



Metropolitan Waterfront Plan



Metropolitan
Planning
Department

Prepared by:
Metropolitan Toronto Planning Department

February 1994

Table of Contents

Chapter 1: Introduction	1
A Special Place	1
The Metropolitan Waterfront Plan	1
Consultation	2
Research	5
Components of the Plan	6
Chapter 2: Challenges and Opportunities	7
Importance of the Waterfront	7
A Special Identity	7
Natural Resources	7
People Places	9
Transportation	9
The Need for Balance and Diversity	9
An Ecosystem Approach	10
Pressures of Change	11
A Public Priority	12
Chapter 3: The Future Waterfront	13

Chapter 4: A Planning Framework	15
Guiding Principles	15
Objectives	15
Chapter 5: Waterfront Green Space System	17
Waterfront Green Space System	18
Waterfront Environmental Impact Zone	21
Chapter 6: Access and Movement	27
Regional Access to and through the Waterfront	27
Reconnecting the Urban Community to the Waterfront	28
The Waterfront Trail	29
Chapter 7: Development and Economic Vitality	31
Chapter 8: Regional Identity: Waterfront Key Destinations	35
Col. Sam Smith Park/Lakeshore Hospital Grounds	36
High Park	37
Exhibition Place/Ontario Place/Fort York	37
Harbourfront	39

Tommy Thompson Park	39
Toronto Islands	40
Scarborough Bluffs	41

Chapter 9: Implementation	43
----------------------------------	-----------

List of Schedules	
--------------------------	--

1. Metropolitan Waterfront Green Space System	44a
2. Access and Movement	44b
3. Waterfront Key Destinations	44c
4. Cultural Heritage	44d

Appendices	45
-------------------	-----------

1. Metropolitan Waterfront Committee Membership	47
2. Bibliography of Background Documents	49
3. Glossary of Terms	51
4. Existing Transportation Facilities	55
5. Jurisdictional Roles and Responsibilities Along the Waterfront	56

Part I - Federal	56
A. Department	56
Environment	56
Fisheries and Oceans	56
Transport	56
B. Agencies, Boards, Commissions	57
Toronto Harbour Commissioners	57
Part II - Provincial	62
A. Minister/Ministry	62
Environment and Energy	62
Municipal Affairs	64
Natural Resources	67
B. Agencies, Boards, Corporations, Commissions	70
Metropolitan Toronto and Region Conservation Authority (MTRCA)	70
Ontario Place Corporation	76
Toronto Area Transit Operating Authority (GO Transit)	77
Waterfront Regeneration Trust Agency	80

Part III - Municipal - Metropolitan Toronto	81
A. Boards, Commissions	81
Board of Management of the Guild	81
Board of Governors of Exhibition Place	81
Metropolitan Police Force/Police Services Board	82
Toronto Transit Commission	82
B. Departments	82
Parks and Property	82
Planning	84
Transportation	85
Works	85
Area Municipalities	86
A. Area Municipal Councils	86
Addendum 1: Metropolitan Development Control Procedures	90

A Special Place

Everyone who lives, works and plays in Metropolitan Toronto has a stake in the future of the waterfront. The Metropolitan Toronto Waterfront (the “waterfront”), stretching approximately 47 kilometres between Etobicoke Creek in the west and the Rouge River in the east, affects our quality of life in many different ways.

All of us, whether we live in one of the waterfront neighbourhoods, enjoy picnicking, boating or cycling along the shore, or drink the water pumped from Lake Ontario through the Metropolitan water supply system, share responsibility for protecting and improving the waterfront. That shared responsibility includes public and private interests and extends to people living and working well beyond the boundaries of the waterfront.

A unique, diverse and valuable natural resource that supports economic and social uses, the waterfront deserves special attention from a planning perspective. It is a finite resource that must be conserved and enhanced as a present benefit and as a legacy for future generations.

As the upper-tier level of municipal government, The Municipality of Metropolitan Toronto (the “Metropolitan Corporation”) is in a strategic position to represent a breadth of interests across the Metropolitan Waterfront, to provide a balanced approach to resource management, and to promote mutual cooperation among a variety of jurisdictions and private concerns.

The Metropolitan Waterfront Plan

The Metropolitan Waterfront Plan (the “Plan”) is designed to achieve a waterfront that is healthy, vibrant and publicly accessible. It is intended

to encourage responsible stewardship of this major community asset. It challenges governments and the community to work in partnership to ensure that this resource is well-managed and that benefits are distributed broadly and fairly.

The Plan is essentially comprised of a series of objectives and policies. The objectives identify what needs to be done and the policies represent the steps to get there. Together, they form a comprehensive planning strategy for the waterfront.

The Metropolitan Waterfront Plan is a Metropolitan policy document, directing Metropolitan investment and operations and projects of the Metropolitan Toronto and Region Conservation Authority (MTRCA). It replaces the 1967 Metropolitan Waterfront Plan. The prevailing document will be the new *Metropolitan Official Plan*, which contains specific waterfront policies and has legal status under the Planning Act.

Policies for the waterfront reflect and reinforce the new Metropolitan Official Plan’s integrated approach to land use planning and management of environmental, economic and social change. The overall direction of the new Official Plan is guided by a vision of Metropolitan Toronto as a sustainable, diverse, urban community that is environmentally, economically and socially healthy.

The Plan also reflects and complements the goals and principles of the *Metropolitan Toronto Strategic Plan*, *Metropolitan Toronto Social Development Strategy*, *Metropolitan Culture Plan* and the *Metropolitan Economic Development Strategy*.

The Plan will take time to implement fully. It provides a planning framework to guide the evolution of the waterfront now and into the next century. The Plan will be evaluated from time to time to ensure

that it remains relevant and effective and that its objectives are being achieved.

Consultation

The Plan has been developed with the help of the people of Metropolitan Toronto, with the advice of a wide range of interest groups, governments, agencies and experts, and under the guidance of the Metropolitan Waterfront Committee.

The Metropolitan Waterfront Committee, made up of members of Metropolitan Council, was established in March, 1989 by Metropolitan Council "to identify Metropolitan interests in and objectives for the Metropolitan Waterfront, and to develop a broad strategy to guide Metropolitan Council in implementing its objectives". Members of the Committee are listed in Appendix 1. Two technical committees were subsequently established.

The Metropolitan Waterfront Technical Steering Committee was formed in 1989 to provide information and advice to the Metropolitan Waterfront Committee and to serve as a forum for inter-governmental staff liaison. Members included representatives of the Planning Department of the Metropolitan Corporation and all six Area Municipalities, representatives of the Metropolitan Departments of Transportation, Works, Parks and Property, and the Chief Administrator's Office, and representatives of Exhibition Place, the Toronto Transit Commission, and the MTRCA.

The Metropolitan Waterfront Trail Working Committee was established in the fall of 1991. Representatives from the Metropolitan Corporation, the Cities of Etobicoke, Toronto and Scarborough, the MTRCA, the

Province of Ontario and Citizens for a Lakeshore Greenway worked together to develop a recreational trail from the Etobicoke Creek to the Rouge River. The Committee identified a proposed route for the trail, prepared maps and other displays for consultation, and held public meetings. A report entitled *Metropolitan Waterfront Trail* (August, 1993) was published, outlining proposed pedestrian and cyclist routes for the Metropolitan Waterfront Trail between Marie Curtis Park and Rouge Beach Park.

The Metropolitan Waterfront Committee recommended that it was time for a new plan for the waterfront. Metro's first Waterfront Plan was prepared between 1962 and 1967, and was adopted by Council in November, 1968. It was an ambitious plan, focusing on development and large-scale engineering projects. Some aspects of the 1967 plan, such as expansion of recreational opportunities on the waterfront, have been implemented, creating significantly more public access and green space at the water's edge. Other proposals, such as creation of a Harbour City built on lakefill, were discarded in light of changed economic and environmental realities.

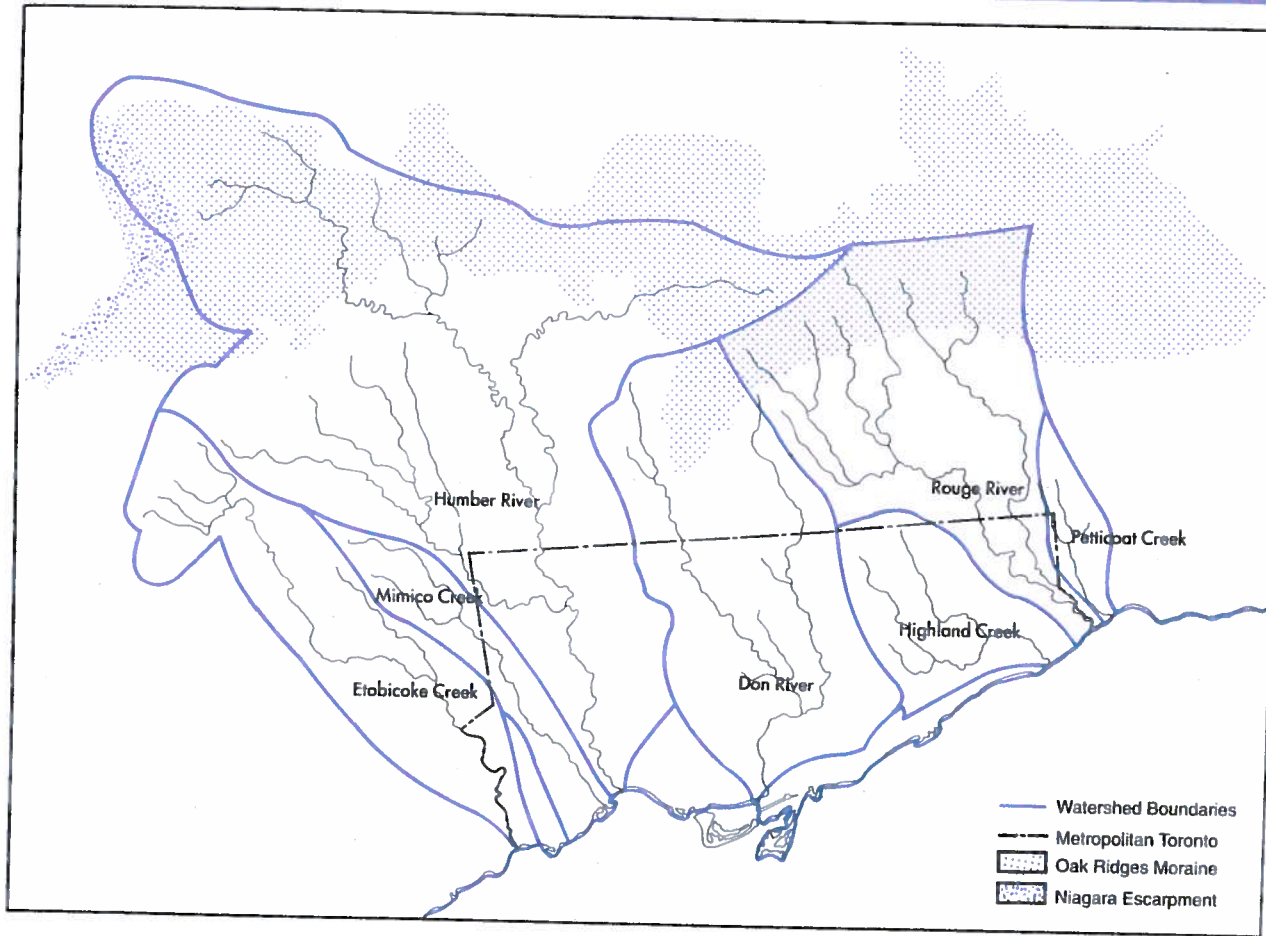
Several key themes of the 1967 plan, such as securing continuous public access along the water's edge and the revitalization of underutilized lands, remain compelling. However, public priorities have shifted to conservation and working with the existing resource base to achieve these objectives. In March, 1990, Council endorsed the Metropolitan Waterfront Committee's recommendation that a new waterfront plan be prepared.

An information and consultation strategy, (Phase I Consultation), with the theme "Share the Vision", ensured that the public had a say in setting new objectives. The strategy included focus groups made up of members of the public who were asked for their views on the future of

*The members of the
Metropolitan
Waterfront
Committee are listed
in Appendix 1.*




The health of the Metro environment is dependent on the wise management of resources throughout the watershed.



Metropolitan Watersheds





the waterfront. To attract interest and get people talking, special events were held, such as a floating classroom on the historic ferry *Trillium* and special presentations on the future of the waterfront. Individual residents, associations, interest groups, commercial enterprises, environmental and other experts and waterfront users were all canvassed for their opinions. Public comment in related consultations, such as environmental assessments on waterfront projects, were also taken into account.

Working groups were formed to involve government and agency representatives in the process. These groups provided advice on general and area-specific issues, including parks and recreation, environmental restoration and regeneration, transit services, economic development, and public works. Area Municipalities within Metropolitan Toronto provided their “visions” and concerns for the waterfront through their ongoing participation in the work of the Metropolitan Waterfront Technical Steering Committee.

The MTRCA, which helps manage the waterfront’s natural resources on a watershed basis, has been closely involved in the development of the Plan. The MTRCA’s work is of major importance to Metropolitan Toronto, not only because of the open space it has acquired and protected within the region but also because Metropolitan Toronto is “downstream” of other municipalities and is therefore dependent on the wise management of resources throughout the watersheds in the Greater Toronto Area. The Metropolitan Corporation funds the MTRCA, along with the Province of Ontario, the Regions of York, Durham, Peel, and the Townships of Mono and Adjala.

The Royal Commission on the Future of the Toronto Waterfront began work in June, 1988 as a federal commission with a mandate to make recommendations regarding the future of the Toronto waterfront.

Subsequently, it became a joint federal-provincial commission with an expanded mandate to investigate the waterfront from Newcastle to Burlington, including adjacent watersheds. Metropolitan staff participated in many of the Commission’s initiatives which have been documented in a number of reports. In June, 1992, the provincial government established the Waterfront Regeneration Trust to implement the Commission’s recommendations.

There were consultations with the steering committee of the Metropolitan Toronto Remedial Action Plan, which is an initiative to develop a comprehensive blueprint for cleaning up water pollution. The International Joint Commission, which monitors the Great Lakes Water Quality Agreement between Canada and the United States, recommended that such Remedial Action Plans be developed by governments and community representatives for 43 sites on the Great Lakes, including Metropolitan Toronto’s waterfront.

In December, 1991, the Metropolitan Planning Department issued an interim report to summarize emerging themes, priorities and planning directions identified by the Metropolitan Waterfront Committee. It reflected advice from the various consultative processes that had been undertaken. *Share the Vision: Planning Directions for the Metropolitan Waterfront* provided a focus for further discussion and refinement of objectives and policies for the waterfront. This process formed Phase II of the consultation. Based on the comments received on the interim report, a Draft Metropolitan Waterfront Plan was prepared.

With the completion of the Draft Plan in May, 1993, the Metropolitan Waterfront Committee disbanded. The Economic Development and Planning Committee assumed responsibility for waterfront planning issues in Metropolitan Toronto.



*Background reports
to the Waterfront
Plan are listed in
Appendix 2.*

Phase III of the consultation process followed the release of the Draft Metropolitan Waterfront Plan. The objective at this time was to solicit public comment on the Draft Plan and to have further dialogue with the community on waterfront planning issues. Phase III included public meetings, informational mailings, circulation of the Draft Plan, special events and a Waterfront Planning Forum.

The Draft Plan was mailed to 2,250 members of the public and community groups throughout Metropolitan Toronto who had expressed interest in waterfront issues. Five community meetings were held on the Draft Plan. Special events offered opportunities for public education and involvement in issues of interest. Events included: the Mimico Heritage Walk (October, 1992), a tour of Mimico's beachfront estates; Humber Heritage Day (May, 1993), a series of events throughout the Humber watershed including walks along the lower river to Lake Ontario and a tour of the Humber Treatment Plant; Guildwood Waterfront Walk (September, 1993), a tour of Guildwood Park, the Guild Inn Grounds and waterfront area; and the New Toronto and Long Branch Waterfront Walk (October, 1993), a tour of the former Lakeshore Hospital grounds and Col. Samuel Smith Park.

The Waterfront Planning Forum, attended by interested members of the public, was the culmination of the Phase III consultation process. The one-day event included a presentation on the Draft Plan, small group workshops for in-depth discussion of key issues, and a videotaped session in which the groups summarized their views on the Draft Plan. *The Report of the Waterfront Planning Forum* (October, 1993) outlined the range of opinions presented.

The Ontario Ministry of Municipal Affairs coordinated a provincial ministerial review of the Draft Plan in consultation with Metropolitan staff. A consolidated provincial staff position on the Draft Plan was

received and appropriate revisions to the Draft Plan were made. The application of provincial regulatory shoreline management standards were assessed through joint discussions with the Ministry of Natural Resources, the Waterfront Regeneration Trust and the Metropolitan Toronto and Region Conservation Authority.

Public consultation has been integral to the Waterfront Plan process. The Metropolitan Waterfront Plan has been developed to reflect public and agency input.

Research

In the development of the Plan, considerable research was carried out by independent consultants and study teams. *The Metro Waterfront Environmental Study* evaluated the waterfront's current state of ecological health and compared it with the ecosystem planning objectives that arose through general consensus within Metropolitan Toronto. *A Physical Impact Assessment in the Coastal Zone of the Metropolitan Waterfront* examined the sensitivity of the coastal zone to changes caused by human activities, and evaluated available methods for physical impact assessment.

A report on *Regional Heritage Features on the Metropolitan Waterfront* examined various waterfront features in terms of their changing local identities and regional linkages. *Visions for the Metropolitan Waterfront: Planning in Historical Perspective*, reviewed the planning context of these features and explored the origins of planning ideas for the waterfront and the region. These and other background documents are listed in Appendix 2.



Components of the Plan

A glossary is provided in Appendix 3 to define technical terms.

The next three chapters serve as a general introduction and context for the guiding principles, objectives and policies of the Plan. Chapter 2 looks at the importance of the waterfront, its fragility as a natural resource and the pressures and challenges that must be recognized and addressed. Chapter 3 looks at the future of the waterfront and envisions the waterfront that the Plan is intended to achieve. Chapter 4 sets out the principles on which the Plan is based, and the objectives of the Plan.

Chapters 5 through 9 set out the policies for the waterfront. The policies are numbered consecutively throughout the Plan, for ease of reference, and are organized thematically:

- Waterfront Green Space System
- Access and Movement
- Development and Economic Vitality
- Regional Identity: Waterfront Key Destinations
- Implementation

While technical language has been avoided as much as possible, the use of certain terms and phrases not in common use was sometimes unavoidable. A Glossary of Terms is provided in Appendix 3.

Importance of the Waterfront

The waterfront is a unique and fragile resource. Its vulnerability is partly due to its attractiveness for many uses. Some of the natural features of the waterfront have been lost or degraded as the metropolis has grown. But some remain. How will we restore and protect them for the future? Over the years, physical changes along the shoreline have changed the outlook of the urban community on the lake. How can we reconnect the community to the lake? The Plan is intended to provide the planning strategy for answering these kinds of questions. It is a tool for managing this valued public priority, for achieving the desired balance and diversity of uses and experiences, and to guide growth and change today and into future generations.

A Special Identity

The waterfront has always played an important role in Metropolitan Toronto and is an integral part of its identity. The waterfront's diverse features and special sites require conservation and enhancement including protection of unique areas such as the Port Area. The character of the waterfront is delineated by all those elements that make the waterfront a special or unique place, such as the lake, views, beaches, bluffs, boats, parks, and buildings which embrace or relate to the water's edge location. It is important to protect and enhance those elements that give the waterfront its distinctive character and identity.

Proximity to Lake Ontario has strongly influenced the patterns of human use and settlement in the region. An aboriginal presence on the waterfront dates back some 10,000 years. The first European trading posts were near or on the lake, and the fine natural harbour determined

the founding of York in 1793. The water's edge proved attractive for a variety of uses, and many sites remain which mark this history. Waterfront heritage helps give the community an appreciation of its roots.

The waterfront contributes to a distinct sense of place for Metropolitan Toronto. That sense of place is nurtured not only by the heritage of the past, but by what the waterfront represents to today's residents and visitors. The Metropolitan skyline is that of a modern, vibrant, green metropolis-on-the-water. The waterfront is a vital part of Metropolitan Toronto's signature around the world.

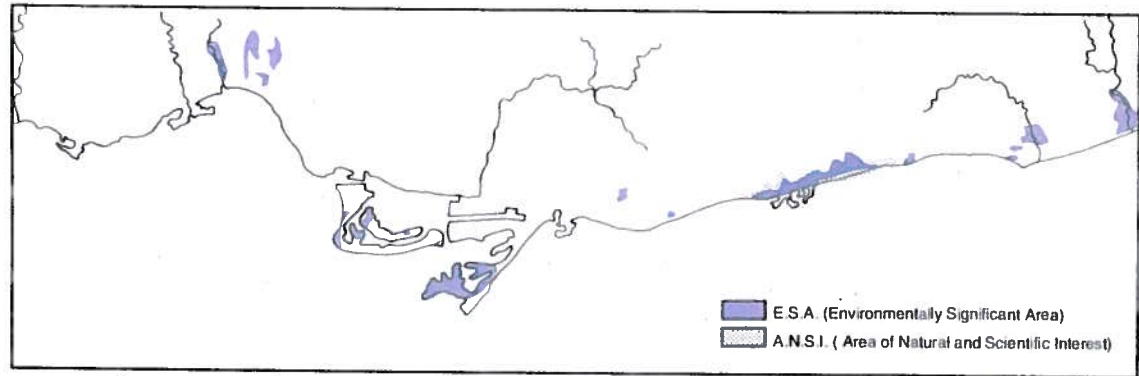
In a metropolis of over 2 million people, the waterfront provides a natural open space close to the urban fabric. Green space and expansive views of the water provide a much needed break and breathing space amid hectic urban life.

The waterfront draws people to it, and adequate facilities must be available to accommodate this interest. Approximately 50 per cent of the waterfront lands are currently in public ownership, representing in itself a substantial public interest and investment. The waterfront is the focus for a range of recreational and other activities that are geared to a lakefront location. There are popular community gathering places on the waterfront, as well as an extensive network of quiet green spaces.

Natural Resources

The waterfront has always been a key determinant in the location of urban settlement because of the natural resources required to sustain human life. Although the forest and abundant wildlife have largely been

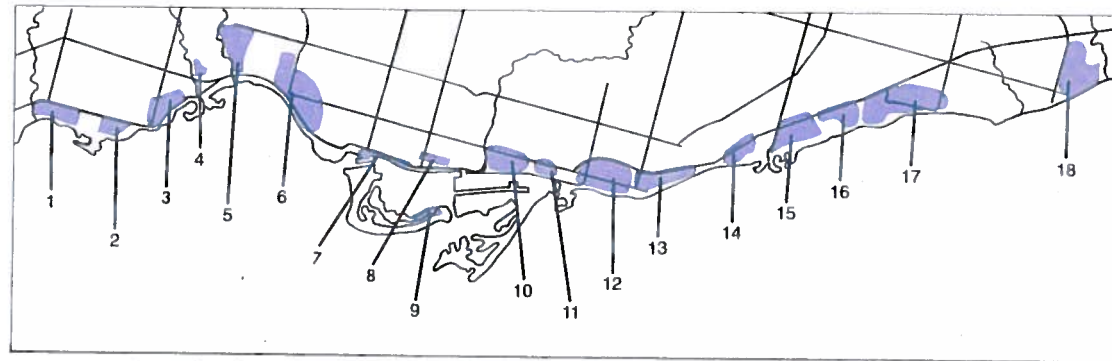
Environmentally Significant Areas (ESAs) are identified by the MTRCA as having natural features or ecological functions of such significance as to require conservation.



ESAs & ANSIs on the Metropolitan Waterfront

Legend

- | | |
|-------------------|-------------------------|
| 1. Long Branch | 10. South Riverdale |
| 2. New Toronto | 11. Leslieville |
| 3. Mimico | 12. The Beaches |
| 4. Stonegate | 13. Birchcliff |
| 5. Swansea | 14. Cliffside |
| 6. Parkdale | 15. Cliffcrest |
| 7. Harbourfront | 16. Scarborough Village |
| 8. St. Lawrence | 17. Guildwood |
| 9. Toronto Island | 18. West Rouge |



Waterfront Neighbourhoods

Areas of Natural and Scientific Interest (ANSIs) are natural landscapes or features recognized by the Province as having value for protection, heritage appreciation, scientific study or education.

displaced, Lake Ontario still provides fresh water for millions of residents. The lake also modifies the extremes of temperature and creates environments for special ecological conditions.

Important natural resources or assets specific to the waterfront include beaches, bluffs, high and low relief cliffs, deeply incised river valleys and ravines, sheltered bays, remnant woodlands and natural areas, wildlife habitats and wetlands.

Interspersed along the shoreline are distinctive natural areas such as at the Toronto Islands, the Scarborough Bluffs, the Rouge and the Humber River marshes. A number of waterfront features have been identified as Environmentally Significant Areas (ESAs) or Areas of Natural and Scientific Interest (ANSIs). In addition, the Rouge and Humber wetlands are classified as being provincially significant.

Although the natural resources appear discontinuous, the shoreline, where land and water meet, serves as an integrating agent functioning as a lateral (east-west) link between individual watersheds draining into Lake Ontario, as well as a connection extending upstream to other natural communities within and beyond the region. New facilities such as Tommy Thompson Park and rehabilitation efforts at other lakefill parks are restoring elements of the lost natural habitat.

People Places

There are a number of residential communities along Lake Ontario, each with their own particular character. For example, some neighbourhoods along the Etobicoke waterfront were originally summer settlements and have retained part of their cottage atmosphere. All waterfront neighbourhoods have a unique orientation to the lake in terms of design,

historic relationship, or activity. Some of these, such as Parkdale and Niagara, have been cut off by intervening roads, rail corridors and other barriers.

Major recreational, cultural and commercial areas are located along the waterfront. The parks and "people places" attract both residents and visitors. The economic impact from waterfront activities is substantial and has significant future potential. Recreational development should be concentrated on those sites especially suited to attracting tourism and generating economic activity, thereby avoiding impact on other natural areas along the waterfront.

Transportation

Major east-west rail and road corridors parallel the shoreline, carrying people and goods to and from the downtown core and linking with other transportation routes. The roads and rail lines allow workers access to jobs, bring visitors to the area, and ship goods and services in and out of the region. This historic use of the waterfront continues to be of importance to the Metropolitan economy. However, social and environmental considerations have increasing importance, and the reduction of private automobile use is now a priority. Appendix 4 identifies existing transportation facilities within the waterfront.

The Need for Balance and Diversity

As the location of so many features and uses, the waterfront is unique. Its attractiveness has contributed to a concentration of interests and activities and to fast-paced and constant change. The result is a need for a policy framework to conserve the valued characteristics of the waterfront and to guide and coordinate development on a regional basis.



The Plan is intended to ensure that there is a balance of uses along the waterfront, that sensitive environmental and heritage areas are protected, that green space and access to it are expanded, and that sites of importance to the region's economic vitality are maintained and improved.

For example, the transportation corridors are crucial for mobility and enterprise within the Greater Toronto Area (GTA), which includes Metropolitan Toronto and the four regional municipalities of Durham, Halton, Peel, and York, encompassing an area of over 7,060 square kilometres. The Plan directs that the demands of both local and regional access must be accommodated. It should be easier for people travelling by public transit, by bicycle, and on foot to overcome the barriers posed by expressways and railway lines. But there must still be regional vehicular access to and through the waterfront.

An ecosystem approach recognizes the dynamic and complex interactions of natural and human communities and processes.

Some natural areas need to be protected from human traffic, while other parts of the waterfront are clearly people places that provide for recreational opportunities, cultural events and commercial activity. The Plan aims to protect certain sites, particularly those significant natural resources within a defined Waterfront Environmental Impact Zone (see Chapter 5), and endeavours to reconnect the natural systems along the waterfront.

Competing demands for rare waterfront resources must be managed, and priorities identified. The policies protect and enhance public places for human activities, and encourage public and private development to fit better into the overall character of the waterfront. The result should be a social and built environment that is compatible with the natural one.

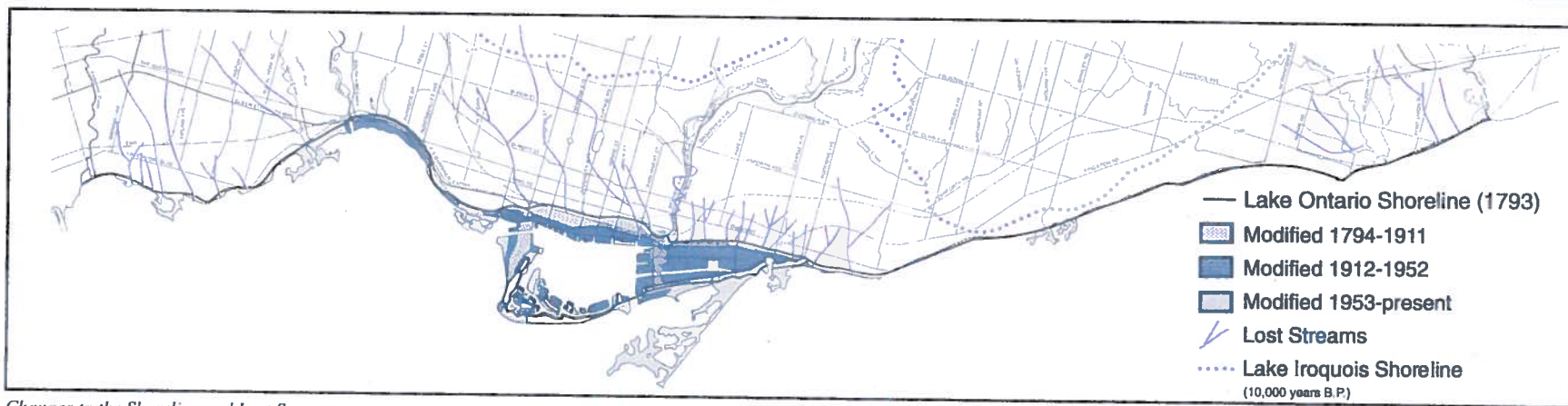
An Ecosystem Approach

An ecosystem is a network formed by the interaction of living things, including humans, with one another and with their habitat. The waterfront planning process takes an ecosystem approach that recognizes the dynamic and complex interactions of natural and human communities and processes, on a scale from the microscopic to the global. This approach to planning implies the recognition of natural boundaries, necessitating a greater degree of inter-governmental collaboration. It also requires policies that recognize a broader spectrum of issues and which take into account connections between the various components of the ecosystem.

In the urban context, the planning priority is to ensure that we benefit from the natural system while not unduly impairing natural processes. The state of the ecosystem's health is vitally important to Metropolitan Toronto. Water quality, for example, influences public health and recreational opportunities for residents. Public works facilities play an essential role in safeguarding a high quality of life.

Too often in the past, we have considered green space as an afterthought, what was left over after development took its course. We now realize that if any natural spaces are to remain, we must take a pro-active approach to saving them.

The ecosystem approach requires us to look beyond a particular site to what is happening in the next bay and in the whole watershed, and to have regard for cumulative impacts. A new structure in the lake at one site may destroy the beaches at another. Factors outside the shore area, such as upstream activities, have a major impact on the quality of the shoreline environment. All elements of the community have complex and changing relationships that require coordination and consideration.



Changes to the Shoreline and Lost Streams

Transit tends not to accommodate recreational patterns of travel. People want to get to the lake easily, to enjoy natural areas and people places along the waterfront.

Pressures of Change

Someone who lived in this area 150 years ago would hardly recognize the waterfront of today — and not just because of the new buildings and other development. The shoreline itself has changed. For example, Fort York used to be at the water's edge; now it is separated from the lake by expressways.

Since the 1850s, major lakefilling has created new land for industry, commerce, transportation and recreation. Shoreline modifications have also been carried out to ensure public safety, create natural habitat, and prevent further erosion.

As the waterfront has evolved over many years, there have been both gains and losses. Several beautiful and popular parks have been created to provide green spaces along the water. Metro residents and tourists are

drawn to the waterfront for many recreational and cultural activities. However, the beaches are frequently closed to swimming because of pollution from combined sewer overflows and storm sewer outfalls. There are numerous restrictions on fish consumption because of contamination by toxic substances, such as PCBs and mirex. Many of the natural resources of the waterfront have been destroyed by urban development and pollution. Efforts are being undertaken now to restore some of the wetlands and other natural habitat. For example, the Metropolitan Corporation, in cooperation with the MTRCA, has undertaken a series of habitat rehabilitation pilot projects. As well, some areas are regenerating naturally. Portions of the Outer Harbour show a remarkable diversity of natural life; for example, 27 butterfly species have been observed in the North Shore area. But some of the losses of natural resources are irreparable.



The jurisdiction of agencies involved with the waterfront and the legislation which describe their mandates are listed in Appendix 5.

Transportation routes and development have also erected physical barriers between the waterfront and the rest of Metropolitan Toronto, preventing or discouraging access to the water's edge. Transit along the waterfront is unavailable or fragmented, and where service does exist, except in the Harbourfront area, it tends not to accommodate recreational patterns of travel. For people who want to walk or cycle along the shore, there are frequent physical barriers. When the connections are severed, the waterfront no longer provides a continuous stretch of publicly accessible land, but a collection of isolated sites.

While recognizing that the waterfront will continue to evolve, we must take steps to preserve and enhance the quality of the public lands and resources. A planning framework for the waterfront must cope with the pressures of change, directing this energy in ways that enhance the waterfront and benefit the public.

A Public Priority

Current values and choices can have a major impact on the future of a resource like the waterfront. In the 1850s, despite public pressure to the contrary, railway access to the heart of the city won out over proposals for a waterfront public esplanade. In the 1960s and 1970s, developing tourist attractions and constructing lakefill for recreational and port uses took precedence over environmental protection. Water's edge residential development did not necessarily consider public access of views to the lake.

Today, people do not want Metropolitan Toronto to have a degraded, inaccessible waterfront. They want to be able to see Lake Ontario and get to it easily, and to have a range of opportunities and activities to

enjoy along the waterfront. The natural environment has become an urgent public concern in the 1990s.

We must respond to those public priorities by taking a pro-active approach to protection of the natural environment, providing for restoration and rehabilitation of natural aquatic and terrestrial habitat. We must also respond to the need for people places along the waterfront that offer recreational opportunities, attract tourism, and promote economic activity. The planning and implementation processes must ensure that the community is involved in identifying objectives and helping achieve them.

Because of these concerns and the complexity of dealing with the diversity and sensitivity of the waterfront, there must be concerted efforts to coordinate and integrate planning initiatives. However, the waterfront has suffered from a fragmentation of stewardship. There are many different bodies that have some responsibility for the waterfront, including four levels of government - local area municipalities, an upper-tier municipality, the Province and the Federal government and their various agencies, commissions, authorities and departments. Considerable overlap in mandate exists on land and water. Appendix 5 documents this range of jurisdictional interests.

Jurisdictional overlap on the waterfront has resulted in diverging objectives for the area and barriers to good planning. But there is potential for a cooperative effort through a planning process that integrates the expertise and resources of all these agencies to create a better waterfront in the future. No one community, authority or level of government can achieve the public goals alone.

Cooperation between jurisdictions to achieve public priorities is essential to a healthy future for the waterfront and the region.

The Waterfront Plan is based on a vision for the future. What will the ideal waterfront of the 21st century be like? How will it be different from today? The vision represents what the Plan is intended to achieve over time. The Plan, on its own, cannot make all these things happen, but it can make a major contribution to the creation of a healthy, vibrant and publicly accessible waterfront.

The achievement of this vision depends in good measure on the success of the new Metropolitan Official Plan policies, such as those relating to cleaner water in Lake Ontario, reduced emissions into the air, expansion of public transit, and concentrations of residential uses and commercial activities within Centres and along Corridors. It also depends on other initiatives undertaken by the Metropolitan Corporation, local area municipalities, regional agencies, other levels of government, the private sector and the public at large.

People want a waterfront that contributes to the quality of life of Metropolitan Toronto. They want a balance between development and conservation on the waterfront. The Waterfront Plan reinforces the public's vision for the waterfront. The Plan envisions a 21st century waterfront where:

There is a continuous shoreline greenway from Etobicoke Creek to the Rouge River.

There are many opportunities for people to experience nature - to walk by a field of wild flowers, explore a wetland, or canoe in a sheltered cove.

Many indigenous plants and animals have returned to the waterfront in abundance. There is a resurgence of Carolinian forest species such as hickory and sycamore. Hawks, herons and kingfishers are a common sight in the skies overhead.

You can eat truly "fresh" water fish. Fish stocking programs are no longer necessary, as populations are naturally reproducing and self-sustaining.

Small craft launching ramps across the waterfront make it easy to spend an afternoon fishing on the lake.

The beaches are clean and the water safe for swimming and other watersports. Sailboats, sailboards, canoes and other small craft are widely enjoyed.

Bottled water is out of style. Tap water is "in".

At strategic points along the waterfront, there are washrooms, restaurants and sheltered places to picnic and enjoy the sun. The waterfront can be used throughout the year.

Residents can easily stroll to and along the water's edge.


One can readily get to the lake and see it from many vantage points in Metro. Differently abled people can experience the waterfront's diversity in safety and comfort.

There is convenient access to waterfront sites by transit, by foot, and by bicycle. People can walk and cycle all along the waterfront.

The barrier effects of the major transportation corridors have been eliminated or reduced. Parking lots are mainly located away from the shoreline.

With better access for pedestrians, cyclists and transit-riders, and more limited access for cars, the air is cleaner and fresher.

Residential neighbourhoods have been reconnected physically and visually to the waterfront through better access. Shoreline residents have joined with public authorities to act as stewards of their waterfront properties.



More people come to Metro Toronto via the lake. Water transportation services, including water taxis, ferries and other watercraft, bring visitors and commuters to the waterfront. Freighters dock at the busy port.

Contamination has been removed from the soil, and lakefilling is carefully regulated.

Busy employment areas and buildings are separated from sensitive natural habitats and the water's edge.

More land along the waterfront is in public ownership. Some of the areas are protected habitats; others are used for fun and education, recreation and culture.

There is increased recognition of the heritage sites along the waterfront, through public education and activities such as guided walks.

Exhibition Place is a magnet for international shows and conferences of all kinds. There is direct transit service from Pearson International Airport to existing and proposed trade functions.

Historic buildings and landscapes along the waterfront form a backdrop to theatrical productions throughout the summer.

Metro's waterfront is hailed as a leading example of a successful and ongoing restoration and revitalization effort, implemented through the cooperation of many different jurisdictions and supported by the general public.

Metro's waterfront is a well-known resource that attracts people not only from the immediate region, but from around the province and beyond its borders.

Guiding Principles

The Waterfront Plan has been developed in accordance with principles that reflect the predominant vision expressed by the public and by the Metropolitan Waterfront Committee. The following central values emerged from the consultations during preparation of the Plan.

Accessibility: There must be full public access to the services, facilities and opportunities of the waterfront.

Sharing the Benefits: The waterfront is a public asset that belongs to all the people of Metropolitan Toronto and beyond, not just those who live or work along the shore.

Balance and Diversity: The waterfront should support a diversity of uses, with an emphasis on activities that are lake-related and that contribute to the unique character of the waterfront.

Responsible Stewardship: Individuals, organizations and governments must share the stewardship responsibility and work cooperatively to achieve a healthy, vibrant and accessible waterfront.

Objectives

The waterfront gives the urban community one of its distinctive features — a place on the lake. Among major cities across North America, Metropolitan Toronto is known for its recreational and tourist attractions and green spaces on the water. The waterfront has important natural features, and it contributes to the economic vitality of the region and the well-being of Metropolitan residents.

The objectives of the Waterfront Plan are presented below. In the chapters that follow, the policies designed to achieve these objectives are set out in detail. The objectives are presented here together to provide an overview of what should ultimately be accomplished.

The objectives of the Waterfront Plan are:

- To plan and manage the Waterfront Green Space System in a way that restores, maintains, and enhances ecosystem integrity, improves physical connections to other green spaces, and meets the recreational and leisure needs of the Metropolitan Toronto population;
- To protect and enhance inter-regional access to and through the Metropolitan Waterfront and encourage increased reliance on transit, commuter rail and marine transportation, to enhance physical and visual access between the urban community and the Metropolitan Waterfront and provide for continuous public access along the Metropolitan Waterfront for public use and enjoyment;
- To ensure a balanced use of Metropolitan Waterfront lands supporting residential, employment and recreational activities in a manner which sustains the waterfront as an accessible public resource;
- To promote a high standard of quality in the physical form of the Metropolitan Waterfront to reflect its importance to the identity and liveability of the metropolis.



The waterfront represents the primary opportunity for an east-west link to improve the health of the regional ecosystem.

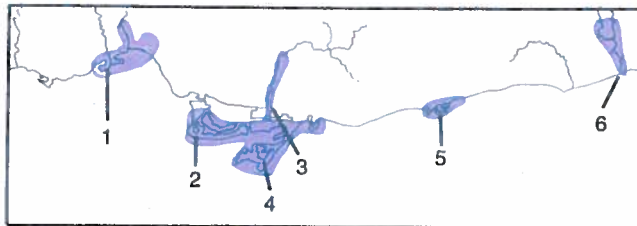
The waterfront contains a unique natural environment which is distinct from inland ecosystems. Policies for the restoration and conservation of significant natural areas are designed to allow natural communities to be self-sustaining. They emphasize the importance of ecological systems and the connection of these systems into an integrated green space system that serves as the single natural cross-regional link for the movement of species.

Green spaces on the waterfront require a policy framework that recognizes natural elements and processes as part of a larger system. In order to be healthy, this system must be integrated and continuous, both along the land and water.

The policies define this continuous natural “ribbon” as the Waterfront Green Space System, ensuring recognition of it as an integral part of the Metropolitan structure. It consists of both publicly and privately owned lands including lands used for conservation, recreation, institutional or other uses, including parks, golf courses, cemeteries, and public works facilities. Since many of these lands support natural features and processes, it is intended that they will be maintained largely in a natural state and support complementary uses such as recreational and essential public works.

Legend

1. Lower Humber Valley & High Park
2. Toronto Island
3. Lower Don Valley
4. Tommy Thompson Park
5. Scarborough Bluffs
6. Lower Rouge Valley



Core Areas of Carolinian Habitat

The policies seek to conserve and enhance the Waterfront Green Space System by protecting the publicly owned lands and waterlots within it, and by a strategy of acquisitions and agreements to enhance the natural resource base. An integral part of managing the green space system is the voluntary participation of the public, since it is through such cooperation that overall environmental health can be achieved.

Specific design and maintenance practices are one component of a broader naturalization and regeneration strategy aimed at the recovery of habitats. Accordingly, a management program to control undesirable and nuisance species which are unnatural to the area, such as purple loosestrife, is required. Such species, if left unchecked, may limit the growth of native wildlife, fish and plants. The quality of soils is also a concern. Soil testing and remediation are to occur, where necessary, in areas created through lakefilling and where a previous use was likely to have caused contamination of soils.

To further support the integration of the waterfront, naturalized links should be established and renewed between waterfront green areas and with the river valleys. In addition, the policies provide guidance regarding public land disposal, acquisition of lands and easements, and encouragement of private and public landowners in a stewardship program which supports the objectives of the Plan.

The Metropolitan population looks to the waterfront as a primary source of leisure and renewal. The waterfront offers a range of diverse opportunities and is a prime location for recreation, entertainment and cultural experiences. Certain sites along the waterfront contain recreational and cultural attractions (both public and private), infrastructure and services which can accommodate intensive use. Policies aim to direct new recreational development requiring structures and major alterations to the landscape to sites which are already built-up



Waterbird Habitat along the Metropolitan Waterfront

and can accommodate such development with minimal adverse impact on the natural features and processes along the waterfront. Examples of such areas include Exhibition Place or Harbourfront where extensive infrastructure and site modification could accommodate intensive development.

Waterfront Green Space System

Objective

To plan and manage the Waterfront Green Space System in a way that restores, maintains, and enhances ecosystem integrity, improves physical connections to other green spaces, and meets the recreational and leisure needs of the Metropolitan Toronto population.

It is the policy of Council:

1. to establish an integrated and continuous green space system along the shoreline of Lake Ontario in cooperation with Area Municipalities, the Metropolitan Toronto and Region Conservation Authority, other public agencies, private landowners and the community.
2. to protect, conserve and enhance the Waterfront Green Space System as shown on Schedule 1 by:
 - a) discouraging the disposal, by sale, lease or other means, of lands and waterlots, including those parts of the lakebed within the Waterfront Green Space System, which are owned by any government or crown corporation, public board, commission or

-
- agency, except where such disposition is in keeping with the objectives and policies of this Plan;
- b) supporting and undertaking the public acquisition of, or easements over, private and/or public lands, including waterlots;
 - c) establishing and maintaining a diversity of habitats through the naturalization and regeneration of indigenous species, specific design and maintenance practices on land owned or managed by the Metropolitan Corporation, and encouraging other appropriate agencies to undertake similar actions on their property; and
 - d) encouraging private owners of lands within and adjacent to the Waterfront Green Space System to support and participate in a waterfront stewardship program which encourages shared responsibility for environmental management and the conservation of cultural heritage resources.
3. to undertake the protection and enhancement of the following significant natural areas in cooperation with the Metropolitan Toronto and Region Conservation Authority, Area Municipalities, other appropriate agencies and the community:
 - a) terrestrial habitats within:
 - (i) lower reaches of the Rouge River Valley;
 - (ii) Scarborough Bluff area;
 - (iii) Toronto Islands, Tommy Thompson Park, and the North Shore of the Outer Harbour;
 - (iv) lower Humber Valley and High Park; and
 - (v) lower Highland Creek including East Point Park; and
 - b) aquatic habitats within:
 - (i) Rouge River Marsh;
 - (ii) Humber River Marsh; and
 - (iii) the lagoons within Tommy Thompson Park and on the harbour side of the Toronto Islands.
 4. to establish natural green space links between the Metropolitan Waterfront and the valley green space system in cooperation with Area Municipalities, the Metropolitan Toronto and Region Conservation Authority, other public agencies and the community.
 5. that Area Municipalities shall require the proponent of a private development within the Waterfront Green Space System, and may require the proponent of a private development abutting the Waterfront Green Space System, to demonstrate to the Province, Metropolitan Toronto and Region Conservation Authority, Metropolitan Toronto, or other relevant authorities that the development shall:
 - a) protect and maintain the ecological functions, natural features or the physical extent of significant natural areas. Proposed uses or activities should contribute to the rehabilitation or restoration of natural features or processes;
 - b) maintain suitable water table levels, surface and underground drainage and water quality;
 - c) minimize the potential for loss of life or damage to property by avoiding increased susceptibility of a slope or shoreline to erosion or flooding on or beyond the affected site; and
 - d) avoid negatively altering the pattern of sediment transport, causing a need for additional shoreline stabilization works or adversely affecting an approved public or private structure.

Minor additions or alterations to existing development, or the replacement of existing development, or accessory structures are exempt from this policy.
 6. to undertake and encourage the maintenance, development and enhancement of regional parklands, identified on Schedule 1, in a manner compatible with the policies of the Plan.

Regional waterfront parks are important to the Waterfront Green Space System and play in meeting the recreational needs of the region.

7. to develop and support recreational facilities and activities that are primarily lake-dependent in regional waterfront parklands, accessible to the Metropolitan population, and that are varied and complementary within and among individual parklands.
8. to enhance the form and quality of regional waterfront parkland by undertaking and supporting the design of landscapes, facilities and structures that achieve the following:
 - a) clear identification of publicly accessible space;
 - b) protection and enhancement of existing topography and vegetation;
 - c) protection and enhancement of views to and from the lake;
 - d) incorporation of cultural and natural heritage themes and resources;
 - e) year-round public use;
 - f) reduction of the impact of parking and boat storage areas by such means as:
 - (i) attention to scale, location, and buffering of these facilities; and
 - (ii) encouraging the provision and use of parking facilities that can be shared with other public agencies or institutions in areas adjacent to the Metropolitan Waterfront;
 - g) dedication of pedestrian and bicycle pathways; and
 - h) transit stops or stations at entrances to regional waterfront parkland where appropriate.
9. to direct new recreational activity requiring structures and/or major alterations to the landscape to existing areas of recreational development that are able to provide for multiple, year-round uses; are facility-based, containing services and utilities; are able to accommodate large numbers of people and intense use; are accessible to the regional population by transit, road and trail systems; and where such development can be accommodated with minimal adverse impact on natural features and processes and can meet the criteria in Policy 5.
10. to promote areas of recreational development as tourist destinations that provide for recreation, arts, culture and education which are attractive to a range of income levels, ages, abilities and preferences.
11. to promote a collaborative approach with the Area Municipalities, Metropolitan Toronto and Region Conservation Authority and adjacent municipalities, to the planning, programming and management of the natural resources and appropriate recreational and cultural events and activities in order to increase the mutual benefits of complementary attractions.
12. to undertake and support activities and programs within areas of recreational development that emphasize waterfront heritage and culture, and to provide and support appropriate venues and services that would facilitate international cultural and recreational events.
13. to encourage the Metropolitan Toronto and Region Conservation Authority to develop a management program to control nuisance species of wildlife, fish and vegetation within the Waterfront Green Space System in cooperation with the Metropolitan Corporation, Area Municipalities, other public agencies and the community.
14. to encourage and undertake, where feasible, the restoration of aspects of buried or channelized creeks and streams for ecological regeneration, historical interpretation, or to augment the Waterfront Green Space System.

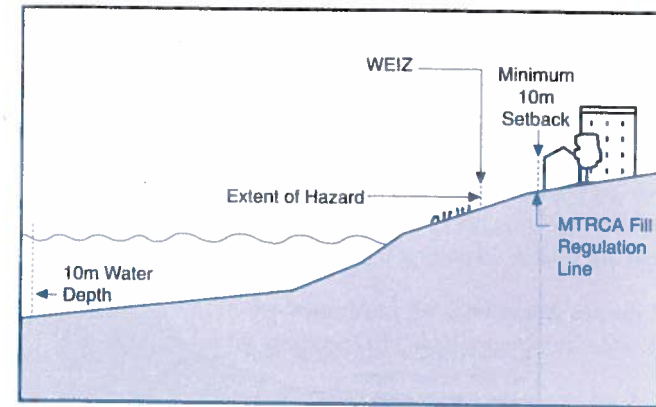
The Waterfront Environmental Impact Zone (WEIZ) consists of the land and water area along the nearshore of Lake Ontario defined landward by the extent of hazard land and significant natural area, and lakeward by the 10 metre water depth.

15. that the City of Toronto, in consultation with the Metropolitan Corporation, develop policies for the Lower Don River Flood Plain Special Policy Area, identified on Schedule 1, to address flooding issues consistent with provincial and Metropolitan Toronto and Region Conservation Authority policies, prior to consideration of any development applications or changes in land use within the identified boundaries of the Lower Don River Flood Plain Special Policy Area and adjacent areas of provincial interest including the Port Industrial District and East Bayfront.

Waterfront Environmental Impact Zone

Within the Waterfront Green Space System is an area identified as the Waterfront Environmental Impact Zone (WEIZ). The WEIZ comprises the land and water of the shoreline environment within which are important and sensitive natural features and lifeforms that continually interact in a series of dynamic processes such as erosion, wave action, transport of sediments, and movement of nutrients and organisms. The purpose of the WEIZ is twofold: to prevent risk to life and property, and to protect and restore significant natural resources.

The landward boundary of the WEIZ is defined by the extent of hazard land and significant natural area, whichever is greater. Hazard lands along the shoreline are areas susceptible to erosion, flooding, wave uprush and ice-jacking. These lands are generally defined by the MTRCA Fill Regulation Line (Schedule 10 of R.R.O. 1990, Regulation 158), with the exception of the area between Dufferin Street and Coxwell Avenue (Central Waterfront). In the Central Waterfront the extent of hazard is deemed to be 15 metres from the 100-year flood line where the shoreline is exposed, at the 100-year flood line within protected embayment areas, and along the dockwall in the Inner



WEIZ - Typical Condition

Harbour. The dockwall is considered to be the extent of hazard as it is assumed to be always maintained in a structurally sound condition and because the Inner Harbour is protected from significant wave forces by the Toronto Islands.

Significant natural areas are those identified by the Province, the MTRCA, or a Municipality. These include Areas of Natural and Scientific Interest (ANSIs), Environmentally Significant Areas (ESAs), Environmental Impact Zones (EIZs), aquatic and terrestrial habitats, wetlands, woodlots, and ravines. Where a significant natural area extends beyond the Fill Regulation Line, the boundary of the WEIZ is the extent of the significant natural area. The precise limits of the significant natural area are to be determined on a site-specific basis by appropriate studies. Moreover, in the Inner Harbour, the dockwall is deemed to be the extent of the significant natural area.

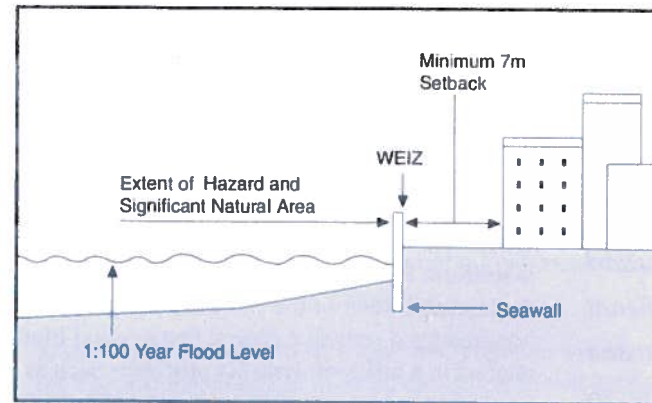


WEIZ - Where Significant Natural Area Extends Beyond Fill Regulation Line

The lakeward boundary of the WEIZ is defined by the nearshore waters, generally extending to a 10 metre water depth. This depth marks the limit of where wave action affects the coastal processes of erosion, sediment transport and deposition, and potentially where sunlight could penetrate to the lake bed, permitting attached plant and related aquatic species to flourish.

A minimum 10 metre setback allowance from the WEIZ has been established across the entire Metropolitan Waterfront to protect it from flooding and erosion, and to buffer significant natural areas. However, in the Inner Harbour area, the minimum setback provision from the WEIZ

(i.e. the dockwall) is determined to be 7 metres, recognizing the existing built-edge condition and historic knowledge of flood conditions. The WEIZ plus the minimum setback is defined as the "Waterfront Corridor" in the new Metropolitan Official Plan.



WEIZ - Inner Harbour Condition

Policies require that any development within and adjacent to the WEIZ address specific criteria such that any undertaking will not detract from the objectives of the Waterfront Plan. Due to the hazardous and sensitive nature of the lands (including waterlots) within the WEIZ they should not be considered for development purposes and should not be used for calculating density. Policies encourage Area Municipalities to secure conveyance of lands within the WEIZ and the minimum setback to the MTRCA or other appropriate public agencies for conservation purposes as a condition of approval on adjacent lands. Policies restrict alterations on the shoreline to those that can demonstrate a beneficial

impact on coastal processes, fish and wildlife habitats, and offer other benefits to the public. In particular, nearshore water quality should be improved, aquatic habitat created, and public access enhanced.

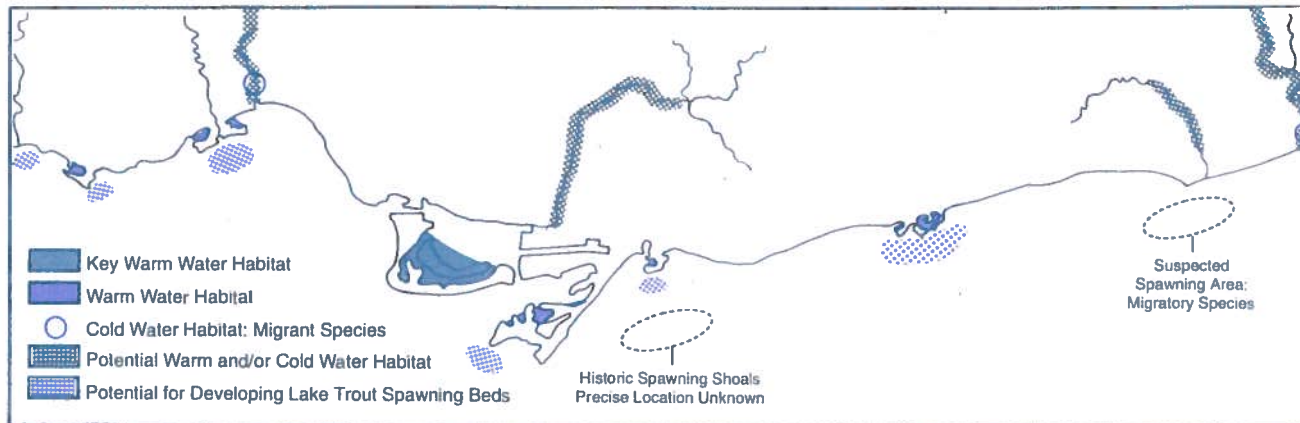
It is the policy of Council:

16. to establish and maintain primarily in a natural state the Waterfront Environmental Impact Zone, identified on Schedule 1, that delineates the extent of erosion, flooding and other water-related hazards, and significant natural areas. The precise limits of hazard and significant natural areas shall be determined on a site-specific basis by appropriate studies to the satisfaction of Council, the Metropolitan Toronto and Region Conservation Authority, and other appropriate agencies.
17. that Area Municipal official plans and zoning by-laws and other applicable legislation support and protect the Waterfront Environmental Impact Zone.
18. that Area Municipalities shall require new buildings and structures be set back a minimum of 10 metres from the Waterfront Environmental Impact Zone except for:
 - a) minor additions, alterations and accessory structures to existing development; or
 - b) those uses and facilities described in Policy 41; or
 - c) buildings and structures adjacent to the Inner Harbour where the minimum setback shall be 7 metres; and
 - d) where it can be demonstrated to the Area Municipality in consultation with the Metropolitan Corporation and the

Metropolitan Toronto and Region Conservation Authority that the criteria in Policy 5 are met and that the proposal would not detract from the objectives of the Plan.

19. to encourage Area Municipalities to employ all reasonable efforts to secure conveyance of lands within the Waterfront Environmental Impact Zone and the setbacks as set out in Policy 18, to the Metropolitan Toronto and Region Conservation Authority or other public agency as a condition of approval on adjacent lands.
20. that lands within the Waterfront Environmental Impact Zone shall not be used for the purposes of calculating permissible density.
21. that land use changes and development proposals on lands created through lakefilling, or on lands where the previous land use or the storage of materials suggests the possibility of soil and/or sediment contamination, be supported only where a site assessment demonstrates that the soil/sediments meet or can be remediated to the prevailing standards and where such proposals are consistent with the other policies of the Plan.
22. to oppose the creation of additional land or permanent structures in Lake Ontario through lakefilling or dredging, except for recreational or essential public works which comply with the other applicable policies of the Plan and that both demonstrably contribute to the healthy functioning of coastal and biological processes and provide public benefits as determined by Council in consultation with other responsible agencies by:
 - a) improving water quality;

- b) enhancing or creating aquatic habitat; and,
 - c) providing public access to the water's edge.
23. to seek the cooperation of agencies, boards and commissions responsible for regulating lakefilling and shoreline and harbour maintenance within Metropolitan Toronto such that open water disposal, mining or dredging activities within the Waterfront Environmental Impact Zone is undertaken only where Council and other responsible agencies are satisfied that:
- a) the lakefill or dredged material complies with accepted provincial standards for use or disposal;
 - b) the disposal or dredging activity shall be contained where feasible to minimize negative effects on the aquatic ecosystem; and
 - c) no negative effects on the littoral cell, sediment movements and other permanent structures shall result.
24. to maintain and restore within the Waterfront Environmental Impact Zone a diversity of terrestrial and aquatic habitats and connecting links between habitats as part of a comprehensive strategy that includes:
- a) the conservation, enhancement and management of terrestrial ecosystems on unstable slopes and flood-susceptible sites, where feasible;
 - b) the use of natural techniques for remediating problems associated with hazard lands, where feasible;
 - c) initiatives to establish aquatic habitats where such initiatives do not negatively alter the pattern of coastal processes;
 - d) the regulation by respective levels of government of all activities that alter the land form or lakebed including excavations, dredging, and the placement of fill; and



Fish Habitat along the Metropolitan Waterfront



-
- e) protecting wildlife breeding grounds, refuges, or migratory staging areas by controlling public access to and within these areas on lands owned or managed by the Metropolitan Corporation, where necessary and when appropriate, and to encourage Area Municipalities to do likewise.
25. to support the development and administration of a Shoreline Management Plan for the Metropolitan Waterfront by the Metropolitan Toronto and Region Conservation Authority in cooperation with other public agencies.



*Appendix 4
illustrates existing
transportation
facilities on the
waterfront.*

Public access to the water's edge is critical to public use and enjoyment of the waterfront. Accessibility should encompass regional, local and neighbourhood needs including, improving the movement of people and goods to, through, and within the waterfront, enhancing streetscapes and views leading to the waterfront, and the establishment of a continuous green space system along the water's edge. Policies thereby aim to support and encourage an effective and efficient inter-regional transportation system by strengthening existing north-south linkages and east-west movement systems and to create new ones that are sensitive to the environment and to make sure the waterfront is more accessible to the Metropolitan population and visitors.

Objective

To protect and enhance inter-regional access to and through the Metropolitan Waterfront and encourage increased reliance on transit, commuter rail and marine transportation, to enhance physical and visual access between the urban community and the Metropolitan Waterfront and provide for continuous public access along the Metropolitan Waterfront for public use and enjoyment.

Regional Access to and through the Metropolitan Waterfront

The Metropolitan Waterfront plays an important role as a transportation artery for the movement of goods and people by transit, road, rail or water. This role has become more important with the growth of the Central Area, increasing demands of the GTA and the potential for redevelopment along the waterfront. Policies seek to enhance transit access both to and along the waterfront by way of improved transit throughout the waterfront, improved commuter rail service, and

improved airport and water taxi service. Although policies aim to reduce automobile travel and to encourage other modes of travel with an emphasis on public transit, walking, and cycling, it is necessary to maintain the Metropolitan transportation function along the waterfront.

It is the policy of Council:

26. to enhance transit access to and along the Metropolitan Waterfront as identified on Schedule 2 by:
 - a) extending the Waterfront West Light Rail Transit service through Garrison Common to Dufferin Gate;
 - b) relocating the Humber Street Car Loop to Legion Road;
 - c) protecting for a new Light Rail Transit line from Dufferin Gate to Roncesvalles Avenue;
 - d) protecting options for Light Rail Transit in the Bremner Boulevard/Front Street/Rail Corridor from Union Station to connect with the Waterfront West Light Rail Transit at Dufferin Street;
 - e) protecting options for improved transit service easterly to Woodbine Avenue;
 - f) supporting improved transit service through the transit corridor along Woodbine Avenue to Danforth Avenue, along Danforth Avenue to Kingston Road, along Kingston Road to Highway 2A, and along Highway 2A to the east Metropolitan boundary;
 - g) providing improved transit service in the transit corridor west along Lake Shore Boulevard, from Park Lawn Road to the west Metropolitan boundary; and
 - h) pursuing new and improved transfer opportunities between commuter rail services and TTC transit services at Park Lawn Road, Strachan Avenue, Cherry Street, and Main Street through the possible relocation of existing commuter rail stations,

extension of TTC transit service and the provision of improved, weather-protected pedestrian facilities.

27. to improve commuter rail service to the Metropolitan Waterfront as identified on Schedule 2 by:
 - a) encouraging and supporting increased commuter rail service along the Metropolitan Waterfront and to the Central Area;
 - b) encouraging the consolidation of the rail corridors in the King Street West and Strachan Avenue area in order to provide for a consolidated station at Strachan Avenue for the Georgetown and Lakeshore West lines;
 - c) encouraging the location of a station on the Georgetown line to support the redevelopment of Garrison Common and to provide a linkage between the existing and proposed trade functions within the area and Pearson International Airport;
 - d) encouraging the location of a station at Cherry Street to support future development and to provide relief to Union Station; and
 - e) encouraging the improvement or relocation of Long Branch, Mimico, Exhibition and Rouge Hill commuter rail stations to support future development in the Long Branch, Mimico/Park Lawn, Exhibition Place and Port Union areas and to accommodate better integration with surface transit.
28. to maintain the regional transportation function of the Gardiner/Lake Shore Corridor and achieve a greater efficiency through:
 - a) the provision of High Occupancy Vehicle lanes within the existing corridor; and
 - b) pursuing the westward extension of Front Street and connection to the Gardiner Expressway and Lake Shore Boulevard.
29. to investigate the economic potential of water transportation for the purpose of moving people by such means as marine transit and taxis

for commuter and recreational service, including transit connections by water between the Metropolitan Waterfront and other communities on Lake Ontario.

30. to support the retention of the Toronto Island Airport and its effective integration into the regional air transportation system while having regard for the effects of aircraft operation on the surrounding community.
31. to support improved access to the Toronto Island Airport for emergency services.

Reconnecting the Urban Community to the Metropolitan Waterfront

Over the years, the urban community has increasingly lost its sense of connection to the waterfront. Rail corridors, expressways and lakefilling have isolated waterfront neighbourhoods from their former lakeside location. Although it is not feasible to remove all barriers, it is possible to enhance pedestrian and bicycle routes to the lake, improve access by transit, and protect views to the water. It is also important that streets leading to or within the waterfront be distinguished by signs and streetscaping that identify them.

It is the policy of Council:



Unopened street allowances are properties owned by Metro or the local municipality which are reserved for street extensions but not yet developed.

A proposed alignment for the Waterfront Trail is shown on Schedule 2.

- 32. that publicly owned lands at the water's edge be accessible to the public except where public access must be curtailed for reasons of safety, security or protection of sensitive natural features.
- 33. to enhance and improve transit access to the Metropolitan Waterfront by:
 - a) improving TTC services to high-use destinations within the Metropolitan Waterfront by extending and rerouting service and by enhancing surface transit to serve recreational demands;
 - b) providing for high quality pedestrian and bicycle services at transit facilities;
 - c) providing transit loops, road opening or improvements, or other alterations to facilitate transit operations;
 - d) supporting the enhancement of commuter rail stations to accommodate facilities for pedestrians, cyclists, and the physically challenged, and linkages with public transit serving the Metropolitan waterfront.
- 34. to improve conditions for walking and cycling in the vicinity of the Gardiner Expressway and rail corridor by undertaking and supporting modifications and proposals that will:
 - a) enhance and protect views to and from the lake;
 - b) mitigate the effects of overshadowing, wind exposure, noise, dust, odour and vibration; and
 - c) enhance safe connections for pedestrians and cyclists where appropriate.
- 35. to enhance the quality of Metropolitan arterial roads within and leading to the Metropolitan Waterfront for pedestrians and cyclists by:
 - a) protecting and improving views to the lake and river valleys; and
 - b) incorporating streetscaping and directional and informational signs.

36. to encourage Area Municipalities to enhance the quality of local streets through the measures set out in Policy 35.

37. to undertake and support the enhancement and retention in public ownership of unopened street allowances leading to and within the Metropolitan Waterfront.

The Waterfront Trail

The establishment of a continuous Waterfront Trail and connected trail network will greatly increase public access to and enjoyment of the Metropolitan Waterfront. The Trail will link to other trail systems through the ravines and valleys of Metropolitan Toronto and the GTA and along the Lake Ontario shoreline. Where feasible, the trail should be located close to the water's edge, or in a location that affords frequent lake views. At some locations, the Waterfront Trail will be established within existing parklands and other publicly-owned land. In other places, the connection may be accomplished through easements and rights-of-way.

It is the policy of Council:

- 38. to establish a continuous recreational trail across the Metropolitan Waterfront as generally identified on Schedule 2 in conjunction with Area Municipalities, the Metropolitan Toronto and Region Conservation Authority, other public and private agencies and the community. The Waterfront Trail shall be:
 - a) located as close to the water's edge as feasible or in a location

-
- that provides frequent lake views;
 - b) connected to local and other GTA recreational trail systems, including the river valley trail systems;
 - c) designed to maximize the connections with the transit system at as many locations as possible;
 - d) accessible to support facilities including, but not limited to, washrooms, seating, bicycle and car parking;
 - e) built and maintained to a consistent standard of design and safety, including provision for separate pedestrian and bicycle paths where feasible;
 - f) compatible with the natural environment and existing residential neighbourhoods;
 - g) designed for year-round public use where feasible;
 - h) easily identifiable; and
 - i) designed to enhance the public realm and heritage interpretation where feasible.
39. to establish and provide linkages for the Metropolitan Waterfront Trail by acquiring and supporting the acquisition, by appropriate public agencies, of lands or easements.

The Metropolitan Waterfront contributes to the economic vitality of the region and the GTA. It consists of a diverse range of land uses that provide for both investment and economic opportunity. The policies aim to satisfy the needs of varied interests, both public and private, by supporting a range of uses including active and passive recreation, residential, commercial, port-related industrial and Metropolitan transportation.

These policies promote and reinforce development that contributes to the waterfront's character and vibrancy. They support development on sites with major potential to attract tourism and generate economic activity and promote a healthy and attractive waterfront that has many public places. Policies support port-related industry to locate in the Port Area to assist in it being an active, working port. The emphasis of these policies is to complement those policies relating to the Waterfront Green Space which focus development in built-up areas along Corridors and in Centres while protecting the natural centres and corridors of the Green Space system and existing residential neighbourhoods, thereby maintaining the waterfront as an accessible public resource.

The importance of public works facilities on the waterfront is also recognized. Development such as the location or expansion of water pollution control facilities and water filtration plants and other lake-dependent uses is essential to the liveability of the metropolis.

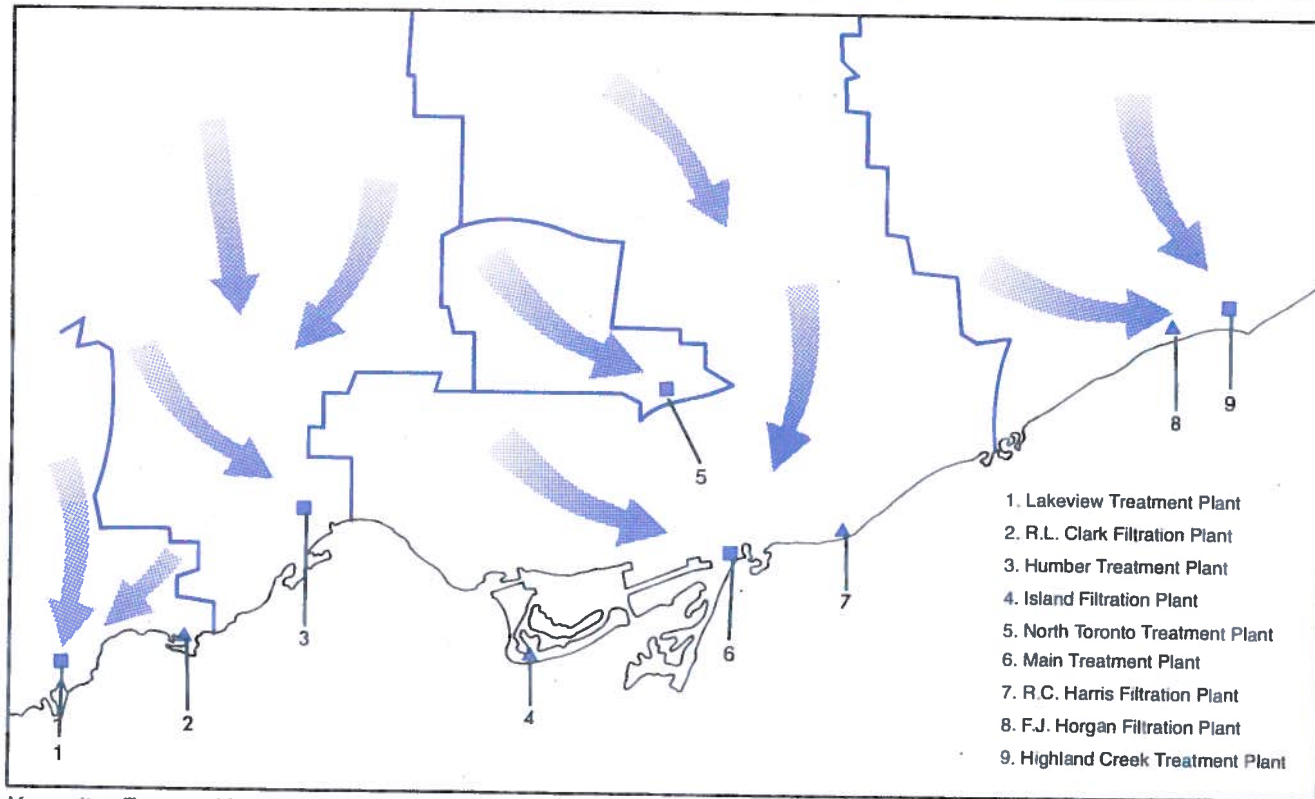
Objective

To ensure a balanced use of Metropolitan Waterfront lands supporting residential, employment and recreational activities in a manner which sustains the waterfront as an accessible public resource.

It is the policy of Council:

40. that Area Municipalities require the provision of appropriate public access along the water's edge as a condition of approval for development applications.
41. that notwithstanding Policy 40, the following uses be permitted at the water's edge, provided that it is demonstrated to Council and other appropriate agencies that such uses will not adversely impact the natural resources within the Waterfront Environmental Impact Zone:
 - a) water filtration and water pollution control facilities; and
 - b) port-related functions and lake-dependent industrial and transport uses requiring dockwall access.
42. to support mixed use development in locations along the Metropolitan Waterfront. In planning for these areas, encourage Area Municipalities to consider the impact on adjacent uses and on the provision of appropriate community services and facilities.
43. to recognize that the Central Area contains areas, including the Port Area and Exhibition Place, that perform specialized functions within the Metropolitan Waterfront whose viability must be protected, and to support Area Municipal official plan policies aimed at enhancing the functions and linkages of the Central Area to the Metropolitan Waterfront.
44. that development proposals within the Metropolitan Waterfront be encouraged if compatible with the objectives and policies of the Plan such that:

-
- a) the height, mass, scale, setback and orientation of proposed structures:
 - (i) enhance views from public spaces to and from the lake;
 - (ii) optimize the amount of sunlight that reaches adjacent public lands; and
 - (iii) minimize wind exposure both on and off site;
 - b) public pedestrian access is provided through the site to the Waterfront Green Space System, the Waterfront Trail, and the water's edge;
 - c) cultural heritage resources are incorporated and their integrity protected;
 - d) significant natural areas are protected and enhanced;
 - e) parking facilities are set back a minimum of 10 metres from the Waterfront Environmental Impact Zone and located so they do not unreasonably impede visual or physical access to the water's edge; and
 - f) the design of the public realm is enhanced.
45. to enhance and improve connections between areas of recreational development and adjacent commercial areas by:
- a) establishing pedestrian and bicycle connections;
 - b) incorporating streetscape design and signage identifying access to the Metropolitan Waterfront; and
 - c) enhancing views to the lake.
46. to strengthen the contribution of the Port Area to the economic vitality within Metropolitan Toronto and the GTA by:
- a) encouraging industries within the Port Area which:
 - (i) benefit from locating on the water's edge;
 - (ii) require interconnections between road or rail services and the dockwall; and
 - (iii) rely on proximity to other employment activities within the Central Area or create related employment;
 - b) encouraging improvements to vehicular circulation in and around the Port Area as well as improving connections from the Port Area to the regional transportation system;
 - c) encouraging the protection and the improvement of rail connections and increased movement of goods by rail and marine routes;
 - d) encouraging the Area Municipality to protect and strengthen the Port Area through appropriate official plan and zoning by-law provisions; and
 - e) encouraging the Area Municipality to protect port-related functions and lake-dependent industrial and transport uses requiring dockwall access located outside of the Port Area.
47. that Area Municipal official plans and zoning by-laws shall recognize and protect water pollution control and water filtration facilities and associated lands from incompatible uses.



Metropolitan Treatment Plant Sheds and Filtration Plants



Waterfront key destinations are illustrated in Schedule 3.

The waterfront is an area of special regional identity that forms an integral part of the image of Metropolitan Toronto. With its varied contemporary functions, the waterfront is also perceived as a public resource. The regional identity of Metropolitan Toronto is linked directly to the quality of its waterfront. It is important that the form and quality of the public realm in the waterfront define a safe, healthy, vibrant, and accessible environment. Natural features, views, heritage buildings and landscapes, scenic and heritage routes, and places that mark important entrances have special meaning for residents of Metropolitan Toronto and should be protected and enhanced. Within the Metropolitan Waterfront there are particular places that are perceived as having a distinct character or quality which is special to residents and visitors. These special places, referred to as key destinations, are generally characterized by their location within or adjacent to the Waterfront Green Space System. They are largely comprised of public lands, containing facilities and features that support activities with a common purpose, quality or character, are accessible to the Metropolitan population, and include cultural resources, public facilities, recreational facilities and/or tourist destinations. Waterfront key destinations should be protected and enhanced as important opportunities to strengthen the Metropolitan Waterfront as an area of special regional identity.

Within the waterfront area of special regional identity, the following places have been identified as key destinations:

- Col. Sam Smith Park/Lakeshore Hospital Grounds;
- Exhibition Place/Ontario Place/Fort York;
- High Park;
- Harbourfront;
- Tommy Thompson Park;
- Toronto Islands; and
- Scarborough Bluffs.

Objective

To promote a high standard of quality in the physical form of the Metropolitan Waterfront to reflect its importance to the identity and liveability of the metropolis.

It is the policy of Council:

48. to recognize the Metropolitan Waterfront as an area of special regional identity and to strengthen the inherent character of areas that impart a distinctive identity to the Metropolitan Waterfront. Such key destinations, as shown on Schedule 3, are generally located in or adjacent to the Waterfront Green Space System, are comprised of lands held primarily in public ownership, contain facilities and features that support activities with a common purpose, quality or character, are accessible to the Metropolitan Toronto population and include Metropolitan Waterfront cultural resources, public facilities, recreational facilities and/or tourist destinations.
49. to enhance those key destinations identified on Schedule 3, through planning and design and through capital funding and other development initiatives, consistent with Policies 55 to 69, undertaken in cooperation with public agencies, the private sector and the community, that:
 - a) improve public access both physically and visually;
 - b) commemorate the heritage or cultural value of an area;
 - c) increase the attractiveness of the area as a public destination including by promotion as a tourist attraction where appropriate; and
 - d) demonstrate a high standard of quality in the design of the public realm.

-
50. to make prominent appropriate to their function, location, and character, in cooperation with other levels of government, those strategic or symbolic locations that serve as a memorable or striking point of entry to or within the Metropolitan Waterfront, identified on Schedule 3 as Metropolitan gateways, including:
 - a) intersections of the Metropolitan Toronto boundary with provincial expressways; and
 - b) points of entry to key destinations, or to the Central Area.
 51. to protect and enhance the cultural heritage resources located along Metropolitan heritage routes, identified on Schedule 3, through appropriate design, plantings and/or signs.
 52. to protect and enhance the Metropolitan scenic routes identified on Schedule 3 by the initiatives of the Metropolitan Corporation and by encouraging Area Municipalities to support developments along the edges of scenic routes that maintain or enhance the integrity of the views available from the scenic routes.
 53. to assist in conserving the heritage resources of the Metropolitan Waterfront through protection and enhancement as identified on Schedule 4, in cooperation with the Area Municipalities, other levels of government, heritage organizations and the community.
 54. to encourage the location of a waterfront heritage centre within the Metropolitan Waterfront to enhance public access to and the centralization of historical information.

Col. Samuel Smith Park/Lakeshore Hospital Grounds

The site consists of approximately 70 hectares and includes four major parcels: Col. Samuel Smith Park, the former Lakeshore Hospital Grounds, Humber College and the R.L. Clark Filtration Plant. Ownership of these lands is held by the Metropolitan Toronto and Region Conservation Authority, the Province of Ontario, Humber College, and the Metropolitan Corporation.

The principal objectives for the area are to protect significant heritage resources, both natural and cultural; improve accessibility; improve connections between Col. Samuel Smith Park/Lakeshore Hospital Grounds and the lake; and to recognize the role of this area as a significant regional recreational and cultural resource.

It is the policy of Council:

55. to conserve and strengthen the role of the Col. Samuel Smith Park/Lakeshore Hospital Grounds as a regional recreational and cultural resource by supporting initiatives that:
 - a) contribute to the consolidation of the site both physically and perceptually;
 - b) contribute to the integrity and use of the public spaces within Col. Samuel Smith Park/Lakeshore Hospital Grounds; and
 - c) support the rehabilitation and adaptive re-use of pre-World War II structures, and the retention and enhancement of heritage landscape elements within the site.
56. to improve public accessibility to and within Col. Samuel Smith Park/Lakeshore Hospital Grounds by:

- a) improving transit service along Lake Shore Boulevard and along Kipling Avenue from the Bloor Subway to south of Lake Shore Boulevard on the extension of Kipling Avenue into Col. Samuel Park/Lakeshore Hospital Grounds;
- b) providing pedestrian and bicycle connections into the area and to the Metropolitan Waterfront Trail;
- c) providing within the area continuous visual and physical public access along Kipling Avenue from Lake Shore Boulevard to the water's edge; and
- d) encouraging the delineation of the Metropolitan gateway at Kipling and Lake Shore Boulevard as identified on Schedule 3, as a memorable or striking point of entry to the site.

57. to support mainstreet development along Lake Shore Boulevard, west of Kipling Avenue.

High Park

High Park consists of approximately 162 hectares of natural landscape including woodlands, creeks and ravines in addition to a variety of recreational and cultural activities and facilities. It is one of the most significant natural areas along the Metropolitan Waterfront. Due to its size and proximity to Lake Ontario, it contains varied plant communities which provide diverse habitats for wildlife. Policies aim to strengthen the role of High Park as a valuable natural and recreational resource within Metropolitan Toronto and to improve linkages to the Metropolitan Waterfront.

It is the policy of Council:

58. to enhance and strengthen the role of High Park as a valuable natural

and recreational regional resource within Metropolitan Toronto.

59. to improve public accessibility and the integration of High Park with the surrounding urban community by:
- a) establishing and encouraging north-south linkages to extend and connect High Park to Sunnyside Park and the Western Beaches with an emphasis on the quality of the environment along these routes for pedestrians and cyclists;
 - b) encouraging the development of a dedicated path system to connect High Park to the Waterfront Trail; and
 - c) improving transit access to High Park, and in particular to the southern and eastern portions of the Park and encouraging the connection of transit service with interior park mobility systems.
60. to encourage the preservation and enhancement of the natural resources within High Park, and where feasible to extend linkages with the Metropolitan Waterfront and neighbouring habitats.

Exhibition Place/Ontario Place/Fort York

Exhibition Place, Ontario Place, Fort York, HMCS York and Coronation Park are individually valued recreational and cultural assets along the waterfront. Their geographic proximity provides opportunities to enhance the overall area's contribution to tourism and the economic vitality of Metropolitan Toronto as well as the GTA, and provides a distinct role for the area in trade-related, recreational and cultural activities.

These locations lie within a larger area referred to as Garrison Common. Garrison Common consists of approximately 760 acres, generally bounded by Queen Street on the north, Bathurst Street on the east,

Dufferin Street on the west and Lake Ontario on the south, and comprising Exhibition Place, Fort York, Cornation Park, Gore Park, Fort York Armouries, HMCS York, and the city neighbourhoods of Niagara, Queen-Dufferin, and Liberty.

The policies aim to improve accessibility to and within the area by improving public transit, bicycle and pedestrian access. Improved accessibility will assist in reducing the separation of the waterfront from the surrounding communities as well as improving connections to the water's edge. Policies aim to conserve and enhance cultural and natural heritage resources, protect public areas, and create new public open spaces. They encourage improved accessibility to and integration with the surrounding urban community and improved linkages to the lake. Policies recognize the significant role of Exhibition Place as a regional focus for arts and culture, tourism, trade and recreational uses and support redevelopment within the area that strengthens Exhibition Place as Metropolitan Toronto's primary public fair and exposition grounds.

It is the policy of Council:

61. to enhance and strengthen Exhibition Place as Metropolitan Toronto's primary public fair and exposition grounds. The role of Exhibition Place as a regional focus for a range of arts and culture, tourism, trade, and recreational uses should be reinforced by encouraging:
 - a) new development and the provision of attractions within Exhibition Place that extend and complement year-round public use and increase public activity in the area;
 - b) consistency in the functional and physical aspects of new development with the predominant character of the different

- areas of Exhibition Place: the west with its park and landscape quality and pavilion-type buildings; the interior with its large entertainment and sports structures; and the east with its major trade and exposition buildings;
 - c) redevelopment within and adjacent to Exhibition Place that strengthens its economic viability;
 - d) a high standard of quality in building and open space design, consistent with the unique park setting, the heritage building context, and the public character of the grounds;
 - e) a reduction in surface parking areas;
 - f) increased natural landscapes consistent with an urban park environment;
 - g) a collaborative approach to the planning and programming of appropriate recreational and cultural events and activities within Ontario Place, Harbourfront and other waterfront recreational and tourist facilities;
 - h) improved physical and functional linkages of Exhibition Place with the Convention Centre and other trade/exhibition facilities;
 - i) the establishment of a consultative process with the City of Toronto for the review of major development proposals at Exhibition Place; and
 - j) all levels of government to act in a coordinated fashion and to expedite any approvals required to achieve the revitalization of Exhibition Place.
62. to improve public accessibility and the integration of Exhibition Place/Ontario Place/Fort York with the surrounding urban community by supporting where appropriate:
 - a) improved transit access to and within Exhibition Place/Ontario Place/Fort York;
 - b) the creation of a system of pedestrian, bicycle and vehicular

connections within Exhibition Place/Ontario Place/Fort York and to adjacent areas;

- c) residential development within areas adjacent to Exhibition Place/Ontario Place/Fort York; and
 - d) enhancements to Lake Shore Boulevard for pedestrians through appropriate landscaping and other public improvements.
63. to conserve and strengthen the heritage significance of Exhibition Place/Ontario Place/Fort York by:
- a) enhancing the character of existing heritage resources;
 - b) rehabilitating and adapting for reuse heritage buildings where feasible;
 - c) incorporating cultural and natural heritage resources and themes;
 - d) protecting or enhancing views of Lake Ontario from Dufferin Street, and from various points of the Gardiner Expressway, Lake Shore Boulevard, and Exhibition Place, and views of significant heritage resources within Exhibition Place/Ontario Place/Fort York;
 - e) enhancing the landmark and gateway significance of the Princes' Gates; and
 - f) encouraging and undertaking the restoration of aspects of Garrison Creek and the Lake Iroquois Shoreline as identified on Schedule 4, where feasible.

Harbourfront

Harbourfront encompasses approximately 40 hectares of land along the waterfront, south of Lakeshore Boulevard between Stadium Road and York Street. It plays a significant role in providing arts and cultural events and programs on the waterfront, attracting tourists and residents

throughout Metropolitan Toronto and beyond. Harbourfront represents a distinctive component of recreational and cultural resources available along the waterfront and should complement, not duplicate, the character of existing areas such as Ontario Place, the Eastern Beaches or Exhibition Place. The intent of the policy is to enhance this role, and to encourage a coordinated approach to the planning and programming of recreational and cultural events with other related attractions and facilities.

It is the policy of Council:

64. to maintain the role of Harbourfront as a public resource serving as a regional focus for a range of arts and culture, tourism and recreational uses which are compatible with existing residential neighbourhoods.

Tommy Thompson Park

Tommy Thompson Park is a long narrow peninsula composed of excavated fill from construction sites and dredged material from the Inner Harbour and Keating Channel. Construction began in 1959 by the Toronto Harbour Commission to create an outer harbour for port-related uses. Although the concept of creating an outer harbour was abandoned, the site continues to serve, in part, as a depository for excavated and dredged fill.

Tommy Thompson Park consists of approximately 510 hectares and extends approximately five kilometres into Lake Ontario from the base of Leslie Street at Unwin Street. The peninsula has regenerated naturally and is known for a variety of different plant communities and

wildlife species. The site has become well known as a significant waterfront nesting and staging area and serves as an important component of one of the major migrating corridors in Metropolitan Toronto. Policies generally aim to enhance and conserve the natural and recreational role of the park and to improve public accessibility to and within the park.

It is the policy of Council:

65. to enhance the role of Tommy Thompson Park as a natural and recreational regional resource by:
 - a) supporting and undertaking the conservation and management of natural resources that promote succession and wildlife generation;
 - b) promoting public awareness and education regarding the significance of the natural environment of the park by supporting the establishment of an educational and interpretive program;
 - c) providing opportunities for public use and enjoyment of the park which are compatible with the continued and improved ecological health of the park; and
 - d) improving public accessibility to and within Tommy Thompson Park through designated pedestrian and bicycle trails and connections to the Waterfront Trail and Toronto Harbour Commissioners (THC) Waterfront Park and encouraging the provision of shared parking facilities in adjacent areas for public use of the park.

Toronto Islands

The Toronto Islands, consisting of 14 separate islands forming 250

hectares of recreational and residential lands, are a natural feature, originally created by sand and clay carried by lake currents from the Scarborough Bluffs. They form the outer limit of the Toronto Inner Harbour. The Islands are a regional resource which gives the Metropolitan Waterfront a special character and provide for waterfront recreation and culture in an environment very different from that of the mainland. Policies for the Toronto Islands recognize the role of the Toronto Islands as an integral component of the Waterfront Green Space System and recognize both the passive and active recreational opportunities available. Such activities range from picnicking or walking by a quiet lagoon to enjoying the facilities at Centreville or at the public marina and yacht clubs.

It is the policy of Council:

66. to recognize the role of the Toronto Islands as an integral component of the Waterfront Green Space System providing year-round educational and recreational facilities and venues for recreational and cultural events, and to maintain in Metropolitan Toronto and other public agency ownership the mainland water's edge properties required for ferry services to the Toronto Islands and works facilities associated with the efficient operation of the Toronto Island Water Filtration Plant.
67. to conserve and enhance the heritage significance of the Toronto Islands by:
 - a) encouraging all new development to be sensitive to and compatible with natural and cultural heritage resources; and
 - b) undertaking initiatives to promote the heritage of the Islands and the preservation of historical and archaeological sites in cooperation with appropriate agencies and the community.

Scarborough Bluffs

The Scarborough Bluffs extend from Victoria Park Avenue to Highland Creek and are part of an ancient glacial delta extending into Lake Ontario. The Bluffs stretch approximately 20 kilometres along the Metropolitan Waterfront and are internationally recognized as an important heritage resource unique to Metropolitan Toronto. A number of regionally significant sites are situated along the Bluffs, including the Toronto Hunt Club, St. Augustine's Seminary and the Guild Inn. Policies aim to protect and enhance the natural features and heritage of the Scarborough Bluffs and to improve public accessibility.

It is the policy of Council:

68. to protect and enhance the significance of the Scarborough Bluffs area by:
 - a) allowing natural processes, such as regeneration and erosion, to occur where feasible;
 - b) supporting only development initiatives on and adjacent to lands associated with the Guild Inn, Toronto Hunt Club and St. Augustines Seminary that are compatible in scale and character with existing structures and that enhance the heritage aspects of these sites, when such developments are consistent with the objectives and policies of the Plan;
 - c) encouraging the Area Municipality, through official plan and zoning by-law provisions, to protect and enhance the natural and scenic significance of the Scarborough Bluffs; and
 - d) promoting and protecting the natural and cultural heritage and recognizing the educational value of the Bluffs.
69. to improve public accessibility to the Scarborough Bluffs and the water's edge, where feasible, by:
 - a) improving surface transit along Kingston Road and supporting improved surface transit to Bluffers Park south on Brimley Road;
 - b) enhancing public access and use of the Guild Inn grounds;
 - c) providing for pedestrian access from the Guildwood Parkway through the grounds of the Guild Inn and Guildwood Park to the water's edge; and
 - d) providing for bicycle access through Guildwood Park to the Waterfront Trail.



The Waterfront Plan has been prepared with a clear understanding that activities and uses far beyond the waterfront have a direct impact on the Metropolitan Waterfront. While policies are directed specifically to waterfront lands, waters, uses and activities, they have been developed within the context of the new Metropolitan Official Plan. Similarly, the mutual influence of the plans and actions of neighbouring water's edge municipalities and those with whom we share watersheds must be recognized and cooperative strategies established.

The Waterfront Plan replaces the 1967 Metropolitan Waterfront Plan. It is a policy document which will provide direction to Metropolitan decision-making and assist in Area Municipal, private sector and community interpretation of those waterfront policies included in the new Metropolitan Official Plan. Once the new Official Plan is approved by the Province, these policies will be implemented through decisions made by the Metropolitan Corporation and the Area Municipalities on applications made under the Planning Act and other relevant legislation.

Relevant waterfront policies have been incorporated into the new Metropolitan Official Plan.


Implementation of the Waterfront Plan can be achieved through a variety of mechanisms including: the Metropolitan Official Plan; Corporate capital investments, management and operational practices; Metropolitan Toronto and Region Conservation Authority Projects; and programs and initiatives addressing access enhancement, stewardship, heritage conservation and the completion of the Metropolitan Waterfront Trail.

Monitoring and evaluating the effectiveness of waterfront policies is critical to the Plan's effective implementation. Technical guidelines will be prepared to clearly articulate the requirements of the Official Plan and will include specific requirements related to the waterfront. Policies will

be monitored and tested to ascertain their effectiveness. Accordingly, the Metropolitan Waterfront Plan will be revised from time to time.

It is the policy of Council:

70. to implement the policies of the Plan through:
 - a) the Metropolitan Official Plan, which incorporates relevant waterfront policies;
 - b) Corporate capital investments, management and operational practices;
 - c) Metropolitan Toronto and Region Conservation Authority Projects; and
 - d) programs and initiatives addressing access enhancement, stewardship, heritage conservation and the completion of the Metropolitan Waterfront Trail.
71. to support the acquisition of Metropolitan waterfront lands and procurement of easements by the Metropolitan Corporation, the Metropolitan Toronto and Region Conservation Authority through approved Authority Projects, and by Area Municipalities, for the purposes of providing public access to the lake, conserving natural resources, completing the Waterfront Trail, and establishing green space linkages between the Metropolitan Waterfront and the valley green space system and with adjacent waterfront municipalities.
72. that Metropolitan Waterfront lands and easements acquired by the Metropolitan Toronto and Region Conservation Authority, pursuant







to policies of the Plan, shall continue to be managed under agreement by the Metropolitan Corporation.

73. to implement the policies of the Plan pertaining to conservation, acquisition, park and trail development and shoreline management in partnership with the Metropolitan Toronto and Region Conservation Authority. In this regard, the Metropolitan Waterfront Plan (1994) shall guide Council in its decision-making regarding approval of Metropolitan Toronto and Region Conservation Authority Waterfront Projects.
74. that a report to Council be prepared regarding implementation and the effect of the Metropolitan Plan.



Legend

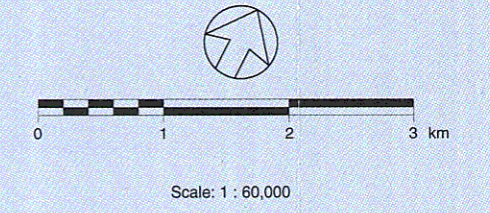
-  Waterfront Green Space System
-  Limits of Waterfront Environmental Impact Zone (WEIZ)
-  Regional Waterfront Parklands
-  Lower Don River Flood Plain Special Policy Area

General Note:

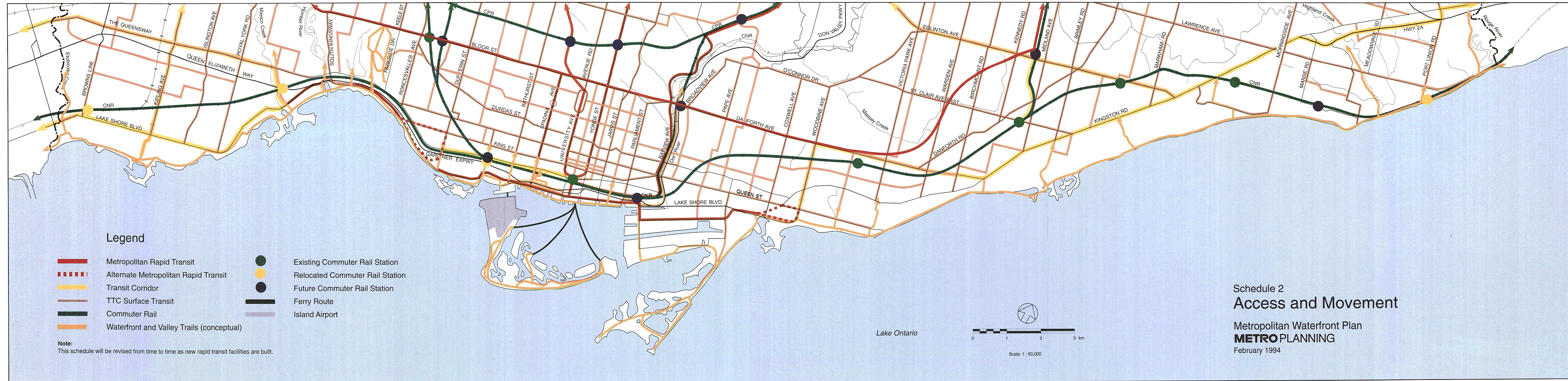
Lands are held in a variety of public and private ownerships. Identification of lands does not imply right of public access or use.

Note:

1. Lands on Ward's and Algonquin Islands, vested in the Province of Ontario, and described in the Schedule to the Toronto Islands Residential Community Stewardship Act 1993.



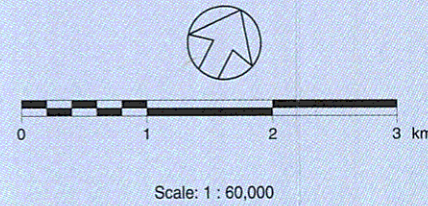
Schedule 1
Waterfront Green Space System
 Metropolitan Waterfront Plan
METRO PLANNING
 February 1994



Legend

- Metropolitan Rapid Transit
- Alternate Metropolitan Rapid Transit
- Transit Corridor
- TTC Surface Transit
- Commuter Rail
- Waterfront and Valley Trails (conceptual)
- Existing Commuter Rail Station
- Relocated Commuter Rail Station
- Future Commuter Rail Station
- Ferry Route
- Island Airport

Note:
This schedule will be revised from time to time as new rapid transit facilities are built.



Schedule 2
Access and Movement
 Metropolitan Waterfront Plan
METRO PLANNING
 February 1994





1989-1991

Metro Councillor Dale Martin (Chair)
Metro Councillor Brian Ashton
Metro Councillor Paul Christie
Metro Councillor Mike Colle
Metro Councillor Mario Gentile
Metro Councillor Blake Kinahan
Metro Councillor Ken Morrish
Metro Councillor Peter Oyler
Metro Councillor Chris Stockwell
Metro Chairman Alan Tonks
Mayor Art Eggleton, City of Toronto
Mayor Bruce Sinclair, City of Etobicoke
Mayor Joyce Trimmer, City of Scarborough

1992-1993

Metro Councillor Brian Ashton (Chair)
Metro Councillor Paul Christie
Metro Councillor Dennis Fotinos
Metro Councillor Joan King
Metro Councillor Peter Oyler
Metro Chairman Alan Tonks
Mayor June Rowlands, City of Toronto
Mayor Bruce Sinclair, City of Etobicoke
Mayor Joyce Trimmer, City of Scarborough



Central Waterfront Transportation Study, Metropolitan Planning Department, 1983.

Central Waterfront Transportation Study, The Municipality of Metropolitan Toronto, 1985.

Executive Task Force on Future Uses of Exhibition Place, The Municipality of Metropolitan Toronto, 1987.

Metropolitan Plan Review - Report No. 7, Parks and Open Space, Metropolitan Planning Department, 1988.

Front Street/Gardiner Expressway Interchange: Feasibility Study and Environment Assessment Study Report, Metropolitan Roads and Traffic, 1988.

Metropolitan Plan Review - Report No. 10, Heritage, Metropolitan Planning Department, 1989.

The Future of the F. G. Gardiner Expressway, Metropolitan Transportation Department, 1990.

Trade Centre at Exhibition Place, The Municipality of Metropolitan Toronto, 1990.

Spadina LRT Environmental Assessment, Metropolitan Toronto, Toronto Transit Commission, 1990.

South Etobicoke Lake Shore Corridor Transportation Overview, Metropolitan Toronto, City of Etobicoke, 1990.

Waterfront Transit Light Rail Extension Feasibility Study, Metropolitan Toronto, Toronto Transit Commission, 1991.

Waterfront Transit Light Rail Extensions Feasibility Study, The Municipality of Metropolitan Toronto, 1991.

Commuter Rail Station Location Study, Metropolitan Toronto, 1992.

Regional Heritage Features on the Metropolitan Toronto Waterfront, W. Reeves, 1991. Revised and published by Metropolitan Planning Department, 1992. For Metropolitan Toronto.

Strachan Rail Relocation and Front Street West Extension, City of Toronto, 1992.

Physical Impact Assessment in the Coastal Zone of the Metropolitan Toronto Waterfront, The MEP Company, 1991. For Metropolitan Toronto.

Planning Directions for the Metropolitan Waterfront: An Overview, Metro Planning Department, 1991.

Towards a Liveable Metropolis, Metropolitan Plan Review Report No. 13, Metro Planning Department, 1991.

Metropolitan Reurbanization Guidelines and Study, Berridge Lewinberg & Greenberg, 1991. For Metropolitan Toronto.

The Liveable Metropolis, Metropolitan Official Plan, Metropolitan Planning Department, 1994.

Visions for the Metropolitan Waterfront: Planning in Historical Perspective, W. Reeves, 1992. For Metropolitan Toronto. Published in two volumes by the Centre for Urban and Community Studies, University of Toronto.

Metro Waterfront Environmental Study, V. Kauffman, P. Rennick, H. Regier et al, 1992. For Metropolitan Toronto.

Mimico/Parklawn Gateway Study, Metropolitan Planning Department, City of Etobicoke, Toronto Transit Commission, GO Transit, 1992.



Competitive Tourism Development Strategy for Metropolitan Toronto, Peat Marwick Stevenson Kellog, 1992. For Metropolitan Toronto.

Metropolitan Toronto Waterfront Trail Report, Metropolitan Toronto Planning Department, 1993.

Report of the Waterfront Planning Forum, Metropolitan Toronto Planning Department, 1994.

Waterfront Environmental Impact Zone, Metropolitan Planning Department, 1994.

aquatic habitat

nearshore habitat located in an area which is covered by water for part or all of the year, including wetlands

Carolinian forest

a southern vegetative zone extending into Ontario northerly to a line generally from Grand Bend on Lake Huron to Scarborough on Lake Ontario, inclusive of Lake St. Clair and Lake Erie; the deciduous forest region delineated in accordance with the rarity, diversity and productivity of native species

Central Area

the dominant area functioning as a primary location for government, corporate head offices, financial and other institutions and retail activities and a focus for communications, cultural and entertainment activities

Centre

an area whose development is characterized by a nodal form of high intensity of use and activity relative to surrounding development, and which provides an employment/service focus for the neighbourhood, district or community in which it is located

Corridor

linear concentration of development along arterial roads and expressways

Council

the Council of the Metropolitan Corporation

ecosystem

a complex interacting system of interdependent communities of organisms and the non-living environment

Exhibition Place

consists of Exhibition Park and Gore Park, being that portion of the lands assumed from the City of Toronto by Metropolitan By-law No. 2719 managed and operated by The Board of Governors of Exhibition Place

flood plain

the area adjoining a watercourse which has been, or may be covered by flood water up to the limit defined by the regional storm

Greater Toronto Area (GTA)

Metropolitan Toronto and the four Regional Municipalities of Durham, Halton, Peel, and York, encompassing an area over 7,060 square kilometres

hazard lands

those lands which due to their susceptibility to flooding or unstable slopes or soils are considered to be hazardous if developed; these are generally identified by the Metropolitan Toronto and Region Conservation Authority

heritage resources

expressions of living heritage and real and movable property of cultural or natural heritage importance, including, but not limited to, archaeological sites, buildings, structural remains, districts, landscapes, recorded information, artifacts and cultural traditions which contribute to the identity of Metropolitan Toronto

heritage route

a roadway of historic importance in the development of Metropolitan Toronto

high occupancy vehicle lane (HOV)

a lane which is dedicated for the use of vehicles carrying more than the minimum number of occupants defined by municipal by-law, for the purpose of allowing such vehicles, together with transit vehicles, taxis and bicycles, priority use of dedicated road lanes

industrial uses

activities or operations including but not limited to manufacturing, assembling, processing, warehousing and wholesaling of products or materials; scientific or technical research, data processing, film, communications, printing and publishing and recycling establishments; mechanical and other repair or service shops; truck and rail terminals, storage yards, and public works depots; and broadcasting facilities, utilities and essential services

lake-dependent uses

uses which require direct access or proximity to the water's edge; these include specific industrial, commercial, transportation and recreational uses

light rail transit

rapid transit service using streetcars, operating in a full-time protected right-of-way with a capacity serving 4,000 to 12,000 passengers per hour in each direction, depending on the degree of grade separation, presence of priority measures at signalized intersections and the station/stop spacing

littoral cell

a self-contained coastal sediment system that has no movement of sediment across its boundaries

Lower Don River Flood Plain Special Policy Area

an area where special policies (adopted by the City of Toronto and approved by the Province) permit development on the flood plain because strict adherence to provincial flood plain planning policies would result in social and economic hardships for the community

mainstreet development

street oriented, predominantly medium density development as defined by Area Municipal official plans (or in the case of the City of Toronto, low density) for residential, commercial or a mix of residential and commercial uses, in an area comprised of an overall mix of uses; mainstreet development generally exhibits the following characteristics: reasonably continuous building facades which may also include parks or other public spaces, multi-storied retail uses typically at grade, urban design elements to facilitate both pedestrian activity and transit use, and alternatives to on-site parking along the building frontages

Metropolitan Corporation

The Municipality of Metropolitan Toronto, being a municipal corporation continued under the provisions of the Municipality of Metropolitan Toronto Act, Revised Statutes of Ontario 1990, Chapter M.52

Metropolitan gateway

a strategic or symbolic location that serves as a memorable or striking point of entry to or within the Metropolitan region

Metropolitan rapid transit

those rapid transit facilities under the jurisdiction of the Metropolitan Corporation

Metropolitan Toronto

the geographic area bounded by the outer limits of the Municipality of Metropolitan Toronto, being the area included within the Borough of East York, the City of Etobicoke, the City of North York, the City of Scarborough, the City of Toronto and the City of York

Metropolitan Toronto and Region Conservation Authority (MTRCA)

a conservation authority continued under the provisions of the Conservation Authorities Act, Revised Statutes of Ontario 1990, Chapter C. 27

Metropolitan Waterfront

waters of Lake Ontario and adjacent lands between Etobicoke Creek in the west and the Rouge River in the east

Port Area

the area generally bounded by Lake Shore Boulevard on the north, the northern boundary of the THC Waterfront Park on the south, the dockwall edge from the Eastern Gap to the Keating Channel on the west and Leslie Street on the east

public realm

publicly owned roads, sidewalks, right-of-ways, parks and other publicly accessible areas within public buildings and facilities

rapid transit

transit service operating within a separate right-of-way and with more widely spaced stations, allowing greater speed and carrying capacity than surface transit services: rapid transit includes Metropolitan Rapid Transit (subway, busway, the Scarborough RT, and light rail transit) and commuter rail

regional waterfront parkland

public lands within the Waterfront Green Space System that primarily serve the recreational needs of the Metropolitan population

scenic route

a street, path or trail providing continuous visual access to a picturesque view or landscape

significant natural area

land or water containing natural features and/or performing ecological functions which require conservation, restoration or enhancement. These areas include, but are not limited to, sensitive and ecologically fragile areas and aquatic and terrestrial habitats, as identified by the Province, Metropolitan Toronto and Region Conservation Authority and/or a Municipality. Such areas so identified may include Area of Natural and Scientific Interest (ANSI), Environmentally Significant Area (ESA), Valleyland Impact Zone (VIZ), Environmental Impact Zone (EIZ), Waterfront Environmental Impact Zone (WEIZ), ravine, wetland, or woodlot.

surface transit

public transportation service operating on the road using buses and streetcars in mixed traffic, including priority service during peak travel times in reserved lanes or high-occupancy vehicle lanes

terrestrial habitat

land-based habitat, including grassland, shrub and forest communities

transit corridor

an arterial road or expressway which has the potential for rapid transit in the longer term and surface transit improvements in the short to medium term

unopened street allowance

property owned by the Area Municipality or Metropolitan Toronto which is reserved for extension of a street but not yet developed

Waterfront Environmental Impact Zone (WEIZ)

the land and water area along the shore of Lake Ontario which is part of the Waterfront Green Space System identified on Schedule 1, consisting of:

- a) hazard lands which are subject to flooding and/or erosion as delineated by the line designated as the fill regulation line on maps referred to in Schedule 10 of R.R.O. 1990, Regulation 158 as may be amended from time to time; or the Central Waterfront from approximately Coxwell Avenue to Dufferin Street not subject to R.R.O 1990, Regulation 158, but which includes the extent of hazard lands and/or significant natural area; and/or
- b) a significant natural area where it extends beyond the fill regulation line referred to in a) above; and
- c) the nearshore waters of Lake Ontario, identified by a 10 metre depth of water, where significant aquatic, biological and coastal processes can be delineated.

The exact extent of the hazard lands referred to in the above shall be determined on a site specific basis in consultation with the Metropolitan Toronto and Region Conservation Authority.

Waterfront Green Space System

land and water resources, and physical and biological features connected by, and in support of, natural processes; delineated by the Waterfront Environmental Impact Zone plus 10 metres (Waterfront Corridor), contiguous tableland green spaces (consisting of public and institutional lands, and private open spaces such as golf courses, cemeteries and gardens); and including significant natural areas,

hazard lands, significant recreational areas, and a variety of landscapes

Waterfront Light Rail Transit (WLRT)

rapid transit service using streetcars, operating in a full-time protected right-of-way with a capacity serving 4,000 to 12,000 passengers per hour in each direction, depending on the degree of grade separation, presence of priority measures at signalized intersections and the station/stop spacing

waterlot

an area of land which is a portion of the bed of a present or formerly navigable body of water which is held by the proprietor under a lease, license of occupation, or letter of patent and which may or may not be covered with water

watershed

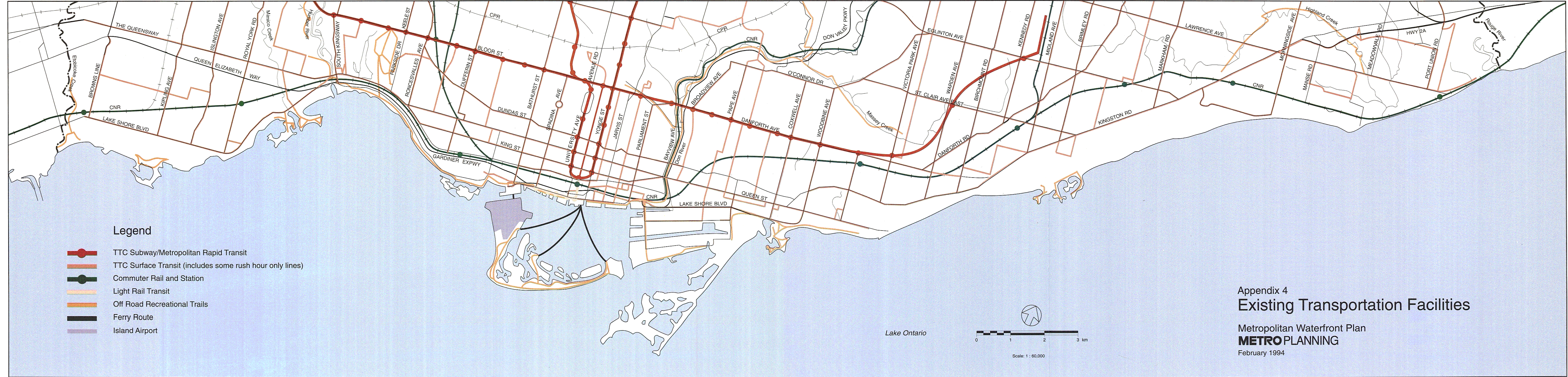
an area of land from which all the flow of surface runoff drains into one major river

wetland



lands that are seasonally or permanently saturated by surface or ground water with a frequency and duration sufficient to support hydrophytic vegetation adapted for saturated soil conditions; the major categories of wetland are swamps, marshes, bogs and fens

wildlife staging area

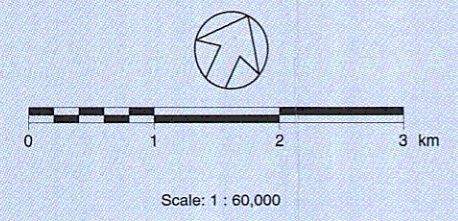
an area where birds, reptiles or mammals assemble as part of their migration



Legend

-  TTC Subway/Metropolitan Rapid Transit
-  TTC Surface Transit (includes some rush hour only lines)
-  Commuter Rail and Station
-  Light Rail Transit
-  Off Road Recreational Trails
-  Ferry Route
-  Island Airport

Lake Ontario



Appendix 4
Existing Transportation Facilities
 Metropolitan Waterfront Plan
METRO PLANNING
 February 1994

AGENCY	FUNCTION OR JURISDICTION	AREA OF FUNCTION OR JURISDICTION	PERTINENT LEGISLATION
<u>PART 1</u>			
FEDERAL			
A. Department			
Environment	Administers the screening process established for the environmental assessment and review of federal projects which may result in a referral to mediation or a review panel. In either case, a report is prepared and the matter is referred back to the “responsible authority” for a decision.	General	Canadian Environmental Assessment Act (Bill C-13), 1992. Not yet proclaimed in force. (See also-Environmental Assessment and Review Process Guidelines Order - Registration SOR/84—467 22 June, 1984.)
Fisheries and Oceans	Exclusive legislative authority for sea coast and inland fisheries	General	Section 91, Paragraph 12, Constitution Act, formerly British North America Act, 1867 (Canada)
Transport	Fish habitat protection and pollution prevention	Canadian fisheries water	Sections 34 to 43, Fisheries Act, (Canada)
	Exclusive legislative authority for beacons, buoys and lighthouses and navigation and shipping	All navigable waters	Section 91, Paragraphs 9 and 10, Constitution Act, formerly British North America Act, 1867 (Canada)
	Authority to permit the building or placing of any work in, upon, over, under, through or across any navigable waterway	All navigable waters	Navigable Waters Protection Act, 1985 (Canada)
	Note: See powers and authority of the Toronto Harbour Commissioners (pages 2 to 6 infra)		

AGENCY	FUNCTION OR JURISDICTION	AREA OF FUNCTION OR JURISDICTION	PERTINENT LEGISLATION
B. Agencies, Boards, Commissions			
Toronto Harbour Commissioners (THC)	<p>Powers</p> <p>To regulate and control the use and development of all land and property on the waterfront within the limits of the city, and all docks, wharfs, channels, buildings and equipment erected or used in connection therewith.</p> <p>To construct and maintain docks, channels, warehouses, cranes or other buildings, equipment and appliances, for use in the carrying on of harbour or transportation business, with power to sell, lease or operate the same.</p> <p>In the exercise of its powers,</p> <ul style="list-style-type: none"> - construct, acquire by purchase, lease or otherwise, maintain and operate railways within the boundaries of the port and harbour of Toronto as defined by the Act; - from time to time enter into agreements with any railway company or companies for the maintenance, by such company or by all or any of such companies, of such railways and the operation thereof by any motive power, 	Port and Harbour of Toronto	Section 16, Toronto Harbour Commissioners Act, 1911 (Canada)



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION
OR JURISDICTION****PERTINENT
LEGISLATION**

**Toronto Harbour Commissioners (THC)
(cont'd)**

and so as at all times to afford all other railway companies whose lines reach the harbour the same facilities for traffic as those enjoyed by such company or companies;
- make arrangements with railway companies and navigation companies for facilitating traffic to, from and in the harbour, or for making connection between such companies' lines or vessels and those of the THC.

Authority to Regulate

To pass by-laws for the following purposes:
- to regulate and control navigation and all works and operations within the harbour, and to appoint constables and other officials to enforce the same, or to enforce the provisions of any statutes or marine regulations relating to the harbour;
- to regulate, control or prohibit any building operations within or upon the harbour, excavations, removal or deposit of material, or any other action which would affect in any way the docks, wharfs, or channels of the harbour and waterfront or the bed of the harbour or the lands adjacent thereto.

Port and Harbour of Toronto

Section 21, Toronto Harbour Commissioners' Act, 1911 (Canada), as amended



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION
OR JURISDICTION****PERTINENT
LEGISLATION**

**Toronto Harbour Commissioners (THC)
(cont'd)**

- to construct, regulate, operate and maintain railways, elevators, pipes, conduits or other works or appliances within the port and harbour of Toronto and to control, regulate or prohibit the erection of towers or poles or the stringing of wires or, subject to The Pipe Lines Act, to control and regulate the construction or use of pipes or pipe lines for the transportation of oil, gas or other liquid or gaseous hydrocarbon, or the use of any machinery, apparatus or equipment or the carrying on of any business or activity within the port and harbour of Toronto that would adversely affect any property or business therein or affect the rates, toils, charges, income or revenues of the THC.
- to prevent injuries to or encroachments upon any of the channels, harbours, wharfs or waters generally within the limits of the harbour.
- to regulate and control the landing, shipping, transshipping and transport within the port and harbour of Toronto of explosives or of inflammable or dangerous substances.
- to maintain order and regularity and prevent theft and depredations.

Section 4, Toronto Harbour
Commissioners' Act, 1985
(Canada)



AGENCY

FUNCTION OR JURISDICTION

AREA OF FUNCTION OR JURISDICTION

PERTINENT LEGISLATION

Toronto Harbour Commissioners (THC)
(cont'd)

- for the imposition and collection of all rates, tolls and penalties imposed by law or under any by-law under the authroity of this Act;
- for regulating and controlling the operation and use of all canoes, sailing boats, row boats, motor boats and other kind of craft within the limits of the area over which the THC has jurisdiction.
- for the government of all persons and vessels coming into or using the port and harbour of Toronto, including the imposition of rates, tolls, charges and penalties to be paid upon such vessels and upon goods landed from or shipped on board such vessels or transhipped by water within the port and harbour.

Powers

To operate the Toronto Island Airport and in respect of the exercise of such power,

- to acquire, hold and use real and personal property of any description and any interest in such property.
- to enter into agreements with any person, commission, authority or government.

Toronto Island Airport



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION
OR JURISDICTION****PERTINENT
LEGISLATION**

**Toronto Harbour Commissioners (THC)
(cont'd)**

- to enforce regulations made by the Minister of Transport for the purpose of providing unobstructed airspace for the landing and taking off of aircraft at the Airport, and
- to acquire, for the purpose of enforcing the regulations referred to in above paragraph, by purchase or agreement, or by expropriation, easements or other right or interests in, upon or over lands adjacent to or or in the vicinity of the Airport.

Authority to regulate

To pass by-laws for the regulation and control of the Airport and all persons engaged in the operation of aircraft at the Airport, including by-laws prohibiting the landing or taking off of
- jet-powered aircraft, and
- aircraft of any kind on the grounds that aircraft of that kind generate an excessive level of noise on landing or taking off.

Section 7



AGENCY

FUNCTION OR JURISDICTION

**AREA OF FUNCTION
OR JURISDICTION**

**PERTINENT
LEGISLATION**

PART II

PROVINCIAL

A. Minister/Ministry

Environment and Energy

Review and acceptance or amendment and acceptance of environmental assessments of undertakings and giving approval to proceed with undertakings with or without terms and conditions.

General

Environmental Assessment Act

Regulation and prohibition of the discharge of contaminants into the natural environment.

General

Environmental Protection Act

Water

General

Sections 28 to 33, Ontario Water Resources Act

The supervision of all surface and ground waters (for the purposes of the Act), including the authority to:

- examine any surface or ground waters to determine what, if any pollution exists and the causes thereof
- prohibit or regulate the discharge by any person of sewage into or in any waters



AGENCY

PART II

PROVINCIAL

A. Minister/Ministry

Environment and Energy

FUNCTION OR JURISDICTION

AREA OF FUNCTION OR JURISDICTION

PERTINENT LEGISLATION

Review and acceptance or amendment and acceptance of environmental assessments of undertakings and giving approval to proceed with undertakings with or without terms and conditions.

General

Environmental Assessment Act

Regulation and prohibition of the discharge of contaminants into the natural environment.

General

Environmental Protection Act

Water

The supervision of all surface and ground waters (for the purposes of the Act), including the authority to:
- examine any surface or ground waters to determine what, if any pollution exists and the causes thereof
- prohibit or regulate the discharge by any person of sewage into or in any waters

General

Sections 28 to 33, Ontario Water Resources Act



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION
OR JURISDICTION****PERTINENT
LEGISLATION****Environment and Energy (cont'd)**

- to require a person who owns, manages or has control of a sewage works, water works or other facility which may discharge material into a water or watercourse to undertake measures to alleviate the effects of impairment of the quality of water;

- to define an area that includes a source of public supply,

(a) wherein no person shall swim or bathe;

(b) wherein no material of any kind that may impair the quality of water therein shall be placed, discharged or allowed to remain; or

(c) wherein no act shall be done and no water shall be taken that may unduly diminish the amount of water available in such area as a public water supply.



AGENCY	FUNCTION OR JURISDICTION	AREA OF FUNCTION OR JURISDICTION	PERTINENT LEGISLATION
Environment and Energy (cont'd)	Water Works Approving authority for the establishment, alternation, extension, or replacement of new or existing waterwork including the authority to impose and alter conditions of approval.	General	Section 52, Ontario Water Resources Act
	Sewage Works Approving authority for the establishment, alteration, extension or replacement of new or existing sewage works including the authority to impose or alter conditions of approval.	General	Section 53, Ontario Water Resources Act (See also Part VIII SEWAGE SYSTEMS - Environmental Protection Act)
Municipal Affairs	Functions of the Minister Responsible for the policies and programs of the Government of Ontario in relation to, (a) municipal affairs, including the co-ordination of programs of financial assistance to municipalities; and (b) community planning, community development, maintenance and improvement of the built environment and land development;	General	Ministry of Municipal Affairs and Housing Act Section 4

AGENCY

**Municipal Affairs
(cont'd)**

FUNCTION OR JURISDICTION

Take such measures as he or she considers appropriate to implement any such policy or program, including entering into any agreements for such purpose with any municipality or with any other person.

Make advances, grants and loans and provide other financial assistance to assist in the implementation of the policies and programs referred to in (b).

Provincial policy statements

Approval and modification and approval of official plans and amendments thereto, refer objections to the OMB for hearing and declare a provincial interest in such hearing.

Referral of requests for official plan amendments to the OMB.

Request an amendment to an official plan where such plan may adversely affect a policy statement issued under section 3 and referral of the refusal of such request to the OMB.

**AREA OF FUNCTION
OR JURISDICTION**

General

**PERTINENT
LEGISLATION**

Section 3, Planning Act

Section 17 and 21, Planning Act

Section 22, Planning Act

Section 23, Planning Act



AGENCY	FUNCTION OR JURISDICTION	AREA OF FUNCTION OR JURISDICTION	PERTINENT LEGISLATION
Municipal Affairs (cont'd)	Direct a municipality to undertake a revision of an official plan or part thereof.		Subsection 26(3), Planning Act
	Approval of community improvement plans and entering into agreements with municipalities for grants in aid of community improvement.		Subsection 28 and 30, Planning Act
	Appeal the passing of zoning by-laws to the OMB and declare a provincial interest in zoning by-law appeals.		Subsections 34(19) and 27, Planning Act
	Appeal to the OMB decisions of committees of adjustment granting minor variances.		Subsections 45(12), Planning Act
	Exercise powers conferred on municipal councils under section 34 (zoning by-laws) and subsection 49(4) (imposition of subdivision control).		Section 47, Planning Act
	Appeal to the OMB decisions on severance applications and conditions imposed on the granting of such applications.	General	Subsections 53(7) and (8), Planning Act



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION OR JURISDICTION****PERTINENT LEGISLATION**

**Municipal Affairs
(cont'd)**

Authority to establish a development planning area and prepare a development plan for such area; upon approval of the plan by the Lieutenant Governor in Council, no municipality (or local board) in the area covered by the plan shall undertake any improvement of a structural nature of any other undertaking nor pass a by-law for any purpose that is in conflict with the plan and in the event of a conflict between any provision of the development plan and any provision of a local plan or zoning by-law, then the provision of the development plan prevails.

General

Ontario Planning and Development Act

Natural Resources

Powers

Conservation Authorities

Conservation Authorities Act
Section 23

When necessary in the public interest, to issue instructions for or take over the operation of all water control structures of a conservation authority.

Approval of all projects undertaken by a conservation authority

Section 24

AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION
OR JURISDICTION****PERTINENT
LEGISLATION**

Natural Resources
(cont'd)

To hear appeals from the refusal of a conservation authority to issue a permit under a regulation made by a conservation authority prohibiting or regulating the straightening, changing, diverting or interfering with the existing channel of a river, creek, stream, or watercourse, the construction of a building or structure in or on a pond or swamp or in any area susceptible to flooding during a regional storm or the placing or dumping of fill in an area in which, in the opinion of the conservation authority, the control of flooding or pollution or the conservation of land may be affected by the placing or dumping of fill.

Conservation Authority

Conservation Authority Act
Sub section 28(5)

To make grants to a conservation authority in accordance with such conditions and procedures as may be prescribed by the Lieutenant Governor in Council.

Section 40

Approval of the construction of dams on any lake or river.

General

Lakes and Rivers Improvement
Act, Section 14

Lieutenant Governor in Council may make regulations assigning to the Mining and Lands Commissioner authorities, powers and duties of the Minister.

General

Ministry of Natural Resources Act,
Clause 5(6)(b)



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION OR JURISDICTION****PERTINENT LEGISLATION**

**Natural Resources
(cont'd)**

Function

Management, sale and disposition of public lands and forests.

Appropriation (by the Lieutenant Governor in Council) of public lands for roads and for the sites of wharves or piers, market places, jails, court houses, public parks or gardens, town halls, hospitals, places of public worship, burying grounds, schools and for purposes of agricultural exhibitions and for other like public purposes and make free grants for such purposes.

Sale or lease of public lands and issuing of licenses of occupation and granting of easements in or over public lands.

Issue work permits to allow:

- the construction or placement of buildings and structure on public lands.
- the clearing of public lands.
- the dredging or filling of shore lands.

All public lands owned by the Province of Ontario, including the beds of navigable waters.

All public lands owned by the Province of Ontario, including the beds of navigable waters.

Parts 1 and IV, Public Lands Act.

Parts 1 and IV, Public Lands Act.



AGENCY

FUNCTION OR JURISDICTION

AREA OF FUNCTION OR JURISDICTION

PERTINENT LEGISLATION

Natural Resources (cont'd)

Enter into agreements with a municipality respecting the control and management by the municipality of any public lands comprised of beaches or lands covered with water.

Design, construct, maintain, manage and administer "dams", including channels, diversions, docks, graynes, lights, piers, slides, warning devices, wharves or other works for the control and regulation of water and acquire lands or interests in land and enter in contracts and agreements for such purposes.

Agencies, Boards, Corporations, Commissions

Metropolitan Toronto and Region Conservation Authority (MTRCA) (Ministry of Natural Resources)

Objects

To establish and undertake, in the area over which it has jurisdiction, a program designed to further the conservation, restoration, development and management of natural resources other than gas, oil, coal and minerals.

- Watersheds of:
- Etobicoke Creek;
 - Mimico Creek;
 - Humber River;
 - Don River;
 - Highland Creek;
 - Rouge River;
 - Petticoat Creek;
 - Duffin Creek;
 - Carruther's Creek; and
 - Waterfront

Conservation Authorities Act
Section 20
Section 21



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION OR JURISDICTION****PERTINENT LEGISLATION**

**Metropolitan Toronto and Region Conservation Authority (MTRCA)
(Ministry of Natural Resources)
(cont'd)**

Powers

To enter into agreements with municipalities for the construction or maintenance of a road or the reconstruction or maintenance of an existing municipal road for the purpose of providing access to lands of the conservation authority used for park or recreational purposes.

Section 23

For the purposes of accomplishing its objects, an authority has the power:

Section 28

- to study and investigate the watershed and to determine a program whereby the natural resources of the watershed may be conserved, restored, developed and managed;
- to acquire by purchase, lease or otherwise and to expropriate any land that it may require, and, subject to the approval of the Lieutenant Governor in Council, to sell, lease or otherwise dispose of land so acquired;
- to enter into agreements with owners of private lands to facilitate the due carrying out of any project;

Section 29



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION
OR JURISDICTION****PERTINENT
LEGISLATION**

**Metropolitan Toronto and Region
Conservation Authority (MTRCA)
(Ministry of Natural Resources)
(cont'd)**

- to erect works and structures and create reservoirs by the construction of dams or otherwise;
- to control the flow of surface waters in order to prevent floods or pollution or to reduce the adverse effects thereof;
- to alter the course of any river, canal, brook, stream or watercourse, and divert or alter, as well temporarily as permanently, the course of any river, stream, road, street or way, or raise or sink its level in order to carry it over or under, on the level of or by the side of any work built or to be built by the authority, and to divert or alter the position of any water-pipe, gas-pipe, sewer, drain or any telegraph, telephone or electric wire or pole;
- to use lands that are owned or controlled by the authority for such purposes, not inconsistent with its objects, as it considers proper;



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION
OR JURISDICTION****PERTINENT
LEGISLATION**

**Metropolitan Toronto and Region
Conservation Authority (MTRCA)
(Ministry of Natural Resources)
(cont'd)**

- to use lands owned or controlled by the authority for park or other recreational purposes, and to erect, or permit to be erected, buildings, booths and facilities for such purposes and to make charges for admission thereto and the use thereof;
- to collaborate and enter into agreements with ministers and agencies of government, municipal councils and local boards and other organizations;
- to plant and produce trees on Crown lands with the consent of the Minister, and on other lands with the consent of the owner, for any purpose;
- to cause research to be done;
- generally to do all such acts as are necessary for the due carrying out of any project.



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION OR JURISDICTION****PERTINENT LEGISLATION**

**Metropolitan Toronto and Region Conservation Authority (MTRCA)
(Ministry of Natural Resources)
(cont'd)**

Authority to Regulate

Subject to the approval of the Lieutenant Governor in Council, to make regulations applicable in the area under its jurisdiction,

- restricting and regulating the use of water in or from rivers, streams, inland lakes, ponds, swamps, and natural or artificially constructed depressions in rivers or streams;
- prohibiting or regulating or requiring the permission of the authority for the straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse;
- regulating the location of ponds used as a source of water for irrigation;
- prohibiting or regulating or requiring the permission of the authority for the construction of any building or structure in or on a pond or swamp or in any area susceptible to flooding during a regional storm, and defining regional storms for the purposes of such regulations; and

Watersheds of:

- Etobicoke Creek;
- Mimico Creek;
- Humber River;
- Don River;
- Highland Creek;
- Rouge River;
- Petticoat Creek;
- Duffin Creek;
- Carruther's Creek; and
- Waterfront

Conservation Authorities Act,
Section 29



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION OR JURISDICTION****PERTINENT LEGISLATION**

Metropolitan Toronto and Region Conservation Authority (MTRCA) (cont'd)

- prohibiting or regulating or requiring the permission of the authority for the placing or dumping of fill of any kind in any defined part of the area over which the authority has jurisdiction in which in the opinion of the authority the control of flooding or pollution or the conservation of land may be affected by the placing or dumping of fill.

Subject to the approval of the Lieutenant Governor in Council, to make regulations applicable to lands owned by the authority,

- regulating and governing the use by the public of the lands and the works, vehicles, boats, services and things of the authority;
- providing for the protection and preservation from damage of the property of the authority;
- prescribing fees for the occupation and use of lands and works, vehicles, boats, recreational facilities and services;



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION OR JURISDICTION****PERTINENT LEGISLATION**

Metropolitan Toronto and Region Conservation Authority (MTRCA)
(cont'd)

- prescribing permits designating privileges in connection with use of the lands or any part thereof and prescribing fees for such permits;
- regulating and governing vehicular and pedestrian traffic and prohibiting the use of any class of vehicle or classes of vehicles;
- prohibiting or regulating and governing the erection, posting up or other display of notices, signs, sign boards and other advertising devices;
- prescribing terms and conditions underwhich horses, dogs and other animals may be allowed on the lands or any part thereof; and
- subject to the Forest Fires Prevention Act and the regulations made thereunder, prohibiting or regulating and governing the use, setting and extinguishment of fires.

Ontario Place Corporation
(Ministry of Culture, Tourism and Recreation)

Objects

To operate Ontario Place as a provincial exhibit and recreation centre.

Ontario Place

Ontario Place Corporation Act



AGENCY	FUNCTION OR JURISDICTION	AREA OF FUNCTION OR JURISDICTION	PERTINENT LEGISLATION
Ontario Place Corporation (Ministry of Culture, Tourism and Recreation)	<p>To develop projects and programs designed to provide the people of Ontario with a greater appreciation of the Province and its accomplishments and potential, and to provide talented artists in the Province with the opportunity to exhibit their works and their abilities;</p> <p>To develop special programs from time to time considered to be worthwhile to enhance the image of the Province and to co-ordinate activities with the Canadian National Exhibition at times when that exhibition is in operation; and</p> <p>To do such other things as the Minister may require from time to time and to advise the Minister on projects and programs of general advantage to the Province.</p>		
Toronto Area Transit Operating Authority (GO TRANSIT) (Ministry of Transportation)	<p>Objects</p> <p>To design, establish and operate or cause to be operated an efficient and economical surface and subsurface, or either of them, inter-regional transit system to serve the needs of persons requiring transportation as passengers across</p>	<p>Metro Toronto and the Regions of Durham, York, Peel, Halton and Hamilton-Wentworth</p>	<p>Toronto Area Transit Operating Authority Act</p>



AGENCY

FUNCTION OR JURISDICTION

AREA OF FUNCTION OR JURISDICTION

PERTINENT LEGISLATION

Toronto Area Transit Operating Authority (GO TRANSIT) (Ministry of Transportation) (cont'd)

the boundaries of regional areas and within the area of jurisdiction of the Authority;

To provide a parcel express service within the area of jurisdiction of the Authority only in conjunction with and ancillary to its passenger service;

To facilitate the operational integration of surface and subsurface inter-regional transit systems and surface and subsurface regional transit systems, and to operate, within the area of jurisdiction of the Authority on routes where the Authority operates an inter-regional transit service, transit services within a regional area at the request of and under an agreement with the council of the regional area or the council of an area municipality within the regional area;

To provide information, advice, design assistance and operational integration services to surface and subsurface inter-regional transit systems and surface and subsurface regional transit systems; and



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION
OR JURISDICTION****PERTINENT
LEGISLATION**

**Toronto Area Transit Operating Authority
(GO TRANSIT) (Ministry of
Transportation) (cont'd)**

To perform such other duties and exercise such other powers as are imposed or conferred on the Authority by or under any Act within the area of jurisdiction of the Authority.

Powers

For the purpose of carrying out its objects, the Authority shall study or cause to be studied and investigate or cause to be investigated,

- the design and operation of inter-regional transit systems;
- the fare structure and service schedules of inter-regional transit systems;
- the use by municipalities of transit funds allocated by the Ministry
- applications for public vehicle operating licences under the Public Vehicles Act for the transportation across the boundaries of regional areas of passengers or passengers and express freight on a highway; and
- the operational integration of the facilities, equipment, personnel training, service schedules and fare structures of inter-regional transit systems and regional transit systems.



AGENCY

FUNCTION OR JURISDICTION

AREA OF FUNCTION OR JURISDICTION

PERTINENT LEGISLATION

**Waterfront Regeneration Trust Agency
(Ministry of Municipal Affairs)**

To advise the Minister on any matter relating to the use, disposition, conservation, protection and regeneration of waterfront lands;

To consult with the public and to determine the public interest in the environmental integrity of waterfront lands;

To coordinate programs and policy of the Government of Ontario and its agencies relating to waterfront lands;

To serve as a resource centre and clearinghouse of information to the public for policy of the Government of Ontario relating to waterfront lands;

To facilitate the establishment of a trail and associated green or open spaces in the waterfront lands;

To do such other things as the Lieutenant Governor in Council may by order direct.

“Waterfront lands”, as defined, being

- the land, including land covered with water, that is related to the shore of Lake Ontario extending from Burlington Bay in the west to the Trent River in the east, and
- such other land as the Lieutenant Governor in Council designates.

Waterfront Regeneration Trust Agency Act, 1992



AGENCY

FUNCTION OR JURISDICTION

AREA OF FUNCTION OR JURISDICTION

PERTINENT LEGISLATION

PART III

MUNICIPAL

Metropolitan Toronto

A. Boards, Commissions

Board of Management of the Guild reporting to Metro Management Committee

Operation, management and maintenance of The Guild as a hotel, restaurant, recreational, cultural, conference and seminar facility under such terms and conditions as the Metro Council may consider proper.

The Guild

Section 226, Part XVI (PARKS, RECREATION, AREAS, ETC.), Metro Act.

Board of Governors of Exhibition Place reporting to Metro Management Committee

Operation, management and maintenance of Exhibition Place under an agreement with Metro to be used for the following purposes:

Exhibition Place (including the Gore)

Sections 229 and 230, PART XVI (PARKS, RECREATION AREAS, ETC.), Metro Act.

- (a) for parks and exhibition purposes;
- (b) for the purposes of trade centres and trade and agricultural fairs such as, but not limited to, the annual Canadian National Exhibition and Royal Agricultural Winter Fair;
- (c) for the holding of displays, agricultural activities, sporting events, athletic contests, public entertainments and meetings.
- (d) for highway, electrical transmission or public utility purposes; or
- (e) for any other purpose that the City of Toronto may approve.

AGENCY	FUNCTION OR JURISDICTION	AREA OF FUNCTION OR JURISDICTION	PERTINENT LEGISLATION
Metropolitan Police Force/ Police Services Board	General policing duties Additional policing services	Metro Area - may maintain a safety and lifesaving patrol of the waters of Lake Ontario within the limits of the Metropolitan Area; - may provide lifeguard service on the beaches in the Metropolitan Area; and - may provide The Toronto Harbour Commissioners with such security and port policing for the Port of Toronto as the Commissioners may require from time to time.	Police Act Section 200, PART XII (METROPOLITAN POLICE), Metro Act Section 200, Part XII (METROPOLITAN POLICE), Metro Act
Toronto Transit Commission reporting to Metro Transportation Committee	Metro Transit System To construct, maintain, operate, extend, alter, repair, control and manage a local transportation system within the Metro Area.	Metro Area	Sections 103 to 121, Part VII (METROPOLITAN TRANSPORTATION), Metro Act.
B. Departments Parks and Property reporting to Metro Parks, Recreation and Property Committee	Metro Parks System To acquire lands for and establish, lay out and improve and maintain public parks, zoological gardens, recreation areas, squares, avenues, boulevards and drives; including power to let	Metro Area or in any adjoining area municipality in the Regions of Durham, Peel or York including the following major areas and facilities on the Waterfront:	Section 225, Part XVI (PARKS, RECREATION AREAS, ETC.), Metro Act. Sections 1, 2, 11, 12, 13 and 14 of the Public Parks Act.



AGENCY

FUNCTION OR JURISDICTION

AREA OF FUNCTION OR JURISDICTION

PERTINENT LEGISLATION

**Parks and Property Department
(cont'd)**

the right to sell refreshments (including liquor), and the power to set aside or lease portions of park for sport, exhibitions, other amusements or entertainments.

To manage and operate for such purposes lands vested in MTRCA which are made subject to an agreement with Metro.

- Marie Curtis Park
- Col. Samuel Smith Park
- Humber Bay Park (East and West)
- Marilyn Bell Park (Metro owned)
- Coronation Park (Metro owned)
- Toronto Island Park (Metro owned)
- Ashbridges Bay
- Bluffer's Park
- Cathedral Bluffs
- Cudia Park
- Sylvan Park
- Guildwood Park
- East Point Park
- Rouge Beach

Section 270 of Metro Act and Section 17 of Public Parks Act.



AGENCY

Planning Department
reporting to Metro Economic Development
and Planning Committee

FUNCTION OR JURISDICTION

- required to continue to maintain in force with such amendments or revisions as Metro Council deems appropriate an official plan for the Metro Area.
- acquisition of lands in accordance with provisions of official plan.
- determination of need for revision to official plan.
- enactment of zoning by-laws with respect to all land within a distance of 45 metres from any limit of a Metro road.
- enactment of by-laws changing the name of a highway which is a duplication or is similar to the name of another highway.
- authority to object to the stopping-up of a highway or any part thereof by an area municipality.

**SEE ALSO APPENDIX ADDENDUM 1:
METROPOLITAN DEVELOPMENT
CONTROL PROCEDURES**

**AREA OF FUNCTION
OR JURISDICTION**

Metro Area

**PERTINENT
LEGISLATION**

Section 224, Part XV
(PLANNING), Metro Act and
Sections 16, 17, 18, 20 and 21,
Planning Act

Section 25, Planning Act

Section 26, Planning Act

Section 96, Part VI
(METROPOLITAN ROAD
SYSTEM), Metro Act and Section
34, Planning Act

Section 87, Part VI
(METROPOLITAN ROAD
SYSTEM), Metro Act

Section 102, Part VI
(METROPOLITAN ROAD
SYSTEM), Metro Act

AGENCY

Transportation Department
reporting to Metro Transportation Committee

FUNCTION OR JURISDICTION

Metro Roads System
Construction, operation, alteration and maintenance of the Metropolitan Road System and regulation of traffic thereon, the exclusive jurisdiction to install and operate signal-light traffic control systems on any highway in the Metro area and to regulate traffic on highways within 30.5 metres of any such installation and the authority to approve the opening up, establishment or assumption for public use by an area municipality of any highway which intersects with or enters upon any Metro road.

AREA OF FUNCTION OR JURISDICTION

Metro Area

PERTINENT LEGISLATION

Sections 74 to 102, Part VI (METROPOLITAN ROAD SYSTEM), Metro Act

Works Department
reporting to Metro Works Committee

Metro Water Supply System

Establishment, construction, maintenance, operation, improvement and extension of a waterworks system for the purpose of supplying water for the use of the area municipalities and their inhabitants

Metro Area including the following major facilities on the Waterfront:

- R. L. Clark Filtration Plant
- Island Filtration Plant
- R. C. Harris Filtration Plant
- F. J. Horgan Filtration Plant

Sections 29 to 52, Part III (METROPOLITAN WATER WORKS SYSTEM), Metro Act



AGENCY

FUNCTION OR JURISDICTION

AREA OF FUNCTION OR JURISDICTION

PERTINENT LEGISLATION

Works Department
(cont'd)

Metro Sewage System

Constructing, maintaining, improving, repairing, widening, altering, directing and stopping up trunk sewers, trunk sewer systems, trunk sewage works, treatment works and watercourses for the purpose of collecting or receiving from the area municipalities sewage and land drainage and the treatment and disposal thereof and to pass by-laws for regulating the manner, extent and nature of the reception and disposal of sewage and land drainage from the area municipalities in order to secure the inhabitants of the Metro Area an adequate system of sewage and land drainage disposal.

Metro Area including the following major facilities on the Waterfront:

- Humber Treatment Plant
- Main Treatment Plant (Ashbridges Bay)
- Highland Creek Treatment Plant

Sections 53 to 70, Part IV (METROPOLITAN SEWAGE WORKS), Metro Act

Area Municipalities
B. Area Municipal Councils

General municipal planning authority including:

- preparation and adoption of official plans and amendments thereto
- acquisition of lands in accordance with provisions of official plan

General

Planning Act

Sections 26, 17, 18, 20 and 21

Section 25

AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION
OR JURISDICTION****PERTINENT
LEGISLATION**Area Municipal Councils
(cont'd)

- determination of need for revision to official plan
- preparation and implementation of community improvement plans
- enactment of by-laws for prescribing standards for maintenance and occupancy of property and for providing for the making of grants and loans for repairs
- enactment of by-laws for the establishment of demolition control areas
- enactment of zoning by-laws
- enactment of holding provision (H) by-laws
- enactment of by-laws authorizing increases in the height and density of development otherwise permitted in return for the provision of specified facilities, services or matters and entering into agreements with respect thereto
- enactment of interim control by-laws
- enactment of by-laws authorizing the temporary use of land, buildings or structures for any specified purpose that is otherwise prohibited
- enactment of by-laws designating site plan control areas, approval of plans and drawings, imposing conditions to approval and entering into site plan agreements

General

General

Section 26, Planning Act

Section 28

Sections 31 and 32

Section 33

Section 34

Section 36

Section 37

Section 38

Section 39

Section 41



AGENCY

FUNCTION OR JURISDICTION

AREA OF FUNCTION OR JURISDICTION

PERTINENT LEGISLATION

Area Municipal Councils
(cont'd)

- enactment of by-laws requiring the conveyance of lands (or cash payment in lieu thereof) as a condition of development or redevelopment
- establishment of committees of adjustment having jurisdiction to grant minor variances from zoning by-laws and interim control by-laws and permit the enlargement or extension of lawfully non-conforming buildings and structures and the use of lawfully non-conforming lands, buildings and structures for similar or more compatible uses
- enactment of by-laws designating plans of subdivision registered for 8 years or more to be deemed not registered for the purpose of subdivision control and designating lands within registered plans of subdivision to be not subject to part lot control
- entering into agreements as a condition of draft approval of plans of subdivision and requiring that unsatisfactory conditions be referred to the OMB
- enactment of by-laws further delegating to a committee of council, an appointed officer or to a committee of adjustment the authority to grant consents (severances)

Section 42

Section 45

Section 50

Subsections 51(6) and (17)

Section 54



AGENCY**FUNCTION OR JURISDICTION****AREA OF FUNCTION
OR JURISDICTION****PERTINENT
LEGISLATION**

Area Municipal Councils (cont'd)

Enactment of by-laws designating properties to be of historic or architectural value or interest, for acquiring by purchase lease or otherwise, any such property or part thereof so designated and delegating its authority under Part IV to the Metro Council.

(Sections 26 to 39, Part IV
CONSERVATION OF
BUILDINGS OF HISTORIC OR
ARCHITECTURAL VALUE),
Ontario Heritage Act [See also -
City of Toronto Act, 1987 (No. 2)]

NOTE:

In addition to the foregoing, Area Municipal councils have the statutory authority and/or duty to establish and operate local water distribution, sewage collection, roads and parks systems in accordance with the Municipal Act and other related statutes.

Introduction

The purpose of this addendum is to provide an outline of existing procedures followed by the Metropolitan Council in the exercise of its development control function in the Metropolitan Planning Area as contemplated by the provisions of the Metropolitan Official Plan and the Planning Act.

These procedures have evolved over an extended period of time and reflect the division of responsibilities among the Province and the two levels of municipal government as set out in the Planning Act and associated regulations. The existing procedures are substantially the same as those adopted by the Metropolitan Council in 1975 following the incorporation of the Regional Municipalities of Peel, York and Durham and the abolition of the former Metropolitan Planning Board and in anticipation of the delegation of subdivision approval. They were revised in 1983 to accommodate changes to the Planning Act, based in part on the recommendations found in the Report of the Planning Act Review Committee (April 1977).

Development Control Function

General

Development activities within the Metropolitan Planning Area are reviewed and regulated under a two-tier planning system. As acknowledged in the Metropolitan Official Plan, the Area Municipalities are directly responsible for the designation of land uses, zoning and development control. The Metropolitan Corporation focuses its attention on the planning

and provision of the physical infrastructure (e.g., piped services, roads and transit), regional parks and the broad distribution of population, employment and housing. In addition, the Metropolitan Corporation reviews the Area Municipal planning policies and actions to ensure conformity with specific Metropolitan and Area Municipality planning policies.

Under this system the Area Municipalities regulate land use through their official plans, zoning by-laws and site plan review powers. They circulate applications under those procedures to Metropolitan Toronto for its evaluation with respect to Metropolitan planning policies and servicing responsibilities. Metropolitan Toronto is notified of the official plan and zoning amendments adopted by the Area Municipality so that any unsolved issues can be addressed through appeals to the Minister of Municipal Affairs and/or the Ontario Municipal Board before they legally take effect. The Area Municipalities undertake the detailed review of subdivision and condominium applications, making final recommendations to Metropolitan Toronto as approving authority, a power delegated by the Minister to Metropolitan Council and subsequently delegated in large measure to the Commissioner of Planning.

The Area Municipalities process applications for variances from the provisions of the zoning by-law. They exercise the authority to grant consents to land division, as delegated to them by Metropolitan Council.

Statutory references are to the Condominium Act, the Municipality of Metropolitan Toronto Act (Metro Act) and the Planning Act, Revised Statutes of Ontario, 1990, chapters C.26, M.62 and P.13, respectively.

Area Municipal Official Plan and Zoning Amendments (Sections 17 to 21 and Section 34, Planning Act)

Area Municipalities forward to the Metropolitan Planning Department applications to amend area zoning by-laws, official plans, or both. The department coordinates and forwards Metropolitan comments and requirements respecting Metropolitan Official Plan policies, services and other corporate interests. This useful procedure serves to identify Metropolitan interests early in the processing of applications and reduces significantly the necessity of Metropolitan objection to Area Municipal site-specific zoning by-laws and official plan amendments. The procedure has its origins in past Ontario Municipal Board requirements for a Metropolitan certificate confirming the availability of services, as part of the Board's approval process of Area Municipal zoning by-laws.

Area Municipalities within the Metropolitan Planning Area give notice of the passing of zoning by-laws to the Commissioner of Planning, providing therewith copies of each by-law and a statement of its purpose or effect. Official plan amendments adopted by Area Municipalities are sent to the Minister of Municipal Affairs, who circulates them to Metropolitan Toronto for comment. The Commissioner of Planning reviews a by-law or an amendment and, if no Metropolitan intervention is required, reports accordingly for information to the Economic Development and Planning Committee at its next regular meeting.

When a by-law or amendment is not consistent with the Metropolitan Official Plan or may otherwise prejudice Metropolitan interests, the by-law or amendment is reported to the Economic Development and Planning Committee and to Council for its decision. A decision to oppose a by-law will result usually in an appeal to the Ontario

Municipal Board. In the case of an official plan amendment, the Council will recommend modification or refusal by the Minister, or referral to the Ontario Municipal Board. A decision whether to amend the Metropolitan Official Plan may also be required.

In the past, staff reviewed the applications and sent comments to the Area Municipality. The Committee and Council would generally be advised of any problems only if they were not resolved when the zoning or official plan amendments were adopted by the Area Municipality. Irrespective of problems, the Committee and Council would also be advised at this stage of any significant policy documents, particularly those intended to implement Metropolitan Official Plan policies. Presently, the Committee and the appropriate Metropolitan Councillor(s) are given details of the applications upon receipt of same by the Metropolitan Planning Department.

Many of the applications require review with regard to Metropolitan servicing responsibilities typically, the adequacy of sewer and water facilities, the need for road widenings and vehicular access design and control. Some applications merit review because they are located in or adjacent to policy areas, identified in the Metropolitan Official Plan, such as Centres, office parks, industrial areas, major river valleys. However, the great majority of applications do not invoke the question of conformity with the Metropolitan Official Plan. This is because the Plan is not a land use plan and the objectives it expresses relating to housing, office development or industry, etc. are strategic rather than location-specific and are expected to be implemented through the Area Municipality land use plans and zoning by-laws. In most cases it is more appropriate to say a proposed development does not conflict with, rather than conforms to, the Metropolitan Official Plan.

In addition, most of the amendments to Area Municipality by-laws and plans are not major or highly significant departures from local policy. The need for an amendment is often necessitated because existing policy is not sufficiently detailed or flexible to accommodate variations, and in fact may be deliberately so in order to ensure the further review that an official plan amendment requires. When by-laws or amendments are considered to be of Metropolitan interest and there is no opportunity to report to Committee and Council before the expiration of an appeal period, the Commissioner appeals the by-law amendment, subject to confirmation by Council so as to afford Council an opportunity to review the matter.

Official Plan and Zoning Appeals

(Section 22 and Subsection 34(22), Planning Act)

With respect to zoning and official plan appeals against Area Municipal refusal to approve, or failure to act on, proposed zoning or official plan amendment applications within the Metropolitan Planning Area, the Commissioner of Planning comments directly to the Ontario Municipal Board (or the Minister) upon appeals involving issues of local planning significance and reports his action to the Economic Development and Planning Committee at its next regular meeting.

When:

- (i) an appeal proposal is not consistent with the Metropolitan Official Plan;
- (ii) a local municipal decision to refuse an appeal proposal is inconsistent with the Metropolitan Official Plan; or
- (iii) an appeal involves other issues of Metropolitan significance

the appeal is reported to the Economic Development and Planning Committee and to Council for a decision.

Condominiums and Subdivisions

(Section 50, Condominium Act, and Section 51, Planning Act)

Ministerial power of approval of plans of subdivision and condominium has been delegated to Metropolitan Council, which delegated all administrative authority to the Commissioner of Planning. Approval authority also has been delegated to the Commissioner of Planning, subject to conditions as set out in By-law No. 139-83. Essentially, the Commissioner may approve plans which do not conflict with the provisions of the Metropolitan Official Plan, are consistent with other Metropolitan policies, and have been recommended for approval by the Area Municipality. The power to refer plans to the Ontario Municipal Board also has been delegated.

Action taken by the Commissioner respecting such approvals and referrals is to be reported to the Economic Development and Planning Committee for its information.

A plan of subdivision is a detailed design to implement a land use policy which should be in place or will have to be settled before the plan can be approved. Any Metropolitan concerns such as the type, mix or density of housing will usually be considered in that context, leaving matters of design affecting major open space systems, roads, transit and sewers for evaluation in the subdivision process.

The number of plans of subdivision submitted annually has decreased to approximately one-third of early 1970s levels, with a significant decline in number of residential units brought on stream through the

subdivision process. Currently, the majority of subdivisions are small and of the infill variety, raising issues of neighbourhood impact which are resolved through detailed review at the local level. Authority to approve plans of condominium was delegated to Metropolitan Toronto in 1978 and further delegated to the Commissioner of Planning. It was determined that there was no necessity for Metropolitan Toronto to develop a condominium policy for the following reasons: i) most condominium applications are submitted at the time a building permit is issued, after all planning requirements have been reviewed; ii) Area Municipalities were developing policies to deal with the conversions of existing rental buildings to condominium ownership, and iii) processing was largely administrative. Additionally, it was felt that concerns likely to be raised, e.g., property and development standards, were best dealt with by the Area Municipalities which had explicit authority and staff to deal with the matters.

Removal of Part Lot Control
(Subsection 50(7), Planning Act)

Ministerial power of approval of by-laws removing part lot control has been delegated to Metropolitan Council and further delegated to the Commissioner of Planning by By-law No. 139-83. The effect of the approval of such a by-law is to allow the conveyance of the land and interests in land, such as long-term lease or partial discharge of mortgage, without having to make an application for consent from the Committee of Adjustment. A local municipality will usually pass such a by-law when a form of approval exists (e.g. a site specific zoning by-law) identifying a land use context for different interests in land. It would be unusual for any specific Metropolitan interest to be involved in this procedure.

Site Plan Approvals
(Section 41, Planning Act)

The Commissioner of Planning administers the Metropolitan policies contained in Metropolitan Official Plan Amendment No. 6 respecting site plan applications submitted by Area Municipalities pursuant to Section 41(8) of the Planning Act for Metropolitan review. Section 41(8) states that a local municipality will not complete its own arrangements with a landowner to achieve certain facilities provided through a development agreement until such time as the regional or Metropolitan Municipality has been able to identify its requirements and have them met. These requirements are essentially limited to the conveyance of land for road widenings (as designated in the Official Plan) and certain matters relating to access design. The Act does not provide Metro with a right of appeal if its requirements are ignored. Metropolitan Council has requested the Province to amend Section 41(8).

Committee of Adjustment Applications - Variances and Consents
(Sections 45 and 53, Planning Act)

Metropolitan Council, by By-law No. 87-83, delegated to the Area Municipalities within Metropolitan Toronto the authority to grant consent to land division, conditional upon the Commissioner of Planning receiving notice of all applications and the Area Municipality providing a copy to the Commissioner of Planning of any decision made with respect to an application upon which the Commissioner of Planning has made a comment or submission (thereby providing an opportunity for appeal, if justified). Pursuant to Ontario Regulation 923, area local Committees of Adjustment are

obliged to forward notice of variance applications to the senior planning officer (Commissioner) of the Metropolitan government. These applications are monitored for Metropolitan concerns, and action as appropriate is taken through planning staff to protect Metropolitan interests. Both types of applications are dealing essentially with very localized land use matters. A small percentage will be identified with the need to observe a setback, convey land or protect a sewer easement, typically adjacent to Metropolitan roads or major river valleys. It is very rarely that a Metropolitan concern cannot be settled by staff action, thereby requiring a report to Committee or Council.

Street Names

(Section 87, Metro Act)

Section 87 provides that when a street name is a duplication or is similar to the name of another street in the Metropolitan area, Metropolitan Council may pass a by-law to change the name of such street and no Area Municipality may change the name. An informal process has been established whereby Metropolitan Planning officials retain a street name index and local officials, prior to enactment of a street name by-law, compare proposed street names with those listed as reserved and existing on the index, in order to avoid duplication and the necessity of Metropolitan Toronto passing a by-law.

Road and Lane Closings

(Section 102, Metro Act)

The Commissioner of Planning considers proposed by-laws of Area Municipalities for the stopping up of lanes and untravelled roads, and

where no conflict with Metropolitan interests exists, expresses no objection thereto and seeks confirmation of this action from the Economic Development and Planning Committee and Council at a subsequent meeting.

Where the road proposed to be closed is travelled or where Metropolitan interests are affected by a road or lane closing, the matter is brought to the Economic Development and Planning Committee and to Council for its decision.