

Appendix 7: Planning Policy Summary

(a) Former City of Toronto Official Plan (1994)

Given that the Central Waterfront Plan, discussed below is still partially under appeal, the former City of Toronto Official Plan is the in-force Plan for the groundside area around the airport. The 1994 City of Toronto Official Plan stated that the Toronto Island Airport could continue to be used for aviation purposes in accordance with the Tripartite Agreement. Council could also consider revisions to the Agreement if there were no adverse impacts on the surrounding residential and recreational environments. This part of the Plan was carried forward to the current Official Plan in Site and Area Specific Policy #194.

Other relevant parts of the Plan include the Waterfront (Section 14) which includes the Bayfront and Harbourfront and the Harbourfront Part II Plan (Section 19.19). The policies consistently refer to the unique character and special importance of the waterfront, the need to improve connections and linkages, and the importance of the regional recreational aspect of the parks system. The policies on lake filling in Sections 2.74, 2.75 and 14.53 are also relevant.

(b) Current City of Toronto Official Plan (2006)

In the current City of Toronto Official Plan, the Toronto Islands are designated as *Parks, Natural Areas, and Other Open Space Areas* with a small portion designated as *Neighbourhoods*. To the north of the airport the lands along the water's edge are generally designated as Parks, with some *Apartment Neighbourhoods* along Stadium Road in Bathurst Quay, and some *Mixed Use Areas* on the south side of Queens Quay. The north side of Queens Quay is generally designated as *Mixed Use Areas*. To the northwest of the airport is Coronation Park (designated Parks), Ontario Place (designated Other Open Space Areas) and the Canadian National Exhibition Grounds (designated Regeneration Areas).

The surrounding lands include a Green Space System. Most of the Toronto Islands, the BBTCA lands, Ontario Place, and generally the lands along the waterfront in the Toronto Inner Harbour are all part of the Green Space System. The lands surrounding the airport, some of which form the BBTCA lands, are included in the Natural Heritage System and are Environmentally Significant Areas. All of these areas are governed by specific policies in the Official Plan. These policies require that a comprehensive study be conducted to assess a proposed development's impact, to propose measures to reduce negative impacts, and, where possible, to improve the environment. Lake filling is not supported in the OP and requires an OPA.

The BBTCA is specifically referenced in Site and Area Specific Policy (SASP) #194. Subsection (c) of SASP #194 states:

"further, the continued use of the airport lands for aviation purposes will be supported, exclusive of the environmentally sensitive area on the west side of the airport lands, including protection of the existing flight paths. Revisions to the provisions of the lease agreement may be undertaken, provided that the City is satisfied that improvements to airport facilities and operations can be made without adverse impact on the surrounding residential and recreational environment."

(c) The Central Waterfront Plan (2003)

The Central Waterfront Plan was adopted by City Council in 2003 and provides Council's most recent direction on how the waterfront will be renewed and developed over the long term. While the BBTCA is excluded from the Plan, the lands along the waterfront on the groundside are included.

The Plan is based on 4 key principles which are:

1. Removing Barriers/Making Connections;
2. Building a Network of Spectacular Waterfront Parks and Public Spaces;
3. Promoting a Clean and Green Environment; and
4. Creating Dynamic and Diverse New Communities.

The Plan calls for the reservation of the water's edge for public use as a connected series of walkways, parks, streets and bridges; recognition of the significance of the public realm in transforming the Central Waterfront into a destination for tourism, national celebration and local enjoyment; and the creation of a high standard of design characteristic of great city waterfronts. The Plan also recognizes the importance of the Canada Malting site as a landmark site with heritage importance.