



APPENDIX 1: ORDERS IN COUNCIL



PRIVY COUNCIL

Certified to be a true copy of a Minute of a Meeting of the Committee of the Privy Council, approved by Her Excellency the Governor General on the 30th day of March, 1988.

WHEREAS there exists a historic opportunity to create a unique, world class waterfront in Toronto;

AND WHEREAS there is a clear, public understanding that the challenge can only be achieved with more cooperation among the various levels of government, boards, commissions and special purpose bodies and the private sector;

AND WHEREAS the Intergovernmental Waterfront Committee has identified a number of urgent matters that must be studied and dealt with;

AND WHEREAS the Government of Canada has certain jurisdictional and property responsibilities in the area;

Now therefore, the Committee of the Privy Council, on the recommendation of the Prime Minister, advise that the Honourable David Crombie be authorized to act as a Commissioner effective from June 1, 1988, and that a Commission, to be effective from that date, do issue under Part I of the Inquiries Act and under the Great Seal of Canada, appointing the Honourable David Crombie to be a Commissioner to inquire into and to make recommendations regarding the future of the Toronto Waterfront and to seek the concurrence of affected authorities in such recommendations, in order to ensure that, in the public interest, Federal lands and jurisdiction serve to enhance the physical, environmental, legislative and administrative context governing the use, enjoyment and development of the Toronto Waterfront and related lands, and more particularly to examine

- (a) the role and mandate of the Toronto Harbour Commission;
- (b) the future of the Toronto Island Airport and related transportation services;
- (c) the issues affecting the protection and renewal of the natural environment insofar as they relate to federal responsibilities and jurisdiction;

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- (d) the issues regarding the effective management of federal lands within the Toronto Waterfront area; and
- (e) the possible use of federal lands, facilities, and jurisdiction to support emerging issues, such as the proposed Olympic Games and World's Fair; and,

The Committee do further advise that the Commissioner

- (a) be directed to seek full consultation with all interested parties and especially the Province of Ontario and the City and Metropolitan Governments;
- (b) be authorized to adopt such procedures and methods as he may from time to time deem expedient for the proper conduct of the inquiry;
- (c) be assisted in the conduct of the inquiry, where appropriate, by the officers and employees of the various departments or agencies of the Government of Canada;
- (d) be authorized to sit at such times and in such places as may be required and to rent such space and facilities as may be required for his staff, in accordance with Treasury Board policies, in both Ottawa and Toronto;
- (e) be authorized to engage the services of such staff and technical advisors, including counsel, as he may consider necessary or advisable, at such rates of remuneration and reimbursement as may be approved by Treasury Board;
- (f) be authorized to engage the services of such experts and other persons as are referred to in section 11 of the Inquiries Act who shall receive such remuneration and reimbursement as may be approved by Treasury Board;
- (g) be authorized to publish special studies as may be appropriate from time to time and to submit interim reports to the Governor in Council as may be required;

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- (h) be directed to submit his report in both official languages to the Governor in Council with all reasonable dispatch, but not later than June 1, 1991; and
- (i) be directed to file the records and papers of the inquiry as soon as reasonably may be after the conclusion of the inquiry, with the Clerk of the Privy Council.

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CLERK OF THE PRIVY COUNCIL - LE GREFFIER DU CONSEIL PRIVÉ



Order in Council

On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and concurrence of the Executive Council, orders that

WHEREAS the Province of Ontario recognizes the importance of the Interim Report and recommendations of the federal Royal Commission on the Future of the Toronto Waterfront, of which the Honourable David Crombie is Commissioner;

AND WHEREAS, in the spirit of returning the waterfront to the people, the Commissioner has recommended that there be intergovernmental management and co-operation, that the mandate of the Toronto Harbour Commission be refocussed and that the Toronto Harbour Commission lands and Provincial lands in the central waterfront be "pooled" for the purpose of carrying out a comprehensive environmental evaluation to assist in determining the most appropriate future uses of these lands;

AND WHEREAS the Commission's Interim Report acknowledges the environmental significance of the waterfront and the ecological dependence of the waterfront on the headwaters, source areas and river valleys which drain into Lake Ontario;

AND WHEREAS the Commission's Interim Report also recognizes the extensive socio-economic pressures which characterize waterfront development and the importance of rational planning and development of the waterfront on the future quality of life and well being of hinterland areas;

AND WHEREAS the Province of Ontario recognizes the Provincial interest in a number of key aspects of the Commission's next phase (Phase 2), including ensuring that the natural environment is fully considered and given due weight in any deliberations regarding future development options for the waterfront, that open space and continuous public access are fundamental components of future waterfront development and that transportation and broader quality of life issues associated with the sustainable socio-economic development of the fastest growing economic area of the country are effectively managed;

O.C. 2465/89

AND WHEREAS there are significant provincial land holdings which are integral to future waterfront development;

AND WHEREAS the Province of Ontario wishes to collaborate with the Federal Government in Phase 2 of the Royal Commission's work in order to achieve the objectives set out in the Royal Commission's Interim Report and to avoid any confusion regarding the position of the Province of Ontario on the need for coordinated and sensitive development of the waterfront and to avoid duplication in public hearings processes;

AND WHEREAS it is considered expedient to cause inquiry to be made under the Public Inquiries Act, R.S.Q. 1980, c. 411 concerning the following matters associated with the Toronto Waterfront, which matters are hereby declared to be of public concern;

AND WHEREAS such inquiry is not regulated by any special law;

NOW THEREFORE pursuant to the provisions of the said Public Inquiries Act a commission be issued to appoint the Honourable David Crombie a Commissioner:

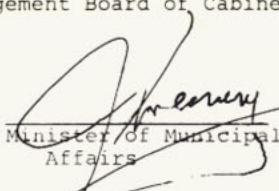
1. to inquire into and recommend initiatives to preserve and create continuous public access to the water's edge extending from the eastern boundary of the Region of Durham to the western boundary of the Region of Halton;
2. to inquire into and make an environmental evaluation of those Toronto Harbour Commission lands and adjacent Provincial lands recommended to be pooled in the aforesaid Interim Report;
3. to inquire into and make recommendations on issues associated with management and development of the pooled and other appropriate waterfront lands, including:
 - (a) appropriate allocation of waterfront lands to various uses, i.e. housing, open space, industrial and commercial uses;

- (b) waterfront transportation in the context of the regional transportation system;
 - (c) housing and community development on the waterfront; and
 - (d) employment and job opportunities relating to the waterfront;
4. to inquire into and recommend waterfront related initiatives to preserve and enhance the quality of the environment and the quality of life for people residing in the greater metropolitan area extending from the eastern boundary of the Region of Durham to the western boundary of the Region of Halton;
5. to inquire into and recommend financing proposals and other mechanisms to link and integrate the waterfront to the upstream watersheds in the aforementioned locations.

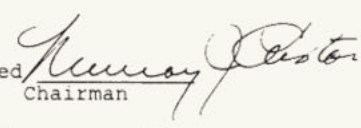
AND THAT the Commissioner shall complete his inquiry and assessment and make recommendations and deliver his report by June 1, 1991;

AND THAT all Government Ministries, Boards, Agencies and Commissions shall assist the Commissioner to the fullest extent in order that he may carry out his duties and functions, and that he shall have authority to engage such counsel, experts, technical advisors, investigators and other staff as he deems proper, at rates of remuneration and reimbursement to be approved by the Management Board of Cabinet;

Recommended


Minister of Municipal
Affairs

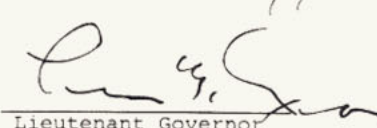
Concurred


Chairman

Approved and
Ordered

October 12, 1989

Date


Lieutenant Governor



PRIVY COUNCIL

Certified to be a true copy of a Minute of a Meeting of the Committee of the Privy Council, approved by His Excellence the Governor General on the 14 March, 1991

WHEREAS the Royal Commission on the Future of the Toronto Waterfront was directed to submit a report to the Governor in Council embodying its findings, recommendations and advice on or prior to June 1, 1991;

AND WHEREAS the Commission will not be in a position to submit its report on or prior to June 1, 1991.

THEREFORE, the Committee of the Privy Council, on the recommendation of the Prime Minister, pursuant to Part I of the Inquiries Act, advise that a commission do issue amending the commission issued pursuant to Order in Council P.C. 1988-589 of March 30, 1988 by deleting therefrom the following paragraph:

"AND WE DO HEREBY direct our said Commissioner to submit his report in both official languages to the Governor in Council with all reasonable dispatch, but not later than June 1, 1991;"

and by substituting therefor the following paragraph:

"AND WE DO HEREBY direct our said Commissioner to submit his report in both official languages to the Governor in Council with all reasonable dispatch, but not later than December 30, 1991;"

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CLERK OF THE PRIVY COUNCIL - LE GREFFIER DU CONSEIL PRIVÉ



Order in Council Décret

On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and concurrence of the Executive Council, orders that:

Sur la recommandation du soussigné, le lieutenant-gouverneur, sur l'avis et avec le consentement du Conseil des ministres, décrète ce qui suit :

WHEREAS the Honourable David Crombie was appointed a Commissioner under the *Public Inquiries Act* by Order in Council 2465/89;

AND WHEREAS that Order in Council states that the Commissioner is required to complete his inquiry and assessment and make recommendations and deliver his report by June 1, 1991;

AND WHEREAS it is deemed necessary and in the public interest to extend the period of appointment of the Commissioner;

NOW THEREFORE the Commissioner, the Honourable David Crombie, shall complete his inquiry and assessment and make recommendations and deliver his report by December 31, 1991. The directions contained in the Order in Council 2465/89 continue to apply in all other respects.

Recommended

A handwritten signature in black ink, appearing to read "Peter Sgarbi".

Minister of
the Environment

Concurred

A handwritten signature in black ink, appearing to read "James B. ...".

Chair

Approved and Ordered March 20, 1991

Date

A handwritten signature in black ink, appearing to read "R. G. ...".

Lieutenant Governor

O.C./Décret 536/91



APPENDIX 2: ANNOTATED BIBLIOGRAPHY

ROYAL COMMISSION PUBLICATIONS

In addition to this final report, the Commission has published 15 major discussion papers, two interim reports, 11 working papers, and 12 technical papers. In general, each one summarized plans and initiatives in a subject area; highlighted issues that require the attention of all levels of government if the waterfront is to achieve its highest potential; and identified new opportunities that could be pursued if there were greater co-ordination in the work of all governments and public authorities.

The Royal Commission also published 13 issues of the *Newsletter* of the Canadian Waterfront Resource Centre (ISSN 0840-9846), in order to increase public awareness of issues and policy directions.

DISCUSSION PAPERS

1. *Environment and Health: Issues on the Toronto Waterfront*. 1989. Royal Commission on the Future of the Toronto Waterfront. Environment and Health Work Group. ISBN 0-662-16539-2. DSS cat. no. Z1-1988/1-41-1E.

Examines the existing policy framework as it affects environment and health in relation to Metropolitan Toronto's waterfront and suggests improvements. Focuses on six topics that illustrate many of the environmental and

health issues of the waterfront ecosystem: water quality, lakefilling, heritage preservation, natural areas and wildlife, public involvement, and jurisdictions. Recurrent themes include the principle of sustainability, the goal of virtually eliminating toxic substances, and the ecosystem approach. Bibliography.

2. *Housing and Neighbourhoods: The Liveable Waterfront*. 1989. Royal Commission on the Future of the Toronto Waterfront. Housing and Neighbourhoods Work Group. ISBN 0-662-16936-0. DSS cat. no. Z1-1988/1-41-2E.

Discusses housing and neighbourhoods on or close to the Metro lakeshore: opportunities exist for protecting the environment and enhancing existing neighbourhoods while, at the same time, doubling the waterfront population through sensitive intensification of present communities and careful development of new neighbourhoods. Identifies key policy goals, and makes recommendations on how these can be achieved in terms of affordability, planning and design controls, government co-ordination and accountability. (Includes statistics which are updated in the Royal Commission working paper, *Greater Toronto Region and Waterfront: Community Overview*.)

3. *Access and Movement*. 1989. Royal Commission on the Future of the Toronto Waterfront. Access and Movement Work Group. ISBN 0-662-16937-9. DSS cat. no. Z1-1988/1-41-3E.

Proposes a network of transportation types to and along the waterfront, with particular attention to the way modes interact and support one another. Included in this transportation framework are waterfront transportation centres, where different forms of transport come together, and where there are possibilities for development and access to the water. Discusses many kinds of networks: trails and walkways, bicycles, parking lots, streetcars and buses, GO Transit — as well as waterfront scenic drives, extensions of north-south roads, visual access, recreational boating, and cruises. Maps include: existing transportation infrastructure; the proposed transportation framework; local issues on the Metro Toronto waterfront; and local issues on the central area waterfront. Bibliography.

4. *Parks, Pleasures, and Public Amenities*. 1989. Royal Commission on the Future of the Toronto Waterfront. Parks, Pleasures, and Public Amenities Work Group. ISBN 0-662-16936-0. DSS cat. no. Z1-1988/1-41-4E.

Looks at open space and recreational issues along the Metropolitan Toronto waterfront. There is an inventory of existing recreational facilities along the waterfront, followed by an examination of policies, plans, and projects currently in effect or under active consideration by various public agencies, private developers, and other waterfront interests. Identifies new opportunities to improve public enjoyment of the waterfront, emphasizing general policy goals and implementation strategies. Useful appendices include "Institutional Framework" information on mandates, powers, and approaches of the major waterfront agents on the waterfront, at all levels of government. Reading list.

5. *Jobs, Opportunities, and Economic Growth*. 1989. Royal Commission on the Future of the Toronto Waterfront. Jobs, Opportunities, and Economic Growth Work Group. ISBN 0-662-16939-5. DSS cat. no. Z1-1988/1-41-5E.

Recommends a working waterfront for Metropolitan Toronto, examines plans for the 12 geographical areas on the waterfront, and identifies the major issues and redevelopment opportunities related to those plans. Proposes policy initiatives that might be used to encourage industries to remain or relocate on the waterfront. Bibliography.

6. *Persistence and Change: Waterfront Issues and the Board of Toronto Harbour Commissioners*. 1989. Royal Commission on the Future of the Toronto Waterfront. Steering Committee on Matters Relating to the Board of Toronto Harbour Commissioners. ISBN 0-662-16966-2. DSS cat. no. Z1-1988/1-41-6E.

Focuses on issues associated with Toronto's port and waterfront, examining issues in terms of their history and the future, with a view to developing a broad perspective on the port and, more generally, the Toronto waterfront. Not all waterfront issues considered in this report are exclusively within the mandate of the Toronto Harbour Commissioners (THC), but because they are important to the community as a whole, they may shape expectations of the THC. Covers such issues as access, environment and health, the port, ownership, land use, and accountability.

7. *The Future of the Toronto Island Airport: The Issues*. 1989. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-17067-9. DSS cat. no. Z1-1988/1-41-7E.

Evaluates issues involving the Toronto Island Airport, related transportation services, the need to develop strategic options that will meet the needs of the aviation companies, the travelling public, and the overall interests of all users of Toronto's waterfront. Describes the airport's origins and history, reviews submissions of more than 50 deputants at

Commission hearings on the airport, and proposes a number of approaches to making decisions about the airport's future.

Bibliography.

8. *A Green Strategy for the Greater Toronto Waterfront: Background and Issues: A Discussion Paper*. 1990. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-17671-5. DSS cat. no. Z1-1988/1-41-8E.

Complements Royal Commission Publication no. 4, *Parks, Pleasures, and Public Amenities*, summarizes information on current ecological, recreational, and public uses and values along the Greater Toronto waterfront and associated river valleys, as well as the progress of public agencies in maintaining or creating waterfront open space and recreational facilities. Identifies gaps in and barriers to a linked system of waterfront and valley-land green spaces, and discusses issues and opportunities that should be addressed by a Green Strategy, as well as actions necessary to implement such a strategy. Three appendices: summary of regional and local municipality waterfront policies; regional and municipal planning documents and related studies; and specific issues and opportunities in waterfront municipalities. Bibliography.

9. *Waterfront Transportation in the Context of Regional Transportation: Background and Issues*. 1990. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-17730-4. DSS cat. no. Z1-1988/1-52-2E.

Discussion paper describes existing and potential future transportation demand, facilities, and services, for the Greater Toronto Area and for the GTA waterfront in particular. Presents examples of interactions between provision of transportation infrastructure and land use. The final chapter poses questions which can serve as criteria in developing and evaluating alternative transportation concepts for the waterfront. Maps include existing transportation infrastructure, and Lake Shore Corridor transportation concept.

10. *Environment in Transition: A Report on Phase I of an Environmental Audit of Toronto's East Bayfront and Port Industrial Area*. 1990. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-17847-5. DSS cat. no. Z1-1988/1-52-3E.

Using the ecosystem approach, Phase I of the environmental audit seeks to understand connections and interactions among terrestrial, aquatic, and atmospheric components of the environment and human activities in the East Bayfront/Port Industrial Area. Existing information on environmental conditions in the study area is reviewed, information gaps are identified, and a number of options for research in Phase II are proposed. Publication accompanied by Phase I technical papers: *Atmospheric Environment, Built Heritage, Natural Heritage, Soils and Groundwater, Aquatic Environment*.

11. *Pathways: Towards an Ecosystem Approach: A Report on Phases I and II of an Environmental Audit of Toronto's East Bayfront and Port Industrial Area*. 1991. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-18577-3. DSS cat. no. Z1-1988/1-41-11E.

Phase II of the audit provides a better understanding of the environmental conditions of the East Bayfront/Port Industrial Area. Describes the physical structures of the study area ecosystem, including their historical development. Examines how the ecosystem functions, and makes a preliminary assessment of ecosystem health. Discusses the ecosystem approach, the notion of ecosystem integrity, and the ways in which decisions are made about ecosystems, including issues of stewardship and accountability. Proposes 29 recommendations toward improving ecosystem integrity in the East Bayfront/Port Industrial Area. Includes maps and bibliography. Publication accompanied by Phase II technical papers: *Atmospheric Environment, Built Heritage of the East Bayfront, Ecosystem Health: A Biophysical Perspective, Hazardous Materials, Natural Heritage, Soils and Groundwater, Water and Sediments*.

12. *Planning for Sustainability: Towards Integrating Environmental Protection into Land-Use Planning*. 1991. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-18929-9. DSS cat. no. Z1-1988/1-41-12E.

Discusses better ways to integrate environmental and land-use planning in order to promote environmentally sustainable economic development adequate to the needs of the region during the next decade. Examines various problems in Ontario's existing land-use planning and environmental assessment process, and the need for reform. Suggests reforms that could immediately improve the system, and calls for a public inquiry to study and consult on the issues before any recommendations can be made to government on whether and how to develop a fully integrated system. Appendices, including one, 'Towards an Ecosystem Approach to Land-Use Planning', that proposes a way in which growth and development could be planned.

13. *Shoreline Regeneration for the Greater Toronto Bioregion*. 1991. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-18981-7. DSS cat. no. Z1-1988/1-41-13E.

Examines policies, practices, technology, and methods available to regenerate shoreline areas. Addresses the public's desire for the benefits of shoreline modification and its desire to avoid the negative consequences of previous projects. Suggests that correction can come only from a co-ordinated, planned approach based on the conviction that the benefits of regeneration will far exceed the effort expended. Recommends leadership by the two senior levels of government in development and implementation, and public input to achieve understanding, acceptance, and support for the goals, objectives, and constraints of the plan. Bibliography.

14. *Garrison Common: Preliminary Master Plan*. 1991. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-19121-8. DSS cat. no. Z1-1988/1-41-14E.

Offers innovative recommendations for regenerating the environment and economy of Garrison Common and enhancing surrounding neighbourhoods. Covers such sites as Fort York, Exhibition Place, Ontario Place, Coronation Park, HMCS York, the Tip Top Tailor building, the old Loblaw's warehouse, the Massey-Ferguson works, and the Molson holdings. Seeks to establish year-round use of the area, high-activity, public, urban waterfront parks, making the Common a permanent home for a wider range of regional outdoor/indoor events. Appendix and bibliography published separately.

15. *Toronto Central Waterfront Transportation Corridor Study*. 1991. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-19248-6. DSS cat. no. Z1-1988/1-41-15E

Sets out transportation options for the Toronto Central Waterfront; identifies the environmental, land-use, urban design, and economic opportunities and concepts they help make possible; the required financial resources and related risks; proposes a program aimed at achieving these cost effectively. Envisions a redesigned and relocated Gardiner Expressway/Lake Shore Boulevard facility to help strengthen the links between the city and its renewed Central Waterfront and to improve the area's quality as a place, while maintaining and enhancing its essential function as a transportation corridor. Maps.

- Interim Report, August 1989*. 1989. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-17215-9. DSS cat. no. Z1-1988/1E.

The Royal Commission's first interim report discusses the future of the Toronto Island Airport; the role, mandate, and development plans of the Harbourfront Corporation; the role and mandate of the Toronto Harbour Commissioners, as well as various environment and health issues. Findings are based on research studies and public hearings, at which more than 300 groups and individuals made

submissions. Interjurisdictional recommendations ensure that public benefits are among the considerations shaping future development of the waterfront. Bibliography. A working paper, published separately, is *An Index to the First Interim Report of the Royal Commission on the Future of the Toronto Waterfront, August 1989*.

Watershed: Interim Report, August 1990. 1990. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-18012-7. DSS cat. no. Z1-1988/1-62-1990E.

Watershed, the Royal Commission's second interim report, calls for an ecosystem approach to planning the waterfront and the Greater Toronto bioregion; provides nine guiding principles; and directs 80 recommendations to various levels of government. Written in three main sections: explaining the ecosystem approach and analysing the state of the health of the Greater Toronto bioregion; proposing principles that should guide policy and planning; addressing area-wide and area-specific issues. Submits that the Greater Toronto waterfront from Burlington to Newcastle should be clean, green, useable, diverse, open, accessible, connected, affordable, and attractive. Index and references.

WORKING PAPERS

Working papers provide a public forum for addressing various waterfront issues that warrant research and discussion.

Merrens, H. R. 1989. *A Selected Bibliography on Toronto's Port and Waterfront*. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-17596-4. DSS cat. no. Z1-1988/1-42-1E.

Intended as a guide to the diversity of material pertaining to Toronto's port and waterfront produced in recent years by a variety of people, including scholars, journalists, architects, planners, engineers, and others. Bibliographical entries.

2. Clark, N. J. 1990. *An Index to the First Interim Report of the Royal Commission on the Future of the Toronto Waterfront, August 1989*. Royal Commission on the Future of the Toronto

Waterfront. ISBN 0-662-17597-2. DSS cat. no. Z1-1988/1-42-2E.

The 600 headings include personal names, government bodies, corporations, geographical locations, and subject terms.

3. Munson, W. 1990. *Soil Contamination and Port Redevelopment in Toronto*. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-17729-0. DSS cat. no. Z1-1988/1-42-3E.

Draws attention to the legacy of soil contamination left by Toronto's industrial past. Planning decisions for redeveloping the Port Industrial District will need to consider the relative clean-up costs for different uses. Topics include soil contamination, quality of fill material, clean-up costs, port redevelopment schemes, the planning debate, and environmental audits.

4. Lemon, J. 1990. *The Toronto Harbour Plan of 1912: Manufacturing Goals and Economic Realities*. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-18005-4. DSS cat. no. Z1-1988/1-42-4E.

Considers why the Toronto Harbour Commissioners (THC) chose manufacturing as the centrepiece of its 1912 plan for the Port Industrial Area and, specifically, what kinds of high value-added industry they hoped to attract. Explains why bulk storage and processing predominated instead.

Greenberg, K. and G. Sicheri. 1990. *Toronto's Moveable Shoreline*. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-18160-3. DSS cat. no. Z1-1988/1-42-5E.

Examines settlement along the shores of Lake Ontario during the first half of the 19th century, in order to define the nature of early relationships between the City of Toronto and its waterfront. These are compared to conditions that evolved along the central waterfront, as lakefilling continued into the 20th century, in an effort to understand how this has altered the relationship between the metropolitan area and its waterfront. Identifies

challenges to establishing necessary city, waterfront links.

6. Gertler, M. S. 1991. *Toronto: The State of the Regional Economy*. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-18888-8. DSS cat. no. Z1-1988/1-42-6E.

Analyses the state of Toronto's economy from a regional perspective, describing recent structural changes to employment, investment, output, and income throughout the region in the past 20 years. Identifies current and future challenges to the region's economic health and underlines the need to realign our way of thinking about economic growth and government's role in fostering it.

Munson, W. 1991. *The Disposal of Coal Ash at Toronto's Outer Harbour*. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-18902-7. DSS cat. no. Z1-1988/1-42-7E.

Examines land creation at Toronto's Outer Harbour, specifically through the use of coal ash from the R. L. Hearn thermal generating station. Places the Toronto experience in the broader context of world-wide use of waste materials in creating urban land, and comments on the potential environmental implications of this practice. Maps and bibliography.

8. Davies, K. 1991. *Towards Ecosystem-based Planning: A Perspective on Cumulative Environmental Effects*. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-19085-8. DSS cat. no. Z1-1988/1-42-8E.

Explores how cumulative environmental effects can be addressed in environmental planning and management in the Greater Toronto bioregion. These are defined as including social, economic, and biophysical considerations, as well as the interactions among them. Lists individuals and organizations familiar with cumulative environmental effects, and initiatives related to those effects. Bibliography.

9. Klinger, X. 1991. *Metropolitan Toronto Winter Waterfront Study*. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-19138-2. DSS cat. no. Z1-1988/1-42-9E.

Presents a strategy for enhancing and increasing year-round public use and enjoyment of the Metropolitan Toronto waterfront. Discusses policies, guidelines, and low-cost initiatives that could be implemented by local and regional municipalities, and by conservation authorities in order to enhance waterfront accessibility, diversity, connectedness, and usability during the colder months. Bibliography.

10. Garland, G. 1991. *Greater Toronto Region and Waterfront: Community Overview*. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-19148-X. DSS cat. no. Z1-1988/1-42-10E.

Analyses key social and economic issues on the greater Toronto waterfront, and makes policy proposals. Focuses on population growth, household incomes, housing trends, employment and journeying-to-work according to mode of transportation. Includes statistical municipal and waterfront area community profiles. Bibliography.

Desfor, G. 1990. *Urban Waterfront Industry, Planning and Developing Green Enterprise for the 21st Century: A Report of the Symposium Held on November 16, 1989*. Royal Commission on the Future of the Toronto Waterfront. ISBN 0-662-17640-5. DSS cat. no. Z1-1988/1-52-1E.

Summarizes discussions at a symposium convened to consider new ideas for developing environmentally sound industry on Toronto's port lands. Examines past and current issues, problems, and trends related to industry in the port area. Details potential obstacles to environmentally sound industrial development, and proposes policies likely to overcome them and to encourage appropriate industry in the port lands. Bibliography.



APPENDIX 3: WATERSHEDS

Appendix III summarizes existing information about the watersheds draining into Lake Ontario in the Greater Toronto bioregion. Six conservation authorities are responsible for them; from west to east, they are: Halton Region Conservation Authority; Credit Valley Conservation Authority; Metropolitan Toronto and Region Conservation Authority; Central Lake Ontario Conservation Authority; Ganaraska Region Conservation Authority; and Lower Trent Region Conservation Authority. Except for the area covered by Lower Trent Region Conservation Authority, which was mapped by the Ministry of the Environment, maps were provided by the conservation authorities involved.

Population figures for each watershed were calculated using 1986 census tracts and watershed boundaries: watershed boundaries were outlined on the census tract maps; census tracts inside a particular watershed were identified; and population numbers recorded. In areas where census tracks straddled

watershed boundaries or extended beyond the GTA borders, estimates were made of the percentage of the census tract lying within the watershed boundary and, on that basis, the population was calculated for that portion: if only 20 per cent of the census tract fell within a watershed boundary, only 20 per cent of that census tract's population were counted as part of the watershed's population.

In order to provide a brief overview of the range of existing watershed studies and plans, the Commission asked the conservation authorities to indicate whether they have undertaken studies or plans regarding erosion/flooding, water quality, habitat, and individual watersheds. In addition, in the 1980s, most conservation authorities had prepared overall plans for their areas of jurisdiction.

The last column, labelled "jurisdictions", shows that most watersheds include several municipalities and that — when undertaking planning and management on a watershed scale — there is a need for intermunicipal co-operation.

EXISTING WATERSHED INFORMATION¹

Watershed	Area (km ²)	Population ² (1986)	Erosion/ Flooding	Water Quality	Habitat ³	Watershed Studies ⁴	Jurisdictions ¹¹
Halton Region Conservation Authority							
Grindstone Creek	86	8,220			x		H(Burl); H-W(Flam)
Falcon Creek	4	6,570			x		H(Burl)
Indian Creek	22	23,550			x		H(Burl)
Hager Creek	8	3,500	x		x		H(Burl)
Rambo Creek	21	9,230	x		x		H(Burl)
Roseland Creek	9	12,730	x		x		H(Burl)
Tuck Creek	12	15,000	x		x		H(Burl)
Shoreacres/ Appleby Creeks	25	13,240	x		x		H(Burl)
Sheldon Creek	18	14,940	x		x		H(Burl,Oak)
Bronte McCraney / Fourteen Mile / Taplow Creeks	352	40,800	x		x	Fourteen Mile Creek and McCraney Creek Watershed Planning Study (Draft)	H(Burl, Milt, Oak); Well (Pusl)
Sixteen Mile Creek	350	65,460		x		Just beginning	H(Milt, Oak)
Morrison/ Wedgewood Creeks	24	9,060	x		x		H(Oak)
Joshua Creek	22	5,210			x	Process underway	H(Oak)
Credit Valley Conservation Authority							
Credit River	850	355,220				Credit Valley Water Management Strategy	H(Milt, HH, Oak); P(Miss, Bramp, Cal); Duff (Mono); Well(Erin)
Metropolitan Toronto and Region Conservation Authority							
Etobicoke Creek	212	210,200	x	x	x		P(Miss, Bramp); MT(Etob)
Mimico Creek	92	167,010	x	x	x	TAWMS ⁵	P(Miss); MT(Etob)
New Toronto Creek ⁶	14	30,030				x	MT(Etob)

Watershed	Area (km ²)	Population ² (1986)	Erosion/ Flooding	Water Quality	Habitat ³	Watershed Studies ⁴	Jurisdictions ¹¹
Metropolitan Toronto and Region Conservation Authority (continued)							
Humber River	910	520,040	x	x		TAWMS; ARCH ⁷ initiatives underway	P(Miss, Bramp, Cal), MT(Etob, York, Tor, NY); Y(Vau, King, Aur)
Don River	363	929,400	x		x	TAWMS; studies underway	MT(York, Tor, EY, NY, Scar); Y(Vau, RH, Mark)
Lake Ontario ⁸		400,200					MT(Tor, Y, Scar); D(Ajax, Whit, Osh, New)
Highland Creek	109	332,120		x	x		MT(Scar); Y(Mark)
Rouge River	333	99,400		x	x	Rouge Strategy	MT(Scar); Y(RH,Aur, Mark,W-S); D(Pick)
Petticoat Creek	29	7,240				Master Drainage Plan	MT(Scar); Y(Mark); D(Pick)
Frenchman's Bay	22	27,950		x		Proposal for funding	D(Pick)
Duffin Creek	293	28,800		x	x	—	D(Pick, Ajax, Ux)
Carruther's Creek	38	13,490			x	Master Drainage Plan	D(Pick, Ajax)
Central Lake Ontario Conservation Authority							
Lynde Creek	135	20,080	x		x		D(Whit)
Pringle Creek	29	7,600	x		x		D(Whit)
Corbett Creek	15	12,050	x		x		D(Whit, Osh)
Oshawa Creek	120	51,090	x		x		D(Osh)
Harmony/ Farewell/ Black Creeks	105	62,140	x		x		D(Osh, New)
Robinson Creek	6	390			x		D(Osh, New)
Tooley Creek	11	780	x				D(New)

Watershed	Area (km ²)	Population ² (1986)	Erosion/ Flooding	Water Quality	Habitat ³	Watershed Studies ⁴	Jurisdictions ¹¹
Central Lake Ontario Conservation Authority (continued)							
Darlington Creek	17	1,170	x		x		D(New)
Westside Creek	6	3,050	x		x		D(New)
Bowmanville Creek ⁹	169	6,990	x		x		D(New)
Soper Creek ⁹	169	8,450	x		x		D(New)
Ganaraska Region Conservation Authority							
Wilmot/Orono/ Hunter/Stalker Creeks	98	3,220	x	x			D(New)
Graham/ Mulligan/ Crooked Creeks	78	3,280	x				D(New); N(Hope)
name unknown	9	—	x		x		D(New)
Bouchette Point Creek	17	—	x	x	x		D(New)
Port Granby Creek	19	—	x		x		D(New)
Crysler Creek	4	—	x		x		N(Hope)
Wesleyville Creek	10	—	x		x		N(Hope)
Morish Creek	34	—	x	x	x		N(Hope)
name unknown	9	—	x		x		N(Hope)
Ganaraska River	259	3,190	x	x	x		D(New); N(Hope)
Gage Creek	46		x		x		N(Ham)
name unknown	3		x		x		N(Ham)
name unknown	5		x		x		N(Ham)
name unknown					x		N(Ham)
Cobourg Brook/ Baltimore Creek	119			x	x		N(Ham, Hald)
Midtown Creek	6		x		x		N(Ham)
Brook Creek	15		x		x		N(Ham)
name unknown	6		x		x		N(Ham)
name unknown	12		x		x		N(Ham, Hald)
Lower Trent Region Conservation Authority¹⁰							
Barnum House Creek	—	—	x				N(Hald)
Shelter Valley Creek	—	—	x				N(Hald)
Colborne/Salem/ Butler/Proctor/ Smithfield Creeks	—	—	x				N(Hald, Cram, Bright)
Trent River	—	—					Hast; N; Pete
name unknown	—	—					N(Mur)
name unknown	—	—					N(Mur, Bright)

NOTES

x : Information exists in reports and in some instances in data files. Information varies in age, quality, and quantity.
 — : No information exists.

1. Existing watershed information as of November 1991. Watershed information and boundaries provided by Conservation Authorities.
2. Population data restricted to population in watershed within GTA boundaries.
3. Habitat includes information on Environmentally Significant Areas (ESAs), fisheries and other wildlife.
4. Studies noted are only for individual watersheds, not the watershed plans undertaken during the 1980's for the entire area of the conservation authority's jurisdiction.
5. TAWMS: Toronto Area Water Management Strategy.
6. New Toronto Creek runs through an underground pipe: no watershed information available.
7. ARCH = Action to Restore a Clean Humber.
8. Lake Ontario Watershed drains land between the Humber River and Don River Watersheds, and between Don River and Highland Creek Watersheds. No creeks currently drain this area.
9. Together Bowmanville and Soper Creeks have a watershed area of 169 km².
10. In the Lower Trent Region Conservation Authority only major watersheds are included. The LTRCA has not mapped watershed boundaries.

11. Jurisdictions

H-W=Regional Municipality of

Hamilton-Wentworth

Flam=Town of Flamborough

W=County of Wellington

Pusl=Township of Puslinch

Erin=Township of Erin

Duff= County of Dufferin

Mono=Township of Mono

H=Regional Municipality of Halton

Burl=City of Burlington

Milt=Town of Milton

HH=Town of Halton Hills

Oak=Town of Oakville

P=Regional Municipality of Peel

Miss=City of Mississauga

Bramp=City of Brampton

Cal=Town of Caledon

MT=Municipality of

Metropolitan Toronto

Etob=City of Etobicoke

Tor=City of Toronto

York=City of York

EY=Borough of East York

NY=City of North York

Scar=City of Scarborough

Y=Regional Municipality of York

Vau=City of Vaughan

King=Township of King

RH=Town of Richmond Hill

Aur=Town of Aurora

Mark=Town of Markham

W-S=Town of Whitchurch-Stouffville

D=Regional Municipality of Durham

Pick=Town of Pickering

Ajax=Town of Ajax

Ux=Township of Uxbridge

Whit=Town of Whitby

Osh=City of Oshawa

New=Town of Newcastle

N=County of Northumberland

Hope=Township of Hope

Ham=Township of Hamilton

Cram=Township of Cramahe

Hald=Township of Haldimand

Bright=Township of Brighton

Mur=Township of Murray

Pete=County of Peterborough

Hast=County of Hastings



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REGENERATION

IT IS DIFFICULT TO IMAGINE A TIME OF GREATER NEED FOR WATERFRONT REGENERATION AND A BETTER OPPORTUNITY TO DO IT RIGHT.

THE WORK OF THE ROYAL COMMISSION ON THE FUTURE OF THE TORONTO WATERFRONT HIGHLIGHTS THE LINKS THAT EXIST BETWEEN CITY AND NATURE — AMONG PEOPLE, THE ECONOMY, HEALTH, AND ENVIRONMENTAL SUSTAINABILITY. IT PROMOTES THE ECOSYSTEM APPROACH TO ACHIEVE BOTH ENVIRONMENTAL REGENERATION AND ECONOMIC RECOVERY. IT SUGGESTS NEW WAYS OF DOING THINGS; ROUND-TABLE PROCESSES TO BRING AGENCIES, THE PUBLIC, AND BUSINESS TOGETHER; INTEGRATION OF ENVIRONMENTAL AND LAND USE PLANNING; AND PARTNERSHIPS TO GET THINGS DONE.

IN THIS FINAL REPORT, THE HONOURABLE DAVID CROMBIE RECOMMENDS WAYS TO REGENERATE THE REGION'S WATERFRONT BY:

- CLEANING UP THE RIVERS AND LAKE ONTARIO;
- ESTABLISHING GREENWAYS AND TRAILS THROUGHOUT THE BIOREGION;
- PROTECTING AND RESTORING HABITATS;
- ENHANCING SENSE OF PLACE THROUGH HISTORICAL CONNECTIONS, SOCIAL DIVERSITY, ATTRACTIVE VISTAS, AND GOOD DESIGN;
- STIMULATING THE REGIONAL ECONOMY THROUGH NEW GREEN INFRASTRUCTURE, ENVIRONMENTALLY FRIENDLY ENTERPRISE, TRANSPORTATION, AND WATERFRONT HOUSING.

