

**CITY OF TORONTO**

**IN THE MATTER OF subsection  
17(8) of the Planning Act, 1983**

**Notice of the adoption of an  
Official Plan Amendment by The  
Corporation of the City of Toronto**

**TAKE NOTICE** that the Council of The Corporation of the City of Toronto passed By-law No. 527-88, being Official Plan Amendment No. 463 on the 17th day of June, 1988 in respect of The Central Waterfront.

A brief explanation of the Amendment is attached hereto.

The By-law is available for inspection in my office during regular office hours.

If you object to the approval of Official Plan Amendment 463, your objection should be sent to the Ministry of Municipal Affairs, 777 Bay Street, 14th Floor, Toronto, Ontario. M5G 2E5.

**DATED** at the City of Toronto this 30th day of June , 1988.

ROY V. HENDERSON,  
City Clerk  
The Corporation of  
the City of Toronto  
2nd Floor  
City Hall  
Toronto, M5H 2N2

**EXPLANATION AS TO PURPOSE AND EFFECT OF OFFICIAL  
PLAN AMENDMENT NO. 463**

Official Plan Amendment No. 463 ("the Plan") establishes new and changes existing land use categories for the Central Waterfront area. This area is generally found south of the Gardiner Expressway and south of Lakeshore Boulevard East to the east of the Don Valley Parkway. The area stretches generally from just west of Dufferin Street to Coxwell Avenue (Ashbridges Bay), and includes the areas commonly known as the Exhibition, Harbourfront, the Toronto Islands, the Central Bayfront, the Industrial Area south of Lakeshore Boulevard (East Bayfront and Port Industrial District), and the area known as the Leslie Street Spit and referred to here as the Outer Harbour Headland. The land use designations for these areas are shown on the map forming part of this notice.

The Plan contains general policies of the Council of the City of Toronto respecting the whole of the Central Waterfront area, and more specific policies for most segments of the area. The general policies may be examined in Sections 5A.1 through 5A.20 of the the Plan. The policies recognize the importance of the Central Waterfront because of its location, its opportunity to provide recreation and its function as a port. The primary goal is to increase public enjoyment and use of the Central Waterfront and objectives for future development are listed to help this occur. A further goal is to protect and emphasize the role of industry and shipping in the Central Waterfront.

Excellence in design, landscaping, preservation of historic buildings, public views and a comprehensive parks plan are listed as being important for the Central Waterfront.

The Plan provides that water's edge lands (land within 7.0 metres of shore) should be in public ownership and freely accessible to the public. Policies are provided to encourage the conveyance of those lands and to enhance their use once they are in place. It is City Council's policy to establish a continuous pedestrian and bicycle route in the Central Waterfront and to promote forms of transportation which increase awareness and enjoyment of the area. The Plan contains methods by which City Council will seek to secure improved access to the Central Waterfront and reduce the barrier effect of the Railway Lands, and the rail and road corridors to the north of the Central Waterfront.

The Plan seeks to encourage the provision of parks, public and private recreation facilities and recreational boating opportunities.

It is the policy of the Plan to encourage, through various means, the provision of land for parks and water's edge lands. It is the policy of the Plan to encourage residential, commercial and institutional uses especially in the Harbourfront and the Central Bayfront. Industrial uses are encouraged in the Port Industrial District, the East Bayfront and other appropriate areas. Uses requiring direct access to shipping should be located in the Inner Harbour portion of the Port Industrial District.

It is the policy of the Plan to treat moored vessels as if they were a land use. Criteria are listed for the regulation of moored vessels.

The Plan recognizes and permits the development of residential, commercial, institutional, parks, open space and compatible industrial uses and recreational uses in Harbourfront and the Central Bayfront. Between Harbourfront and the Exhibition District west of Stadium Road, the Plan encourages the continuation of recreational boating facilities and permit residential and commercial uses.

Sections 5A.24 and 5A.25 set out specific policies for No. 637 Lake Shore Boulevard West, and permit a building containing commercial, industrial and institutional uses up to a gross floor area of 3 times the area of the lot. If the existing building (Tip Top Tailor Building) is retained, the floor area on the site can be increased by an amount equal to the floor area of the retained building. If the building is retained and the property is used for commercial purposes other than a hotel, the maximum gross floor area may be 3.75 times the area of the lot.

Section 5A.26 sets out specific policies for Nos. 2, 6, 10, 24, 40 and 50 Stadium Road to permit buildings containing commercial, residential and recreational uses, alone or in combination, with a density of up to 3 times the area of the lot.

The policies for the Central Bayfront contemplate that more detailed Part II Official Plan policies will be adopted in the future regarding new development. Many of the criteria respecting the type and quality of new development are set out. Prior to the adoption of Part II Official Plan policies, City Council may pass by-laws permitting commercial uses upon lands within the Central Bayfront with a gross floor area not exceeding 3 times the area of the lot. For the lands known as Harbour Square, City Council's existing policies are unchanged by the Official Plan Amendment.

The East Bayfront area, located to the east of the Central Bayfront, is to remain an area of industry, where industrial development is encouraged, provided it does not have adverse environmental impacts on nearby residential areas. Council may also pass by-laws in the East Bayfront permitting ancillary commercial and institutional development in conjunction with industrial development. The gross floor area permitted may not exceed 3 times the area of the lot.

The Port Industrial District, being the lands approximately between Cherry Street and Coxwell Avenue south of Lake Shore Boulevard, except for the Outer Harbour Headland, is identified as one of the City's main industrial areas. It is the policy of the Plan to strengthen the area and make it more attractive to a wide range of industries while also taking advantage of the extensive shoreline to provide open space, parks and recreational opportunities. The area will continue to contain the region's major port facilities and land for industrial use. Retail uses are encouraged along portions of Cherry Street and Leslie Street with a maximum gross floor area of up to 1 times the area of the lot. The shore area south of Unwin Avenue is designated Open Space and also permits

use of the lands by the Toronto Harbour Commissioners for port purposes, if required. The Plan provides that, subject to shipping uses, a water's edge promenade be established along the North Shore south of Unwin Avenue and through the site of the Metro Sewage Treatment Plant.

Portions of the Port Industrial District have been designated as Restricted Industrial Areas containing a limited range of industrial uses which are compatible with adjacent open space, parks and recreational uses. Within the Restricted Industrial Areas, industrial use buildings with minimal environmental impact on neighbouring uses and with a density of 2.0 times the area of the lot are permitted. Ancillary commercial and/or institutional buildings with a density of 0.5 times the area of the lot and mixed industrial, commercial and/or institutional buildings with a density of 2.0 times lot area, including a density for commercial or institutional uses of 0.5 times the area of the lot, would be permitted through rezoning.

The Plan also provides for General Industrial Areas, Heavy Industrial Areas and General Use Areas with policies specific to the Port Industrial District. General Industrial Areas may contain buildings with a density of 2.0 times the area of the lot. In General Industrial Areas, industrial uses which are generally compatible in terms of environmental impact with a wide range of other industrial uses are permitted. In Heavy Industrial Areas, industrial uses having a detrimental effect on other industries are permitted subject to satisfaction of criteria listed in the Plan. The Plan permits by-laws to be passed to allow Heavy Industrial uses existing prior to the date of passage of the Plan to continue within General Industrial Areas. General Use Areas may contain buildings with uses compatible with neighbouring uses and with a density of 3.0 times the lot area including a density for commercial use of 1.0 times the lot area.

The Outer Harbour is an area containing the body of water located south of the Port Industrial District and west and north of the Outer Harbour Headland (Leslie Street Spit). The Plan provides that Council may pass zoning by-laws to restrict the use of the underlying water lots and any land created by lakefilling within the Outer Harbour to conservation lands and a bathing station. A rezoning to any other uses must conform to the policies of the Official Plan. The Plan does not prevent the use of water lots in the Outer Harbour by the Toronto Harbour Commissioners for port purposes if required.

The westerly portion of the Outer Harbour Headland known as the Leslie Street Spit is designated as an Environmental Resource Area and is to be maintained and managed for conservation, public enjoyment and compatible recreational uses. The Official Plan Amendment contains criteria for future use of the land and states that future uses of the area are intended to be established following further consultation with the owners of the lands. The portion of the Outer Harbour Headland designated as Open Space may be used for active recreational purposes.

The area used largely for the Canadian National Exhibition and Ontario Place and designated the Exhibition District, remains a major recreation area for sporting, amusement, entertainment and exposition activities and

for historic sites. The Plan encourages projects which increase the daily use of the Exhibition District and improve connections to the water's edge. Other policies for the District include criteria for acceptable non-recreational uses in this area and a general policy that redevelopment here should not have an overall adverse effect on adjoining areas.

The lands within the Exhibition District known as 24 Bathurst Street and 500 Lake Shore Boulevard West are designated as a special study area. These lands will be the subject of a planning study leading to amendments to the Official Plan and Zoning By-law. Prior to the adoption of those detailed plans, City Council may pass by-laws permitting industrial/commercial buildings with a gross floor area of 3.0 times the area of the lot, and commercial and/or institutional buildings with a gross floor area of 1.5 times the area of the lot. Mixed industrial, commercial and/or institutional buildings with a density of 3.0 times the area of the lot are permitted, provided the commercial/institutional density does not exceed 1.5 times the area of the lot.

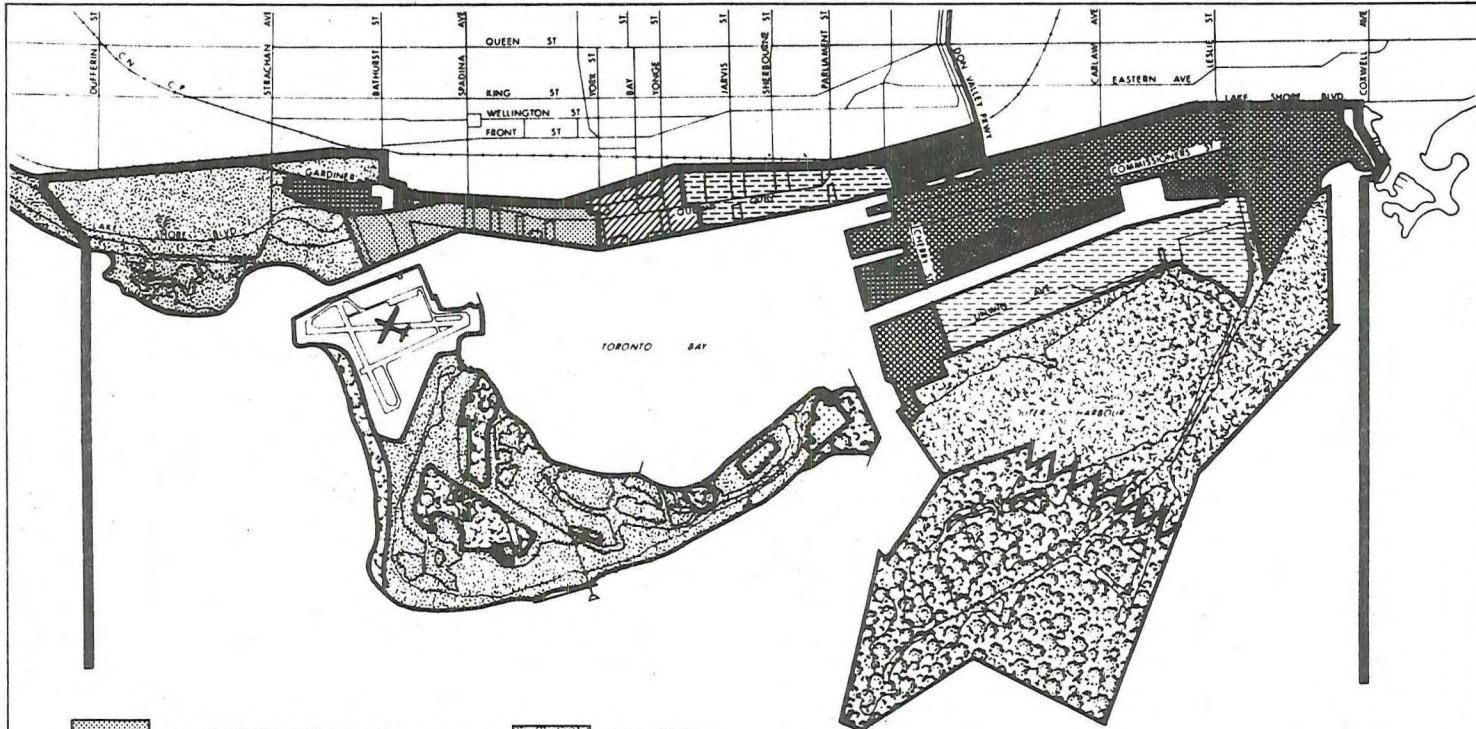
The Plan contains City Council's policy with respect to the Toronto Island Airport lands. City Council supports the continued use of the Airport, and opposes the establishment of any new airport in the City of Toronto. In the event the airport is closed, it is City Council's policy to seek the conversion of the Airport lands for park or park and residential purposes.












The Plan recognizes the Toronto Islands as a regional park and the desirability of maintaining the present character, including year-round access and use, and the existing designated residential area. Policies are included to maintain the existing Low Density Residence Area on the Toronto Islands. A very limited amount of commercial use is also permitted.

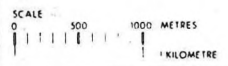
The Plan contains policies for Environmental Resource Areas. These are located in the western portion of the Outer Harbour Headland (Leslie Street Spit) and parts of the Toronto Islands. These areas are encouraged to be maintained for conservation, public enjoyment and compatible recreation uses. The policies include commitments to work with the owners of such areas to determine what uses should be permitted in these areas.

City Council's policies respecting lakefilling are set out in the Plan. Lakefilling should only occur where the permitted uses of the resulting land have been designated by City Council. There are also criteria set out in the Plan which establish when use for purposes other than conservation lands or a bathing station would be considered by City Council. The Plan also contains policies with respect to general environmental matters.

Further information may be obtained by telephoning the planner in charge, Joe D'Abramo, at 392-7611.



- |   |   |   |  |
|---|---|---|--|
|   | HARBOURFRONT AND ADJACENT AREAS         |   | OPEN SPACE                                 |
|  | CENTRAL BAYFRONT                        |  | ENVIRONMENTAL RESOURCE AREA                |
|  | BATHURST - LAKESHORE SPECIAL STUDY AREA |  | LOW DENSITY RESIDENCE AREA (O.P.A. No. 28) |
|  | HEAVY INDUSTRIAL AREA                   |  | RESTRICTED INDUSTRIAL                      |
|  | GENERAL USE AREA                        |  | TORONTO ISLAND AIRPORT                     |
|  | GENERAL INDUSTRIAL AREA                 |   |  |



MAP 1C  
 OFFICIAL PLAN - CITY OF TORONTO  
 AMENDMENT No. 463  
 THE CENTRAL WATERFRONT  
 OFFICIAL PLAN - PART I  
 CITY OF TORONTO PLANNING AREA