

CENAC Backgrounder

Profile of the GTAA Land Use Planning Section and its role in Municipal Development Application Review Process

Objective:

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Background

Any homeowner who has ever constructed an addition to their home is aware that plans must conform to conditions established by city by-laws.

Similarly, properties in the vicinity of the Airport have restrictions placed on them that limit the heights of buildings and structures and the location of noise sensitive developments.

Ensuring the continued integration of the Airport within the surrounding urbanized environment is an important issue and a full time job for the GTAA's Land Use Planning Section.

Land use in the neighbourhood surrounding Toronto Pearson is highly diversified and includes residential, commercial and industrial development. The Land Use Planning Section is responsible for ensuring that development, both on and off the Airport, is compatible with the safe and harmonious growth of both the airport and surrounding neighbourhoods.

The Tools

The Airport and its surrounding communities are subject to:

- Airport Zoning Regulations
- Toronto Pearson Airport Operating Area Policy.

Airport Zoning Regulations

Airport Zoning Regulations establish the height restrictions and buffer zones that provide clearance and protection for aircraft radar, navigational aids, telecommunications signals, aircraft flightways and air traffic control visibility.

The GTAA has a 'Commenting Agency' status for development proposals that may have an impact on airport's operations. Land Use Planning staff provides municipal planners, land developers, architects, engineers, property owners, lawyers and anyone who wishes to develop around the airport, with detailed airport zoning and land use information to assist them in determining the restrictions applicable to properties proposed for development.

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Airport Operating Area (AOA)

The intent of the Operating Area is to stabilize the noise impact area by providing a static and predictable operating area for Pearson Airport that will benefit air carriers, communities and developers alike.

Toronto Pearson's Airport Operating Area is a fixed area based on the 30 composite noise contour. Its location was determined by Ontario Municipal Board rulings and is incorporated in the Official Plans of Peel Region, the Cities of Brampton, Toronto and Mississauga. AOA policies contained in those plans prohibit noise-sensitive developments, such as residential areas, to be located within the AOA boundary.

The GTAA's Land Use Planning Section works closely with the Airport's neighbouring municipalities to ensure that land uses within the Operating Area are compatible with airport operations. The team participates in this process by:

- Reviewing subdivision and proposed development plans, Official Plans, Official Plan Amendments, Rezoning and Site Plan Applications.
- Participating in land use policy development at the local regional and municipal levels.
- Liaising with federal and provincial governments on matters related to land use in the vicinity of the Airport.

Exemptions to the AOA

The Ontario Municipal board has exempted some areas inside the 30 noise contour from these policies (see Map 1 in Appendix A).

In these instances, the GTAA has negotiated aircraft noise warning agreements with developers and the appropriate municipality.

These aircraft noise warning agreements require that aircraft noise warnings are:

- registered on the property title
- provided on signs at sales site and in sales information packages given to prospective purchasers
- referenced in the Agreement of Purchase and Sale
- on permanent signs in the communities.

This is done to inform those considering buying homes in aircraft noise impacted areas.

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It should also be noted that, as per of MOE requirements for all noise-affected residential developments (NPC-300), any new development must also undertake noise acoustical studies to determine appropriate building design features to mitigate noise, and that such findings be incorporated. These conditions are not GTAA-imposed rules; developers would have to comply with NCP-300 even if the GTAA did not an aircraft noise agreement with them.

The Process

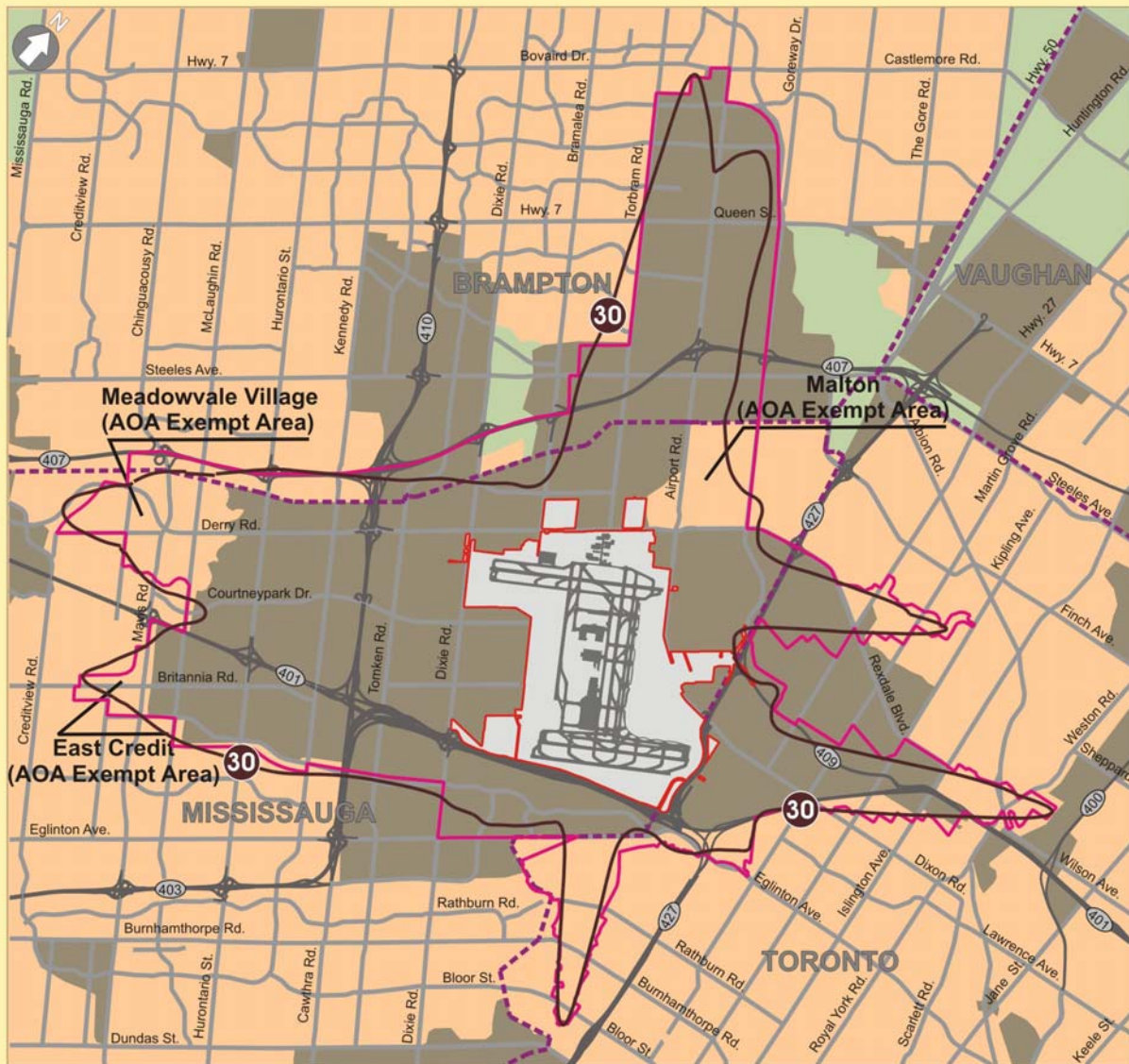
The Land Use Planning team reviews greater than 2500 development applications a year to ensure compliance with Airport Zoning Regulations and Airport Operating Area policies.

To streamline review of proposed developments, the GTAA takes the lead to coordinate review and input from NAV Canada on development applications. NAV Canada reviews applications with respect to possible impacts on navigation, communication and surveillance equipment operated by Nav Canada at Toronto Pearson.

Final comments, including both the Nav Canada and GTAA findings, are sent to municipal planners for their consideration.

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MAP 1: AIRPORT OPERATING AREA

