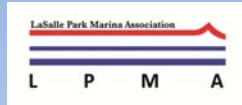


NEW INFORMATION
CoW Report CM-07-18
Recommendations to Council
LPMA presentation
June 4 2018



Burlington

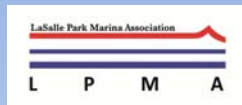
“Has the longest waterfront on Lake Ontario”

– Laurie Branch, Director of Parks, 1980

Vibrant Community

Burlington is a waterfront community.
Boating is part of being a vibrant waterfront community.
LaSalle is the centre of recreational boating in Burlington.
Recreational Boating in City's Strategic Interest at LaSalle

NEW INFORMATION
CoW Report CM-07-18
Recommendations to Council
LPMA presentation
June 4 2018



After 9 years, the Grant Thornton Report exonerated LPMA's Rock Safe Harbour Business Case. That proposal contained significant economies of scale.

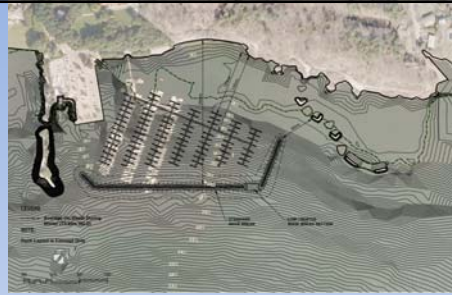
City Staff are concerned the Grants & Loan needed would create opportunity cost for other projects, despite LPMA being able to fully service the debt.

City Auditor Grant Thornton Report's Alternative Option, a floating system, would lack sufficient effectiveness to achieve the needed wave reductions.

Hence the City Manager's Report is recommending the City pay for a floating system robust enough to achieve the needed reduction in damaging waves.

So this becomes a 'show me story.' Over time should the Coastal Engineer select an effective Wavebreak, once users become comfortable that the storm damaging waves have been effectively stopped, the Marina should return to previous full occupancy.

The City Manager has done his homework and selected a per metre price range at the upper levels of the Shoreplan Environmental Report for an alternative option floating Wavebreak.



Vision 2012

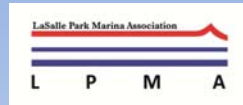


Option B

Option B – Critical Timeline

- **Time Critical** ➡ **DELIVERY ESSENTIAL April 2019**
- Essential – RFP Coastal Engineer July 2018
 - Intake – early July 2018
 - Coastal Engineer determines type of Wavebreak
- RFT – Builder of Coastal Engineered specified Wavebreak
 - Intake – late August 2018
- Award of Contract to Builder – mid September 2018
- Order Placed for Delivery April 2019 – Late Sept / Early October 2018
- LPMA to be continuously involved throughout process
- **Save Recreational Boating in Burlington**

NEW INFORMATION
CoW Report CM-07-18
Recommendations to Council
LPMA presentation
June 4 2018



Qualified Support of Option B Summary

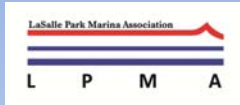
Do the needful now – start the acquisition process immediately

- > Goal, an effective all season all weather floating Safe Harbour
- > Engage a coastal engineer to select a suitable Wavebreak
- > Have the coastal engineer work with the selected builder
- > Consult LPMA throughout the process to ensure it meets need
- > Have an order placed for construction to commence this fall
- > **Delivery critical by April 2019**

Deal with the housekeeping matters concurrently & later

- > LPMA for 38 years honour its commitments
- > LPMA have always kept to the Agreements
- > LPMA always act in good faith

NEW INFORMATION
CoW Report CM-07-18
Recommendations to Council
LPMA presentation
June 4 2018

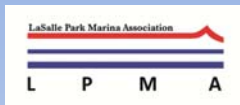


Situation Critical – Past Design Life



Delivery critical for New Wavebreak by April 2019

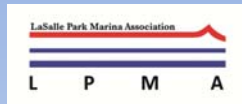
NEW INFORMATION
CoW Report CM-07-18
Recommendations to Council
LPMA presentation
June 4 2018



Situation Critical – Past Design Life



Delivery critical for New Wavebreak by April 2019



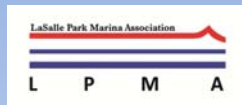
Qualified Support of Option B

Do the needful now – start the acquisition process immediately

- > The current Wavebreak at end of lifecycle, not likely serviceable for 2019
- > 2015–16 All Modules Repaired for \$40,000
- > 2017–18 All Modules Repaired again for \$80,000 – \$90,000
- > 4 Welding firms involved, all say it cannot be repaired again
- > Place an order for a new WB construction to commence in fall 2018
- > **Delivery critical April 2019**

Housekeeping concurrent and ongoing

- > Current Business Model Development 2003 – 2005
- > Current J V Agreement Development 2005 – 2007
- > LPMA signed the JVA January 2007
- > Current J V Agreement Executed by Council December 2009
- > **Make changes in the extensions of the current Agreement**



Timeline Précis

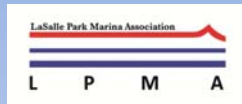
Vision 2012 Rock Safe Harbour First Tabled in Council July 2009

- > Business Case 1/3rd; 1/3rd; 1/3rd; Federal & Provincial Grants / Municipal Loan
- > No City Money – Just a Loan for 1/3rd
- > **LPMA has never asked for City Money for the Build**
- > **LPMA asked that the City obtain Grants and Loans**
- > Rationale: The Marina is a City Asset
- > Rationale: Expansion to Pay for Debt Service
- > City Warned Current Wavebreak approaching end of 20 year Life-Cycle

Housekeeping concurrent and ongoing

- > Current Business Model Development 2003 – 2005
- > Current J V Agreement Development 2005 – 2007
- > LPMA signed the JVA January 2007
- > Current J V Agreement Executed by Council December 2009
- > **Make changes in the extensions of the current Agreement**

NEW INFORMATION
CoW Report CM-07-18
Recommendations to Council
LPMA presentation
June 4 2018



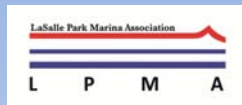
Timeline Précis

Vision 2012 First Tabled in Council July 2009

- > **LPMA Introduces Concept** of a Permanent One Time Perpetual Stimulus
- > **LPMA Publish** Toward a Safe Harbour revisions to Business Case w Proformas
- > **Environmental Assessment** Launched
 - City and LPMA co-share cost \$150K each
- > **Touristics Study on Halton Regional Harbours** Launched
 - Partnered Oakville, Halton, Burlington (Burlington's share from EA Budget)
- > **LPMA never asked for City Money for the Build**
- > **LPMA asked that the City obtain the Grants**
 - Rationale: The Marina is a City Asset
 - Rationale: Expansion to Pay for Debt Service
- > **City contacted PPP Canada** – project too small for PPP Canada
 - **PPP Canada suggested a Traditional Procurement** be used by City
 - Rationale: The Marina is a City Asset

City Warned Current Wavebreak approaching end of 20 year Life-Cycle in 2018

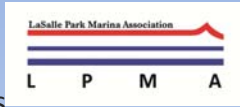
NEW INFORMATION
CoW Report CM-07-18
Recommendations to Council
LPMA presentation
June 4 2018



Timeline Précis

Vision 2012 Rock Safe Harbour First Tabled in Council July 2009

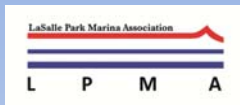
- > **Environmental Assessment** ESR Published July 2013
 - ESR Challenged, Ministry of Environment Reviews
- > **Touristics Study on Halton Regional Harbours** Final Report Phase 1 July 2013
 - Partnered Oakville, Halton, Burlington (Burlington's share from EA Budget)
 - Report heard at Halton & Oakville Councils
 - Report not presented to Burlington Council
 - Both Halton & Oakville action Report to Phase II
- > **Touristics Publish LaSalle Economic Impact** over 20 Years Behind Rock
- > **LPMA never asked for City Money for the Build**
- > **LPMA asked that the City obtain the Grants**
 - Rationale: The Marina is a City Asset
 - Rationale: Expansion to Pay for Debt Service
 - Rationale: LPMA would cover any City Debt Service



Timeline Précis

Vision 2012 First Tabled in Council July 2009

- > **Ministry of Environment Rules** on LaSalle Environmental Assessment ESR
 - Ministry of Environment issues directions, July 2015
- > **Touristics Study on Halton Regional Harbours** Final Report Phase II May 2016
 - Partnered Oakville, Halton
 - Report heard at Halton & Oakville Councils
 - Report Phase I still not presented to Burlington Council
 - Both Halton & Oakville action Report to Phase II – 5 sites identified
- > Touristics Publish LaSalle Economic Impact over 20 Years Behind Rock
- > LPMA never asked for City Money for the Build
- > LPMA ask that the City obtain the Grants
 - Rationale: The Marina is a City Asset
 - Rationale: Expansion to Pay for Debt Service
- > **LPMA Contacts Infrastructure Ontario**
 - **Infrastructure Ontario Replied Case is strong** – City Should apply for Loan
 - Rationale: The Marina is a City Asset



Meanwhile

Since Vision 2012 First Tabled in Council July 2009

- > **Trenton Obtains Provincial Funding for New Marina 2011**
- > Opens new Marina Quinte West – Trent Port Marina in 2015

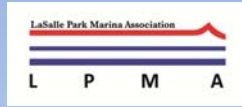


Meanwhile

- > Ministry of Environment issues LaSalle directions, July 2015
- > LPMA Toward a Safe Harbour revised Business Case w **100 Year** Proformas

NEW INFORMATION
CoW Report CM-07-18
Recommendations to Council
LPMA presentation
June 4 2018

Meanwhile



Since Vision 2012 First Tabled in Council July 2009

> **Frenchman's Bay Harbour Entrance – Pickering**

- Obtains Federal / Provincial Grant Funding / Region and City \$9M in 2012
- 1/3rd each Fed / Province / Municipal
- Completed in 2015



Since 2009: LPMA asked the City to obtain Grants. Has Never asked for City to Pay

Every Safe Harbour Built :

Has been Municipally Driven;

Has been Partnered;

Has received 3rd Party Co-Funding;

Has brought lasting tangible community benefits.

There are no examples of a Safe Harbour that has been Built by a Marina or Boat Club alone

Burlington is a waterfront community, boating is an essential part of a vibrant waterfront community

Correcting Mistaken Ideas:

But Burlington doesn't own the bottom at LaSalle where a Wavebreak would be.

So how could we build anything on something we don't own?





Cobourg Harbour



Bronte Outer Harbour



Lakeshore Yacht Club



Etobicoke YC & Mimico Cruising Club



Port Dalhousie Pier Marina, St. Catharines, ON



LaSalle Rock Spit Built 1995
The bottom they sit on are all owned by somebody else.



The bottom they sit on are all owned by somebody else?
But who ?



The bottom all Wavebreaks sit on are owned by
Her Majesty The Queen in Right of Canada

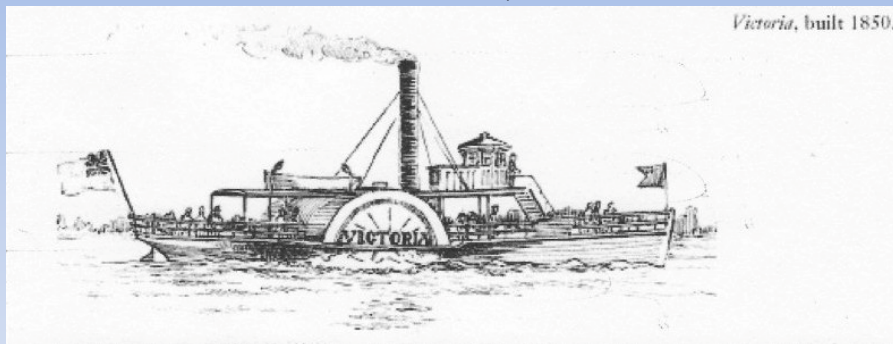


Since 1850

LaSalle has been the Hub of Maritime Activity

— With grateful acknowledgement to Mr Scott Forsyth, all rights reserved. Not for further use without expressed permission
Port Flamboro / Browns Wharf

Credit to: Scott Forsyth



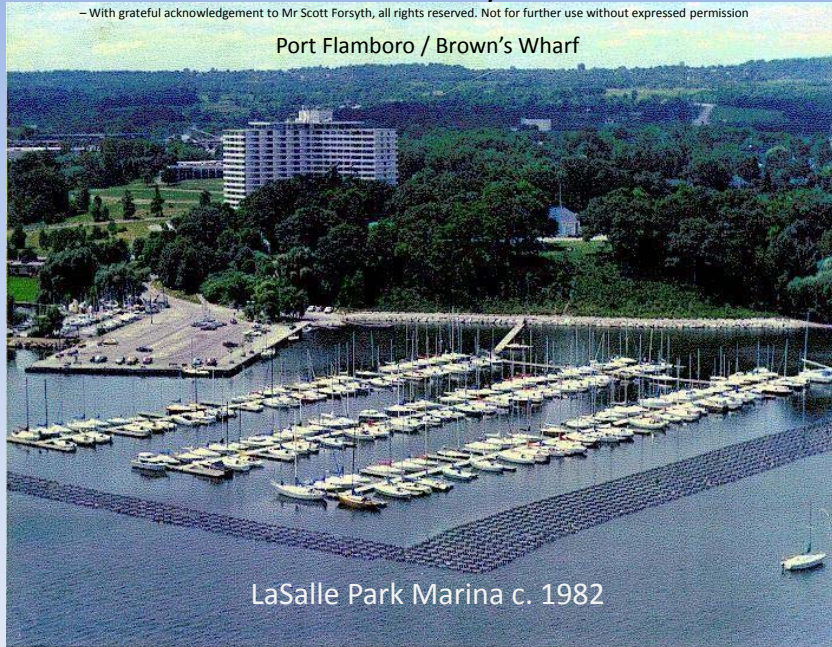
Ever since Captain John Walsh operated the steamboat ferry that ran between Hamilton and Oaklands Park & Pleasure Ground from Brown's Wharf, LaSalle has been the centre.

She was 25 horsepower, 50 ton steamer. She was owned by the Privat brothers who operated the Peninsula Hotel and they named it Victoria.

The History

– With grateful acknowledgement to Mr Scott Forsyth, all rights reserved. Not for further use without expressed permission

Port Flamboro / Brown's Wharf



LaSalle Park Marina c. 1982

LaSalle Park Marina 2013



Operating at Capacity

Continuing a Maritime tradition of a 168 years.

Burlington's gateway to the Harbour and Lake Ontario

Environmental stewardship

LaSalle Park Marina 2015
Recertified Blue Flag for 2018



Burlington's gateway to the Harbour & Lake Ontario
Becomes the first International Blue Flag Eco Certified Marina on Lake Ontario.

Toward a Safe Harbour

About LaSalle Park Marina Our Mission / Our Demographic / Our Mandate

LaSalle Park Marina Association operates for the owner (the City of Burlington) an Open Public Marina offshore of LaSalle Park.

Affordability and accessibility are paramount within the economics of real world marina operations.

LaSalle Park Marina Association is an unpaid volunteer Not-For-Profit entity incorporated under the Corporations Act for the Province of Ontario.

We operated the City's Marina for free, at no charge to the City.

LaSalle Park Marina Association built; paid for; and administrate the Marina. The City owns the Facility.



Toward a Safe Harbour

6 Organizations depend on the Marina's existence and its ability to effectively control wave action

Those organizations are:

- City's LaSalle Park Marina itself;
- Burlington Sailing and Boating Club;
- BSBC's Open Public Sailing School;
- Iron Duke Sea Cadets on water summer program;
- Existence & viability of the City's Free Public Trailer Boat Launch Ramp; and
- Burlington Able Sail for the mobility challenged.

If the marina closed even temporarily, all would disappear.

Toward a Safe Harbour

Effects of Climate Change Public Safety

Storms are worse; more frequent; last longer.
Without the Marina, even greater wave intrusion events
would make the City's Free Public Launch Ramp unviable.

Our Demographic / Our Mission Our Mandate

Provide Affordable Accessible Boating Opportunity

Halton Boating Harbour Study Phase 1 Final Report - 2013

- ✓ **14.5% of Burlington (27,000) & Halton (72,000) Population boats**
- ✓ Halton & Trenton's (2011) Studies both confirm 14.5%
- ✓ 2nd Largest demographic **27.5% of the boating group's household income is between \$40-79,000**

Vibrant Community

- ✓ Burlington is a Waterfront Community
- ✓ Boating is integral to a vibrant waterfront community
- ✓ LaSalle is the centre of recreational boating in Burlington

Correcting Mistaken Ideas:

Building this would be for 219 users.

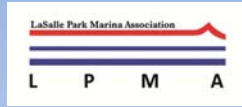
Q: So how could we justify that ?!

A: Wrong data point metric.

Boats aren't *users*. People are *users*.

Halton Harbour Capacity & Feasibility Study Phase 1 – Tourist

- 14.5% = 27,000 People Boat in Burlington
- \$14M between 27,000 users is **\$518. per user**
- \$ 4M between 27,000 users is **\$148. per user**



Toward a Safe Harbour

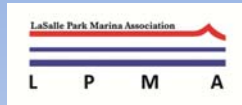
Here for the Long Term

Hamilton Port Authority lease commitments, inclusive of renewals, in effect to the year 2050

LaSalle Park Marina, Burlington's Open Public Marina, resides in the Port's Waterlots

Not fundamentally different than other City Facilities in principle

NEW INFORMATION
CoW Report CM-07-18
Recommendations to Council
LPMA presentation
June 4 2018



Summary: Qualified Support of Option B

Do the needful now – start the acquisition process immediately

- > Need, an effective all season; all weather floating Safe Harbour
- > **Wavebreak & Docks Remain in Water Year-round**
 - > **Electrical upgrade to all slips / Frees up LaSalle Pier in Winter**
- > Engage a coastal engineer to select a suitable Wavebreak
- > Have the coastal engineer work with the selected builder
- > Consult LPMA throughout the process to ensure it meets need
- > Have an order placed for construction to commence this fall
- > Delivery is critical by April 2019

Deal with the housekeeping matters concurrently & later

- > LPMA have for 38 years honoured its commitments
- > LPMA have always kept to the Agreements
- > LPMA always act in good faith



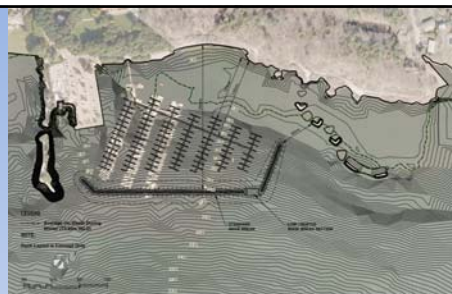
Vision 2012



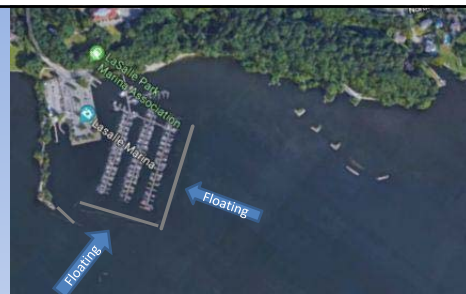
Option B

Compared to Vision 2012 proposal – Option B is a reduced footprint, to the marina's current footprint, all floating system

- Keeping LaSalle Park Marina in Burlington's Strategic Interest at LaSalle
- While a compromise that Saves Boating in Burlington – it does lack the Grant Thornton verified economies of scale of the Vision 2012 Proposal
- Time Critical ➡ DELIVERY ESSENTIAL April 2019
- **Goal: Reduce All Waves into Marina by 70% at 50 Knots wind**
- Maintain affordability & accessibility
- Honour the existing contracts
- Keep Burlington a vibrant waterfront community
- We will work with you to the limits of our authority



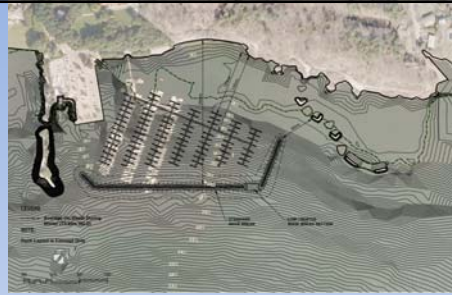
Vision 2012



Option B

Option B – A reduced footprint, all floating

- Keeping LaSalle Park Marina in Burlington's Strategic Interest at LaSalle
- A compromise that Saves Boating in Burlington
- Time Critical ➡ DELIVERY ESSENTIAL April 2019
- **Goal: Reduce All Waves into Marina by 70% at 50 Knots wind**
- Maintain affordability & accessibility
- Honour the existing contracts
- Keep Burlington a vibrant waterfront community
- We will work with you to the limits of our authority



Vision 2012



Option B

Option B – Needed Timeline

- **Time Critical** ➡ **DELIVERY ESSENTIAL April 2019**
- Essential – RFP Coastal Engineer July 2018
 - Intake – early July 2018
 - Coastal Engineer determines type of Wavebreak
- RFT – Builder of Coastal Engineered specified Wavebreak
 - Intake – late August 2018
- Award of Contract to Builder – mid September 2018
- Order Placed for Delivery April 2019 – Late Sept / Early October 2018
- LPMA to be continuously involved throughout process
- **Save Recreational Boating in Burlington**