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2020 MARINE USE STRATEGY



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A. 2006 MARINE USE STRATEGY IMPLEMENTATION IDEAS – STATUS REVIEW

This Section A provides a complete overview of the 2006 Implementation Ideas ‘per theme’, as well as their current status. For ease of reference we have used the following colour coding to further illustrate whether an idea has been implemented (i.e. completed), whether it’s implemented but still relevant, whether it’s not yet implemented, but still relevant or whether the current status is as of yet unknown.

	Completed
	Ongoing (Implemented, still relevant)
	Not implemented, but still relevant
	Status unknown

A.1 THEME 1 – RECOGNIZING AN EXPANDING AND EXCEPTIONAL RESOURCE

No	Implementation Ideas - MUS 2006	Status
1	Support long term tenure for marine users once waterfront precinct plans have been completed.	<ul style="list-style-type: none">• Implemented• Still relevant, also underlined through this update of the Marine Use Strategy.
2	Minimize disruption to existing viable marine uses when undertaking water’s edge construction work.	<ul style="list-style-type: none">• Implemented: For completed projects, this was done successfully (measured from stakeholder feedback).• Still relevant, as construction on the water’s edge will continue the coming years.
3	Ensure that marine users are represented as stakeholders in public consultation processes for water’s edge precincts.	<ul style="list-style-type: none">• Implemented• Still relevant, also adhered to as part of this update of the Marine Use Strategy, through stakeholder engagement, SAC meetings and PIC sessions.
4	Support an expanded inventory of facilities for marine users, including growth in the number of marine slips for recreational boaters and dock wall available for commercial marine uses.	<ul style="list-style-type: none">• Implemented, e.g. through the finger piers on harbourfront• Still relevant (measured from stakeholder feedback)

No	Implementation Ideas - MUS 2006	Status
5	Plan interpretive signage to help waterfront visitors understand the significance and heritage of marine activity on Toronto's waterfront.	<ul style="list-style-type: none"> Not implemented, but still relevant (measured from stakeholder feedback)

A.2 THEME 2 – EMBRACING INTEGRATED AND SUSTAINABLE PLANNING ON THE WATERFRONT

No	Implementation Ideas - MUS 2006	Status
1	Monitor changing needs for marine infrastructure (dock wall space, piers, etc.) and plan to meet these needs over time through construction and active management of dock wall space	<ul style="list-style-type: none"> Not implemented, but still relevant (measured from stakeholder feedback)
2	Use the water's edge as a venue to educate people about marine uses and maritime history on the Toronto waterfront	<ul style="list-style-type: none"> Not implemented, but still relevant
3	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	<ul style="list-style-type: none"> Implemented: e.g. through the various wave decks and habitat creation underneath, as well as the wooden boardwalks. Still relevant
4	Require the water's edge planning and design projects consider the needs of marine uses as part of the project terms of reference	<ul style="list-style-type: none"> Implemented: e.g. for East Bayfront Precinct Plan Still relevant, as planning and design projects on the water's edge will continue the coming years.
5	Promote a range of water's edge conditions that maximize public access and promote habitat	<ul style="list-style-type: none"> Implemented: e.g. both the Port Lands Flood protection and Villiers Island Precinct plans have this embedded in their plans.

No	Implementation Ideas - MUS 2006	Status
	creation without precluding marine uses	<ul style="list-style-type: none"> Still relevant, as planning and design projects on the water's edge will continue the coming years.
6	Maintain appropriate facilities for marine police, EMS and fire services on the Central Waterfront	<ul style="list-style-type: none"> Completed: These facilities have been maintained at their location. This is not expected to change in the years to come.
7	Enhance swimming opportunities by promoting continued improvements to water quality and continued public investment in the provision of safety facilities and services at public beach areas and in the water	<ul style="list-style-type: none"> Not Implemented, but still relevant Major projects are in the design phase or underway to address combined sewer outfall during storm surges. The Inner Harbour West Tunnel is scheduled for construction in 2027.
8	Participate actively in all environmental assessment processes with the potential to impact existing marine users to ensure they don't conflict with TWRC's Marine Use Strategy objectives	<ul style="list-style-type: none"> Implemented on all ongoing development projects near the waterfront. Still relevant.
9	Recognize the impacts of water pollution on the sustainability and enjoyment of marine uses and activities and reinforce the need to continue efforts to resolve these issues through continued implementation of initiatives such as the City of Toronto Wet Weather Flow Master Plan and Toronto and Region Conservation Authority Aquatic Habitat Restoration Strategy	<ul style="list-style-type: none"> Implemented on all ongoing development projects near the waterfront. Still relevant.
10	Acknowledge winter storage and docking requirements of marine uses in waterfront planning	<ul style="list-style-type: none"> Implemented (acknowledged) Still relevant (measured from stakeholder feedback)

A.3 THEME 3 – PROMOTING AN ACTIVE, DIVERSE AND ACCESSIBLE WATERFRONT

No	Implementation Ideas - MUS 2006	Status
1	Sponsor events on the waterfront that raise the profile of marine activities and work with the Council of the Commodores and others to encourage more participation in marine activities.	<ul style="list-style-type: none"> Implemented: e.g. through the tall ship festival Still relevant (measured from stakeholder feedback)
2	Work with tourism development partners to market marine activities and foster an understanding of waterfront revitalization.	<ul style="list-style-type: none"> Not implemented, but still relevant Work with Waterfront Business Improvement Area (BIA) to promote waterfront events, including Tall Ship Festival.
3	Consider the needs of marine users when planning for vehicle parking and vehicular access to the dock wall edge for servicing in waterfront precincts.	<ul style="list-style-type: none"> Not implemented, but still relevant
4	Ensure that water's edge areas are designed to be accessible for people of all ages and physical abilities.	<ul style="list-style-type: none"> Implemented: through several ramps etc. Still relevant (measured by stakeholder feedback)
5	Plan in accordance with the City of Toronto's policy regulating and limiting the existence of liveaboards and float homes to preserve public areas of the waterfront. In particular, on-water residential uses that limit marine activities and that serve to privatize public areas of the waterfront should be discouraged.	<ul style="list-style-type: none"> Completed
6	Recognize the special role that non-profit boating organizations play in enhancing public access to marine activities on the waterfront.	<ul style="list-style-type: none"> Implemented to some extent (e.g. through the new location for the Toronto Brigantine) Disabled Sailing Association of Ontario facility at 283 QW. Still relevant (measured by stakeholder feedback)

No	Implementation Ideas - MUS 2006	Status
7	Expand the range of facilities to support recreational fishing, both from the shore and the water.	<ul style="list-style-type: none"> Completed, e.g. through the TRCA recreation nodes on Unwin at the Outer Harbour Marina. These nodes have become popular fishing spots

A.4 THEME 4 – PLANNING MARINE DISTRICTS THROUGH REVITALIZATION

A.4.1 THEME 4.1 – THE INNER HARBOUR

No	Implementation Ideas - MUS 2006	Status
1	Incorporate marine uses that complement, activate and mutually reinforce the landside uses of the East Bayfront precinct plan. This includes the provision of additional finger piers to accommodate tour/charter vessels, a free dock wall 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.	<ul style="list-style-type: none"> Implemented: e.g. through: <ul style="list-style-type: none"> A promenade along the water's edge has been constructed in East Bayfront and runs parallel to the Martin Goodman Trail and the Queens Quay roadway. The Water's Edge Promenade in East Bayfront that runs from Lower Jarvis Street to Parliament Street, currently serves as a docking point for larger ships and vessels. The boardwalk and finger piers are key components of the promenade that have not yet been constructed. The existing Jarvis Street and Parliament Street Slips have been maintained, and retail and restaurant uses have been introduced on the ground floor of the lakeside buildings to create an active and engaging environment along the water's edge. Canada's Sugar Beach, located on the east side of the revitalized Jarvis Street Slip, was opened in 2010. Canada's Sugar Beach is a 2-acre publicly-accessible park that features an urban beach,

No	Implementation Ideas - MUS 2006	Status
		<p>plaza space, and natural granite outcroppings.</p> <ul style="list-style-type: none"> - A new waterfront park named Sherbourne Common was constructed at the foot of Sherbourne Street in 2010 and 2011. The park space includes a range of seasonal activities along the water's edge, including a splash pad that converts to an ice skating rink in the winter, two informal play areas for children, an active water channel feature, and art sculptures. • Still relevant, e.g. as Parliament Slip has not yet been revitalized, and the waterfront park contemplated in the East Bayfront Precinct Plan to be located at the foot of Parliament Street has not been developed.
2	Maintain city-side facilities for the marine users located on Toronto Island	<ul style="list-style-type: none"> • Implemented (i.e. maintained) • Still relevant
3	Encourage TEDCO (now CreateTO) and the TPA (now PT) to finalize the relocation of the RCYC city station from the Parliament Street Slip to a location on the south side of the Ship Channel, west of Cherry Street.	<ul style="list-style-type: none"> • Completed: The Royal Canadian Yacht Club City Station facility was relocated in 2017 to 150 Cherry Street
4	Foster the creation of a network of water taxi stops connecting destinations around the Inner Harbour, beginning with the connection of the TPA's Ferry Terminal to Harbourfront and support the use of alternative vessels to meet this need	<ul style="list-style-type: none"> • Implemented • Still relevant, especially with regards to the Port Lands development, which need to be connected to this network
5	Use the existing dock wall as efficiently as possible for the mooring of tour/charter boats and	<ul style="list-style-type: none"> • Implemented, e.g. finger piers on Central Harbour • Still relevant, since:

No	Implementation Ideas - MUS 2006	Status
	upgrade the facilities to service these vessels when making investments in dock wall repairs, particularly at the Portland Street Slip. A centralized facility for passenger embarkation could be used to maximize the functionality of marine infrastructure for tour and charter boats	<ul style="list-style-type: none"> - Current space is still insufficient (feedback from stakeholders) - There is still a desire to have sufficient shore side power. - A centralized facility for passenger embarkation has not yet been implemented.
6	Include a plan for marine uses and facilities when the Yonge Street Precinct Plan is prepared, with integrated planning of both sides of the slip, acknowledging the existing use of the dock wall by charter boats and the Toronto Island Ferry Terminal. The plan should consider redevelopment of the ferry terminal, which will also allow consideration of increased ferry service and service to new locations	<ul style="list-style-type: none"> • Completed: <ul style="list-style-type: none"> - The Lower Yonge Street Precinct Plan was endorsed by City Council on July 2017, and the plan considers enhanced pedestrian connections towards the Ferry Terminal; - A new master plan for the Jack Layton Ferry Terminal is currently being developed, which will integrate the ferry terminal and Harbour Square Park into the continuous network of renewed public space around the site flowing from York Slip to Yonge Slip. The master plan will also ensure improved ferry terminal operations and include the creation of new aquatic habitat.
7	Support the retention of existing marine users and activities at Harbourfront, including finding a permanent home for Toronto Brigantine and establishing a permanent home for the nautical center at the Rees Street Slip	<ul style="list-style-type: none"> • Implemented, as Toronto Brigantine has a new home. Still relevant, as <ul style="list-style-type: none"> - Stakeholder feedback indicates that TB's new home is sub-optimal. - The status of the nautical center is unknown at this time.
8	Anticipate ongoing industrial shipping to Redpath's facilities at the foot of Jarvis Street	<ul style="list-style-type: none"> • Completed, e.g. through: <ul style="list-style-type: none"> - Creation of buffer zones around Redpath by means of public parks and office buildings.

No	Implementation Ideas - MUS 2006	Status
		<ul style="list-style-type: none"> - Construction of Canada's Sugar Beach, which allows for a combination of 'urban beach life' with view of more traditional port activities such as cargo being offloaded from a nearby vessel
9	Explore opportunities for recreational fishing, including potential locations for the provision of facilities such as fishing piers	<ul style="list-style-type: none"> • Not implemented.

A.4.2 THEME 4.2 – THE PORT LANDS

No	Implementation Ideas – MUS 2006	Status
1	Protect the opportunity to provide a small craft launching area and associated amenities in conjunction with the re-naturalization of the mouth of the Don River	<ul style="list-style-type: none"> • Completed: Within the Don River mouth re-naturalization area and Keating Channel, the following are proposed in the Villiers Island Precinct Plan (2017): <ul style="list-style-type: none"> - Water taxi landing locations; - Formal/informal kayak launching locations; - Primary and secondary kayak circulation; and - Fishing and ice fishing locations.
2	Maximize the use of the TPA's Ferry Terminal as the initial arrival point for international passenger vessels but pursue opportunities to accommodate the docking of cruise boats closer to the downtown core	<ul style="list-style-type: none"> • Not implemented. The international cruise ships currently dock in the dock wall located in the Port Lands. • Still relevant
3	Affirm that industrial/commercial shipping activity will continue at TPA facilities and as the primary use of the Ship Channel as envisioned in the City/TEDCO/TPA settlement but work with the TPA and TEDCO on a	<ul style="list-style-type: none"> • Completed (affirmed), although not sure about the MoU

No	Implementation Ideas – MUS 2006	Status
	memorandum of understanding to facilitate the use of the Ship Channel for limited recreational boating, subject to appropriate safety measures and management procedures	
4	Include a detailed plan for the accommodation of marine uses in all precinct plans prepared in the Port Lands district, particularly for Polson and Cousins Quays	<ul style="list-style-type: none"> • Implemented <ul style="list-style-type: none"> - The following plans have been developed for the Port Lands and includes various marine uses since 2006: <ul style="list-style-type: none"> o Port Lands Planning Framework (2017) o Villiers Island Precinct Plan (2017) o Port Lands Flood Protection and Enabling Infrastructure (2016) o Keating Channel Precinct Plan (2010) - These plans identified the Port Lands as the shipping gateway and industrial hub for Toronto. (Port Lands Planning Frame Work, 2017) • Still relevant, also since <ul style="list-style-type: none"> - Precinct plans and accommodations for marine uses to be considered in future planning for Port Lands. - Lafarge (at Polson) raised a concern about their terminal being located alongside a water's edge that will experience significant recreational boat use.
5	Encourage TEDCO and the TPA to relocate Bayside Rowing from their current location potentially to the north side of the Turning Basin, as a catalyst for revitalization. A more detailed investigation of potential alternative locations for the club's	<ul style="list-style-type: none"> • Completed. Review of aerial image indicates that a construction has been in progress at the Bayside Rowing Club location (600 Unwin Avenue, Toronto) since 2009.

No	Implementation Ideas – MUS 2006	Status
	facilities within the Ship Channel is required	
6	Recognize the value of the existing Atlas crane to marine shipping and consider the relocation of the crane when the Cousins Quay precinct is redeveloped	<ul style="list-style-type: none"> • Not yet implemented • Still relevant

A.4.3 THEME 4.3 – THE OUTER HARBOUR

No	Implementation Ideas – MUS 2006	Status
1	Recognize non-motorized recreational boating as the primary activity in the Outer Harbour, acknowledging that power boating is an accepted use, particularly with respect to the Outer Harbour Marina	<ul style="list-style-type: none"> • Implemented (recognized and acknowledged) • Still relevant, as there is significant recreational boating activity in the Outer Harbour including a wide variety of non-motorized forms of boating such as sailing, kiteboarding, dragon boating, windsurfing, canoeing and kayaking.
2	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	<ul style="list-style-type: none"> • Implemented, e.g. through: <ul style="list-style-type: none"> - A recognized increase in recreational boating, both motorized and non-motorized over the last decade. - Completion of a new boat storage facility at the Hanlan Boat Club (east of Cherry Beach) - Received planning approvals by PortsToronto for construction of a youth rowing club at the Outer Harbour Marina, which is presently in the planning stages for this facility. • Still relevant, since: <ul style="list-style-type: none"> - Growth in marine use continues to increase, with more demand for public boat launches and facilities to store boats. - The Lake Ontario Master Plan (2008) had several more detailed recommendations in this regard, but is currently on hold.
3	Use the Lake Ontario Park master planning process to create a plan that resolves the long-term location, design, and servicing of facilities for the	<ul style="list-style-type: none"> • Not implemented, as the Lake Ontario Master Plan is currently on hold. • Still relevant

N o	Implementation Ideas – MUS 2006	Status
	Outer Harbour Sailing Federation clubs	
4	Use investments in the Port Lands to foster the accessibility and feasibility of recreational boating opportunities in the Outer Harbour including investments in public transit and municipal servicing infrastructure	<ul style="list-style-type: none"> • Not implemented, as the Lake Ontario Master Plan is currently on hold. • Still relevant, as this plan proposes: <ul style="list-style-type: none"> - New and renovated entrances at Cherry Street, Leslie Street and Woodbine Beach will establish a unified frontage to the park. - The City's commitment to providing connectivity and access across Unwin Avenue. Feasibility and details of the proposed realignment of Unwin Avenue are subject to an Environmental Assessment process. - The Marina Peninsula will continue to be accessed by a realigned drive off Unwin Avenue.
5	Improve opportunities for recreational fishing, including the provision of appropriate facilities such as fishing piers and fish cleaning stations	<ul style="list-style-type: none"> • Implemented. In 2015 TRCA realized the TRCA recreation nodes on Unwin at the Outer Harbour Marina. These nodes have become popular fishing spots • Still relevant, as the Lake Ontario Master Plan (currently on hold) proposes a broad, waterfront 'recreation deck' along the northern edge of the Marina Peninsula complete with fishing areas, fish cleaning station, pedestrian boardwalks and piers, spectator landings and a new waterfront café.
6	Use the Lake Ontario Park Master Plan to prioritize improvements to the aquatic habitat and shoreline access	<ul style="list-style-type: none"> • Not implemented, as the Lake Ontario Master Plan is currently on hold. • Still relevant

A.4.4 THEME 4.4 – THE LAKES AND BEACHES

N o	Implementation Ideas – MUS 2006	Status
1	Ensure that the value of current investment in the Western Beaches Watercourse is maximized by supporting the work of the Western Beaches Watercourse Advisory Committee regarding operations and long-term planning	<ul style="list-style-type: none"> • Implemented and although not within project study area, still relevant

No.	Implementation Ideas – MUS 2006	Status
2	Maintain a public boat launch at Humber Bay and Ashbridges Bay as well as Marie Curtis Park, Bluffer's Park and Etobicoke	<ul style="list-style-type: none"> Completed
3	Maximize opportunities for access to the water for small non-motorized craft (e.g. canoes, kayaks, etc.) along the Lake Ontario shoreline	<ul style="list-style-type: none"> Implemented Still relevant
4	Identify opportunities to use future investments in waterfront revitalization to reconstruct or reconfigure facilities currently used by marine users (including the implementation of the Lake Ontario Park master plan and the expansion of the Ashbridge's Bay Treatment Plant) to improve their capacity and function. The Lake Ontario Park master plan should address and resolve the current issues with respect to the requirement for ongoing dredging of the Coatsworth Cut and Ashbridges Bay. Potential expansion of the marine facilities in Ashbridges Bay and relocation of the harbor entrance from the current west side to a more southerly direction to mitigate the requirement for ongoing dredging should be included in the Lake Ontario Park Planning process	<ul style="list-style-type: none"> Not yet implemented Still relevant
5	Identify opportunities to create and improve swimming locations	<ul style="list-style-type: none"> Still relevant

A.5 THEME 5 – IMPLEMENTING STRATEGY THROUGH STEADY INVESTMENT

No	Implementation Ideas – MUS 2006	Status
1	Include an analysis of dock wall repair requirements when doing precinct planning at the water's edge	<ul style="list-style-type: none"> Implemented, e.g. through dock wall repair projects at: <ul style="list-style-type: none"> - East Bayfront - Island South Channel - Western Channel North Facing Dock wall Still relevant
2	Continue to foster the development of a variety of water's edge conditions suitable for a range of marine users from rowers and kayakers to large commercial vessels	<ul style="list-style-type: none"> Implemented (addressed over the years) Still relevant
3	Identify opportunities to increase the number of boat launches on the Toronto waterfront, potentially including the Outer Harbour Marina	<ul style="list-style-type: none"> Not yet implemented Still relevant
4	Direct capital funding towards the construction of safe water's edge areas including appropriate lighting, barriers, and rescue equipment	<ul style="list-style-type: none"> Still relevant
5	Monitor the compatibility of marine and other waterfront users and maintain an awareness of the distinct operational issues (such as noise) associated with some marine uses	<ul style="list-style-type: none"> Implemented, e.g. through the Practises and Procedures document as developed by PortsToronto Still relevant
6	Recognize that marine uses have a range of security and facility requirements, including the need for land side facilities	<ul style="list-style-type: none"> Implemented, with room for development and continuation of operations for the industrial users in the port. Still relevant
7	Where locations for new marine facilities, services and/or the re-location of boat club facilities are recommended by this Marine Strategy, the suggested locations should be used as	<ul style="list-style-type: none"> Implemented, e.g. through the relocation of: <ul style="list-style-type: none"> - Toronto Brigantine - City station for RCYC - Bayside rowing Club Still relevant

	the basis for future discussions among affected agencies and parties and a more detailed investigation to determine the precise location	
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B. DEVELOPMENT PLANS AND IMPACT ON MARINE USES

B.1 BACKGROUND AND OBJECTIVE OF PLAN REVIEW

Within the overall waterfront revitalization initiative, there are several plans and projects that are being planned or already being implemented by WT, City and TRCA to guide the redevelopment of the waterfront. The implementation of these plans may have impacts on the current and future use of the waterfront for the marine activities identified in this study. A detailed review of these plans and initiatives was therefore undertaken as part of the Marine Use Strategy Update.

The following Sections B2 - B10 provide a summary of the review of the following ongoing waterfront planning initiatives and projects related to waterfront revitalization and considered highly relevant for this Marine Use Strategy Update, as well as their implications, opportunities and constraints for marine uses.:

- Central Waterfront Secondary Plan;
- Port Lands, including Villiers Island and Keating Channel;
- East Bayfront;
- Lower Yonge;
- Bathurst Quay Neighborhood Plan;
- Billy Bishop Draft Master Plan;
- TRCA Marine Use Strategy;
- ToCore Parks and Public Realm Plan; and
- Waterfront Toronto Five Year Strategic Plan – Priority Projects 2019/2020 – 2023/2024.

In addition to the above plans, a number of other plans, studies and initiatives have been reviewed in a similar manner. These 'other plans' mainly provide vision, direction and recommendations for development of the overall waterfront area, specifically in terms of sustainability, resilience, innovation, mobility, public realm and environmental management. These plan reviews are presented in Sections B11 - B16, and a listing of these is provided below:

- Waterfront Toronto Best Practice Guide – Sustainable Parks and Open Space Design (2009);
- Waterfront Toronto Environmental Management Plan for Project Related Activities (2013);
- Waterfront Toronto Resilience & Innovation Framework of Sustainability (2017);
- Corporate Plan 2018/2019 Waterfront Toronto
- ToCore Downtown Mobility Strategy (2018); and
- ToCore Downtown Secondary Plan (2018).

The following two studies have been left out of this review, as their current status is either unknown, on-hold or too premature to provide reliable input for the Marine Use Strategy Update;

- Lake Ontario Park Master Plan;
- Toronto Island Park Master Plan.

B.2 CENTRAL WATERFRONT SECONDARY PLAN

B.2.1 PLAN DESCRIPTION

The Central Waterfront Secondary Plan (the Plan, refer figure B.1) was adopted by Toronto City Council in 2003¹. It is the overarching planning policy document guiding revitalization in the Designated Waterfront Area. It sets a framework to accommodate over 40,000 new housing units and over 68,000 new people² on the waterfront.

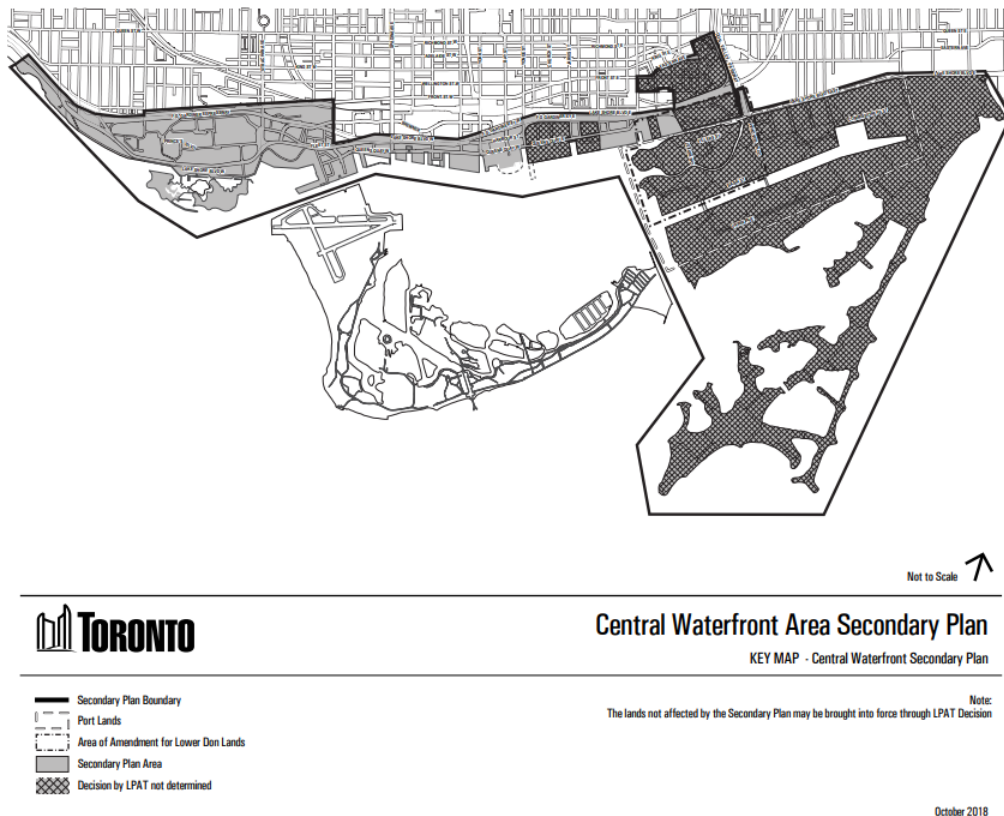


Figure B.1 – Central Waterfront Area Secondary Plan

The Plan establishes four core principles which are complementary to the vision of the Marine Use Strategy:

- Removing Barriers/Making Connections;
- Building a Network of Spectacular Waterfront Parks and Public Spaces;
- Promoting a Clean and Green Environment; and

¹ <https://www.toronto.ca/wp-content/uploads/2017/11/99c8-CWSP07.pdf>

² <https://waterfronttoronto.ca/nbe/wcm/connect/waterfront/5de208ec-6609-4685-97cd-181692f60868/Gardiner+EA+Report+-+CH+3+FINAL.pdf?MOD=AJPERES&CACHEID=5de208ec-6609-4685-97cd-181692f60868>

- Creating Dynamic and Diverse New Communities.

The Plan contains policies which guide the creation of new mixed-use communities on the waterfront and stress the importance of creating a diverse range of attractive public realm and establishing a contiguous public water's edge. The Plan also requires that new mixed-use communities will be planned through a precinct planning process.

A map illustrating the conceptual location of waterfront precincts and areas that have been planned to-date is provided below. Please note that precinct boundaries are conceptual and have been modified over time.

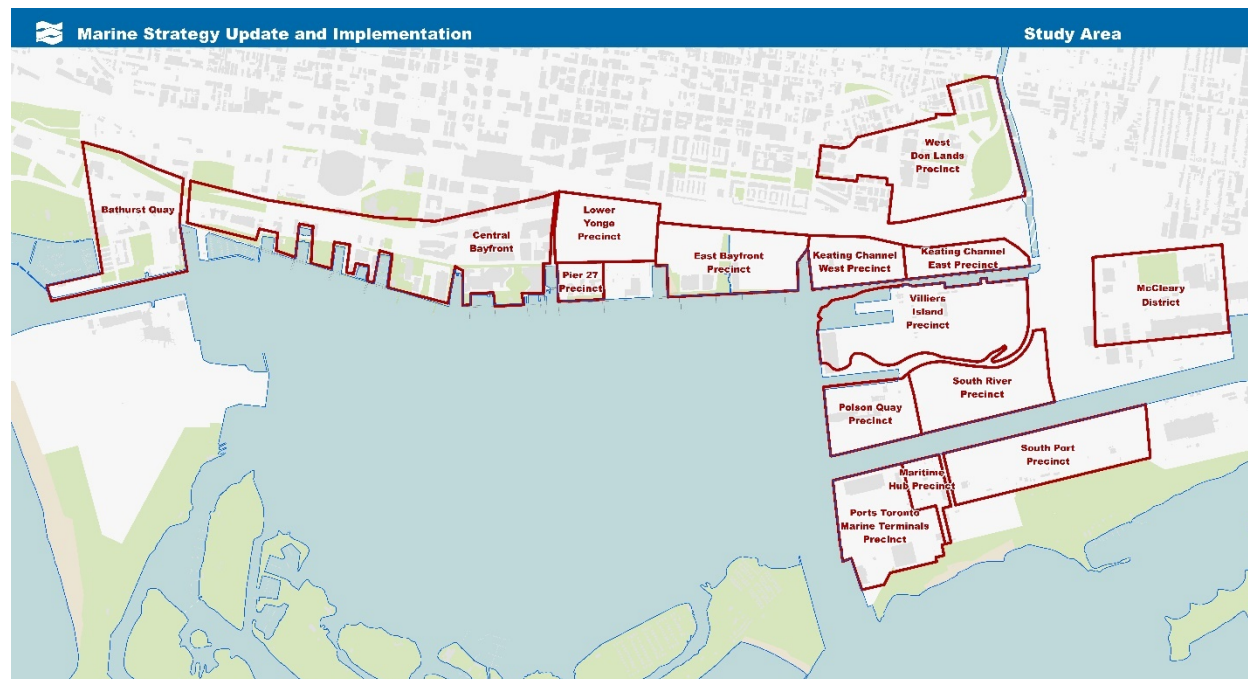


Figure B.2 – Overview Waterfront Precincts planned to-date

B.2.2 IMPLICATIONS FOR MARINE USES

Within the 2003 Central Waterfront Secondary Plan, the following elements that will impact marine use on the waterfront are recognized and directed:

- The Central Waterfront will (need to) accommodate a variety of maritime activities, including cargo shipping, cross-lake ferry service, local ferry and water taxi terminals, excursion boats, cruise ships, berthing areas and marinas, maritime support services and the industrial activities of the Port of Toronto;
- Dock wall space will (need to) be sufficient to meet the needs of industry, cargo shipping, passenger cruise ships, ferries, excursion boats, recreational boating and other water dependent activities;
- Boating opportunities will (need to) be expanded to draw city residents, workers and tourists to the waterfront. Toronto's waterfront is an opportunity to provide world class boating facilities, particularly in the Outer Harbour;
- The "Foot of Yonge" is a Special Study Area where further detailed study is needed to draw residents, tourists, boaters and cruise ships to the waterfront, visible from both land and water. The area is intended to include major public amenities and tourist facilities. *"A dramatic new pier" is contemplated, "...recognizing and*

celebrating this area as the centre of Toronto's waterfront". The multi-phase Pier 27 development is being developed at this location³;

- The Ship Channel will become a focal point for new mixed-use communities, however, the needs of existing industries for dock wall space and use of the channel will (need to) be balanced with new opportunities. New north/south canals could expand the use of the channel for activities such as boating or skating;
- Harbourfront Centre will be an area for the arts, education, recreation and entertainment in a magnificent waterfront setting; and
- The Redpath facility is an important feature of the Toronto Waterfront that should be maintained and future developments should ensure that there are no undue negative impacts on Redpath's activities.

B.3 PORT LANDS

B.3.1 RELEVANT STUDIES, PLANS AND INITIATIVES

The following studies, plans and initiatives were reviewed as part of the Port Lands Area:

- Port Land Flood Protection and Enabling Infrastructure Due Diligence Report (2016);
- Port Lands Planning Framework (2017);
- Villiers Island Precinct Plan (2017);
- Keating Channel Precinct Plan (2010); and
- Gardiner Expressway & Lake Shore Boulevard East Configuration EA (2017).

B.3.2 PLAN DESCRIPTION

The Port Lands Project (figure B.3) is a comprehensive strategy for protecting the south-east district of downtown Toronto - including parts of the Ports Lands, South Riverdale, Leslieville, and the First Gulf/Unilever development site - from potential loss of life and costly damage associated with a major storm event. This is a five-year construction program that will implement parks, roads and municipal infrastructure, bridges, environmental remediation and earthworks/flood protection/climate change resilience measures at the mouth of the Don River, in the Keating Channel Precinct and the Villiers Island Precinct within the Port Lands.

The Plan recognizes that the Port Lands will continue to host Toronto's only industrial port. This valuable resource significantly reduces trucks on streets and contributes to the vitality of the City's economy. The Port Lands represent 325 hectares of revitalization lands and identifies long-term future precincts, habitat improvements, parks, roads, transit, bridges, infrastructure and land use considerations. The Plan also contemplates the introduction of new marine uses and transportation options that would take advantage of waterways for ferry and boat access to and from downtown as well as extended ferry and water taxi service.

³ <https://www.toronto.ca/legdocs/mmis/2011/te/bgrrd/backgroundfile-38256.pdf>

Landscape Program Distribution Diagram



Figure B.3 - Port Lands (Flood Protection and Enabling Infrastructure) – Landscape Program Distribution

As part of flood protecting the Port Lands, and an immense portion of the downtown area, the project will also unlock lands permitting the Keating Channel and Villiers Islands precincts to advance, as well as creating a new river course and park system. In total, this work could unlock sufficient potential to accommodate housing for 18,000-25,000 people and commercial space for 25,000-30,000 jobs in the Port Lands alone.

Villiers Island

The Villiers Island Precinct Plan (figure B.4) was introduced in 2017. It envisions the creation of a mixed-use community on the new Villiers Island and adjacent to the Keating Channel. It also complements the Keating Channel Precinct Plan to the north. The Plan is designed to accommodate up to 4,865 residential units (8,200 to 10,700 people) as well as 2,900 jobs.



Figure B.4 - Villiers Island Precinct Plan Details

Keating Channel

The Keating Channel Precinct Plan (figure B.5) focussed on creating a new mixed-use waterfront community between Parliament Slip and the Don Roadway along the north bank of the Channel. While the western portion of the Keating Channel Precinct has recently been flood protected, the finalization and advancement of this Plan is subject to the completion of transportation, infrastructure and flood protection work associated with the Port Lands Flood Protection and Enabling Infrastructure Project, the extension of Queens Quay and the Gardiner East Reconfiguration. The Precinct is intended to accommodate 7,520 people in approximately 4,700 units and 6,000 to 7,020 jobs.

The subsequent Villiers Island Precinct Plan applies to the lands on the south bank the channel. Together, both Plans will transform the Channel into a central grand canal and focal gathering area for the new surrounding mixed-use communities.

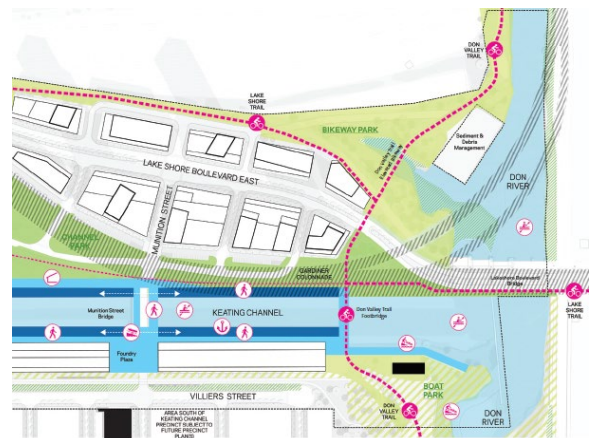
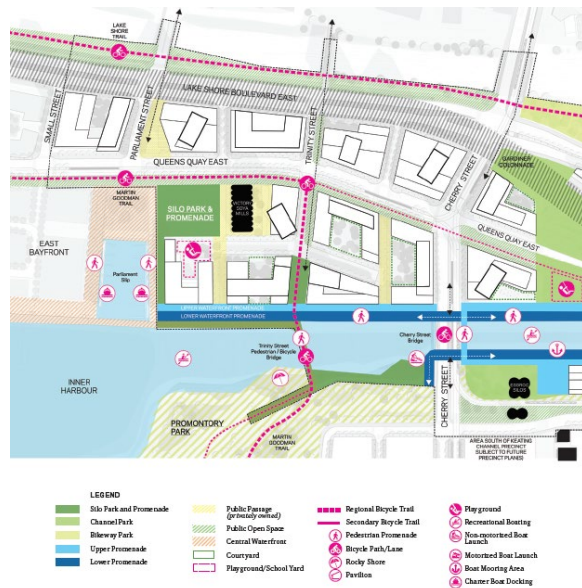


Figure B.5 – Keating Channel Precinct Details

B.3.3 IMPLICATIONS FOR MARINE USES

Port Lands Framework Plan

Within the Port Lands Framework Plan, the following elements might impact marine use on the waterfront:

- The Plan recognizes opportunities to take advantage of the Port Lands waterways for ferry and boat access as a new movement corridor to and from Toronto's downtown. Extending ferry and water taxi service to key destinations, such as Promontory Park and the Hearn, will provide another sustainable transport alternative. The master plan also envisions a water shuttle on the west dock wall;
- The planned Ship Channel Water's Edge Promenade includes:
 - Northern Edge of the Ship Channel: a series of looped streets provide opportunities for animation and activation in the winter, coupled with a wide, landscaped promenade, providing extended spaces for pedestrians and cyclists;
 - Southern Edge of the Ship Channel: theatre of working port; and
 - The Turning Basin Blue Square: The Plan currently foresees that "the turning basin in the Ship Channel offers the opportunity for a new kind of public space – allowing critical shipping movements to continue yet using the space over the water programming activation and recreation. There are opportunities that can be explored for water-based programming activity to create a unique Toronto destination. In the summer, markets, concerts, films, art installations, pop-ups and festivals on movable barges, pods or other floating infrastructure are possible. Its frozen surface in the winter, subject to addressing safety issues, could be used to enable skating, hockey or curling for year-round activation".

The turning basin offers opportunities for activation both on land and water, however is a crucial part of the working port, which although not full time occupied, needs to be available to the shipping industry on a continuous basis.

Villiers Island Precinct Plan

- Villiers Island Precinct Plan offers the potential for water-based transportation, including ferries, water taxis and small-craft boat activity. Water-based transportation and opportunities to incorporate electric boat technology will be further explored in future planning and design phases;
- Ferry Access/Water Taxi: Expand Toronto's ferry service link to connect the Port Lands to other waterfront destinations. The western dock provides a potential location for a ferry services connection to the Jack Layton Ferry Terminal. A water taxi terminal could also provide a valuable addition to the overall transportation network;
- Small Boat Craft: The Keating Channel and its existing dock walls offers potential launching points for small boat activity;
- Non-motorized Recreational Boat Activity: The naturalized River Valley will provide launching points for non-motorized recreational boat activity, including canoeing and kayaking, with a launch point at the eastern edge of Villiers Park;
- Western Dock: The western edge of the Island is anchored by the western dock, which will provide opportunities for public water access including light recreational boating when ships are not docked in the harbour. The dock will connect to a series of coves and a new rocky edge along the northern portion of the park, with connection to Keating Channel below the New Cherry Street bridge;
- South of the western dock, a continuous waterfront park trail will connect to River Park along the river valley. The southern portion of the park will feature an elevated promontory, creating spectacular viewing points overlooking the harbour;
- Within the Don River mouth re-naturalization area and Keating Channel, the following is proposed:
 - Fishing /ice fishing locations;
 - Habitat improvements;
 - Water taxi landing locations;
 - Formal/informal kayak launching locations;
 - Primary and secondary kayak circulation; and
 - Cycling route.

Keating Channel

- The Keating Channel will no longer convey the primary flow of the Don River and will serve as a secondary channel for flood protection. The channel will be protected by a weir to control flow and with some modifications to the existing seawalls, the channel will become the central feature and gathering space for the Precinct; and comparable to the Rideau Canal in Ottawa, the Lachine Canal in Montreal, and Canal St. Martin in Paris;
- An upper and lower waterfront promenade are planned along the channel walls connecting the future Silo Park and Channel Parks along with pedestrian / cycling bridge connections across the channel to Villiers Island.
 - The upper promenade will be similar to the Central Waterfront Promenade, building up above the dock elevations to create an upper tier of "slow" waterfront activity;
 - The lower promenade, again consistent with the Central Waterfront Promenade, will be the pedestrian "express lane" with an 8-m wide continuous open walkway to accommodate faster movement oriented towards the Channel;

- Marine elements included in the Plan are: motorized boat launch, non-motorized boat launch, charter boat docking, recreational boating, rock shore, lower promenade, and upper promenade;
- The Plan foresees mooring facilities for small boats in Parliament Slip; and
- Retention and celebration of heritage marine-related structures such as the creation of Silo Park around and the Victory Soya Mills Silos.

B.4 EAST BAYFRONT

B.4.1 RELEVANT STUDIES, PLANS AND INITIATIVES

The following studies, plans and initiatives were reviewed as part of East Bayfront initiatives:

- East Bayfront Precinct Plan (2005);
- East Bayfront Marine Strategy (2010);
- East Bayfront Public Art Master Plan (2015);
- Waterfront Transit Reset / Waterfront Transit Network Plan / Union-Queens Quay Link (2018); and
- Quay Side Plan Proposal (2019).

B.4.2 PLAN DESCRIPTION

East Bayfront (figure B.6) envisions a new mixed-use waterfront community that will eventually accommodate up to 8,000 jobs and 6,300 housing units (10,000 people). The plan placed significant emphasis on ensuring public access to the water's edge including several parks and a water's edge promenade. Additional, streetscape and public art elements were incorporated to draw people south to the precinct. Many of the elements envisioned in the Plan are now complete. The full extent of the 1.5 km of water's edge will become a clear vibrant public destination with a variety of experiences and amenities along its length.



Figure B.6 – East Bayfront Master Plan

Phase 1 of the East Bayfront Water's Edge Promenade from Lower Jarvis Street to Parliament Street has been completed and currently serves as a docking point for larger ships and vessels. The promenade that has been constructed along the water's edge is a key component of the East Bayfront precinct that runs parallel to the Martin Goodman Trail and Queens Quay. Queens Quay has developed as a major east-west corridor that runs through the heart of East Bayfront precinct linking Toronto's downtown core to the Outer Harbour as well as towards the east.

The existing Jarvis Street and Parliament Street slips have been maintained, and retail and restaurant uses have been introduced on the ground floor of the lakeside buildings to create an active and engaging environment along the water's edge. The designated Special Use Site in the precinct plan has been developed as Canada's Sugar Beach, which opened in 2010 on the east side of the revitalized Jarvis Street slip. Sugar Beach is a 2-acre park that features an urban beach, plaza space, and natural granite outcroppings.

In 2010 and 2011, a new waterfront park named Sherbourne Common was developed at the foot of Sherbourne Street. The public park space includes a range of seasonal activities along the water's edge, including a splash pad that converts to an ice skating rink in the winter, two informal play areas for children, an active water channel feature, and art sculptures.

Quayside

The potential for the 5.2-hectare parcel located at Queens Quay Boulevard East and Parliament Street, was previously explored through the Quayside Plan with Sidewalks Labs during the first two phases of the Marine Use Strategy project (2019). Waterfront Toronto is no longer engaged in this process, and as such, this area will undergo a competitive development process in the future, led by Waterfront Toronto.

B.4.3 IMPLICATIONS FOR MARINE USES

Within the East Bayfront development plans, the following elements might impact marine use on the waterfront:

Dock Space for Marine Users

- The Plan envisions that commercial tour and charter boats will be supported, similar to the arrangement at Harbourfront Centre using finger piers. Fully serviced moorings for commercial tour and charter boats would be provided along with a commercial fuel dock and water taxi accommodation and boat rentals. The development of new marine facilities also creates opportunities for the provision of new aquatic habitats.
- Transient docking space for recreational marine users (sail and power boaters) may be considered in East Bayfront, these uses will be of minor scale.
- The introduction of seasonal slips within Parliament Slip may appeal to residents living within the East Bayfront District, day boaters traveling from the Outer Harbour and Ashbridges Bay regions, and transient boaters traveling between marinas within the province or from the United States. The installation of slips (22 slips are proposed) within Parliament Slipway may attract the seasonal or transient boater market.
- Floating pontoons – complementing the fixed mooring of the boardwalk and finger piers, the use of floating pontoons have the potential to greatly increase mooring capacity in peak seasons, and during special events. They can also be configured in various configurations to create flexibility in programming the water's edge activity.
- The Plan discourages the construction of a significant number of marina slips that threaten the views of the harbour from the land. Also, extensive docking of boats parallel to the dock wall will be discouraged to preserve views of the harbour from the land.

Consideration: From a public realm perspective it is understandable to safeguard 'free and undisturbed' views of the harbour from the land. However, this appears to conflict with the need for additional mooring space on the waterfront.

- In addition to the existing local cruise/charter fleet, waterfront festivals focused on Canadian or global maritime history presents attractive opportunities for East Bayfront. The American Sailing Training Association (ASTA) holds annual maritime port festivals to educate the public about tall ships, maritime heritage, and the benefits of sailing. ASTA visited Toronto in the past and has expressed interest in returning to the City if the appropriate infrastructure was in place.
- Small-ship cruising on the Great Lakes has emerged as a growing segment, where patrons seek a more personalized cruise experience on vessels carrying as few as 18 up to 100 guests. The Great Lake Cruise Commission has been tracking the increased demand for this type of cruising. There is an opportunity to utilize the proposed finger piers and sections of the Water's Edge Promenade at East Bayfront to capture overnight visits from these ships. The facilities requirements for these vessels would be similar to those requested by the local tour and charter vessels.
- Industrial cargo vessel will continue to serve the Redpath facility.

Consideration: Most of the cargo vessels serving Redpath will berth inside Jarvis Slip. However, at times, large Laker vessels will moor in front of this basin, extending on both ends (i.e. in front of the Redpath facility as well as Sugar Beach). This type of mooring will require the vessels to approach the waterfront in a more parallel way, requiring an unobstructed approach towards their final mooring destination. In planning the Jarvis Slip Special Use Site and any finger piers and public art work extending perpendicular into the water at East Bayfront, this type of mooring will need to be taken into consideration.

Land-side Development Impacting Marine Use

- The development parcels adjacent to the dock wall should consider the access requirements of marine uses, including the provision of space for ticketing facilities, waiting passengers, and access for services.
- Office and support space for marine users, especially commercial tour boat operators, should be considered for the ground floor retail areas along the water's edge in the precinct.
- The water's edge promenade will create three distinct zones to accommodate a wide variety of activities:
 - The upper level will be a broad terrace for outdoor dining, strolling, festivals and special events;
 - The lower level will serve as the main public walkway, bringing pedestrians close to the water. Subtle level changes of less than 1 m will create a dense planting zone and built in seating under a continuous canopy of trees; and
 - The water's edge boardwalk will support a diversity of marine-related uses. A dedicated bicycle lane and recreational trail can be located at either the upper or lower levels. The boardwalk should be modeled on the successful design of the boardwalk opened at York Quay in June 2005, which includes finger piers to accommodate commercial boating activities.
- The Plan foresees in the creation of public spaces near the waterfront, such as the water's edge promenade, the Jarvis Slip and Special Use Site, Sherbourne Park, Aitken Place Park, Parliament Slip; and Queens Quay Boulevard.
- The East Bayfront open spaces network will connect to a much larger system of waterfront parks to the east, including Don River Park, Commissioners Park, the Don Mouth Naturalization, the Don Greenway, and Lake Ontario Park.

B.5 JACK LAYTON FERRY TERMINAL MASTERPLAN

B.5.1 RELEVANT STUDIES, PLANS AND INITIATIVES

The following studies, plans and initiatives were reviewed as part of the Lower Yonge development:

- Jack Layton Ferry Terminal Master Plan (2016)

B.5.2 PLAN DESCRIPTION

The Jack Layton Ferry Terminal Master Plan (figure B.7) proposes a ferry terminal building upgrade and expansion to create an iconic terminal that will improve operations in addition to significant public realm improvements from York Street Slip to Yonge Street Slip, inclusive of Sundial Folly Park and Harbour Square Park. Key goals for the plan were to integrate the ferry terminal and Harbour Square Park into the continuous network of renewed public space around the site. The phased implementation plan would enable ferry operations to continue during construction, introduce significant new aquatic habitat, a wave deck, a floating (moveable) slip bridge, a new bridge across Harbour Slip and finger piers. Harbour Slip would be programmed for small boaters and canoers in the summer and for ice skating in the winter.



Figure B.7 – Jack Layton Ferry Terminal Master Plan

B.5.3 IMPLICATIONS FOR MARINE USES

- The Plan integrates the Ferry Terminal and Harbour Square Park into the continuous network of renewed public space around the site flowing from York Slip to Yonge slip.
- The Plan facilitates circulation to and through the Jack Layton Ferry Terminal and Harbour Square Park to accommodate two major flows of varying intensity, i.e. north/south to the ferry terminal and the east/west Water's Edge Promenade.
- The Plan includes several approaches to achieve sustainability including measures to improve aquatic habitat.
- Harbour Slip will be transformed into a basin with direct access to the water for small boaters and canoers. The existing boardwalk will be refurbished and connected to the promenade adjacent to the Harbour Square condominium.
- A wooden bridge will be installed across the slip as part of the family of bridges across the waterfront. The bridge will slightly raise above the water level to allow small boats to enter the slip.
- During the winter, a barrier will be laid in the water, causing the water to freeze evenly, so that the Harbour Slip turns into an outdoor publicly accessible ice skating rink.
- New aquatic habitat will be installed to enhance the quality of the water.
- Yonge Slip will be the point of celebration at the lake for naval activities. Large naval vessels can be welcomed.
- The Yonge Slip Bridge should be able to be installed and removed as programming requires.

B.6 BATHURST QUAY

B.6.1 RELEVANT STUDIES, PLANS AND INITIATIVES

The following plan- was reviewed as part of the Bathurst Quay development:

- Bathurst Quay Neighborhood Plan (2017).

B.6.2 PLAN DESCRIPTION

The Bathurst Quay Neighbourhood Plan (figure B.8) was introduced in 2017. This Plan recognizes that this established neighbourhood celebrates its waterfront location and aims to welcome visitors to experience waterfront parks and opens spaces, and heritage, community and cultural amenities.

The Plan proposes streetscape and public realm improvements to enhance integration of the neighbourhood with the revitalized waterfront elements toward Spadina Slip. The Plan contemplates reconfiguring vehicular traffic and parking elements to benefit the community and Billy Bishop Airport Landside operations (ferry dock), as well as dock wall improvements and a new pedestrian bridge over Portland Slip. The Canada Malting Silos are planned to be retained as a marine related heritage feature.



Figure 3.9 – Bathurst Quay Neighborhood Plan – Artist Impression

B.6.3 IMPLICATIONS FOR MARINE USES

- The Plan supports the long-term conservation and adaptive re-use of the historic Canada Malting Silos and the Silos Administration Building. The vision of the Plan is to transform the Canada Malting Silos site and Marina Quay West into a Community and Cultural Hub for the neighbourhood and a new waterfront destination.

- The Plan highlights the Port Authority's participation in and support for the Bathurst Quay Neighbourhood Plan. As part of City works in the Bathurst Quay Neighbourhood, the City-owned public realm on the south dock wall of the Western Channel from the Canada Malting Silo to Ireland Park and the Administration Building will be enhanced.
- The mainland ferry terminus was constructed in 2006. Vehicles queuing for the ferry are accommodated on Eireann Quay with a dedicated drive lane.
- PortsToronto operates two ferries that provide service between the mainland and the airport. The principal ferry is the Marilyn Bell I. The second ferry is the David Hornell VC, which is used as backup. Both ferries accommodate passengers and vehicles. Only one ferry is in use at any one time. The ferry is also utilized by large commercial and public utility vehicles destined for the Toronto Islands that cannot be accommodated on the vehicle ferry used by the City of Toronto.
- The pedestrian tunnel that connects the mainland to the island has resulted in a 90 per cent decrease in passenger ferry use. The primary ferry function is now vehicular transport.
- Parking, both on the mainland and on the island, is limited.
- The airport's aviation fuel farm is located on the south side of the airport at the end of Taxiway Echo. The delivery of fuel to the fuel farm occurs almost on a daily basis.
- The quality of water in the Inner Harbour and Lake Ontario is important to PortsToronto which has protocols and procedures in place to ensure that the airport and its tenants do not release contaminants into the storm water system. This includes spent glycol from aircraft de-icing operations. The airport has a mix of both gravity and forcemain storm systems. The outfalls along the dock wall of the Western Gap discharge storm water, which does not contain glycol.
- The South Channel Dock Wall Rehabilitation and Beautification Project on the Island Side was announced in 2018 and will improve the north dock wall along the Western Channel. Phase 1 is dedicated to restoring the structural integrity of the wall, including repairs above and below the water. Phase 2 will include a boardwalk decking, plants and seating. The view of the downtown waterfront from this location is notable.
- The Plan recommends to:
 - Review the possibility to implement a vehicle ferry operation between the Port Lands and the south side of the airfield to eliminate heavy commercial vehicles for both the airport and the city of Toronto from Eireann Quay.
 - Explore the use of water taxis to/from the central waterfront, the Port Lands to the east, as well as areas to the west of the downtown core, including Humber Bay. Water taxi stations should be considered at the bottom of Eireann Quay and/or on the south side of the Western Gap channel, adjacent to the air terminal ferry passenger transfer facility.
 - Consider an alternative ferry service to reduce the number of commercial vehicles accessing the airport and Toronto Islands via Eireann Quay. This service could potentially operate between the Port Lands and the south side of the airfield, consolidating City of Toronto and Airport Commercial traffic.
 - Modify the existing Port of Toronto dock at 8 Unwin Ave would need to accommodate a larger ferry capable of holding large commercial vehicles. This would require business case analysis and support from the City of Toronto and approvals from Transport Canada and other agencies.
 - Support future construction projects and reduce impacts at Eireann Quay, a permanent barging facility should be considered at the south-east corner of the airfield, where the temporary barging operations took place as part of the Airfield Rehabilitation Program.
- PortsToronto is working to convert the biodiesel fuel-powered airport ferry to electric power. This electric power ferry will be the first of its kind in operation in Canada with and will significantly reduce air and noise emissions in the local air shed.

- PortsToronto has been a member of Aquatic Habitat Toronto, with members from all levels of government who represent a consensus-based partnership between agencies with a vested interest in the improvement of aquatic habitat on the Toronto Waterfront. As part of this collaboration, underwater telemetry equipment to track the movement of fish species is located within the airport's marine exclusion zone (MEZ). This location was determined to be a good location for the equipment, as marine traffic and fishing is not permitted in the MEZ.

B.8 TRCA MARINE USE STRATEGY

This document provides maps for the existing marine uses and includes the following:

- Existing use map for the Central Waterfront, Eastern Waterfront and Inner Harbour;
- Water usage map for the Inner Harbour, Ship Channel, and Outer Harbour;
- Map for Inner Harbour dock wall inventory of tour & charter boats; and
- Map for shoreline structure types.

The information from these maps has been included in the updated inventory map.

B.9 TOCORE PLANS

B.9.1 RELEVANT STUDIES, PLANS AND INITIATIVES

The following studies, plans and initiatives were reviewed in relation to the ToCore Plans:

- ToCore Parks and Public Realm Plan (2018);
- ToCore Downtown Mobility Strategy (2018);
- ToCore Downtown Secondary Plan 41 (2019);

B.9.2 PLAN DESCRIPTION

ToCore Parks and Public Realm Plan (2018)

The Downtown Parks and Public Realm Plan, which was adopted by City Council in 2018, establishes a vision and framework designed to achieve expanded, improved and connected parks and a public realm network within Downtown Toronto's mature urban fabric to support future growth. This plan serves as the 'Parks Plan' for the core of the city, providing a roadmap for acquisition, expansion and improvements to parkland to address population and employment growth over the next 25 years.

The plan is based on Five Transformative Ideas, a set of integrated spatial transformation that built on the assets of all areas in and adjacent to the core to guide how the parks and public realm network will be expanded, improved and connected. The Five Transformative Ideas include The Core Circle, Great Streets, Shoreline Stitch, Park Districts and Local Places.

ToCore Downtown Mobility Strategy (2018)

The Downtown Mobility Strategy seeks to enable the growing numbers of residents, workers, students and visitors in the Downtown area to travel safely, efficiently, and more sustainably, while also strengthening the city's economic competitiveness and environmental resiliency. It outlines a series of actions that work closely

together with the Downtown Parks and Public Realm Plan to help align infrastructure planning with long-term growth.

The strategy also supports and complements the rapid transit network planning initiatives currently underway city-wide and at a regional scale and is informed by, and builds on, several City transportation initiatives already underway in the Downtown.

ToCore Downtown Secondary Plan 41 (2019)

This secondary plan describes how Downtown Toronto will look like in the year 2041. The Vision for Downtown Toronto expects the Waterfront to be “stitched” back into the fabric of Downtown and includes the following:

- Downtown is separated from Lake Ontario by rail lines, the Gardiner Expressway and Lake Shore Boulevard. The Shoreline Stitch generally comprises the area encompassing the Union Station rail corridor, Gardiner Expressway and ramps, and Lake Shore Boulevard from Ontario Place to Corktown Common. The Plan identifies a series of public realm improvements intended to limit the barrier effect of the existing transportation infrastructure and to stitch communities and their parks and public realm together, thereby increasing accessibility to waterfront parks, improving connections to community assets and creating new civic places;
- The Plan recognizes “The Blue Park” that the Bay and Inner Harbour are fundamental to the identity and image of Toronto. Intent of policies is to improve access to the water’s edge and around the Inner Harbour for pedestrians and cyclists and to promote water-based recreation in Toronto Bay, while supporting the continuation of commercial shipping and the expansion of water-based transportation. It furthermore establishes that ecological functions and natural features of the Toronto Islands will be recognized and protected in a resilient manner that considers the impact of climate change;
- Access to the Toronto Islands will be improved to support their role as a city-wide park resource through exploration of improved access, transportation and ferry services;
- The Jack Layton Ferry Terminal is a Portal Park on the edge of the core circle that provides a gateway to significant parks and open space. Improvements and expansions will be made to these parks to promote local use, to improve visual integration with natural features and to foster an understanding of the City’s relationship to its natural setting;
- Downtown’s Great Streets have citywide and civic importance with a diverse character that conveys Toronto’s public image to the world and sets the stage for festivals, parades and civic life. Intent of policies is to improve mobility and the role of Great Streets as connectors to the waterfront. The locations where Great Streets meet the waterfront and the Core Circle are significant public spaces and will be designed to improve visual and physical connections and to address the additional requirements necessary to support public life;
- The use of transit to access destinations along the waterfront, including the Island Airport and the Ferry Terminal will be encouraged by enhancing the public realm between these destinations and nearby transit stops.

B.9.3 IMPLICATIONS FOR MARINE USES

- Shoreline Stitch: Re-connect the downtown area to the waterfront and link the east and west Core Circle;
- Recognize the Inner Harbour as a civic space and envision encircling the Toronto Bay with a diverse and connected network of places;

- Promote water-based recreation in Toronto Bay, and improve access to the water's edge and around the Inner Harbour for pedestrians and cyclists;
- Implement bridges (e.g. the Central Waterfront Master Plan bridges over the heads of slips), peninsulas and water transport connections to bring Torontonians to and out on the lake;
- Consider new floating programs, strategically expanding park real estate by creating new types of water-based park experiences;
- Promote the experience of the two shorelines: one characterized by the urban fabric of the Downtown area to the north, with its hard and linear constructed dock walls, and the other characterized by the natural shorelines and beaches of the Toronto Islands and the Leslie Street Spit. Once connected, these two complimentary yet diverse experiences can open up three distinct skyline views: the view looking north to the city skyline; the view from the city looking south to the Islands and Inner Harbour ring; and, the expansive view from the Islands' outer shoreline to Lake Ontario;
- Carefully integrate recreational uses to ensure the continued viability of active industry. The revitalization of the Central Waterfront, the Port Lands, the Toronto Islands and Toronto Bay should infuse new uses and activity, while respecting industrial uses and the working harbour;
- South: Toronto Islands / Toronto Bay:
 - Implement the Central Waterfront Master Plan;
 - Implement Slip Bridges, Wavedecks, Boat Launches, and Habitat Nodes;
 - Create Harbour Landing;
 - Revitalize Centre Island;
 - Enhance Shoreline Ecologies / Aquatic Habitat;
 - Improve the Toronto Islands Circulation Network and Viewpoints to the Inner Harbour and Lake Ontario;
 - Experiment with flexible, water-based or seasonal island access at the Eastern and Western Gap;
 - Create new water transport connections;
 - Enhance water-based programming and occupation;
 - Create a water-based recreation pier;
- Within the Mobility Strategy, the following elements will impact marine use on the waterfront:
 - Improve walking connections between transit and destinations along the waterfront, particularly Billy Bishop Toronto City Airport and the Jack Layton Ferry Terminal through pedestrian realm and signage measures;
 - The City is working in partnership with Metrolinx and the Toronto Transit Commission (TTC) on eight new SmartTrack/GO RER stations within Toronto, one of which is at East Harbour between the Don River and Eastern Avenue.
- Within the Downtown Secondary Plan, the following elements will impact marine use on the waterfront:
 - Increase accessibility to waterfront parks, improving connections to community assets and creating new civic places;
 - Improve access to the water's edge and around the Inner Harbour for pedestrians and cyclists and to promote water-based recreation in Toronto Bay, while supporting the continuation of commercial shipping and the expansion of water-based transportation;
 - Protect ecological functions and natural features of the Toronto Islands considering the impact of climate change;
 - Encourage use of transit to access destinations along the waterfront, including the Island Airport and the Ferry Terminal.

B.10 WATERFRONT TORONTO FIVE YEAR STRATEGIC PLAN

B.10.1 RELEVANT STUDIES, PLANS AND INITIATIVES

The following studies, plans and initiatives were reviewed in relation to the Waterfront Toronto Five Year Strategic Plan:

- Waterfront Toronto Five Year Strategic Plan – Priority projects 2019/20-2023/24;
-

B.10.2 PLAN DESCRIPTION

The goal for the next five years is to leverage the framework of connections around the harbour as a foundation for longer-term gains. The projects highlighted in the Five Year Strategic Plan are aimed at filling in gaps in the ring of destinations and connections that surround the harbour, including creating new parks, building infrastructure to support emerging neighbourhoods, working to expand travel options on land and across the water and creating new destinations.

B.10.3 IMPLICATIONS FOR MARINE USES

Port Lands:

- Work on the Cherry Street Lake filling project began in 2017, including lake filling, marine landscaping and dock wall reconstruction;
- Excavation and soil remediation has been initiated and designs for the streets, bridges, parks and other infrastructure that will serve the future Villiers Island community and connect it to the mainland are being finalized;
- By 2024, the mouth of the Don River and the area surrounding it will be transformed to enable development of a new community on Villiers Island. This includes new transit connections and cycling facilities, new parks and natural habitats all of which will connect the area to the broader City;

Other Priorities

- Extend the Queens Quay revitalization work eastward to Parliament Street; completing infrastructure such as roads, stormwater systems, and dock reinforcements for the new Bayside and Dockside neighbourhoods;
- Further extending (through Bayside) the Water's Edge Promenade;
- Constructing the York and Rees Street Parks;
- Completing initial improvements on Jack Layton Ferry Terminal;
- The Plan also identifies several opportunities that Waterfront Toronto is exploring, including:
 - Completing the balance of improvements for Jack Layton Ferry Terminal and Harbour Square Park;
 - Closing the remaining gaps in the lakeside pedestrian network, including completing the Waterfront Walk promenade, running from the Portland Slip in the West to the Parliament Slip in the East;
 - Implementing a destination playground; and
 - Implementing a signature structure.

- Combing various development plans, it transpires that parliament is earmarked for 22 boating slips, barges (for outdoor performances) and launch space for kayaks. Accommodating all these marine uses may prove challenging and requires careful planning.

B.11 WATERFRONT TORONTO BEST PRACTICE GUIDE - SUSTAINABLE PARKS AND OPEN SPACE DESIGN (2009)

B.11.1 PLAN DESCRIPTION

The objective of this guide is to provide best practices for parks and open space design that meet the goals outlined for each of 11 themes in the *Sustainability Framework 2005*. These 11 themes cover energy, land use transportation, sustainable buildings, air quality, human communities, cultural resources, natural heritage, water, materials and waste and innovation.

B.11.2 IMPLICATIONS FOR MARINE USES

The Guide provides the following *Best Practices* focussed on sustainability related to marine use. These *Best Practises* will prevent water-related accidents, will help to enhance the lake water quality and aquatic habitat and will enhances the overall experience of marine users:

- Develop strategies to attract people to the Waterfront during different seasons;
- Ensure ship corridors or channels do not traverse or that boat docks are not constructed over fragile marine environments;
- Marine facilities should be developed to allow natural beach sand movement to continue unimpeded;
- Install permanent anchor buoys in harbour areas to mitigate anchor damage to bottom environments;
- Protect sensitive areas like beaches from disturbance;
- Ensure that development near aquatic environments includes an extensive understanding of sensitive resources and processes;
- Remove sediment and heavy metals from parking areas and trails through composting bioswale, vegetation strips and constructed wetlands;
- Protect natural site drainage features (water courses, drainage swales, etc.) and associated natural soils and vegetation to convey and treat runoff; and
- Consider opportunities to treat rainwater on-site prior to discharge (using UV disinfection, biofiltration, constructed and natural wetlands, bio swales) to help clean out water pollutants before entering receiving water bodies.

B.12 WATERFRONT TORONTO ENVIRONMENTAL MANAGEMENT PLAN FOR PROJECT-RELATED ACTIVITIES (2013)

B.12.1 PLAN DESCRIPTION

This plan provides processes and procedures to mitigate environmental effects that might result from project-related activities. It describes the Environmental Protection Plans that must be prepared for Waterfront Toronto construction projects. These Plans must:

- Describe environmental concerns and applicable regulatory frameworks;
 - Outline activities or conditions that would cause the Plan to be invoked;
 - Detail planning and design considerations, and
 - Maintenance, monitoring, and documentation programs.
-

B.12.2 IMPLICATIONS FOR MARINE USES

From a marine use perspective, the Plan will contribute to:

- Protection of lake water quality;
 - Protection of aquatic habitat;
 - Allowing marine uses to occur outside the project area.
-

B.13 WATERFRONT TORONTO RESILIENCE & INNOVATION FRAMEWORK OF SUSTAINABILITY (2017)

B.13.1 PLAN DESCRIPTION

This framework provides details to incorporate sustainability principals into Waterfront Toronto plans and initiatives. Waterfront Toronto's primary goal is to create vibrant and sustainable places for people who live, work, play and draw inspiration from the waterfront. The Framework is organized around the following four principles:

- **Regenerative:** Development should revitalize, restore and renew the waterfront. The regeneration process supports healthy, connected systems and communities;
- **Inspired by Water:** Connections to Lake Ontario and the Don River should be reflected in design and operations. Revitalization should respect and enhance the health of the aquatic ecosystem and connect visitors and residents to the water;
- **Catalytic:** The waterfront should demonstrate resilience and innovation and inspire people to take community improvement action. Revitalization should drive innovation and foster capacity locally and globally;
- **Prosperous:** Projects should create sustained economic development by leveraging innovative partnerships and funding models.

B.13.2 IMPLICATIONS FOR MARINE USES

From a marine use perspective, the Plan will contribute to:

- Creation of a vibrant and sustainable waterfront for people who live, work and play;
- Creation of vibrant and sustainable marine activities;
- Creation of a sustainable marine aquatic-ecosystem.

Within this Plan, the following elements will impact marine use on the waterfront:

- Increase accessibility to waterfront parks, improving connections to community assets and creating new civic places;
- Improve access to the water's edge and around the Inner Harbour for pedestrians and cyclists and to promote water-based recreation in Toronto Bay, while supporting the continuation of commercial shipping and the expansion of water-based transportation;
- Protect ecological functions and natural features of the Toronto Islands considering the impact of climate change;
- Encourage use of transit to access destinations along the waterfront, including the Island Airport and the Ferry Terminal.

B.14 DEVELOPMENT PLANS REVIEW - MAIN FINDINGS

Reviewing the various development plans, studies and infrastructure initiatives against the opportunities they may provide and the impact they may have on the marine use of the waterfront, indicates the following:

B.14.1 OPPORTUNITIES

- **Public Realm** Most plans have a large focus on the public realm aspects of the waterfront, aiming to attract visitors to the water, mostly for a non-active marine use experience (enjoy retail, walk alongside the water's edge, visit festivals / cultural events). Ideas put forward to accomplish this range from 3 level boulevards, with the lowest being a wooden boardwalk over the water, wave decks, pedestrian bridges over existing slips to better connect different stretches on the waterfront, a 'destination' pier people can visit, accommodation of retail at the water's edge and the need for year-round programming on the waterfront.

This focus corresponds with feedback as received from stakeholders, as well as with some of the implementation ideas introduced in 2006. With few exceptions (see below), this focus does not create any conflicts.

- **Dock Space and Access to the Water.** Some plans highlight the need for sufficient dock space for a variety of marine users (recreational, tour / charter, cruise and water taxis). Ideas put forward to accomplish this range from the creation of finger piers to accommodate larger tour/charter boats and even small cruise vessels, small boat mooring facilities in Parliament slip and locations where people can access the water with kayak's and canoe's.

This focus corresponds with feedback as received from stakeholders, as well as with some of the implementation ideas introduced in 2006. With few exceptions (see below), this focus does not create any conflicts.

- **Industry.** Some plans identify the need to let existing port industries co-exist with urban development.

This focus corresponds with feedback as received from stakeholders, as well as with some of the implementation ideas introduced in 2006. There are however a few areas where this creates conflicts (see below)

- **Increase in Waterborne Transport.** Various plans highlight the need for an increase in waterborne pedestrian transport, suggesting new ferry terminal and water taxi stations in the Port Lands area. For Billy Bishop Airport, there is also a need for increased and potentially different vehicle transport to the island.

No conflicts have been identified with this.

B.14.2 CONFLICTING INTERESTS

- The turning basin in the Ship Channel is a crucial part of the working port, which although not full time occupied, needs to be available to the shipping industry on a continuous basis. Suggestions to use the basin for anything else (i.e. over-water-programming) are therefore in direct conflict with this.
- From a public realm perspective, it is understandable to safeguard 'free and undisturbed' views of the harbour from the land. This is however in direct conflict with the need for additional mooring space on the waterfront.
- Most of the cargo vessels serving Redpath will berth inside Jarvis slip. However, at times, large Laker vessels will moor in front of this basin, extending on both ends (i.e. in front of the Redpath facility as well as Sugar Beach). This type of mooring will require the vessels to approach the waterfront in a more parallel way, requiring an unobstructed approach towards their final mooring destination. In planning the Jarvis Slip Special Use site and any finger piers and public art work extending perpendicular into the water at East Bayfront, this type of mooring will need to be taken into consideration.

C. MARINE USE TRENDS ANALYSIS

The marine uses included in this analysis include cruise industry, industrial port, recreational boat use, tour and chart boats operators, and water taxi on the Toronto Waterfront. The marine use inventory analysis is based on the following information:

- Data from the 2006 Marine Use Strategy data;
- Stakeholder consultation;
- Port Toronto Annual Reports 2008 – 2018;
- Recreational Boating Feasibility and Capacity Study Phase 1 – Final Report (Touristics & Shoreplan, 2014);
- Boating Ontario 2019 Directory
- Ports, Lake Ontario & The Thousand Islands, The Cruising Guide 2016;
- Great Lakes Cruise Strategy for Ontario's Ports, Task 2: Business Cases and Cruise Industry Strategic Action Plan (Bermello Ajamil & Partners, 2019)

C.1 CRUISE SHIP ACTIVITY

C.1.1 VESSEL CALLS AND PASSENGER NUMBERS

The historical number of cruise ship visits and cruise passengers to the Port of Toronto is shown in Figure C.1. Between 1995 and 1999 there were an average of five cruise ship calls to Toronto each year, carrying average of approximately 1,130 passengers each year. Between 2000 to 2004, the average number of cruise ships calls increased to 11 each year and the average number of passengers carried increased to approximately 1,970. The number of ships calls increased to 17 in 2018 from 4 in 2012. The cruise passengers increased to 6,000 in 2018 from 690 in 2012. The Port of Toronto received 16 and 17 cruise ship visits in 2017 and 2018, respectively and 5,600 and 6,000 corresponding passengers.

Figure C.2 shows the comparison of the actual number of cruise ship calls to the Port of Toronto with the MUS 2006 forecast since 2005. The cruise ship calls for four years (2012 – 2014 and 2016) were below the MUS 2006 forecast. This may be due to several factors including the global economic recession that started in 2009.

Figure C.3 shows the comparison of actual number of cruise passengers to the Port of Toronto with MUS 2006 forecast since 2005. The cruise ship passengers are higher than the MUS 2006 forecast since 2015, except for 2016, when the cruise ship calls were consistent with the MUS 2016 forecast. The higher passenger in these years could be due to the deployment of larger cruise ships since 2014, such as the Hamburg (420 berths), the Pearl Mist (210 berths), the Saint Laurent (210 berths), the Victory I (202 berths), and the Victory II (220 berths).

The maximum berth capacity of cruise ships that visited Toronto prior to 2014 is 138 (Grand Caribie). The number of port calls along with passenger numbers is provided in Tables C.1 for the period of 2005 to 2018.

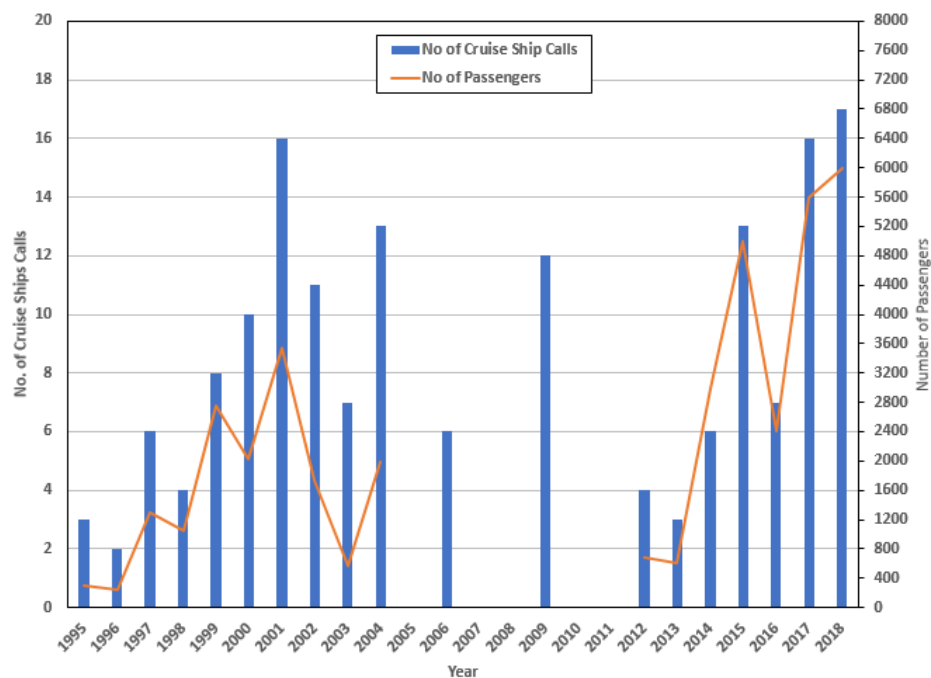


Figure C.1 Historical Number of Cruise Ship Calls and Cruise Passengers to Port of Toronto 1995 - 2018

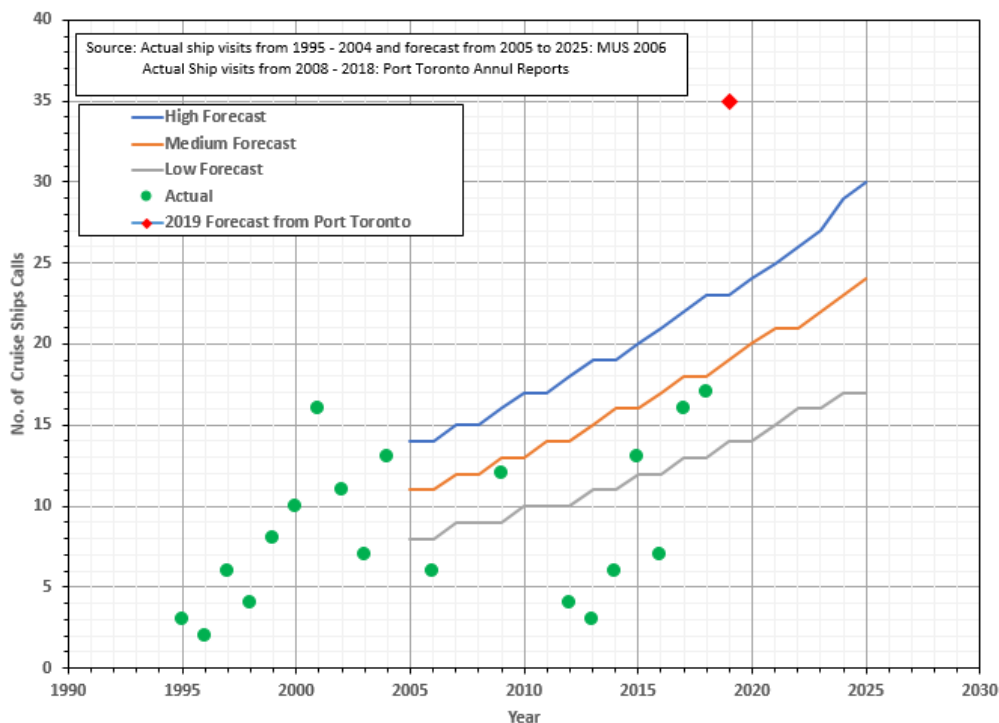


Figure C.2 Comparison of Number of Cruise Ship Calls to Port of Toronto with MUS 2006 Forecast

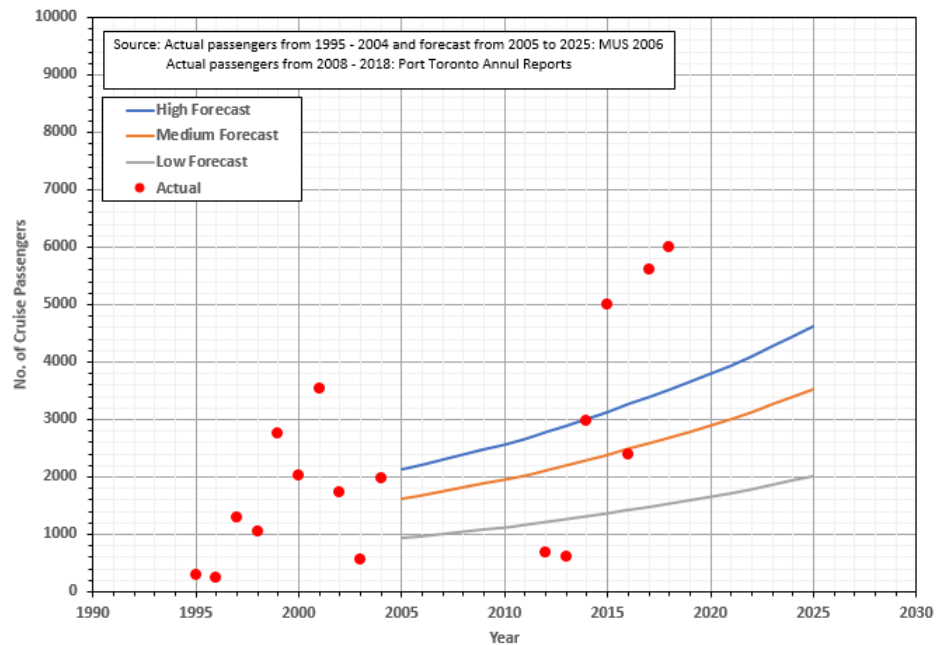


Figure C.3 Comparison of Number of Cruise Ship Passengers to Port of Toronto with MUS 2006 Forecast

Table C.1 Historical Cruise Ship Calls and Passengers

Year	No. of Cruise Calls	No. of Passengers
1995	3	300
1996	2	250
1997	6	1300
1998	4	1050
1999	8	2759
2000	10	2020
2001	16	3534
2002	11	1734
2003	7	564
2004	13	1985
2005		
2006	6	
2007		

Year	No. of Cruise Calls	No. of Passengers
2008		
2009	12	
2010		
2011		
2012	4	690
2013	3	604
2014	6	2986
2015	13	5000
2016	7	2400
2017	16	5600
2018	17	6000

The historical global number of cruise passengers has been steadily increasing since 2015 as shown in Figure C.4. The global number of cruise passenger forecast reported in the MUS 2016 is also shown in Figure C.4. The global number of cruise passengers has increased by 152 % between 2005 and 2018, and by 26% between 2014 and 2018. The total number of global cruise passengers was 28.2 million in 2018 and is expected to increase to 30 million in 2019. The global passenger projections reported in MUS 2006 are much less than the actual global passengers reported by the Cruise Lines International Association (CLIA).

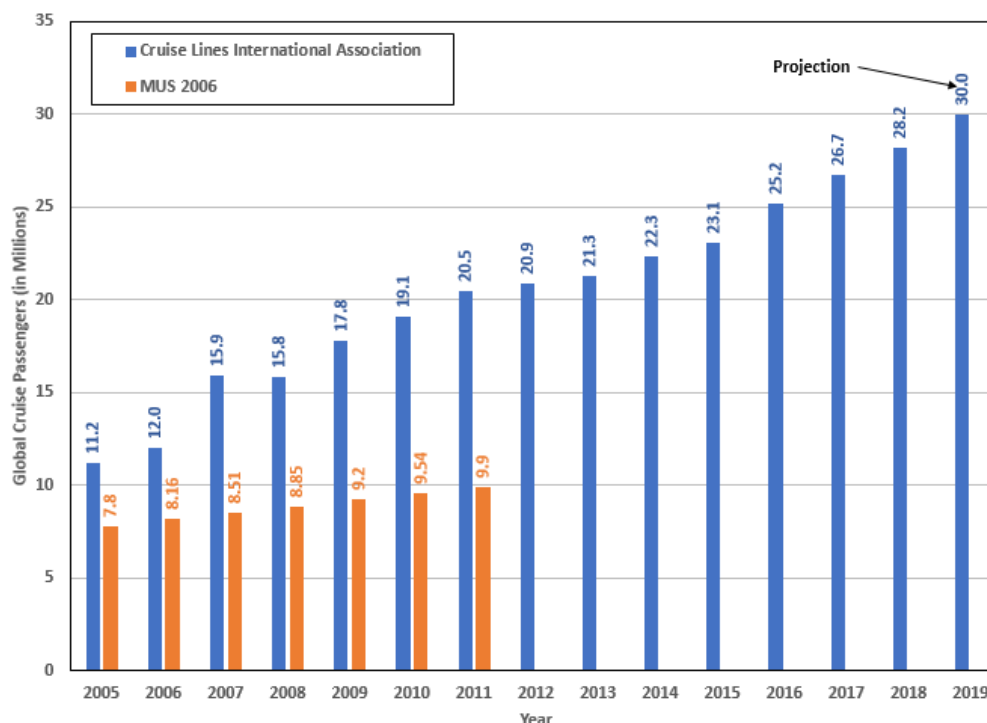


Figure C.4 – Historical Global Cruise Passengers (in Millions)

The historical cruise passenger numbers for the Great Lakes are from the Great Lake Cruise Strategy developed by B&A (2019) and are summarized below.

Figure C.5 shows the historical cruise passenger throughput for Great Lakes ports from 2009 to 2018. Over this 9-year period, growth may have moved at 5% CAGR (compound annual growth rate); however, these numbers are mostly influenced by the deployment of the Columbus and Hamburg (420-pax. Lower berths), the deployment of the Pearl Mist (210-pax.) in 2014, and the Victory I (202-pax.) in 2015.

In Figure C.6, the historic cruise sails in the Great Lakes over the period fell by 5 cruises (-0.7% CAGR) over the period. These numbers are reflective overall of the trend of the industry to deploy larger cruise vessels into the market place, to take advantage of economies of scale.

In Figure C.7 the number of passengers per cruise sailing is shown, with the average per sailing moving from 88 in 2009 to 146 in 2018; this is a 5% CAGR over the period (58 passengers per sailing) reflective of the larger ships deployed.

This data indicates that cruise travel continues to grow in the Great Lake areas in coming years and will overall contribute to Ontario's economy. The Port of Toronto has projected that the number cruise sails to Toronto will increase to 35 in 2019 from 17 in 2015; and the number of cruise passengers will increase to 12,000 in 2019 from 6,000 in 2015. Based on the interview with the Great Lakes Cruising Coalition, many adventure cruising companies are planning to add mid-season cruises in Toronto in 2021 – 2024. Cruise ship sails and passenger projections to Toronto is provided below.

Source: Great Lakes Cruise Coalition

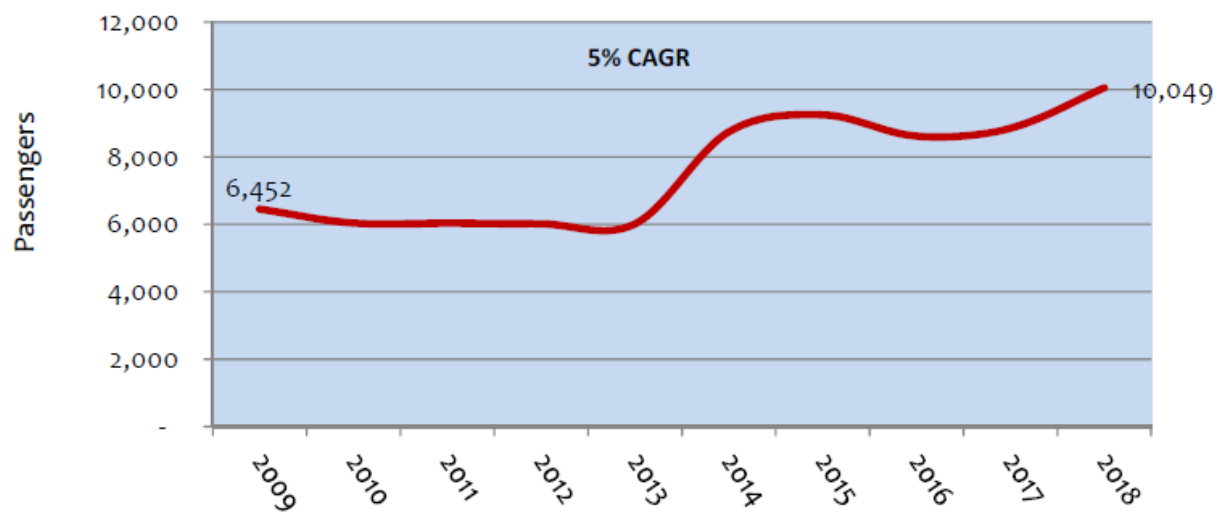


Figure C.5 Great Lakes Historical Passenger Throughput 2009 – 2018 (B&A, 2019)

Source: Great Lakes Cruise Coalition

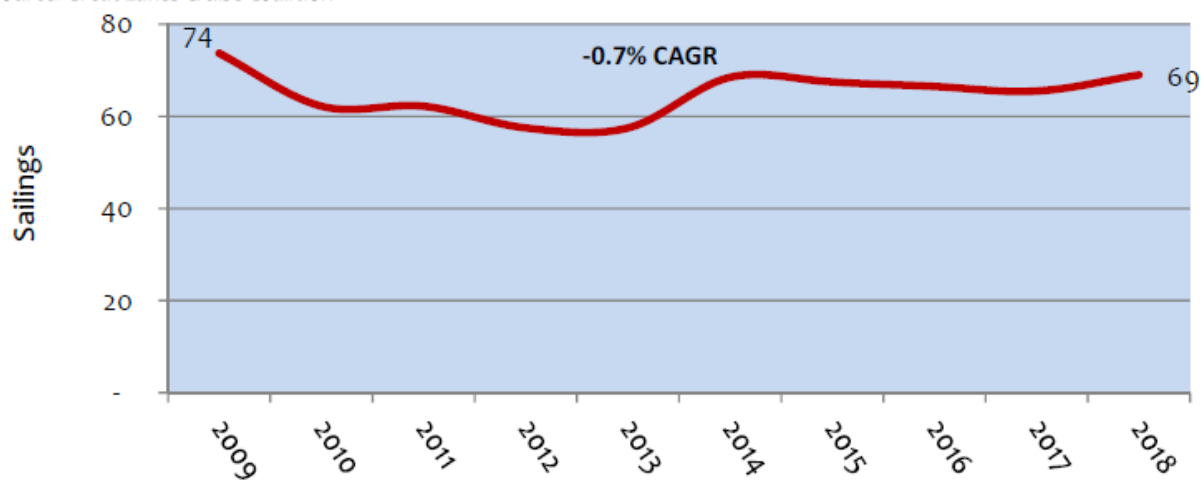
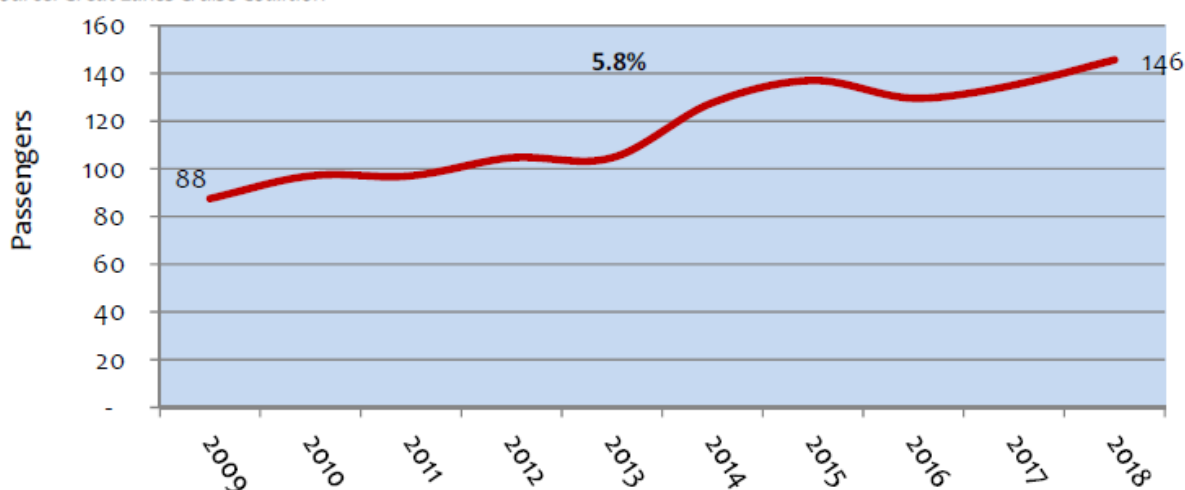


Figure C.6 Great Lakes Historical Cruise Sailings 2009 – 2018 (B&A, 2019)

Source: Great Lakes Cruise Coalition



Figures C.7 Great Lakes Historical Cruise Passengers per Sailing 2009 – 2018

C.1.2 CRUISE INDUSTRY PROJECTED GROWTH

Bermello Ajamil & Partners Inc. (B&A) developed the Great Lakes Cruise Strategy for Ontario's Port in 2019 on behalf of the Town of Midland. This study included five (5) Great Lakes ports including Toronto. The cruise industry forecast for the Port of Toronto is summarized from this study below.

By 2020, there will be a total of five individual oceangoing cruise brands active in the Great Lakes. These five brands will operate seven different cruise ships, and offer a total of 14 different itinerary patterns, eight (8) of which call on Toronto. Two additional itineraries - both operated by Hapag-Lloyd beginning in 2020 - will call only on Toronto as part of a non-Great Lake Cruise (CNE, Greenland) itinerary.

The Great Lakes cruise projections were developed based on the following two approaches:

- **Projection Approach 1 – Market Capture:** The market capture approach is based on capturing a percentage of all passengers in the region and on a multitude of itinerary patterns. An assumption is then made as to the future ability of the Great Lakes to capture a percentage of the overall world market over the 10-year period.
- **Projection Approach 2 – Vessel Deployment Scenarios:** In this approach, based on past trends of the cruise industry, marketplace assumptions are made about the deployment of cruise vessels to the Great Lakes region.
 - **Scenario #1 – NA Focus (North America Cruise Market Development, Non-expedition):** This scenario builds on the current levels of traffic in the Great Lakes, with the extended seasonal sailings of Victory Cruises and Pearl Seas as the impetuses for expanded growth.
 - **Scenario #2 – Building on NA Focus in the European and Adventure/Exploration Markets:** The premise for this scenario is that the Great Lakes could work with multiple brands to create a cruise option that will meet their brand needs in terms of itinerary planning, marketing, operations, and cost savings.

The following considerations were also accounted for the projects:

- Limited accessibility factor of the St. Lawrence Seaway and lock systems (740 ft. LOA; 78 ft. beam; 26.3 ft. sea draft; 116.6 ft. air draft) allowing for a defined vessel range;
- Seasonality of the Great Lakes (limited over the term at 22/26 weeks or May – October); and

- Competitive nature of the Great Lakes vs Alternative Destinations (Alaska, Mediterranean, Norwegian Fjords, Caribbean, Baltic, and others).

Based on the projection model outlined above, a range was established for cruise passenger growth over the 10-year term for Great Lakes. This illustrates rates from 4.2% to 6.5%, based on the level of strategic effort attributed to the expansion of the cruise tourism industry to the region. Passenger throughput moves to a range of 15,176 – 18,798 in 2028 (Figure C.8).

Figure C.9 shows the number of sailings in the Great Lakes moving from 69 in 2018, to a range of 94 – 104 in 2028. The assumption is that the majority of vessels coming into the Great Lakes market for multiple sailings will be smaller ships, while those larger vessels (+250-pax.) will continue to use the region on a targeted basis, for less than 4 sailings (likely 2) per season, and may also skip years, dependent on their target clientele. The numbers below do not include some of the other day and overnight traffic that is also within the region, such as St. Lawrence Seaway.

Figure C.10 shows the passenger per sailing for each of the projections models illustrated.

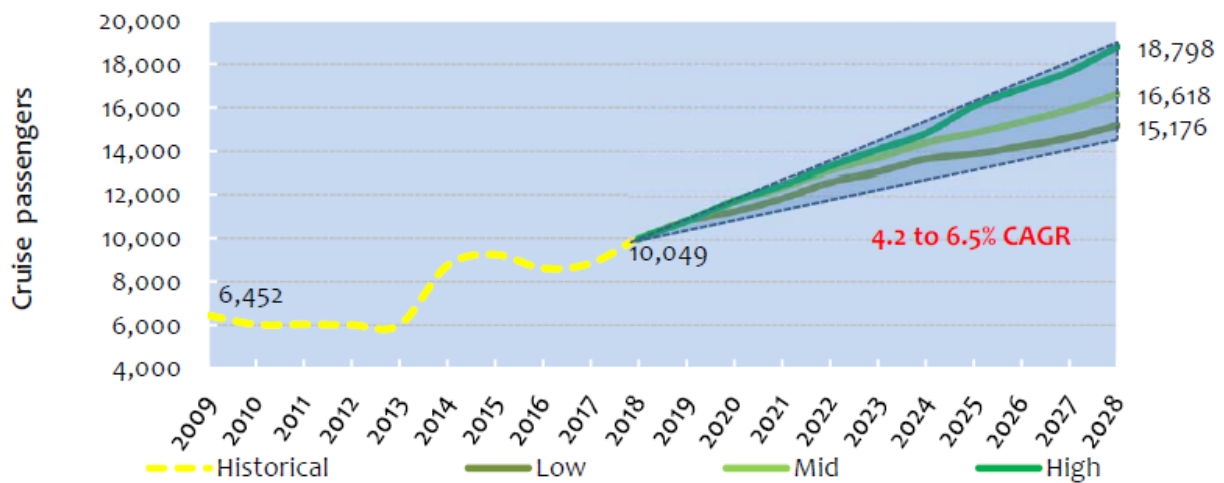


Figure C.8 Passenger Projection Range of Opportunity 2019 – 2028 (B&A, 2019)

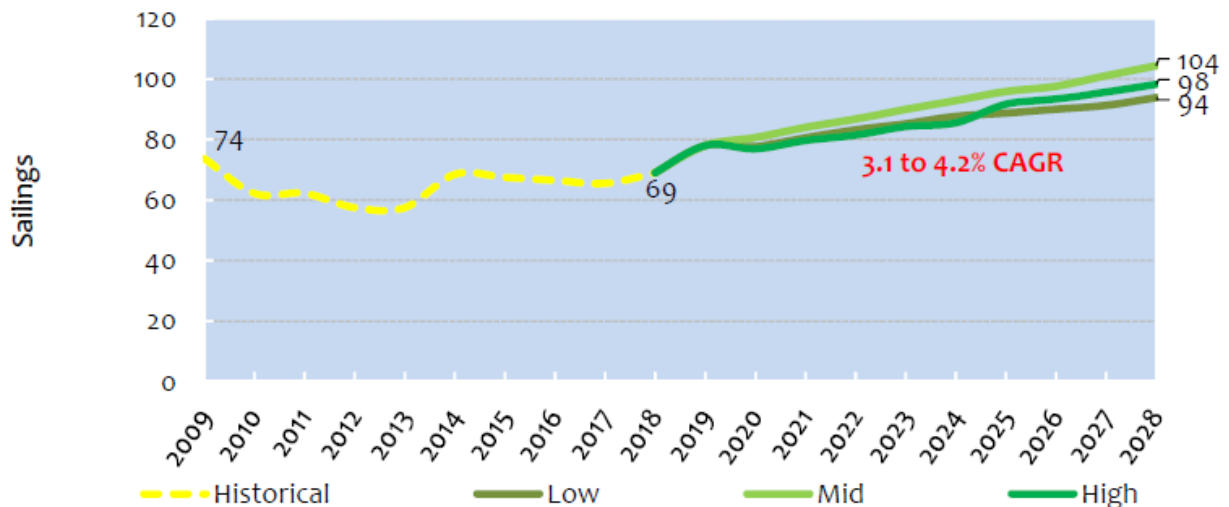


Figure C.9 Sailing Projection Range of Opportunity 2019 – 2028 (B&A, 2019)

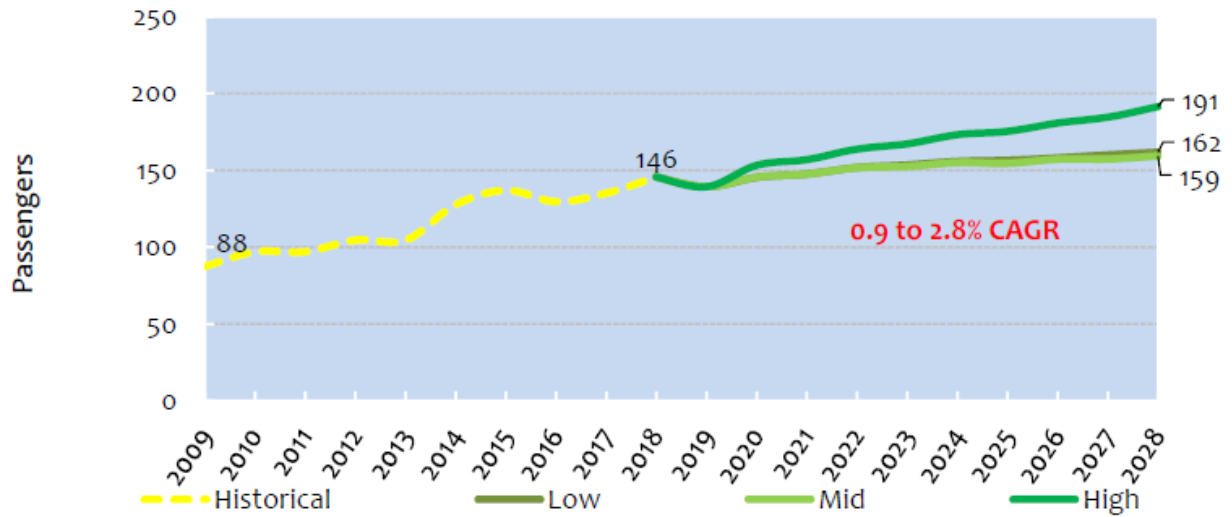


Figure C.10 Projected Passenger per Sailing Range of Opportunity 2019 – 2028 (B&A, 2019)

A passenger traffic model was used to predict the Port of Toronto revenue passengers and cruise calls. Figures C.11 and C.12 shows the Port of Toronto revenue passengers and cruise calls projection over the period of 2019 to 2028. The Port of Toronto projections show a total number of passengers increases to a range of 10,892 – 13,492 in 2028 from 7,796 in 2019.

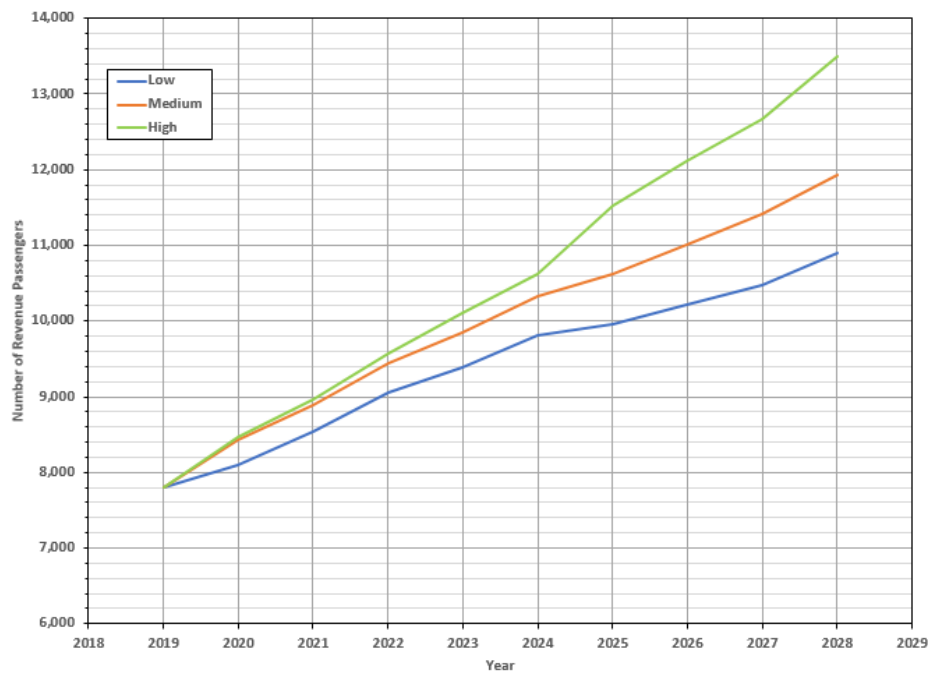


Figure C.11 Toronto Revenue Passenger Projections 2019 – 2028 (B&A, 2019)

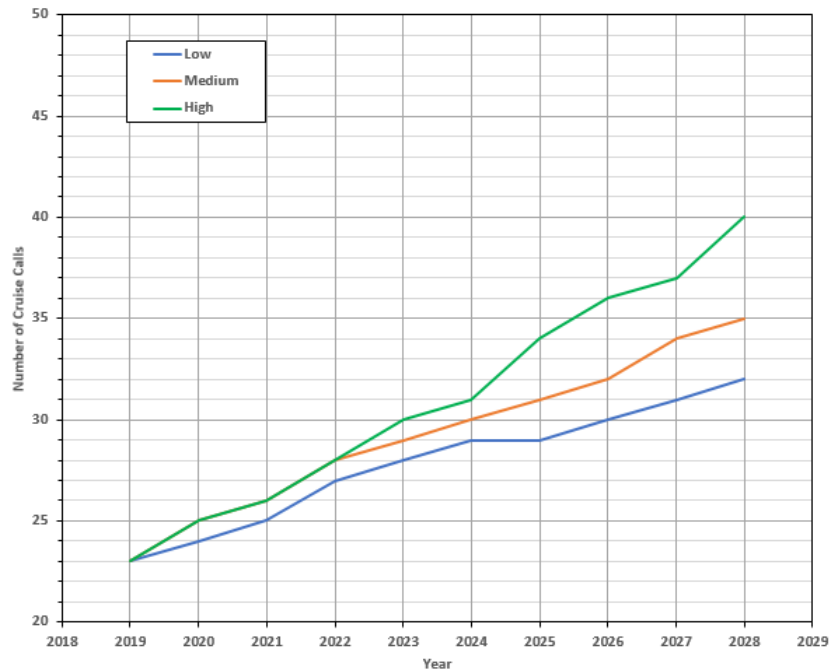


Figure C.12 Toronto Cruise Calls Projects 2019 – 2028 (B&A, 2019)

C.1.3 CRUISE ACTIVITY SUMMARY

The projected number of cruise calls in 5 years is in the range of 29 to 31. Toronto's existing cruise facilities can accommodate homeport and port-of-call demands during the period of 2019-2028. However, the ability to provide for a more centralized location as part of a downtown waterfront, PPP (Public Private Partnership) may provide a boost in economic impact from the projected passenger throughput; it could also offer future cruise brands an additional option.

C.2 INDUSTRIAL SHIPPING ACTIVITIES

C.2.1 TYPE OF CARGO AND THROUGHPUT NUMBERS

The Port of Toronto is situated on the northwest shore of Lake Ontario. The port handles global cargo from destinations as far as Germany, Turkey, Australia, South America and the rest of North America. The historical cargo throughput is shown in Figure C.13 for the period of 1995 to 2018. The data indicate that there is no clear trend in total cargo tonnage transit through Toronto; the total cargo tonnage increased to a maximum of 2.56 million ton in 2005 from 1.29 million ton in 1991; then decreased to 1.50 million ton in 2010 and increased to 2.2 million ton in 2017.

The number of port calls to Toronto is shown in Figure C.14. There is no clear relationship between number of port calls and cargo tonnage. This may be due to the varying sizes of cargo ships calls at Port of Toronto.

In 2018, the Port of Toronto moved 2.2 million metric tonnes of cargo. Sugar, road salt, cement, aggregate and steel were brought directly into the heart of the city by 178 ships in 2018. The port received steel products including rebar, merchant bar, steel plate and coils totalling 69,281 metric tonnes, representing the highest levels

of steel product moved through the port in 20 years. In addition, the port recorded 14,391 metric tonnes in warehousing storage, the highest level recorded since 2011.

The cargo breakdown by type and tonnage are illustrated in Figure C.15. Sugar, salt, cement and aggregates accounts for the majority of the cargo. It is expected that the cement and aggregates would vary depending on the construction industry growth and related to the Ontario's overall economic growth.

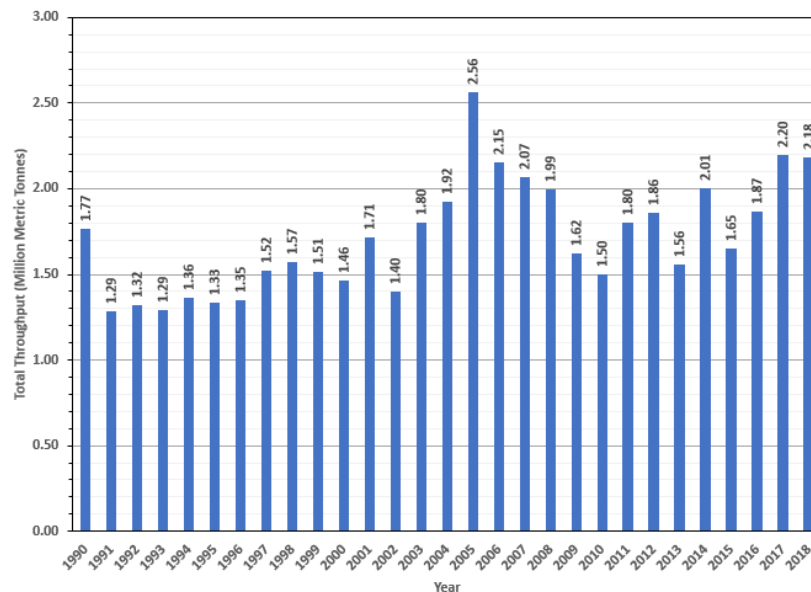


Figure C.13 Port of Toronto Historical Industrial Cargo Throughput 1990 - 2018⁴

⁴ Sources: 2005-2007: Ontario Marine Transportation Study, Phase 1 Final Report , Industry Profile and Economic Impact (MariNova Consulting Ltd., Research and Traffic Group, Gardner Pinfold & CPCS Transcom, April 2009) | 2008-2017: Ports Toronto Annual Reports | 2018: <https://www.insidelogistics.ca/cargo-handling/port-toronto-posts-record-2018-154555/>

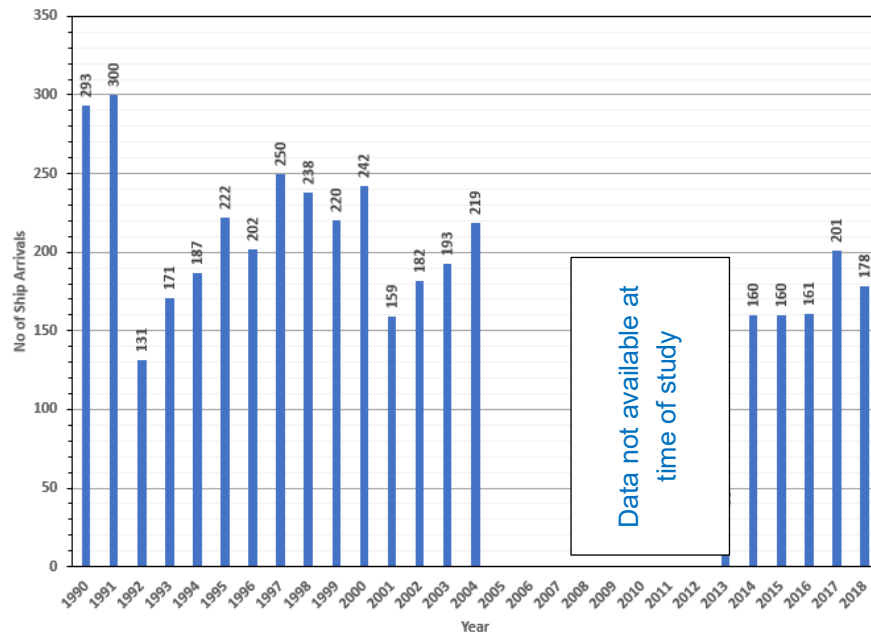


Figure C.14 Port of Toronto Historical Number of Ship Arrivals 1990 – 2018⁴

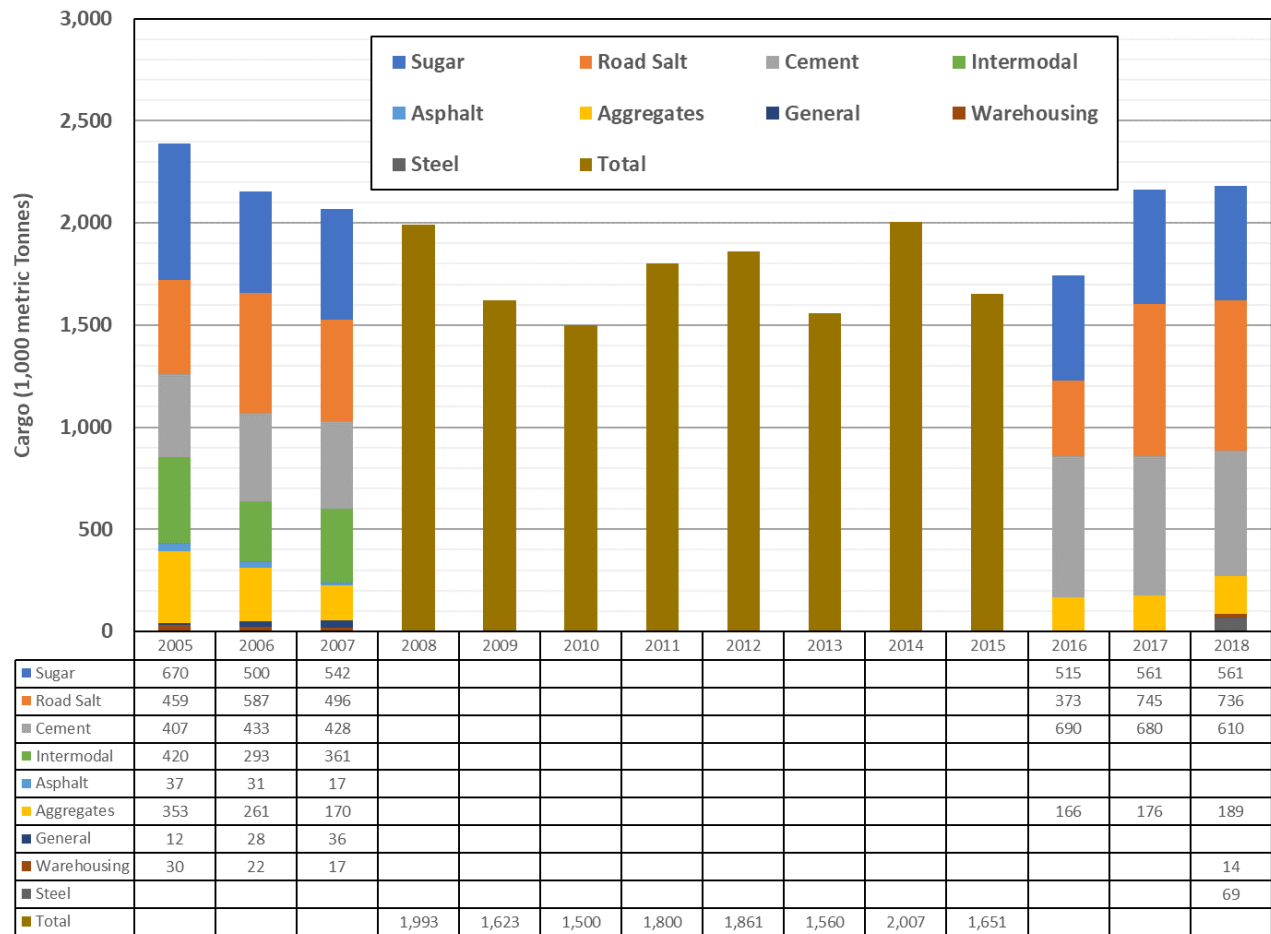


Figure C.15 Cargo Breakdown by Type and Tonnage⁵

C.2.2 INDUSTRIAL SHIPPING ACTIVITY SUMMARY

Average cargo throughput to the Port of Toronto is 1.7 million tons with a minimum of 1.3 million in 1991 and a maximum of 2.56 million in 2005. The cement and aggregates cargo will vary with Ontario's economic growth. It is expected that the Port of Toronto will continue handle cargo throughputs similar to the past.

Data Gap: Please note that number of port calls between 2005 and 2012 are not available from the publicly available data sources. Cargo breakdown data is also not available between 2008 and 2018 for all or some types of cargo

⁵ Sources: 2005-2007: Ontario Marine Transportation Study, Phase 1 Final Report , Industry Profile and Economic Impact (MariNova Consulting Ltd., Research and Traffic Group, Gardner Pinfold & CPCS Transcom, April 2009) | 2008-2017: Ports Toronto Annual Reports | 2018: <https://www.insidelogistics.ca/cargo-handling/port-toronto-posts-record-2018-154555/>

C.3 RECREATIONAL BOATING ACTIVITIES

The following marine inventories and data related to recreational boating were collected and reviewed to assess whether waterfront recreational facilities provide adequate services and to predict the future recreational boating activity future needs:

- Yacht and boating clubs;
- Marinas;
- Boating/teaching organizations;
- Profile of boaters and population characteristics; and
- Projected population of Toronto and Greater Toronto Area (GTA).

These data were collected from publicly available reports. The study area for marine inventories is the waterfront between the Humber Bay and Ashbridges Bay. This study area is further sub-divided into the following four sub areas as per MUS 2006:

- Humber Bay to Western Gap;
- Inner Harbour;
- Outer Harbour; and
- Leslie Street Spit to Ashbridges Bay.

C.3.1 MARINE FACILITIES FOR RECREATIONAL BOATING

There are 49 boating facilities including 35 yacht and boating clubs, 5 marinas, and 9 boating/teaching organizations on the waterfront between Humber Bay in the West and Ashbridges Bay in the east. The list of yacht and boating clubs, marinas and boating/teaching organizations in the study area is provided in Tables C.2 to C.4. Figure C.16 compares the current recreational boating facilities on the waterfront with MUS 2006. There are 6 more yacht and boating clubs than reported in MUS 2006. The number of marinas has remained unchanged since 2005. Boating/teaching organizations have grown by 2 since 2005. Figure C.17 shows the number of seasonal and transient slips/moorings available in the study area.

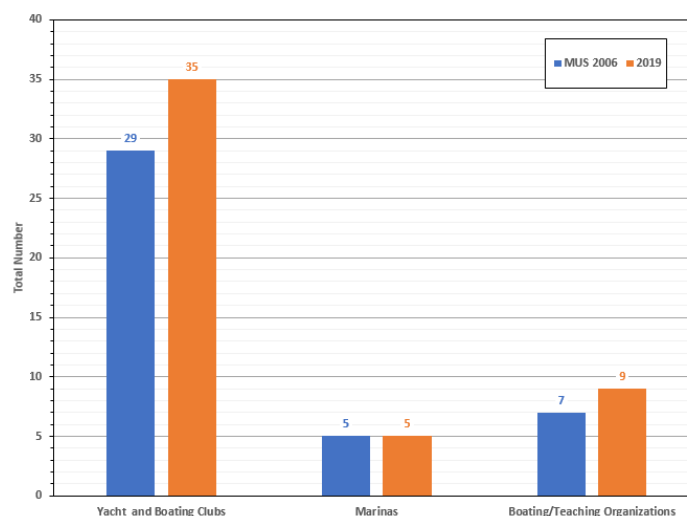


Figure C.16 Comparison of Number of Yacht & Boating Clubs, Marinas & Boating / Teaching Organizations between 2005 and 2019.

Table C.2 Yacht and Boating Clubs on Toronto's Waterfront (Humber Bay to Ashbridge's Bay)

Club Name	Address
Mimico Yacht Club	200 Humber Bay Park
Etobicoke Yacht Club	300 Humber Bay Park
Toronto Humber Yacht Club	101 Humber Valley Road
Greater Toronto Dragon Boat Club	Lake Shore Boulevard West (east of
Boulevard Club	1491 Lake Shore Boulevard West
Toronto Sailing & Canoe Club	1391 Lake Shore Boulevard West
Argonaut Rowing Club	1225 Lake Shore Boulevard West
Alexandra Yacht Club	2 Stadium Road
National Yacht Club	1 Stadium Road
Island Yacht Club	400 Queens Quay West
Toronto Island Sailing Club	Centre Island
Royal Canadian Yacht Club	South Island
Toronto Island Canoe Club	Wards Island
Sunfish Cut Boat Club	Algonquin Island
Queen City Yacht Club	Algonquin Island
Bayside Rowing Club	600 Unwin Street
Toronto Windsurfing Club	Regatta Road
Water Rats Sailing Club	Regatta Road
Hanlan Boat Club	Regatta Road
Mooredale Sailing Club	Regatta Road
St. Jamestown Sailing Club	Regatta Road
Westwood Sailing Club	Regatta Road
Outer Harbour Centre Board Club	Regatta Road
Toronto Multihull Sailing Club	Regatta Road
Great White North Dragon Boat Club	Unwin Avenue
Aquatic Park Sailing Club	Tommy Thomson Park
Ashbridge's Bay Yacht Club	30 Ashbridges Bay Park Road
Toronto Hydroplane Sailing Club	20 Ashbridges Bay Park Road
Balmy Beach Canoe Club	10 Ashbridges Bay Park Road
Freedom Boat Club	Outer Harbour Marina

Club Name	Address
Vanguard Club	10 Ashbridges Bay Park Rd
Virtacore	1 Stadium Road
Sunnyside Paddling Club-Dragon Boat	1755 Lakeshore Boulevard West
Outer Harbour Dragon Boat Club	451 -483 Unwin Ave
Iron River Dragon Boat Club	1 Humber River Recreational Trail

Table C.3 Marinas on Toronto's Waterfront (Humber Bay to Ashbridge's Bay)

Marina Name	Address
Ontario Place Marina	955 Lake Shore Boulevard West
Marina Quay West	539 Queens Quay West
Marina 4	235 Queens Quay West
Toronto Island Marina	Centre Island
Outer Harbour Marina	475 Unwin Street

Table C.4 Boating/Teaching Organizations on Toronto's Waterfront (Humber Bay to Ashbridge's Bay)

Name	Address
Humber College Sailing & Power	100 Humber Bay Park Road West
Navy League of Canada	659 Lake Shore Boulevard West
Blind Sailing Association of Canada	539 Queens Quay West
Queen's Quay Sailing & Power Boating	275 Queens Quay West
Queens Quay Disabled Sailing Program	275 Queens Quay West
Harbourfront Canoe and Kayaking	2283A Queens Quay West
Toronto Brigantine	249 Queens Quay West
Great Lakes Sailing School	1 Leslie St
Sailing Fanatics	14 Regatta Rd

The 20 boating facilities provide 4,604 slips or mooring of which 4,244 are seasonal and 360 are dedicated as transient or reciprocal slips or moorings on the waterfront. The greatest concentration of boating activity occurs in the area from Humber Bay to the Western Gap and this area hosts 8 yachting and sailing clubs, one rowing club (Argonaut Rowing Club), one dragon boat club (Toronto Dragon Boat Club), one private club (Boulevard Club) and one marina (Ontario Place). 1994 slips or moorings are available in this area.

The Inner Harbour stretching from the western gap to the eastern gap has the second largest concentration of boaters with four yachting and sailing clubs, three marinas, three canoe club/facilities, two special boating organizations (Blind Sailing Association of Canada, Queens Quay Disabled Sailing Program), one rowing club

(Bayside Rowing Club) and Queens Quay Sailing & Power Boating. 1260 slips or moorings are available in this area.

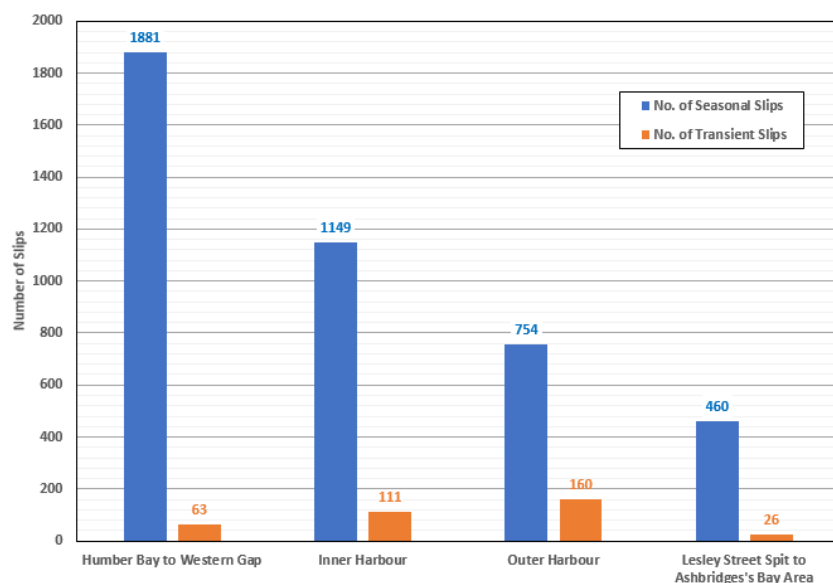


Figure C.17 Number of Seasonal and Transient Slips on Toronto's Waterfront

The Outer Harbour which occupies the area south of the Toronto Islands from the eastern gap to the Leslie Street Slip is home to seven sailing clubs, one wind surfing club (Toronto Windsurfing Club), one rowing club (Hanlan Boat Club) and one dragon boat club (Great White North Dragon Boat Club) and one marina (Outer Harbour Marina). 914 slips and moorings spaces are available in this area.

The Ashbridges Bay area to the east of the Leslie Street slip is home to two yachting and sailing clubs and one canoe club (Balmy Beach Canoe Club). 486 slips and moorings spaces available in this area.

42% (1994) of slips or moorings are located at the waterfront from Humber Bay to the Western Gap; 27% (1260) of slips or moorings are located in Inner Harbour; 20% (914) of slips or moorings are located in Outer Harbour; and 11% (486) of slips are located between Leslie Street Spit to Ashbridge's Bay area (Figure C.18).

Table C.6 compares the number of slips/mooring in waterfront between 2005 and 2019. The total number of slips and moorings has increased to 4,604 in 2019 from 3,635 in 2005 representing a 27% increase. Please note that the number of slips and moorings used in this study are from 2014 *Recreational Boating Feasibility and Capacity Study*. The number of slips and moorings may have increased since 2014. The slips and moorings spaces occupancy rate was 98.6 percent in 2013 boating season as per the 2014 *Recreational Boating Feasibility and Capacity Study*. More than 90 percent (i.e. 90.8%) of the 3,635 available slips and moorings are occupied (i.e. 3,299) in 2005 (MUS 2006).

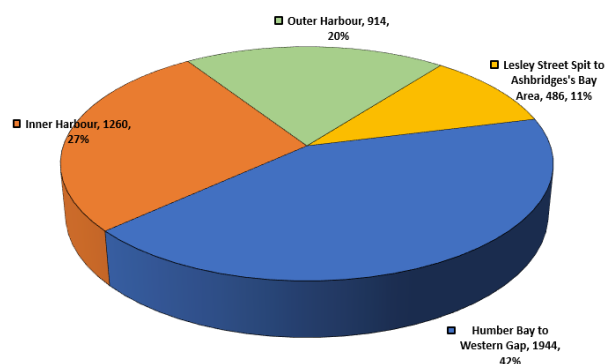


Figure C.18 Percent of Slip Distribution by Waterfront Area

Table C.5 Comparison of Slips/Mooring between 2019 and 2005

Waterfront Area	2005 ¹	2019 ²	Change	
			Numbers	Percentage
Humber	1,562	1,994	382	24%
Inner	950	1,260	310	33%
Outer	783	914	131	17%
Leslie	340	486	146	43%
Total	3,635	4,604	969	27%
Note. ¹ Marine Use Strategy 2016; ² Recreational Boating Feasibility and Capacity Study 2014				

A total of 4,244 slips are available with 118 of the slips are less than 30 feet; 310 of the slips are between 30 and 36 feet; 1633 slips are between 36 and 46 feet; and 2174 slips are greater than 46 feet. Six (6) facilities provide a fuel dock. Ten (10) facilities provide haul out cranes with lift capacity ranging from 2 to 35 ton. 14 facilities have a pump out. 4 facilities have launch ramps and 18 facilities has access to power. The Toronto Island Marina and Outer Harbour Marina are the only facilities offering repairs.

Table C.6 compares the marine facilities services between 2005 and 2019. There was no launch ramp in the marinas and clubs in 2005 and currently four (4) facilities provide launch ramp (Toronto Humber Yacht Club, Toronto Sailing & Canoe Club, Outer Harbour Marina, and Toronto Hydroplane Sailing Club). The facilities providing haul out service increased to 10 in 2019 from 5 in 2005. The facilities providing winter storage increased by 3 to 14. The other services remain same as in 2005. Details of facilities slips/mooring, haul out, shore power, winter storage and services are provided in Tables C.7 and C.8.

Table C.6 Comparison of Facilities Between 2005 and 2009

Facility Type	2005 ¹	2019 ²	Change
Fuel Supply	5	6	+1
Launch	0	4	+4
Shore Power	17	17	0

Haul Out	5	10	+5
Pump Out	13	14	+1
Winter	11	14	+3
Repairs	2	2	0
Note. ¹ Marine Use Strategy 2016; ² Recreational Boating Feasibility and Capacity Study 2014; ³ Outside			

Table C.7 Marina and Yacht Club Details

Area on Waterfront	Name	Location	Transient Slips	Seasonal Slips	Total Slips	Max. Length (m)	Max. Length (ft)	Draft (m)	Draft (ft)	Fuel	Launch Ramp	Number of Transient Boats	Average Length of Stay	Turn Away Transient Business	Transient Market Mix
Humber Bay to Western Gap	Humber College Sailing & Power Boating Centre	100 Humber Bay Park Road West	20												
	Mimico Crusing Club	200 Humber Bay Park Road West	15	287	302	15.2	49.9	3	9.8			475-500	1 day	Victoria Memorial, July 1st to 4th, Civic Holiday weekends	75% Ontario (Coubourg to Point Dalhousie) 25% New York (Wilson to Rochester) <1% Quebec, Pennsylvania
	Etobicoke Yacht Club	300 Humber Bay Park Road West	10 reciprocal	640	650	13.4	44.0	3.7	12.1			300	1 day	Victoria Memorial, July 1st to 4th, Civic Holiday weekends	70% Ontario (Port Dalhousie to Cobourg) 30% New York (Youngtown to Rochester)
	Toronto Humber Yacht Club	101 Hunber Valley Road	4 reciprocal	114	118	9.1	29.9	1.5	4.9	Gas	Yes	<150	1 day	Long weekends in July and August	75% Ontario (Port Dalhousie to Cobourg) 25% New York (Youngtown to Rochester)
	Boulevard Club	1491 Lakeshore Boulevard West	2 reciprocal	56	58	18.3	60.0	2.4	7.9			<100	<1 day	Mostly long weekends, especially July & Auguat	75% Ontario (Hamilton to Port Hope) 25% New York (Olcott to Rochester)
	Toronto Sailing & Canoe Club	1391 Lakeshore Boulevard West	2 Moorings	91 Moorings	93	10.4	34.1	1.8	5.9		4 Launch Ramps	<100	<1 day	Occasionally on Victoria Day, July 1st - 4th Holiday weekends if weather is good	75% Ontario (Port Darlington to Grimsby) 25% New York (Olcott to Rochester)
	Ontario Place Marina	955 Lakeshore Boulevard West	25	325	350	27.4	89.9	4.3	14.1	Gas & Diesel		1000	1.25 days	Victoria, Memoorial, July 1st to 4th, Civic Holiday weekends	70% Ontario (Kingston to Niagara-on-the-Lake) 30% New York (Youngstown to Rochester) 1-2% Quebec, Pennsylvania
	National Yacht Club	1 Stadium Road	3	170 + 80 moorings	173	13.7	44.9	2.6	8.5			<150	1.25 days	Only on some weekends	75% Ontario (Port Hope to Port Dalhousie) 25% New Yoek (Olcott to Rochester)
	Alexandra Yacht Club	2 Stadium Road	2 reciprocal	98	100	10.7	35.1	3.1	10.2			100	1.25 days	Occasionally on long weekends	75% Ontario (Port of Newcastle to Hamilton) 25% New York (Youngstown to Rochester)
Inner Harbour	Marina Quay West	235 Queens Quay West	20	180	200	18.3	60.0	3.65	12.0			500	1.5 days	Every long weekend	80% Ontario (Port Hope to Hamilton) 20% New York (Youngstown to Point Breeze)
	Marina 4	235 Queens Quay West	10	90	100	12.2	40.0	6.1	20.0			200	1.5 days	Most long weekends, especially in July & August	80% Ontario (Port Hope to Hamilton) 20% New York (Youngstown to Point Breeze)
	Toronto Island Marina	Centre Island	50	100	150	21.3	69.9	2.1	6.9	Gas & Diesel		2000	1.25 days	Most long weekends, July 1st to 4th in particular	80% Ontario (Newcastle to Hamilton) 20% New York (Youngstown to Olcott)
	Island Yacht Club	400 Queens Quay West	15	285	300	16.8	55.1	2.4	7.9			< 500	1.25 days	Victoria, Memorial, July 1st to 4th, Civic Holiday weekends	75% Ontario (Port Hope to Port Dalhousie) 25% New Yoek (Wilson to Rochester)
	Royal Canadian Yacht Club	South Island	10 reciprocal	390	400	13.7	44.9	2.4	7.9	Gas & Diesel		< 250	1 day	Mostly on Victoria Day, July 1st to 4th, Civic Holiday weekends	75% Ontario (Port Hope to Port Dalhousie) 25% New York (Youngstown to Rochester)
	Queen City Yacht Club	Algonquin Island	6 reciprocal	104	110	12.2	40.0	2.1	6.9			300	1.25 days	Victoria, Memorial, July 1st to 4th, Civic Holiday weekends	75% Ontario (Port Hope to Hamilton) 30% New York (Mostly Rochester)
Outer Harbour	Hanlan's Point	Hanlan's Point	150		150	22.9	75.1	4.6	15.1			2000	2 days	Only on long weekends , probably less than 50 boats	70% Ontario (Cobourg to Hamilton & Niagara Peninsula) 30% New York (Lewiston to Rochester)
	Outer Harbour Marina	475 Unwin Avenue	10	644	654	30.5	100.1	6.1	20.0	Gas & Diesel	Yes	350	1 day	Sometimes on the two long weekends in July & August	70% Ontario (Kingston to Niagara-on-the-Lake) 30% New York (Youngstown to Rochester) 1% Quebec, Pennsylvania
	Aquatic Park Sailing Club	2 Leslie Street		10+100 Moorings		15.2	49.9	5.8	19.0						
Lesley Street to Ashbridge's Bay	Toronto Hydroplane Sailing Club	20 Ashbridge's Bay Park Road	20	190	210	11	36.1	3.7	12.1		Yes	550-600	1 day	Most long week ends in boating season	75% Ontario (Oakville to Port Hope) 25% New York (Youngtown to Olcott, a few from Rochester)
	Asbridge's Bay Yacht Club	30 Ashbridge's Bay Park Road	6	274	280	11.6	38.1	3.8	12.5	Gas & Diesel		200	1 day	Sometimes on long weekends	75% Ontario (Oakville to Port Hope) 25% New York (Youngtown to Olcott, a few from Rochester)

Reference. Recreational Boating Feasibility and Capacity Study Phase 1 - Final Report Appendix A, 2014

Table C.8 Marina Yacht & Boating Club Details - Services

Area on Waterfront	Name	Location	Haulout	Repairs	Food	Facilities	Shore Power (amps)	Pumpout	Recreation Facilities	Hookups	Winter Storage
Humber Bay to Western Gap	Humber College Sailing & Power Boating Centre	100 Humber Bay Park Road West									
	Mimico Crusing Club	200 Humber Bay Park Road West	dual purpouse crane - lift up to 3,000 lbs mast stepping		ice/water, licensed restaurant & deck for outdoor dining	showers, washrooms & laundry	20 & 30	yes	picnic tables, gas BBQ's & children play area	power, water, public telephone & wireless internet	outside
	Etobicoke Yacht Club	300 Humber Bay Park Road West	2 ton crane, mast crane		ice/water, licensed dining & bar	showers, washrooms & laundry	30.0		picnic tables, gas BBQ's & children's play area	power, water & wirless internet	outside
	Toronto Humber Yacht Club	101 Hunber Valley Road			ice/water, clubhouse bar & snack bar	showers & washrooms	15.0	yes	picnic tables & gas BBQ's	power, water & public phone	outside
	Boulevard Club	1491 Lakeshore Boulevard West			ice/water, dining room, licensed café & bar	showers, washrooms & laundry	15 & 30	yes	indoor & outdoor pools, badminton, tennis, lawn bowling, fitness sentre, saunas, teen games room & play area for preschoolers	power, water, public telephone & wireless internet	outside
	Toronto Sailing & Canoe Club	1391 Lakeshore Boulevard West			ice/water, catered grill bar & cold snacks	showers & washrooms		yes	picnic tables & gas BBQ's	public telephone	
	Ontario Place Marina	955 Lakeshore Boulevard West	crane & hydraulic trailers	can be arranged	ice/water, marina grill, licensed outdoor patio	showers, washrooms & laundry	30 & 50		picnic table	power, water, public telephone & wireless internet	outside - up to 13.7 metres
	National Yacht Club	1 Stadium Road	rental crane for haulout/launch		ice/water, licensed dining room & balcony for outdoor dining	showers, washrooms & laundry	30.0		picnic tables, gas BBQ's & children's playground	power, water, public telephone & wireless internet	outside
	Alexandra Yacht Club	2 Stadium Road	5 1/2 tone crane & rental crane for haulout/launch		ice/water & kitchen	showers & washrooms	20.0	yes	picnic tables & gas BBQ's	power, water, public telephone & wireless internet	outside
Inner Harbour	Marina Quay West	235 Queens Quay West			ice/water & ice cream	showers, washrooms & laundry	30 & 50	yes	picnic tables	power, water, public telephone & wireless internet	
	Marina 4	235 Queens Quay West			ice/water	showers, washrooms & laundry	30.0	yes		power, water, public telephone & wireless internet	
	Toronto Island Marina	Centre Island	15 ton travel lift & mast crane	hulls, engines, electricals & sails	ice/water, groceries, restaurant & patio bar	showers, washrooms & laundry	15, 30 & 50	yes	picnic tables	power, water, public telephone & wireless internet	outside
	Island Yacht Club	400 Queens Quay West	travel lift		ice/water, dining room, lounge, bar & snack bar	showers, washrooms & laundry	15 & 30	yes	picnic tables, gas BBQ's, children's playground, swimming pool & tennis courts	power & water	outside
	Royal Canadian Yacht Club	South Island	20 ton travel lift		ice/water, formal dining room & snack bar	showers, washrooms & laundry	15 & 30	yes	adult & children's swimming pools, tennis courts, children's playground & pations	power & water	outside
	Queen City Yacht Club	Algonquin Island	marine railway		ice/water, dining room & bar	showers, washrooms & laundry	15.0	yes	picnic tables, children's play area & indoor kids' room	power, water & public telephone	outside
Outer Harbour	Hanlan's Point	Hanlan's Point			ice/water & snack bars	showers & washrooms	15 & 30		picnic tables, BBQ's, wading pools, tennis, volleyball, beaches & bicycle rental	power & water	
	Outer Harbour Marina	475 Unwin Avenue	35 ton travel lift, mast crane & fork lift	hulls, engines & electrical	ice/water	showers, washrooms & laundry	30 & 50	yes	picnic tables & BBQ's	power & water	outside
	Aquatic Park Sailing Club	2 Leslie Street			ice/water	showers & wash rooms			picnic tables		outside
Lesley Street to Ashbridge's Bay	Toronto Hydroplane Sailing Club	20 Ashbridge's Bay Park Road			ice/water	showers & washrooms	15.0	yes	picnic tables, gas BBQ's & patio	water	
	Asbridge's Bay Yacht Club	30 Ashbridge's Bay Park Road			ice/water	showers, washrooms & laundry	15.0	yes	picnic tables & gas BBQ's	power & water	outside

Reference: Recreational Boating Feasibility and Capacity Study Phase 1 - Final Report Appendix A, 2014

C.3.2 PROFILE OF BOATERS AND POPULATION CHARACTERISTICS

14.5 percent of Ontario's population 16 or over participated in boating in 2011, including motor boating and sailing (Statistics Canada, General Survey and Ontario Ministry of Tourism, Culture and Sport). The boating participation rates are illustrated in Figure C.19 by gender and age categories and in Figure C.20 by education, employment and earning categories.

The male participation rate is 15.8 %, the woman participation rate of 13.3% is slightly lower than men. The highest participation by age group is 35 to 44 for both male and female. The lowest participation by age group is older than 65 years. All employment categories have participated in the boating with highest participation of 28.8% from professional and administrative categories and 24.6% participation from skilled employment categories. More than 50% of boating participation come from the boaters with household earning more than \$75,000.

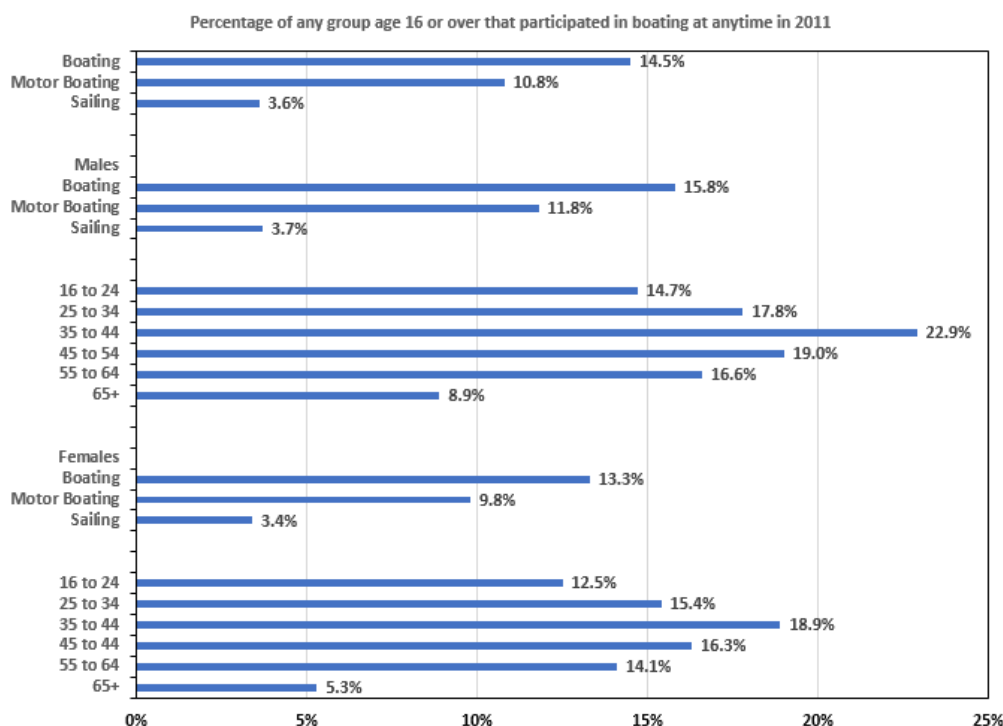


Figure C.19 Boating Participation in Ontario by Gender and Age Group

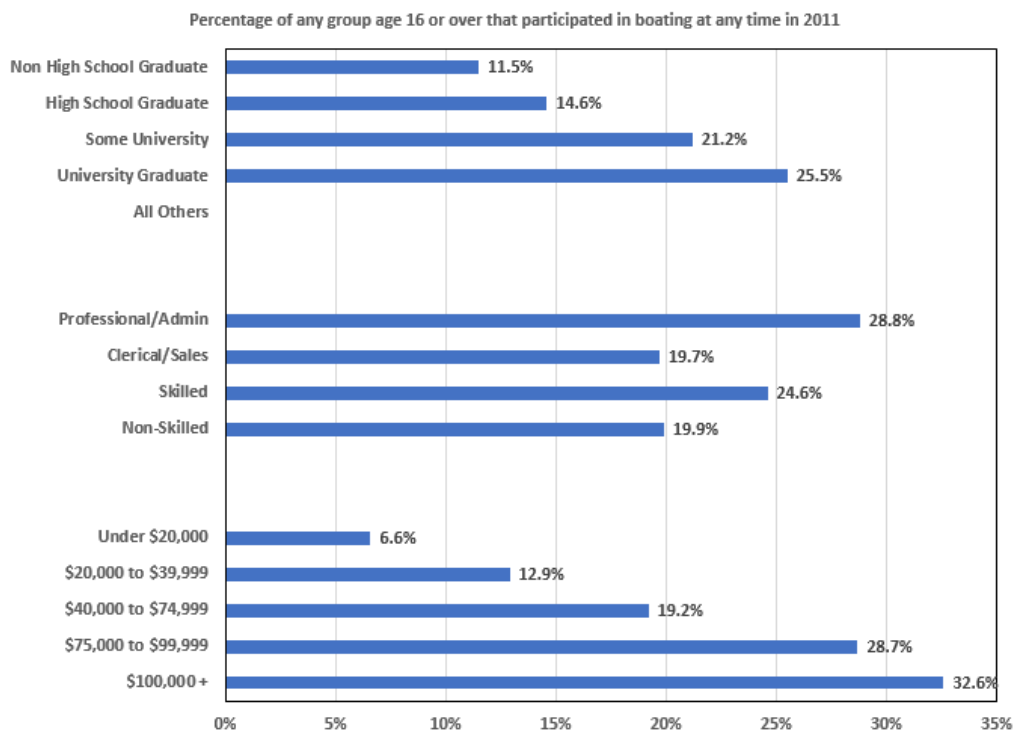


Figure C.20 Boating Participation in Ontario by Education, Job Category and Earnings

C.3.3 PROJECTED POPULATION OF TORONTO AND GREATER TORONTO AREA

There are 5.9 million persons age 15 and over living in the Greater Toronto Area (GTA) including 2.6 million in Toronto in 2018 according to the Ontario Ministry of Finance. The population of the GTA is projected to increase from 5.9 million in 2018 to 6.6 million in 2025 and 7.6 million in 2035. This represents a 12% increase in 2025 and a 29% increase in 2035 from 2018. During this time, the population of Toronto is projected to increase from 2.6 million in 2018 to 2.9 million in 2025 and 3.2 million in 2035. This represents an 11% increase in 2025 and 23% increase in 2035 from 2018. There is no data available by gender group for Toronto and GTA specifically, only for Ontario. Figure C.21 shows the Toronto and GTA population growth projections over 2018 – 2041 period. This data will be used for recreational boating participation future projections.

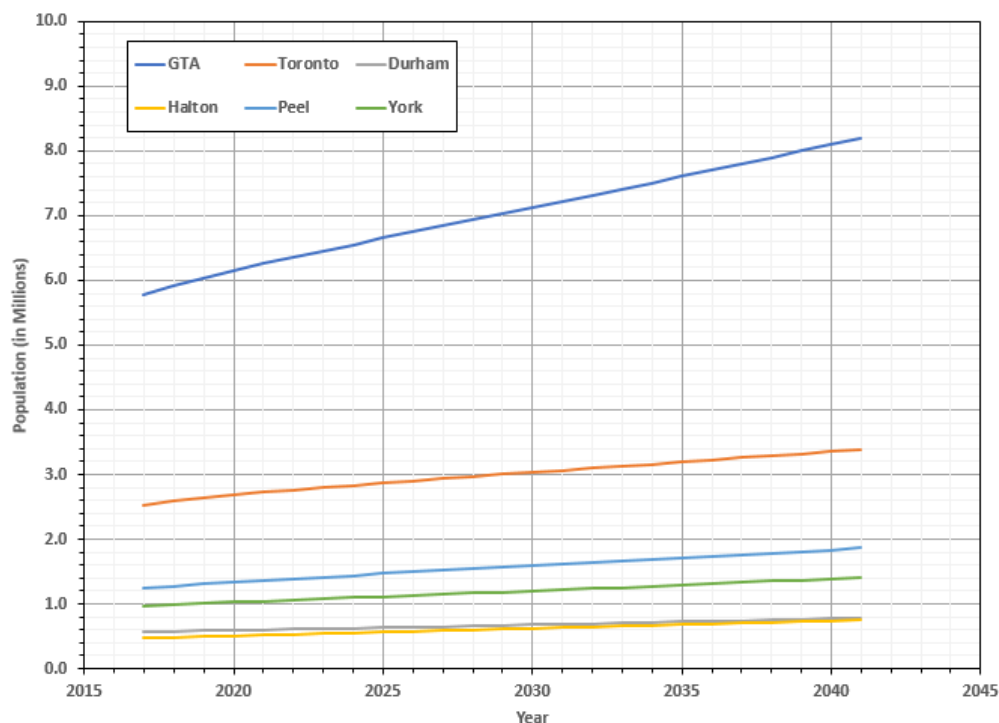


Figure C.21 Projected Population Growth in Toronto and Greater Toronto Area 2017 – 2041 (Ontario Ministry of Finance)

C.3.4 PROJECTED GROWTH IN RECREATIONAL BOATING ACTIVITIES

According to Statistics Canada, General Social Survey and Ontario Ministry of Tourism, Culture and Sport, recreational boating activities is projected to increase as shown in Figure C.22. Table C.10 provides projected participation rates in 2020, 2025, 2030 and 2035 for various recreational boating activities.

Based on these projected recreational boating participation rates and the projected population growth of age 15 and older, participation rates of power and sail boating are expected to increase by 6,238 in 2020, 19,370 in 2025, 33,780 in 2030 and 45,998 in 2035 in Toronto. Power and sail boating in GTA is expected to rise by 34,135 in 2020, 119,442 in 2025, 215,883 in 2030 and 304,060 in 2035. The recreational boating participation projections are shown in Figures 23 and 24 for Toronto and GTA, respectively.

Table C.10 Projected Recreational Boating Activities Participation Rates

Type of Activities	2018	2020	2025	2030	2035
Power & Sail Boating	17.0%	17.4%	18.4%	19.6%	20.4%
Power Boating	12.7%	13.0%	13.7%	14.6%	15.4%
Canoeing	7.4%	7.6%	8.0%	8.3%	8.6%
Sailing	4.3%	4.4%	4.7%	5.0%	5.0%
Kayaking	4.1%	4.4%	5.0%	5.4%	5.8%
Rowing	3.1%	3.1%	3.2%	3.3%	3.4%

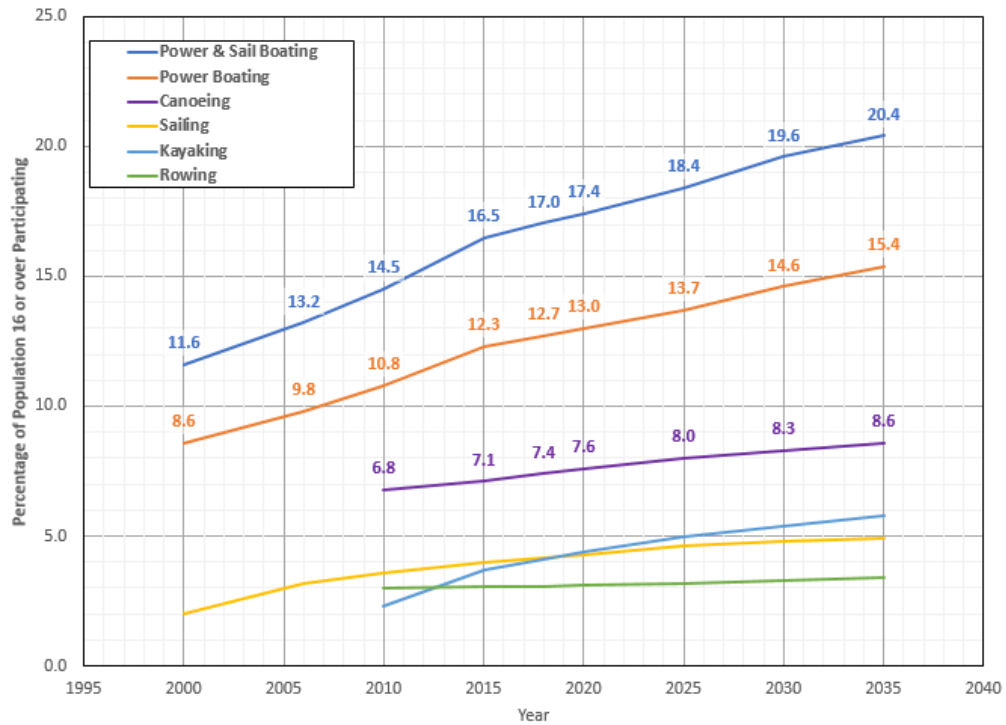


Figure C.22 Projected Growth in Percentage of Ontario's Population Participating in Selected Boating Activities (Statistics Canada, General Social Survey & Ontario Ministry of Tourism, Culture and Sport)

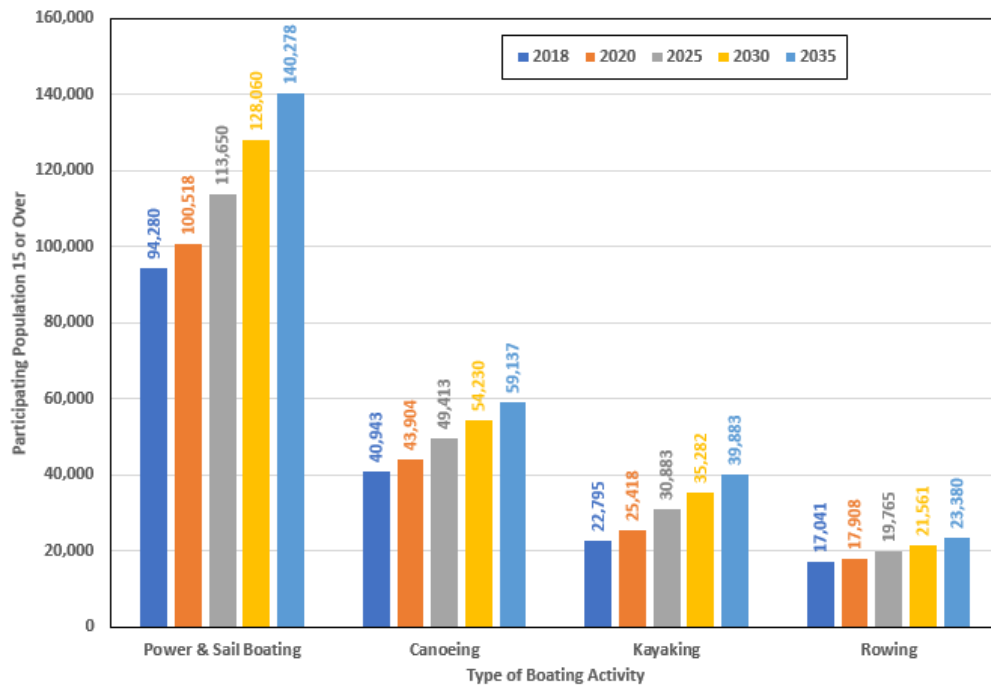


Figure C.23 Projected Growth in Boating Activity in Toronto

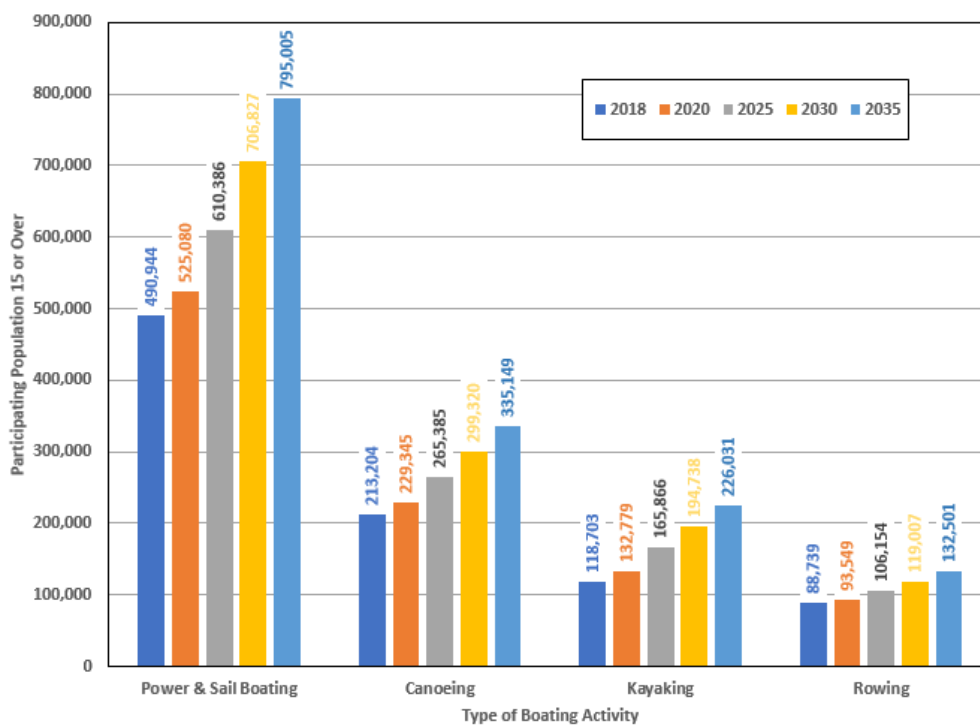


Figure C.24 Projected Growth in Boating Activity in GTA 2018 -2035

C.3.5 RECREATIONAL BOATING SUMMARY

Currently marinas and boating/yacht clubs are operating at maximum capacity for seasonal and transient boater on the waterfront between Humber Bay and Ashbridges Bay. The need for additional slips and moorings is expected to rise in the coming years with waterfront revitalization, the expected participation rate and population growth. There is also a need for additional launch ramps for marinas and boating/yacht clubs.

A more detailed assessment is required to forecast the required additional slips and moorings for coming years, which would require the following data (which is currently missing):

- Existing number of boats in Toronto and boat details (length, beam and draft);
- Projected number of boat growth for Toronto; and
- Existing number of transient boats and projected number of transient boats.

C.4 TOUR AND CHARTER BOAT ACTIVITY

C.4.1 TOUR AND CHARTER BOAT CAPACITY

There are 30 tour and charter boats with a capacity of around 7,500 passengers. In 2015, 31 tour and charter boats were operating.

During July and August, the York Street Slip sees multiple tour boat departures and arrivals each hour. There are over 50 charter/tour boat departures and arrivals per day on the Toronto Waterfront. Typical charter/tour boat routes cover the Toronto Inner Harbour; Toronto Inner Harbour, Toronto Island Lagoons and Long Pond, Eastern

Gap, Western Gap and Lake Ontario; and Toronto Inner Harbour, Toronto Island Lagoons, and Western Gap to Ontario Place.

The City of Toronto owns and operates five (5) ferries to Hanlan's Point, Centre Island Park and Ward's Island from Jack Layton Terminal at the foot of Bay Street on the central waterfront. During summer months, the ferries make a round trip each half-hour, and during spring and fall, the ferries operate on a 45-minute round trip. During the winter months, the ferries serve Ward's island at longer intervals, and Hanlan's Point only as needed to deliver or pick up vehicles. PortsToronto operates a free vehicle and passenger ferry from Eireann Quay at the foot of Bathurst Street to the Billy Bishop Airport every 15 minutes during airport operating hours. Since the mid-seventies, ferry passenger numbers (to and from the Toronto Islands) have varied between 1.1 and 1.5 million per year (with few exceptions) and this number is expected to remain constant.

No historical data for tour and charter boat trips or passenger statistics are available to compare the tour and charter boat trips projections reported in MUS 2006. Details of tour and charter boats operating on waterfront are provided in Table C.11.

There are currently 12 tour operators that offer waterfront tour and entertainment packages. Tour components (water excursions only, water and land excursions, water excursions with meal/entertainment options) and marine vehicles (charter boats, cruise ships, canoes, kayaks) offer experiences of different durations and at various price points.

Overall, tourism in Toronto had a record-breaking year in 2017, with 43.7 million visitors. For the first time, overnight visits in Toronto surpassed the 15 million mark (15.5 million), joined by 28.2 million same-day travellers.

C.4.2 TOUR AND CHARTER BOAT SUMMARY

It is expected that tour and charter boat activities would increase in the coming years with the population growth in Ontario, tourism growth in Toronto and waterfront revitalization. The 2006 Marine Use Study has projected the tour and charter boating activity based on projected tourism visitation.

Tourism visitation projections for Toronto will be required to more accurately forecast the potential increase in tour and charter boat activity.

Table C.11 Charter and Tour Boat Details

#	Vessel Name	Owner Operator	Maximum Passengers	Mooring Location	Charters / Events	Normal Operating Schedule		Normal Operating Area	Length (m)	Beam (m)	Draft (m)
1	Obsession III	Cruise Toronto Inc.	190	York Quay West Pier	Charter	Sun to Sat	1:00 to 4:00 pm & 7:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	20.12	7.62	1.86
2	Kajama	Great Lakes Schooner Company	225	York Quay	Charter	Sun to Sat	7:00 to 10:00 pm	Toronto Inner Harbour, Eastern Gap, Western Gap, Lake Ontario	39.25	7	3.62
3	Challenge	Great Lakes Schooner Company	72	York Quay West Pier	Charter	Sun to Sat	7:00 to 10:00 pm	Toronto Inner Harbour, Eastern Gap, Western Gap, Lake Ontario	21.21	4.88	2.26
4	Showboat Royal Grace	Mariposa Cruise Line	89	York Quay East Pier	Charter	Sun to Sat	1:00 to 4:00 pm & 7:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	20.78	7.32	2.54
5	Captain Mathew Flinders	Mariposa Cruise Line	575	York Street Slip	Event	Sun to Sat	11:00 am to 2:00 pm & 7:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	42.28	10.67	4.66
6	Oriole	Mariposa Cruise Line	185	York Quay East Pier	Event	Sun to Sat	11:00 am to 2:00 pm & 7:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	20.94	7.01	2.74
7	Northern Sprit I	Mariposa Cruise Line	575	York Quay	Harbour Tour	Sun to Sat	11:00 am to 5:00 pm	Toronto Inner Harbour	38.71	9.45	2.77
8	Rosemary	Mariposa Cruise Line	45	York Street Slip	Harbour Tour	Sun to Sat	11:00 am to 5:00 pm	Toronto Inner Harbour	19.02	4.82	1.95
9	Ste. Marie	City View Cruise Lines	100	York Quay West Pier	Harbour Tour	Sun to Sat	11:00 am to 5:00 pm	Toronto Inner Harbour	11.77	4.63	1.59
10	Empire Sandy	Nautical Adventures (1780750 Ontario Limited)	275	Spadina Slip	Charter	Sun to Sat	9:00 am to 10 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	41.86	9.15	4.88
11	Canada Spirit (Former Name: Wayward Princess)	Rockport Boat Line (1994) Limited	325	Outside Breakwall Marina Quay West	Charter	Sun to Sat	9:00 am to 10 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	26.64	7.92	2.59
12	Island Princess	Charter A Yacht Company (Frank Corbin)	120	Portland Street Slip	Charter	Sun to Sat	7:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	14.2	5.49 (6.36)	1.19 (2.53)
13	Yankee Lady III	Yanky Lady Yacht Cruises (1758476 Ontario Inc.)	275	Reese Street Quay	Charter	Sun to Sat	1:00 to 5:00 pm & 7:00 to 11:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	30.36	8.23	3.6
14	Yankee Lady IV	Yanky Lady Yacht Cruises (1758476 Ontario Inc.)	290	Portland Street Slip	Not available at time of study	Not available at time of study	Not available at time of study	Not available at time of study	31.05	8.04	3.57
15	Empress of Canada	Empress of Canada Enterprises Inc.	489	York Street Slip	Charter	Sun to Sat	9:00 am to 10 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	33.68	8.53	2.19
16	Jubilee Queen	Canadian Flagship Lines (1659684 Ontario Inc.)	199	Portland Street Slip	Charter	Sun to Sat	9:00 am to 10 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	27.19	7.32	1.74
17	Miss Toronto	Charter Miss Toronto (2048446 Ontario Inc.)	100	Portland Street Slip	Charter	Sun to Sat	7:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	19.79	5.64	1.07
18	River Gambler	Harlequin Cruises (1346470 Ontario Inc.)	500	Parliament Street Slip	Charter	Sun to Sat	9:00 am to 11:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond	30.66	12.16	1.43
18	River Gambler	Harlequin Cruises (1346470 Ontario Inc.)	500	Parliament Street Slip	Event	Sun to Sat	11:00 am to 3:00 pm & 7:00 to 11:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond	30.66	12.16	1.43
19	Klancy II	Klancy's Designer Yacht Inc.	100	York Quay East Pier	Charter	Sun to Sat	11:00 am to 3:00 pm & 7:00 to 11:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond	18.35	6.1	2.5
20	Stella Borealis	Canamac Cruises (2589200 Ontario Inc.)	284	Parliament Street Slip	Charter	Sun to Sat	9:00 am to 11:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	35.88	7.92	3.87
21	Serendipity Princess	Urban Inc.	210	York Quay West Pier	Not available at time of study	Not available at time of study	Not available at time of study	Not available at time of study	19.78	7.01	1.43
22	Escape To		106	Portland Street Slip	Not available at time of study	Not available at time of study	Not available at time of study	Not available at time of study	16.18	4.82	1.77
23	Pioneer Princess	Toronto Paddle Wheel Cruises	150	Parliament Street Slip	Charter	Sun to Sat	1:00 to 4:00 pm & 7:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond	22.83	5.18	1.16
24	Pioneer Queen	Toronto Paddle Wheel Cruises	175	Parliament Street Slip	Charter	Sun to Sat	1:00 to 4:00 pm & 7:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond	19.78	7.13	2.23
25	Niagara Belle (Former Name: Mariposa Belle)	2113632 Ontario Inc.	250	York Street Slip	Charter	Sun to Sat	1:00 to 4:00 pm & 7:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	21.82	7.01	1.71
26	Maple Leaf I	Leisure Cruise Lines (Myles James Gamna)	100	Portland Street Slip	Charter	Sun to Sat	9:00 am to 10 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	13.72	5.49	1.19
27	Jaguar II	Canamac Cruises (Mitro Mac Makarchuk)	284	Avro Quay	Charter	Sun to Sat	9:00 am to 11:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	29.05	5.88	2.16
28	Enterprise 2000	Toronto Cruises (Olympia Cruise Line)	500	South Slip	Charter	Sun to Sat	11:00 am to 2:00 pm & 6:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond	36.92	10.92	2.13
29	Harbour Star	Harbour Star Cruises (Urban Inc.)	60	York Quay West Pier	Charter	Sun to Sat	11:00 am to 3:00 pm & 6:00 to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	19.42	4.6	1.25
31	Shipsand	Toronto Harbour Tours Inc.	51	York Street Slip	Harbour Tours	Sun to Sat	11:00 am to 2:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	11.73	3.66	1.49
32	Miss Kim Simpson	Toronto Harbour Tours Inc.	78	York Street Slip	Charter	Sun to Sat	9:00 am to 10 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	17.4	4.11	1.22
33	New Beginnings	Toronto Harbour Tours Inc.	23	York Street Slip	Charter	Sun to Sat	9:00 am to 10:00 pm	Toronto Inner Harbour, Toronto Island Lagoons & Long Pond, Eastern Gap, Western Gap to Ontario Place	12.8	4.02	1.46
34	Aurora Borealis	Unknown, but likely to be similar owner as Stella Borealis	N/A	Parliament Street Slip	Not available at time of study	Not available at time of study	Not available at time of study	Not available at time of study	N/A	N/A	N/A

C.5 WATER TAXI ACTIVITY

Seven water taxis operate on the waterfront from four locations; Yonge Street Slip (Toronto Harbour Water Taxi, New Water Taxi & Infinity Water Taxi) York Street Slip (Toronto Harbour Water Taxi & Aqua Bus), Spadina Street Slip (Tiki Taxi), and Peter Street Slip (Water Taxi Now).

The water taxis transport passengers to Hanlan's Point, Centre Island Regatta Grand Stand, Toronto Island Marina, St. Andrew's by the Lake Church, Algonquin Island and Ward's.

The water Taxi licence implemented in October 2013 by the City allow approved water taxi operators to access a maximum of six (6) locations on Toronto Islands for the purpose of pick-up and drop-off passengers. The licence is issued for three categories of boat: Class "A" Boat (12 passengers or less); Class "B" Boat (13 to 29 passengers); and Class "C" Boat (30 passengers or more).

With the waterfront vitalization, population growth and increases in tourism visitation, there is potential for increase in water taxi use. Additional taxi stations and stops need to be considered.

D.DOCKWALL INVENTORY

D.1 DOCK WALLS – OWNERSHIP

Analysis of the actual dock wall ownership (refer table D.1) indicates that:

- The overall study area comprises some 24 km of dock wall, which is owned by 6 different organizations;
- The majority of the dock wall space (43%) is owned by CreateTO, followed by the City (31%) and PortsToronto (20%);
- CreateTO owns the vast majority of dock wall space in the Port Lands area (including the Keating Channel), except for the quay walls in the Eastern Gap and berths 512 and 513;
- The City owns the dock wall space on East Bayfront, Central Harbourfront (except for the strip between Jarvis Street Slip and Yong Street Slip) and Bathurst Quay (i.e. the Northern stretch of the Western Channel);
- PortsToronto owns all the dock wall space surrounding Billy Bishop Airport, which is mainly the Southern stretch of the Western Channel, as well as the quay walls in the Eastern Gap and berths 512 and 513 and the dock wall space in the Outer Harbour Marina;
- Waterfront Toronto owns the stretch of quay wall on the Eastern side of Parliament Slip and the adjacent short stretch towards the Keating Channel;
- Ownership of the quay walls that serve as offshore breakwaters in front of Coronation Park is presently unknown;
- Ownership of dock walls on Toronto Islands is currently not included in the analysis. It is however understood that there is a large stretch of mooring (dock wall) space available opposite Muggs Island and Centre Island that is owned by the City and that is used by visiting private boats; and
- Available information on quay wall lease is limited to what has been provided by Harbourfront Centre for the area that they manage and sub-let. One could however reason that the lessor / landlord on the lease agreements is most probably the owner.

Table D.1 – Dock wall Ownership

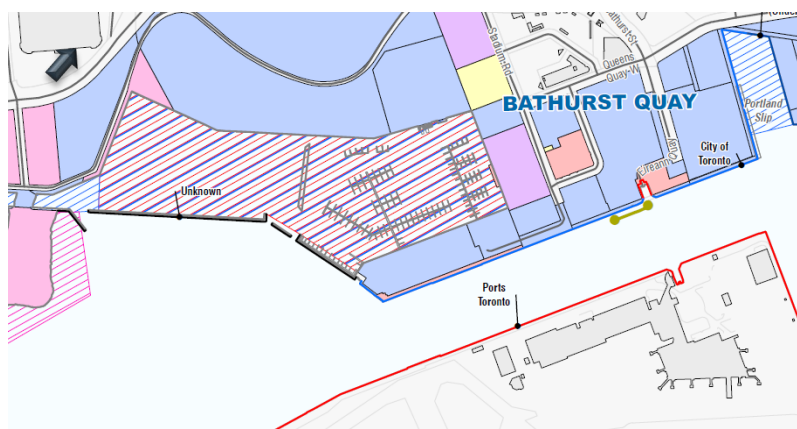
Ownership	Length of Dock wall [m]	Percentage of Total [%]
TPLC	10,311	42.8%
City	7,525	31.2%
PortsToronto (PT)	4,898	20.3%
Waterfront Toronto (WT)	413	1.7%
Provincial	61	0.3%
Private	322	1.3%

Unknown	573	2.4%
Total	24,103	100%

D.2 DOCK WALLS – PHYSICAL STATE

Most of the dock walls in the study area were constructed in the previous century between 1910 and 1940. Some of the structures have seen some form of rehabilitation over the years, but a large number has far exceeded their theoretical life span.

Going from west to east, and based on feedback as received from stakeholders, information available in the public domain or data made available through WT, the physical state of the dock walls is described as follows (refer also to the water's edge ownership map):



The black labelled stretch of quay wall (ownership unknown) acts as an offshore breakwater, protecting Coronation Park and the National Yacht Club against incoming waves.

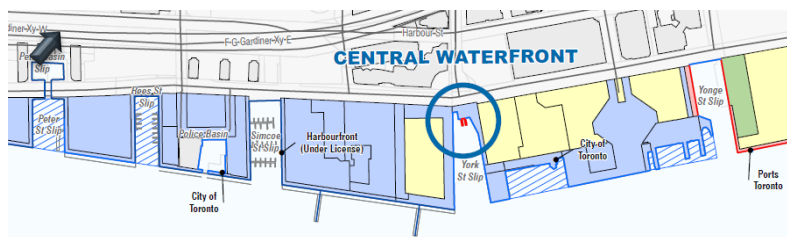
From sailing past this wall, it appears that the wall is in extremely poor condition, with large stretches of wall being submerged (possibly due to settlement and/or tilting), creating serious navigation hazards for marine users.

The dock walls on either side of the Western Gap consist of a variety of different structures, but often including closed-face timber crib structures filled with ballast rock and supporting a concrete superstructure.

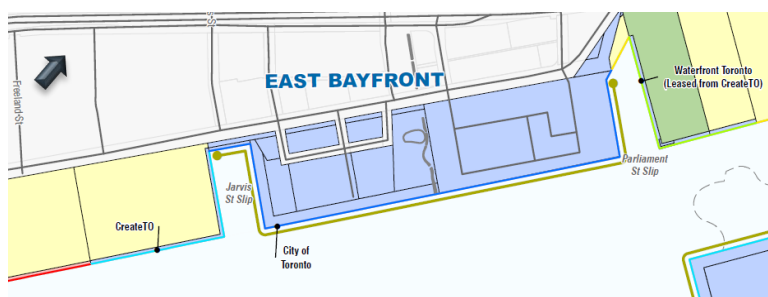
On the north side, a stretch of quay wall, directly east of the airport tunnel is currently being rehabilitated.

On the south side, a stretch of some 400m, directly East of the ferry slip is currently subject of repair design and will see some form of rehabilitation shortly.

The state of the dock walls on the Central Waterfront is at present not known. Feedback from some of the marine users

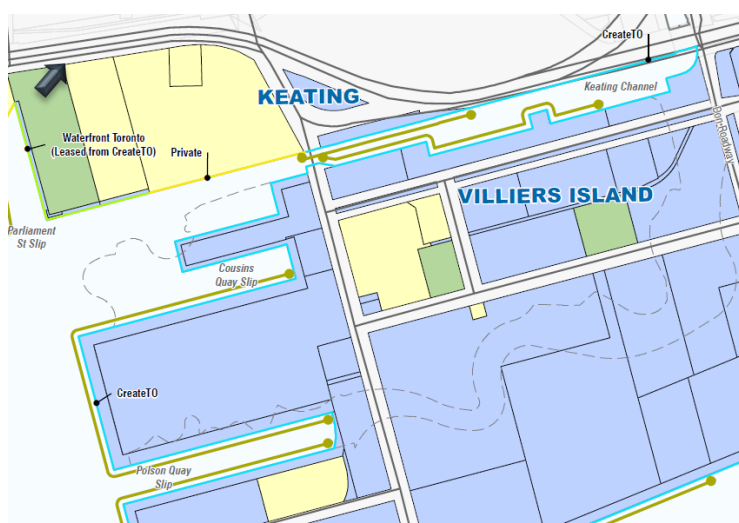


indicate that at least some form of maintenance is required, although the exact nature and extent of such repairs are not clear



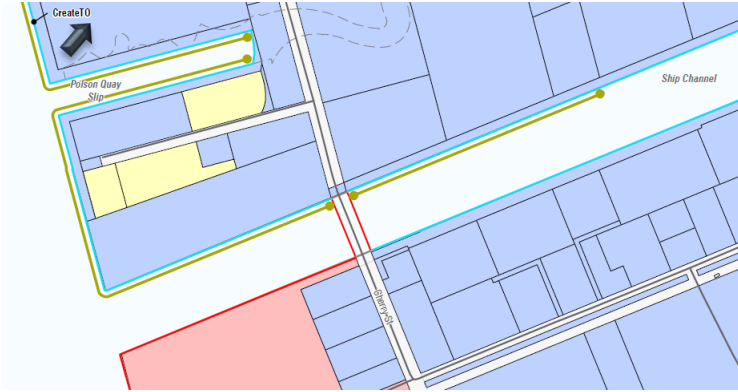
On East Bayfront, several improvement projects have been carried out on various stretches of quay wall. Most of these improvements involved replacement of the original (horizontal) anchor structure (tie rods and dead mans) by inclined ground anchors, to create room for the foundations of the new buildings that have been constructed close to the water's edge.

Some of these stretches still require 're-facing' of the actual wall, due to the poor condition of some of the steel elements.



Similar to other parts of the port, most of the structures in the Port Lands area were built between 1912 and 1939. There are three different types of structures which include timber cribs, timber sheet piling and steel sheet piling. The timber and steel sheet pile walls are secured with tie rods to an anchorage component set inland from the facewall. Some of the timber and steel sheet pile structures have concrete relieving platforms supported on timber piles immediately inland of the facewall.

In 2015 Riggs Engineering Ltd., on behalf of the Toronto Port Lands Company, carried out a visual assessment (above water only) of these dock walls to provide budget estimates for recommended rehabilitation.



Recommended repair solutions were based on anticipated future use of the walls, which for certain areas has changed since then.

Overall, the state of the walls was poor, with all stretches requiring some form of reinforcement.

Feedback during the stakeholder interviews furthermore indicated significant problems with sinkholes behind certain stretches of wall on Polson Quay.

E. STAKEHOLDERS

E.1 OVERVIEW OF MARINE COMMUNITY & STAKEHOLDERS (AT THE TIME OF THIS STUDY)

No	Company or Organization	Category
1	Chamber of Marine Commerce	Agency
2	CreateTO/City of Toronto Economic Development Corporation/Toronto Port Lands Company	Agency
3	TRCA	Agency
4	Toronto Search and Rescue (T-SAR)	Agency
5	Canadian Coast Guard	Agency
6	PortsToronto	Agency/Federal
7	Harbourfront Centre	Institution
8	Hurricane Canvas	Business
9	The Waterfront Business Improvement Association	Business
10	CanRoof	Business
11	Cinespace	Business
12	Eastern Marine	Business
13	FedEx Ship Centre	Business
14	Maple/Cage Production	Business
15	McGreggor Industries	Business
16	Metrix	Business
17	Pinewood Studios	Business
18	PS Production Services	Business
19	Sprackman	Business
20	T&T supermarket	Business
21	Telesat	Business
22	The Waterford Group	Business
23	Toromont (CIMCO Refrigeration)	Business
24	Toronto Island Bicycle Rental	Business
25	United Rentals	Business
26	City of Toronto	City
27	Lake Ontario Waterkeeper	Conservation/Preservation
28	Friends of the Spit	Conservation/Preservation
29	Galcon Marine	Contractor
30	Hapag Lloyd Cruises	Cruise Line
31	Princess Cruises	Cruise Line
32	Victory Cruise Lines	Cruise Line
33	Great Lakes Cruising Coalition	Cruise Line

No	Company or Organization	Category
34	Great Lakes Cruise Company	Cruise Line
35	Pearl Seas Cruises	Cruise Line
36	Waterfront Montessori Children's Centre	Daycare
37	Mississaugas of the Credit First Nation	First Nations
38	Six Nations of the Grand River	First Nations
39	Huron-Wendat Nation	First Nations
40	Toronto Aboriginal Supports Service Council	First Nations
41	Anishnawbe Health Toronto	First Nations
42	Toronto Inuit Association	First Nations
43	Toronto York Region Metis Council	First Nations
44	Keating Channel Pub & Grill	Food and Beverage
45	Island Cafe	Food and Beverage
46	Rivera	Food and Beverage
47	Smiley's B&B	Food and Beverage
48	Cargill Salt	Industry
49	Cargo Dockers	Industry
50	Compass Minerals	Industry
51	CRH Canada Group/ Ontario Redimix Portlands	Industry
52	C-TOW	Industry
53	Dew Man Marine	Industry
54	Lehigh Cement	Industry
55	K+S Windsor Salt	Industry
56	Lafarge	Industry
57	Logistec Stevedoring	Industry
58	Nadro Marine	Industry
59	Portlands Energy Centre	Industry
60	Redpath Sugar	Industry
61	Rideau Bulk Terminals	Industry
62	Sifto Salt	Industry
63	Strada Aggregates	Industry
64	Toronto Drydock	Industry
65	Toronto Hydro	Industry
66	Toronto Industry Networks	Industry
67	Toronto Marine Serv. (form. C&C)	Industry
68	HMCS York	Navy
69	Artscape Gibraltar Point	NGO
70	Water Taxi Association	Private Marine Passenger Transport
71	Otter Guy	Private Marine Passenger Transport
72	Harbour Hopper	Private Marine Passenger Transport

No	Company or Organization	Category
73	Bill Duron, Water Taxi operating from Yonge Slip	Private Marine Passenger Transport
74	Castlepoint	Property Developer
75	Tribal Partners	Property Developer
76	Tridel	Property Developer
77	Algonquin Island Community Association	Residents
78	Bathurst Quay Neighborhood Association	Residents
79	Island Public/Natural Science School	Residents
80	Sunshine Centre for Seniors	Residents
81	Toronto Islands Advisory Committee	Residents
82	Toronto Island Community Association	Residents
83	Ward's Island Recreation Association	Residents
84	York Quay Neighborhood Association	Residents
85	Waterfront for All	Residents
86	Toronto Beaches Lions Club	Residents
87	Aquatic Park Sailing Club	Sailing / Paddling / Rowing Club
88	Argonaut Rowing Club	Sailing / Paddling / Rowing Club
89	Balmy Beach Canoe Club	Sailing / Paddling / Rowing Club
90	Disabled Sailing Association	Sailing / Paddling / Rowing Club
91	Dragon Boat	Sailing / Paddling / Rowing Club
92	Hanlan Boat Club	Sailing / Paddling / Rowing Club
93	Harbourfront Canoe and Kayak Centre	Sailing / Paddling / Rowing Club
94	Mooredale Sailing Club	Sailing / Paddling / Rowing Club
95	North Shore Aquatic Sailing Club / OHSF	Sailing / Paddling / Rowing Club
96	OSHA Paddleboarding & Yoga	Sailing / Paddling / Rowing Club
97	Outer Harbour Dragon Boat Club	Sailing / Paddling / Rowing Club
98	Outer Harbour Sailing Federation	Sailing / Paddling / Rowing Club
99	Scarborough Bluffs Sailing Club	Sailing / Paddling / Rowing Club
100	St. James Town Sailing Club	Sailing / Paddling / Rowing Club
101	Tall Ships - American Sail Training Association	Sailing / Paddling / Rowing Club
102	Toronto Adventure	Sailing / Paddling / Rowing Club
103	Toronto Brigantine Inc.	Sailing / Paddling / Rowing Club
104	Toronto Hydroplane & Sailing	Sailing / Paddling / Rowing Club
105	Toronto Island Canoe Club	Sailing / Paddling / Rowing Club
106	Toronto Island Sailing Club	Sailing / Paddling / Rowing Club
107	Toronto Island SUP	Sailing / Paddling / Rowing Club
108	Toronto Multihull Cruising Club	Sailing / Paddling / Rowing Club
109	Toronto Sailing & Canoe Club	Sailing / Paddling / Rowing Club
110	Toronto Windsurfing Club	Sailing / Paddling / Rowing Club
111	Water Rat Sailing Club	Sailing / Paddling / Rowing Club
112	Westwood Sailing Club	Sailing / Paddling / Rowing Club

No	Company or Organization	Category
113	Mimico Cruising Club	Sailing / Paddling / Rowing Club
114	Aurora Borealis	Tour Boat Operator
115	Canamac Cruises	Tour Boat Operator
116	City View Cruise Lines	Tour Boat Operator
117	Empress of Canada	Tour Boat Operator
118	Enterprise 2000	Tour Boat Operator
119	Great Lakes Schooner Company	Tour Boat Operator
120	Harbour Star Cruises	Tour Boat Operator
121	Jubilee Queen Cruises Lines	Tour Boat Operator
122	Mariposa Cruise Lines	Tour Boat Operator
123	Miss Toronto Yacht Charters	Tour Boat Operator
124	Passenger Vessel Association	Tour Boat Operator
125	Pioneer Princess	Tour Boat Operator
126	River Gambler	Tour Boat Operator
127	Stella Borealis	Tour Boat Operator
128	The Island Princess	Tour Boat Operator
129	Toronto Harbour Tours	Tour Boat Operator
130	Yankee Lady Charters	Tour Boat Operator
131	Pirate Life	Social Organization
132	Council of Commodores	Yacht Club / Marina
133	Ontario Sailing Federation	Yacht Club / Marina
134	Alexandra Yacht Club	Yacht Club / Marina
135	Ashbridges Bay Yacht Club	Yacht Club / Marina
136	Bluffer's Park Yacht Club	Yacht Club / Marina
137	Boating Ontario	Yacht Club / Marina
138	Boulevard Club	Yacht Club / Marina
139	Cathedral Bluffs Yacht Club	Yacht Club / Marina
140	Harbourfront Centre Marinas	Yacht Club / Marina
141	Island Yacht Club	Yacht Club / Marina
142	Klancy's Yacht Charters	Yacht Club / Marina
143	Lakeshore Yacht Club	Yacht Club / Marina
144	National Yacht Club	Yacht Club / Marina
145	Ontario Place	Yacht Club / Marina
146	Ontario Place Marina	Yacht Club / Marina
147	Queen City Yacht Club	Yacht Club / Marina
148	Royal Canadian Yacht Club	Yacht Club / Marina
149	The Etobicoke Yacht Club	Yacht Club / Marina
150	Toronto Humber Yacht Club	Yacht Club / Marina
151	Toronto Island Marina	Yacht Club / Marina

E.2 STAKEHOLDER FEEDBACK LOG

Theme	Comment	Stakeholder	Stakeholder Group
Access to Toronto Islands	Tiki Taxi Service is used and favoured over the ferry docs because of the lineup.	BQNA	Residents
Access to Toronto Islands	Storm surge has been an issue to access the Island.	RCYC	Yacht Club/Marina
Access to Toronto Islands	The Island is more and more congested and visited a lot.	RCYC	Yacht Club/Marina
Access to Toronto Islands	The Ferry Terminal Expansion is part of the WT Strategic Plan. During WT Refinement of the Ferry Terminal Plans they need to improve accessibility.	RCYC	Yacht Club/Marina
Access to Toronto Islands	Need to find a way to open up the islands and make them accessible year-round	The Otter Guy	Private Marine Passenger Transport
Access to Toronto Islands	Water taxis are becoming more important for island residents due to limited timings of ferry service and because the ferries are so busy.	WFA and YQNA	Residents
Access to Toronto Islands	Consider year-round ferry	WFA and YQNA	Residents
Access to Toronto Islands	The use of the island has increased significantly all year. Most of the reasons people are visiting the Island is land based use. There is an increase in smaller craft boat traffic.	WFA and YQNA	Residents
Access to Toronto Islands	Water taxis are seasonal which is an issue in the winter. Are usually available late night. There are more people who live on the Island that take water tax's because of the hours and timing of the ferries. Water taxis have become a more viable option because the ferry is very crowded.	WFA and YQNA	Residents
Access to Toronto Islands	The ferry system – could be more adaptive and better serve residents. The ferry schedule is sometimes problematic and shuts down at 11:30 pm	WFA and YQNA	Residents
Access to Toronto Islands	Ferry system is the default way of life for island residents.	WFA and YQNA	Residents

Theme	Comment	Stakeholder	Stakeholder Group
Access to Toronto Islands	Why are people who take water taxis to the Toronto Islands able to take the ferries back for free? They should be paying!	Public Intercepts	Public
Access to Waterfront	Happy with bike lanes and Queens Quay very pleased with walkability.	BQNA	Residents
Access to Waterfront	The handling of our ships is admired, and we appreciate the effort done. It is not the greatest location for access through cycling, pedestrians but PortsToronto has worked with us to build those access points such as shuttles, coaches, etc. Would be incredible to have a more central location but we are working with PortsToronto to make this location work.	Great Lakes Cruising Coalition	Cruise Lines
Access to Waterfront	Distance from the port terminal to central attractions in the city.	Great Lakes Cruising Coalition	Cruise Lines
Access to Waterfront	Its not a very accessible waterfront because the buildings are built right to the water; a Chicago approach where the buildings are stepped back would be more ideal.	Great Lakes Cruising Coalition	Cruise Lines
Access to Waterfront	It was painful when we were going through the waterfront revitalization but we have seen an increase in tourism and visitors since.	Mariposa Cruises	Private Marine Passenger Transport
Access to Waterfront	Cherry Street Bridge has been a constraint so there is no longer access to Cherry Street. Using Unwin has been challenging and is congested.	RCYC	Yacht Club/Marina
Access to Waterfront	RCYC has a lot of children's programs and they say they are losing business because of the traffic and access constraints.	RCYC	Yacht Club/Marina
Access to Waterfront	ACCESS TO RCYC IS A MAJOR ISSUE: Infrastructure failure Congestion Bridge Failure Water levels Congestion with trucks	RCYC	Yacht Club/Marina
Access to Waterfront	500 kids through junior sailing camps is an issue because of access	RCYC	Yacht Club/Marina
Access to Waterfront	The harbour is not deep and contains silt	RCYC	Yacht Club/Marina
Access to Waterfront	RCYC Club hauling and racing program with children have issues with access to the club.	RCYC	Yacht Club/Marina

Theme	Comment	Stakeholder	Stakeholder Group
Access to Waterfront	Connectivity is an issue because of the depth issue. Members are unable to move to the eastern shores because it is not deep - Coburg etc. There are already clubs there but they do not have bigger boats because of the depth.	RCYC	Yacht Club/Marina
Access to Waterfront	Harbour Racing at RCYC (60 boats at night racing). On a windy night weather has been a major issue because of the high-rise development	RCYC	Yacht Club/Marina
Access to Waterfront	Bridge operation and truck access is a major issue especially with the Keating Channel Bridge failure.	Toronto Industry Network	Industry
Access to Waterfront	75 -100 feet of space for vessel traffic needed near East Bayfront	Toronto Industry Network	Industry
Access to Waterfront	Vessels in the Turning Basin need more room	Toronto Industry Network	Industry
Access to Waterfront	Cruise ships are offloading in the middle of nowhere. It is becoming very popular but difficult to connect them to the waterfront	Waterfront BIA	Business
Access to Waterfront	Access to the water's edge is limited. Areas like Villiers Island need to be deregulated; private properties are along the water's edge that should be available for access by the public. Also, areas east of Bay Street are very limited with access.	WFA and YQNA	Residents
Access to Waterfront	Reese Street Slip is overcrowded.	WFA and YQNA	Residents
Access to Waterfront	The legacy of sailing dominated the waterfront in the 1960's. As the water has become cleaner more people are using small water crafts. As Queens Quay is revitalized more small crafts are being seen.	WFA and YQNA	Residents
Access to Waterfront	HUGE NEED By residents and visitors to get out on the water and this NEED is not being met. Paddling Access needs to be increased (wasn't prevalent in 2006 so didn't apply to previous strategy). Need to find low cost options for increasing local users and move the emphasis away from big cabin users and yachts.	WFA and YQNA	Residents
Access to Waterfront	Reese Street Spit houses everything and is not big enough; currently overcrowded. Yet large cabin cruisers are occupying a lot of space and their use is limited.	WFA and YQNA	Residents

Theme	Comment	Stakeholder	Stakeholder Group
Access to Waterfront	Our cruise terminal is located just past the Eastern Gap, very far from central waterfront.	Great Lakes Cruising Coalition	Cruise Lines
Access to Waterfront	We are one of the only sailing clubs that have a direct access from a main street, Stadium Road. It is great because many people don't come randomly into the club, however the location is also hidden from view.	National Yacht Club	Yacht Club/Marina
Access to Waterfront	The waterfront is improving. I look forward to using it more in the future.	Public Intercepts	Public
Access to Waterfront	Make water activities more accessible to the public by reducing costs and making it easier for first time individuals to try it out	Public Intercepts	Public
Access to Waterfront	(used for) relaxing!	Public Intercepts	Public
Access to Waterfront	2015. -we were moored at centre island. For 3 years – in the Inner Harbour. Ferry terminal. Accessibly benefit of the city side and parking lot. WE bring a significant number on the waterfront. Parking lot.	Pirate Life	Art Studio/Gallery
Access to Waterfront	We look forward for having access as it is now. Parliament is good but could be better. OHM – currently underutilized area.	Pirate Life	Art Studio/Gallery
Access to Waterfront	We were part of the destination in Toronto Islands. Now we are at a new destination. Artist – immigrant story staged in Toronto. Create shows and performances and music, theatre and tell the stories.	Pirate Life	Art Studio/Gallery
Access to Waterfront	A lot take wheel trans and are dropped off next to the club house, beside the marine police building, some take TTC which is close, very small percent who drive.	DSOA	Sailing/Paddling/Rowing
Access to Waterfront	Access is very good to the clubs, but we have issues with road access and maintenance, Unwin Ave/Cherry St/Regatta Road (all clubs on that road, but not too close to the Hearn) – but the area is mostly composed of industry use (soil, cement) and roads in bad conditions due to heavy truck traffic.	OHSF	Sailing/Paddling/Rowing
Access to Waterfront	Some access to clubs has deteriorated due to roads not getting repaired, which has a negative impact on cars – this has gotten worse over the past 10 years.	OHSF	Sailing/Paddling/Rowing
Access to Waterfront	Unfortunately, it's not very convenient to travel via TTC if transporting kayaks or canoes. Guess would be about 75-80 % drive, the rest take TTC or cycle.	OHSF	Sailing/Paddling/Rowing

Theme	Comment	Stakeholder	Stakeholder Group
Access to Waterfront	Access the clubs is reached predominantly by travelling south down Cherry St. or via Leslie St. and then along Unwin Ave.	OHSF	Sailing/Paddling/Rowing
Access to Waterfront	Taxis or ferries probably would help, but maybe not a great deal –when users come down, have to carry all sailing gear and boat gear which can be difficult to transport on a ferry or in a taxi;	OHSF	Sailing/Paddling/Rowing
Access to Waterfront	Any increase for access to all areas would be helpful for all vicinities and users in the area	OHSF	Sailing/Paddling/Rowing
Accessibility	Need more opportunities for the elderly and those with accessibility constraints such as Cranes to lower the boats may be needed to get people out on the water and an accessibility launch (such as at the National Yacht Club)	WFA and YQNA	Residents
Accessibility	Sailing for the disabled should be recognized as important, in the study. Disabled Sailing allows the disabled and elderly to access the water. There are now two disabled sailing clubs on the Toronto waterfront. There should be more. Charitable activities in general such as Toronto Brigantine (for under-privileged youth) should be recognized as important when allocating dock wall space, even if such organizations cannot pay market rates. Brigantine has relocated to Bluffers Park, as I understand it, because it could get dock space in the harbour.	WFA and YQNA	Residents
Accessibility	We have accommodations for accessibility with two cranes installed and two more that have not been installed. We also have boats that are specifically designed to accommodate people with disabilities to sail.	National Yacht Club	Yacht Club/Marina
Accessibility	The new configuration of Queens Quay is not accessible. The blind, service dogs and others with disabilities have a very difficult time crossing due to the number of different surfaces and many different users.	The Harbourfront Centre	Art Studio/Gallery
Accessibility	We have been working with accessibility consultants to ensure our property is accessible, and do our best to make the improvements necessary.	The Harbourfront Centre	Art Studio/Gallery
Accessibility	We see ourselves as accessibility champions. We host numerous events for people who are disabled; support and give resources to Blind Sailing Canada in Marina Quay West. We value their support and we don't see them as revenue losses. It is a direct hit. We see that service as a key part of our mandate. Our biggest hit to revenue is having to upkeep our infrastructure.	The Harbourfront Centre	Art Studio/Gallery

Theme	Comment	Stakeholder	Stakeholder Group
Accessibility	Marking sure the spaces are accessible. More space for these organizations.	Pirate Life	Art Studio/Gallery
Accessibility	Would like to see improvements in accessibility everywhere around the waterfront, aka pathways for chairs and scooters to be better able to use; better grounds and path consistency, less variation in grades and type; improvement for wayfinding	DSOA	Sailing/Paddling/Rowing
Airport	Airport traffic and noise is an issue.	BQNA	Residents
Airport	Concerned about airport expansion due to persons with small aircrafts and personal aviation, barge traffic for fuel and general expansion. Residents expressed need for noise study Air quality testing is being done with UofT.	BQNA	Residents
Airport	Keep out buoys around the airport as congestion and use of inner harbour increases.	BQNA	Residents
Airport	Airport is also an issue.	RCYC	Yacht Club/Marina
Airport	Extension of the runway by 300 feet and the exclusion zone is an issue. Major concern over the expansion of the airport	RCYC	Yacht Club/Marina
Airport	An extended runway of the airport would shelter our property from major southwesterly waves. However, we would still be concerned with the noise and increased traffic.	National Yacht Club	Yacht Club/Marina
Airport	We had renters go into the restricted areas a few times, but that was dealt with. Other than that, no major concerns or issues.	The Harbourfront Centre	Art Studio/Gallery
Airport	Having planes land and take off overhead by the island airport is also not the best experience.	Public Intercepts	Public
Boat Maintenance and Servicing Facilities	Boat repair yards would be nice. We currently get our boats fixed in London, at Hudson Boat Yards. We have some individuals who fix minor issues ad-hoc.	Hanlan Boat Club	Sailing/Paddling/Rowing
Boat Maintenance and Servicing Facilities	The improvements did not consider servicing access for commercial businesses along the south side. We currently can only access from Simcoe between 8am and 11am. The new street configuration has negatively impacted our servicing access.	Mariposa Cruises	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	Servicing access through marine transport would require more coordination. Currently they are serviced as they are docked and it is much easier from land then from water.	Mariposa Cruises	Private Marine

Theme	Comment	Stakeholder	Stakeholder Group
			Passenger Transport
Boat Maintenance and Servicing Facilities	When centre is open we bring it in with vehicles, otherwise when centre is closed we bring through hand dolly.	Mariposa Cruises	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	There is an opportunity to improve the power along the dock wall so we don't have to use generators as we do now for our kitchens, etc.	Mariposa Cruises	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	Also add more sewage connections. Currently only have in certain areas which limits us in where we can dock such as Harbourfront Centre.	Mariposa Cruises	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	We input our sewage into current system.	Mariposa Cruises	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	Each boat needs to be pulled out of the water once every 5 years per regulations for check-up. We send out big boats to Hamilton as there isn't a facility large enough in Toronto.	Mariposa Cruises	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	Smaller boats can go to the Toronto Dry Docks.	Mariposa Cruises	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	During winter some of our boats are kept at the Toronto Dry Docks and some are kept at the dock wall, in the water. Its not ideal as sometimes they can get damaged with the ice.	Mariposa Cruises	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	The space, power provided and sewage space is specific to our passenger vessels	Mariposa Cruises	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	There are no proper boat maintenance facilities in the Inner Harbour. The maintenance facilities at the Outer Harbour Marina are always full and don't have the facilities for larger commercial boats. We currently take our boats to Humber Bay and Mississauga for maintenance.	The Otter Guy	Private Marine Passenger Transport

Theme	Comment	Stakeholder	Stakeholder Group
Boat Maintenance and Servicing Facilities	We need more maintenance shops for boats along the inner harbour or at the islands. It should have 2 to 3 lifts, a small crane, forklifts, and 2 to 3 slips that can be used for commercial boat maintenance. If you want cruise ships to come more often, we need more space for servicing boats.	The Otter Guy	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	Popularity of boating is only increasing and even pleasure/recreational boats need maintenance and servicing.	The Otter Guy	Private Marine Passenger Transport
Boat Maintenance and Servicing Facilities	Structural repairs and responsibility is a major issue.	Toronto Industry Network	Industry
Boat Maintenance and Servicing Facilities	Windsor Salt does not own the vessels. Have issues with power for vessels and truck access in the winter	Toronto Industry Network	Industry
Boating access/docking	Our organization would be opposed to a docking/landing spot near the spit. We were not happy with maps we have seen of possible docking locations for boats in the spit area.	Friends of the Spit	Conservation/ Preservation
Boating access/docking	We currently have space to dock two ships. We will probably need to add a third dock within the next 6-7 years.	Great Lakes Cruising Coalition	Cruise Lines
Boating access/docking	We have limited berth/dock wall on the waterfront. From Yonge Street to Jarvis the dock wall was redone but wasn't built to handle passenger vessels.	Mariposa Cruises	Private Marine Passenger Transport
Boating access/docking	Currently we dock between Parliament/Harbourfront Centre to Bathurst Quay.	Mariposa Cruises	Private Marine Passenger Transport
Boating access/docking	There is a floating dock on Yonge but it is used as a water taxi location.	Mariposa Cruises	Private Marine Passenger Transport
Boating access/docking	We have not added to our fleet because there simply isn't enough room/dock wall. There is limited space to move our vessels.	Mariposa Cruises	Private Marine Passenger Transport
Boating access/docking	When they built finger piers we did note that there are fendering issues due to the material. They need to reconsider the material used so we don't cause damage to the boats during high waves.	Mariposa Cruises	Private Marine Passenger Transport

Theme	Comment	Stakeholder	Stakeholder Group
Boating access/docking	Floating decks may work for some operators but would be difficult with larger vessels due to infrastructure constraints.	Mariposa Cruises	Private Marine Passenger Transport
Boating access/docking	Would be useful to have a universal boat ramp/dock that all boats can use. Could be used for emergencies when we need to offload.	Mariposa Cruises	Private Marine Passenger Transport
Boating access/docking	RCYC launches are an issue because of industry congestion on the channel	RCYC	Yacht Club/Marina
Boating access/docking	RCYC tried a launch a few years ago at Queens Quay - this did not work because of marine and pedestrian vessel traffic	RCYC	Yacht Club/Marina
Boating access/docking	Small to medium boat categories need more launch areas.	RCYC	Yacht Club/Marina
Boating access/docking	Trend or need is to have larger boats and a lot of members cannot be accommodated by RCYC. Max beam of 13 ft. can be accommodated, otherwise they have to use their dock parking facility.	RCYC	Yacht Club/Marina
Boating access/docking	There is very limited space for commercial, recreational and private boats to access the water. Only 4 public launches, one of which is Ashbridge's Bay and is extremely far from our facilities.	The Otter Guy	Private Marine Passenger Transport
Boating access/docking	Marinas are also running very tight on space - piers and slips are always full or occupied. Recreational users are in conflict with marine transport operators for space.	The Otter Guy	Private Marine Passenger Transport
Boating access/docking	Need more public launches, and marina space for recreational boat users.	The Otter Guy	Private Marine Passenger Transport
Boating access/docking	Big concern is the disappearance of commercial large vessel dock space – ex. When the Navy wants to bring a large vessel, we only have one space we can place it in the Inner Harbour. Important to still have some historic, industrial, ships or boats coming through as display to animate the waterfront and we need space to dock them.	Waterfront BIA	Business
Boating access/docking	Need for more casual, short-term marina space which isn't present aside from the islands.	Waterfront BIA	Business
Boating access/docking	Storage and access to water for paddle boarding, small boats or crafts is an issue. Retailers cannot sell boats because	WFA and YQNA	Residents

Theme	Comment	Stakeholder	Stakeholder Group
	there is limited storage and dock space for keeping recreational users.		
Boating access/docking	Ashbridges Bay boat launch is used a lot. This should be expanded - how can we replicate it in other areas of the harbour?	WFA and YQNA	Residents
Boating access/docking	Despite the proposed recreational areas at the Port Lands, the resident group expressed that there still needs to be public boat access in the central waterfront area due to the proximity to more users and downtown.	WFA and YQNA	Residents
Boating access/docking	Villiers Island has launch spots on the framework but vehicular access, office facilities for rentals, storage and logistical needs for camps etc. need to be planned.	WFA and YQNA	Residents
Boating access/docking	Residents are currently using private boats and dropping off in areas which are not permitted for mooring by the public. Need more public mooring sites.	WFA and YQNA	Residents
Boating access/docking	How many transient docking facilities are there?	WFA and YQNA	Residents
Boating access/docking	Private boats for island residents is LIMITED because of mooring sites being limited and the cost of finding a spot.	WFA and YQNA	Residents
Boating access/docking	Access for charitable organizations and access to the water They are now parking their boat at Bluffers Park because of access	WFA and YQNA	Residents
Boating access/docking	We have mooring and docking space that is reserved for the membership.	National Yacht Club	Yacht Club/Marina
Boating access/docking	We are looking to expand because we have people calling for dock space but we don't often have much available. We have a waitlist. We could also accommodate more kids as part of our kids sailing program.	National Yacht Club	Yacht Club/Marina
Boating access/docking	We are looking at adding up to 50 slips but it would require extensive planning and would involve lots of different stakeholders.	National Yacht Club	Yacht Club/Marina
Boating access/docking	We did a trial for kayakers a few years ago. There is a berm to the south of our docking area, which also needs repairing. We are looking at providing more opportunity for kayakers by repairing the berm and providing more room for kayakers to use the water	National Yacht Club	Yacht Club/Marina

Theme	Comment	Stakeholder	Stakeholder Group
Boating access/docking	Docking Marina 4 is usually full. Under supply; they rent for the season – we have other areas where we allow visitors to rent for a day or shorter times.	The Harbourfront Centre	Art Studio/Gallery
Boating access/docking	connection to amenities for boaters (businesses that cater to recreational activities along the water)		
Boating access/docking	Make it friendlier for smaller water craft like kayaks, canoes, SUP	Public Intercepts	Public
Boating access/docking	Not accessible to everyday people. Water activities on the Harbourfront are mostly for those who own their own boat.	Public Intercepts	Public
Boating access/docking	So few easy access points. Harbour filled with fast and large boat traffic. Dirty water from storm sewer outflows. A spoiled resource.	Public Intercepts	Public
Boating access/docking	Very few places on the seawall to casually dock short term...Toronto island marina is great place to tie up for few hours and have lunch. Wish there were more sailboat accessible public docks cityside too.	Public Intercepts	Public
Boating access/docking	I haven't used the inner harbour yet for canoeing or kayaking, but I hope to next year.	Public Intercepts	Public
Boating access/docking	more distinct launch site for smaller boats--away from ferries, that feels slightly more sheltered than current access points that spit you immediately out into main harbor (or the buoys for the airport!)	Public Intercepts	Public
Boating access/docking	more launch sites for kayaks and small boats more kayak and improved kayak storage, maybe something with indoor storage like canoe/kayak building in the Beach	Public Intercepts	Public
Boating access/docking	More access points for non-power craft. No more sewage outflow and a real plan to improve water quality.	Public Intercepts	Public
Boating access/docking	More public day docks along the cityside.	Public Intercepts	Public
Boating access/docking	Places to Moore other than the island, possibly restaurants that cater to boaters along the shore line. The inner harbor is like the 401 on water	Public Intercepts	Public
Boating access/docking	Mooring – floating wooden structure is smaller and amenable that is rise and fall of the water. 2 unused berths at the HFC – existing operators that has not fleet – so there are few that are available but underutilized.	Pirate Life	Art Studio/Gallery

Theme	Comment	Stakeholder	Stakeholder Group
Boating access/docking	Difficulty going in and out of dock; it's a busy 'channel'/slip and it's okay if people have a background in boating but can be very dangerous with those who are learning or renting motorboats.	DSOA	Sailing/Paddling/Rowing
Boating access/docking	At the DSOA location, they share the space with power boats, sail boats, canoe/kayaks, public who use motorboats and rentals	DSOA	Sailing/Paddling/Rowing
Boating access/docking	Concern around where the ferries dock, as well as it would be an additional 20-30 mins walk with equipment being carried.	OHSF	Sailing/Paddling/Rowing
Challenge - Noise	Tour boats at the western gap; party boats come at high speed and cause noise	BQNA	Residents
Challenge - Noise	Racing night at 6 PM is a major issue	RCYC	Yacht Club/Marina
Challenge - Noise	NOISE from the Event Space and Noise from the Chartered Boats is common	RCYC	Yacht Club/Marina
Challenge - Noise	The party buses are issue and there is collaboration with the party boats who sometimes load docks. Enterprise Party Boats mentioned that they are getting access to the North Dock wall Vessels currently exist there, and is not an issue but could be a congestion issue.	Toronto Industry Network	Industry
Challenge - Noise	PARTY CRUISE LINES - Expressed that the party boats are a concern because they are noise. Rebel nightclub was an issue with the dominant use. There was a legal case regarding extending hours etc. The legal case resulted in WT to state that there needs to be a balance. WT appeared at the hearing as a witness and demonstrated the balance needed to regulate the noise.	WFA and YQNA	Residents
Challenge - Noise	NOISE* Balance between residential areas and enforcement of nightlife and party boats. The Nightclub has been a major issue for Island Residents	WFA and YQNA	Residents
Construction	Coordination of vessels with construction has been great	Toronto Industry Network	Industry
Construction	The waterfront revitalization and the 5 years of construction had a huge impact on operations, but we worked with it and now are benefitting from a more active waterfront.	The Harbourfront Centre	Art Studio/Gallery

Theme	Comment	Stakeholder	Stakeholder Group
Dredging	Cost of dredging and quality of silt cost associated with disposing the fill is an issue	RCYC	Yacht Club/Marina
Dredging	<p>Concern regarding 361 Polson Quay where the slip and dock wall are in poor condition and the slip has not been dredged in over 40 years. The new Don river is flowing through the south dock wall and impacting property. Structural failure is a big issue with large sink holes.</p> <p>Dredging is a major issue and releases contaminants into water. Who maintains the remained of the slip? Port owns the dock wall but the property owner is responsible for the maintenance.</p>	Toronto Industry Network	Industry
East Bayfront	East Bayfront is a great opportunity to bring some excitement to the waterfront. Opportunities for passenger vessels, cruise experiences.	Mariposa Cruises	Private Marine Passenger Transport
East Bayfront	The East Bayfront coming together is good to see but the lack of finishing the masterplan; would be good to continue that progress	Waterfront BIA	Business
East Bayfront	East Bayfront is very sterile, and needs mooring and drop off locations. It is accessible from the shoreline but there is a long ribbon of nothing.	WFA and YQNA	Residents
East Bayfront	<p>SUGGESTION OF NORDIC DESIGN</p> <p>Artificial Harbour with a paddle club in anyplace that does not take up real estate. Floating dock design with access that are not allocating land. The City has looked at this in Denmark and may seek it out because it is cost effective built on piers.</p>	WFA and YQNA	Residents
East Bayfront	Needs to be connected somehow to the main central waterfront. There is a disconnect between the central to east bayfront.	The Harbourfront Centre	Art Studio/Gallery
East Bayfront	Unfortunately, we have been investing in barriers rather than open spaces; we have to think about removing barriers, removing things, having extended pedestrian access points, roads.	The Harbourfront Centre	Art Studio/Gallery
East Bayfront	The width of the road on the east end of the waterfront is quite large (4 lanes) and not that many crossings for pedestrians to access the eastern waterfront.	The Harbourfront Centre	Art Studio/Gallery
East Bayfront	Western harbour is pretty developed, but lots of opportunity on the east side for more facilities.	Public Intercepts	Public

Theme	Comment	Stakeholder	Stakeholder Group
East Bayfront	Looking to expand east, not give up current location, but add a second one (around Parliament Slip). Want to look for opportunities and partnerships as eastern infrastructure is being built up	DSOA	Sailing/Paddling/Rowing
Familiarity with 2006 Strategy	Friends of the Spit was involved, but don't remember much from the content because its been such a long time.	Friends of the Spit	Conservation/Preservation
Familiarity with 2006 Strategy	Friends of the Spit was involved, but don't remember much from the content because its been such a long time.	Friends of the Spit	Conservation/Preservation
Familiarity with 2006 Strategy	Aware that one was produced, but no knowledge of the contents	Great Lakes Cruising Coalition	Cruise Lines
Familiarity with 2006 Strategy	We were not involved in the development of the 2006 strategy. We are aware of others in our industry who were involved.	Mariposa Cruises	Private Marine Passenger Transport
Familiarity with 2006 Strategy	Very Familiar	The Otter Guy	Private Marine Passenger Transport
Familiarity with 2006 Strategy	BIA was formed in 2005, so we don't know too much about it.	Waterfront BIA	Business
Familiarity with 2006 Strategy	Familiar with study but it was a long time ago	WFA and YQNA	Residents
Familiarity with 2006 Strategy	Were involved in the strategy development as a steering committee member. Would like a similar role this year as we are a major leaseholder at the waterfront.	The Harbourfront Centre	Art Studio/Gallery
Familiarity with 2006 Strategy	Not familiar with the 2006 Strategy	DSOA	Sailing/Paddling/Rowing
Familiarity with 2006 Strategy	Vaguely - wasn't part of the board committee back then.	OHSF	Sailing/Paddling/Rowing
Food and Beverage Facilities	We need more food and beverage facilities at the waterfront.	Harbour Hopper	Private Marine Passenger Transport
Food and Beverage Facilities	Food and beverage services have had issues	RCYC	Yacht Club/Marina
Food and Beverage Facilities	Serious lack of food options in the waterfront area.	Waterfront BIA	Business

Theme	Comment	Stakeholder	Stakeholder Group
Food and Beverage Facilities	Need to attract more welcoming, and modern food facilities that can attract more people and encourage them to spend more time at the waterfront. The retail experience is important in a successful waterfront. We did that with the introduction of Boxcar and the Amsterdam Brewery.	The Harbourfront Centre	Art Studio/Gallery
High water levels	Difficulty this year with the highwater levels of the lake in regard to unauthorized entry to the spit from various individuals.	Friends of the Spit	Conservation/Preservation
High water levels	Has negative impact on fish that need shallow water and negative impact on birds that go along shoreline and don't have enough shoreline, and therefore not enough food.	Friends of the Spit	Conservation/Preservation
High water levels	Some vessels were impacted due to high water levels because some of the birth areas (piers) central waterfront were negatively impacted but we were able to operate	Mariposa Cruises	Private Marine Passenger Transport
High water levels	Harbourfront couldn't do much to help us because the finger piers were under water	Mariposa Cruises	Private Marine Passenger Transport
High water levels	In previous years our power was also underwater	Mariposa Cruises	Private Marine Passenger Transport
High water levels	Big Ramps had to be installed because of flooding this year	RCYC	Yacht Club/Marina
High water levels	The Island flooding is an issue and has completely removed certain areas	RCYC	Yacht Club/Marina
High water levels	This year we were just a few feet away from a massive flood which would have flooded all of the waterfront and the marine emergency facilities.	The Otter Guy	Private Marine Passenger Transport
High water levels	The high-water levels have ben enabling the Vessels to carry more product	Toronto Industry Network	Industry
High water levels	Some flooding of the Redpath area was impacted	Toronto Industry Network	Industry
High water levels	Some parts of Industrial Plats are below the Lake level and they have had to pump water	Toronto Industry Network	Industry

Theme	Comment	Stakeholder	Stakeholder Group
High water levels	H2O Park was underwater, and therefore we weren't able to dock any ships in the west waterfront. Worked with Waterfront to put in bollards on the east side for docking instead.	Waterfront BIA	Business
High water levels	The dock wall was not even visible due to the highwater, that is how much it has sunk.	National Yacht Club	Yacht Club/Marina
High water levels	Some have been less willing to go out into the water with the high-water levels.	National Yacht Club	Yacht Club/Marina
High water levels	Our walkways were flooded last year and this year due to high water levels, and other areas were also damaged so we need to repair those. We are looking at raising our walkway due to the high-water level.	National Yacht Club	Yacht Club/Marina
High water levels	Water levels had a major impact, specifically 2017 and 2019. 2017 was quite dramatic as we had major electric shutdowns due to the high-water levels. Marina 4, power was completely shut down May to October; Marine Quay west, all power shut down all summer. This had an impact on revenue as both boats from the US and across Ontario had less or no time on the water.	The Harbourfront Centre	Art Studio/Gallery
High water levels	2019 wasn't as bad due to improvements like raised power sources; York Slips tenders were coming off the anchor beams so we fixed the docks and ramps. Marina quay west was impacted more than Marina 4 this year. We had to shut down for 24 days this summer. Wasn't as bad but still had an impact on our operations.	The Harbourfront Centre	Art Studio/Gallery
High water levels	Minimal Impact: 2017 – not affected that much as ramp was able to stay on 2019 – ramp had to be disassembled (fixed ramp to dock), but able to acquire portable ramp – aka operations not affected at all	DSOA	Sailing/Paddling/Rowing
High water levels	Haven't been impacted a great deal – the clubs have floating docks	OHSF	Sailing/Paddling/Rowing
Issues on the islands	Trucks and major events on the island are an issue because they obstruct residential areas.	WFA and YQNA	Residents
Issues on the islands	There is an Island Yacht Club, on the Islands, they are also very limited with space for docking and mooring.	National Yacht Club	Yacht Club/Marina
Land - Construction	Construction in Toronto impacts us whenever we are there due to our motor coaches travelling through the city to the attractions	Great Lakes Cruising Coalition	Cruise Lines

Theme	Comment	Stakeholder	Stakeholder Group
Land - Traffic and Parking	Neighbourhood from Spadina west to Stadium Road and everything south of Lakeshore. High residential growth and a lot of Tourists are coming into the area	BQNA	Residents
Land - Traffic and Parking	Traffic and parking for our tour coaches	Great Lakes Cruising Coalition	Cruise Lines
Land - Traffic and Parking	Traffic and parking for tour coaches is really becoming an issue in some cities. We now plan around major events (i.e. Caribana) to avoid major traffic congestion. We now budget for traffic and construction impacts to our services.	Great Lakes Cruising Coalition	Cruise Lines
Land - Traffic and Parking	We don't have too many issues with parking. We have good access to a bike path.	Hanlan Boat Club	Sailing/Paddling/Rowing
Land - Traffic and Parking	Road conditions near the club aren't the best and could use improvements, including lighting at night. (Regatta Road).	Hanlan Boat Club	Sailing/Paddling/Rowing
Land - Traffic and Parking	Tour bus operators do not like going to the waterfront as there is very limited parking and no space for them to turn their buses.	Harbour Hopper	Private Marine Passenger Transport
Land - Traffic and Parking	Despite the focus on active transportation and transit, which has become more used by visitors, traffic has got worse and is really tough in the area.	Mariposa Cruises	Private Marine Passenger Transport
Land - Traffic and Parking	as 200 Queens Quay parking lot is being redeveloped, parking will become even more difficult.	Mariposa Cruises	Private Marine Passenger Transport
Land - Traffic and Parking	We are really tight on facilities, especially parking which are always full.	The Otter Guy	Private Marine Passenger Transport
Land - Traffic and Parking	Biggest issue is traffic flow getting product out of the facility, esp. at Unwin Avenue	Toronto Industry Network	Industry
Land - Traffic and Parking	Asked WT to continue Polson Street East and Connect to the Don was requested but not completed. Allowance needs to be given for large trucks etc. Appropriate buffering needed at all hours for safety and noise, for 9 months of operation.	Toronto Industry Network	Industry
Land - Traffic and Parking	Alternative Routes out of the Port Area needs to be considered as a major constraint. The responsibility and alternative Route needs to be better Coordinated.	Toronto Industry Network	Industry

Theme	Comment	Stakeholder	Stakeholder Group
Land - Traffic and Parking	Issues with parking and drop-off for ferry docks. Ferry docks are a choking point for access to the islands	WFA and YQNA	Residents
Land - Traffic and Parking	Routing all delivery trucks for island deliveries, and busses dropping large groups, has created a bottleneck on Queens Quay at the city-side ferry dock. There is little parking and no drop-off area. There is congestion with busses trucks and traffic. Thought should be given to creating a second city-side ferry site, with parking and drop-off facilities, especially for delivery trucks and busses. YQNA had previously suggested the old Rochester ferry terminal at the Eastern Gap, which is surrounded by parking and easily accessible by road.	WFA and YQNA	Residents
Land - Traffic and Parking	Traffic isn't that bad or heavy, just mostly the heavy trucks. Many cars only use of Unwin to go to fields or the clubs. Majority of users drive, some bike or take the TTC.	OHSF	Sailing/Paddling/Rowing
Land Improvements	More seating	BQNA	Residents
Land Improvements	More interesting continuous boardwalks such as Pier 4 in Hamilton. Use infrastructure such as bridges to animate and add architectural elements to the waterfront.	Harbour Hopper	Private Marine Passenger Transport
Land Improvements	What is missing is dedicated bus drop-off areas. It would signal that the area is a tourist destination and will make it easier to get large amounts of people in and out of the area.	Mariposa Cruises	Private Marine Passenger Transport
Land Improvements	The improvements such as wave decks, parks have really helped bring the waterfront to the forefront and given it a new feel	Mariposa Cruises	Private Marine Passenger Transport
Land Improvements	The waterfront is definitely more connected but still some work to do to create continuous waterfront at the water's edge.	Mariposa Cruises	Private Marine Passenger Transport
Land Improvements	Considering the many years of issues and the area, they have done a great job.	Mariposa Cruises	Private Marine Passenger Transport
Land Improvements	Land use draw is needed year-round	RCYC	Yacht Club/Marina
Land Improvements	Year round, all season access is important.	RCYC	Yacht Club/Marina

Theme	Comment	Stakeholder	Stakeholder Group
Land Improvements	Public accessibility year-round is needed.	RCYC	Yacht Club/Marina
Land Improvements	Museums; Landmarks; Cultural Centre or Anchors are Needed to bring people to the Waterfront	RCYC	Yacht Club/Marina
Land Improvements	Lack of completeness of some of the improvements such as the wave decks.	Waterfront BIA	Business
Land Improvements	Animating and connecting the businesses on the north side of Queens quay has been a big issue, need to find a way to accommodate pedestrian flows on the south and bring them to the north of the street.	Waterfront BIA	Business
Land Improvements	Queens quay and the pedestrian areas along the water's edge are becoming extremely busy but have a lot of conflicting uses (i.e. streetcars, cycling, pedestrians, cars).	Waterfront BIA	Business
Land Improvements	The boardwalk along the central waterfront has improved the waterfront experience; before it was just a water's edge.	National Yacht Club	Yacht Club/Marina
Land Improvements	The wave decks have been a great addition to enhance the experience at the waterfront.	National Yacht Club	Yacht Club/Marina
Land Improvements	MAINTENANCE, frequent HIGH QUALITY maintenance workers, consistent street furniture,	Public Intercepts	Public
Land Improvements	Development has brought an increase in the number of visitors to the waterfront which makes the harbour busier and can be problematic.	DSOA	Sailing/Paddling/Rowing
Land Improvements	all clubs under the umbrella have benefitted from the redevelopment, as far as he is able to speak to, he sees that the improvements have attracted and drawn more people to the waterfront and to the clubs – it's brought an increase to the visibility of the clubs which has had a positive impact on the clubs	OHSF	Sailing/Paddling/Rowing
Land Improvements	clubs still struggle with getting work improvements done to the roads done along access routes (aka Unwin Ave and Regatta Rd), no street lighting, these are issues they'd like the city to address	OHSF	Sailing/Paddling/Rowing
Land Improvements	Roads getting worse – one consistent complaint at each meeting – roads getting worse – degenerating – not being repaired because not enough people and is in an industrial area	OHSF	Sailing/Paddling/Rowing
Land Improvements	Martin Goodman Trail great for cyclists, but poor weather and timing can be an impact for transportation to the clubs	OHSF	Sailing/Paddling/Rowing

Theme	Comment	Stakeholder	Stakeholder Group
Land Improvements	What the city's been doing so far has been great – turning PLFP into usable land	OHSF	Sailing/Paddling/Rowing
Land Improvements	If city could tidy up area between the Leslie St. spit and the club area, aka roads, would be great	OHSF	Sailing/Paddling/Rowing
Land Improvements	One area that clubs would like the city to address would be to add street lighting along roads to the clubs. No incidents yet, but is a large potential hazard.	OHSF	Sailing/Paddling/Rowing
Lease or Landownership	Friends of the Spit is an advocacy group which only takes stewardship of spaces and lands.	Friends of the Spit	Conservation/Preservation
Lease or Landownership	We do own land across the country but no land in the City of Toronto. We have a lab along the waterfront where we do most of our sampling. We also have an office on Spadina.	Friends of the Spit	Conservation/Preservation
Lease or Landownership	The cruise operators that we see in the great lakes do not own lands in the waterfront and have no interest in owning land	Great Lakes Cruising Coalition	Cruise Lines
Lease or Landownership	Our land is leased from the City. Would assume other clubs are similarly leased.	Hanlan Boat Club	Sailing/Paddling/Rowing
Lease or Landownership	We lease our land. Current one goes to 2025. There is always a concern about whether we will get renewed or what will happen in the future. We understand we are part of the strategy and hope we continue to be	Hanlan Boat Club	Sailing/Paddling/Rowing
Lease or Landownership	We have two piers, will check if we own them or not. We do have to maintain.	Hanlan Boat Club	Sailing/Paddling/Rowing
Lease or Landownership	It is currently very confusing and difficult to understand who owns what along the waterfront. Whether it is with permits, licences or others.	Harbour Hopper	Private Marine Passenger Transport
Lease or Landownership	We know Harbourfront also has capacity issues. We have a good relationship with them but it is difficult for them to do much	Mariposa Cruises	Private Marine Passenger Transport
Lease or Landownership	Most of the operators west of York Street are leasing from Harbourfront Centre	Mariposa Cruises	Private Marine Passenger Transport
Lease or Landownership	East of York Street is Ports Toronto, then Waterfront Toronto	Mariposa Cruises	Private Marine Passenger Transport

Theme	Comment	Stakeholder	Stakeholder Group
Lease or Landownership	It is very confusing to determine who owns what and who leases what. There were many more owners before, so there has been some progress over the past few years.	Mariposa Cruises	Private Marine Passenger Transport
Lease or Landownership	The Yacht Club owned a slip at Parliament Street Slip and use to have tender access the Island from there with a large parking lot. At the end of Queens Quay and Parliament they own a piece of proper with public facilities where they launch from; they still own this facility but they had to move out. They also have a sublease long term lease at 150 Cherry Street	RCYC	Yacht Club/Marina
Lease or Landownership	The Parliament Street location is either going to be Queens Quay or Google (sidewalk labs) RCYC operates club house on the island with barges RCYC has permanent slips at the Island	RCYC	Yacht Club/Marina
Lease or Landownership	TEDCO leases to the Port Authority (PORTS); they are prime owner of the old tender and they are very limited n where thy can launch from because of Nav Canada Regs	RCYC	Yacht Club/Marina
Lease or Landownership	RCYC; Canadian Sailing has a high performance training centre At Cherry Street there is a large parking lot with sea wall where launches enter. Three tonne cranes to launch small crafts	RCYC	Yacht Club/Marina
Lease or Landownership	The RCYC property is proposed to be designated Marine Hub? 2 new sound studios exist near RCYC that has been leased to Netflix.	RCYC	Yacht Club/Marina
Lease or Landownership	We currently have a building and a boating facility.	The Otter Guy	Private Marine Passenger Transport
Lease or Landownership	If we are to invest large amounts of \$\$ in ship equipment and services then we need some sort of long-term lease, rather than the short-term leases currently being offered. We need long-term assurance and commitment to our service.	The Otter Guy	Private Marine Passenger Transport
Lease or Landownership	Length of the Lease is a huge issue for salt Marine is the greatest source of transport for Salt to service the City	Toronto Industry Network	Industry
Lease or Landownership	Redpath owns the site but leases the port	Toronto Industry Network	Industry

Theme	Comment	Stakeholder	Stakeholder Group
Lease or Landownership	Windsor Salt leases	Toronto Industry Network	Industry
Lease or Landownership	Dock wall at Redpath was recently repaired and a lot of maintenance has been done over the years for maintenance. They do not own the Dock wall but they are responsible for maintaining it.	Toronto Industry Network	Industry
Lease or Landownership	The Harbourfront Centre has 10 acres between York and Simcoe; further west is under licence from the City or the government of Canada. There are certain restrictions on the use of the harbourfront centre which limits the use permitted. They are more arts and entertainment based. We need to be able to better maintain and manage those western lands that can attract more people and program businesses in the west to better animate those areas.	Waterfront BIA	Business
Lease or Landownership	We have some casual interest in some of the water lots including the Portland Slip specifically for the potential of floating offices, restaurants, spas, etc.	Waterfront BIA	Business
Lease or Landownership	Lives on island	WFA and YQNA	Residents
Lease or Landownership	Commodore of a specific area on the island Resident – leases the waterfront at Algonquin Island – started as informal and the City formalized it. And the club maintain the leased area and the status is as much as RCYC is and they are the same category as they are but have no facilities.	WFA and YQNA	Residents
Lease or Landownership	Mentioned they are small scale and very cheap and that they may entertain growing to rent out spots including canoe and kayaks but choose not to.	WFA and YQNA	Residents
Lease or Landownership	We currently lease from the City of Toronto.	National Yacht Club	Yacht Club/Marina
Lease or Landownership	Other sail clubs have lots of land to expand, we don't. We are very limited with our space and need more members to be able to pay for extensive renovations that are required.	National Yacht Club	Yacht Club/Marina
Lease or Landownership	We have a 99-year lease with the City for 10 acres of land in the central waterfront. It is a unique arrangement as it includes responsibility for maintenance, streets, lighting, dock walls, etc.	The Harbourfront Centre	Art Studio/Gallery

Theme	Comment	Stakeholder	Stakeholder Group
Lease or Landownership	We have separate leases for some city properties to the west of the Portland Slip. Does not include the IYC slip.	The Harbourfront Centre	Art Studio/Gallery
Lease or Landownership	Started out in 1972, started as a crown operation. Originally 100 acres, then changed into a cultural centre.	The Harbourfront Centre	Art Studio/Gallery
Lease or Landownership	Lease space from the harbourfront - location at the foot of Reese street, lease dock space and wall space but we own our own dock.	DSOA	Sailing/Paddling/Rowing
Lease or Landownership	Leaseholder	OHSF	Sailing/Paddling/Rowing
Membership	Our membership has been quite stable over the years, roughly 300 members is what we can accommodate. We also have training classes for new rowers.	Hanlan Boat Club	Sailing/Paddling/Rowing
Membership	We have been running since 1975.	Hanlan Boat Club	Sailing/Paddling/Rowing
Membership	Other clubs have limited memberships and storage space but we just built a boathouse and have sufficient space.	Hanlan Boat Club	Sailing/Paddling/Rowing
Membership	Over 4000 members; went from 0 to 21 high performance sport boats.	RCYC	Yacht Club/Marina
Membership	Not sure how many of our members live in the City, however some members live on their yachts for the summer months.	National Yacht Club	Yacht Club/Marina
Membership	I have one of course (boat) but the harbour licence is a real turnoff. Seems like a money grab to me as already have federal pleasure boat operators card. The Port Authority could create a LOT more goodwill with boaters to call it a voluntary membership...and offer safety info etc. or an ambassador program. Also would be a way to engage with non powerboaters and build a killer marketing list ;).	Public Intercepts	Public
Membership	Ridership continues to increase over the past 10 years.	DSOA	Sailing/Paddling/Rowing
Membership	Members come to try sailing – therapeutic, adaptive sport without needing to expend a lot of energy if they can't. The programs and boats can adapt to meet the sailor's needs	DSOA	Sailing/Paddling/Rowing
Membership	Some just like being on the water, or having some independence (note: all sailors sail with companions – due to how busy the harbour is, how low the boats are aka visibility), and it draws the families who can come with them or just spend time on the waterfront while they're waiting.	DSOA	Sailing/Paddling/Rowing

Theme	Comment	Stakeholder	Stakeholder Group
Membership	4 leases with the city – OHSF – 5 clubs, Hanlan boat club, water rat sailing club, windsurfing club. All members, social and sailing, 1500 members approx., one of the larger water user groups in Toronto	OHSF	Sailing/Paddling/Rowing
Operations	Toronto is either the home port or end port for cruises (beginning or end of a cruise route)	Great Lakes Cruising Coalition	Cruise Lines
Operations	Currently have 7 ships with various routes which are very successful.	Great Lakes Cruising Coalition	Cruise Lines
Operations	2021-2024 many adventure cruising companies are looking to add mid-season cruises in Toronto. Waiting for one of the major cruise lines to come to Toronto, which will start attracting other companies to follow suit.	Great Lakes Cruising Coalition	Cruise Lines
Operations	We are getting more inquiries about corporate events but we are mainly recreational boating, more of a community rowing program. Competitive rowing is also available.	Hanlan Boat Club	Sailing/Paddling/Rowing
Operations	There is seasonality to our sport and operation. Water gets cold in October so that is the latest we go (has to be with a coach boat). We start again in April/May.	Hanlan Boat Club	Sailing/Paddling/Rowing
Operations	Busiest times are in the evening between 6pm and 8:30pm. Weekends from about 8am onwards.	Hanlan Boat Club	Sailing/Paddling/Rowing
Operations	2019 has not been a good year due to a rainy April May and therefore a late start to the season.	Mariposa Cruises	Private Marine Passenger Transport
Operations	We have two services, tour boats and trips for conventions, conferences, weddings, etc. Currently booking for 2020.	Mariposa Cruises	Private Marine Passenger Transport
Operations	Last looked at numbers in 2009. 125,000 annually of just Mariposa. Will report back on more accurate numbers that is recent including ridership, price points, etc. People are willing to pay more for cruises than in the past	Mariposa Cruises	Private Marine Passenger Transport
Operations	Retention and attracting new members has been a significant issue.	RCYC	Yacht Club/Marina

Theme	Comment	Stakeholder	Stakeholder Group
Operations	The Building is Old; The Club is over 100 years and there is limited certainty and this impacts the City because the RCYC provides a significant number of programs and public services and veterans services; Fundraising events and community events. RCYC works with disabled Sailing Program Hosted an event at their club	RCYC	Yacht Club/Marina
Operations	We are the only scheduled operator that provides passenger service from the harbourfront.	The Otter Guy	Private Marine Passenger Transport
Operations	Schedules for Vessel Traffic is very unpredictable and dependant on weather	Toronto Industry Network	Industry
Operations	150 trips a night of truck traffic (5 days a week) 2000 metric tonnes a day. Winter is limited Floating Storage is currently being used	Toronto Industry Network	Industry
Operations	Windsor Salt Massive quantities 3 thousand tonnes of product in a 14-hour period (80 trucks in 1 day) **Concrete	Toronto Industry Network	Industry
Operations	On the southside of the Ship Channel. Access through the lift bridge is very important to the vessel season end of March to end of December. Salt brings in about 15 to 20 vessels in total per year. The competition is likely the same. The entire Shipping season is used to get ready for the winter season	Toronto Industry Network	Industry
Operations	Double to tripled in the last 15 years and the industry groups continue to grow.	Toronto Industry Network	Industry
Operations	Our building is about 30-35 years old and will soon require work and repairs. We are looking at a number of options, talking to other sail clubs.	National Yacht Club	Yacht Club/Marina
Operations	Need to determine how to expand; maybe convert some mooring spaces into docking spaces, but we would need protection from the dock wall that is damaged.	National Yacht Club	Yacht Club/Marina
Operations	Our club has been on the waterfront for over 130 years.	National Yacht Club	Yacht Club/Marina

Theme	Comment	Stakeholder	Stakeholder Group
Operations	We have a sail racing program Tuesday, Wednesday, Thursday where people come out to sail; they like the open area due to being away from the busy waterfront near the buildings. 10-15% power and the rest is sailing. We also have a dry sail race area.	National Yacht Club	Yacht Club/Marina
Operations	We stay out of the central waterfront because its just too busy; there is a lot going on.	National Yacht Club	Yacht Club/Marina
Operations	One of the biggest services we provide for the public is a shelter space during heat, cold. We also provide washrooms which are an important amenity.	The Harbourfront Centre	Art Studio/Gallery
Operations	Pirate life – exists for life and culture. Grassroots, local arts, non- for profit= we are community organization. A lot for the community. 60-70% of users are first time marine users and first-time arts and culture users. Where they have their first experience on the Lake.	Pirate Life	Art Studio/Gallery
Operations	We have a 7 day a week program July – August, the other months open 5 days a week.	DSOA	Sailing/Paddling/Rowing
Operations	<p>DSOA organizes events, in summer months, all member events – 3 big events, 100-125 people attend. Also, weekly BBQs Thursday nights and Sunday nights after the racing. Also, all member events: season openers, Canada Day, and season closer.</p> <p>Growing so much that they are looking and talking with Harbourfront to expand their dock space/access for next year.</p>	DSOA	Sailing/Paddling/Rowing
Operations	Been in operation since 1972	OHSF	Sailing/Paddling/Rowing
Other Information	Member of the National Yacht Club from 2003 to 2011. Later moved to the outer harbour marina because of airplane noise and difficulty with keep out buoys. Still go out with people with boats and interested in boating.	BQNA	Residents
Other Information	We are part of the Outer Harbour Sailing Federation	Hanlan Boat Club	Sailing/Paddling/Rowing
Other Information	We are the only rowing club in the outer harbour. Water Rats Sailing Club and Argos are in the inner harbour.	Hanlan Boat Club	Sailing/Paddling/Rowing
Other Information	There are OHSF meetings that happen regularly but I need to confirm the frequency.	Hanlan Boat Club	Sailing/Paddling/Rowing

Theme	Comment	Stakeholder	Stakeholder Group
Other Information	We don't have rowing races in the area; regattas don't usually happen here – usually take place in Welland, St. Catherine's, etc.	Hanlan Boat Club	Sailing/Paddling/Rowing
Other Information	For now, we are using public areas for testing and sampling of the water, and some of the recreational water users who support us in our work.	Lake Ontario Waterkeepers	Conservation/Preservation
Other Information	Our office was located at the water and we recognize the efforts to involve us and work to enhance the waterfront experience	Lake Ontario Waterkeepers	Conservation/Preservation
Other Information	Largest employer of islanders in Toronto	The Otter Guy	Private Marine Passenger Transport
Other Information	We are currently looking at providing transportation services to Humber Bay and Mississauga; we have already had meetings and are purchasing speedboats for operation in the spring 2020; electric boats. These facilities and service won't require much infrastructure.	The Otter Guy	Private Marine Passenger Transport
Other Information	Toronto Passenger Vessel Association is an informal group that does not meet regularly. We send out bulletins, broadcasts, notices about various issues or topics that affect our business. There are about 15 owner operators with 28-34 vessels.	Toronto Passenger Vessel Association	Private Marine Passenger Transport
Other Information	Programming within some of the slips is a key part of the BIA's mandate. Also involved in cleaning the slips (Peter Street Basin, Portland Slip), floating flower beds.	Waterfront BIA	Business
Other Information	BIA is looking to extend its jurisdiction further west to provide for an economic entity to the west.	Waterfront BIA	Business
Other Information	BIA supports major events and festivals, initiatives, animations, activations throughout the waterfront for summer, winter, daytime and night time.	Waterfront BIA	Business
Other Information	Beaches are way more crowded then they used to be	WFA and YQNA	Residents
Other Information	it's okay. could be a lot better.	Public Intercepts	Public

Theme	Comment	Stakeholder	Stakeholder Group
Other Opportunities	More frequent LRT service	BQNA	Residents
Other Opportunities	The Bathurst Quay Neighbourhood Plan	BQNA	Residents
Other Opportunities	There is a lack of First Nation culture and works. There is a house boat docked by a Native Elder, who works in partnership with Ontario Place and Myseym to present about native culture and arts.	BQNA	Residents
Other Opportunities	Gord Downey Pier is a great example of what to do with a waterfront.	BQNA	Residents
Other Opportunities	Preservation of greenspace along the waterfront	BQNA	Residents
Other Opportunities	Health and well being need more public space	BQNA	Residents
Other Opportunities	Enhance the Natural Aspects of the WT instead of Add to it; Bring Back Nature	BQNA	Residents
Other Opportunities	In Chicago they have architecture tour, maybe we can have a revitalization or heritage tour.	Mariposa Cruises	Private Marine Passenger Transport
Other Opportunities	Cruise guests are amazed at the difference between waterfront and Toronto islands; opportunity to create something similar in the port lands or east bayfront.	Mariposa Cruises	Private Marine Passenger Transport
Other Opportunities	We are looking for opportunities for new cruising; maybe a marine route near the port lands or the Keating channel.	Mariposa Cruises	Private Marine Passenger Transport
Other Opportunities	Ontario Place is a great place for new dock wall.	Mariposa Cruises	Private Marine Passenger Transport
Other Opportunities	Transit and Access is key in order for the Anchor to work	RCYC	Yacht Club/Marina
Other Opportunities	Enhancing the Natural Areas the beaches is a key priority and protection. There is a huge market opportunity for the Islands but there is no way to use it. Swimming and New Canadians who do to have a cottage are really looking for this area as a refuge	RCYC	Yacht Club/Marina

Theme	Comment	Stakeholder	Stakeholder Group
Other Opportunities	London is a good example* Water Taxis from Tower Bridge to the Waterfront. How can we minimize Traffic by using boat services or marine uses across the waterfront.	RCYC	Yacht Club/Marina
Other Opportunities	Spatial Typologies of Waterfronts - Toronto is unique cause it has a hard edge harbour but also an archaepelgia of the soft edge with a unique Island view looking back to the City... this may not exist anywhere	RCYC	Yacht Club/Marina
Other Opportunities	Emirates Cup Sailing GP – a professional Sailing League has emerged this is the first year and has an event in San Francisco and New York Toronto may have the ability to host an event here	RCYC	Yacht Club/Marina
Other Opportunities	There is limited outreach and education. There appears to be a perception that safety is important. it would b good to see that there is more education and outreach with Yacht Clubs Boating Clubs or Schools. The volume of ships coming in is not that great and may be unnoticed. The Ports Toronto can show a greater initiative to do more outreach and education	Toronto Industry Network	Industry
Other Opportunities	Integrating the transit facilities proposed to the east - the East Harbour GO/SmartTrack facilities - to the water's edge.	Waterfront BIA	Business
Other Opportunities	Creating another table of major and key stakeholders such as Waterfront Toronto, the Harbourfront Centre, Ports Toronto, etc. to coordinate the management and growth of the waterfront.	Waterfront BIA	Business
Other Opportunities	Should do a proper inventory of all the cruise ships to ensure we aren't overwhelming the water with traffic.	Waterfront BIA	Business
Other Opportunities	It is of interest to fill in and activate space west of Yonge.	Waterfront BIA	Business

Theme	Comment	Stakeholder	Stakeholder Group
Other Opportunities	<p>Water taxing and water bussing as public transportation to the Ontario Place from the central waterfront has been suggested. Water taxis are fragmented and ad-hoc, most of traffic is to the islands. Thinking about how we can use the water better for transportation that is not just destination-based. Water taxing and water bussing as public transportation to the Ontario Place from the central waterfront has been suggested.</p> <p>Water taxis are fragmented and ad-hoc, most of traffic is to the islands Thinking about how we can use the water better for transportation that is not just destination-based.</p>	Waterfront BIA	Business
Other Opportunities	Important to consider the views from the waterfront; harness the view out onto the harbour.	Waterfront BIA	Business
Other Opportunities	Infrastructure and buildings with a water-related purpose should not be repurposed for non-water-related purposes, which is a step in the wrong direction. Ex. The warehouse and film studios are obstructing the waterfront access. The space should be used for a waterfront function.	WFA and YQNA	Residents
Other Opportunities	CONNECTION TO THE EAST of the Waterfront Waterfront usage in the east would be beneficial in the future Aspirational goals and takes concentration from Downtown and spreads it out.	WFA and YQNA	Residents
Other Opportunities	Having more sheltered anchors for boats is important for us and our members.	National Yacht Club	Yacht Club/Marina
Other Opportunities	We need more destinations along the waterfront where there is docking space for boats to pull up. Such as a floating café near the islands with a view to the skyline.	National Yacht Club	Yacht Club/Marina
Other Opportunities	There could be potential for east to west transportation along the water connecting the central waterfront to the east bayfront. There has been transportation similar to that in previous years from the Distillery for Luminato.	The Harbourfront Centre	Art Studio/Gallery
Other Opportunities	Unfortunately, it is difficult to run regular service in Lake Ontario as the reliability of the water conditions isn't great, along with east winds. And there isn't enough of a demand at the moment for east-west in the water.	The Harbourfront Centre	Art Studio/Gallery
Other Opportunities	Parasailing did happen for one season off a platform at the Harbourfront Centre (west end).	The Harbourfront Centre	Art Studio/Gallery

Theme	Comment	Stakeholder	Stakeholder Group
Other Opportunities	Fishing has been missing; a designated fishing area would be nice.	The Harbourfront Centre	Art Studio/Gallery
Other Opportunities	Facilities and service at the sailboat rental place could be better.	Public Intercepts	Public
Other Opportunities	Revitalized Don River should make canoeing and kayaking much better.	Public Intercepts	Public
Other Opportunities	Better boat rental and more sailing clubs (esp. w memberships open to public)	Public Intercepts	Public
Other Opportunities	Affordable and more options to rent.	Public Intercepts	Public
Other Opportunities	WT has a good mandate with the waterfront. Often forgotten in these studies- arts and culture aspect.	Pirate Life	Art Studio/Gallery
Other Opportunities	Provide subsidized – if 20% affordable – 20% subsidized commercial space for organizations. Marine access should be marine access.	Pirate Life	Art Studio/Gallery
Other Opportunities	Social business model – as non- for profit – tax structure is incorporated triple bottom line – purpose, planet, People you use it. Profit – gets reinvested.	Pirate Life	Art Studio/Gallery
Other Opportunities	Quayside development* (<i>*refers to Sidewalk Labs proposal which was still in exploration at the time of the interview</i>) – there's subsidized residential but what about subsidized commercial spaces? Corus provides – kids; upfront gets free office space gets tickets to event to city for lower income. Starlight foundation – operated boats but boats are expensive access is hard too.	Pirate Life	Art Studio/Gallery
Other Opportunities	Would like to see more for adaptive/disabled sporting opportunities	DSOA	Sailing/Paddling/Rowing
Other Opportunities - Potential Boat Launch Sites	Don River	Public Intercepts	Public
Other Opportunities - Potential Boat Launch Sites	anywhere readily accessible by foot, bike, and transit access. naturalized space away from bustle on Queens Quay	Public Intercepts	Public
Other Opportunities -	Sugar Beach, in the new Villiers Island area, Ireland Park	Public Intercepts	Public

Theme	Comment	Stakeholder	Stakeholder Group
Potential Boat Launch Sites			
Other Opportunities - Potential Boat Launch Sites	Inner harbour is not necessary but near cherry beach would be helpful	Public Intercepts	Public
Other Opportunities - Potential Boat Launch Sites	Eastern harbour	Public Intercepts	Public
Other Opportunities - Potential Boat Launch Sites	A good quality kayak launching site would be nice at the kayak centre	Public Intercepts	Public
Other Opportunities - Potential Boat Launch Sites	East of Yonge	Public Intercepts	Public
Other Opportunities - Potential Boat Launch Sites	Anywhere along Harbourfront. Portland's. Sunnyside. Trillium Park.	Public Intercepts	Public
Other Opportunities - Potential Boat Launch Sites	Ontario Place	Public Intercepts	Public
Other Opportunities - Potential Boat Launch Sites	Dc	Public Intercepts	Public
Other Opportunities - Potential Boat Launch Sites	Cherry, Lesley Pitts, commissioner	Public Intercepts	Public
Other Opportunities - Potential Short-Term Docking Sites	anywhere? I'm not sure this is something I can really identify for you. I think the entire waterfront should have more physical space separated from roadways including a physical buffer (tall evergreens?) to make it feel like you're actually getting away from the city. right now it just feels like you step out of your car into parking lot and then walk a few feet to the trash bin Lake Ontario	Public Intercepts	Public

Theme	Comment	Stakeholder	Stakeholder Group
Other Opportunities - Potential Short-Term Docking Sites	Sugar Beach, in the new Villiers Island area, Ireland Park	Public Intercepts	Public
Other Opportunities - Potential Short-Term Docking Sites	Dc	Public Intercepts	Public
Other Opportunities - Potential Short-Term Docking Sites	Sherbourne Commons, Queens Quay, anywhere to access parks, restaurants etc.	Public Intercepts	Public
Other Opportunities - Potential Short-Term Docking Sites	Along the water inner harbor	Public Intercepts	Public
Partnerships	We run a kids rowing camp to attract children who wouldn't usually get the opportunity to row. We also have competitive rowing camps.	Hanlan Boat Club	Sailing/Paddling/Rowing
Partnerships	We also rent our space to the University of Toronto, Upper Canada College, and one other. UCC is now building a boathouse nearby.	Hanlan Boat Club	Sailing/Paddling/Rowing
Partnerships	Build partnerships with school boards to host activities for children at the waterfront and the islands. Currently we host almost 60,000 kids per year for a life safety, indigenous and art activities	The Otter Guy	Private Marine Passenger Transport
Partnerships	Industry participates in Open Doors every year* to support the education of the Port Usage	Toronto Industry Network	Industry
Partnerships	The Industries are keen on partnering with the other groups.	Toronto Industry Network	Industry
Partnerships	We host programs with the University of Toronto and others to provide people with access to water and opportunities to learn sailing.	National Yacht Club	Yacht Club/Marina
Partnerships	We have a very active sailing program for kids, 100-200 throughout the summer. Sold out every week.	National Yacht Club	Yacht Club/Marina

Theme	Comment	Stakeholder	Stakeholder Group
Partnerships	Our club will be hosting the Mobility Cup in mid to late Summer 2020. The competition will bring participants (people with disabilities) from across the world to sail.	National Yacht Club	Yacht Club/Marina
Partnerships	Looking to work together with the City on the various programs we offer such as Able Sail, Kids sailing programs, etc.	National Yacht Club	Yacht Club/Marina
Partnerships	Working with the Lake Ontario Waterkeepers to monitor the water, specifically what is happening in Simcoe Slip and Reese Slip.	The Harbourfront Centre	Art Studio/Gallery
Partnerships	Harbourfront does a lot of international programs and large originations = no space for grassroots for not for profit. Most of the commercial users – are basically the same. We are different.	Pirate Life	Art Studio/Gallery
Partnerships	Art Spin – Kajama and Pirate Life. We joined up with them. Moored against ours and looked at doing berths.	Pirate Life	Art Studio/Gallery
Partnerships	Various users would be happy to finance these projects if they could get access to the finished projects.	Pirate Life	Art Studio/Gallery
Routing	Our route usually only goes to the eastern gap. Sometimes we go past eastern gap and near islands through lagoons or across. Depends on the water.	Hanlan Boat Club	Sailing/Paddling/Rowing
Routing	Depending on the size of the boat and type of trip, they have different routes. Most go through the lagoons in the islands, or out the eastern gap, around and back through the western gap. It is based on season and Transport Canada guidelines (speed, temperature of water, etc.). Sometimes stay within inner harbour.	Mariposa Cruises	Private Marine Passenger Transport
Routing	We usually go from May to October. Do operate for new years but stay docked.	Mariposa Cruises	Private Marine Passenger Transport
Routing	We are limited with speed in certain areas and due to the size of our boats Other operators can cruise through the inner harbour but we have to go 1 nautical mile.	Mariposa Cruises	Private Marine Passenger Transport
Routing	We get requests to go to Oakville, Port Credit, or Niagara on the lake but it is too difficult to get there due to speed and time. We have done it in the past on special request but it just doesn't make sense.	Mariposa Cruises	Private Marine Passenger Transport
Routing	They sail anywhere on the harbour, rarely go onto the lake as their boats are not designed for big waves.	DSOA	Sailing/Paddling/Rowing

Theme	Comment	Stakeholder	Stakeholder Group
Routing	Access inner harbour a lot as they're not a Yacht club and most boats are dinghies – they don't go from club to club. Nearly 100% of the sailing at the clubs is day sailing, or they hold regattas, boating education, and then return directly to the club.	OHSF	Sailing/Paddling/Rowing
Routing	Water routes: clubs use outer harbour – 75%, 25% - inner harbour Dinghies don't go past the marker points – not safe 100% inner or outer harbour use	OHSF	Sailing/Paddling/Rowing
Safety	Submerged docks and high-water levels	BQNA	Residents
Safety	Nothing that we have seen that impacts safety at all other than that it is safe.	Great Lakes Cruising Coalition	Cruise Lines
Safety	Concern is how to balance the uses of power boats vs. non-power boats?	Hanlan Boat Club	Sailing/Paddling/Rowing
Safety	We do have safety rules and regulations we follow especially when it comes to temperature and wind - sometimes you just can't row. Other times you need a coach boat with you.	Hanlan Boat Club	Sailing/Paddling/Rowing
Safety	We have to be careful when we pass the eastern channel due to vessel traffic. We have instances where some commercial boats have come too close and we have caught a wave.	Hanlan Boat Club	Sailing/Paddling/Rowing
Safety	There is a safety issue as there is no lighting west of cherry beach, there is a gravel road with no lighting. Definitely late-night usage near the beach, large groups of young people gather sometimes late at night	Hanlan Boat Club	Sailing/Paddling/Rowing
Safety	We would be concerned if there is an increase in power boat usage.	Hanlan Boat Club	Sailing/Paddling/Rowing
Safety	The harbour is getting very busy as it is a mixed-use waterfront. Anytime you have mixed there is more opportunity for users who are inexperienced and don't know rules.	Mariposa Cruises	Private Marine Passenger Transport
Safety	Sometimes we see recreational users such as kayakers at night without navigation lights.	Mariposa Cruises	Private Marine Passenger Transport
Safety	As an operator you want to move the larger vessels out of the inner harbour as soon as possible due to the busy-ness.	Mariposa Cruises	Private Marine Passenger Transport

Theme	Comment	Stakeholder	Stakeholder Group
Safety	Suggest there should be a specific route for recreational users from the islands to the waterfront. Right now they travel in all directions.	Mariposa Cruises	Private Marine Passenger Transport
Safety	There is a Harbourfront Liaison Committee which meets monthly to talk about events and collaborations, issues, etc. Marine, Police, Fire, Marinas, Operators, Sometimes residents, TRCA, Environment Canada - infrequent attendance.	Mariposa Cruises	Private Marine Passenger Transport
Safety	Would be useful to have a universal boat ramp/dock that all boats can use. Could be used for emergencies when we need to offload.	Mariposa Cruises	Private Marine Passenger Transport
Safety	Marine police held a session with passenger vessel operators on possible emergency situations	Mariposa Cruises	Private Marine Passenger Transport
Safety	No one was aware of safety credentials and rules of boating.	The Otter Guy	Private Marine Passenger Transport
Safety	We started a safety school for people to learn boat safety and licencing.	The Otter Guy	Private Marine Passenger Transport
Safety	Need people who can monitor the dock such as a dock master. We have had issues where people have fallen into the water and we had to send a rescue team. We now have many cameras along our building and always ensure our passengers are getting back on land safely.	The Otter Guy	Private Marine Passenger Transport
Safety	Pier 27 is an area that is often unsafe.	The Otter Guy	Private Marine Passenger Transport
Safety	Need a marine emergency service center that is a few feet higher then the rest of the waterfront to ensure they can be operational during extreme weather events/high water levels.	The Otter Guy	Private Marine Passenger Transport
Safety	Section on the east end of the Dock wall is in poor condition and maintenance of the place is a huge issue.	Toronto Industry Network	Industry

Theme	Comment	Stakeholder	Stakeholder Group
Safety	A Boulevard in front of a dock wall near Windsor Salt will not work because of health and safety restrictions. Active Industrial Sites cannot be open to pedestrians.	Toronto Industry Network	Industry
Safety	The industry is responsible for securing safety around the vessel and must provide safety in an area that may not necessarily be theirs. This poses issues with future increased pedestrian and recreational boating.	Toronto Industry Network	Industry
Safety	Bridges and Heavy Operational Concerns with the future because of large piles and machinery,	Toronto Industry Network	Industry
Safety	Overhang on each others' properties is an issue	Toronto Industry Network	Industry
Safety	Behind the Pier 27 development, the area isn't as animated. Can be a safety issue but also needs more public access and activities.	Waterfront BIA	Business
Safety	People are cognizant of the water and even the activations and animations are relatively safe	Waterfront BIA	Business
Safety	It becomes very tough with huge crowds such as when the large duck, and Jays games and managing flows of people. It is important to create different zones of the waterfront with different levels of activity to manage flows and activities. Development of East Bayfront will help significantly in diverting crowds.	Waterfront BIA	Business
Safety	In 2006 study dock walls were in good shape. But the resident said that the dock walls are not currently in good shape. The Pier located at the northwest corner of the eastern gap had a long pier that was unsafe and underwater when there were high water level conditions that the City had to remove. Divided jurisdiction is an issue as it is not clear who owns the dock wall and who should maintain. (ex. collapse of western gap north seawall at the National Yacht Club a few years ago.)	WFA and YQNA	Residents
Safety	Lack of buoys, ladders is a major safety issue. Some property owners Tridel and Heinz have added safety ladders but others have not. Pier 27 does not have ladders.	WFA and YQNA	Residents
Safety	Need markers with numbers and showing locations, safety phones; more directional signage,	WFA and YQNA	Residents

Theme	Comment	Stakeholder	Stakeholder Group
Safety	Water Taxis sometimes go very fast and sometimes hit people. Speed limits are not being followed.	WFA and YQNA	Residents
Safety	Enforcement is an issue for tourists who are kayaking for the first time.	WFA and YQNA	Residents
Safety	Need to have 'keep-out' buoys - need to educate on why things are blocked off.	WFA and YQNA	Residents
Safety	We have had to hire police officers to ticket cars parked illegally on Stadium Road (specifically during shows like the Air Show.	National Yacht Club	Yacht Club/Marina
Safety	The water taxis go really fast - don't necessarily follow the speed restrictions.	National Yacht Club	Yacht Club/Marina
Safety	We have buoys, red and yellow markers that show our entrances and exits to the harbour.	National Yacht Club	Yacht Club/Marina
Safety	There aren't enough facilities like maps, and tools in case something happens by the waterfront. The visibility is not the greatest by the water's edge.	The Harbourfront Centre	Art Studio/Gallery
Safety	We had red painted towers which would have devices to help in case of emergencies. They were taken down when it was revitalized with short metal poles that host these devices. They are extremely difficult to see. Therefore, we need a new strategy for safety that will make these more visible and prevalent along the waterfront.	The Harbourfront Centre	Art Studio/Gallery
Safety	Ladders to access the water in case of emergencies are of two types: 1. Fixed ladders and towers; they can either be bolted into the dock wall which can result in damage from water, ice, winter conditions 2. Raised ladders, when the lake is frozen they are raised. But then if the lake thaws it's a safety issue.	The Harbourfront Centre	Art Studio/Gallery
Safety	Location maps are also required to know where you're located in case of an emergency.	The Harbourfront Centre	Art Studio/Gallery
Safety	Some interlocking along the main pathways and walkways needs to be changed - is becoming a safety issue.	The Harbourfront Centre	Art Studio/Gallery
Safety	Marine emergency services are on site and we Have regular meetings with them, good relationship.	The Harbourfront Centre	Art Studio/Gallery

Theme	Comment	Stakeholder	Stakeholder Group
Safety	Safety record of things that happen on the water is quite good Waterfront at the peak of kids camps are very busy, but things are very safe.	The Harbourfront Centre	Art Studio/Gallery
Safety	We have supported and tried to work with them to create a controlled environment for them. We have 4 strategic locations where we allow for water taxis 1. York Slip, 2. York Quay, 3. Peter Street Bridge (unusable due to high water level this year) and 4. Spadina slip The wake they create due to the traffic impacts the boats in the Marina, and boats parked. We have spoken to emergency facilities and management in regard to abiding by the regulations such as speeding and managing the wakes.	The Harbourfront Centre	Art Studio/Gallery
Safety	As the traffic continues to increase these are some things to be conscious of (Speed, congestion, wakes). It has increased over the last few years.	The Harbourfront Centre	Art Studio/Gallery
Safety	We are thinking about putting in safety regulations to abide into the contract when we rent or lease our spaces.	The Harbourfront Centre	Art Studio/Gallery
Safety	Too many water taxis and boats going too fast creating large wakes make kayaking in inner harbour challenging. Sometimes its like being in a washing machine.	Public Intercepts	Public
Safety	Speed limit is so slow, meanwhile the tiki taxis seem to go as fast as they want. Unfair the police aren't more consistent.	Public Intercepts	Public
Safety	Have been kayaking quite a number of years in the inner harbour and it seems to be getting more chaotic every year. The number of water taxis is multiply yearly, the number of jet skis is increasing and they generally seem to race through the harbour and some boats also speed through at times. This all creates a lot of wake and washing machine like conditions in the water. Not a great experience.	Public Intercepts	Public
Safety	Safety issues – encourage my captain to be active on the VHF radios – they should communicate. No clear lines for traffic. Recreational boat users. What kind of greater awareness can we provide to the communications. All commercial operators Channel 16 by law. Commercial operators – communications need to be established. Transport Canada does not monitor it. means to measure the nautical speed of the vessel – if its required by the permit. It becomes a city requirement. Bring some clarity to it. Speed it set by PT now?	Pirate Life	Art Studio/Gallery

Theme	Comment	Stakeholder	Stakeholder Group
Safety	The location can be incredibly busy at times and very unsafe. DSOA tries to have an understanding with all the regular neighbours for space usages and right of ways.	DSOA	Sailing/Paddling/Rowing
Safety	Most dangerous is leaving the channel – need to navigate motor-boat traffic from the City wall to Amsterdam Brewery or the Corus building (it is technically a shipping lane so they don't use but can be difficult to get across the laneway). Generally, their boats go straight out of their dock, through shipping lane and past the tour boats to get to the sailing area. Their sail trips are only an hour in length and the difficulty in getting across to the harbour to sail can add significant time to the trips.	DSOA	Sailing/Paddling/Rowing
Safety	Seen an increase in number of water taxis who travel at dangerous speeds.	DSOA	Sailing/Paddling/Rowing
Safety	DSOA works with neighbours to improve flow and access for other users (canoe and kayak); need more work with HFC to make area less dangerous for members; their boats are often damaged as they're the last in the slip and get clipped as others leave; one instance, a new user (tourist) in rental boat T-Boned a DSOA boat as member was dismounting and caused them to have a major seizure.	DSOA	Sailing/Paddling/Rowing
Safety	Would like to see a limit to number of taxi licenses and speed in the harbour	DSOA	Sailing/Paddling/Rowing
Safety	Biggest problem with power boats, speeding the biggest concern	OHSF	Sailing/Paddling/Rowing
Safety	Common understanding between the rowers, windsurfers, kayakers and canoers – use a hierarchy and road rules, with only occasional issues	OHSF	Sailing/Paddling/Rowing
Safety	would like to see a larger marine police presence the waters – believe it would help with the speeding issues (don't see many alcohol related issues) as there is temptation to be use the power boats like race cars which provides safety issues for the small water crafts.	OHSF	Sailing/Paddling/Rowing
Safety	Overall very safe	OHSF	Sailing/Paddling/Rowing
Safety	It's a very isolated and dark place and the clubs don't want any assaults or causes for harm. Regatta road – has some from the sports fields, but going south along the club areas, just pitch black, not the MGT, on the E-W section of regatta road; Lots of sexual activity, not drug use, in the fields nearby – concern for safety for younger users	OHSF	Sailing/Paddling/Rowing

Theme	Comment	Stakeholder	Stakeholder Group
Space Utilization	At the outset the Harbourfront and the Centre is a massive issue year-round. The requirement for street related retail is an issue because of the developers	RCYC	Yacht Club/Marina
Space Utilization	Some of the challenges include conflicting mandates for the Harbourfront and the local businesses or water taxis. As the Harbourfront is focused on arts and entertainment and not necessarily managing a business. This results in a lot of underutilized space within the Harbourfront Centre.	Waterfront BIA	Business
Sustainability	Not sure - would need to ask each of the operators.	Great Lakes Cruising Coalition	Cruise Lines
Sustainability	Would love the ability not to use generators; may switch to electric.	Mariposa Cruises	Private Marine Passenger Transport
Sustainability	Recycling is more prevalent on our boats; bottles is only on sale	Mariposa Cruises	Private Marine Passenger Transport
Sustainability	If we are to do a new build, we would go electric	Mariposa Cruises	Private Marine Passenger Transport
Sustainability	Importance of nothing going in the lake, even if its water	Mariposa Cruises	Private Marine Passenger Transport
Sustainability	Biodegradable soap is used for cleaning	Mariposa Cruises	Private Marine Passenger Transport
Sustainability	Have a sense of stewardship when it comes to the waterfront	Mariposa Cruises	Private Marine Passenger Transport
Sustainability	Need to encourage others to buy electric boats/vessels and accommodate them by installing electric chargers. We are already in the process of ordering electric boats for our fleet.	The Otter Guy	Private Marine Passenger Transport

Theme	Comment	Stakeholder	Stakeholder Group
Sustainability	Redpath has an active sustainability program (energy and water reduction and waste reduction). Specifically, in operations.	Toronto Industry Network	Industry
Sustainability	Mentioned that natural habitat has changed such that now we have deer coyotes and foxes on the island, animals that we never used to see.	WFA and YQNA	Residents
Sustainability	Noted the Federal Bird Sanctuary of the Islands	WFA and YQNA	Residents
Sustainability	Marina expanded this to include ways to get to the clubs, better roads in shape, any garbage pick up – separated recycling. We make a point of being very green – separate everything – people come by and pick it up, very environmentally friendly	OHSF	Sailing/Paddling/Rowing
Sustainability	Only carry water bottles, all water is brought in, port lets – serviced bi-weekly	OHSF	Sailing/Paddling/Rowing
The Spit	Access is currently restricted by land, but it should also be restricted from the water. Landing of boats or mooring of boats, should not be permitted. Aquatic Park Sailing Club – users have access by vehicle. Once park is open full time there is no access by vehicle allowed. One solution that we suggest is that they focus on water access rather than vehicular access. The club is lobbying and encouraging an increase in vehicular access and we fully disagree with that. There is still some truck traffic in the spit. Ports Toronto is responsible for enforcing the shoreline and sometimes trucks do come through.	Friends of the Spit	Conservation/Preservation
The Spit	We completely disagree with the idea of cutting a canal through the spit. Would be a disaster for the habitats and the baselands. Spit is not a city park, but should be maintained as a wilderness and be kept natural No vehicular access; Pedestrian and Cyclist friendly area only.	Friends of the Spit	Conservation/Preservation
The Spit	Unauthorized entry into the spit is not being enforced. TRCA has backed off, so Ports Toronto should be enforcing but they don't currently do that effectively.	Friends of the Spit	Conservation/Preservation
The Spit	SPIT AND ASHBRIDGES: very isolated on Marine traffic because you have to go around the spit. Suggestion to open the turning Basin or cut a channel to have access to the outer harbour.	WFA and YQNA	Residents
Top Attributes	Swimming off Ontario Place	BQNA	Residents

Theme	Comment	Stakeholder	Stakeholder Group
Top Attributes	Fishing at the foot of Stadium Road and at the wall	BQNA	Residents
Top Attributes	Keeping a working port is important for the history of the waterfront	BQNA	Residents
Top Attributes	As Toronto grows and truck and vehicle traffic is an issue, having a port is very important.	BQNA	Residents
Top Attributes	Yacht clubs are important and a major marina is favoured	BQNA	Residents
Top Attributes	Slips for visitors and guests	BQNA	Residents
Top Attributes	Chartered Boat Tours to Port Dalousey and Ports near Niagara and the ferry system are all important	BQNA	Residents
Top Attributes	Not interested in Museum Ships	BQNA	Residents
Top Attributes	<p>None of the water-based activities proposed in Table 1 would be appropriate for the Spit. Possibly some recreational fishing.</p> <p>No canal, sailing club, active uses, restaurants in the spit. The Spit needs to be preserved and the habitats and marshes need to be kept as they are.</p>	Friends of the Spit	Conservation/ Preservation
Top Attributes	Maritime Museum would be great.	Great Lakes Cruising Coalition	Cruise Lines
Top Attributes	Open swimming would be nice. But important to have consistent uses; for ex. If we have big marinas then recreational uses and open swimming become tough.	Hanlan Boat Club	Sailing/Paddling/Rowing
Top Attributes	Would be nice to have a nice pier where people can go out and eat.	Hanlan Boat Club	Sailing/Paddling/Rowing
Top Attributes	Preference is not for a cruise destination.	Hanlan Boat Club	Sailing/Paddling/Rowing
Top Attributes	Need to get more exposure about the boating and rowing clubs; what is available and what we offer.	Hanlan Boat Club	Sailing/Paddling/Rowing
Top Attributes	If we want a recreational pier we need to have anchors that can attract and invite more people to come and use the waterfront year-round.	Mariposa Cruises	Private Marine Passenger Transport
Top Attributes	Harbourfront centre has great programming but its just not big enough to be an attraction.	Mariposa Cruises	Private Marine Passenger Transport

Theme	Comment	Stakeholder	Stakeholder Group
Top Attributes	Need to develop a four-season waterfront.	Mariposa Cruises	Private Marine Passenger Transport
Top Attributes	We don't operate from January to March due to the market and the Toronto harbour is really difficult to cruise in due to icing. Other cities do it such as Boston and Chicago in similar weather conditions. If there was an opportunity here it would be amazing.	Mariposa Cruises	Private Marine Passenger Transport
Top Attributes	We have had deteriorating usage of the western gap, we would like the ability to travel into the west Humber Bay.	Waterfront BIA	Business
Top Attributes	We currently have tall ships that come in and out of the harbour; cinema on the water, etc.	Waterfront BIA	Business
Top Attributes	Portage across the spit is very difficult	WFA and YQNA	Residents
Top Attributes	Commercial Shipping is not a Concern and is seen as giving the Harbour "Credibility". But there is a lack of data on commercial shipping, i.e. how much dock space does it actually need?	WFA and YQNA	Residents
Top Attributes	Our centre is always active along the waterfront, and has people going on and off the water.	The Harbourfront Centre	Art Studio/Gallery
Top Attributes	We work to have activities year-round, Summer - paddle boating, and canoeing, skating in the winter. We are looking for more activities and use of the water during the winter - this year looking at the Nordic Festival.	The Harbourfront Centre	Art Studio/Gallery
Top Attributes	<p>The whole idea of a successful waterfront, is that the cities see themselves as a waterfront city – which Toronto doesn't see itself as. We need to change that perspective, need to think about our city as a waterfront city. The Gardiner expressway is a great barrier towards the Waterfront. Need to make the whole area more accessible and we need to communicate better the various activities and opportunities in regard to access to the water.</p> <p>It's a much bigger picture we have to think about, beyond the waterfront area and make the surrounding area, especially the Gardiner Expressway, more welcoming and flow into the waterfront.</p>	The Harbourfront Centre	Art Studio/Gallery
Top Attributes	Just getting out on the water	Public Intercepts	Public

Theme	Comment	Stakeholder	Stakeholder Group
Top Attributes	seeing the city from a different vantage point. getting away from trash ridden harbor.	Public Intercepts	Public
Top Attributes	Ease of access to Toronto Islands	Public Intercepts	Public
Top Attributes	Inner harbour experience is non-existent when you are only allowed to boat at a snail's pace. Outer harbour is absolutely beautiful.	Public Intercepts	Public
Top Attributes	It's fun in the city and makes sense to take advantage of being on a lake!	Public Intercepts	Public
Top Attributes	Kayaking through the inner harbour early Sunday morning when barely anybody is out there yet is quite wonderful.	Public Intercepts	Public
Top Attributes	Ferry island rides. Affordable way to get on the water.	Public Intercepts	Public
Top Attributes	Being on the water in a city of 6 million people.	Public Intercepts	Public
Top Attributes	I like water taxis. they're convenient.	Public Intercepts	Public
Top Attributes	Nothing.	Public Intercepts	Public
Top Attributes	Active harbour, sailboat races w kids, gorgeous scenery. Hanlan's wall, Toronto island in general. Hanlan's is awesome for overnights of course & great dockmaster there	Public Intercepts	Public
Top Attributes	The views	Public Intercepts	Public
Top Attributes	All of the 10 mentioned – medley of activities that play a role	OHSF	Sailing/Paddling/Rowing
Tourism/Marketing	Most cruise attendees want to visit major attractions in the City such as the ROM, AGO, Distillery, etc. The waterfront has not been a top attraction for the cruise operators and has not garnered much interest.	Great Lakes Cruising Coalition	Cruise Lines
Tourism/Marketing	If Waterfront Toronto/City could market the cruises better then it would really help.	Great Lakes Cruising Coalition	Cruise Lines
Tourism/Marketing	Attractions need to be meaningful for the cruisers to come to the waterfront rather than the other main attractions. Its only pretty to look at, but its difficult to attract people.	Great Lakes Cruising Coalition	Cruise Lines

Theme	Comment	Stakeholder	Stakeholder Group
Tourism/Marketing	Cruise guests need to know more about the waterfront. Need to use creativity and flair to get the Toronto Waterfront on the Cruising map.	Great Lakes Cruising Coalition	Cruise Lines
Tourism/Marketing	Work actively with the cruise planners to bring guests to the waterfront.	Great Lakes Cruising Coalition	Cruise Lines
Tourism/Marketing	It would be good to be able to attract more people who would be nearby our club. Currently we don't have too many nearby. Most members come from beaches. There is a growing appetite for endurance sports such as rowing.	Hanlan Boat Club	Sailing/Paddling/Rowing
Tourism/Marketing	There is positive sentiment around the waterfront but apprehension about Waterfront congestion and high density residential	RCYC	Yacht Club/Marina
Tourism/Marketing	Viewshed and public use is high use attribute	RCYC	Yacht Club/Marina
Tourism/Marketing	Each year there are more and more tourists coming, even when we have high water levels. There is far more exposure of the islands and there is so much happening	The Otter Guy	Private Marine Passenger Transport
Tourism/Marketing	Big Gap between Recreational Use and Industrial Use* Suggestion that outreach and education can be done to help.	Toronto Industry Network	Industry
Tourism/Marketing	The waterfront attracts large crowds over the summer without nearby events. Different demographics of people also come at different times or specific events.	Waterfront BIA	Business
Tourism/Marketing	Need in-destination perspectives to encourage people to come back and visit again.	Waterfront BIA	Business

Theme	Comment	Stakeholder	Stakeholder Group
Water Quality	Over the years we have seen a huge increase in the number of people using the harbour through events and activities and increased development, however this has not resulted in ensuring good water quality and cleanliness of the water. Based on our testing the water has high levels of bacteria and sewage release/dischage is happening a lot more often. The City does not encourage recreational use of the inner harbour and therefore does not monitor there (only monitors public beaches).	Lake Ontario Waterkeepers	Conservation/ Preservation
Water Quality	The Bathurst Quay has consistently had some of the worst water quality in the harbourfront.	Lake Ontario Waterkeepers	Conservation/ Preservation
Water Quality	Awareness and knowledge of water quality and cleanliness by marine users to encourage recreational usage of the harbour.	Lake Ontario Waterkeepers	Conservation/ Preservation
Water Quality	Ontario Place has some of the best quality of water - we are encouraging usage of Ontario Place for recreational use as a result.	Lake Ontario Waterkeepers	Conservation/ Preservation
Water Quality	Millennials have a low usage of water based on data. Can't expect them to support the protection of water if they have no connection with the water. Therefore, we would like the water to be kept cleaner so more recreational uses can be made available.	Lake Ontario Waterkeepers	Conservation/ Preservation
Water Quality	All the ministries and agencies have interests but if quality improves in the water then everything improves for the waterfront in general.	Lake Ontario Waterkeepers	Conservation/ Preservation
Water Quality	Eastern end of the harbour is the cleanest in terms of bacteria levels; water flows west.	Lake Ontario Waterkeepers	Conservation/ Preservation
Water Quality	Lake Ontario has no more commercial fishing, simply because the fish aren't safe and the water isn't clean enough (only one in Prince Edward County).	Lake Ontario Waterkeepers	Conservation/ Preservation
Water Quality	We see many different uses and experiences across the world, and its important that people get involved in the use of the water. Toronto is a freshwater capital in the world, how can we capture that unique quality and make the most use of it? If we have a harbour that is constantly being exposed to sewage releases and not of high water quality, that is getting worse, it should be a major concern for all of us for the waterfront.	Lake Ontario Waterkeepers	Conservation/ Preservation

Theme	Comment	Stakeholder	Stakeholder Group
Water Quality	Sewage output is the worst during bad weather especially in the Bathurst Quay.	Mariposa Cruises	Private Marine Passenger Transport
Water Quality	The state of the water is horrible, especially in the Yonge St. quay worst quality in the City. We need to do something about the cleanliness of the water	The Otter Guy	Private Marine Passenger Transport
Water Quality	People are impressed with the efforts the City have made for Blue Flag and monitoring water quality. Residents use the beach and swim this has increased but is a challenge because of the high-water levels	WFA and YQNA	Residents
Water Quality	Recognition that the progress on water quality has been remarkable compared to years ago and that the Beaches are now Flagged (Blue Flag program).	WFA and YQNA	Residents
Water Quality	The Marine Northeast corner gets flooded with sewage outputs. In the last 5 years there has been an increase in floatables, debris after rainfall they are being flushed right into Marina 4 and Portland Slip.	The Harbourfront Centre	Art Studio/Gallery
Water Quality	Contamination of water is extremely bad.	The Harbourfront Centre	Art Studio/Gallery
Water Quality	Very little discussion with the City regarding wastewater, would appreciate further conversations with them to find better ways of managing wastewater, especially during extreme weather events. Need to find a way to clean the water before it gets to the harbour.	The Harbourfront Centre	Art Studio/Gallery
Water Quality	We push our sewage into the city systems, north. We have issues when there are major storm events. The issue has got worse over the years, likely due to the increased development in the area.	The Harbourfront Centre	Art Studio/Gallery
Water Quality	First address the sugar water issue.	Public Intercepts	Public
Water Quality	Make enhanced water quality a haymaker. Stop dumping sewage into the lake. Fund it.	Public Intercepts	Public
Water Quality	lots of trash in the water, no real area that feels like the recreational space for boaters--very spotty throughout	Public Intercepts	Public
Water Quality	Garbage in water especially after heavy rain can also be very nasty.	Public Intercepts	Public

Theme	Comment	Stakeholder	Stakeholder Group
Water Quality	Also sugar factory is polluting the water like crazy due to sugar spillage.	Public Intercepts	Public
Water Quality	After a big rainstorm the nasty stuff that is then flushed into the inner harbour is just gross – have seen everything from condoms, tampon applicators, sanitary napkins, dead rats, etc.	Public Intercepts	Public
Water Quality	Disgustingly dirty, I now avoid it entirely.	Public Intercepts	Public
Water Quality	Improve water quality. The water in east harbour is sugar water due to spillage of sugar factory. Shouldn't they be fined for constantly polluting the water with sugar?	Public Intercepts	Public
Water Quality	Clean up the water quality – all the garbage that floats down there is nasty. Have some kind of limit the amount of water taxis that race through there continuously on the busy nice days.	Public Intercepts	Public
Water Quality	Water testing and cleaning up the harbour.	Public Intercepts	Public
Water Quality	Clean water is important – the clubs users end up swimming a lot (capsized) and the water isn't terrific;	OHSF	Sailing/Paddling/Rowing
Water's Edge Infrastructure Improvements	The dock wall has been damaged over time and is sinking and has visible deterioration. Is becoming a safety hazard for sailors. Also limits protection from waves onto our property. Major southwesterly waves cause significant wear and tear on the wall.	National Yacht Club	Yacht Club/Marina
Water's Edge Infrastructure Improvements	Seems like no one wants to repair the damaged dock wall because there is disagreement on who owns it and should pay for damages. In the past when a wall had collapsed, we had to pay a portion of reconstruction costs for a damaged dock wall, even though we do not own it - however we should not have to do it again.	National Yacht Club	Yacht Club/Marina
Water's Edge Infrastructure Improvements	Infrastructure improvements to the dock walls and berms is crucial. Many are crumbling, falling apart, sinking.	National Yacht Club	Yacht Club/Marina
Water's Edge Infrastructure Improvements	Even rebuilding the dock wall would require extensive planning as its removal would expose our whole property. Another wall would need to be built ahead of time.	National Yacht Club	Yacht Club/Marina
Water's Edge Infrastructure Improvements	We can't build too many docks at the moment due to the unrestricted impact of the waves to the docks, it will damage the boats and docks if the wall isn't fixed	National Yacht Club	Yacht Club/Marina

Theme	Comment	Stakeholder	Stakeholder Group
Water's Edge Infrastructure Improvements	Electric issues are a larger issue. General state of infrastructure. One piece of a bigger picture where infrastructure hasn't been invested in over the years. The broader impact of improvements has not been done.	The Harbourfront Centre	Art Studio/Gallery
Water's Edge Infrastructure Improvements	50% of our revenue comes from our commercial activities. There is no consistent source of funding for deteriorating infrastructure, so the programming is allowing us to cover the costs. We are currently in conversations with the federal government on how to improve infrastructure in the waterfront.	The Harbourfront Centre	Art Studio/Gallery
Water's Edge Infrastructure Improvements	The Nautical Centre area has many sink holes through there, and they are slowly collapsing.	The Harbourfront Centre	Art Studio/Gallery
Water's Edge Infrastructure Improvements	Spadina Pier needs revitalization. (539 Spadina)	The Harbourfront Centre	Art Studio/Gallery
Water's Edge Infrastructure Improvements	We need bridges across the edge.	Public Intercepts	Public

F. ENGAGEMENT INDIGENOUS COMMUNITY

F.1 PRESENTATION TO THE ABORIGINAL AFFAIRS ADVISORY COMMITTEE, NOVEMBER 2019

Please visit this link to view the **Aboriginal Affairs Advisory Committee Meeting Minutes**:

<http://app.toronto.ca/tmmis/viewPublishedReport.do?function=getMinutesReport&meetingId=17848>

F.2 MEETING WITH THE MISSISSAUGAS OF THE CREDIT FIRST NATION (MCFN)

March 17, 2020, 1-2:30pm, conference call.

Attendees: Fawn Sault (MCFN), Hilary Harrison (MCFN), Rei Tasaka (WT), Mira Shenker (WT), Kaleigh Wisman (WT).

- **WT/City** agreed that MCFN would be consulted regarding the area's history before anything is published/implemented etc. **WT** agreed that they will need input on programming and signage in relation to the area's history as well.
 - **WT** will reach out to the Sustainable Economic Development member of the MCFN regarding future economic opportunities for First Nations groups when economic development opportunities evolve as part of this study. **MCFN** to provide contact.
 - **WT** to send Marine Use Inventory Map (from page 18 of presentation) to MCFN
 - **MCFN** to send any other comments or feedback they have on the Marine Use Strategy Update including any missing issues or content that we should be looking into.
-

F.3 SUMMARY OF CONSULTATIONS WITH LOCAL INDIGENOUS GROUPS

Meeting with York Metis Council, Jan 27th, 5:30-6:30pm, Ryerson University campus

Attendees: Shirley, Gabrielle and Maryanne Bloor (YMC), Rei and Kate (WT), Marina (City)

- Water quality testing – gas in lake from motorized boats
- More access to storage (kayak/canoe)
- Access to funding opportunities
- More access to the water/shoreline
- More kayak/canoe launches, also desire for bonfire space
- Better signage/wayfinding – how to use the space, where is it safe to swim or paddle, clarification on what space can be used by what activities, clarity around permits,
- Education about types of fish that are safe
- How can you get a kayak/canoe to the water's edge – transportation and accessibility
- Shared kayaking (like bike share)
- Suggested look at the MAPS (Museum Access Pass) program as an example
- Incorporate native traditions/history and education into signage/wayfinding (how to kayak, why canoe at certain times, significance, how to navigate, safety and comfortability)
- Incorporate native plants from all indigenous groups in the new PLFP planting strategy
- Offer free walking/education tours
- Would like to see indigenous art in the city and parks

Meeting with Toronto Inuit Council, Jan 9th, 9:10am, WT office

Attendees: Sarabeth Holdem, President, Toronto Inuit Association, Rei, Kate and Mira (WT), Marina (City)

- Ottawa – largest Inuit population outside of 'our land'
- More people coming to GTA – growing quickly
- Ottawa has lots of opportunities and programs
- Lots of misunderstandings btw groups and benefits and claims
- Indigenous services Canada – work with Indigenous Affairs – Selena
- Bryan (executive director) sits on TASK with the city – for larger indigenous population, not just First Nations – difference btw who has access to what, aka housing/medical
- 'Gathering Place'
- Program coordinator, Youth Life (suicide prevention), tundra squad – Inuit historically very active – encourage youth participation (TIA/TI)
- A lot of communities are dependent on water access, fishing, scallops, arctic char, Kayaks
- Knowledge is coming back (dog teams, fishing, traditional knowledge) – circle of respect – use the water and use it, but need to respect it,
- Education is key to help Reduce barriers with water intimidation – life jackets, boat access, hazards, lifeguards
- Urban Inuit kids don't have opportunity to sit with elders and learn
 - aka – when paddling, don't' toss trash, pick up trash, protect marine life and comes back to the respect and the balance of use and disrespect
- TIA – find access to money to distribute to the community and kids for access to water and water programming
- Seasonal education – for public as well – aka why is there trash in the water and why can we swim at some beaches and not at others

G. PUBLIC INFORMATION CENTRE #2 – SUMMARY REPORT

Waterfront Toronto Marine Use Strategy

Public Information Centre #2 – Summary Report

Introduction

Waterfront Toronto, in partnership with the City of Toronto and the Toronto and Region Conservation Authority prepared a draft updated Marine Use Strategy following an extensive process that included technical work, stakeholder consultations, and public consultation. The draft strategy creates alignment with new planning initiatives, ongoing and planned development projects, infrastructure investments and habitat restoration projects. The strategy also accommodates the growing user base and interest in water-based recreation and transportation. The draft strategy sets out to ensure that:

- The proper balance of marine uses is defined and maintained as waterfront revitalization progresses;
- Marine uses and users are accommodated in appropriate locations with adequate facilities in the context of Waterfront Revitalization;
- Implementation strategies are prioritized by order of urgency; and
- Implementation responsibilities are identified.

Public and stakeholder consultation is critical to ensuring that the update reflects the needs of our City. This report provides a summary of the themes that emerged at the second Public Information Centre (PIC) for Waterfront Toronto's Marine Use Strategy. The feedback summarized in this report will be used by Waterfront Toronto and the City of Toronto to refine the draft Marine Use Strategy.

PIC Purpose

An online PIC was hosted for members of the public regarding the draft Marine Use Strategy. The purpose of the meeting was to:

- Present the draft 2020 Draft Marine Use Strategy report;
- Present findings from feedback received from PIC #1;
- Provide a project update;
- Present the Marine Strategy Recommendations and Implementation Framework; and
- Communicate how to provide feedback on the 2020 Draft Marine Use Strategy report.

Meeting Format

The PIC was hosted virtually, and structured such that anyone could participate at a time most convenient to them. The supporting materials provided for the virtual PIC included a pre-recorded presentation, the draft Marine Use Strategy, and a summary guide. People were asked to review these materials and provide their feedback via an online questionnaire between October 26, 2020 to November 18, 2020. A total of 820 people responded to the questionnaire. An option to provide feedback via telephone was also provided.

What We Heard

The following is a summary of key themes that emerged from the feedback received from the 820 responses to the online questionnaire and from email submissions. These themes are organized by the three anchors of the Marine Use Strategy: Mooring, Management, and

Movement. This is not intended to act as a verbatim summary of all feedback received, but rather a high-level summary of participant input.

Mooring

The following section demonstrates the key points of participant feedback related to mooring.

Concerns were expressed about several future potential public marine transport nodes (notably points M6 to M11), including:

- Recreational uses at Cherry Beach and Ward's Island Beach being adversely affected.
- Mooring/public marine transport routes should not be expanded at the detriment of the safety and enjoyment of recreational uses (e.g. swimming, paddle boarding, parasailing, rowing, sailing, windsurfing, kite surfing, fishing, etc.).
- Adverse impacts upon the natural environment, wildlife (e.g. birds, aquatic life), and passive recreational uses at the Leslie Street Spit/Tommy Thompson Park.
- Not wanting a stop at the present location of the Water Rats Sailing Club.

It should be noted that while most comments noted the concerns mentioned above, some comments received were supportive of proposed plans for public marine transport in the outer harbour.

Suggestions were noted to:

- Create safe areas (i.e. 'no go' zones for motorized crafts) for non-motorized recreational uses.
- Phase in additional locations for mooring.
- Undertake further consultation before implementing any plans.
- Consider access points to launch canoes and kayaks and explore the implementation of "canoe racks" (similar to bike racks).
- Allow for temporary mooring, longer in duration than 10 minutes.
- Improve mooring opportunities in the outer harbour.

Additional concerns noted that:

- A cruise ship terminal would disrupt other uses, and perhaps to move it away from the city centre.
- A kayak share program would need to be administered differently than bike share due to additional safety considerations.

Movement

The following section demonstrates the key points of participant feedback related to movement.

Concerns were expressed about public marine transport in the outer harbour, including:

- Impacts of marine public transport routes on the natural environment (both habitat and wildlife) of Leslie Street Spit/Tommy Thompson Park.
- Impacts of motorized boats upon recreational uses (e.g. swimming, paddle boarding, parasailing, rowing, sailing, windsurfing, kite surfing, fishing, etc.)
- Impacts on passive recreational uses at Cherry Beach. Some suggested compromises to move M6 further east or west, or that M7 makes M6 redundant altogether.

- Impacts upon the Outer Harbour Sailing Federation, with members expressing concern of having public marine transport access at OHSF member clubs.

It should be noted that while most comments noted the concerns mentioned above, some comments received were supportive of proposed public marine transport routes.

Suggestions were noted to:

- Undertake additional consultation, specifically with recreational users.
- Provide further details for proposals, such as costs.
- Explore alternatives (where feasible) such as improving nearby trails and TTC routes.
- Provide for motorized boat-free times to enable recreational uses.

Management

The following section demonstrates the key points of participant feedback related to management.

Many points related to the public marine transport routes and nodes from the mooring section and movement section were reiterated in feedback related to management. Additional suggestions were noted to:

- Enforce speed limits and other safety issues in the harbour. Safety for all is important.
- Have a designated Harbourmaster that can plan, book, reserve, and manage the quayside areas for docking.
- Undertake further consultation prior to implementation of the recommendations.
- Plan to protect the shoreline/mitigate against wave action (invest in improving the seawall) and rising lake levels.
- Monitor for environmental impacts stemming from any implementation of plans.
- Continue to consult with First Nations in implementation of the recommendations.
- Include the TRCA as part of the implementation body.

Support was expressed for:

- The ownership map and ongoing updates to that.
- The idea of the Marine Coordination Committee modeled after the Aquatic Habitat Toronto Committee.

Additional Comments

The following section demonstrates the key points of participant feedback related to additional comments received.

Additional comments reiterated many of the previous points again (notably those from the mooring and movement sections). Additional suggestions were noted to:

- Listen to the input and feedback being provided.
- Continued the conversation and involve environmental and recreational perspectives as well.
- Consider for the provision of affordable access to the water for residents and visitors, including those with mobility and accessibility needs.

Appendix A – Optional Demographic Survey Responses

The following is a summary of the demographic responses from the questionnaire.

Postal Code

Participants were asked to input the first three digits of their postal code. The following is a summary list of the first three digits provided. Postal code locations in the Greater Toronto Area (GTA) are also shown in Figure 1, below:



Figure 1: Map showing postal code locations in the GTA, n= 631

Age Range

Participants were asked to indicate their age range. As shown in Figure 2, the largest number of respondents were between the ages of 55 – 64 (27%), 45 – 54 (25%) and 30 – 44 (23%). The least number of responses were given by those 85 and older (0.4%).

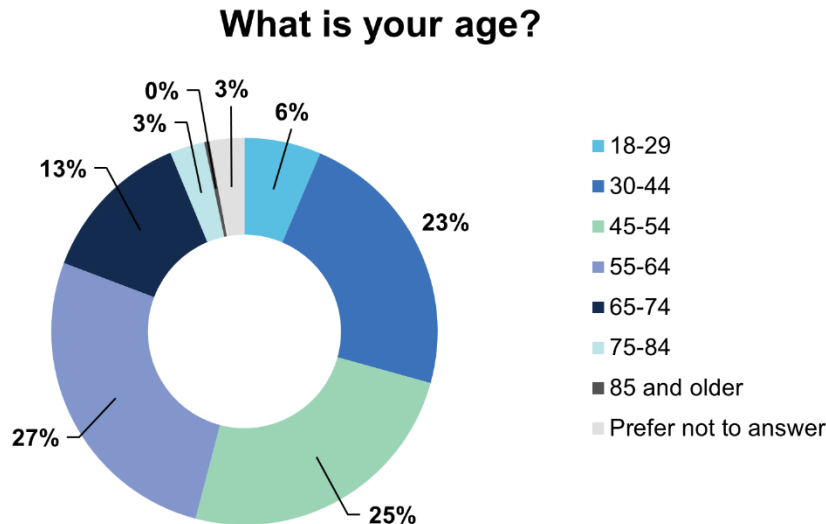


Figure 2: Graph showing participant responses for “What is your age?”, n= 686

Gender Identity

Participants were also asked to indicate their gender identity. As shown in Figure 3 below, the largest number of respondents identified as male (48%), followed by female (41%) and prefer not to specify (8%). The least number of responses were given by those who identified as transgender (0.15%).

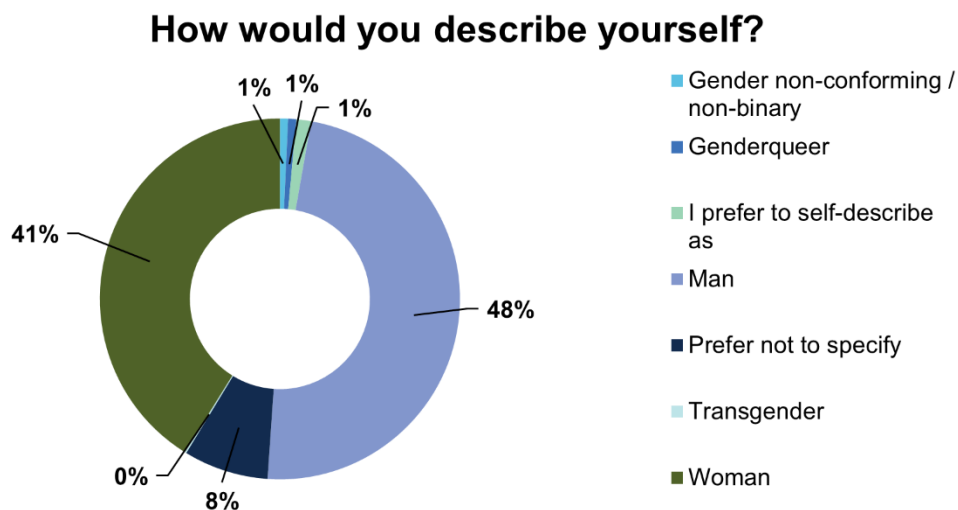


Figure 3: Graph showing participant responses for “How would you describe yourself?”, n= 683

Participants were also given the opportunity to indicate how they prefer to self-describe. The following is a list of provided responses:

- A person who lives in Toronto
- All Male
- An urban dweller who has enjoyed the Leslie Street Spit since the 1970s and who takes pride in its current status as a unique urban wilderness and who is actively engaged in keeping it that way.
- Concerned citizen against government waste on truly bad ideas
- It doesn't matter, I use the waterfront.

Household Income

Additionally, participants were asked to indicate their level of household income. As shown in Figure 4, the largest number of respondents indicated that they prefer not to answer (26%), followed by \$100,000 - \$149,000 (22%) and \$200,000 or more. The least number of responses came from individuals who earn a household income of under \$25,000.

What is your approximate total household income for 2020, before taxes and any deductions?

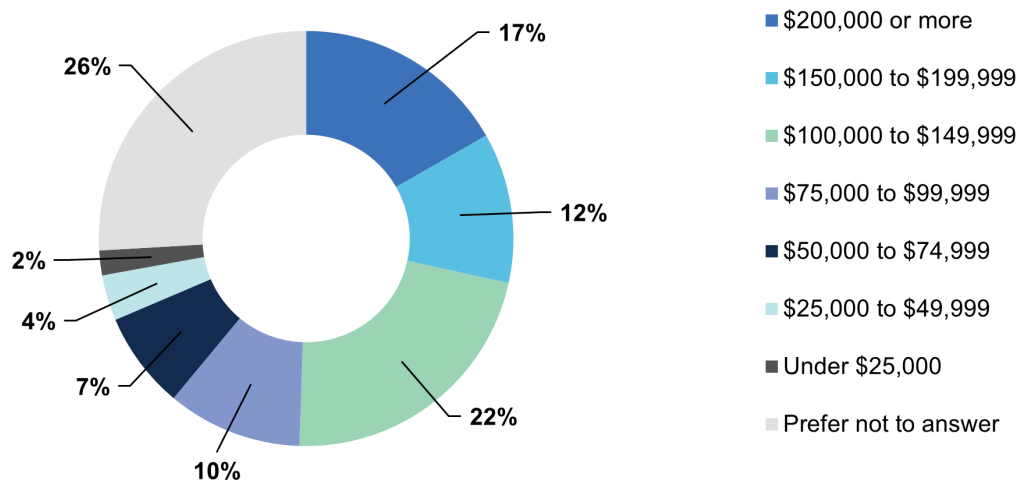


Figure 4: Graph showing participant responses for "What is your approximate total household income for 2020, before taxes and any deductions?", n= 675

Education Level

Participants were then asked to indicate their education level. As shown in Figure 5, the largest number of participants indicated their highest level of education completed was College/University (42%), followed by Masters/ Professional Degree (41%) and PhD (7%). The least number of responses were received from individuals who indicated “Other” as their response.

What is your highest level of education completed?

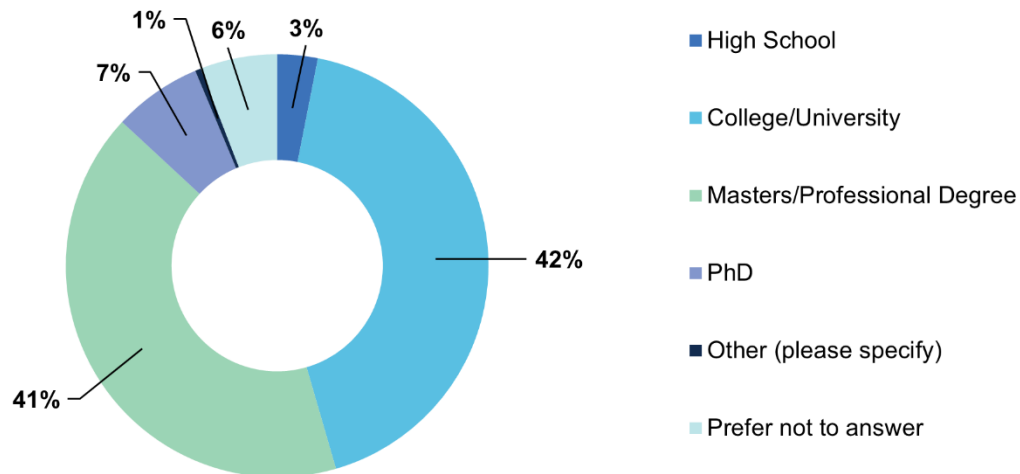


Figure 5: Graph showing participant responses for “What is your highest level of education completed?”, n= 679

Occupational Status

Participants were also asked to indicate their occupational status. As shown in Figure 6, below the majority of respondents indicated that they had full-time employment (61%), followed by Retired (17%) and Prefer not to answer (7%). The least number of responses were given by individuals who were Unemployed/seeking employment (1%) and Family Caregiver (1%).

What is your occupational status?

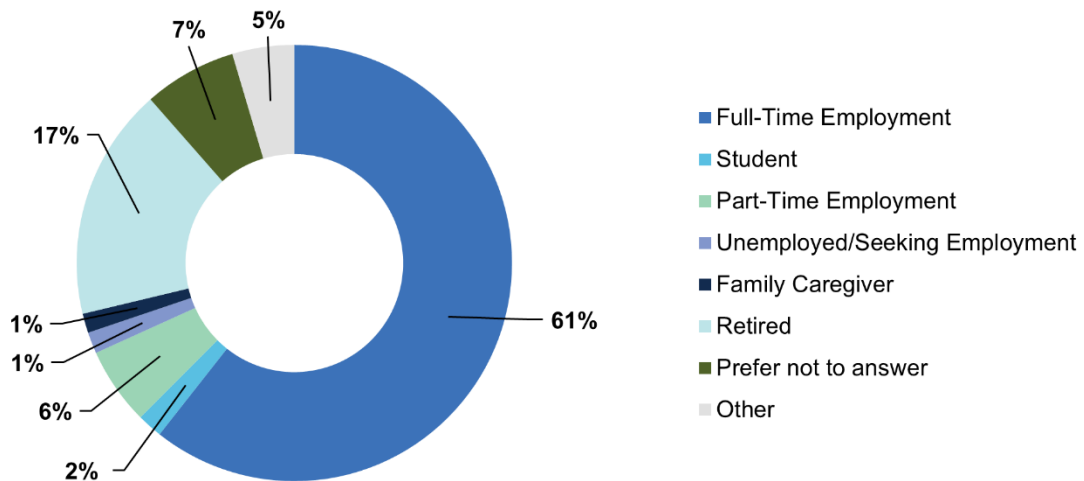


Figure 6: Graph showing participant responses for “What is your occupational status?”, n= 696

Participants were also given the opportunity to elaborate on their answer if they selected “Other”. The following is a list of provided responses:

- ARTIST
- Business owner
- Consultant
- Employed, on full disability
- Freelance
- Freelance contractor, impacted by COVID
- Full-time self-employed
- Investor and consultant
- Part-time self employed, mainly retired.
- Seasonal business owner
- Self employed
- Self employed
- Self in television
- Self-employed
- Self-employed
- Self-employed
- Self-employed entrepreneur
- Self-employed/Retired
- Semi Retired
- Semi-retired.

Racial Identity

Participants were asked to indicate their racial identity. As shown in Figure 7 below, the majority of respondents identified as white (64%), followed by Prefer to not respond (22%) and Chinese, Japanese, Korean, Filipino and Southeast Asian. The least number of respondents identified as Black (1%), Aboriginal (First Nations, Inuit and Métis) (1%), Arab, West Asian (1%), South Asian (1%) and Do not know (1%).

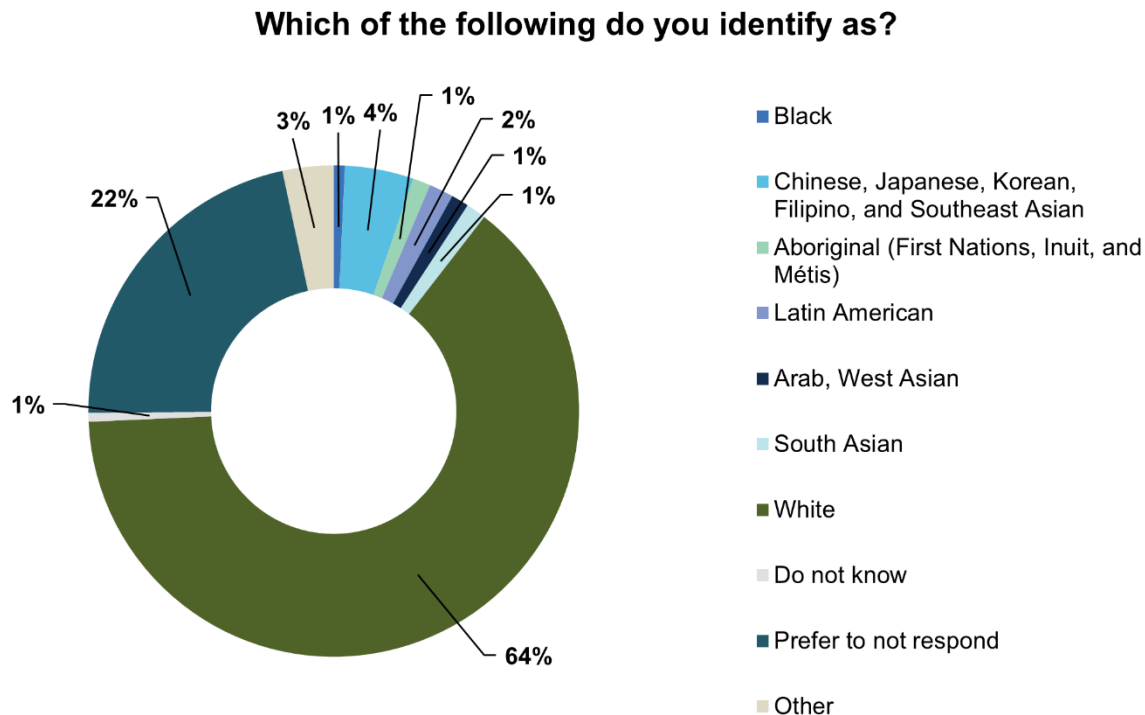


Figure 7: Graph showing participant responses for “Which of the following do you identify as?”, n= 662

Participants were also given the opportunity to elaborate on their answer if they selected “Other”. The following is a list of provided responses:

- A person who lives in Toronto
- Bi-racial
- Canadian
- Canadian
- Eastern European
- Eastern European Jewish
- Filipino
- Half White, half Chinese
- Human Being
- Irish-American
- Jewish
- Mixed
- Mixed (Black and white)

- Mixed Euro heritage
- Mixed race
- West Indian
- White and Latino

Disability

Participants were then asked to indicate whether they had a disability. As shown in Figure 8, the majority of respondents indicated “no” (81%), followed by “Prefer to not respond” (12%) and “yes” (7%).

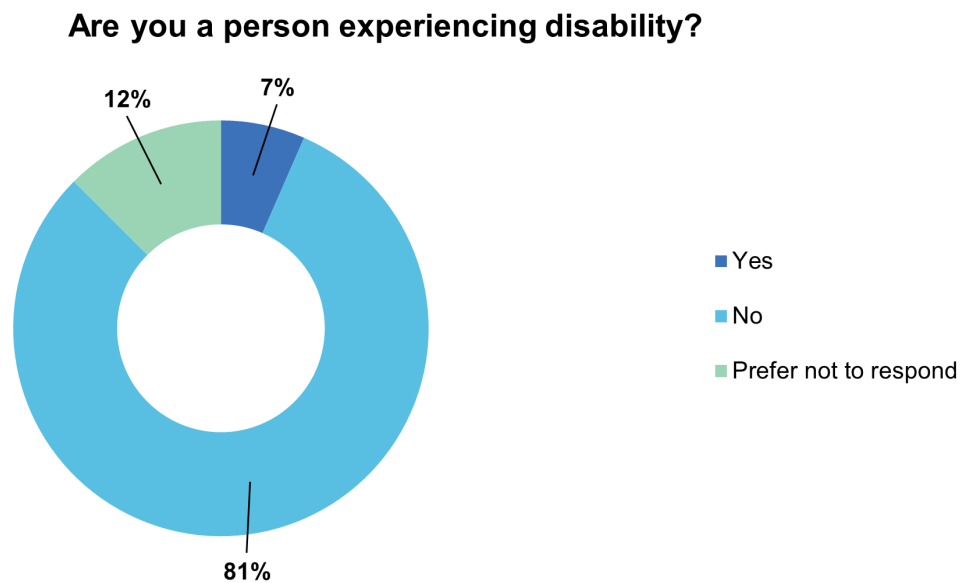


Figure 8: Graph showing participant responses for “Are you a person experiencing disability?”, n= 671

Mobility Issues

Additionally, participants were asked to indicate whether they had mobility issues when navigating the city. As shown in Figure 9, the majority of respondents indicated “no” (82%), followed by “Prefer not to respond” (10%) and “yes” (8%).

Do you sometimes experience mobility issues when navigating the city (such as travelling with a mobility device, stroller, or other device)?

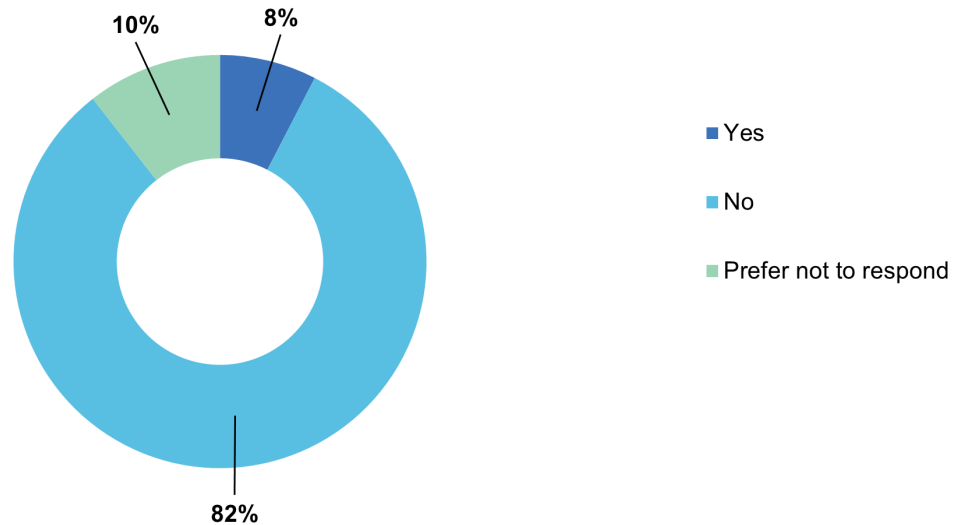


Figure 9: Graph showing participant responses for “Do you sometimes experience mobility issues when navigating the city (such as travelling with a mobility device, stroller, or other device)?”, n=672

Home Rental or Ownership Status

Lastly, participants were asked to indicate whether they were a renter or a home owner. As shown in Figure 10 below, the majority of respondent indicated that the were a homeowner (80%) and 20% of participants indicated they were a renter.

Are you a homeowner or a renter?

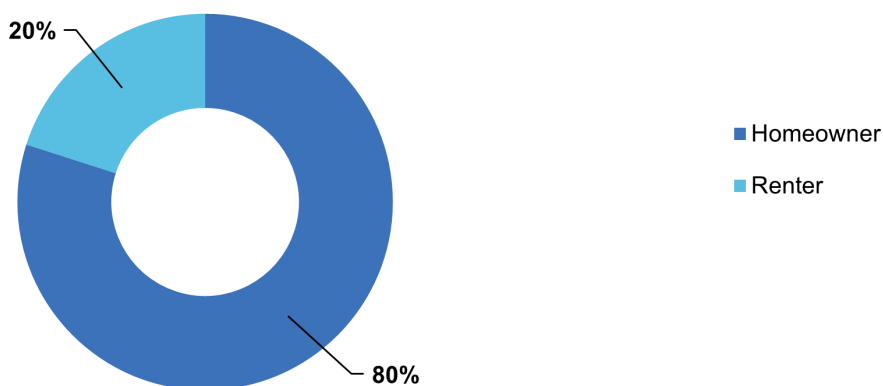


Figure 10: Graph showing participant responses for “Are you a homeowner or a renter?”, n= 663

The first part of the paper discusses the importance of understanding the cultural context of the research. It highlights the need for researchers to be sensitive to the values and beliefs of the communities they are studying. This is particularly important in the field of education, where cultural differences can significantly impact learning outcomes. The paper then moves on to discuss the challenges of conducting research in culturally diverse settings. It notes that researchers often face difficulties in establishing rapport with participants and in interpreting their responses. To address these challenges, the paper suggests several strategies, including the use of local informants and the development of culturally appropriate research instruments. The final part of the paper discusses the importance of ethical considerations in cross-cultural research. It emphasizes the need for researchers to obtain informed consent from participants and to ensure that their research does not cause harm to the communities they are studying.