



## **Year in Review**

Ed Hore, Chair, Waterfront for All, February 24, 2026

Waterfront for All is an umbrella group of residents' associations and other groups interested in the revitalization of the Toronto waterfront from the Rouge River in the east to the Etobicoke boundary in the west. We love the waterfront and are interested in what happens to it.

Here's a brief run-down on what's happened since my last update on March 10, 2025.

### **Ookwemin Minising Grand Opening**

This past summer saw the official [opening](#) of the new Island at the mouth of the Don, Ookwemin Minising, and Biidaasige Park. Hundreds of people came including me, and probably many of you. It was a hot day. Paddlers are pleased to finally be able to paddle around the Island legally.

The Park is the largest park to open in Canada in a generation; it's 50 acres, of which 10 acres will open this year. There are picnic areas, bike and pedestrian paths, a playground with ziplines, two dog off-leash areas, 500 trees, 77,000 shrubs and two million herbaceous plants.

While digging the new Don River, Waterfront Toronto discovered plants growing from seeds trapped underground for more than a century. We had a Waterfront for

All [walk/talk](#) on this on October 26, 2025, led by David Stonehouse, featuring naturalists Netami Stuart and Steve Smith. Lots of people came. It was a beautiful fall day.

### **What will go on the island?**

Forty-eight acres on Ookwemin Minising, about half of it, will have streetscapes and buildings. Around 15,000 people will live there, with some commercial space. It will be decades before all the buildings are built. A Light Rail Transit loop for the Waterfront East LRT is planned.

There's been discussion lately about Phase 1 of construction. Phase 1 is the western part of the island, on both sides of Cherry Street. A city staff [report](#) dated September 15, 2025 set out a "roadmap" that was adopted by City Council on October 8 and 9, 2025.

The main idea is "early activation", meaning let's get some housing built there as soon as possible. The city has budgeted \$39 million over 2025 and 2026 for initial design work on "built-form", that is, how big and high the buildings will be, plus street lay-outs.

Waterfront Toronto held an Open House in October 23, 2025, and consulted with the public in various ways, resulting in an [Engagement Report](#) called *Following the River*, released in December 2025.

People used words like "zig zagging," "freer," "weird" and "quirky" to describe the streetscapes they would like to see. They also said the streets should be green, walkable, and cycle-able, and should reflect First Nations heritage.

Kevin Greene, Chief Operating Officer of Waterfront Toronto, is here to tell us about this and some other projects. We thank him for coming.

## **Quayside**

Quayside is of course the L-shaped 12-acre site at the corner of Parliament Street and Queens Quay. Sidewalk Labs and Google are now long gone.

The infill in the Parliament Slip is finished. Waterfront Toronto posted a [timelapse video](#) a few weeks ago.

As a result, the Slip no longer has the spiky triangular shape it used to have. The infill allows Queens Quay East to be extended east, along with the LRT when it eventually happens. A great public space is planned beside the Slip, and there will be a park to be called Silo Park. An elegant pedestrian bridge over the Keating Channel will connect Quayside to Biidaasige Park. Waterfront Toronto released an explanatory animation called [Explore the Experience](#) last week.

## **Affordable Housing at Quayside**

The condo melt-down means Phase 1 (the furthest west part of Quayside, north of Queens Quay) will now be mostly a government project involving low cost and rental housing. Construction will start 2026. The hope is that people can move in in 2030 or 2031. The plan used to include condos, but developers don't want to build condos right now.

A September city staff report called [Advancing Affordable Rental Housing in Quayside - Part 1](#) says: "Risks to the financial viability of residential developments are at an all-time high, driven by escalating construction costs, supply chain

disruptions alongside foreign trade uncertainties and U.S.-initiated tariff disputes.” The report was [adopted](#) by City Council in October. More information is [here](#).

A complex web of subsidies will enable Phase 1 to go ahead as soon as possible. Various fees and taxes will be waived to incentivize building. There will still be around 550 affordable homes, as before. Many will have 2, 3 or even 4 bedrooms to encourage families.

What’s new is 1100 purpose-built rental homes, more than previously planned, instead of condominiums. There will be a community centre and a childcare centre, as before. The all-timber building we talked about last year is gone, but there will still be a 2-acre “Community Forest.”

### **Waters edge promenade completed**

Merchants Warf, a tree-lined promenade, fully opened this year all the way from Sugar Beach to Parliament Slip, by the Bayside condos. On April 22, 2025 we had another [walk/talk](#) in our Speaker Series along the promenade with David Stonehouse of the Waterfront Secretariat and Jeb Kilbourn, Director of Development Planning for Waterfront Toronto. It was another beautiful day.

At least two restaurant patios look out at the lake, Irene and Simona. More are coming. The East Bayfront Community Recreation Centre also recently opened. There’s a grocery store, Marche Leo’s, with a great view of the lake. Crews are working on various public art pieces, including [Unfinished Arch](#) by Rafael Lozano-Hemmer, a sculptured arch connected to the ground at only one end.

It’s definitely starting to feel like a neighbourhood.

## **Queens Harbour Restaurant**

Speaking of restaurants, go try Queens Harbour, a big snazzy place that opened in the Fall on Queens Quay West at Rees Street.

## **Waterfront East LRT**

When will shovels go in the ground for the Waterfront East Light Rail Transit line? Maybe Kevin can tell us (just kidding, no one knows).

The LRT will one day go below-grade from Union Station to Queens Quay, then emerge to ground level from a portal on Queens Quay opposite the Westin Hotel. It will then go above-grade east along Queens Quay East, turn south on Cherry Street to Ookwemin Minising, where there will be a turning loop on Commissioners Street. A video overview of the planned route is [here](#).

The LRT is in the design phase. Although only 3.8 kilometres long, it involves a lot of complex and expensive underground construction. In 2024, the project cost was estimated at \$2.67 billion over 10 years. There's still no funding from the provincial or federal governments.

If construction were to be funded, the line could open in the early to mid-2030s, according to planning staff. There will a status report to Council early in 2026 with an updated cost estimate.

## **Limberlost Place opens at George Brown College**

10-storey [Limberlost Place](#) at George Brown College opened in 2025, and is now or will soon be the home of George Brown's School of Architectural Studies. It's on the

south side of Queens Quay East at Lower Sherbourne. It was made possible by a gift from Canadian businessman Jack Cockwell of Brookfield.

Limberlost Place has won architectural awards because of its mass timber construction. It's well worth a visit.

### **New ferries finally coming**

As everyone has probably heard by now, two new Toronto Island ferries are [coming soon](#). They will be electric and carry 1300 passengers, versus around 900 now for the larger existing ferries.

The first ferry, for vehicles and passengers, will arrive late this year. The second ferry, for passengers only, is due to arrive in the second quarter of 2027.

They are being built in Romania. You won't be able to go on them right away when they arrive; commissioning and training will take some months. See a City Staff update [here](#).

The city is now forming a Ferry Naming Committee. The Naming Guidelines say proposed names must be "non-commemorative", meaning among other things the name can't be of a person. Waterfront for All's proposed name, David Crombie, is apparently out.

### **The Wider Waterfront Program**

City Council recently asked staff to consider waterfront issues outside of the central waterfront, resulting in a thoughtful city staff report in November 2025 called [Status Update - Wider Waterfront Program](#) which City Council adopted.

More spending and attention should go to the Etobicoke and Scarborough waterfronts, said the report. “Together, the implementation of ongoing projects and launching the work program as recommended in this report will set the stage for new revitalization opportunities, improved public access, and more resilient natural systems along the 43-km waterfront from Etobicoke Creek to the Rouge River.”

Johanna Kyte of Toronto and Region Conservation Authority (TRCA) gave a Waterfront For All Speaker Series talk on a [similar theme](#) in 2023, entitled “46 Kilometres of Toronto Waterfront.” Whether 43 or 46 kilometres, it’s a long stretch.

We love having Johanna speak. She gave us a great [run-down](#) at last year’s AGM on about everything going on along Toronto’s huge waterfront; TRCA is in charge of most of it.

The recent City report talked about both the west and the east waterfront:

***(a) New planning process for the west-of-Humber and Etobicoke waterfront***

There are 14 parks along the water in Etobicoke, and a lot of private-owned land. But there’s never been an overarching planning process aimed at linking all the parks up.

A new planning process will identify ways to create a connected and accessible waterfront, and will explore the potential for water-based transportation such as water taxis, and seabus connections. One possibility mentioned is a designated paddling route.

Some money is budgeted so this planning effort can go forward. A multi-agency waterfront coordination committee called the Wider Waterfront Coordination Table is in charge.

**(b) Scarborough Bluffs Project:**

The Wider Waterfront Program report also deals with the Scarborough Bluffs, which are around 15 kilometres long. There are a number of significant projects already underway.

**Brimley Road South Multi-Use Trail:** Brimley Road is the steeply-sloped road that runs down to Bluffers Park. In late 2025, preparation work began on a multi-use [trail](#) right beside it. Johanna will tell us when the trail will be complete.

**Scarborough Bluffs West Environmental Assessment:** The terms of reference of the Scarborough Bluffs EA were approved in October, 2025, and the EA is underway. It will likely take years and involve lots of public consultation. Information is [here](#).

**West Segment Shoreline:** Expanded headlands, a raised berm, and a temporary groyne will allow the sandy beach on the east side of Bluffers Park to be expanded, and eventually permit a multi-use trail.

What it all boils down to is that, although nothing is decided, the City and TRCA are at least considering the feasibility of a shared, multi-use trail from the Beaches along the Bluffs.

It might be a paved, at-grade facility or an elevated boardwalk. A number of options will be explored. There is a lot to consider. The Bluffs are notoriously dangerous, vulnerable to erosion and environmentally sensitive. On the other hand, people have

to get outside and see the Bluffs and water for all the reasons that I don't need to tell you, since you're here.

### **Other TRCA projects**

Besides being involved in most of the projects described above, TRCA is doing other erosion-related projects at Bluffers Park. In 2026, they will also be fixing erosion-control structures at Port Union Park, doing some erosion maintenance along the east shoreline of Ashbridges Bay Park, at Colonel Sam Smith Park, Prince of Wales Park, and elsewhere.

### **Western Beaches Public Realm Plan**

As part of the wider waterfront initiative, various government agencies are doing a study of the Western Beaches, which stretch for around four and a half kilometres from Ontario Place to the Humber River. The study focuses on parks and trails, and considers what should be done with the Western Beaches in general for the next 20 years.

There was a [public meeting](#) by Zoom on November 27, 2025, and a survey which closed December 8, 2025.

The City will release a Western Beaches plan in early 2026.

### **Western Beaches Breakwaters Action Plan**

The breakwaters that shelter the Western Beaches, from Ontario Place to the Don River, are in bad shape.

As staff reported to City Council in a September [report](#), Baird Engineering went out to have a look at the breakwaters last summer. The engineers said that some parts have a high risk of failure in the next three to five years.

Fixing or replacing a breakwater can be expensive, up to \$100,000 per metre.

City staff will recommend a repair/rehabilitation program for the breakwaters to City Council, with a cost estimate, in the second quarter of 2026.

We had an entertaining Waterfront for All Speaker Series [talk](#) on September 30, 2025 on how the City is now paying attention to the breakwaters and dock walls, featuring Merrilees Willemse of the City Secretariat and Jennifer Ogrodnick of TRCA.

## **Dock walls**

I have been complaining about the dock walls around Toronto Harbour for a long time. They are falling down in many places, which is dangerous. In December 2024, I did an informal [audit](#) of the dock walls with an [appendix](#) of photos taken from a kayak.

It's great that the City is indeed paying attention to the problem. The dock walls are a much bigger job than the breakwaters. According to a staff [report](#) in June, there are around 23 kilometres of dock wall in the harbour, central waterfront and Western Beaches, 8.7 kilometres across the Island plus another 20 kilometres across the Etobicoke and Scarborough waterfronts. Most of the dock walls are between 70 and 110 years old, have never been repaired, and are in various stages of dilapidation. "These assets are critical to our waterfront," says the report.

Fixing and maintaining them will require a coordinated strategy between different levels of government. Create TO has been put in charge operationally; it has some operational experience from fixing the dock walls in the Port Lands. Bryan Bowen, Director of Portlands Asset Development at CreateTO, is here, and may talk about it. It's a complicated long-term project.

City staff will give Council recommendations on how best to tackle the dock wall problem by the end of the first quarter of 2026.

### **CreateTO: The Basin Media Hub**

CreateTO is the City's real estate arm. It controls around \$27 billion in real estate, including significant holdings on the Waterfront and in the Port Lands. As I said, Bryan Bowen of CreateTO is here. He'll talk about the City's plans for the Port Lands; development can now go ahead because of the Flood Protection project. Before that, the Port Lands were liable to flooding from the Don River so major development was impossible.

Bryan may tell us about Basin Media Hub, a \$250 million CreateTO project in the Port Lands.

### **A bridge to the island?**

Some people have called for a bridge over the Eastern Gap. We had a Speakers Series event on this idea in September 2024 with John Lorinc and April Engleberg. That doesn't mean we necessarily endorsed the idea, but it seemed worth talking about.

At the request of Council, city staff looked into the feasibility of a bridge over the Eastern Gap for pedestrians and bikes, or some other way of getting people to the island quicker. Staff issued a [report](#) in April, 2025.

The report identified various difficulties with the bridge idea. The bridge would have to be high enough not to block sailboats, sailing ships, freighters etc. – so it would have to be the height of a 12-storey building. Alternatively, you could have a lift bridge, staffed 24 hours a day, going up and down constantly to accommodate boat traffic. But there are a lot of boats and ships going back and forth all the time in summer.

Ramps on and off a possible bridge would jeopardize environmentally sensitive areas such Wards Island and Cherry Beach. Another problem is that area is underserved by transit.

A bridge would cost a minimum of \$100 million. Other ideas such as a gondola or a tunnel would likely cost about the same.

The report concluded that a fixed link over the Eastern Gap should be considered “a long-term project, which may become more compelling as the mixed-use precincts of the Port Lands develop and transit access improves.”

### **East-West Seabus**

In 2025 Waterfront Toronto and the City put some thought into whether ferries or water taxis should be supplemented by a “seabus”. This would be some kind of water-based transportation system that would move people east to west across the central waterfront, or perhaps on some kind of circular route to Ookwemin Minising,

Ontario Place, Toronto Island, and maybe even going around the outside of the Island.

The result was a [Seabus Feasibility Study](#) by consultant CPCS dated October 9, 2025. The pros and cons of five possible routes were considered in depth. In short, the consultant thought none are commercially feasible for ten years or more. At a public consultation meeting, some people raised concerns that a seabus would just make the harbour louder and more crowded.

Nevertheless, in November, Waterfront Toronto issued a Request for Proposal for an “East West Water Shuttle pilot service linking Portland Slip, the central waterfront, and Ookwemin Minising.” The RFP closed December 8, 2025.

Kevin from Waterfront Toronto will maybe tell us if a pilot project will launch this summer.

### **A Lake Story, canoe procession on the harbour**

You may have seen “A Lake Story”, a [procession](#) of 100 canoes and around 400 paddlers all dressed in black, with lots of colourful flags, on September 27 and 28, 2025. It was all designed by artist Melissa Gill and sponsored by various organizations including Waterfront Toronto, the Bentway and the Waterfront Business Improvement Association. The weather was great that weekend.

It’s nice to have symbolic recognition of the importance of paddling on the harbour and the waterfront. Let’s follow up with real improvements and facilities to support paddling (such as more boat storage by the lake). Paddling makes the lake available to everyone.

## **Lake levels**

Everyone remembers the flood years in 2017 and 2019. Since then, lake levels have been more or less stable.

The level of Lake Ontario was about average in 2025, and is very slightly higher so far this year. (There's a large data set; records of Lake Ontario water levels have been kept since 1918.) We had more snow than usual this winter, so we'll see what this year's spring run-off brings. You can check water levels [here](#).

## **Wards Island Clubhouse fire**

Many people will remember that Ward's Island Clubhouse [burned to the ground](#) on Sunday, March 17, 2024. There's no word yet on when a replacement Clubhouse will be built. That's in the hands of a provincial government bureaucracy; the process moves slowly.

The Islanders got together over the summer and built a seasonal shelter just to the south of the old clubhouse to keep island events going.

## **Toronto Island Park Plan**

As I mentioned last year, the City's Toronto Island Park Master Plan was completed in June, 2024. See [Part I](#) and [Part II](#).

Various advisory groups will guide follow-up. There's a Toronto Island Park Plan Community Advisory Committee (CAC) which met with the City in [June](#) and November, 2025. Another meeting in December focussed on the new Bike Share stations on Toronto Island, which caused some controversy due to safety and overcrowding concerns.

There's also a [Hanlans Point Beach Working Group](#) and an Indigenous Advisory Circle.

One of the recommendations in the Island Park Plan was that wi-fi be improved (although I have always found it good when paddling around the island). To that end, a big cell phone tower was erected in the Fall not far from the Centre Island ferry dock. It's visible from everywhere in the harbour.

### **Barbara Klunder book**

Well-known Toronto Island Artist Barbara Klunder released a [book](#) in December called *How I Got my Island House, Toronto Island True Stories*, and was kind enough to send me a copy. It's an interesting social history about how various people came to be living on Toronto Island.

### **The flow of raw sewage into the lake is gradually getting fixed**

Although it has been quietly cranking along for years, and won't be finished until well into the 2030s, let's not forget the amazing \$4.3 billion Wet Weather Flow Master Plan project. It is the biggest and most important program on our waterfront. It will modernize Toronto's aging 5,000 kilometre sewer network, and reduce combined sewer outflows into the Harbour, the Don River, and Taylor-Massey Creek.

It involves building three massive tunnels totalling 22 kilometres in length, and a new high tech water filtration plant at Ashbridges Bay.

Check out this project if you're not already familiar with it. There's information [here](#) and a great video [here](#). Lou di Geronimo of Toronto Water gave a [talk](#) about it in our Speaker Series in 2022. It's time we invited Lou back for an update.

We've been struggling with how to keep nasty stuff from going in the lake for around two hundred years. I recommend a recent [video](#) called "Why Toronto Buried Its Lost Rivers" on American social media channel *It's History*.

### **Ashbridges Bay Landform**

TRCA's Ashbridges Bay Treatment Plant Landform Project has created 67 acres of reclaimed land on the northeast shore of the Leslie Spit with shoreline structures to prevent erosion. This will one day be the site of the new high-rate water treatment plant, part of the Wet Weather Flow Master Plan project already mentioned. The project also involves a long, curved breakwater protecting the Coatsworth Cut.

After more than a decade, the project is now substantially complete. Some site restoration and naturalization, including trails, will be completed in early 2026. We'll likely be able to go out for a walk on it this summer. You'll enter it from the gate to Tommy Thompson park, I believe. See [here](#) for some information. Johanna Kyte will tell us more about it.

### **Corleck Building**

You've probably been over to see the beautiful new Bathurst Quay Common at the malting towers beside the Western Gap, which opened in 2024. The formerly derelict Canada Malting administration building, the Corleck Building, is still being renovated but will open in 2026 as a centre for arts, cultural, and heritage programming.

## **Rees Street Park planned**

A new park is planned for what is now the Rees Street parking lot, on the northwest corner of Rees Street and Queens Quay West. Construction on a new design, not yet unveiled, is supposed to start in 2026.

## **New Park at 50 Queens Quay East**

Fifty Queens Quay East Park, opposite Redpath Sugar Refinery, is now semi-open. It's got some pathways and a off-leash dog area. They are putting in some landscaping. It occupies the spot where the old LCBO building and parking lot used to be.

## **Harbourfront Centre**

There's [lots going on](#) at Harbourfront Centre. It seems to have come back to life. That's partly due to the efforts of CEO Kathy Loblaw who worked hard to get the place on a sounder financial footing. Unfortunately, Kathy is now leaving. Her replacement has not yet been named.

A skating rink, sponsored in part by Canadian Tire Jumpstart Charities, appeared last year to replace the old rink by the water. It's been cold this winter, so the rink has been especially busy. It is a great way to keep some animation on the waterfront during winter months.

The Ontario Science Centre will open an [interim location](#) at Harbourfront Centre in 2026.

## **Billy Bishop Toronto City Airport**

There are changes afoot in which airline runs flights out of the Island Airport, also known as BBTCA.

Air Canada has announced it will [launch](#) flights from the Island Airport to New York, Boston, Chicago, and Washington, starting in the Spring of 2026. At the present time, Air Canada only flies to Montreal out of the Island Airport.

Meanwhile Porter Airlines announced a few weeks ago it is dropping its Island Airport-to-Sudbury flight, due to lack of demand. Its hub for such flights will now be Ottawa, not the Island airport.

Porter seems to be gradually moving to Pearson airport. It has acquired many jets in the last two or three years, which can't fly out of the Island Airport. Its [fleet](#) now consists of 52 Embraer jets, all recently acquired, and only 29 aging DeHavilland turboprop Q400s suitable for the Island Airport.

On December 10, 2025, the Toronto Port Authority [announced](#) it is going ahead with its Runway End Safety Area project, adopting RESA Option 1 (the minimal RESA implementation). There will be about one-and-a-half football fields of lakefill added to each end of the runway beginning this year.

Ports Toronto, operator of the Island Airport, announced in January 2026 that it's dropping the name Ports Toronto, and going back to its old name, [Toronto Port Authority](#).

Starting last November, you can buy BBTCA [merchandise](#), namely socks, toques or baseball caps. The hats say YTZ. The socks are blue with little airplanes. (We've talked about Waterfront for All merch. Could happen in 2026.)

## **Ontario Place litigation**

The Ontario government has controversially granted a 95-year lease of the West Island at Ontario Place to Austria-based Therme Group which will build a [spa](#). Live Nation will expand its concert venue on the East Island.

In response to litigation, the Ontario government passed a statute called the *Rebuilding Ontario Place Act* (ROPA) which exempted the government from having to follow some of its own laws such as the *Environmental Protection Act*.

Demolition at Ontario Place was temporarily halted in July, 2024 pending the hearing of a court case brought by citizen group, Ontario Place Protectors, which challenged ROPA as illegal, saying that it restricted the courts' authority unlawfully and denied access to justice.

The Superior Court [dismissed the case](#) on July 26, 2024. Ontario Place Protectors appealed. The Ontario Court of Appeal essentially upheld the lower court in a [decision](#) that came out on Tuesday, March 11, 2025, the day after I did my report last year.

Leave to appeal was granted by the Supreme Court of Canada on January 8, 2026. That's unusual. The SCC grants roughly 1 in 20 leave applications.

## **Exhibition Place: lots coming up**

We had a great [talk](#) by Bill Boyle, CEO of Exhibition Place, on December 9, 2025 as part of our Speaker Series. It was about all the things that are going on at Exhibition Place. We plan to have Bill take us for a walk/talk follow-up some time this year. There are all kinds of things going on there that I for one didn't know anything about.

[Six games of the FIFA World Cup](#) will be held in Toronto at BMO Stadium (called Toronto Stadium during FIFA) starting June 12, 2026 and finishing July 2. The opening game will be Canada versus a team still to be determined; it might be Italy.

On the June 12, 23, and 26 match days, the Blue Jays are also playing a home game. The June 26 match is also on Pride weekend. There will be big crowds and crazy traffic.

An expansion of BMO Stadium at Exhibition Place is underway. There will special events connected to the tournament, for example a FanFest at Fort York with a capacity of around 25,000.

There will be licensed watch parties at locations not yet determined. Maple Leaf Square is a likely possibility. Transit will be suspended in the “last mile”, an area bounded by Dufferin, Lakeshore out to around High Park, up to King Street.

### **Cabana Pool Bar noise litigation**

Cabana Pool Bar is the big outdoor patio at Rebel Nightclub at the east end of the Harbour.

Amplified music on the patio bothers the Toronto islanders. There’s been litigation going back for more than a decade about the question of what restrictions on amplified music at Cabana Pool Bar should be imposed as a condition of the patio liquor license.

A Divisional Court [decision](#) in 2021 upheld a Tribunal ruling that amplified music should be banned on the patio. That was a win for the Islanders.

But the Islanders suffered a litigation defeat in 2025 on a similar issue. In a June 2025 [decision](#), the License Appeal Tribunal agreed that amplified music on the patio disturbs the islanders, but nevertheless held that amplified music should be allowed. The islanders and the City of Toronto have appealed to the Divisional Court. The appeal will be heard later in 2026.

### **Yacht Club on the Humber will close**

In January 2026, the City announced it [would not renew](#) the lease of the Toronto Humber Yacht Club, meaning the club will shut in 2026, after 70 years. This is the only yacht club in Toronto located up a river or creek; all other Toronto yacht clubs are on the lake.

The City said the Club had adverse environmental effects on the river and surrounding area. In a notice the City advised members to remove boats and personal possessions.

### **Personal Watercraft Safety Program**

In response to safety concerns about jet skis and the like, the City recently announced it will seek input from waterfront users regarding a [Personal Watercraft Safety Program](#). The time-line is short so as to go to City Council with regulations or a plan by summer.

## **Ste Marie I sinks**

Tourboat Ste Marie I sank at its mooring a few days ago. A salvage crew including divers was there today.

All links last visited February 24, 2026.

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