

# BEACONS

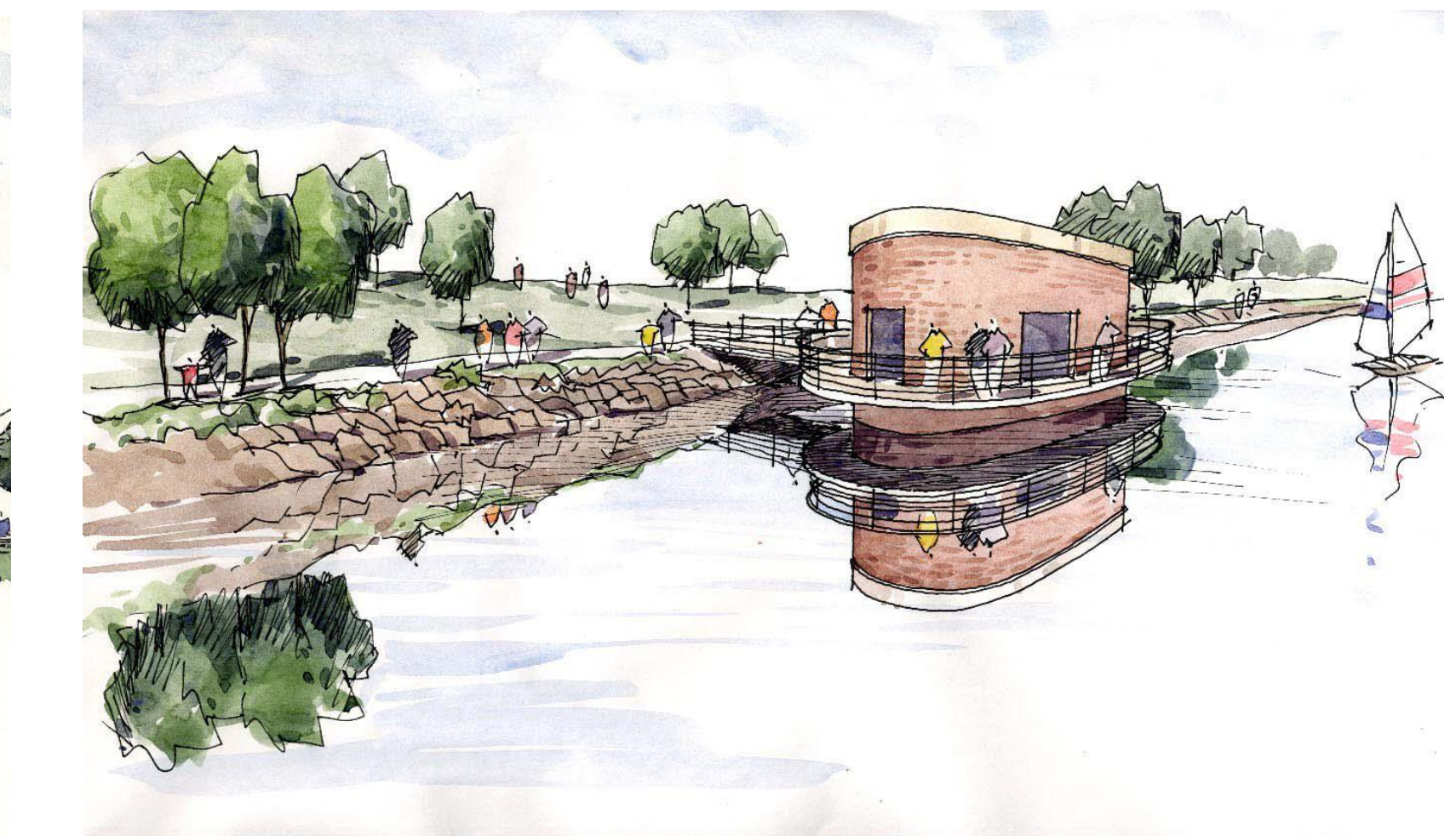
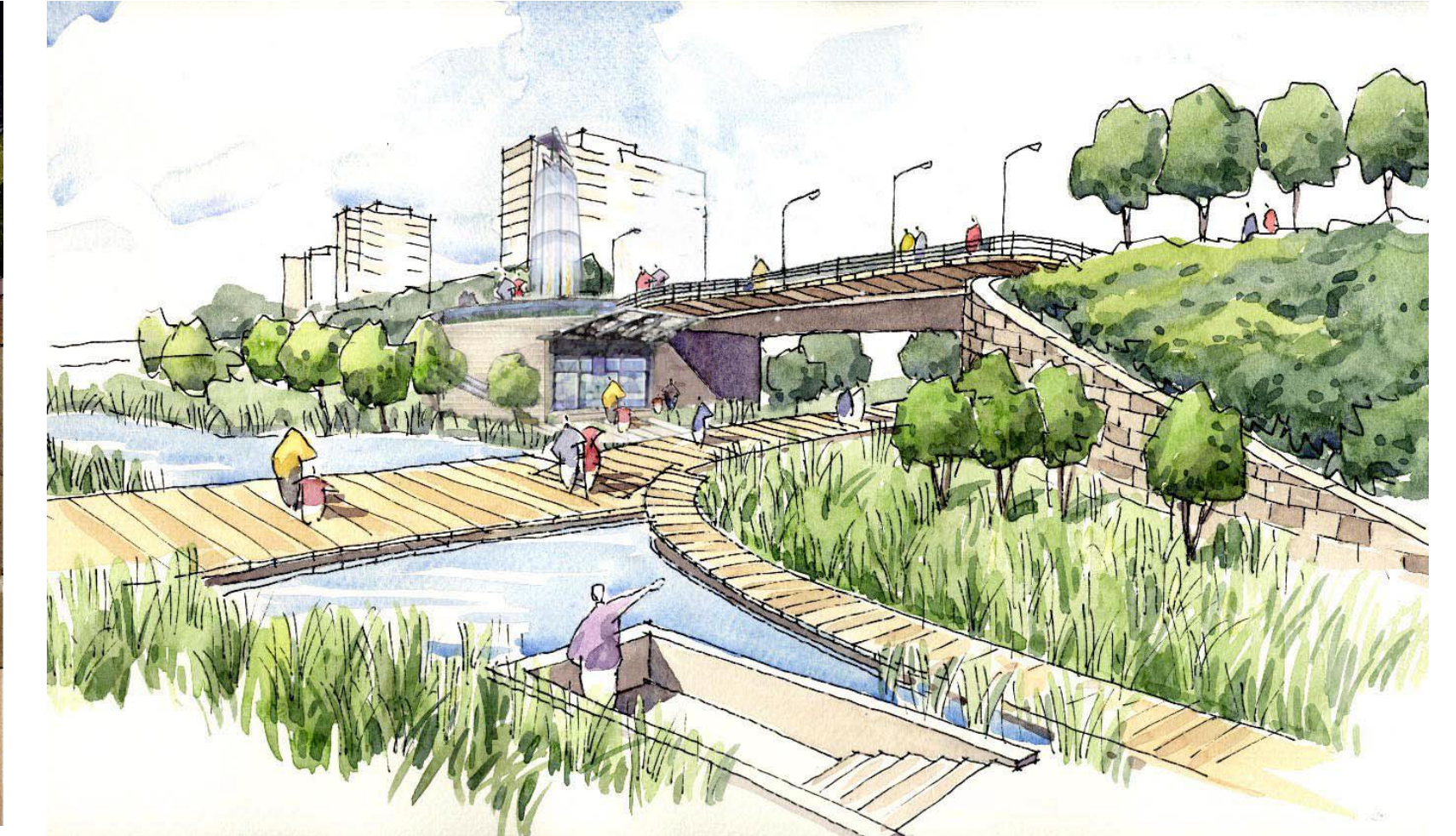
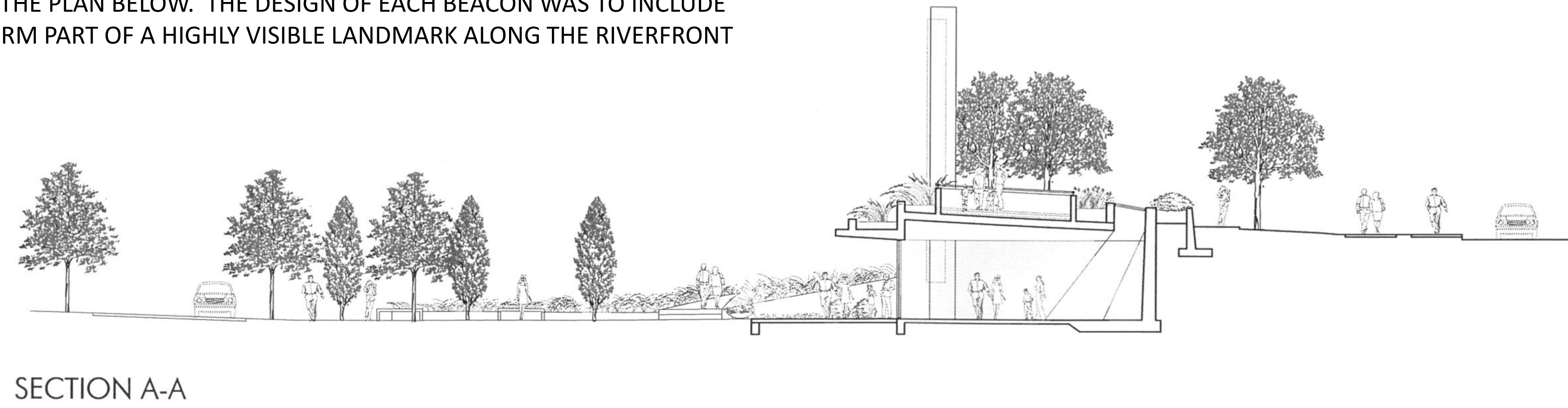
## HOW IMPORTANT ARE THE BEACONS IN TERMS OF THE RIVERFRONT DEVELOPMENT?

- THE CRIP STUDY PROVIDED FOR FIVE "PARK PAVILIONS" CALLED BEACONS TO BE LOCATED WITHIN THE SIX KILOMETRE LONG PARK.
- THEY ARE DESIGNED TO GLOW AT NIGHT, TO EXPLORE A THEME AND PROVOKE CONTEMPLATION OF TIME – BOTH PAST AND FUTURE.
- EACH BEACON IS AN INTEGRATION OF BUILDING AND LANDSCAPE AND PROVIDES THE UNDERLYING FRAMEWORK FOR THE RIVERFRONT. THEY ARE VISUAL LANDMARKS AND INCORPORATE WASHROOMS, CONCESSIONS, INFORMATION AND SHELTER AND ARE ADJACENT TO SMALL PARKING AREAS.
- THEY COMPRISE THE PRIMARY ENTRY POINTS TO THE RIVERFRONT AS WELL AS ENCOURAGE FLOW BETWEEN BEACONS. TO DATE, ONE BEACON HAS BEEN FULLY DEVELOPED – THE PEACE BEACON AT OUELLETTE AVE. AND RIVERSIDE DRIVE.

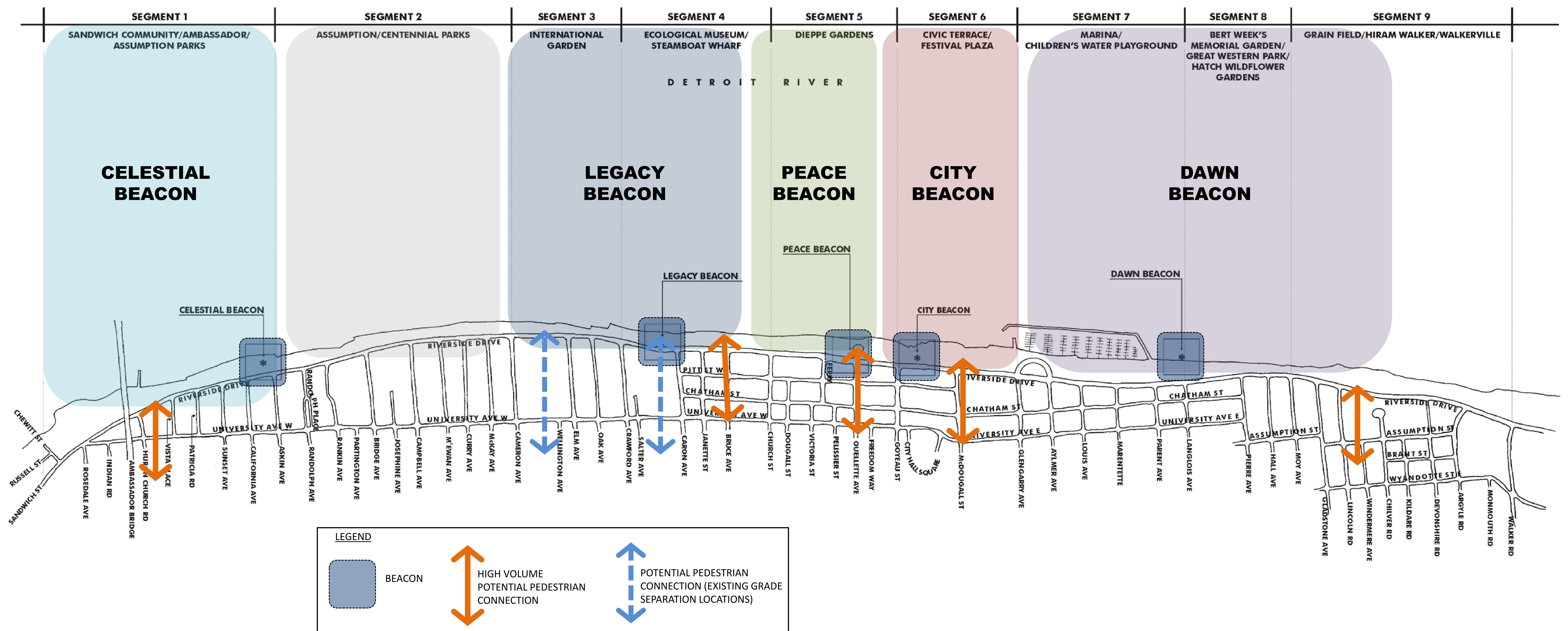
## ORIGINAL BEACON PLAN

THE FIVE BEACONS OUTLINED IN THE CRIP PLAN ARE: CELESTIAL, LEGACY, PEACE, CITY & DAWN BEACONS

THE BEACON LOCATIONS CAN BE FOUND ON THE PLAN BELOW. THE DESIGN OF EACH BEACON WAS TO INCLUDE TRANSPARENT, VERTICAL ELEMENTS THAT FORM PART OF A HIGHLY VISIBLE LANDMARK ALONG THE RIVERFRONT WHICH EXTEND UP TO RIVERSIDE DRIVE.



## BEACON LOCATIONS (AS PROPOSED IN CRIP)





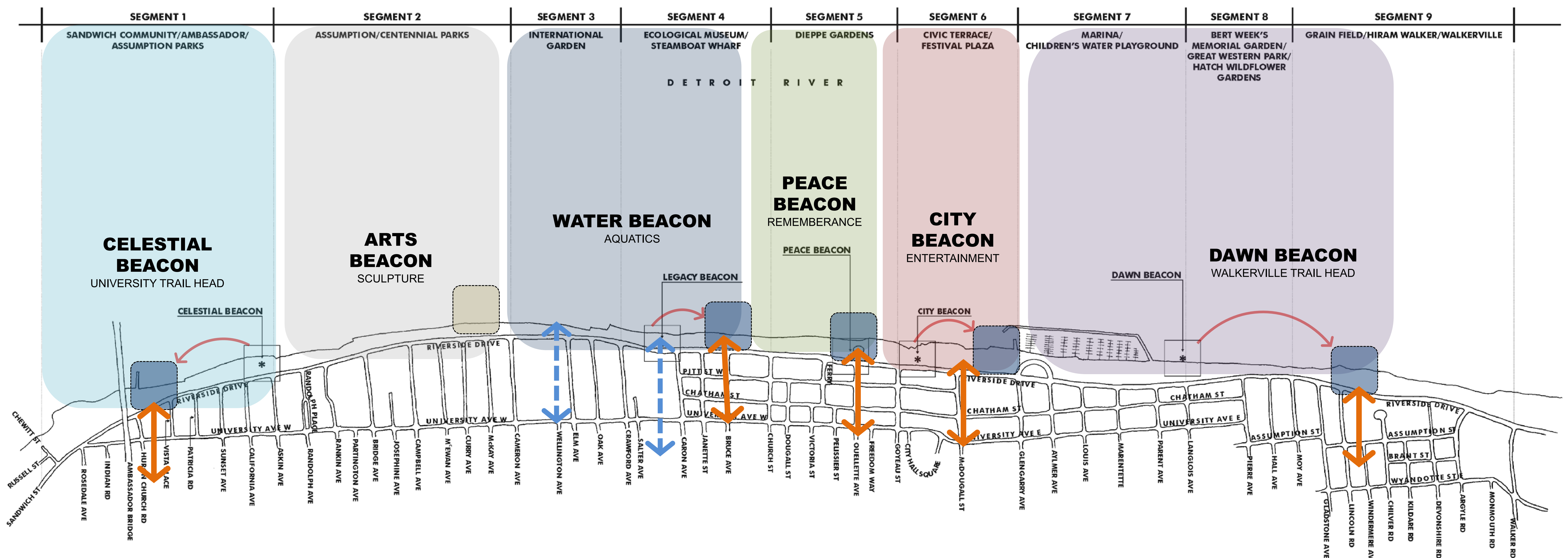
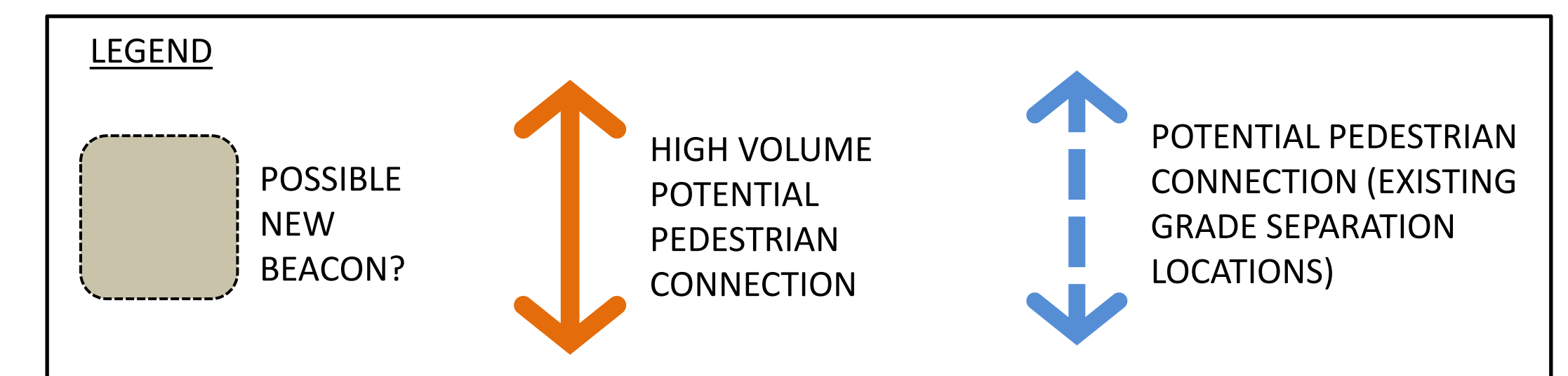
# BEACONS (POSSIBLE CHANGES)

DO YOU THINK THAT CHANGES OR ADJUSTMENTS TO THE BEACONS SHOULD BE CONSIDERED?

## POSSIBLE CHANGES TO BEACON LOCATIONS

AS A RESULT OF ON-SITE AND OFF-SITE DEVELOPMENTS SINCE CRIP WAS ADOPTED, SOME CHANGES/ADJUSTMENTS TO THE BEACON LOCATIONS (AND POSSIBLY THE NUMBER OF BEACONS) MAY BE APPROPRIATE.

- THE NEW FESTIVAL PLAZA STAGE WAS DEVELOPED ON THE WEST SIDE OF FESTIVAL PLAZA, CLOSER TO THE CITY BEACON SITE. THIS SITE ELEMENT COULD BE INCORPORATED INTO THE CITY BEACON. SOME SEASONAL COMMERCIAL DEVELOPMENT IN THE AREA WEST OF THE STAGE COULD BE CONSIDERED (PERHAPS AN 'OPEN VENDOR AREA' OR SOME SIMILAR ATTRACTION).
- THE INTERIOR OF THE ORIGINAL DAWN BEACON CURRENTLY FUNCTIONS AS AN IRRIGATION PUMP HOUSE AND UTILITY BUILDING. THEREFORE, SOME OF THE FUNCTIONALITY AS A BEACON MAY BE REDUCED. THE CITY HAS RECLAIMED LANDS ADJACENT TO THE HIRAM WALKER PROPERTY, WHICH HAS EXPANDED THE PARK EASTERLY. THE DAWN BEACON COULD BE MOVED TO THE EAST LIMIT OF THE PARK (SEGMENT 9), AND BECOME A TRAIL HEAD.
- CONSIDERATION IS BEING GIVEN TO DEVELOPING A MARINA NEAR THE WINDSOR ART GALLERY. THE CRIP STUDY PROPOSED A PEDESTRIAN UNDERPASS IN THIS AREA. DEPENDING ON WHAT IS DEVELOPED, THE LEGACY BEACON COULD BE MOVED TO THIS LOCATION AND DEVELOPED WITH A STRONGER 'AQUATIC THEME'.
- DUE TO THE SEPARATION DISTANCE BETWEEN THE CELESTIAL BEACON AND LEGACY BEACON (OR REPOSITIONED WATER BEACON) AN ADDITIONAL BEACON COULD BE ESTABLISHED WITH THE SCULPTURE GARDEN AND INCORPORATE AN 'ARTS THEME'.
- THE UNIVERSITY OF WINDSOR RECENTLY COMPLETED A MASTER PLAN THAT PROPOSED A STRONG LINK TO THE RIVERFRONT. THE CELESTIAL BEACON COULD BE RELOCATED TO THE WEST END OF SEGMENT 1 TO CREATE A TRAIL HEAD BEACON.



## POSSIBLE DESIGN IDEAS

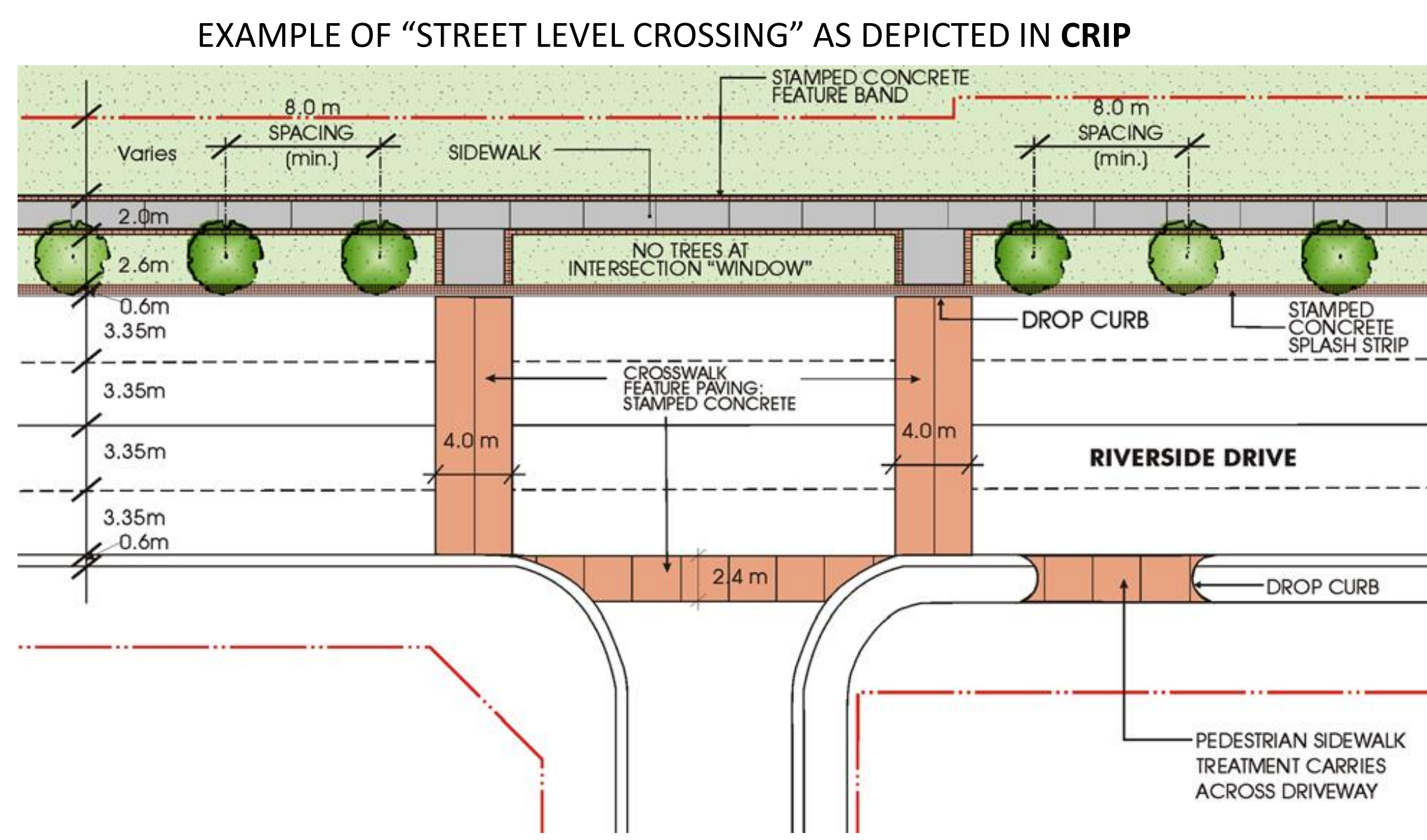




# CONNECTIVITY TO THE SOUTH

## HOW SHOULD PEDESTRIANS CROSS RIVERSIDE DRIVE IN HIGH TRAFFIC AREAS?

THE CRIP STUDY PROVIDED FOR CONNECTIONS AT STRATEGIC POINTS BETWEEN THE NORTH AND SOUTH SIDES OF RIVERSIDE DRIVE. SOME OF THE CROSSINGS ARE "AT GRADE" - A TRADITIONAL STREET LEVEL CROSSING. SOME ARE "GRADE SEPARATED" CROSSINGS CONSISTING OF EITHER PEDESTRIAN BRIDGES OR UNDERPASSES. AT GRADE CROSSINGS MAKE SENSE WHERE THERE IS ONLY LIGHT PEDESTRIAN TRAFFIC. HOWEVER, CONSIDERATION TO GRADE SEPARATED CROSSINGS IS WARRANTED WHERE THERE IS A LARGE AMOUNT OF PEDESTRIANS (FOR EXAMPLE: CROSSING RIVERSIDE DRIVE TO GET TO THE FESTIVAL PLAZA, OR PERHAPS TO THE AQUATIC CENTRE OR UNIVERSITY OF WINDSOR).



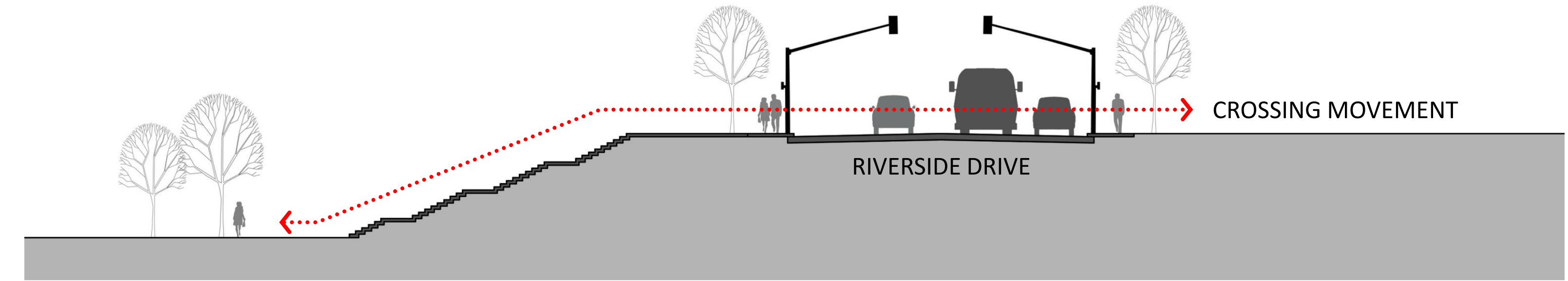
AN "AT-GRADE CROSSING" OR "STREET LEVEL CROSSING" REQUIRES CROSSING THE STREET AND THEN GOING DOWN ONE LEVEL TO GET TO THE PARK WHICH IS TYPICALLY MUCH LOWER THAN RIVERSIDE DRIVE.

A PEDESTRIAN BRIDGE WOULD REQUIRE GOING UP A LEVEL TO THE BRIDGE HEIGHT, CROSSING THE STREET, GOING DOWN ONE LEVEL TO THE STREET, AND THEN GOING DOWN A SECOND LEVEL TO THE PARK LEVEL.

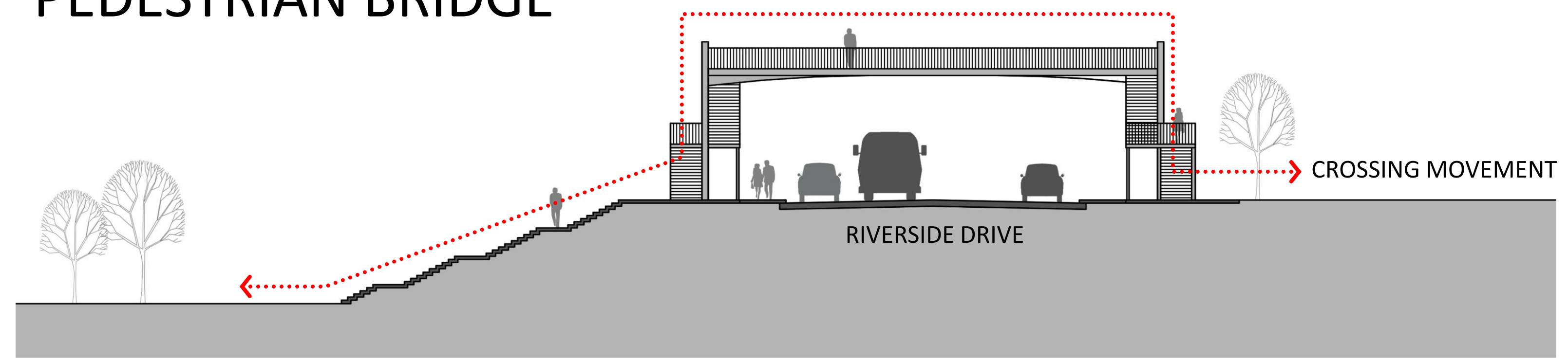
A PEDESTRIAN UNDERPASS REQUIRES MUCH THE SAME EFFORT EXCEPT THAT YOU WOULD GO DOWN ONE LEVEL ON THE SOUTH SIDE OF RIVERSIDE DRIVE AND THEN CROSS THE STREET AT PARK LEVEL.

NOTE THAT MOVEMENT (ACROSS AND DOWN ONE LEVEL IS THE SAME FOR STREET LEVEL CROSSINGS AND UNDERPASS CROSSINGS).

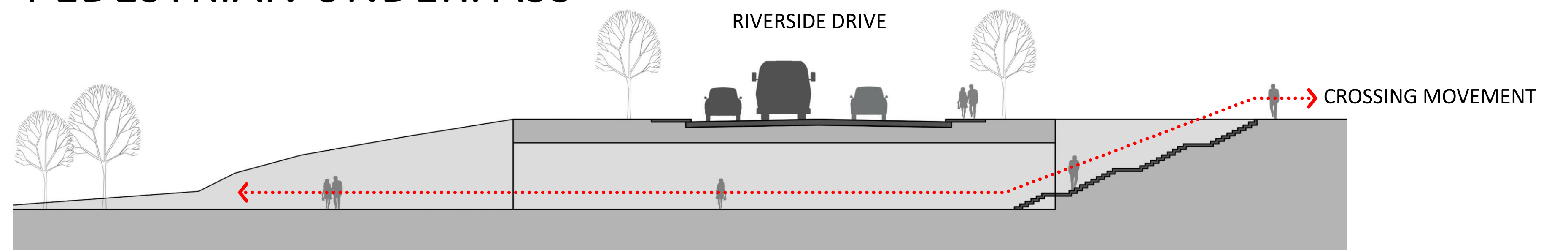
## STREET LEVEL CROSSING:



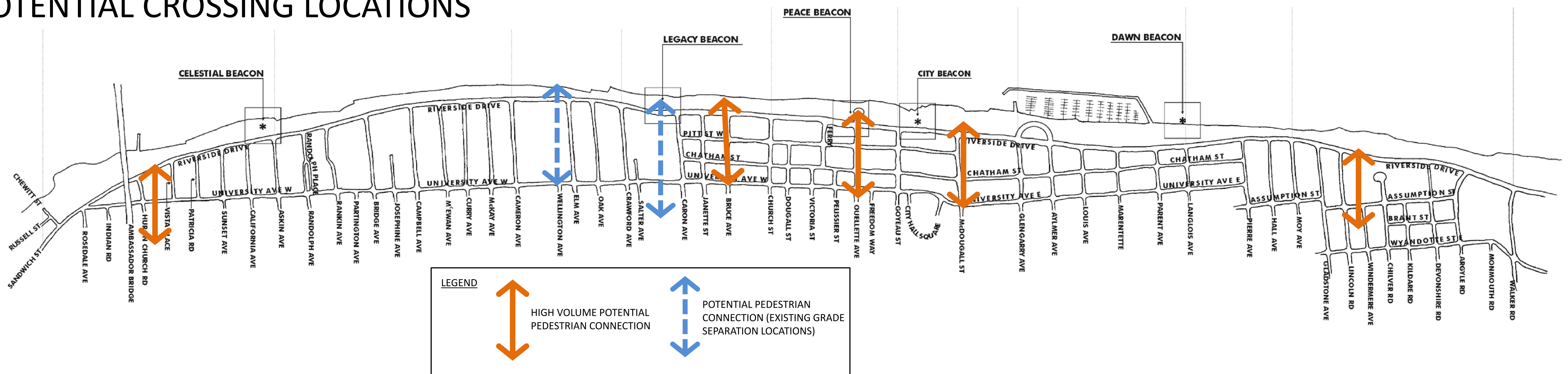
## BRIDGE OR UNDERPASS OPTIONS: PEDESTRIAN BRIDGE



## PEDESTRIAN UNDERPASS



## POTENTIAL CROSSING LOCATIONS



## EXAMPLES OF CROSSINGS



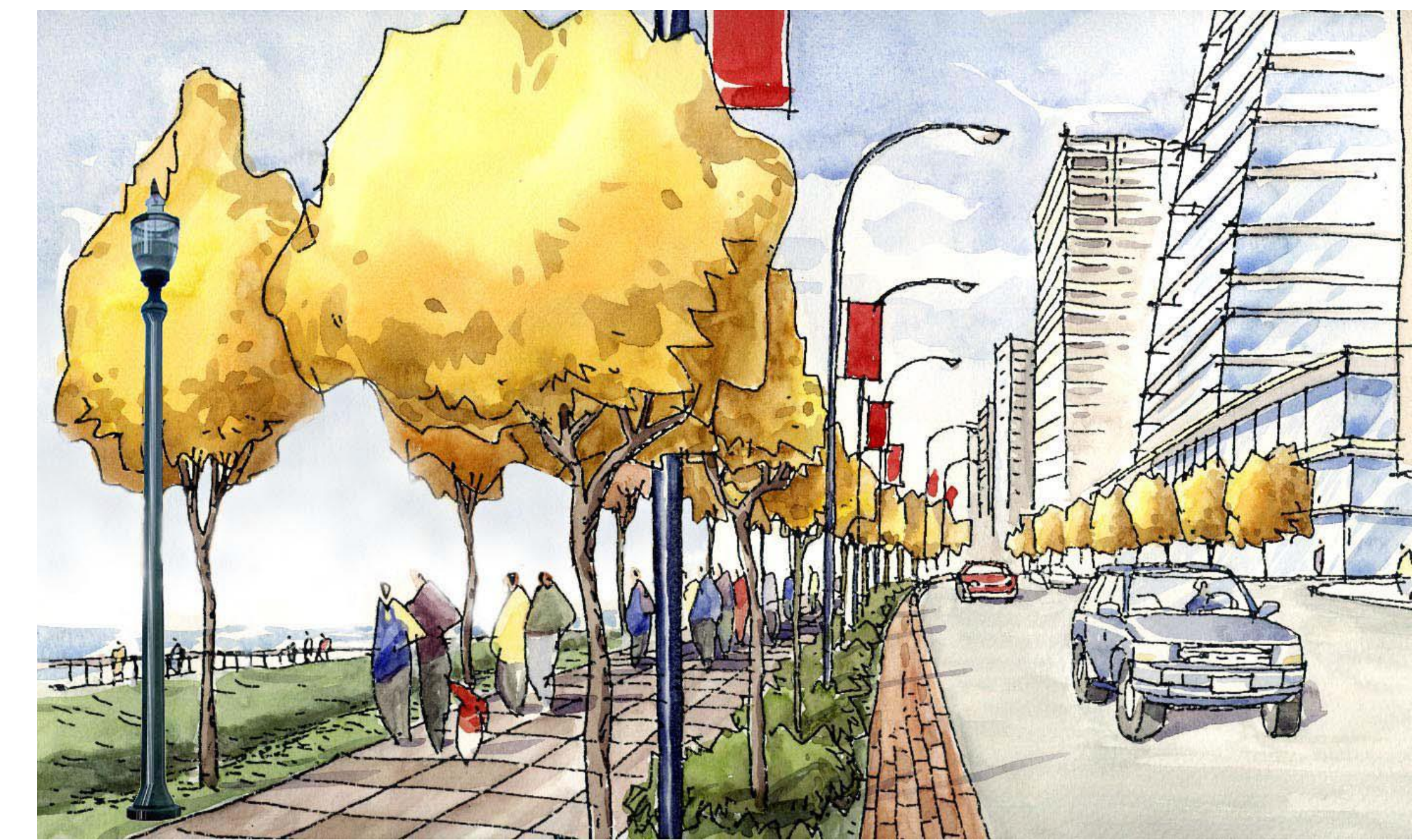
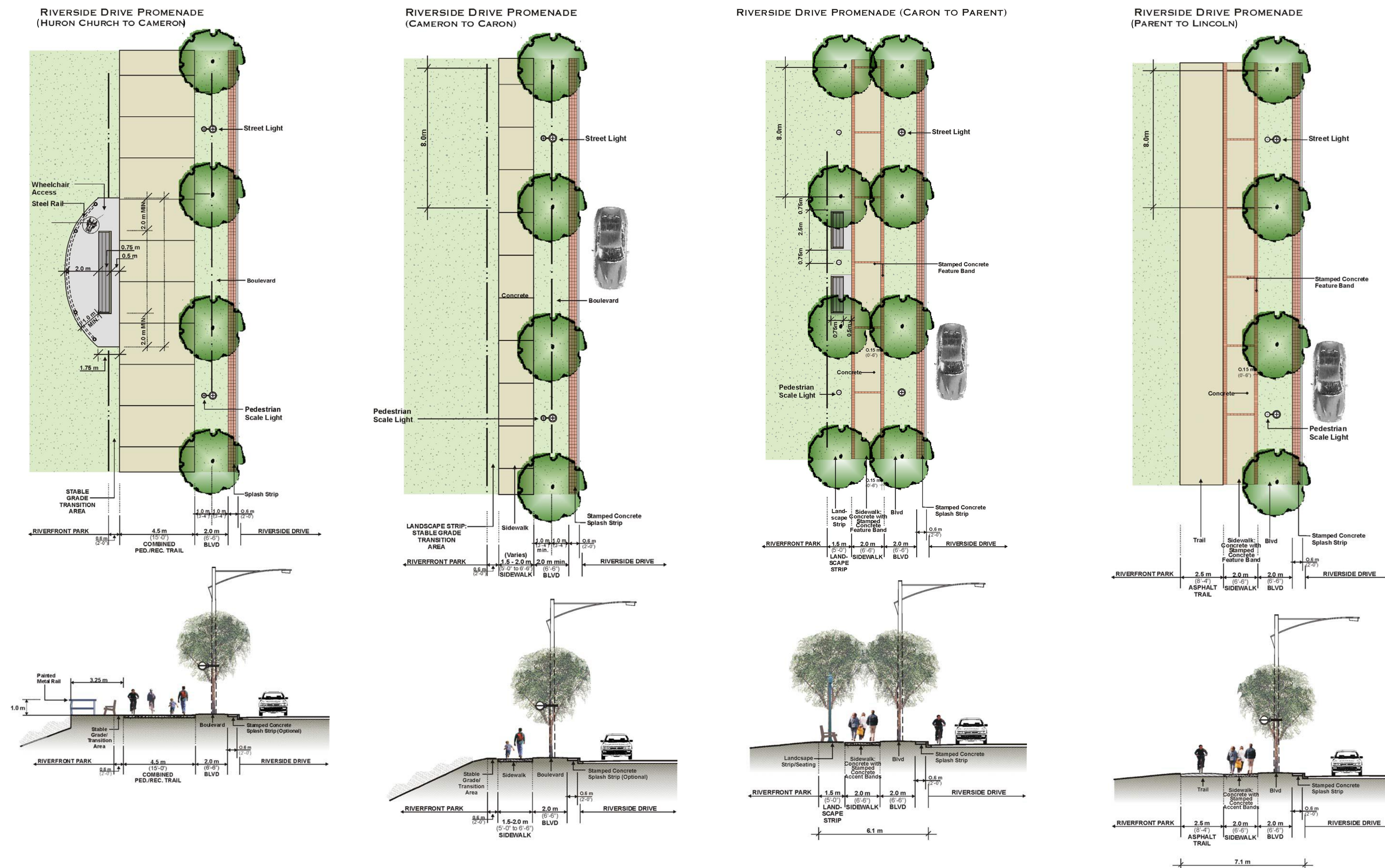


# RIVERSIDE DRIVE WALKABILITY

## DO YOU SUPPORT THE PROVISION OF PEDESTRIAN SPACE ALONG EACH SIDE OF RIVERSIDE DRIVE?

THE CRIP STUDY PROVIDED FOR IMPROVEMENTS TO THE PEDESTRIAN ENVIRONMENT ALONG RIVERSIDE DRIVE. IN PARTICULAR, PEDESTRIAN SPACE IS TO BE ADDED EAST OF OUELLETTE AVENUE TO THE CASINO WHERE PREVIOUSLY THERE WAS NO SIDEWALK. THE STUDY ALSO CALLS FOR THE PEDESTRIAN SPACE TO BE MADE MORE COMFORTABLE WITH TREES, BENCHES, LIGHTING ETC. RIVERSIDE DRIVE THROUGHOUT THE CENTRAL RIVERFRONT AREA IS EITHER TWO LANES OR FOUR LANES. NARROWING THE STREET TO TWO OR THREE LANES THROUGHOUT (SUBJECT OF COURSE TO TRAFFIC STUDIES, ETC.) WOULD PROVIDE FOR A LARGER PEDESTRIAN SPACE.

## DO YOU SUPPORT THE PROVISION OF NEW AND WIDER SIDEWALKS, TREES, BENCHES AND LIGHTING ALONG RIVERSIDE DRIVE?



## DO YOU AGREE WITH THE NARROWING OF RIVERSIDE DRIVE OR OTHER TRAFFIC CALMING TECHNIQUES?

RIVERSIDE DRIVE COULD BE NARROWED TO TWO OR THREE LANES TO IMPROVE THE PEDESTRIAN SPACES AND FACILITATE CROSSING RIVERSIDE DRIVE.

TWO LANES WITH MEDIAN AND ANGLED PARKING



TWO LANES WITH PARALLEL PARKING



PEDESTRIAN ISLANDS



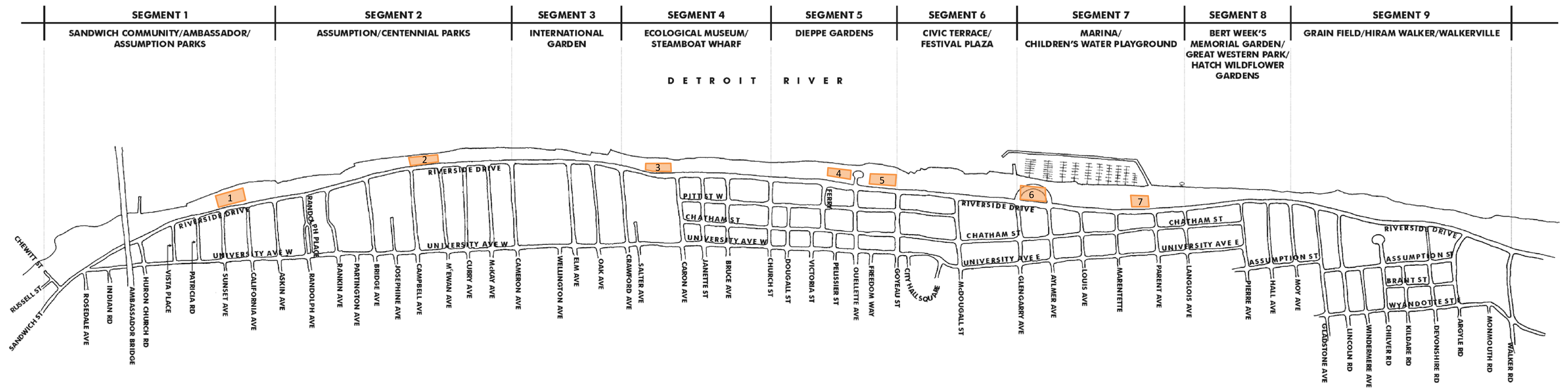


# PARKING

## IS THE AMOUNT OF PARKING BUILT TO DATE SUFFICIENT FOR YOUR USE OF THE RIVERFRONT PARK?

THE CRIP STUDY PROVIDED FOR PARKING COURTS (PARKING LOTS) AT STRATEGIC LOCATIONS ALONG THE RIVERFRONT. MANY OF THESE AREAS WERE BUILT BEFORE CRIP AND REMAIN AS IS OR HAVE BEEN IMPROVED.

### EXISTING PARKING ALONG THE RIVERFRONT



1 - SEGMENT 1: BETWEEN CALIFORNIA AVENUE AND SUNSET AVENUE



2 - SEGMENT 2: BETWEEN MCEWAN AVENUE AND CAMPBELL



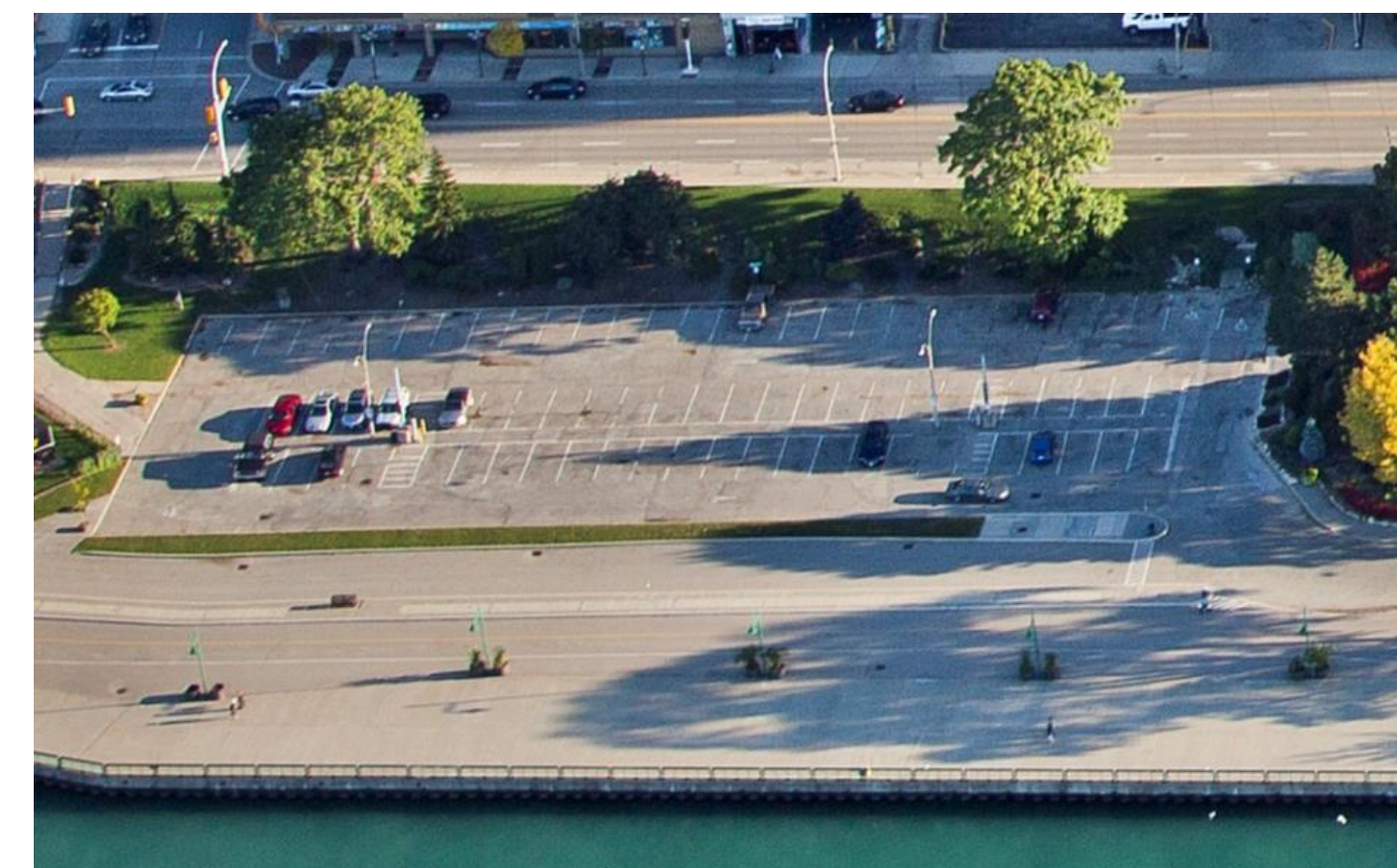
3 - SEGMENT 4: AT CARON AVENUE



4 - SEGMENT 5: AT THE PEACE BEACON (OUELLETTE AVENUE)



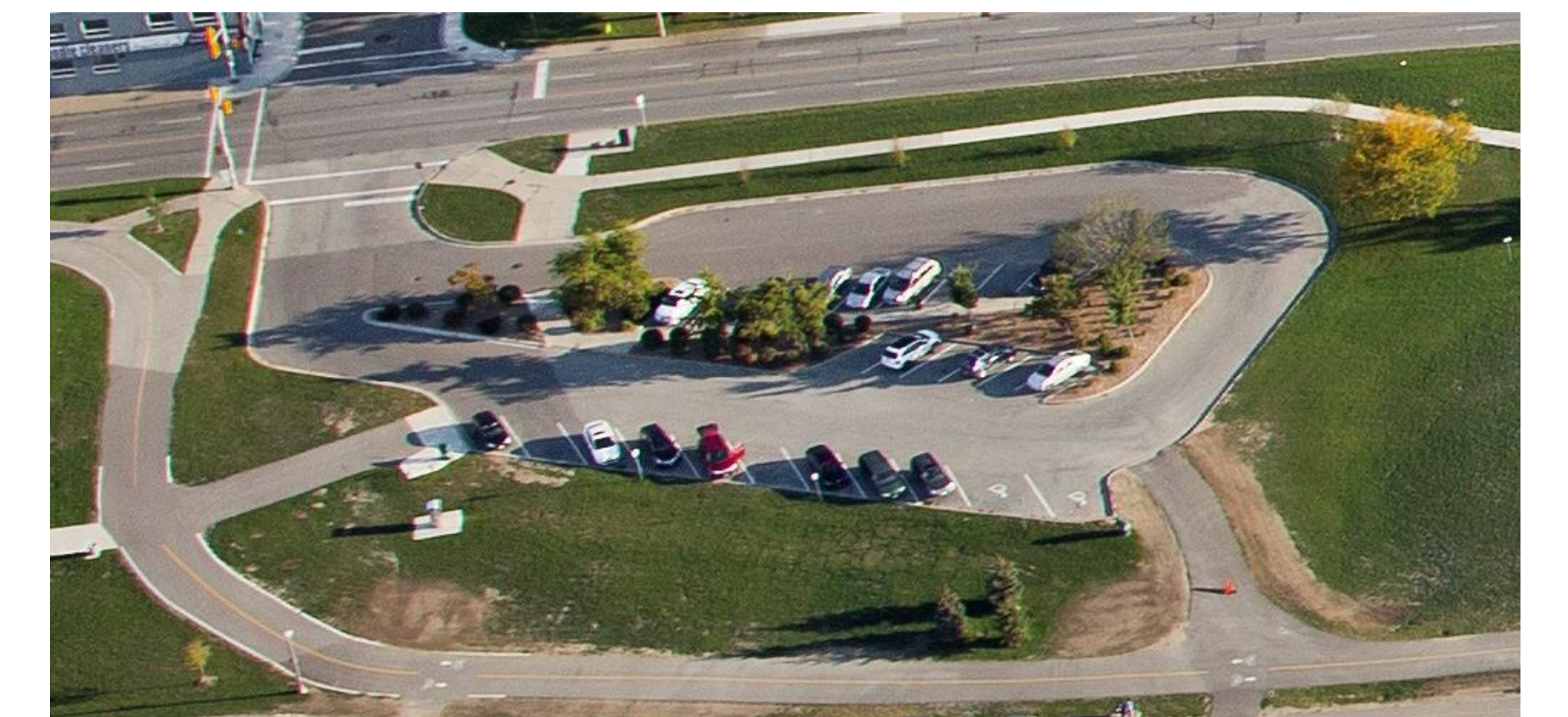
5 - SEGMENT 5: EAST OF THE PEACE BEACON



6 - SEGMENT 7: AT GLENGARRY AVENUE (RTB SITE)



7 - SEGMENT 7: AT PARENT AVENUE



### POSSIBLE FUTURE PARKING OPPORTUNITIES

ANGLED PARKING



PARALLEL PARKING





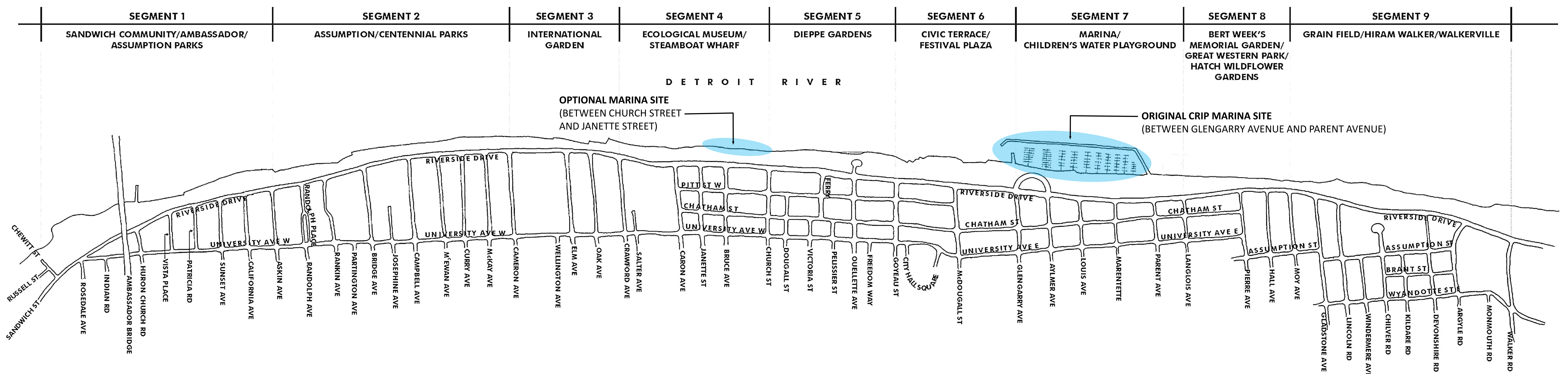
# MUNICIPAL MARINA

## DO YOU AGREE THAT THERE SHOULD BE A MARINA LOCATED IN THE DOWNTOWN AREA?

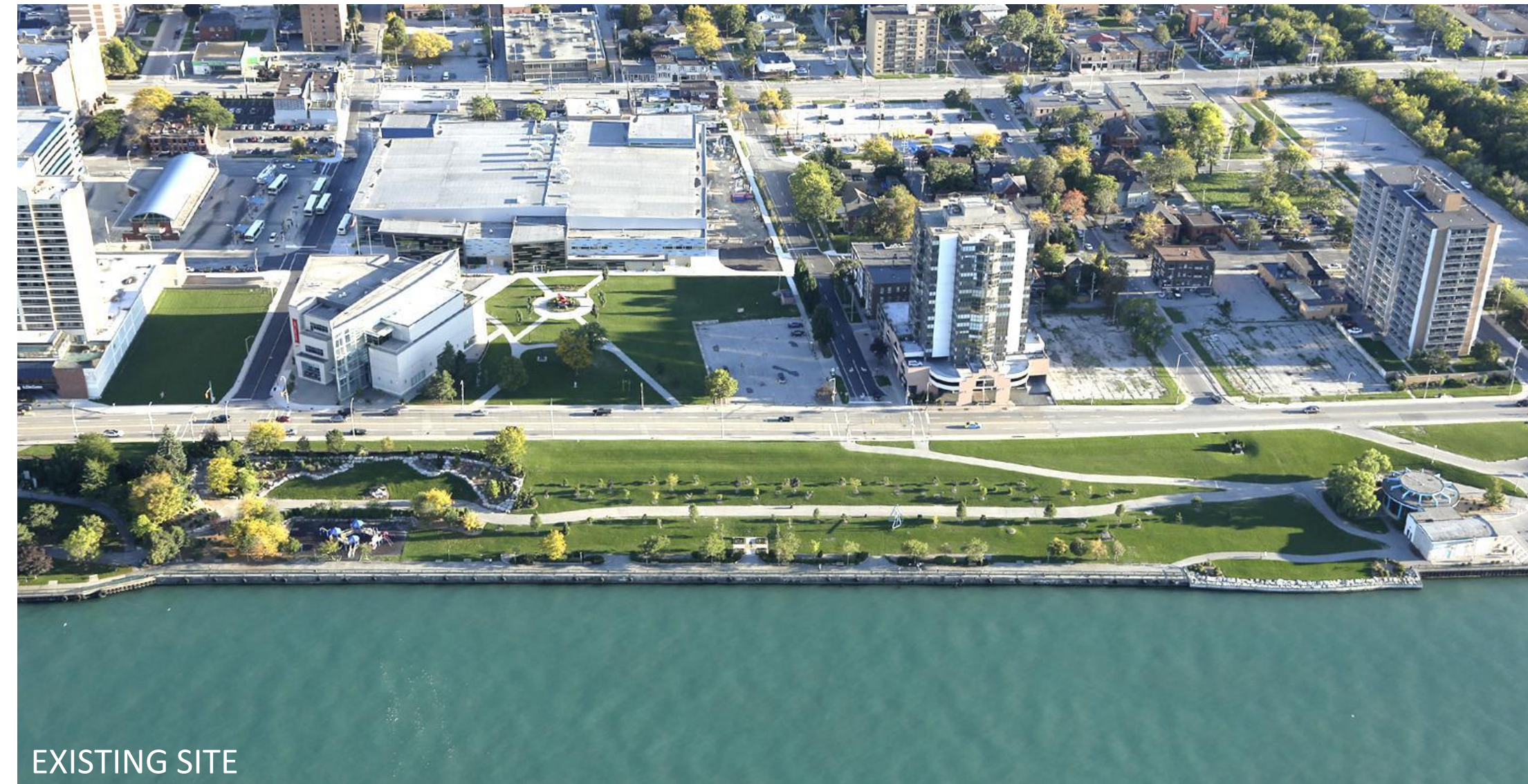
THE CRIP STUDY INCLUDED A PREVIOUSLY PROPOSED MUNICIPAL MARINA BETWEEN GLENGARRY AND PARENT AVENUE. THE WINDSOR DOWNTOWN MARINA WAS PLANNED FOR APPROXIMATELY 300 BOAT SLIPS, AND WAS POSITIONED OUT INTO THE RIVER ON WATER LOTS CONTROLLED BY THE FEDERAL WINDSOR PORT AUTHORITY. IT WOULD HAVE BEEN LOCATED NEAR THE "EASTERN SUPER ANCHOR" (CASINO AREA). AN ENVIRONMENTAL ASSESSMENT FOR THE MARINA WAS COMPLETED IN 1996. SINCE THEN, CHANGES TO THE APPROVAL AND REGULATORY REQUIREMENTS HAVE OCCURRED, WHICH COULD MAKE APPROVAL OF A MARINA AT THIS LOCATION MORE CHALLENGING THAN ANTICIPATED.

THE "CANAL AND MARINA FEASIBILITY STUDY" THAT WAS COMPLETED IN 2009 PROPOSED A MUCH SMALLER, FULLY TRANSIENT MARINA (40 SLIPS) EAST OF THE CARON AVENUE PUMP STATION. IT WOULD BE LOCATED NEAR THE "WESTERN SUPER ANCHOR SITE" (AQUATIC CENTRE/ART GALLERY). EXTENSIVE SHORELINE IMPROVEMENTS ARE REQUIRED AT THIS LOCATION WHETHER OR NOT A MARINA PROCEEDS. BUILDING A MARINA IN A LOCATION WHERE SHORELINE WORK IS ALREADY NEEDED WOULD BE MORE COST EFFECTIVE. IT IS ALSO ANTICIPATED THAT CONSTRUCTION OF A SMALLER MARINA AT THIS LOCATION MAY BE MORE EASILY APPROVED.

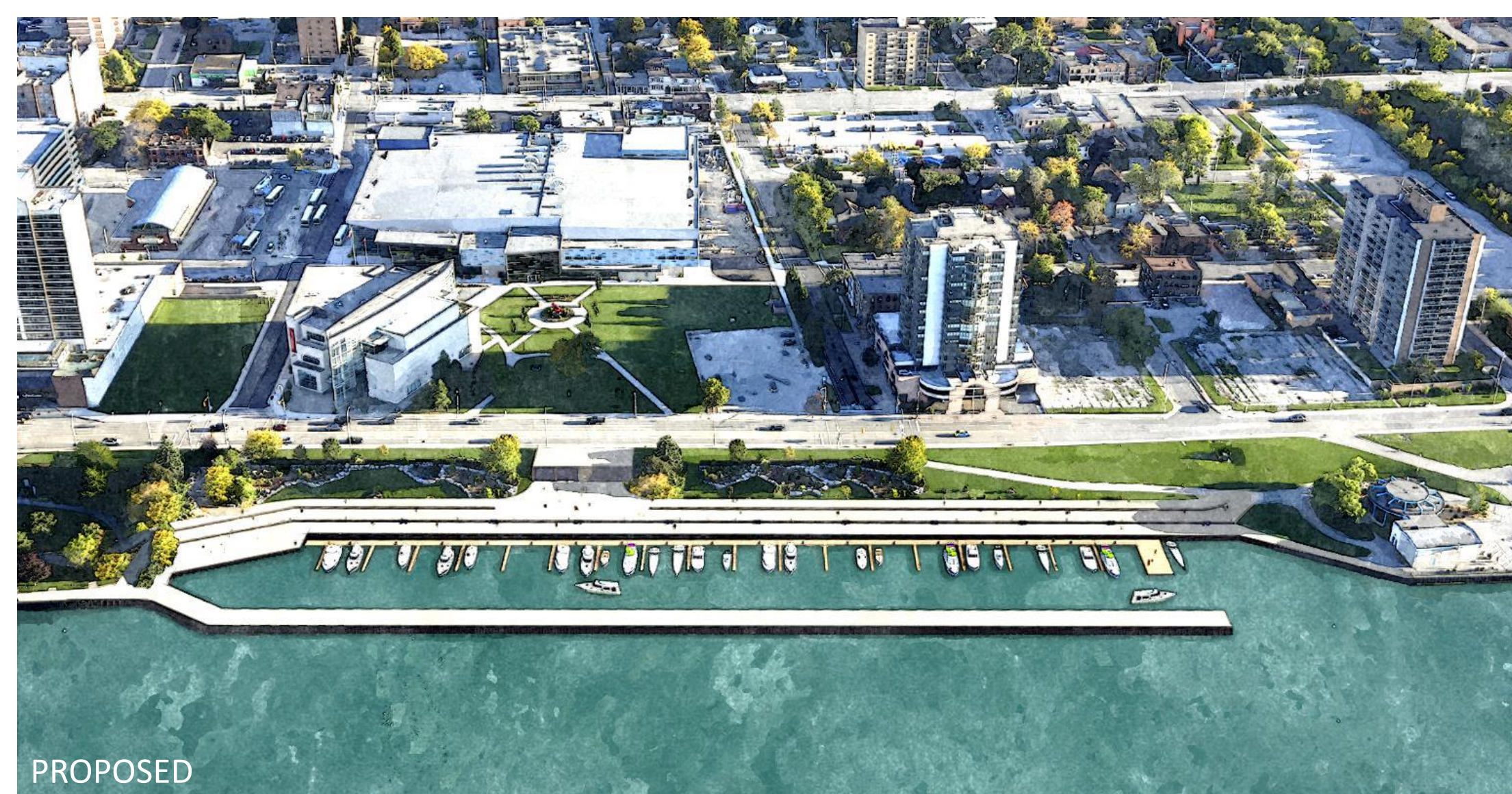
## WHICH MARINA LOCATION DO YOU PREFER?



OPTIONAL MARINA SITE - BETWEEN CHURCH STREET AND JANETTE STREET



EXISTING SITE



PROPOSED



RENDERING

ORIGINAL CRIP MARINA SITE - BETWEEN GLENGARRY AVENUE AND PARENT AVENUE





# COMMERCIAL DEVELOPMENT

## DO YOU THINK THAT LIGHT COMMERCIAL DEVELOPMENT IS COMPATIBLE WITH THE RIVERFRONT AREA?

THE CRIP STUDY PROVIDED FOR LIGHT COMMERCIAL SERVICES ON THE RIVERFRONT INCLUDING SUCH THINGS AS FOOD CONCESSIONS, BICYCLE RENTALS AND RELATED ITEMS. THESE ELEMENTS ARE USUALLY FOUND AS PART OF THE BEACONS. IT'S POSSIBLE THAT MANY SUCH AREAS WOULD BE SEASONAL AND COULD CONSIST OF PORTABLE FACILITIES THAT ARE REMOVED FROM THE RIVERFRONT WHEN NOT IN USE, RATHER THAN PERMANENT STRUCTURES.

### TYPES OF COMMERCIAL DEVELOPMENT

FOOD CONCESSIONS



BICYCLE RENTALS



ICE CREAM STAND



PORTABLE VENDOR CARTS



SOUVENIR SHOP



LICENSED FOOD SERVICE PATIO/BISTRO



PERMANENT RETAIL BOUTIQUES



KIOSKS - HATS, SUNGLASSES ETC.



SPACE FOR SEASONAL VENDORS



HIGH QUALITY FOOD SERVICE TRUCKS





# LIGHTING

## HOW DO YOU FEEL ABOUT THE LEVELS AND TYPES OF LIGHTING PROVIDED AT EXISTING FEATURES AND PROPOSED AT NEW LOCATIONS?

### SPECIFIC LIGHTING RECOMMENDATIONS

- LIGHTING TO PROVIDE COMFORT AND SAFETY IN ALL AREAS OF THE RIVERFRONT.
- LIGHTING PLACED ALONG THE CIRCULATION SYSTEMS SHOULD BE SPACED AT A CONSISTENT RHYTHM THAT WILL PROVIDE A MINIMUM OF 1.0 TO 1.5 FOOTCANDLES (7.5 LUX) OF LIGHT, APPROX. 80 FEET.
- LIGHTING PLACED IN PARKING COURTS SHOULD PROVIDE A MINIMUM OF 1.0 FOOTCANDLES (7.5 LUX) OF LIGHT.
- BUILDINGS, STAIRS AND OTHER FEATURES ARE TO BE LIT APPROPRIATELY AND SHOULD BE EVALUATED ON AN INDIVIDUAL CASE BASIS.
- LIGHTING SHOULD BE OF THE SAME TYPE THROUGHOUT THE RIVERFRONT, FOR EXAMPLE, HIGH PRESSURE SODIUM OR METAL HALIDE.
- FREE-STANDING LIGHT POLES SHOULD BE DESIGNED TO ALLOW THE HANGING OF BANNERS, WHERE DESIRED.

#### LIGHTING CONDITION 1: STREET LIGHTING ALONG RIVERSIDE DRIVE

- EVALUATE EXISTING STREET LIGHTING IN TERMS OF CONSISTENCY OF PLACEMENT, ON BOTH NORTH AND SOUTH SIDE OF THE STREET. STREET LIGHTING SHOULD BE IMPROVED/UPGRADED TO BE MORE VISUALLY ORGANIZED YET STILL PROVIDE THE DESIRED LEVEL OF LIGHTING.

#### LIGHTING CONDITION 2: ALONG THE LENGTH OF RIVERSIDE DRIVE PEDESTRIAN PROMENADE

- UTILIZE THE HISTORIC 15' (4.5M) CITY OF WINDSOR PEDESTRIAN SCALE LIGHT STANDARD.
- WHERE THERE ARE RESTRICTIONS IN THE PLACEMENT OF NEW FREESTANDING FIXTURES, LIGHTING MAY BE FIXED TO EXISTING POLES AT APPROPRIATE HEIGHTS/CLEARANCES.

#### LIGHTING CONDITION 3: ALONG THE LENGTH OF THE RIVERWALK, RECREATIONWAY AND CONNECTOR TRAIL

- A SIMPLIFIED 15' (4.5M) LIGHT STANDARD DESIGN BASED ON THE HISTORIC CITY OF WINDSOR PEDESTRIAN SCALE STANDARD RECOMMENDED FOR RIVERSIDE DRIVE PEDESTRIAN PROMENADE. THE NEW STANDARD SHOULD RESEMBLE THE OLD STANDARD IN SCALE, FORM AND COLOUR.

#### LIGHTING CONDITION 4: LIGHTING INCORPORATED INTO SPECIAL FEATURES

- IN PLAZA AREAS, TO REDUCE VISUAL CLUTTER, LIGHTING SHOULD BE INTEGRATED WITH SPECIAL FEATURES, FOR EXAMPLE, THE INTERPRETIVE WALL, PLAZA SEATING OR RETAINING WALLS.
- A SIMPLIFIED 15' (4.5M) LIGHT STANDARD DESIGN, OR STANDARD RECOMMENDED FOR CONDITION 3, SHOULD INCORPORATED USING AN ALTERED POLE AND BASE DETAIL.
- THE MARINA WILL HAVE UNIQUE LIGHTING REQUIREMENTS.

#### LIGHTING CONDITION 5: PARKING AREAS

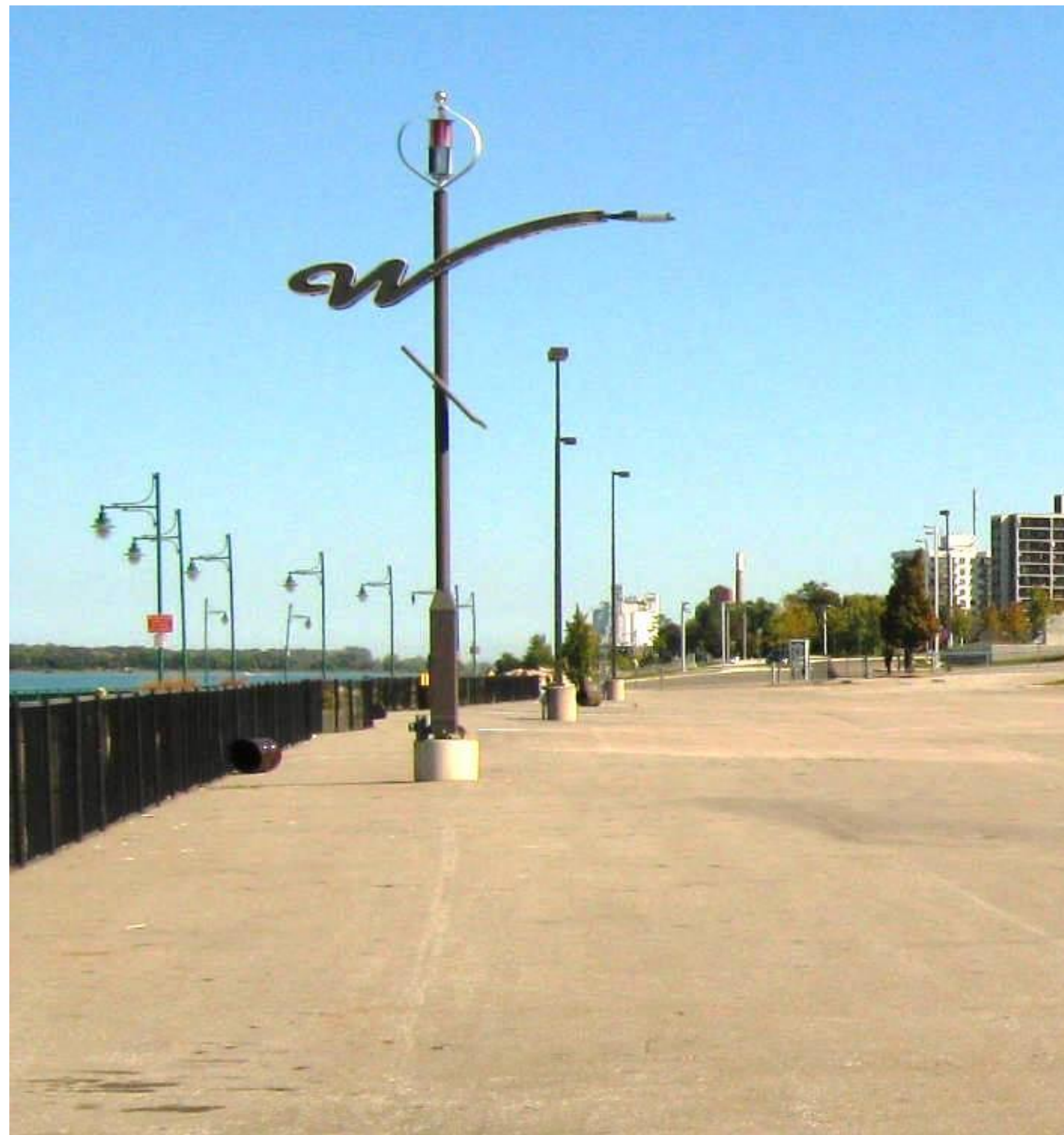
- UTILIZE A LIGHTED BOLLARD WITH UP-LIGHT AND DOWN-LIGHT SYSTEMS.
- SUPPLEMENT BOLLARD LIGHTING WITH SIMPLIFIED LIGHT STANDARD, AS RECOMMENDED FOR LIGHTING CONDITION 3, TO ACHIEVE DESIRED LIGHTING LEVEL.



CONDITION 1 - CURRENT RIVERSIDE DRIVE STREET LIGHTS



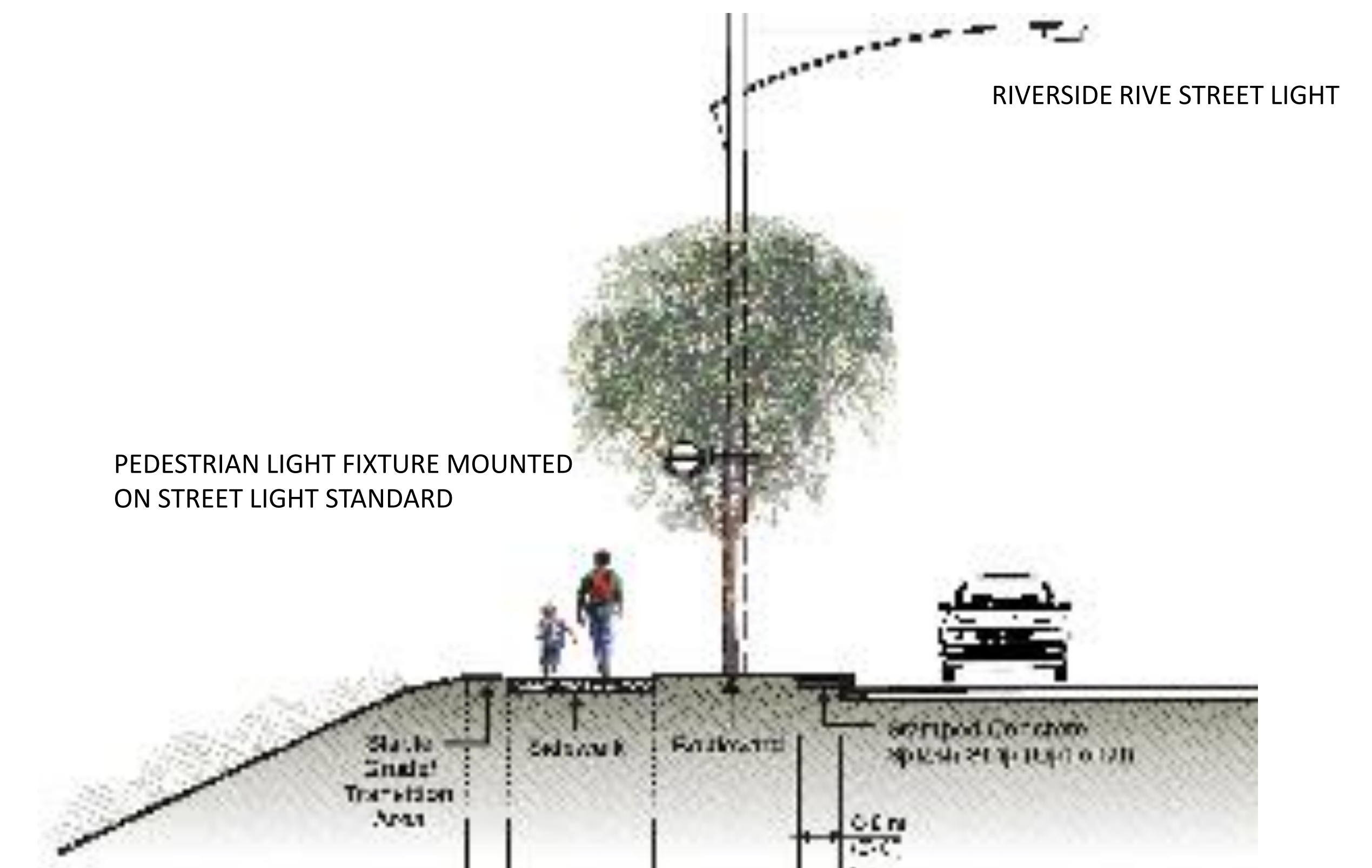
CONDITION 2 – ALONG THE LENGTH OF THE RIVERSIDE DRIVE PEDESTRIAN PROMENADE



CONDITON 3 - RIVERWALK / RECREATIONWAY LIGHTING



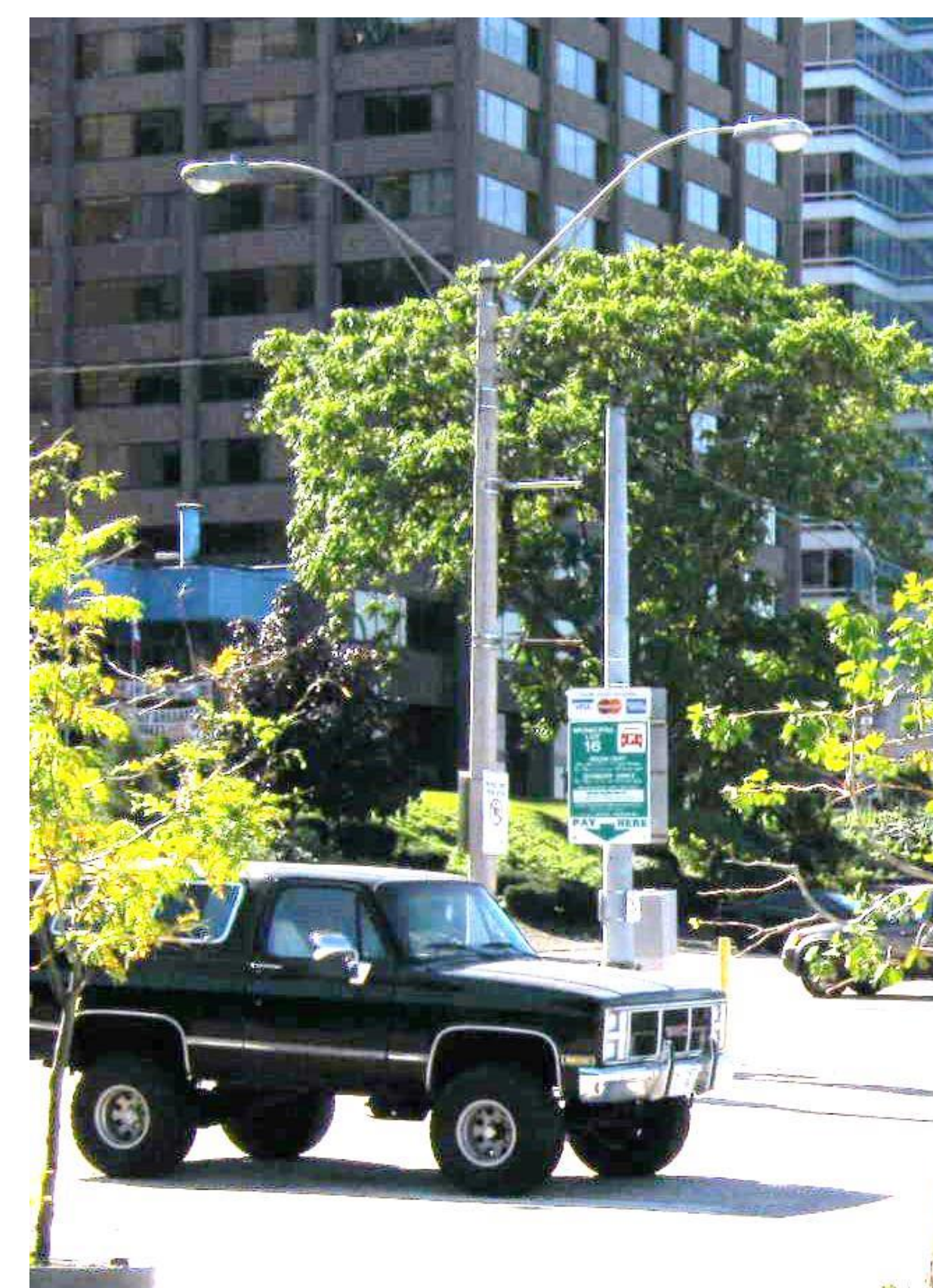
PEDESTRIAN FIXTURE MOUNTED ON STREET LIGHT STANDARD



ACCENT LIGHTING AT BEACONS



HOLIDAY LIGHTING



CONDITON 5 – PARKING LOT LIGHTING



PARKING LOT BOLLARD LIGHTING



HISTORIC STYLE FIXTURE TO SUPPLEMENT BOLLARD LIGHTING

CONDITION 4 - LIGHTING INCORPORATED INTO SPECIAL FEATURES

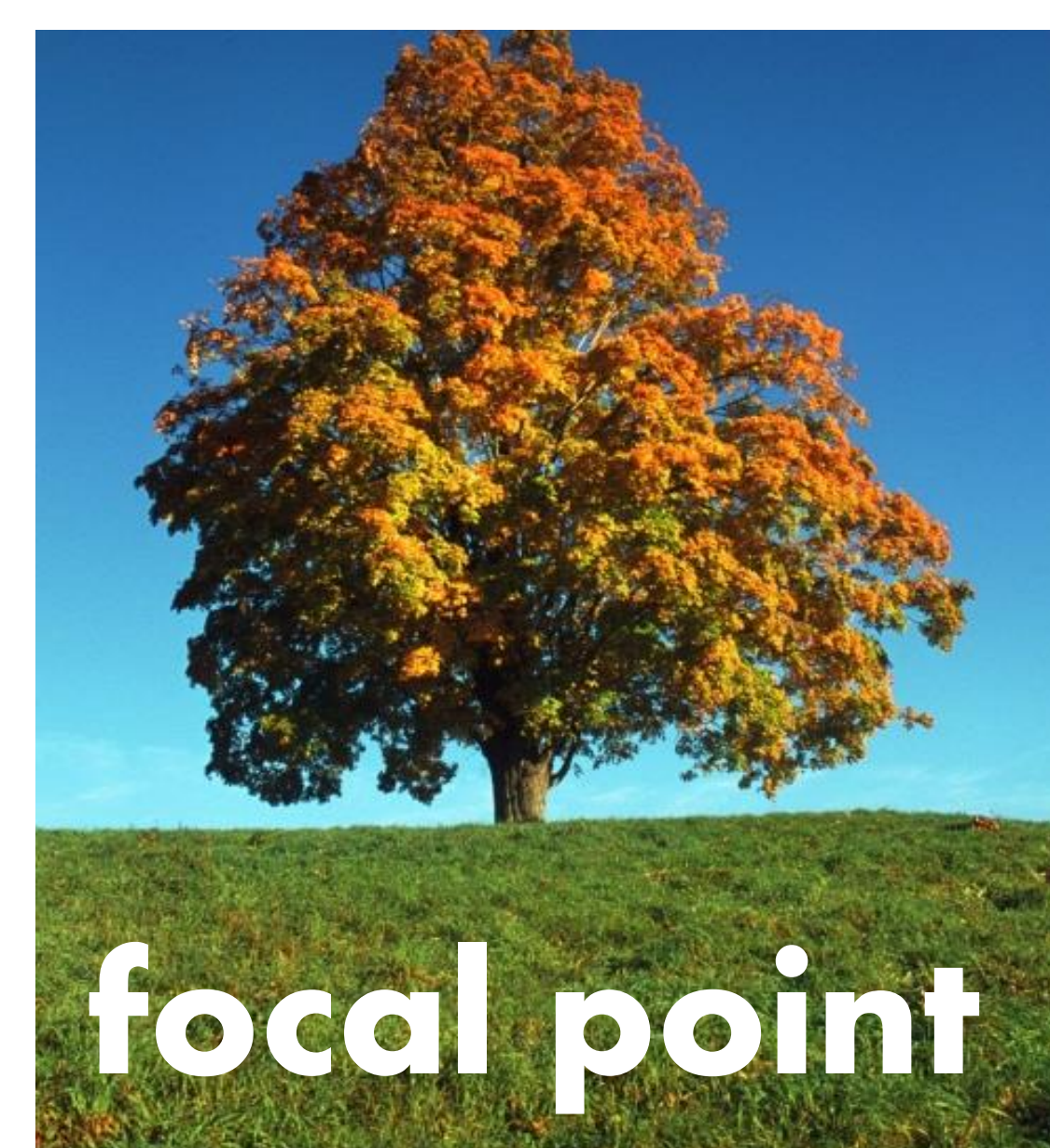
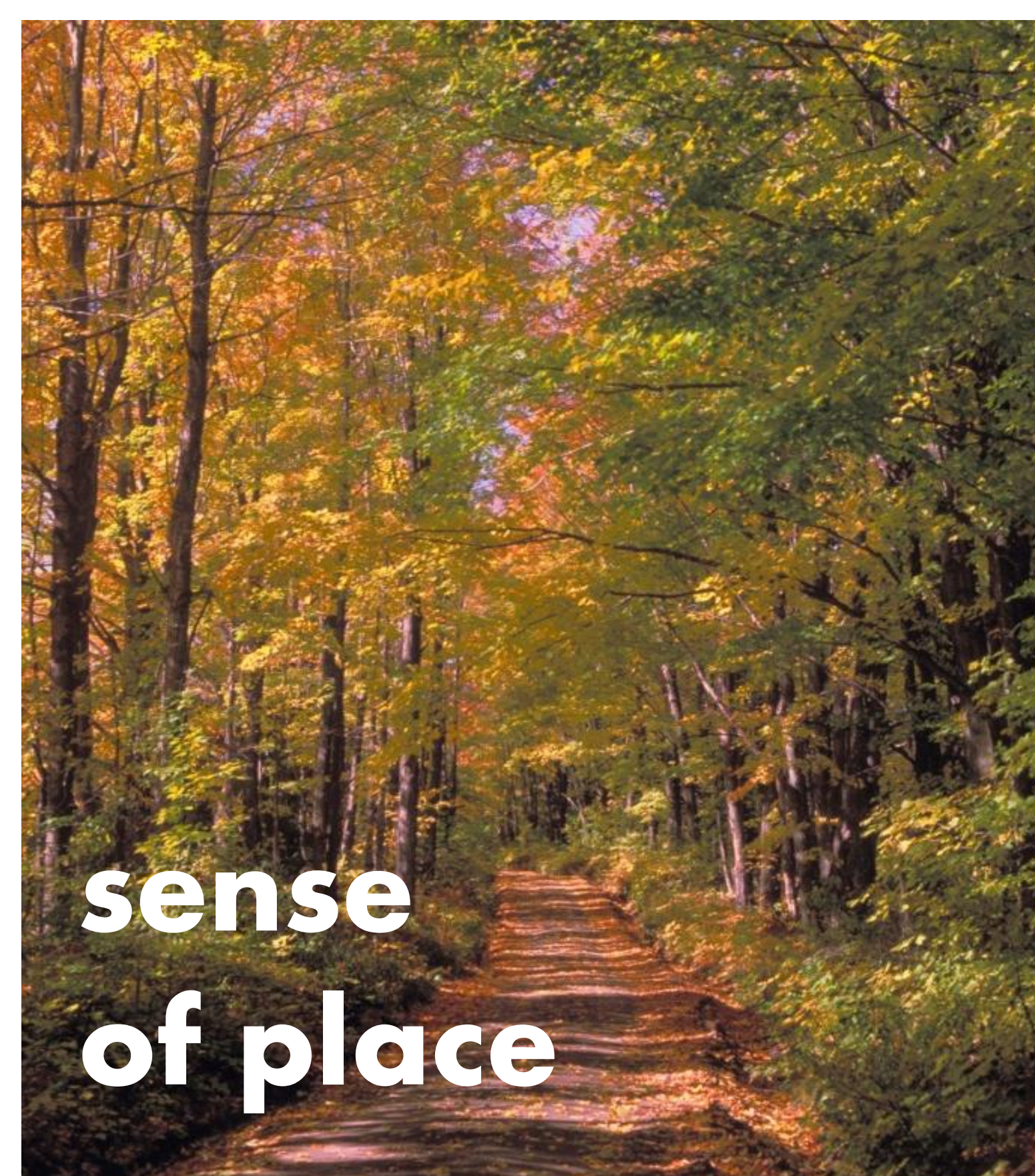
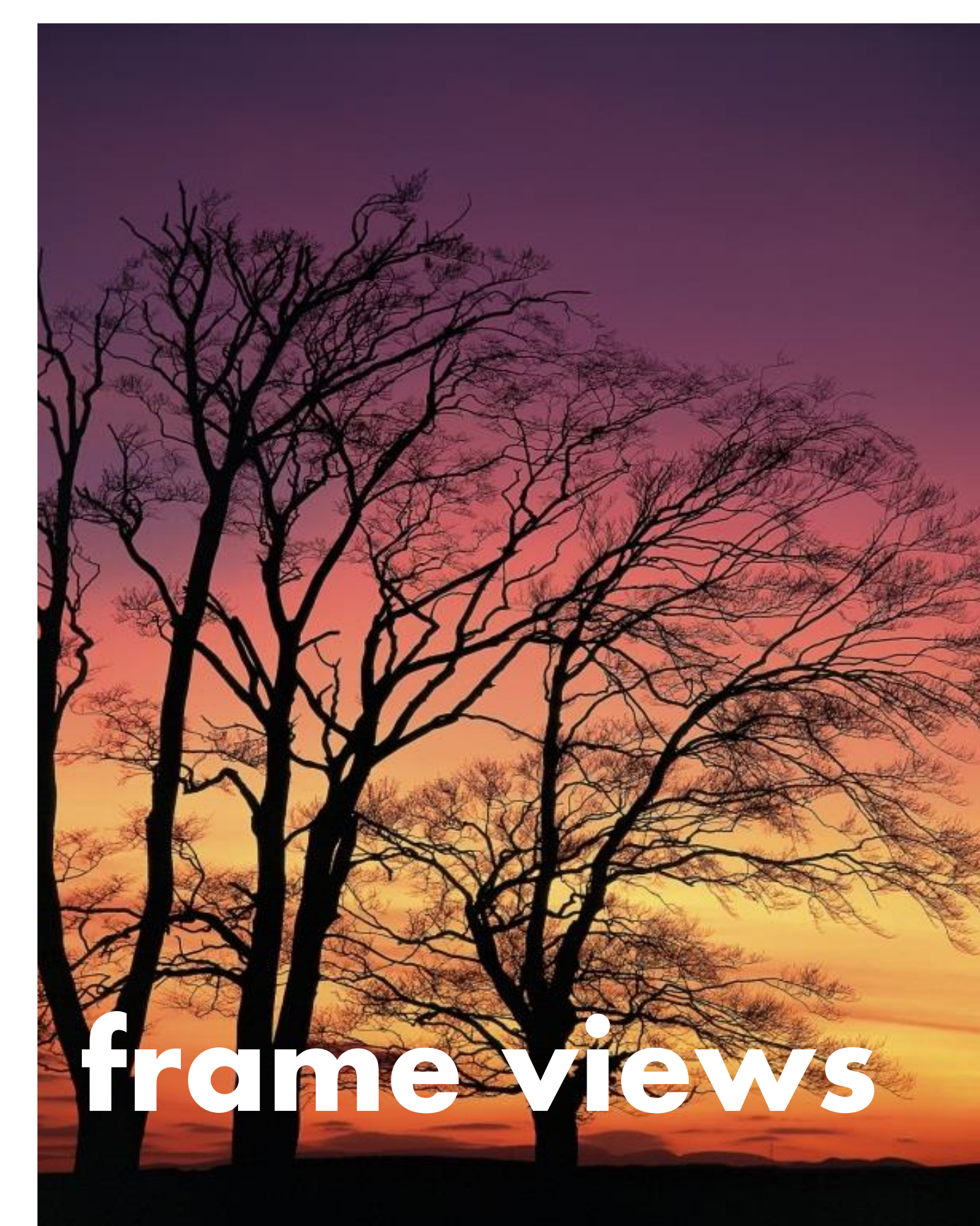
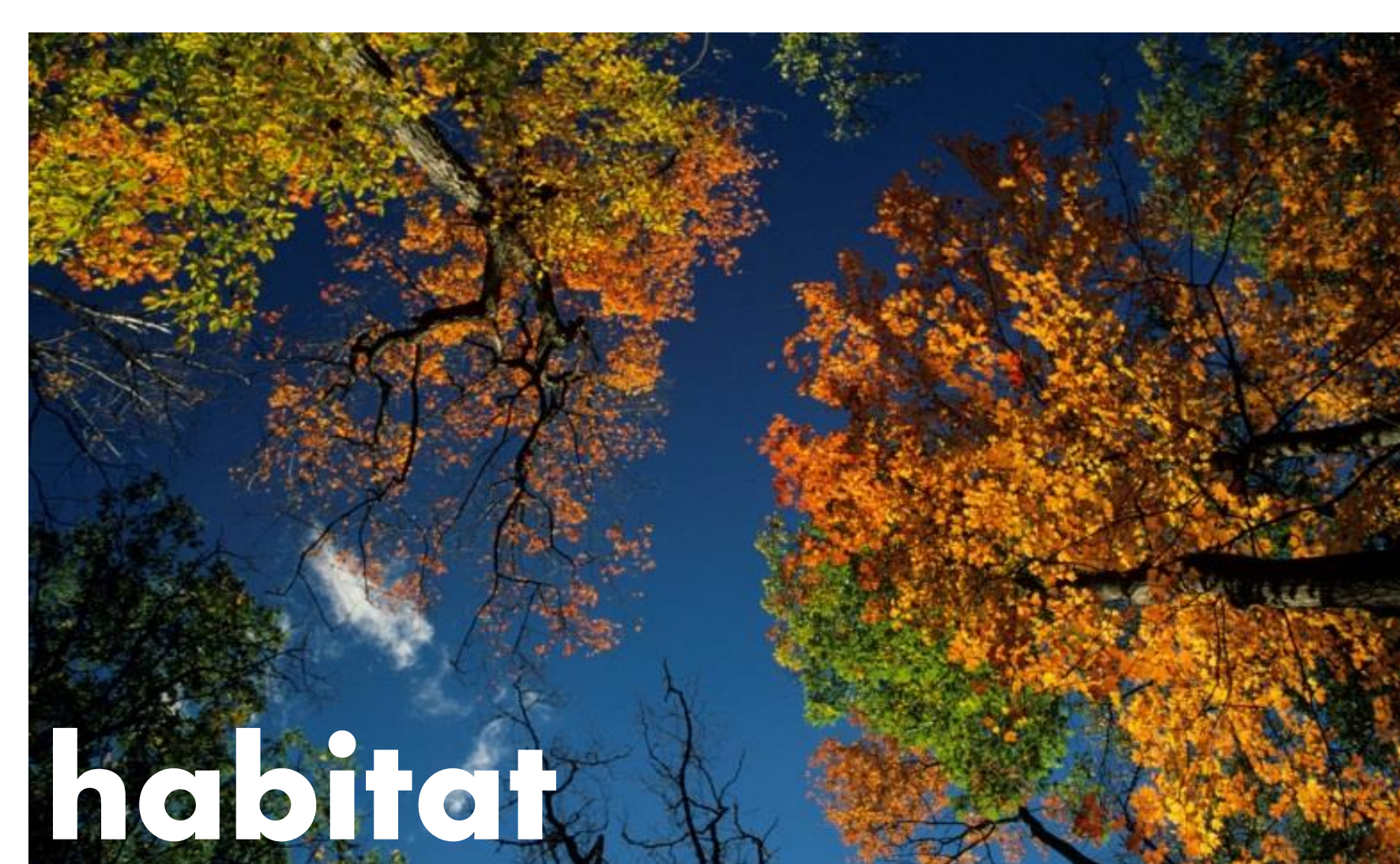


# TREE PLANTING

## TO WHAT EXTENT WOULD YOU LIKE TO SEE TREE PLANTING ON THE RIVERFRONT?

THE CRIP STUDY PROVIDED FOR TREE PLANTING THROUGHOUT THE RIVERFRONT AREA INCLUDING AT PARKING AREAS, ALONG STREETS, AND IN ALL PARK AREAS. DEPENDING ON THE AREA, THE TREES COULD BE TALLER (45 FT.) OR SHORTER (30 FT.) AND CONSIST OF NATIVE SPECIES OR SELECTED FOR COLOURFUL DISPLAYS, SHADE, OR OTHER FUNCTIONAL REASONS. CRIP ALSO CALLS FOR OPEN VIEWS, ESPECIALLY AT THE END OF NORTH/SOUTH STREETS THAT INTERSECT RIVERSIDE DRIVE.

### BENEFITS OF TREES



## WHICH OF THE FOLLOWING REPRESENT YOUR OPINION OF TREE PLANTING FOR THE CENTRAL RIVERFRONT AREA?

- MORE TREES
- FEWER TREES
- THERE SHOULD BE NO TREES
- USE TREES WHERE NEEDED FOR SHADE
- USE TREES THAT WILL BE LARGER AT MATURITY
- USE TREES THAT WILL BE SMALLER AT MATURITY
- MORE NATIVE SPECIES OF TREES
- MORE ORNAMENTAL OR FLOWERING TREES
- GREATER DIVERSITY OF TREE SPECIES
- USE TREES TO FRAME VIEWS
- MAINTAIN VIEWS FROM ENDS OF STREETS



# PLAYGROUNDS

## ARE THERE ENOUGH CHILDREN'S PLAYGROUNDS AND RECREATIONAL SPACES EXISTING AND PLANNED?

THE CRIP PLAN PROVIDED FOR SEVERAL CHILDREN'S PLAY AREAS AND RECREATIONAL SPACES

- CHILDREN'S THEMED PLAY AREAS
- CHILDREN'S WATER SPRAY PLAYGROUND
- CHILDREN'S INTERPRETIVE WALL EATER PLAY
- CHILDREN'S SECRET GARDEN
- OPEN SOFT SURFACE PLAY AREAS
- HARD SURFACE PLAY AREAS

### THEME CHILDREN'S SECRET GARDEN



TOPIARY HEDGE MAZE



CHALK PLAY

### EXISTING PLAYGROUNDS



LOCATED IN SEGMENT 4 NEAR THE CARON AVE. PUMP STATION



LOCATED IN SEGMENT 1 NEAR AMBASSADOR BRIDGE

### RECREATION AREAS



ROLLERBLADING ON RECREATIONAL PATH



SOFT SURFACE OPEN PLAY AREAS



LOCATED IN SEGMENT 7



PUTTING GREEN



OPEN SOFT SURFACE PLAY AREAS



HARD SURFACE PLAY AREAS

### SKATEBOARD PARK



SWING BASKET

### CHILDREN'S WATER SPRAY PLAYGROUND





# WATER FEATURES

HOW DO YOU FEEL ABOUT THE WATER FEATURES CURRENTLY INSTALLED?

HOW IMPORTANT ARE FUTURE WATER FEATURES?

THE STUDY PROVIDES FOR VARIOUS WATER FEATURES ALONG THE WATERFRONT

NATURAL WATER FEATURES



NATURAL STORM WATER MANAGEMENT

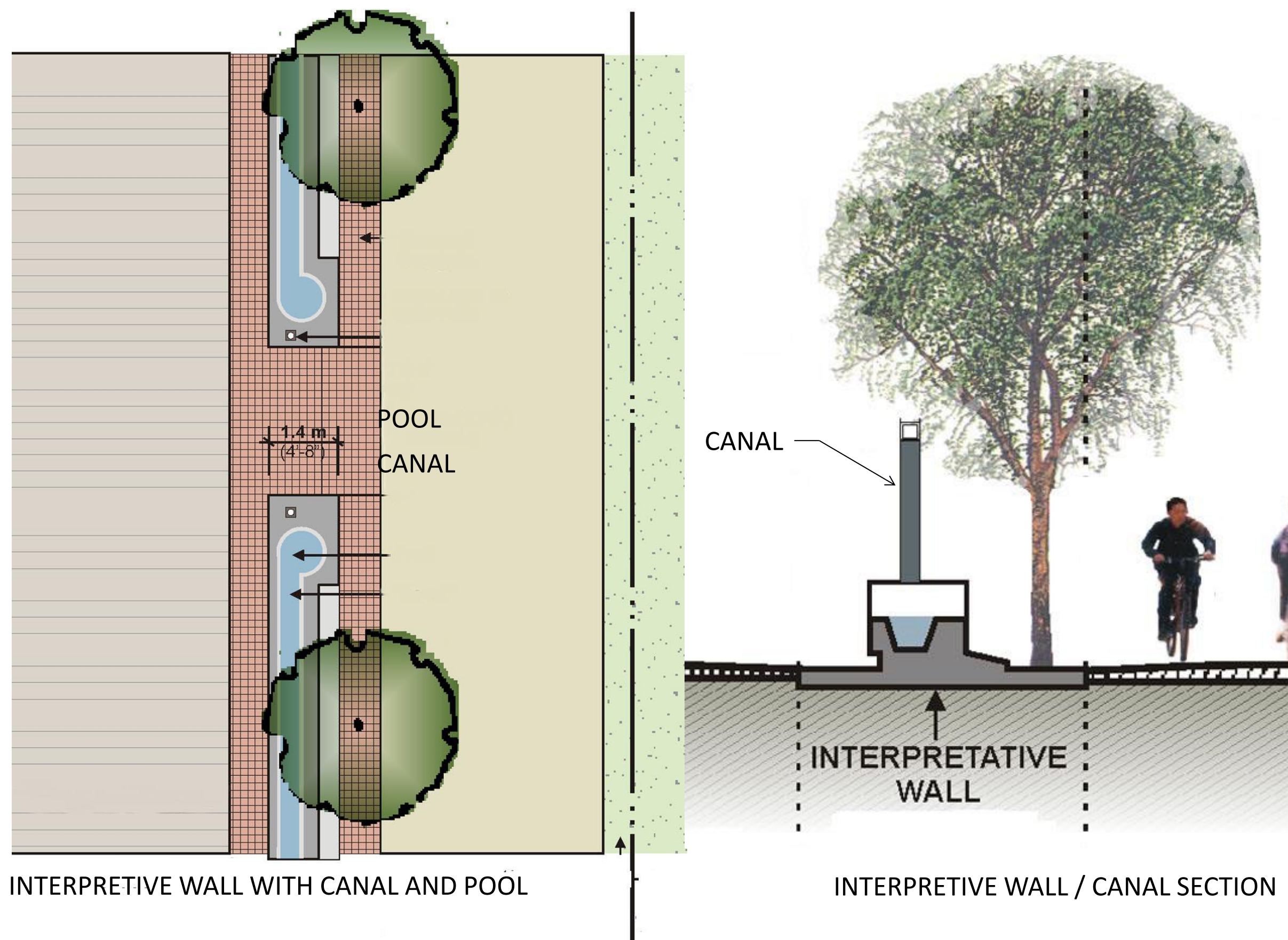


OBSERVATION PLATFORMS



WETLANDS

MAN MADE WATER FEATURES



INTERPRETIVE WALL WITH CANAL AND POOL

INTERPRETIVE WALL / CANAL SECTION

EXISTING WATER FEATURES



BERT WEEKS FOUNTAIN



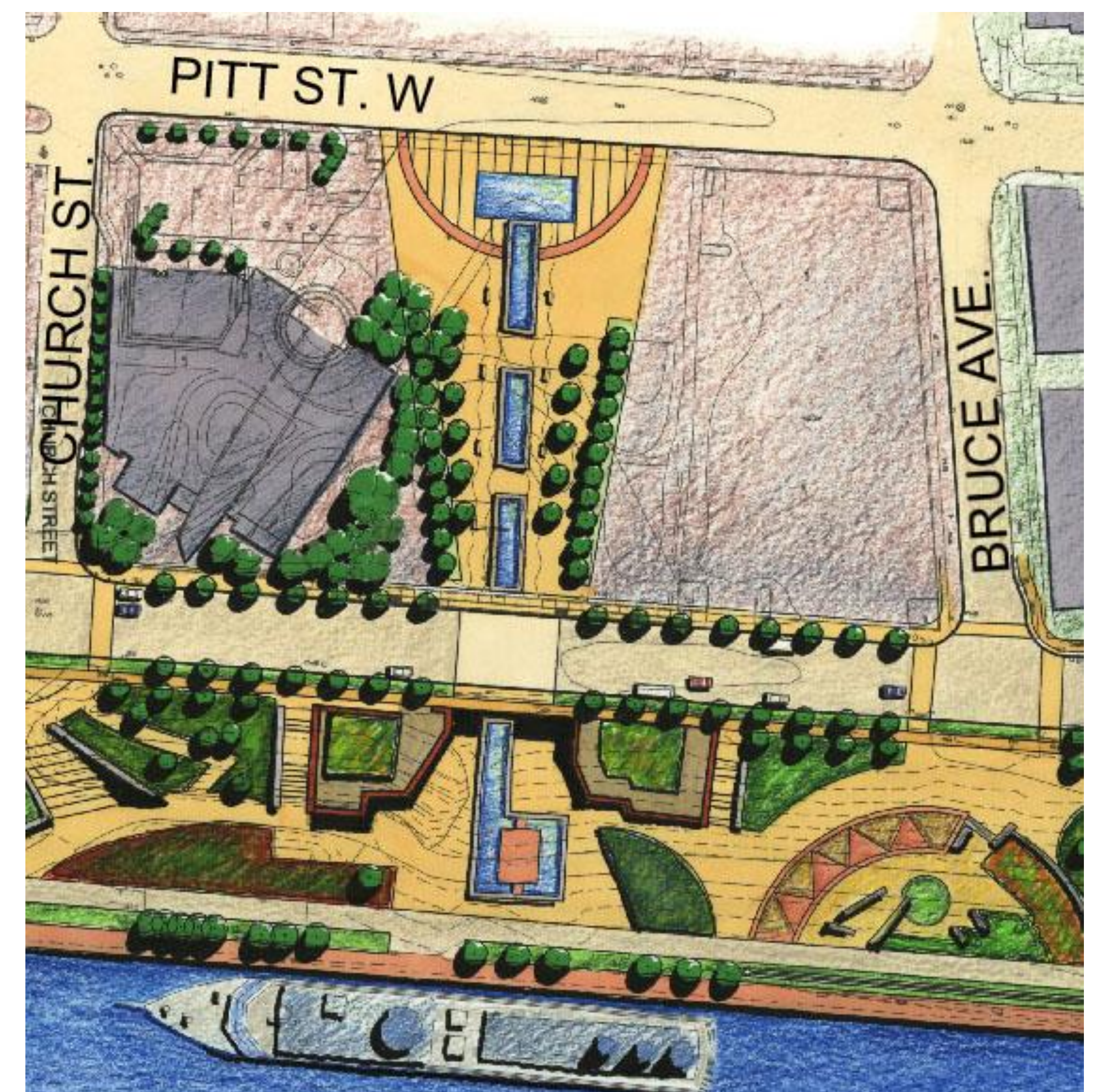
UDINE FOUNTAIN



MIST WALL



NATURAL POND



UNDERPASS CANAL WATER FEATURE



# FUTURE PROJECTS

WHICH OF THE PLANNED FUTURE PROJECTS ARE IMPORTANT TO YOU?

THERE IS STILL A LOT OF WORK TO BE DONE

- 4 OF 5 BEACONS STILL TO BE BUILT
- MUNICIPAL MARINA
- RIVERSIDE DRIVE PEDESTRIAN LINKAGES
- PUTTING / CHIPPING SAND TRAP AREA
- CHILDREN'S SECRET GARDEN
- CORPORATE SPONSORSHIP GARDEN AND COJRTYARD
- BASKETBALL / VOLLEYBALL COURTS
- SITE FURNISHINGS
- CAR TOP BOAT LAUNCH
- CHILDREN'S PLAYGROUNDS
- WATER PLAY AREA
- WATER TAXI / SHUTTLE SERVICE
- FISHING PLATFORMS
- DEMONSTRATION GRAIN FIELDS
- MAIN STREET MARKER AT THE FOOT OF OUELLETTE AVE
- HISTORIC EVENTS WALL
- SEAT WALL WITH MIST
- SKATEBOARD PARK
- WATER / ICE SCULPTURE BRIDGE
- AESTHETIC SPEACLTY LIGHTING OF SPECIFIC FEATURES
- WASHROOM FACILITIES
- WIND GENERATION TOWERS
- ARTISAN WORKSHOP
- ECOLOGICAL MUSEUM
- ROTARY PLAZA
- KINETIC DISPLAY
- REDEVELOPMENT OF THE HISTORIC PUMP HOUSE
- FERRY LANDING WITH CUSTOMS
- LIGHTING ALONG PATHWAYS AND IN PUBLIC GATHERING AREAS

## MUNICIPAL MARINA



## BEACONS



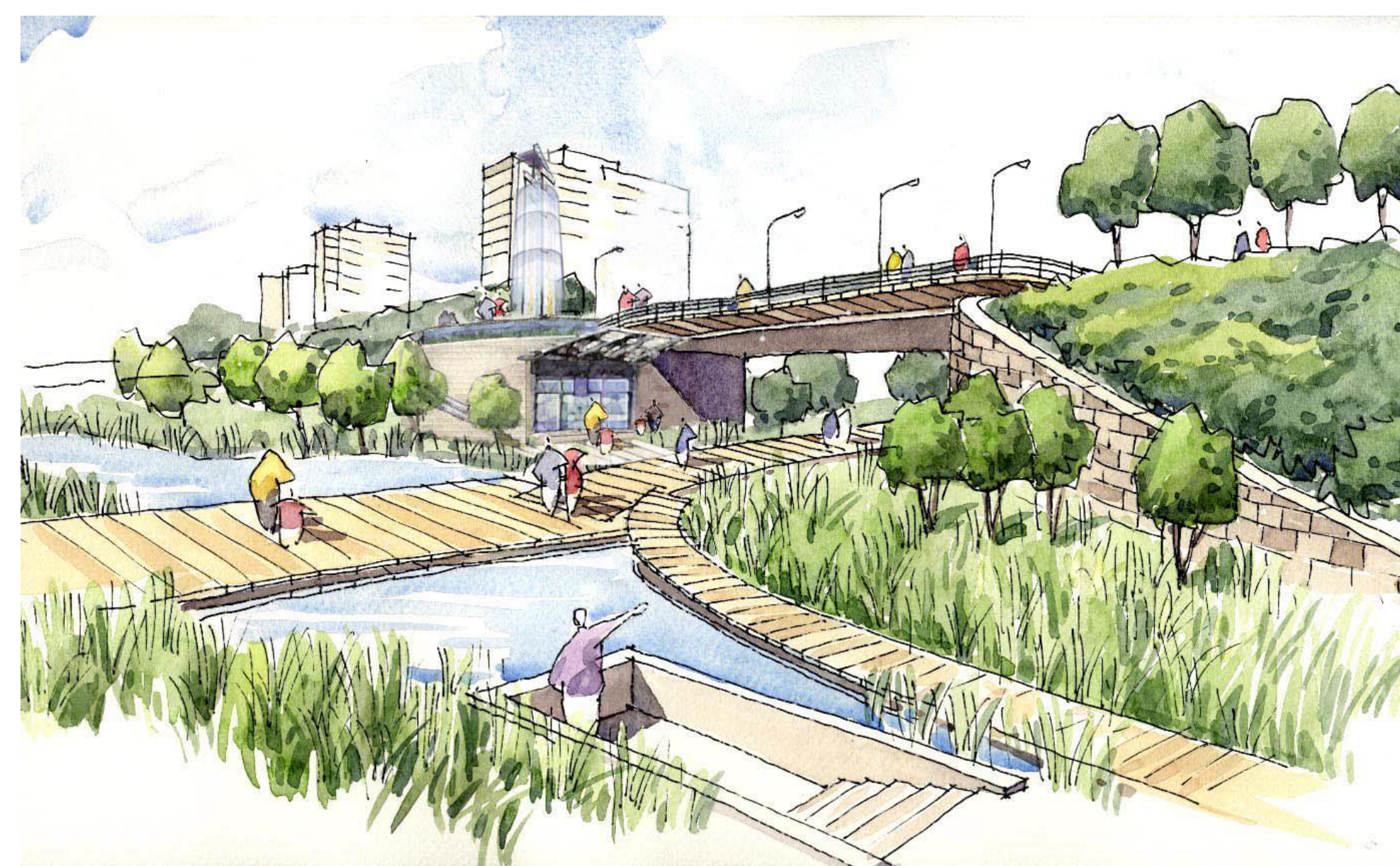
CITY BEACON – SEGMENT 6



CELESTIAL BEACON – SEGMENT 1



DAWN BEACON – SEGMENT 8



LEGACY BEACON – SEGMENT 4

## PEDESTRIAN LINKAGES



PEDESTRIAN BRIDGE



PEDESTRIAN UNDERPASS

## RECREATION



CAR TOP BOAT LAUNCH



WATER TAXI / SHUTTLE SERVICE



FISHING PLATFORMS



HARD SURFACE PLAY AREAS



AT GRADE PEDESTRIAN CROSSING



SKATEBOARD PARK