

PORTS  
TORONTO

# Land Use Plan

July 2024

*Draft for Public Review*







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# 1.0 Introduction





## 1.1 Overview

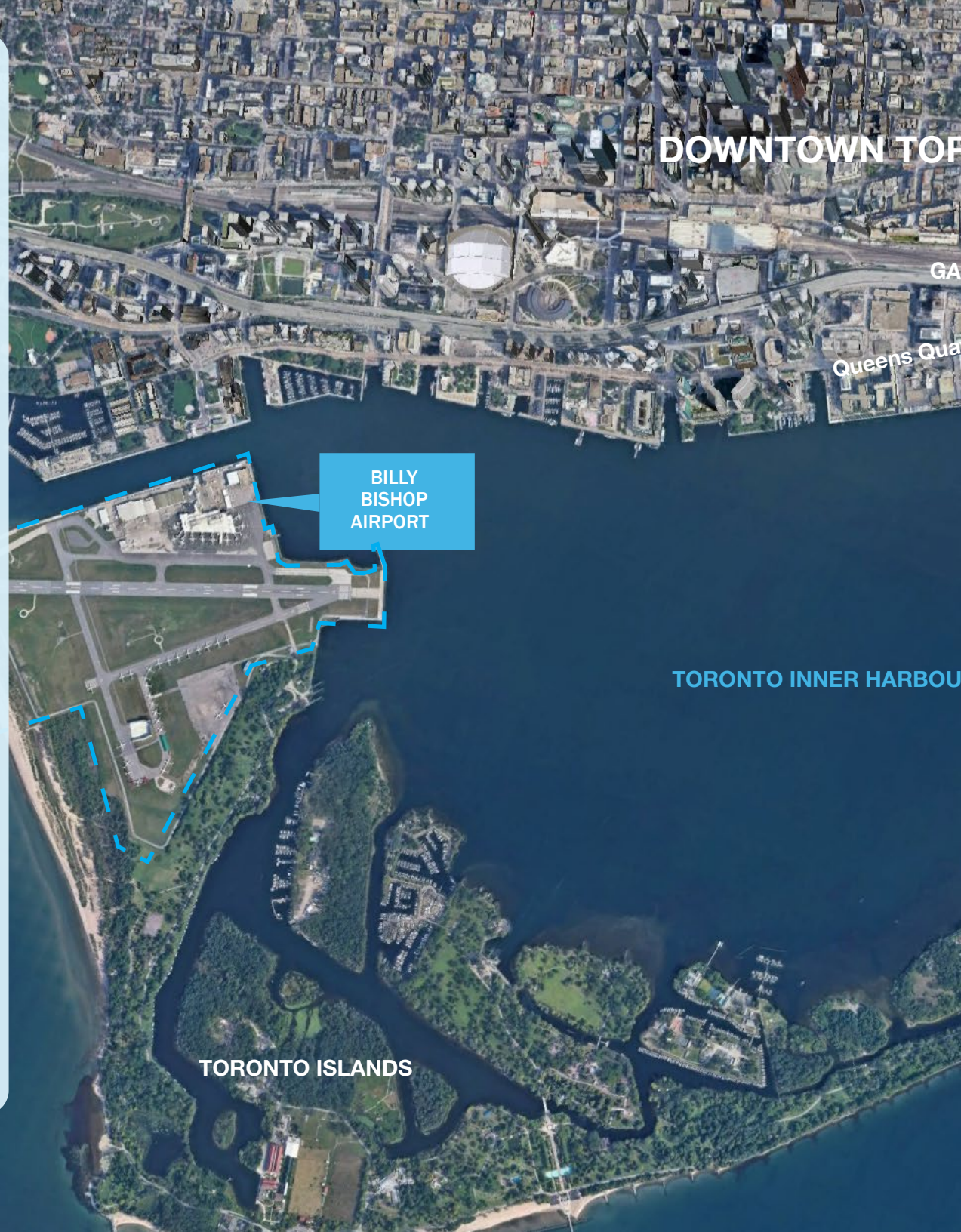
The Toronto Port Authority, doing business as PortsToronto, is a government business enterprise that owns and operates Billy Bishop Toronto City Airport, the Marine Terminals Property within the Port of Toronto, the Outer Harbour Marina, and various properties along Toronto's waterfront.

This Land Use Plan ("the Plan") has been prepared in accordance with the requirement under Section 48(1) of the Canada Marine Act. The Marine Act requires that Port Authorities prepare a Land Use Plan containing the objectives and policies for the development of the property that the Port Authority manages, owns or occupies, taking into account relevant social, economic and environmental matters and surrounding land uses.

The current Land Use Plan was prepared in 2008. While portions of the 2008 Plan remain valid, there have been key changes to Port operations, the land use context, and strategic direction that necessitate an update to the Land Use Plan.

This Plan responds to the City's planning framework with land use and urban design principles that provide for a complementary interface between PortsToronto landholding and adjacent uses. The Plan provides for the ongoing viability of Port operations, and establishes criteria for considering new opportunities for PortsToronto properties.

The Plan should be read in tandem with the PortsToronto Billy Bishop Airport Master Plan, 2018. In the case of a conflict between the two documents, the Billy Bishop Airport Master Plan supersedes this Plan.





TORONTO

ARDINER EXPRESSWAY

y West

DON VALLEY PARKWAY

VILLERS  
ISLAND  
LAKEFILL

Villiers Street

Cherry Street

Don Roadway

Commissioners Street

ASHBRIDGES  
BAY TREATMENT  
PLANT

SHIP CHANNEL

MARINE  
TERMINALS  
PROPERTY

Unwin Avenue

OUTER  
HARBOUR  
MARINA

TORONTO OUTER HARBOUR

LESLIE STREET SPIT / TOMMY THOMPSON PARK

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## 1.2 Regulatory Context

The Canada Marine Act, 1998, is a Federal Act of Parliament that provides the legislative framework for the efficient management of national port facilities. The Act is administered by the Minister of Transport with a mandate to make Canadian ports competitive, efficient, and commercially-oriented. It establishes Port Authorities, which are federally autonomous, incorporated corporations that operate at an arm's length to the federal government.

Section 8 of the Canada Marine Act prescribes the issuance and content of the Letters Patent for Port Authorities. The Letters Patent outline a range of activities and powers that PortsToronto and its subsidiaries may carry out, including those related to Land Use Planning and control for its properties. The Letters Patent outlines requirements related to Port administration, along with the activities that may be undertaken by the Port Authority. It also includes information such as the navigable waters and real property under PortsToronto's jurisdiction and management. Article 7 of the Letters Patent sets the range of activities PortsToronto and its subsidiaries may carry out related to operations and landholdings. Article 7 is included as **Appendix A** and should be read in conjunction with this Land Use Plan.

In Ontario, most decisions around land use planning and development are governed by several layers of Provincial and Municipal policy and regulations. As a Federal government business enterprise, PortsToronto is not legally required to comply with Provincial and Municipal land use planning policy and regulations. However, PortsToronto acknowledges that it operates within a context where all three levels of government have an interest. Therefore,

PortsToronto seeks to ensure that its operations have appropriate regard for Provincial and Municipal policy and regulations. PortsToronto works corroboratively to steward the Toronto Waterfront with various government agencies and other stakeholder groups.

In making decisions regarding land use and development on its properties, PortsToronto has regard for, and will work to align where possible, with the following Provincial and Municipal policy documents:

- The Provincial Policy Statement (2020);
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020);
- Conservation Authorities Act;
- Ontario Regulation 166/06 The Living City Policies for Planning and Development in the Watersheds of Toronto;
- City of Toronto Official Plan; specifically the Site and Area-Specific Policies (SASPs) that apply to Billy Bishop Airport and Outer Harbour Marina (SASP 192, 194 and 196);
- Former Metropolitan Toronto Official Plan, specifically the Central Waterfront Secondary Plan and Port Lands Area-Specific Policy Official Plan Modification;
- City of Toronto Zoning By-laws 569-2013 and 438-86; and,
- City-wide urban design guidelines, as they are deemed to apply to a particular site or development proposal.



## 1.3 Land Acknowledgment & Duty to Consult

PortsToronto operates under its mandate on the traditional territory of many Nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples. These lands are now home to many diverse First Nations, Inuit and Métis peoples. PortsToronto respects that the Crown and the Mississaugas of the Credit signed Treaty 13 which covers the lands of the City of Toronto, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands. Today, Toronto is still home to Indigenous people and we are grateful to have the opportunity to meet and work on this territory.

The Government of Canada, its departments and agencies have a Duty to Consult with Indigenous people on anything that could impact Indigenous rights especially environmental matters such as access to land, water, and resources. This requirement emerges from the recognition and affirmation of Indigenous and Treaty rights in section 35(1) of the Constitution Act, 1982 and supported by the Guidelines for Federal Officials to Fulfill the Duty to Consult, 2011, and supported by several Supreme Court of Canada decisions. The Duty to Consult specifically comes into effect around regulatory project approvals, licensing and authorization permits, operational decisions, policy development negotiations and more.

As a Federal government business enterprise, PortsToronto promises to express gratitude to Mother Earth and for the resources we are using, and honour all the First Nation, Métis and Inuit people who have been living on the land since time immemorial. PortsToronto holds quarterly consultation update meetings with Mississaugas of the Credit First Nation in addition to any specific meetings on particular projects or undertakings by PortsToronto.



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## 2.0 Purpose, Vision and Principles





## 2.1 Purpose

This Land Use Plan provides an opportunity to articulate a vision for the future of the Port, considering social, economic and environmental factors as well as the changing context of Toronto's Waterfront, including the Port Lands and South of Eastern area. The Plan seeks to ensure the viability of water-based transportation, shipping, and logistics as the primary goal, while supporting a diversified revenue stream to ensure long-term sustainability of the Port of Toronto.

For further details on the landholdings and operations of PortsToronto, and a detailed analysis of the context within which it operates, please refer to the PortsToronto Land Use Plan Background Report (the "Background Report"), previously published and distributed under a separate cover

This Plan creates a framework for future decision making in relation to development on PortsToronto properties. It will:

- Form the basis of a transparent and cooperative development process for PortsToronto properties vis-à-vis the City of Toronto.
- Help community and Port stakeholders understand PortsToronto's interests, goals and operating constraints, and the rationale behind specific developments;
- Guide and use decision-making by PortsToronto and support the implementation of the organization's Strategic Plan;

- Support PortsToronto's economic development and goods movement mandate as set out in the Letters Patent.
- Direct future master planning exercises for specific sites, such as the Marine Terminals Property. In the case of a conflict between this Plan and site-specific master plans, the master plans will take precedence;

The Plan will be reviewed every 5 years to assess progress, determine if updates are needed and ensure conformity with emerging federal policy direction. The Plan will balance the perspectives of municipal, provincial and national governments, stakeholders and other agencies. The next update will take place in 2029.



## 2.2 The Changing Environment

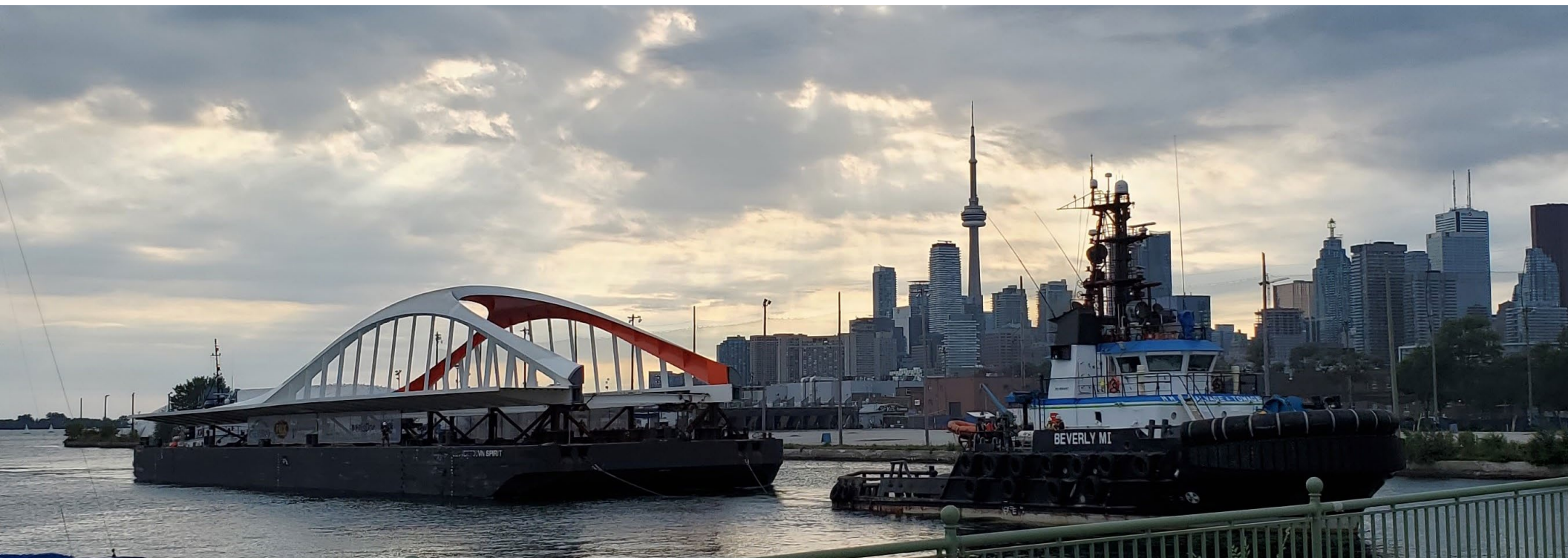
PortsToronto has been a key player in creating the dynamic city that we know today. The Land Use Plan takes into account key changes to the environmental, operational, and land use context for the Port. Further details on the changes summarized below are provided in the Background Report.

- The Toronto waterfront has changed considerably over the past 20 years. With its transition from an industrial waterfront to an extension of the urban environment, we have seen improvements to the public realm, new amenities and parks, and better accessibility. Waterfront Toronto, established in 2001, has a mandate that includes city-building, innovation and job creation, continued contributions to the public good, and ensuring financial sustainability. Since 2001, the activities of Waterfront Toronto have brought 5,000 new jobs, 3,750+ residential units, 43.3 hectares of new parks and open spaces, and \$15.5+ billion of private-sector investment. Toronto's enhanced waterfront is a City asset and destination for residents and visitors.
- Led by the City and Waterfront Toronto, comprehensive planning for the Port Lands began in 2011. The resulting Port Lands Area-Specific Policy was adopted as part of the City's Official Plan to guide the introduction of new residential and non-residential development, parks, and other public uses. These changes will mean new neighbours; people living, working, and playing alongside an active Port.
- The revitalization of the Port Lands is contingent on a \$2.9 billion tri-government infrastructure investment to deliver critical flood protection measures including the reconfiguration of the mouth of the Don River, creating an island from the area between Commissioners Street and the Keating Channel. This work is currently underway and is expected to be completed in late 2024.
- Introducing more housing close to Toronto's downtown core is a Provincial and Municipal planning priority. New land uses in the Port Lands, particularly residential and other sensitive uses, will have to be evaluated for their compatibility with existing marine-related industrial uses, and the Airport uses which will continue to be accommodated.
- The impacts of a changing climate are already being felt in Toronto, with an increase in the frequency and severity of extreme weather events. This is a critical consideration in planning for PortsToronto land holdings and operations.
- Toronto is one of the most congested city in North America. Traffic congestion continues to impact the movement of goods and people across the region's highway system. As such, moving people and goods by water through the Port of Toronto is an important alternative that can reduce overall fuel consumption, greenhouse gas emissions, and traffic congestion on the region's roadways. This is a core priority of the 2020 Marine Use Strategy, prepared by Waterfront Toronto in consultation with other stakeholders.



# DRAFT

- Increased opportunities for partnerships to implement environmental stewardship initiatives such as tree planting and trash trapping programs, among others, with local Business Improvement Areas, environmental organizations, Universities (e.g. University of Toronto Trash Team), Waterfront Toronto and the Toronto and Region Conservation Authority.
- PortsToronto has recently completed Climate Change and Extreme Weather Infrastructure Vulnerability Study of all of its properties and will continue to monitor and address climate change impacts
- Toronto's reputation as "Hollywood North" has grown over the past decade, with a record-breaking \$4.5 billion economic contribution to Ontario's in 2022 economy, creating 45,891 high-value full-time equivalent direct and spin-off jobs for Ontarians. The film sector has proven to be a resilient economic engine for the City and experienced a roughly 13.9% growth, when compared to the 2019 pre-pandemic production year. The Port Lands is home to a prominent cluster of film studios and production facilities, and the industry will continue to grow.



*New bridge being installed for Villiers Island*



## 2.3 Vision and Principles

PortsToronto's vision, conceived of through a corporate strategic planning process in 2023, is "Transportation Reimagined". For more information on the Vision, Purpose and Values please refer to PortsToronto's website at <https://www.portstoronto.com/portstoronto>.

Values:

- People first
- Collaborative
- Sustainable
- Safety & Security
- Integrity

The Vision and Values have been distilled into a set of 6 principles that will guide PortsToronto's decision making with respect to its landholdings. The policies in the subsequent sections will guide property-specific planning exercises in the years to come.



### ECONOMIC RESILIENCE

PortsToronto is a financially self-sustaining business entity. It is important to ensure the long-term vitality of the Port, which fulfills an important economic function in the economy by facilitating regional and international trade.



### STEWARDSHIP

PortsToronto is committed to maintaining a healthy environment as a steward of the Toronto harbour and the Lake Ontario ecosystem.



### CITY-BUILDING

Toronto is a city on the water. As the City grows, many essential construction materials necessary for this growth come through the Port. An active Port creates good jobs, helps to maintain the harbour for all users, and contributes to the city's overall economic success.



### A GOOD NEIGHBOUR

The growth of the city and the redevelopment of the Port Lands means that more people are going to be in close proximity to Port operations. Safeguarding the core functions of the Port is critical, while other areas of the harbour can be shared. PortsToronto is committed to maintaining an open dialogue with all stakeholders for the advancement of common goals.



### COLLABORATION

Many organizations have an interest in a healthy, safe, and accessible harbour. PortsToronto will work corroboratively with Provincial and City departments as well as external agencies and stakeholders.

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## 3.0 General Policies





## 3.1 General Policies

This section includes the policies that will help guide PortsToronto's ongoing operations and future endeavors with respect to the lands and waterways under its jurisdiction. It to be read in conjunction with Area-Specific policies in Chapter 4 and the Moving Forward policies in Chapter 5.

### 3.1.1 EFFECTIVE USE OF PORT ASSETS

PortsToronto is committed to providing appropriate facilities and operational support for Port functions, specifically shipping and marine transport, and Marine-Related Industrial uses (described in Section 3.2.1). As such, PortsToronto will:

- Provide reliable and consistent Port and marina services and facilities over the long term and consider future opportunities for Ports assets;
- Operate the Marine Terminals Property, the Ship Channel Bridge, Dockwall (those portions owned or operated by PortsToronto), and the Outer Harbour Marina to maximize utility for current and future users;
- Support great lakes shipping and plan for future Port upgrades to ensure appropriate facilities, site design, access and circulation are maintained;
- Monitor development activity, specifically proposals adjacent to the Ship Channel and Port operations;
- Advocate for a collaborative approach to planning for the transportation system, in particular, safeguarding multi-modal goods movement options.

### 3.1.2 NAVIGATION

PortsToronto is responsible for the waterways in the Toronto Harbour, and ensuring that all vessels can travel in a safe and navigable manner pursuant to the Canada Marine Act. This function is managed and facilitated through the Harbour Master's office. The following policies apply to navigational operations in the Inner and Outer Harbour. PortsToronto will:

- Prohibit uses on PortsToronto lands or waterways that could impair safe and efficient navigation;
- Facilitate community boating initiatives to improve boating navigation and safety, including licensing and permitting programs;
- Engage with Toronto area boating clubs and marinas to ensure safe and co-ordinated events such as regattas;
- Monitor the need for navigational aids and assistance in the central waterfront; and,
- Help resolve issues, where possible, relating to the operation of boats and boating facilities in the Central Waterfront.



### 3.1.3 ECONOMY

PortsToronto is an economic engine, creating direct and indirect jobs and providing businesses with convenient, environmentally responsible, and cost-effective ways to get goods and people to and from downtown Toronto. PortsToronto will:

- Operate the Port of Toronto in a manner representative of good fiscal management to support the economic competitiveness of the Greater Toronto Area;
- Promote and facilitate new port activities that enhance the local, regional or national economy. Such activities include, but are not limited to, cross-lake passenger cruises, cross-lake freight services, expanded cruise ship operations, and new port industries;
- Recognize the importance of the charter boat industry, and facilitate this recreational, social and tourist use in an appropriate relationship with neighbouring uses;
- Proactively address issues relating to water taxis, charter boats and tour operations including noise and access;
- Work with public agencies and other stakeholders toward solutions that will allow PortsToronto to meet the market demands for marine transportation services; and,
- Carry out sustainable business practices that generate revenue on an ongoing basis to support future investments in Port infrastructure.

### 3.1.4 PUBLIC USES

A wide range of public uses are existing and/or planned to occur on and adjacent to PortsToronto landholdings. Public uses include recreational boating in the Inner and Outer Harbour, and publicly accessible parks and open spaces. PortsToronto will:

- Manage the Toronto Inner and Outer Harbour to expand safe and enjoyable recreational boating opportunities in a manner that doesn't interfere with Port activities;
- In cooperation with the Toronto Police Service Marine Unit, provide safety information, Harbour Permits and necessary testing, and assistance to recreational boaters;
- Facilitate other recreational activities, especially those directly related to waterfront use, to the extent that they do not conflict with Port and Airport operations;
- Collaborate with the City of Toronto, other agencies, and landowners to deliver the public realm components of the Port Lands Official Plan Modification and other waterfront priorities;
- Assist in maintaining natural spaces in the Inner and Outer Harbour, and, where possible, improve the interface between PortsToronto facilities and public open space.

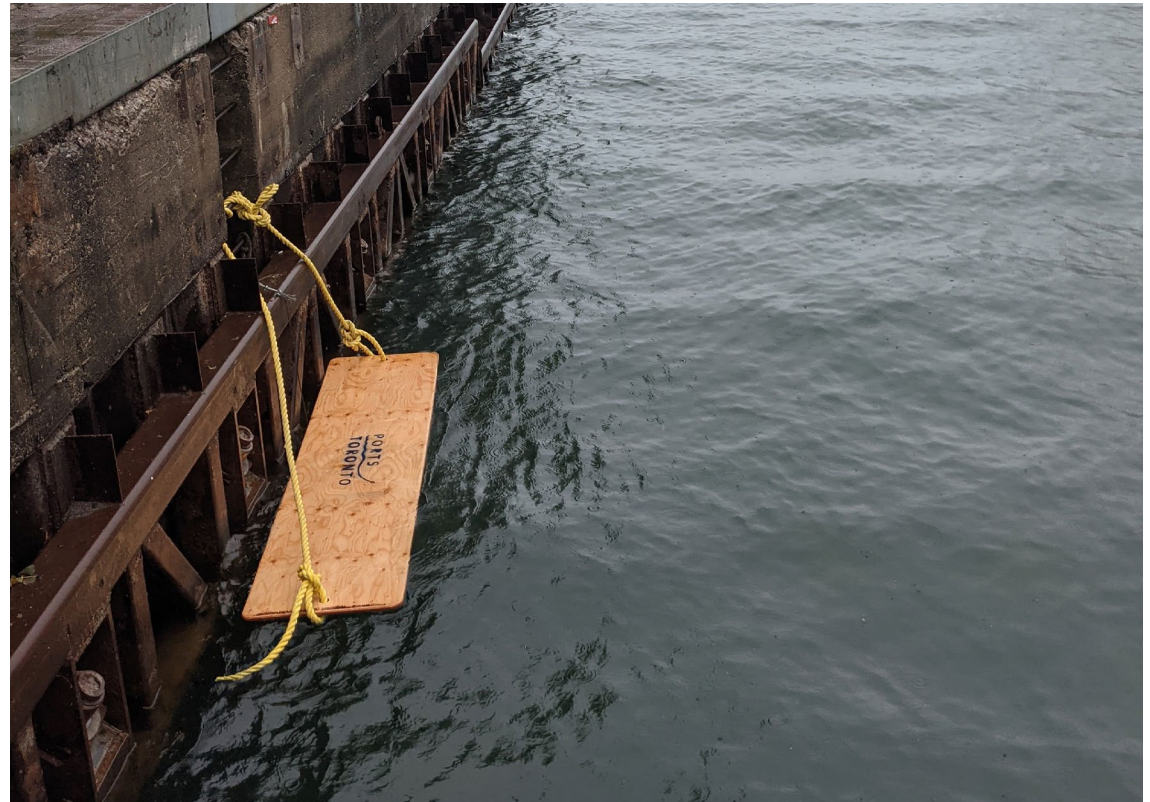
## 3.1.5 SUSTAINABILITY & ENVIRONMENTAL CONSIDERATIONS

As stewards of the harbour and an important owner of lands and lands-under-water within the Port of Toronto, PortsToronto is committed to the environmental health of Toronto's Waterfront. As such, PortsToronto will:

- Partner with municipal and Provincial agencies, the non-profit sector, and community organizations on environmental restoration initiatives in the Inner and Outer Harbour;
- Ensure development and activities on PortsToronto's lands will assess and mitigate any potential impacts on the natural environment;
- Publish annual Sustainability Reports that detail PortsToronto's sustainability efforts, investments, and initiatives that protect and restore the natural environment while contributing to Toronto's economy;
- Reduce energy consumption on landholdings and in Port operations through the use of energy-efficient technologies, and explore opportunities for renewable energy generation on PortsToronto's lands;
- Undertake regular dredging of the Don River and Keating Channel, as needed and in coordination with other stakeholders;
- Plan and implement programs to respond to environmental emergencies along side the Ministry of the Environment and other stakeholders including the City of

Toronto. Environmental emergencies include accidental spills or releases into the water, land and/or into the atmosphere; and,

- Restore aquatic and terrestrial habitat through partnerships such as Aquatic Habitat Toronto, promoting biodiversity and removing invasive species.



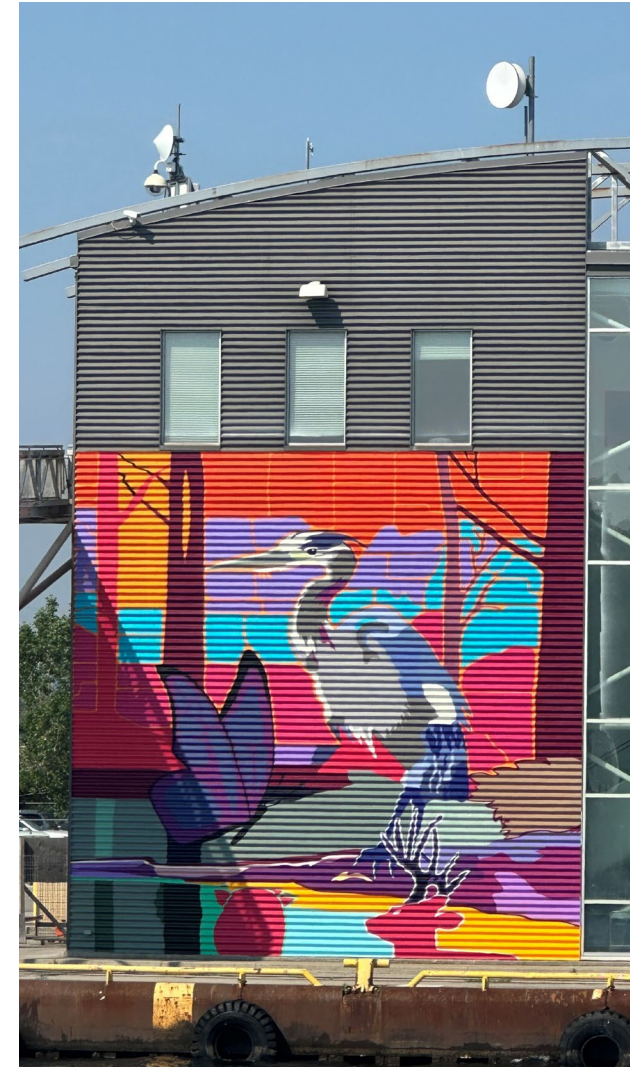
*Ducking dock along a dockwall*



### • 3.1.6 URBAN DESIGN

Development on lands owned by PortsToronto will contribute to a beautiful and architecturally varied development pattern within the future Port Lands and contribute to interesting and attractive vistas when viewed from across the water. New development on PortsToronto property must demonstrate a level of adherence to urban design best practices and policies listed below through the preparation of an urban design brief. PortsToronto will:

- Maintain a high standard of urban design, particularly for areas that interface with publicly-accessible areas. Key urban design considerations include site design and landscaping, built form, site circulation, sustainability, heritage, and the public realm;
- Provide landscaping improvements as a component of new development to buffer Port and industrial uses, create pleasant streetscapes, provide stormwater infiltration, and sequester carbon;
- Promote the use of sustainable and high-quality building materials for new development to enhance the visual appearance of the Port;
- Invite First Nations to partner in designing placekeeping features that highlight the important cultural and spiritual relationship between Indigenous cultures and the water;
- Explore opportunities for public art as a placemaking tool to celebrate the Port's industrial history;
- Establish a wayfinding system with consistent branding to facilitate navigation by tenants and visitors, and to maintain separation between public areas and areas for Port operations and Marine-Related Industrial uses;
- Implement Crime Prevention Through Environmental Design (CPTED) principles in new development to maintain a safe environment for Port users and the public;
- Require new development to adhere to urban design guidelines, established through a site-specific Request for Proposals Project Specifications Document; and,
- Bring proposals for development on PortsToronto's lands to the Waterfront Design Review Panel for input.



*Mural at the Cruise Ship Terminal - Created by First Nations artists*

## 3.2 Land Use Categories

The following land use categories and prescribed uses are intended to supplement and enhance the provisions of the City of Toronto Official Plan, specifically the Central Waterfront Secondary Plan. The land use categories bear unique names that do not directly correspond to the Official Plan's categories.

### 3.2.1 MARINE-RELATED INDUSTRIAL

The Marine-Related Industrial land use category applies to lands that are used for goods movement functions and related heavy industrial activities. These uses are central to PortsToronto's Letters Patent and its role as a federal Port. Many Marine-Related Industrial uses require direct access to dockwalls and roads to facilitate the transfer of cargo between ships and trucks. These uses may also require indoor or outdoor storage facilities, as well as handling areas. Other uses that are ancillary to or compatible with Port operations are also contemplated for this land use category.

Marine-Related Industrial activities may operate 24/7, can potentially emit noise or air contaminants, and may create adverse impacts on sensitive uses as a result of their regular operations. Land use compatibility studies and mitigation measures should be implemented for new development proposals in the vicinity of this land use in order to ensure that Port operations can be maintained without impacts to nearby sensitive uses.

Prescribed uses include:

- Port uses such as cargo loading and unloading, ship maintenance and repair
- Heavy and light industrial uses, subject to an evaluation of compatibility with surrounding uses
- Indoor and outdoor storage
- Uses ancillary to the above

### 3.2.2 TRAVEL AND TOURISM

This category applies to lands that relate to the movement of people, a core function of PortsToronto. It relates to existing uses, such as the Billy Bishop Airport and the Cruise Ship Terminal. Locations for the prescribed uses within this category are directed through site-specific master planning exercises. For more information on the Billy Bishop Airport land use strategy, including specific land uses, please refer to the 2018 Billy Bishop Airport Land Use Plan

Prescribed uses include:

- Airport
- Marine passenger facilities, including terminals and docking for cruise ships; ferries; and water taxis;
- Uses ancillary to the above



### 3.2.3 RECREATION

The Recreational land use category corresponds to areas that are intended for passive and active recreational uses. It prioritizes the provision of public access to Lake Ontario for boating and fishing over lands owned by Ports Toronto, where it is safe and appropriate to do so. Recreational lands may contain walking and cycling trails, areas for bird watching, picnicking, or other activities. This land use category includes the Outer Harbour Marina.

**Prescribed uses include:**

- Recreational uses, including boating facilities
- Buildings and facilities to support recreational uses
- Special event uses
- Publicly-accessible open space uses
- Trails
- Uses ancillary to the above

### 3.2.4 GENERAL INDUSTRIAL

The General Industrial category is reserved for employment uses and economic activities that are compatible with Port operations, but that may not rely on or relate to the goods movement functions of the Port. General Industrial uses may be more public-facing and can provide a buffer between public use areas and Marine-Related Industrial uses. Limited commercial uses are also contemplated for lands within this land use category.

**Prescribed uses include:**

- Light industrial such as food manufacturing, warehousing, small-scale fabrication
- Industrial sales and service use
- Film production uses
- Office
- Uses ancillary to the above

## 3.2.5 NON-RESIDENTIAL MIXED USE

The Non-Residential Mixed Use category is intended for lands that are adjacent to public uses such as public parks or the future Maritime Hub, which is a planned community node and destination use within the Central Waterfront Secondary Plan. This land use category is intended for a range of non-industrial uses including cafes, retail, and recreational uses that will attract people to the public areas of the Port Lands and animate public streets.

Prescribed uses include:

- Retail
- Small-scale fabrication and maker spaces
- Eating and drinking establishments
- Indoor or outdoor recreational uses
- Special event uses
- Temporary uses and pop-ups
- Patios
- Structured parking

## 2.2.6 UTILITY

This category corresponds to critical public infrastructure including but not limited to hydro and telecommunications utilities, and City infrastructure such as the Ashbridges Bay Wastewater Treatment Plant, which exists on lands that are leased by PortsToronto to the City of Toronto.

## 3.2.7 LAKE FILLING

This category includes new lands around the harbour that have been created through both natural siltation and artificial lake filling. As the lands-under-water become lands-above-water, PortsToronto remains the owner. This process occurs both naturally and through human intervention turning water lots into land. Generally, these lands are contiguous with public open space areas such as Toronto Island Park or Tommy Thompson Park.

Prescribed uses on new PortsToronto lands created from lake filling would depend on various factors, including consideration of adjacent uses and permissions as they relate to the City of Toronto Official Plan designation.





*New habitat created through lake filling on the Leslie Street Spit*

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## 4.0 Area-Specific Policies and Plans





Organized geographically, these area-specific policies speak to planned uses, adjacencies, transportation considerations, and development opportunities. These policies should be read alongside the general policies of Chapter 3.

## 4.1 Billy Bishop Airport

The entirety of the Billy Bishop Airport is categorized as Travel and Tourism, as these lands are intended to remain in use for the airport. While the Travel and Tourism land use designation in this plan contemplates non-aviation uses, the uses at Billy Bishop Airport will be consistent with the permissions of the existing Tripartite Agreement.

The southern edge of the Billy Bishop Airport is wrapped by a security fence. This Land Use Plan contemplates a landscaped edge, much of which already exists, along this fence to better secure the parameter and improve the interface between the airport and the Toronto Island Park.

The Billy Bishop Airport Lands are subject to the City of Toronto Official Plan Site and Area Specific Policy 194. Where there is inconsistency between this plan, SASP 194, and the Billy Bishop Airport Master Plan, the Billy Bishop Airport Master Plan will be the guiding document. All uses at Billy Bishop Airport shall be consistent with those permitted in the Tripartite Agreement.





Figure 1: Billy Bishop Airport Land Use Plan

## 4.2 Marine Terminals Property

Many cities, including Toronto, are reclaiming former industrial lands along the waterfront; making the land available for the development of new vibrant, mixed-use urban districts that enhance public access to the water. At the same time, active Marine-Related Industrial uses that require water access are being intensified and consolidated in a manner that is compatible with new development.

Upgrading existing Port assets is the priority over the duration of this Plan, in order to support the primary function of the Marine Terminals Property and PortsToronto. However, over time it is anticipated that these functions may be consolidated in a manner that facilitates a reduction in the amount of land area required for Port operations.

Marine-Related Industrial uses are located in a secure area of the Marine Terminals Property, with a 10-foot fence and security gate. Over time, as these uses are intensified and reorganized, it may be possible to reduce the area within the Secure Perimeter to allow for the introduction of complementary uses in the areas outside the fence.

In accordance with the PortsToronto Letters Patent, public-facing uses may be introduced in areas that interface with Cherry Beach and the future Maritime Hub. While there are no plans to demolish existing buildings in the near term, this section outlines key policies to guide further detailed planning of the Marine Terminals Property.

Any future planning for the Marine Terminals Property will have regard for the Port Lands Area Specific Policy which designates the property as Existing Use Areas and Port and Industrial District.

### URBAN DESIGN

The Marine Terminals Property occupies a significant position on Toronto's waterfront. The design of sites and buildings should have regard for the experience and views of the site from both land and water.

- As the uses adjacent to the dockwall evolve, a clearway shall be provided at all times to ensure access for mooring, loading and unloading. A minimum 20 metres setback is required;
- Access to the waters edge and important vistas including the downtown skyline and the Toronto Islands should be provided, where it is safe and feasible to do so;
- Opportunities for adaptive reuse of existing should be considered in order to preserve the industrial character of the size and allow for the juxtaposition of old and new;
- Design competitions for new buildings can be used to enhance the architectural quality of the site and showcase design excellence: and,
- Publicly accessible areas of the Marine Terminals Property should be differentiated from other areas through the use of special paving and street furniture. Street trees, landscaping, and pedestrian-scaled lighting should be included with any redevelopment.



## TRANSITION CONSIDERATIONS

The primary function of the Marine Terminals Property is a commercial Port. When considering new uses for the property, PortsToronto will:

- Complete a comprehensive evaluation of the anticipated demand for the lands for Port and Industrial uses over the long-term;
- Prepare a phasing plan and notify and consult with existing tenants and Port Users before proceeding with a new phase of development;
- Undertake an analysis of the parking and circulation requirements to confirm that adequate facilities are provided and that there are no potential conflicts, both during and after construction;
- Identify opportunities for expanding existing open spaces for a net gain to the City's parks and open space network; and,
- Phase development so that changes to the Secure Perimeter are coordinated with Port needs and in accordance with Federal Security Regulations.

## LAND USES – SPECIAL PROVISIONS

### Marine-Related Industrial

- A perimeter fence and security gates will be provided to secure the Marine-Related Industrial area; and,
- Opportunities to consolidate uses within the Secure Area shall be pursued as deemed appropriate and necessary, as lease timelines permit.

### General Industrial

- Uses described in Section 2.2.4 must adhere to a minimum 20 metre setback from the dockwall;
- Proposals for population-servicing commercial uses may be considered, subject to a market study;
- On parcels adjacent to the Marine-Related Industrial land use category, proponents must demonstrate that the proposed uses are compatible with the 24/7 operations of the Port; and,
- Development on parcels directly facing the Ship Channel or Cherry Beach should capitalize on the amenity of the water's edge.

### Travel and Tourism

- The transportation land use is intended to reflect the existing Cruise Ship Terminal within the Secure Perimeter; and,
- A future ferry terminal or water taxi dock may be considered adjacent to the future Maritime Hub, to facilitate water-based transportation between the Port Lands, Toronto Island, and Downtown Toronto.

### Non-Residential Mixed Use

- On lands that abut Cherry Beach and the Maritime Hub, commercial and population-facing uses may be introduced, subject to demonstration that the lands are not required for Port uses over the long-term; and
- Active uses and flexible, programmable spaces should be encouraged to animate Cherry Street and provide opportunities for special events and pop-ups.





**Figure 2:** Marine Terminals Property Land Use Plan

## 4.3 Outer Harbour Marina

The entirety of the Outer Harbour Marina is categorized as Recreation, which reflects the existing Marina uses but also contemplates the introduction of new complementary uses that capitalize on the beautiful lakefront setting. The policies in this section are limited as PortsToronto intends to undertake a site-specific master plan for the Marina, which will contain the details on intended programming and design.

The future master plan should have regard for the following policies:

- In addition to the uses **prescribed** in the Recreation category, marina uses and uses ancillary thereto are intended to continue;
- A future publicly-accessible pedestrian path is contemplated to connect from the existing cradle path on the west side of the peninsula, wrap around the end of the peninsula and along the Marina frontage;
- Outdoor boat storage is contemplated to be consolidated to permit the renaturalization of portions of the peninsula; and,
- A Destination use, such as a restaurant or special event venue is contemplated and may be feasible at the southern tip of the peninsula, subject to further study.



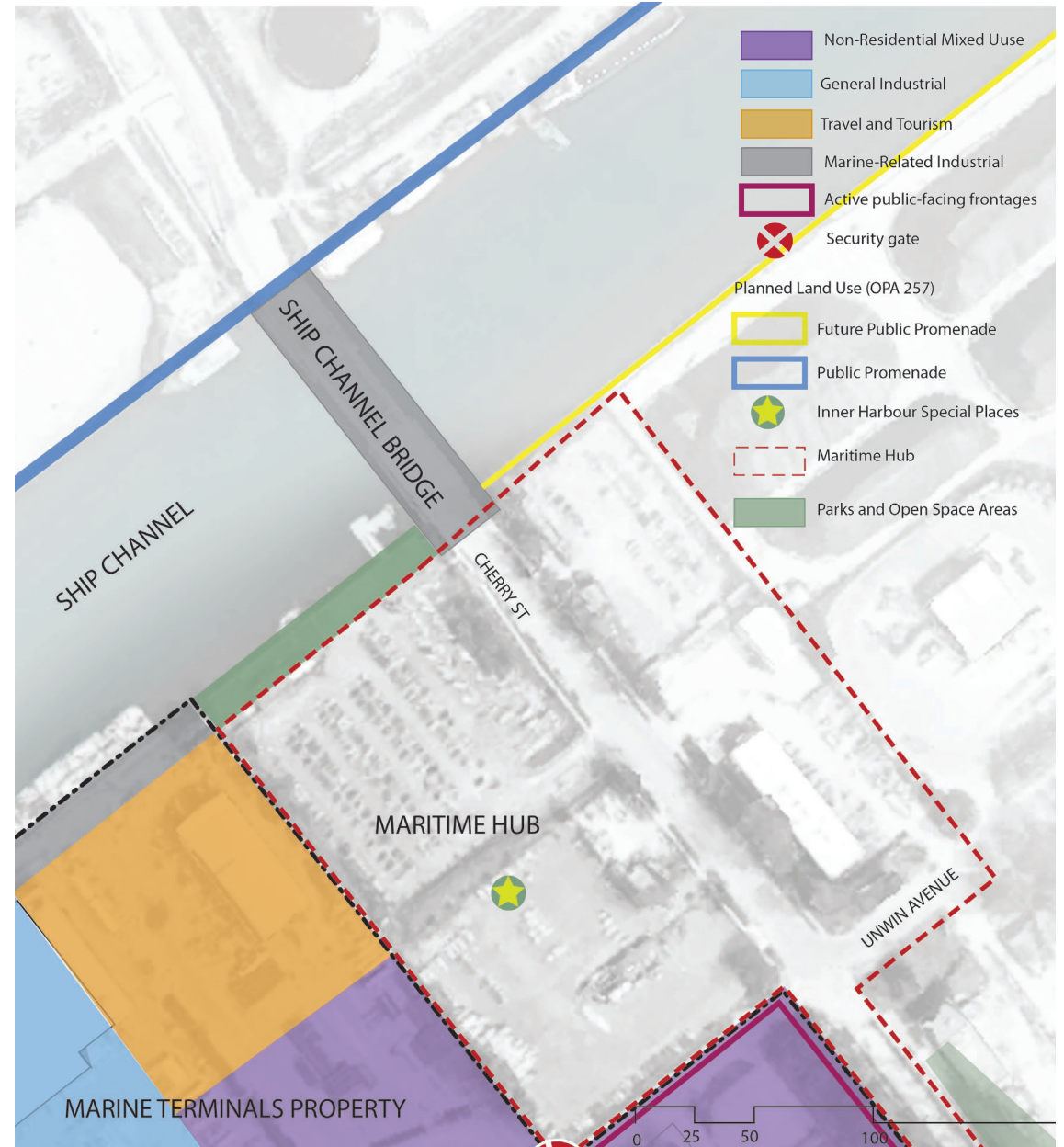


Figure 3: Outer Harbour Marina Land Use Plan

## 4.4 Ship Channel Bridge

The Ship Channel Bridge is categorized as Marine-Related Industrial. The bridge is critical infrastructure for Port operations, as it facilitates the movement of ships in and out of the Turning Basin, and also provides a vital north-south land connection to the Marine Terminals Property and other lands south of the Ship Channel via Cherry Street.

Any planned modifications to, or replacement of the Ship Channel Bridge will ensure that there are no impacts on vessel passage through the Ship Channel.

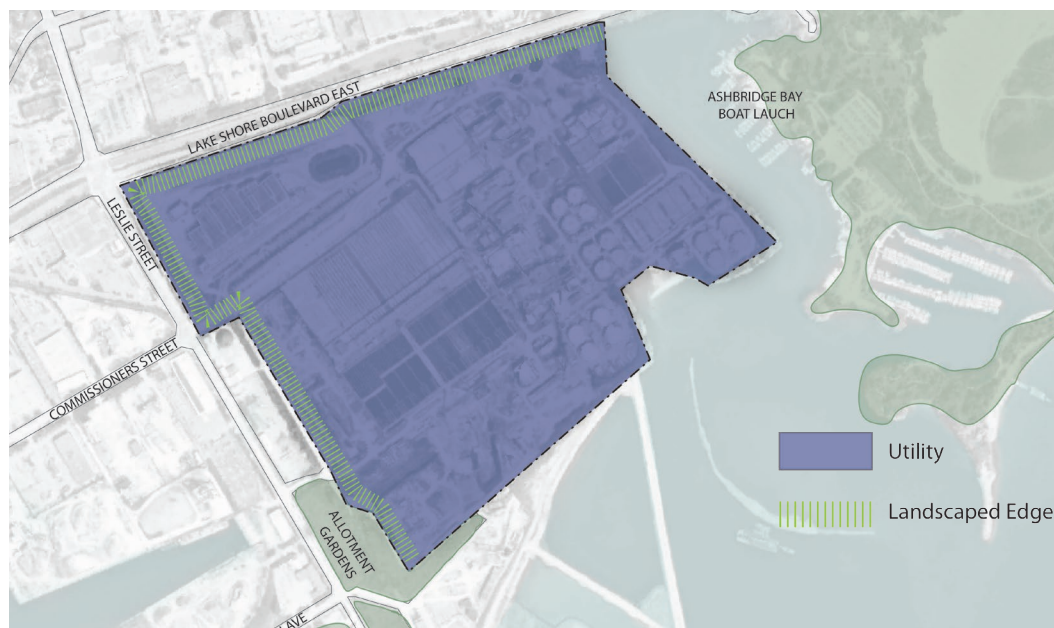


**Figure 4:** Marine Terminals Property Land Use Plan - Ship Channel



## 4.5 Ashbridges Bay Treatment Plant

Ashbridges Bay Treatment Plant is categorized as Utility. This land is under long-term lease to the City of Toronto, who operate the facility, and it is expected that this use will continue over the horizon of this plan. A landscaped edge along the public frontages should be provided in order to create an enhanced buffer and screening mechanism.



**Figure 5:** Ashbridges Bay Treatment Plant Land Use Plan

## 4.6 Villiers Island Lakefill Lots

The Toronto City Planning Division is in the process of finalizing the planning framework for Villiers Island, a new district that is intended to be the first mixed use community in the Port Lands. PortsToronto owns a portion of Villiers Island that was created through lakefilling as part of the Port Lands Flood Protection Project.

PortsToronto acknowledges the Villiers Island Precinct Plan contemplates that a portion of the lakefill lands will form part Promontory Park, a new public park for the district. The lands will also contain roads and other infrastructure related to the realigned Cherry Street. A portion of the lands east of the realigned Cherry Street will be developable land that remains under the ownership of PortsToronto. No specific uses are contemplated at the present time. PortsToronto will collaborate and consult with City and other stakeholders at the appropriate time.



**Figure 6:** Villiers Island Lakefill Lots Land Use Plan



## 4.7 Dockwall

The land use category of the Ports-Toronto owned dockwall matches the category (or Official Plan designation) on adjacent lands. The exception to this is the dockwall located along Queen's Quay which are not contiguous to PortsToronto property. PortsToronto is committed to providing PortsToronto tenants with the appropriate dockwall required for their operations. Public access will be considered, where appropriate.

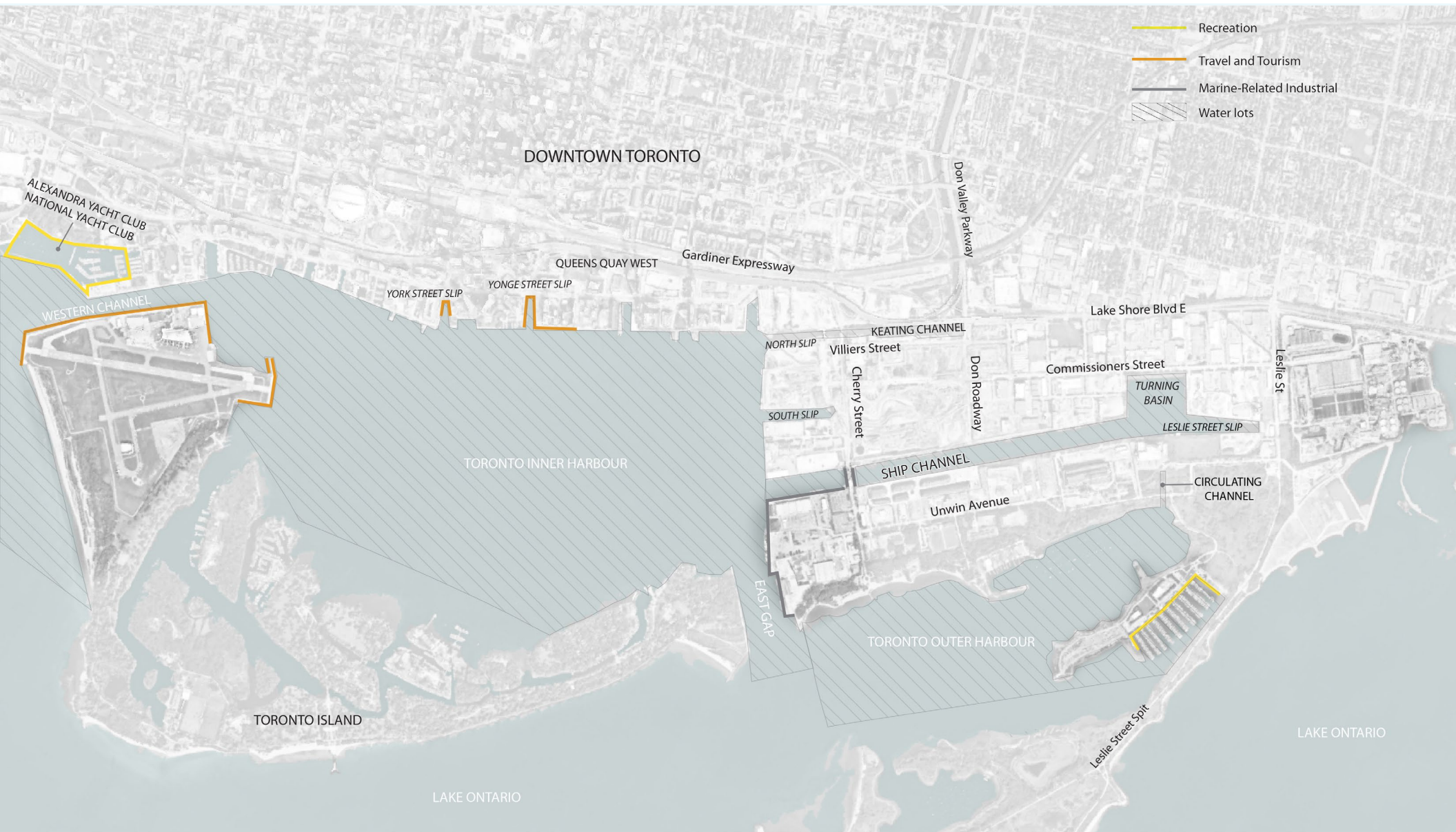
New development should have regard for the following policies:

- The primary use of the dockwall will be Marine-Related Industrial, specifically marine vessels that require mooring in the Toronto harbour.
- Dockwall categorized as Recreation are used primarily for recreational boat mooring;
- Dockwall categorized as Travel and Tourism are used primarily by cruise ships, and water taxis;
- For dockwall that is not contiguous to PortsToronto property, and that is owned by others, the PortsToronto Harbour Master will manage the movement of ships in and out of moorings but PortsToronto is not responsible for the maintenance and upkeep of the dockwall or abutting lands.

## 4.8 Water Lots

PortsToronto owns the land-under-water in Toronto's Inner and Outer Harbour, including various channels and slips. As owner of the land-under-water, PortsToronto should be circulated on any applications for new development adjacent to the water's edge.

- PortsToronto will meet regularly with the City Planning Division and other City Divisions about development activity and other changes in the Port Lands and other areas of the Central Waterfront.



**Figure 7:** Dockwall and Water Lots Land Use Plan



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# 5.0 Moving Forward





This Land Use Plan, in conjunction with the PortsToronto Letters Patent, provides a framework for Ports operations, activities, and future development over the next 30 years (to 2054). This section describes the Land Use Plan adoption and review process, and how it will be implemented.

## 5.1 Land Use Plan Adoption and Review

Once adopted by PortsToronto Board of Directors, this document shall constitute the official Land Use Plan for PortsToronto. Progress on implementing the actions from this Plan will be addressed on a biannual basis with updates provided at the Annual General Meeting.

Adjustments to this plan may be made as required, through a Land Use Plan amendment, in consultation with Port stakeholders, approved by the Board of Directors, with notification provided on PortsToronto's website.

A copy of this Land Use Plan and any amendments will be made available on PortsToronto's website.



## 5.2 New Development on PortsToronto Lands

In addition to both general policies and the area-specific policies outlined in Section 2, the following policies apply for any development that is to occur on lands that are owned by PortsToronto:

- PortsToronto will continue to consult with the City Planning Division ahead of issuance of Request for Proposals (RFPs) for development proposals as well as prior to finalizing selection to seek input and concerns with the preferred respondent developments. PortsToronto runs a comprehensive internal RFP processes which are in compliance with Procurement Policy and often include third party fairness advisors.
- Development sites will be made available and prospective proponents notified through a public RFP process. PortsToronto will prepare a Project Specifications Document to outline key considerations for proponents.
- Any demolition of existing buildings on PortsToronto properties will conduct appropriate studies, including but not limited cultural heritage evaluations, when necessary;
- Development proposals shall be evaluated for their compatibility with Port operations, considering potential impacts of impact of noise, vibration, dust, and odour generated by Port activities;
- No development that may adversely impact PortsToronto's core functions will be permitted;
- Any new development must prove through appropriate studies that it can be serviced adequately, either through private or municipal servicing;
- Development shall be consistent with the policies of this plan, and be designed in accordance with any additional design guidelines or requirements identified in this Plan and by PortsToronto staff;
- PortsToronto will continue to consult and seek input through City Planning Division with regards to development proposals. PortsToronto will limit the height of all new development on PortsToronto lands in accordance with the Billy Bishop Toronto City Airport flight path protections;
- PortsToronto will have regard for and work to align with land use matters established by the City of Toronto and Province, and
- In reviewing proposals for new development, PortsToronto may require technical supporting studies, including but not limited to the following:
  - Transportation Impact Statement including Parking Demand Analysis
  - Servicing and Stormwater Management Report
  - Phasing Plan
  - Market Study
  - Environmental Impact Study
  - Contaminated Site Assessment
  - Land use Compatibility Study
  - Urban Design Brief



## 5.3 Review of Nearby Development Applications

It is important that PortsToronto review development applications in proximity to its landholdings and land-under-water to confirm that they will not adversely impact Port operations. PortsToronto is not the approval authority for lands outside of its ownership, however, an important commenting partner and stakeholder for development activities within and around the Port of Toronto.

As per the Port Lands Area Specific Policy 4.7.10 land use compatibility reports are to be circulated to PortsToronto for review and comment. PortsToronto will monitor and review development proposals and supporting studies, in particular the land use compatibility and mitigation studies, and provide feedback to the City Planning Division where necessary.

Any proposal to use the harbour bed, or erect anything on, beneath, or over it, will be subject to PortsToronto approval.

## 5.4 Stakeholder Relationships

PortsToronto recognizes the importance of transparency and consultation and appreciates the efforts of the community, stakeholders, approval authorities and landowners throughout the development of this Plan. Through continued conversations and partnership PortsToronto hopes to continue its productive relationship with key stakeholders, as further described.

### GOVERNMENT AND AGENCIES

PortsToronto is committed to continued partnerships with all levels of government. Approval authorities and government landowners will be kept apprised of any modifications to this Land Use Plan. Such stakeholders include but are not limited to: The City of Toronto, CreateTO, Waterfront Toronto, the Toronto Region and Conservation Authority, Province of Ontario, Government of Canada.

PortsToronto will continue to consult and seek input through the City Planning Division with regards to development proposals. Any master plans that PortsToronto may undertake for its landholdings will include comprehensive stakeholder and public consultation.

### COMMUNITY

PortsToronto will continue to build its capacity for direct, ongoing engagement with neighbours and community members, including but not limited to the Indigenous community, nearby Residents' Associations, Business Improvement Areas, and environmental groups. PortsToronto will continue to publish its annual report and any amendments to this plan to its website.

### OTHER STAKEHOLDERS

PortsToronto is committed to ensuring other stakeholders such as existing and future tenants, industrial partners and adjacent landowners are made aware of any new development on PortsToronto landholdings and any changes or modifications that may impact tenants and landowners.

PortsToronto looks forward to maintaining relationships as opportunities are realized in working toward common goals for a healthy, vibrant, sustainable waterfront and Port Lands.





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## 6.0 Conclusion





# DRAFT

The PortsToronto Land Use Plan fulfills the requirements under Section 48(1) of the Canada Marine Act, providing the objectives and policies for the physical development of the real property that PortsToronto manages, holds or occupies. Through reviewing existing conditions, evaluating opportunities and constraints, and establishing guiding principles, the policies of this plan are grounded in principles of good planning and will guide the future evolution of PortsToronto's landholdings and operations.

The Toronto Port Lands are currently on the precipice of dramatic change, as the area transforms from an industrial-focused district into a vibrant urban one. Over the next 50 years, it is anticipated that the Port Lands will welcome over 30,000 new residents and 30,000 workers. This Plan positions PortsToronto to anticipate and respond to this change through complementary development that supports the vitality of the district and the city as whole.

PortsToronto would like to thank all of the individuals and organizations that participated in the planning process, ensuring that this Plan reflects a collective vision for the Port of Toronto's future.

An electronic copy of this Land Use Plan will be available at <https://www.portstorontolanduseplan.ca/>









## Appendix A: Toronto Port Authority Letters Patent

### ARTICLE 7

#### ACTIVITIES AND POWERS OF THE AUTHORITY AND SUBSIDIARIES

##### 7.1 Activities of the Authority Related to Certain Port Operations.

To operate the port, the Authority may undertake the port activities referred to in paragraph 28(2)(a) of the Act to the extent specified below:

(a) development, application, enforcement and amendment of rules, orders, by-laws, practices or procedures and issuance and administration of authorizations respecting use, occupancy or operation of the port and enforcement of Regulations or making of Regulations pursuant to subsection 63(2) of the Act;

(b) creation, imposition, collection, remission or reimbursement or other fixing or acceptance of fees or charges authorized by the Act including the fixing of the interest rate that the Authority charges on overdue fees;

(c) management, leasing or licensing the federal real property described in Schedule B or described as federal real property in any supplementary letters patent, subject to the restrictions contemplated in sections 8.1 and 8.3 and provided such management, leasing or licensing is for, or in connection with, the following:

- (i) those activities described in sections 7.1 and 7.2;
- (ii) those activities described in section 7.3 provided such activities are carried on by Subsidiaries or other third parties pursuant to leasing or licensing arrangements;

(iii) the following uses to the extent such uses are not described as activities in section 7.1, 7.2 or 7.3:

(A) uses related to shipping, navigation, transportation of passengers and goods, handling of goods and storage of goods;

(B) provision of municipal services or facilities in connection with such federal real property;

(C) uses not otherwise within subparagraph 7.1(c)(iii)(A), (B) or (D) that are described in supplementary letters patent;

(D) government sponsored economic development initiatives approved by Treasury Board;

provided such uses are carried on by third parties, other than Subsidiaries, pursuant to leasing or licensing arrangements;

(d) exchanging federal real property described in Schedule B or described as federal real property in any supplementary letters patent for other real property of comparable market value subject to the issuance of supplementary letters patent that describe the other real property as federal real property;

(e) granting, in respect of federal real property described in Schedule B or described as federal real property in any supplementary letters patent, road allowances or easements, rights of way or licences for utilities, service or access;

(f) mortgaging, pledging or otherwise creating a security interest in any fixture on federal real property described in Schedule B or as federal real property in any supplementary letters patent provided that:

(i) such mortgage, pledge or other security interest charges only the fixture or fixtures which is or are acquired, built, restored, enhanced or replaced with proceeds received by the Authority and secured by such mortgage, pledge or other security interest; and

(ii) the party receiving such mortgage, pledge or other security interest agrees that upon the exercise of the right to remove such fixtures from the federal real property such exercise shall be conducted in a manner that causes no greater damage or injury to such federal real property and to the other property situated on it or that puts the occupier of the federal real property or the Authority to no greater inconvenience than is necessarily incidental to the removal of the fixtures;

(g) disposition of any fixtures on federal real property described in Schedule B or as federal real property in any supplementary letters patent whether by way of removal, demolition, sale, lease, license or exchange;

(h) construction, establishment, repair, maintenance, operation, removal or demolition of:

(i) disposal sites for carrying out the activities contemplated by paragraph 7.1(j)(ii);

(ii) berths, wharfs, anchorages, breakwaters, waterways, docks, dockwalls, fill sites, or facilities for vessel fuelling stations incidental to the handling and shipping of goods;

(iii) facilities or equipment for finish or assembly work incidental to the handling or shipping of goods;

(iv) transportation, terminal, warehousing and other port facilities or equipment;

(v) office premises to be utilized by the Authority in the conduct of its activities; and

(vi) facilities for vehicle storage, repair and fuelling stations incidental to the handling or shipping of goods;

within the port or for users of the port in connection with their use of the port and its facilities;

(i) operation or maintenance of a marina, floatplane airport, heliport, hydrofoil terminal, bus depot, railway, cruise ship passenger terminal:

(i) within the port; or

(ii) within the City of Toronto if for users of the port in connection with their use of the port and its facilities;

(j) the provision of services or carrying out of activities within the port or to or for users of the port in connection with their use of the port and its facilities as follows:

(i) environmental assessment, audit, remediation, rehabilitation of marine habitat or other such services;

(ii) dredging, waste and dredge disposal and sale of dredge (except that contaminated waste and contaminated dredge disposal services can be provided only for users of the port in connection with their use of the port and its facilities);

(iii) navigational services and aids;

(iv) stevedoring services;

(v) building, design, maintenance, engineering, repair and operation of vessels owned by the Authority or leased by the Authority from third parties;

(vi) emergency planning and response;

(vii) vehicle parking, control or marshalling facilities;



(viii) manufacture or distribution of utilities, including the provision of communication facilities and telecommunication services;

(ix) multi-modal facilities and services;

(x) transport services within the port or transport services within the City of Toronto to provide access to or from the port and its facilities;

(xi) providing information and information technology to users of the port;

(xii) salvage and seizure;

(xiii) warehousing and distribution of goods and services;

(xiv) security services and dispatching services;

(xv) harbour patrol services for the navigable waters of the port; and

(xvi) providing expertise in connection with software or know-how developed in the course of conducting the activities described in the provisions of this section 7.1;

(k) undertaking research and development related to the activities described in this section 7.1;

(l) promoting, marketing and undertaking public or governmental relations to promote use of the port;

(m) producing, coordinating, sponsoring and hosting of public or civic events;

(n) in pursuing or exercising the remedies available to it as lessor or licensor of premises on federal real property described in Schedule B or described as federal real property in any supplementary letters patent,

the conduct of any business or activity from such premises for a period limited to one year unless supplementary letters patent are issued;

(o) development, operation, maintenance, renovation and demolition of rest areas, public parks, pedestrian and bicycle paths and observation areas within the boundaries of the port; and

(p) carrying on activities described in section 7.1 on real property other than federal real property described in Schedule C or described as real property other than federal real property in any supplementary letters patent;

provided that in conducting such activities the Authority shall not enter into or participate in any commitment, agreement or other arrangement whereby the Authority is liable jointly or jointly and severally with any other person for any debt, obligation, claim or liability.

**7.2 Activities of the Authority Necessary to Support Port Operations.** To operate the port, the Authority may undertake the following activities which are deemed necessary to support port operations pursuant to paragraph 28(2)(b) of the Act:

(a) subject to the provisions of article 9 below:

(i) borrowing money upon the credit of the Authority;

(ii) limiting or increasing the amount to be borrowed;

(iii) issuing bonds, debentures or other securities of the Authority;

(iv) pledging or selling such bonds, debentures or other securities for such sums and at such prices as may be deemed expedient;

(v) securing any such bonds, debentures or other securities, or any other present or future borrowing or liability of the Authority, by mortgage, charge, pledge or other security interest relating to all or any currently owned or subsequently

acquired real and personal, movable and immovable, property and leasehold interests and reversionary interests of the Authority, and the undertaking and rights of the Authority, provided, however, that the Authority may not mortgage, hypothecate, pledge or otherwise create a security interest in federal real property described in Schedule B or as federal real property in any supplementary letters patent other than to:

(A) pledge the revenues of the federal real property described in Schedule B or as federal real property in any supplementary letters patent; or

(B) create, pursuant to the exercise of the powers of the Authority contemplated by subsection 7.1(f), a mortgage, pledge or other security interest in fixtures on federal real property described in Schedule B or as federal real property in any supplementary letters patent; and

(vi) issuing a Permitted Indemnity or Guarantee, provided that the cumulative amount of all such Permitted Indemnities or Guarantees shall at no time exceed one-tenth of the aggregate Borrowing maximum amount specified in section 9.2;

provided that any contract, bond, debenture or financial assistance related to such borrowing, issuance, pledging or securing shall contain a covenant, proviso or acknowledgement from the lender or counterparty that the lender or counterparty shall have no recourse against Her Majesty or any assets of Her Majesty;

(b) acquisition or disposition of real property other than federal real property subject to the issuance of supplementary letters patent;

(c) acquisition of real property from Her Majesty subject to the issuance of supplementary letters patent describing such property as real property other than federal real property;

(d) occupying or holding real property other than federal real property;

(e) granting, in respect of real property other than federal real property, road allowances or easements, rights of way or licences for utilities, service or access;

(f) administration, leasing or licensing of real property other than federal real property described in Schedule C or described as real property other than federal real property in any supplementary letters patent, subject to the restrictions contemplated in sections 8.1 and 8.3 and provided such administration, leasing or licensing is for, or in connection with, the following:

(i) those activities described in sections 7.1 and 7.2;

(ii) those activities described in section 7.3 provided such activities are carried on by Subsidiaries or other third parties pursuant to leasing or licensing arrangements;

(iii) the following uses to the extent such uses are not described as activities in section 7.1, 7.2 or 7.3:

(A) uses related to shipping, navigation, transportation of passengers and goods, handling of goods and storage of goods, including the following uses to or for users of the port in connection with their use of the port and its facilities: marine and marina services; towing vessels; research services or facilities; ferry, helicopter and hydrofoil operations; processing work incidental to the handling or shipping of goods through the port to the extent compatible with the land-use plan for the port; restaurants, retail operations, tourist services and similar tourism-related activities, located in passenger terminal facilities provided such uses are related to the transportation of passengers through the port and are compatible with the land-use plan for the port; and distribution of utilities;

(B) provision of municipal services or facilities in connection with such real property; green spaces and recreation; and social services;

(C) media productions; manufacturing or processing of goods to the extent compatible with port operations and the land-use



plan for the port and without compromising the ability of the Authority to operate port facilities over the long term; food, beverage and retail services in support of the local tourism industry; and residual office premises; and

(D) government sponsored economic development initiatives approved by Treasury Board;

provided such uses are carried on by third parties, other than Subsidiaries, pursuant to leasing or licensing arrangements;

(g) carrying on activities described in section 7.2 on federal real property described in Schedule B or described as federal real property in any supplementary letters patent or on real property other than federal real property described in Schedule C or described as real property other than federal real property in any supplementary letters patent;

(h) acquisition, disposition, holding, leasing or licensing of personal property;

(i) renting equipment;

(j) the operation and maintenance of the Toronto City Centre Airport in accordance with the Tripartite Agreement among the Corporation of the City of Toronto, Her Majesty the Queen in Right of Canada and The Toronto Harbour Commissioners dated the 30th day of June, 1983 and ferry service, bridge or tunnel across the Western Gap of the Toronto harbour to provide access to the Toronto City Centre Airport;

(k) investing moneys in the Authority's reserves or that it does not immediately require subject to the provisions of the Act, the Regulations and these Letters Patent;

(l) incorporate a corporation all of whose shares on incorporation would be held by, on behalf of or in trust for the Authority provided that the Authority does not, at any time, make a Capital Investment in a

Subsidiary such that the Authority's cumulative Capital Investment in all Subsidiaries exceeds an amount equal to:

(i) 50% of the net income of the Authority as shown in the last annual audited financial statements of the Authority submitted to the Minister prior to the making of such Capital Investment, before deducting from such net income the amounts shown in such statements for depreciation and/or amortization and excluding extraordinary items; or

(ii) if such statements have not yet been submitted, then 50% of the net income of the predecessor of the Authority as shown in the financial statements included in the last annual report of such predecessor submitted to the Minister prior to the making of such Capital Investment, before deducting from such net income the amounts shown in such statements for depreciation and/or amortization and excluding extraordinary items; and

(m) in pursuing or exercising the remedies available to it as lessor or licensor of premises on real property other than federal real property described in Schedule C or described as real property other than federal real property in any supplementary letters patent, the conduct of any business or activity from such premises.

### **7.3 Activities of Subsidiaries Necessary to Support Port Operations.**

A Subsidiary may undertake the following activities which are deemed necessary to support port operations pursuant to paragraph 28(2)(b) of the Act:

(a) borrowing money on the credit of a Subsidiary;

(b) limiting or increasing the amount to be so borrowed;

(c) issuing bonds, debentures or other securities of the Subsidiary;

(d) pledging or selling such bonds, debentures or other securities for such sums and at such prices as may be deemed expedient;

(e) securing any bonds, debentures or other securities, or any other present or future borrowing or liability of the Subsidiary, by mortgage, charge, pledge or other security interest relating to all or any currently owned or subsequently acquired real and personal, moveable and immovable property and leasehold interests and reversionary interests of the Subsidiary and the undertaking and rights of the Subsidiary;

(f) participating as a partner, shareholder or co-venturer in a partnership, corporation, joint venture or similar arrangement in connection with the activities described in this section 7.3 and pledging, selling or securing such participation, interest or investment by mortgage, charge, pledge or other security interest;

(g) providing expertise to third parties, for use outside the boundaries of the port in connection with software or know-how developed in carrying out the activities specified in paragraph 7.1(j)(xvi);

(h) acquisition, disposition, occupying, holding, developing, leasing or licensing, real property other than federal real property, for, or in connection with, the activities described in this article 7;

(i) carrying on activities described in section 7.3 on real property other than federal real property;

(j) leasing or licensing real property from the Authority for, or in connection with, the activities described in section 7.3;

(k) operation of freight forwarding, consolidating, trading or brokerage facilities or services and warehousing, storage and handling of cargo, freight and goods outside the port or in connection with persons who are not users of the port;

(l) acquisition, disposition, holding, leasing or licensing of personal property;

(m) carrying out of the activities including the provision of such services as follows:

(i) environmental assessment, audit, remediation or other services;

(ii) navigational services and aids;

(iii) security and dispatching services;

(iv) building, design, maintenance, engineering, repair and operation of vessels;

(v) emergency planning and response;

(vi) vehicle parking, control or marshalling facilities; and

(vii) multi-modal facilities and services;

outside the port or in connection with persons who are not users of the port;

(n) operation of an office building, referred to as a World Trade Centre, providing commercial space for activities compatible with port operations and the land-use plan for the port; and

(o) in pursuing or exercising the remedies available to it as lessor or licensor of premises on real property other than federal real property described in Schedule C or described as real property other than federal real property in any supplementary letters patent, the conduct of any business or activity from such premises.

**7.4 Powers of the Authority and Subsidiaries.** The Authority has the power to carry out the activities specified in sections 7.1 and 7.2. Subsidiaries have the power to carry out the activities specified in section 7.3.



## Appendix B: Defined Terms and Abbreviations

<b>MTP</b>	Marine Terminals Property
<b>Channel</b>	An unobstructed waterway that allows the movement of large ships.
<b>Cruise Ship Terminal</b>	A secure international passenger terminal located on the Marine Terminals Property
<b>Dredging</b>	The removal of materials from the bottom of water bodies including channels, lakes rivers and other water bodies.
<b>Inner Harbour</b>	Lands-under-water located north of the Toronto Islands, west of the Port Lands, south of Toronto’s waterfront, and east of Billy Bishop Airport. For reference see Figure 7 that locates the Inner Harbour.
<b>Prescribed Use</b>	Existing and intended future uses contemplated by this Plan
<b>Outer Harbour</b>	Lands-under-water located south of the Port Lands and north of the Leslie Street Spit. For reference see Figure 7 that locates the Outer Harbour.
<b>OHM</b>	Outer Harbour Marina
<b>Peninsula</b>	A piece of land that is mostly surrounded by water but connected to the mainland
<b>Port</b>	Relating to the Port of Toronto, the Marine Terminals Property, and other assets such as the Ship Channel and Turning Basin.
<b>Port Authority</b>	In Canada, a Port Authority is Federal entity established under the Canada Marine Act. They are federally incorporated, autonomous, non-share corporations that operate at arm’s length from the federal government.
<b>PortsToronto</b>	The Toronto Port Authority, doing business as PortsToronto, a government business enterprise and the author of this Land Use Plan.
<b>Toronto Harbour</b>	A natural bay in Toronto that includes the Toronto Inner Harbour, Toronto Outer Harbour, Western Channel and East Gap.
<b>Water lot</b>	A property that is wholly or partially covered by water – also referred to as “lands-under-water”
<b>Wayfinding</b>	Use of signs, colour, or other design elements to help people navigate spaces

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Prepared by:

**SvN** Architects  
+ Planners

On behalf of:

**P O R T S**  
  
**T O R O N T O**