

3. Interpretive facilities and parking should be accommodated at the neck of the Leslie Street Spit. There should be no private vehicular access to the Spit, with the exception of access to the Aquatic Park Sailing Club, as under the existing arrangements.
4. Opportunities to improve public transit access, such as use of a trackless train, should be explored, so that the Spit can be enjoyed by older people, the disabled, families with young children, and other members of the public.
5. The water's edge along the Toronto waterfront should be in the public domain. In order to achieve that goal, transfer of waterfront land to public ownership should be a non-negotiable feature of all future development on the waterfront.
 - (a) Public authorities should mount aggressive programs of waterfront acquisition.
 - (b) Municipalities should consider zoning properties adjacent to the water as open space, regardless of current use, in order to shape a public waterfront for the future.
 - (c) When a property comes up for sale, the municipality or the MTRCA should be prepared to buy it, at current market value for its existing use.
 - (d) There should be no further sale of lands on the waterfront currently held in public ownership (federal, provincial or municipal).
6. The Royal Commission recommends that areas of public open space along the waterfront should be generous enough in width, and accompanied by sufficient water's-edge setbacks, to ensure meaningful public use. Standards for the minimum width of public spaces should be established and linked to building setbacks; narrower bands should nonetheless be wide enough to be used in their own right for such activities as walking and cycling, as well as providing links with larger, nodal open areas.

7. The Royal Commission recommends that waterfront development for housing, commercial, industry or other uses not be permitted to establish visual or physical barriers to the water; therefore, high-rise development should not be permitted on the waterfront.
8. The Royal Commission recommends that any proposals for lakefilling be evaluated in terms of their potential impact on public access and enjoyment of the waterfront, so that existing resources are not destroyed.
9. The Royal Commission recommends that all those agencies and organizations with responsibility in the matter work to establish an appropriate balance between regional and local interests.
10. Public transit to waterfront facilities should be improved, in part by strengthening existing north-south and east-west systems, and by creating new ones. By offering better access to the waterfront for those without cars, or encouraging those with cars to leave them at home, enhanced public transit will contribute to a cleaner, healthier environment on the waterfront and in Toronto generally.

The feasibility of having water taxis and ferry services to link different parts of the waterfront should be explored.

11. The Royal Commission recommends that more attention be paid to the needs and safety of frequently ignored groups, including the disabled, older people, women, and children. There must be accessible public transit, pathways, washrooms, fishing piers, etc. Safety can be improved through lighting, patrols (mounted police are particularly appropriate in parkland settings), and site design. Landscaping must appeal to the senses of hearing, smell, and touch, as well as to vision, in order to create a richer environment for all people and to appeal especially to the elderly, the disabled, and children.

The Royal Commission recommends that waterfront parks be planned and designed with a greater variety and quality of landscapes.

Public Involvement

1. The Royal Commission recommends creation of a Waterfront Advocacy Centre to act as an information, research, and resource centre for general public use. Key aspects of the potential role and operation of a waterfront advocacy centre include the following.
 - (a) The centre should have a library/resource centre with research capabilities, which would enable it to produce newsletters and conduct seminars, assist residents in developing position papers, facilitate liaison between groups, and provide legal advice.
 - (b) It should be an independent, non-governmental organization funded by all levels of government, as well as by the private sector. Its board of directors should be drawn from local residents' associations and environmental groups.

Environmental Assessment

The Royal Commission makes the following recommendations in regard to environmental assessment processes:

1. The federal government, acting at the earliest moment, should strengthen and legislate the EARP process as a key step to improving environmental assessment of all federal undertakings.
2. The provincial Ministry of the Environment should complete its review of the *Environmental Assessment Act* as quickly as possible, and ensure that the revised process is clearly understood.
3. The federal and provincial governments should establish a process to avoid overlaps and duplications in

environmental assessment processes applicable to the same project.

In considering the *Planning Act* and the *Environmental Assessment Act*, the Commission recommends that the Ministry of Municipal Affairs amend the *Planning Act* to ensure that environmental concerns are more thoroughly identified and addressed, as part of the planning process. The Commission is of the opinion that, by giving greater weight to environmental matters in developing official plans and related amendments, as well as in considering development applications, provincial, regional, and municipal governments will have the opportunity to integrate the concept of sustainable development into the planning process.

B. A Watershed Approach

The Commission is persuaded that more must be done to protect Toronto's vital regional ecosystem. To begin, a broad evaluation is needed to ensure that sufficient open space is maintained and that its environmentally significant features are preserved.

The most effective mechanism for evaluating the environment would be an intergovernmental, regional management framework that included strong community involvement. The joint environmental audit of the THC lands and adjacent provincial lands, recommended earlier in this chapter, is vital to starting this process.

In order to be effective, the review will require a Declaration of Provincial Interest under Section 3 of the *Planning Act*, supported by appropriate ministerial orders. A recommendation to that effect is included earlier in this chapter.

More generally, the Commission recommends that, across the entire watershed, a "green" strategy be devised to preserve the waterfront, river valley systems, headwaters, wetlands, and other significant features in the public

interest. Such a strategy would physically link the waterfront to the river valley systems which, in turn, would be linked by the preserved headwater areas. A continuous trail system would guarantee public access to these natural and open spaces.