



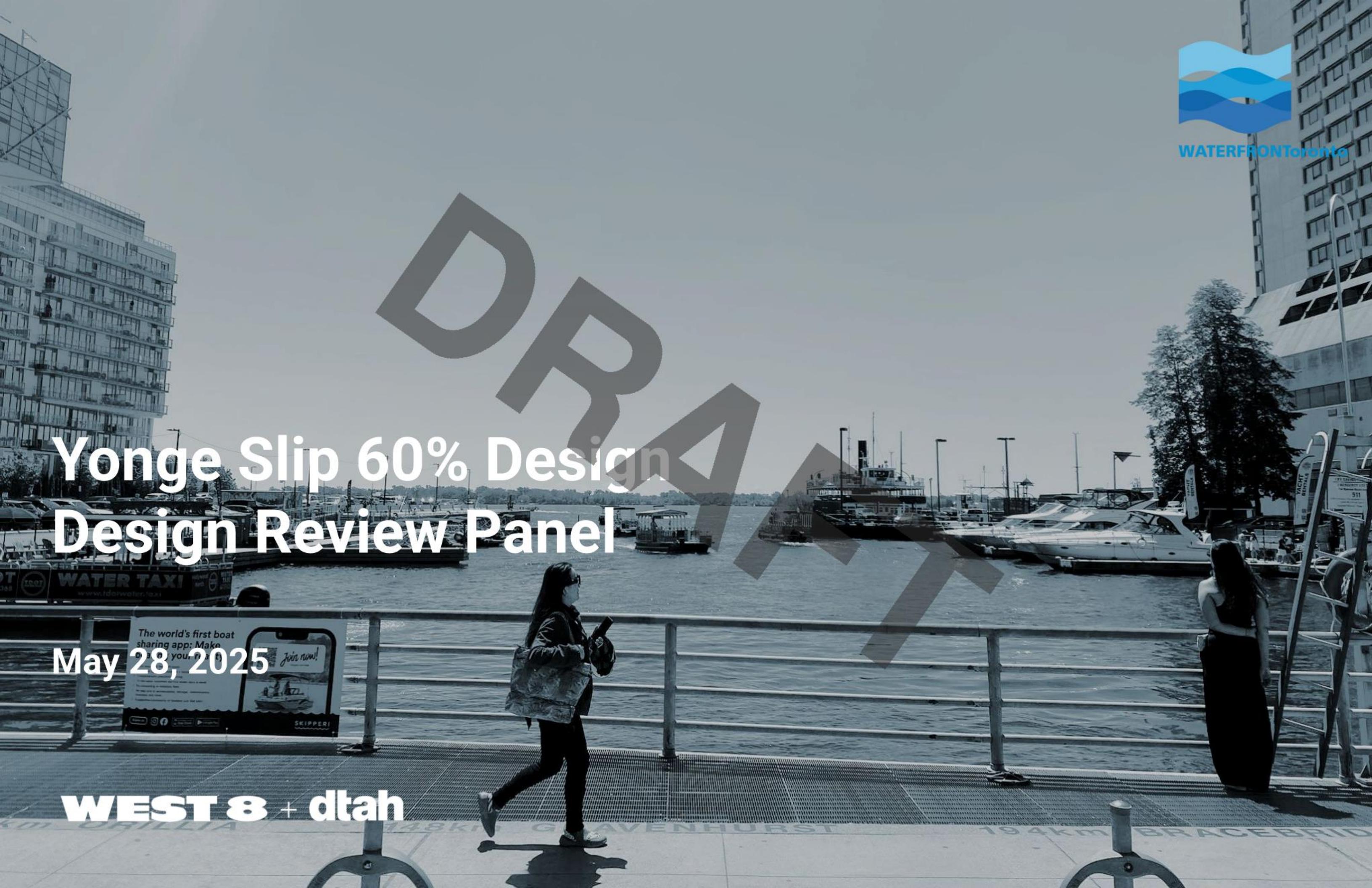
WATERFRONTORONTO

DPA

# Yonge Slip 60% Design Design Review Panel

May 28, 2025

WEST 8 + dtah



# Agenda

## 1. Introduction

- WaveDeck Legacy and Context

## 2. The Yonge Slip Experience

- Importance of Yonge St
- Context of the Slip
- Design Vision Overview

## 3. The Floating World

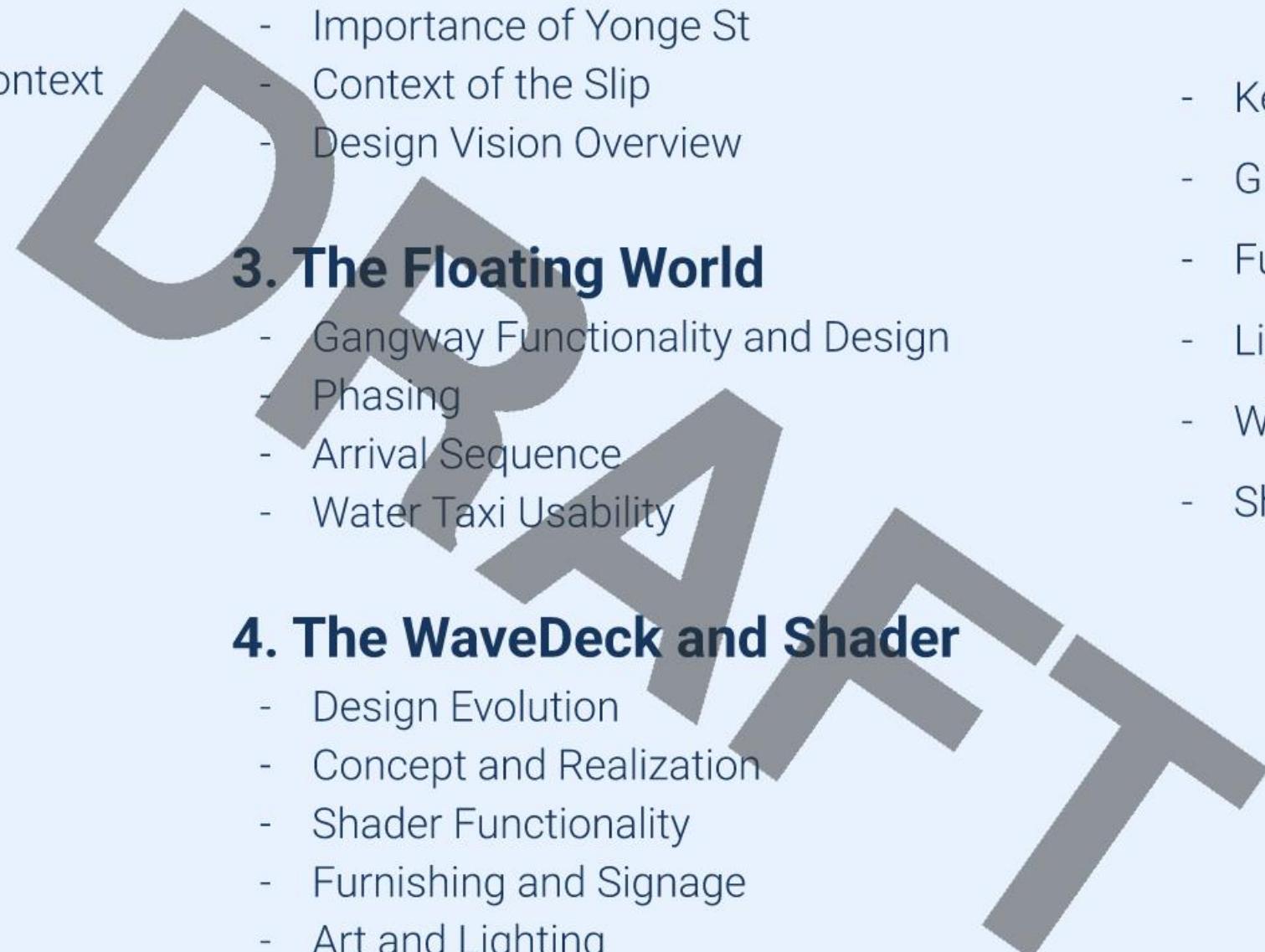
- Gangway Functionality and Design
- Phasing
- Arrival Sequence
- Water Taxi Usability

## 4. The WaveDeck and Shader

- Design Evolution
- Concept and Realization
- Shader Functionality
- Furnishing and Signage
- Art and Lighting

## 5. Technical Delivery

- Key slip dimensions
- Grading and drainage
- Functional access and materiality
- Lighting Strategy
- WaveDeck Details
- Shader Details



# Introduction

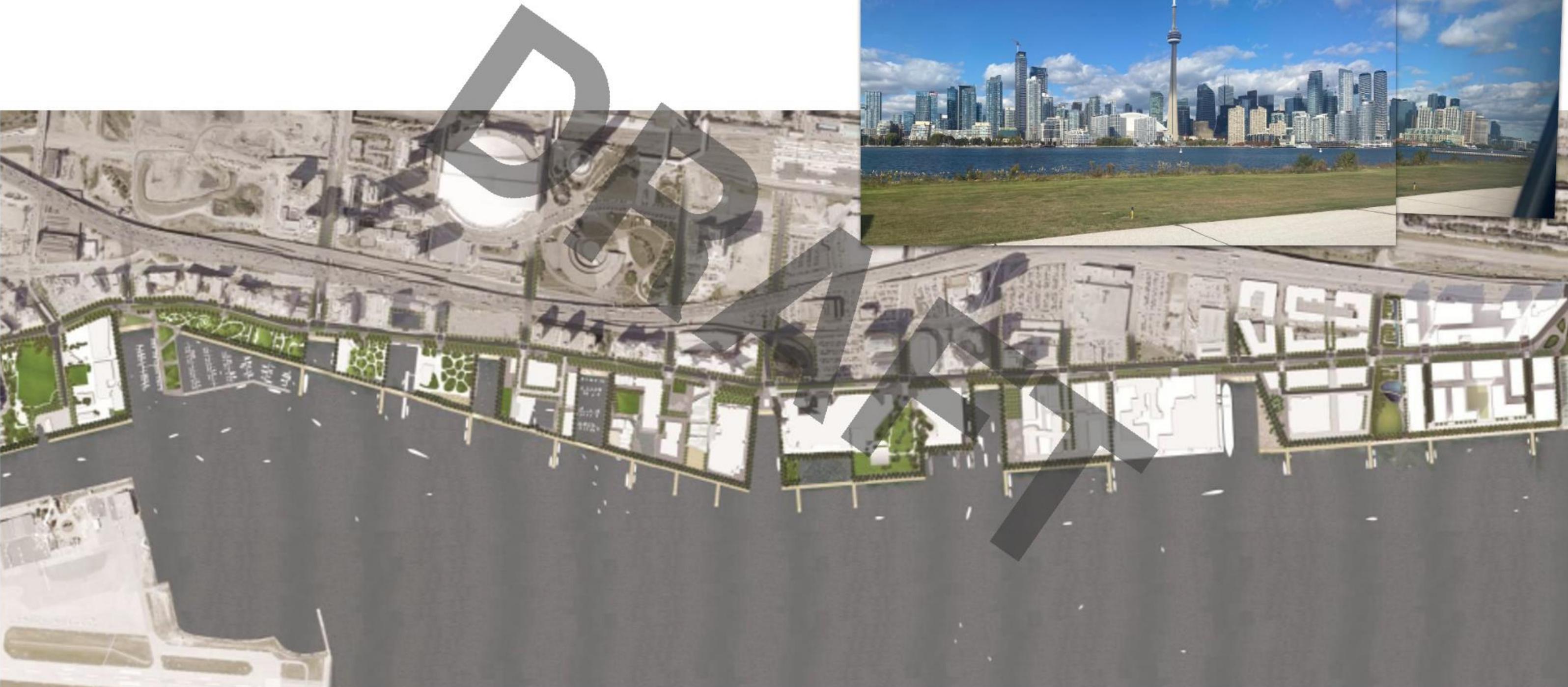
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The WaveDeck legacy in Toronto

DRAFT

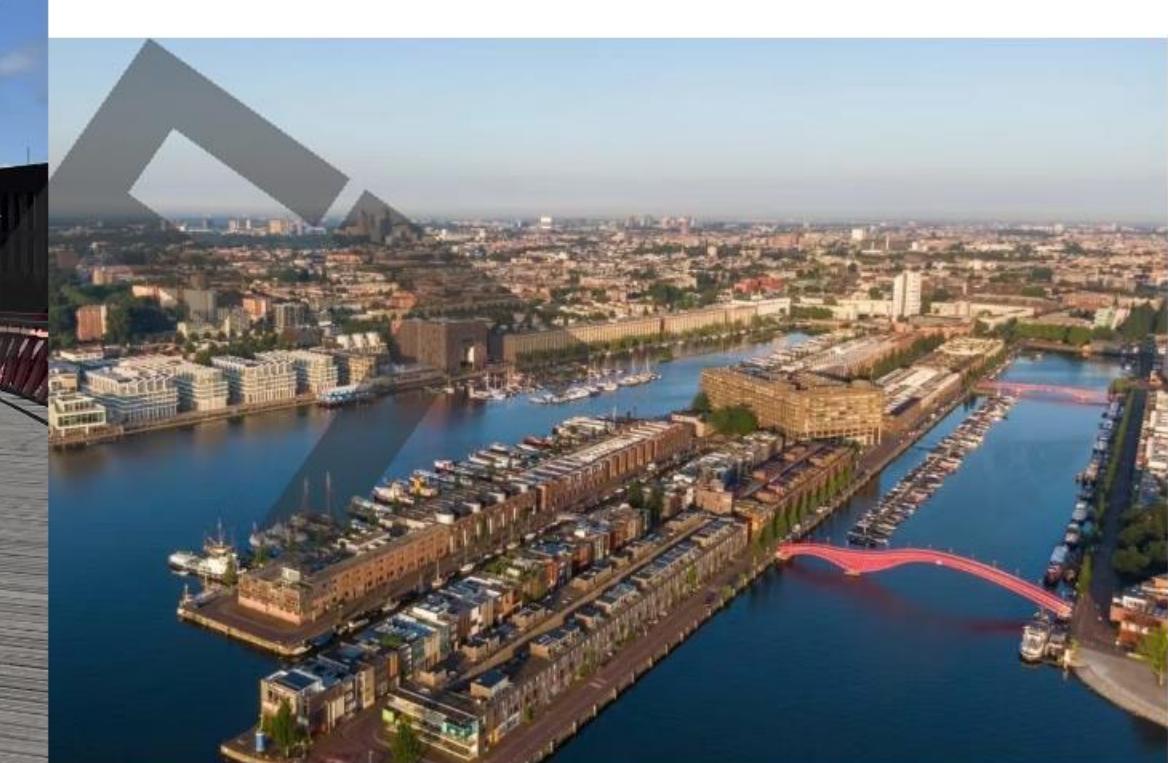
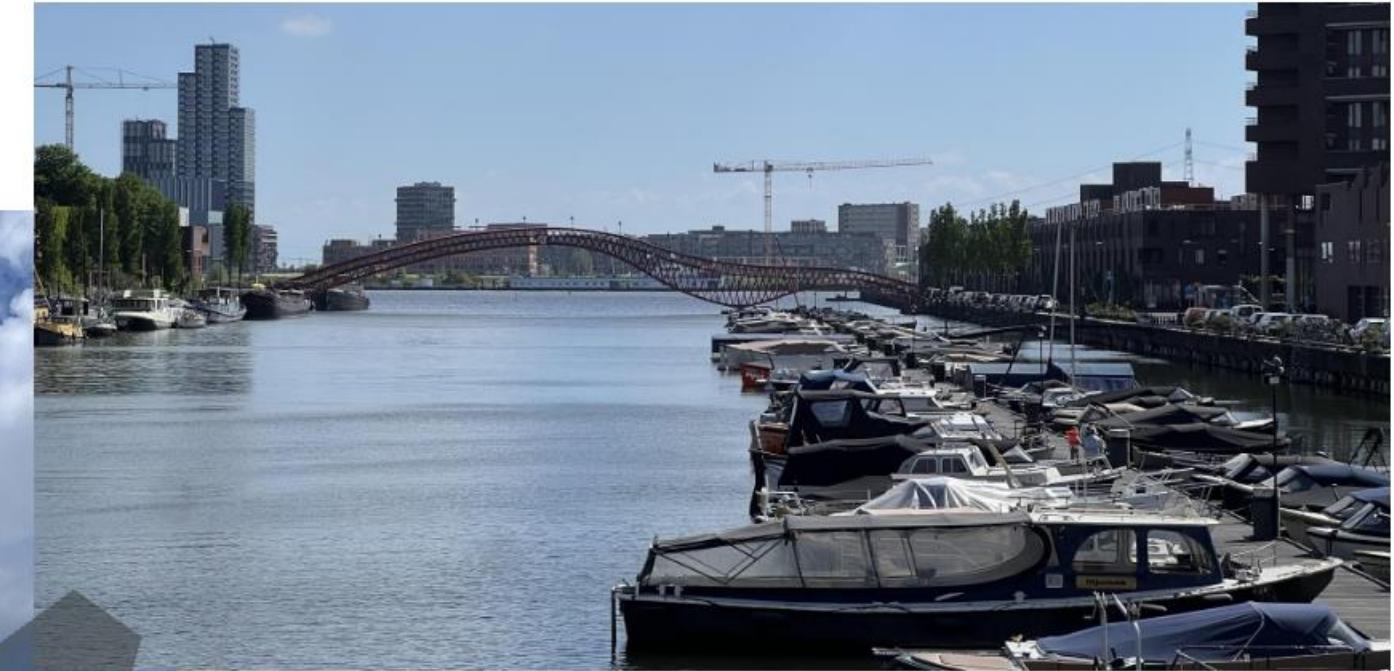
# One Waterfront: Central Waterfront Masterplan

Queen's Quay / Water's Edge / Marine + Habitat



# Borneo Sporenburg, Amsterdam, Netherlands

Floating worlds



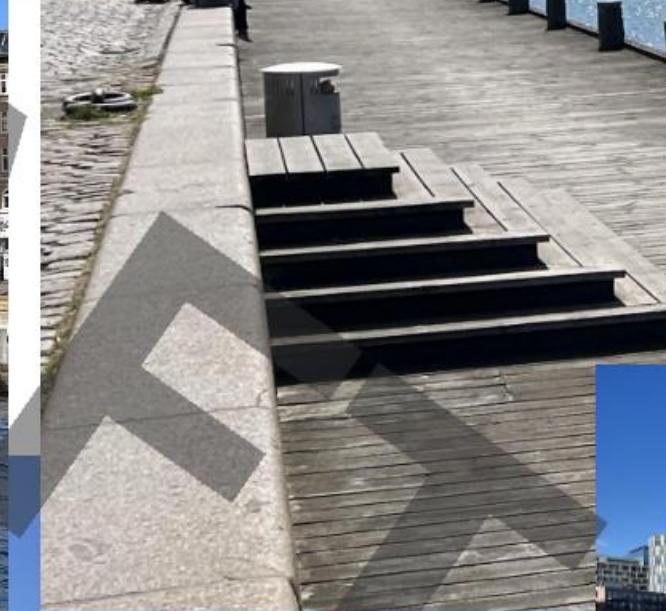


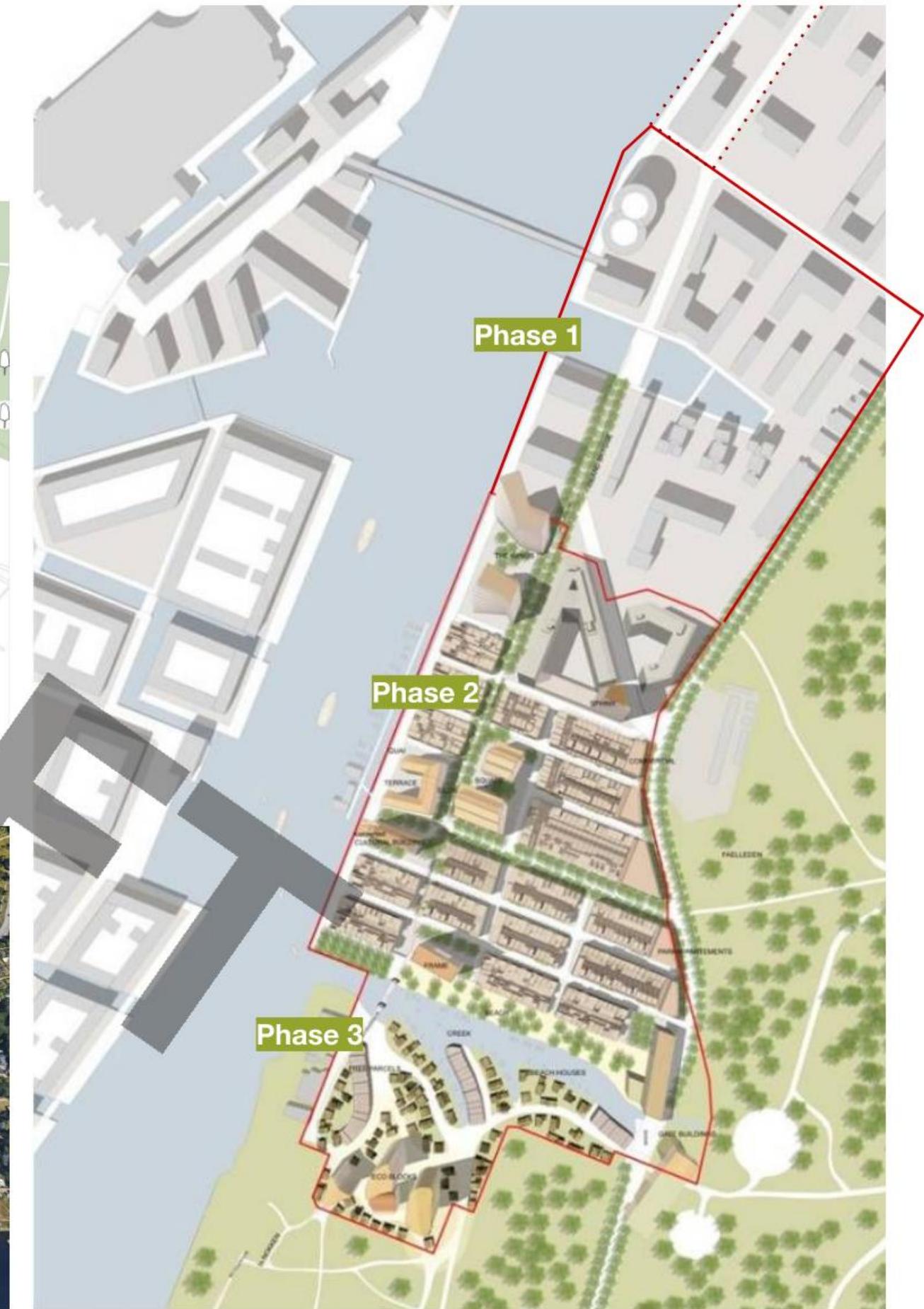
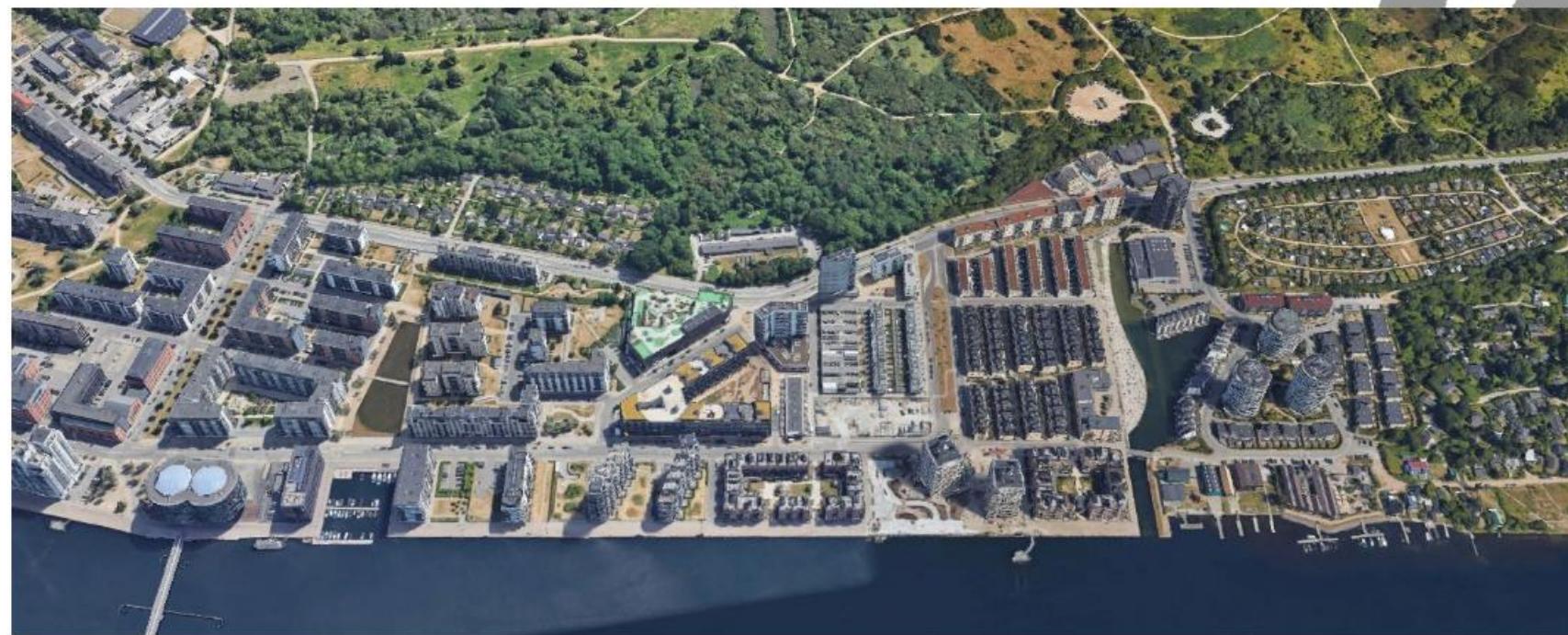
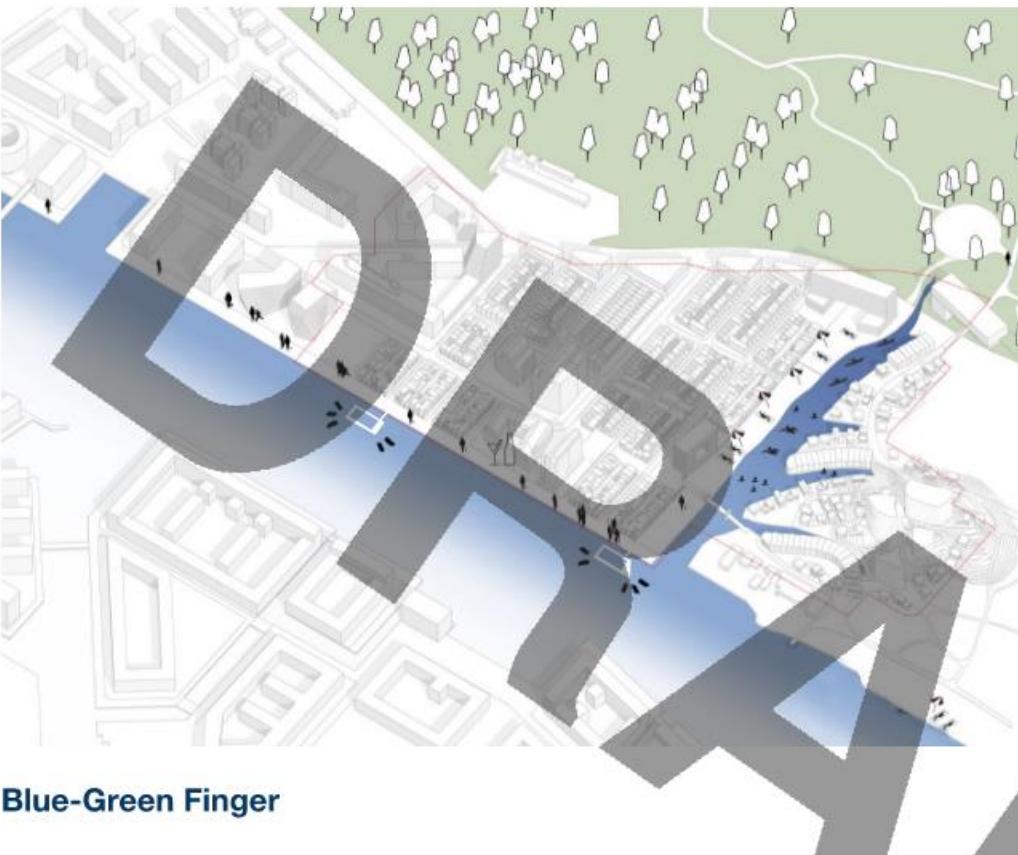
**Lifestyle Boating Community**



# Islands Brygge, Copenhagen, Denmark

Floating worlds

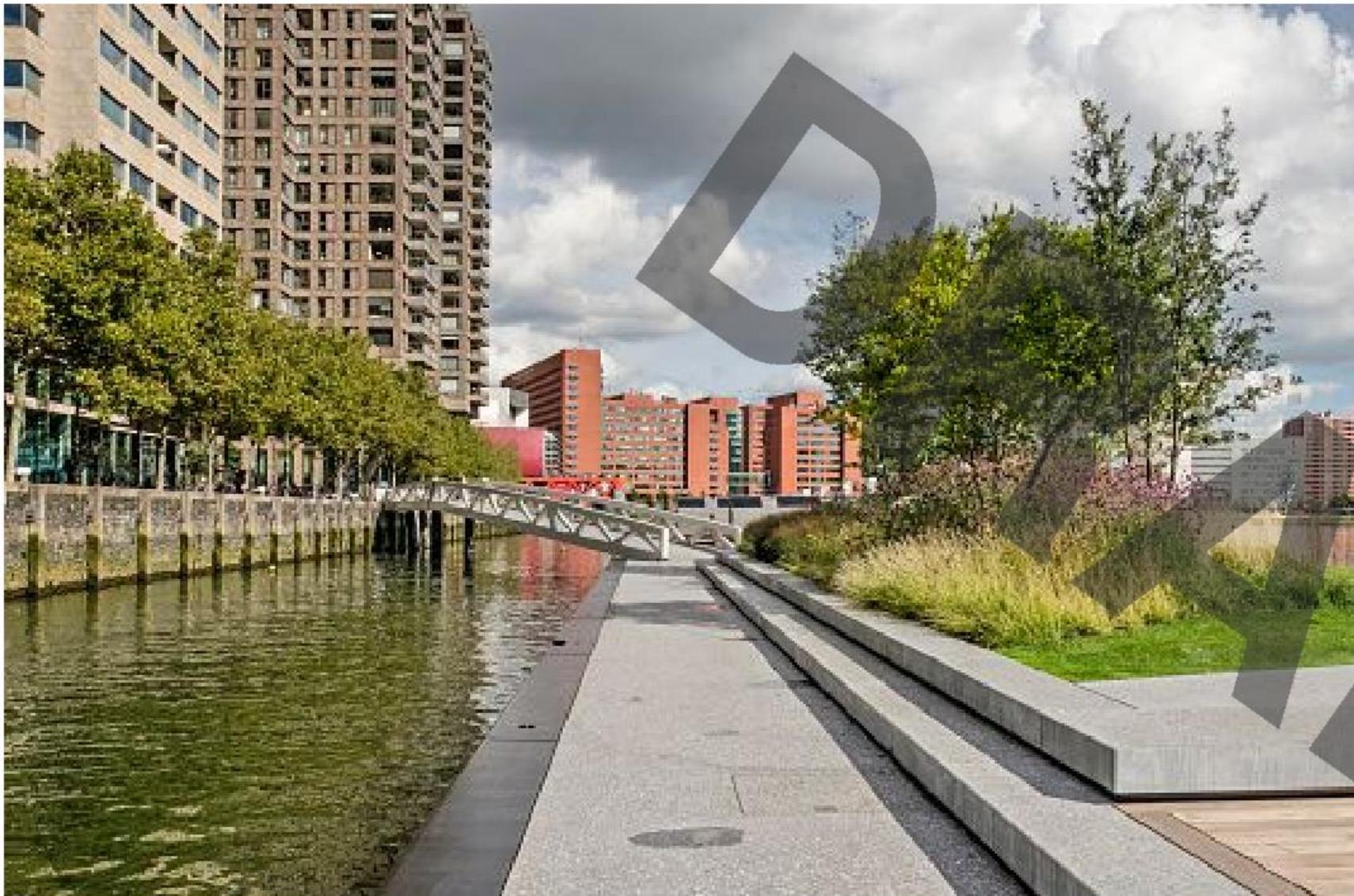




Master Plan

# Rijnhaven, Rotterdam, Netherlands

Floating worlds

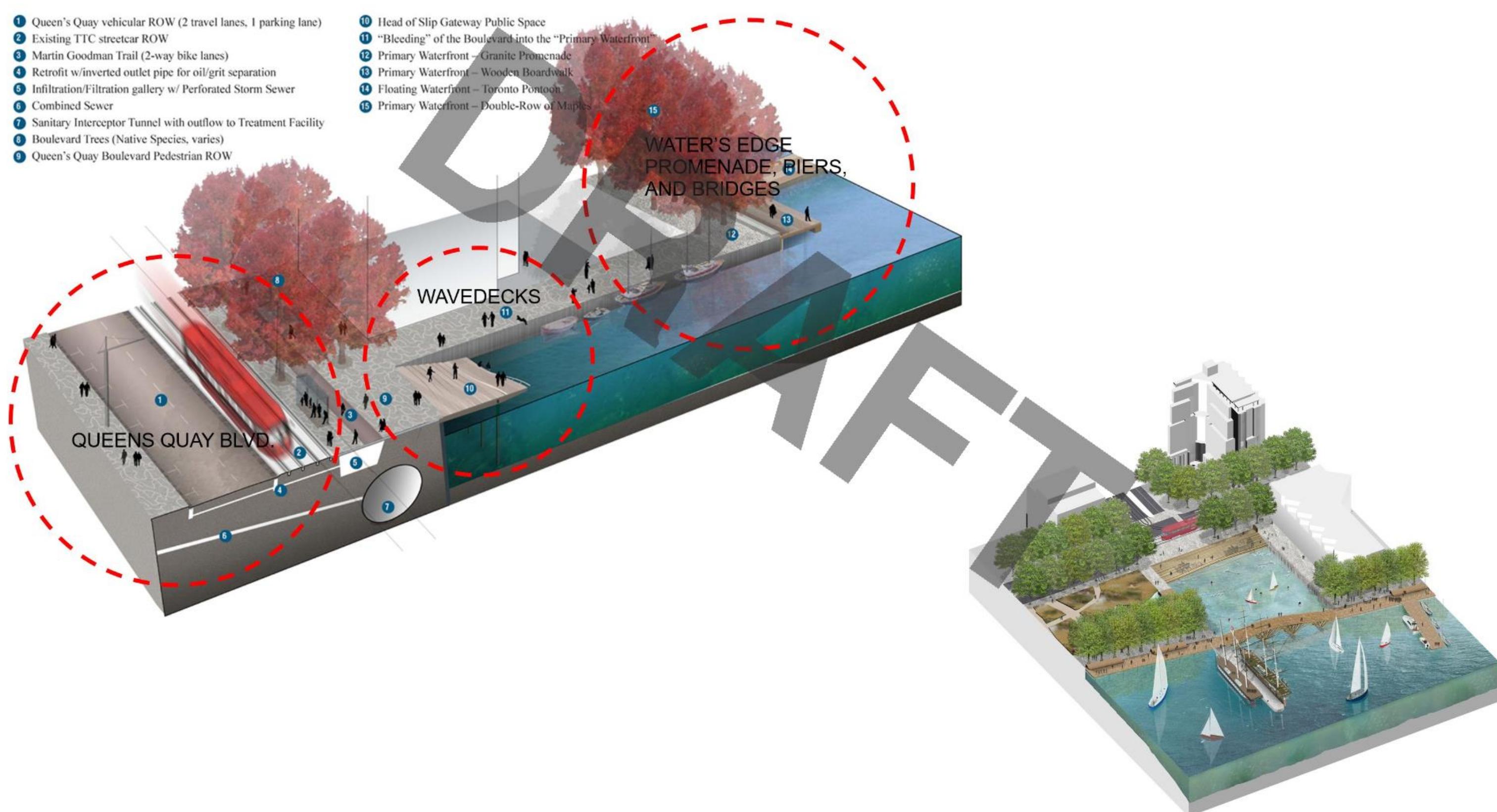


# Three components of the head-of-slip typology

Boulevard + WaveDeck + WEP

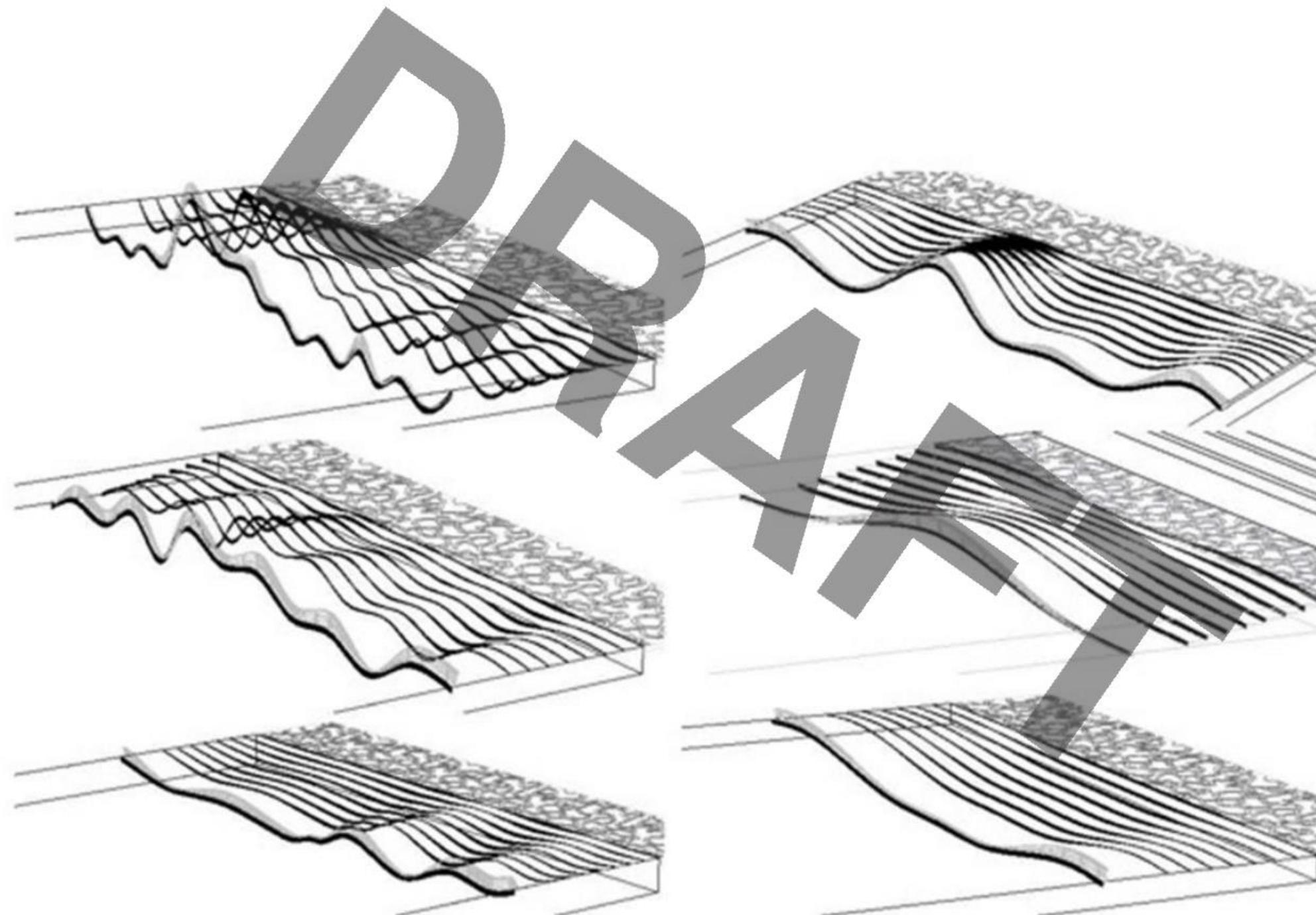
- 1 Queen's Quay vehicular ROW (2 travel lanes, 1 parking lane)
- 2 Existing TTC streetcar ROW
- 3 Martin Goodman Trail (2-way bike lanes)
- 4 Retrofit w/inverted outlet pipe for oil/grit separation
- 5 Infiltration/Filtration gallery w/ Perforated Storm Sewer
- 6 Combined Sewer
- 7 Sanitary Interceptor Tunnel with outflow to Treatment Facility
- 8 Boulevard Trees (Native Species, varies)
- 9 Queen's Quay Boulevard Pedestrian ROW

- 10 Head of Slip Gateway Public Space
- 11 "Bleeding" of the Boulevard into the "Primary Waterfront"
- 12 Primary Waterfront – Granite Promenade
- 13 Primary Waterfront – Wooden Boardwalk
- 14 Floating Waterfront – Toronto Pontoon
- 15 Primary Waterfront – Double-Row of Maples



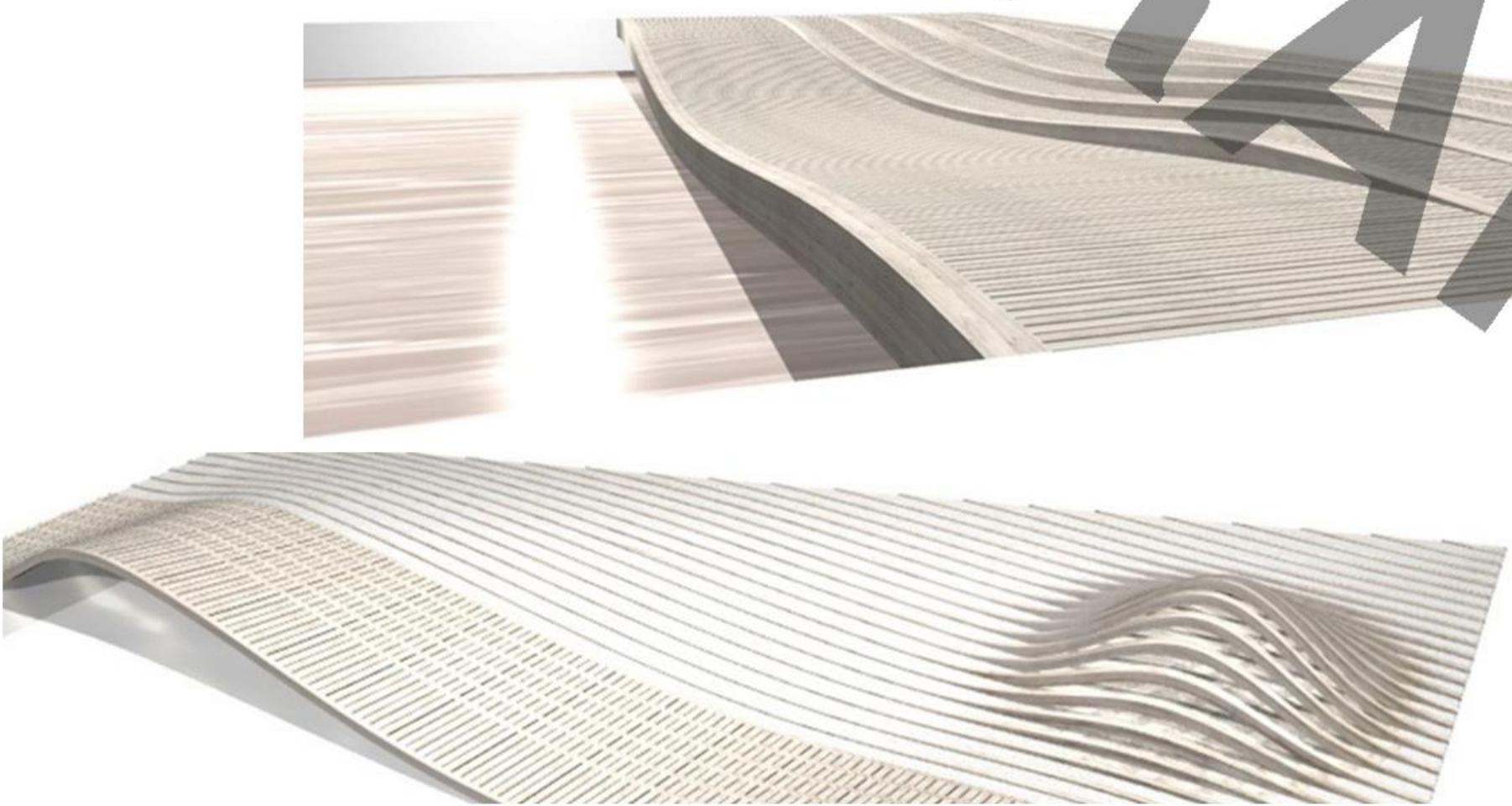
# Toronto waterfront identity and recognition

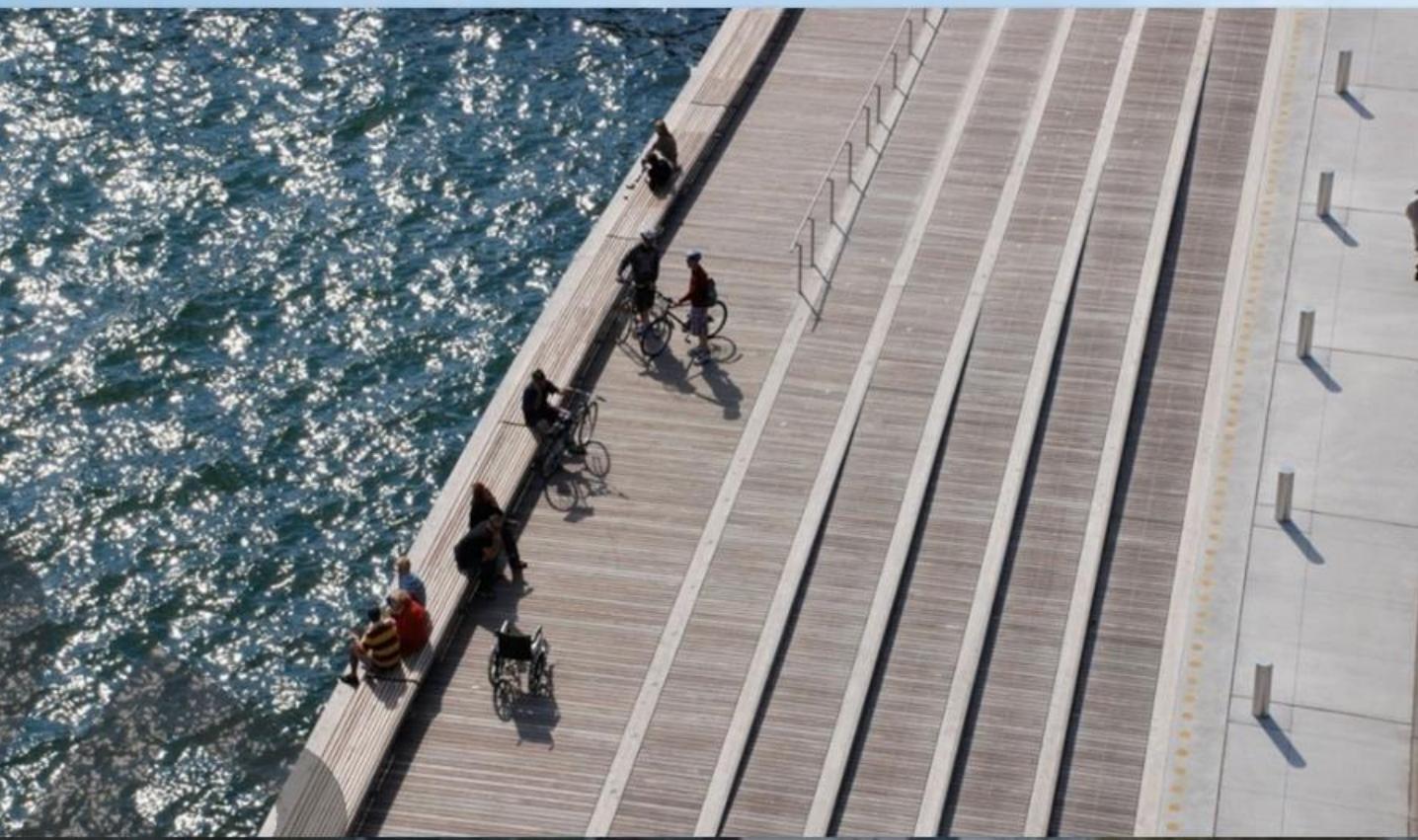
Heads of slip unique silhouettes



# Journey of design research

## Waterfront identity





# Building on the history of groundbreaking WaveDecks

Visionaries revitalizing urban culture and communities



# Legacy of Toronto WaveDecks

Symbols of the most democratic waterfront in the world

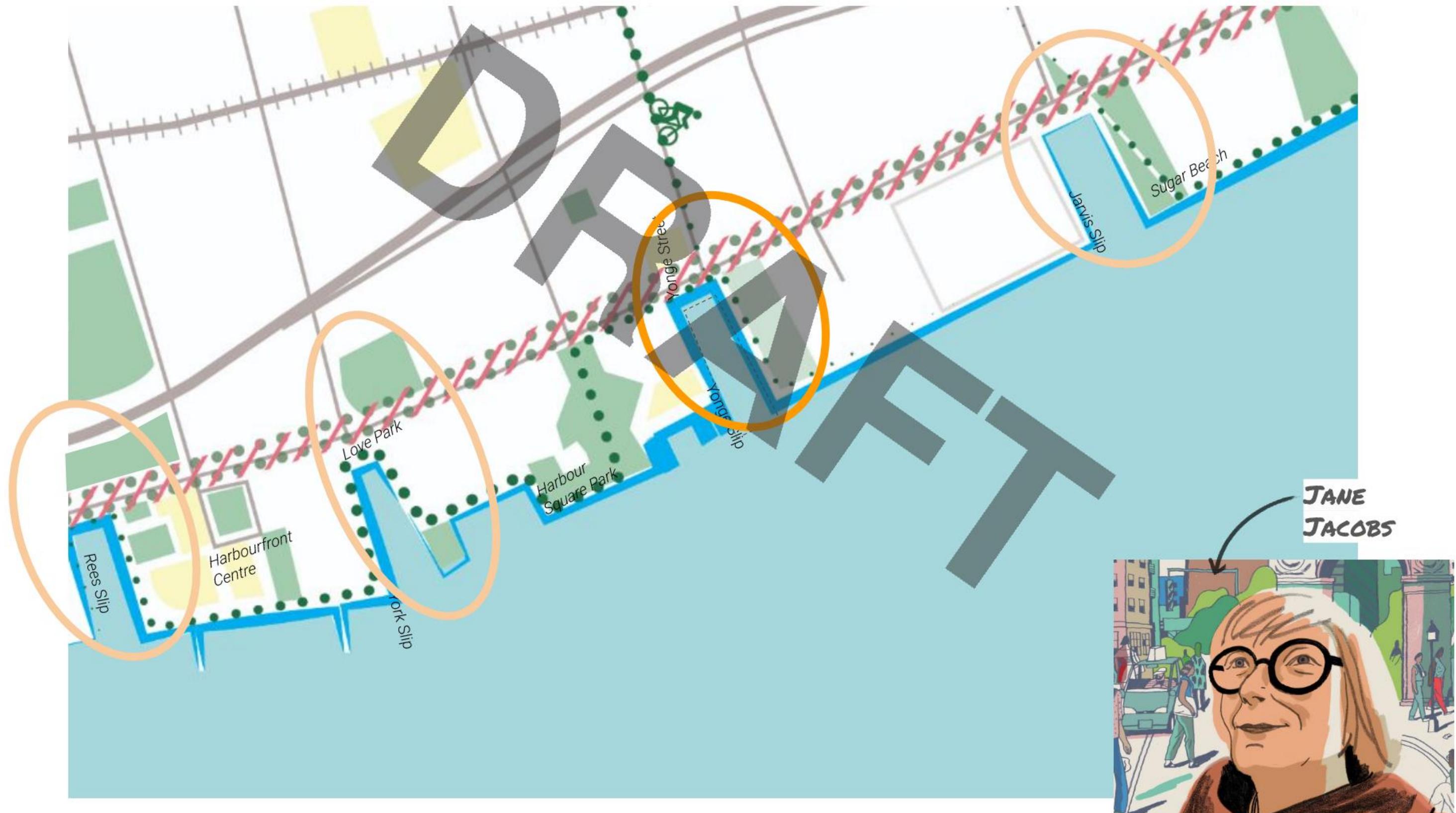


# Legacy of Toronto WaveDecks

Aquatic habitat restoration

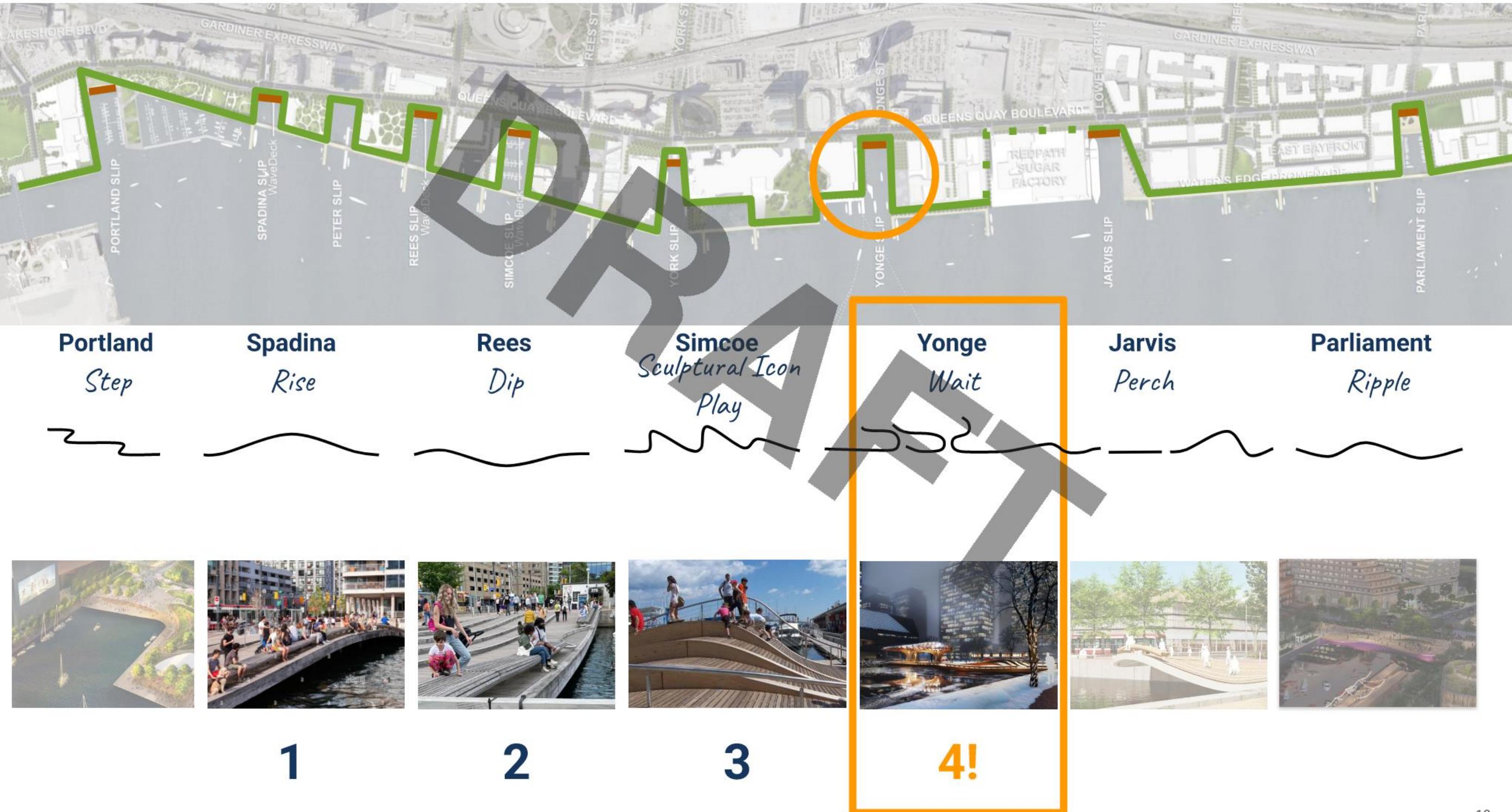


# Waterfront Legacy: necklace of public parks and slip heads work together to create a high quality public space network



# Waterfront Toronto vision for delivering #4!

## Masterplan Vision



# The Yonge Slip Context

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# Yonge Street connects Lake Simcoe and Lake Ontario

North-south transect of Ontario

## Toronto Carrying Place Trail

Indigenous trail connection between  
Lake Ontario and Lake Simcoe

## Yonge Street as new Colonial Road

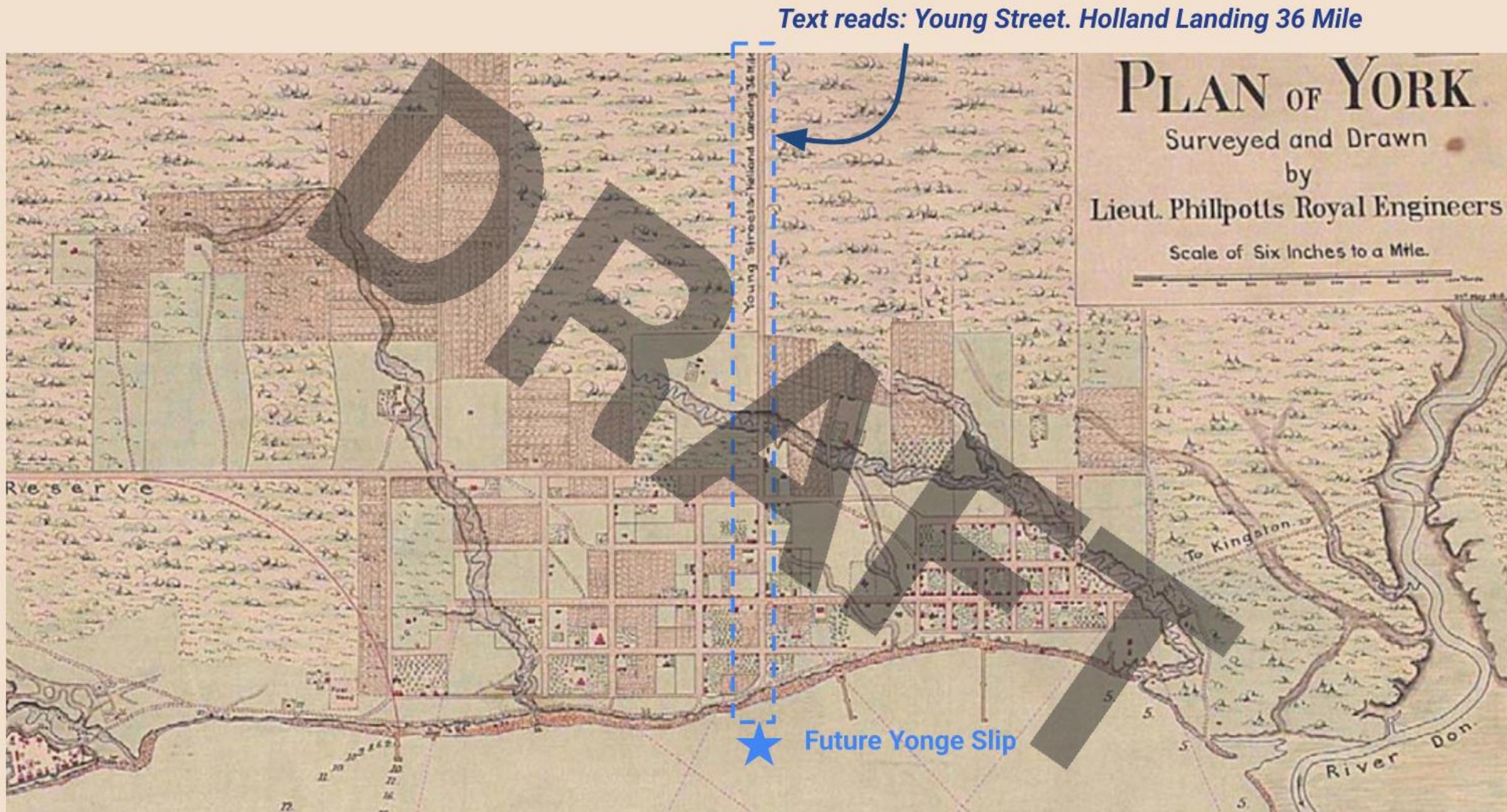
Route to Lake Simcoe after 1793



The pre-colonial history of Toronto shoreline is defined by numerous rivers, creeks and trails connecting to Lake Ontario, which Indigenous people used for meeting, trading and exchanging information. Early maps by French explorers depict Indigenous villages and campsites along the shoreline, attesting to 11,000 thousand years of settlement, with 65,000 people living on the north shore of Lake Ontario.

In 1688 a French explorer Vincenzo Corinelli created a map depicting villages in the now Toronto area: Theyagon and Ganeftikiagon. Theyagon was located just north of Jane and Bloor streets and was overlooking The Carrying Place Trail, and Indigenous equivalent of Yonge street that connected Lake Ontario and Lake Simcoe.

# Basis of the colonial concession roads



The origin of Yonge Street dates back to 1793, when it was first designated by Upper Canada's first colonial administrator John Graves Simcoe, honouring his friend and British parliamentarian Sir George Yonge's interest and expertise in ancient Roman roads. The long, straight road was designed as a transportation corridor, accommodating movement of people and goods for sustained success and defence of Town of York – temporary capital of Upper Canada. The street cut through forests, creeks and Indigenous trails and for the most part of 1800s remained as a dirt road, which restrained travel for farmers or craftsmen. Yonge Street is the north-south baseline from which street numbering is reckoned east and west.

# Yonge Street as (one of) the longest street(s) in the world

East-west transect of Ontario



Yonge street, south end ...



...north end



Source: Paul Bedford, 2007

Until 1999, Yonge Street was regarded in the Guinness Book of World Record for the longest street in the world due to a conflation of Yonge Street with provincial Highway 11 which went all the way to Rainy River / Baudette, Minnesota.

DRP Chair Paul Bedford drove this entire length of Yonge Street in 2007, reporting to *Planning Futures* publication on the various state of political and planning challenges and successes along the transect that crosses almost the entire width of the province of Ontario along the Canadian/American border.

According to the Guinness website today, "It is hard to say exactly what the longest street in the world is, as there are many variations in how different types of road are named and classified. The strongest candidates, however, are all located in Ontario, Canada... Yonge Street, Bathurst Street, Simcoe Road (Oshawa), and Airport Road (Mississauga) are all contenders."

# Yonge street as a key cultural historic and transportation corridor

Prohibition Parade, 1916



Rebels marching on Toronto, 1837

The Yonge Street Pedestrian Mall at Queen, 1971.



Subway Construction, 1952



High rise developments and metropolitan grandeur, 2020's



Throughout history Yonge Street has further solidified itself as a transportation route with early and ongoing investments in public transportation. Its role as Toronto main street was established by commercial uses locating along it and by the planned and spontaneous cultural celebrations and demonstrations that took place along the corridor. When the city rose up against Upper Canada's British colonial government in 1837, Yonge Street was the hub of the revolt; Mackenzie's Rebellion, which would go on to spur the British North America Act which created the Province of Canada.

Yonge street saw a lot of important historical events throughout its existence like construction of Toronto's first subway, first theater to show motion picture, first shopping mall and first riot to name a few, making it almost like a "city's mirror." Home to the Santa Claus parade, the start line of the Toronto Marathon and 10K, and Pride Parade to name a few. In recent decades a number of very high rise towers have been built and are planned for Yonge Street, building on the corridor's contemporary and historical importance as a cultural and transportation spine.

# Yonge Slip & Pier as part of the Toronto Waterfront's defining pattern language of Slips and Piers



City of Toronto Archives, Fonds 2, Series 200, File 111, Item 2

1890

Pier building with steam ships



City of Toronto Archives, Fonds 200, Series 378, File 4, Item 27

1904

View from the pier building towards Yonge Slip



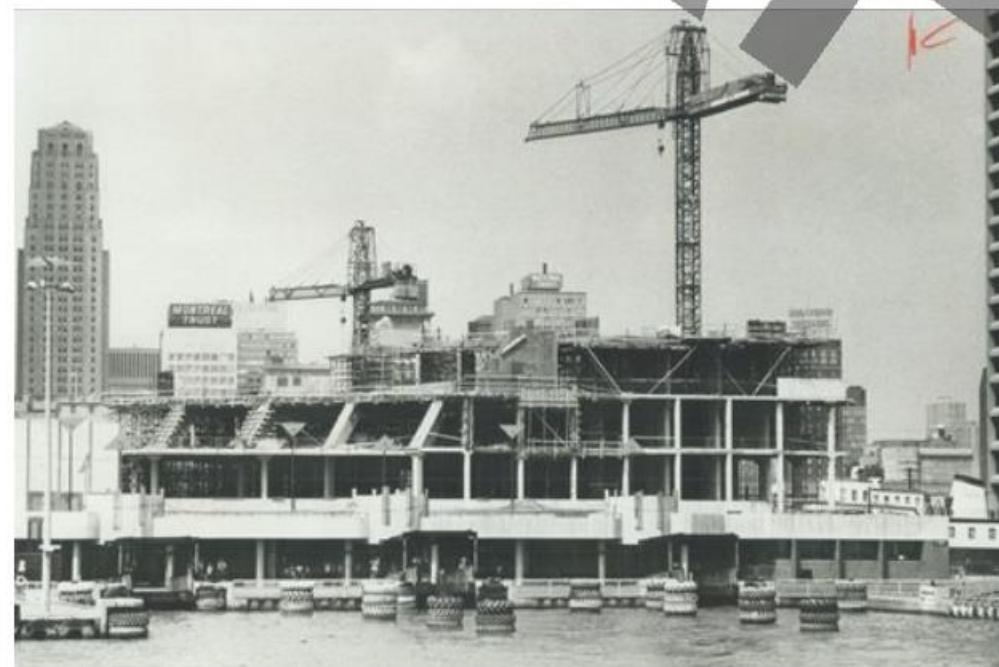
1912

The hustle and bustle of a working waterfront



1927

Pier building with wooden boardwalk



1973

Arrival of the Harbour Castle and Toronto Star



1980's

Captain John's restaurant and commemorative "wavedeck"

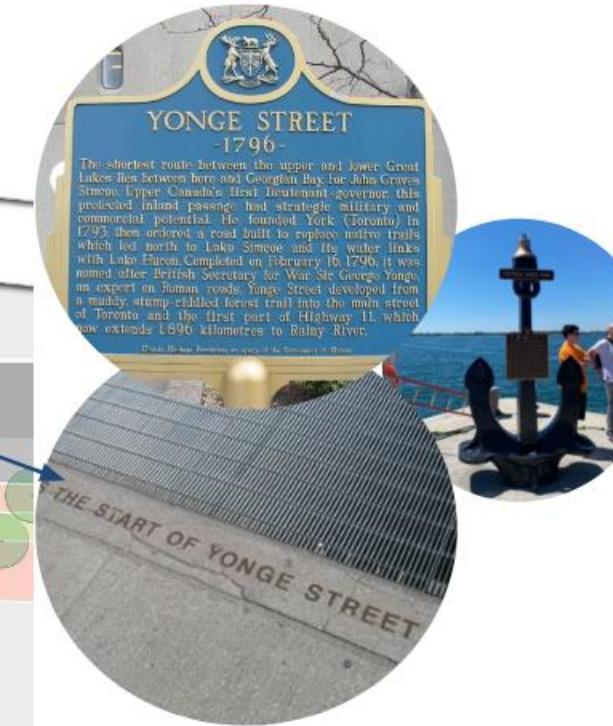
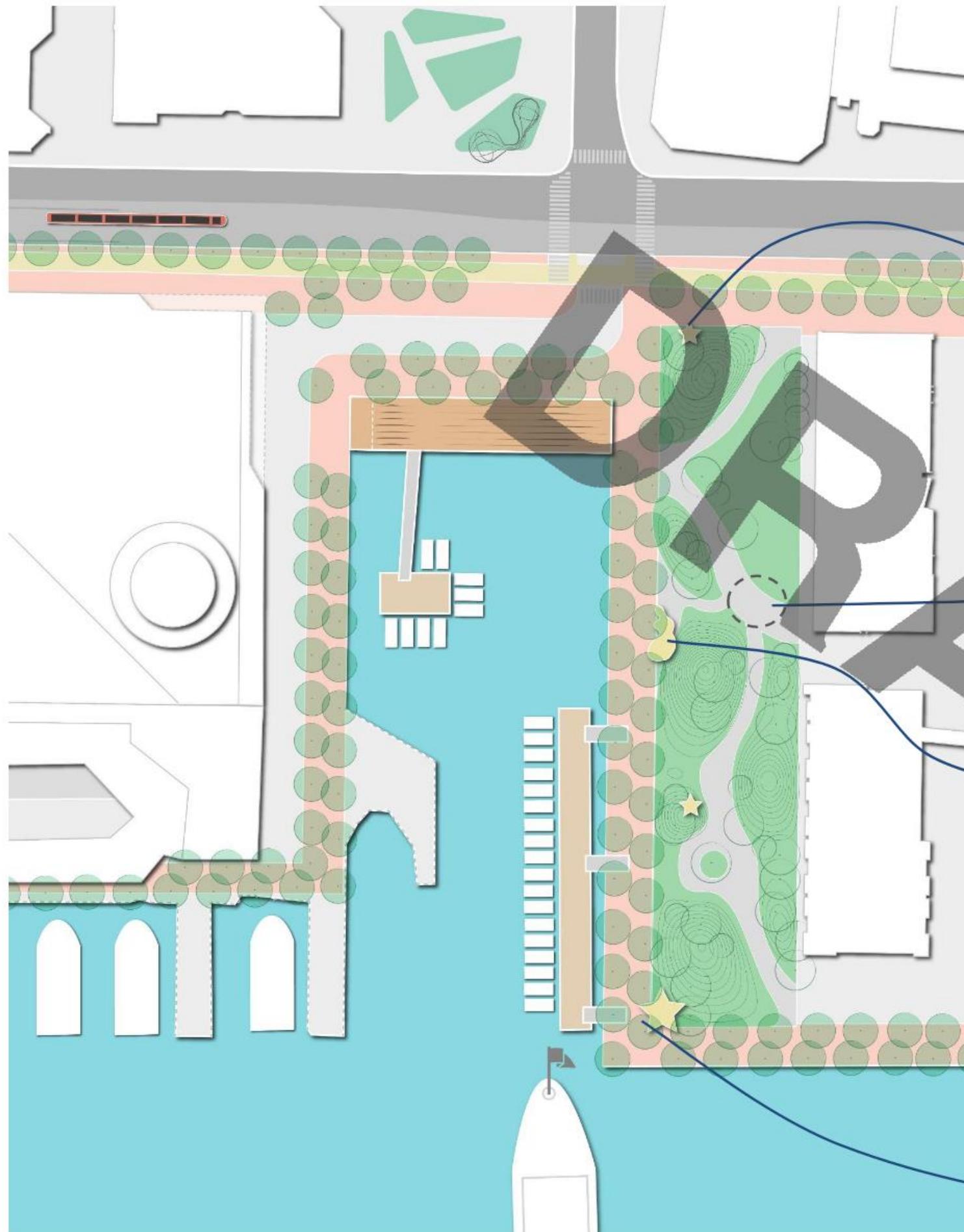
# Where does the legacy go?

Yonge Street is an incredibly **important street** of national, provincial, and local significance, with a **multiplicity of narratives**.

The **Slip & Park together** mark “**the start of Yonge Street**”.

The **WaveDeck** is an **iconic public space** that doubles as intuitive wayfinding on the waterfront. She belongs to a **family** of WaveDecks - each specially designed to respond to the unique context and programmatic needs of each Slip.

# Park as Celebratory Place



Existing  
Commemorative  
Elements  
reincorporated  
into Park



Potential for park  
pavilion with horeca  
function and public  
toilets:



Opportunity for public  
art and integrated  
Indigenous design



Ceremonial flagpole  
and piles to welcome  
ceremonial visiting  
ships, extending  
Yonge Street into the  
water

# Context Research

Architectural characters and planned skyscrapers demand sufficient public space



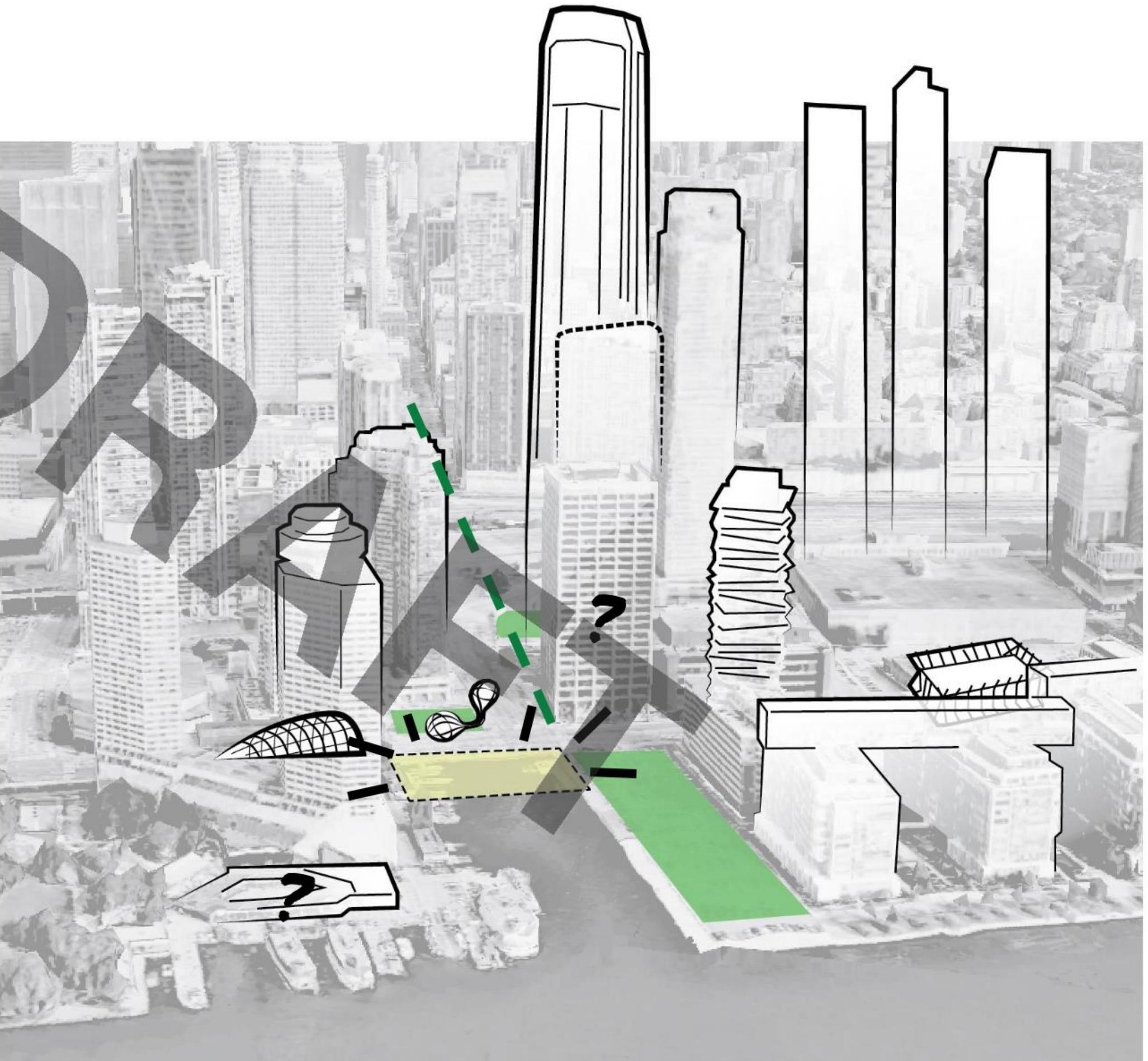
SkyTower at Pinnacle  
One Yonge



Sugar Wharf



Pinnacle One Yonge  
Commercial



# Skyscraper attitude at eye level

## Context Research



Attitude



4-6 storey bunker



Known and unknown futures...



Constellation of super tall towers

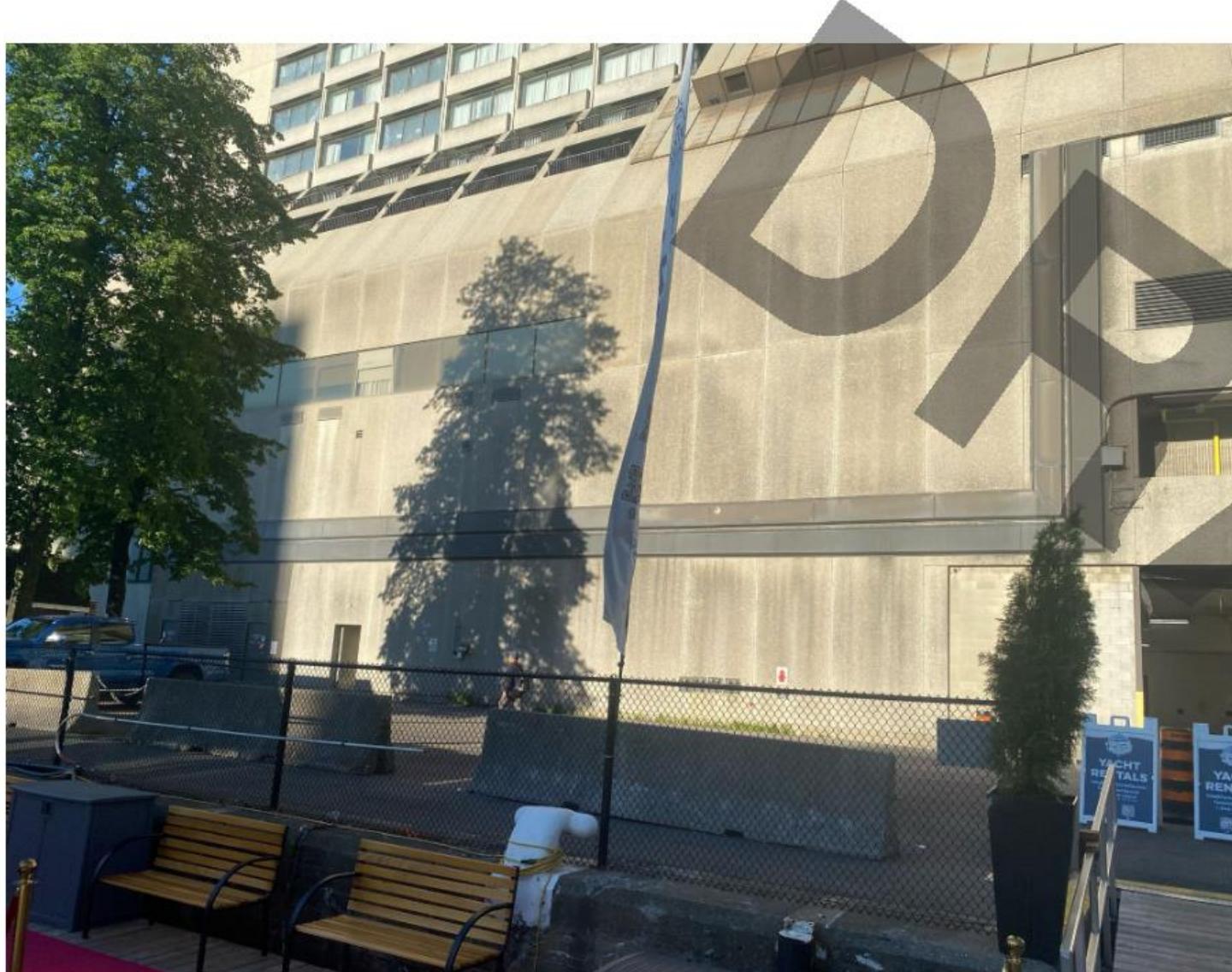
# Slip seems congested with visual clutter and signage

## Context Research



# '70s interface of blind and large concrete

## Context Research



# Nearby urban artifacts in steel and metal

## Context Research

DA



Steel and wire cable spider with 'sails'

FA

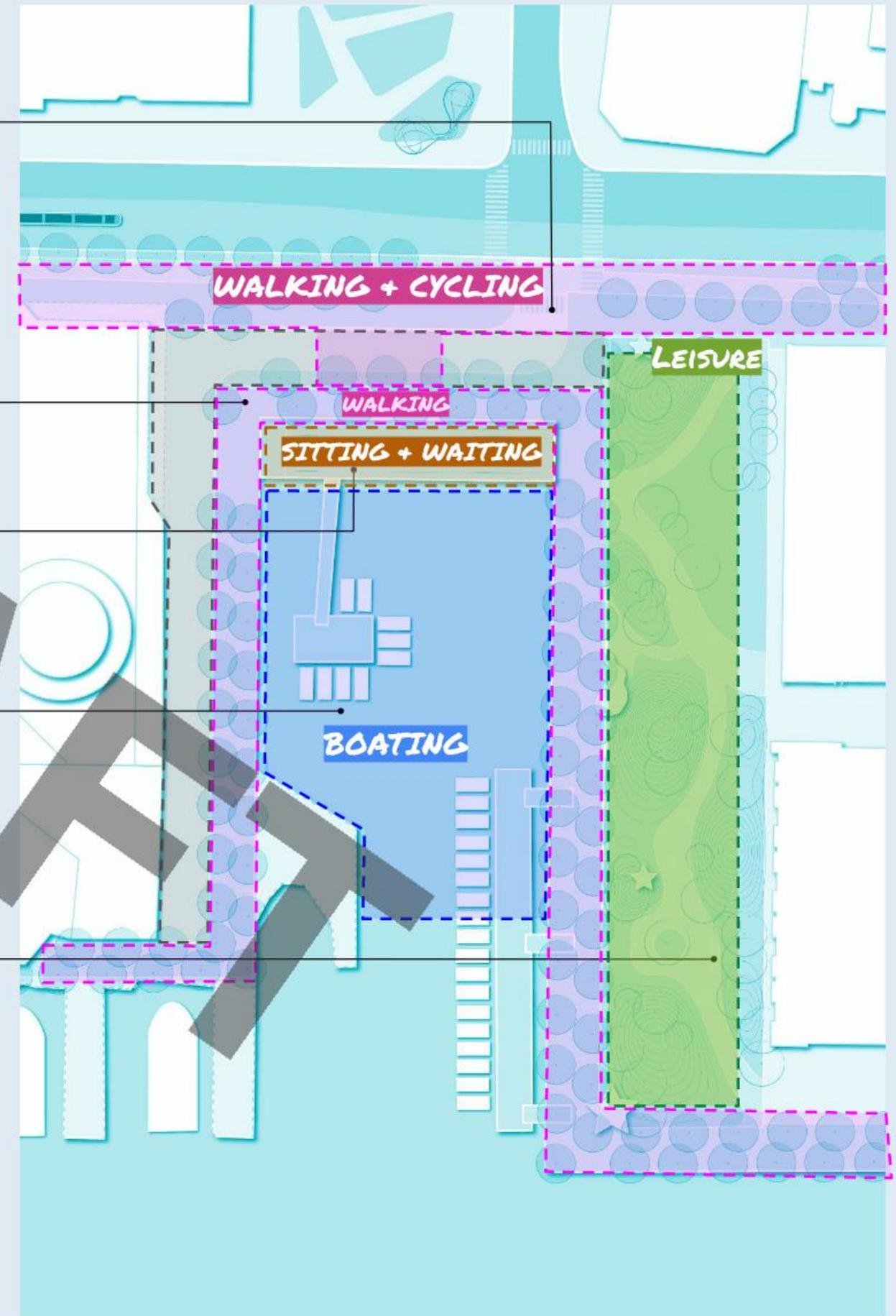


Commercial signage and ventilation in view corridor

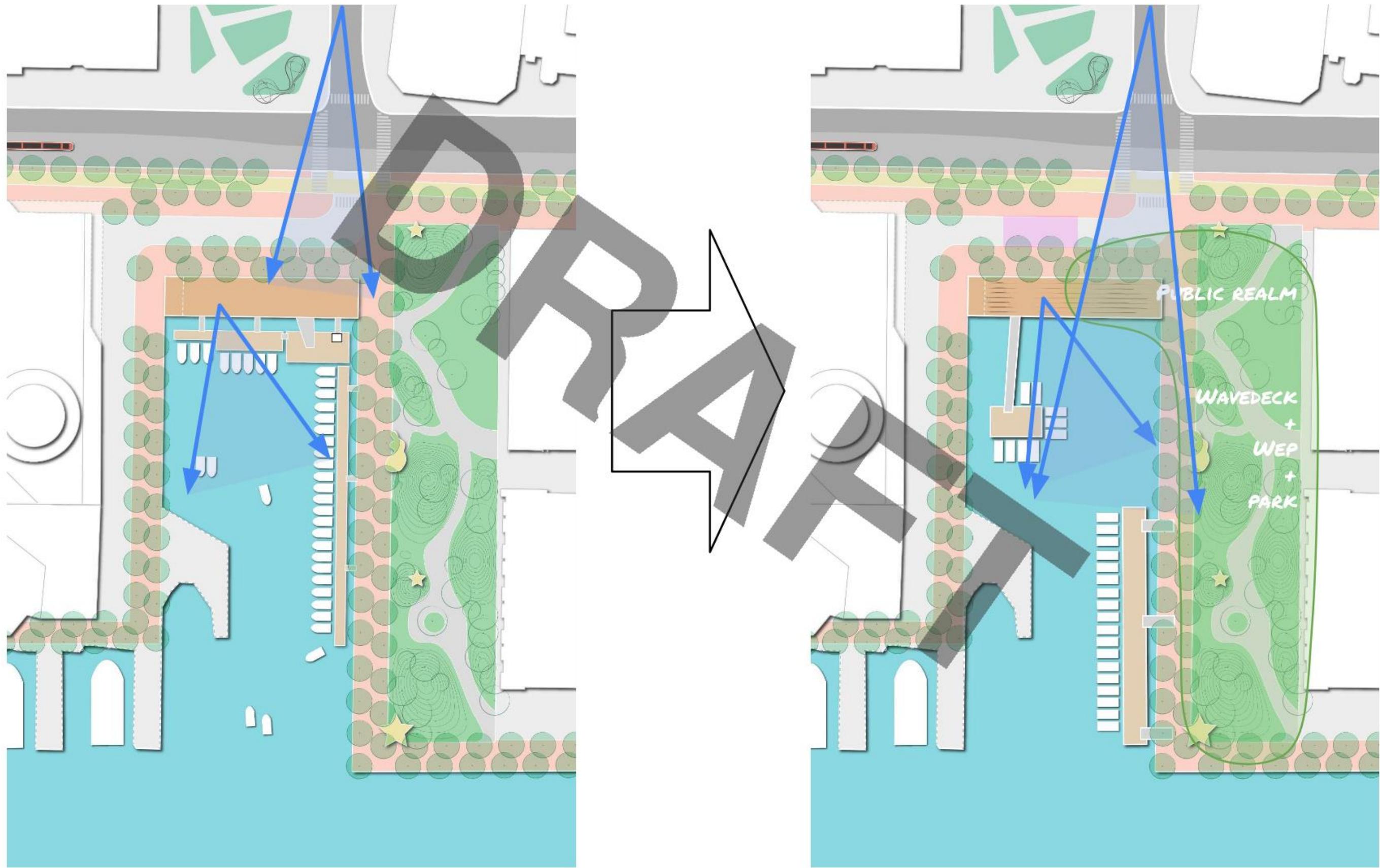


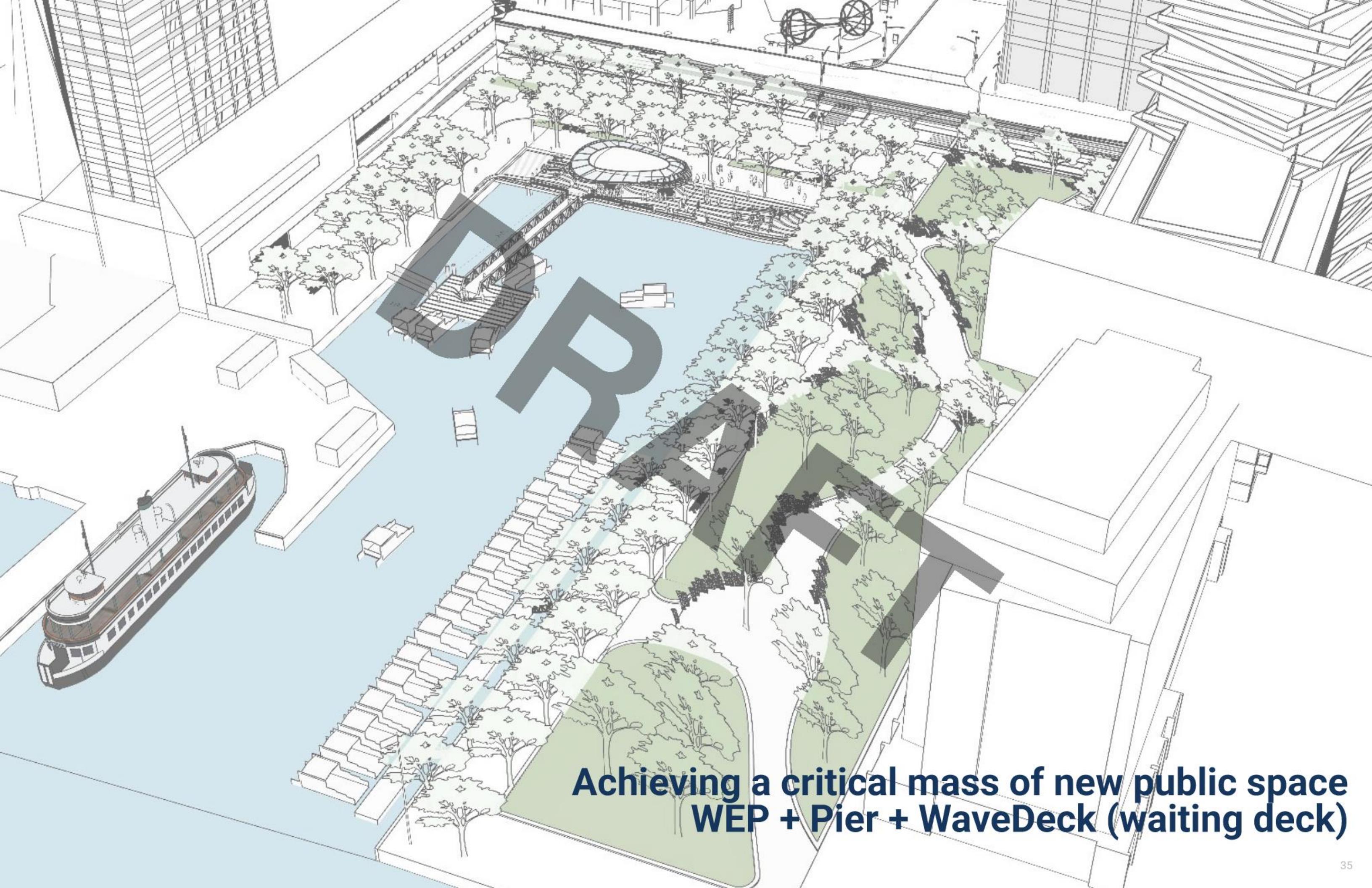
# Yonge Slip Experience made from 5 components

- 1 Queens Quay and Access Road Boulevard Arrival
- 2 Water's Edge Promenade Green frame
- 3 WaveDeck Water amphitheatre and shade canopy
- 4 Floating World Accessible Floating Dock with future Plug and Play Strategy
- 5 Future Park
  - Active/passive recreation
  - Cafe/pavilion/public toilet
  - Flexible lawn
  - Celebratory and commemorative components



# Shifting shader and marine access westward to open view corridor

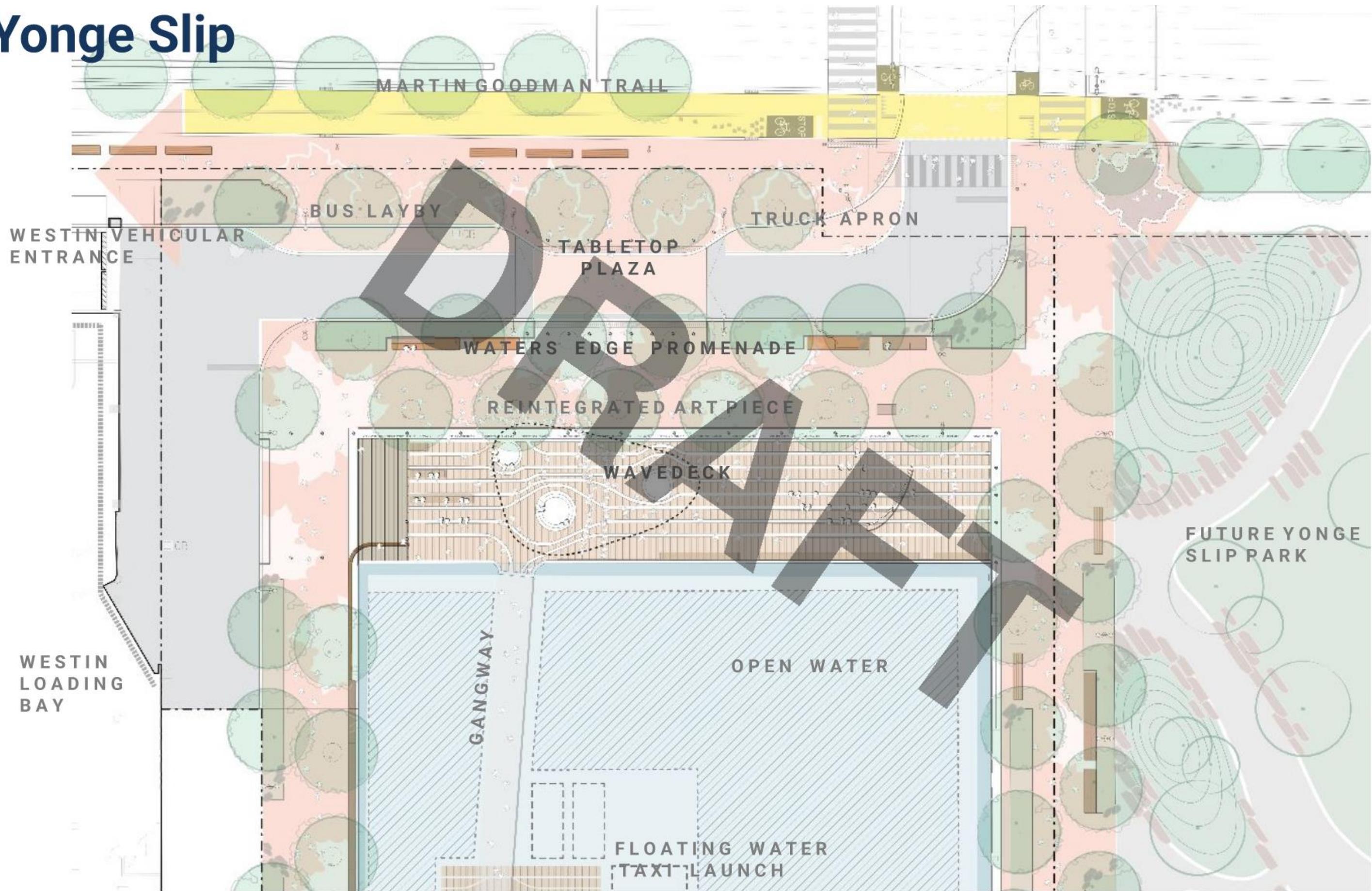




**Achieving a critical mass of new public space  
WEP + Pier + WaveDeck (waiting deck)**

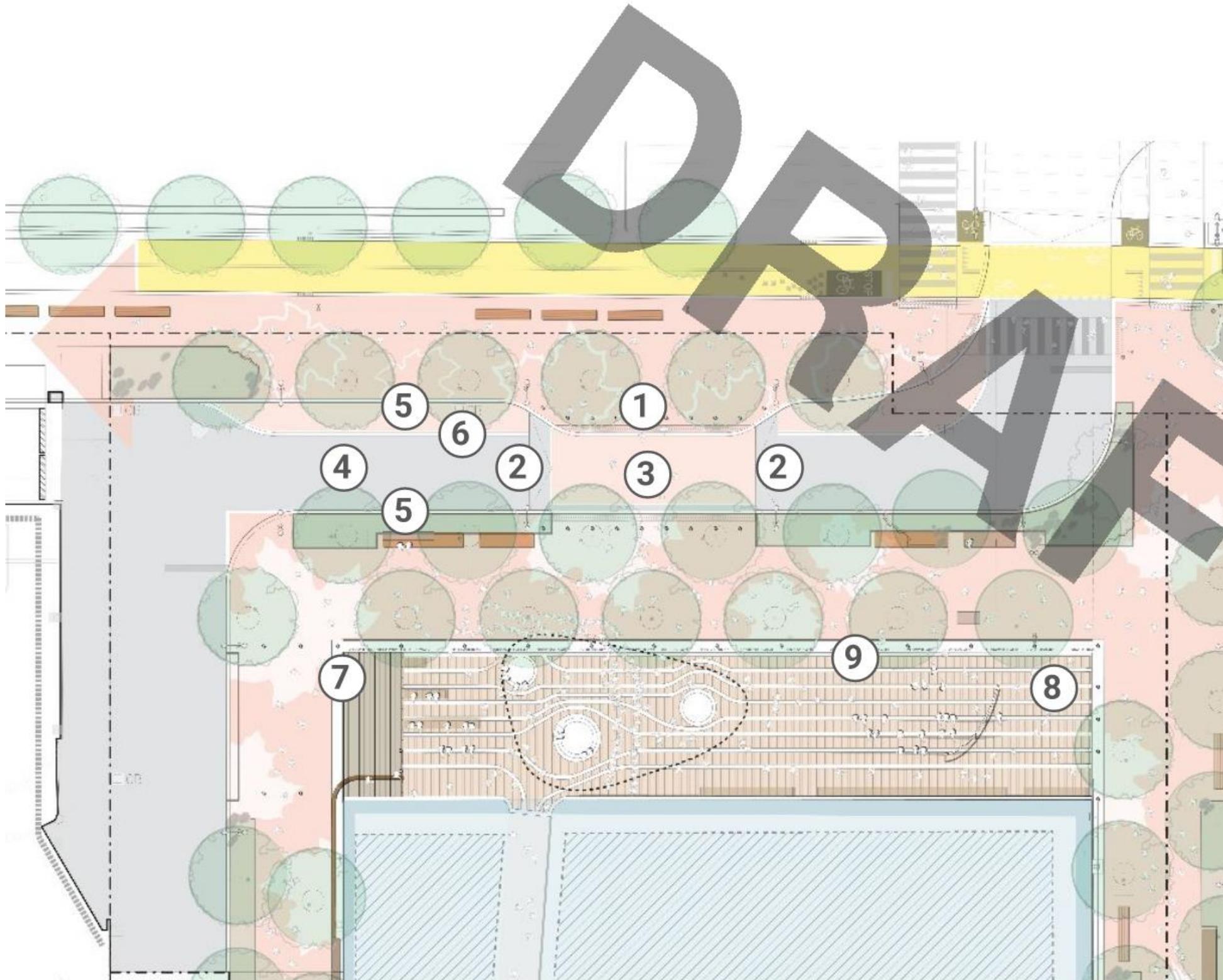
QUEENS QUAY BLVD EAST

# Yonge Slip



# Common material language

Materiality of the slip and welcome landscape



1 Bump Out with Flush Curb and TWSI



4 Enhanced Paving at Driveway



2 Ramp Up at Crossing



5 Barrier Curbs



3 Pedestrian Paving at Crossing



6 Flush Curbs



7 Glulam Deck



8 Thermory Timber



9 Glulam Beams

# A passenger's journey down the gangway

Managing day-to-day water taxi use

## 1 - Arrive

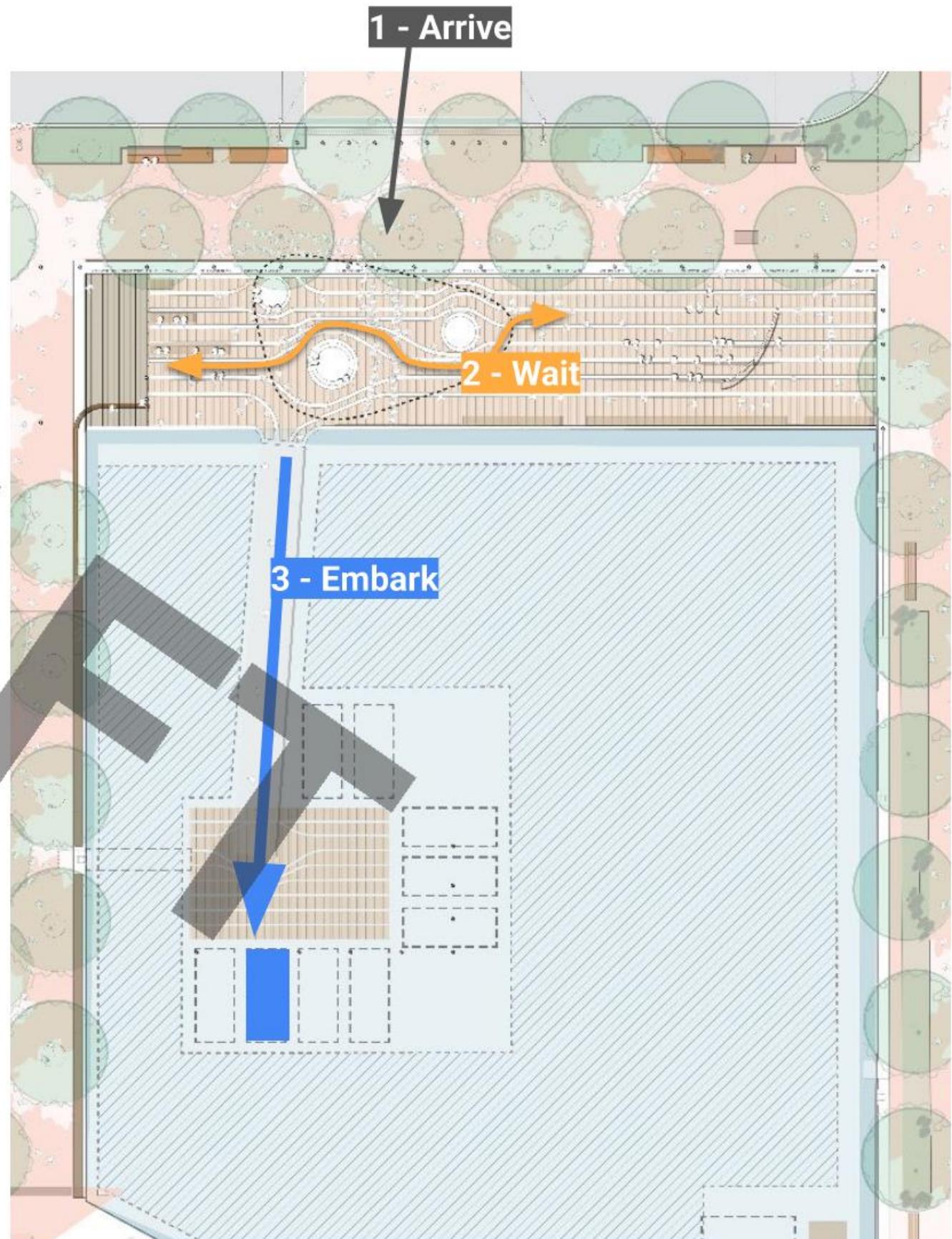
Passengers cross the tabletop and arrive at Yonge Slip

## 2 - Wait

Passengers wait to be called, under the shader or along the WaveDeck

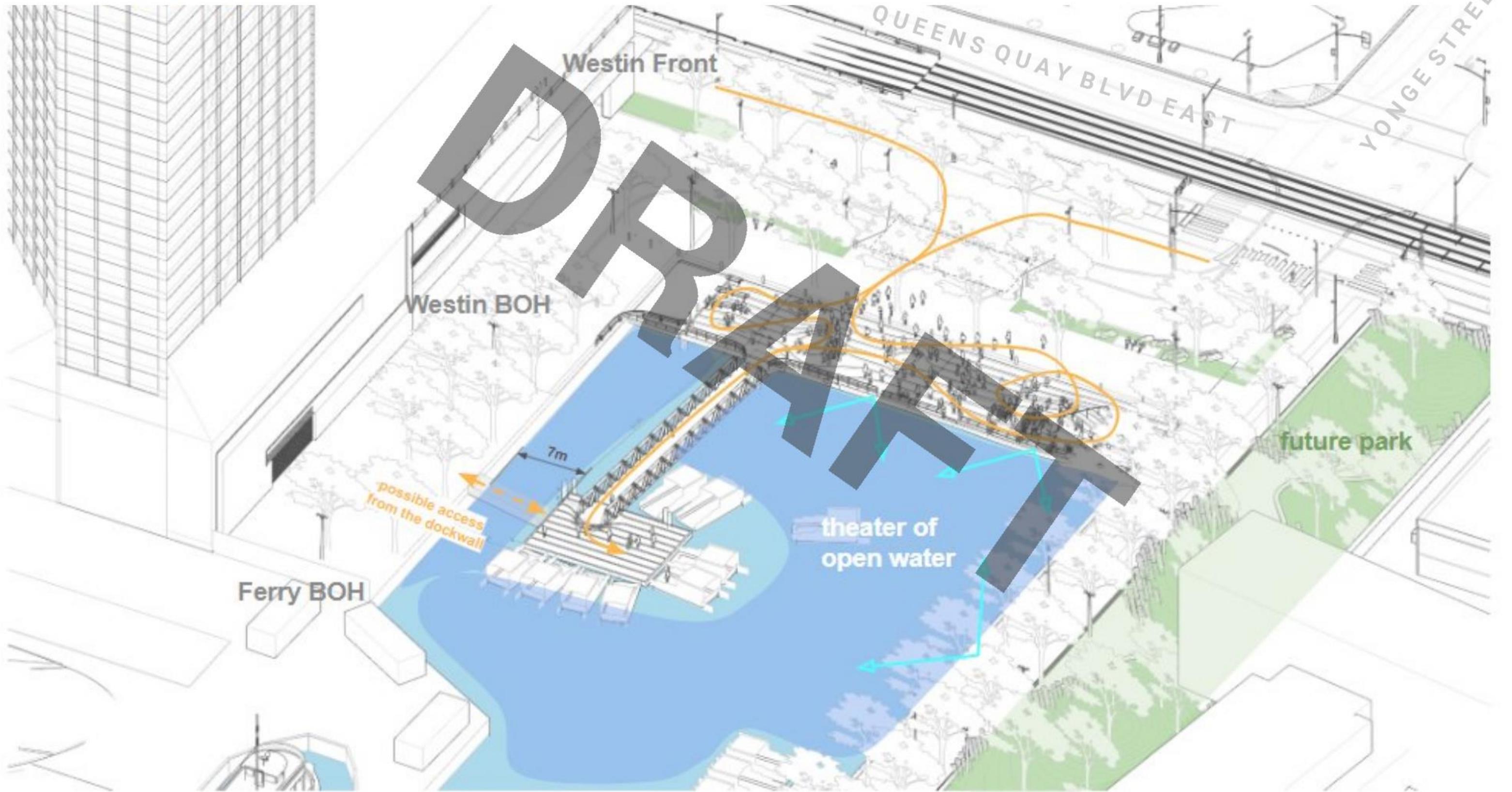
## 3 - Embark

When their taxi has arrived, passengers get a digital or physical flag to signal that it's time to embark via the gangway

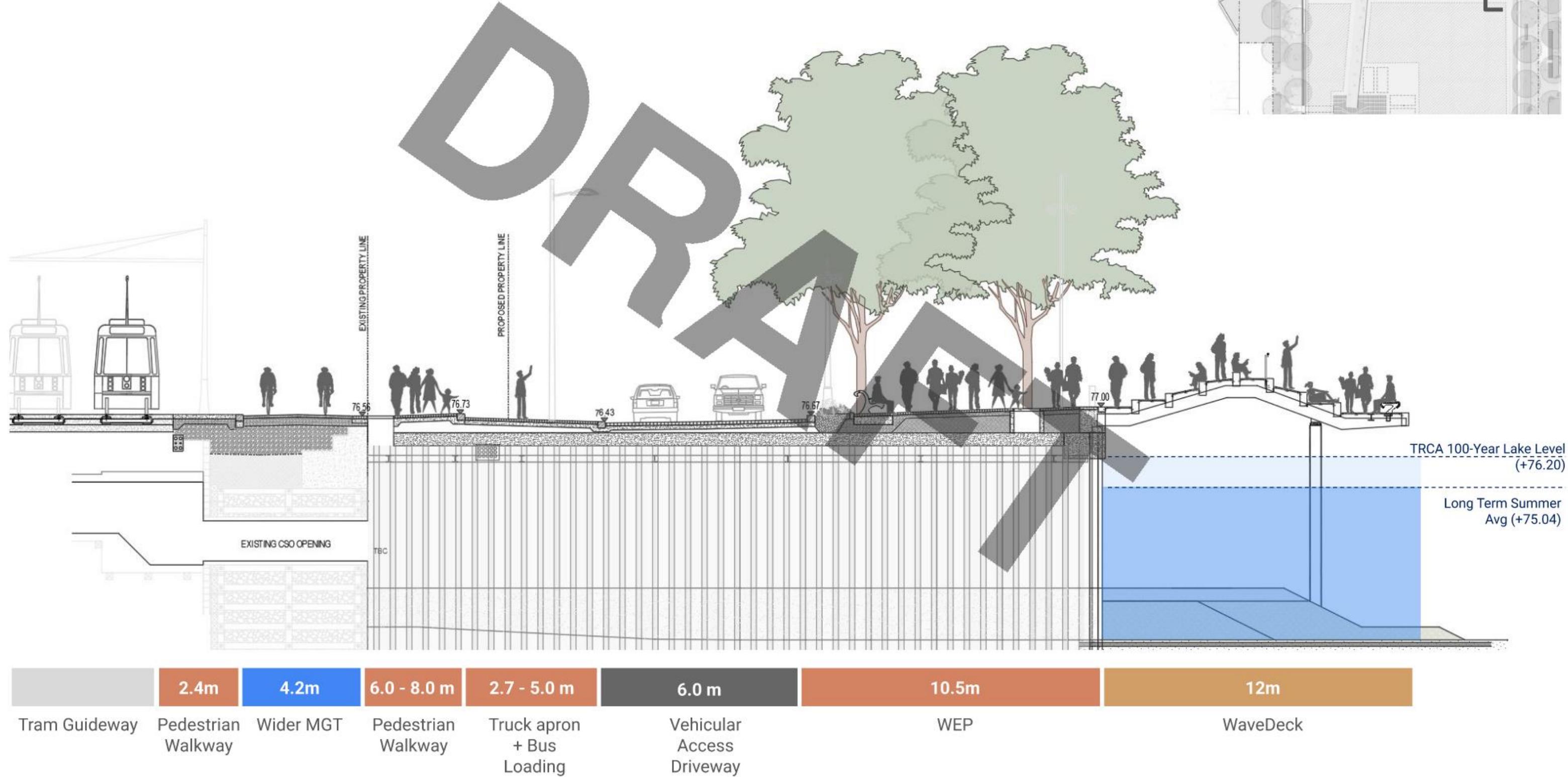


# Efficient public flow, intuitive, understandable

Quality of intuitive

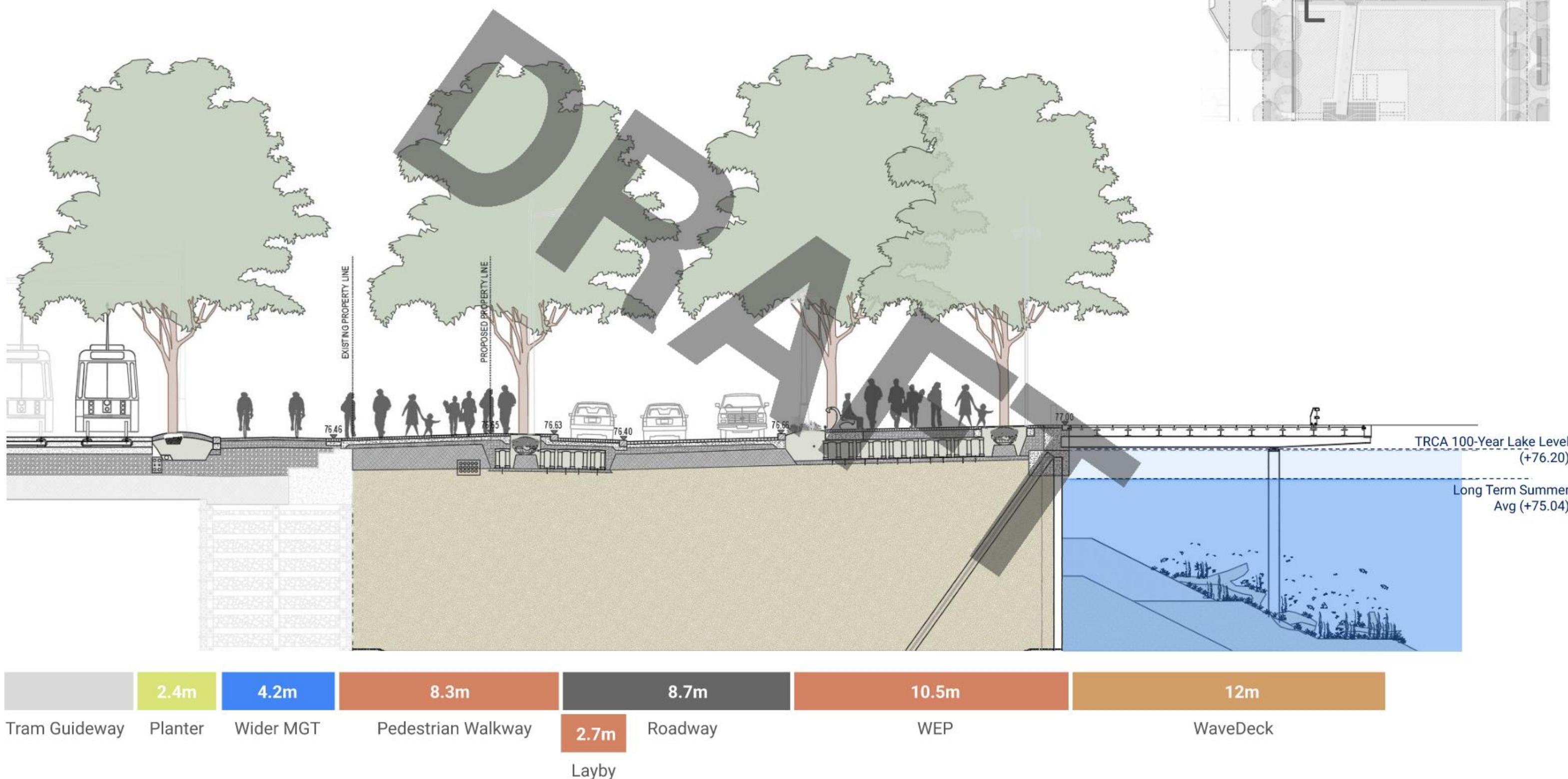


# Queen's Quay: Arrival at open water



# Driveable portion of WaveDeck

Dockwall Extended +1m to provide sufficient soil volume and waiting space



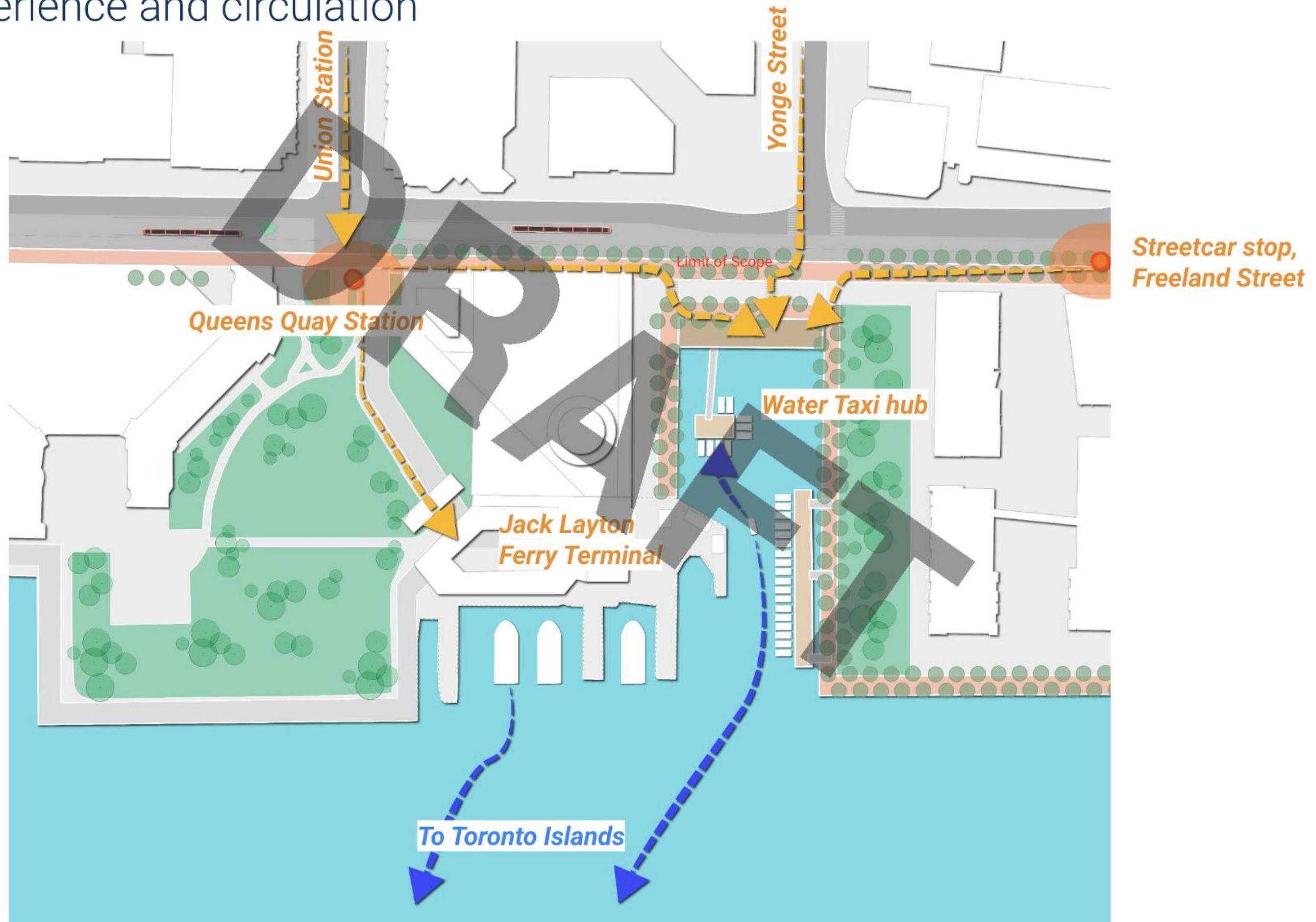
# Components of the Experience

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The Floating World, WaveDeck, and Shader

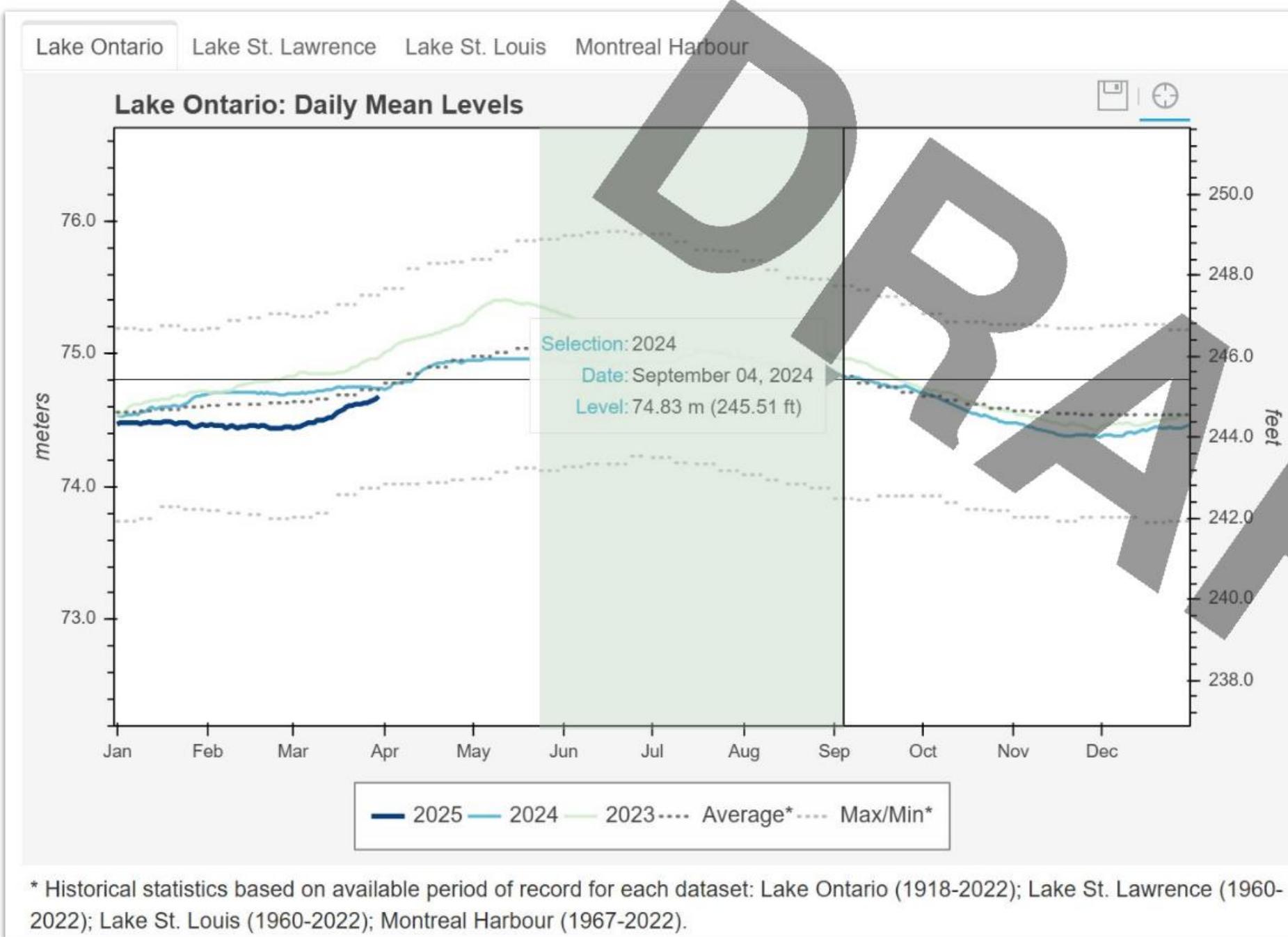
# Holiday on Toronto Islands begins at Yonge Slip

Visitor experience and circulation



# Lake Ontario water levels - basis of design

## Waterfront Accessibility Design Guidelines



*"Gangway slope must be calculated on the lowest water level mark typically expected in the summer season."*

**Typically Expected = Historical Average**

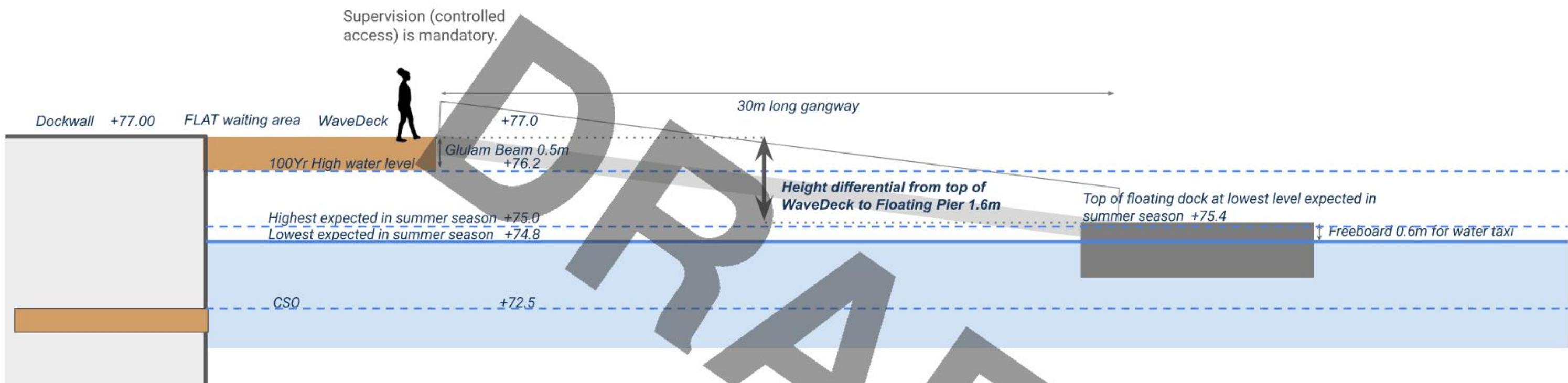
**Summer Season =** last week of May to first week of September

Lowest historical average in the summer season occurs in September =

**74.83m**

# Access to water - basis of design

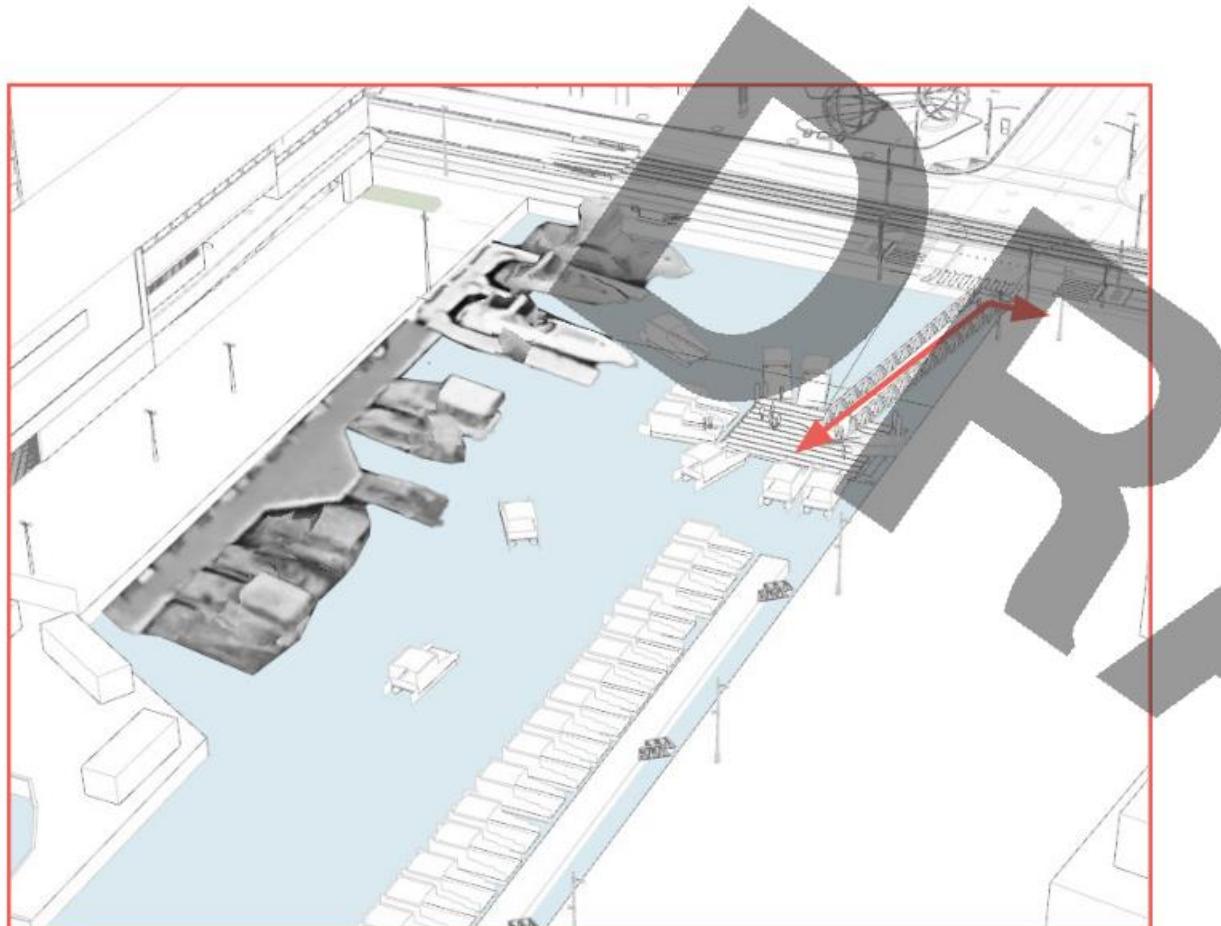
## Waterfront Accessibility Design Guidelines



100yr high water level: 0.6% slope

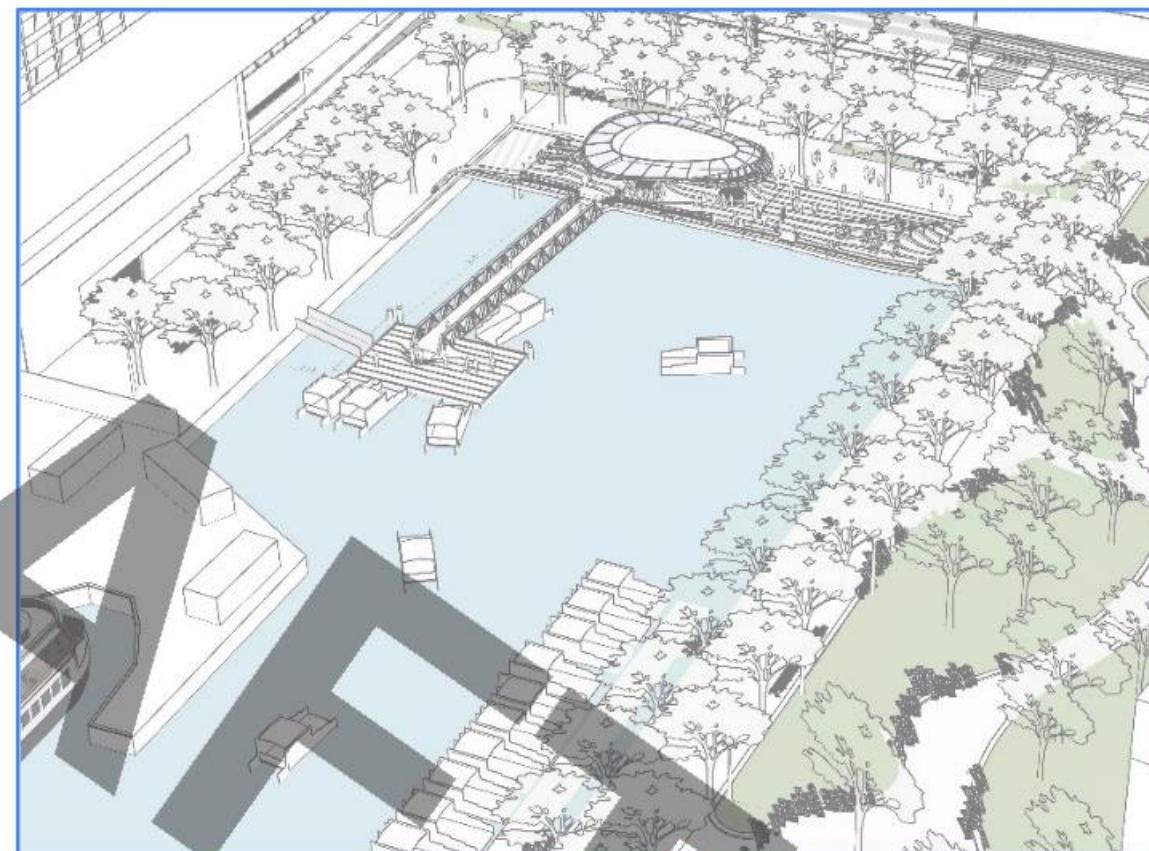
# Phasing: Gangway and Slip

Phased approach is possible with current design if desired



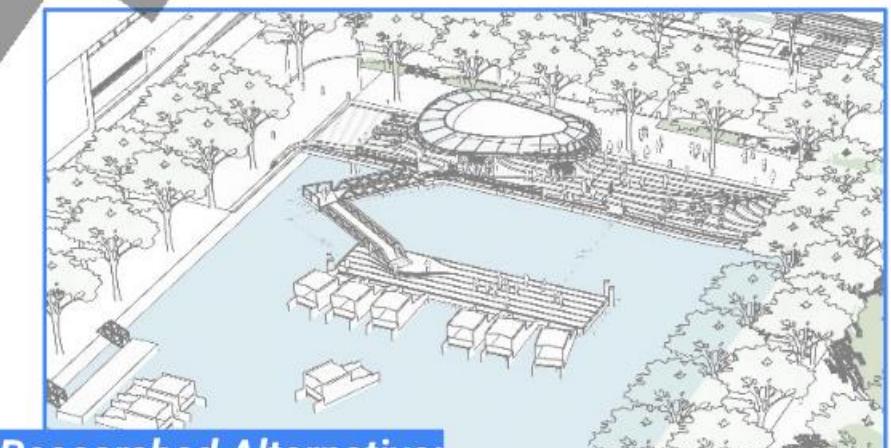
## Phase 1

*Immediate buildout of gangway under current ownership schemes*



## Phase 2

*Gangway moves to long-term location following buildout of slip*



**Researched Alternative:  
Articulated Gangway**

# Arrival at Yonge Slip



# Arrival at Yonge Slip



# Arrival at Yonge Slip

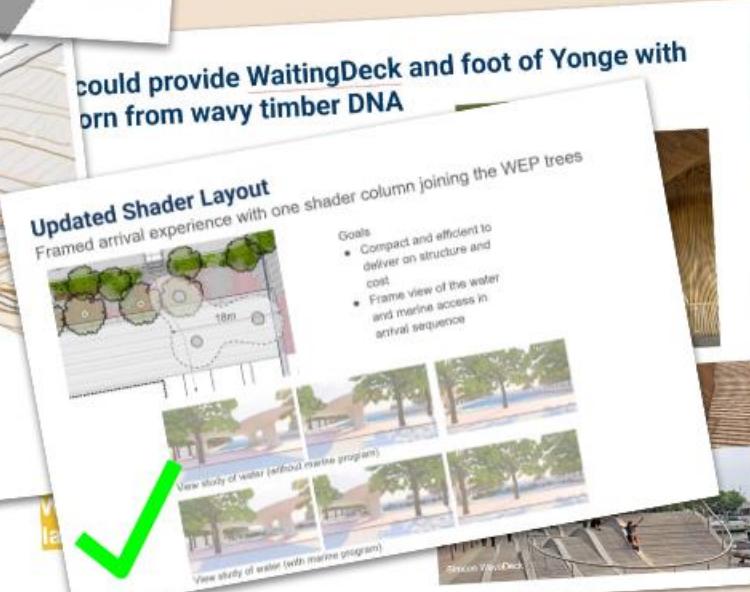
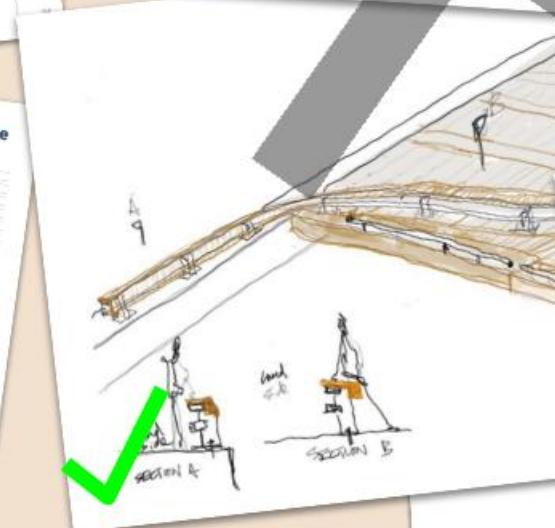
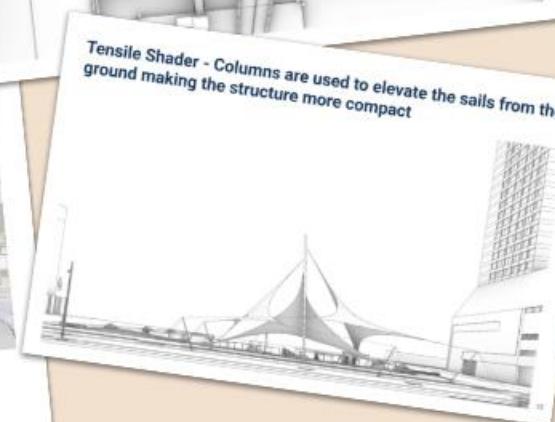
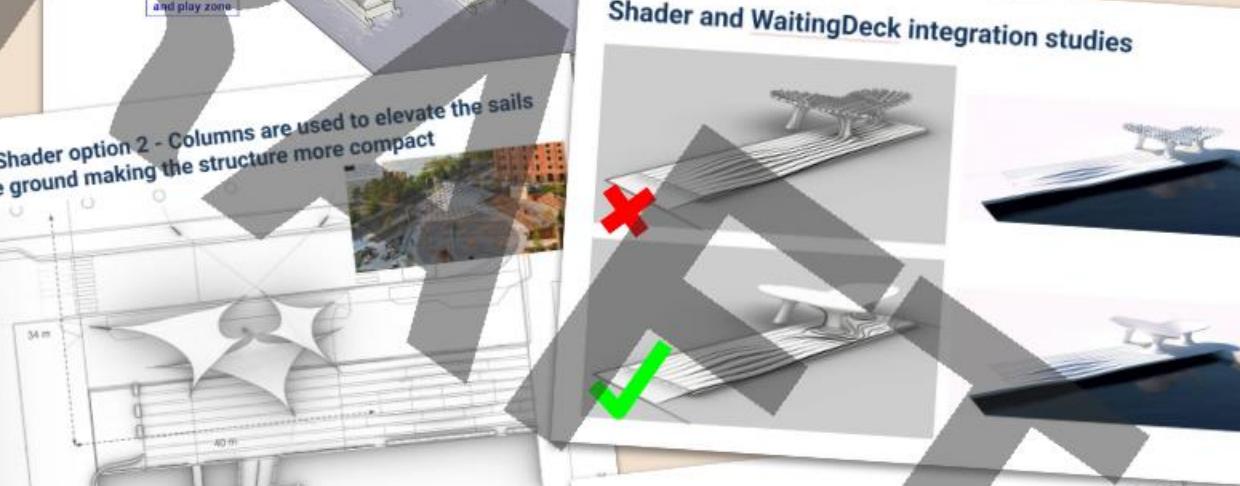
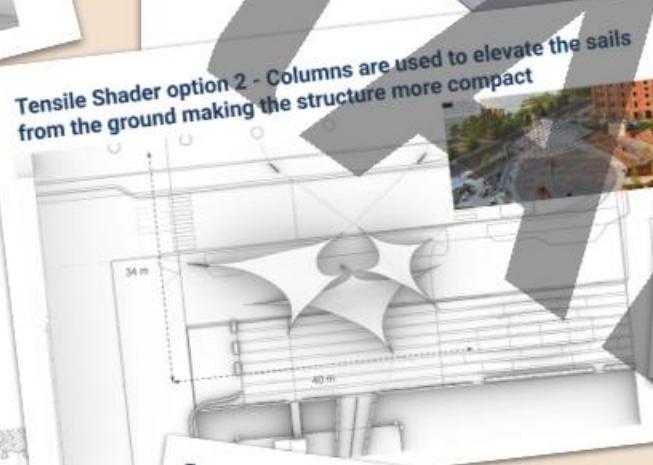
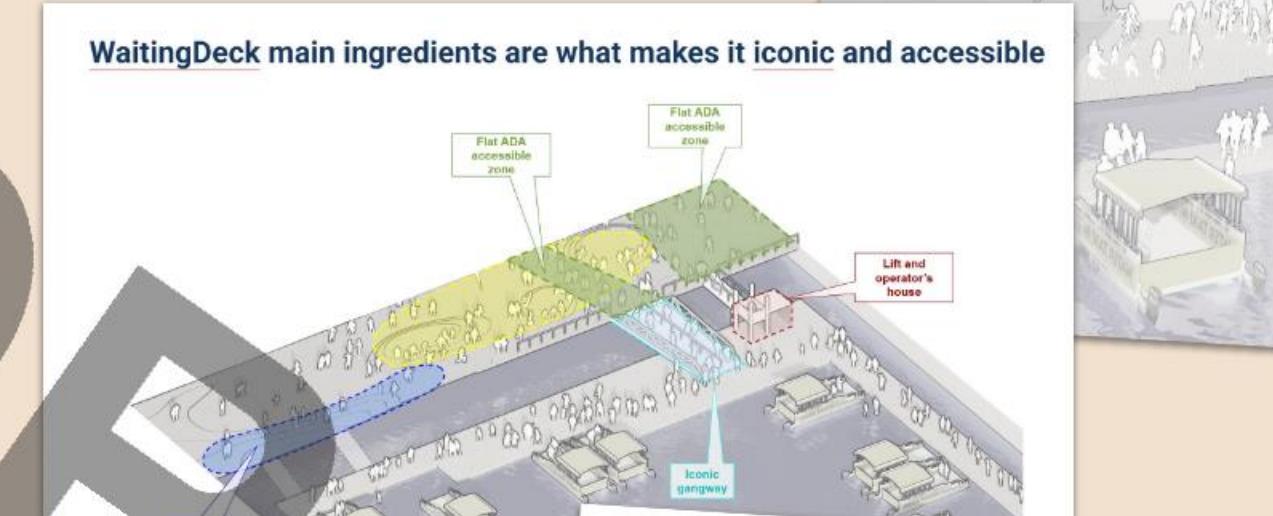
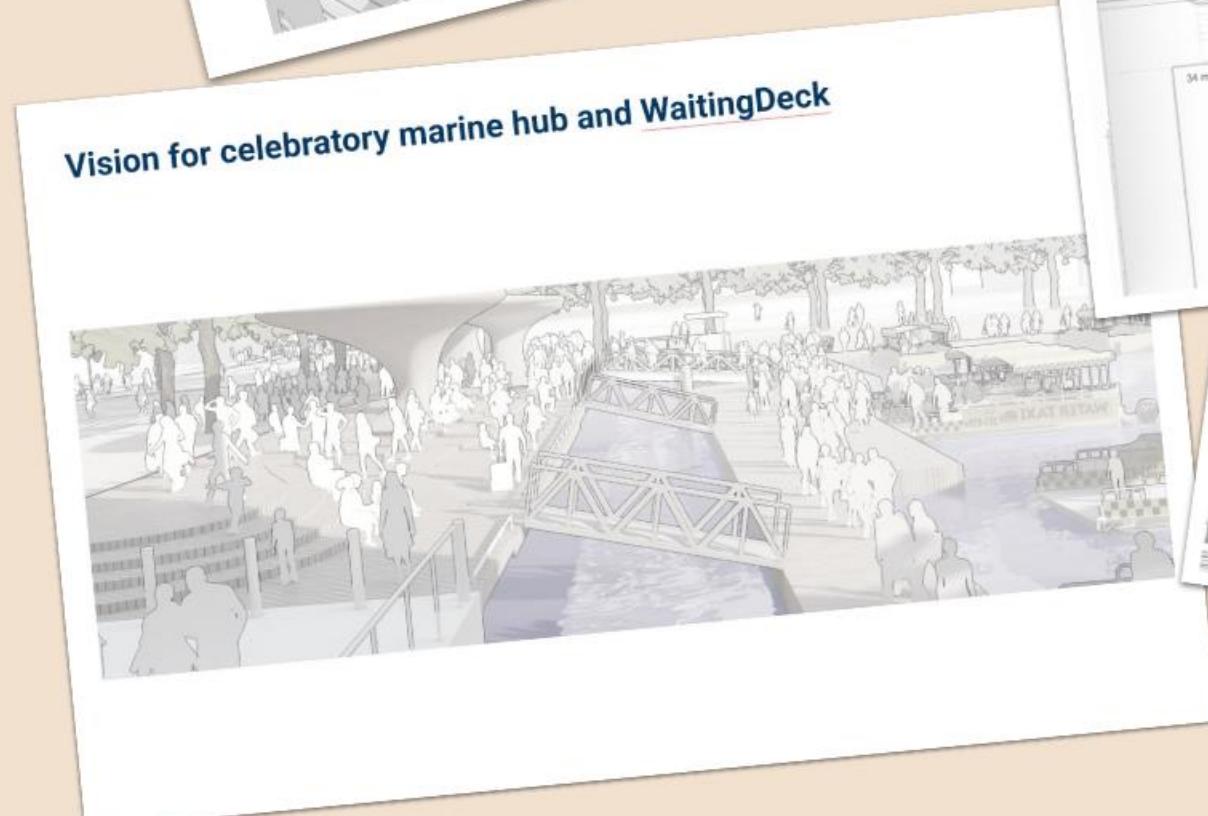


# Arrival at Yonge Slip

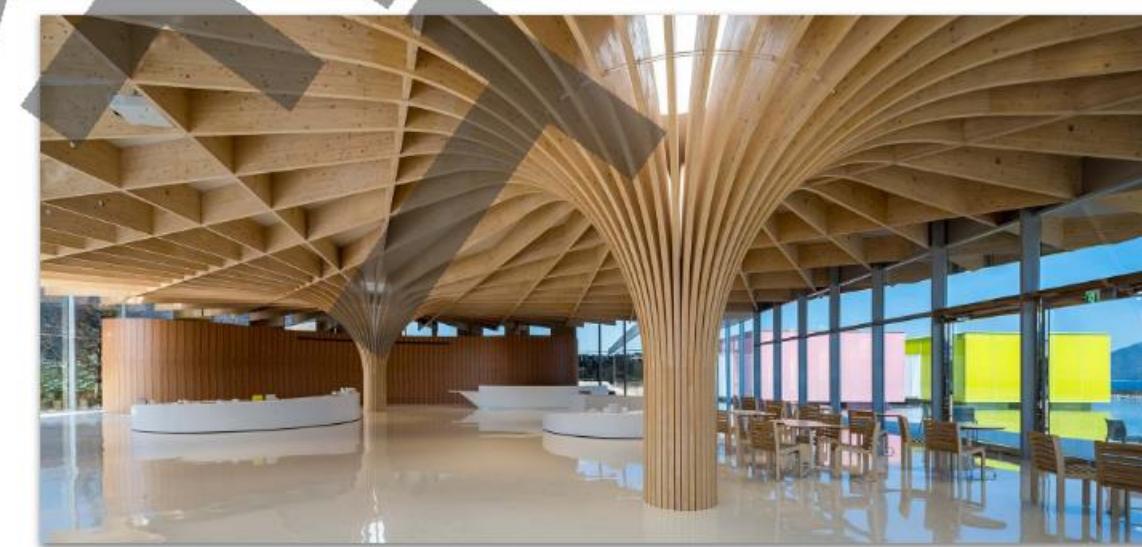
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# WaveDeck design evolution



# Building on engineering legacy with Moses: Timber shader born from the WaveDeck vertical structure, glulam beams



# Shader delivers necessary refuge from sun

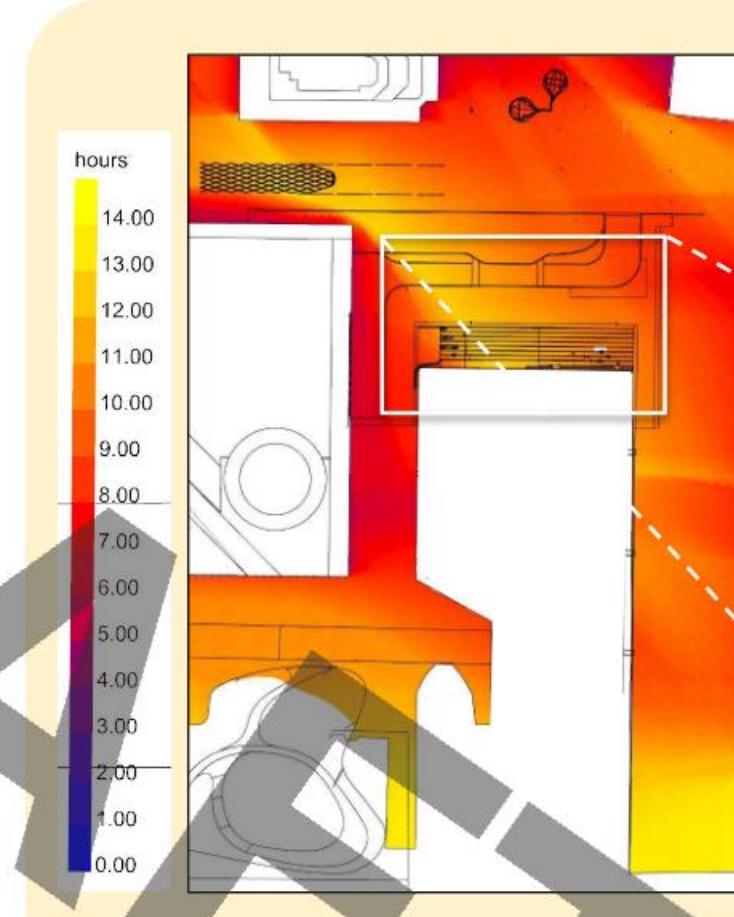
## Sun Studies



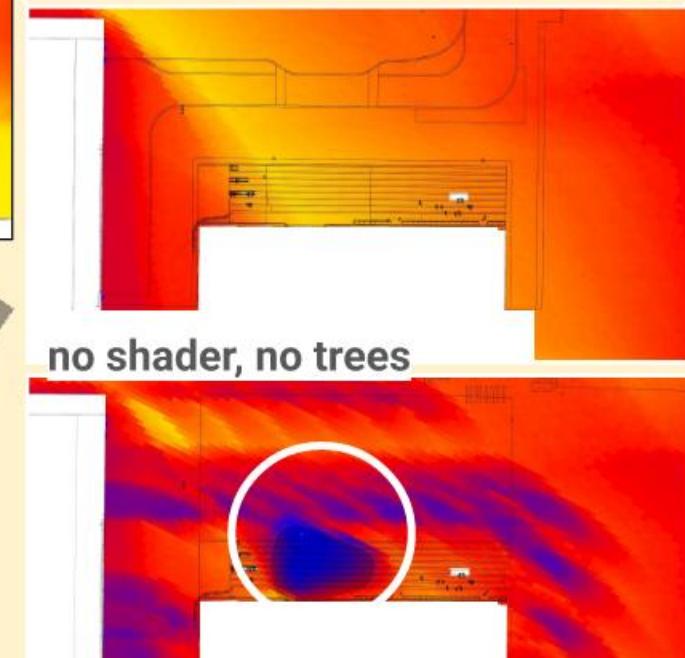
DP



*Spring Equinox*



*Summer Solstice*



*with shader and trees*

# Shader and WaveDeck in dialogue

Wave, wind, and ripple



# Shade, breeze, the theatre of water

Under the shader

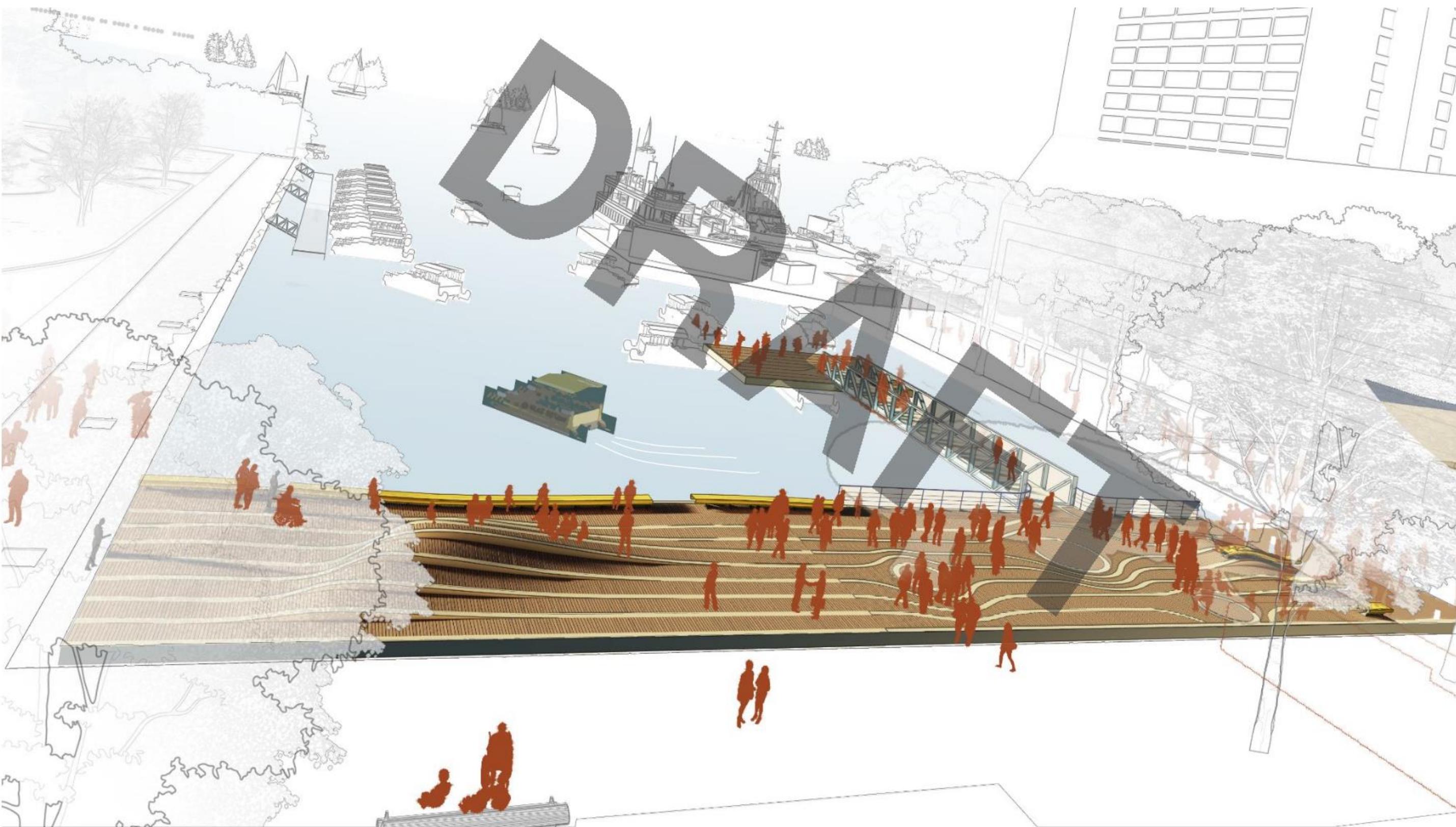


# Ripple as the Yonge Slip water theater

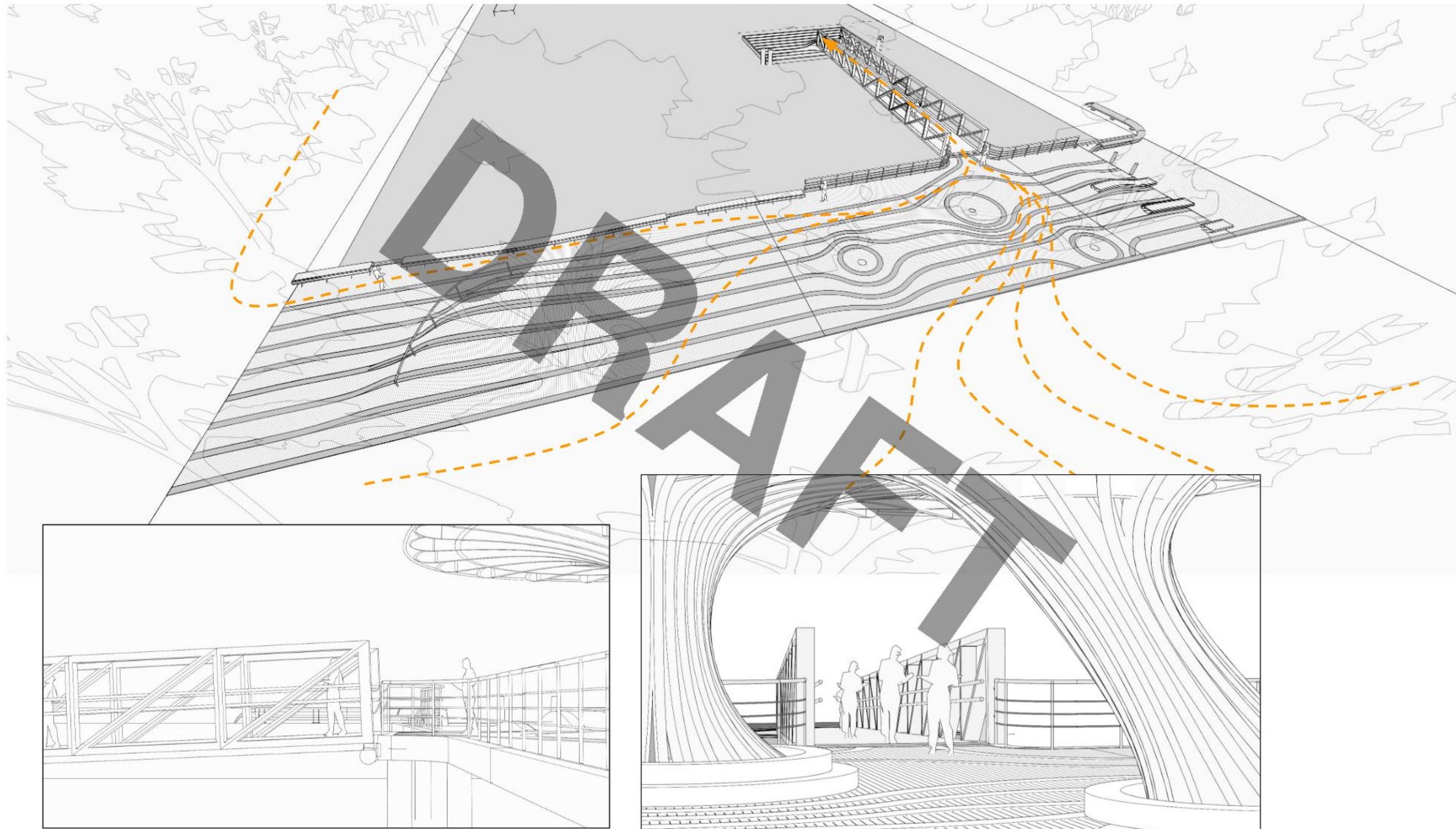
Wave, wind, and ripple



# Two domains: relaxation & engaging yourself with water taxi

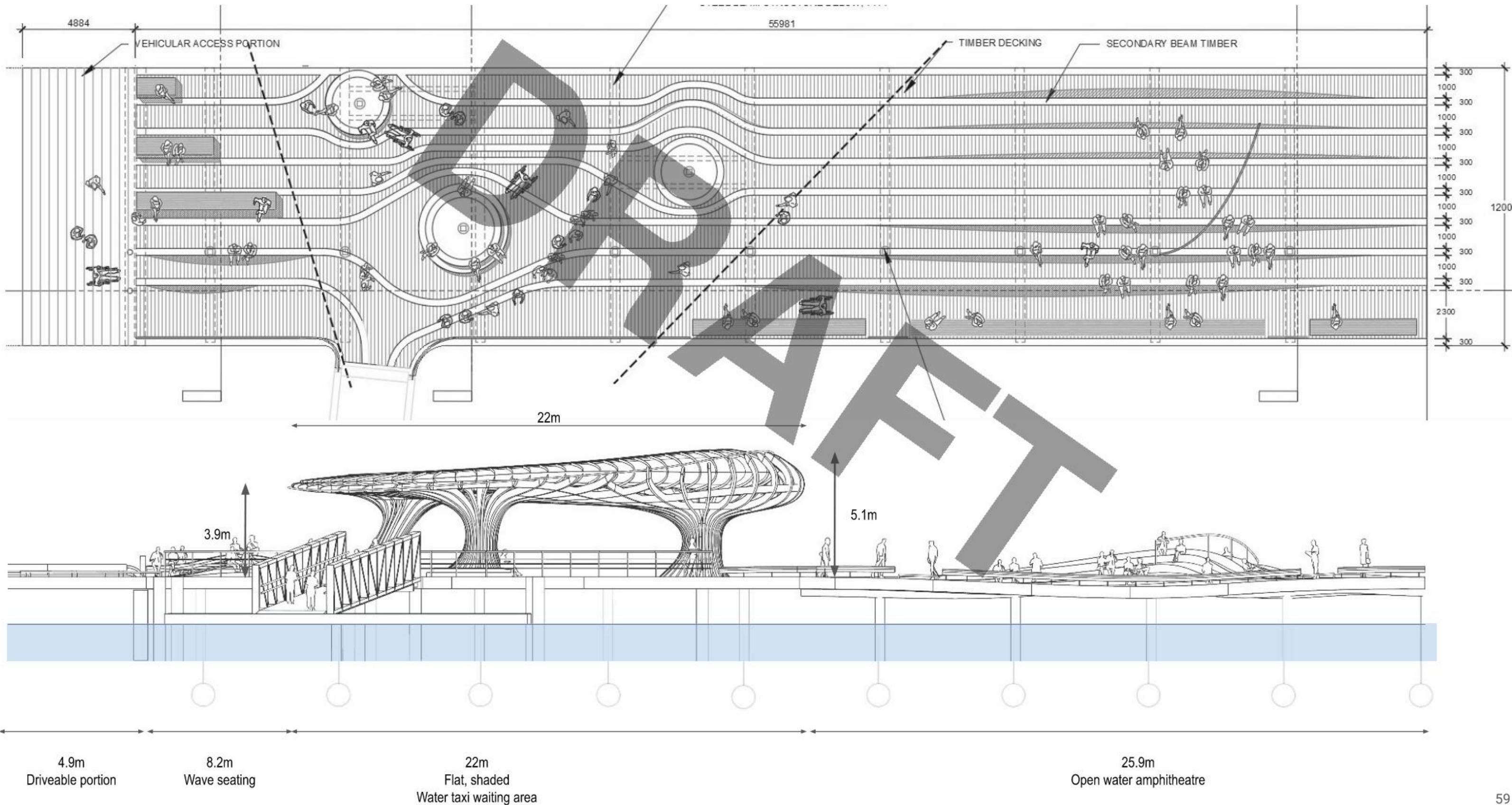


# Relationship WaveDeck, shader, gangway



# Solving for program and pragmatism with delight

Working from the efficient detail we already used

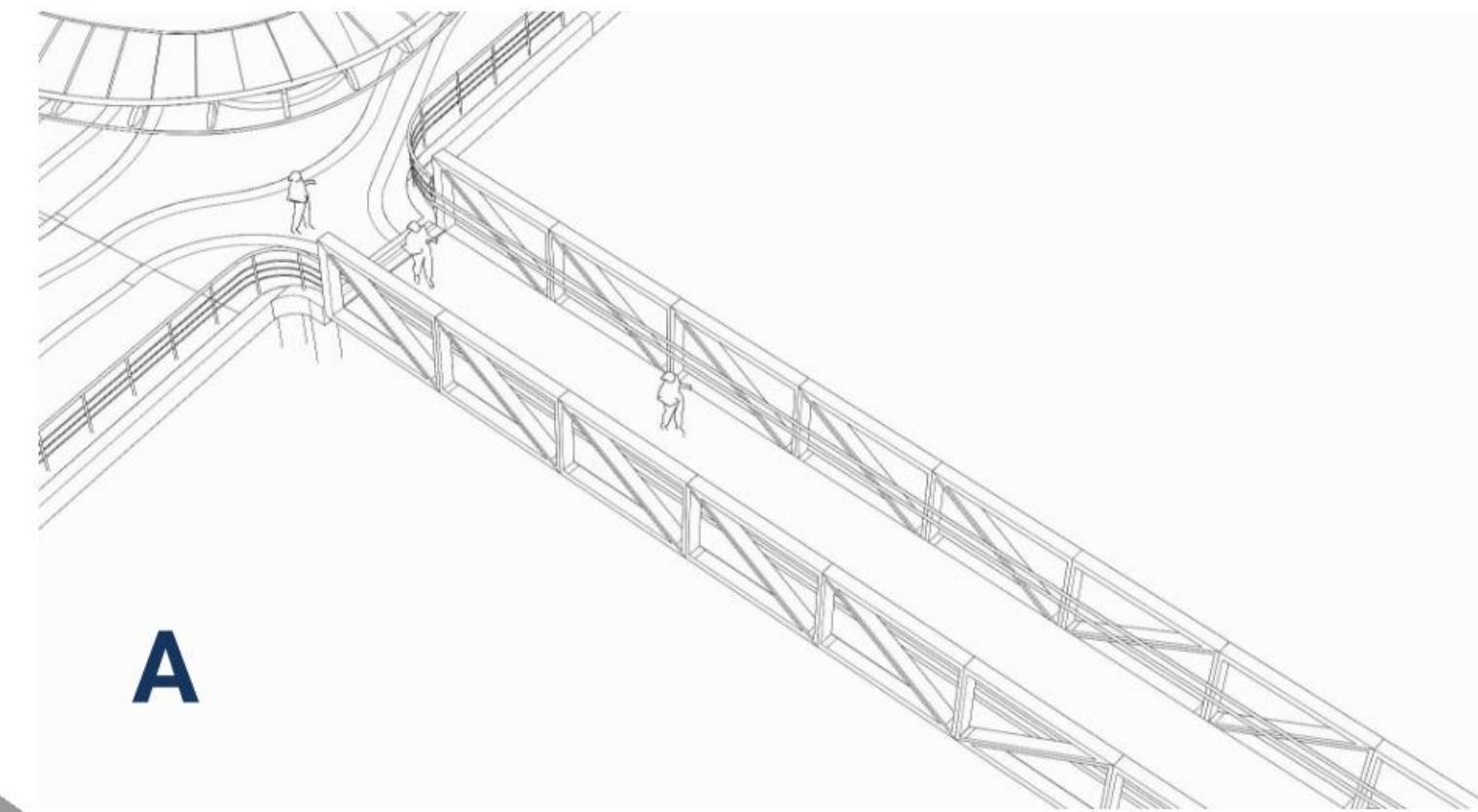
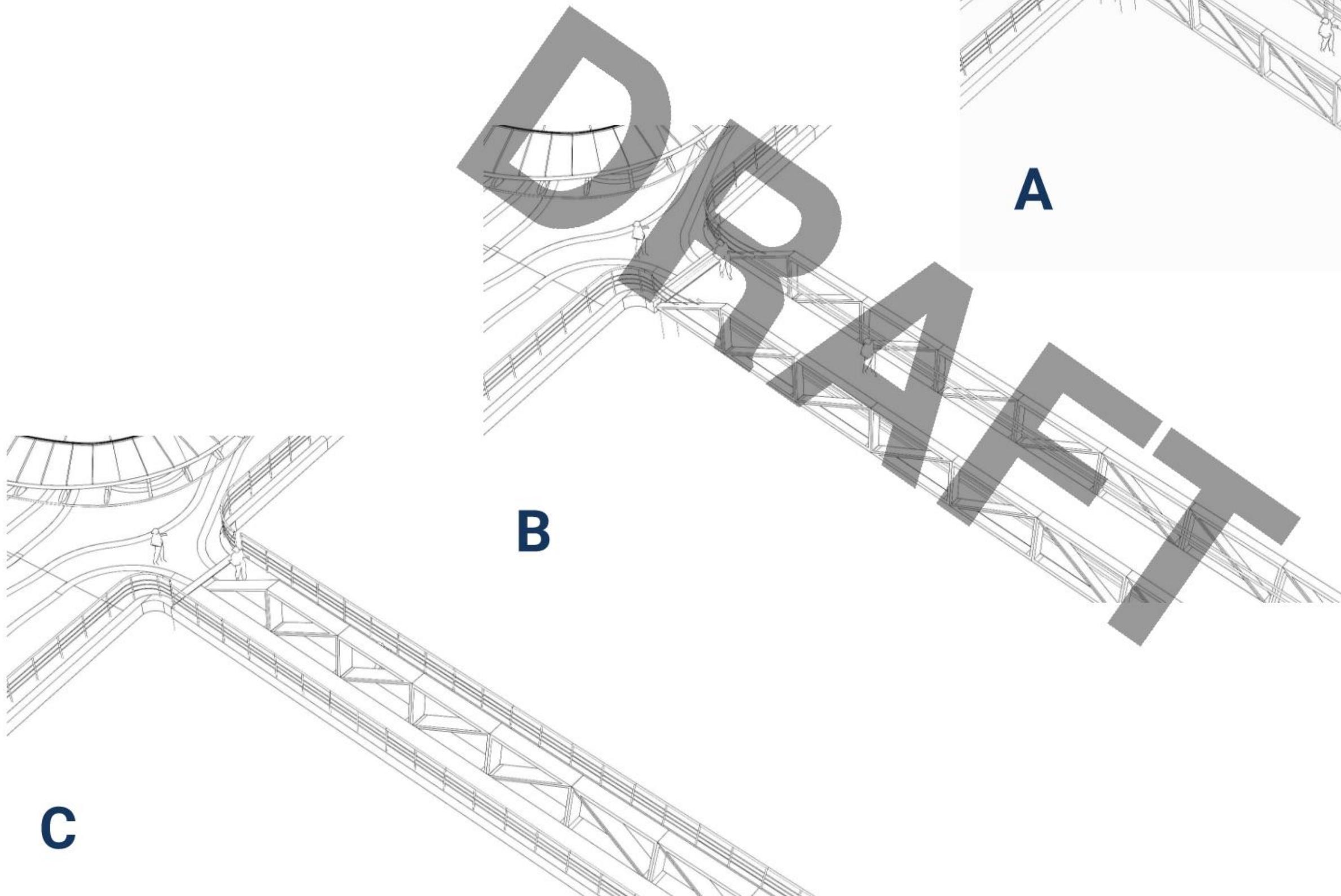


# Most-accessible gangway on the waterfront

A seriously engineered maritime environment



# Working towards an efficient and beautiful gangway

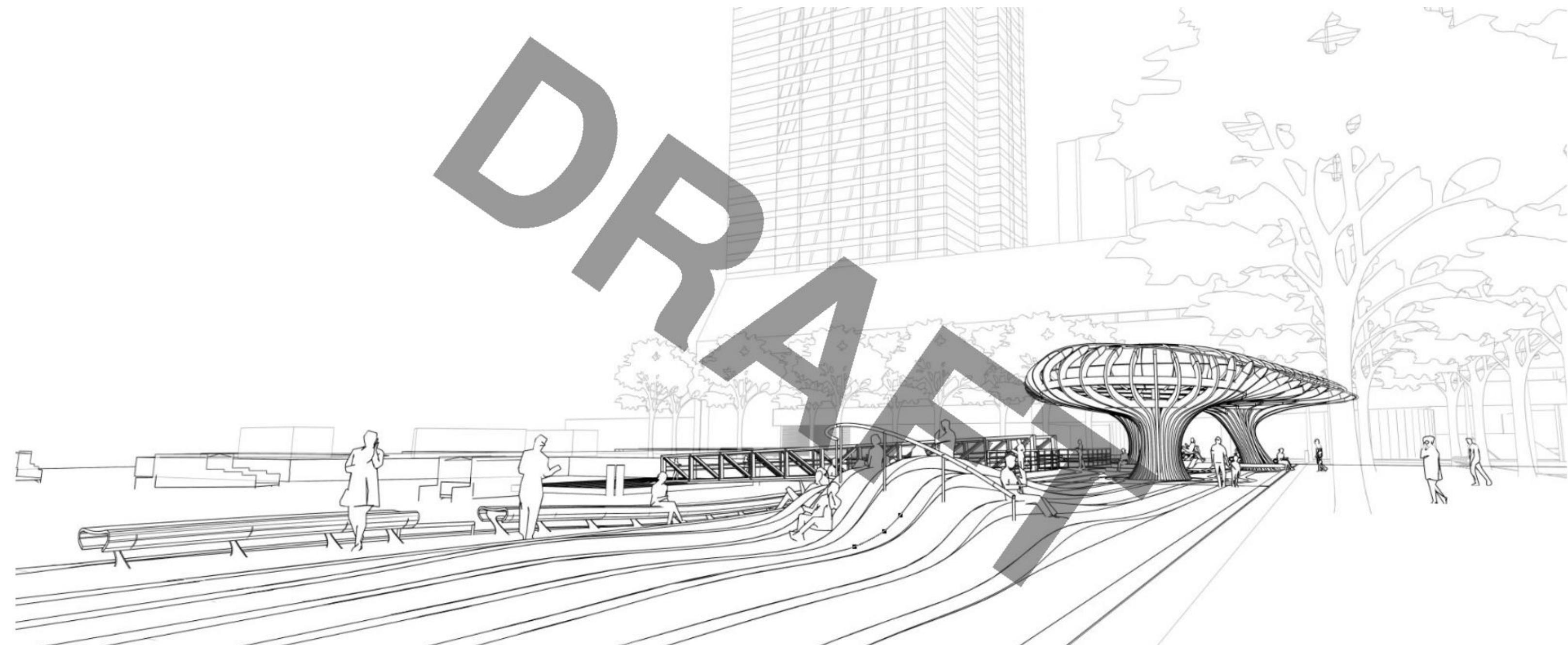


**A**

**B**

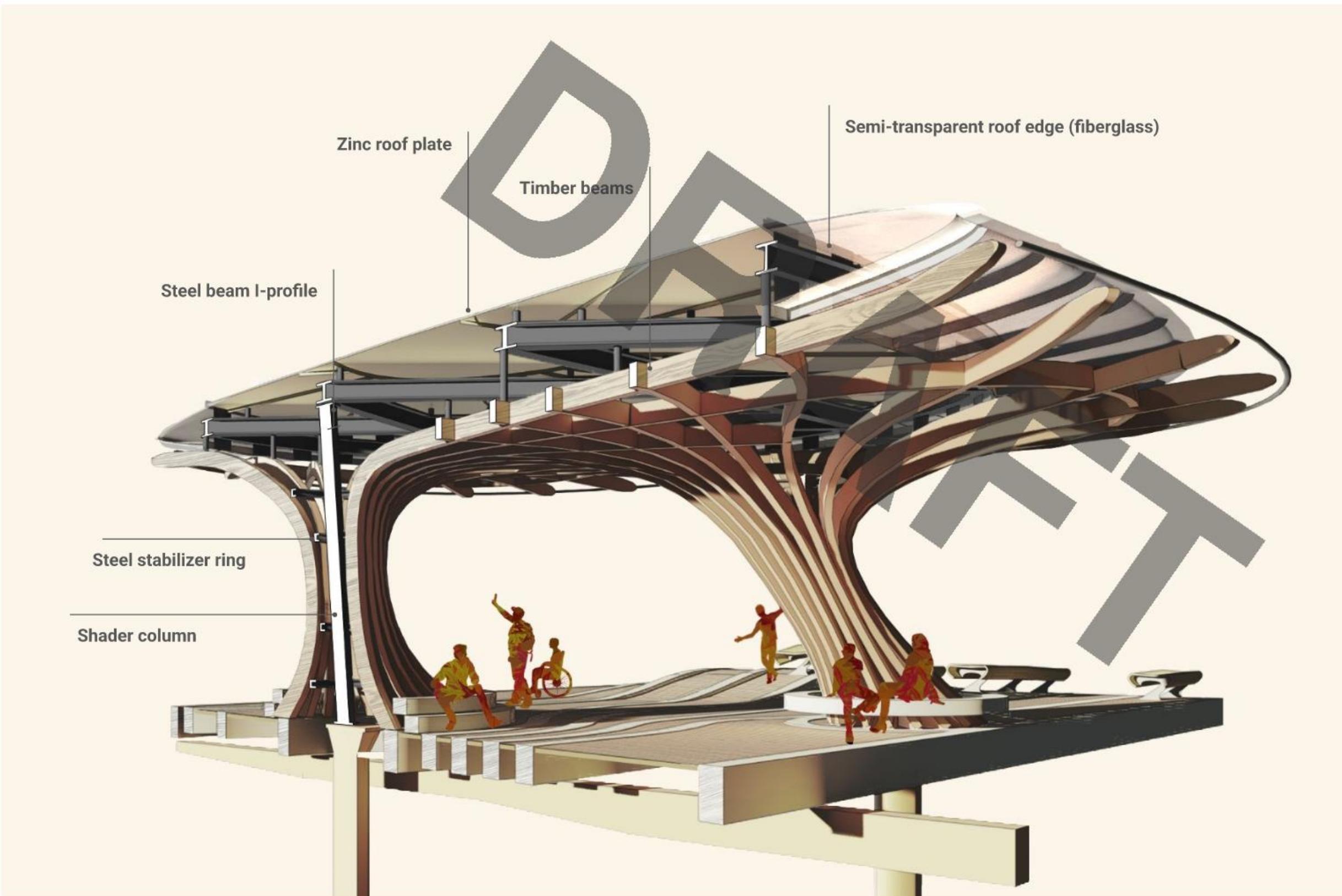
**C**

# The ripple as amphitheatre on the water



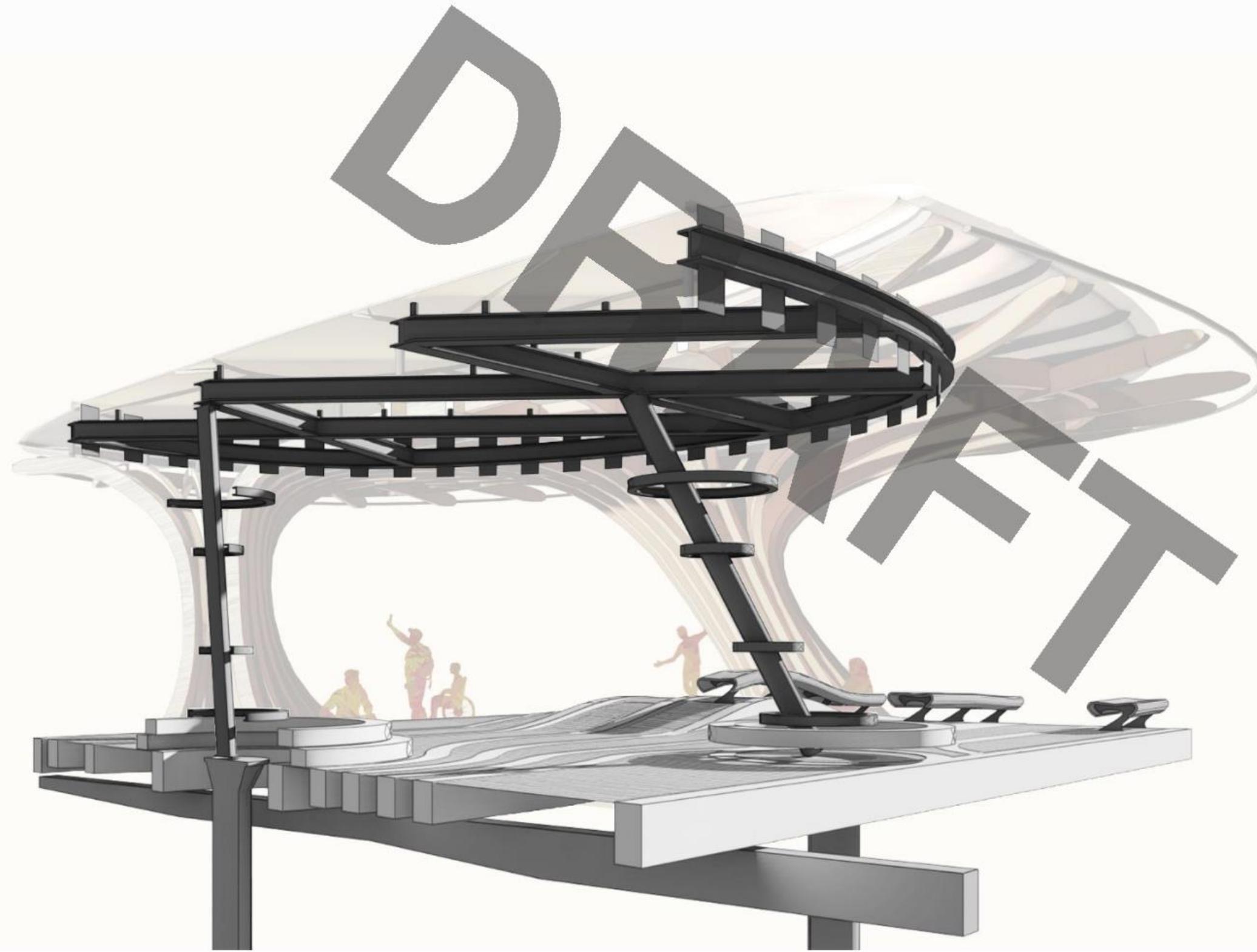
# Tripod shader: light, transparent, efficient

Shader provides dappled shade and filtered light



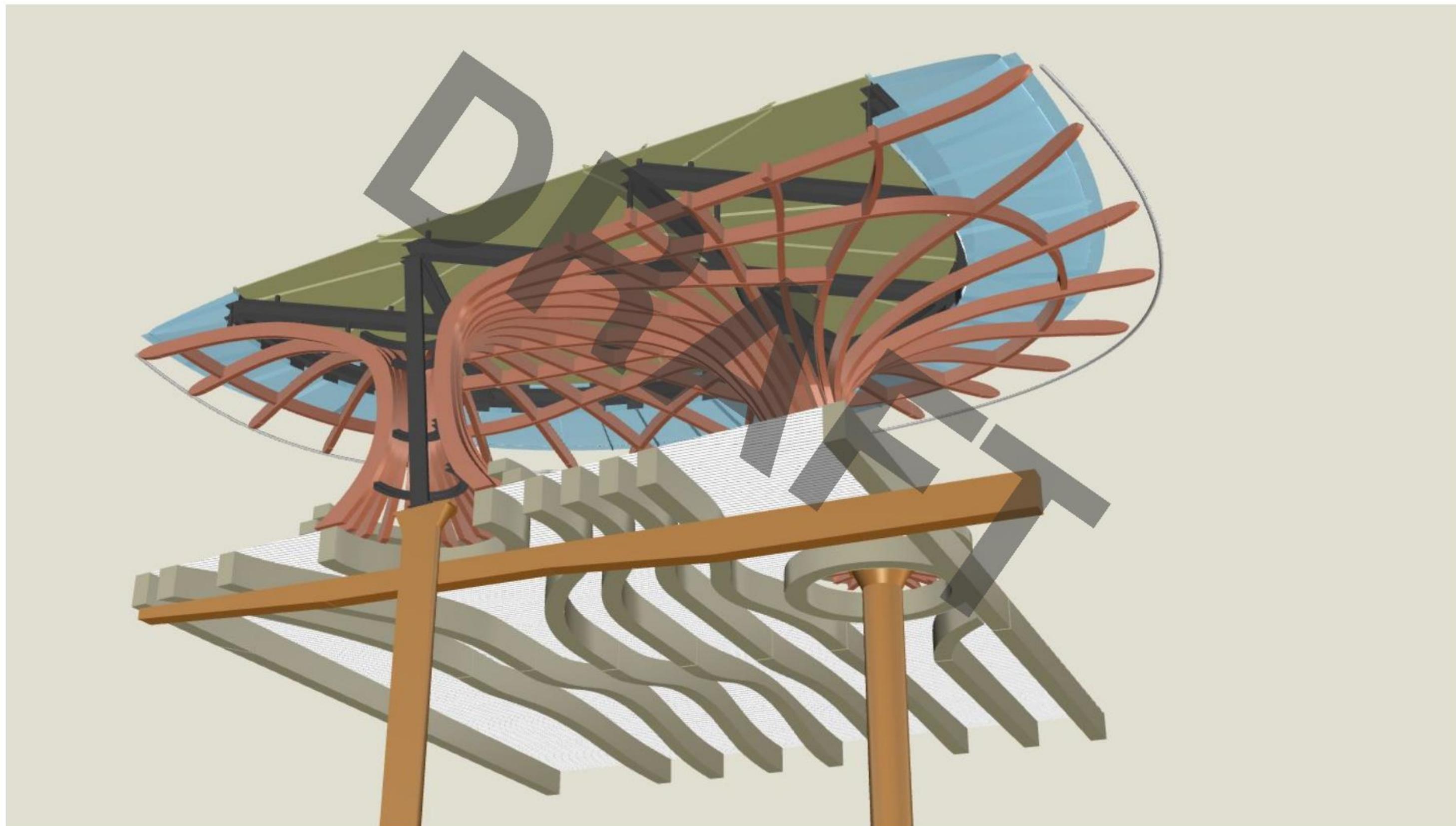
# Structural armature

Steel I-Beam structural support



# Complete WaveDeck + Shader Construction

Shared language of beams and structural supports



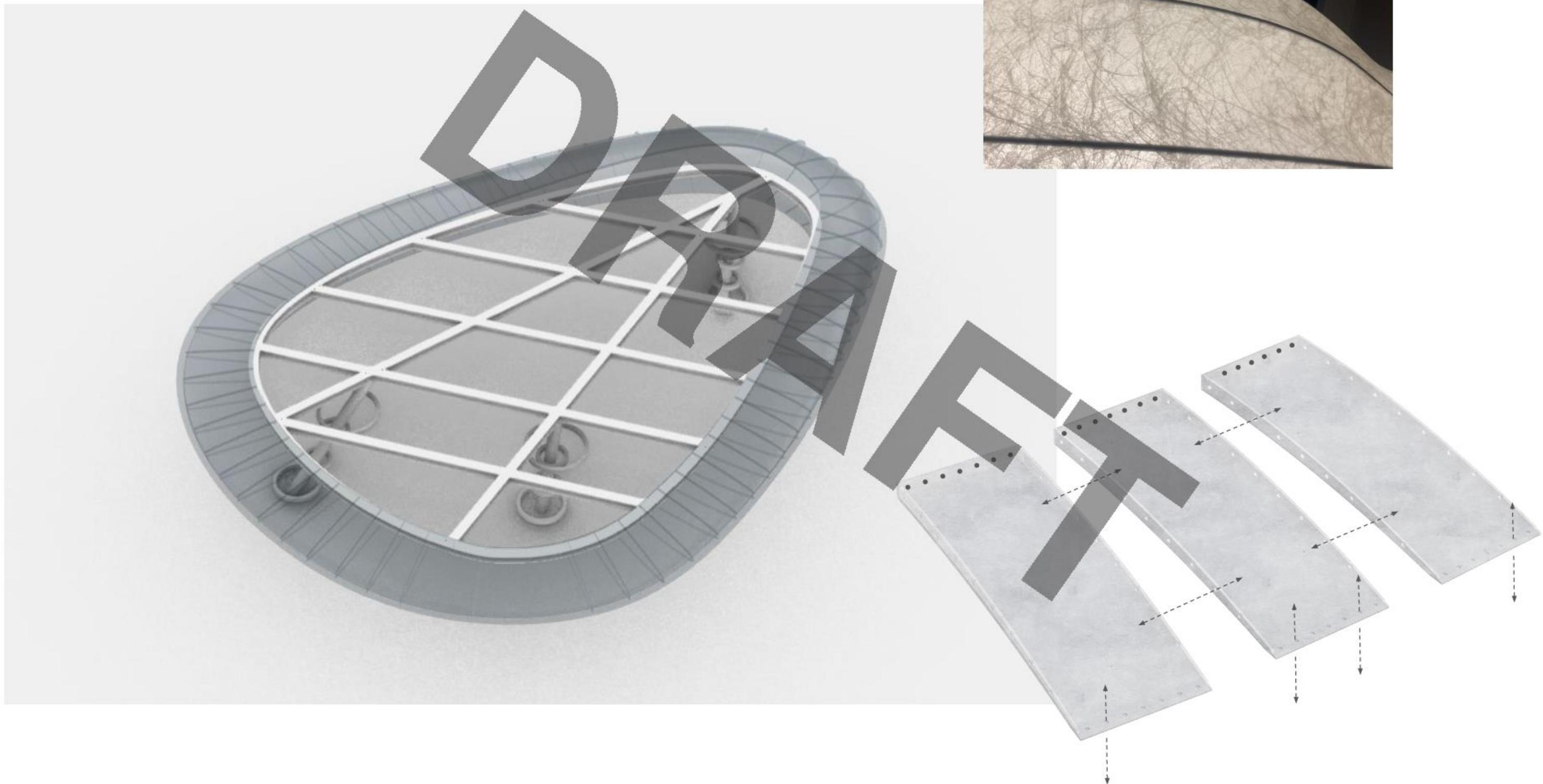
# Glowing beacon precedent

Shader glows softly with translucent material



# Translucent roof “ring” provides dappled shade + lighting

Paneled translucent construction



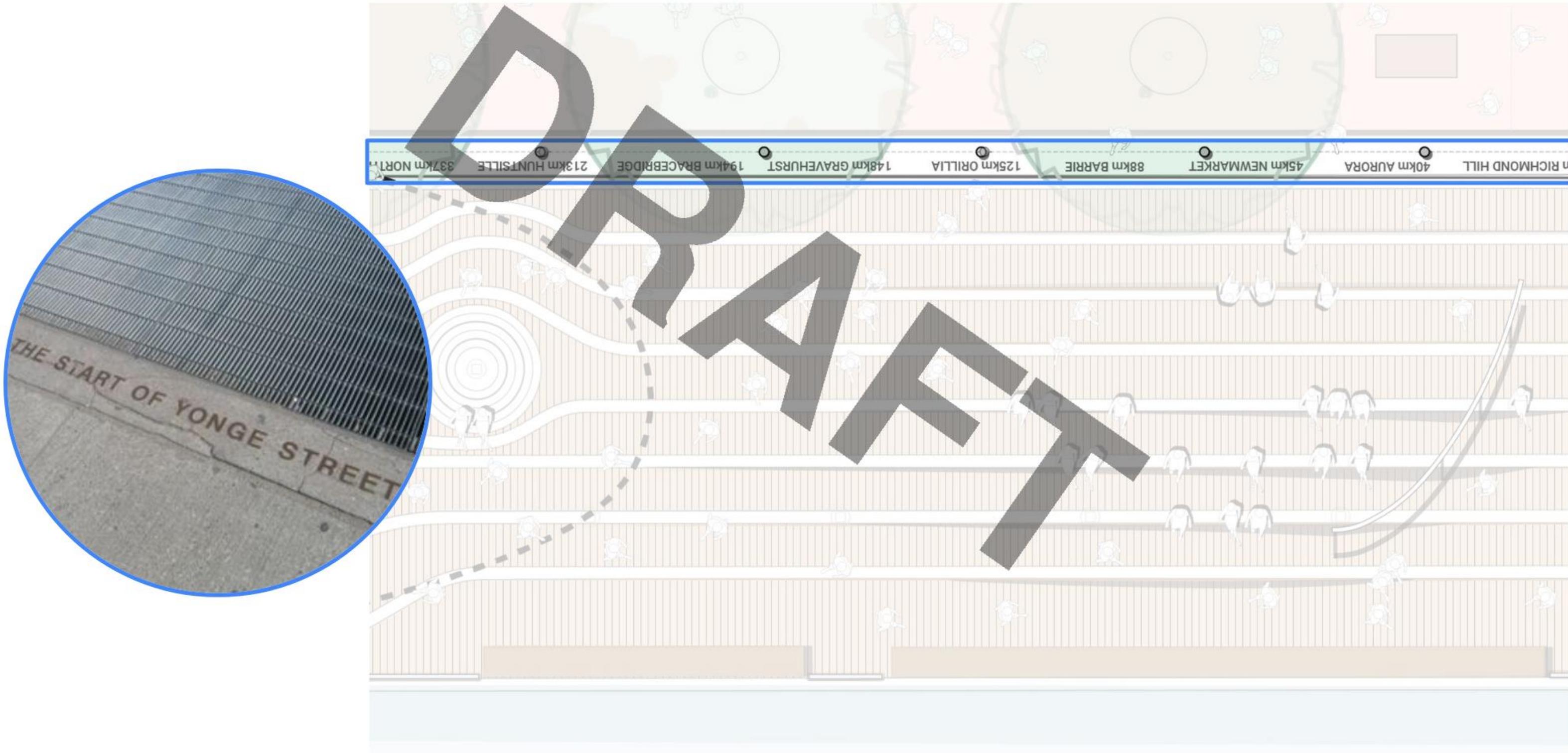
# Seasonal interest, day and night

The WaveDeck and Shader as wintertime beacons



# Art salvaged and reintegrated into new dock wall cap

Historic commemorative quality



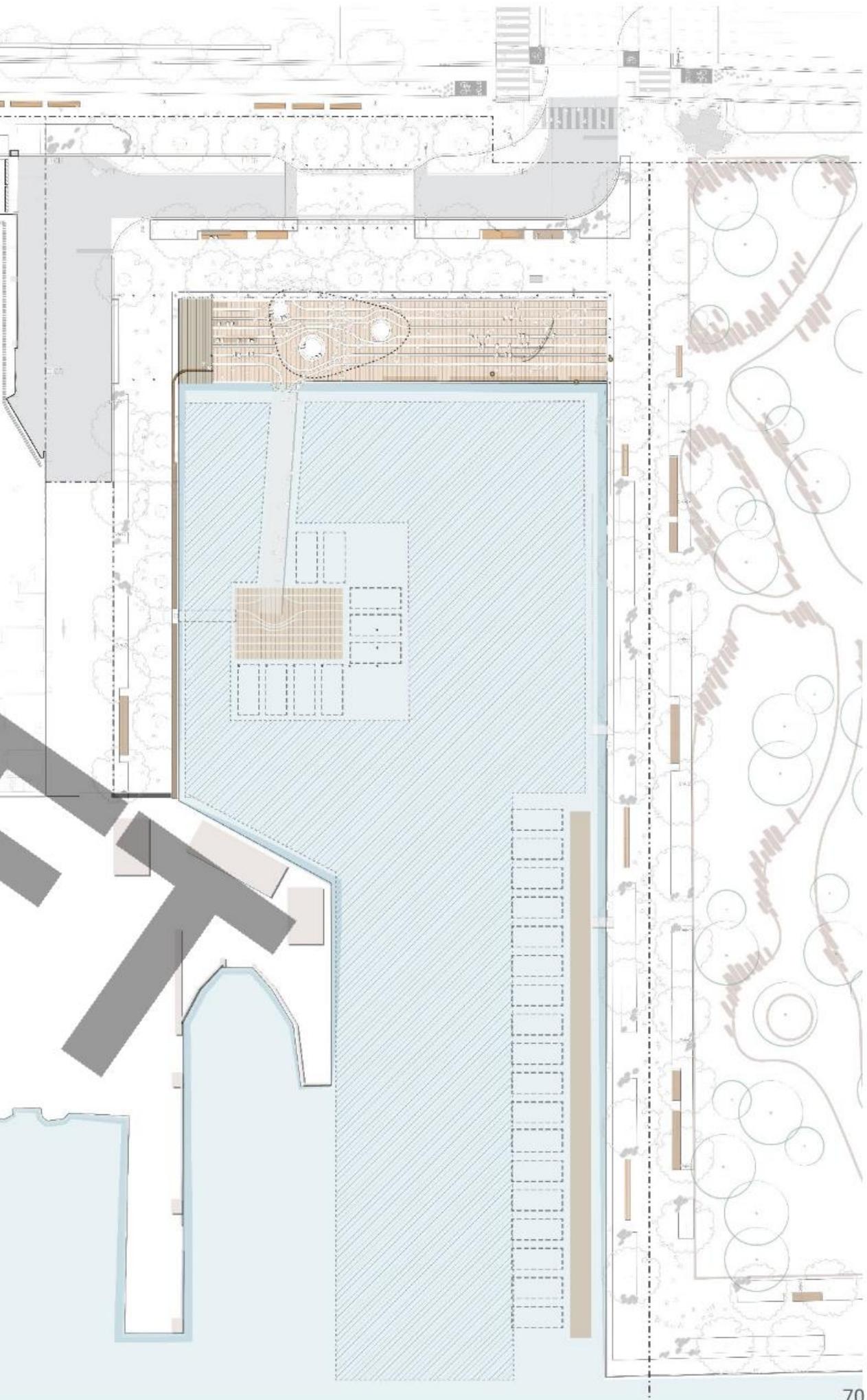
# Furnishing and Signage

Consistent palette builds on legacy success



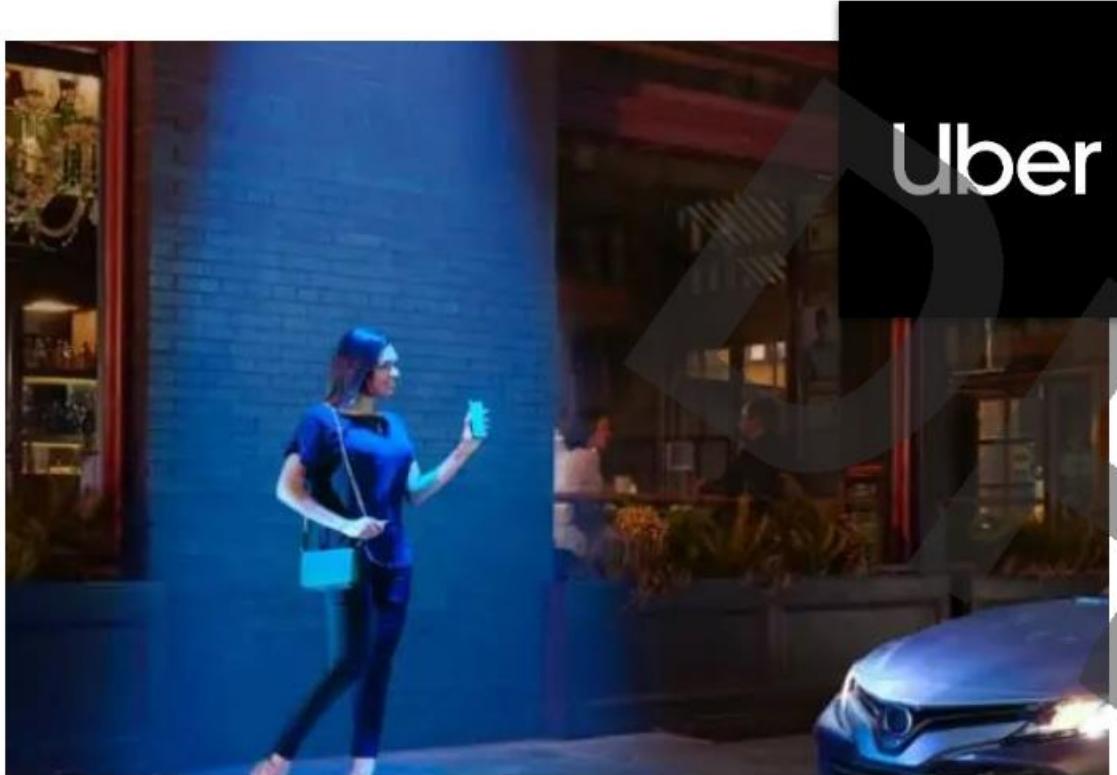
**Legend**

- WEP Bench
- Double sided WEP light pole
- Seating Edges on WaitingDeck
- Bollards
- Shader uplights



# Cutting down on visual clutter

Taxis can signal to passengers safely without relying on commercial signage



**Passengers can receive a digital “flag” to tell them it’s time to go down the gangway**

Precedent: Uber Spotlight System

**Taxi drivers can use typical maritime motifs to physically flag down passengers and usher them aboard**

Precedent: Semaphore maritime flags



UPA



# Technical Delivery

## Appendix

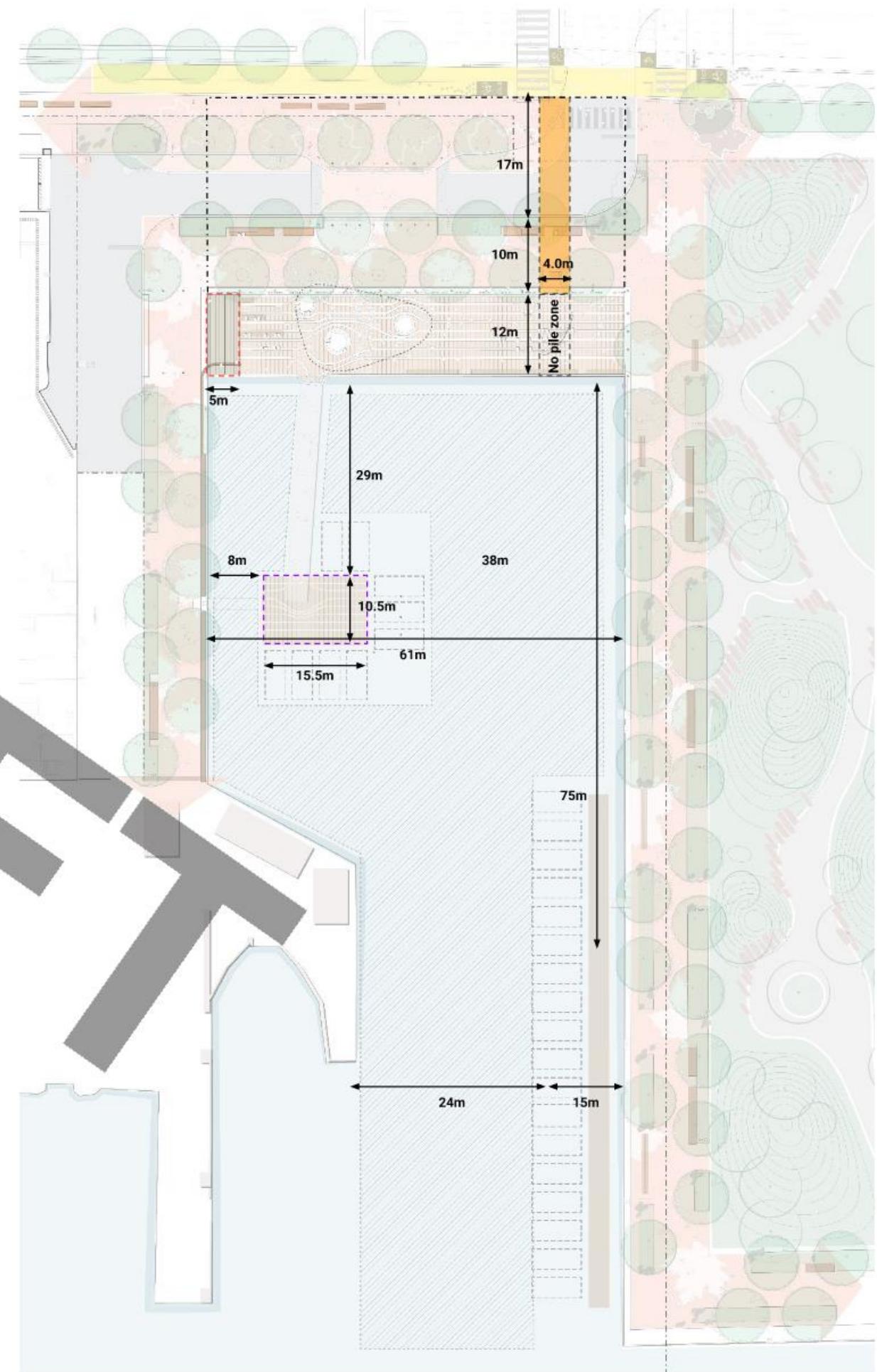
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# Key Dimensions

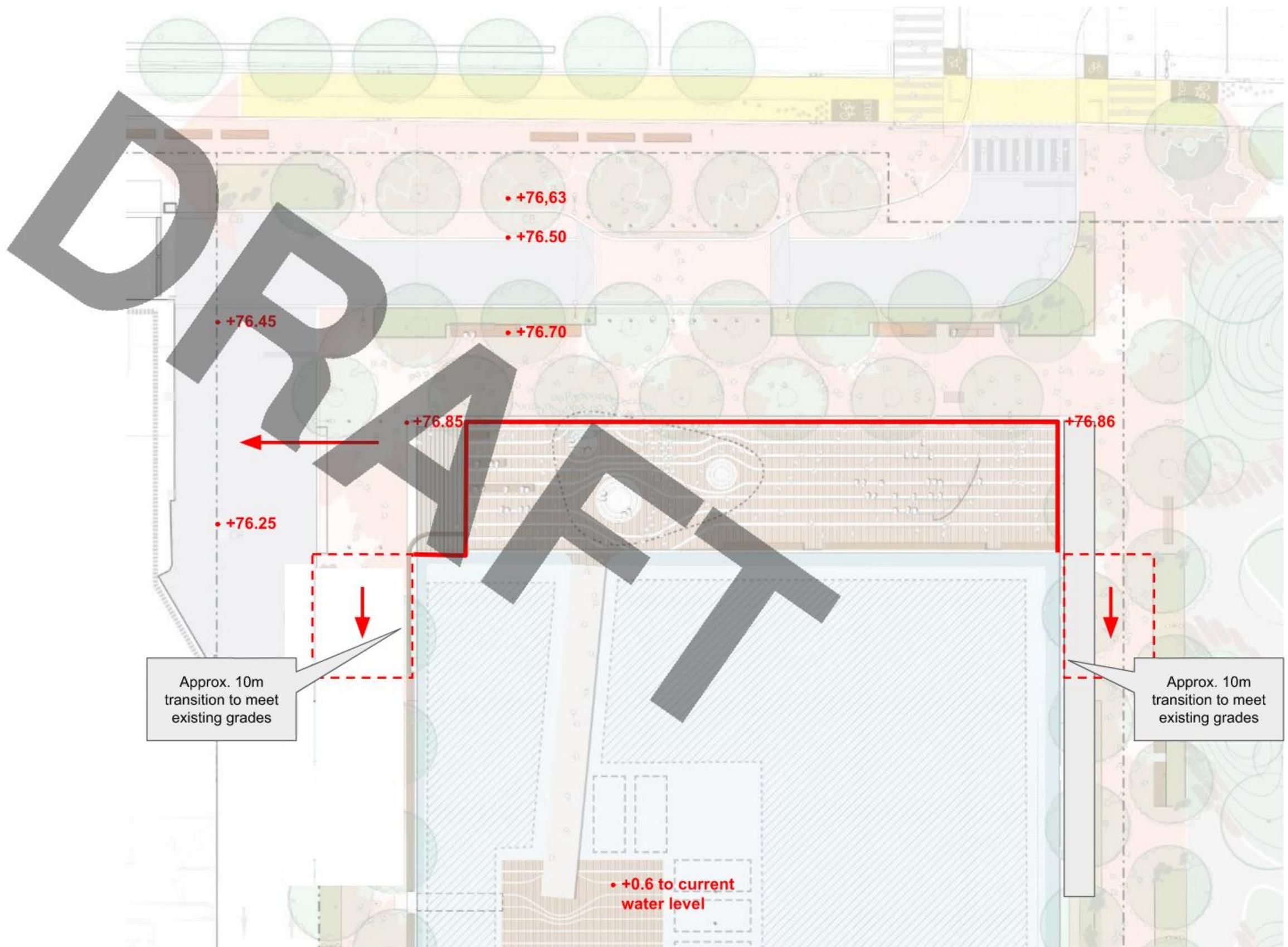
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**Legend**

- Proposed Lake Fill Area
- Dock Wall extension
- CSO
- WaitingDeck
- Floating Dock
- Operators Docks



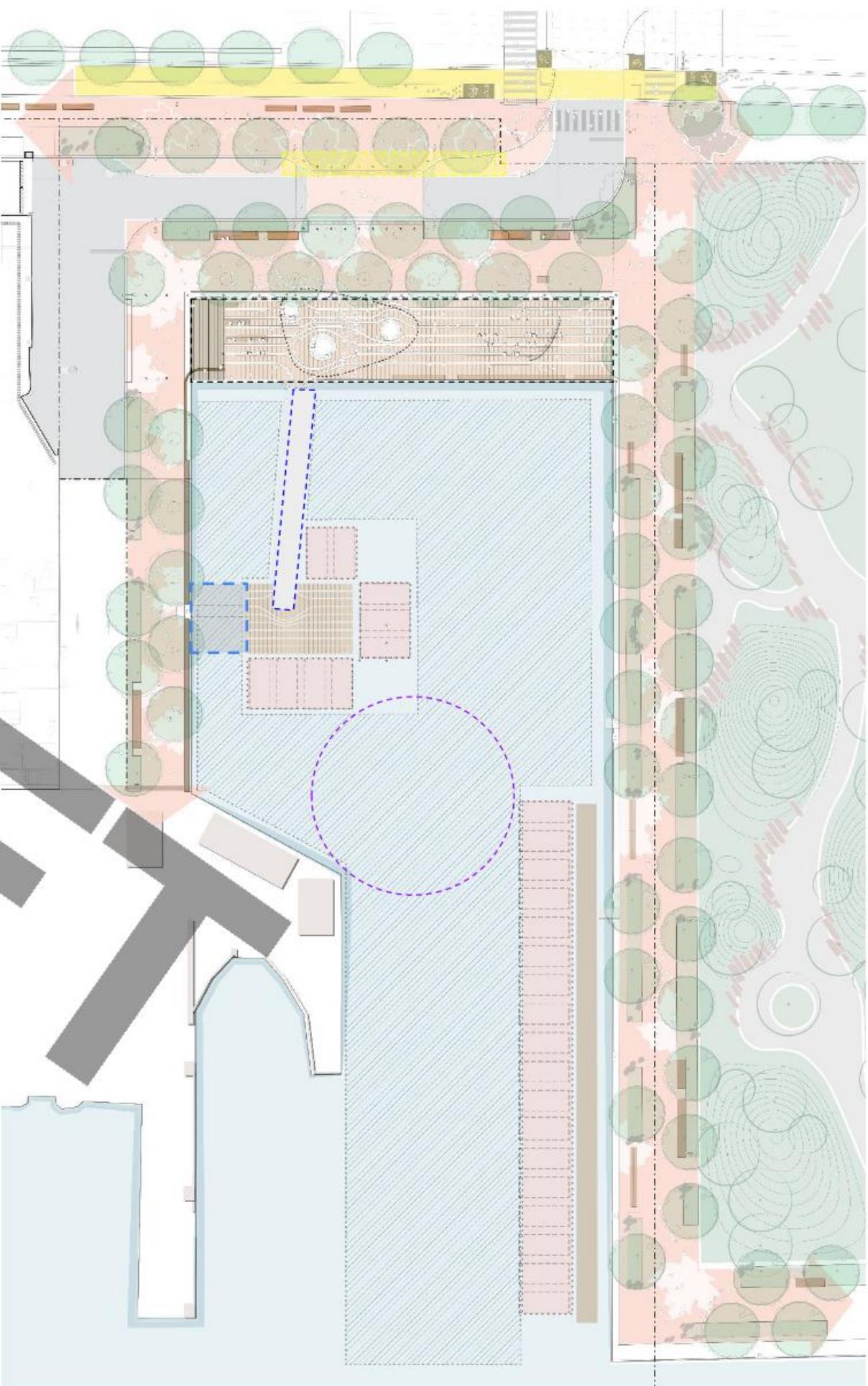
# Grading and Drainage



# Functional access & materiality

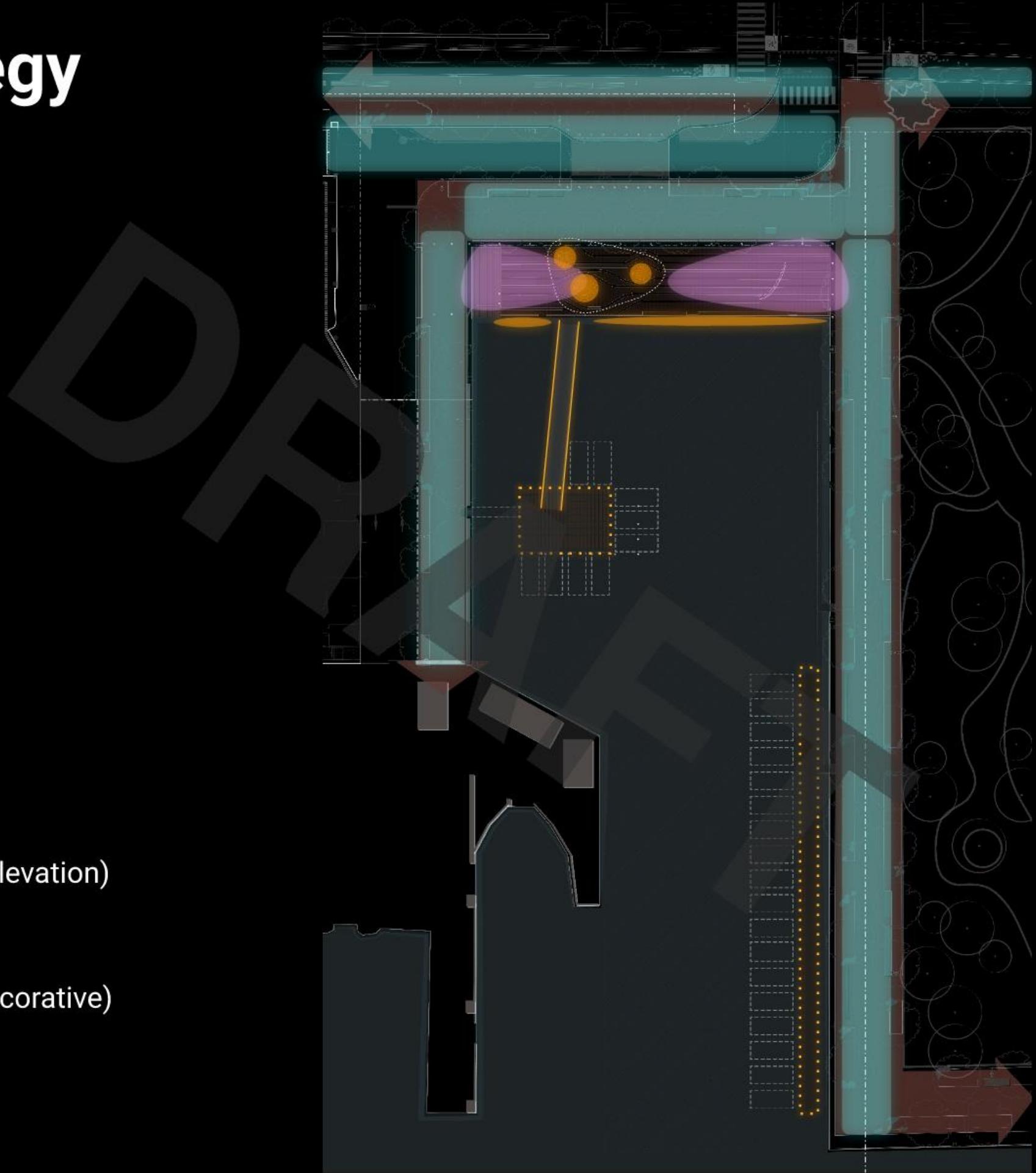
## Legend

- [Yellow dashed box] Turning template: Heavy Single Unit (HSU) truck
- [Red dashed box] Turning template: Bus
- [Yellow dashed box] Queueing area for 1 bus and 2 taxis
- [Pink dashed box] Water Taxis (25)
- [Blue dashed box] Marine functionality turning area
- ○  Hostile Vehicle Mitigation
-  Interlocking concrete unit pavers
-  Granite barrier curb
-  Granite Setts - Queens Quay pattern
-  Granite Setts - WEP pattern
- [Brown dashed box] WaveDeck - Thermally treated Canadian lumber
-  Aluminium gangway
-  Aluminium lift
- [Purple dashed box] No Wake Zone
- [Blue dashed box] Water Taxi BOH and servicing area



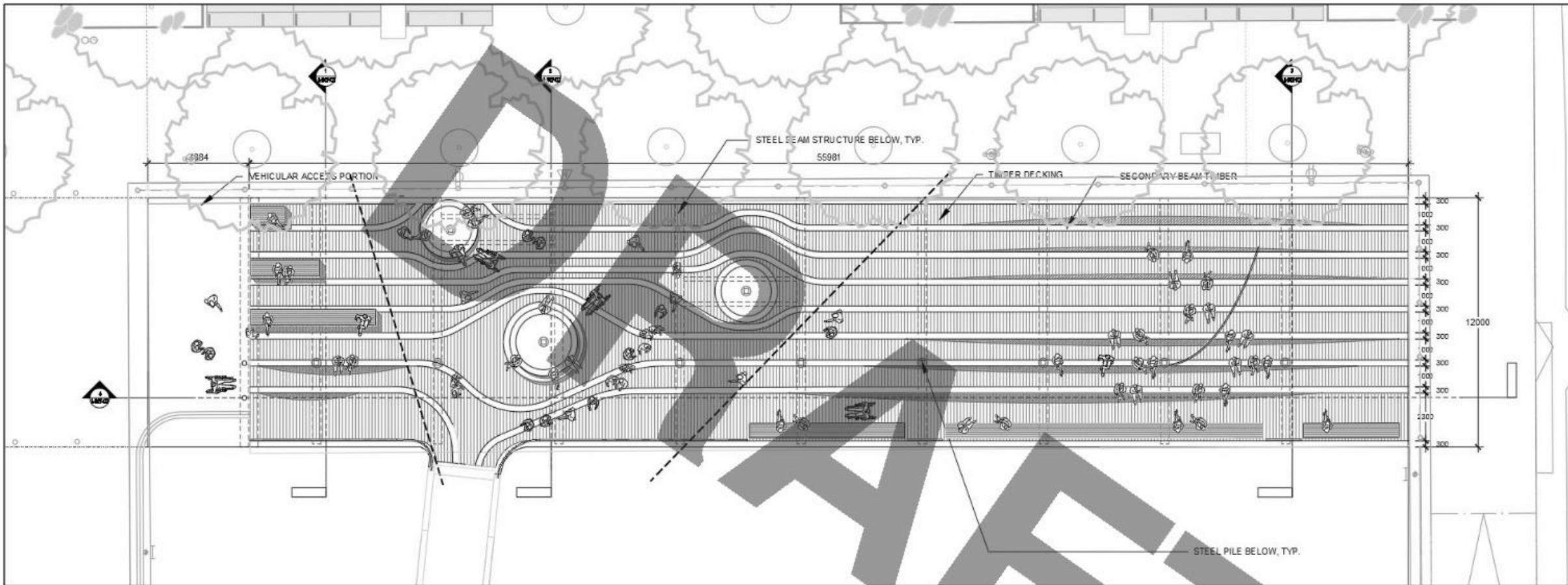
# Lighting Strategy

## fixtures



# WaveDeck Construction

Ref. to 60% submission drawing set



## LEGEND

—	LINE OF WORK LINE
—	PROPERTY LINE
OFH	Fire Hydrant
—	EXPANSION JOINT - SEE SPECIFICATIONS
—	CONTROL JOINT - SEE SPECIFICATIONS
+ 82.00	PROPOSED ELEVATION
+ 79.60	EXISTING ELEVATION
+ (79.60)	EXISTING ELEVATION
PAVING	
CONCRETE PAVEMENT	XX
CONCRETE UNIT PAVERS	XX
URBAN FURNITURE AND FIXTURES	
PERMANENT STAINLESS STEEL BOLLARD	XX
LIFE SAVING STATION - SEE SPECIFICATIONS	XX
LADDER	XX

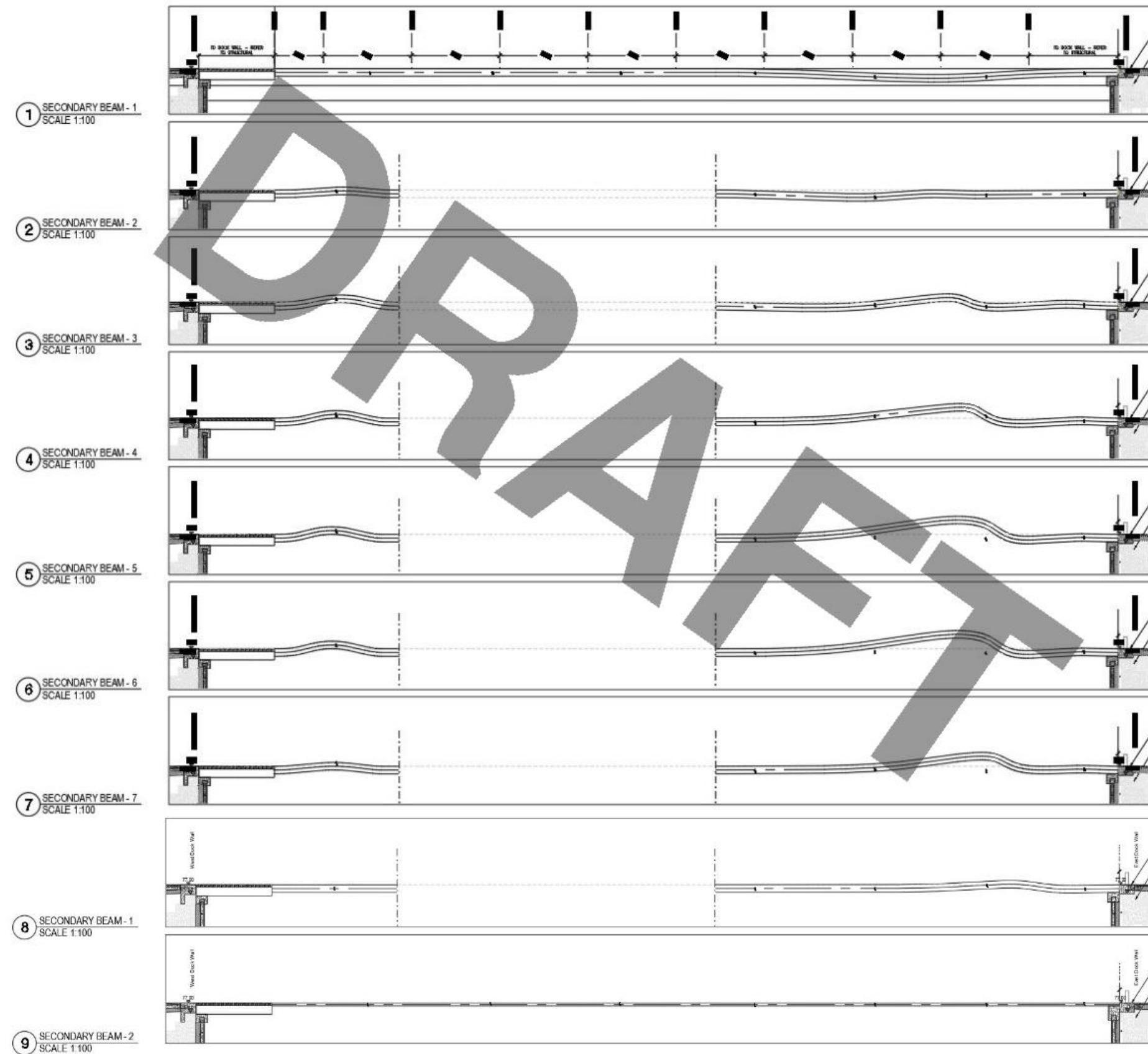
## GRADING NOTES

- EXISTING CONDITIONS ARE FROM TOPOGRAPHIC SURVEY BY: JD BARNES LIMITED 152 PARLIAMENT STREET TORONTO, ON M5A 2Z1 T. (416) 368-3737
- CONTRACTOR SHALL VERIFY ALL EXISTING GRADES IN THE FIELD AND SHALL REPORT ANY DISCREPANCIES BETWEEN EXISTING AND PROPOSED CONDITION TO THE LANDSCAPE ARCHITECT.
- ANY AREA OUTSIDE THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION BY THE CONTRACTOR AT NO COST TO THE OWNER.
- COMPACT SUBGRADE PRIOR TO ANY FINISH GRADING. REMOVE ALL SOFT SPOTS OBSERVED OR IDENTIFIED IN FIELD.
- PITCH EVENLY BETWEEN SPOT GRADES. ALL PAVED AREAS MUST PITCH TO DRAIN AT A MINIMUM SLOPE OF 1%. ANY DISCREPANCIES NOT ALLOWING THIS TO OCCUR SHALL BE REPORTED TO THE ARCHITECT PRIOR TO CONTINUING WORK.
- ALL EXISTING UTILITY RIMS SHALL MAINTAIN EXISTING ELEVATIONS UNLESS SHOWN OTHERWISE ON THE PLAN.
- CATCH BASIN AND RIM ELEVATIONS PROVIDED FOR REFERENCE ONLY. FOR ALL DRAINAGE STRUCTURES, SEE CIVIL DRAWINGS.
- EXCAVATION REQUIRED WITHIN PROXIMITY OF UTILITY LINES AND WITHIN DRIP LINE OF TREES DESIGNATED TO REMAIN SHALL BE DONE BY HAND. CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING UTILITY LINES OR STRUCTURES INCURRED DURING CONSTRUCTION OPERATIONS AT NO COST TO THE UTILITY COMPANIES OR THE OWNER.
- ALL POINTS OF CONSTRUCTION EGRESS OR INGRESS SHALL BE MAINTAINED TO PREVENT TRAPPING OR FLOWING OF SEDIMENT ONTO PUBLIC ROADS OR ADJACENT PROPERTY.
- WHERE NEW PAVING OR EARTHWORK MEETS EXISTING PAVING OR EARTHWORK, SMOOTHLY BLEND LINE AND GRADE OF EXISTING WITH NEW.
- ADJUST M.H. FRAMES TO NEW PAVING SURFACES WHERE NECESSARY.

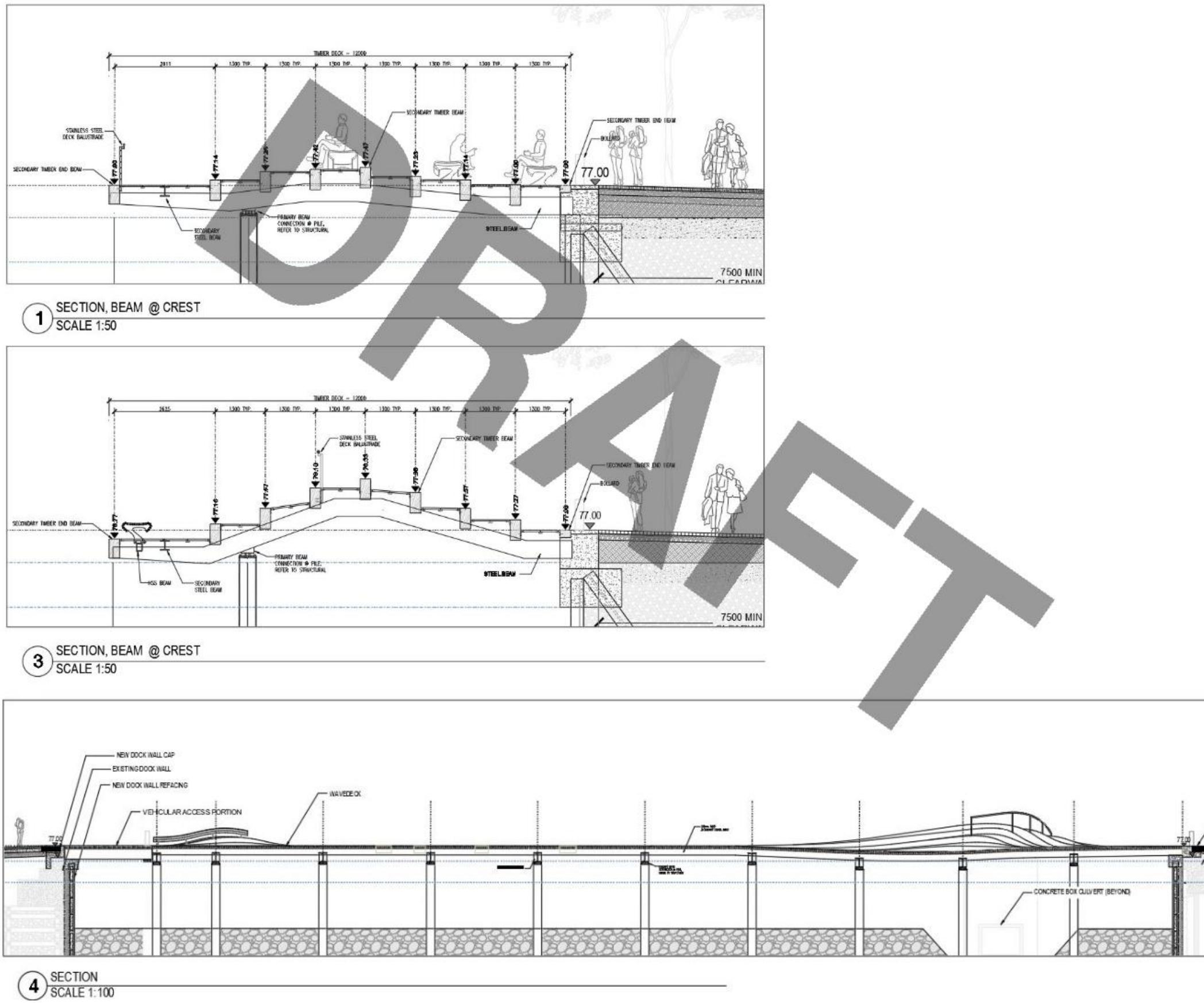
## LAYOUT AND MATERIALS NOTES

- EXISTING CONDITIONS ARE FROM TOPOGRAPHIC SURVEY BY: JD BARNES LIMITED 152 PARLIAMENT STREET TORONTO, ON M5A 2Z1 T. (416) 368-3737
- THE CONTRACTOR SHALL REVIEW ALL DRAWINGS AND SPECIFICATIONS TO DETERMINE THE TOTAL SCOPE OF WORK AND ALL REQUIRED COORDINATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR A THOROUGH SITE EXAMINATION TO SATISFY HIM OR HERSELF AS TO THE ACTUAL SITE CONDITIONS PRIOR TO SUBMISSION OF BIDS.
- CONTRACTOR SHALL VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO EXCAVATION.
- ALL LINES ARE PARALLEL OR PERPENDICULAR TO THE LINES FROM WHICH THEY ARE MEASURED UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTING THE LOCATIONS OF ALL SITE ELEMENTS TO BE RESET IN THEIR SAME HORIZONTAL LOCATION.
- ANY AREA OUTSIDE THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION BY THE CONTRACTOR AT NO COST TO THE OWNER.
- REQUIRED SHOP DRAWINGS SHALL BE BASED ON FIELD MEASUREMENT AND LAYOUT VERIFICATION BY THE CONTRACTOR.
- ALL LINE AND GRADE WORK PER DRAWINGS AND SPECIFICATIONS SHALL BE Laid OUT BY A REGISTERED CIVIL ENGINEER OR SURVEYOR ENGAGED BY THE CONTRACTOR.
- STORAGE AREAS FOR CONTRACTOR'S EQUIPMENT AND MATERIALS SHALL BE LOCATED IN AND WITHIN LIMITS OF WORKS SHOWN ON PLANS AND AS APPROVED BY THE LANDSCAPE ARCHITECT/CLIENT.
- DIMENSIONS ON ROADS, SIDEWALKS ARE FROM FACE OF CURB UNLESS OTHERWISE NOTED. DIMENSIONS TO SITE FROM BUILDING ARE FROM OUTSIDE (EXPOSED) FACE OF WALL UNLESS OTHERWISE NOTED.
- EXPANSION JOINT FILLER AND SEALANT SHALL BE PLACED WHERE PAVEMENT MEETS STRUCTURES - INCLUDING WALLS, LIGHTPOLES, HYDRANTS, BUILDINGS AND BUILDING COLUMNS, STAIRS AND AT OTHER CONTRACTOR'S DETERMINATION ON THE DRAWINGS. CONTRACTOR SHALL REQUEST THE PRESENCE OF THE LANDSCAPE ARCHITECT TO REVIEW THE LAYOUT OF EXPANSION JOINTS AND CONTROL JOINTS PRIOR TO PLACING FINISHED WORK.
- SEE CIVIL DRAWINGS FOR UNDERGROUND UTILITIES.

# WaveDeck sectional construction

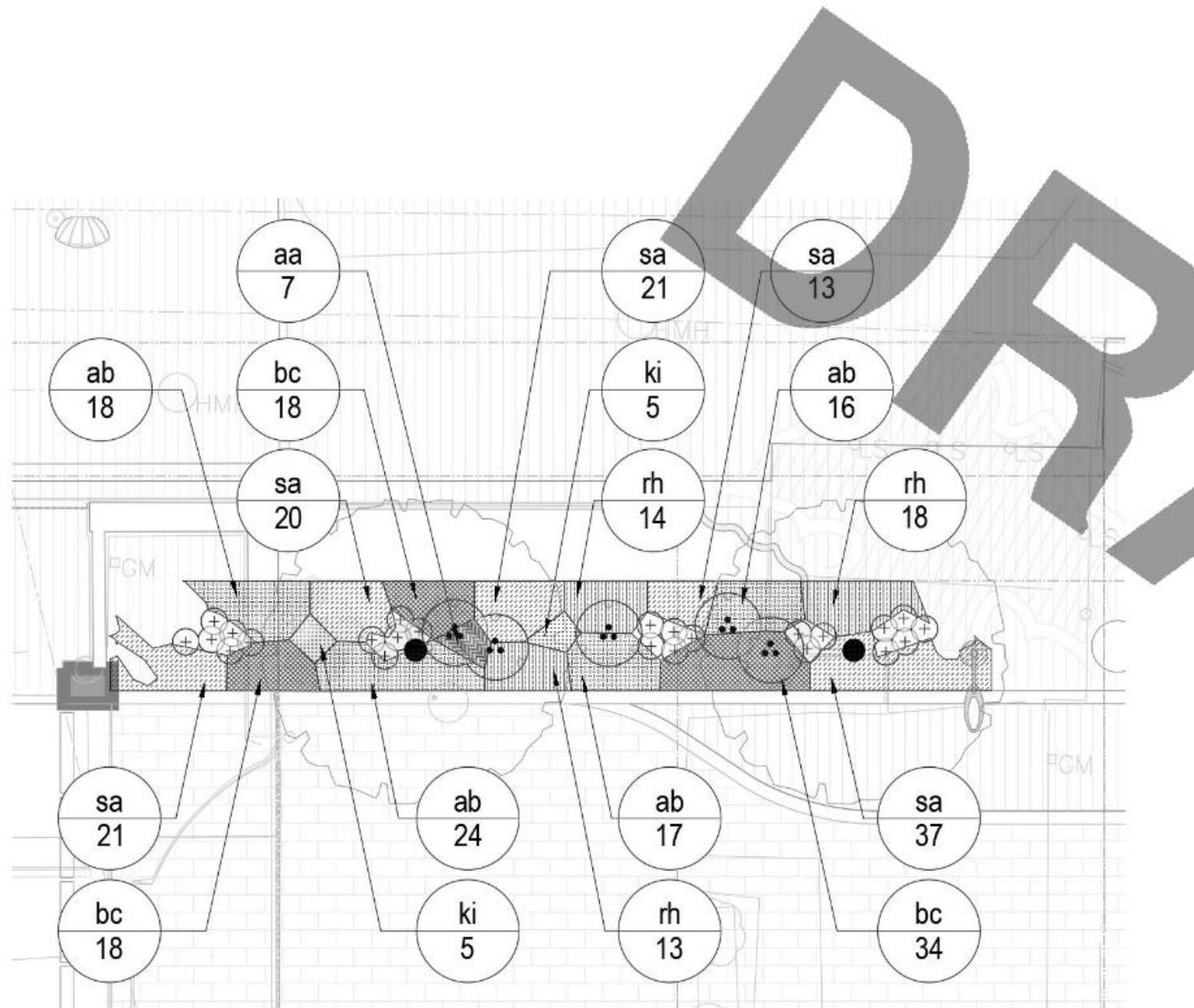


# WaveDeck sectional construction



# Planting details

Consistent with larger Queen's Quay approach



## PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME
<b>GROUND COVERS</b>			
aa	60	<i>Ageratina altissima</i>	White Snakeroot
ab	231	<i>Amsonia x 'Blue Ice'</i>	Blue Ice Bluestar
bc	343	<i>Blephilia ciliata</i>	Downy Wood Mint
ki	74	<i>Kalimeris incisa 'Blue Star'</i>	Blue Star Japanese Aster
mb	100	<i>Monarda bradburiana</i>	Eastern Bee Balm
rh	110	<i>Ruellia humilis</i>	Wild Petunia
sa	462	<i>Sesleria autumnalis</i>	Autumn Moor Grass

# Soil cell plan

