection/Noise Exposure Forecast composite contour. These areas are subject to higher noise levels due to their proximity to the airport operations and runways. The Noise

REQUEST FOR PUBLIC MEETING - REGIONAL OFFICIAL PLAN AMENDMENT TO AIRPORT POLICIES

Exposure Projection and Noise Exposure Forecast contours are provided by Transport Canada and identified in the Regional Official Plan as Figure 6 (Appendix III).

The Regional Official Plan supports healthy, complete communities and compact urban form, served by transit. The proposed amendment will facilitate neighbourhood revitalization in Malton above the 35 Noise Exposure Projection/Noise Exposure Forecast contour, including in the residential and mixed-use areas north of the Malton GO station.

The Provincial Policy Statement (2014) and the Growth Plan for the Greater Golden Horseshoe (2017) promote efficient land use and development for sustainable, healthy communities. This includes making use of existing infrastructure to minimize servicing costs and developing transit-focused, compact urban form.

The Provincial Policy Statement (2014) also has policy for planning land uses in the vicinity of airports and policy to protect airports from incompatible land uses and development, as stated below:

- Policies 1.2.6 and 1.6.9 - Planning for land uses in the vicinity of airports shall be undertaken so that airports and sensitive land uses are "appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities."
- Policy 1.6.9.2 b) - Redevelopment and infill of residential and other sensitive land uses may be considered in areas above 30 Noise Exposure Projection/Noise Exposure Forecast only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport.

3. Public Meeting

If Council is prepared to authorize a public meeting, this meeting will be held in July/August 2018 in a community location in the City of Mississauga. A notice will be provided to Regional Council with the information about the proposed public meeting. Staff will report back to Council on September 13, 2018.



Janette Smith, Commissioner of Public Works

**REQUEST FOR PUBLIC MEETING - REGIONAL OFFICIAL PLAN AMENDMENT TO
AIRPORT POLICIES**

Approved for Submission:



D. Szwarc, Chief Administrative Officer

APPENDICES

Appendix I: Region of Peel Official Plan Airport Policies

Appendix II: Region of Peel Official Plan Schedule H: Toronto Pearson International Airport
Operating Area

Appendix III: Region of Peel Official Plan Figure 6 Aircraft Noise Exposure Composite Contours

*For further information regarding this report, please contact For further information regarding
this report, please contact Andrea Warren, Director, Development Services, ext.4355, email at
andrea.warren@peelregion.ca.*

Authored By: Christina Marzo

**APPENDIX I
REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO
AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN**

Region of Peel Official Plan Airport Policies



5.9.6 Airports

Toronto – Lester B. Pearson International Airport, Canada’s busiest airport, is an important element in the *GTHA*’s transportation and economic systems. It provides national and international transportation linkages, creates a substantial number of employment opportunities and is a large generator of direct and indirect economic benefits for *the Region of Peel* and the *GTHA*.

The presence of Toronto – Lester B. Pearson International Airport within *the Region of Peel* creates both opportunities and responsibilities. Because of its significance, it is a priority of this Plan to ensure that new *development* is compatible with Airport operations and allows the Airport to function efficiently while recognizing existing and approved land uses and other considerations.

In addition to the role of Toronto – Lester B. Pearson International Airport in *Peel* and the *GTHA*, consideration should also be given to the potential increased significance of the Brampton Flying Club airport over the next 30 years.

5.9.6.1 Objectives

- 5.9.6.1.1 To optimize the economic potential of Toronto – Lester B. Pearson International Airport and the Brampton Flying Club airport to *the Region of Peel* and the *GTHA*, having regard for:
- a) Existing and future industry, business and employment opportunities; and
 - b) The interests of existing and future residents.
- 5.9.6.1.2 To *support* the *recreational* opportunities of airports in *Peel* where appropriate.

5.9.6.2 Policies

It is the policy of *Regional Council* to:

- 5.9.6.2.1 *Support* the improvement and enhancement of the facilities, access to and capacity of Toronto – Lester B. Pearson International Airport, taking into account the concerns of existing and future residents, industries, businesses and employees of *Peel Region*, to maintain the importance of the Airport to *the*

APPENDIX I

REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN

Region of Peel Official Plan Airport Policies

Region of Peel, the Greater Toronto and Hamilton Area, the Province and Canada.

- 5.9.6.2.2 Study *jointly*, with the Town of Caledon, and in consultation with the City of Brampton, the potential role of the Brampton Flying Club airport and develop policies to protect this role.
- 5.9.6.2.3 Work with the Greater Toronto Airports Authority and the area municipalities to identify ways to protect the long-term operational role of Toronto – Lester B. Pearson International Airport by ensuring that *development* and *redevelopment* adjacent to the Airport is compatible with airport operations and the needs of residents and by discouraging land uses which may cause a potential aviation safety hazard.
- 5.9.6.2.4 Prohibit the development, redevelopment and infill of new residential and sensitive land uses such as hospitals, nursing homes, daycare facilities and public and private schools in the Airport operating Area as shown on Schedule H. The Airport Operating Area uses existing geographical features such as roads, land use boundaries and natural features to represent the boundaries of Transport Canada's 30 NEF/NEP contour.
- 5.9.6.2.5 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airports Authority and *the Region* to include in their official plans:
- a) Airport Operating Area policies consistent with Policy 5.9.6.2.4;
 - b) Definitions and illustrations of the areas to which the Airport Operating Area policies apply; and
 - c) Definitions of the terms sensitive land uses, *redevelopment* and infill.
- 5.9.6.2.6 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.9.6.2.4 within the Toronto – Lester B. Pearson International Airport Operating Area in their municipal official plans, provided however, that:



**APPENDIX I
REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO
AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN**

Region of Peel Official Plan Airport Policies

- a) such exceptions are limited to redevelopment of existing residential use and other sensitive land uses or infilling of residential and other sensitive land uses;
- b) such exceptions prohibit, above the 35 NEF/NEP contour, redevelopment or infilling which increases the number of dwelling units, and redevelopment and infill for new sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools;
- c) development proponents demonstrate that there will be no negative impacts to the long term function of the airport;
- d) the Cities of Mississauga and Brampton define the areas to which the exception would apply;
- e) MOE acoustical design standards are met; and
- f) development proponents may be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.

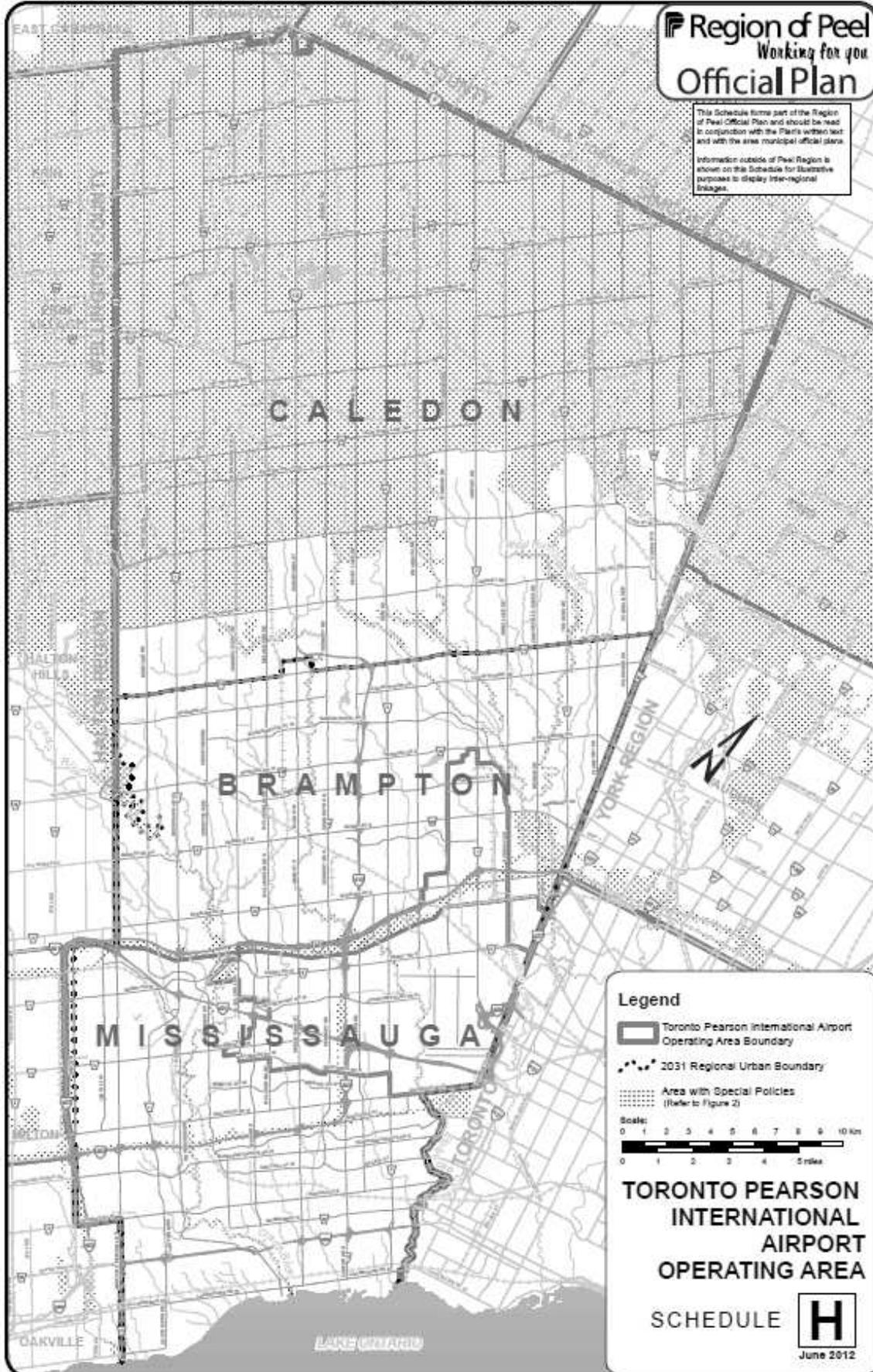
- 5.9.6.2.7 Update Figure 6 in the Appendix with the latest Provincially issued Aircraft Noise Exposure Contours, as they become available.



APPENDIX II

REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN

Region of Peel Official Plan Schedule H: Toronto Pearson International Airport Operating Area



REQUEST TO PROCEED TO A PUBLIC MEETING FOR THE PROPOSED AMENDMENT TO AIRPORT POLICIES IN THE REGION OF PEEL OFFICIAL PLAN

Region of Peel Official Plan Figure 6 Aircraft Noise Exposure Composite Contours

