

Welcome

Waterfront Toronto, in collaboration with the City of Toronto and Ports Toronto, is undertaking a study to update the 2006 Marine Strategy, ensuring that a proper balance of marine uses, including commercial shipping, tour boats, recreational water-related uses and water-based transportation, is maintained as waterfront revitalization progresses.

The Marine Strategy Update will revisit the 2006 Marine Strategy to prioritize implementation strategies by order of urgency with focus on advancing actions in short-term, plan for adequate location and facilities for marine uses and users, identify implementation responsibilities, partnerships and funding opportunities.

The purpose of today's Consultation Meeting is to introduce the Marine Strategy Update, present findings from the review of current waterfront uses, present emerging themes and opportunities, and seek feedback on the identified future marine use opportunities for Toronto's Inner Harbour.



TONIGHT'S AGENDA

MEETING AGENDA

6:00 – 8:30 p.m. Open House (view display boards, ask project team members questions, provide comments)

6:30 p.m. Presentation, followed by a Q&A session

Please sign-in at the front desk.

Your input will help our project team analyze and assess the current waterfront uses as well as plan future opportunities.

Please read the display boards, speak to our team members and fill out a feedback form. You can also submit feedback online by sending your comments to radamson@lura.ca by February 10, 2020.

Thank you for attending. We appreciate your participation and comments.

PROJECT TIMELINE



**WE ARE
HERE**

**PIC
#1**

**PIC
#2**

PUBLIC CONSULTATION

Marine Use Strategy Update



Marine Use Strategy 2006

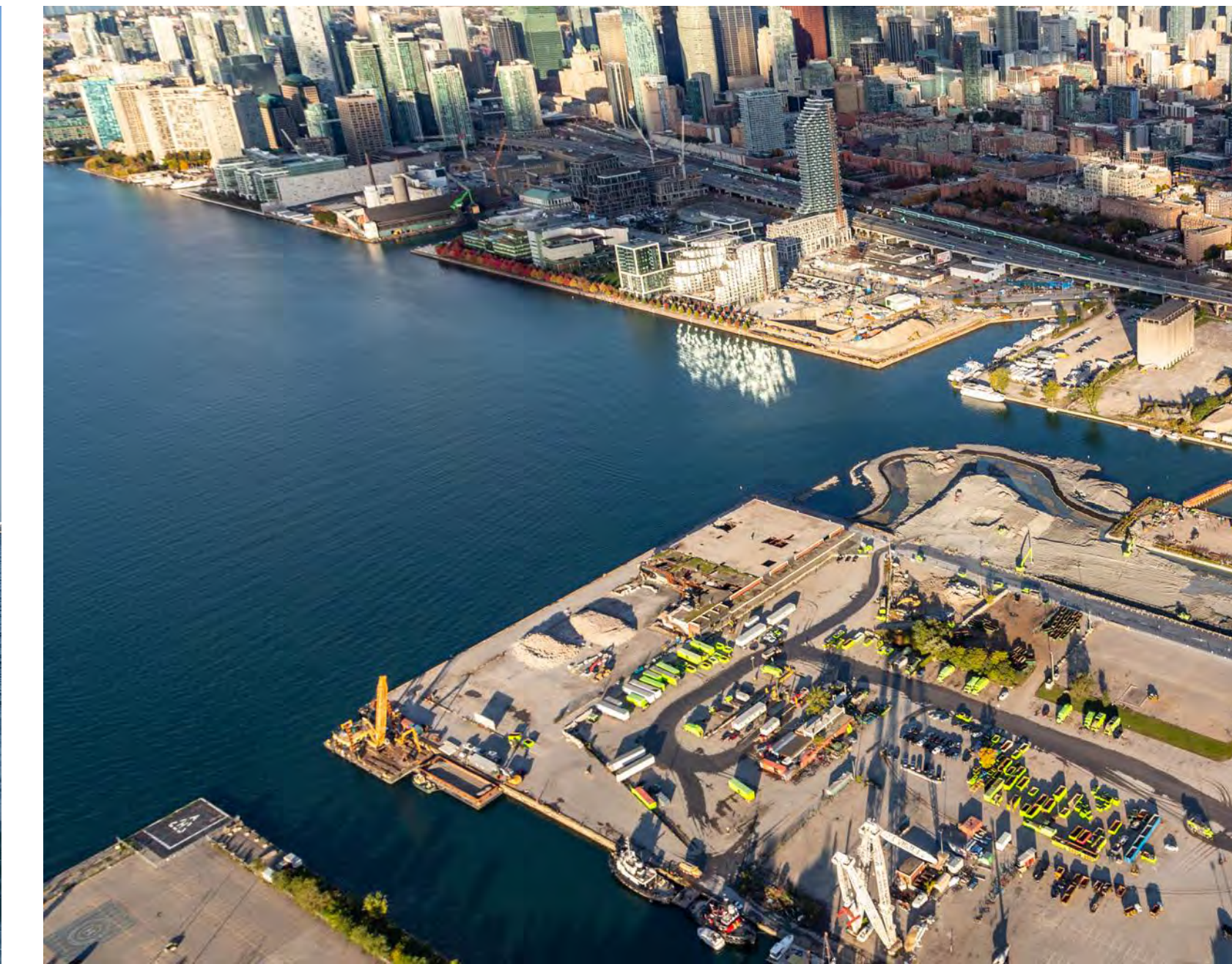
What is the 2006 Marine Use Strategy?

The 2006 strategy was created to support the community of marine uses and users on the waterfront and is built around five core themes:

- Recognize and expand an exceptional resource
- Embrace integrated and sustainable planning on the waterfront
- Promote an active, diverse and accessible waterfront
- Plan marine districts through revitalization
- Implement strategy through steady investment

Why an Update?

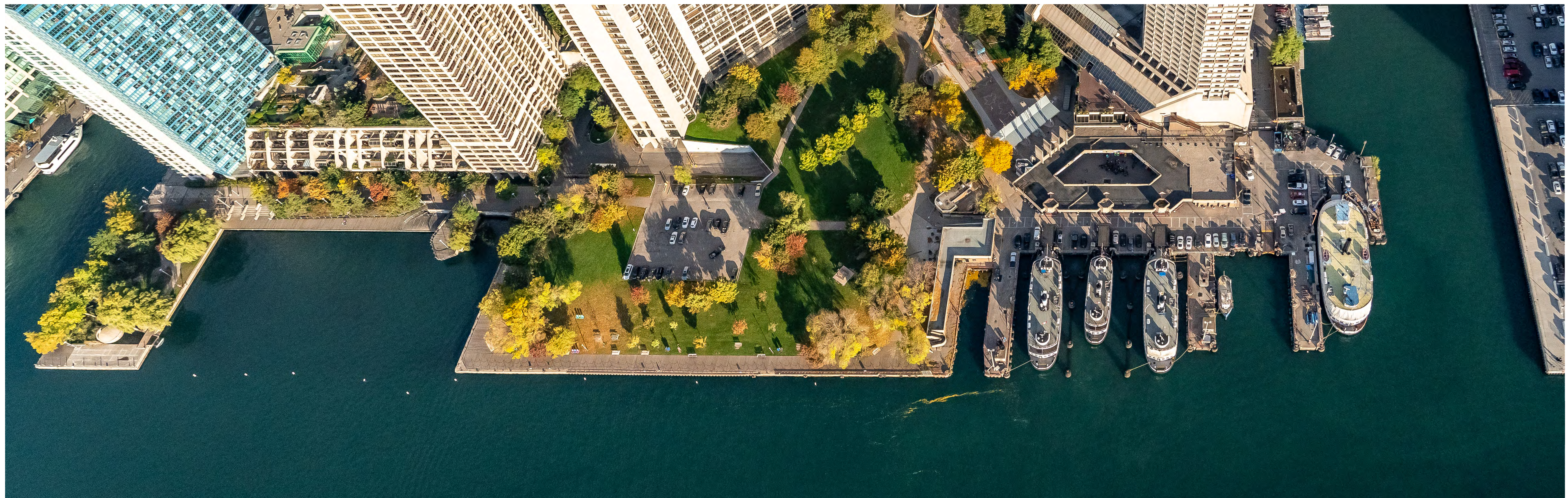
1. To review current trends in marine uses: commercial and recreational boating, water transportation, small watercrafts, aspirations for swimming and waterplay, growing interest in shoreline natural habitats
2. To reach out to stakeholders and residents at large, including First Nations and urban Indigenous groups for feedback
3. To define the vision for the waterfront from marine user's perspective
4. To align with new planning initiatives including:
 - New waterfront communities and water based recreation and transportation
 - New public spaces along the water's edge to create new destinations and support growth in marine uses
 - On-going habitat and water quality improvements to make the waterfront more attractive
 - Improve accessibility to the waterfront for residents, visitors and businesses through the extension of the Waterfront Trail and future waterfront transit



Marine Use Strategy Update

Project Objective

- To properly balance and support marine uses in the Inner Harbour as waterfront revitalization progresses
- To plan for adequate location and facilities for marine uses and users
- To revisit the 2006 Marine Strategy and update implementation strategies
- To prioritize implementation strategies by order of urgency with focus on advancing short-term actions
- To identify implementation responsibilities, partnerships and funding opportunities, future studies and process improvements

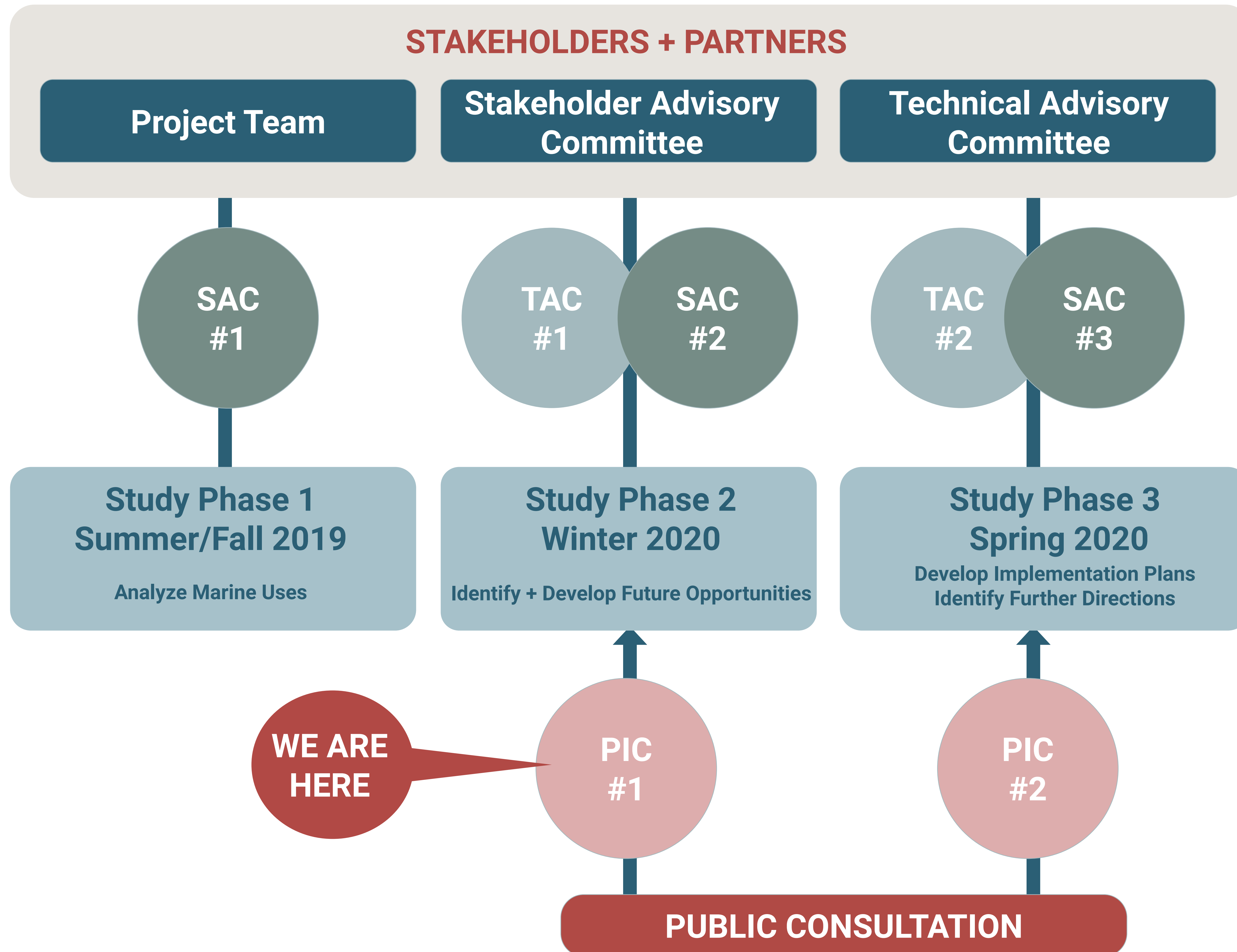


Study Area



Marine Use Strategy Update

Project Schedule



Marine Use Trends

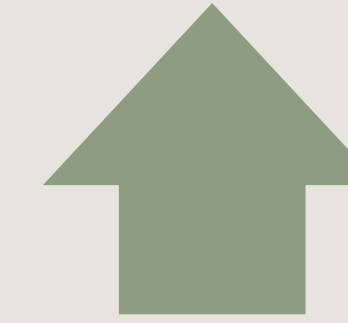
- The team looked at marine use trends of the following five groups of marine users as follows: Recreational, Charter & Tour Boats, Water Taxi's & Ferries, Cruise and Industry.
- International and local trends within each of these groups were analyzed and the outcomes were used to further define the existing and future user requirements on the waterfront.

Industrial Shipping



Tonnage for industrial shipping has been constant over last the 2-3 years (2.2Million), and is expected to be sustained in the years to come (related to the continuation of the city's construction boom)

Tour/Charter Boats



The number of tour / charter boats is expected to increase (GTA population growth: 12% in 2025, 29% in 2035 | GTA tourism growth: 17% since 2013)

Cruises



Cruise traffic grew from 10 to 17 vessels in the period between 2000-2018 and saw a record doubling of a number of vessels (34 vessels) in 2019. For the next decade, this number is expected to further increase to around 40 vessels (2028), this is mainly due to small luxury and exploration cruises (Great Lakes and some coastal)

Water Taxis



The number of water taxis is expected to increase (GTA population growth: 12% in 2025, 29% in 2035 | GTA tourism growth: 17% since 2013)

Recreational Boating



Recreational boating will continue to increase (power & sail boating, canoeing & kayaking, rowing)

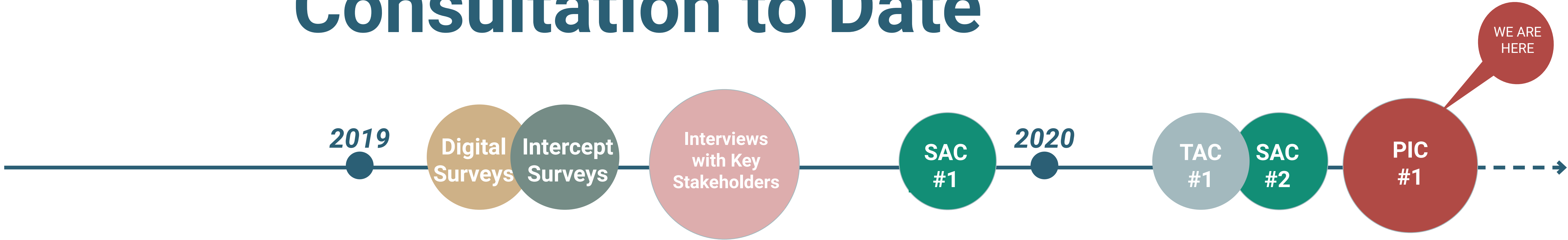
Ferries



Ferry traffic to and from the Toronto Islands is expected to remain consistent. If commuter ferries alongside the waterfront are introduced, ferry traffic is expected to increase

Consultation to Date

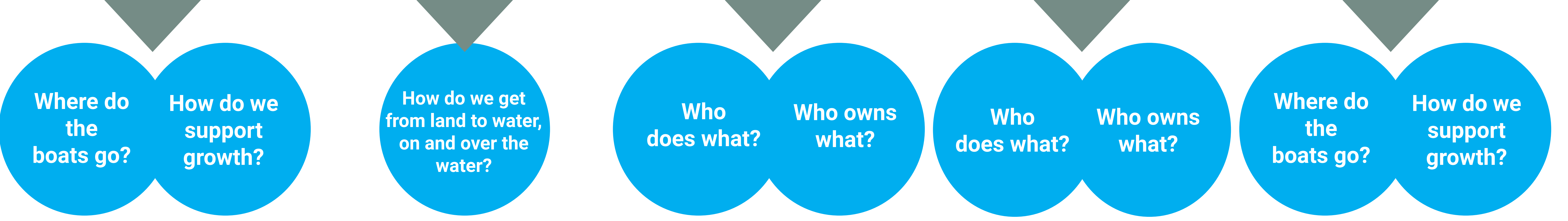
Consultation so far:



What we've heard:

Issues/Objectives

- The strategy update should accommodate growing population, growing demand for access and uses in the harbour, including tourism
- The strategy should consider accommodation for special events and water attractions
- There is a lack of public berthing space/transient docking facilities, universal dock / ramp; on land storage space, public launches and marina space
- The strategy should integrate transit consideration.
- Accessibility to the Waterfront is not always adequate (lack of public parking and access for deliveries, design features to accommodate safe access for elderly and disabled people across traffic corridors)
- There is a need to create a 'continuous waterfront' along the water edge and wayfinding
- The strategy must address the complex issues of dock wall ownership and responsibilities
- There is a need for clearer and consolidated management of quay walls and slips with respect to:
 - Ownership and leasing
 - Maintenance and repair
 - Balance of uses
 - Safety infrastructure and procedures along the waterfront and on water should be considered in the update
- High water levels in Lake Ontario cause a multitude of problems for marine users
- There are still sewage water outfalls into the harbour that affect the water quality and bring trash
- Climate Change and Don River naturalization impacts (e.g. erosion and silting) should be examined and addressed more explicitly
- The waterfront should be more accessible for everyone – this includes access to the water (including more launch sites) and activities for those visiting and those who want to participate in waterfront activities but experience a disability on some level.
- There is interest in storage space for kayaks and canoes along the water's edge and kayak/canoe share programs
- There is concern surrounding the cleanliness of the water and more information on how the water is maintained is important
- Interest in having the waterfront access protected by physical barriers for safety and to better experience the water as a destination away from the city



Common Themes

Marine Use Strategy Update

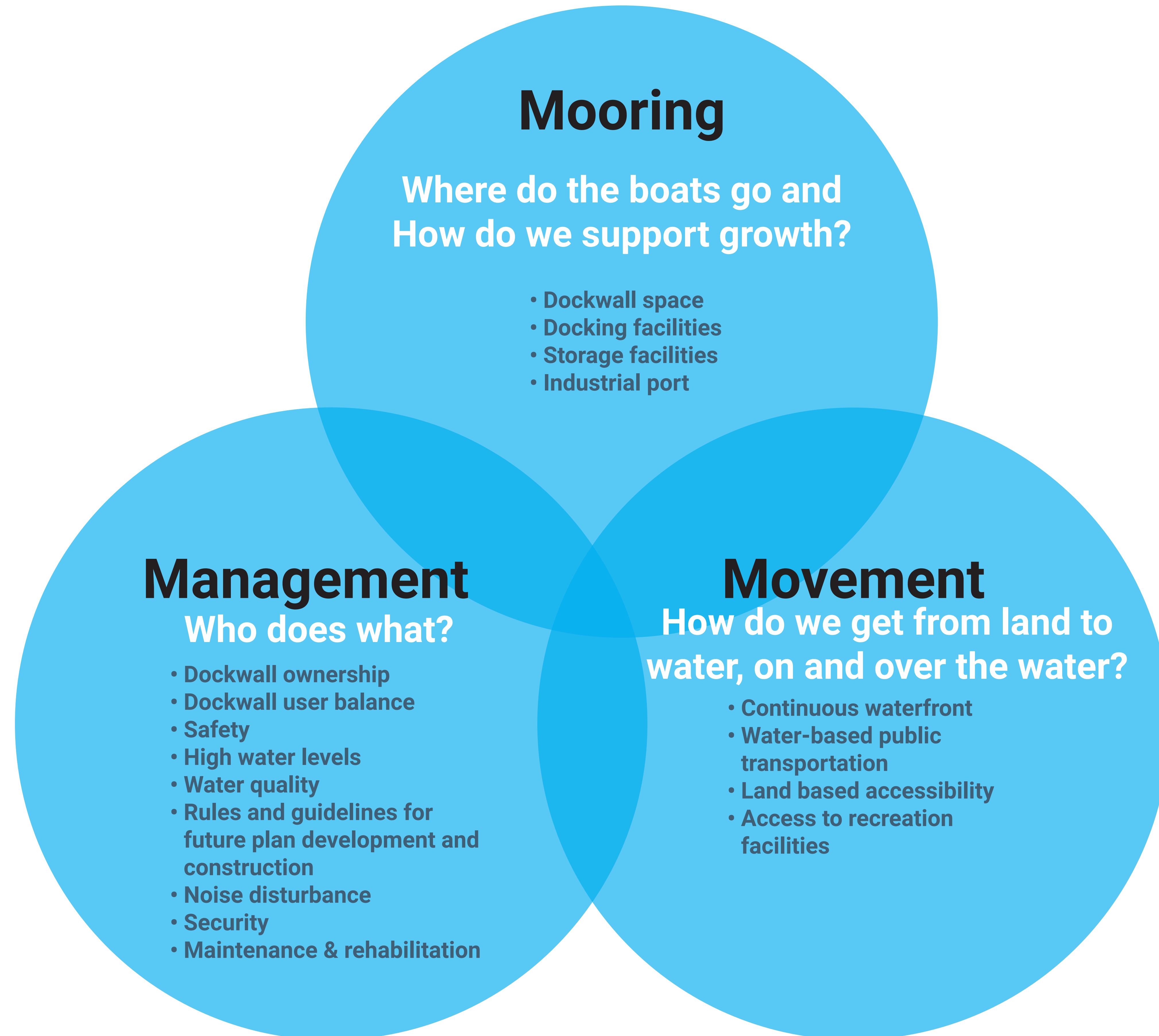
Three 'Anchors' of Marine Strategy Update

After speaking with a cross section of Toronto's marine community on a wide range of concerns, aspirations and needs, three common questions have emerged.

These questions are:

- **Where and how do we support future growth in marine uses?**
- **How can people more easily get to, from and over the water?**
- **Who is responsible for doing what?**

The project team has grouped these questions into the three key themes – **Mooring**, **Movement**, and **Management** – summarized here. Under each theme you will find a list of the related issues, concerns and objectives we intend to explore further through the study process.



Mooring

Existing



KEY HIGHLIGHTS

- Most locations present a blend of tour/charter boats, water taxis and the ferry
- Two locations are distinctly industrial (Jarvis Street Slip and the Ship Channel)
- The tour/charter boats, water taxis and ferries are permanently moored on the waterfront, other vessels are visiting (industrial, private, tall ships, navy) with varying, but increasing frequencies
- Current arrangement therefore shows a rather 'full' waterfront
- Increase in all marine uses (apart from industrial) implies a future shortage of dockwall length, marina slips and waterfront access for recreational use
- In addition, some of these increasing marine uses are likely to require others to be relocated (such as Parliament Street Slip, Villiers Island)

LEGEND

Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Water Taxi's	± 10m	Permanent	Slip
Industrial Vessel	± 25 - 175m	Permanent	Dockwall
Private Vessel	± 10 - 30m	Permanent	Dockwall / Finger Pier / Slip
Tall Ship Tour / Charter	± 50m	Permanent	Dockwall / Finger Pier / Slip
Red Path Vessel	± 180 - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip

- 1 Central Waterfront**
 Obsession II (Tour)
 Challenge (Tallship Tour)
 Serendipity Princess (Tour)
 Ste. Marie (Tour)
 Kajama (Tallship)
 Oriole (Tour)
 Showboat Royal Grace (Tour)
 Northern Spirit I (Tour)
 Perfect Alibi (Private)

- 3 Ferry Terminal**
 Trillium (Ferry)
 Thomas Rennie (Ferry)
 William Inglis (Ferry)
 Ongiara (Freight/VehicleFerry)
 Ned Hanlon II (Industry)

- 5 Jarvis Street Slip**
 Redpath Lakers (Industry)
 Redpath Self Uploading Vessels (Industry)
 Frigate (Navy Vessel)

- 7 South Slip**
 Enterprise 2000 (Tour)
 Toronto Drydock - Mooring (Industry)

- 2 York Street Slip**
 Toronto Harbour Water Taxi
 Aqua Bus Water Taxi
 Captain Matthew Flanders (Tour)
 Rosemary (Tour)
 New Beginnings (Tour)
 Shipsands (Tour)
 Empress of Canada (Tour)

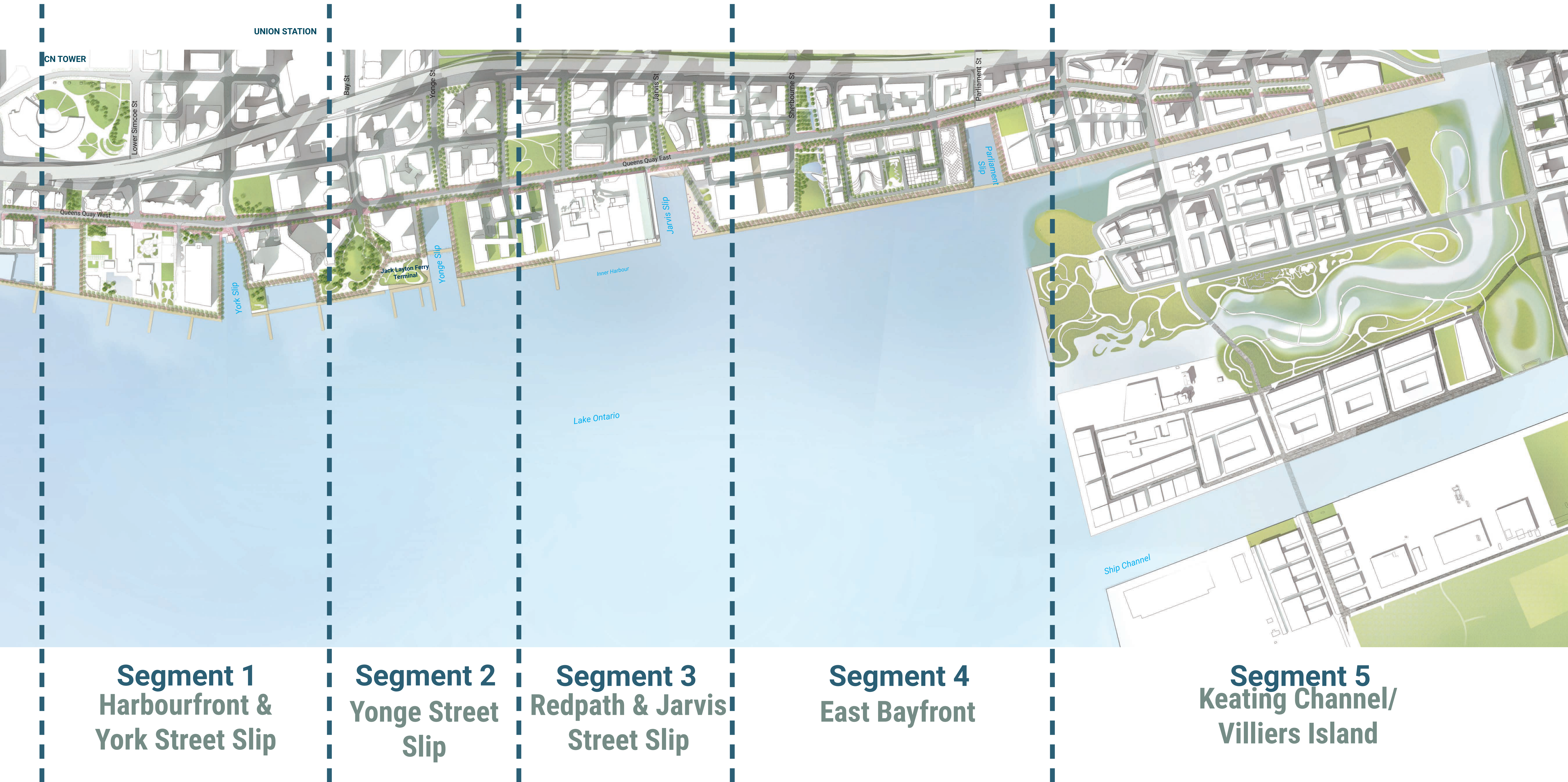
- 4 Yonge Street Slip**
 Otter Guy Water Taxi
 Infinity Water Taxi
 New Water Taxi
 Stress Free (Charter)

- 6 Parliament Street Slip**
 Pioneer Queen (Tour)
 Pioneer Princess (Tour)
 Stella Boreales (Tour)
 River Gambler (Tour)
 Aurora Borealis (Tour)

- 8 Ship Channel**
 Toronto Drydock - Mooring (Industry)
 Rideau Bulk Salt Lakes (Industry)
 Toronto Brigantine - Winter Berthing (Tour)
 Hurricane Canvas (Industry)
 RCYC Land & City Station (Private)
 Galcon Marine Barges & Tugs (Industry)
 (Break) Bulk Carriers - Winter Berthing (Industry)
 Redpath Vessels - Winter Storage (Industry)

Mooring Options

Segment Overview



Mooring -Segment 01

Harbourfront & York Street Slip



Creating additional mooring space on the waterfront

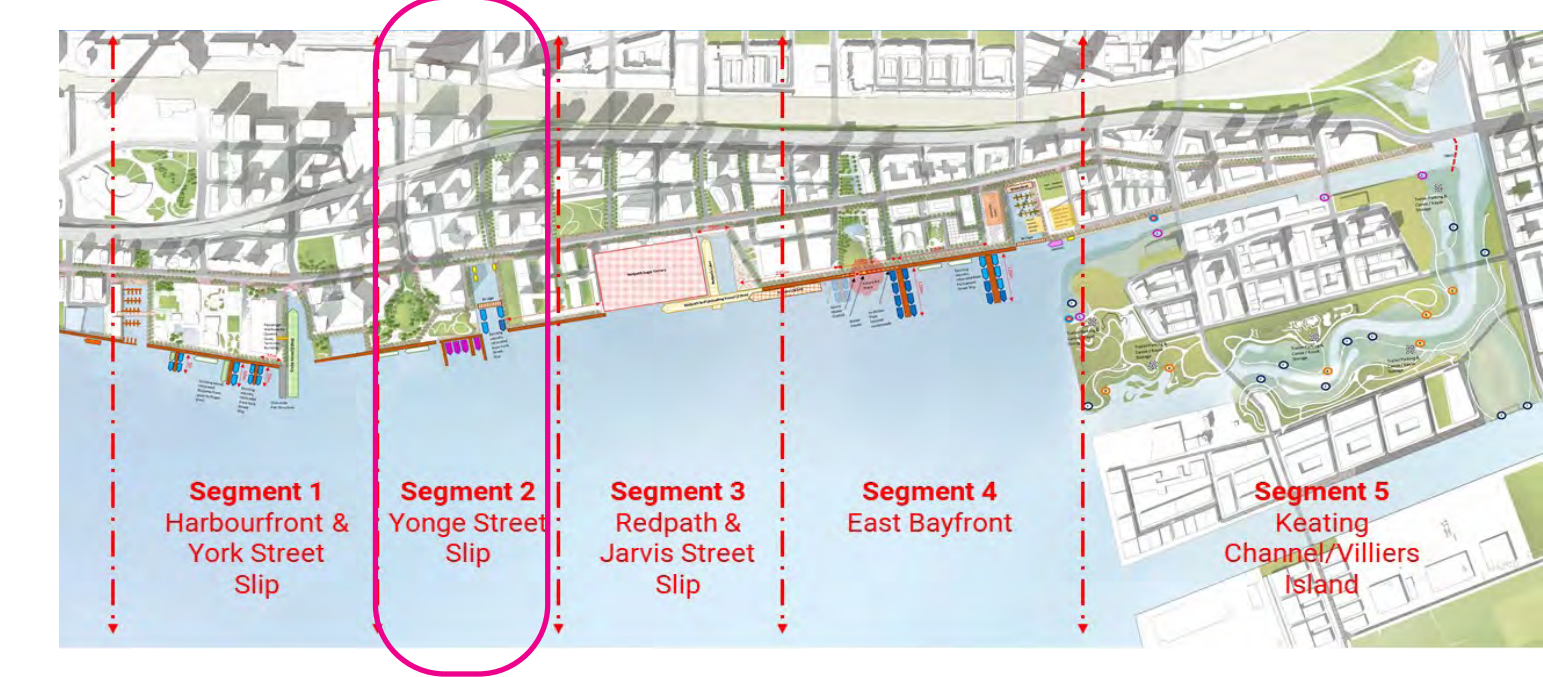
Creation of a third finger pier with 120m of additional mooring space for tour/charter boats, visiting tall ships and visiting private yachts.

Legend

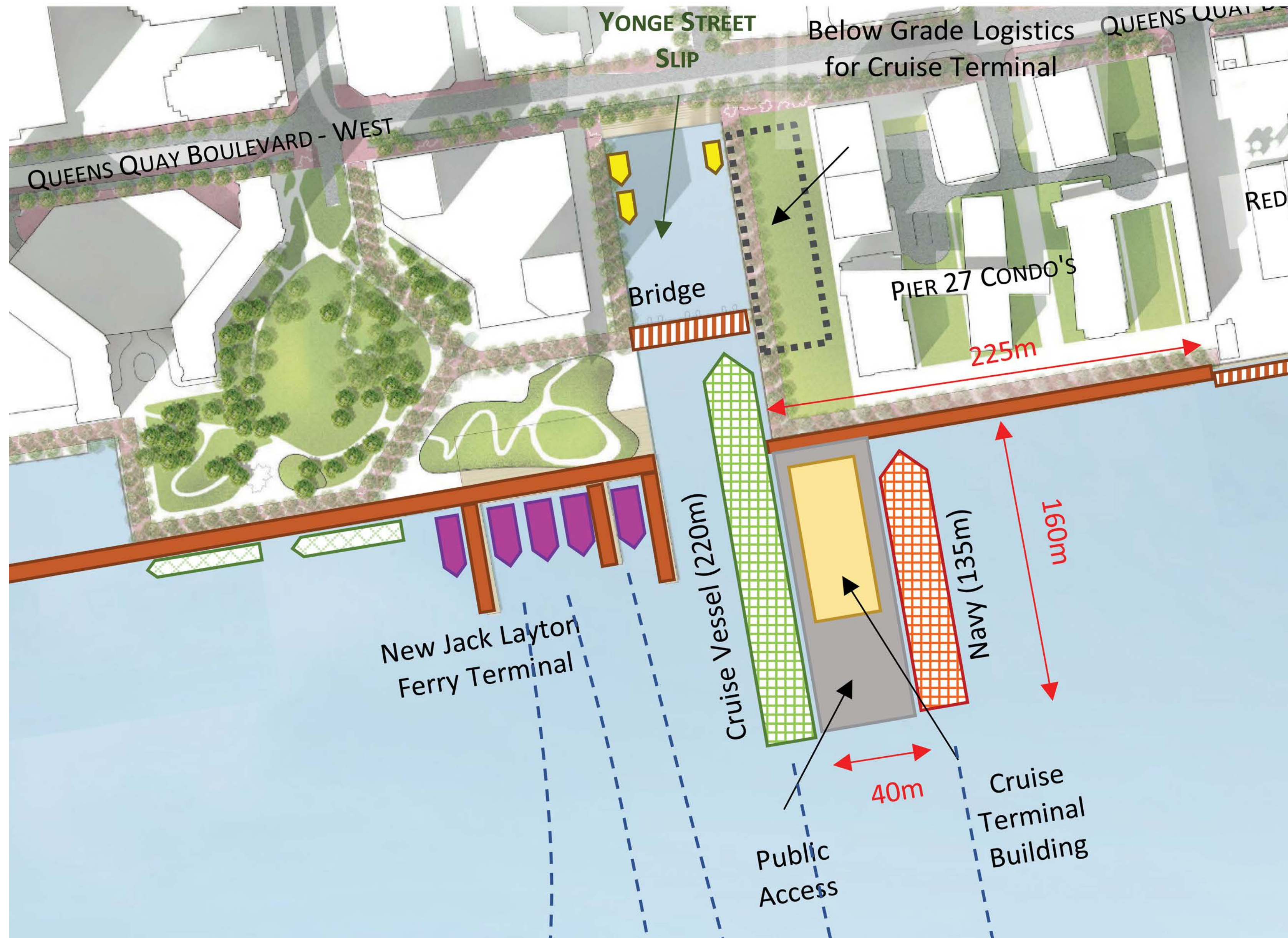
Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
Seabus (New)	± 35m	Permanent	Dockwall / Finger Pier / Slip
Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Tour / Charter Boat (New)	± 30m	Permanent	Finger Pier / Slip
Water Taxi's	± 10m	Permanent	Slip
Private Vessel	± 10m - 30m	Visiting	Dockwall / Finger Pier / Slip
Tall Ship Tour / Charter	± 50m	Permanent	Dockwall / Finger Pier / Slip
Tall Ship (Private)	± 50m	Visiting	Dockwall / Finger Pier / Slip
Cruise Vessel	± 100m - 220m	Visiting	Dockwall / New Cruise Pier
Red Path Vessel	± 180m - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

Mooring -Segment 02

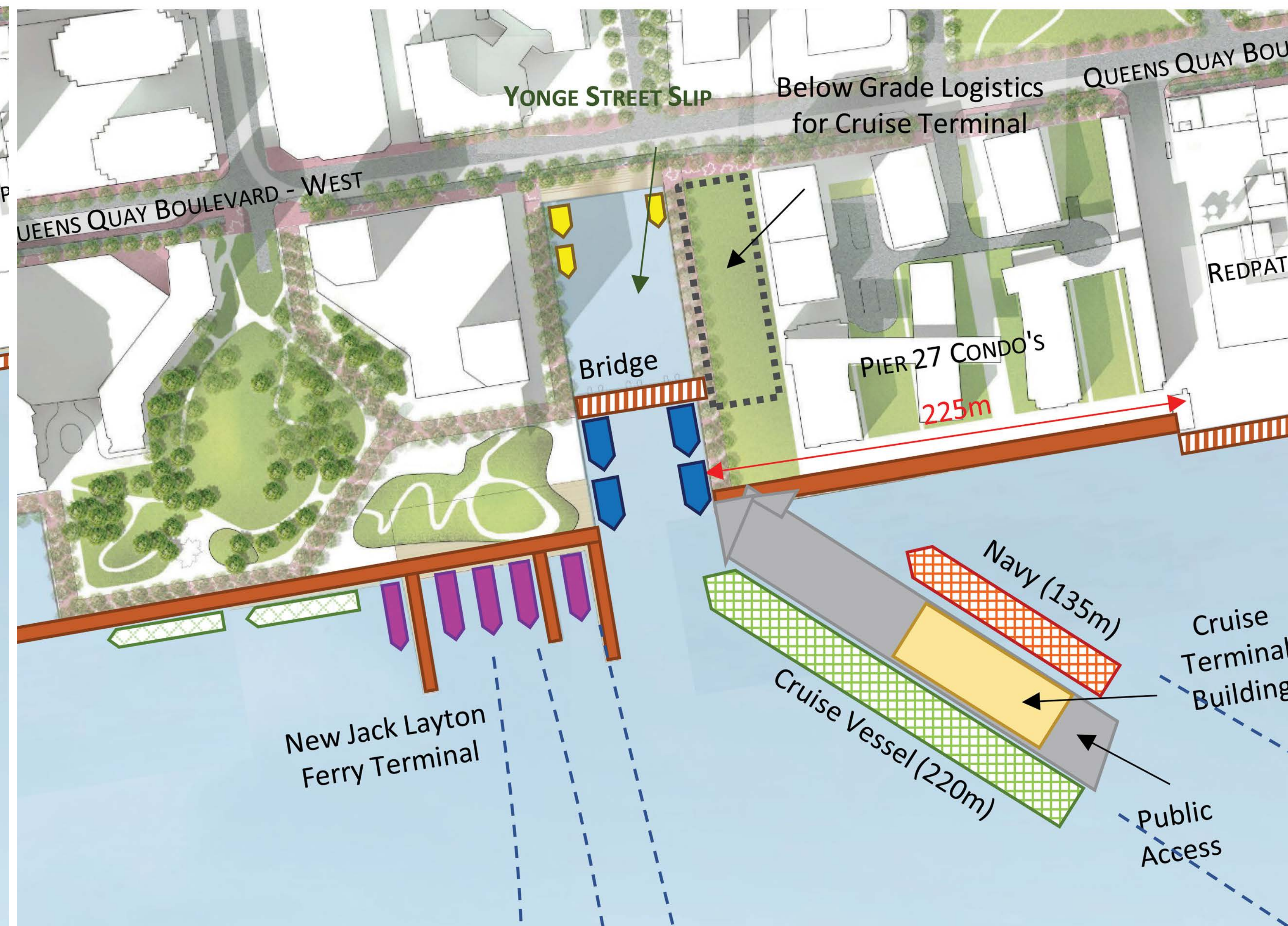
Yonge Street Slip



Option 01



Option 02



Creating an attractive destination point on the waterfront through realization of a multi-user pier for cruise, navy and public realm

- Assumes Jack Layton Ferry Terminal master plan proposal (2016) build-out
- Bridge halfway to guarantee a continuous waterfront
- Multi-user pier at Yonge Street Slip built-out (full, straight and angled)
- Cruise terminal building on built-out (2 story, with public access on top)
- Quay length for multiple cruise, or visiting navy
- Passenger arrival/departure logistics below ground level

Legend

Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
Seabus (New)	± 35m	Permanent	Dockwall / Finger Pier / Slip
Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Tour / Charter Boat (New)	± 30m	Permanent	Finger Pier / Slip
Water Taxi's	± 10m	Permanent	Slip
Private Vessel	± 10m - 30m	Visiting	Dockwall / Finger Pier / Slip
Tall Ship Tour / Charter	± 50m	Permanent	Dockwall / Finger Pier / Slip
Tall Ship (Private)	± 50m	Visiting	Dockwall / Finger Pier / Slip
Cruise Vessel	± 100m - 220m	Visiting	Dockwall / New Cruise Pier
Red Path Vessel	± 180m - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

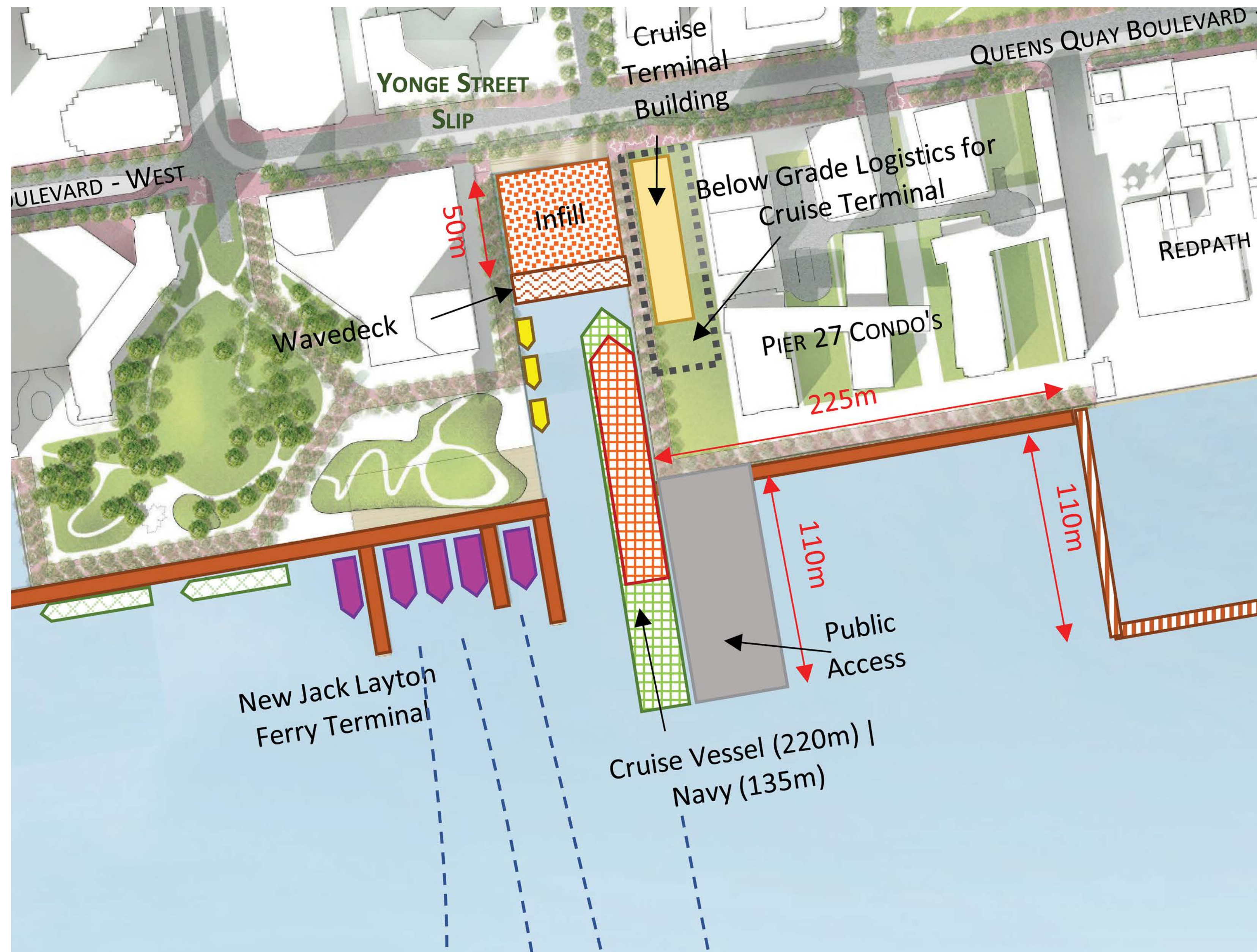
Marine Use Strategy Update

Mooring - Segment 02

Yonge Street Slip



Option 03



Creating an attractive destination point on the waterfront through realization of a multi-user pier for cruise, navy and public realm

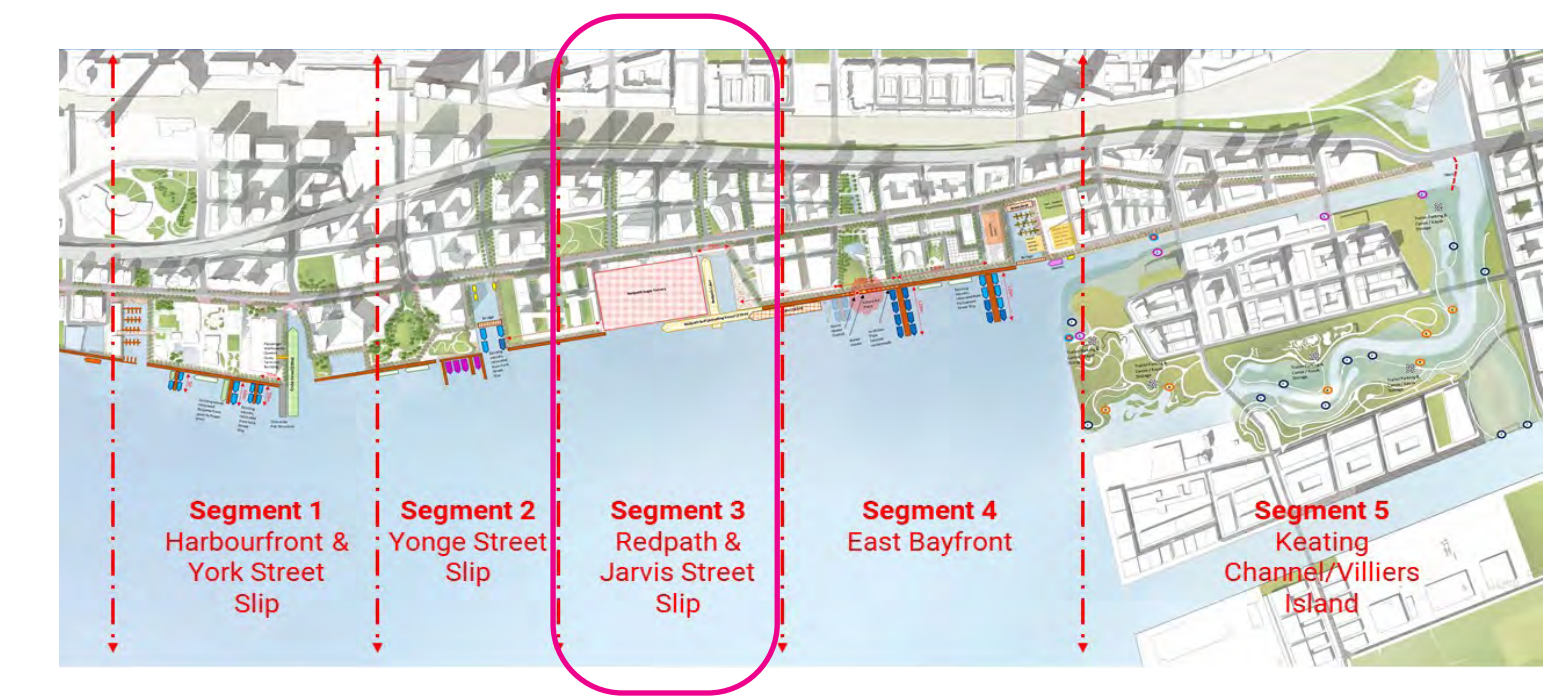
- Assumes Jack Layton Ferry Terminal master plan proposal (2016) build-out
- Partial infill (50m) and wave deck to guarantee a continuous waterfront
- Multi-user pier at Yonge Street Slip built-out (half)
- Cruise terminal building on NE corner of Slip (2 story, with public access on top)
- Quay length for cruise, or visiting navy
- Passenger arrival/departure logistics below ground level

Legend

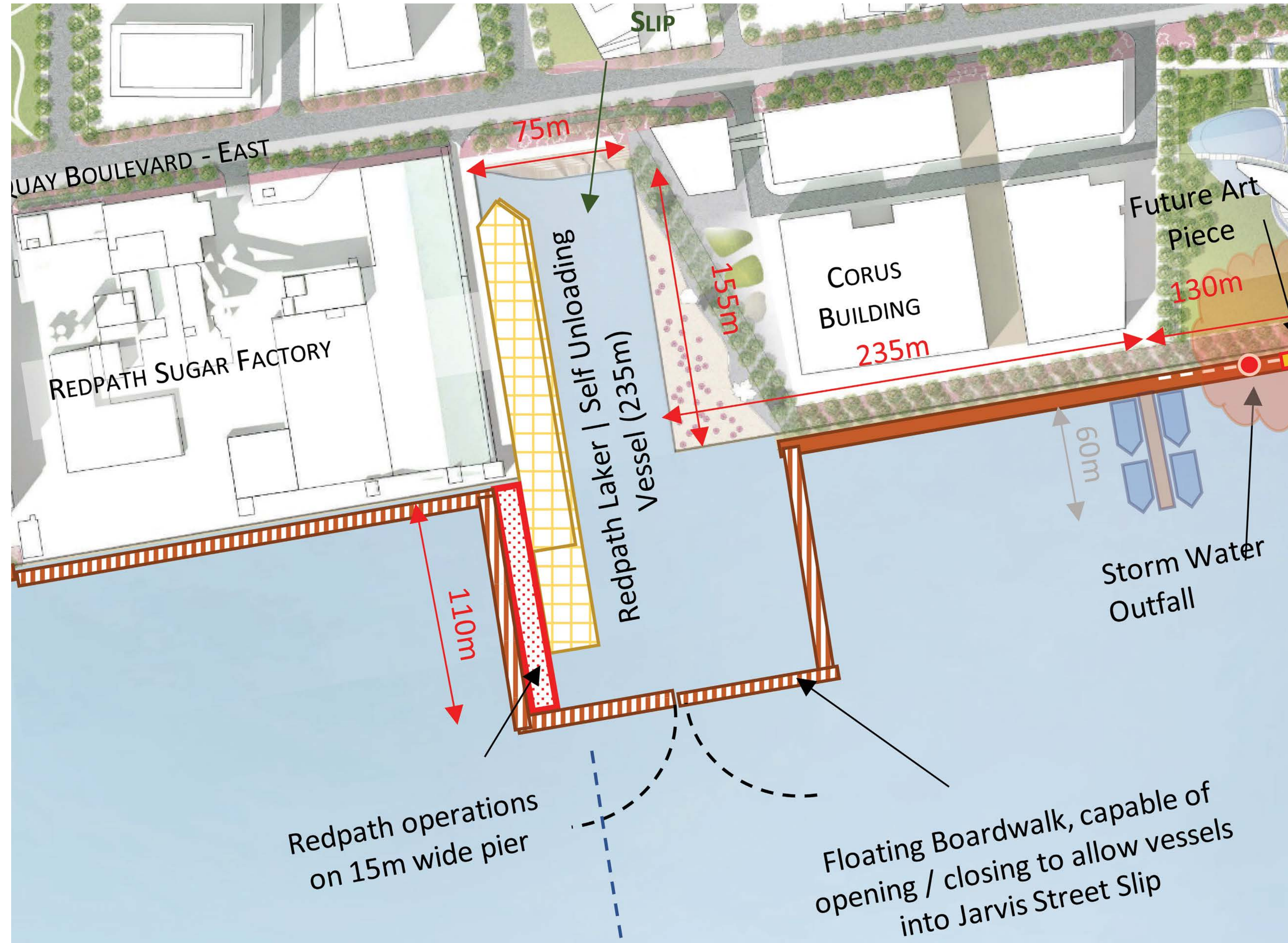
Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
Seabus (New)	± 35m	Permanent	Dockwall / Finger Pier / Slip
Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Tour / Charter Boat (New)	± 30m	Permanent	Finger Pier / Slip
Water Taxi's	± 10m	Permanent	Slip
Private Vessel	± 10m - 30m	Visiting	Dockwall / Finger Pier / Slip
Tall Ship Tour / Charter	± 50m	Permanent	Dockwall / Finger Pier / Slip
Tall Ship (Private)	± 50m	Visiting	Dockwall / Finger Pier / Slip
Cruise Vessel	± 100m - 220m	Visiting	Dockwall / New Cruise Pier
Red Path Vessel	± 180m - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

Mooring - Segment 03

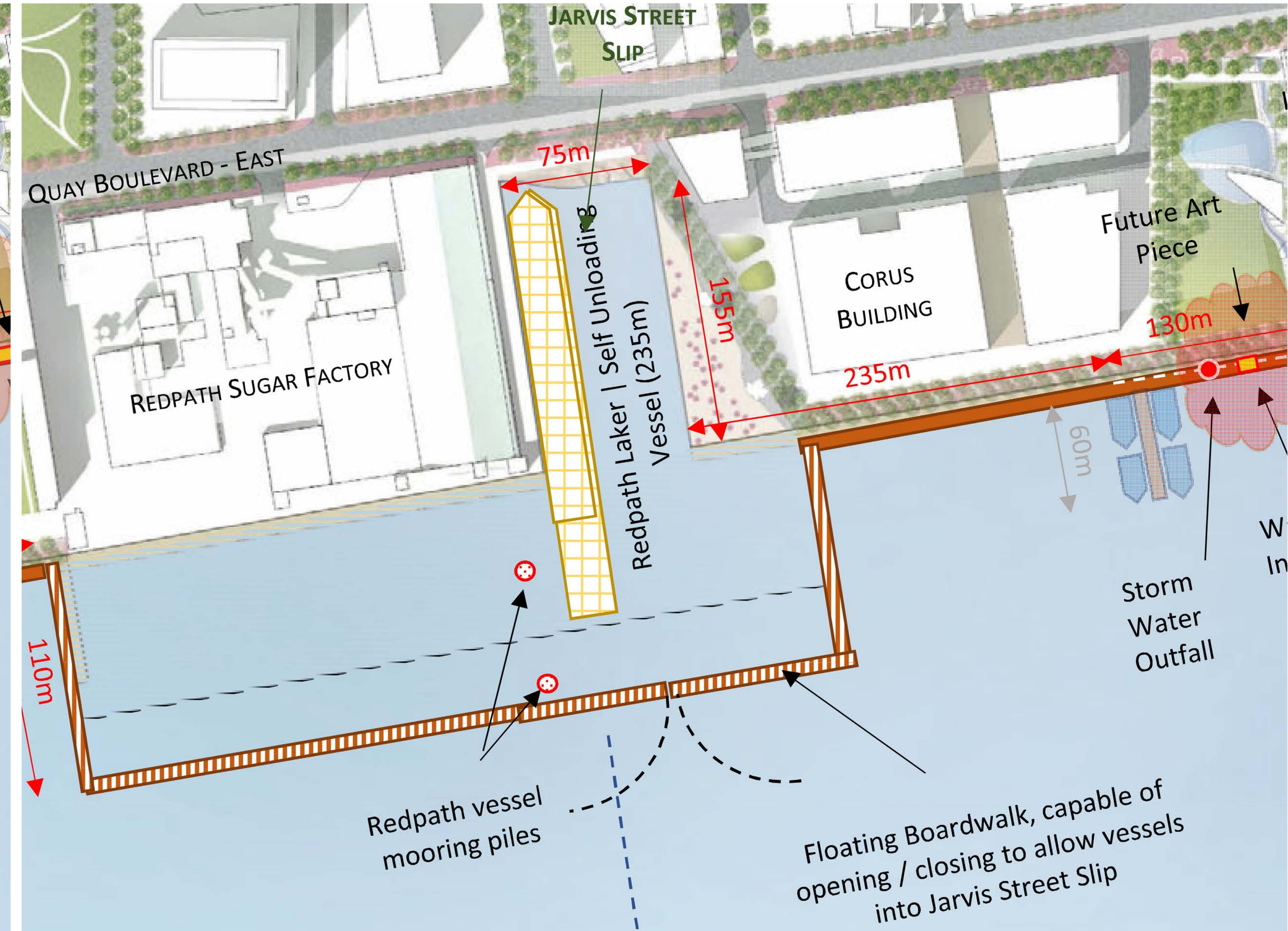
RedPath & Jarvis Street Slip



Option 01



Option 02



Creating a continuous waterfront

- Potential to add public space on the waterfront
- Floating boardwalk able to open/close
- Floating boardwalk removed during winter
- Arrangement introduces several navigational, safety and security challenges

Option 1:

- Operating pier for Redpath vessel to prevent 180 degree turn during unloading
- Opening frequency boardwalk once every 4-8 days

Option 2:

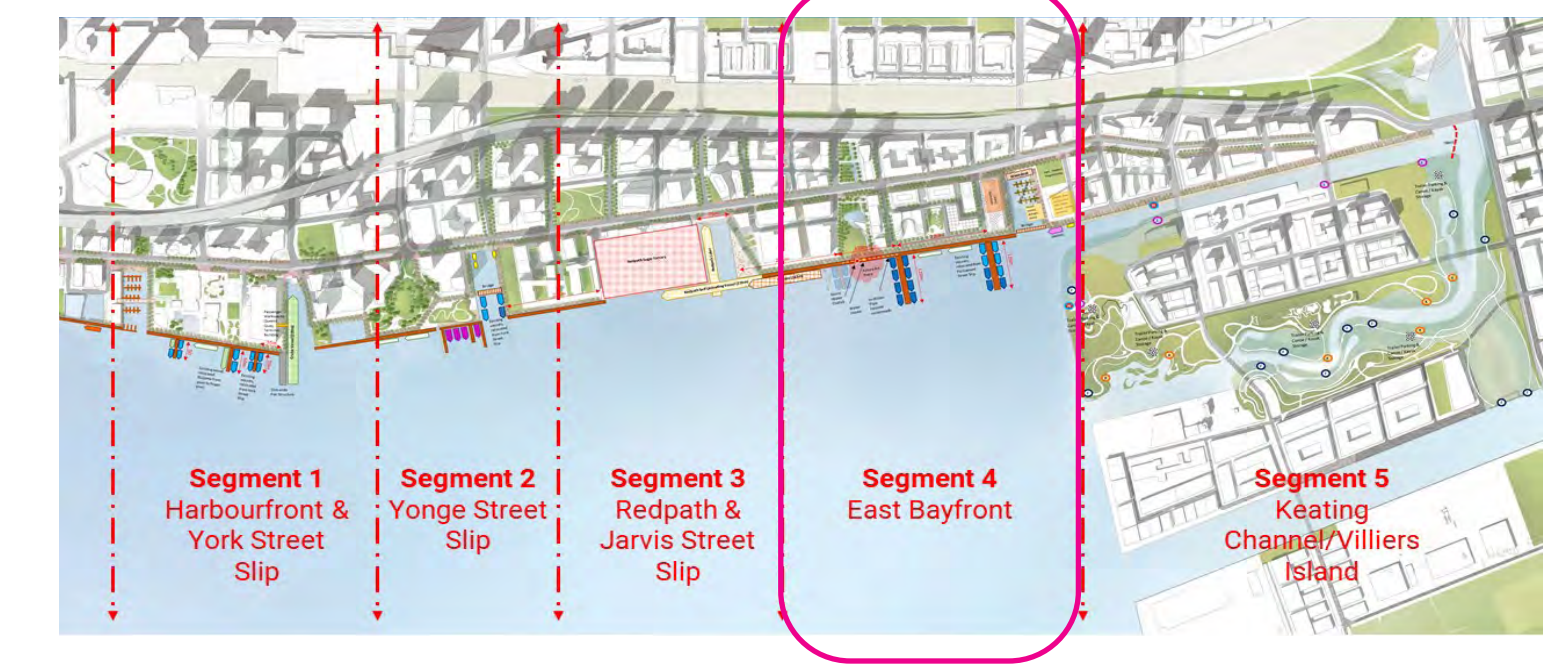
- Mooring piles require for Redpath vessel
- 180 degree turn to service entire vessel during unloading still required
- Opening frequency once every 2-4 days

Legend

Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
Seabus (New)	± 35m	Permanent	Dockwall / Finger Pier / Slip
Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Tour / Charter Boat (New)	± 30m	Permanent	Finger Pier / Slip
Water Taxi's	± 10m	Permanent	Slip
Private Vessel	± 10m - 30m	Visiting	Dockwall / Finger Pier / Slip
Tall Ship Tour / Charter	± 50m	Permanent	Dockwall / Finger Pier / Slip
Tall Ship (Private)	± 50m	Visiting	Dockwall / Finger Pier / Slip
Cruise Vessel	± 100m - 220m	Visiting	Dockwall / New Cruise Pier
Red Path Vessel	± 180m - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

Mooring - Segment 04

East Bayfront



Option 01



Option 02



Relocation of marine users to create space for recreational use and creation of additional mooring space on the waterfront

- Additional finger piers creating 240m (Option 1) respectively 480m (Option 2) of additional mooring space for tour/charter boats, visiting tall ships and visiting private yachts
- Careful planning and engineering of piers due to exposed location
- Redevelopment of Parliament Street Slip, including:
 - Wave deck and bridge for continued waterfront
 - 100 slip marina (Option 1), respectively 60 slip marina and kayak/canoe rental and storage (Option 2). Marina configuration requires further study to meet actual vessel size requirements
 - Park space for outdoor programming
 - Retail space allocation for marine uses
 - Seabus station challenges

Legend

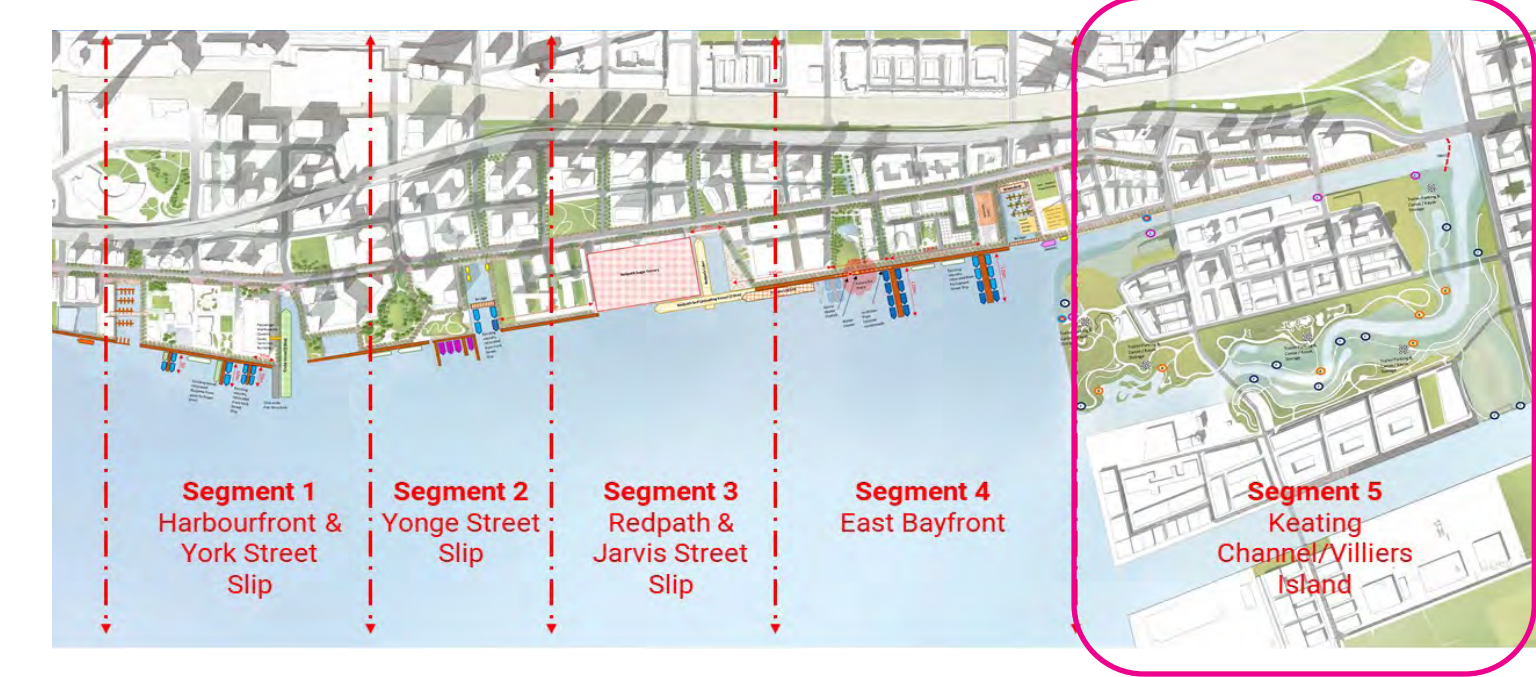
- (F)** Fishing Node
- (L)** Boat Launch
- (K)** Kayak / Canoe Launch
- (W)** Water Taxi Station (potential)

Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
Seabus (New)	± 35m	Permanent	Dockwall / Finger Pier / Slip
Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Tour / Charter Boat (New)	± 30m	Permanent	Finger Pier / Slip
Water Taxi's	± 10m	Permanent	Slip
Private Vessel	± 10m - 30m	Visiting	Dockwall / Finger Pier / Slip
Tall Ship Tour / Charter	± 50m	Permanent	Dockwall / Finger Pier / Slip
Tall Ship (Private)	± 50m	Visiting	Dockwall / Finger Pier / Slip
Cruise Vessel	± 100m - 220m	Visiting	Dockwall / New Cruise Pier
Red Path Vessel	± 180m - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

Marine Use Strategy Update

Mooring - Segment 05

Keating Channel/Villiers Island



Creating space for recreational marine use (small boats, canoe, kayak, fishing)

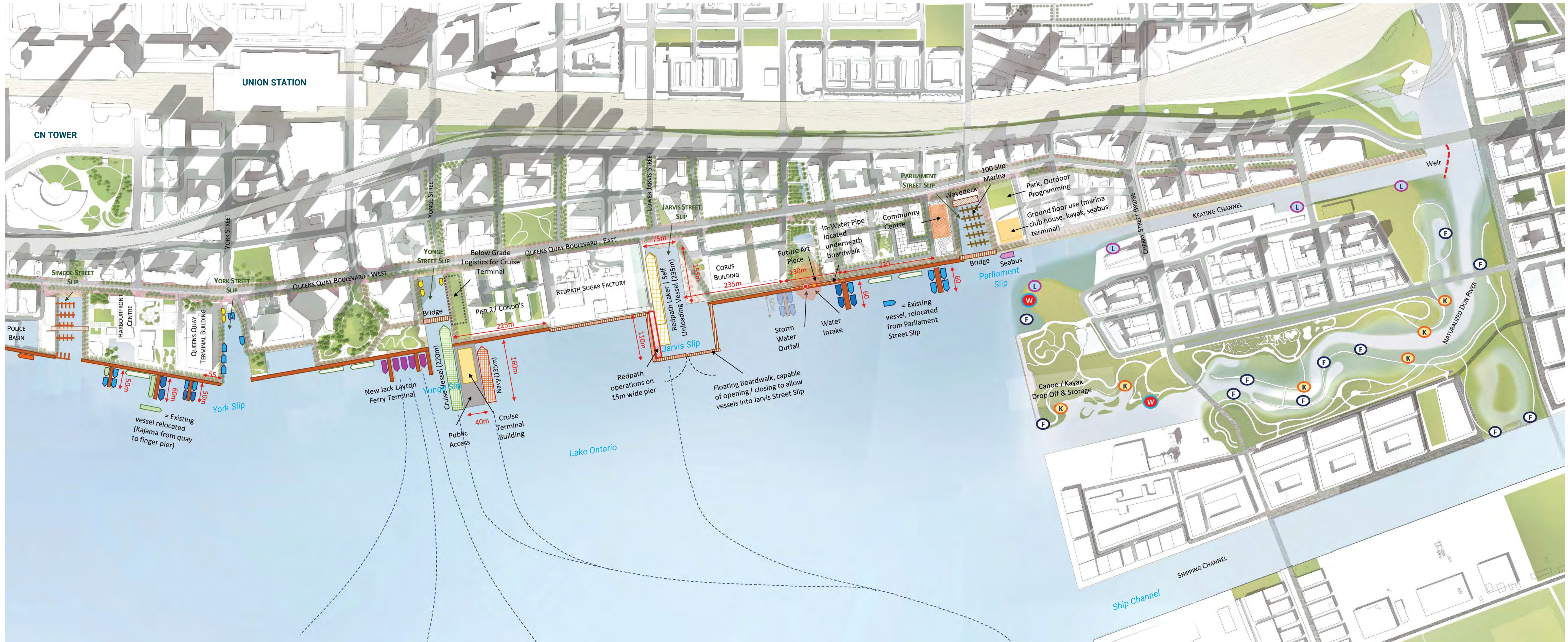
- Vessel access:
 - Naturalized mouth of Don-River: non-motorized
 - Keating Channel: motorized (air draft restriction due to new Cherry Street bridge)
- Creation of kayak/canoe launches
- Creation of kayak/canoe storage space & drop off
- Creation of fishing nodes
- Creation of water taxi stops
- Creation of public boat launches
- Need to address safety issues in South Slip (recreational co-exists with industry)
- Need to implement warning system (weather, other hazards) for recreational users

Legend

- F** Fishing Node
- L** Boat Launch
- K** Kayak / Canoe Launch
- W** Water Taxi Station (potential)

Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
Seabus (New)	± 35m	Permanent	Dockwall / Finger Pier / Slip
Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Tour / Charter Boat (New)	± 30m	Permanent	Finger Pier / Slip
Water Taxi's	± 10m	Permanent	Slip
Private Vessel	± 10m - 30m	Visiting	Dockwall / Finger Pier / Slip
Tall Ship Tour / Charter	± 50m	Permanent	Dockwall / Finger Pier / Slip
Tall Ship (Private)	± 50m	Visiting	Dockwall / Finger Pier / Slip
Cruise Vessel	± 100m - 220m	Visiting	Dockwall / New Cruise Pier
Red Path Vessel	± 180m - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

Mooring Combination 01



Summary of key elements of Combination 1

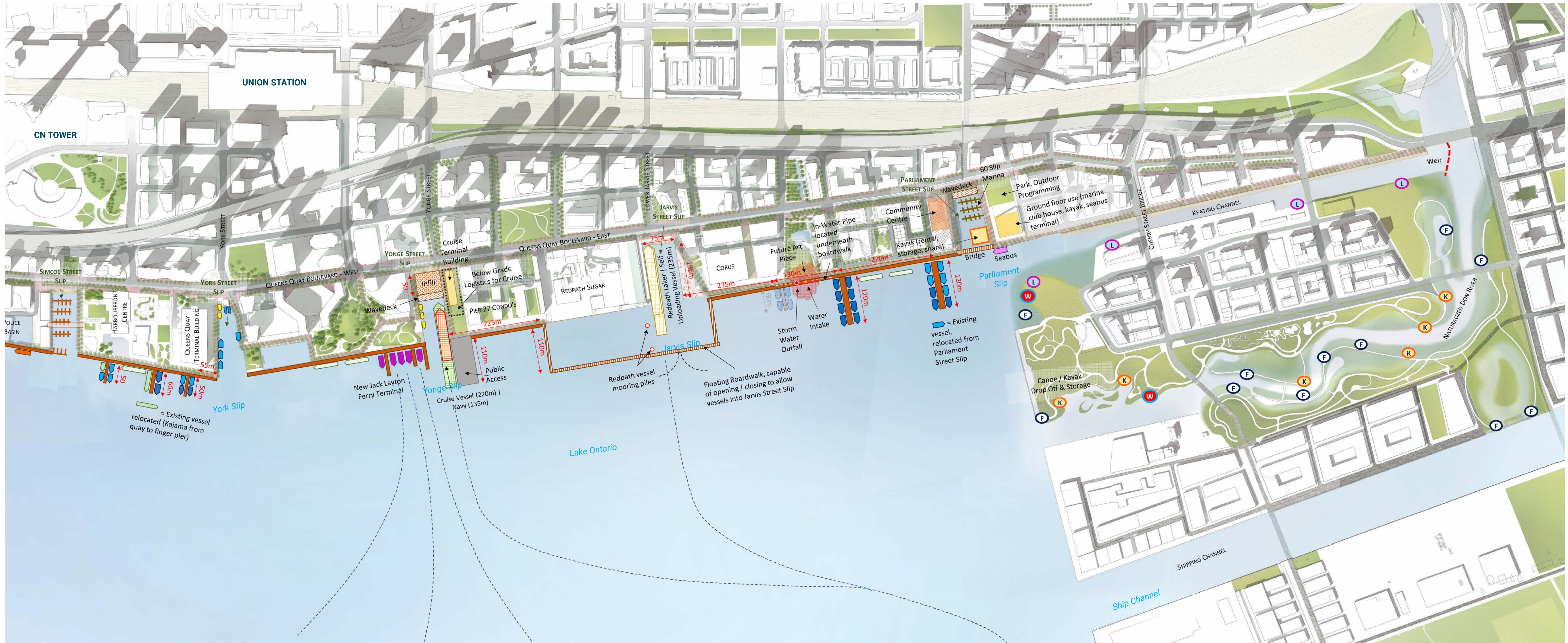
- Creation of 360m of additional mooring space on finger piers, 150m of which would be needed to relocate vessels from Parliament Street Slip;
- Creation of approx. 320m of new quay wall through multi-user pier
- Creation of approx. 100 slip marina in Parliament Street Slip

Legend

- (F)** Fishing Node
- (L)** Boat Launch
- (K)** Kayak / Canoe Launch
- (W)** Water Taxi Station (potential)

Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
Seabus (New)	± 35m	Permanent	Dockwall / Finger Pier / Slip
Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Tour / Charter Boat (New)	± 30m	Permanent	Finger Pier / Slip
Water Taxi's	± 10m	Permanent	Slip
Private Vessel	± 10m - 30m	Visiting	Dockwall / Finger Pier / Slip
Tall Ship Tour / Charter	± 50m	Permanent	Dockwall / Finger Pier / Slip
Tall Ship (Private)	± 50m	Visiting	Dockwall / Finger Pier / Slip
Cruise Vessel	± 100m - 220m	Visiting	Dockwall / New Cruise Pier
Red Path Vessel	± 180m - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

Mooring Combination 02



Summary of key elements of Combination 2

- Creation of 600m of additional mooring space on finger piers, 150m of which would be needed to relocate vessels from Parliament Street Slip;
- Creation of approx. 220m of new quay wall through multi-user pier
- Creation of approx. 60 slip marina in Parliament Street Slip
- Creation of kayak/ canoe rental and storage in Parliament Street Slip

Legend

- F Fishing Node
- L Boat Launch
- K Kayak / Canoe Launch
- W Water Taxi Station (potential)

Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
Seabus (New)	± 35m	Permanent	Dockwall / Finger Pier / Slip
Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Tour / Charter Boat (New)	± 30m	Permanent	Finger Pier / Slip
Water Taxi's	± 10m	Permanent	Slip
Private Vessel	± 10m - 30m	Visiting	Dockwall / Finger Pier / Slip
Tall Ship Tour / Charter	± 50m	Permanent	Dockwall / Finger Pier / Slip
Tall Ship (Private)	± 50m	Visiting	Dockwall / Finger Pier / Slip
Cruise Vessel	± 100m - 220m	Visiting	Dockwall / New Cruise Pier
Red Path Vessel	± 180m - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

Share your Feedback:

Keeping in mind the objective to balance multiple priorities for Toronto's waterfront, what elements of the proposed mooring opportunities do you like?

Do you have any other advice for the project team related to mooring?

Management

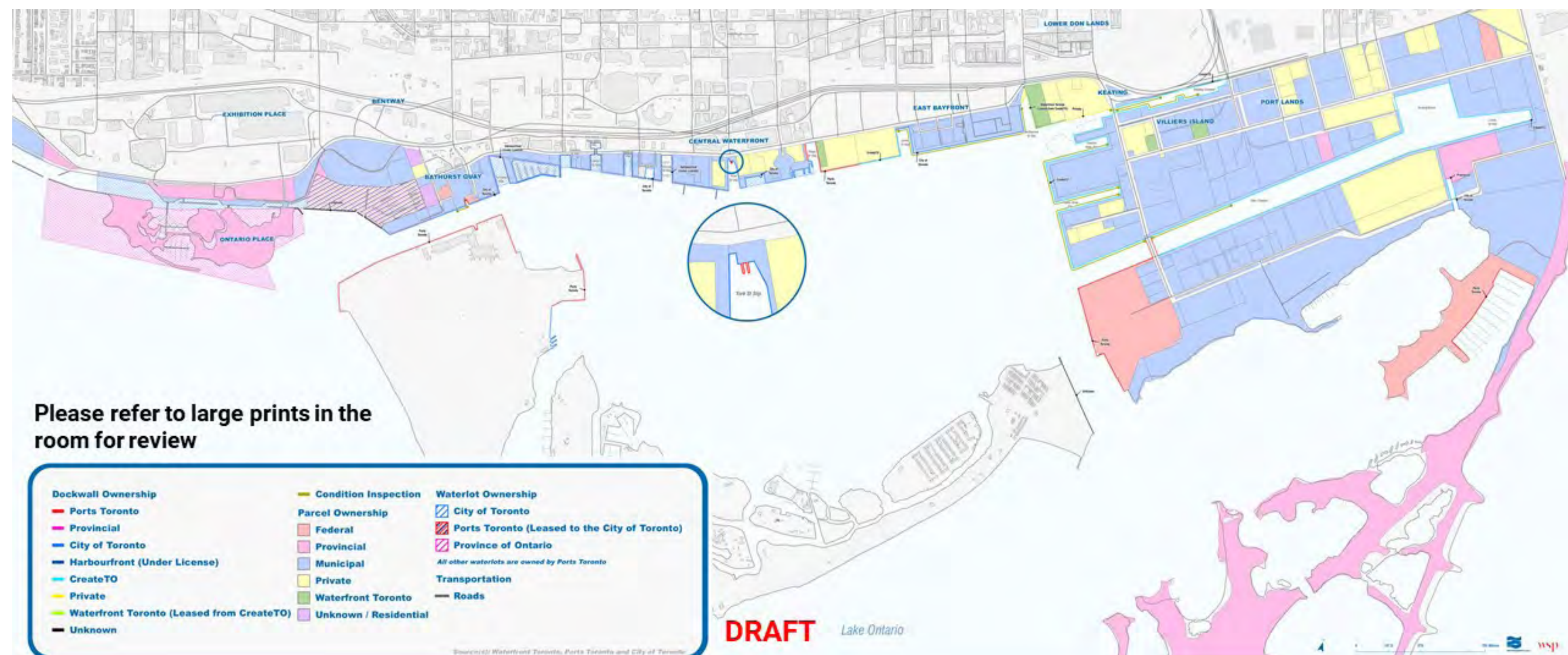
Waterfront Toronto was formed in 2001 to transform our city's waterfront by creating extraordinary places to live, work, learn and play. Toronto's waterfront has come a long way since then on the 'land side' of revitalization, but marine partners have work to do still on the 'water side' of the equation.

This theme of the Marine Strategy will explore "Who Does What?", and identify a series of recommendations, partnerships and additional technical work needed to bring greater clarity to the question of marine management.

For example, the critical need for dockwall rehabilitation is often complicated by disagreement and/or confusion regarding ownership, right to access, and/or responsibility to maintain.

Another issue is the leasing process for existing and planned berths and slips. How are decisions made today about mooring? Is there due consideration of providing balance amongst different types of user groups? Do we need to streamline and simplify this process? Should it be more transparent?

This process starts with the resolving the complicated question of dockwall, water lot and shoreline ownership. The team has started to map a comprehensive map which overlays these three ownerships. Take a look at the map on the adjacent board. Did we get this right?



NOTE: Please take a closer look at the ownership map on the adjacent board



Questions for Consideration

1. Dockwalls

- How can we improve co-ordination of dockwall assessment, maintenance and repairs?
- Co-ordinated procurement may result in cost efficiencies; consensus on priority; standardization/consistency in methodology, function, safety equipment and appearance

2. Leasing Process

- How are decisions made about mooring agreements?
- Is there consideration of balance amongst user groups?
- How can we simplify this process? Improve transparency and options for feedback?

3. Marine Review Panel

- A regular public forum dedicated to co-ordinated decision making on the waterfront
- No formal veto or approval authority
- An opportunity for presentation, discussion and feedback on all proposed marine uses, asset investment, overlapping planning and technical studies, etc.
- Rotating hosting and chairing responsibility
- Panel would monitor success of the Marine Strategy
- Monitor responses to Lake Ontario water levels

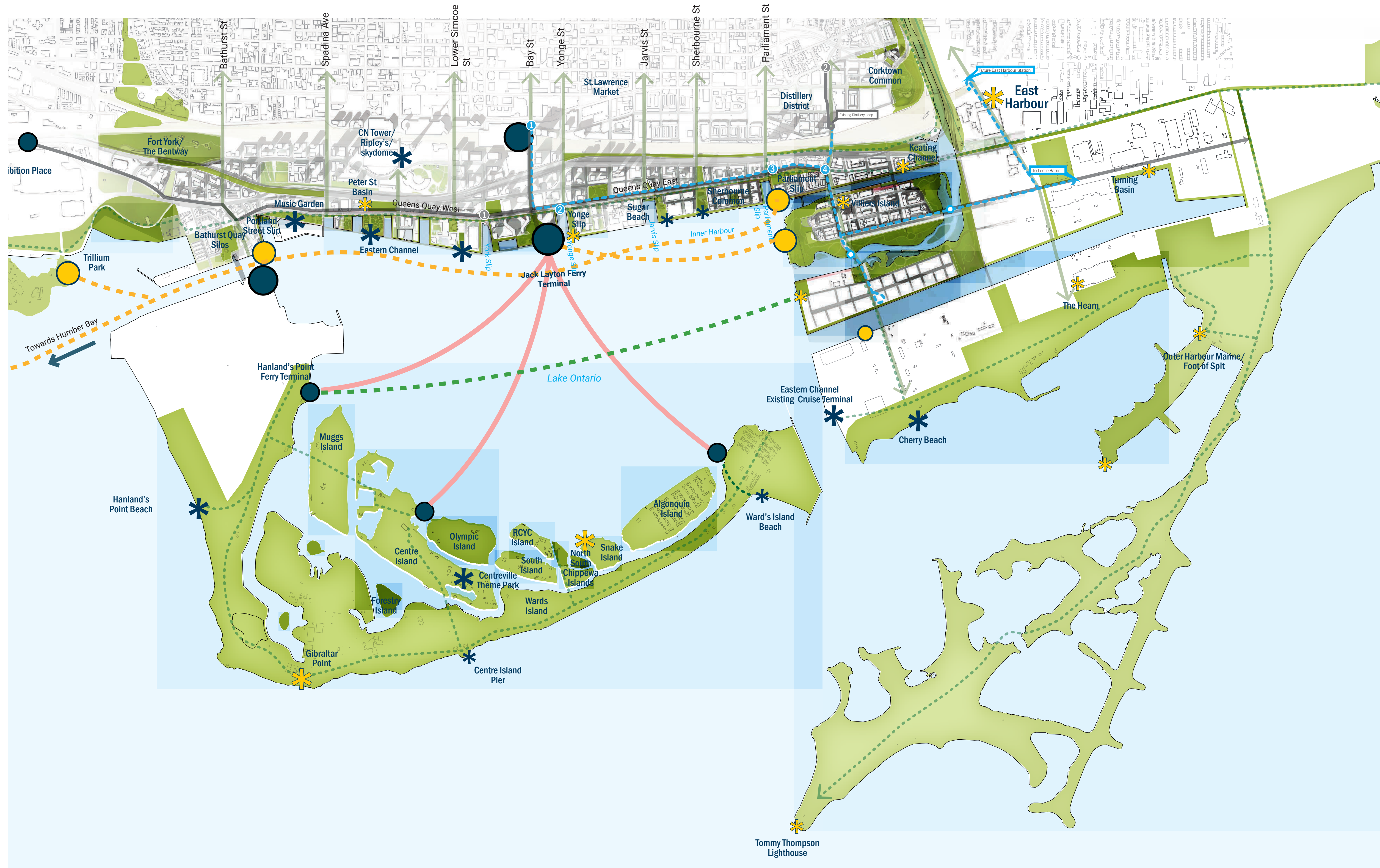
Share your Feedback: Management

Keeping in mind the objective to balance multiple priorities for Toronto's waterfront, what elements of the proposed management opportunities do you like?

Do you have any other advice for the project team related to management?

Movement

Conceptual Ferry Routes



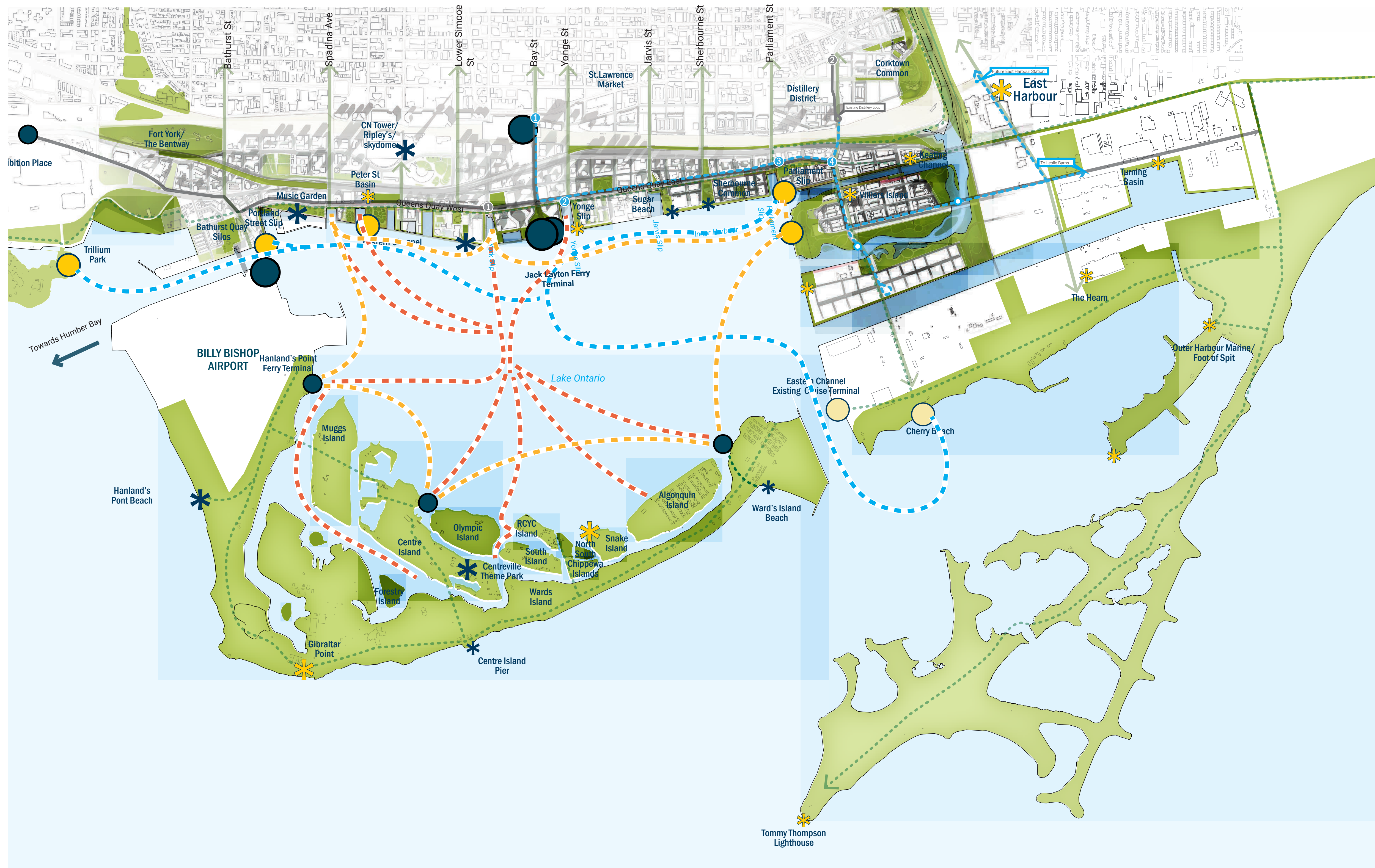
- Existing ferry services to Toronto Islands operated by the City
- Potential new ferry services for permitted/authorized vehicles only, operated e.g. by Ports Toronto. From (new) slip inside the shipping channel to Hanlan's Point
- Potential new ferry services for city residents commuting to and from work, operated by new third party/the City/existing transit provider
 - Transit network integration: connect with other modes of public transportation (same ticketing system etc.)
 - Accessibility, comfort and public perception, positive utility of travel
 - Alternative use of ferry and terminal during off-peak hours (available for public)

Legend

ROUTES	LANDSIDE TRANSIT
— Existing Ferry Routes - Tourists - Operated by City	EXISTING
— New Ferry Routes - Commuters - Operated by City	① Existing 509/510 streetcar route
— New Ferry Routes - Permitted Vehicles - Operated by PT	② Existing Distillery Loop
DESTINATIONS	PROPOSED
* Existing	① Union Station and Portal to Yonge Street
* Emerging/Future	② Yonge Street Portal
CONNECTIONS	③ Queens Quay extension to Cherry Street and from Queens Quay to Distillery Loop
● Existing Transit Hub	④ Cherry Extension and Commissioners from Cherr Future Broadview Extension
● Proposed transit Hub	○ New LRT Bridge to be built
⋯ Waterfront Trail System	
→ Streets to Downtown	

Movement

Conceptual Water Taxi Routes



- Water taxis operate from 4 different bases and currently have 6 destinations they are allowed to drop off passengers on the islands
- Potential new tourist destination for the water taxis (also serving commuters):
 - Ontario Place
 - Parliament Street Slip
 - Promontory Park
 - Cruise Terminal
 - Cherry Beach and Tommy Thompson (for cyclists).
- Potential new commuter destinations for the water taxis:
 - Ontario Place
 - Billy Bishop Airport (i.e. Portland Street Slip)
 - Parliament Street Slip
- New stops/destinations will tie in with existing and planned landside transit
- Routes not extending beyond the inner harbour, as vessels are not suitable to properly navigate further offshore

Legend

- | | |
|---------------------------------------|--|
| ROUTES | LANDSIDE TRANSIT |
| — Existing Water Taxi Routes | EXISTING |
| — New Water Taxi Routes | ① Existing 509/510 streetcar route |
| — New Sea Bus (Hop On/Hop Off) Routes | ② Existing Distillery Loop |
| DESTINATIONS | PROPOSED |
| * Existing | ① Union Station and Portal to Yonge Street |
| * Emerging/Future | ② Yonge Street Portal |
| CONNECTIONS | ③ Queens Quay extension to Cherry Street and from Queens Quay to Distillery Loop |
| ● Existing Transit Hub | ④ Cherry Extension and Commissioners from Cherry to Future Broadview Extension |
| ● Proposed transit Hub | ○ New LRT Bridge to be built |
| — Waterfront Trail System | |
| → Streets to Downtown | |

Share your Feedback: Movement

Keeping in mind the objective to balance multiple priorities for Toronto's waterfront, what elements of the proposed movement opportunities do you like?

Do you have any other advice for the project team related to movement?

Marine Use Strategy Update

What questions do you have coming into today's session?
Tell us what's on your mind!

Next Steps

Stay Involved!

Thank you for attending tonight's meeting! We appreciate the time you've given to review the project material and the feedback you've provided to the team. Please be sure to submit completed feedback forms on your way out tonight. Alternatively, you may submit your feedback form by emailing radamson@lura.ca by February 10.

Your feedback tonight will be used to inform the refinement of the future opportunities presented to you tonight. The next Public Information Centre will take place in mid-2020, during Phase 3 of the project. The focus of this meeting will be to present implementation plans and identify future directions for the water front.

Visit Waterfront Toronto's website to find the latest information about the study or sign-up for our newsletter.

You may also get in touch with the project team at any time by emailing Waterfront Toronto at: info@waterfronttoronto.ca

Final Thoughts

Is there any additional advice you have for the project team?