



MISSISSAUGA

NOTICE OF PASSING AN OFFICIAL PLAN AMENDMENT Subsection 17 OR 21 of the Planning Act

File Number: **OPA 67**
Municipality: City of Mississauga
Subject Lands: Are within the Toronto-Lester B. Pearson International "Airport Operating Area" (AOA) and include all or parts of these Character Areas as identified in Mississauga Official Plan:

- Malton Community Node and Neighbourhood
- Meadowvale Village and East Credit Neighbourhoods
- Gateway and Airport Corporate Centres
- Gateway and Northeast Employment Areas

Date of Decision: February 7, 2019
Date of Notice: February 21, 2019
Last Date of Appeal: March 12, 2019

A decision was made on the date noted above to approve Official Plan Amendment Number **67** to the **Mississauga Official Plan** for the City of Mississauga as adopted by **By-law 0133-2017**.

Purpose and Effect of the Official Plan Amendment

The purpose of this amendment is to replace Aircraft Noise Policies in Mississauga Official Plan, to add a portion of land in the Malton Community Node and Neighbourhood Character Areas as an "Exception Area" and to amend the boundary of the Meadowvale Village Neighbourhood Exception Area. A copy of By-Law 0133-2017 adopting this Amendment is attached.

When and How to File An Appeal

Any appeal to the Ontario Municipal Board must be filed with the City of Mississauga no later than 20 days from the date of this notice as shown above as the last date of appeal.

The appeal should be sent to the attention of the City Clerk, at the address shown below and it must,

- (1) set out the specific part of the proposed official plan amendment to which the appeal applies.
- (2) set out the reasons for the request for the appeal, and
- (3) be accompanied by the fee prescribed under the Ontario Municipal Board Act in the amount of \$300.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario.
- (4) be accompanied by an administration fee of \$150.00, payable by Certified Cheque to the Treasurer of City of Mississauga.

If you wish to appeal to the OMB a copy of an appeal form is available from the OMB website at www.omb.gov.ca

Who Can File an Appeal

Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

When the Decision is Final

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

Getting Additional Information

Additional information about this amendment is available for public inspection during regular office hours at the City of Mississauga at the address noted below or from Sharleen Bayovo of the **City of Mississauga, Planning and Building Department** at (905) 615-3200 X-3018.

Mailing Address for Filing a Notice of Appeal

City of Mississauga
Office of the City Clerk
300 City Centre Drive
MISSISSAUGA ON L5B 3C1

By-law No. 0133-2017

A by-law to Adopt Mississauga Official Plan Amendment No. 67

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding changes to the Aircraft Noise Policies.

AND WHEREAS the approval of Amendment No. 67 to Mississauga Official Plan, is required from the Regional Municipality of Peel, being the approval authority of Mississauga Official Plan, of the City of Mississauga Planning Area and amendments;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The attached text constituting Amendment No. 67 to Mississauga Official Plan, of the City of Mississauga Planning Area, is hereby adopted.
2. That the Clerk is hereby authorized and directed to submit the aforementioned Amendment No. 67 to the Mississauga Official Plan, of the City of Mississauga Planning Area, to the Regional Municipality of Peel for approval.

ENACTED and PASSED this 5th day of July, 2017.

Signed ORIGINAL SIGNED BY
BONNIE CROMBIE
MAYOR

Signed ORIGINAL SIGNED BY
CRYSTAL GREEN
CLERK

Amendment No. 67

to

Mississauga Official Plan

Amendment No. 67
to
Mississauga Official Plan

The following text constitutes Amendment No. 67.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated April 7, 2017, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to replace Aircraft Noise Policies in Mississauga Official Plan, to add a portion of lands in the Malton Community Node and Neighbourhood Character Areas as an "Exception Area" and to amend the boundary of the Meadowvale Village Neighbourhood Exception Area.

LOCATION

Various lands within the City of Mississauga are affected by this Amendment. The Subject lands are within the Toronto-Lester B. Pearson International "Airport Operating Area" (AOA) and include all or parts of these Character Areas as identified in Mississauga Official Plan:

- Malton Community Node and Neighbourhood
- Meadowvale Village and East Credit Neighbourhoods
- Gateway and Airport Corporate Centres
- Gateway and Northeast Employment Areas

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Municipal Board.

The subject lands within the AOA Exception Area are designated Residential Low Density I and II, Residential Medium Density, Mixed Use and Business Employment.

An Official Plan Amendment is required to:

- delete outdated policies and consolidate and simplify policies
- clarify that all future development in the AOA is in the form of redevelopment and infill
- require that a noise warning clause be included in agreements on title
- change "Exempt Area" terminology to "Exception Area"
- add a portion of lands in the Malton Community Node and Neighbourhood Character Areas as an "Exception Area"
- expand the boundary of the Meadowvale Village Neighbourhood Character Area Exception Area
- add conditions for when residential or other sensitive land uses are proposed within the Exception Areas

This Amendment also amends terminology throughout the noise policies to be consistent with the new Aircraft Noise Policies and adds new definitions to the glossary.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed amendments update the Aircraft Noise Policies and make them more succinct and clear.
2. The proposed amendments allow infill and redevelopment opportunities in the Malton Community Node and Neighbourhood and in the Meadowvale Village Neighbourhood Character Areas, subject to prescribed conditions.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 6.10, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by adding the following paragraph to the end of the preamble.

The applicable Provincial Government environmental noise guideline for sound level limits is the Environmental Noise Guideline, Publication NPC-300 or its successor.

2. Section 6.10.2, Aircraft Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby deleted and replaced with the following:

There are areas of Mississauga that are subject to high levels of aircraft noise. As a result, policies are required that set out the restrictions on development within the areas subject to high levels of aircraft noise. The policies of this Plan are based on a six runway configuration of the Airport.

Lands within the Airport Operating Area as identified on Map 6-1 are currently developed for a variety of uses including residential, industrial and office. For the purposes of this section, development in this area consists of redevelopment and infill.

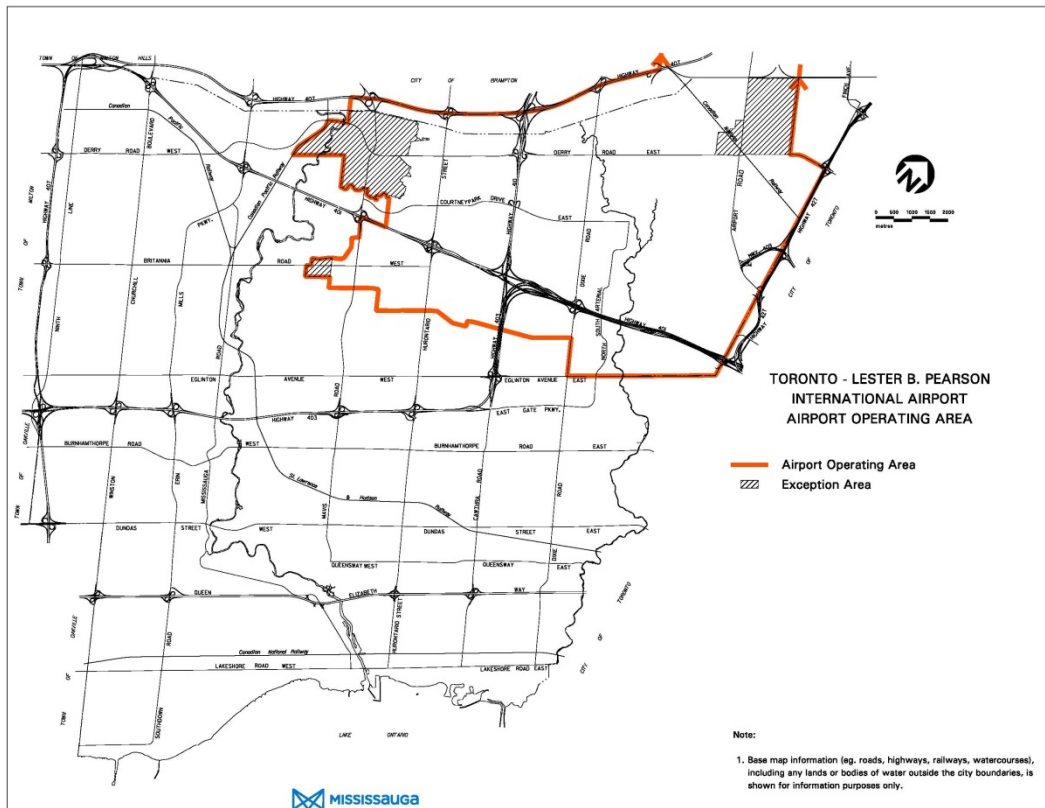
6.10.2.1 Land uses located at or above the corresponding 1996 **noise exposure projection (NEP)/2000 noise exposure forecast (NEF) composite noise contour** as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise in accordance with the applicable Provincial Government environmental noise guideline to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.

6.10.2.2 Mississauga will require tenants and purchasers to be notified when a proposed development is located at the **noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour** of 25 and above.

6.10.2.3 A noise warning clause will be included in agreements that are registered on title, including condominium disclosure statements and declarations.

6.10.2.4 Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use with the following exceptions:

- a. lands identified as "Exception Area", as shown on Map 6-1, and
- b. daycare facilities accessory to an employment use in the Corporate Centre Character Areas known as Gateway Corporate and Airport Corporate, on lands located below the 35 **noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour**.



Map 6-1: Airport Operating Area and Exception Area

6.10.2.5 Development applications for sensitive land uses including new residential dwellings, with the exception of replacement detached and semi-detached dwellings, for lands where permitted within the Airport Operating Area, may be processed for approval provided that all of the following are satisfied:

- a. a **feasibility noise impact study** will be submitted as part of a complete development application to verify that mitigated indoor and outdoor noise levels would not exceed the sound level limits established by the applicable Provincial Government environmental noise guideline;
 - b. a **detailed noise impact study** will be required prior to final development application approval;
 - c. appropriate conditions relating to noise mitigation that are consistent with the findings of the **detailed noise impact study**, are included in the final approval; and
 - d. an **Aircraft Noise Warning Agreement** between the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer, are included in the approval.
3. Section 6.10.1.1, Stationary Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing "Noise Impact Study" with "**feasibility and/or detailed noise impact study**".

4. Section 6.10.3.1, Road Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing "Acoustic Feasibility Study" with "***feasibility noise impact study***".
5. Section 6.10.3.2, Road Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing "detailed noise study" with "***detailed noise impact study***".
6. Section 6.10.3.6, Road Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing "Detailed noise reports" with "***A feasibility and/or detailed noise impact study***".
7. Section 6.10.4.1, Rail Noise, Safety and Vibration, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing "detailed noise study" with "feasibility and/or detailed noise impact study".
8. Section 6.10.4.4, Rail Noise, Safety and Vibration, -Value the Environment, of Mississauga Official Plan, is hereby amended by deleting "Ministry of the Environment" from the first paragraph and replacing it with "Provincial Government environmental".
9. Section 19.4.5, Development Applications, Implementation, of Mississauga Official Plan, is hereby amended by deleting "Noise Impact Study (for stationary, road, rail and/or airport noise sources) and replacing it with "Feasibility and/or Detailed Noise Impact Study (for stationary, road, rail and/or airport noise sources), and by deleting "Acoustic Feasibility Study".
10. Chapter 20, Glossary, of Mississauga Official Plan, is hereby amended by adding the following terms:

Feasibility Noise Impact Study

means the initial technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. This study is to ensure that the proposal is feasible in the context of site design and the extent of control measures such as barriers, ventilation requirements and building components. Feasibility studies should be submitted with the initial proposal and provide a clear direction regarding the need for additional studies and implementation of required control measures.

Detailed Noise Impact Study

means the final technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description

of impacts on the subject property and surrounding environment, in addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. The Detailed Noise Impact Study should be based on the Feasibility Noise Impact Study. Once all final information is known, detailed studies may be prepared in place of feasibility studies.

Aircraft Noise Warning Agreement (ANWA)

means an agreement between the Corporation of the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer to be registered on title that provides for, among other things, the following: a development agreement incorporating conditions related to noise mitigation consistent with findings of the detailed noise impact study; enforcement obligations, post-construction certification that development approval conditions have been satisfied, aircraft noise warning signage, and aircraft noise warning clauses regarding both indoor and outdoor activities in Purchase and Sale Agreements, sales materials, and in enrollment documents for schools and daycares.

IMPLEMENTATION

Upon the adoption of this Amendment by the Council of the Corporation of the City of Mississauga, it will be forwarded to the Region of Peel for approval, and once approved Mississauga Official Plan will be amended in accordance with this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan March 13, 2017.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

APPENDIX I
PUBLIC MEETING

All property owners and residents within the City of Mississauga were invited to attend a Public Meeting of the Planning and Development Committee held on September 6, 2016 in connection with this proposed Amendment.

The aircraft noise policies were revised to address public comments regarding noise impact study requirements. The Planning and Building Department corporate report dated April 7, 2017, attached to this Amendment as Appendix II, contains information that addressed these matters.

City of Mississauga
Corporate Report



Date: 2017/04/07

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:
EC.07-AIR

Meeting date:
2017/05/01

Subject

REPORT ON COMMENTS (Ward 5, 6, 11)

Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan

File: EC.07-AIR

Recommendation

1. That the amendments to Mississauga Official Plan proposed in the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated April 7, 2017, from the Commissioner of Planning and Building, be approved
2. That the recommendations regarding an Aircraft Noise Warning Agreement and/or a Development Agreement, in the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated April 7, 2017, from the Commissioner of Planning and Building, be approved
3. That the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated April 7, 2017, from the Commissioner of Planning and Building, be circulated to the Region of Peel and the Greater Toronto Airports Authority
4. That city staff be authorized to make application to the Region of Peel to amend the Regional Official Plan

Report Highlights

- Proposed amendments to Mississauga Official Plan (MOP) aircraft noise policies were originally outlined in a June 6, 2016 report to the Planning and Development Committee, and generally include amendments to update, simplify and clarify the policies, include a noise warning clause requirement, add a portion of lands in the Malton Community Node and Neighbourhood Character Areas within the Airport Operating Area to the defined Exception Area, and provide conditions for allowing residential or other sensitive land uses

within the Exception Area

- A public meeting was held on September 6, 2016. Revisions have been made to the proposed aircraft noise policy amendments to address comments received by the public and the Greater Toronto Airports Authority, as well as to clarify legal agreement matters, the noise impact study process and requirements, and to amend the Meadowvale Village Neighbourhood Exception Area boundary
- The proposed amendments will require amendment of Regional Official Plan policy, and therefore will not be in effect in MOP until the completion of the Regional approval process

Background

On September 6, 2016, a public meeting of the Planning and Development Committee (PDC) was held to consider amendments to the aircraft noise policies in Mississauga Official Plan (MOP). The public meeting report which includes the proposed amendments outlined in the June 6, 2016 report to PDC, is attached as Appendix 1.

The proposed amendments will enable residential infill and redevelopment opportunities in the Exception Area that includes portions of Meadowvale Village, East Credit and Malton Neighbourhood Character Areas, and a portion of the Malton Community Node Character Area, and are an important step to implementing the City's MyMalton Vision.

Three written submissions were received regarding the proposed amendments (Appendix 2). No member of the public was in attendance at the PDC meeting to speak to this item.

Written public comments are generally related to aircraft noise pollution, the proposed new Malton Exception Area, updated noise contours, terminology clarification, indoor and outdoor sound level measurement and noise mitigation, and stationary noise.

The City has also consulted with and received comment from the Greater Toronto Airports Authority (GTAA) throughout the policy review process. The GTAA is a critical stakeholder as the policies directly relate to the Toronto – Lester B. Pearson International Airport operations. The GTAA has requested the following be conditions of the policy to ensure its operations are not adversely impacted:

1. Assurance that new buildings are designed and constructed with appropriate aircraft noise mitigation, and confirmation that new buildings are built in accordance with the mitigation measures prescribed by technical noise studies certified by a licensed professional engineer with acoustical expertise
2. Aircraft Noise Warning Agreements between the GTAA, the City of Mississauga and the Developer be required, and be registered on title, and that such agreements include, but not be limited to the requirement for:

- a. A posted aircraft noise warning notice advising of noise in a development, including outdoor living areas and outdoor recreation areas, where located above the 30 noise exposure projection/noise exposure forecast (NEP/NEF) composite noise contour
 - b. Noise warning notices to be included in promotional material for the development and in purchase and sale documents
 - c. Noise warning notices to be included in enrollment documents for schools and daycares
3. That post-construction certification shall be undertaken by a licensed professional engineer with acoustical expertise to the satisfaction of the City of Mississauga, that the mitigation measures and features satisfy the applicable Provincial Government environmental noise guideline

Comments

City responses to the written submission comments as well as to GTAA comments are provided in Appendices 3 and 4.

Since the public meeting, the aircraft noise policies have been revised to address the following:

- Public and GTAA comments, where applicable
- Clarification of policy and legal agreement matters
- The noise impact study process and requirements
- Minor changes for policy clarification

Additionally, the boundary of the Meadowvale Village Neighbourhood Exception Area has been amended to capture lands designated Mixed Use above the 35 NEP/NEF composite noise contour, as shown in Appendix 5. This is consistent with the inclusion of the Mixed Use designation above the 35 NEP/NEF noise contour in the proposed Malton Exception area, allowing for residential and other sensitive land uses provided that the aircraft noise policy requirements can be met.

The revised policies are shown in Appendix 6, and policy implementation matters are addressed in the following section.

POLICY IMPLEMENTATION

The aircraft noise policy shall require that development approvals would not be provided until an Aircraft Noise Warning Agreement between the City, the GTAA and the Developer, which would include the requirement for a Development Agreement, is executed.

The following matters will be addressed through the Aircraft Noise Warning Agreement and/or a Development Agreement:

- Posted aircraft noise warning notices for outdoor living areas¹ and outdoor recreation areas above the 30 NEP/NEF composite noise contour
- Noise warning notices in enrollment documents for schools and daycares
- Securities to be posted during the development application process at an amount sufficient to address any deficiencies in the detailed noise impact study's prescribed mitigation measures, as identified through a post-construction review
- Requirement for a detailed noise impact study
- Post-construction certification be submitted by a licensed professional engineer with acoustical expertise to the satisfaction of the City, that the mitigation measures and features prescribed in the detailed noise impact study have been implemented and satisfy the applicable Provincial Government environmental noise guideline

NEXT STEPS

The proposed amendments to MOP will require an amendment to the Regional Official Plan (ROP). ROP policy 5.9.6.2.6.b. that prohibits 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, will need to be amended. An amendment application must be submitted by City staff. As part of the Region's amendment process, Regional staff will need to consult with and seek approval from the Province on exceptions to this ROP policy. The ROP Airports policies are attached as Appendix 7.

Financial Impact

There is a ROP Amendment application fee of \$20,000; however, city staff have requested that the Region consider waiving the fee.

Conclusion

The proposed amendments will allow for infill and redevelopment opportunities in the Exception Areas that include portions of the Meadowvale Village, East Credit and Malton Neighbourhood Character Areas, and a portion of the Malton Community Node Character Area. Development of sensitive land uses including new residential dwellings will be subject to meeting sound level limits as set out by the Province, the provision of appropriate noise mitigation measures, and having executed noise warning and development agreements. The proposed amendments as outlined in this report dated April 7, 2017 should be approved.

¹ *Outdoor living area* as defined in "Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning", Publication NPC-300

Attachments

Appendix 1: PDC Public Meeting Report dated August 16, 2016, Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan

Appendix 2: Written Submissions

Appendix 3: Public and GTAA Comments and City Responses

Appendix 4: GTAA Response to Aircraft Noise Complaint

Appendix 5: Proposed Amendment to Meadowvale Village Exception Area Boundary

Appendix 6: Proposed Mississauga Official Plan Amendments - REVISED

Appendix 7: Region of Peel Official Plan, Section 5.9.6 Airports



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Planner

City of Mississauga
Corporate Report



Date: 2016/08/16

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:
EC.07-AIR

Meeting date:
2016/09/06

Subject

**Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan
PUBLIC MEETING**

Recommendation

That the submissions made at the public meeting held on September 6, 2016 to consider the report titled "Proposed amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building, be received.

Background

On July 6, 2016, City Council approved recommendation PDC-0049-2016, which included the following:

1. That a public meeting be held to consider the proposed amendments to Mississauga Official Plan contained in the report titled "Proposed amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building.

The report is attached as Appendix 1.

Comments

The purpose of the public meeting is to receive comments on the proposed amendments to the aircraft noise policies in Mississauga Official Plan.

Subsequent to the public meeting, a report will be prepared for consideration by the Planning and Development Committee which will address comments received and where appropriate will recommend changes to the proposed amendments.

Financial Impact

Not applicable.

Conclusion

Following the public meeting, a report will be prepared for consideration by the Planning and Development Committee to address comments received from the public and other stakeholders.

Attachments

Appendix 1: Report titled "Proposed amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Policy Planner

City of Mississauga Corporate Report



Date: 2016/06/06	Originator's files: EC.07-AIR
To: Chair and Members of Planning and Development Committee	
From: Edward R. Sajecki, Commissioner of Planning and Building PDC JUN 27 2016	Meeting date: 2016/06/27

Subject

INFORMATION REPORT (Ward 5, 6, 11)

Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan

File: EC.07-AIR

Recommendation

1. That a public meeting be held to consider the proposed amendments to Mississauga Official Plan contained in the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building.
2. That the report titled "Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan" dated June 6, 2016, from the Commissioner of Planning and Building, be circulated to the Region of Peel and the Greater Toronto Airports Authority.

Background

Mississauga Official Plan (MOP) has policies pertaining to aircraft noise that 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" (AOA), as shown on Appendix 1, and include all or parts of these Character Areas:

- Malton Community Node and Neighbourhood;
- Meadowvale Village and East Credit Neighbourhoods;
- Gateway and Airport Corporate Centres; and
- Gateway and Northeast Employment Areas.

The AOA captures all areas above the 30 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour. These areas are subject to higher noise levels due to their proximity to the airport operations and runways. The NEP/NEF composite noise contours are shown in Appendix 2.

The 2014 Provincial Policy Statement, the Region of Peel Official Plan (ROP) and MOP all restrict the development, redevelopment and infill of new residential and other sensitive land uses in the AOA. Limited redevelopment and infill is permitted for lands below the 35 NEP/NEF composite noise contour and only existing development is permitted above this noise contour. Appendix 3 summaries land use permissions in the AOA.

The recent local area planning process for Malton (MyMalton) has brought the restrictive nature of the aircraft noise policies into question as they are stifling community revitalization opportunities in Malton. That the aircraft noise policies are overly restrictive to development in Malton, was confirmed by a recent environmental noise study conducted in Malton in areas between the 30 and 40 NEP/NEF composite noise contour lines. That study found aircraft noise levels were less than what is reflected by the noise contours.

Outdated policies also exist for the lands within the Meadowvale Village and East Credit Neighbourhoods located in the AOA and identified as "Exempt Area". The policy refers to applications that may be processed for approval if filed prior to February 1, 1997, a time of greenfield development and subdivision applications. These lands are now fully developed.

Comments

Mississauga is a mature municipality and all future development will consist of redevelopment and infill (with the exception of the Churchill Meadows Designated Greenfield Area and the Ninth Line Corridor lands). While there is little flexibility on building heights in the AOA, there is potential to mitigate aircraft and other transportation noise sources (i.e. road, rail) to meet acceptable sound level limits in accordance with the applicable Provincial Government noise guideline,¹ through building design and siting options. Development density restrictions in the current aircraft noise policies are therefore not necessary if noise can be appropriately mitigated.

Staff have consulted with Peel Region and Greater Toronto Airports Authority (GTAA) staff to amend the aircraft noise policies. The proposed amendments are outlined in Appendix 4. The amendments generally include:

¹ Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning, Publication NPC-300 (August 2013)

- delete outdated policies and consolidate and simplify policies;
- clarify that all future development in the AOA is in the form of redevelopment and infill;
- require that a noise warning clause be included in agreements registered on title;
- change "Exempt Area" terminology to "Exception Area" for the portion of lands within the Meadowvale Village and East Credit Neighbourhood Character Areas that are located in the AOA;
- add the portion of lands in the Malton Community Node and Neighbourhood Character Areas that are located in the AOA, as an "Exception Area"; and,
- provide conditions for allowing residential or other sensitive land uses within the Exception Areas.

Proposed amendments to MOP policies will require approval by the Region of Peel which will require amendment of relevant ROP policies. Regional staff plan to commence the ROP amendment process following the endorsement of the proposed MOP amendments by City Council. As part of the Region's amendment process, Regional staff will consult with and seek approval from the Province on policy amendments pertaining to airports, particularly with a proposed new policy that removes density restrictions for redevelopment and infill within the AOA, including above the 35 NEP/NEF composite noise contour (see Appendix 4).

Strategic Plan

Under the strategic pillars, "Connect: Completing Our Neighbourhoods" and "Green: Living Green", the Strategic Plan identifies the need to develop walkable, connected neighbourhoods and vibrant communities, and nurture the health of people and the environment. The proposed aircraft noise policy amendments will provide more opportunity for Malton to revitalize its existing communities through infill and redevelopment. They will also help to protect growing communities from aircraft noise by requiring appropriate noise mitigation in development proposals for residential or other sensitive land uses.

Financial Impact

Not applicable.

Conclusion

The proposed amendments will update the aircraft noise policies and make them more succinct and clear. They will also allow for infill and redevelopment opportunities in Malton, subject to prescribed conditions. A public meeting is required to consider the proposed amendments.

Attachments

Appendix 1: Airport Operating Area

Appendix 2: NEP/NEF Composite Noise Contours

Appendix 3: Land Use Permissions in the Airport Operating Area

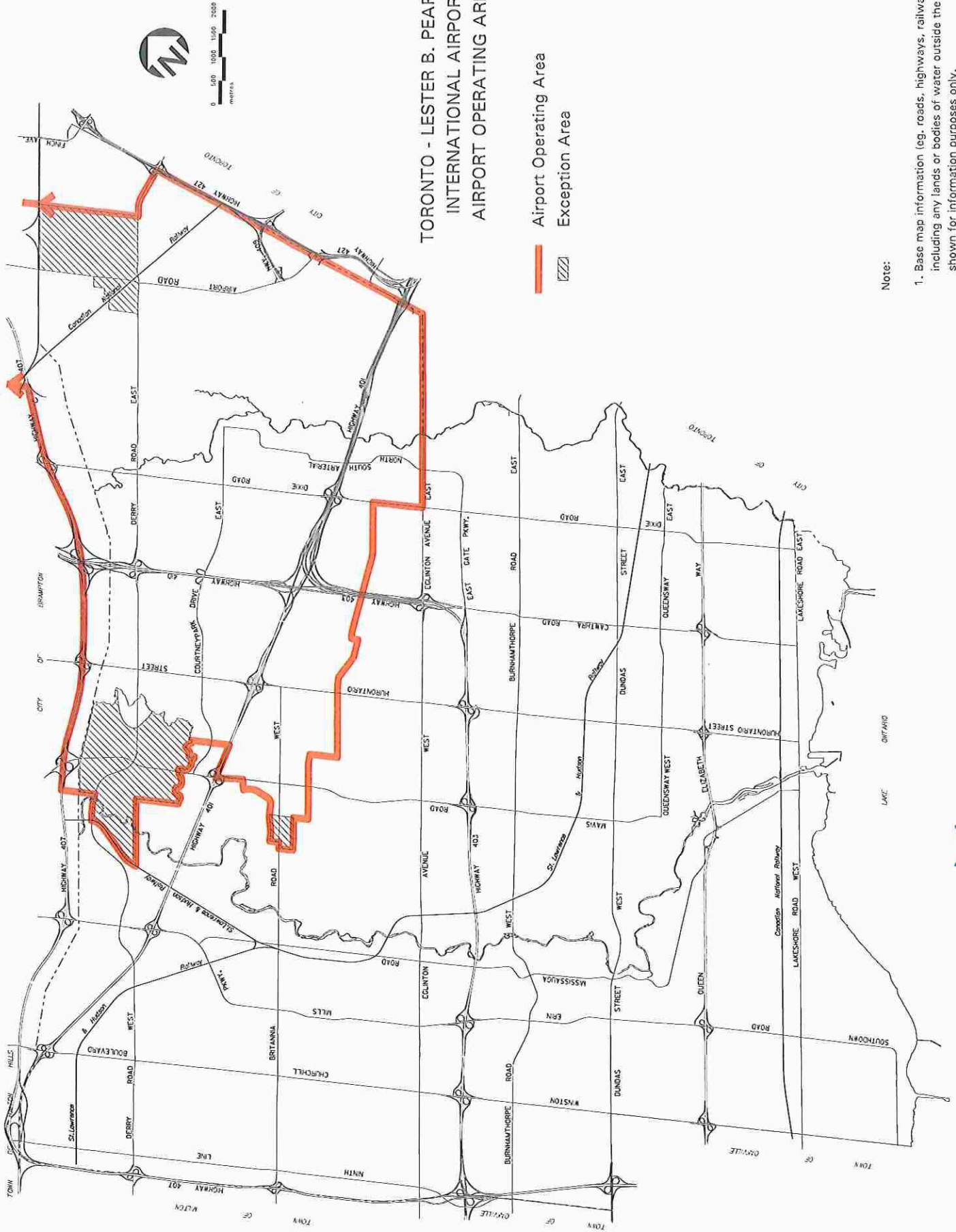
Appendix 4: Proposed Aircraft Noise Policy Amendments



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Policy Planner

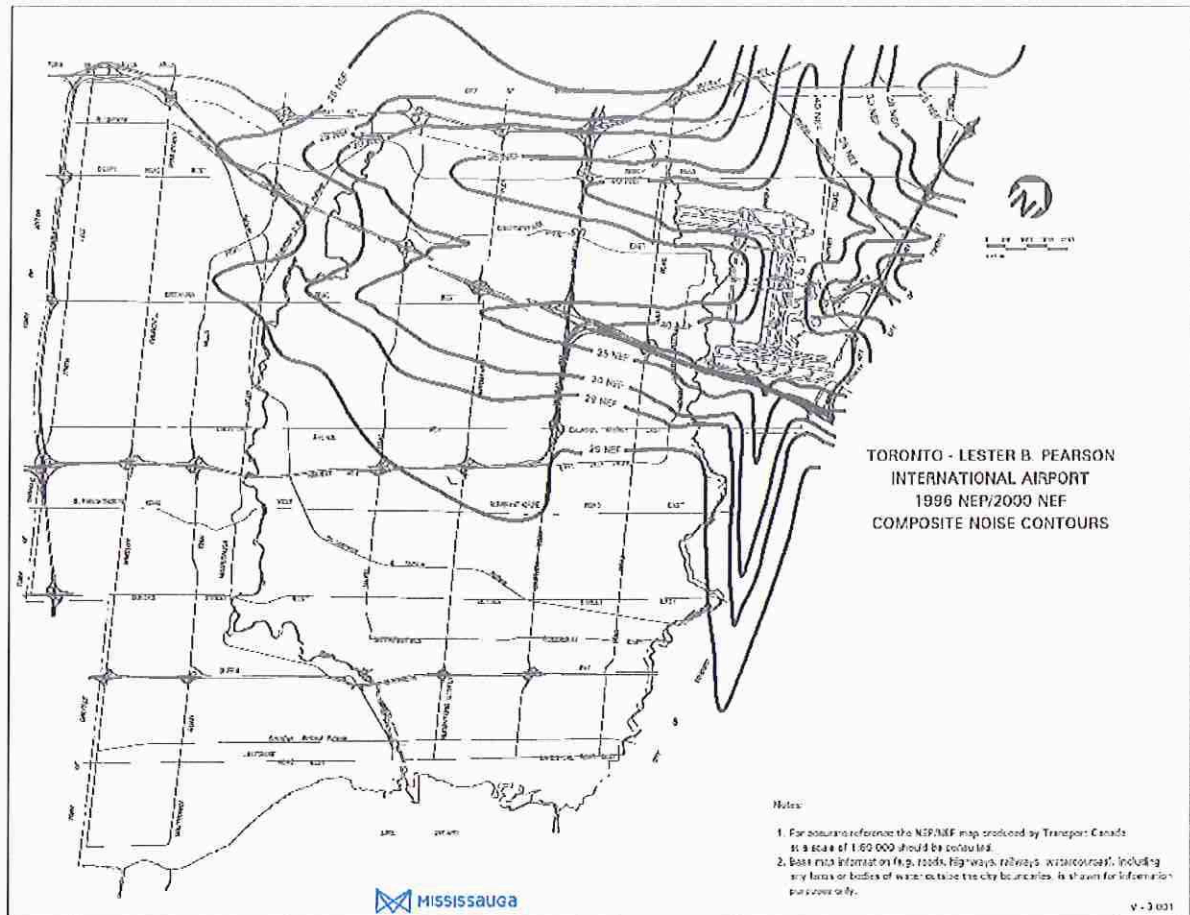
4.3 - 5



Note:

1. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

NEP/NEF COMPOSITE NOISE CONTOURS



1996 NEP/2000 NEF Composite Noise Contours

Appendix 3

Land Use Permissions in the Airport Operating Area (AOA)**2014 Provincial Policy Statement**

- Prohibit new residential development and other sensitive land uses in areas near airports above 30 NEP/NEF
- Consider redevelopment or infilling of existing residential uses and other sensitive land uses above the 30 NEF/NEP only if it can be demonstrated that there will be no negative impacts on the long-term function of the airport

Peel Region Official PlanGeneral policy for lands within the AOA

- Prohibit the development, redevelopment and infill of new residential and sensitive land uses
- Direct municipalities to define exceptions

Exceptions for lands below 35 NEF/NEP

Residential:

Exceptions limited to redevelopment and infilling

Other Sensitive Land Uses:

Exceptions limited to redevelopment and infilling

Exceptions for lands above 35 NEF/NEP

Residential:

No exceptions

Other Sensitive Land Uses:

No exceptions

Mississauga Official Plan

General Policy for lands within the AOA

Prohibit new development, redevelopment and infill

- which increases the number of dwelling units beyond that permitted by existing zoning
- of other sensitive land uses (hospitals, nursing homes, daycare facilities and public and private schools)

Exceptions for lands below 35 NEF/NEP

Residential:

Lands within "Exempt Area" (Meadowvale Village and East Credit) allow development, redevelopment and infill subject to conditions

- appropriate airport noise conditions included in approval
- lands designated residential prior to February 1, 1997
- application filed prior to February 1, 1997
- redevelopment and infill has density not greater than the highest density of immediately adjacent existing residential development within the AOA

Lands within Malton allow redevelopment or infilling provided

- it does not significantly increase the number of dwelling units
- density not greater than the highest density of immediately adjacent existing residential development within the AOA

Other Sensitive Land Uses:

Lands within Malton, Meadowvale Village and East Credit may allow redevelopment or infilling on an individual basis.

Lands within Gateway and Airport Corporate Centres allow redevelopment or infilling for daycare if accessory to an employment use.

Exceptions for lands above 35 NEF/NEP

Residential:

No exception policies. As such, only existing uses permitted.

Other Sensitive Land Uses:

No exception policies. As such, only existing uses permitted.

PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENTS

Section 6.10, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by adding the following paragraph to the end of the preamble:

The applicable Provincial Government environmental noise guideline for sound level limits is the Environmental Noise Guideline, Publication NPC 300 or its successor.

Section 6.10.2, Aircraft Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby deleted and replaced with the following:

6.10.2 Aircraft Noise

There are areas of Mississauga that are subject to high levels of aircraft noise. As a result, policies are required that set out the restrictions on development within the areas subject to high levels of aircraft noise. The policies of this Plan are based on a six runway configuration of the Airport.

6.10.2.1 Lands within the Airport Operating Area as identified on Map 6-1 are developed for a variety of uses including residential, industrial and office. Development in this area consists of redevelopment and infill.



Figure 6-18. Although the Airport contributes to the city's strong economy, some communities are directly affected by the sound levels emitted by the airplanes

6.10.2.2 Uses listed in Table 6-1 that are located at or above the corresponding 1996 *noise exposure projection (NEP)*/2000 *noise exposure forecast (NEF)* contour as determined by the Federal Government, will require a noise study accounting for all sources of noise as a condition of development. The noise study is to be undertaken by a qualified acoustical consultant in accordance with Provincial Government policy to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.

Table: 6-1 Noise Studies

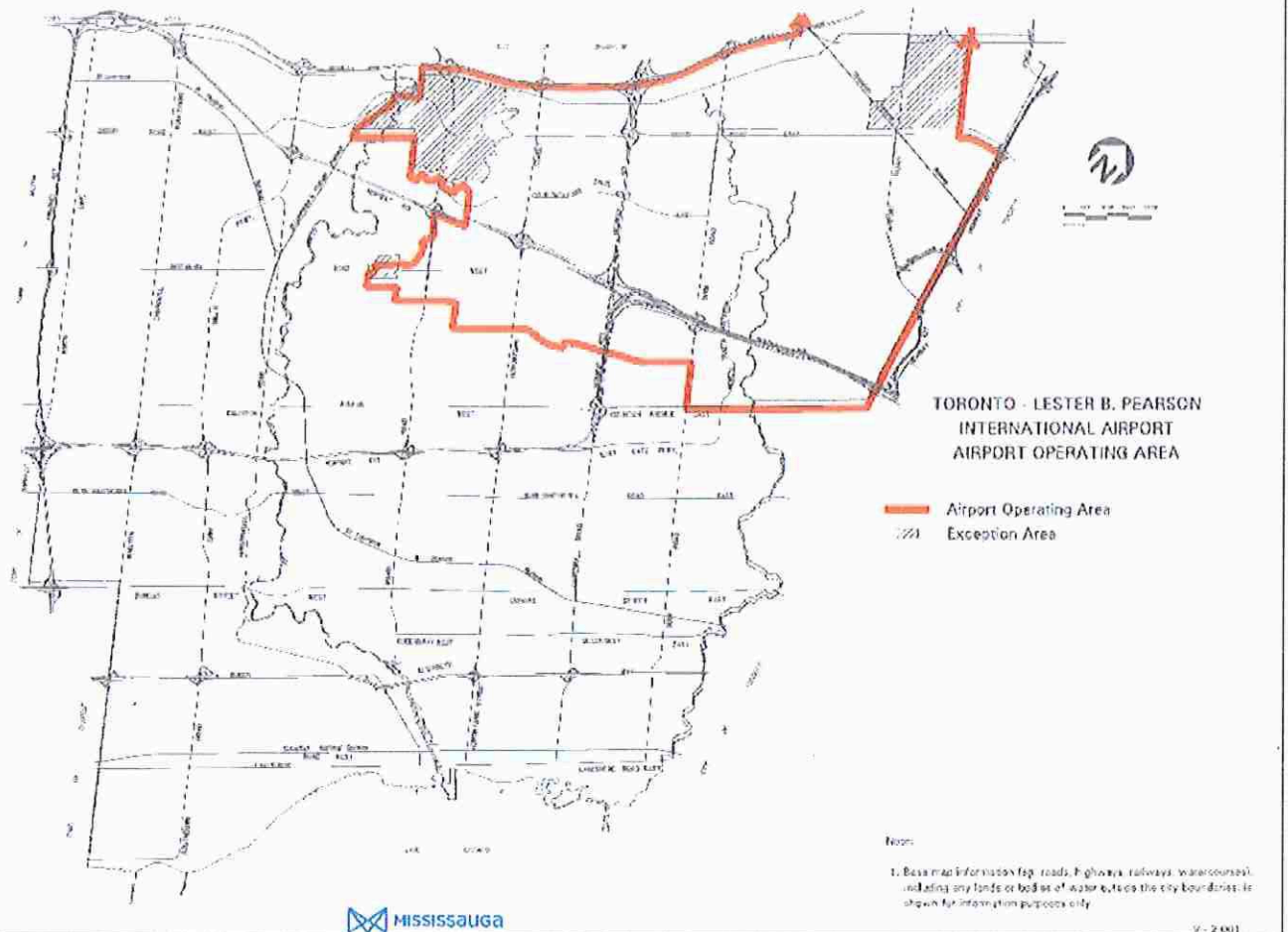
LAND USE ₁	Noise Exposure Projection (NEP)/Noise Exposure Forecast (NEF) Contour
Residential Passive use parks Public and private schools Day care facilities Libraries Place of religious assembly Theatres Auditoria Hospitals Nursing Homes	25 or Greater
Hotels Motels Retail or service commercial Office Athletic fields Playgrounds Outdoor swimming pools	30 or Greater
Industrial Warehousing Arena	35 or Greater
1. Land uses as identified by the Federal Government with respect to compatibility with airport operations, in accordance with TP1247 □ Aviation □ Land Use in the Vicinity of Aerodromes	

6.10.2.3 Mississauga will require tenants and purchasers to be notified in accordance with the applicable Provincial Government environmental noise guideline when the proposed development is located at the ***noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour*** of 25 and above, as determined by the Federal Government. A noise warning clause shall be included in agreements that are registered on title, including condominium disclosure statements and declarations. In addition, noise warning notices are required in enrollment documents for schools and daycares.

6.10.2.4 Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or accessory use with the following exceptions:

- a. lands identified as □Exception Area□ as shown on Map 6-1, and

- b. daycare facilities accessory to an employment use in the Gateway Corporate and Airport Corporate Character Areas below the 35 *noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour*.

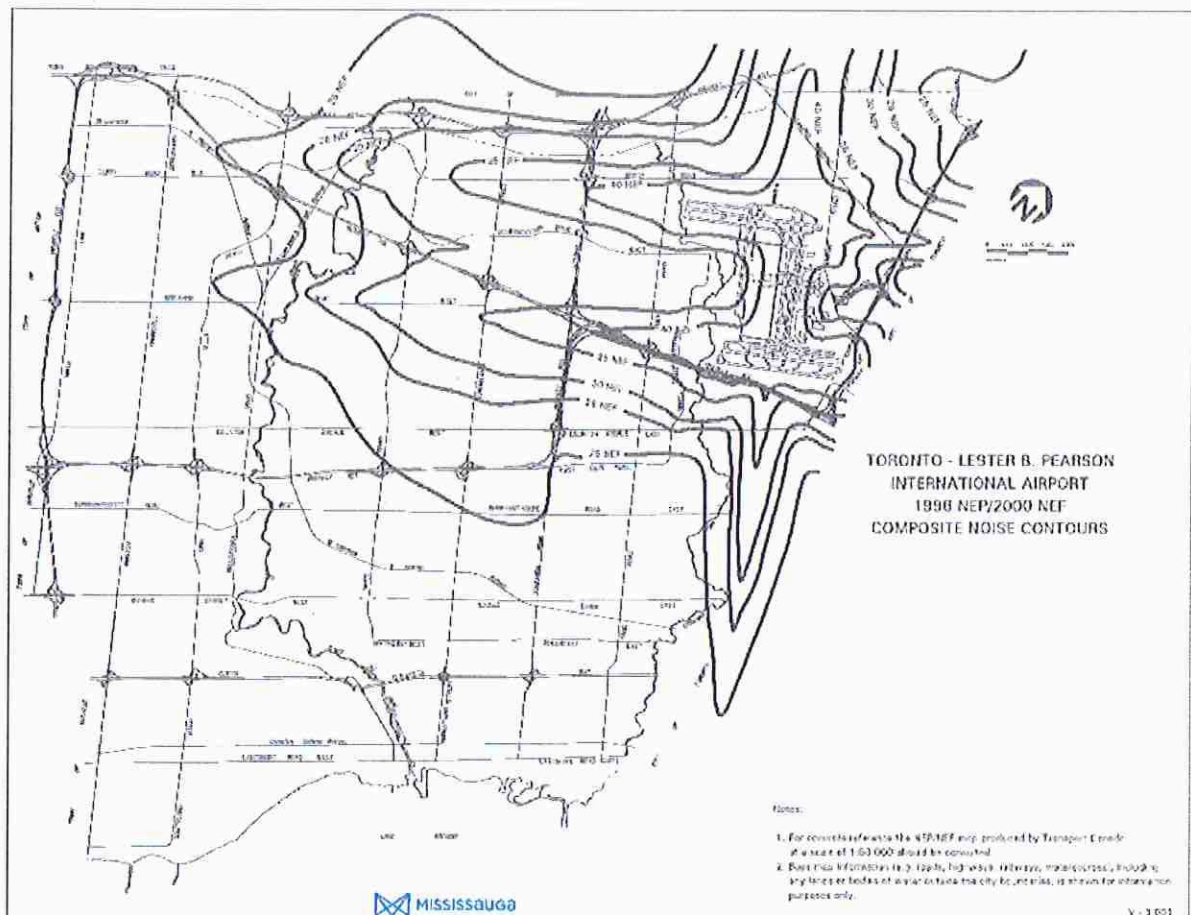


Map 6-1: Airport Operating Area and Exception Area

6.10.2.5 Applications for residential or other sensitive land uses for lands where permitted within the Airport Operating Area may be processed for approval provided that all of the following are satisfied:

- an Acoustic Feasibility Study will be submitted as part of a complete development application to verify that mitigated indoor and outdoor noise levels do not exceed the sound level limits established by the applicable Provincial Government environmental noise guideline;
- development that includes outdoor passive recreation areas will generally not be permitted in locations where the mitigated outdoor noise is greater than 60 dBA;

- c. appropriate conditions relating to noise mitigation that are consistent with the findings of the Acoustic Feasibility Study, are included in the approval;
- d. aircraft noise warning agreements between the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the applicant, are included in the approval; and
- e. conditions for the provision of an aircraft noise warning notice for users of a proposed development's outdoor facilities and space, where located above the 30 *noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour*, are included in the approval.



APPENDIX 2: WRITTEN SUBMISSIONS

1. Pound & Stewart Associates Limited,
Philip Stewart, MCIP, RPP
2. Paolo and Antonietta Natale
3. Pinchin Ltd., Vince Gambino, P.Eng.

September 6, 2016

BY EMAIL & REGULAR MAIL

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Attn: Chair & Members of Committee

**Re: Planning & Development Committee, September 6, 2016 - Public Meeting
Item 4.2 "Proposed Amendments to Aircraft Noise Policies in Mississauga
Official Plan"
City of Mississauga File EC.07-AIR
Our File No. 1421**

We are the planners of record writing on behalf of Orlando Corporation, a major landowner and commercial/industrial developer with significant properties located within the City of Mississauga.

Thank you for the opportunity to share our observations and comments regarding the above captioned Item 4.2, the subject of a statutory Public Meeting.

- 1) We note with interest that the report proposes to depict the Malton Community Node and Neighbourhood Character Areas as a new "Exception Area". This proposed "Exception Area" comprises lands that are presently subject to the 30 thru 40, (plus) 1996 NEP/2000 NEF Composite Noise Contours within the Toronto - Lester B. Pearson International Airport Operating Area (AOA);
- 2) The 1996 NEP/2000 NEF Composite Noise Contours relied on in Mississauga Official Plan were prepared in the 1980's. These are 'Noise Exposure Projections - NEPs' and 'Noise Exposure Forecasts - NEFs'. We would suggest there is value in the City requesting updated NEP / NEF Composite Noise Contours from Transport Canada, or its designate;
- 3) Proposed policy 6.10.2.5 refers to '*Applications...*' Does this mean '*Planning Act*' applications?

- 4) Proposed policy 6.10.2.5 b. refers to '*outdoor passive recreation areas*', and 6.10.2.5 e. refers to '*outdoor facilities and space*'. How are these terms different? Should they be defined?
- 5) In proposed policy 6.10.2.5 b. we would suggest that the use of 'Decibels' or 'dBA' as a reference for measuring "*...mitigated outdoor noise...*" associated with aircraft noise should be removed, as NEP/NEF Composite Noise Contours have been traditionally used to control land use planning decisions in the Airport Operating Area (AOA);
- 6) In proposed policy 6.10.2.5. d. we would suggest that "*...aircraft noise warning agreements...*" be replaced with "*...satisfactory or appropriate aircraft noise warning clauses...*" to be included in the approval;

Thank-you for the opportunity to provide our submission.

Please notify us of all future reports and meetings respecting this item.

We will monitor proceedings on this matter and we reserve the right to file additional comments in the future as necessary.

Yours truly,
Pound & Stewart Associates Limited



Philip Stewart, MCIP, RPP

la/

1421ltr.Mississauga.PDC.Sept.06.16

cc. Ms. M. Alikhan, Legislative Coordinator, City of Mississauga
cc. Ms. C. Greer, City Clerk, City of Mississauga
cc. Mr. E. Sajecki, MCIP, RPP Commissioner of Planning, City of Mississauga
cc. Ms. S. Bayovo, MCIP, RPP, Policy Planner, City of Mississauga
cc. Ms. C. McInnes, MCIP, RPP, Planner, Region of Peel
cc. Mr. L. Longo, Aird & Berlis
cc. Client

September 16, 2016

Air Craft Noise Pollution

I listened to the video for the September 6th meeting at the City Hall Council Chambers . Ron Starr asked questions, same as the ones I have been asking, but there were no answers and solutions given to the air craft noise pollution problem. There were, however, summaries made about other noises, such as road noise due to transport trucks in other neighbourhood areas.

In general conversations with my fellow neighbours, who have lived in this area for more than 20 years, they, too, have noticed the increased noise levels. Their comments, also, about the unbearable aircraft pollution.

I have contacted:

1) **Brad Butt**, Councillor Ward 6, City of Mississauga, September 11, 2015.
No Reply.

2) **Ron Starr**, Councillor Ward 6, City of Mississauga, July 20/16.
The reply was that any regulations regarding airports, airplanes and air traffic are the jurisdiction of the federal government. The local municipalities have no say in the operation and related problems. Anyone with concerns are welcome to contact the airport management and the GTAA Noise Management office with their concerns.

3) **Iqra Kahlid**, House of Commons, Member of Parliament, Aug 20/16.
The reply was to forward my concerns to the airport, as they are responsible for their noise impact on the communities they occupy.

4) I have registered noise complaints to **CENAC**, Aug 4/16 and Aug 5/16.
No replies or acknowledgements received.

5) I have visited various **Toronto Pearson Airport** websites, **Federal Aviation Administration** (FAA) and links regarding this issue to learn more. In these sites, I have read that aircraft flight plans began in 2003. It has extremely intensified since then.

To summarize, I have been a current resident of Invergordon Lane for more than 20 years . It has been approximately 6 years that I feel like "living next to an airport." The unbearable

noise and volume from the jet planes flying overhead from arrivals and departures makes it uncomfortable to be outside. My community is not an area of aircraft noise like is in some other areas in Mississauga, where signs have been erected in the residential zones.

I have been monitoring the jet planes traffic and less than every minute, an aircraft flies over my home. This intolerable noise is everyday. In the morning hours (6am to 10am) and in the evening hours (7pm to 9pm), the aircrafts flying by is every 30 seconds, minute to minute in a half. At times, a few jumbo jets fly over and the noise is extremely louder. I have seen some jet planes fly lower than others where I am able to see the airline company. Not only this, the landing gear deployed can also be seen. The sky looks like the 401 highway.

By noon, it becomes suddenly quiet and finally, a sense of tranquility. There is an awkward smell in the air once all the flights have stopped. When I wipe my patio furniture, the cloth is black. All this noise and pollution is extremely unacceptable, frustrating, and annoying. In addition to the noise is the health risks associated with this pollution.

I'm still looking for answers.

Thank you for looking into my concerns and issues.

Paolo and Antonietta (Toni) Natale

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



November 14, 2016

City of Mississauga
300 City Centre Drive
Mississauga, Ontario, L5B 3C1

E-mail: ed.sajecki@mississauga.ca

Attention: Mr. Edward R. Sajecki
Commissioner of Planning and Building

Re: Proposed Amendments to Aircraft Noise Policies in Mississauga Official Plan
300 City Centre Drive, Mississauga, Ontario

My name is Vince Gambino, P.Eng., Director of Acoustics and Vibration with Pinchin Limited in Mississauga. I am in receipt of the City of Mississauga Corporate report dated September 6, 2016 along with supporting documentation attached as Appendix 1, City Corporate report dated June 6, 2016. This document references Proposed amendments to Aircraft Noise Policies in the City of Mississauga Official Plan (MOP) along with the call for a public meeting to consider the proposed amendments.

By virtue of background on the subject, I am a Consulting Engineer in Acoustics and Vibration with over 30 years of Experience and my direct involvement in aircraft noise with issues specific to GTAA is as follows:

1. Provided an independent review of Noise Management Policies and Monitoring Protocols at the Lester B. Pearson International Airport, GTAA, along with a review of Noise Impact prediction methodologies as prepared for the Works & Emergency Services Department at the City of Toronto (2000). The study entailed a comprehensive review of noise monitoring and complaint management protocols at GTAA along with a review of strategic noise abatement measures employed for Airport Operations and Flight management.
2. Technical Advisor (Acoustics and Noise) to Federal Assessment Review Office (FEARO) Panel for the Runway expansion of the Lester B. Pearson International Airport (GTAA).
3. Airport Noise Monitoring System Review: This project was conducted with Imagineering Limited and entailed a review of monitoring requirements at LBPIA. A technical critique was conducted on monitoring equipment c. 1989. Noise monitoring systems from other Airports were reviewed as part of the Study.
4. GTAA Cogeneration Power Plant: I conducted an environmental noise assessment of the proposed Cogeneration facility that was based on the GE LM6000 aero-derivative gas turbine engine. The facility entailed an OTSG, Once Through Steam Generator, to recover exhaust gases and an Acoustic Assessment Report was prepared to support permitting and to ensure

- compliance with MOECC Noise Guidelines and City of Mississauga Noise Bylaw Requirements.
5. Dufferin Peel Separate School Board: Conducted an Acoustic Review of the proposed LBPIA expansion and its impact on proposed and existing schools in the Region of Peel. Sample schools and sites were selected for Assessment which included the development of best practices construction guidelines for building facade retrofits and guidelines for optimizing speech intelligibility and educational learning for proposed and existing schools located within the range of NEF (Noise Exposure Forecast) 30 noise contour and above.
 6. Levi Creek Residential Community: This engineering work entailed the evaluation of the LBPIA/GTAA noise impact on a large scale planned residential community in the City of Mississauga where some development encroached into the NEF 30/30+ noise contour zones. This work included the preparation of acoustical specifications for exterior wall and window glazing designs to achieve viable and sustainable building construction. Many other similar studies conducted for other proposed developments in the vicinity of GTAA.
 7. Rockwood Residential Community: This study entailed a Noise Impact Review of the GTAA New North-South Runway. The engineering work encompassed an Ambient Noise survey and an evaluation of the change to the ambient sound character of the Community as a result of preferred usage of the new N-S runway.

I would like to state at the outset that Pinchin can assist the City of Mississauga in providing valuable technical support in the development of Aircraft Noise Policy Amendments and the resolution of any ongoing Aircraft noise concerns related to both the planning and the building construction of residential and other sensitive land uses in the identified areas.

I have reviewed the subject materials and comments and have summarized the issues in the following. In addition, I have made some observations and wanted to share my thoughts and comments with the City.

Summary of City Corporate Report, September 6, 2016

The MOP sets out restrictions for development within areas subject to high levels of aircraft noise and Aircraft Operating Area (AOA) identifies specific character areas with potential impacts in the NEF 30/30+ range; namely, Malton, Meadowvale Village/East Credit and Gateway areas.

The Corporate report outlines that development in Malton is considered to be overly restrictive and that there are studies that find the noise levels to be less than what is reflected by the GTAA noise contours. Similar arguments were set forth for Meadowvale Village and East Credit. It is key to state at the outset that the implications of these findings, particularly of any studies conducted in Malton, need to be vetted and to be consistent with the noise impact prediction methodologies defined by the Airport Authorities as well as the current Guidelines, NPC-300, that have been defined by the Province.

Meetings between City Staff, The Region and GTAA have taken place and a series of amendment proposals have been put forth to update policies and consolidate issues where appropriate. The objective is to remove density restrictions and to provide conditions for residential, infill and other sensitive land uses within the Exception Areas including those areas located above Noise Exposure Forecast/Noise Exposure Projection, NEF/NEP 35.

The objective to pave the way for future development is clear and it is understood that one mechanism to accomplish this is to remove any excess conservatism with the current protocols for assessing aircraft noise. In addressing any possible conservatism of current protocols, it should be kept in mind that the NEF descriptor and the generation of the NEF/NEP contours, by virtue of their simplistic single number type of descriptor do have inherent deficiencies that need to be considered when drafting policy amendments. Without delving too deeply into the technical and physical aspects of aircraft noise, the frequency spectrum and the duration of aircraft flyover events can at times be under predicted. The City would benefit from knowing the risk of making a potentially flawed conclusion that the noise impact predicted by the model is conservative.

Recent updates to Provincial Noise Guidelines, as depicted by MOECC publication NPC-300, for Land Use Planning include specific sections on aircraft noise. As you are likely aware, detailed noise studies may be required for new noise sensitive land use proposals located at or above NEF/NEP 25 contours and that the contours for a future date as prepared by the airport authority would serve as the appropriate reference for assessing any noise impacts to potentially impacted developments.

Findings and Recommendation

Based on my previous involvement and exposure to GTAA site specific aircraft noise impacts, I see three potentially significant noise issues that present themselves as a risk to either a proposed Community or sensitive land use and thus to the Municipality responsible for the subject approvals. This is particularly relevant where the objective is to permit sensitive land uses into the NEF/NEP 35+ range where the potential for adverse noise impacts may be significant.

The first issue, which is mentioned in the Corporate Report prepared by City Planning deals with Building Construction and Sound Isolation or insulation as often described by US Airport authorities.

1. This issue deals with the acoustic isolation properties of a noise sensitive structure and the development of appropriate construction standards that address any inherent shortcomings of acoustic descriptors such as the NEF contour and the A-weighted sound levels, which are used interchangeably in noise studies. As noted earlier, specific frequency components and durations of potentially significant aircraft flyover events may fall out of the calculation process when formulating the airport noise contours. This condition may result in an

omission that may result in construction deficiencies and thus have a notable adverse noise impact component on the construction of residential or other sensitive land uses.

In addition, the acoustic descriptors that are used to quantify the performance of building components (i.e. the STC, sound transmission class) also have similar deficiencies.

Specifically, the STC descriptor is based on the human speech or middle frequency range of sounds that are audible to humans. The low frequency range is de-emphasized by this descriptor and as a result the potential impacts pertaining to low frequency sounds may be under-predicted which in turn would result in inadequate and deficient building construction.

Furthermore, STC ratings generally apply to a single component of a building system and they do not represent a holistic approach to describing the acoustic performance of an overall building assembly. It is noteworthy, that recent changes to the building code on the acoustic performance requirements for interior demising partitions has only recently addressed a similar issue dealing with the effective or apparent acoustic properties of demising separations and the systems that affect them. These factors all need to be considered carefully when assembling and preparing 'conditions' to facilitate long term viable and sustainable development in high noise risk areas. We could assist in the development of Noise Policy and Construction Guidelines to help mitigate risk in high noise areas.

2. The second issue deals with the provision of protected outdoor living space, which is a significant driver of noise approvals in the land use planning process. This issue predominantly deals with residential land uses in high noise risk areas. With respect to high rise development, the current protocols consider the use of sufficient indoor amenities as a means of demonstrating feasibility for land use approvals and substantiating compliance with MOECC or other directives. The current MOECC requirement for outdoor noise levels is a 24 hour exposure of NEF/NEP 30 or less. As outdoor living areas are predominantly used during daytime and evening/early nighttime hours, 16 hours is actually a more appropriate exposure timeframe. This reduction in exposure time may translate into an increased time corrected exposure (possibly NEF/NEP 32), subject to the prevalence and significance of nighttime operations at the airport.

Therefore, consideration of appropriate sound level exposures in outdoor living areas near noise sensitive airport operations is required, especially if there are policy revisions that will permit development into the NEF/NEP 35+ contour range.

3. The third issue deals with airport facilities and operations such as mechanical systems, power generation plants, and activities such as associated maintenance, testing in hangars, ground level operations, taxiing activities, ground run-ups, APU (auxiliary power unit) operations, etc. are all considerations that require assessment as a stationary noise source, which is defined by MOECC as: ***`a source of sound or combination of sources of sound***

that are included and normally operated within the property lines of a facility, and includes auxiliary transportation facilities, commercial facilities, repair, maintenance or storage facilities for vehicles, routine loading and unloading, power generation, warehousing, vehicle terminals and on site movement of vehicles'. A more elaborate discussion on dealing with stationary noise sources is available in various MOECC publications, namely NPC-300. As such, due diligence assessment of noise levels from stationary noise sources at a facility are a requirement for both permitting and demonstrating to the community and Municipality that noise levels are within an acceptable range, as defined by Federal Public Health Authorities (Health Canada) and the World Health Organization (WHO) and that noise from these sources do not create any potentially adverse noise impacts. Any conditions that come out of potential Policy change should address this requirement, as at least two of the Community areas identified in the Corporate Report would be in proximity to potential stationary noise sources associated with GTAA.


We trust that this provides some guidance in the preparation of any amendments to address any changes in the Noise Policy. Many of the nuances described in this letter are brief capsules of deep technical discussions that have endured on this subject for many decades.

We would welcome an opportunity to further assist the City in providing technical support in the development of robust and technically sound Aircraft Noise Policy amendments that will protect the Municipality and the affected Communities well into the future.

Yours truly,

Pinchin Ltd.

Prepared by:

 2016.11.14
15:43:27 -05'00'

Vince Gambino, P,Eng.
Director of Acoustics and Vibration
416.455.5265
vgambino@pinchin.com

Cc: Councillor Carolyn Parrish, carolyn.parrish@mississauga.ca
Ms. Sharleen Bayovo, Policy Planner/City of Mississauga, sharleen.bayovo@mississauga.ca

Public and Greater Toronto Airports Authority Comments and City Responses			
Public Comment	City Response	Mississauga Official Plan Policy Change	
Pound & Stewart Associates Limited, Philip Stewart, MCIP, RPP, September 6, 2016		Yes	No
Point #1 – Note with interest the depiction of Malton Community Node/Neighbourhood Character Areas as proposed “Exception Area”, comprising lands subject to 30-40 (plus) NEP/NEF Composite Noise Contours	Correct, however note that the Exception Area is over only a portion of lands within the Malton Community Node and Neighbourhood Character Areas, since the Airport Operating Area boundary is at Goreway Drive		X
Point #2 - There is value in the City requesting updated noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contours from Transport Canada, or its designate	Transport Canada’s noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour on the City’s land use map is shown for information purposes only and is subject to change at any time. All development applications within the Airport Operating Area are circulated to the Greater Toronto Airports Authority (GTAA) for review		X
Point #3 - Does proposed policy 6.10.2.5 ‘Applications’ mean ‘Planning Act’ applications?	This proposed policy is now 6.10.2.6. Terminology update made to clarify “development applications”	X	
Point #4 – Proposed policy 6.10.2.5.b. refers to ‘outdoor passive recreation areas’ and 6.10.2.5.e. refers to ‘outdoor facilities and space’. How are these terms different?	The noted policies have been removed, as addressed in Point 5 below	X	
Point #5 – Suggest that the proposed policy 6.10.2.5.b. use of ‘Decibels’ or ‘dBA’ as a reference for measuring “...mitigated	The noted policy has been removed. Aircraft noise warning clauses regarding noise impacts on outdoor uses within the	X	

<i>outdoor noise...</i> ” associated with aircraft noise be removed, as NEP/NEF Composite Noise Contours have been traditionally used to control land use planning decisions in the Airport Operating Area (AOA)	Airport Operating Area/above the 30 NEF/NEP contour will be contained within the Aircraft Noise Warning Agreement (ANWA)		
Point #6 – Suggested for proposed policy 6.10.2.5.d. that “...aircraft noise warning agreements...” be replaced with “...satisfactory or appropriate aircraft noise warning clauses...” to be included in the approval	This policy is now 6.10.2.6.c. An ANWA is an agreement between the City, the GTAA (or its successor) and the developer, that can include aircraft noise warning clauses		X
Public Comment	City Response	Mississauga Official Plan Policy Change	
Paolo and Antonietta Natale, Sept. 16, 2016		Yes	No
Aircraft noise complaint	Comments pertaining to aircraft noise complaints were forwarded to the GTAA, with GTAA’s response attached as Appendix 4		X
Pinchin Ltd., Vince Gambino, P.Eng., November 14, 2016		Yes	No
Malton noise levels need to be vetted and be consistent with the noise impact methodologies defined by the Airport Authorities and current Provincial guidelines	The proposed policy requires that development applications for sensitive land uses including new residential dwellings, with the exception of replacement detached or semi-detached dwellings, in the identified “Exception Area”, are required to meet sound level limits in accordance with the applicable municipal, regional and provincial ¹ environmental noise guidelines		X

¹ The current Provincial Government environmental noise guideline is Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning, Publication NPC-300

	and Federal guidelines for land use in the vicinity of airports ²		
<p>Issues identified regarding building construction and sound isolation or insulation, particularly for sensitive land uses into the NEF/NEP 35+ range where the potential for adverse noise impacts may be significant</p> <p>Factors to consider when preparing conditions to facilitate long term viable and sustainable development in high noise risk areas:</p> <ul style="list-style-type: none"> - need for construction standards that address any inherent shortcomings of acoustic descriptors such as the NEF contour and A-weighted sound levels (e.g. noise contour calculation may not have captured specific frequency components and durations of potentially significant aircraft flyover events) - acoustic performance of an overall building assembly 	<p>There are two required studies under the proposed policy - feasibility noise impact study and detailed noise impact study - to assess the impact of all transportation and stationary noise sources on the indoor and outdoor environment specific to the development site in accordance with the applicable municipal, regional, provincial and federal noise guidelines, and address mitigation measures and features required to meet sound level limits</p> <p>These studies would be certified by a licensed professional engineer with acoustical expertise</p> <p>Proposed are Mississauga Official Plan definitions for “feasibility noise impact study” and “detailed noise impact study”</p> <p>A Development Agreement, as contained in an Aircraft Noise Warning Agreement (ANWA) would include conditions for post-construction certification, to verify that the mitigation measures and features prescribed in the detailed noise impact study have been implemented and satisfy the applicable Provincial Government environmental noise guideline</p>	X	
Consideration of appropriate sound level exposures in outdoor	The 30 NEF/NEP contour is the noise limit. There is no dBA		X

² The current Federal Government guideline is TP1247E 2013/14 – Aviation – Land Use in the Vicinity of Aerodromes, Ninth Edition

living areas near noise sensitive airport operations is required	measurement applicable above the 30 NEF/NEP contour and therefore an ANWA is required for development within the Airport Operating Area		
Concern for stationary noise from airport facilities and operations	MOP has policies in place that are specific to road, rail and stationary noise. All transportation and stationary sources of noise are required to be assessed		X
GTAA Comment	City Response	Mississauga Official Plan Policy Change	
Greater Toronto Airports Authority (GTAA)		Yes	No
Needs assurance that new buildings are designed and constructed with appropriate aircraft noise mitigation and confirmation that new buildings are built in accordance with the mitigation measures prescribed by technical noise studies certified by a licensed professional engineer with acoustical expertise	<p>There are two required studies under the proposed policy - feasibility noise impact study and detailed noise impact study - to assess the impact of all transportation and stationary noise sources on the indoor and outdoor environment specific to the development site in accordance with the applicable municipal, regional, provincial and federal noise guidelines, and address mitigation measures and features required to meet sound level limits</p> <p>These studies would be certified by a licensed professional engineer with acoustical expertise</p> <p>Definitions for “feasibility noise impact study” and “detailed noise impact study” are incorporated in the Official Plan amendment</p>	X	
Aircraft Noise Warning Agreements (ANWAs) between the GTAA, the City of Mississauga and	Addressed in 6.10.2.6.d. An ANWA is an agreement between the City, the GTAA (or its successor) and		X

<p>the Developer be required, and be registered on title, and that such agreements include, but not be limited to the requirement for:</p> <ul style="list-style-type: none"> a. a posted aircraft noise warning notice advising of noise in a development, including outdoor living areas and outdoor recreation areas, where located above the 30 noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour; b. noise warning notices to be included in promotional material for the development and in purchase and sale documents; c. noise warning notices to be included in enrollment documents for schools and daycares 	<p>the developer, that will include but not be limited to the noted requirements</p>		
<p>Post-construction certification shall be undertaken by a licensed professional engineer with acoustical expertise to the satisfaction of the City of Mississauga, that the mitigation measures and features satisfy the applicable Provincial Government environmental noise guideline</p>	<p>A Development Agreement, as contained in an ANWA would include conditions for post-construction certification, to verify that the mitigation measures and features prescribed in the detailed noise impact study have been implemented and satisfy the applicable Provincial Government environmental noise guideline</p>		X

Sharleen Bayovo

From: Sharleen Bayovo
Sent: 2017/03/24 11:50 AM
To: Sharleen Bayovo
Subject: FW: Toronto Pearson Response to Inquiry

From: Kassam, Salza [mailto:Salza.Kassam@gtaa.com]
Sent: 2016/09/28 9:54 AM
To: [REDACTED]
Cc: Sharleen Bayovo; Ron Starr
Subject: Toronto Pearson Response to Inquiry

Hello Ms. Natale,

Your email was forwarded to us by Sharleen Bayovo from the City of Mississauga. The Toronto Pearson Noise Office is responsible for analyzing and responding to aircraft noise complaints. Before I address the operations affecting your area, I would like to provide you with some background on Toronto Pearson, the Noise Management Program and how runway operations are selected.

Background

Toronto Pearson is Canada's largest and North America's second largest international airport, and a hub for the movement of people and goods across the country, the continent and around the globe. In 2015, we saw 41 million passengers travel through the airport, up from 39 million in 2014, and we expect to see continued growth in the coming years. Toronto Pearson has an important role to play in community life. Our passengers count on us to provide connections to the world, our employees count on us to operate in a safe way, the communities surrounding us count on us to operate in a sustainable way, and everyone counts on us to operate transparently.

Being a good neighbour means balancing these diverse and sometimes competing priorities for the constituencies we're in business to serve.

Noise Management Program

Noise management is a complex issue that must take many variables into consideration, issues ranging from safety, meeting the travelers' demand for more options, to increasing operational efficiency while operating in an intensely – and growing – urban environment.

Our Noise Management Program works to strike a balance between operating a growing airport and regional economic engine with the impact on our neighbours.

The Noise Management Program includes:

- **Noise Operating Restrictions** (Night Flight Restriction Program, Engine Run-up Restrictions, Preferential Runway Assignment from midnight-6:30)
- **Noise Abatement Procedures** are arrival and departure procedures designed to minimize noise impacts on neighbouring communities
- **Land Use Planning** that includes an Airport Operating Area (AOA) incorporated in the official plans of the surrounding municipalities to limit incompatible land used within the AOA
- **Enforcement Office** that investigates, audits and reports on potential violations of the noise operating restrictions, noise abatement procedures and the night flight restriction program
- **Noise Office** that investigates noise complaints and acts as an informational resource to the public and elected officials

- **Consultation and Community Outreach**, our community relations program is a critical tool in helping us deal with questions about noise and build awareness and understanding about the airport, and includes a range of activities from hosting large scale events ([Street Festival](#), [Runway Run](#)) and outreach initiatives (for example, [public tours](#) and [volunteer opportunities](#), to regular [e-newsletters](#), [website](#), and regularly hosting meetings of the [Community Environment and Noise Advisory Committee](#) (CENAC).

Runway Operations at Toronto Pearson

Runways are assigned based on the following factors: wind direction and wind speed, runway conditions/availability, operational efficiency and time of day.

As the prevailing winds are from the west, the most common runway configuration at Toronto Pearson supports a westerly flow, which means arrivals from the east and departures to the west using Runways 23, 24 Left (L), 24 Right (R). The second most common configuration supports an easterly flow - arrivals from the west and departures to the east using Runways 05, 06L and 06R.

When wind speed reaches a point where it is no longer safe for aircraft to land and depart in one of these directions, the runways are re-assigned to allow aircraft to land and depart into the wind. It is important to note that runway conditions are also a factor. Friction is reduced in wet or snow covered runway conditions and so a lower wind speed level will prompt an 'into the wind' runway assignment than when operating in dry runway conditions.

Noise Abatement Procedures

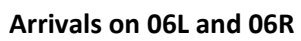
An arriving aircraft needs to be at 3000' Above Sea Level (ASL) – equivalent to 2400' Above Ground Level (AGL) when it begins its final approach to the runway. The altitude is related to the remaining distance to final approach. Departing jet aircraft are required to reach an altitude of 3600' ASL (3000' AGL) – prior to making a turn from the runway heading. However, turns lower than 3000' AGL (early turns) are permitted for propeller aircraft between 6:30 a.m. and 11:30 p.m. and for select eligible jet types between 7:00 a.m. and 11:00 p.m.

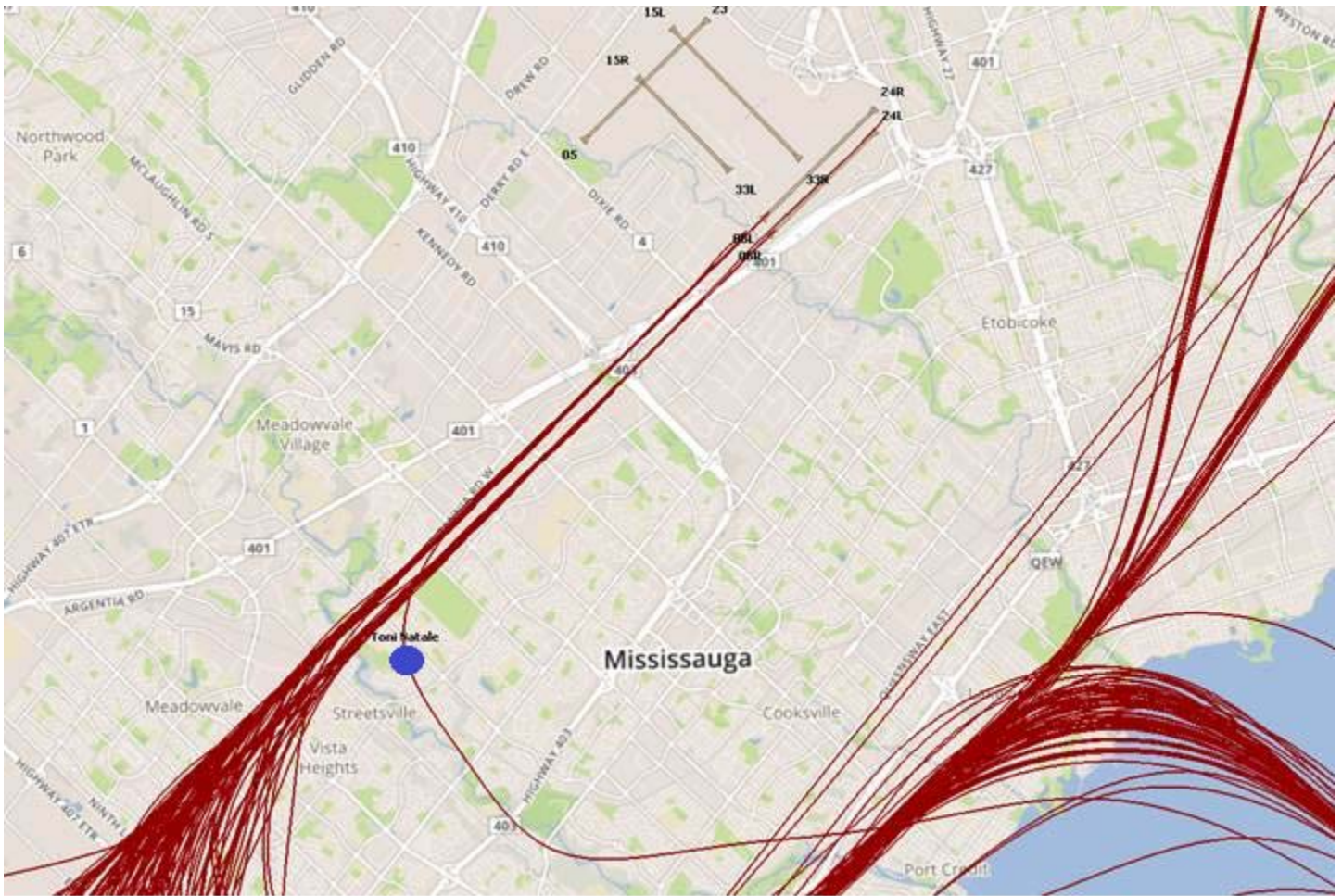
Operations affecting your area

Your area is mainly impacted by aircraft departing to the west using Runway 24L and/or Runway 24R. There is also some impact to the area from aircraft arriving on Runway 06L and/or Runway 06R. The number of flights operating to/from Toronto Pearson has been increasing over the years which may be why you're noticing more overhead traffic.

Below, are sample flight tracks of departures off 24R and 24L and arrivals on 06L and 06R. Your residence is indicated in the blue dot.

Departures on 24R and 24L





I hope you find this information helpful. If you wish to register a noise complaint with us, you can do so using any of the following means:

Registering Noise Complaints:

Residents with questions about airport operations or who wish to register a noise complaint can contact the Toronto Pearson Noise Office using any of the following means:

•Online:

Using [WebTrak](#) to investigate aircraft operations and register complaints, or our online Complaint Form which can be found at <http://www.torontopearson.com/en/noisecomplaint/#>

• Phone: (416) 247-7682

Community Environment Noise Advisory Committee meetings

You may find it helpful to attend one of CENAC meetings held at 3111 Convair Drive Mississauga. In addition to the CENAC committee, which is comprised of community and elected officials, there are technical advisors (NavCanada, Transport Canada, airline representatives, an Acoustician and the Greater Toronto Airports Authority) in attendance who can answer questions specific to operations at Toronto Pearson. Meeting dates are posted on our website at: www.torontopearson.com/en/cenacpastagendasandminutes/#

If you would like to stay in-the-know about airport events and activities and initiatives such as the Noise Mitigation Initiatives, please consider [signing up](#) for our community newsletter [Checking In](#).

Regards,



Salza Kassam, Senior Officer, Noise Management Office
Greater Toronto Airports Authority | Stakeholder Relations & Communications
P.O. Box 6031, 3111 Convair Drive, Toronto AMF, Ontario, L5P 1B2
Phone 416-247-7682
www.TorontoPearson.com

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Appendix 5

PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Public Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	Special Waterfront
Business Employment	Partial Approval Area
Industrial	

BASE MAP INFORMATION

Heritage Conservation District	Civic Centre (City Hall)
1996 NEP/2000 NEF Composite Noise Contours	City Centre Transit Terminal
LBPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

City Structure

Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

MOPAs Appealed to the Ontario Municipal Board

SUBJECT LANDS

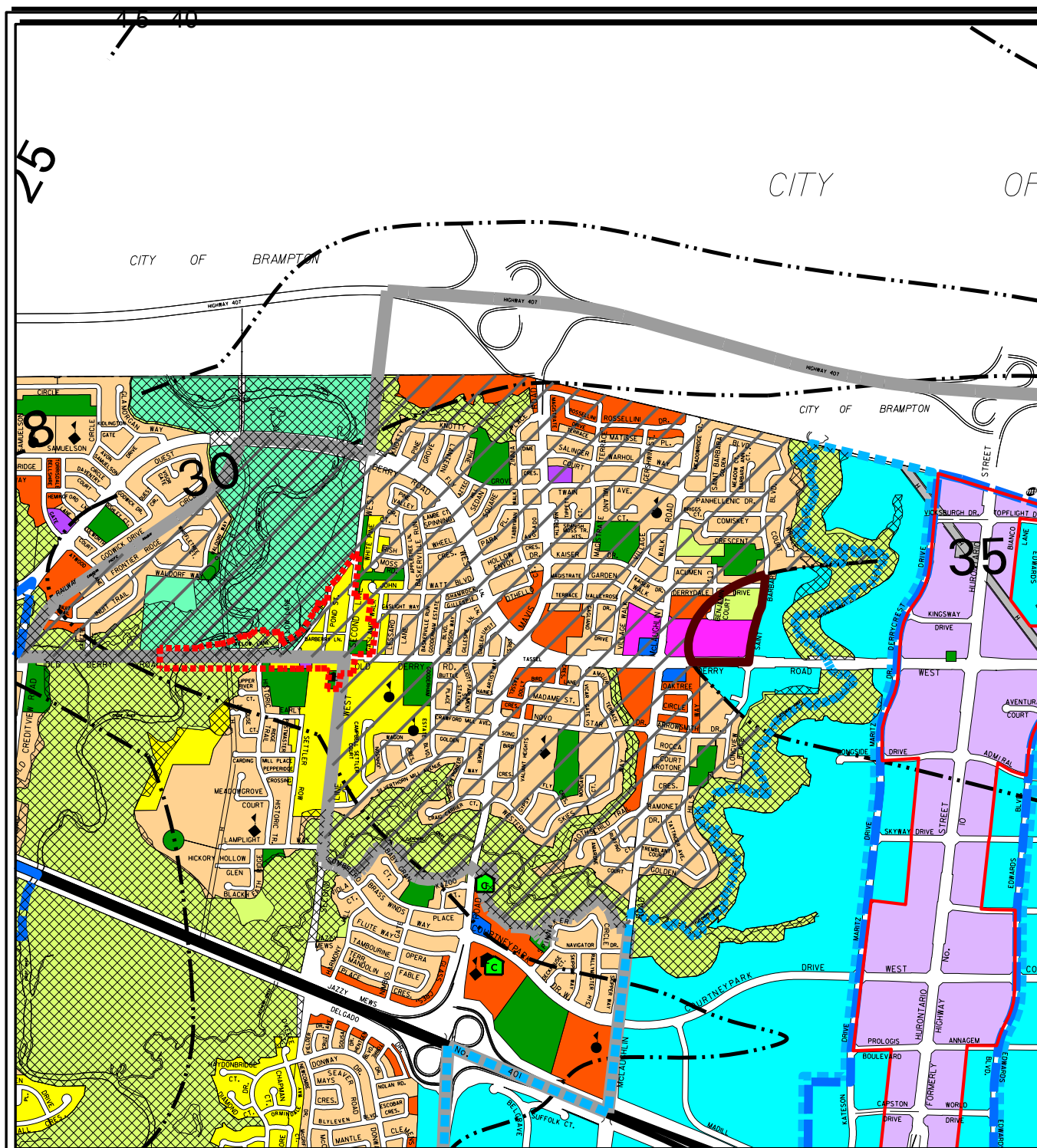
DRAFT

TITLE: PROPOSED AMENDMENT TO MEADOWVALE VILLAGE EXCEPTION AREA BOUNDARY

FILE NO: EC.07-AIR

MISSISSAUGA

Produced by
T&W, Geomatics



PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENTS - REVISED

Section 6.10, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by adding the following paragraph to the end of the preamble:

The applicable Provincial Government environmental noise guideline for sound level limits is the Environmental Noise Guideline, Publication NPC-300 or its successor.

Section 6.10.2, Aircraft Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby deleted and replaced with the following:

6.10.2 Aircraft Noise

There are areas of Mississauga that are subject to high levels of aircraft noise. As a result, policies are required that set out the restrictions on development within the areas subject to high levels of aircraft noise. The policies of this Plan are based on a six runway configuration of the Airport.

Lands within the Airport Operating Area as identified on Map 6-1 are currently developed for a variety of uses including residential, industrial and office. For the purposes of this section, development in this area consists of redevelopment and infill.



Figure 6-18: While the Airport contributes to the city's strong economy, some communities are directly affected by the sound levels emitted by the airplanes.

6.10.2.2 Land uses located at or above the corresponding 1996 *noise exposure projection (NEP)*/2000 *noise exposure forecast (NEF) composite noise contour* as determined by the Federal Government, will require a noise study as a condition of development. The noise study is to be undertaken by a licensed professional engineer with acoustical expertise in accordance with the applicable Provincial Government environmental noise guideline to the satisfaction of the City prior to development approval to determine appropriate acoustic design criteria.

Figure 6-24: Noise Study Requirements for Aircraft Noise

LAND USE ₂	Noise Exposure Projection (NEP)/Noise Exposure Forecast (NEF) Composite Noise Contour ₁		
	25 - <30	30 - <35	35 or Greater
Residential Public and private schools Daycare facilities ₃ Libraries Place of religious assembly Cemeteries Theatres - Outdoor Auditoria Hospitals Nursing Homes Community Centres	Noise Study Required		
Hotels Motels Retail or service commercial Office Athletic fields Stadiums Theatres - Indoor		Noise Study Required	
Park and picnic areas Playgrounds Tennis Courts Industrial Laboratories Arena ₄			Noise Study Required
<div>1. Reference Figure 6-25</div> <div>2. Land uses as identified by the Federal Government with respect to compatibility with airport operations, in accordance with TP1247 – Aviation – Land Use in the Vicinity of Aerodromes, 9th Edition</div> <div>3. Land use not specifically identified within TP1247</div> <div>4. Land use not specifically identified within TP1247</div>			

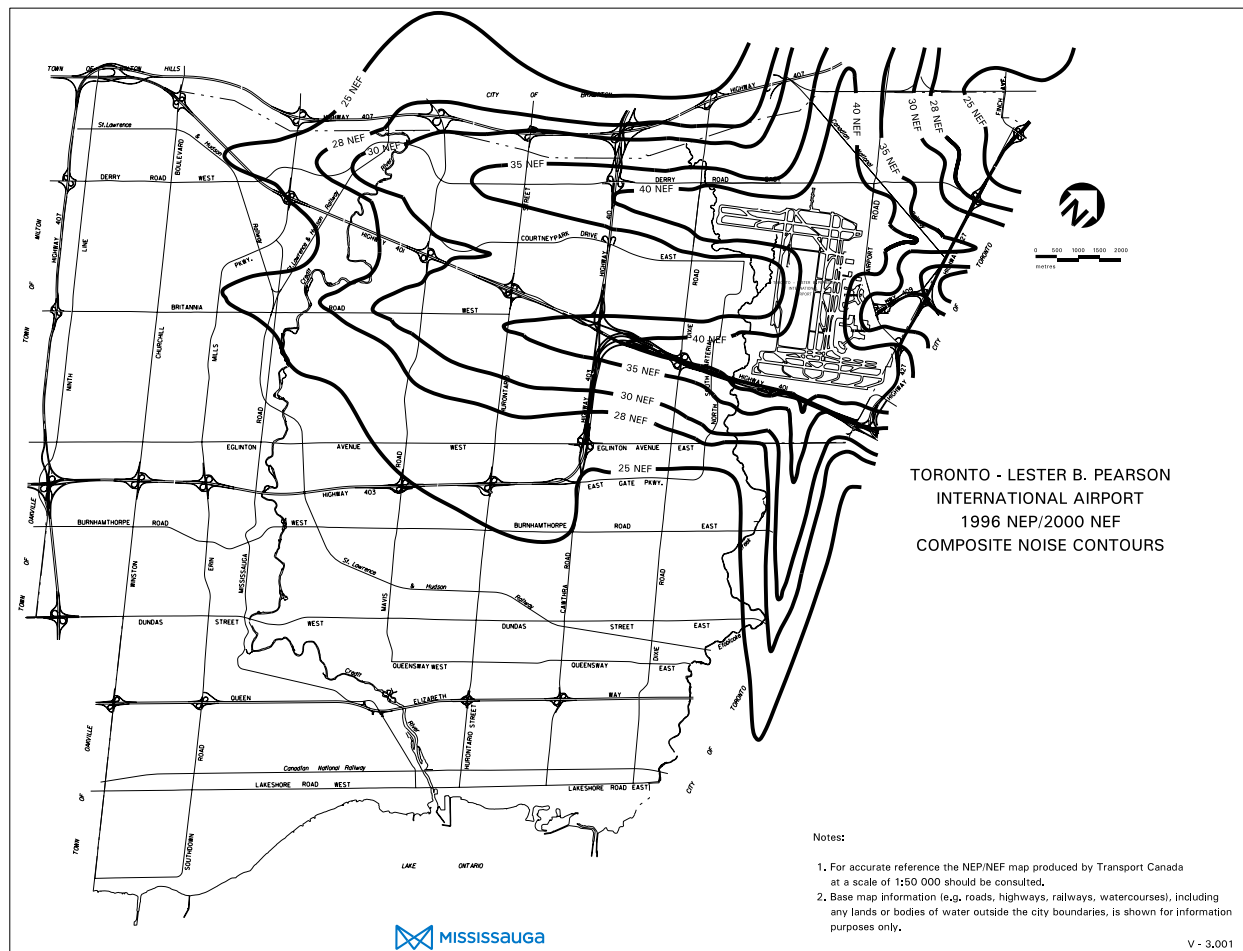


Figure 6-25: 1996 NEP/2000 NEF Composite Noise Contours

6.10.2.3 Mississauga will require tenants and purchasers to be notified when a proposed development is located at the **noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour** of 25 and above.

6.10.2.4 A noise warning clause shall be included in agreements that are registered on title, including condominium disclosure statements and declarations.

6.10.2.5 Residential and other sensitive land uses within the Airport Operating Area will not be permitted as a principal or an accessory use with the following exceptions:

- lands identified as "Exception Area", as shown on Map 6-1, and
- daycare facilities accessory to an employment use in the Corporate Centre Character Areas known as Gateway Corporate and Airport Corporate, on lands located below the 35 **noise exposure projection (NEP)/noise exposure forecast (NEF) composite noise contour**.



Map 6-1: Airport Operating Area and Exception Area

6.10.2.6 Development applications for sensitive land uses including new residential dwellings, with the exception of replacement detached and semi-detached dwellings, for lands where permitted within the Airport Operating Area, may be processed for approval provided that all of the following are satisfied:

- a. a **feasibility noise impact study** will be submitted as part of a complete development application to verify that mitigated indoor and outdoor noise levels would not exceed the sound level limits established by the applicable Provincial Government environmental noise guideline;
- b. a **detailed noise impact study** will be required prior to final development application approval;
- c. appropriate conditions relating to noise mitigation that are consistent with the findings of the **detailed noise impact study**, are included in the final approval; and

- d. an ***Aircraft Noise Warning Agreement*** between the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer, are included in the approval.

Section 6.10.1.1, Stationary Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing “Noise Impact Study” with “***feasibility and/or detailed noise impact study***”.

Section 6.10.3.1, Road Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing “Acoustic Feasibility Study” with “***feasibility noise impact study***”.

Section 6.10.3.2, Road Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing “detailed noise study” with “***detailed noise impact study***”.

Section 6.10.3.6, Road Noise, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing “Detailed noise reports” with “***A feasibility and/or detailed noise impact study***”.

Section 6.10.4.1, Rail Noise, Safety and Vibration, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by replacing “detailed noise study” with “***feasibility and/or detailed noise impact study***”.

Section 6.10.4.4, Rail Noise, Safety and Vibration, Noise, Value the Environment, of Mississauga Official Plan, is hereby amended by deleting “Ministry of the Environment” from the first paragraph and replacing it with “Provincial Government environmental”.

Section 19.4.5, Development Applications, Implementation, of Mississauga Official Plan, is hereby amended by deleting “Noise Impact Study (for stationary, road, rail and/or airport noise sources)” and replacing it with “Feasibility and/or Detailed Noise Impact Study (for stationary, road, rail and/or airport noise sources)”, and by deleting “Acoustic Feasibility Study”.

Chapter 20, Glossary, of Mississauga Official Plan, is hereby amended by adding the following terms:

Feasibility Noise Impact Study

means the initial technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in

addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. This study is to ensure that the proposal is feasible in the context of site design and the extent of control measures such as barriers, ventilation requirements and building components. Feasibility studies should be submitted with the initial proposal and provide a clear direction regarding the need for additional studies and implementation of required control measures.

Detailed Noise Impact Study

means the final technical assessment, certified by a licensed professional engineer with acoustical experience, of the existing and predicted future noise and vibration levels from all transportation (road, rail and aircraft) and stationary noise sources on the indoor and outdoor environment, description of impacts on the subject property and surrounding environment, in addition to calculation of Acoustic Insulation Factor (AIF) values and prescription of associated mitigation measures and features (e.g. building materials, ventilation requirements, noise barrier design and height, building orientation) required to meet sound level limits, in accordance with the applicable Municipal, Regional and Provincial noise guidelines. The Detailed Noise Impact Study should be based on the Feasibility Noise Impact Study. Once all final information is known, detailed studies may be prepared in place of feasibility studies.

Aircraft Noise Warning Agreement (ANWA)

means an agreement between the Corporation of the City of Mississauga, the Greater Toronto Airports Authority (or its successor) and the Developer to be registered on title that provides for, among other things, the following: a development agreement incorporating conditions related to noise mitigation consistent with findings of the **detailed noise impact study**; enforcement obligations, post-construction certification that development approval conditions have been satisfied, aircraft noise warning signage, and aircraft noise warning clauses regarding both indoor and outdoor activities in Purchase and Sale Agreements, sales materials, and in enrollment documents for schools and daycares.

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 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:
- 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.

5.9.7 Goods Movement

The safe and efficient movement of goods is important to *the regional* economy, is an important factor in attracting and retaining a range of industries and businesses, and directly impacts the competitiveness of the businesses and the availability of high-quality jobs in *Peel*. The provision of integrated transportation networks (including road, rail, air, marine and pipeline networks) is needed to ensure that goods are transported in an efficient and timely manner. The goods movement system developed in *Peel* needs to be advanced in balance with the system requirements of the entire *GTHA*.

5.9.7.1 Objectives

5.9.7.1.1 To facilitate the development of a safe and efficient goods movement network within *Peel* and between *Peel* and adjacent municipalities that *supports the regional* economy and that minimizes impact to the environment.