



Protecting an Ontario economic asset

Land use planning in vicinity of Toronto Pearson

March 2024

Overview

1. Balancing the need for housing while protecting the airport
2. Land use planning tools
3. What's at risk
4. Our asks: how do we protect Ontario's most economically significant airport?



The Issue

Housing Crisis

- A critical need for affordable housing and transit-oriented development.
- Airport area has land that meets many criteria for development.
- To expedite home new builds, developers are seeking exemptions from land-use restrictions to build high-density residential properties near the airport.



Toronto Sun - There is an urgent need to address Ontario's housing affordability crisis, the Ontario Real Estate Association states in a recent report.

Implications for YYZ

- Developments not in compliance with international height standards can **limit existing airport operations**, while hindering growth vital for supporting the economy.
- Residential development near runway ends can mean residents will experience **very high levels of aircraft noise**.
- Conversion of employment lands around the airport to multi-use could hinder continued economic prosperity and **investment attraction to Ontario**.

Toronto Pearson is currently monitoring **12 developments** which could impact the use of current and future operations or see the creation of neighbourhoods in extreme noise areas.

Our plans to support economic growth, meet demand at Pearson

Demand for air travel continues to grow for both people and goods. By early 2030's, we expect to see approximately **65M passengers** per year.

Pearson LIFT (Long-term Investments in Facilities and Terminals) is an ambitious 10-year + capital plan to meet demand and create a global transportation hub built for the digital age.

To continue **supporting our economy today and into the future**, we need to protect the land and airspace around the airport.



Height restrictions explained

New developments must adhere to regulations and international standards to avoid impacts to airport operations



Diagram is for illustrative purposes only.



Current zoning regulations permit the construction of buildings to this height, however this is not sufficient for modern airport operations.



International standards (ICAO) would protect airport operations and have been used to guide previous developments in airport area – GTAA is requesting the Federal government amend AZRs to align with these standards.

Heights can also conflict with NAV CANADA flight procedures

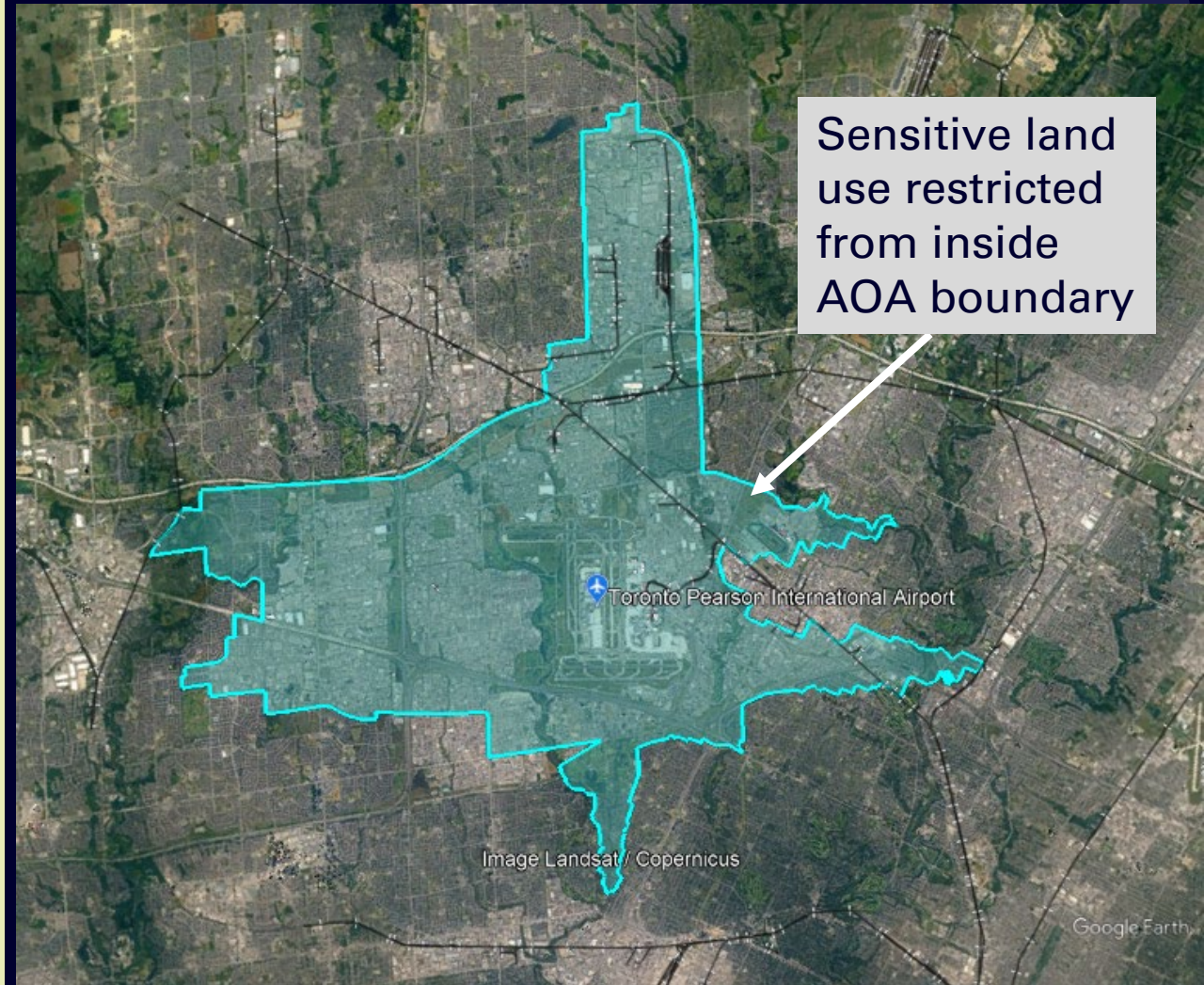
A: example intrusion into both height limitations

B: example intrusion in ICAO surface

C: example intrusion into current Airport Zoning Regulations

Noise guidelines explained- Airport Operating Area (AOA)

- Official plans of Toronto and the Region of Peel include the Toronto Pearson Airport Operating Area (AOA) that **restricts sensitive land uses such as residential from this zone** due to high exposure to aircraft noise.
- The AOA boundary is based on a threshold set by Transport Canada: Transport Canada's land use guidelines
- See following slide for a representation of noise levels within the AOA.



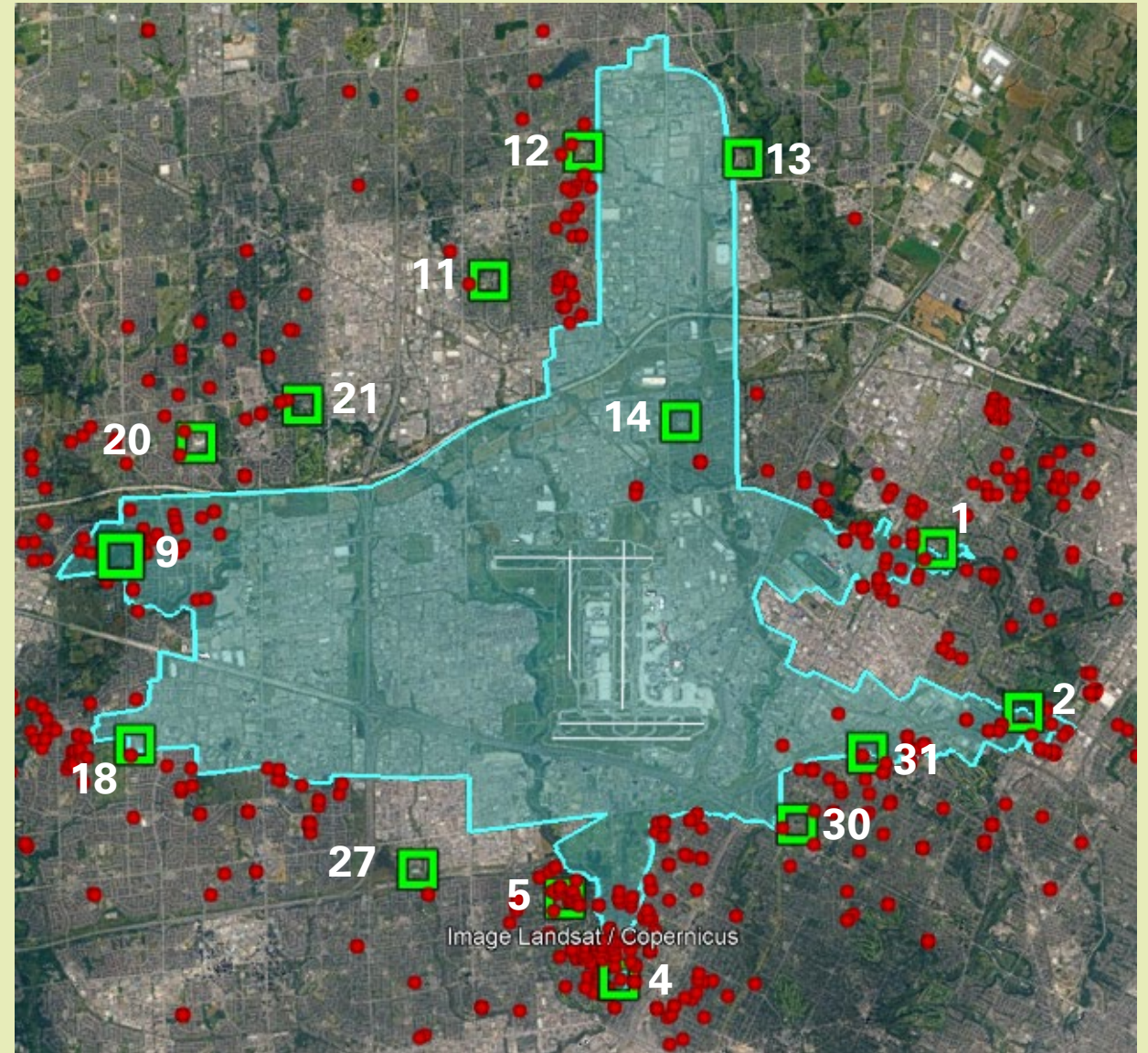
Noise levels within the AOA

Each of the noise monitors within/near the AOA show an average decibel level **around 80 decibels**. Overall, noise levels decrease with distance from the runways.

Noise Monitor	Avg dBA (SEL)
1	82.1
2	79.6
4	82.1
5	84.2
9	80.9
11	76.9
12	79.4
13	79.2
14	80.6
18	80.4
30	81.0
31	82.1

What does 80 decibels sound like?

Standing next to an electric vacuum cleaner – requiring you to shout to others in the room.



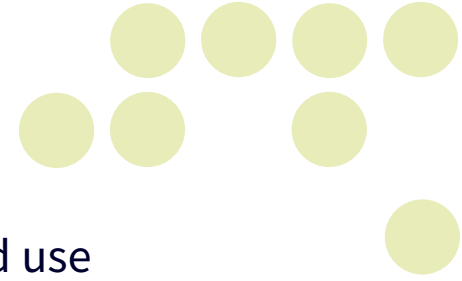
Noise monitor



Noise complaint location



Review Process



Under the Ontario Planning Act, the GTAA and NAV CANADA are commenting bodies regarding land use developments in the vicinity of Pearson International Airport and must be consulted prior to any building development near the airport.

GTAA

The GTAA assesses all land use proposals such as buildings, cell towers, antennae, etc., that fall within areas affected by height restrictions ie. federal Airport Zoning Regulations, Obstacle Limitation Surfaces, ICAO (International Civil Aviation Organization) Type A Surfaces, or that fall within the Airport Operating Area (AOA). [Airport land use review | Pearson Airport \(torontopearson.com\)](#)



NAV CANADA

NAV CANADA assesses all land use proposals in the vicinity of the airport and/or air navigation equipment to ensure that safe and efficient air navigation won't be affected by the development.. [NAV CANADA Land Use Program](#)



Height non-compliance

Constrained operations, with potential for high economic risk

Exceeding the ICAO height restrictions can mean aircraft are required to **reduce their weight to safely depart – offloading valuable passengers and cargo**. Airlines and cargo operators may choose to move their operations to less restrictive airports – with Pearson possibly losing the level of connectivity it offers our economy today.



Losing Pearson's connectivity to competitor airports

Pearson will be less competitive for non-stop, long-haul flights (larger, heavier aircraft).

Airlines and cargo operators may choose to **move operations to less restrictive airports** where routes are more economically viable – routes at most risk include long-haul flights to destinations in India, China and Europe.



Reduced cargo export values

Reduced weight on aircraft means a loss of revenue and economic benefit to community - economic impact of the Cloverdale Mall development could be **more than \$500,000 in lost export value** per flight.



Supply chain impacts

The majority of air cargo today is transported via the underbelly of passenger flights – the convergence of aircraft weight restrictions and the potential loss of key routes to other airports could result in impacts to Ontario's supply chain.

Non-compliance within AOA for residential development

High noise exposure and potential community issues

Non-compliance with Transport Canada's recommendation against residential development within the AOA brings potential risks.



High exposure to noise by residents

Residents living in these developments would have quality of life impacts, exposed to frequent, high levels of noise.



Community opposition

Residents living in these developments may work to oppose future growth of Toronto Pearson, at the expense of Ontario's economy.



Development in employment lands

Lost opportunity for investment attraction

Global hub airports serve as magnets for investment – attracting companies that require **daily, direct connectivity** to global destinations.

The Airport Employment Zone is currently the **second largest employment area** in Canada with 300,000+ workers situated near the airport.

The employment area around Pearson has the potential to **add significantly more jobs and attract major investment** - residential development within area will hinder this region's **potential for economic growth**.



Our asks

All three levels of government have been engaged with asks for changes to airspace protections and consultation requirements for developers.

Our ask is to:

1. Ensure GTAA is included early in the review of all development proposals within the AOA or AZR.
2. Ensure GTAA is consulted during the MZO process.
3. Work together to mitigate the economic impacts of re-zoning employment lands





Thank you

