

Release: 12:30 p.m.

Monday, January 15, 1968

Reference: E. B. Griffith

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362-7011

TOMORROW'S WATERFRONT TODAY

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AT THE START OF OUR SECOND CENTURY AS A NATION TORONTO REDISCOVERS ITS WATERFRONT, THE AREA THAT OVER 300 YEARS AGO WAS RESPONSIBLE FOR THE EXISTENCE OF THE SETTLEMENT THAT HAS GROWN TO THE CITY OF 2 MILLION PEOPLE.

A NEW CONCEPT HAS BEEN UNVEILED - TOMORROW'S WATERFRONT TODAY. FIFTY MILES OF LAKEFRONT FROM AJAX TO FORT CREDIT HAVE BEEN STUDIED. PROPOSED IS A MIXTURE OF PORT, RECREATION, ISLANDS, NATURE AND PEOPLE - TENS-OF-THOUSANDS OF PEOPLE LIVING ON SECTIONS OF THE WATERFRONT - TENS-OF-THOUSANDS USING ITS PARKS, WATER, BEACHES, AND RECREATION AREAS. IT IS LIVING; IT IS COMMERCE; IT IS FUN; IT IS BEAUTY; - CO-ORDINATED AND BALANCED.

IN THOSE SECTIONS OF THE WATERFRONT WHICH ARE BEYOND THE CENTRAL CITY, THE PLAN RECOMMENDS ACQUISITION OF PARK AREAS CLOSE TO THE WATER, CREATION OF NEW PARKS AND PUBLIC BEACHES, AND

EXTENSIVE FILL OPERATION IN THE LAKE WHERE FEASIBLE. THE PURPOSE IS THE CREATION OF ADDITIONAL AREAS FOR USE BY THE PUBLIC OF ITS WATERFRONT. THIS WILL TAKE PLACE AS PUBLIC FUNDS ARE AVAILABLE FOR ACQUISITION, CREATION AND MAINTENANCE. THE METROPOLITAN TORONTO WATERFRONT TECHNICAL COMMITTEE HAS IN ITS OWN WORDS, PREPARED A CONCEPT PLAN AS A GUIDE LINE TO GOVERN THE DISPOSITION AND USE OF LANDS IN THIS PART OF THE LAKE AREA. IT IS A PLAN THAT CAN BE CARRIED OUT GRADUALLY OR QUICKLY; PIECEMEAL OR IN TOTAL.

THE PLAN FOR THE CENTRAL WATERFRONT WAS PREPARED BY THE TORONTO HARBOUR COMMISSIONERS (WITH THE CITY OF TORONTO PLANNING BOARD STAFF IN RELATION TO THE EASTERN BEACHES) AND WITH THE FULL CO-OPERATION OF CITY, METROPOLITAN TORONTO, PROVINCE OF ONTARIO, AND FEDERAL GOVERNMENT OFFICIALS. THE REQUIREMENT OF A NEW OUTER HARBOUR FOR THE PORT OF TORONTO HAS FOR MANY YEARS BEEN THE FORCE BEHIND STUDIES BY THE COMMISSIONERS OF A NEW TORONTO WATERFRONT,

AND SEVERAL KEYS WERE REQUIRED TO MAKE THE PLAN POSSIBLE. IT HAS BEEN OF GREAT SATISFACTION TO THE COMMISSIONERS DURING THIS STUDY THAT THE TOTAL METROPOLITAN WATERFRONT CAME UNDER REASSESSMENT AND THE CENTRAL AREA COULD BE RELATED TO A TOTAL METROPOLITAN WATERFRONT CONCEPTION. THE INTEGRATION OF ALL OF THE ORGANIZATIONS INVOLVED HAS BEEN INVALUABLE.

THE CENTRAL SECTOR HAS BEEN PLANNED AS A SINGLE UNIT, WITH A BALANCED DEVELOPMENT TO BE CARRIED OUT AS A CONTINUING PROJECT. MAY I DESCRIBE THIS SECTION OF THE PLAN IN SOME DETAIL TO YOU?

FIRST THE NEW INTERNATIONAL PORT OF TORONTO. IT STARTS AT YONGE STREET, MOVES EAST ACROSS THE NORTH SIDE OF TORONTO BAY, SOUTH THROUGH THE EASTERN TERMINALS AREA TO THE NEW OUTER HARBOUR AND AS FAR EAST AS ASHBRIDGES BAY. IN THE ESTABLISHED SECTION OF THIS PORT AREA THE TORONTO HARBOUR COMMISSIONERS STARTED NEARLY 15 YEARS AGO TO BUILD THE MOST MODERN OF OCEAN PORTS WITH MASONRY BUILDINGS AND CLEAN AREAS. A WORLD EXAMPLE OF AN OCEAN PORT THAT COULD BECOME PART OF THE TOTAL COMMUNITY.

DURING THE LAST DECADE A CHANGE TO CLEANER USES HAS BEEN TAKING PLACE IN THE EASTERN HARBOUR AREA. THE COMMISSIONERS DECIDED THAT THE PORT AREA COULD NO LONGER INTRODUCE HEAVY OR POLLUTING TYPE OF INDUSTRY IN THE TOTAL CONCEPT OF TORONTO'S DEVELOPMENT AND NEW ZONING FOR A SPECIAL TYPE OF COMMERCIAL USE IS NOW UNDER STUDY. A COMMERCIAL PORT FOR A COMMERCIAL AREA.

COMBINED WITH THIS GRADUAL PHYSICAL IMPROVEMENT HAS BEEN THE CONTINUED EFFORTS BY THE COMMISSIONERS TO KEEP CRIME, ORGANIZED AND PETTY, FROM ITS WATERFRONT. THIS LED 2 YEARS AGO TO THE CREATION OF THE PROFESSIONAL PORT POLICE ORGANIZATION, ONE WHICH INDUSTRY AND PORT USERS HAVE ACCLAIMED AS MAKING TORONTO A LEADER IN PROTECTION OF PEOPLE, PROPERTY AND WORKERS.

IT IS THIS CONCEPT OF A CLEAN COMMERCIAL WATERFRONT THAT HAS MADE THE NEW WATERFRONT PLAN POSSIBLE. THIS IS ONE OF THE KEYS.

THE NEW PORT BEING BUILT IN LAKE ONTARIO (AS IS THE CENTRAL WATERFRONT PLAN) IS A DIRECT RESULT OF THE BRILLIANT WORK OF THE COMMISSIONERS' CHIEF ENGINEER, MR. JONES, WHO HAS PROVEN THAT A SPIT OF LAND CAN BE BUILT IN 30 FEET OF WATER, REACH A SATISFACTORY DEGREE OF STABILITY, AND FORM ITS OWN BEACHES. THIS IS ANOTHER KEY.. THE NEW SPIT OF LAND, MADE BY DUMP FILL OPERATIONS, NOW OVER ONE-HALF COMPLETED, WILL COST ABOUT \$1 MILLION, A BREAKWATER FOR THE SAME AREA WOULD BE AT LEAST \$20 TO \$25 MILLION.

THE NEW HARBOUR WILL HAVE A WATER AREA OF TWO-THIRDS OF TORONTO BAY, AND WILL PERMIT A MAXIMUM USE OF ITS LANDS AND DOCKS. THERE IS FLEXIBILITY OF CHOICE AS NEW PORT FACILITIES ARE REQUIRED, A PRIVILEGE NOT EXISTING IN THE PRESENT HARBOUR. APPROVALS HAVE LONG SINCE BEEN OBTAINED FOR THIS WORK.

FURTHER NEW PROTECTED HARBOURS CAN BE BUILT IN A SIMILAR MANNER WHEN NEEDED.

THE PRESENT EASTERN CHANNEL IS TO BE WIDENED AND DEEPENED, MARRYING THE NEW AND OLD HARBOURS. THE SAILING TIME TO ST. LAWRENCE OR WELAND CANALS IS SHORTENED. ALSO, THIS DREDGING PROVIDES THE FILL FOR THE SPIT OF LAND TO THE WEST AND SOUTH OF TORONTO ISLANDS, SHOWN AS THE APPROACH FOR THE AIRPORT.

THE PHYSICAL LAYOUT OF TORONTO ISLANDS IS CHANGED SLIGHTLY, BUT NOT THE CHARACTER. THE PRESENT AIRPORT, AT THE NORTH END OF HANLAN'S POINT, IS REMOVED - ANOTHER KEY TO THE CREATION OF THE PLAN. A NEW AIRPORT IS PROPOSED IN THE LAKE, SOUTH OF GIBRALTAR POINT, AND RUNNING EAST AND WEST. IT IS SUGGESTED THAT IT BE USED FOR INTER-CITY JET FLIGHTS, PERHAPS A STOLPORT (SHORT TAKE OFF AND LANDING) AND THIS IS UNDER CONSIDERATION AS PART OF THE STUDY OF THE FEDERAL GOVERNMENT OF THE TOTAL AIRPORT REQUIREMENT OF SOUTH-WESTERN ONTARIO.

THE PARK AREA OF TORONTO ISLANDS IS INCREASED FROM 600 TO 900 ACRES. IT REMAINS A SECLUDED, PEDESTRIAN, FAMILY AREA, FREE FROM PASSENGER CARS. THE PUBLIC WILL BE ABLE TO DRIVE

AS CLOSE AS ACROSS A LAGOON FROM THE PARK AREAS. IT IS PROPOSED THAT THE PARKS PROVIDE THEIR OWN PUBLIC TRANSPORTATION, WITH FERRIES OPERATING A SECONDARY TRANSPORTATION SYSTEM.

THE PRESENT BEACHES ON THE SOUTH SIDE OF WARDS AND CENTRE ISLANDS WILL BE PROTECTED BY THE NEW FILL AND THE WATER WILL BE MUCH WARMER.

TO THE WEST OF THE PRESENT AIRPORT ARE TO BE CREATED 150 TO 200 ACRES OF FURTHER WATER-ORIENTED PARK LANDS TO BE ADDED TO EXHIBITION PARK. WITH THE REMOVAL OF CAR PARKING FROM THE EXISTING AREA, THERE WILL BE MORE THAN TWICE THE LAND AVAILABLE FOR PUBLIC USE DURING THE EXHIBITION PERIOD. NEW BUILDINGS CAN BE CREATED WITHOUT DISTURBING EXISTING USES.

THE FILLING OPERATION IN THE ISLAND AND EXHIBITION SECTOR IS TO BE CARRIED OUT BY HYDRAULIC DREDGING, USING NATURE'S DEPOSITS OF EXCELLENT LAND FORMING SAND IN THE AREA, - ANOTHER KEY. THE AMOUNT OF LAND AND WATER IN THE PLAN IS IN BALANCE BASED ON THE AMOUNT OF SAND ECONOMICALLY AVAILABLE. FOR EXAMPLE, A NEW

WESTERN CHANNEL ADJACENT TO THE PROPOSED AIRPORT AREA IS CREATED BY THE DREDGING REQUIRED TO PRODUCE THE FILL FOR THE NEW EXHIBITION PARK LANDS. THIS CHANNEL WILL BE SPANNED BY A BRIDGE, TO BE OPENED FOR SHIPPING ON EMERGENCIES ONLY. IT WILL BE INVALUABLE FOR CIRCULATION OF THE INNER HARBOUR WATERS.

THE PRESENT WESTERN CHANNEL WILL BE FILLED EXCEPT FOR SMALL BOAT WATERWAYS AND A PENINSULA FORMED AS FAR SOUTH AS THE NEW WESTERN CHANNEL, SOLVING THE PRESENT PROBLEM OF ACCESS.

THE FINANCIAL KEY TO THE LAND CREATION IS RESIDENTIAL AND COMMERCIAL USE OF THE PRESENT ISLAND AIRPORT AND EVENTUALLY ON ADDITIONAL LANDS TO BE CREATED OVER TO YORK STREET. A BALANCE OF HIGH RISE AND TOWN HOUSE DEVELOPMENT IS PROPOSED, INCLUDING HOTELS AND MOTELS, A RESIDENTIAL CITY BUILT AROUND LAGOONS, FOR 50,000 PEOPLE.

THESE LANDS ARE ALL PUBLICLY OWNED AND TITLE AND CONTROL MUST REMAIN WITH THE PUBLIC. WHILE PRIVATE ENTERPRISE WOULD ERECT AND OPERATE THE BUILDINGS, THERE SHOULD BE RESTRICTIONS TO GUARANTEE THE BEST OF ARCHITECTURAL DEVELOPMENT AND MAINTENANCE IN ACCORDANCE WITH AN OVERALL APPROVED PLAN.

IT IS EXPECTED THAT THE RENTAL REVENUES FROM THIS RESIDENTIAL AND COMMERCIAL AREA WILL REPAY THE COSTS OF THE CREATION OF ALL OF THE LANDS IN THE CENTRAL SECTOR. THUS, LAND CREATION IS PROPOSED AT NO COST TO THE TAXPAYER.

THE PORT AREA FROM BATHURST STREET TO YONGE STREET WILL BE GRADUALLY TRANSFERRED INTO A RESIDENTIAL AND COMMERCIAL AREA, TAKING ADVANTAGE OF BEING BESIDE BUT NOT ON WATER.

IN THE STUDY OF THESE LAND USES WE HAVE HAD THE CLOSEST POSSIBLE LIAISON WITH THOSE PLANNING THE DEVELOPMENT PROPOSED FOR THE RAILWAY LANDS TO THE NORTH. THIS IS A FURTHER KEY. FOR THE FIRST TIME IN THE LAST 30 YEARS THE WATERFRONT IS BEING BROUGHT TOGETHER WITH THE COMMERCIAL CORE. FULL CREDIT MUST BE GIVEN TO THE TWO RAILWAY COMPANIES FOR MAKING THIS POSSIBLE, AND THEIR PLANS, WHEN ANNOUNCED IN A FEW MONTHS, TOGETHER WITH THE NEW HARBOUR PLAN, WILL REVOLUTIONIZE LIVING AND WORKING IN THIS CITY. THE WATERFRONT, INCLUDING THE INTERNATIONAL PORT, WILL BECOME AN ESSENTIAL INGREDIENT IN THE TOTAL CITY DEVELOPMENT, AND ADD A NEW DIMENSION TO LIVING IN METROPOLITAN TORONTO.

THE PLAN SHOWS AT THE EASTERN BEACHES A SPORTS COMPLEX. IT WAS NOT CONSIDERED FEASIBLE TO INCORPORATE A LARGE SPORTS AREA INTO THE SECTIONS WE HAVE JUST BEEN DISCUSSING. THERE WOULD BE TOO GREAT A CONFLICT OF USES AND CROWDING WOULD ONLY RESTRICT EXPANSION IN THE FUTURE.

FROM ASHERRIDGES BAY TO THE EAST CITY LIMIT CAN BE BUILT 200-300 OR MORE ACRES OF LAND BY HYDRAULIC FILL ON WHICH CAN BE CREATED PARK LAND WITH A LARGE PROTECTED WATERWAY THAT COULD MEET ALL SPORTS REQUIREMENTS. HERE CAN BE LOCATED OLYMPIC VILLAGE, PERMITTING SUBSEQUENT LOW COST HOUSING USES. THIS AREA CAN ALSO BE MADE SELF-SUPPORTING FROM A LAND CREATION COST FACTOR THROUGH REVENUES FROM THE SPORTS CENTRE AND RESIDENTIAL USES. THERE IS AMPLE PROVISION FOR FURTHER EXPANSION.

ALL PLANS CONTAIN BASIC PRINCIPLES AND CO-ORDINATING FACTORS, AND TO CHANGE ONE PART WHEN OTHERS ARE UNDERWAY MAY DESTROY THE EFFECTIVENESS OF THE TOTAL PLAN. MAY I GIVE AN EXAMPLE? A PLAN JUST AS IMAGINATIVE IN ITS DAY FOR THIS CITY'S

WATERFRONT WAS PREPARED AND APPROVED ALMOST 60 YEARS AGO. AFTER THE GREATER PART WAS IMPLEMENTED, THE WATERFRONT DRIVE ACROSS THE ISLANDS WAS DELETED. WHAT HAPPENED? THE WESTERN

BEACHES BECAME A SEPARATE UNIT LEADING TO AN EXHIBITION PARK THAT HAD NO RELATION TO THE TOTAL WATERFRONT AND THEN TO A HARBOUR COMMERCIAL AREA. THE EASTERN BEACHES COULD ONLY BE REACHED THROUGH A HEAVY INDUSTRIAL AREA, NOT BY THE LAKEFRONT PARKWAY THAT WAS TO TRAVERSE LAGOONS AND BE SCREENED FROM THE INDUSTRIAL AREA.

THE CHANGE IN "MID-STREAM" MADE EACH COMPONENT A SEPARATE UNIT INSTEAD OF AN INTEGRAL PART OF THE WHOLE, AND AS A SEPARATE UNIT LOST THE MAJOR ASPECT OF ITS PUBLIC APPEAL.

TO-DAY WE ARE OFFERING A CORRECTION OF THE MISTAKES MADE AND RELATING THE WATERFRONT TO TO-MORROW'S NEEDS. THIS HAS BEEN FAR MORE DIFFICULT TO ACCOMPLISH THAN THE ORIGINAL PLAN FOR IT HAD TO BE BASED ON WHAT IN GOOD FAITH HAD BEEN BUILT IN THE PAST. PRESENT WATERFRONT USERS HAVE TO BE PROTECTED, THEY CANNOT BE ARBITRARILY WAVED AWAY.

NEW ENGINEERING IDEAS IN LAND FILL OPERATIONS HAD TO BE ESTABLISHED. GRADUAL CHANGES IN LAND USE AND CHARACTER OF DEVELOPMENT INTRODUCED, WITH NO MONEY TO BUY OUT EXISTING USES. NO WONDER SUCH A PLAN COULD NOT BE PRODUCED OVERNIGHT AND HAS BEEN MANY YEARS IN THE MAKING AS THE KEYS I HAVE GIVEN YOU HAVE SURELY SHOWN.

WHAT IS TO BE DONE NOW?

THE METROPOLITAN TORONTO WATERFRONT PLAN IS NO PIE IN THE SKY. THE CENTRAL WATERFRONT PLAN FOR LAND CREATION FOR EXAMPLE CAN BE COMPLETED BY ONE DREDGE IN 5 YEARS.

MAY I POINT OUT THAT THE OUTER HARBOUR HAS BEEN UNDER CONSTRUCTION FOR TWO YEARS AND WILL REACH THE EASTERN CHANNEL BY 1970. THAT THE NEW EASTERN CHANNEL IS NEEDED NOW FOR PORT PURPOSES AND MUST BE BUILT WITHOUT DELAY. OUR OVERSEAS TERMINAL DEVELOPMENT MUST CONTINUE TO MEET THE EXPANDING NEEDS OF SOUTH WESTERN ONTARIO IN INTERNATIONAL TRADE. THE DREDGING OF THE EASTERN CHANNEL WILL CREATE THE NEW LAND TO THE SOUTH WEST OF THE PRESENT ISLANDS.

PARTS OF THIS PLAN ARE MOVING FORWARD TO-DAY. THE COMMISSIONERS WILL IMMEDIATELY BE PLACING BEFORE THE CITY OF TORONTO A REQUEST FOR AN AGREEMENT CONCERNING JOINT LAND USE IN HARBOUR CITY INCLUDING GUARANTEES OF IMAGINATIVE TOWN PLANNING AND ALSO ASKING FOR ZONING CHANGES. THE DEPARTMENT OF LANDS AND FORESTS OF THE GOVERNMENT OF ONTARIO HAS GUARANTEED THAT THEIR WATERLOTS WILL BE AVAILABLE FOR THE TOTAL DEVELOPMENT. THE DEPARTMENT OF TRANSPORT, OTTAWA, IS STUDYING THE AIRPORT PROPOSAL. OUR ENGINEERING DEPARTMENT IS STUDYING THE POSSIBILITY OF CONSTRUCTING A SUPER HYDRAULIC DREDGE. MR. MESSER, CHAIRMAN OF THE METROPOLITAN TORONTO WATERFRONT ADVISORY COMMITTEE HAS PROMISED IMMEDIATE STUDY OF THE TOTAL PLAN BY THIS COMMITTEE. THE CANADIAN NATIONAL EXHIBITION PLANNING COMMITTEE, IN LESS THAN TWO WEEKS, WILL BE STUDYING THE NEW POSSIBILITIES NOW OFFERED.

MR. THOMPSON, THE METROPOLITAN PARKS COMMISSIONER, IS WORKING AS ALWAYS IN CLOSE HARMONY WITH US IN RELATION TO METROPOLITAN PARKS NEEDS ON THE WATERFRONT. WE SHALL BE PROCESSING THE PRELIMINARY STEPS FOR FINANCING LAND CREATION COSTS IN ORDER THAT

WHEN ALL ORGANIZATIONS AFFECTED CAN STATE THEIR REQUIREMENTS, WE SHALL BE ABLE TO PRESENT DETAIL COST AND REVENUE FIGURES TO SHOW THAT THE TOTAL LAND CREATION SCHEME IS ECONOMICALLY SOUND.

AT HEAD TABLE ARE MANY OF THOSE WHO WILL BE RESPONSIBLE FOR CREATING THE PUBLIC USES ON THE NEW LANDS. CHAIRMAN ALLEN HAS PROPOSED A TOP LEVEL CO-ORDINATING COMMITTEE FOR THIS PURPOSE.

THE TORONTO HARBOUR COMMISSIONERS OFFER TO ALL PARTIES FULL CO-OPERATION AND ASSISTANCE.

IT IS IN THIS SPIRIT WE SHALL HAVE TO-MORROW'S WATERFRONT TO-DAY.

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