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PICKERING AIRPORT DRAFT PLAN

The Planning and Economic Development Committee recommends the following:

- 1. The deputation by Steve Shaw, Vice-President, Corporate Affairs and Communications, Greater Toronto Airport Authority be received; and**
- 2. The recommendations contained in the following report, March 10, 2005, from the Commissioner of Planning and Development Services be adopted:**

1. RECOMMENDATIONS

It is recommended that:

1. Regional staff continue to work with Durham Region and Greater Toronto Airports Authority staff to study and coordinate transportation and servicing impacts of the proposed Pickering airport.
2. Staff submit a subsequent report commenting further on the issues set out in Section 4 of this report at a future meeting of Planning Committee.
3. The Regional Clerk forward a copy of this report to the Greater Toronto Airport Authority, Ministry of Municipal Affairs and Housing, Region of Durham, Transport Canada, Town of Markham, and Town of Whitchurch-Stouffville.

2. PURPOSE

This report highlights the contents of the Draft Plan for the proposed Pickering airport released by the Greater Toronto Airport Authority (GTAA) in November 2004.

The report also identifies York Region's issues with respect to Growth Management resulting from recent Provincial forecasts, the Provincial Greenbelt Plan, and the need to ensure transportation and servicing infrastructure is in place to serve approved planned growth in both York and Durham Regions.

3. BACKGROUND

The Pickering Airport lands consist of approximately 7,530 ha (18,600 acres) located within the City of Pickering, Town of Markham and Township of Uxbridge (see *Attachment No. 1 to this report*).

3.1 History

In 2001 the Minister of Transport asked the GTAA to undertake interim planning work that would enable the Federal government to decide whether to approve the development of a regional/reliever airport on the Federally owned Pickering lands. Over the past few years the GTAA has undertaken numerous background studies in preparation of a draft plan and created various committees to communicate results of these studies with government officials, agencies and the public. York Region is represented by staff and senior officials at these meetings which include the Pickering Advisory Committee (PAC), Government Affairs Working Group (GAWG) and the Community Communications Working Group (CCWG).

3.2 Draft Airport Plan

The Pickering Airport Draft Plan is a compilation of many of the studies carried out by the GTAA and their consultants over the past 2 years that are reflected in a proposed development plan for the airport. The Draft Plan identifies:

- Forecasts used to determine the need and timing for the proposed airport.
- How the physical, natural and heritage environment has been factored into the design of the airport plan and the additional environmental work that will be done through the Environmental Assessment process to support or refine the proposed plan.
- A preferred runway siting concept plan that includes number, length, and orientation of proposed runways.
- A 2032 facilities layout plan that includes approximate location of terminals, apron, groundside parking, control tower, maintenance and other airport facilities.
- An airport access plan that includes local, regional and provincial road access and rapid transit access.
- A utilities plan that includes water and sewer servicing.
- An approach to land use planning in the vicinity of the airport that includes Federal, Provincial, Regional and local policies that determine surrounding land uses in the vicinity of the proposed airport.

3.3 Phasing of Airport Development

Development of the airport is to occur in phases. The initial phase, which will take place in the southeast area, will consist of general aviation facilities including 2 runways and a control tower. Land requirements for the initial phase are:

Apron for aircraft parking	12.1 ha
Aircraft hangers	3.7 ha
Car parking	1.3 ha
Terminal, firehall, tower, maintenance	<u>1 ha</u>
Total	18.1 ha

At the outset, the airport will serve the existing demand derived by the expected closure of Buttonville, Oshawa and Markham airports. The facilities will be further developed

only as the demand for additional service grows. A concept plan showing what the anticipated facilities will look like in 2032 is shown on *Attachment No. 2* to this report.

The Draft Plan indicates that water supply to service the proposed airport can be provided from an expanded Ajax Water Treatment Plant and sufficient sanitary sewage treatment capacity will be provided by the extension of the Central Duffins Collector Sewer which will also serve the Seaton lands.

3.4 GTAA Consultation

After releasing the draft plan, the GTAA held seven public open houses to present the plan to the public and receive feedback. During November and December 2004 open houses were held in the communities of Claremont, Boxgrove, Goodwood, Pickering, Stouffville, Ajax, and Oshawa.

3.4.1 Consultation with Regional Staff

On January 31, 2005 representatives from the GTAA met with Regional Transportation and Planning staff. At the meeting it was noted that in April 2003, McCormick Rankin on behalf of the GTAA, completed a Base Case Transportation Study that identified the municipal planned road improvements to 2032 within southeast York and southwest Durham Regions. The report was considered step one of a two step process in which McCormick Rankin would subsequently prepare a second report identifying the additional improvements resulting from the development of an airport.

Regional transportation staff indicated that any additional transportation study should take into account the following:

- Development proposed in the community of Seaton.
- Induced non-residential development generated from an airport operation.
- The need to coordinate cross-boundary transit and transportation routes and facilities between York and Durham Regions and the City of Toronto.
- York Region does not have the ability to collect development charges to pay for transportation improvements that are required as a result of development occurring in Durham which will have an impact on York's transportation network.

Regional transportation staff indicated that the Province should take a lead role in coordinating the cross boundary transportation improvements for this area. Representatives of the GTAA agreed to facilitate any meetings involving all impacted municipalities, agencies and ministries.

Final Decision

Ultimately it will be the Government of Canada that must decide whether an airport is built in Pickering. Should such a facility be deemed necessary by the Federal government and can be justified as sustainable, the GTAA anticipates that the earliest an airport could be operational is 2012.

4. ANALYSIS

4.1 Land Use Regulation

Land use regulations noted in the Draft Airport Plan include Federal Airport Zoning Regulations, Provincial Ministers Airport Zoning Regulation, Provincial Policy Statement, Interim Airport Protection Area, Oak Ridges Moraine Conservation Plan and the proposed Greenbelt Plan.

4.1.1 Greenbelt Plan

There is approximately 4,780 acres (1,934 ha) of land located to the south and west of the Federal Airport lands designated “Protected Countryside” by the Greenbelt Plan (see Attachment No. 3). Construction of transportation and servicing infrastructure facilities is required within the “Protected Countryside” designation of the Greenbelt Plan in order to service forecast growth within York Region and the Town of Pickering.

4.1.2 Interim Airport Protection Area

The Pickering Airport Draft Plan is proposing an Interim Airport Protection Area that establishes a “buffer zone” around the Pickering airport. Initial delineation of the Interim Airport Protection Area is based on the 25 Noise Exposure Forecast contour (25 NEF), see *Attachment No. 4* to this report. Within this area, residential and other noise sensitive land uses would be prohibited until a decision is made by Transport Canada as to whether an airport would be developed or not. The Interim Airport Protection Area will be superseded by a final Airport Operating Area boundary which is based on the final design of the airport.

The Interim Airport Protection Area includes lands in Markham located north of Sixteenth Avenue and east of Highway 48 which are primarily owned by the Federal Government and protected for airport purposes, greenspace purposes, or designated for rural and agricultural purposes. However, a small portion of the Interim Protection Area includes lands within the Cornell Secondary Plan that are designated for residential and mixed used development. The GTAA has agreed that all urban lands included within the approved Cornell Secondary Plan (OPA 20) should be exempt from the provision of the Interim Airport Protection Area that prohibits residential and other sensitive land uses. Representatives from the GTAA have advised that they intend to revise the Interim Airport Protection Area boundary to exclude the urban lands within the Cornell Community Plan.

4.1.3 Federal Airport Zoning Regulations

Transport Canada staff are continuing to meet with municipal planning staff to establish a process for the review of development applications which address requirements of the Federal Airport Zoning Regulations that are anticipated to come into force in April 2005. Issues that require further consultation with Transport Canada staff include establishing a process that ensures the Airport Zoning Regulations are addressed prior to the issuance of building permits and/or site plan approval and whether there is liability to area

municipalities if it grants permits and approvals that contravene the Airport Zoning Regulations. Transport Canada has posted its Airport Zoning Regulation requirements on its website and agreed that municipalities can provide a link from their websites to Transport Canada's website.

4.2 Subsequent Report

There are a number of Regional interests, impacts and infrastructure requirements resulting from anticipated growth in southwest Durham and southeast York, including:

- Providing transportation and servicing infrastructure to meet the population and employment growth forecast by the Province.
- Coordination of cross boundary impacts between York, Durham and City of Toronto of servicing and transportation infrastructure.
- Timing and phasing of development to coincide with the timing of construction of required infrastructure.

Regional staff will prepare a subsequent report to Planning Committee regarding these issues.

4.3 Relationship to Vision 2026

Goal 7 of Vision 2026 states: *York Region will have effective, efficient and environmentally sensitive transportation, waste management and water systems.* Action areas of Goal 7 include:

- *"Developing an integrated Transportation network"*
- *"Planning our road system to work efficiently with provincial and interregional infrastructure"*, and,
- *"Ensuring that our transportation network co-ordinates with development."*

The proposed Pickering Airport is an important component of the overall transportation network. Its timing and the timing of infrastructure to serve growth in Durham and York Regions will be reported on in a subsequent report to Planning Committee.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

Town of Markham planning staff reported to their Council in July 2003 on a variety of planning issues impacting eastern Markham that included, but was not limited to, the impacts associated with anticipated growth from the airport and Seaton. In July 2003 Markham endorsed the recommendations of its Eastern Markham Strategic Review which included a request for the Province, Region of York, Region of Durham and

GTAA to undertake a co-ordinated review of transportation requirements in and around the Pickering Airport site. Regional planning staff will provide comments on a coordinated approach to the provision of infrastructure in a subsequent report to Planning Committee.

7. CONCLUSION

In addition to the proposed airport, there is significant growth planned in southwest Durham Region and southeast York Region. A subsequent report to be prepared by Planning staff and presented to a future Regional Planning Committee will set out further details with respect to issues noted in Section 4 of this report.

Regional staff should continue to work with Durham Region and Greater Toronto Airports Authority staff to study and coordinate transportation and servicing impacts of the proposed Pickering airport.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are included with this report.)