

Waterfront Toronto Marine Strategy Update

Public Information Centre Meeting #1 – Summary Report

Monday February 3, 2020 | 6:30 – 8:30pm
Harbourfront Centre (235 Queens Quay), Toronto, ON

1. Introduction

Waterfront Toronto, in partnership with the City of Toronto and the Toronto and Region Conservation Authority is looking to update the Marine Use Strategy. The update will create alignment with new planning initiatives, ongoing and planned development projects, infrastructure investments and habitat restoration projects. The updated strategy will also accommodate the growing user base and interest in water-based recreation and transportation. The Update will work 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 document provides a summary of the themes that emerged at the first Public Information Centre meeting for Waterfront Toronto's Marine Strategy Update. The feedback summarized in this report will be used to inform the development of the draft Update.

2. Meeting Purpose

Members of the public were invited to attend and participate in an open house regarding the Marine Strategy Update. The purpose of the meeting was to:

- Introduce the public to the Marine Strategy Update;
- Present findings from the analysis and assessment of current waterfront uses;
- Present identified future opportunities for the waterfront; and
- Seek feedback on the identified future opportunities for the waterfront.

3. Meeting Format & Presentation

The meeting began with an open house where participants were invited to view and provide feedback on the project boards. Jim Faught (LURA Consulting) began the formal presentations with a traditional land acknowledgement and review of the evening's agenda. Rei Tasaka (Waterfront Toronto), Bryan Bowen (Waterfront Secretariat), and Martijn van der Berk (WSP) delivered presentations contextualizing the development of the Marine Strategy Update and introduced the opportunities being developed for the study area. Following these presentations, Jim Faught facilitated a question and answer period to provide an opportunity for any questions of clarification to be heard before returning to the open house. During the open house, project team members were on-hand to answer additional questions and gather participant feedback.

The full meeting agenda can be found in **Appendix A**.

The meeting presentation can be found on the project website at the following link:
<https://waterfrontoronto.ca/nbe/portal/waterfront/bannerlinks/calendar/public+information+centre+marine+use+strategy+-+february+3%2C+2020>

77 people signed in as meeting attendees with attendance estimated to be approximately 85 participants. Two feedback forms were submitted by participants at the meeting with an additional 14 feedback submissions received by email or through the online questionnaire following the meeting.



4. Questions of Clarification

Following the presentation, participants were invited to ask questions of clarification of the project team. The following section provides an overview of the discussion. Questions are marked by a 'Q,' comments are noted with a 'C,' and answers and responses are marked with an 'A.'

- Q.** Why does this project only focus on the eastern end of the inner harbour?
- A.** The Marine Strategy Update emphasizes mooring opportunities along the waterfront east of Yonge Street however it examines management and movement equally across the rest of the study area in the inner and outer harbour. Currently, very little is known about the waterfront east of Yonge Street, and this area has been identified as having the greatest potential for future development that can contribute to the implementation of the Marine Strategy's recommendations.
- Q.** How do you know that the best location for a cruise ship is at Yonge Street if other areas along the waterfront (such as Bathurst Quay) have not been considered?
- A.** The cruise ship terminal is a big idea that will require continued study of both land-based infrastructure and the inner harbour's capacity to accommodate this use before proceeding with a recommendation. Much of the waterfront west of Yonge Street has already undergone significant redevelopment, leaving the waterfront east of Yonge Street as an opportunity area for exploring how this use might fit into this area as it redevelops.
- Q.** How is the liveability of the waterfront being considered in this project's decision-making process? Party boats and their associated noise are a concern in the evening and late at night. How do these boats and uses fit into the strategy update? How is noise enforced by the City on the waterfront?
- A.** The project team welcomes feedback on the impact of waterfront uses on the residents that live there to determine whether their current location is appropriate.

- Q.** How widely (geographically) is the project team consulting with communities along the waterfront?
- A.** The project team has conducted broad outreach to residents' associations, business associations, recreational organization, environmental groups, and other waterfront stakeholders as part of the Stakeholder Advisory Group that contributes to the refinement of the Marine Strategy Update. The project team will also be consulting with First Nations groups including the Mississaugas of the Credit First Nation throughout this project.
- Q.** How is boat ownership and both permanent and temporary docking being considered along the waterfront?
- A.** Shortages of mooring options has been a recurring point that has emerged in stakeholder consultations. Some additional mooring options are proposed, however it will take time to determine whether these new spots will sufficiently address demand and how best to enforce mooring time.
- Q.** How is access to the waterfront by land being considered? What efforts are being undertaken to address concerns regarding traffic congestion and parking?
- A.** An entire chapter of the Marine Strategy Update will be devoted to the discussion of movement opportunities. Specifically, the currently unfunded Waterfront LRT represents a critical piece of infrastructure identified by City Planning to support access by existing users and future residents by providing options that reduce vehicle reliance. Additional efforts through the City's Downtown Secondary Plan (TOcore) have identified "Great Streets" for improving north-south connections by adding bike lanes, widening sidewalks, and beautifying streets with new furniture and trees to make connections to the waterfront more enjoyable. An example of this that has already been implemented are the separated bike lanes on Lower Simcoe Street that pass under the rail tracks and the Gardiner Expressway.
- Q.** What implications might Sidewalk Labs' Quayside proposal have on this study?
- A.** Waterfront Toronto and the City of Toronto are currently undertaking separate processes for evaluating the Quayside proposal with consideration for how the project might impact the waterfront. The next consultation on the Quayside proposal by Waterfront Toronto is late February 2020.
- Q.** What is the plan for ongoing maintenance and clean-up of the waterfront?
- A.** Information on City-led clean-up efforts around Bathurst Quay is available. The intent of these clean-up efforts is to continue eastward. Maintenance is also embodied in an update to the Toronto Island Master Plan that will speak to the Marine Strategy given their geographic overlap.
- Q.** What is being done to make people more aware of the waterfront and facilitate people's access to it by land and by water?
- A.** Awareness of waterfront amenities remains an ongoing issue Waterfront Toronto and the City's Waterfront Secretariat are aware of and working with multiple waterfront organizations to market the waterfront as a destination in the City. Getting people down to the waterfront is not without its challenges, namely the physical and psychological barrier posed by the Gardiner Expressway and the train tracks. However, prioritizing

several “Great Streets” identified in TOcore will hopefully help to mitigate the impact of these barriers by improving the experience of accessing the waterfront.

5. What We Heard

The following is a summary of key themes that emerged from participants feedback recorded on the information display panels, captured through written notes by project team members and received through feedback forms completed in person, through the online questionnaire, or submitted by email. These themes are organized by the three anchors of the Marine Strategy Update: Mooring, Management, and Movement. The section is not intended to act as a verbatim summary of all feedback received, but rather a high-level summary of participant input. A detailed list of all feedback can be found in **Appendix B**.

Mooring

The following points represent the key messages that emerged from participant feedback related to mooring.

Floating Boardwalk and Finger Piers

- Some proposed mooring opportunities for the waterfront were well received. In particular, the idea of a floating boardwalk around the Redpath site was seen as a positive solution. Participants also appreciated the addition of small finger piers in various segments of the waterfront.
- Conversely, some participants expressed concerns related to a floating boardwalk due to its potential interference with vessel navigation and general management.
- One participant mentioned that past proposals to build new finger piers have not been fulfilled. An implementation plan is needed to see this come to fruition.

Cruise Ship Terminal

- It was noted that the suggested construction of a cruise ship terminal will need further public consultation. The concern is that the inner harbour may struggle to accommodate the additional traffic associated with the ships as well as the servicing required to support the industry (e.g., supplies, taxis, etc.).
- The location of a potential new cruise terminal should also consider noise related to adjacent residential buildings.
- One participant suggested moving a cruise terminal to the western portion of the inner harbour to be located near the airport.

Personal Watercraft Mooring (Temporary and Long-Term)

- Several participants mentioned the need for more space dedicated to both short-term and long-term mooring.
 - The amount of available space for long-term mooring within walking or cycling distance of downtown is limited along the waterfront. In some cases, there is a multi-year waitlist to gain mooring access along the waterfront.
 - Temporary mooring space is needed. Currently there is no place to temporarily moor a personal watercraft along the waterfront. Space is needed for both short-term mooring (a few hours) and for overnight mooring.
 - Space is needed to accommodate pick-up and drop-off activities for personal watercraft along the central waterfront. There is currently no opportunity to do so.
 - Yacht clubs such as the Queen City Yacht Club and the Royal Canadian Yacht Club need to continue to be accommodated where they presently exist.

- The Leslie Street Spit could be utilized to accommodate mooring.
- It was suggested that the project team consider modular docking to prepare for changes in the economy that might reduce the demand for personal watercraft mooring.
- One participant noted that consideration should be given to live-aboard watercraft and how this type of use is being accounted for.

Recreational Access

- Feedback was received related to the need for greater storage opportunities and access (launch) opportunities for recreational users such as canoers, kayakers and stand-up paddleboarders along the waterfront.
- Vehicle access close to launch sites is needed to support recreational activities.
- The proposal to build a kayak centre at the eastern portion of the study area was well received.

Management

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

Ownership and Responsibility

- The need to simplify dock wall ownership and the determination of responsibilities for maintenance and other management considerations was the top piece of feedback related to the management anchor. Participants were happy to see the complicated nature of dock wall ownership highlighted as an issue and that it is top of mind for Waterfront Toronto.
 - Suggestions included the creation of an intergovernmental body to oversee dock wall management or that the City consider buying out provincial and federal ownership to ease conditions.

Environmental Considerations

- Participants cited an interest in seeing environmental considerations such as water quality, run-off management and air quality added to the scope of management.
- Feedback was received related to high-water level events and efforts needed to mitigate damage to various waterfront properties.

Noise Management

- Some participants said that party boats are becoming an increasing nuisance on the waterfront, particularly for waterfront residents. It was suggested that the Marine Strategy incorporate considerations for noise management such as enforcement against operators who violate the City's noise by-laws.

Recreational Uses

- Recreational uses such as kayaking, canoeing and paddleboarding should continue to be considered within management decisions.
- Waterfront Toronto should consider signage opportunities at boat launches, similar to those posted at beaches, that explain rules and safety guidelines.

Safety

- Increased safety measures are needed to prevent accidents and provide the appropriate emergency equipment for when accidents do occur.

Movement

The following feedback is representative of the key themes that emerged from participant feedback related to movement.

Recreational Uses

- Increased congestion in the inner harbour has made it increasingly difficult for recreational users to access the waterfront. Balancing the multiple uses of the waterfront means that recreational uses such as kayaking, canoeing and paddleboarding should be supported and maintained.

Transportation

- Additional water-based transportation services are needed such as ferries, seabuses and taxis. One participant expressed the desire to see an express ferry from Humber Bay Shores to the central waterfront.
- Water taxi operations may not be desirable beyond the Western and Eastern Gaps due to unfavourable water conditions, especially during rough weather.

Cruise Ship Terminal

- Participants expressed concern related to the potential movement of the cruise ship terminal into the inner harbour. The concern is specifically related to increased traffic and congestion within the inner harbour. It was suggested that many world class waterfront cities have moved away from centralizing their cruise terminals in favour of other uses.

Movement Management

- One participant suggested that movements for personal watercraft such as speed boats, sail boats, small yachts and other craft should be regulated more to deal with congestion and increased traffic in the inner harbour. It was suggested that a similar approach should be taken to provide guided routes similar to the way ferries and water taxis are managed.

Additional Advice

Participants were asked to provide additional advice to the project team outside of the three anchors of mooring, management and movement. The following summarizes the key themes that emerged related to additional advice.

Environmental Considerations

- A few participants indicated a desire to see more thought given to the environment especially in relation to the forecast of increased marine uses. Considerations include support for wildlife and fish habitat, water quality and air quality.

Indigenous Involvement

- Some participants said that Indigenous peoples should have greater inclusion in the development of the marine strategy in recognition of their status as keepers of the water. Waterfront Toronto could work towards incorporating reconciliation into its practices.

Waterfront Amenities

- There is a need to continue to animate the waterfront through the introduction of more restaurants, cafes, park space and entertainment venues.
- Several participants said that facilities for changing are needed at several locations along the waterfront.
- One participant noted that certain uses could be relocated to accommodate providing more land for the public. This includes the police and fire marine units that are currently located on prime waterfront real estate.
- A few participants expressed interest in seeing an enclosed swimming area added to the inner harbour.

Access

- A few participants noted that greater efforts need to be made to improve access to the waterfront, particularly through public transit. The East Waterfront LRT was noted as one transit project that should take priority.

6. Next Steps

Feedback from this meeting will be used to inform the refinement of the future opportunities presented at this meeting. As these opportunities are refined, a Stakeholder Advisory Group and Technical Working Group will contribute additional feedback for the project team to consider prior to the next Public Information Centre planned for Spring 2020.

To stay involved in the project and sign-up for updates visit the project website at <https://waterfrontoronto.ca/nbe/portal/waterfront/Home/waterfronthome/projects/marine+use+strategy>.

Appendix A – Meeting Agenda

Marine Use Strategy Update

Public Information Centre (PIC) 1 Agenda
 Harbourfront Centre – Brigantine Room
 February 3, 2020
 6:00pm – 8:30pm

Project Purpose

Waterfront Toronto, in partnership with the City of Toronto and the Toronto and Region Conservation Authority is looking to update the Marine Use Strategy. The update will create alignment with new planning initiatives, ongoing and planned development projects, infrastructure investments and habitat restoration projects. The updated strategy will also accommodate the growing user base and interest in water-based recreation and transportation. The Update will work 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 ensuring that the update reflects the needs of our City. Thank you for attending today’s session and providing us with your insights and feedback.

Meeting Purpose

- Introduce the Marine Strategy Update;
- Present findings from the analysis and assessment of current waterfront uses;
- Present identified future opportunities for the waterfront; and
- Seek feedback on the identified future opportunities for the waterfront.

Agenda

6:00 pm	Registration and Open House	<ul style="list-style-type: none"> • Review information panels • Speak with the project team
6:30 pm	Presentation	<ul style="list-style-type: none"> • Listen to a presentation about the Marine Use Strategy Update
7:15 pm	Questions of Clarification	<ul style="list-style-type: none"> • Ask a question about points of clarity
7:35 pm	Open House	<ul style="list-style-type: none"> • Review information panels • Speak with the project team • Complete your feedback form
8:30 pm	Adjourn	<ul style="list-style-type: none"> • Submit completed feedback forms

Appendix B: Participant Feedback

Appendix B provides a record of all participant feedback received at the first Public Information Centre. This includes feedback received through completed hand-written feedback forms, sticky notes placed directly on the information display boards, as well as submissions received through the online feedback form. The feedback captured in this section is verbatim. All responses have been categorized based on the three project anchors of Mooring, Movement and Management and subcategorized by the questions posed to participants.

Introduction Question

1. *What questions do you have coming into today's session? Tell us what's on your mind.*
 - Everything is geared for the younger dynamic generations. Are there any thoughts for the seniors living in this area? Especially for accessibility.

Mooring

1. *Keeping in mind the objective to balance multiple priorities for Toronto's waterfront, what elements of the proposed mooring opportunities do you like?*
 - I'm not keen on the location of the east Bayfront mooring.
 - I like the idea that you are thinking about this and trying to plan for future growth.
 - I'm wondering if additional revenue for overnight boaters can be found via designated mooring buoys similar to the ones used in the 1000 Islands. Also, designated and highly marked/painted "Kiss & Ride" passenger pickup/drop-off area strictly for pleasure boats. Easy way to minimize stays is to have zero places to tie a line. This means that boaters would actually need enough crew to hold fast to the temporary area before shoving off again. Joking about that one just a little bit. A little.
 - Large boats/mooring for ships and cruises, could be close to airport (same idea). Beware of noise.
 - Storage Opportunities for kayaks, ships, etc.
 - Additional places to launch from.
 - Provide a high-speed ferry from Humber Bay Shores to York/Bay/Yonge slip.
 - Really concerned about cruise ships mooring in Bay slip – needs extensive discussion!
 - Like the option 2 for segment 4. Make the finger piers even longer!
 - Love option for segment 2. Make pier even longer and create more attractions on piers.
 - Love the floating boardwalk around Redpath! Provide some short-term mooring for pleasure craft along the dock - small fingers.
 - Love the proposed Yonge St. pier and cruise ship terminal! DON'T fill any of Yonge St slip - will make waterfront further away
 - I love the idea of extra small docks for smaller boats. I really like the idea of the floating bridge around the Red path. I just visited Curacao (one of the ABC islands) that had one and worked well it also moves to allow shipping.
 - Filling the area at the bottom of Parliament with docks is a good idea.
 - The possibility to have a kayak centre at the eastern end is a wonderful idea – would love to see a proper building with indoor storage for kayaks, canoes and paddle boards. Much like the canoe and kayak storage building at the Eastern end of the Beach. At the moment the only option in the Inner harbour are the outdoor racks at Harbourfront – an area that's getting busier every year.

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

- The first dock for mooring on east bayfront isn't a good position because when exiting Aquavista Building, the view will be obstructed by boats.
- Docking locations for the Toronto Island Marina and the Queen City Yacht Club tenders in the York Street slip are not indicated on any of your mooring drawings. These are functions critical to these institutions and need to be accommodated where they presently exist. The Royal Canadian Yacht Club is also very interested in adding a downtown tender dock to their service.
- There is a need for a location in the central waterfront for recreational boaters to pick up and drop off passengers. If you can find room for the gazillion water taxis now plying the harbour surely you can find room for that. Presently there is NO WHERE.
- I am concerned about further concentration of party boats and water taxis in the York St./Yonge St. slips. It's already a zoo especially with the Island ferries running out of there. Move them either to the east or west areas of the harbour or start using the Outer Harbour for more mooring.
- Mooring cruise ships at the foot of Yonge St. or anywhere in the central waterfront seems like a very bad idea. The land side area at these locations is already highly congested. Adding cruise ship passengers, taxis, tour buses, servicing, supplies, etc. for cruise ships would make it even worse and inefficient for the ships. On the water side the harbour is already very congested. Adding cruise ships, especially of the large size you are anticipating would make it impossible. Either keep them where they are or move them to the outer harbour. This applies to large navy ships as well. If the outer harbour needs dredging for that purpose low lying areas of the Island could certainly use the fill.
- Consider better utilizing the Leslie Street Spit for docking usage. It is a completely underutilized piece of real estate in the harbour that has much potential. You just need to break the strangle hold that the Friends of the Spit have on it. Get the Cormorant population under control as well. It's a stinking, unsightly disaster out there.
- Forget the floating walkway around Red Path. It will be a disaster.
- Be aware that people buy boats in a strong economy. Mooring should be flexible enough to accommodate another dramatic downturn. Perhaps modular dockage...?
- Recreational boating.
- Permanent mooring; not enough marinas in walking/cycling distance from downtown waterfront, 2+ year waiting list to get a boat slip for a 30-foot (or smaller) motor-yacht.
- Temporary mooring; no place to temporarily moor your pleasure-craft along the waterfront wall.
- Consider residential uses. Cruise ships are usually noisy.
- Consider stand up paddleboarders (SUPs)! Wording, representation, access points, storage
- Queen City Yacht Club and Toronto Island Marina docking at foot of York street not referenced
- What considerations has been given to winter usage and constraints. Re-ice movement, bubbler systems.
- Provide a public land area.
- Provide short-term mooring (<30 mins) for pleasure craft at 2+ locations.
- There should be access to washrooms and changerooms year-round.
- Longer finger piers. Longer main pier at Yonge, overall more piers

- Where is public access to docking city side – why are water taxis given special permits when ALL private boaters have no access to docking!
- Facilities for changing, gear staging, events, safety, etc.
- Provide lower docks too, for smaller pleasure craft – short term mooring.
- I know that waterfront Toronto is striving to make the lake as accessible as possible to everyone, and it appears to me that the lowest hanging fruit is to simply do away with the no temporary dockage rule that seems to be everywhere along the water front. I grew up in Halifax and this is how it is there, it works well, it is not policed or abused. It actually enriches the experience of the waterfront for everyone to have boats of all types coming and going and keeping it lively.
- In the presentations it was apparent that care and thought had been given to various user groups, commercial and otherwise, and how they could be accommodated in these exciting future plans for the eastern waterfront development. There were water taxis, ferries, cruise ships, a marina for future pleasure-craft etc.. I'm wondering if you have given much thought specifically to live-aboards and the development of the community that currently exists (and dare I say thrives!) in Toronto today.

Management

1. *Keeping in mind the objective to balance multiple priorities for Toronto's waterfront, what elements of the proposed management opportunities do you like?*
 - See mooring responses.
 - Transparency across government ministries. Hey, a fella can dream, can't he?
 - Ownership and dock walls.
 - Idea of continuous boardwalk.
 - Resolving dock wall responsibilities critical.
2. *Do you have any other advice for the project team related to management?*
 - See mooring responses.
 - Too much of the waterfront land is owned by too many stakeholders creating complicated approvals.
 - Have the city buy out the provincial and federal properties and buy any private land that might be up for sale. Or, create a powerful multi-governmental panel representing municipal, provincial, federal governments to help expedite waterfront (land and water) use decisions.
 - Keep looking at best practices.
 - Prioritize clean water.
 - Consider more organize/natural shoreline. Design vs blocky piers.
 - What about the environmental impact (water and air quality) of increasing boat traffic?
 - Consider signage at boat launches, similar to beach signage, that explains rules, safety, and other important information.
 - Better waste runoff capturing and diverting methods such as dog waste.
 - Consult with all groups. There are not just kayak and canoes. SUP/Paddle boarding is increasingly popular and one of the fastest growing sports. People also surf and swim year-round, not just summer.
 - I've had a sailboat on the waterfront for 6 years. 3 years at Toronto Island Marina. 3 years at Marina Quay West;

- a. The Music Park is beautiful. There is a sense the waterfront is evolving into a beautiful area. Then you leave the music park and the area above the parking where the office is located is in total disrepair and slum like. The money it would take to clean this up is surely minimal. But it has remained an eye-sore for years.
- I do not know how we can manage the area with so many fingers in the pie. PortsToronto / Province / City / Federal / Municipal/ Private & waterfront Toronto. Who is in charge? I know the swing bridge on Cherry a few years ago took ages to fix as no one wanted to pay for it. The Management has to be simplified with real power with one organization. Your waterfront inventory is quite an eye opener on how many owners there are.
 - Party boats – These are an important marine use but they must operate in a responsible way. However, there seems to be no control regarding excessive noise which is very disturbing to the growing residential population. Who is responsible for this and how can it be effectively regulated and enforced? This issue may not be within the terms of reference of the marine study but maybe it can be used to bring prompt attention of others for resolution.
 - I am writing to provide feedback regarding the Marine Use Strategy Update. In order to balance the different priorities of the waterfront, it is important to take into account the impact that mooring decisions will have on current, and future, waterfront residents. As Councillors Cressy, Fletcher and others can attest, the tour boats have a very poor track record when it comes to noise; many of the boats currently moored at Parliament slip play loud amplified music until the early morning during the summer. The proposed plan to increase the number of tour boats, and locate them a couple of hundred of meters from the planned residential development on Villiers Island, seems problematic in this regard.
 - Apart from the safety concerns brought by increase boating, the Marine Strategy must consider and take into account the extreme noise made by Party Boats who don't even respect *the 'current' Noise & Curfew By-laws*. More boats = more excessive disturbances. *The new Marine Strategy should have in place mechanisms to enforce the 'current' Noise & Curfew By-laws, and should set steep fines for all current operators, before planning more of the same. The Marine Strategy should also include in their planning vigorous enforcement, and even withdrawal of offenders's license. Even when away from the shore, they blast their music to excessive levels. It can be heard on the Toronto Island, in the City, as well as in Etobicoke, (as a friend of mine confirmed).* Many boat operators ignore or neglect to consider how far the sound carries on an opened lake, and have NO neighbourly consideration NOR respect for the communities they operate in, all Spring, Summer and Fall long. They blatantly keep on breaking the Noise and the Curfew By-Laws, and as a result, residents are frequently shaken out of our sleep at 1 and 2 in the morning. There are no practical mechanisms to complaint either, since we cannot read the name of the offending boat in the dead of night. Without a name, we can't lodge a complaint. (Residents would have to get dressed in the middle of the night, run to the shore to identify the name of the offending boat, which would have sailed away by then.) This is not acceptable! Disturbing residents's sleep and their right to peaceful enjoyment of their home *IS NOT OK! The Marine Strategy must deal with these serious violations before bringing more operators.*

Movement

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

- See mooring responses.
- The kayak launch spots along Villiers/New Don are fabulous but almost anybody who launches a kayak has to carry it on their vehicle to the launch area. Designated parking for boat folk should have line of sight or short distances to the water because some of these boats might not look much different than a \$400 Costco plaything, but many of the sea kayaks you see circumnavigating the islands or going out in wicked weather cost well over \$5K. And weigh 60-70 lbs. And require gear as well. Bit of a trudge if parking isn't nearby, not to mention the possibility of losing your boat to theft while you park.
- Elements that the unified approach is to make different ownerships work together.
- More water routes for the public.

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

- See mooring responses.
- Much of the waterfront is geared towards either industry or tourism, not enough for actual residents. Some improvements have been made to improve walking and cycling paths, but not enough has been done for local residents in terms of cafes and bars along the waterfront
- Amsterdam brewery is the only decent place for residents to go to, they have a monopoly along the water because every other restaurant is a tourist trap (i.e.; no good for locals).
- Look at the entire harbourfront.
- The airport and the impact it has (on the land).
- How many of these top waterfront cities have an airport running through it and "closed" or forbidden water usage.
- Provide for year-round boat taxi service.
- Access for open water swimmers.
- High speed ferry to Humber Bay Shores.
- "Human powered crafts" vs Canoes and Kayaks.
- Please consider the environmental impact of increasing boat traffic in the inner harbour.
- Water taxi speeding must be tackled before a tragedy.
- Consider stand-up paddleboarders, access, storage, usage, safety.
- Need to think more than water routes, need to have a bus loop (summer) around Unwin. Cherry/Unwin/Leslie, access to water.
- I did not see much of a water use study except the lines on the Marine use plan. The traffic now is high and will only get worse. I think we need clear power boat path ways established. I.e. we sort of have some with the ferry's and the taxis usually take the same routes i.e. the taxis and tour boats tend to keep just outside the white buoys. We have a lot of sailors in the area some very young new. A lot more thought need to go into this.
- I do not agree with a cruise boat mooring near the bottom of Bay. The boat traffic is bad enough without them. I think the current terminal is fine just need to improve public transport down Cherry. Also, as the Portland's develop people will be able to walk to

stores and cafes etc. in the new area. Also, could we not have taxis and tour boats pick up cruise people right at the cruise dock?

- With your projection of increased numbers of power and sail boats, tour and charter boats, the possibility of a commuter ferry and especially a predicted increase in water taxis, really don't understand why cruise ships would have to come into the inner harbour on top of all that. Would seem to have a perfectly good terminal at the Eastern Gap that doesn't interfere with any other users of the harbour. Was in Norway last summer and my least favourite moment was being in a small town at the end of a fiord and waking up one morning with the complete view of the fiord taken up by a monster size cruise ship. Cities around the world are increasingly moving the cruise ships out of their inner harbours and limiting the influx of tourists – Venice, Barcelona, Amsterdam, Marseille, Dubrovnik, Zeebrugge, Hamburg, Palma and Málaga. I realize that the Toronto Inner harbour is not exactly the same situation – but there comes a time when enough is enough and perhaps ever increasing motorized boat traffic in the confined space of the inner harbour might not be the best idea.
- In more than a decade or so of kayaking I've experienced the inner harbour become more and more congested and the water conditions rougher and rougher with more and more boats, tenders and water taxis going up and down to the Islands. It's often like a washing machine in there – particularly noticed the change once the number of water taxis started to increase. There are some days and times that I now no longer go kayaking because it's just not a great experience anymore. My favourite time to go out is now early Sunday morning, before most people get to the water.

Additional Feedback

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

- Fundamental to have first nations meaningful involved in the activities present on the waterfront. Practice reconciliation, and then a land acknowledgement.
- Indigenous waterkeepers – were they invited/involved in this process/strategy?
- What about swimming can Toronto have a swimming pier some day?
- Actively and authentically work with diverse groups.
- The inner harbour is already very active during the late spring/summer/fall. I find it hard to imagine more taxis, ferry's and tourist boats crossing each other. I like the idea of the Seabus; however, I think the schedule should run only twice a day. My other concern is the wildlife and fish habitat. Cormorants and Arctic birds frequent the inner harbour (close to the promenade) fishing for food, how will they manage with all the boat crossings?
- See mooring responses.
- Enclosed recreational swimming near the Central Waterfront Area with beach which will be huge draw for locals and tourists. Many people have been asking for it for years. The small rectangular area near Harbour Square Park West and Sundial Folly seems very promising to be turned into an "infinity pool" with a large beach. Also, very close to the ferry terminal so the area is in demand.
- The cruise ship pier needs some very, very deep analysis. I've been in massive ports, small ports and lots in-between. I've observed traffic flow, re-provisioning, fueling, waste disposal and more. Viking is planning on using Toronto as an embarkation port, which adds exponentially more logistical support to the matrix. At "only" 30,150 gross tons Viking Expedition isn't a heavyweight like the ships mooring at Redpath but substantial

construction requirements could be brutally expensive with only minimal payback or benefit. The pier will be deserted from late October until early May. While cruise executives might lead you to believe that relocating from the existing cruise terminal (such as it is) would deliver multiple benefits, the reality is that such dockage is actually a rarity in the cruise world, river cruising being the notable exception. The majority of dockage takes place within industrial sectors. Local motor coach companies are engaged to provide seamless transportation both for bespoke tours and also closed loop shuttles from ship to city centre and back for the duration of the visit.

- Funds could be much better directed and utilized by working with the existing stellar property along the Eastern Channel to renovate the terminal and allow for sightseeing members of the public to check out the ships. Perhaps a roof garden with snacks and coffee etc. but more importantly the existing facilities allow tractor-trailers to easily access the ship for provisioning and waste disposal operations.
- Consider not only adding new facilities to the waterfront but also move existing facilities.
- Marina fire and police occupy prime real estate along the waterfront.
 - Move them to the outer edges somewhere, one place to consider is the deficient international port in the Eastern gap, convert that into the marina fire and/or police.
 - Repurpose existing marina police into a recreational marina.
 - Repurpose marina fire area to add cafes along the water so that residents can enjoy a drink during the day or night and observe the beautiful lakeview.
- Disappointed that it only is looking at a small portion of the harbour. The airport and island are huge components of the harbour, and the marina uses. Will the cruise ships and other piers for them to reduce the sailing area in the harbour?
- Day use swim area, something similar to Gord Downey pier in Kingston.
- Recreational Fishing is permitted from shore into the harbour at the dockwalls of public parks. If your plan is to allow docking of commercial vessels along those parks recreational fishing access will be reduced. There is a no net loss motion for recreational fishing and paddling sports that passed in City Council. Reducing access will be an issue.
- I did see a brief comment about water quality but no action plan. As you know during heavy rain raw sewage enters the harbor. This must be fixed I cannot believe with the number of new condos being built that each pay taxes that this problem cannot be fixed. We are spending millions to install a new gas line due to the demand for gas due to construction what about fixing the sewers! As you know we have hundreds of students each summer using the harbor and many fall in the water. Come on we are a modern city let's get this fixed. I not sure we want to make it a swimming area but let's make it safe for small boaters. I impressed that we have almost fixed all the Toronto beaches, now they are only closed on a very few days well done let's keep going. (Storm days.) All the results are available from Swimdrinkfish. I am sure you have these reports.
- Access to the water – Getting people to the water to be able to use it is another issue that others will have to work on but is critical to the objective of getting people to the water. By transit, people can get to the Spadina loop, the bottom of Queens Quay, Parliament Street in the Distillery District and King and Leslie. What about the idea of waterfront bus route with maybe a special design that goes along Queens Quay and links these stops and goes out Cherry Street and along Unwin Avenue. This can be an interim strategy until we get the Waterfront LRT.

- Bridges across water – The idea of a floating path around Redpath is interesting but can it be stable enough in the waves and will it be easy enough to move for the ship to enter and leave. It can also be a safety issue. Need for ladders and life rings. Stable piers is a much safer and useful idea to get people more out into the harbour. Look at uses along the Redpath frontage such as street market, music stages etc. for times of high traffic. A bridge across the Parliament slip will both eliminate the use by sailboats. It would also have to be high enough to accommodate a lot of boats comfortably going in and out. Walking around the slip would be an interesting so why need a bridge in any case?
- The new park area and channels around Villiers looks like it will be a wonderful new addition for paddling and generally enjoying the Toronto waterfront in a low-key manner, away from the ever increasing motorized business of the inner harbour.
- The discussion at the meeting focused on access from the north to Queens Quay. Until the Waterfront LRT is built, there is no easy access to the East Waterfront. In summer, there is a bus that goes along Cherry to Unwin. There needs to be better access from Bay and Queens Quay to Unwin. A new summer bus route should be considered that goes from Bay Street east on Queens Quay, connects to the streetcar loop on Parliament then goes south on Cherry to Unwin, then maybe to Leslie to the King streetcar.