

Marine Strategy Update and Implementation Public Meeting

February 2020



Welcome & Land Acknowledgment

Tonight's Agenda

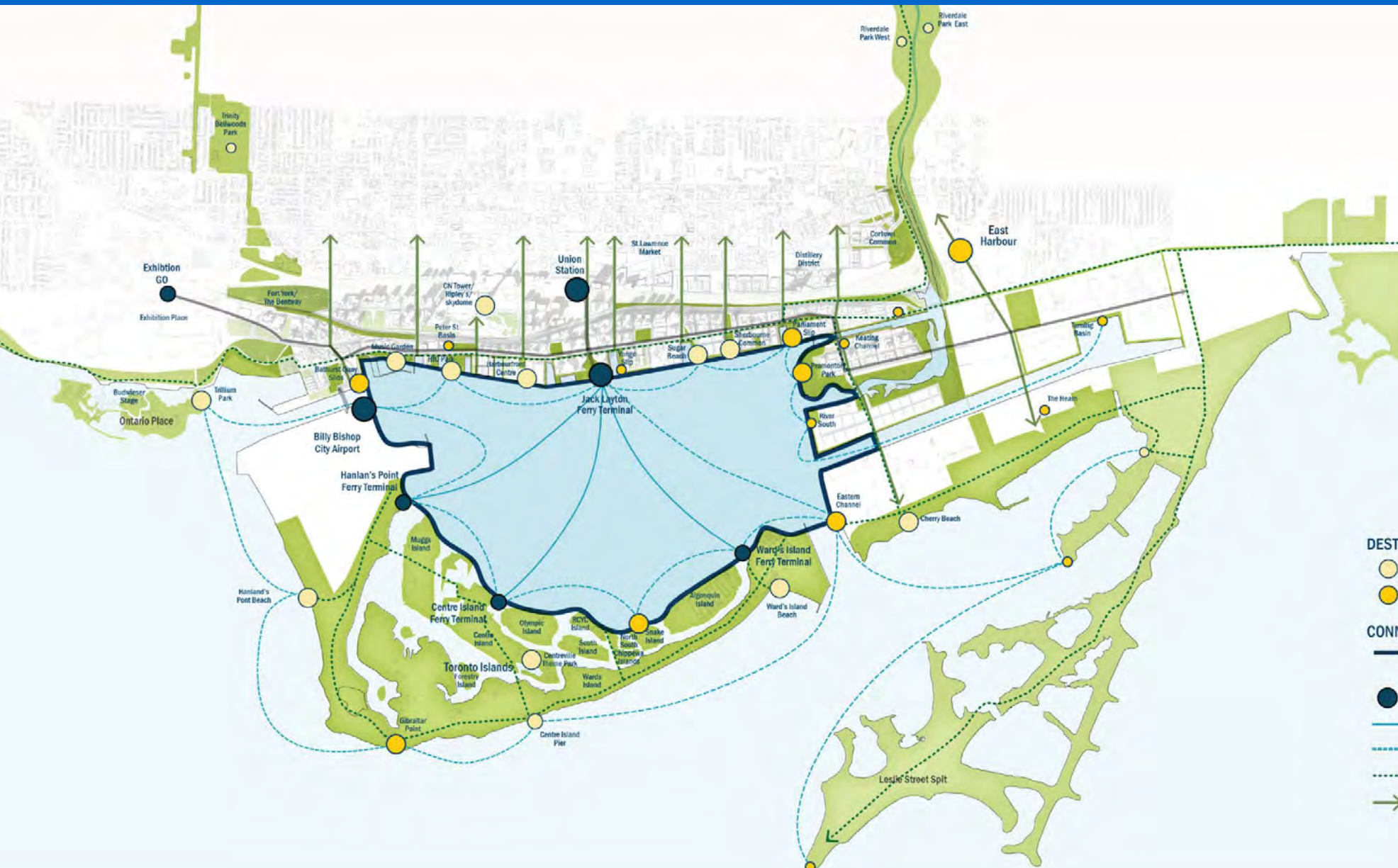
- **6:00: Open House**
- **6:30: Presentation**
- **7:15: Questions of Clarification**
- **7:35: Feedback Stations**
- **8:30: Adjourn**

Waterfront Vision – One Connected Waterfront

More Connections to More Destinations

Our vision is one connected waterfront that belongs to everyone. Successful waterfronts around the world tend to share at least one key ingredient: waterfront promenades that connect people to great places and activities. Toronto's waterfront already has some elements of a great promenade: boardwalks, bike paths, parks and ferry service to the Toronto Islands. But connectivity around and across the harbour remains limited.

The goal of the next five years is to leverage the framework of connections around the harbour as a foundation for longer-term evolution. All of the projects outlined in this five-year strategic plan are oriented toward filling in gaps in the ring of destinations and connections that surround the harbour—whether by creating new parks, equipping emerging neighbourhoods with high-quality infrastructure, expanding the potential for travel on land or across the water, or creating inviting new destinations. These new projects will move Toronto's waterfront to the next level of revitalization, unlocking its potential and affirming Toronto's position as a leader in city-building, urban design, sustainability, resilience and quality of life.



DESTINATIONS

- Existing
- Emerging/Future

CONNECTIONS

- Inner Harbour Loop (Proposed Enhanced Pedestrian Access)
- Existing Transit Hub
- Existing Ferry System
- - - Potential Waterborne Transportation Routes
- - - Waterfront Trail System
- Streets to Downtown

Successful Urban Waterfronts – Top Ten Cities



#1 Stockholm



#2 Amsterdam



#3 Copenhagen



#4 Sydney



#5 Singapore



#6 San Francisco



#7 Chicago



#8 Hamburg



#9 Rio de Janeiro



#10 Hong Kong

cruise destination



stockholm

copenhagen

amsterdam

hamburg

sydney

singapore

san francisco

rio de janeiro

hong kong

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white bay cruise terminal



sydney



pier 27 cruise terminal 80 calls, 300k passengers



san francisco

Downtown marinas



stockholm

copenhagen

amsterdam

chicago

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sydney

san francisco

rio de janeiro

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burnham marina

Jason Lewis chicagophotoshop.com



chicago

ferry system



stockholm

copenhagen

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GVB ferry



amsterdam



HADAG ferry



hamburg

sightseeing tours



stockholm

copenhagen

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Amsterdam Canal cruise



amsterdam

museum ships



stockholm

copenhagen

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vasa 1.5 m visitors



stockholm

recreational boating



stockholm

copenhagen

amsterdam

hamburg

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Dragon Boat Festival



hong kong



Recreational Boating



amsterdam

open swimming



stockholm



copenhagen



chicago



hamburg



rio de janeiro



San Francisco



Sydney

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Harbour Swimming Pool



copenhagen

recreation piers



san francisco

chicago



0 1 2 3 4 5 6 7 8 9 10



Chicago navy pier



chicago

working port



hamburg



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hamburg

sport fishing



stockholm

san francisco

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stockholm

Toronto's Changing Waterfront: New and Emerging Communities



West Donlands



Quayside



East Bayfront



**Port Lands
Flood Protection
and
Villiers Island**

Toronto's Changing Waterfront: Marine Uses

NEW AND EMERGING COMMUNITIES

Growing mixed use waterfront communities

Growing population and growing demand for and interest in marine uses

NEW PUBLIC SPACES AND FACILITIES

Parks, attractions and new public facilities and institutions along the water edge

New parks along the waterfront will provide new opportunities for growth in marine uses and water recreation

ENVIRONMENT and FLOOD PROTECTION

Habitat and water quality improvements

Port Lands Flood Protection will create new shoreline conditions with more opportunities for water-related marine uses along the water's edge

MOBILITY

Public transit and transportation infrastructure improvements (including air, ped and cycling networks)

Improved accessibility to the waterfront for residents, visitors, businesses support growth

← **OPPORTUNITIES and CHALLENGES for MARINE USES** →

Marine Strategy 2006

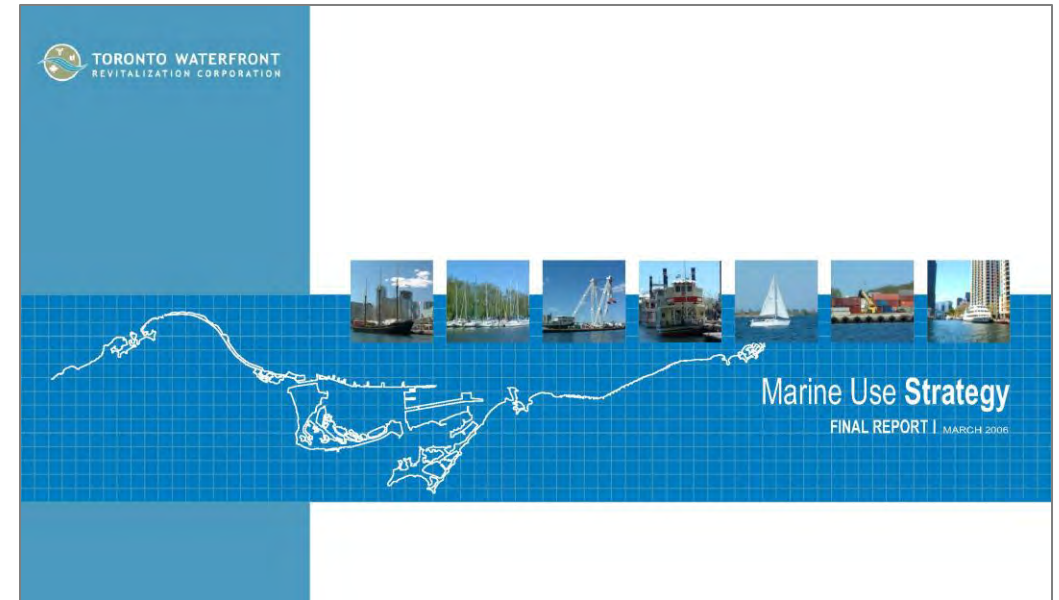
What is the Marine Use Strategy?

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

1. Recognize and expand an exceptional resource
2. Embrace integrated and sustainable planning on the waterfront
3. Promote an active, diverse and accessible waterfront
4. Plan marine districts through revitalization
5. Implement strategy through steady investment

Why an Update?

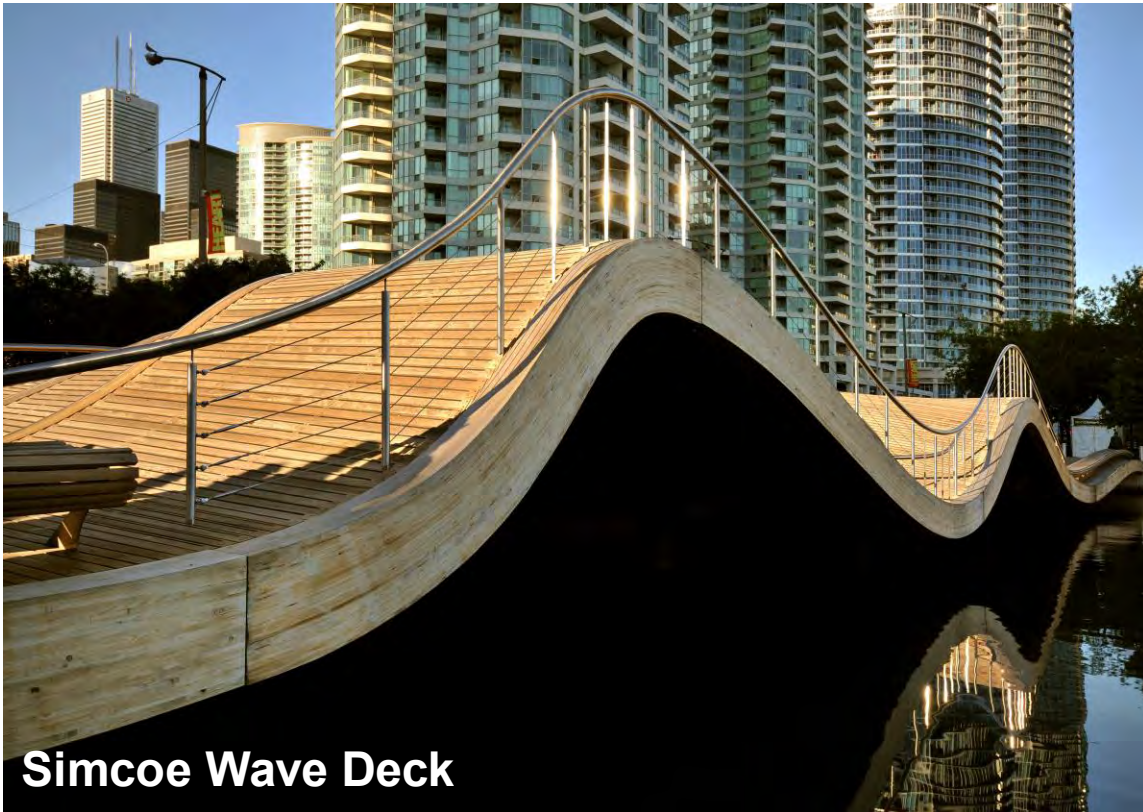
- To align with new planning initiatives, on-going and planned development projects, infrastructure investments and habitat restoration projects
- To accommodate growing/expanding user base and interest in water-related recreation and transportation



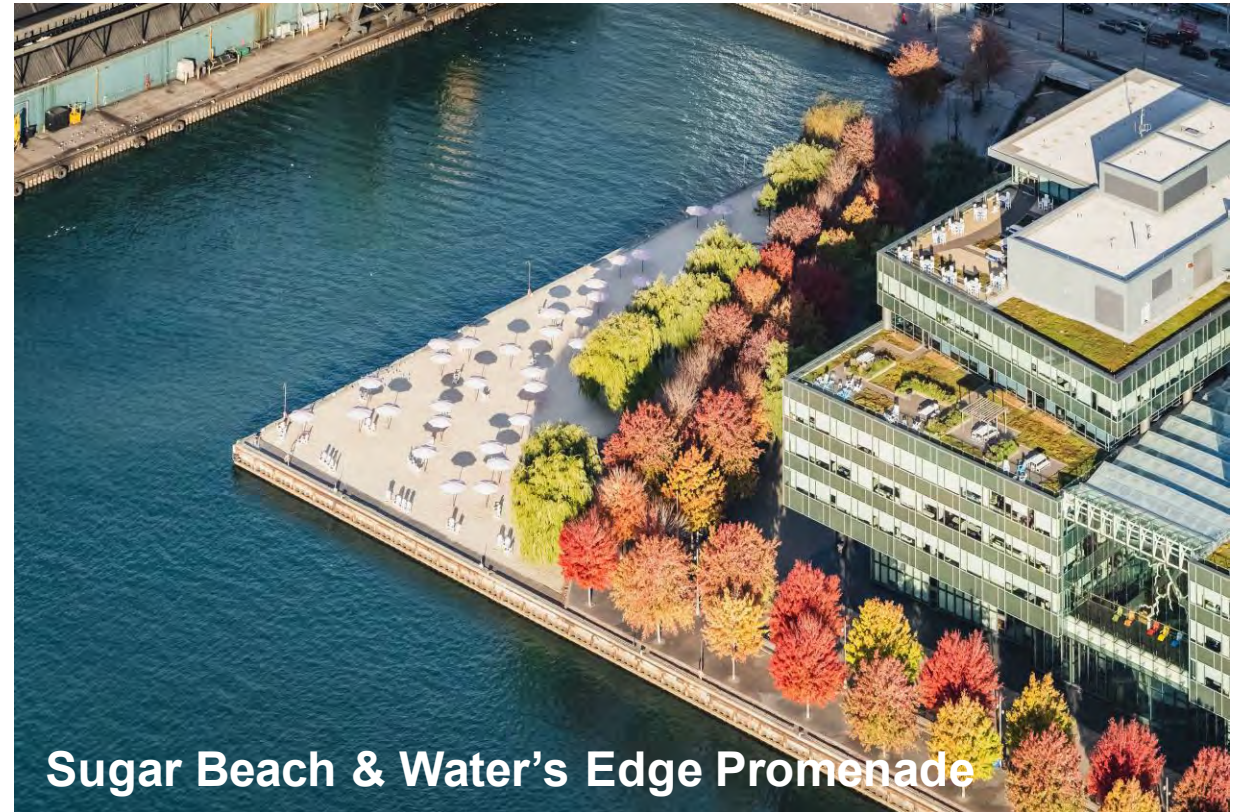
2006 Marine Use Strategy - Recommendations

Implementation Ideas 2006 – Implemented & Ongoing Examples

Foster innovative design solutions for water's edge treatments that acknowledge different shoreline conditions, a range of marine uses, and that convey the unique sense of place that comes from being at the water's edge.



Simcoe Wave Deck

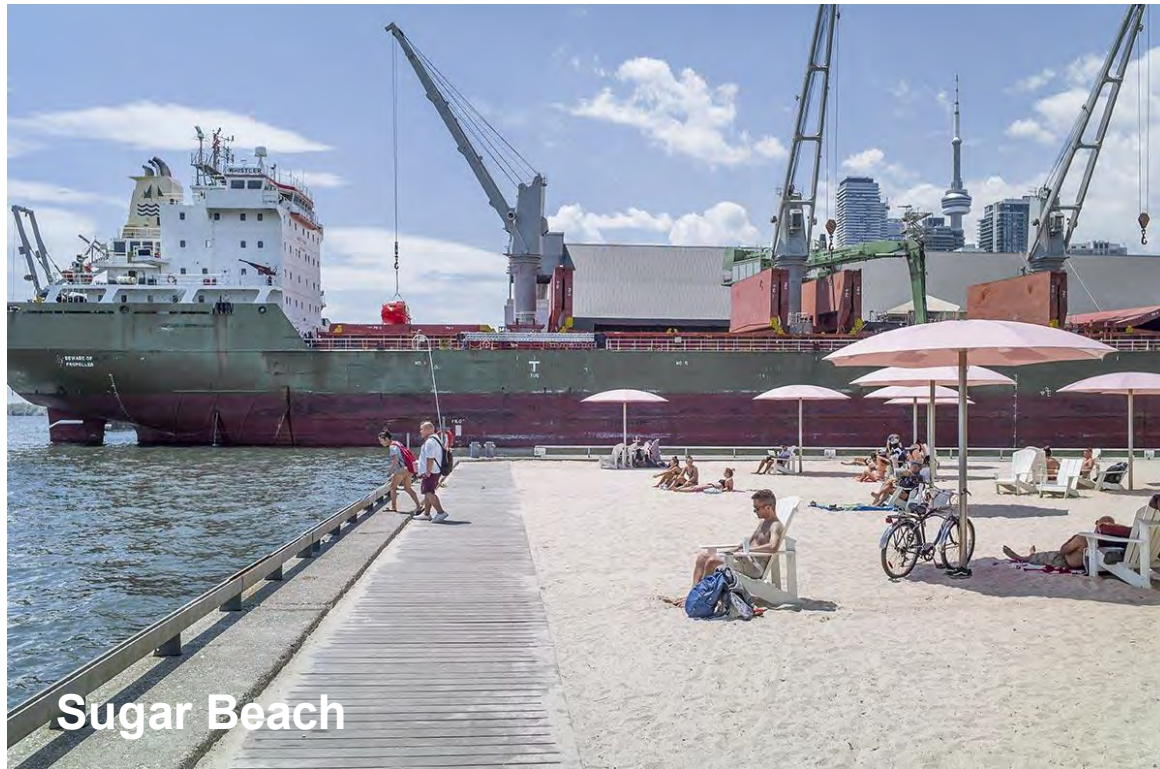


Sugar Beach & Water's Edge Promenade

2006 Marine Use Strategy - Recommendations

Implementation Ideas 2006 – Implemented & Ongoing Examples

Anticipate ongoing industrial shipping to Redpath's facilities at the foot of Jarvis Street



2006 Marine Use Strategy - Recommendations

Implementation Ideas 2006 – Implemented & Ongoing

Promote a range of water's edge conditions that maximize public access and promote habitat creation without precluding marine uses

- Park Programming Types**
- Playscape
 - Dogs Off Leash Area
 - Overlook
 - Picnic Area
 - Urban Promenade
 - Plaza
 - Event Lawn
 - Passive Use Lawn
 - Rocky Edge
 - Submergent Marsh
 - Emergent Marsh
 - Vernal Pool
 - Planted Armour Stone
 - Wooded Upland
 - Cobble Beach
 - Canoe/Kayak Access
 - Fishing Node
 - Bird Watching
 - Nature Exploration
 - Nature Trail
 - Snowshoeing
 - Cross Country Skiing
 - Overlook
 - Eco Education / Interpretation



Port Lands Flood Protection

Recap of the 2006 Marine Use Strategy - Recommendations

Implementation Ideas 2006 – Implemented & Ongoing

Encourage the build out of the Outer Harbour Marina to accommodate growth in recreational boating, including the construction of facilities on the north side of the OHM lands for and the consideration of a new public boat launch ramp, after careful consideration of marine facility demands/requirements



2006 Marine Use Strategy - Recommendations

Implementation Ideas 2006 – Opportunities

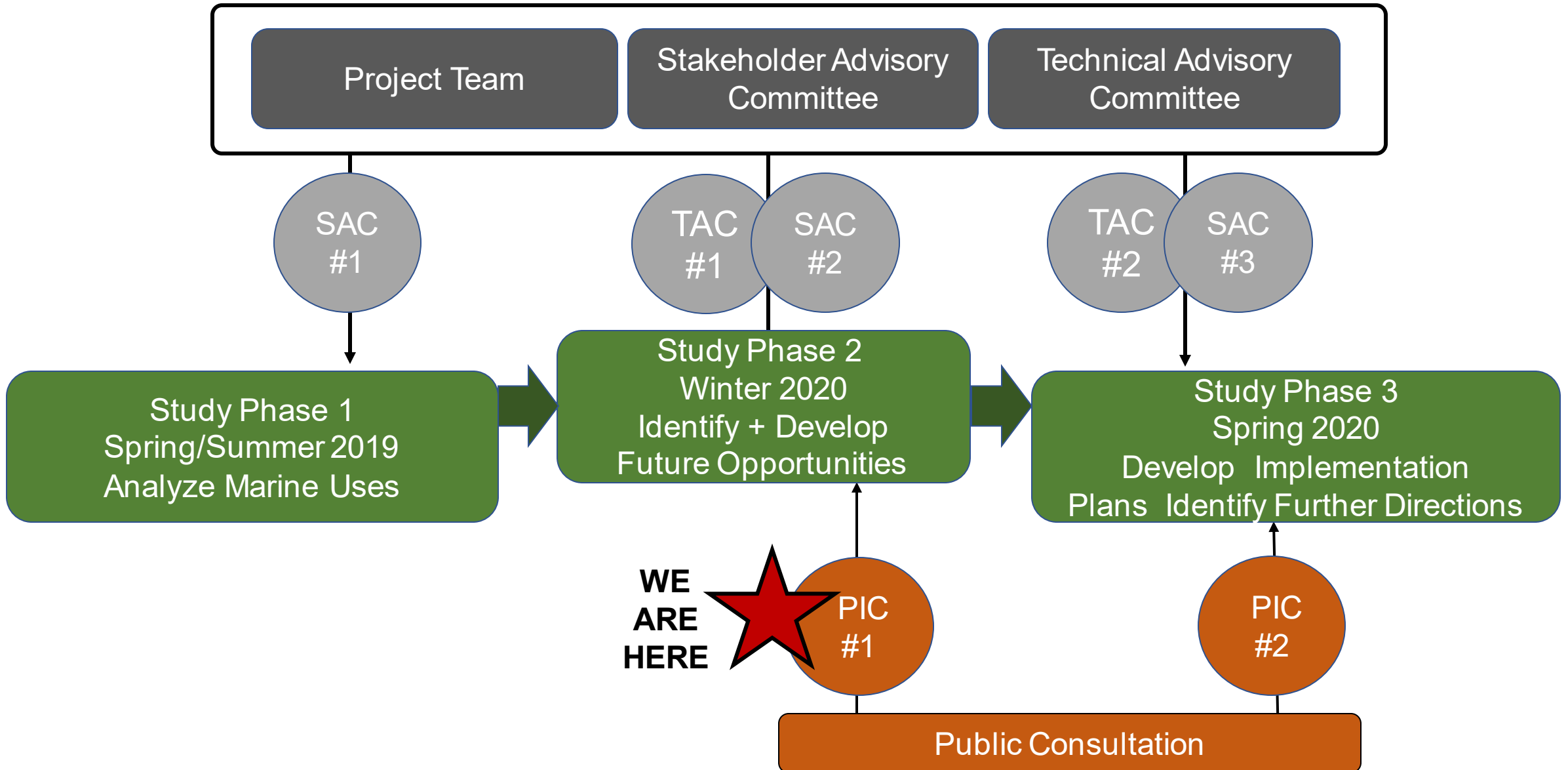
Incorporate marine uses that complement, activate and mutually reinforce the land side uses of the East Bayfront precinct plan. This includes the provision of additional finger piers to accommodate tour/charter vessels, a free dockwall edge at least 200 metres in length to accommodate large visiting ships, and the accommodation of marine-related tenants in ground floor retail units at the water's edge



Marine Strategy Update – Project Objectives

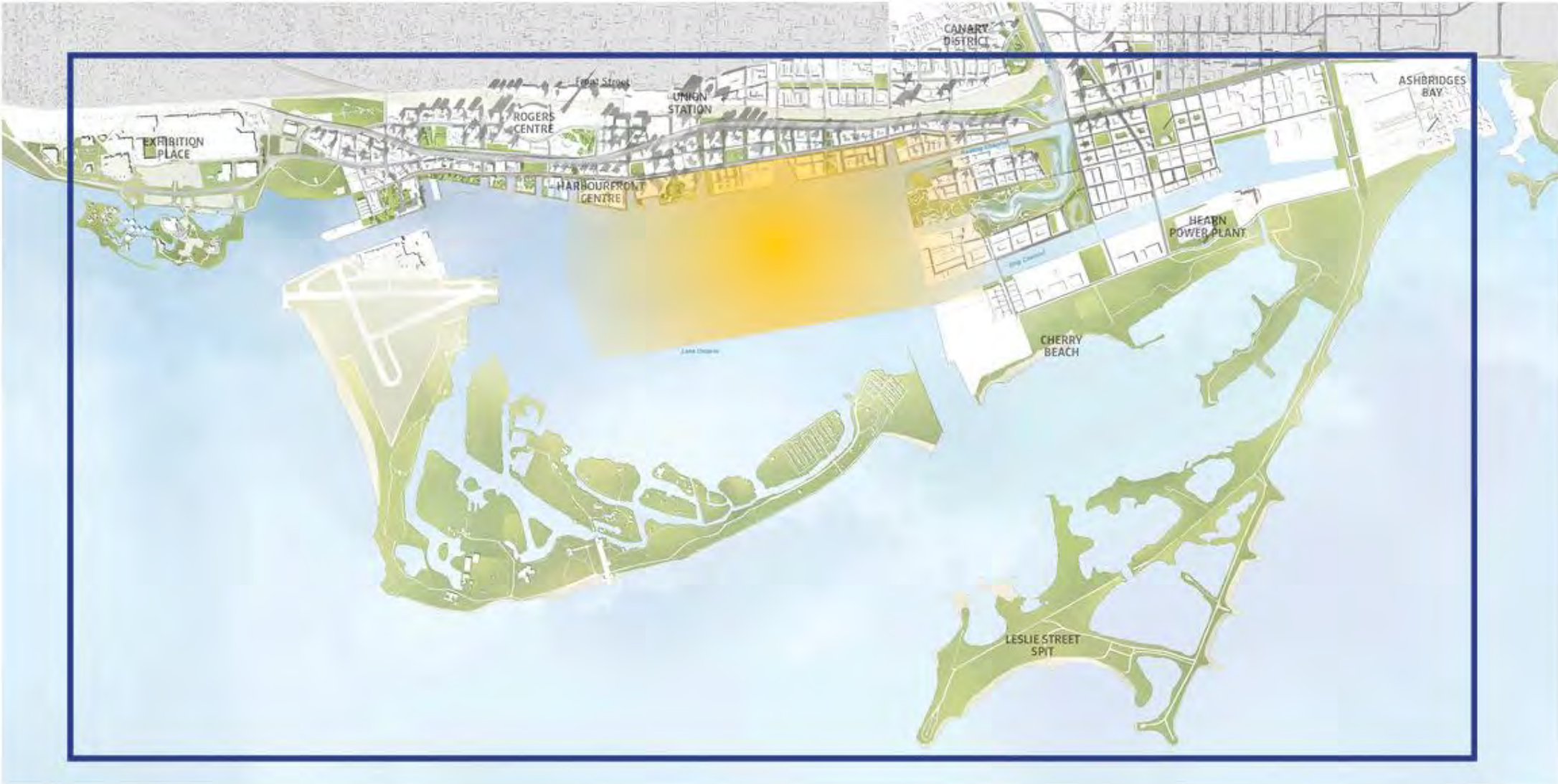
- **Define and ensure the proper balance** among commercial shipping, tourism, recreational water-related uses and water-based transportation as waterfront revitalization progresses
- **Advance an implementation approach** for priority actions to be identified in consultation with waterfront stakeholders and public

Project Schedule and Process – Where We Are Now

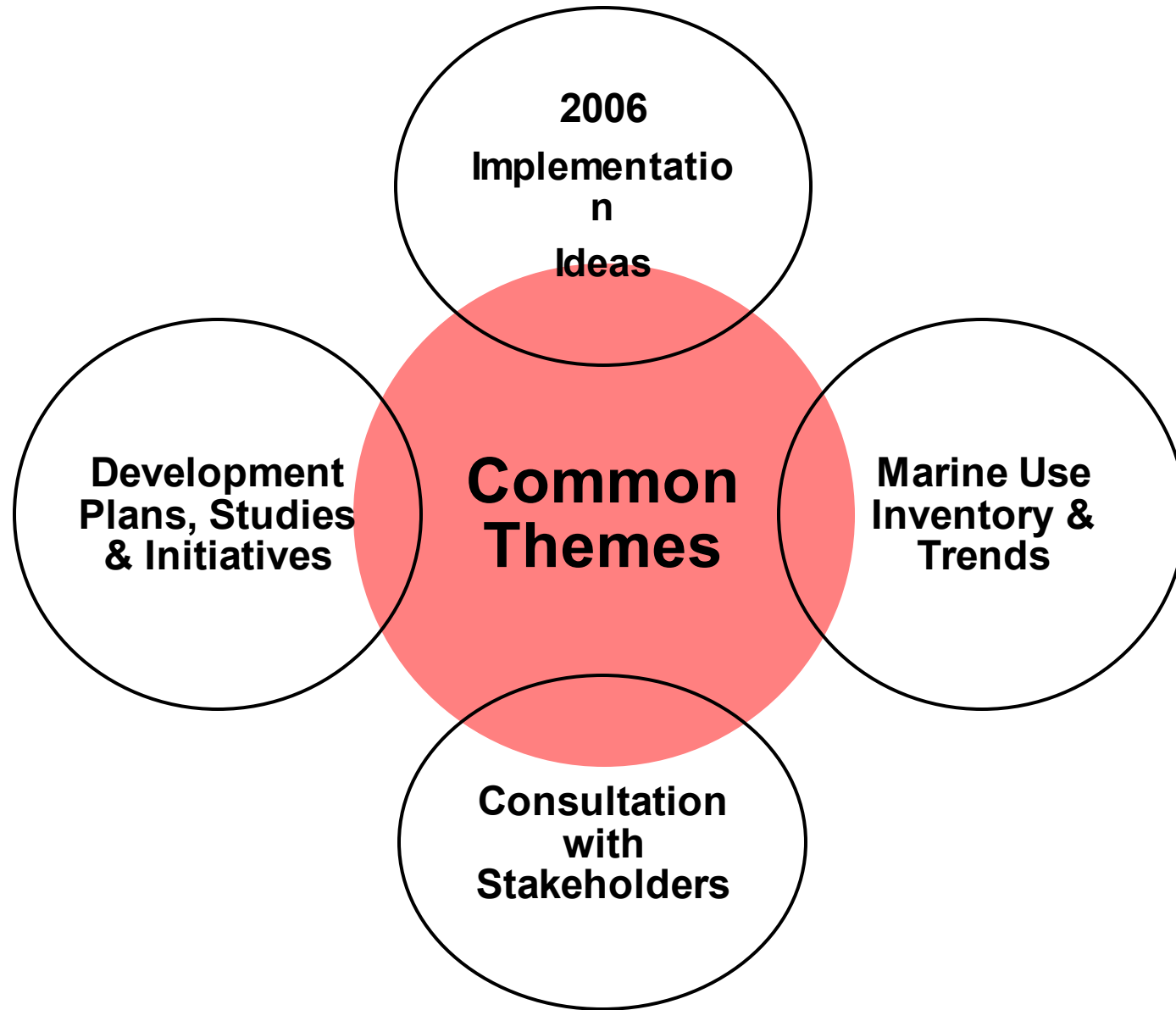


Marine Strategy Update - Study Area

- Primary Focus Area
- Larger Study Area



Phase 1 Work Completed to Date

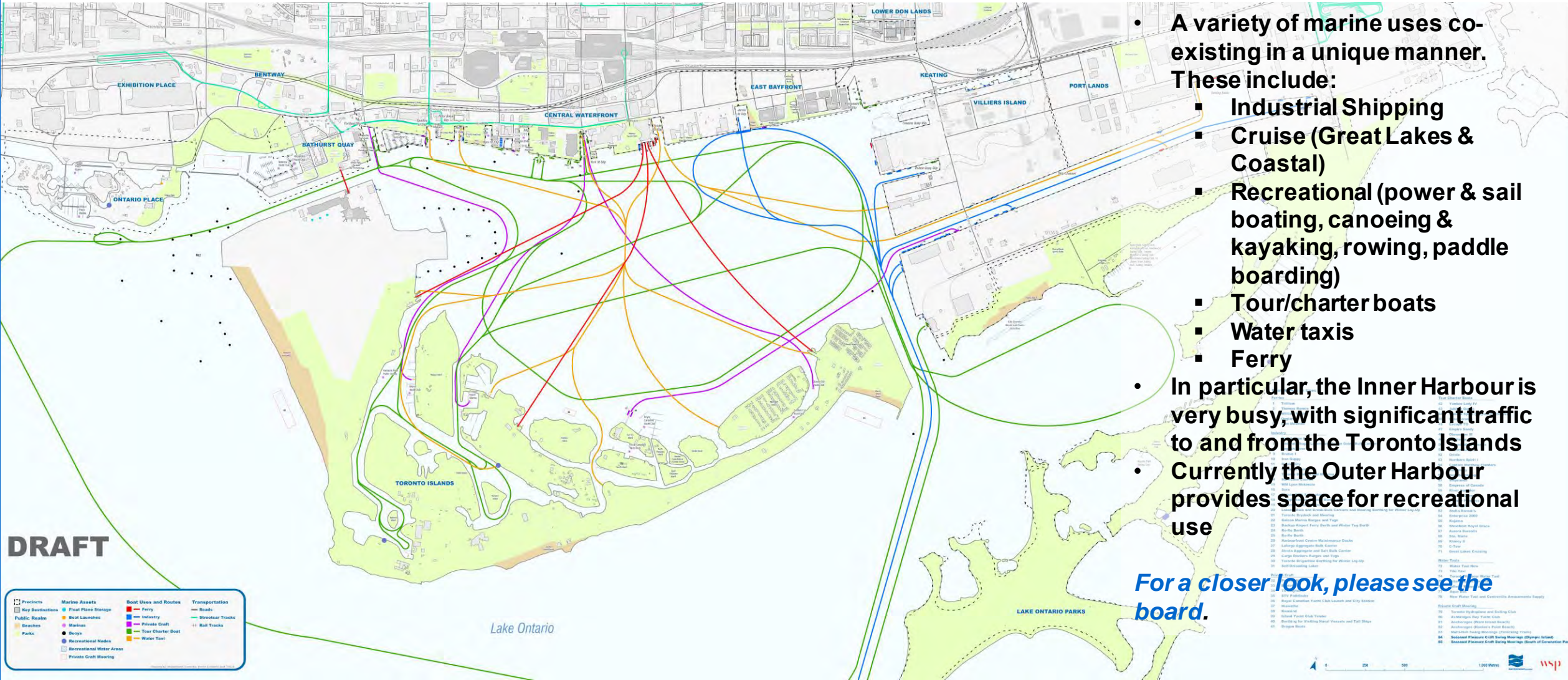


Marine Use Inventory – Current Marine Uses in the Study Area

Key Observations:

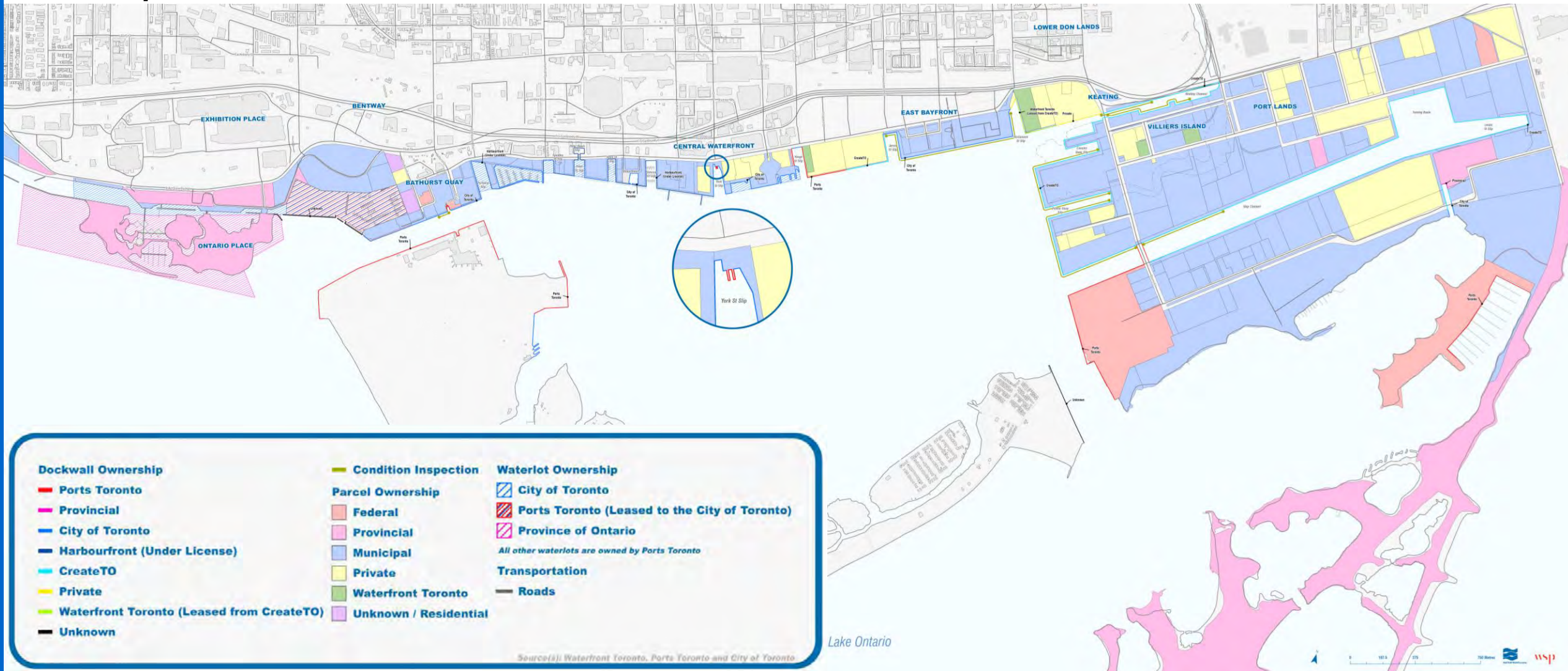
- A variety of marine uses co-existing in a unique manner. These include:
 - Industrial Shipping
 - Cruise (Great Lakes & Coastal)
 - Recreational (power & sail boating, canoeing & kayaking, rowing, paddle boarding)
 - Tour/charter boats
 - Water taxis
 - Ferry
- In particular, the Inner Harbour is very busy, with significant traffic to and from the Toronto Islands
- Currently the Outer Harbour provides space for recreational use

For a closer look, please see the board.



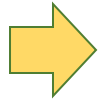
Marine Use Inventory – Water’s Edge Ownership

A comprehensive ownership map which combines land ownership, dockwall ownership and water lot ownership



Marine Use Trends

Industrial Shipping



- Tonnage of **industrial shipping** has varied between 1.5 to 2.2 Million over the last decade
- Commodities that have seen growth over the past 5 years are the import of road salt and cement and aggregates
- Tonnage has been constant over last 2-3 years (2.2 Million), and is expected to be maintained in the years to come (continuation of construction boom)

Cruises



- **Cruise traffic** grew from 10 to 17 vessels in the period 2000-2018 and saw a record doubling of that (34 vessels) in 2019.
- For the next decade, this number is expected to further increase to around 40 vessels (2028), mainly due to small luxury and exploration cruises (Great Lakes and some coastal)
- Actual size of cruise vessels is also expected to increase (max to approx. 220m)
- Toronto can serve as a home port as well as port of call, with good infrastructure needs already in place.
- A more centralized location of the cruise terminal may provide a further boost in economic impact

Recreational Boating



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

Marine Use Trends

Tour/Charter Boats



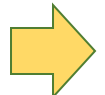
- **Tour / charter boats** are expected to increase
 - GTA population growth: 12% in 2025, 29% in 2035
 - GTA tourism growth: 17% since 2013
- The relative stability in the number of tour / charter boats over the past 15 years has not matched the significant growth in tourism in Toronto.
- Over time, there has been an increase in the number of requests the City has received from potential tour / charter boat operators

Water Taxi's



- **Water taxi's** are expected to increase
 - GTA population growth: 12% in 2025, 29% in 2035
 - GTA tourism growth: 17% since 2013
- 5 operating companies in 2016 versus 7 operating companies in 2019

Ferries



- **Ferry traffic** to and from the Toronto Islands is expected to remain constant
- Since the mid-seventies, passenger numbers have varied between 1.1 and 1.5 Million per year (few exceptions)
- If commuter ferries alongside the waterfront are introduced, ferry traffic is expected to increase

What We Heard: Shared Themes at SAC #1 meeting



What we've heard:

- 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

Where do the boats go?

How do we support growth?

- 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

How do we get from land to water, on and over the water?

- 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

Who does what?

Who owns what?

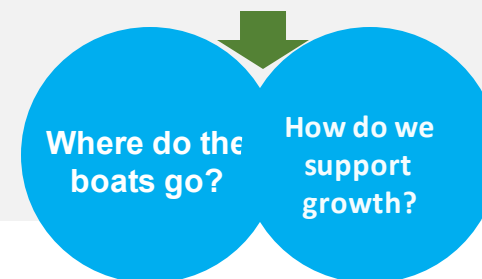
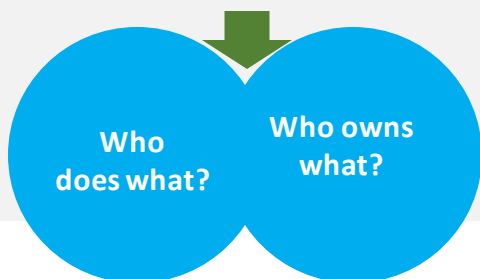
What We Heard: Shared Themes at SAC #1 meeting



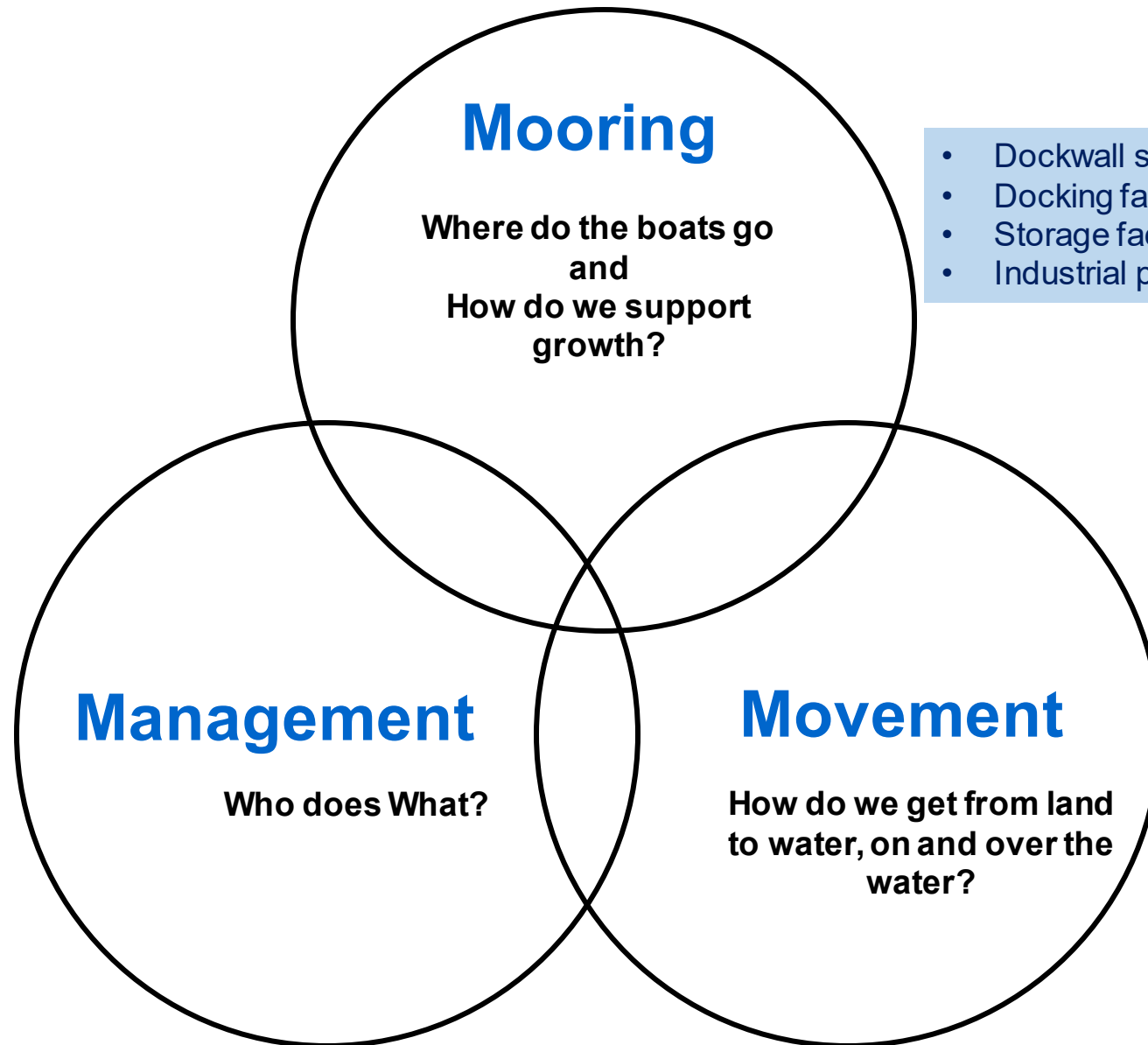
What we've heard:

- 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



Three 'Anchors' of the Marine Strategy



- Dockwall ownership
- Dockwall user balance
- Safety
- High water levels
- Water quality
- Rules and guidelines for future plan development and construction
- Noise disturbance
- Security
- Maintenance & rehabilitation

- Dockwall space
- Docking facilities
- Storage facilities
- Industrial port

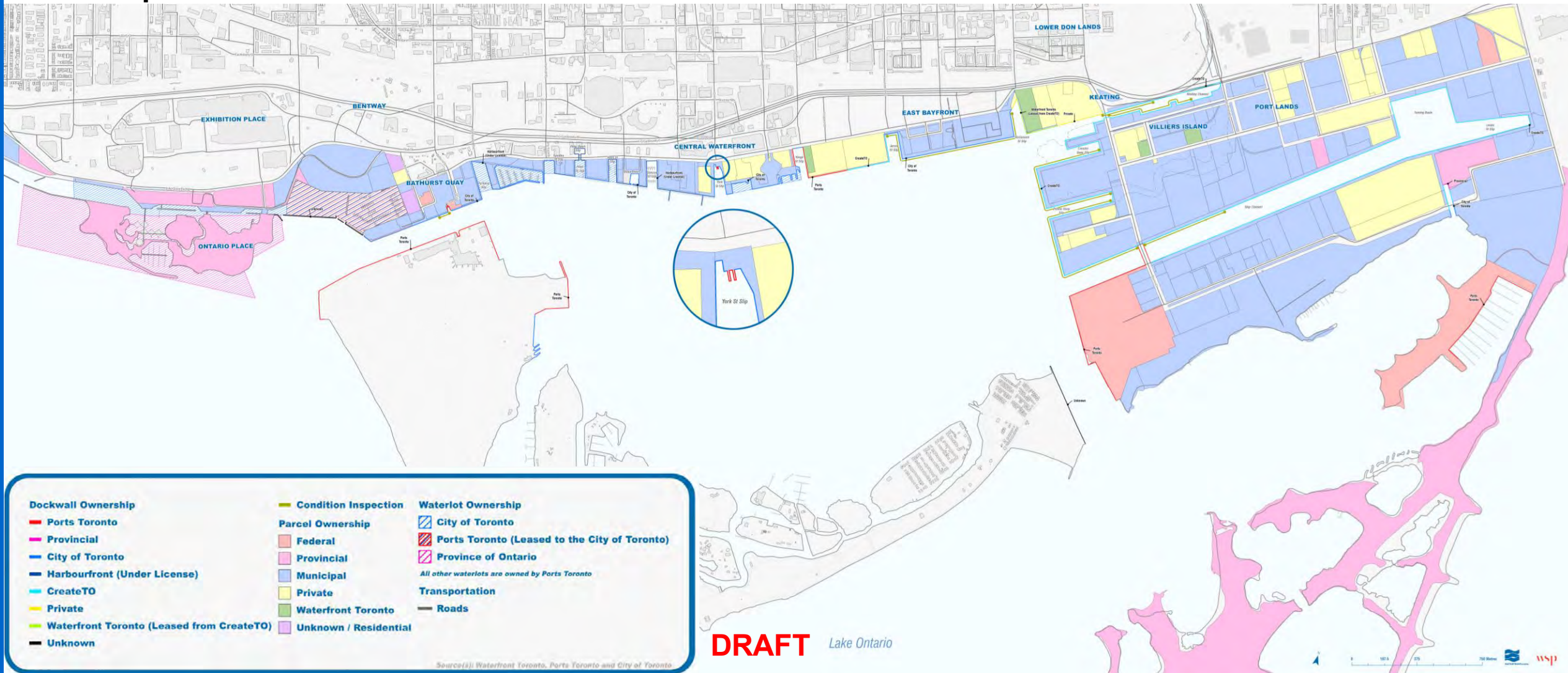
- Continuous waterfront
- Water-based public transportation
- Land based accessibility
- Access to recreation facilities

Management

- Co-ordinated Decision Making -

Marine Use Inventory – Mapping Water’s Edge Ownership

A comprehensive ownership map which combines land ownership, dockwall ownership and water lot ownership



Co-ordinated Decision Making

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?



Co-ordinated Decision Making

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



Movement

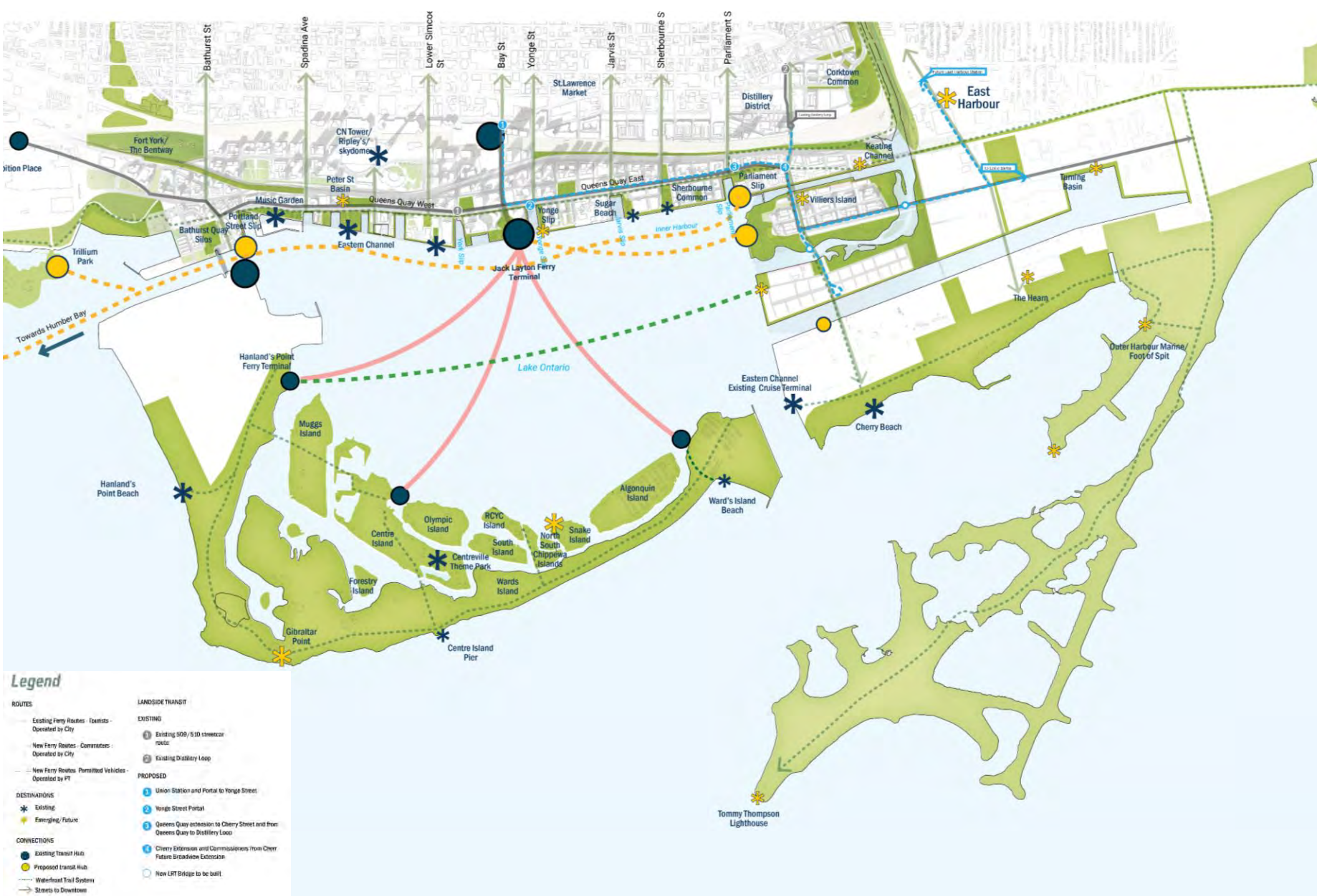
- Future Water Based Transportation -

1. **Route and services type (A, B and C)**

- Type A: linear ferry system alongside the waterfront, suitable for Toronto
- Type B: simple river crossing / triangular, not suitable for Toronto
- Type C: linking downtown with suburbs, suitable for Toronto

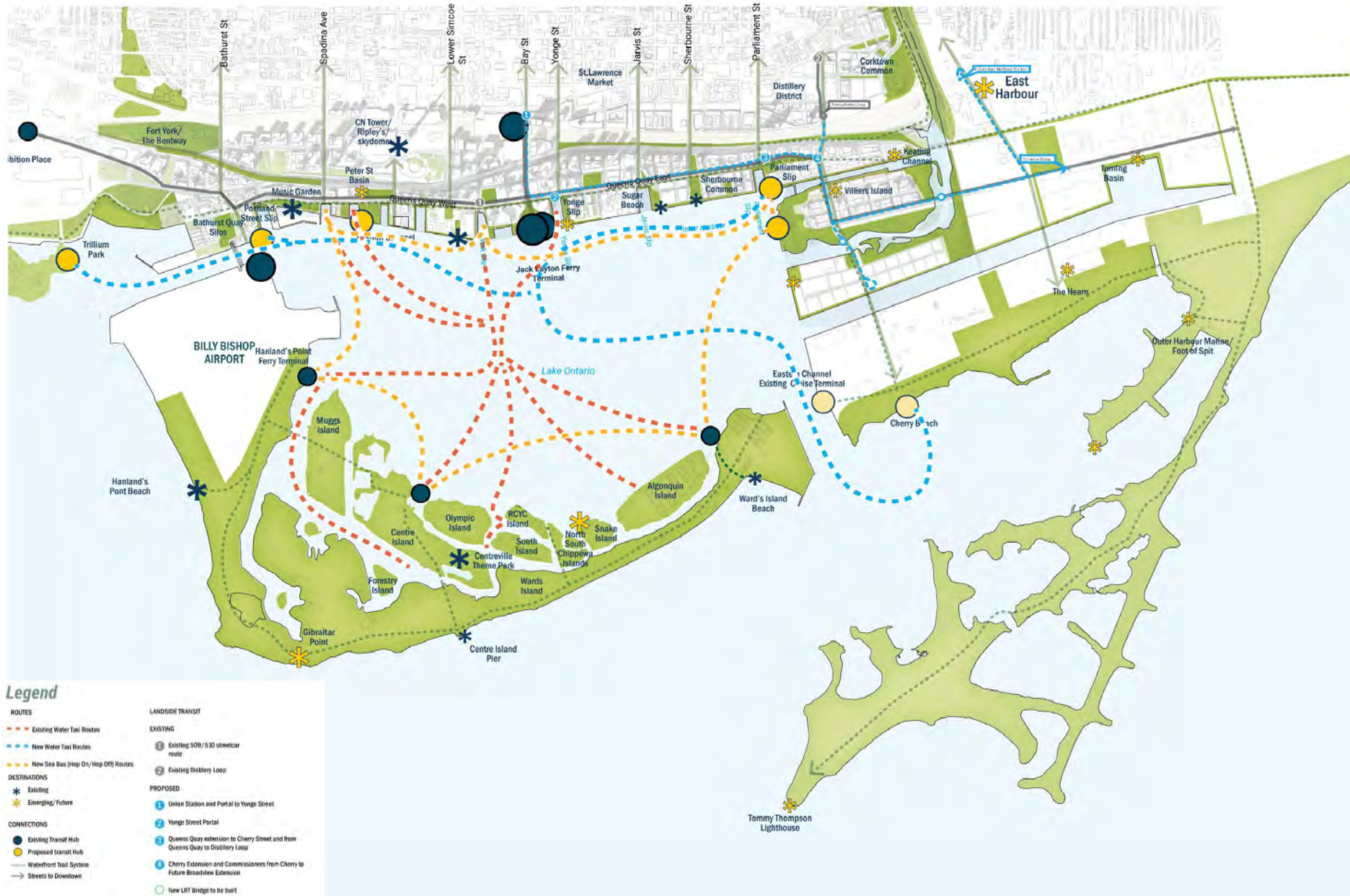
2. **Scheduling:** large difference between how to schedule type A, B or C, the latter only during peak hours etc.
3. **Transit network integration:** connect with other modes of public transportation (same ticketing system etc.)
4. **Terminal design:** type of services (A, B or C), fixed or floating, alternative use outside of peak hours
5. **Positive utility of travel:** accessibility, comfort and public perception
6. **Vessel design:** mono or double hull, winter conditions (ice), alternative use outside of peak hours
7. **Operating costs and environmental considerations**

Water-based Transportation – Conceptual Ferry Route System



- Island Ferry services, operated by the City, remain as is
- Permitted/authorized vehicle Ferry services from (new) slip within Ship Channel to Hanlan's Point
- Ferry / seabus services calling in at Humber Bay, Ontario Place, Jack Layton, and Parliament Street Slip for commuters. Close to other transit hubs.
- Additional stop at Promontory Park for 'day-trippers'

Water-based Transportation – Conceptual Water Taxi System



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

Potential new 'commuter' destinations for the water taxis

Routes not extending beyond the inner harbour, as vessels are not suitable to properly navigate further offshore

Mooring

- Dock Space Allocation for Primary Focus Area -

Existing Mooring Arrangements within the Primary Focus Area



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

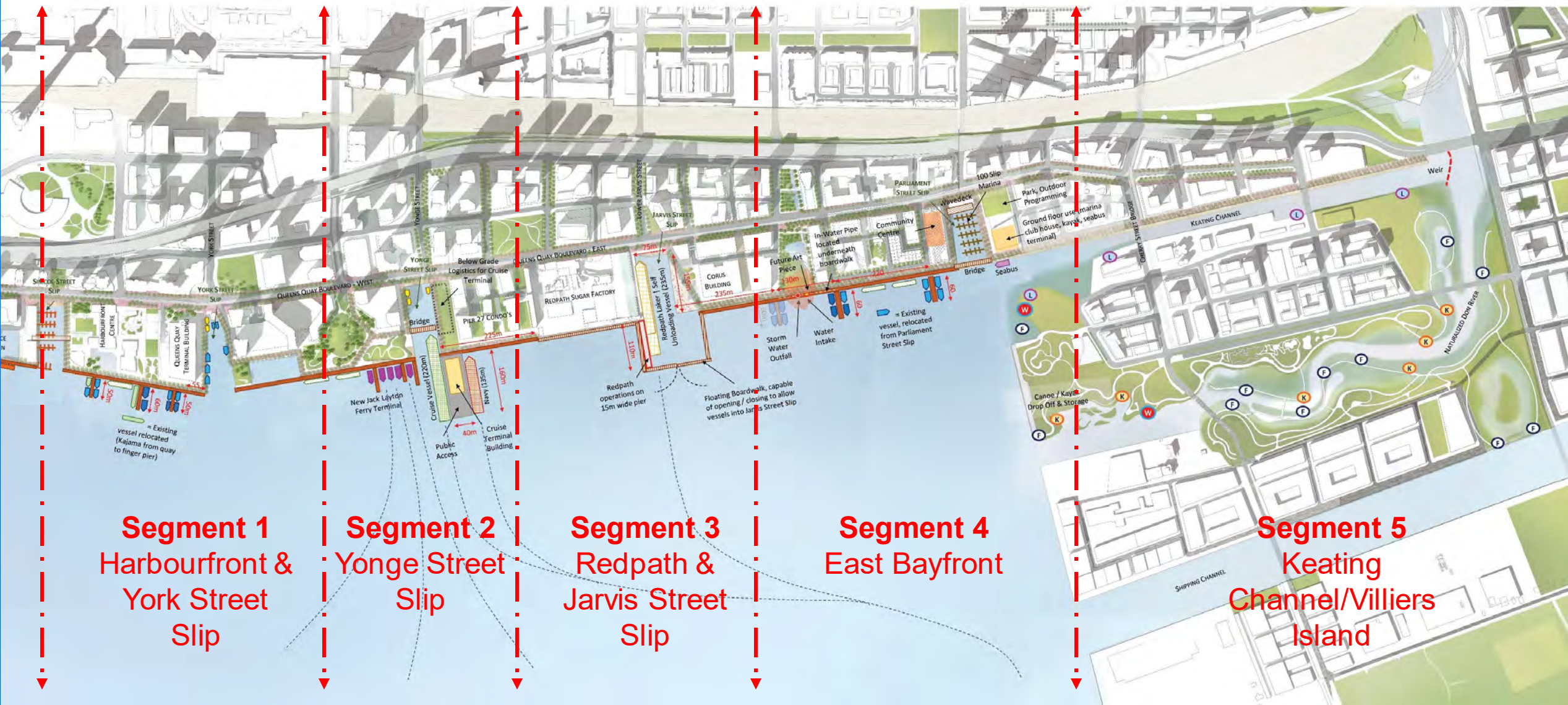
- 1 Central Waterfront**
Obsession II (Tour)
Challenges (Tallship Tour)
Serenity Princess (Tour)
St. Marie (Tour)
Kajama (Tallship)
Orlo (Tour)
Showboat Royal Grace (Tour)
Northern Spirit I (Tour)
Perfect Alibi (Private)
- 2 York Street Slip**
Toronto Harbour Water Taxi
Aqua Bus Water Taxi
Captain Matthew Flanders (Tour)
Rosemary (Tour)
New Beginnings (Tour)
Shipsands (Tour)
Empress of Canada (Tour)
- 3 Ferry Terminal**
Trillium (Ferry)
Thomas Rennie (Ferry)
William Inglis (Ferry)
Onglara (Freight/ VehicleFerry)
Ned Hanlon II (Industry)
- 4 Yonge Street Slip**
Otter Guy Water Taxi
Infinity Water Taxi
New Water Taxi
Stress Free (Charter)
- 5 Jarvis Street Slip**
Redpath Lakers (Industry)
Redpath Self Unloading Vessels (Industry)
Frigate (Navy Vessel)
- 6 Parliament Street Slip**
Pioneer Queen (Tour)
Pioneer Princess (Tour)
Stella Boreales (Tour)
River Gambler (Tour)
Aurora Borealis (Tour)
- 7 South Slip**
Enterprise 2000 (Tour)
Toronto Drydock - Mooring (Industry)
- 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)

KEY HIGHLIGHTS

- Most locations present a blend of tour/ charter boats, water taxi's and the ferry.
- Two locations are distinctly industrial (Jarvis Street Slip and the Ship Channel)
- The tour/charter boats, water taxi's 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)

Segment Overview

Preliminary concepts - for discussion purposes only



Segment 1
Harbourfront &
York Street
Slip

Segment 2
Yonge Street
Slip

Segment 3
Redpath &
Jarvis Street
Slip

Segment 4
East Bayfront

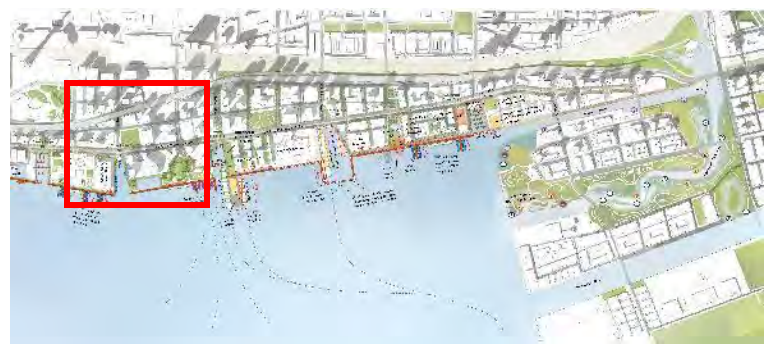
Segment 5
Keating
Channel/Villiers
Island

Segment 1: Harbourfront Centre & York Street



Segment 1: Harbourfront Centre & York Street

Preliminary concepts - for discussion purposes only



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			

Segment 2: Yonge Street Slip & Central Waterfront (East)



Segment 2: Yonge Street Slip & Central Waterfront (East)

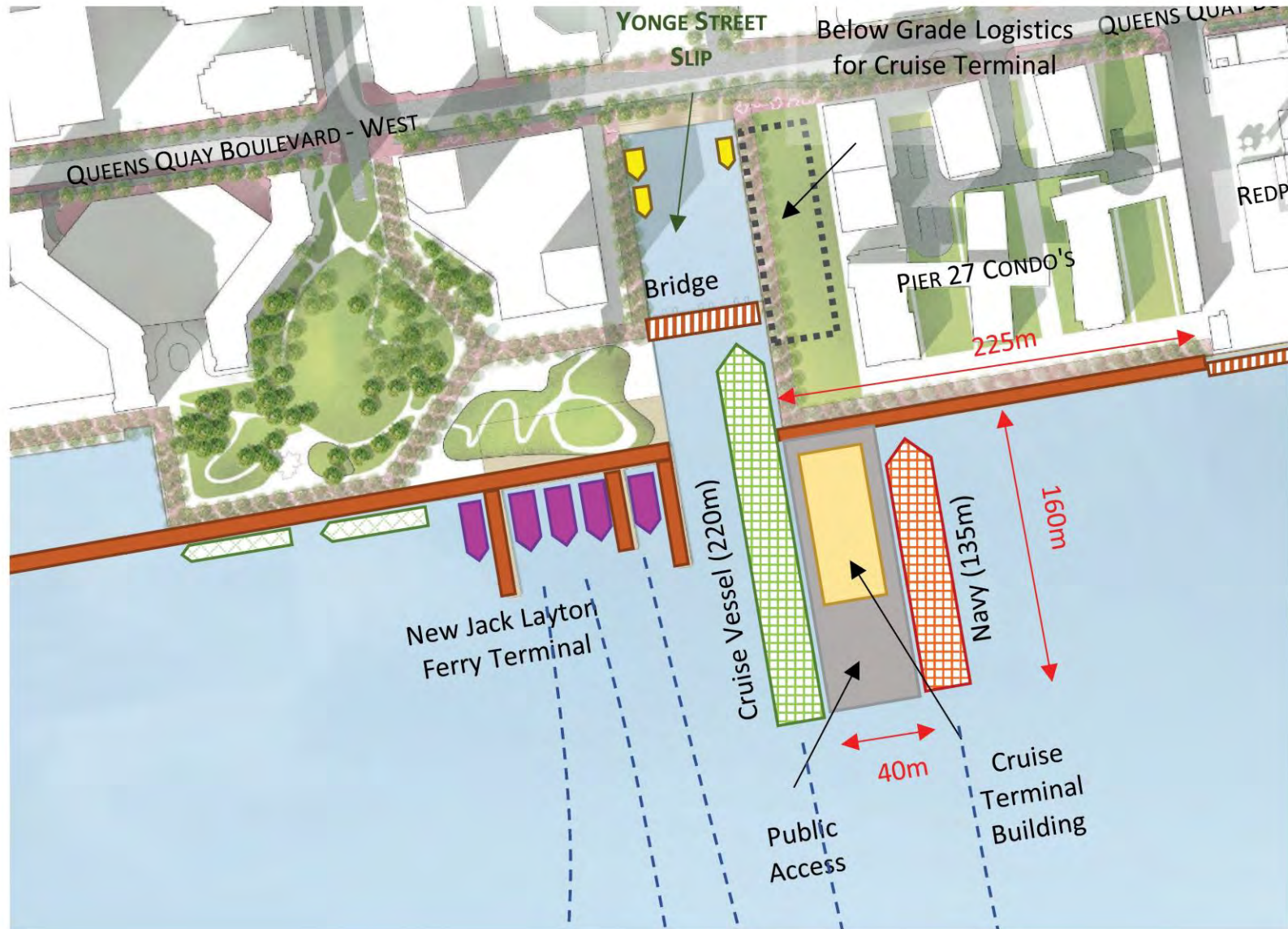
Planning Considerations:

- Length of new multi-user pier dictated by planned bridge over Yonge Street Slip or potential land fill
- Cruise terminal building can be two storeys, with sub-base parking and public access on top (refer Canada Place in Vancouver or Yokohama Cruise Terminal)
- Cruise terminal building either needs to extend on the 30-40m wide pier or located on the North-East side of Yonge Street Slip
- When not in use as cruise pier, the area can be used for mooring visiting navy vessels and/or serve as a destination point for public access



Segment 2: Yonge Street Slip Option 1

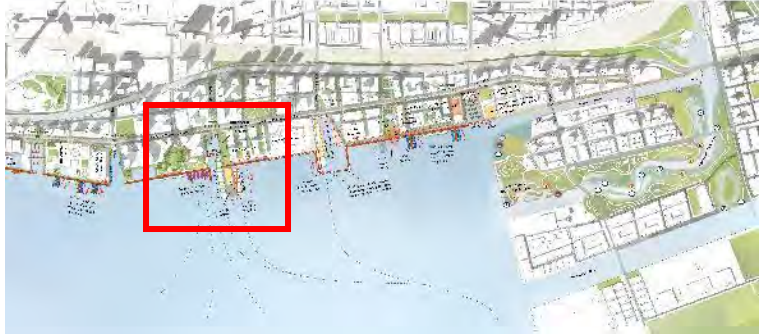
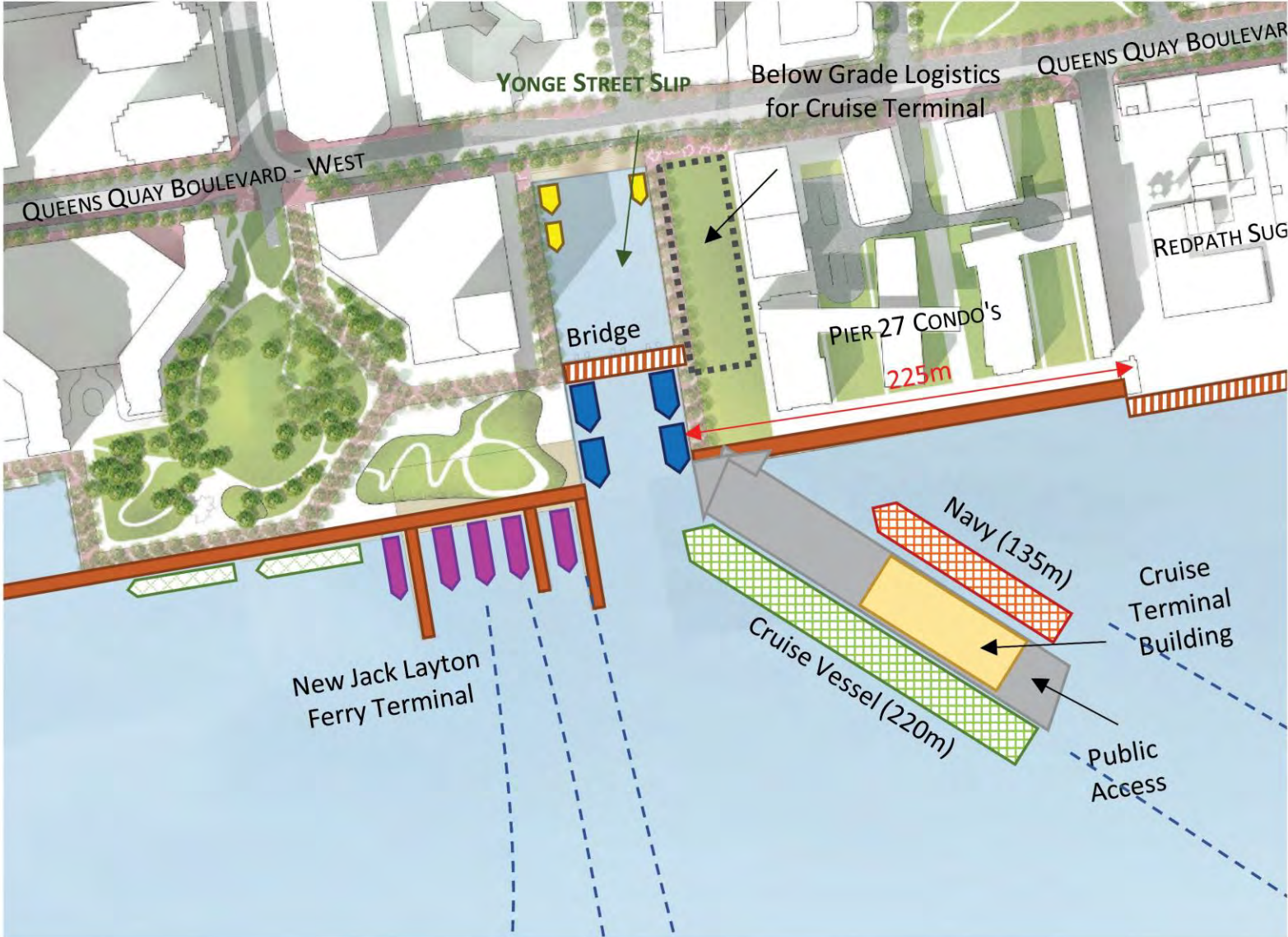
Preliminary concepts - for discussion purposes only



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Boardwalk			

Segment 2: Yonge Street Slip Option 2

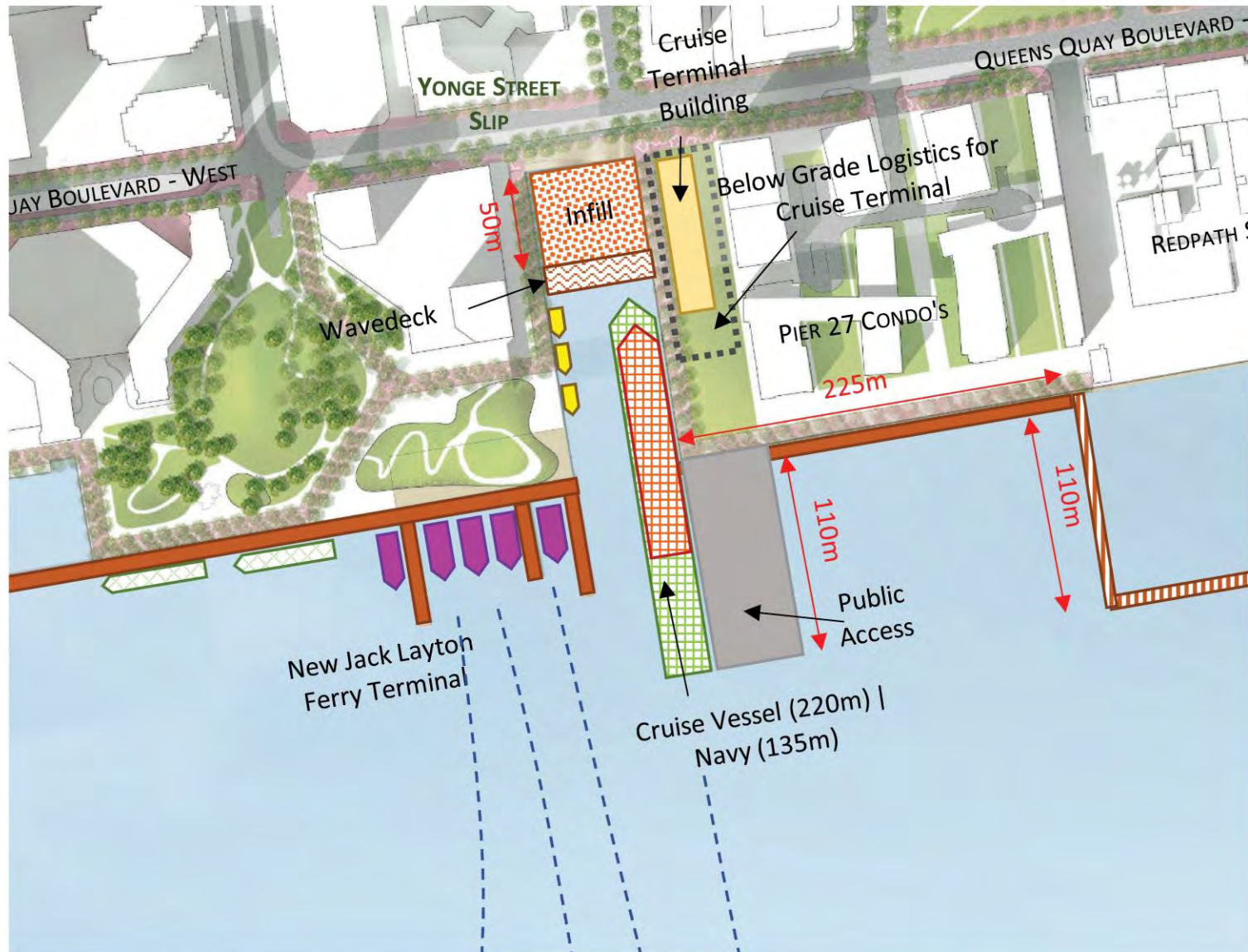
Preliminary concepts - for discussion purposes only



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			

Segment 2: Yonge Street Slip Option 3

Preliminary concepts - for discussion purposes only



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			

Segments 3: Redpath, Jarvis Street Slip & EBF



Segments 3 and 4: Redpath, Jarvis Street Slip

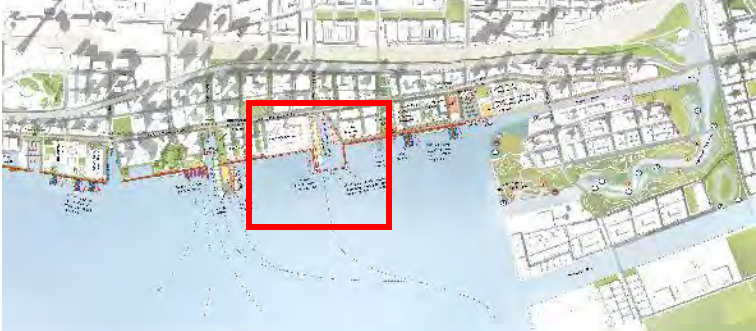
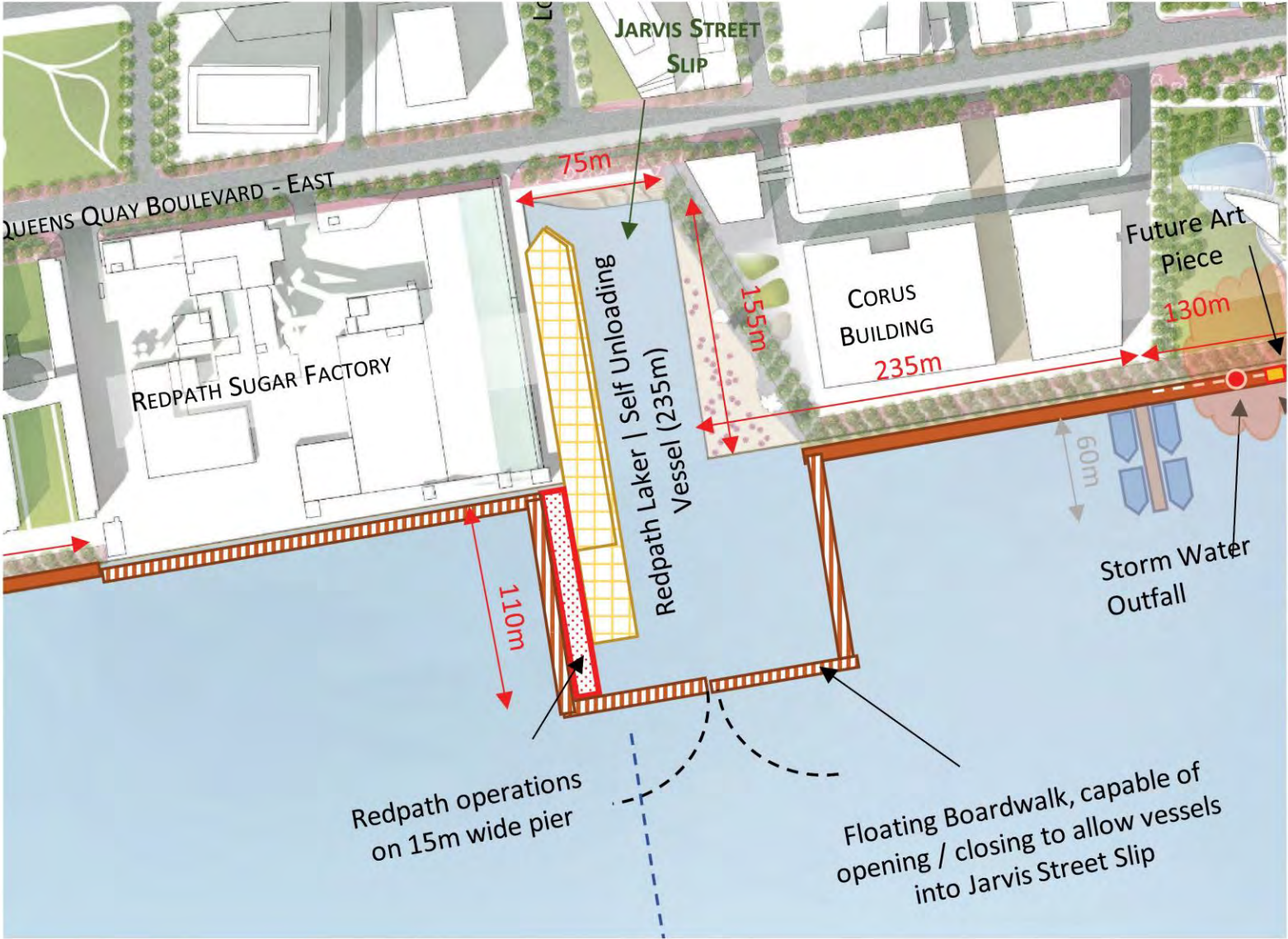
Planning Considerations:

- Self-unloading Redpath vessels (770ft = 235m long) moor in front of Jarvis Street Slip approx. 5-6 times per year (right top picture) rather than inside the slip as (right bottom picture)
- Depending on navigation and operational conditions, vessels will approach from either the West or East during mooring operations
- The Western stretch of quay wall on East Bayfront (dockside) is the only location where currently large navy vessels (frigate, 135m long) can moor (draft, bollards). This space needs to be guaranteed until at some point a new cruise / navy pier may be constructed



Segment 3: Redpath & Jarvis Street Slip Option 1

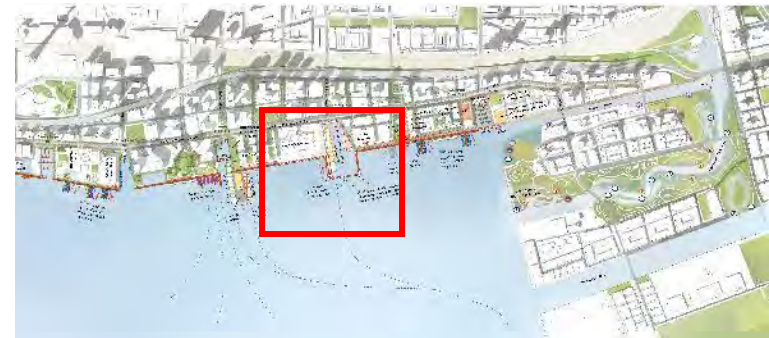
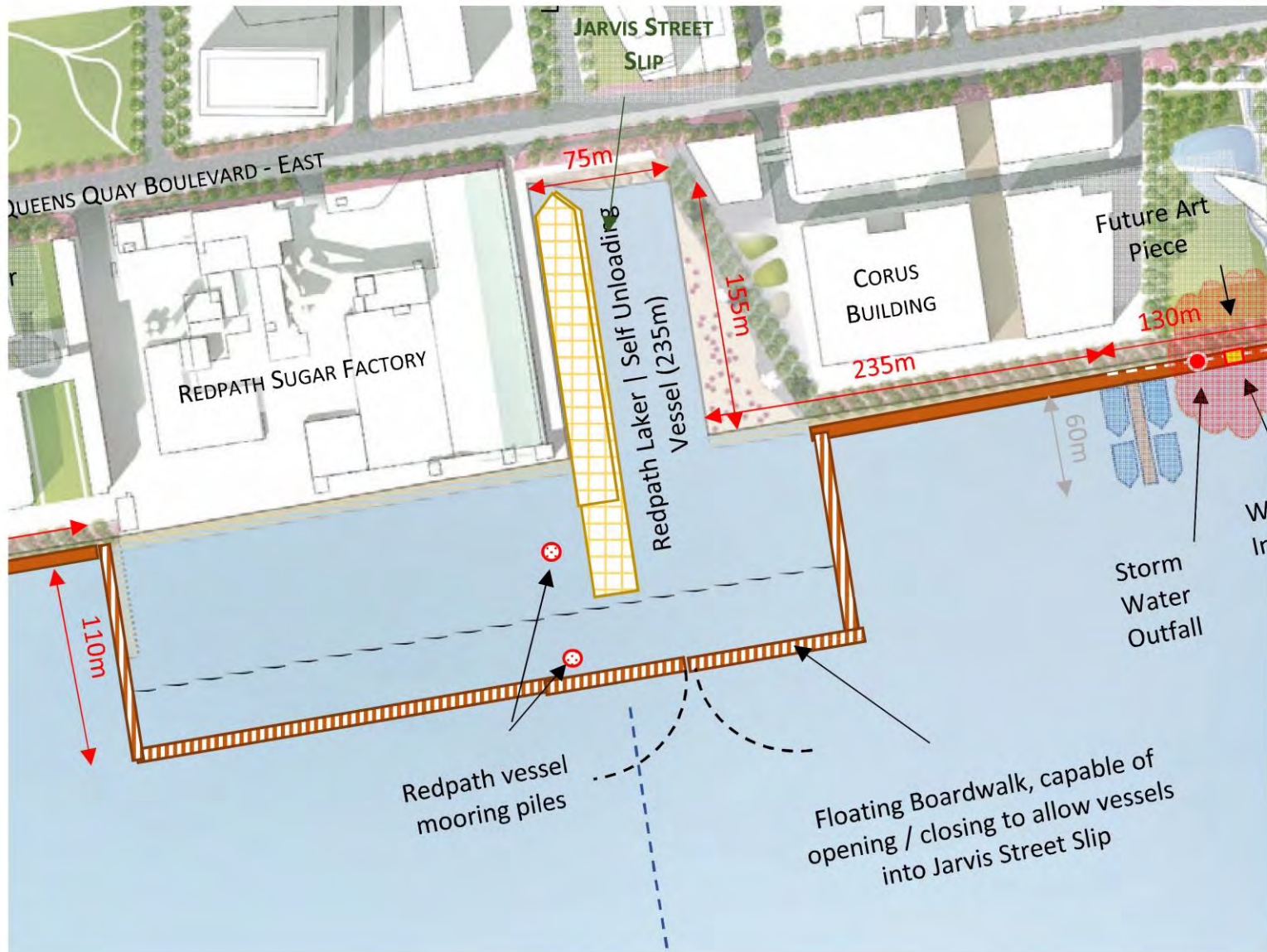
Preliminary concepts - for discussion purposes only



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Ferry	± 40m	Permanent	Ferry Terminal
Seabus (New)	± 35m	Permanent	Dockwall / Finger Pier / Slip
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Red Path Vessel	± 180m - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

Segment 3: Redpath & Jarvis Street Slip Option 2

Preliminary concepts - for discussion purposes only



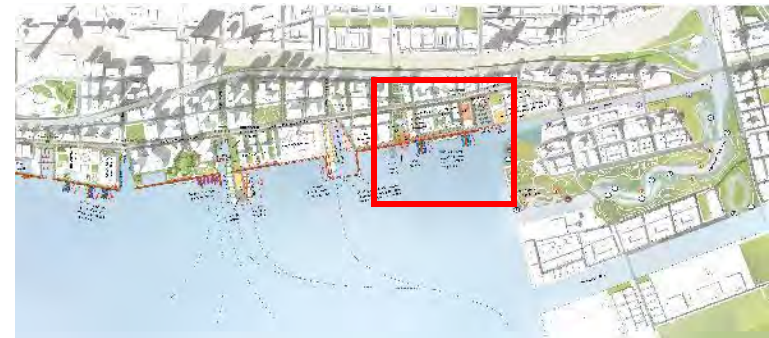
Vessel Type	Length	Status	Mooring Zone
Ferry	± 40m	Permanent	Ferry Terminal
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Red Path Vessel	± 180m - 235m	Visiting	Dockwall / Slip
Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

Segment 4: East Bayfront



Segment 4: East Bayfront Option 1

Preliminary concepts - for discussion purposes only



Vessel Type	Length	Status	Mooring Zone
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Tour / Charter Boat	± 30m	Permanent	Finger Pier / Slip
Tour / Charter Boat (New)	± 30m	Permanent	Finger Pier / Slip
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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			

Segment 4: East Bayfront Option 2

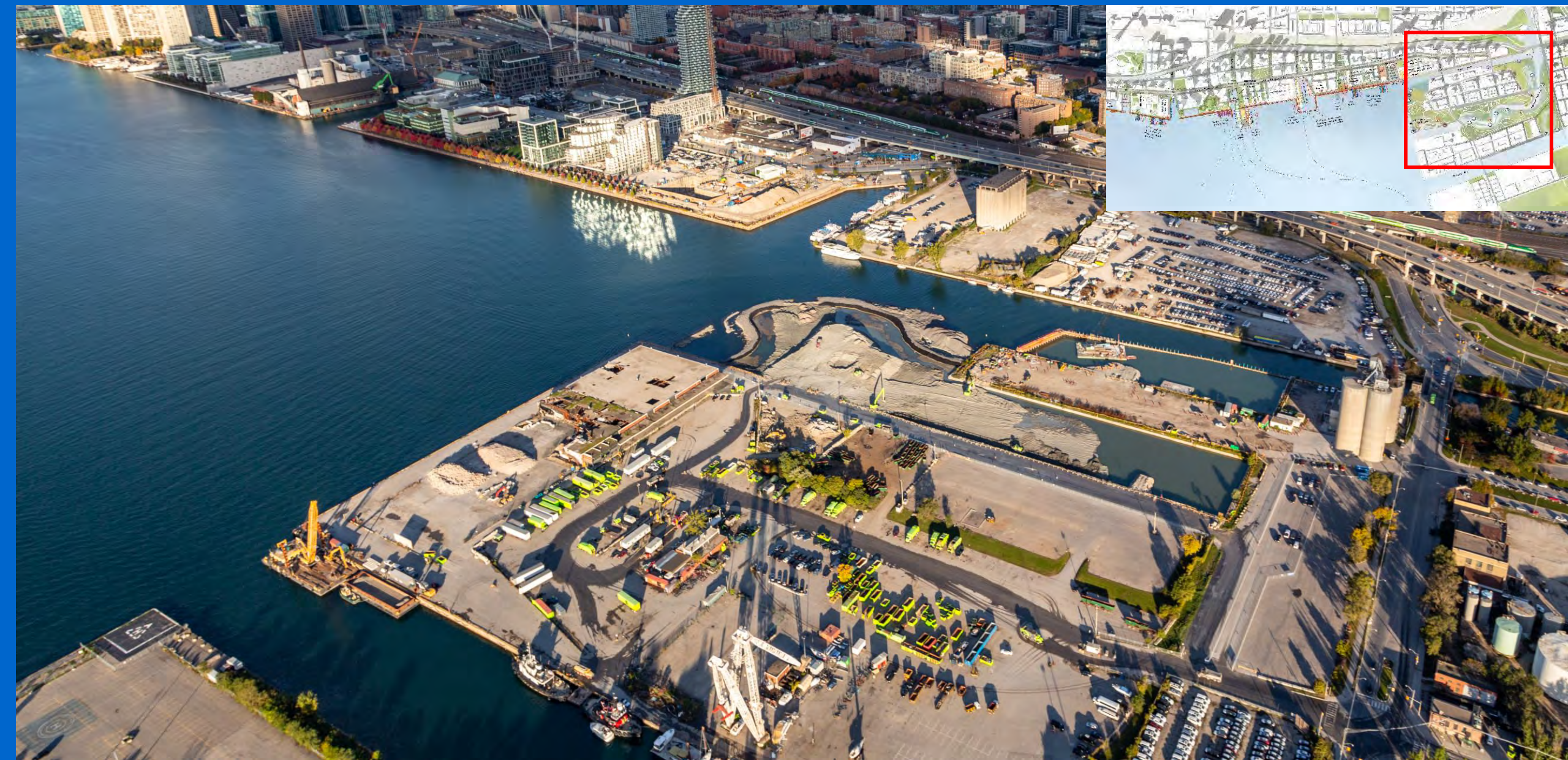
Preliminary concepts - for discussion purposes only



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Boardwalk			

alk, capable of to allow vessels Street Slip

Segment 5: Keating Channel + Villiers Island



Segment 5: Keating Channel + Villiers Island

Preliminary concepts - for discussion purposes



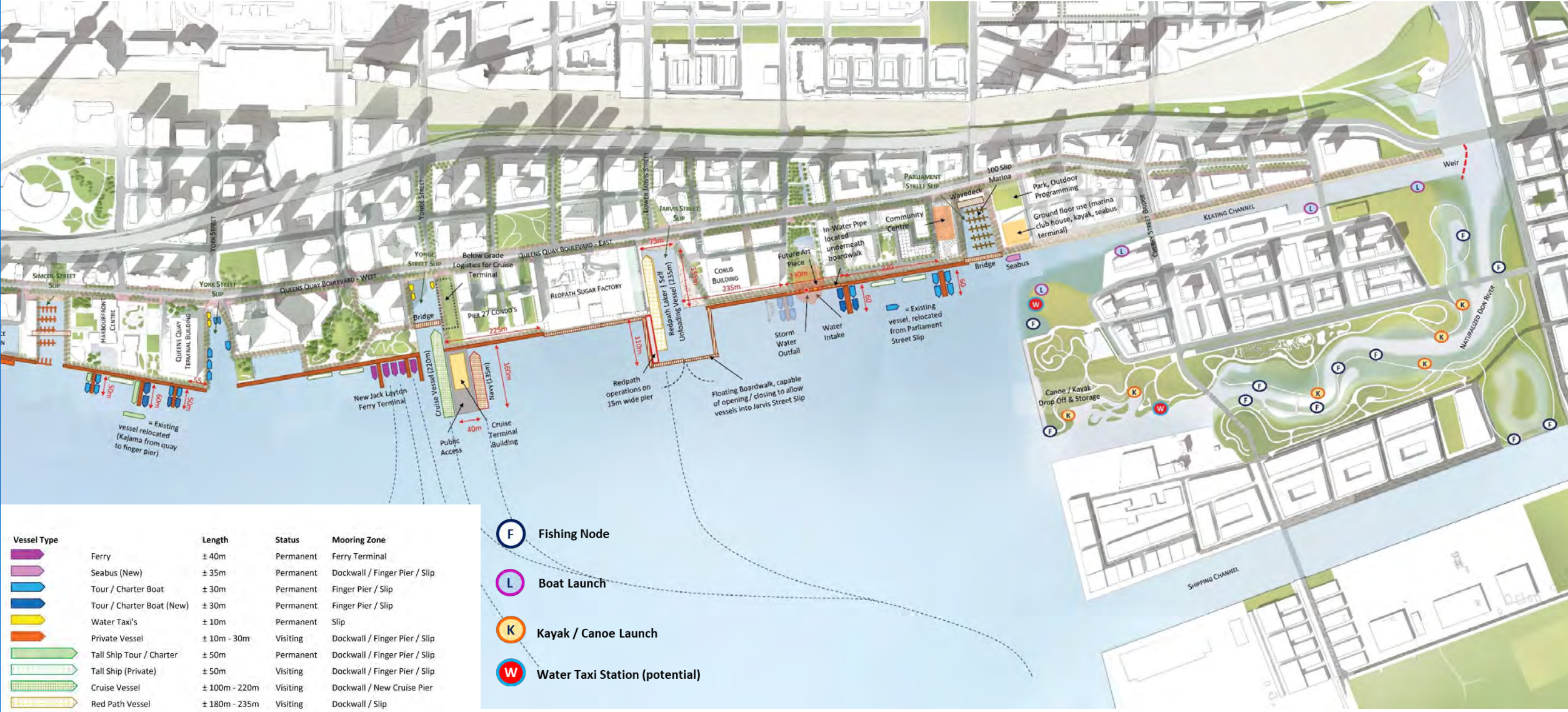
Additional Design Considerations :

- Keating Channel: motorized vessel access (air draft restrictions)
- Don-River: non-motorized vessels only
- Boat launches require road access and parking for trailers
- Kayak / Canoe ideally require onshore storage
- No water access for canoe / kayaks at Promontory Park, as conditions may be rough and unsafe

- Fishing Node
- Boat Launch
- Kayak / Canoe Launch
- Water Taxi Station (potential)

Primary Focus Area – Overview Combination 1

Preliminary concepts - for discussion purposes only

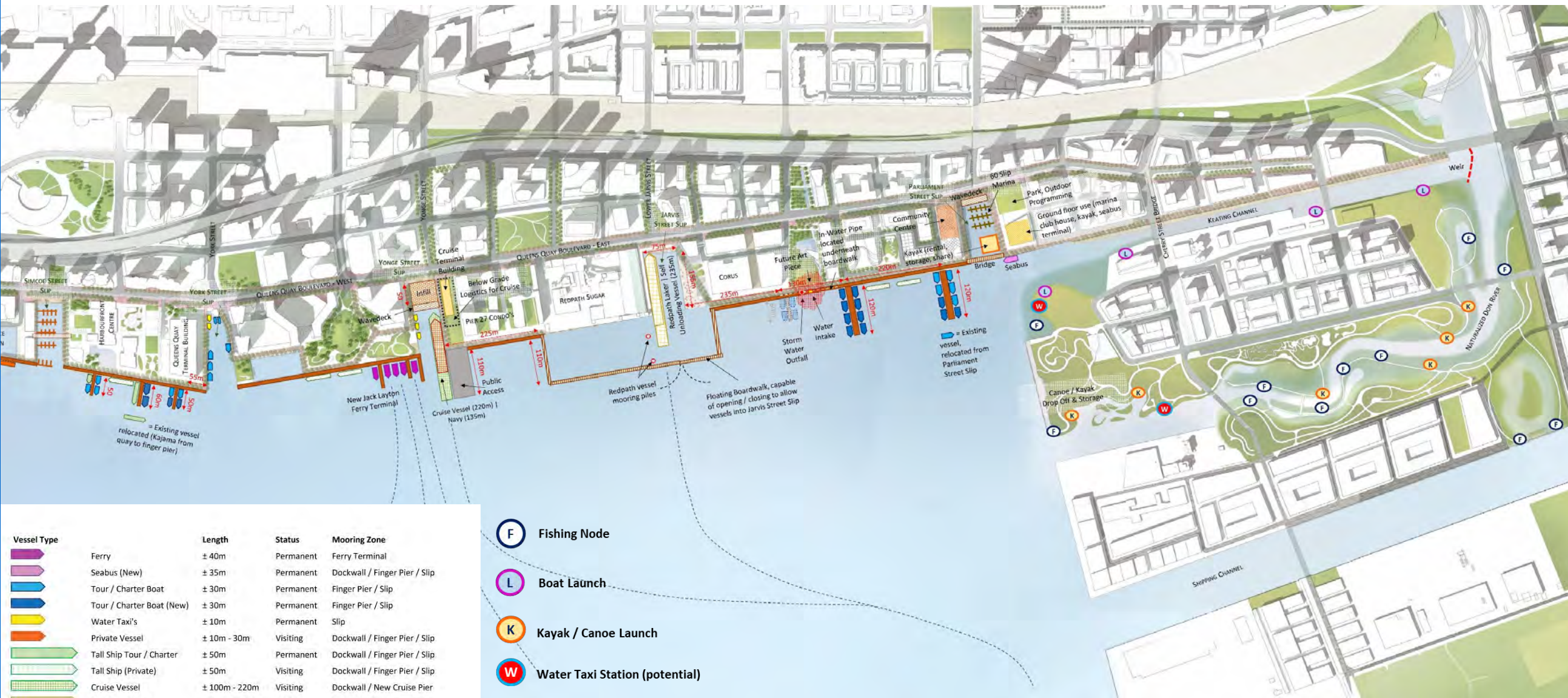


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Navy Vessel	± 135m	Visiting	Dockwall / Slip
Boardwalk			

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

Primary Focus Area – Overview Combination 2

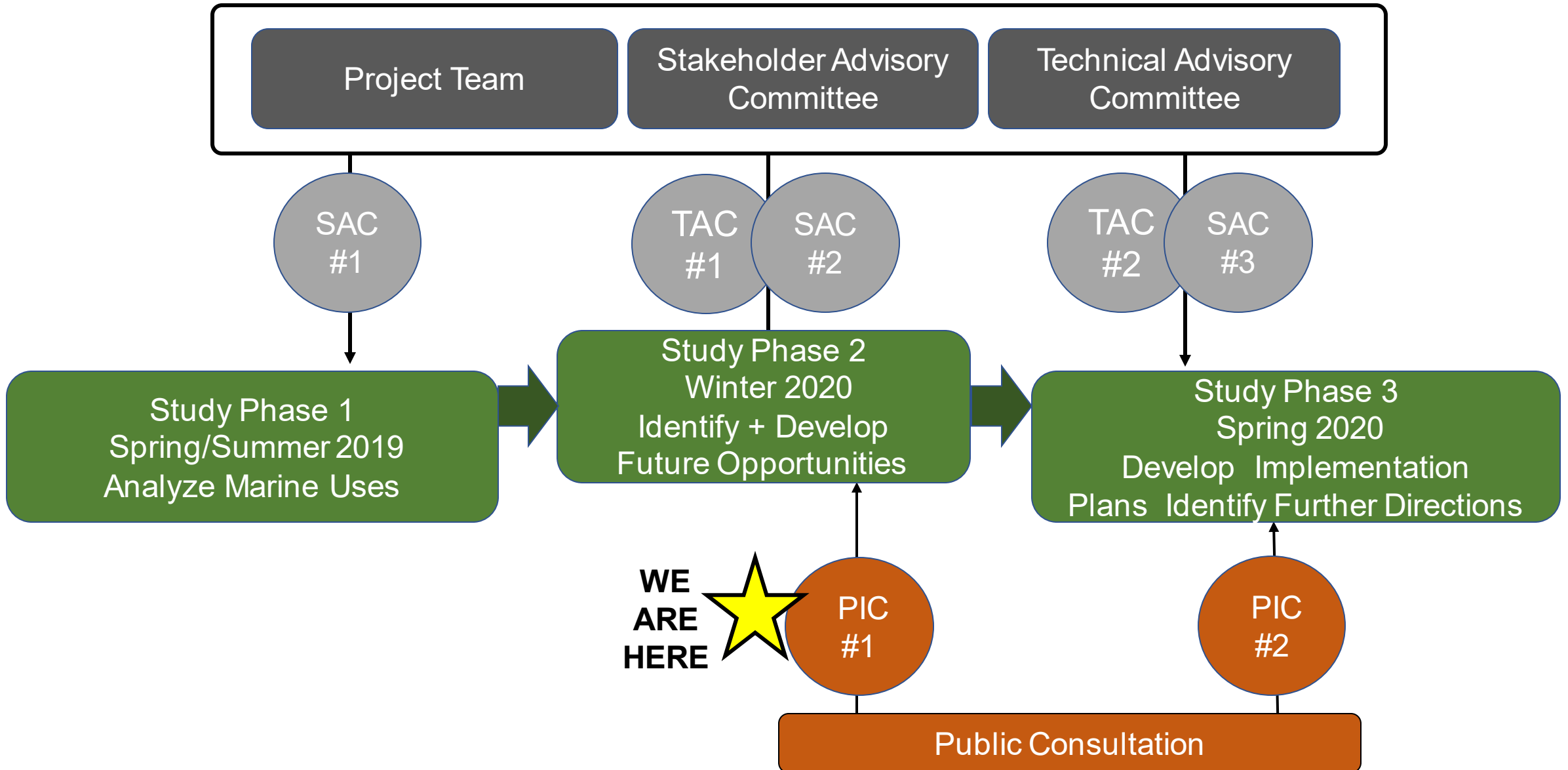
Preliminary concepts - for discussion purposes only



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Boardwalk			

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

Project Schedule and Process – Where We Are Now



Thank You

Questions of Clarification

Feedback Stations

Feedback Stations

1. You are now invited to revisit the displays around the room.
2. Ask questions of the project team and share your thoughts with us using the feedback forms provided.
 - Keeping in mind the objective to balance multiple priorities for Toronto's waterfront, do you agree with the draft potential opportunity? Please explain.
 - Do you have any other advice for the project team?
3. There is also an activity for youth to participate in.