

# WHAT'S IN THE SIZE OF A MODERN AIRPORT?

Why is the new airport at Pickering planned at 18,000 acres, when Malton airport is only 4,200 acres and the new site at Ste. Scholastique, Quebec, is more than 80,000 acres?

Critics of the plans for Pickering site are understandably asking that question, which would seem to suggest there is no definable size for a "major" airport.

But such variations depend in great measure on what is meant by an "airport site".

Malton, the smallest of the three, is "all airport". That is, its 4,200 acres are devoted to the fundamentals of air traffic. That area includes little or no buffer between the airport proper and the residential, commercial and industrial developments that have grown up around it. What's more, it has no

space left for growth, such as longer runways, additional runways or new terminals. Malton's noislands are rather extensively built up.

On the other hand, the Ste. Scholastique "site" is 20 times the size of Malton, not only because it includes provision for growth but also because its noislands are part of the area the federal government has seen fit to acquire. Indeed, all the land where associated urban development is likely to occur in connection with the Ste. Scholastique airport is part of the federal government's 80,000-acre acquisition.

At Pickering, the picture is different again. Some 18,000 acres are being acquired for the airport proper—including ample room for growth.

Outside that area are the noislands, which are

not being bought or expropriated but merely being placed under control to guarantee development compatible with the airport.

Another 25,000 acres are being acquired—by the Ontario government—for servicelands, parklands and the new community of Cedarwood.

If all four categories of lands—airport, noislands, service and parklands, and Cedarwood—were lumped together as the "Pickering airport site" they would easily rival Ste. Scholastique in size.

Provincial and federal authorities have agreed, however, that it is both practical and economic to place the outer noislands under zoning controls (see map, p. 2) and allow them to be developed in manners compatible with the airport.

## Zoning rules aid orderly growth

The so-called "freezing" of properties around the new airport site in Pickering Township is actually a measure to help guarantee the orderly development of the area, according to Ontario government authorities.

The measure took the form of orders issued March 2 by Ontario Treasurer W. Darcy McKeough, under the Planning Act. The effect of the orders is to zone certain designated lands for agricultural purposes.

Contrary to one widespread notion, the government has not frozen land prices or prohibited buying or selling of the lands, the provincial authorities said.

However, they added, the orders are bound to inhibit the buying and selling that otherwise would likely have occurred as soon as the airport site was announced, since no new uses can be made of the lands unless they are directly related to agriculture, and no new farming can be undertaken on less than 25 acres.

Property owners who have been intending to erect buildings on land now vacant are therefore being denied building permits, at least for the time being, the provincial authorities explained.

They said the ministerial orders are serving as a stopgap to prevent land speculation and incompatible developments from occurring in the interim period while local zoning bylaws are revised to take the new airport into account.

Affected by the orders are portions of the towns of Whitchurch, Stouffville and Markham, portions of the townships of Uxbridge and

Pickering, and all of Scott Township.

The orders do not apply to more than a northerly fraction of the parcel the provincial government intends to develop as servicelands and the new community of Cedarwood. These lands, however, are covered by a new legislative amendment which in effect means that land-price increases resulting from the airport's presence will not be taken into account when the properties are being acquired.

Except for the Scott Township land, the properties designated in the orders fall within the "noislands"—the areas most likely to be affected by noise from the airport. Scott Township was covered by one of the orders "because it has no official plan to guide the new development pressures that would otherwise occur", the provincial spokesman said.

McKeough said he is anxious to see local authorities resume zoning controls as soon as possible.

With that aim in mind, he added, meetings are being arranged with municipal representatives to discuss revisions needed in their official plans and zoning bylaws.

## Three Ontario airports to be expanded

Three airports in southwestern Ontario are to be expanded in 1972, as part of the evolution of an aviation system that will include Toronto International Airport at Malton and the new international airport to be built at Pickering.

The three airports slated

for immediate expansion are at Hamilton, London and Windsor.

In announcing the expansion plans, federal authorities said local air services in the productive southwestern region of Ontario have been hampered to some extent by runways

and facilities less than adequate for certain large aircraft.

One objective of the improvements will be to provide better domestic service for people living in southwestern Ontario. A separate major aim is to enable the three airports to

originate and receive long-haul charter and international flights.

They said short take-off and landing (STOL) aircraft may be introduced into the system, depending on results of a pilot program being instituted between Montreal and Ottawa.

In studying the overall air transportation needs of the region, researchers found that the needs of the Hamilton-Kitchener-Waterloo area, for example, could not be met fully by the airports at Malton and the new northeast site.

The southwestern area is sufficiently removed from Toronto to require an airport system specifically designed and located to serve the market there.

Analysis also revealed that this area and several communities in southwestern Ontario currently re-

ceive in view of the substantial growth of traffic forecast.

The total area of southwestern Ontario, excluding Toronto, is expected to generate six to eight million passengers annually by 1985 and 17 to 25 million by the year 2000. A study of the long-term requirements will be undertaken while the improvements at Hamilton, London and Windsor are underway.

The expansion of facilities in the southwestern region will encourage more direct flights into these three airports and make air passengers in the surrounding areas less dependent on the airports at Malton and the northeast site.

The extension of runways and other improved facilities will also accommodate aircraft that were previously unable to land there. New wide-bodied aircraft, such as the 747, DC-10 and L1011, will be able to use



**The Province's Project Director**

Larry Forster, former Regional Director with the Department of Transportation and Communications in Thunder Bay, has just been appointed as the Province's Project Director for the airport complex. He will oversee provincial planning responsibilities for airport services and the new townsite. Mr. Forster can be reached through the Brock Road Office. (See office story on opposite page.)

## New system may limit noise level

The new Pickering airport will provide a major test for a system pioneered by the Ontario government to regulate noise levels and land use near airports.

Developed originally for the proposed enlargement of Malton airport, the system relates land use to a sophisticated measure of noise levels.

Noise levels have been a major source of public concern regarding airport construction in the last several years. Research on airport noise in Ontario has been conducted since 1957.

In the last three years, co-operation between the federal and provincial governments has produced operating regulations which are meant to ensure the least possible aircraft noise compatible with the safe operation of the airport.

The Ontario control system also goes further. By tracing out zones of noise according to a noise rating formula, residential areas and aircraft operating procedures can be established which reduce noise irritation.

The zones are established by contours named Com-

posite Noise Rating Contours (CNR). The contours take into account actual noise levels, the number of occurrences per day, the time of day and other factors which are related to irritation.

A Land Use Compatibility Table developed by the Department of Municipal Affairs is then used to establish what the land within specific contours is suitable for.

When the Land Use Compatibility Table was first announced in 1969, the Hon. Darcy McKeough, then Minister of Municipal Affairs, identified three major objectives for its use—to ensure that the effect of aircraft noise on existing built up areas is minimized, to ensure that undeveloped land subject to unacceptable noise levels remains undeveloped and to protect the public from acquiring land unsuitable for the purpose planned.

Having kept these objectives in mind, the provincial government is hopeful that the selection and planning of the Pickering site will result in a minimum of noise irritation.

## Pickering's role in total scheme

What role will the new Pickering airport play in the overall picture of southern Ontario's aviation development?

Contrary to some press speculation, the new airport, scheduled to start operating by 1978 or 1979, will be much more than a minor, regional terminal for air traffic.

Its function will be to combine international

some domestic service. Its regular traffic will include charter flights, freight, and domestic and international flights by scheduled airlines.

As the Toronto-area market grows, Pickering will likely be the terminal for increasing volumes of domestic traffic.

However, say government planners, it would be

ering's coming role as either that of the major airport in the region or just a minor airport in the system.

"It will be one important component in a system composed of several airports," one spokesman explains.

Malton, he added, will retain a significant role, and Pickering will complement

will the airports at Windsor, London and Hamilton—all three of which are to begin new expansion programs this year.

"Pickering will provide the relief Malton will need by 1978-79," the spokesman adds, "and it will provide a flexibility that the southern Ontario system will need in serving the region and its markets a decade from