

Marine Strategy Update and Implementation

November 22, 2019



Agenda

- Project Overview
- Existing Marine Uses
- Preliminary Findings
- Phase 2 Work
- Questions & Feedback

What is the Marine Use Strategy?

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

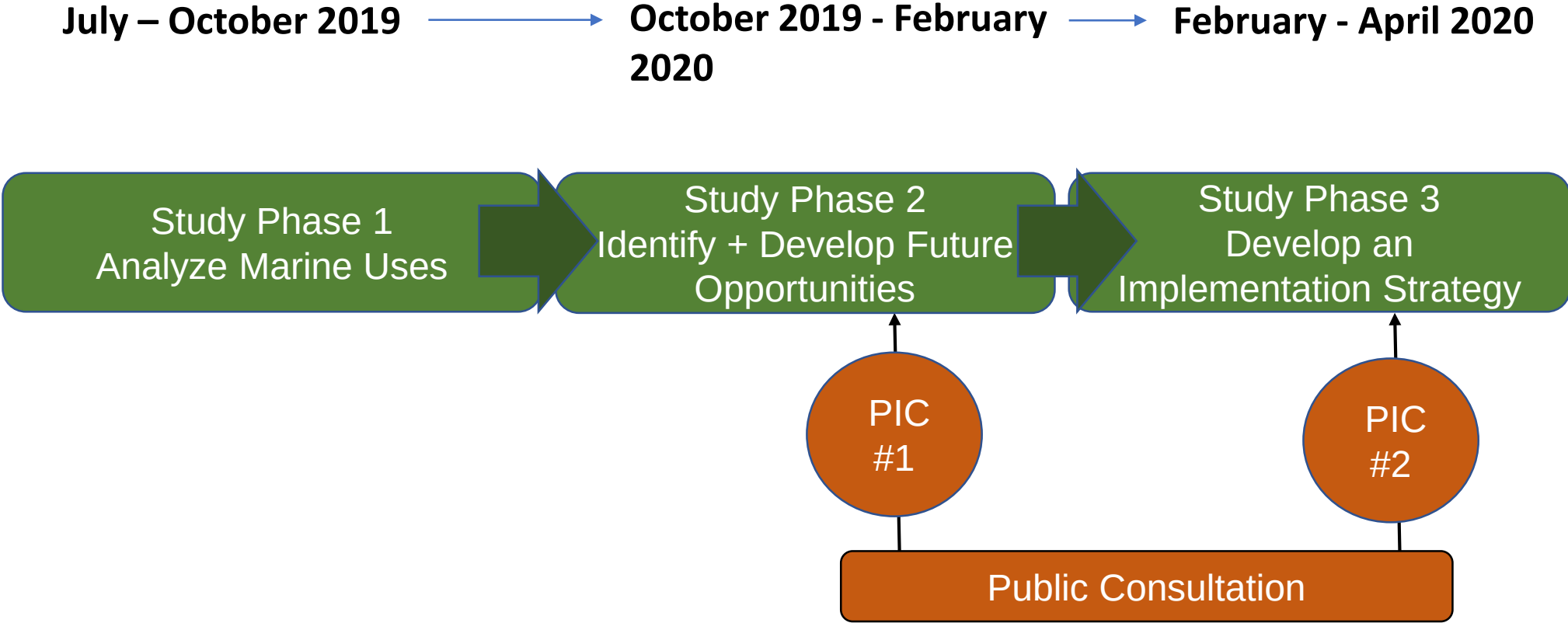
1. Recognize and expand an exceptional resource
2. Embrace integrated and sustainable planning on the waterfront
3. Promote an active, diverse and accessible waterfront
4. Plan marine districts through revitalization
5. Implement strategy through steady investment

Why are we updating the strategy?

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

Update the Marine Strategy (2006), ensuring that:

1. Marine uses and users are **accommodated in appropriate locations with adequate facilities** in the context of Waterfront Revitalization;
2. **Proper balance of marine uses** is defined and maintained as waterfront revitalization progresses (incl. **commercial shipping, tour boats, recreational water-related uses and water-based transportation**);
3. **Implementation Strategies** are prioritized by order of urgency;
4. **Implementation Responsibilities** are identified;
5. The Updated Strategy will be used by all parties (Waterfront Toronto, City of Toronto, Ports Toronto, Toronto Region and Conservation Authority) to:
 - a. **Guide conceptual and detailed design** of public and private investment in shoreline improvements;
 - b. **Identify partnerships** that will support successful implementations of key actions;
 - c. Provide a **resource for inter-related planning processes** within the study area, and;
 - d. Inform **long-term capital funding** requests.



Overview – Marine Strategy Update

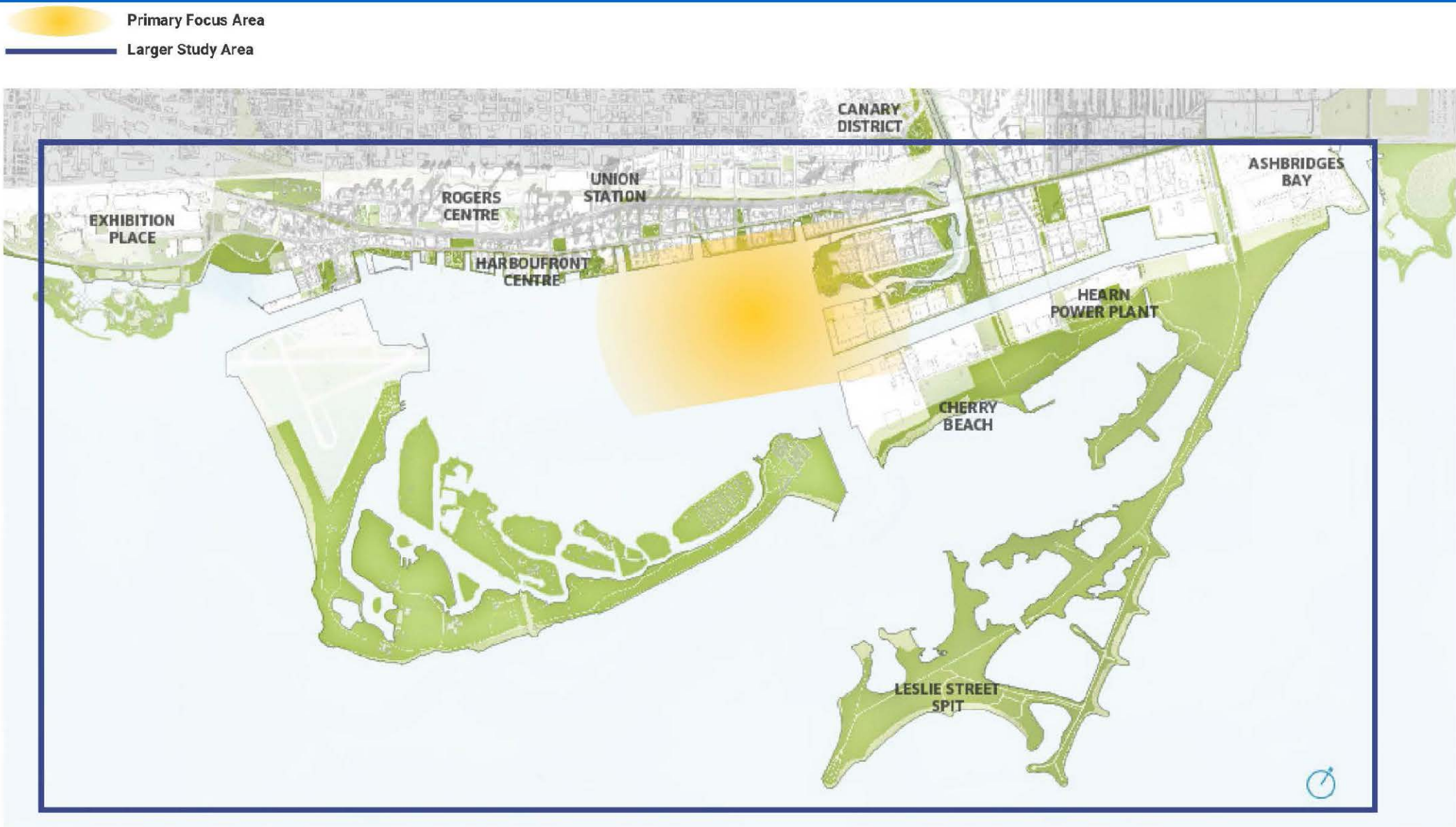
Project Overview & Deliverables

- **Phase 1:** Analysis and Assessment of Current Draft Marine Use and Gap Analysis
- **Phase 2:** Identify and Develop Future Opportunities
- **Phase 3:** Develop an Implementation Strategy

Project Schedule

- Public Meeting (PIC) #1 – late January 2020
- Public Meeting (PIC) #2 – March 2020

Project Overview - Scope Area



Existing Marine Uses

Implementation Ideas 2006 – Implemented & Ongoing

1. Foster innovative design solutions for water's edge treatments; different shoreline conditions, range of marine uses, and sense of place from being at the water's edge.
2. Promote a range of water's edge conditions that maximize public access and promote habitat creation without precluding marine uses.
3. Anticipate ongoing industrial shipping to Redpath's facilities at the foot of Jarvis Street.
4. 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 dockwall by charter boats and the Toronto Island Ferry Terminal
5. Explore opportunities for recreational fishing, including potential locations for the provision of facilities such as fishing piers.
6. 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.
7. Recognize the special role that non-profit boating organizations play in enhancing public access to marine activities on the waterfront.
8. Incorporate marine uses that complement, activate and mutually reinforce the land side uses of the East Bayfront precinct plan.

Recap of the 2006 Marine Use Strategy - Recommendations

Waterfront Toronto 11

Implementation Ideas 2006 – Implemented & Ongoing

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



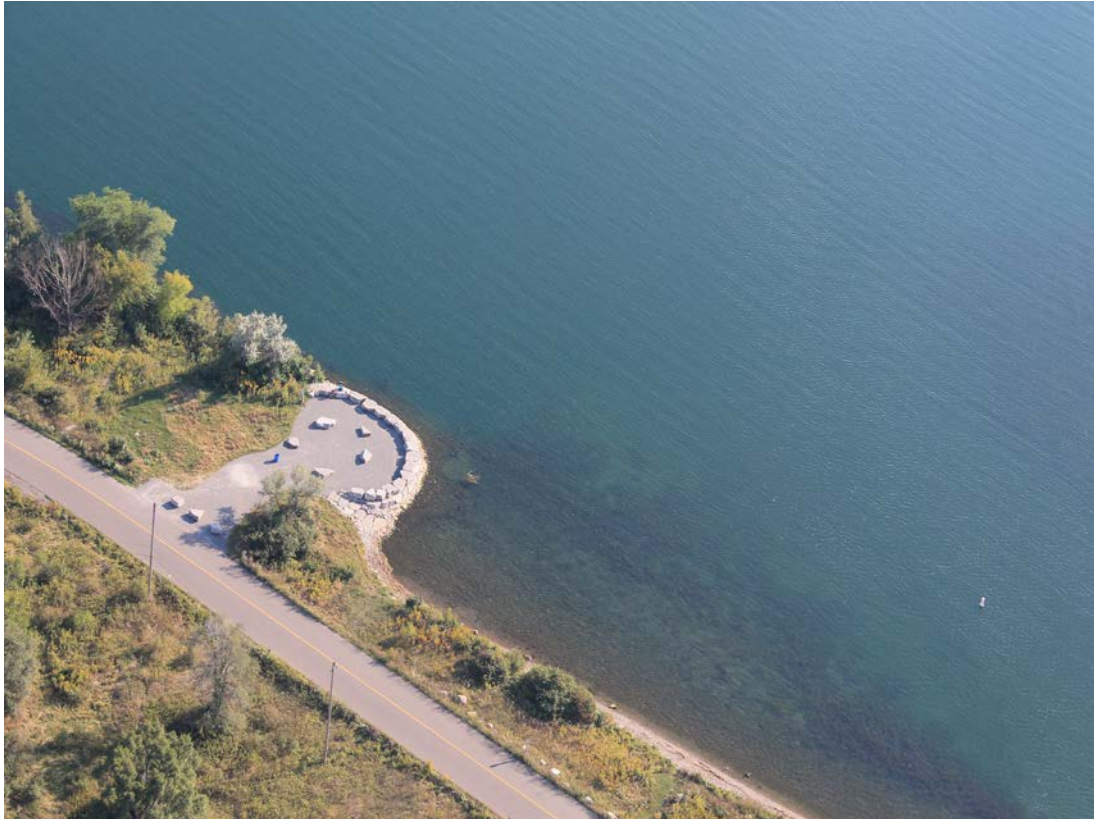
Port Lands 2024

Recap of the 2006 Marine Use Strategy - Recommendations

Waterfront Toronto 12

Implementation Ideas 2006 – Implemented & Ongoing

5. Explore opportunities for recreational fishing, including potential locations for the provision of facilities such as fishing piers

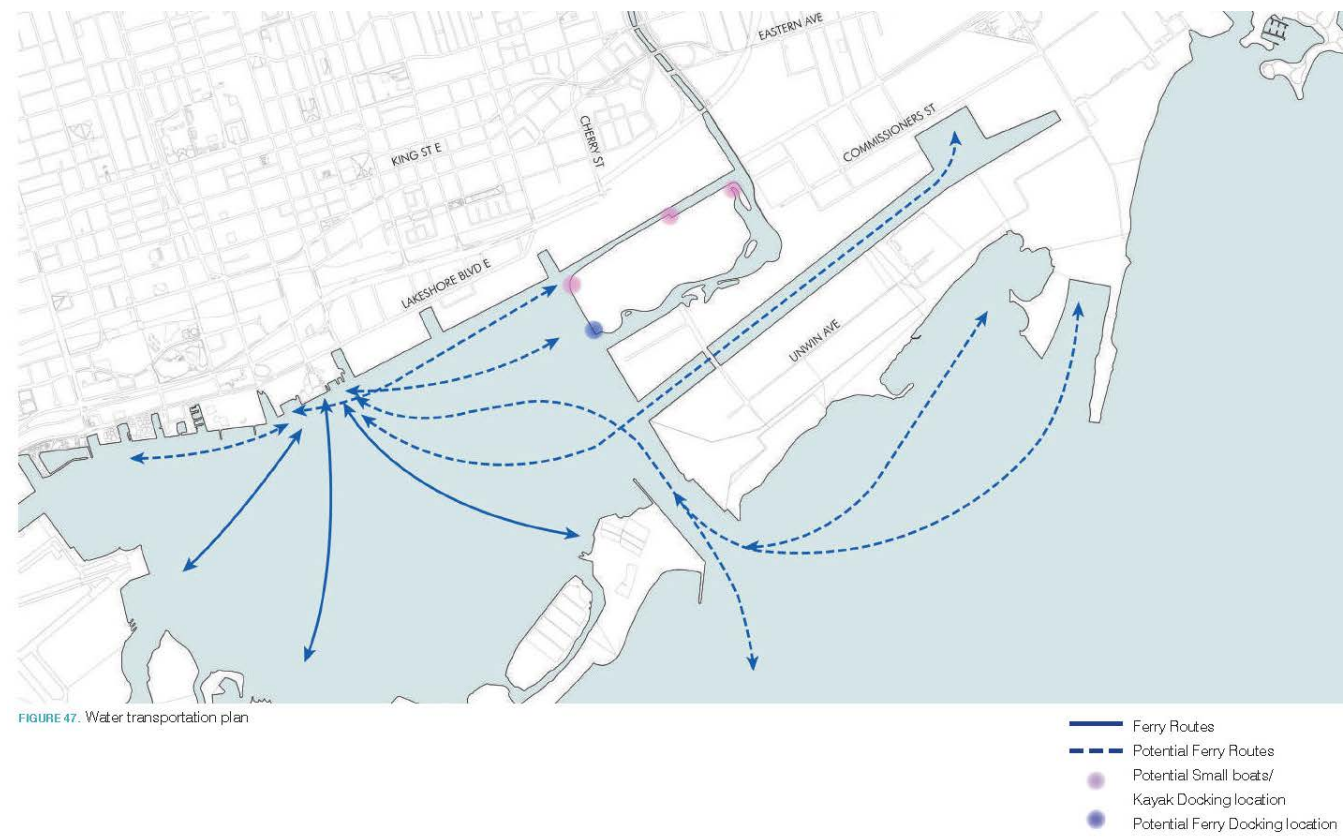


TRCA recreation nodes on Unwin at Outer Harbour Marina, completed in 2015

Overview of Marine Use Goals as defined in Existing Plans

1. Central Waterfront Secondary Plan (CWSP)
2. East Bayfront Precinct Plan
3. Keating Channel Precinct Plan
4. Port Lands Planning Framework
5. Draft Billy Bishop Masterplan
6. Bathurst Quay Neighbourhood Plan
7. Villiers Island Precinct Plan
8. Port Lands Flood Protection Enabling Infrastructure
9. Jack Layton Ferry Terminal Masterplan

Villiers Island Precinct Plan



3.2.4 Water Transportation

Villiers Island 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. Potential water based transit is shown on Figure 47.

3.2.4.1 Ferry Access/Water Taxi

There is the potential to expand Toronto's ferry service link to connect the Port Lands to other waterfront destinations. The western dock provides a potential location for ferry service connection to the Jack Layton Ferry Terminal.

A water taxi terminal could also provide a valuable addition to the overall transportation network.

3.2.4.2 Small Boat Craft

The Keating Channel and its existing dockwalls offers potential launching points for small boat activity.

3.2.4.3 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.



IMAGE 19. Precedent for Water Shuttle Access, London, UK



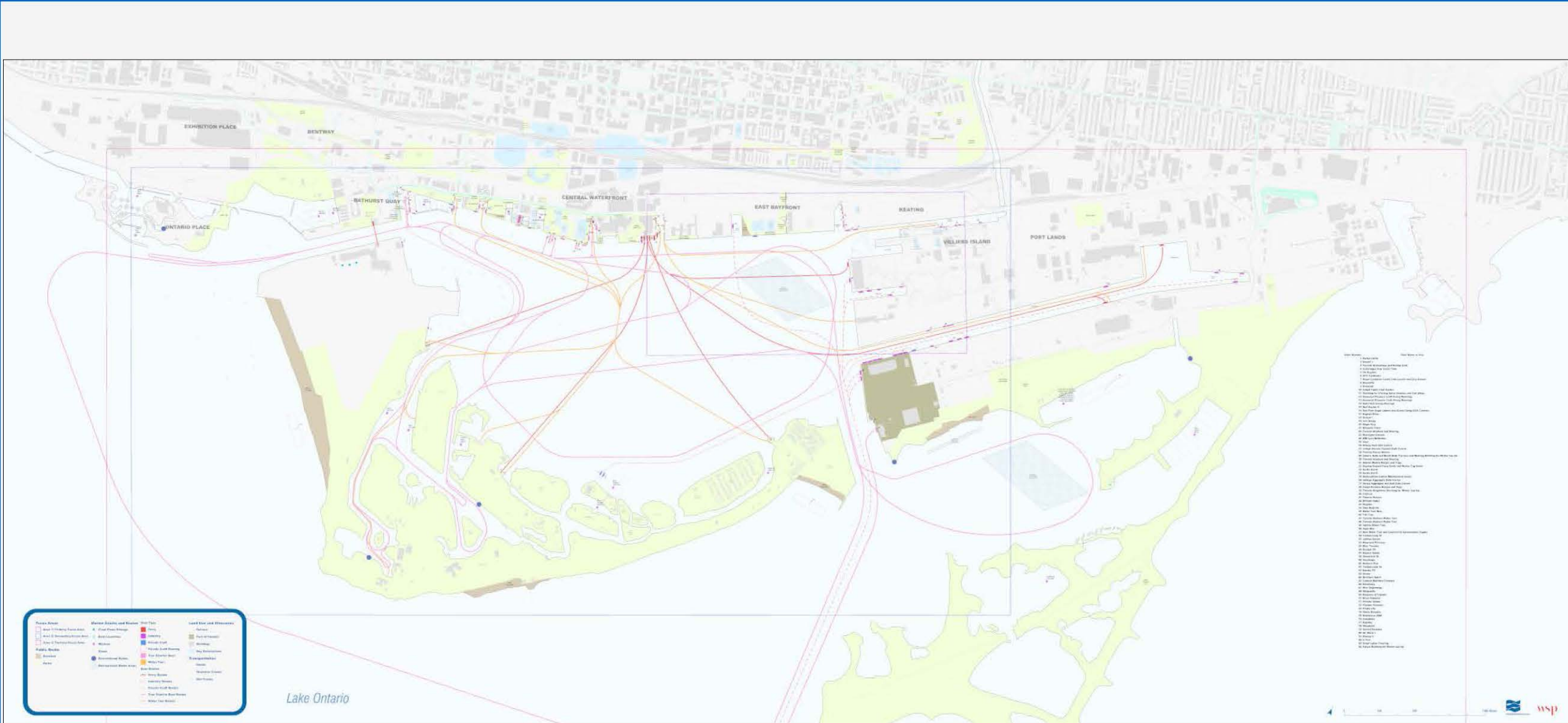
IMAGE 20. Precedent for Small Boat Craft, London

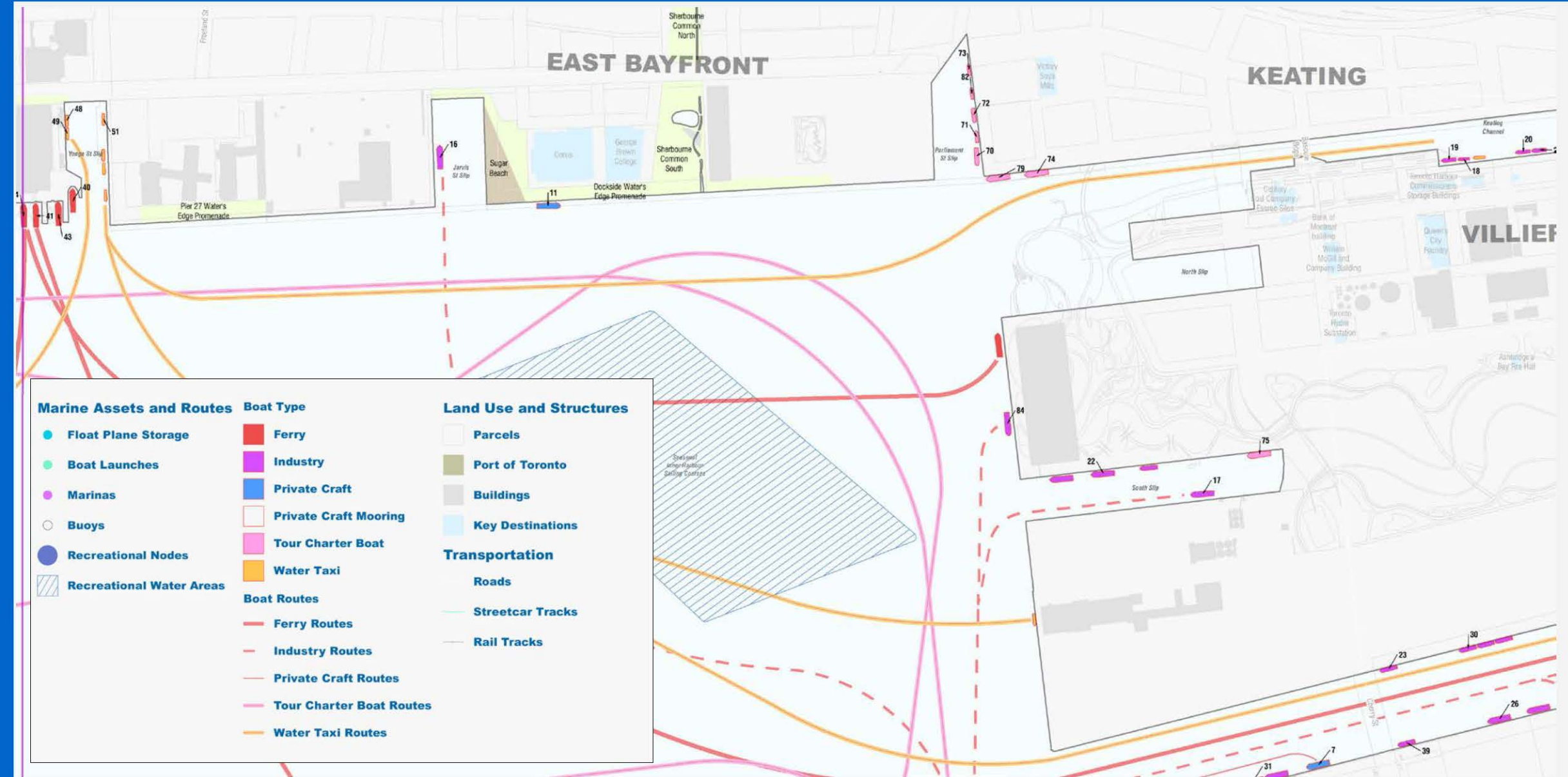


IMAGE 21. Precedent for Kayak launch, Three River water trail, Pittsburgh

Port Lands Flood Protection Enabling Infrastructure Park Programming Types







Preliminary Findings

1. Business
2. Cruise Line
3. Industry
4. Residents
5. Sailing/Paddling/Rowing Clubs
6. Tour Boat Operators
7. Yacht Club/Marina
8. Private Marine Passenger Transport
9. Conservation/Preservation

1. There is a need for **clearer and consolidated management of quay walls and slips** with respect to:
 - i. Ownership and leasing,
 - ii. Maintenance and repair,
 - iii. Receipt and review of 3rd party proposals,
 - iv. Balancing of uses.
2. From a safety and emergency response perspective, there is a **need for wayfinding** alongside the Waterfront;
3. There is a **lack of public berthing space/transient docking facilities** on the Waterfront, where boats can be moored for a few hours up to a full day;
4. There **is no universal dock/ramp** available for emergency response;
5. There is **insufficient storage space** on the Waterfront for privately owned small vessels (**kayaks**);
6. **Accessibility** to the Waterfront is **not always adequate** (e.g. public parking, delivery trucks, disabled people, traffic corridors, personal safety);

7. High water levels in Lake Ontario cause a multitude of problems for marine users;
8. Improve the Waterfront to keep it attractive year-round;
9. There is concern about waterfront accessibility (from the landside) in the Port Lands area;
10. There are still sewage water outfalls into the harbour that affect the water quality;
11. There are insufficient boat maintenance facilities in (the direct vicinity of) the Toronto Waterfront area;
12. There is a need for more public launches and marina space for recreational boat users;
13. There is a need to create a 'continuous waterfront,' connecting the various areas (Central Waterfront, East Bayfront, Port Lands);
14. Toronto could do more to present itself as a 'waterfront city and destination' (Fresh Water Capital of the World).

Phase 2 Work (preliminary)

1. Define “proper balance of marine uses” in the study area
2. Develop an overall dock wall space allocation plan (Primary Focus Area)
 1. Allocate space for marine uses in Primary Focus Area (Parliament Slip, Keating Channel, western edge of Port Lands)
 2. Investigate alternate/additional mooring locations for tour/charter vessels and other marine uses and programming within the study area
3. Prepare guidance document to regulate tour/charter boat operator and water taxi's
4. Conduct high-level analysis for future water transportation
5. Complete an inventory and audit of dock walls

Questions & Feedback

We're hoping to consult with Aboriginal peoples living in Toronto, and are looking for your feedback in the areas below, as well as your input into the type of information we're seeking and how best to reach out to Aboriginal communities who are using the Toronto Inner Harbour or who would like to make better use of the Toronto Inner Harbour.

- How is your community currently using the Toronto Inner Harbour?
- How accessible is the Toronto Inner Harbour to your community members?
- Are you aware of any challenges or opportunities with respect to marine traffic and mooring sites? Is there a specific location(s) that you think can be better utilized?
- What water-based activities would you (or your community) associate with a successful waterfront? Do you have any recommendations? (provide list of activities below for reference)
- How would you describe the safety of Toronto's waterfront?
- Does your community have any sustainability policy or current practice?
- How has the recent development and associated construction along the waterfront impacted your community?
- How has your use of the Toronto Inner Harbour been impacted by the recent high lake water levels?
- Do you have any other opportunities, challenges or constraints that should be considered in the update to the Waterfront Toronto's Marine Strategy?

Thank You