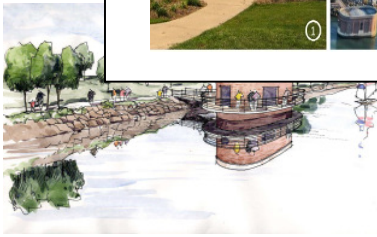
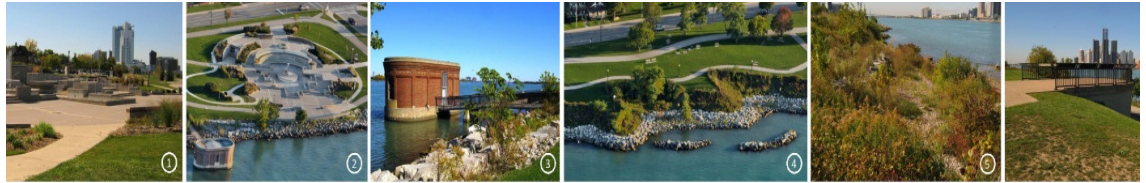




Central Riverfront Implementation Plan



Public Consultation Summary & Recommendations

June 2014



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Executive Summary

EXECUTIVE SUMMARY

In September of 2013, Landmark Engineers Inc. (in partnership with Bezaire and Associates Ltd. and Architecttura Inc.) was retained by the City of Windsor to carry out a review and a public consultation process with respect to the City's Central Riverfront Implementation Plan (CRIP). This public consultation process was intended to solicit public input with regard to the ongoing development of the City's Central Riverfront park system.

In order to obtain meaningful public feedback, a series of eleven public Open Houses were convened, during which site plans and details from the original CRIP were presented, along with updates to depict the park improvements that have been implemented since the adoption of the document in 2000. The Open House attendees were provided with surveys aimed at obtaining feedback with respect to:

- their level of satisfaction with the intended development works (envisioned in CRIP) and the components that have been implemented to date;
- their preferences with regard to whether and how they would like to see the remainder of the CRIP recommendations implemented;
- whether they would like to see various components/projects deleted, changed, or added; and,
- their priorities for future implementation .

The survey and Open House display materials were also posted on the City's website in order to obtain feedback from residents who were unable to attend the Open House sessions.

The Open House sessions were generally well attended, with 224 surveys submitted for consideration. An additional 441 completed surveys were submitted via the City's website. Based on the information that was compiled from these surveys, it appears that this process was successful in obtaining input from a broad cross-section of the local community (in terms of age, gender, and location).

Analysis of the survey results indicates that:

- There is a high level of satisfaction with the development of the Central Riverfront park system that has occurred to date;
- there is a high level of support for continuing with the development of the Central Riverfront park system in the same general manner;
- the top priorities for future developments in the Central Riverfront area include: washroom facilities, lighting improvements, and pedestrian linkages across Riverside Drive;
- a strong majority (72%) of survey respondents agreed that either pedestrian bridges or underpasses crossing Riverside Drive should be considered where warranted by the volume of pedestrians;
- a small majority (55%) of survey respondents agreed that a marina should be located on the riverfront in the Downtown Area, although the comments received indicate that the community is quite polarized regarding this issue; and,

- all of the project proposals that were included in the CRIP document received some level of public support.

While the survey results show that there is very strong support for the development that has occurred to date, the community appears to be somewhat polarized with regard to whether future park improvements should focus exclusively on maintaining passive parkland ,or should include more intense development. Although on the surface it would appear difficult to reconcile these opposing viewpoints, it is the opinion of the Project Team that the Central Riverfront park system is large enough that different sections of the riverfront lands can be improved differently, to satisfy each side of the debate. The CRIP document already provides for this, insofar as the areas of the park that are closer to the downtown core include plans for more intense development, while the areas toward the western and eastern limits of the park are designed to be more passive.

This same general concept could be applied to other seemingly controversial issues, such as whether there should be more trees planted on the park, or whether there should be some level of commercial development, etc. The Central Riverfront park system has the potential to offer not just “either/or”, but “both”.

Based on the results of the survey and the comments that were received from the public, the Project Team compiled the following list of recommendations:

1. That the City of Windsor continue to provide a mix of passive and active development as part of the overall Implementation Plan for the Central Riverfront Area.
2. That the municipality note the high level of satisfaction with the riverfront development to date and continue to develop the park in the same manner. Consideration should be given to “completing” specific areas of the park so that the final look and functionality will be realized.
3. That the concept of Beacons be retained as a key component of the park plan.
4. That future Beacons incorporate something about Windsor or our heritage into the design.
5. That Beacons incorporate facilities for the convenience of park users. This would include washroom facilities, concessions, and park service facilities as needed.
6. That further consideration be given to the number and location of Beacons as park development proceeds.
7. That consideration be given to renovating the Peace Beacon so as to strengthen the theme of “Peace”.
8. That consideration be given to incorporating improved “at grade” pedestrian crossings in order to improve pedestrian safety and improve the connection between the riverfront and the area south of Riverside Drive (in keeping with the recommendations already included in the City’s Riverside Drive Vista Improvement Project).

9. Where warranted because of pedestrian volume, consider constructing pedestrian crossings that separate the pedestrian traffic crossing Riverside Drive from the vehicular traffic. Such locations may include: the area behind the Festival Stage (connecting to the Civic Esplanade), the area north of the Aquatic Centre and Art Gallery, and a location near the University of Windsor.
10. Where warranted, consider the use of a pedestrian underpass rather than a pedestrian bridge. The pedestrian underpass should be of substantial width and should incorporate a high level of lighting and high quality materials. Consideration should be given to providing a gathering place or “plaza” area at each end of the underpass as well, complete with systems for security.
11. Any changes to the width of Riverside Drive should be undertaken with caution and only after a thorough review of traffic patterns.
12. That consideration be given to the provision of additional pedestrian space and improvements to the pedestrian areas along Riverside Drive, as outlined in the CRIP document and the Riverside Drive Vista Improvement Project.
13. That consideration be given to additional parking for the disabled.
14. While there doesn't seem to be a present need for additional parking, consideration should be given to locating any future parking on the south side of Riverside Drive - with safe pedestrian access across the roadway.
15. Consider provision of a municipal marina located along the Central Riverfront.
16. Consider locating a marina near the Aquatic Centre - along the area where the need for shoreline protection work has already been identified.
17. Consider providing a marina for between 40 and 80 boats rather than the much larger marina that was shown included in the CRIP document.
18. Prior to proceeding with construction of a municipal marina along the Central Riverfront, prepare a detailed business plan to determine whether it would be financially feasible.
19. Consider providing facilities for various commercial-type services along the Central Riverfront.
20. Consider the potential for bicycle rentals, affordable food and beverage concessions, and portable ice cream (or similar foods) carts.
21. Consider the provision of dining patios, washrooms, locations, and services for food service trucks.
22. Discourage the sale of tourist items such as souvenirs, hats, sunglasses etc.
23. Consider the development of an open air seasonal vendor's area, perhaps in the area west of the Festival Stage.

24. Provide additional lighting along pathways and in gathering areas - especially toward the western and eastern limits of the park.
25. Consider the use of energy efficient lighting, including LED fixtures and solar power.
26. Ensure that any new lighting does not result in glare so as to impact on the ability to view the river or Detroit Skyline.
27. Ensure that the lighting is designed so as not to result in “light pollution”.
28. As the park continues to develop, consider providing lighting to highlight or feature specific aspects of the park.
29. Incorporate more trees into the Riverfront Park, utilizing trees where desirable for shade or to frame views.
30. Include more native species and more trees with ornamental value into the species mix.
31. Maintain clear view corridors at the northerly end of north/south streets adjacent to the Riverfront Park.
32. Proceed with the provision of playground space and equipment in the manner completed to date and outlined in CRIP.
33. Consider the provision of specialized play opportunities such as water play areas, and interactive playgrounds as outlined in CRIP.
34. Improve the level of maintenance provided to existing water features, especially to the area around the Bert Weeks Fountain.
35. Repair or remove water features presently found in the Odette Sculpture Garden.
36. Give careful consideration to the provision of any additional water features. Ensure that they can be easily and adequately maintained.
37. Consider improvements to the existing washroom facilities in the park. Consider implementing a schedule to keep them open for longer periods of time.
38. Give a high priority to the provision of additional washroom facilities either within Beacons or in stand-alone facilities.
39. Give a high priority to the provision of lighting along pathways and gathering areas in the easterly and westerly reaches of the park.
40. Give a high priority to the installation of additional Beacons, ensuring that in addition to providing services, they each portray some aspect of Windsor.

41. Give a high priority to the installation of pedestrian underpasses where warranted by a large volume of potential pedestrians.
42. Give a low priority to the installation of putting greens, basketball courts, volleyball courts or a skateboard park on the riverfront.
43. Consider the provision of a municipal marina, children's gardens, a water taxi, and a water play area as mid-level priorities.
44. Consider connecting the Riverfront Park to specific areas south of Riverside Drive through wayfinding signage, improvements to the north/south streets leading to and from these areas, and possible joint promotion of these areas.
45. Consider a partnership with an entity such as the Great Lakes Institute in order to highlight the park's location on the Great Lakes system.
46. Consider revisions to the CRIP master plan to incorporate the results of this public consultation. Such revisions might be viewed as the preparation of more detailed concepts for specific areas of the park, such as the Festival Plaza or the Beacons.
47. Update the schedule of costs in the CRIP master plan to present day costs so as to have an "order of magnitude" estimate of the works.
48. Update the five year Capital Forecast to incorporate ongoing development of the Riverfront lands.

Development of the Central Riverfront park system to date has been spread out in "bits and pieces" throughout park - resulting in many areas that are available for use by the public, even though they remain only partially completed. A prime example of this is the Festival Plaza - where a new stage has been built, but many other planned amenities have not yet been provided. This resulted in some respondents expressing dissatisfaction with the extent of the landscaping at the Festival Plaza – although it appears that they were unaware that the work is far from complete. Therefore, in addition to the recommendations provided above, it is the opinion of the Project Team that consideration should be given to "completing" some specific areas of the riverfront with final pavement, lighting, signage, site furnishings and landscaping, in order to "showcase" the overall vision that is provided in the CRIP document.

If City Council chooses to adopt this report for the purposes of updating and guiding the ongoing implementation of the Central Riverfront Implementation Plan (CRIP), the Project Team recommends that following specific actions should be considered as the next steps in this process:

- Given the high level of satisfaction amongst the general public with the development of the Central Riverfront park system that has occurred to date, and the high level of public support for continuing with the development of the Central Riverfront park system in the same general manner, the City could simply carry on with implementation of the master plan as originally envisioned for the remainder of the 25 year planning horizon.

- portions of the CRIP document should be updated to reflect the improvements that have been implemented to date and the findings of this report;
- an update to the original CRIP cost estimates should be commissioned – including new cost estimates for any new proposals under consideration;
- a priority list should be developed for future developments, renovations, and repairs to the Central Riverfront park system; and,
- a five-year capital forecast should be developed for the ongoing implementation of CRIP.

BACKGROUND AND APPROACH

BACKGROUND

On July 22, 2013 Windsor City Council voted to defer the construction of a pedestrian underpass under Riverside Drive near the Windsor Art Gallery, electing instead to solicit feedback from the community by embarking on a city-wide review of the City's Central Riverfront Implementation Plan (CRIP). On September 9, 2013, City Council resolved to engage a consultant for this purpose. Landmark Engineers Inc. was subsequently authorized to carry out this assignment, as set forth in our proposal dated September 30, 2013 (see Appendix 2).

PURPOSE AND SCOPE

The original Central Riverfront Implementation Plan (CRIP) was completed and adopted by City Council in September of 2000. It was created to record the community's vision for the riverfront and to establish the framework for the future design and development of the Central Riverfront Lands. The original timeframe for implementation of the plan was 25 years.

Since the adoption of CRIP, a considerable number of its recommendations have been implemented within the Central Riverfront Lands. In order to ensure that the scope of these improvements remains consistent with the community's wishes, City Council has requested that administration obtain public feedback regarding the works that have been completed to date, and establish current preferences and priorities for further development of the Central Riverfront park system.

Accordingly, the principal goal of the assignment was to undertake city-wide consultations with the public in order to:

1. Review the development principles and design standards that were established and adopted in September 2000, as well as the progress of the overall development of the Central Riverfront park system that has since occurred; and,
2. Review the public's input for ongoing development of the Central Riverfront park system - and where appropriate, re-vision previously identified elements of CRIP that have yet to be implemented and/or examine new ideas suggested by the public.

City Council Report # 16691 included a list of issues on which the consultant would be encouraged to obtain public input, namely:

- Connectivity of public and private lands south of Riverside Drive;
- Pedestrian Access: at grade, above grade, or below grade;
- Water features and canal features;
- Commercial opportunities on the riverfront;
- Review development opportunities on the south side of Riverside Drive (and connections);

- Review use of former rail cuts;
- Location of Beacons, comfort stations, washrooms;
- Marina concept location;
- Review number of dedicated traffic lanes on Riverside Drive;
- Walkability of Riverside Drive;
- Tree coverage on the waterfront;
- Need for lighting; and,
- Need for family features on or near the riverfront.

Landmark submitted a scope of services and fee proposal to the City dated September 30, 2013, pursuant to the Roster Consultant Agreement. The assignment was commissioned by Contract Order No. 4021. A copy of the proposal is attached for reference as Appendix 2.

PROJECT TEAM

The consulting team that was assembled for this project consisted of Landmark Engineers Inc. (hereafter Landmark), Bezaire and Associates Ltd. (hereafter Bezaire) and Architecttura Inc. (hereafter Architecttura). Each firm assumed responsibility for specific aspects of this assignment, based on their specific strengths and experience.

Landmark operated as the project lead and collaborated with other project sub-consultants. In addition to being responsible for the overall management of the assignment, Landmark provided input associated with previously-completed riverfront projects and addressed engineering issues that arose over the course of the assignment.

Bezaire assisted Landmark with overall project planning, scheduling and management, and public consultation. They provided the principal urban planning and landscape architecture knowledge for this project. Stephen White, a licensed Landscape Architect with history of working on Windsor's riverfront, was brought in as a sub-consultant by Bezaire to provide input on the planting and landscape design elements of the project.

Architecttura Inc. offered input on project elements of an architectural design nature. They also provided conceptual design services related to the visioning of key project elements (i.e., the 'Beacons').

SURVEY APPROACH

The survey approach generally followed the tasks as outlined in the project proposal. The following highlights the main activities that were completed over the course of this assignment:

- A Project Start-up Meeting was held with the designated City Administration Steering Committee to confirm the work plan and to facilitate the transfer of relevant background information.

- The Project Team completed a thorough review of the CRIP document and its associated images, and summarized the extent to which the originally-proposed design elements have been implemented to date. Significant deviations from the original master plan were identified.
- Aerial photography was commissioned to document the current condition of the entire Central Riverfront area. Site visits were made to confirm and record the current state of various features within each segment.
- A list of CRIP elements yet to be implemented was compiled. Each element was reviewed for the potential benefits of implementing the element as envisioned in the original CRIP document.
- A list of new project opportunities that may not have been included or envisioned in the original CRIP study (or were envisioned in a different form or location) was compiled, and the potential benefits, impacts, issues and challenges associated with each opportunity were identified.
- An initial assessment of all major development features (i.e., marina, pedestrian crossings, Beacons) was completed to a conceptual level of detail. Variations for the design and location of each element were explored and the advantages, disadvantages, and issues associated with each were identified. Preliminary images were prepared to illustrate the current vision of major development features.
- Display material was created for presentation at public Open Houses. The information was also compiled in electronic form for presentation on the City of Windsor's website.
- A series of ten public Open Houses / Drop-in Centres were held in coordination with ten previously-scheduled Ward Meetings, to provide an opportunity for public review and to obtain community input. One additional Drop-in Centre was convened at the WFCU Centre to provide opportunity for additional feedback.
- A survey/questionnaire and comment sheet was prepared to facilitate the collection of public input and feedback. The survey/questionnaire was distributed at all eleven Open Houses / Drop-in Centres and was also made available on the City of Windsor's website in electronic form.
- The feedback collected over the course of the Ward Meetings and from the City's website was evaluated and compiled into this report.

DISPLAY MATERIAL

Given the plethora of design features that were integrated in the original CRIP document, determining what information to present to the public and how best to present it posed a significant challenge to the Project Team. A vast amount of information had to be presented in a manner that would educate but not overwhelm the public. In addition, the information needed to be displayed in a way that could be clearly and succinctly comprehended in the one hour timeframe that had been allotted for each Open House / Drop-in Centre, immediately preceding each of the ten scheduled Ward Meetings.

In the end, it was decided to present the information via a set of ten 4ft x 8ft display panels, supplemented with a PowerPoint presentation. Reduced versions of the display panels are attached as

Appendix 1, for reference purposes. The following summarizes the information that was contained on each of the ten display panels, and provides a brief explanation concerning the purpose and objective of each:

- Introduction Panel (1) – The ‘Introduction’ display panel consisted of an 8 foot long reproduction of the site plan that was generated during the original CRIP study, along with information panes that generally explained CRIP and introduced attendees to the purpose of the Open House / Drop-in Centre.

The original site plan was modified slightly to highlight the features that were to be included in each of the nine park segments that comprised the original CRIP study area. The introduction panes provided a general explanation of what CRIP is, its principal purpose, and the reasons for seeking public input.

- Riverfront Segment Panels (2 through 4) – The first of these three panels included another 8 foot reproduction of the site plan, juxtaposed with a ribbon of aerial photographs that were taken on October 8, 2013. The bottom half of panels 2 through 4 contained reproductions of the 9 individual site plans that were included in the CRIP document. The site plans, which presented the features contained within each segment, were highlighted to identify those project components that have already been completed or otherwise realized to date. An intermingled ribbon of aerial and at-grade photographs was presented along the bottom of each panel as a visual reference for the more prominent features occurring within each riverfront segment. A list of features was also provided for each segment to distinguish those site features and design elements that existed prior to CRIP and those that have been completed since CRIP was adopted by Council.

These panels were intended to provide a quick overview of the extent to which CRIP has been implemented, and an overview of the elements yet to be implemented.

- Key Project Elements / Features / Issues Panels (5 through 10) - The remaining six display panels presented specific project elements, site features, and issues that were perceived to be of greater interest, in terms of their impact on future development of the Central Riverfront area. These focused topics were presented under 11 headings, namely: Beacons, Connectivity to the South, Riverside Drive Walkability, Municipal Marina, Commercial Development, Lighting, Tree Planting, Playgrounds, Water Features, Parking and Future Projects. Specific questions about each topic were introduced, which tied directly into the survey/questionnaire.

Whenever possible, the imagery presented in the original CRIP document was used to illustrate the specific issue or topic. However, it was felt that additional imagery would be needed to “paint the picture” in a manner that would allow the public to readily comprehend what was envisioned in the CRIP document. Additional imagery was generated either by photographing local features found in other areas of the City or County, or by mining photographs of real world examples from the internet. Through this process, satisfactory imagery was obtained for the large majority of the topics.

In the case of the Beacons, it was felt that the public needed more information in order to understand the purpose, function, and design premise of the Beacons - and more importantly, how

they provide the framework for the overall park master plan. Although the CRIP document provided several conceptual design renderings of these principal park components, it was decided that the development of several additional Beacon “examples” would better demonstrate their potential impact on the overall identity of the Central Riverfront area. In addition, having due regard for some of the developments that have occurred over the past 13 years, it seemed appropriate to gauge the public’s general receptiveness to implementing adjustments to the original Beacon characteristics and locations. To this end, renderings were developed for four new variations to the original “Beacon” concept, namely: Arts Beacon, Water Beacon, City Beacon and Dawn Beacon.

CRIP depicted several pedestrian underpasses and overpasses to serve as alternatives to crossing Riverside Drive at street level. Within the past year, a proposal to construct an underpass between Bruce Avenue and Janette Avenue stimulated significant public reaction. This topic was addressed during the current review process. As in the case of the Beacons, the provision of additional information was deemed necessary to properly educate the public on the purpose, function, and potential design characteristics of such features. Diagrams were prepared to compare the functional differences between street level crossings, pedestrian bridges and pedestrian tunnels. Photographs of local bridges and underpasses were supplemented with some real world examples mined from the internet.

The issue of the walkability of Riverside Drive was reviewed. The original visions contained in CRIP for improvements to the pedestrian spaces along Riverside Drive were presented. In addition, the concept of narrowing Riverside Drive to two lanes was proposed. To this end, preliminary visual studies and imagery that had been previously prepared by Architecturra was incorporated into the display material.

The original CRIP document incorporated the proposed Windsor Downtown Marina, which had been planned for the area immediately east of Glengarry Avenue in the early to mid-1990s. A second potential marina site located west of Dieppe park was identified in 2009, during preparation of the Downtown Canal and Marina Feasibility Study. In order to gauge the public’s receptiveness to the development of a marina within the downtown area, these two facilities were presented as options.

The remaining focused topics of Commercial Development, Lighting, Tree Planting, Playgrounds, Water Features, Parking and Future Projects were addressed simply by presenting photographs of local examples of photographs obtained from the internet.

In addition to the display panels, a PowerPoint presentation was assembled to present supplementary information to the public - including historical riverfront photographs, shoreline construction photographs, and additional views of the Beacon renderings.

PUBLIC OPEN HOUSE / DROP-IN CENTRES

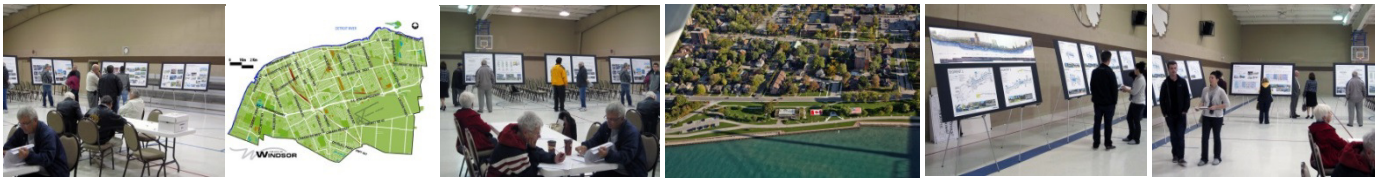
At the outset of this assignment, it was decided that ten public Open Houses or Drop-in Centres would be held in combination with the ten pre-scheduled Ward Meetings, to provide the general public with an

opportunity to review the display materials and obtain input from the Project Team and City Administration. One additional public Drop-in Centre was held at the WFCU Centre toward the end of the public consultation process. The following table presents the specific dates, times and locations of the eleven Open Houses / Drop-in Centres:

Meeting	Date	Time	Location
Ward 1	Nov. 14	6-7 pm	South Windsor Arena
Ward 2	Nov. 7	6-7 pm	McKenzie Hall
Ward 3	Nov. 13	6-7 pm	400 City Hall Square
Ward 4	Nov. 19	6-7 pm	Caboto Club
Ward 5	Oct. 29	6-7 pm	Most Precious Blood Church
Ward 6	Nov. 26	6-7 pm	WFCU Collavino Hall
Ward 7	Dec. 4	6-7 pm	Forest Glade Arena
Ward 8	Nov. 27	6-7 pm	Croatian Centre
Ward 9	Nov. 5	6-7 pm	Windsor Christian Fellowship
Ward 10	Oct. 30	6-7 pm	Lajeunesse High school
Additional Venue	Nov. 30	3:30-6:30 pm	WFCU Centre Community Rink Concourse

At each venue, the public was encouraged to complete a questionnaire and comment sheet that had been prepared by the Project Team to facilitate the collection and evaluation of public input. All of the project display information, as well as the questionnaire, were made available online on the City of Windsor’s website.

SURVEY RESULTS (Public Input Received)



SURVEY RESULTS (Public Input Received)

GENERAL DISCUSSION

The following three sections of this report present the results of the survey / questionnaire that was distributed at the Open Houses / Drop-in Centres to solicit feedback from the public. The survey results and comments presented herein also include input received via the City's website (where the survey / questionnaire was also posted), and from individual correspondence that was received from concerned members of the public.

A large number of comments were received from the public over the course of this consultation process. It would be impractical to include them all as part of this report. The Project Team has endeavoured in the following sections to include a list of comments that are representative of the overall feedback that was received. For reference purposes, a complete record of the surveys, comments, and correspondence received has been appended to this report in electronic (DVD) form (see Appendix 3).

In reviewing the results presented herein, it should also be noted that although this process was successful in obtaining input from a broad cross-section of the local community (in terms of age, gender, and location), it does not necessarily represent the views and opinions of the community as a whole. Nevertheless, it is hoped that the information presented in the following Sections of this report will help to clarify the will of the people of Windsor with regard to the ongoing development of their Central Riverfront park system.

The survey results are documented as follows:

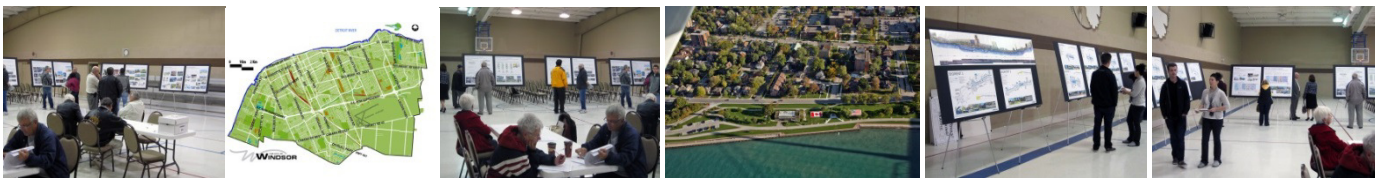
SECTION A – Background

SECTION B – Development to Date

SECTION C – Special Issues Needing Review and Public Input

- Use and Placement of Beacons as a framework for the Central Riverfront Area
- Connectivity to the South across Riverside Drive
- Riverside Drive Walkability
- Parking
- Municipal Marina
- Commercial Development on Riverside Drive
- Lighting
- Tree Planting on the Riverfront
- Playgrounds
- Use of Water Features
- Future Projects

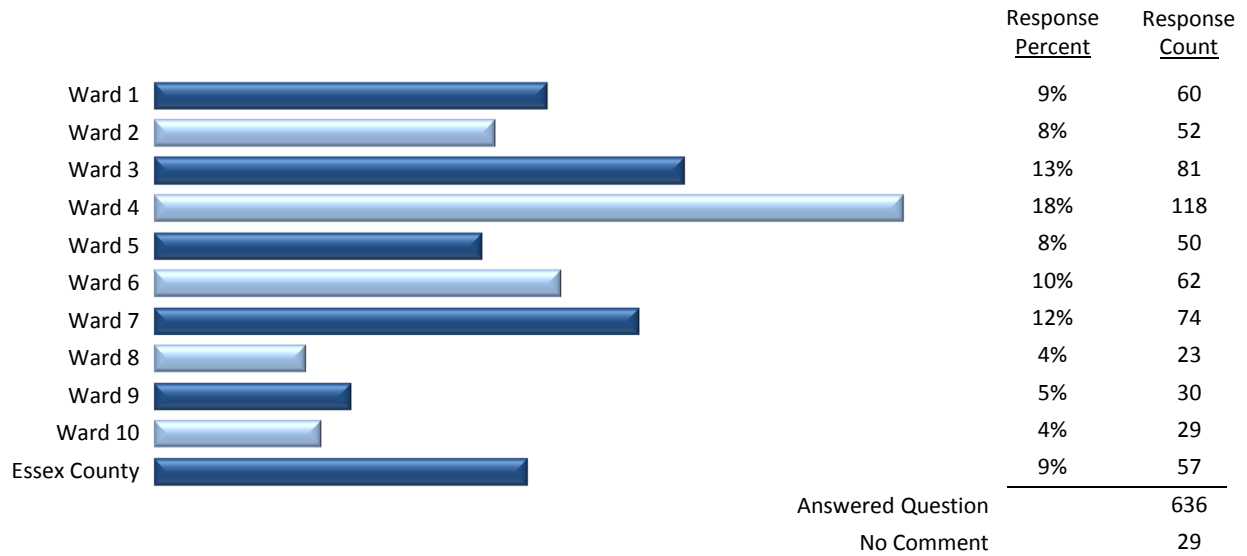
SECTION A: Background



SECTION A: Background

Questions 1 through 3 were intended to obtain demographic information pertaining to users of the Central Riverfront Area. Questions 4 through 7 solicited information pertaining to usage frequency and activities. Question 8 invited respondents to offer any additional comments regarding their historic or desired use of the Central Riverfront Area.

1. In which ward do you live?



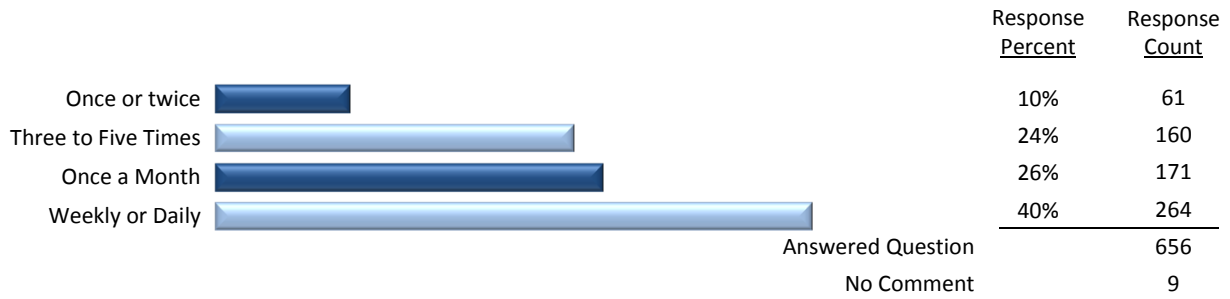
2. What is your gender?



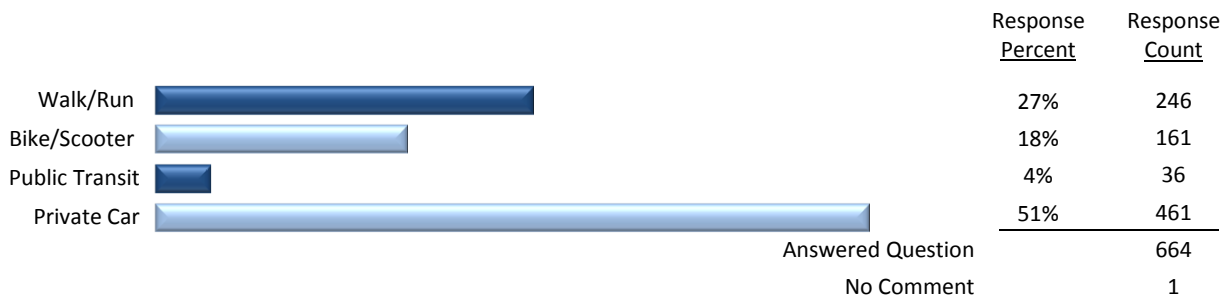
3. Which of the following best describes you?



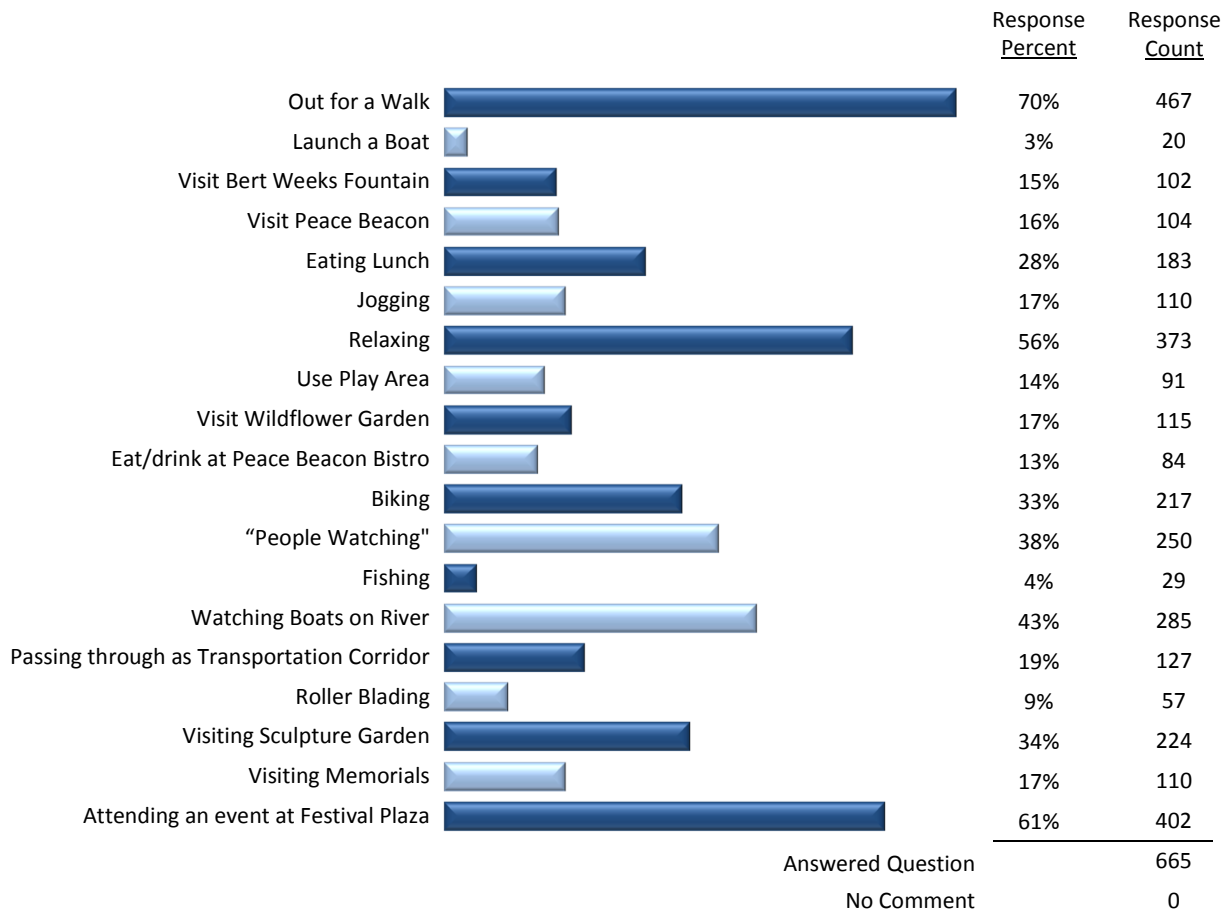
4. Approximately how many times have you visited the Windsor Central Riverfront Area in the last year?



5. How did you travel to and from the Central Riverfront Area?



6. What was your reason for going to the Central Riverfront Area? – check off as many as apply.



7. At what times of the day do you normally visit the Central Riverfront Area? – Check as many as apply.

	Response Percent	Response Count
Early Morning	20%	132
Late Morning	28%	187
Lunch Time	31%	206
Afternoon	73%	485
Evening	66%	441
Answered Question		664
No Comment		1

8. In the space below, add any information that you would like to share about your use of the Central Riverfront Area.

REPRESENTATIVE COMMENTS

- (Should consider development similar to) Woods Hole... in Mass. And the "MOTE" in Sarasota Florida. They would work with our Great Lakes Institute. They would become an anchor destination and income generating and enhance educational experience.
- Great place to take out of town guests.
- I enjoy a passive park setting and watching people and boats pass by.
- It's the reason I moved from South Windsor to downtown.
- We need to hurry up and finish it.
- I want the park to remain a "passive park". No marina, no beacons, no commercialization, and no tunnel or overpass.
- Since I live in Ward 7, the central riverfront plan is being developed for the future beautification and future reputation in recognition of river ... which I am in favour of as a world class city ... so I may not use these facilities but recognize that this plan must go forward and be supported by all citizens of Windsor.
- Very very beautiful - Love the riverfront. Whatever has been done so far it is very beautiful - City has done a great job!
- It's a beautiful place for a walk. However, more lighting in the Sculpture Garden area in the evening would be nice.
- I wish there was somewhere to stop and eat and/or drink along the stretch, besides one bistro.
- I love it but feel like it needs more trees and shading to help with the heat on hot summer days and make recreation more enjoyable.
- You need something besides parks to keep people down there, you need some shops, restaurants or bars where people can stop along the way while they are walking. You can have both commercial and a park like feel.
- The park is a gorgeous space, and my family would spend more time there if there were more facilities available, such as restrooms, snack bars, water fountains and benches in both open and shaded areas. Picnic tables - particularly in the areas around the existing play areas - would make it more convenient to bring snacks or a light lunch for the kids and spend the whole day there.
- Love to use it for running.
- In the last five years I have noticed a dramatic change in the waterfront for the good of the city as a resident of Windsor I'm very proud of what we have.

- It's calming and relaxing. Peaceful. Keep it that way.
- There is a lack of linking the riverfront to the south, re bike lanes...there is too.
- There is no need for improvement. Spend dollars for budget on some other parks. Enough spent on Riverfront Already!
- I would love to see more natural coastline restored to the area. It would benefit both the species who live in the area, as well as families and citizens who enjoy nature.
- I believe having a boardwalk/market/cafes would make it more appealing to more people. I have visited many riverfront areas around the world and they all have a lot to offer both tourists and locals, we have only a walking/biking path and a few sculptures. Cafes/markets would appeal to more people to sit and enjoy the view with a glass of wine or a coffee and have a meal or snack. The bistro that is there does not appeal to anyone I have spoken to.....the menu is too limited and the view is of the parking lot, hardly appealing.....
- My child loves the play ground. As family we get out a few times a week by the riverside and walk. Like the bistro but it is empty - and really enjoy benches for breaks. Wish there is more garbage cans and more police to drive by. Very fortunate to have nice river front.
- I love the riverfront trail, but as a sailor, would love to have somewhere to tie up downtown.
- It's awesome the way it is.
- outdoor fitness
- My lady and I use the riverfront as much as possible. I wish there was a marina there and skate park!
- I would like to see less sculptures and more interesting/interactive things by the river. Restaurants, cafe, bistro something to draw the youth (the cities future).
- Keep it peaceful park...no buildings.

ANALYSIS

WHO RESPONDED TO THE SURVEY?

Approximately 665 people responded to the survey either in whole or part. Of these, 441 responded on-line and 224 completed the paper survey. Some on-line respondents attended an Open House prior to completing the survey while others utilized the information on the City of Windsor website as background.

Responses were received from all wards with the lowest response (4 or 5 percent) from Wards 8, 9 and 10 and the highest from Ward 4 (19 percent). Nine percent of the respondents declared Essex County as their place of residence. We note that while the Ward 7 Open House was not held in conjunction with a Ward Meeting (there being no Ward Councillor at the time), attendance at the Open House was reasonably equivalent to adjacent wards.

Sixty percent of the respondents were male. The respondents consisted primarily of young adults (20 to 35 yrs. of age), adults (36 to 59 yrs. of age) and seniors (60 and over). There were no children (12 and under) and about 15 responses from teenagers (13 to 19 yrs. of age).

Most of the surveys completed on paper were filled out fully, although some people skipped the odd question if they had no particular opinion. For example, some people said they had no children so didn't have an opinion with regard to playgrounds, while others had no opinion on parking because they didn't drive.

Unfortunately, many people completing the on-line survey didn't complete the entire survey, opting instead to end somewhere between questions 13 and 23. Approximately 225 of the 440 on-line respondents completed the whole survey.

Results show that the majority of respondents attending the ward meetings and completing the survey on paper were seniors. We might conclude anecdotally that the age range would be similar to people drawn to the ward meetings. The age range of people completing the on-line survey was somewhat younger.

HOW OFTEN AND WHEN DO THEY USE THE PARK?

When asked how often they visited the Central Riverfront Area in the last year, fully two-thirds visited at least once a month, with 40 percent visiting at least once a week.

Most people use the park in the afternoon (73 percent) and evening (66 percent). A third or less of the respondents use the park in the early or late morning or at lunch time.

HOW DO THEY GET THERE?

Almost 70 percent of the respondents used a private car to get to and from the park, while many chose to walk, run or bike to the park. Only about 5 percent of the respondents used public transit. About 19 percent of respondents visited by passing through the park - either walking, running, or bike riding on their way to someplace else.

WHY DO THEY GO?

Currently, the park is used mostly for passive activities such as being "*out for a walk*" (70 percent), "*relaxing*" (56 percent), "*watching boats on the river*" (43 percent) or "*people watching*" (38 percent).

About 61 percent of respondents were slightly more active by "*attending an event at the festival plaza*". More active pursuits such as "*jogging*" (17 percent of respondents) or "*roller blading*" (9 percent of respondents) are much less common. Almost 34 percent of respondents have visited the Sculpture Garden. One respondent commented that the park was a great place to take out-of-town guests. Another noted that while they live some distance from the riverfront and don't use it often, they recognize development of the park as part of the overall work of making Windsor a "*world class city*" and notes that the plan "*must go forward and be supported by all citizens of Windsor*". Others found the park to be "*boring*" and "*too passive*".

CONCLUSION

In general, the response to the survey appears to be a good sampling of the community, with respondents representing all wards and age groups. Most respondents have visited the park and continue to do so on a regular basis. When there, they typically enjoy passive pursuits and use the area to relax. Others, run, walk, or roller blade while still others pass through the park on their way to someplace else.

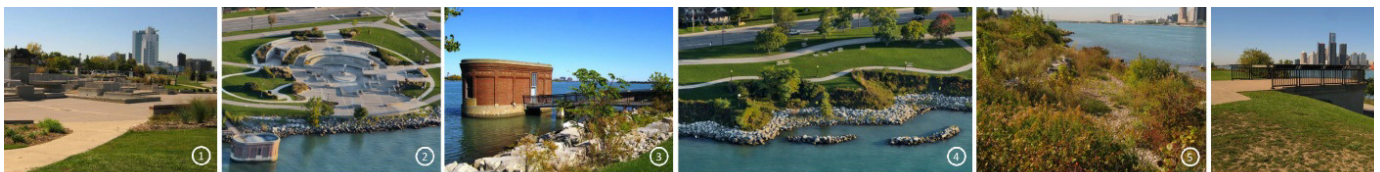
Many of the respondents have attended events at the festival plaza or have visited the sculpture garden. In general, some respondents clearly want the park to continue supporting passive activities, while others lament the fact that there are *“few things to do”*.

Generally, the park is considered large enough to be able to provide a generous mix of passive and active spaces. In the opinion of the Project Team, this approach has the best potential to offer something within the Central Riverfront Area to meet most peoples’ stated preferences and needs. In the long-standing debates regarding whether the Central Riverfront park system should be *“active”* or *“passive”*, *“green”* or *“developed”*, *“treed”* or *“open”*, there need not be winners and losers. The park is large enough to provide all of the above, and that is what has been included in the CRIP document.

RECOMMENDATION

1. That the City of Windsor continue to provide a mix of passive and active development as part of the overall Implementation Plan for the Central Riverfront Area.

SECTION B: Development To Date



SECTION B: Development to Date

Questions 9 through 11 solicited information pertaining to user satisfaction with the quality and function of the development that has occurred to date. Question 10 invited respondents to offer any additional comments regarding the riverfront development that has occurred since the CRIP document was published.

9. How satisfied are you with the site elements completed to date?



10. How satisfied are you with the aesthetic quality of the site elements completed to date?



11. How satisfied are you with the functionality of the site elements completed to date?



12. In the space below, provide any additional comments about the riverfront development that has happened since the report was published in 2000.

REPRESENTATIVE COMMENTS

- I am very satisfied with the memorial. The riverwalk is beautifully done. We need another Children's Themed Playground and an east and west water feature (splash pad). The wild flower garden and shoreline improvements are nicely done. The festival plaza is great and could be used for three seasons. What is done is well done and a great framework. The space has a personality.
- The festival plaza is a wasteland. It desperately needs trees and other greenery. Perhaps also a water feature.
- Insufficient year-round washrooms!

- Only disappointing development was the Bistro at the River. My friends and visitors do not often even "see" the Bistro or the Peace Beacon unless I specifically point out the structures to them.
- Need more trees, benches and picnic tables.
- I feel the riverfront is an underutilized space in some ways. I think it has a strong potential for tourism and business vendors.
- Please do not ruin the beauty of our riverfront by putting in boating/slash/docks/marina facilities.
- I want the park to remain the way it is with no changes.
- Too much money spent for all this when more money could be given to repair our residential roads. They need more attention and repair and much of this money could be given for our roads.
- I walk the sculpture garden - love it.
- Waste of money (taxes).
- The festival plaza is too sterile. It needs greenery and shade to make it less of an ordeal in the summer. It needs help. Thanks.
- walk/bike trails are awesome.
- Very nice to have the west-end connected to downtown. Could use a few benches in the sculpture park, eg. near the "flying saucer."
- Still lacks eating/drinking spots.
- Just keep up what we have and be thankful.
- I'm somewhat concerned about the viability of the Bistro (or whatever it's called now). I'm also slightly concerned with the original concept of green space at the riverfront is being compromised slightly.
- The up keep needs to be better! Fix things properly! Roads sidewalks Especially!
- Parks and Rec has done an AMAZING job: when I first moved here 21 years ago from Minneapolis, things were pretty grungy, dumpy, and hideous. The riverfront gardens, parklands, and festival plaza are wonderful. It no longer feels like I live in a dump.
- It seems as though nothing has happened. The riverfront is boring, and offers no reason to head down there.
- Riverfront festival plaza and stage area is too plain, boring, too much concrete, no shade for summer events under the sun, nor any grass or garden/tree area to enjoy festivals.
- Paved area of festival plaza has a run down feeling. More elements needed to make festival grounds complete. i.e. Year round bathrooms and proper gating.
- I think the Riverfront has been made to be quite a beautiful place for both Windsorites and visitors/tourists from out of town. If I have visitors, I always bring them to the river front because its beautiful and they love the view of the river. The gardens and walkways are great. I love the few new parks that have popped up as well. Great for my niece and nephews.
- I think there should be more lighting at night, different lights not just your typical home lighting. Many people have been found in the river recently, I hope we can have either surveillance or police patrol in order to decrease self harming crimes. Feeling safe is above all.
- Need more than just a fountain here, a sculpture there. It needs life, more cafe's, a marina! Skate/bike park etc.
- Need kayak access along shoreline
- Disappointed that there is no access for kayaks or canoes

ANALYSIS

BACKGROUND

Since the plan was approved by City Council in 2000, the following elements of the CRIP have been implemented either in full or in part:

- Vietnam Memorial Court
- Riverwalk
- Recreationway
- Bert Weeks Garden/Fountain
- Parking Court Reconstruction at several locations
- Children's Theme Playground
- Peace Beacon
- Hatch Wildflower Garden and parkland
- Extensive Natural Shoreline Improvements
- Firefighters Memorial
- Festival Plaza
- Festival Stage/washrooms
- Retention Treatment Basin
- Extensive Shorewall improvements
- Boardwalk at historic Pump Station and along shore.

The purpose of this section was to determine how satisfied people are with both the type and pace of development to date.

DISCUSSION

It is abundantly clear that Windsor residents are happy with what has been done to date. When asked how satisfied they are with the development to date, 90 percent were either satisfied or very satisfied.

Eighty-eight percent were either satisfied or very satisfied with the aesthetic quality of the site elements built to date while 82 percent like the functionality of the site elements. Less than 20 percent of respondents noted any dissatisfaction with the development to date.

Many respondents noted particular satisfaction with the playgrounds, the riverwalk and the natural shoreline improvements. *"What is done is well done and a great framework. The place has a personality".*

Areas of dissatisfaction seemed to focus on individual components of the park.

For example, while the festival stage and programming of the area seems to be popular, the gathering area was described by one respondent as a *"wasteland"* in need of *"trees and other greenery, possibly a water feature"*.

Many respondents commented on the lack of washrooms throughout the park and the fact that many washroom facilities are often closed.

Some respondents felt that there was insufficient access provided along the shoreline for kayaks and canoes.

The Peace Beacon seems to attract criticism for its location away from the water, the lack of a clear interpretive message (peace), and the nature and operation of the Bistro.

Lastly, there appears to be a split between people who are happy with the passive nature of the park and those that feel the lack of facilities results in the park being underutilized.

In general, there are some concerns about maintenance of the park, particularly the area around the Bert Weeks Fountain. Others feel that while the park development is good, it has yet to become a *"destination"*. Still others lament the fact that food and beverages are not more available along the park: *"You can't even get a drink of water"*.

CONCLUSION

While many commented that the work to date is good and should continue, others have a similar comment on the work to date but want the development to stop. Of those wanting the work to stop, a proportion note their appreciation for the abundant greenery and passive nature of the park, while others feel that the expenditure of taxes on the project is unwarranted - noting that it would be better to fund road & sewer repairs and economic development.

Although some criticism was received regarding some of the areas that have been improved since the adoption of the CRIP document (i.e., the "run down" paved area in the Festival Plaza), it is important to note that the Central Riverfront park system is still very much a "work in progress". While there has been a considerable amount of work done in some areas of the park, other sections have yet to be touched. Even those areas where work has been done are not necessarily complete. In the Festival Plaza, in particular, even though a new stage has been built, the remainder of the area consists of a 25-year old former parking lot, with the general shape and form of the gathering area not yet developed. Important components such as lighting, washrooms, and a possible pedestrian crossing to the south of Riverside Drive have yet to be implemented. At this point in time, consideration should be given to going back and "finishing" specific areas of the park.

Regardless of their opinion regarding continuing development, it is clear (in general) that people are very happy with the work that has been completed to date in terms of the amount of progress made, and both the aesthetic appeal and functionality of the park.

RECOMMENDATIONS:

2. That the City note the high level of satisfaction with the riverfront development to date and continue to develop the park in the same manner. Consideration should be given to "completing" specific areas of the park so that the final look and functionality will be realized.

SECTION C: Special Issues Needing Review and Public Input



SECTION C: Special Issues Needing Review and Public Input

- **USE AND PLACEMENT OF BEACONS AS A FRAMEWORK FOR THE CENTRAL RIVERFRONT AREA**
 - CONNECTIVITY TO THE SOUTH ACROSS RIVERSIDE DRIVE
 - RIVERSIDE DRIVE WALKABILITY
 - PARKING
 - MUNICIPAL MARINA
 - COMMERCIAL DEVELOPMENT ON RIVERSIDE DRIVE
 - LIGHTING
 - TREE PLANTING ON THE RIVERFRONT
 - PLAYGROUNDS
 - USE OF WATER FEATURES
 - FUTURE PROJECTS

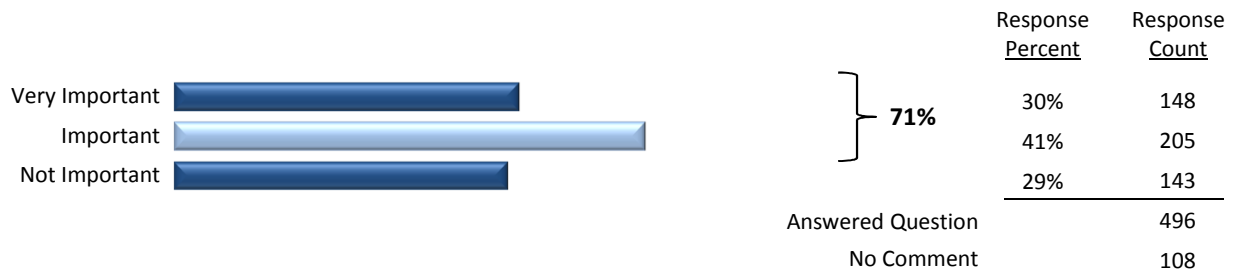


SECTION C: Specific Issues Needing Review and Public Input

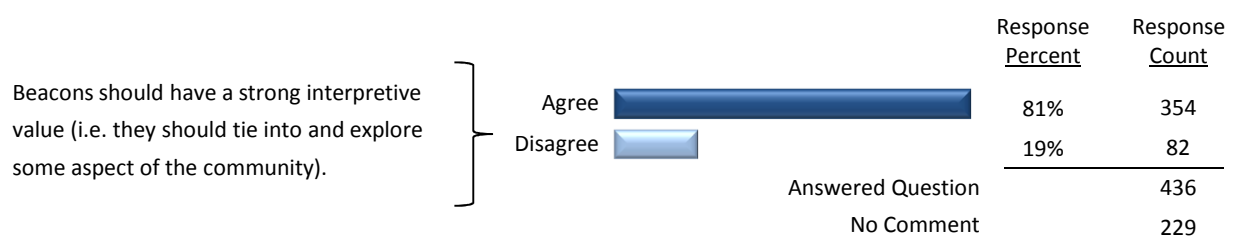
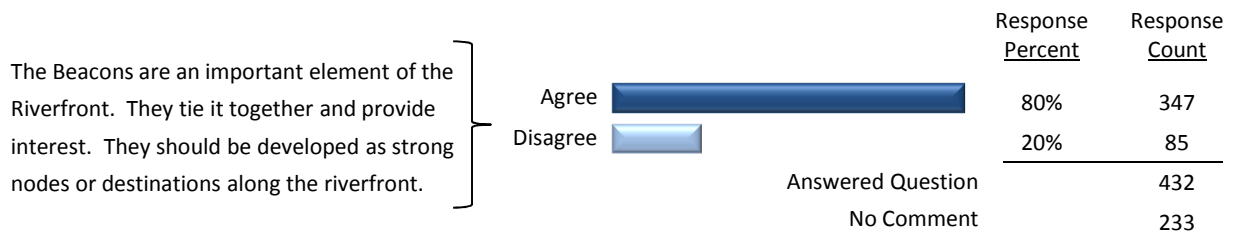
USE AND PLACEMENT OF 'BEACONS' AS FRAMEWORK FOR THE CENTRAL RIVERFRONT AREA

Questions 13 and 14 solicited public feedback concerning the use and placement of “Beacons” with the Central Riverfront Area. Question 15 invited respondents to offer any additional comments regarding the beacons in general, or to provide suggestions for the locations and themes for future beacon development.

13. How important will the Beacons be in terms of providing a framework for the various uses on the Riverfront?



14. As the park develops, it appears that some changes to the Beacons could be considered. Having reviewed the information provided, indicate whether you agree, or disagree with the following statements:



15. Use this space to provide any additional comments on the Beacon issue (i.e., suggestions for additional Beacons or new themes, relocation of Beacons, etc.).

REPRESENTATIVE COMMENTS

- I hope there is an opportunity for input on design. Consider each Beacon or rest station to be individual (construction and story) i.e., shipwrecks, rum running, 1812 war, construction of bridge and tunnel. Comfort and rest station plus opportunity to inform.
- The concept of the beacons is a fantasy. Most people won't even know what they are supposed to be. They will generate light pollution and waste energy.
- (Beacons) Tie to theme - auto history, railway, rum runners, wildlife sanctuary, migration etc.

- The Peace Beacon is a failure.
- I believe the Beacons should be timeless, not applying to a passing fad.
- My biggest concern is that the concept drawings look great but if done cheaply, or just for the sake of completing a previous commitment, they could be enormously detrimental, ugly, a civic embarrassment.
- Beacons are important as sites for washrooms, concessions, and gather points, for cultural/entertainment activities.
- It (the beacons) sounds lovely.
- My opinion of the first Beacon is that it was a waste of money which could have been spent on something more useful.
- Something related to Windsor's history i.e., automotive, great lakes shipping, war of 1812, rumrunners, underground railroad.
- Should be active commercial nodes that attract entrepreneurs and designed by them.
- The Peace Beacon is essentially a restaurant providing no thematic elements relating to “peace” that I can see.
- Anything that isn't immediately understood at a glance will go over the head of most people. I live on the waterfront and I am not even positive what it's all about.
- The existing Bistro at the end of Ouellette is surrounded by Asphalt and Parking Lots, not an attractive setting.
- Finish them!! Having only one complete after all this time is nonsense.
- The proposed designs for the beacons look impressive and beautiful, but the current Peace Beacon installation is underwhelming. I didn't even know that's what it was.
- Consider each Beacon or rest station to be individual (construction and story) i.e., shipwrecks, rum-running, 1812 War, construction of bridge and tunnel...
- Tie (the beacons) to a theme – auto history, railway, rum-runners, wildlife sanctuary, migration, etc.
- Thematically I would really love to see the history of Windsor and the riverfront reflected in these beacons. Possibly incorporating some elements of the TD bank of the torn down Norwich block currently in storage.
- I would like the University to have a strong presence up to the waterfront as well.
- With concessions the beacons will turn a nice park into a commercial amusement carnival. Keep commercial anything OUT OF THE PARK.

ANALYSIS

BACKGROUND

- The CRIP document provided for five “park pavilions” called Beacons to be located within the 6km-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.

This section was intended to determine whether people liked the concept of Beacons being positioned at strategic locations in the park and whether the Peace Beacon as built is what they are expecting.

DISCUSSION

The concept of “Beacons” appears not to be well understood by the public. It is obvious from the comments that some consider them to be the equivalent of lighthouses, while others see them as a way of adding commercial development to the Riverfront Park.

As part of the Open House and on-line displays, we undertook to provide some additional background on the idea of “Beacons”. In some cases, additional examples were provided to help show what a Beacon could be. We also suggested that consideration should be given to additional Beacons, if warranted, based on the development to date.

Essentially, the Beacons provide the basic framework for the Central Riverfront park system and consist of a series of five nodes. They help identify the various areas of the park; provide an identifiable place to meet; incorporate various services such as washrooms and service areas; and they are each meant to have a theme - to tell a story about Windsor. Each is to have some sort of vertical element included as part of the design, and presumably these would be lit so as to be visible at night. Although unsaid in the original report, the Beacons seem to function well as a “cross-roads”; a place where the east-west walkways in the park intersect with north-south pedestrian access across Riverside Drive.

When asked how important the “Beacons” were as a framework for the Central Riverfront Area, 71 percent of those responding said that they were important or very important while 29 percent said they were not important. Eighty percent agreed that the Beacons should *“tie it (the riverfront) together and provide interest. They should be developed as strong nodes or destinations”*. Eight-one percent agreed that the *“Beacons should have a strong interpretive value (i.e., they should tie into and explore some aspect of the community).”*

Clearly, residents want the Beacons to have meaning and they seemed anxious for them to display some aspect of the city or of our heritage. One person commented, *“...Consider each Beacon or rest station to be individual (construction and story) i.e. shipwrecks, rum-running, 1812 War, construction of bridge and tunnel ...”* Another said, *“Tie (the beacons) to a theme – auto history, railway, rum-runners, wildlife sanctuary, migration etc.”*

That said, some comments note a level of dissatisfaction with the Peace Beacon. One person said, *“The Peace Beacon is essentially a restaurant providing no thematic elements relating to “peace” that I can see.”* Another said, *“My opinion of the first Beacon is that it was a waste of money which could have been spent on something more useful.”* Some noted that the Peace Beacon isn’t sited to make best use of its waterside location. *“The existing Bistro at the end of Ouellette is surrounded by Asphalt and Parking Lots, not an attractive setting.”*

CONCLUSION

While it seems that residents acknowledge the importance of a series of Beacons as a fundamental aspect of the park, they aren’t impressed by the first attempt. While some don’t want Beacons at all because they want to discourage any built form on the riverfront lands, most want the Beacons to mean something. They want them to tell a story about our city. The specific nature of each Beacon might actually be decided as the project moves along. For example, if the park development ultimately includes a marina, a Beacon at that point could tell the story Windsor’s development on the Great Lakes Waterway System. A Beacon at this location might also provide for a harbourmaster’s office and shower facilities for the boaters.

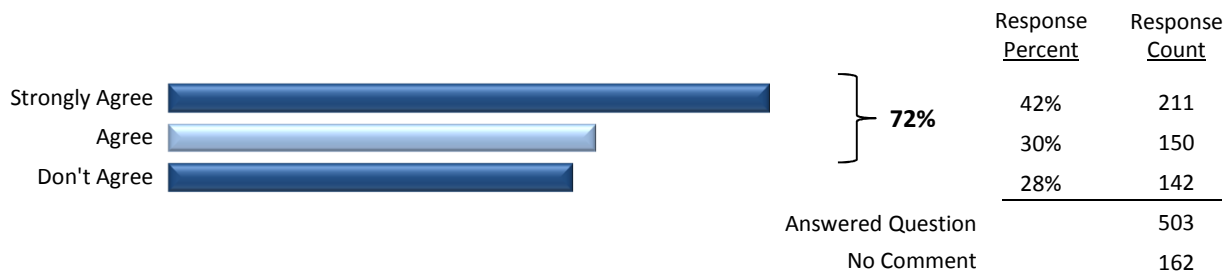
RECOMMENDATIONS

3. That the concept of Beacons be retained as a key component of the park plan.
4. That future Beacons incorporate something about Windsor or our heritage into the design.
5. That Beacons incorporate facilities for the convenience of park users. This would include washroom facilities, concessions, and park service facilities as needed.
6. That further consideration be given to the number and location of Beacons as park development proceeds.
7. That consideration be given to renovating the Peace Beacon so as to strengthen the theme of “Peace”.

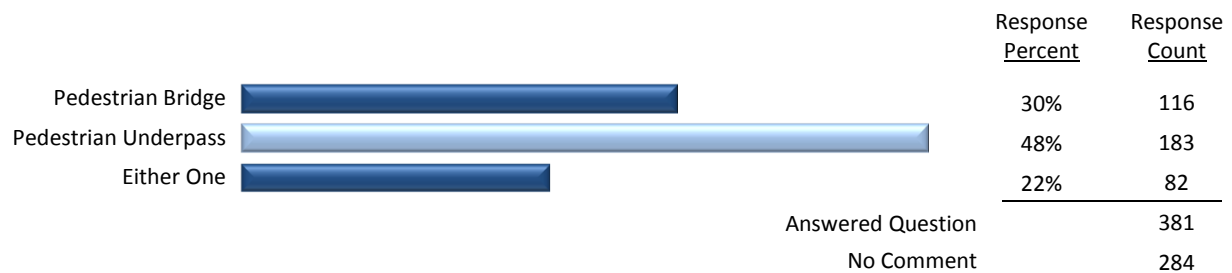
▪ **CONNECTIVITY TO THE SOUTH ACROSS RIVERSIDE DRIVE**

Questions 16 and 17 solicited public feedback concerning the issue of constructing pedestrian bridges or underpasses along Riverside Drive to ease pedestrian crossing.

16. Do you agree that consideration should be given to "Pedestrian Bridges" and "Pedestrian Underpasses" connecting the south and north sides of Riverside Drive at places where a large number of pedestrians are expected?



17. If you agree with the above statement, would you prefer a Pedestrian Bridge or Pedestrian Underpass



ANALYSIS

BACKGROUND

The CRIP document provided for several connections at strategic locations between the north and south sides of Riverside Drive. Some of the recommended crossings were “at grade” – a traditional road crossing. Some were “grade separated” crossings, consisting of either pedestrian bridges or underpasses. At grade crossings make sense where there is only light pedestrian traffic. However, consideration of grade separated crossings is warranted where there is a large number of pedestrians (i.e., crossing Riverside Drive to get to the Festival Plaza, to the Aquatic Centre, or to the University of Windsor).

The display materials included a drawing which showed that approximately the same effort was required to cross Riverside Drive through an underpass when compared to an “at grade” crossing. Essentially, for an “at grade” crossing, you cross the street and then proceed down the equivalent of one storey to get to the level of the park. For a pedestrian underpass, you proceed down the equivalent of one storey and then proceed under the road. A bridge on the other hand requires you to climb up one storey to get to the bridge, proceed across the road, move down one storey to get to the road level and move down a second storey to get to the park level.

The display materials also included pictures of pedestrian bridges and underpasses from other communities. While the bridges were not unlike some we already have in Windsor, the underpasses revealed a wide diversity in design. Many were wide and bright including nice materials both for the pavements and the underpass itself. One noticeable feature of the nicer underpasses was the presence of substantial plazas or gathering areas at either end.

These spaces greatly improve the appearance and usability of an underpass. They can also reduce the potential for vandalism and improve public safety – due to the likelihood of more people gathering in these spaces.

DISCUSSION

Seventy-two percent of respondents agreed or strongly agreed that either pedestrian bridges or pedestrian underpasses should be considered where warranted because of the presence of a large number of pedestrians moving across Riverside Drive. When asked whether they prefer a pedestrian bridge or a pedestrian underpass at such locations, 48 percent of people preferred an underpass, 30 percent preferred a bridge, and 22 percent said either one would be fine.

It should be noted that later in the survey (Question No. 38), three Pedestrian Connectivity issues were included in a list of 32 potential future projects for the riverfront. These were “Pedestrian Linkages Across Riverside Drive”, “Street Level Pedestrian Crossings”, and “Pedestrian Bridges and/or Pedestrian Underpasses”. Respondents were asked to rank the projects into the following categories: Very Important, Average Importance, Less Important, and Not Required. While all projects received some level of support, respondents ranked “Pedestrian Linkages across Riverside Drive” as Number 3 in terms of importance. The other two issues were ranked Number 5 and Number 6 in terms of importance.

CONCLUSION

Overall, there seems to be some concern about the barrier that Riverside Drive represents between the park and the commercial and residential areas located on the south side of the roadway. Many people have lived with this situation all their lives and consider it to be acceptable. Others believe that improved connectivity between the waterfront and the City would be a big improvement. However, grade separated crossings (bridges or underpasses) require a very large capital expenditure and they should be used only where warranted due to the potential number of people crossing at any particular point. This may change as the park develops, but at this point it appears that this situation might be present at the Festival Plaza (perhaps linking up with the Civic Esplanade to Charles Clark Square and City Hall); at the area near the Aquatic Centre, Bus Station, Art Gallery and Museum Complex, and the adjacent hotels; and at the University of Windsor (connecting with the Sculpture Garden).

As noted previously, the original CRIP document recommended the implementation of three grade separated crossings - one between Crawford Avenue and Caron Avenue, one immediately west of the Art Gallery, and one at the Civic Esplanade near Festival Plaza (proposed as a pedestrian bridge). It is important to note that the final planning, siting and preliminary design of any such structure should be undertaken by way of a Class Environmental Assessment.

RECOMMENDATIONS

8. That consideration be given to incorporating improved “at grade” pedestrian crossings in order to improve pedestrian safety and improve the connection between the riverfront and the area south of Riverside Drive (in keeping with the recommendations already included in the City’s Riverside Drive Vista Improvement Project).
9. Where warranted because of pedestrian volume, consider constructing pedestrian crossings that separate the pedestrian traffic crossing Riverside Drive from the vehicular traffic. Such locations may include: the area behind the Festival Stage (connecting to the Civic Esplanade), the area north of the Aquatic Centre and Art Gallery, and a location near the University of Windsor.
10. Where warranted, consider the use of a pedestrian underpass rather than a pedestrian bridge. The pedestrian underpass should be of substantial width and should incorporate a high level of lighting and high quality materials. Consideration should be given to providing a gathering place or “plaza” area at each end of the underpass as well, complete with systems for security.

SECTION C: Special Issues Needing Review and Public Input

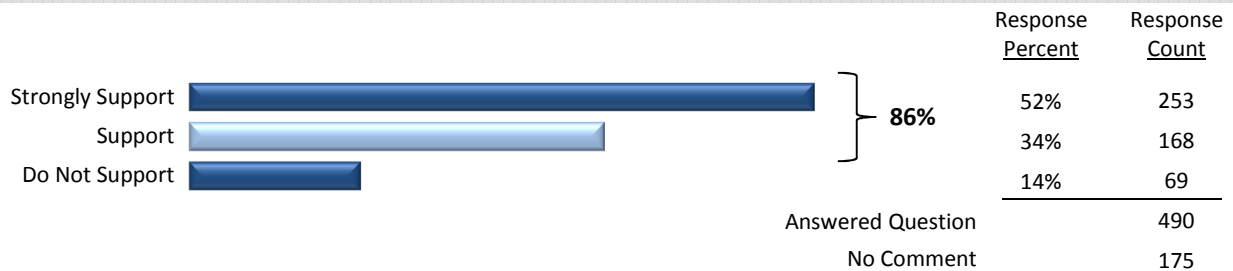
- USE AND PLACEMENT OF BEACONS AS A FRAMEWORK FOR THE CENTRAL RIVERFRONT AREA
- CONNECTIVITY TO THE SOUTH ACROSS RIVERSIDE DRIVE
- **RIVERSIDE DRIVE WALKABILITY**
- PARKING
- MUNICIPAL MARINA
- COMMERCIAL DEVELOPMENT ON RIVERSIDE DRIVE
- LIGHTING
- TREE PLANTING ON THE RIVERFRONT
- PLAYGROUNDS
- USE OF WATER FEATURES
- FUTURE PROJECTS



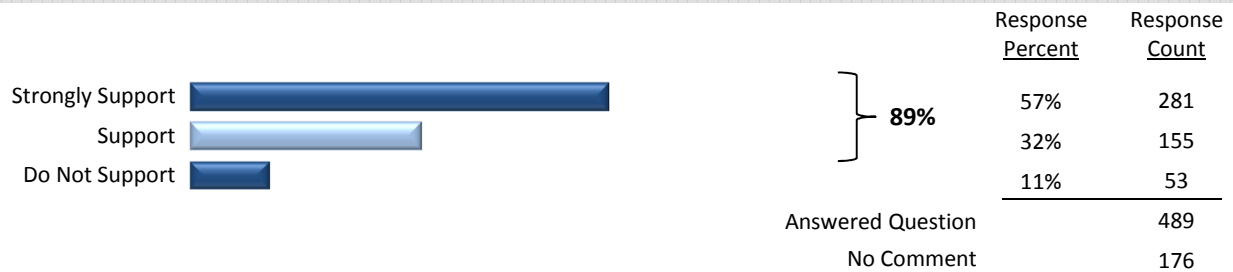
▪ **RIVERSIDE DRIVE WALKABILITY**

Questions 18 and 20 solicited public feedback concerning quality of pedestrian spaces along Riverside Drive and the idea of modifying the cross section of Riverside Drive to make it more pedestrian friendly.

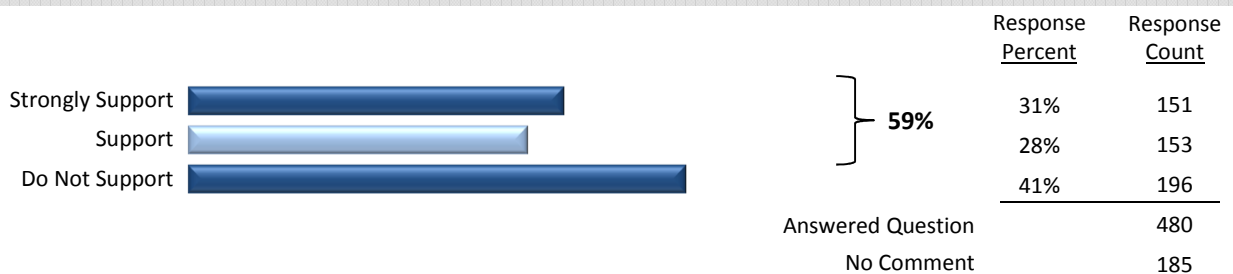
18. Do you support the provision of pedestrian space along each side of Riverside Drive where currently none exists?



19. How strongly do you support improvements to the pedestrian space along each side of Riverside Drive by providing new and wider sidewalks, trees, benches, and lighting?



20. Do you agree with narrowing Riverside Drive to two or three lanes and other traffic calming techniques would improve the pedestrian spaces and facilitate crossing Riverside Drive?



ANALYSIS

BACKGROUND

The CRIP document provided for improvements to the pedestrian environment along Riverside Drive. In particular, pedestrian space is to be added east of Ouquette 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.

The purpose of this section was to determine whether improvements to the pedestrian space were warranted and whether reductions to the width of Riverside Drive would be acceptable if needed to accomplish the proposed improvements.

DISCUSSION

When asked whether people support the provision of pedestrian space along Riverside Drive where none currently exists, 86 percent responded that they support or strongly support this. Eighty-nine percent supported improvements to the existing pedestrian spaces including new and wider sidewalks, trees, benches, and lighting.

However, when asked whether Riverside Drive should be narrowed to two or three lanes to accomplish this, only 59 percent were in favour. Many noted their fear that reducing the width of Riverside Drive would result in unacceptable traffic tie-ups, impacting access to and from the downtown area.

CONCLUSIONS

There is good support for both providing additional pedestrian space along Riverside Drive between Ouellette Avenue and the Casino and for making improvements to the pedestrian space, including the provision of new wider sidewalks, trees, benches and lights. Many of these concepts have already been presented and accepted by the City in its 2007 Riverside Drive Vista Improvement Project report.

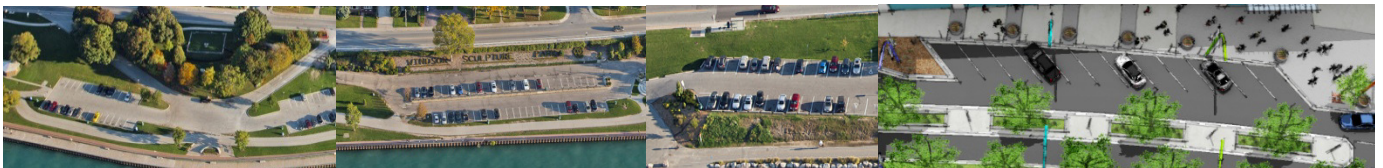
However, reducing the width of Riverside Drive should only be considered if it can be technically justified, based on a thorough analysis of traffic in the area.

RECOMMENDATION

11. Any changes to the width of Riverside Drive should be undertaken with caution and only after a thorough examination and evaluation of traffic impacts. Such changes to the cross section of Riverside Drive would at very least require the undertaking of a Class Environmental Assessment.
12. That consideration be given to the provision of additional pedestrian space and improvements to the pedestrian areas along Riverside Drive, as outlined in the CRIP document and the Riverside Drive Vista Improvement Project.

SECTION C: Special Issues Needing Review and Public Input

- USE AND PLACEMENT OF BEACONS AS A FRAMEWORK FOR THE CENTRAL RIVERFRONT AREA
- CONNECTIVITY TO THE SOUTH ACROSS RIVERSIDE DRIVE
- RIVERSIDE DRIVE WALKABILITY
- **PARKING**
- MUNICIPAL MARINA
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- USE OF WATER FEATURES
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▪ **PARKING**

Questions 21 and 22 invited input on the quantity of parking currently provided within the Central Riverfront Lands and the issue of parking in general.

21. Generally, is the amount of parking built to date sufficient for your use of the Park?



22. Is there a particular area of the Riverfront where more parking is required or do you have any additional comments about parking?

REPRESENTATIVE COMMENTS

- Not enough usable disabled spots where we aren't burdened with inclines. We need more disabled parking closer to the water. The present inclines are dangerous.
- Parking DOES NOT have to be on the waterfront. Parking lots on south side of Riverside Drive with pedestrian links - like the light at Lincoln and Riverside.
- Sufficient except at Dieppe - west of Ouellette.
- De-commission the Public Parking Lot immediately west of the Bert Weeks memorial. Build a greenhouse, conservatory and café on its footprint.
- Shortage of parking near Super Bowl (NFL) Accessible Park (Playground) across from (west of) AGW* (More parking required) downtown and at the Vietnam Memorial.
- Instead of adding parking, better public transportation to the riverfront should be provided.
- Have parking on the South side and use underpasses to get to the riverfront.
- At Riverside Dr. and Parent Ave., due to the new playground.
- East and west of the Ouellette Ave. corridor.
- It is generally adequate.
- I am trying to write this without using impolite words. Parking on this riverfront should be entirely eliminated.
- Segment 7 parking at Parent Ave. needs more! This place is popular and there is always people there and not enough parking!
- No. Parking is sufficient everywhere.
- NFL playground (parking) is always full.

ANALYSIS

BACKGROUND

The CRIP document 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 since been improved.

The purpose of this section was to determine whether the current amount and distribution of parking along the waterfront is sufficient.

DISCUSSION

The level of satisfaction with regard to the availability of parking is not as high as for other elements in CRIP. Even so, 70 percent of respondents indicate that the amount of parking is sufficient or more than needed.

When asked whether there are specific areas where more parking was required, many people would like more parking in the vicinity of the playground near Caron Avenue. Others would like more parking near the Festival Plaza and Dieppe Park.

A sizable proportion of respondents, however, want no additional parking in the park itself - indicating that the park lands shouldn't be wasted on parking lots. A common suggestion was that if any more parking is required, it should be provided on the south side of Riverside Drive. Still others approach the subject from the standpoint that people shouldn't drive to the park at all; they should either walk, use public transportation, or ride a bike.

Many respondents feel that more "Accessible" parking is required for those with disabilities.

CONCLUSION

It seems that the site plans contained in the CRIP document are on the right track with regard to parking. The amount and location of parking seems right to the majority of people. However, additional parking at the playground near Caron Avenue is warranted. Additional parking near the Festival Plaza is more problematic because of the large number of people attending events at that location. There is a relatively large amount of parking available south of Riverside Drive in this area. Perhaps a pedestrian underpass at this location would improve accessibility of the parking to this area of the park. Consideration should be given to increasing the availability of designated parking spaces for the disabled.

It is worth noting that the questionnaire responses indicated that the majority of users travel to the Central Riverfront Area by private car. Therefore, it is important that sufficient parking spaces are provided on site or within acceptable proximity of the Riverfront to meet the established demand.

RECOMMENDATIONS

13. That consideration be given to additional parking for the disabled.
14. While there doesn't seem to be a present need for additional parking, consideration should be given to locating any future parking on the south side of Riverside Drive - with safe pedestrian access across the roadway.

SECTION C: Special Issues Needing Review and Public Input



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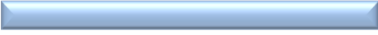

▪ **MUNICIPAL MARINA**

Questions 23 and 44 solicited public feedback concerning the inclusion of a marina within the Central Riverfront Area and the preferred location of the marina from the two options under consideration. Question 25 invited respondents to offer any additional comments regarding the idea of a marina in general.

23. Do you agree that there should be a marina located in the Downtown Area?

	Response Percent	Response Count
Yes 	55%	255
No 	45%	207
Answered Question		462
No Comment		203

24. Of the two proposed locations along the Riverfront, which do you prefer?

	Response Percent	Response Count
Westerly location near the Aquatic Centre/Art Gallery 	38%	150
Easterly Location near the Casino 	35%	138
No Preference 	27%	104
Answered Question		392
No Comment		273

25. Use this space to provide any additional comments on developing a Marina in the Downtown Area.

REPRESENTATIVE COMMENTS

- If you build it (a marina), add a ferry dock with customs potential.
- I support the transient marina development and the pedestrian tunnel initiative as legitimate budget allocations at their current desired locations (near the Aquatic Centre/Art Gallery).
- (Marina should include provision for) Regattas, festivals, open competitive sports, summer olympic training, high school/college/university/fitness.
- (Marina) Cool idea.
- (Prefer) west location (for marina).
- It took decades to assemble and clear these lands. No part should be given over to any restrictive or elitist use.
- No marina unless privately built.
- (Marina at East or West) Why not both?
- An exciting proposal. Could bring people downtown.
- I think the marina would be a great addition to the riverfront and would draw more visitors to the downtown area. Some seasonal wells included would be fantastic.
- Need to bring more people downtown for store and restaurant owners.

- The Riverfront belongs to ALL Windsorites. No Marina.
- If there is a marina, design should incorporate as much public access as possible, such as boardwalk or pedestrian passage along outside or river side of marina.
- Big YES to water taxis. (use it all the time in Chicago!!!) and International Ferry Crossing.
- If a marina is built, please add an area for Kayak access to the river.
- Small marina with wells for visitors only to explore downtown.
- A "New" marina west of Ouellette Ave. will be an albatross around the (necks) of citizens today and tomorrow.
- I think having a marina would encourage more visitors to Downtown Windsor.
- The marina should be by new aquatic center, it should not be by casino blocking main area.
- I would want it to be accessible to the non-boating community as I have been to other cities where it was pleasant walking around the marina.
- Marina would be a huge tax burden and money loser. Please do not consider this !!!
- Marina would be a good idea.
- I don't think we should have a marina downtown
- It is unbelievable that Windsor has not capitalized on the immense potential tourist traffic from boaters. Let's get with it already!!!
- I think a marina downtown would bring in more people to make use of the restaurants downtown. This would be a great tie-in with the culinary tourism promotion. If people could moor overnight or for a few days at a time they might even stay at a downtown hotel or come to an event.
- this should happen 110%!!!
- What a waste of money.
- My home town of Vancouver has extensive marina areas, and people just love going there for some reason.
- I recently traveled to Halifax, Nova Scotia and saw what a great asset their downtown marina was to their city. I was well implemented and full every night I was there. It's a great idea that I strongly recommend.

ANALYSIS

BACKGROUND

The CRIP document included a previously proposed municipal marina between Glengarry and Parent Avenue. The marina was planned for approximately 250 boat slips, and was positioned out into the river on water lots controlled by the federal Windsor Port Authority. CRIP didn't specify whether it would be a fully transient marina (for visiting boaters), a fully seasonal marina (for Windsor Residents), or both. Functionally, it would have been near the "Eastern Super Anchor" (Casino Area). An Environmental Assessment for the marina was completed in 1996. Since 1996, changes to the approval and regulatory requirements could make approval of a marina at this location more challenging. While the proposed site remains an option, other areas should be considered as well.

The Downtown Canal and Marina Feasibility Study (2009) proposed a much smaller, fully transient marina (40 slips) east of the Caron Avenue Pump Station to tie in with the “Western Super Anchor Site” (Aquatic Centre/Art Gallery). Regardless of whether a marina proceeds at this location, extensive shoreline protection work is required – as was identified in the Windsor Shoreline Improvement Municipal Class Environmental Assessment (2005). It could be quite cost efficient to build a marina in a location where shoreline protection work is already needed. It is also anticipated that construction of a smaller marina at this location might be more easily approved.

This section is meant to determine whether a marina is considered a desirable feature for the riverfront, and if so, which of the two proposed locations makes most sense.

DISCUSSION

When asked whether there should be a marina located in the downtown area, 55 percent said yes. Just over one-third of respondents preferred the westerly location near the Aquatic Centre. Slightly fewer preferred the original location east of the casino site.

The comments that were received reinforce the fact that the community is quite polarized, and feel quite strongly about this issue.

Some would like to see the marina built; *“An exciting proposal. Could bring people downtown”, or “(Include a) small marina with wells for visitors only to explore the downtown”*. Others want even more; *“If there is a marina, design should incorporate as much public access as possible such as a boardwalk or pedestrian passage along the outside or river side of the marina.”; “Big YES to water taxis.”; “(Marina east or west) Why not both?”*

On the other hand, some people oppose the marina because they don’t want tax money spent for its construction or operation; *“A “New” marina west of Ouellette Ave. will be an albatross around the (necks) of citizens today and tomorrow.”; or “No Marina – money loser.”* Others suggest that boating isn’t as popular as it once was because of changing trends and higher fuel costs.

Some people oppose the marina because it will *“clog up the park”* and be unsightly, while others suggest that it would attract more attention and more activities.

CONCLUSIONS

Support for a marina is soft with opposition stemming from financial concerns, and allowing a portion of the park to be used by only those who can afford a boat. However, others believe that the presence of boats along a portion of the park adds activity, interest, and appeal that can be enjoyed by everyone. If a marina were to be built, the community prefers a marina that is smaller than the one identified in the CRIP report and would be used primarily to attract visitors into the downtown area.

Although not reflected in the written comments, the consultants in attendance at the Open House heard that if a marina were to be built, people supported a location where work to the shoreline had yet to be done - as in the case at the westerly location near the Aquatic Centre. They reasoned that the incremental cost of a marina would be less when considering the cost of the shoreline work that would eventually be required anyway.

Most importantly, it seems that the community would want to see a detailed business plan to ensure that the marina was financially sustainable, and that annual operating costs would not be a drain on the municipal budget.

RECOMMENDATIONS

15. Consider provision of a municipal marina located along the Central Riverfront.
16. Consider locating a marina near the Aquatic Centre - along the area where the need for shoreline protection work has already been identified.
17. Consider providing a marina for between 40 and 80 boats rather than the much larger marina shown in the CRIP document.
18. Prior to proceeding with construction of a municipal marina along the Central Riverfront, prepare a detailed business plan to determine whether it would be financially feasible.

SECTION C: Special Issues Needing Review and Public Input

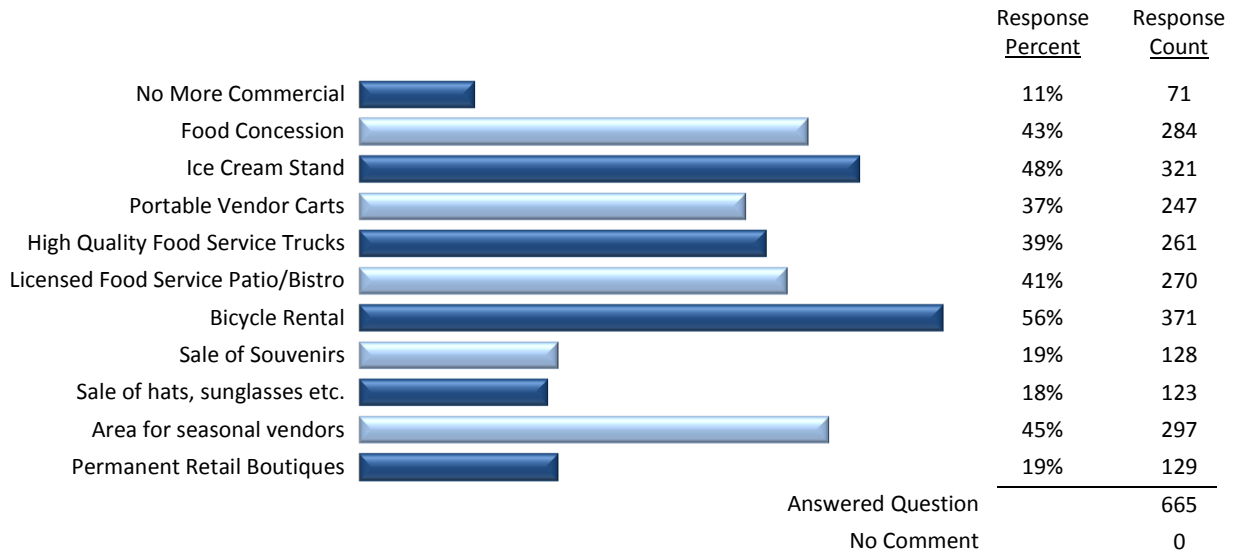
- USE AND PLACEMENT OF BEACONS AS A FRAMEWORK FOR THE CENTRAL RIVERFRONT AREA
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▪ **COMMERCIAL DEVELOPMENT ON THE RIVERFRONT**

Questions 26 invited input on the extent and type of commercial development that the public would like to see on the Central Riverfront Lands. Question 27 provided the opportunity to offer any additional comments regarding the issue of commercial development on the riverfront.

26. Place a check in the box beside each type of light commercial development that you feel is compatible with the Riverfront Area. Check as many as apply.



27. Use this space to provide any additional comments about the nature of commercial uses on the riverfront.

REPRESENTATIVE COMMENTS

- I think the riverfront needs a licensed restaurant bistro.
- Sometimes less is nice.
- These lands are for all citizens, not a few to profit from them.
- (Provide) private food trucks 8 months of (the) year.
- NO MORE COMMERCIAL!
- Permanent retail boutiques - no. Portable - yes. Seasonal would be better.
- (Provide) food concessions and ice cream stand - affordable casual eateries. Most people are there for recreation and not for fine dining. I believe that this is one reason why the current Bistro has not been a success. Also the Bistro Patio is very uninviting with a poor view of the river and Detroit, but an excellent view of cars and tires. Inside view from the Bistro to the river is even poorer. What is needed in commercial development should resemble the Navy Yard Park in Amherstburg where people flock to current ice cream store.
- (Provide) food trucks in parking areas. Have the trucks rotate areas so neighbourhoods can try an array of great foods.
- We spent decades acquiring the riverfront lands for green park space. We discarded all the commercial buildings of the past. We should be cautious bringing back commercial ventures. I would support small and portable concessions and retail enterprises that could be multi-use or on a time-share basis. * Each node should have a food cart or food cart vendors like hot dogs, fries and pop etc.
- Would be nice to have commercial area where vendors could use and charge - not permanent or long range. An area where merchants could rent by the weekend/day. An open air stall area that has services.

- Europeans have great kiosks in their parks. Think Germany, Sweden, Denmark.
- Pedestrian comfort must be provided for - sit, eat, drink.
- The riverfront is seasonal at best until it is year-round. Permanent commercial units would be empty i.e., Ice cream. Vendor booths would be closed during winter months. Therefore, portable truck or vendor units would be better until these are developed. More cost efficient to license portable vendors than build a facility and lease.
- Roller blade skate rental like along Potomac in Alexandria Virginia (Washington DC).
- I am not in agreement with building any permanent buildings north of Riverside Drive.
- Food Trucks. Yes!
- Limit number of boutiques. Add a Café.
- I would like to see a farmers market (weekends) on the Riverfront. Traverse City has one in a parking lot - just off their main street which borders the West Gran Traverse Bay. Very conducive to walking and leisurely shopping for fresh produce. Having said that, commercial development should be somewhat restricted, otherwise the riverfront could be too cluttered and no longer a natural open space.
- Designate a location where a weekly flea market could be held.
- There should be definitely more coffee shops, bistros, or even small restaurants there so visitors can use them.
- Removable commercial only. Permanent restaurant only on south side with lovely view of water.
- Let private entrepreneurs do this sales stuff. License fee should be halved to promote this.
- I would start with seasonal commercial items focused on things people would enjoy while at the river front i.e., food and drinks. I think quality food, coffee and ice cream trucks and carts make the most sense.
- Might also consider arts and crafts shows perhaps at festival plaza.
- The less the better.
- Excellent idea.
- I would like to see an area for seasonal vendors / some portable vendor carts. Vendors carts should only be allowed certain areas & put restriction on how many.
- Restaurants and cafe's are needed in the area.
- No permanent commercial structures.
- Compare to Halifax and Seattle waterfronts...they are vital and alive and prosperous and interesting.
- I've been to riverfronts all over the world, and what we're missing is some culture! Where's the artist selling her sketches of strangers passing by? Or the chef starting his own small bistro along the river? The riverfront should be free for everyone to use, and not just permit applied for shops and approved chain restaurants.
- I have traveled globally for over 20 years, and this is the most beautiful waterfront I have ever been to that still lacks cafes, shops, boutiques, and leisure options.
- High quality local food and souvenirs would be a major plus. Artists, and craftspeople selling their wares at Saturday markets along the way. Food products, etc. as well. LOCAL PRODUCTS.
- MORE, MORE, MORE !
- Commercial enterprise will make the Riverfront a 'destination'. The question for Council is do they want a 'destination' or a park.

ANALYSIS

BACKGROUND

The CRIP document 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.

Commercial development on the riverfront is a "hot button topic". Anecdotally, we know that many people actively protest any thought of commercial development. The purpose of this section was to determine to what extent this opposition exists in the community and if some form of commercial development is acceptable, what extent or type of development would it be.

DISCUSSION

The survey sought to determine how many people are open to some level of commercial development on the waterfront, and if so, what type of commercial activity might be acceptable.

Only 11 percent of respondents said that they prefer "no more commercial" development of the waterfront park. All forms of commercial development listed in the survey received some level of support. Those who preferred no commercial development at all commented that they didn't think people should be able to derive "profit" from the public park. Others were simply opposed to building "anything" on the waterfront.

The survey revealed good support for bicycle rentals (56 percent of respondents), ice cream stands (48 percent), an area for seasonal vendors (45 percent), a food concession (43 percent) and a licensed food service patio or bistro (41 percent). A good number of respondents commented that whatever food services were to be made available should be affordable for the average family. Others liked the idea of clustering seasonal vendors into an area that would provide an array of vendors in a casual atmosphere.

There was also good support for portable commercial enterprises such as portable vendor carts (37 percent) and High Quality Food Service Trucks (39 percent). Some respondents commented that portable vendors were preferred because they would be present only when doing business. Consideration could be given to installing bathrooms, and patio areas with tables and chairs and electrical hookups for the portable vendors.

There was decidedly less support for enterprises that would sell souvenirs, hats, sunglasses etc., or for permanent retail boutiques.

CONCLUSION

Overall, it seems that people prefer some additional commercial activity on the waterfront, particularly if they provide affordable food service for families utilizing the park. Consideration should be given to providing areas and support facilities for food vendor carts and food service trucks that could be brought to the park when needed. Food Service Trucks are successful in many communities and have been recently popularized by television shows such as those found on the Food Network.

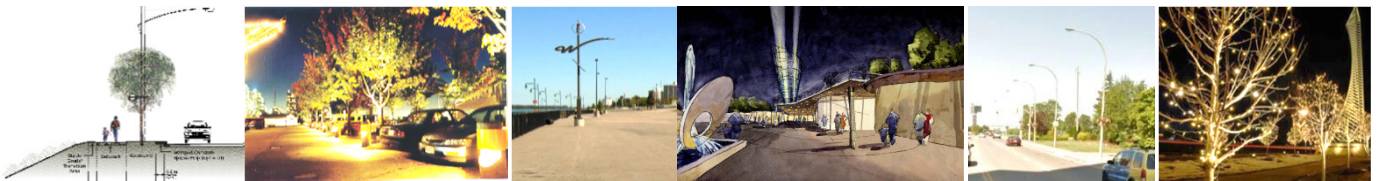
As well, there is support for an area for seasonal vendors. Such a facility could be provided in the area west of the Festival Plaza Stage and perhaps connected to the south side of Riverside Drive by a road crossing (underpass, bridge, or at-grade crossing). The vendors would benefit by access to people in the City Hall Square area of the downtown and to people headed to and from the festival plaza for events.

RECOMMENDATIONS

19. Consider providing facilities for an assortment of commercial-type services along the Central Riverfront. Commercial buildings should be of the type proposed in the original CRIP document. Wherever possible, the establishment of commercial facilities should be clustered or integrated with the future 'Beacon' development.
20. Consider the potential for bicycle rentals, affordable food and beverage concessions, and portable ice cream (or similar foods) carts.
21. Consider the provision of dining patios, washrooms, locations, and services for food service trucks.
22. Discourage the sale of tourist items such as souvenirs, hats, sunglasses etc.
23. Consider the development of an open air seasonal vendor's area, perhaps in the area west of the Festival Stage.

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▪ **LIGHTING**

Questions 28 invited input on the level of lighting that has been provided to date, within the Central Riverfront Lands. Question 29 provided the opportunity to offer any additional comments regarding the issue of lighting on the riverfront.

28. Are you satisfied with the level of lighting that is provided?



29. Use this space to provide any additional comments about lighting on the Riverfront.

REPRESENTATIVE COMMENTS

- The stretch from Ambassador Bridge to Ouellette is dangerously dark.
- Concentrate on lighting features.
- Could add more for safety of pedestrians. Lots of students use trail at night, especially girls.
- There is a great amount of functional light. Some more "fun" aesthetically pleasing lights would be a nice touch (LED please).
- LED lighting important. Provides low operating cost and full colour rendering for safety.
- Could be more (light) on walked paths at night. Security call buttons at nodes.
- Please don't turn it into a theme park with neon lights.
- Coming from Casino to Goyeau & Riverside, parking not lit well for seniors.
- Encourage more solar powered lighting.
- I think the lighting is sufficient, I am hoping however that council will make good the promise of LED lights, or even look into the option of solar powered lights.
- It is not consistent across the riverfront. After you pass the casino, it becomes pitch dark continuing towards the east. Consistency with lighting is key.
- There are entire chunks of the Riverfront trail on the west side towards the Bridge that are completely unlit at night. Either have holiday lights installed added in all trees along that trail or install permanent light fixtures. It is scary to walk by there at night.

ANALYSIS

BACKGROUND

The CRIP document provided for different types of lighting for various areas – along pathways, along Riverside Drive, in parking areas, in public gathering spaces, and to highlight special features. Lighting is meant to provide both comfort and security and can be incorporated into special features for aesthetic appeal.

The goal is to determine whether people consider the existing level and type of lighting along the riverfront to be acceptable, or whether more is required for both security/safety and aesthetic purposes.

DISCUSSION

While the majority of respondents indicated that they were either satisfied or very satisfied with the level of lighting provided along the riverfront, the majority was slim with 56 percent satisfied and only 8 percent very satisfied. Thirty-six percent of respondents were not satisfied.

From the comments, it appears that a good amount of the dissatisfaction is connected with issues of safety and security along the pathways located west of Dieppe Park and East of the Festival Plaza. One respondent said *“Downtown (lighting) good, otherwise, not so good”*. Another said *“Could be more (light) on walked paths at night. Security call buttons at nodes.”*

There seemed to be an almost equal concern that the park not be *“too bright”*. Some respondents said that glare would interfere with night time views of the Detroit River and the Detroit skyline while others warned about *“light pollution”*. The survey also revealed a concern for the use of energy, asking for LED and solar powered light fixtures to be used.

There is some desire for aesthetic lighting as well including lights designed to enhance specific features in the park. One person wrote, *“... Some more “fun” aesthetically pleasing lights would be a nice touch (LED please).”*

It should be noted that later in the survey (Question No. 38), two lighting-related items were included in a list of 32 potential future projects for the riverfront. These were “Lighting along Pathways and Public Gathering Areas”, and “Aesthetic Lighting of Specific Features”. Respondents were asked to rank the projects into the following categories: Very Important, Average Importance, Less Important, and Not Required. All projects received some level of support. Respondents ranked “Lighting along Pathways and Public Gathering Areas” as the Number 2 project on the list, and “Aesthetic Lighting of Specific Features” as the Number 4 project out of the 32 projects listed.

CONCLUSION

Respondents have assigned a high priority to lighting. They want more light so that they can feel safe using the park after dark and they want lighting that improves the aesthetic quality of specific features in the park.

Moreover, they want energy efficient lighting that doesn’t cause glare or result in light pollution.

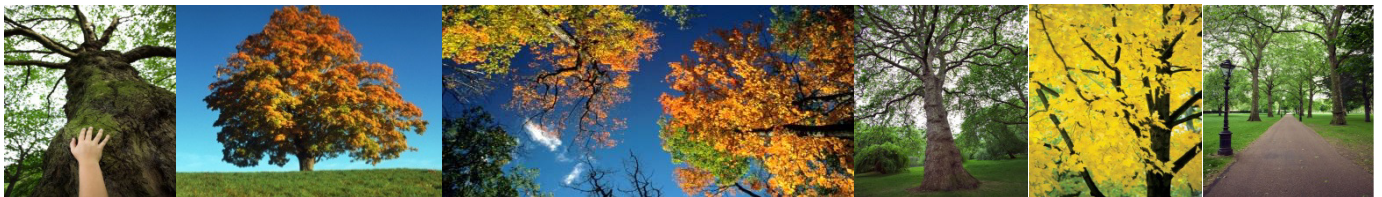
Consideration should be given to increasing the amount of lighting along pathways east and west of the downtown area. In addition, consider lighting for site features such as the sculptures in the Odette Sculpture Garden.

RECOMMENDATIONS

24. Provide additional lighting along pathways and in gathering areas - especially toward the western and eastern limits of the park.
25. Consider the use of energy efficient lighting, including LED fixtures and solar power.
26. Ensure that any new lighting does not result in glare so as to impact on the ability to view the river or Detroit Skyline.
27. Ensure that the lighting is designed so as not to result in “light pollution”.
28. As the park continues to develop, consider providing lighting to highlight or feature specific aspects of the park.

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▪ **TREE PLANTING ON THE RIVERFRONT**

Questions 30 invited respondents to indicate their support for the use of plantings and originally envisioned in the CRIP document. Question 31 invited respondents to indicate how satisfied they were with the tree planting that has occurred to date. Question 32 invited respondents to indicate how they prefer to see trees incorporated into the Central Riverfront Area.

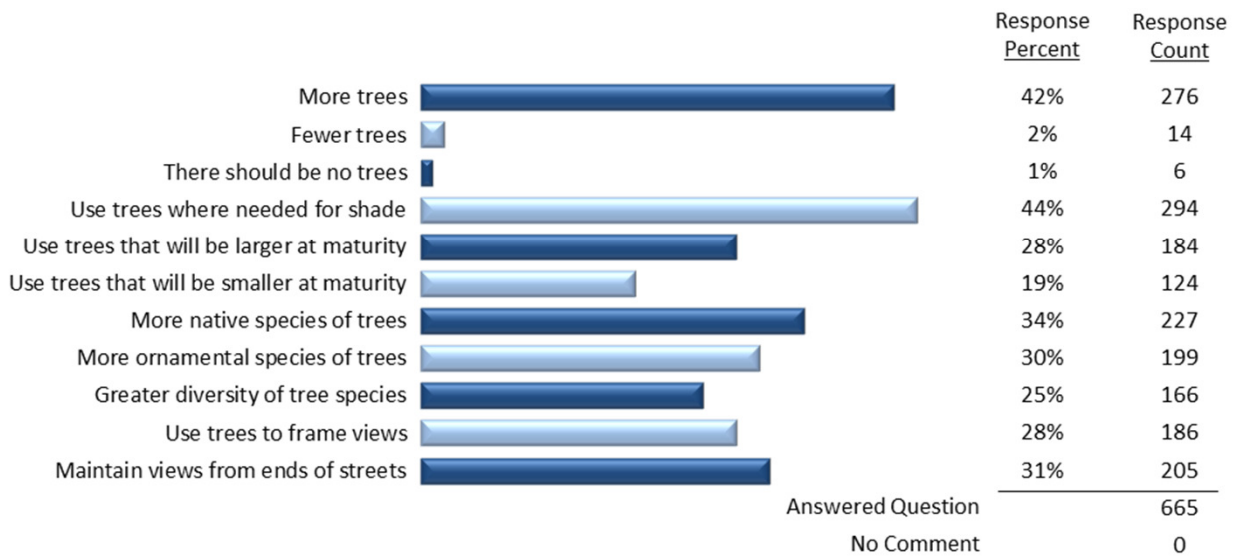
30. Do you support the type of planting outlined in CRIP and as described above?



31. Trees have already been planted in some areas. How satisfied are you with the nature of tree planting completed to date?



32. Which of the following represents your opinion of tree planting for the Central Riverfront Area. Check as many as apply.



ANALYSIS

BACKGROUND

The CRIP document 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.

To many, tree planting seems to be synonymous with “blocking views” and trees shouldn’t be used. We wondered whether this concern was prevalent in the community and if not, what type of tree planting would be considered acceptable.

DISCUSSION

Fully 93 percent of respondents either support or strongly support the type of planting described above. 81 percent report some level of satisfaction with the tree planting done to date. When asked which statement from a list represents their opinion about tree planting, 42 percent said they wanted more trees, only 2 percent said they wanted fewer trees, and only 1 percent said there should be no trees on the waterfront.

When asked whether they wanted trees that would be larger or smaller at maturity, approximately 50 percent more people preferred larger trees (28 percent for larger trees, 19 percent for smaller).

While 34 percent of respondents would like to see more native species used in the park, 30 percent want more ornamental species. It seems likely that a good mix of species would be satisfactory to the majority of people.

There is some agreement that views of the river should be maintained from the ends of the north/south streets that intersect Riverside Drive. This would be so that people walking, driving, or perhaps looking down the street from their house would be able to see through to the river or across to Detroit.

CONCLUSION

Clearly, people want more trees on the riverfront, particularly where they can be used to provide shade or frame views. They would like to see more native species where appropriate, but also like species that have value as ornamental plants – a wide diversity of species. Certainly care should be taken so as not to totally obliterate all views of the river or Detroit skyline, especially at the end of the residential streets intersecting with Riverside Drive.

RECOMMENDATIONS

29. Incorporate more trees into the Riverfront Park, utilizing trees where desirable for shade or to frame views.
30. Include more native species and more trees with ornamental value into the species mix.
31. Maintain clear view corridors at the northerly end of north/south streets adjacent to the Riverfront Park.

SECTION C: Special Issues Needing Review and Public Input

- USE AND PLACEMENT OF BEACONS AS A FRAMEWORK FOR THE CENTRAL RIVERFRONT AREA
- CONNECTIVITY TO THE SOUTH ACROSS RIVERSIDE DRIVE
- RIVERSIDE DRIVE WALKABILITY
- PARKING
- MUNICIPAL MARINA
- COMMERCIAL DEVELOPMENT ON RIVERSIDE DRIVE
- LIGHTING
- TREE PLANTING ON THE RIVERFRONT
- **PLAYGROUNDS**
- USE OF WATER FEATURES
- FUTURE PROJECTS



▪ **PLAYGROUNDS**

Questions 33 invited input on the quantity and quality of playgrounds and play areas currently provided within the Central Riverfront Lands and the issue of parking in general. Question 35 solicited public input of the amount of playground facilities included in the CRIP document. Question 36 provided the opportunity for respondents to indicate whether they supported the idea of introducing specialized play areas along the riverfront.

33. How satisfied are you with the type and nature of playground facilities provided to date?



34. Do you agree that there are sufficient locations of basic playground facilities in the CRIP Plan?



35. How strongly do you support the provision of more specialized play areas such as a splash pad or interactive play area?



ANALYSIS

BACKGROUND

The CRIP document provided for children’s playgrounds and play features at various points along the Riverfront.

We wondered whether the amount and type of existing play equipment is adequate and what people thought about some of the more specialized facilities such as waterplay areas.

DISCUSSION

Respondents showed a high regard for the type and nature of playground facilities provided to date along the waterfront. Eighty-eight percent were either satisfied or very satisfied with the current facilities and 84 percent indicate that there are sufficient areas for basic playground facilities in the CRIP Plan.

When asked whether they support the provision of more specialized play areas such as splash pads or interactive play areas, 75 percent indicated support or strong support.

RECOMMENDATIONS

32. Proceed with the provision of playground space and equipment in the manner completed to date and outlined in CRIP.

33. Consider the provision of specialized play opportunities such as water play areas, and interactive playgrounds as outlined in CRIP.

SECTION C: Special Issues Needing Review and Public Input

- USE AND PLACEMENT OF BEACONS AS A FRAMEWORK FOR THE CENTRAL RIVERFRONT AREA
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- **USE OF WATER FEATURES**
- FUTURE PROJECTS



▪ **USE OF WATER FEATURES**

Questions 36 and 37 solicited public feedback concerning the water features that currently exist within the Central Riverfront Area and the importance of incorporating additional water features along the riverfront.

36. How satisfied are you with the water features implemented to date (Udine Fountain and Bert Weeks Fountain).



37. How important is it to have additional water features along the Riverfront as outlined in CRIP?



ANALYSIS

BACKGROUND

The CRIP document provided for various water features including the Bert Weeks Fountain, a small canal feature running to the south side of Riverside Drive through an underpass structure, a “canal wall” which incorporated a linear trough and small pools along a walkway, and a “mist wall” near the Festival Plaza. It also incorporated the existing Udine Fountain into the design. The Udine Fountain and the Bert Weeks Fountain exist to date.

Water features can increase interest, attract people, make the area feel cooler, and tie into the theme of the river.

We wondered about how important these are to people and whether more should be included.

DISCUSSION

While 82 percent of respondents are satisfied or very satisfied with the water features that have been built along the waterfront to date, fewer (67 percent) want to see more. Comments show considerable concern over the lack of maintenance at the Bert Weeks Fountain. Others lament the fact that small water features near sculptures in the Odette Sculpture Garden aren’t operational.

CONCLUSION

While people like water features, they seemed concerned that a lack of maintenance can result in them being less than appealing. There seems to be concern as well that the fountains are expensive to build and operate.

Consideration should be given to improving the level of maintenance around the Bert Weeks Fountain, and to either putting the small water features in the Odette Sculpture Garden into operation or eliminating them completely.

While the proposed “mist wall” near the festival plaza is as much a functional element (for cooling) as it is an aesthetic one, it’s likely that it would be well received and may not require a high level of ongoing maintenance. Other potential water features such as the “canal wall” should be reviewed to ensure that ongoing maintenance will be feasible.

RECOMMENDATIONS

34. Improve the level of maintenance provided to existing water features, especially to the area around the Bert Weeks Fountain.
35. Repair or remove water features presently found in the Odette Sculpture Garden.
36. Give careful consideration to the provision of any additional water features. Ensure that they can be easily and adequately maintained.

SECTION C: Special Issues Needing Review and Public Input

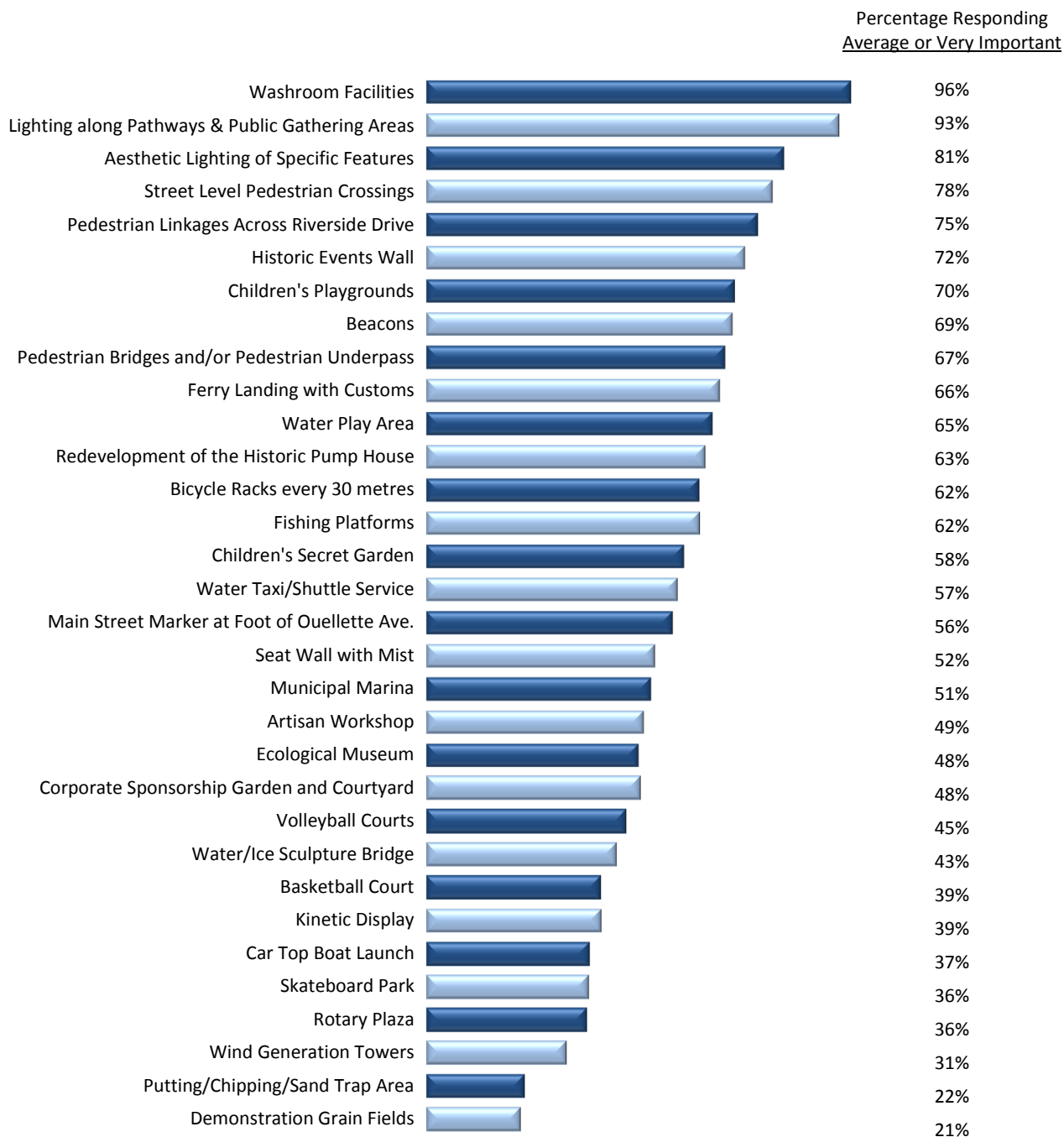
- USE AND PLACEMENT OF BEACONS AS A FRAMEWORK FOR THE CENTRAL RIVERFRONT AREA
- CONNECTIVITY TO THE SOUTH ACROSS RIVERSIDE DRIVE
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- LIGHTING
- TREE PLANTING ON THE RIVERFRONT
- PLAYGROUNDS
- USE OF WATER FEATURES
- **FUTURE PROJECTS**



▪ **FUTURE PROJECTS**

Questions 38 asked respondents to rank the importance of the remaining projects that were included in the CRIP document. Question 39 provided the opportunity for respondents to offer any additional suggestion or comments regarding the Central Riverfront Area.

38. Rank the following list of remaining projects with respect to how important each is to you.



Note: Each of the above projects were included in the original CRIP document, which should be referenced for a detail description of each item. Some additional explanation regarding these projects is provided later in this section.

39. Use the space below to provide any additional comments or suggestions regarding the Central Riverfront Area.

REPRESENTATIVE COMMENTS

- Wonderful initiative. Even if it takes longer, do everything better than well. Give all service clubs a place in a plaza to be mentioned.
- Signage for a connection to Walkerville. Fix Peace Beacon Bistro before you build more Beacons. Shouldn't overlook parking lot. Stop handicapping business with lack of signage or décor.
- I love trees, but the waterfront should be unobstructed.
- (Reducing width of Riverside Drive) No! No! No! No!
- You have something great now. Don't spoil it!
- I prefer land being used rather than empty land.
- (Additional Pedestrian Space along Riverside Drive:) Road should never be narrower than it currently is. Only support pedestrian space in Casino and Festival area. Pedestrian/bike lanes should never be closed during festivals. This summer, it interrupted visitor/resident movement along riverfront. Tourists could not get real feel of the riverfront stretch.
- More trees are required from Crawford Ave. to Bruce Ave. along Riverside Drive (Maples). At present, there is no shade. It's vacant. The Caron Ave. Pump Station is a heat island!!!
- The riverfront parkland is a crown jewel for river.
- Develop it (the riverfront) with caution (and) with low commercial impact. * Develop an annual capital works budget to speed up development.
- Along the river in Nelson B.C., they placed "activity stations" where pedestrians could perform cardio-vascular activities using the erected structures: very impressive... very active ... great participation noted.
- (Horticultural displays) should include taller trees and more colourful displays such as in Niagara Falls and Niagara-on-the-Lake.
- Your renderings of pedestrian underpasses looks good. It minimizes site obstructions from above. * (Provide) seasonal boat wells!
- Please do not clutter the waterfront with more buildings.
- (Provide) Gondolas.
- (Provide) Kite park.
- Bike racks should be around activity areas i.e., beacons, fountains, observation areas, washrooms etc. starting with heavily areas stop point like the festival plaza, children's play areas and build up according to demand.
- Interactive (water features) so can cool off in summer - even if just get feet wet.
- Leave our park alone!!
- Some of the Odette Sculptures at the east end (of the park) would be quite a nice addition - especially the elephants - Why are there none at the east end - near the Bert Weeks Fountain or in the new area added near Hiram Walkers.
- I am open to anything that makes the riverfront more interesting, fun, active, community-oriented. Just don't block the view. No more than 10% - which might happen with tall trees.
- Add children's water-play area in Segment 7.

- Get a pedestrian/bike ferry to Detroit.
- More trees needed. Need marina for eye candy and people watching. A visual magnet. Better lighting required and wide pedestrian underpasses would help stitch together downtown and the riverfront.
- I think a skate park is a great idea over another playground. Youth are often forgotten, skateboarding can be a positive activity including fresh air and exercise. Definitely more naturally shaded areas. I would encourage investigating drought tolerant and native plant species. We don't need to spend significant funds on water or use excessive amounts just because certain plants "look nice".
- (In addition to the proposed pedestrian tunnel at the Art Gallery location), two other pedestrian tunnels should be built if existing infrastructure do not obstruct or cause costly infrastructure re-engineering... Phase II pedestrian tunnel located under the Civic Green from north of Charles Clark Square... Phase III pedestrian tunnel located from Pitt Street, east of the Travel Lodge Hotel and west of Goyeau Street.
- Do not be afraid to try things that are outside the usual comfort zone. I would much rather see things done that push the boundaries of what a park should be knowing full well that sometimes things don't always go as planned and I would be comfortable with and would fully appreciate the effort taken.
- (Provide) more soft shores, less concrete. More Kayak landing.
- The riverfront really is a jewel and accommodates so many different uses. I just don't want to lose sight of the fact that, among other things, it is a green transportation corridor.
- I hope you guys nail it. Please be progressive, be daring, be creative.
- Windsor is finally on the right track! Keep up the hard work. We just need to add some life to the riverfront. Let's make it exciting and fun, a place for people of all ages to go to and make a day of it.
- Passive green park with little anything and NO PARKING LOTS.
- Push this through!!!! We need it

ANALYSIS

BACKGROUND

There is still a lot of work to be done to fully implement the CRIP . The purpose of this section was to determine which of the remaining parts of the original plan were considered most important.

DISCUSSION

Respondents were asked to rate a list of 32 projects that were identified as future initiatives in the original CRIP document. Most of the projects do not require a description to comprehend the project characteristics. Other projects are less obvious. A complete description of each project is included in the CRIP document. The projects were to be rated as Very Important, Average Importance, Less Importance, and Not Important. Values were assigned to each rating. The values were tallied and the result was used to rank the initiatives.

Using the rankings, respondents deemed the provision of additional washroom facilities as the most important thing needed on the riverfront. There is concern about the quantity of facilities available in general, but more specifically they want to see the existing facilities available more often.

There is concern about the extent of lighting in the park including both security lighting along pathways and public gathering areas, but also aesthetic lighting of specific park features. This issue is covered in more detail in the "Lighting" section of this report. The two items referencing lighting were ranked second and third.

The fourth, fifth, and ninth most important issues listed concern pedestrian road crossings at Riverside Drive.

Items sixth and eight include: construction of the remainder of the Beacons, as well as a planned “Historic Events Wall”.

The least important initiatives include a Putting/Chipping/Sand Trap Area, Demonstration Grain Fields, Wind Generation Towers, Rotary Plaza.

The proposed Marina ranked 19 out of 32 initiatives and a proposed “Main Street Marker at the Foot of Ouellette Ave.” was ranked as 17 out of 32.

One respondent suggested that the Riverfront should be connected more strongly to the neighbourhoods to the south, some of which are some distance into the city. He mentioned the various BIAs in Walkerville, Erie Street, and Ottawa St., suggesting there could be wayfinding signage along the riverfront that would point to these areas. He also suggested that the streets leading to and from these areas could be upgraded with wider sidewalks, trees, banners and decorative lighting. While most people would agree with the need to “tie in” the Riverfront Park with the areas south of Riverside Drive, this respondent went further by suggesting that the riverfront should be connected to specific destinations, and that some improvement to the north/south streets should be undertaken to strengthen the linkage. This could even include joint promotions with the BIAs to support this concept.

Another respondent suggested that the Great Lakes Institute should be included as part of the Riverfront Development, and that there is precedent for such agencies creating tourist attractions that are quite popular. The idea would be to include a tourist and/or educational component that reflects the work of the Institute. Consideration should be given to exploring this possibility with the University of Windsor and perhaps the Great Lakes Institute itself.

A couple of people commented that they would like to see physical fitness equipment included along the trails. One respondent noted seeing this in Santa Monica and that it was extremely popular with both sexes, and older kids and teens.

While not reflected in the surveys, several residents asked for a timetable for completion of the park and for an estimate of costs. The only estimates available at this time are those that were included in the original study – which are now over thirteen years old. Consideration should be given to updating the estimates, as well as the five year capital forecast for the park. One respondent commented, *“Develop an annual capital works budget to speed up development”*.

As development of the Central Riverfront park system has proceeded, it seems apparent that some of the specific site plans in the CRIP document should be reviewed and updated accordingly. In some cases, this would be to integrate any “as constructed” revisions to the park. For example, to accommodate specific concerns about noise, the festival stage was built at the west end of the festival plaza, rather than the east. Also, the proposed Pedestrian Bridge, connecting the festival plaza to the south side of Riverside Drive, might now become a Pedestrian Underpass. These changes should be reflected in the plan.

CONCLUSION

Respondents seem most interested in things that would provide service, safety, and convenience along the waterfront. Washrooms, pedestrian crossings, and the Beacons (with associated concessions and service areas)

are considered important. Things that could be put anywhere in the city - such as putting greens, basketball courts, volleyball courts, and a skateboard park - are seen as being less important. The proposed municipal marina, children's gardens, a water taxi and a water play area occupy the middle ground.

Several respondents suggested that there was a need for more access to the river for kayaks and canoes.

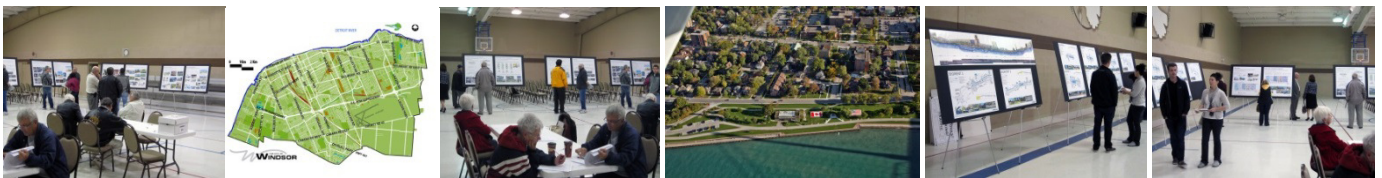
Some consideration should be given to how the Great Lakes Institute could become involved to anchor a significant tourist attraction someplace along the park, and to identifying specific linkages to areas south of Riverside Drive.

Also, it might be useful to update specific portions of the CRIP document and the project cost estimates to an "order of magnitude" standard and consider what items might be included in a five year capital forecast.

RECOMMENDATIONS

37. Consider improvements to the existing washroom facilities in the park. Consider implementing a schedule to keep them open for longer periods of time.
38. Give a high priority to the provision of additional washroom facilities either within Beacons or in stand-alone facilities.
39. Give a high priority to the provision of lighting along pathways and gathering areas in the easterly and westerly reaches of the park.
40. Give a high priority to the installation of additional Beacons, ensuring that in addition to providing services, they each portray some aspect of Windsor.
41. Give a high priority to the installation of pedestrian underpasses where warranted by a large volume of potential pedestrians.
42. Give a low priority to the installation of putting greens, basketball courts, volleyball courts or a skateboard park on the riverfront.
43. Consider the provision of a municipal marina, children's gardens, a water taxi, and a water play area as mid-level priorities.
44. Consider connecting the Riverfront Park to specific areas south of Riverside Drive through wayfinding signage, improvements to the north/south streets leading to and from these areas, and possible joint promotion of these areas.
45. Consider a partnership with an entity such as the Great Lakes Institute in order to highlight the park's location on the Great Lakes system.
46. Consider revisions to the CRIP master plan to incorporate the results of this public consultation. Such revisions might be viewed as the preparation of more detailed concepts for specific areas of the park, such as the Festival Plaza or the Beacons.
47. Update the schedule of costs in the CRIP master plan to present day costs so as to have an "order of magnitude" estimate of the works.
48. Update the five year Capital Forecast to incorporate ongoing development of the Riverfront lands.

SECTION D: Next Steps



NEXT STEPS

This review process achieved the principal goal of establishing the current preferences and priorities of the general public for future development of the Central Riverfront park system. The input that was received is documented in the preceding sections of this report. Based on the input, 48 recommendations were set out in Section C of this report.

If City Council chooses to adopt this report for the purposes of guiding the ongoing implementation of the Central Riverfront Implementation Plan, the following specific actions should be considered as next steps:

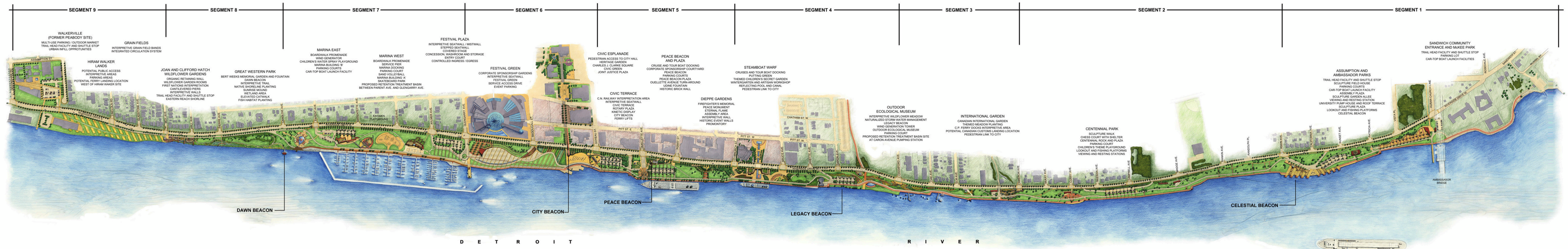
GENERAL MEASURES:

- This review has established that there is a high level of satisfaction amongst the general public with the development of the Central Riverfront park system that has occurred to date. There is also high level of public support for continuing with the development of the Central Riverfront park system in the same general manner. Therefore, given that the original CRIP document had a planning horizon of 25 years, the City could simply carry on with implementation of the master plan as originally envisioned. The development of many of the remaining elements requires little more than preparation of final designs, tendering and construction. Some of the more substantial items (i.e., pedestrian underpasses, marina, fundamental changes to the roadway cross section of Riverside Drive) would require the successful completion of Environmental Assessments before proceeding to final design.
- As noted, a considerable amount of development that has taken place to date. Some of the development has occurred in forms and/or locations that deviate from what was envisioned in the original CRIP document. In order to ensure the completed works integrate properly with the future works, we recommend that the CRIP document be updated to account for revisions that have naturally occurred as a result of the work done to date - as well as to incorporate the findings of this report. The updates/revisions might take the form of more detailed plans for specific sections of the park, including: the Festival Plaza, the Beacons, the Marina, and (if the Marina is relocated) the area where the Marina was originally proposed, etc.;
- Once the above is completed, we recommend that an exercise be commissioned to update the cost estimates that were originally provided in the CRIP document – including new cost estimates for any of the proposals that were not specifically included in the original report;
- Using the findings of this report and the updated cost estimates as a reference, we recommend that Council develop a priority list for future developments, renovations, and repairs to the Central Riverfront park system;
- Based on the above, we recommend that a five-year capital forecast be developed for the ongoing implementation of CRIP.

PROJECT-SPECIFIC MEASURES:

Depending upon which projects Council decides to prioritize for the further development of the Central Riverfront park system, the following actions and requirements should also be considered:

- If the development of additional “Beacons” is prioritized, then preparation of detailed plans and cost estimates for each undertaking should be commissioned;
- If the development of grade-separated pedestrian crossings of Riverside Drive is prioritized, then the project should be reviewed within the context of the *Ontario Environmental Assessment Act* – either as an amendment to the Riverside Drive Vista Improvement project, or as a stand-alone Class Environmental Assessment, using the CRIP document as the master plan and framework for the overall development;
- If the development of additional pedestrian space along Riverside Drive is prioritized, then the undertaking should proceed in accordance with the recommendations of the CRIP document and the Riverside Drive Vista Improvement project;
- If the City wishes to pursue fundamental changes to the cross section of Riverside Drive, then an amendment to the Riverside Drive Vista Improvement project should be initiated in accordance with the provisions of the *Ontario Environmental Assessment Act*; and,
- If the development of a marina is prioritized, the project should be reviewed within the context of the *Ontario Environmental Assessment Act* as an amendment to the Windsor Shoreline Improvement Municipal Class Environmental Assessment (2005). It should be noted that an update / amendment to this document will be required in any case, should the recommended shoreline improvement works take place after June 2015.



WINDSOR RIVERFRONT MASTER PLAN

What is **CRIP**?

Central Riverfront Implementation Plan

- Prepared in 2000 by Consultants and City Staff with **extensive public consultation**.
- Created to record the **community's vision and establish the framework** for development of the Central Riverfront Lands.

Why **CRIP**?

CRIP was established to give City Council and City Staff a planning tool to be used for the **future design and development** of the waterfront.

It is meant to be the **big picture** – a **living document**. It is structured to allow for changes as development proceeds and new opportunities or constraints are realized.

It is included as part of the City of Windsor **Official Plan** with status as an official planning document.

What it **is** and **what it isn't!**

It isn't an actual site plan. Things won't necessarily be built exactly where and as shown.

It is a masterplan or a set of design guidelines to be considered as part of future design work.

It includes the **types of places and activities to be considered**, and how they relate both to each other and to surrounding areas.

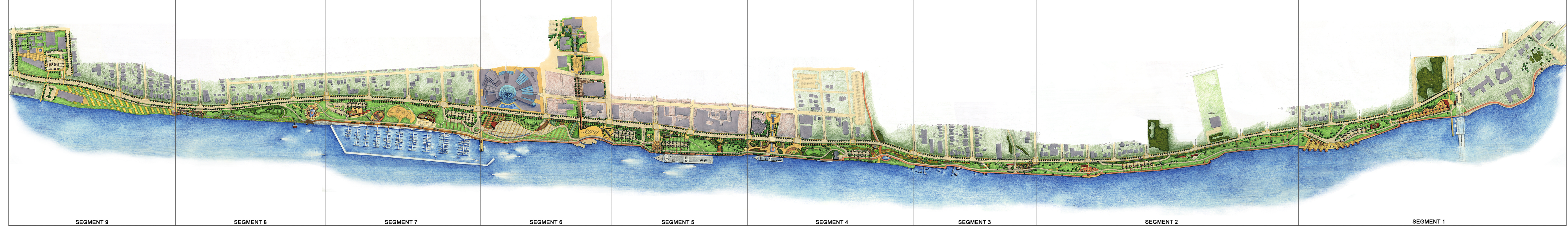
Why this **meeting**?

The time frame for implementation of the plan is 25 years.

We are approximately at the **mid-point** of this timeframe and City Council has asked us to **check in** with the **public** for comment on progress.

A lot has been accomplished in 13 years and it is **time to review** the plans to make sure that the next decade or more of development stays on track.

Please tell us what you think!



SEGMENT 9

SEGMENT 8

SEGMENT 7

SEGMENT 6

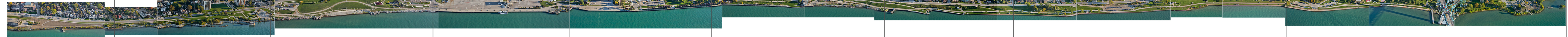
SEGMENT 5

SEGMENT 4

SEGMENT 3



SEGMENT 2

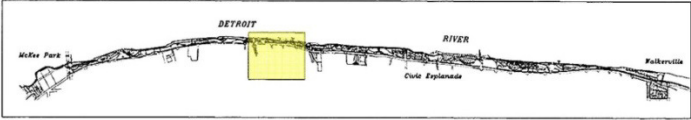
SEGMENT 1



SEGMENT 3

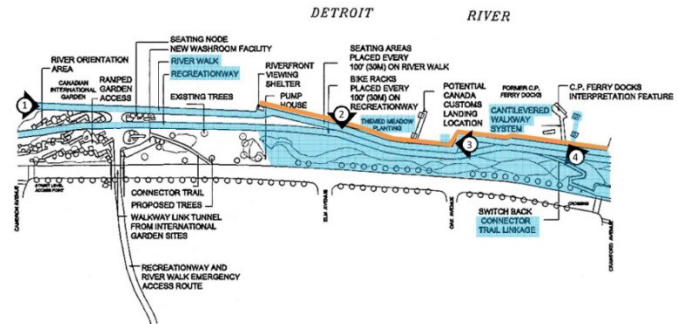
LEGEND:

- COMPLETED/BUILT ELEMENTS 
- SHORELINE UPDATED SINCE 2000 
- REMAINDER OF THE SITE STILL TO BE BUILT OUT (WHITE AREAS)



- ELEMENTS COMPLETED SINCE CRIP:**
- SHORELINE IMPROVEMENTS (EAST OF ELM AVENUE)
 - FORMER CP FERRY DOCKS AND PILINGS REMOVED
 - NEW RIVERWALK AND RECREATIONWAY
 - CONNECTOR TRAIL LINKAGE
 - CANTILEVERED WALKWAY
 - MEADOW PLANTINGS

- ELEMENTS THAT EXISTED BEFORE CRIP:**
- SHORELINE PROTECTION (WEST OF ELM AVENUE - MEETS LONG-TERM NEEDS)
 - PUMP HOUSE



SCULPTURE WALK / RECREATIONWAY



SHORELINE IMPROVEMENTS, RIVERWALK / RECREATIONWAY AND PLANTINGS



SCULPTURE WALK



CANTILEVERED WALKWAY



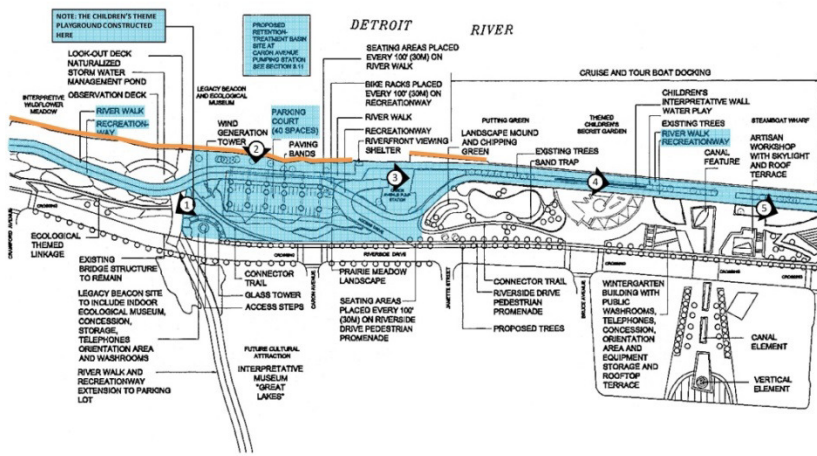
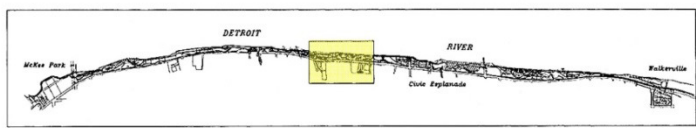
SEGMENT 4

LEGEND:

- COMPLETED/BUILT ELEMENTS
- SHORELINE UPDATED SINCE 2000
- REMAINDER OF THE SITE STILL TO BE BUILT OUT (WHITE AREAS)

- ELEMENTS COMPLETED SINCE CRIP:**
- SHORELINE IMPROVEMENTS (GENERALLY WEST OF JANETTE AVENUE)
 - PARKING COURT
 - RIVERWALK AND RECREATIONWAY (WEST OF CARON AVENUE)
 - CHILDREN'S THEME PLAYGROUND (PROGRAMMED IN SEGMENT 2)

- ELEMENTS THAT EXISTED BEFORE CRIP:**
- CARON AVENUE PUMP STATION
 - RIVERWALK AND RECREATIONWAY (EAST OF CARON AVENUE)
 - STEAMBOAT WHARF (REQUIRES LONG-TERM SHORELINE IMPROVEMENTS)





CENTRAL RIVERFRONT IMPLEMENTATION PLAN REVIEW

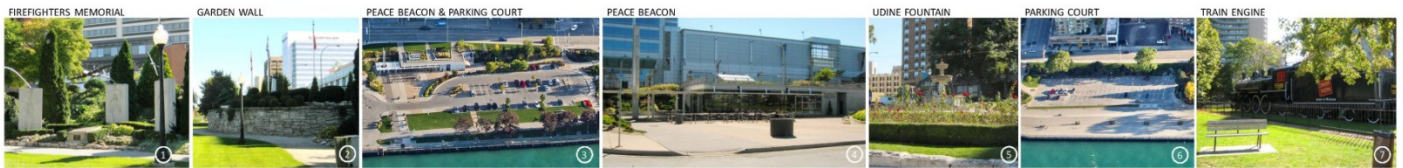
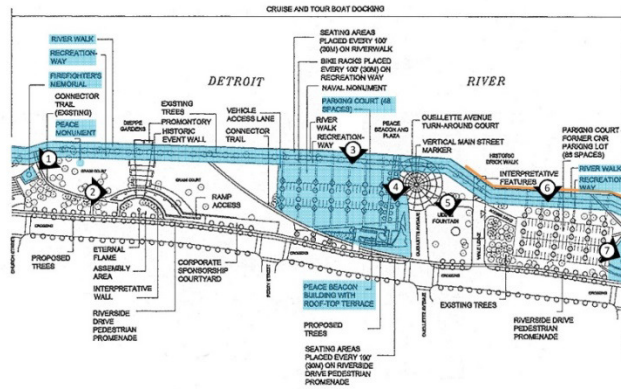
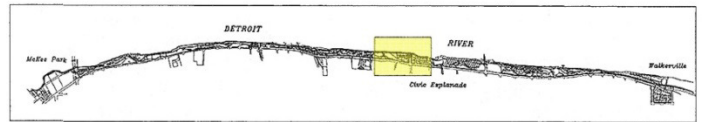


SEGMENT 5

LEGEND:



- COMPLETED/BUILT ELEMENTS 
- SHORELINE UPDATED SINCE 2000 
- REMAINDER OF THE SITE STILL TO BE BUILT OUT (WHITE AREAS)

- ELEMENTS COMPLETED SINCE CRIP:**
- SHORELINE IMPROVEMENTS (EAST OF VIALE UDINE)
 - RIVERWALK (EAST OF VIALE UDINE)
 - FIREFIGHTERS MEMORIAL
 - PEACE BEACON BUILDING AND PLAZA
 - PARKING COURT AT PEACE BEACON
 - PEACE MONUMENT
- ELEMENTS THAT EXISTED BEFORE CRIP:**
- UDINE FOUNTAIN
 - SHORE PROTECTION (WEST OF VIALE UDINE -- MEETS LONG-TERM NEEDS)
 - RIVERWALK AND RECREATIONWAY

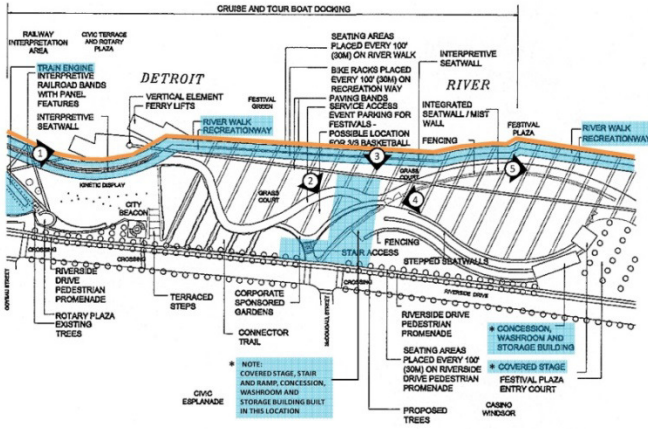
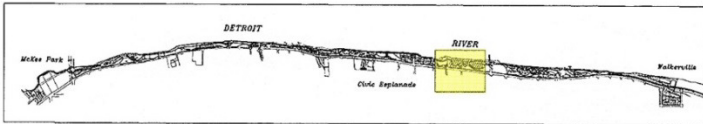


SEGMENT 6

LEGEND:

- COMPLETED/BUILT ELEMENTS 
- SHORELINE UPDATED SINCE 2000 
- REMAINDER OF THE SITE STILL TO BE BUILT OUT (WHITE AREAS)

- ELEMENTS COMPLETED SINCE CRIP:**
- SHORELINE IMPROVEMENTS
 - RIVERWALK AND RECREATIONWAY
 - TRACKS AND TIES REMOVED FROM FERRY LIFTS
 - COVERED STAGE
 - CONCESSIONS, WASHROOM AND STORAGE BUILDING
 - STAIR / RAMP ACCESS
- ELEMENTS THAT EXISTED BEFORE CRIP:**
- TRAIN ENGINE
 - FERRY LIFTS
 - PAVEMENT WITHIN CIVIC TERRACE AND FESTIVAL PLAZA



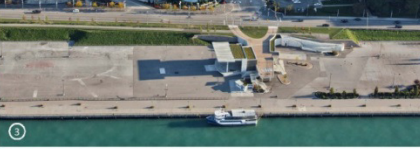
FERRY LIFTS



LOOKOUT AND STAIR ACCESS BEHIND COVERED STAGE



FESTIVAL PLAZA & COVERED STAGE WITH CONCESSION, WASHROOM & STORAGE BUILDING



COVERED STAGE



FESTIVAL PLAZA



CENTRAL RIVERFRONT IMPLEMENTATION PLAN REVIEW

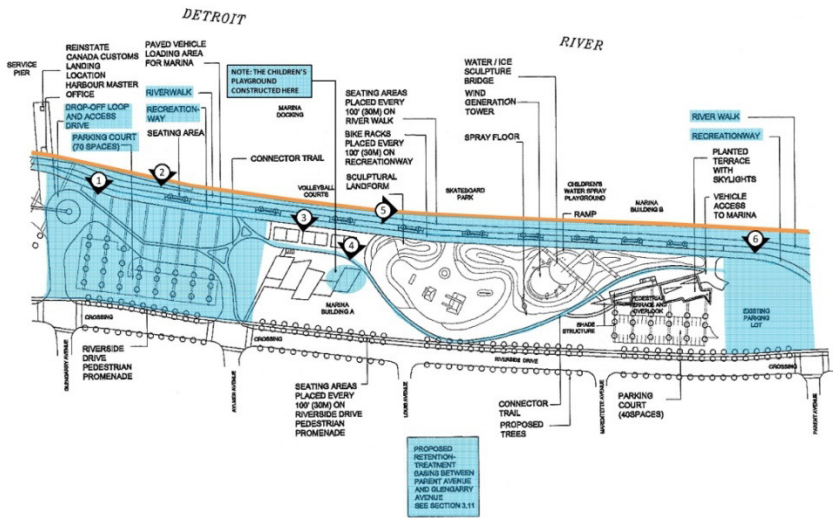
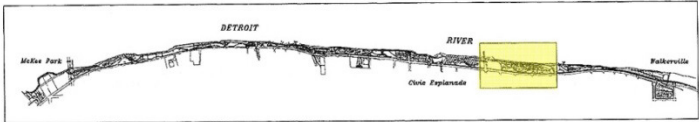


SEGMENT 7

LEGEND:

- COMPLETED/BUILT ELEMENTS
- SHORELINE UPDATED SINCE 2000
- REMAINDER OF THE SITE STILL TO BE BUILT OUT (WHITE AREAS)

- ELEMENTS COMPLETED SINCE CRIP:**
- SHORELINE IMPROVEMENTS
 - RETENTION TREATMENT BASIN (RTB)
 - PARKING COURT AT RTB
 - DROP-OFF LOOP AND ACCESS DRIVE
 - RIVERWALK AND RECREATIONWAY
- ELEMENTS THAT EXISTED BEFORE CRIP:**
- EAST PARKING COURT NEAR BERT WEEKS FOUNTAIN



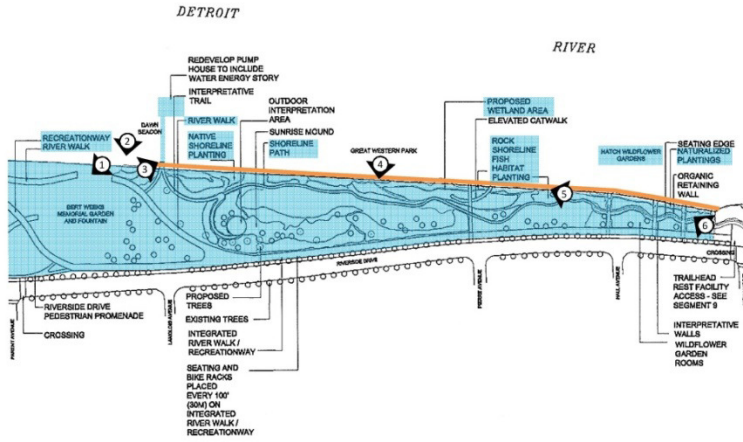
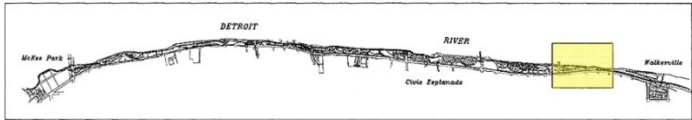
SEGMENT 8

LEGEND:

- COMPLETED/BUILT ELEMENTS
- SHORELINE UPDATED SINCE 2000
- REMAINDER OF THE SITE STILL TO BE BUILT OUT (WHITE AREAS)

- ELEMENTS COMPLETED SINCE CRIP:**
- SHORELINE IMPROVEMENTS (EAST OF LANGLOIS AVENUE)
 - FISH HABITAT
 - NATIVE PLANTINGS
 - RIVERWALK AND RECREATIONWAY

- ELEMENTS THAT EXISTED BEFORE CRIP:**
- PUMP HOUSE
 - BERT WEEKS MEMORIAL GARDEN AND FOUNTAIN



CENTRAL RIVERFRONT IMPLEMENTATION PLAN REVIEW



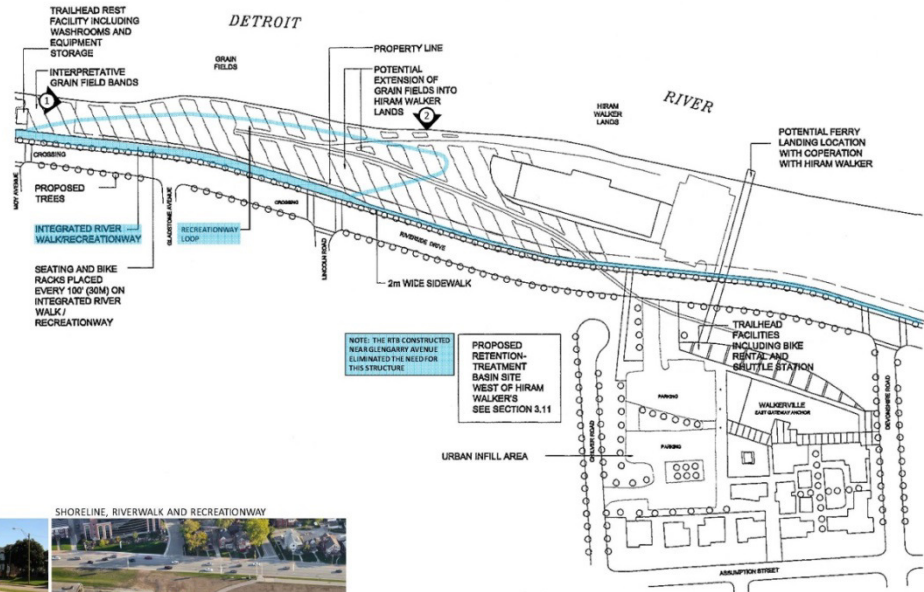
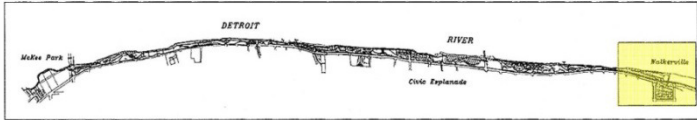
SEGMENT 9

LEGEND:

- COMPLETED/BUILT ELEMENTS
- SHORELINE UPDATED SINCE 2000
- REMAINDER OF THE SITE STILL TO BE BUILT OUT (WHITE AREAS)

ELEMENTS COMPLETED SINCE CRIP:

- RAILWAY TRACKS REMOVED
- RECREATIONWAY EXTENDED TO NEW PARK BOUNDARY



CENTRAL RIVERFRONT IMPLEMENTATION PLAN REVIEW



BEACONS

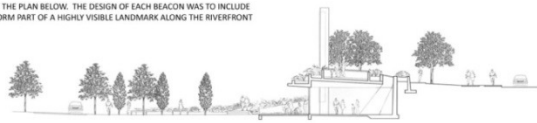
HOW IMPORTANT ARE THE BEACONS IN TERMS OF THE RIVERFRONT DEVELOPMENT?

- 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.

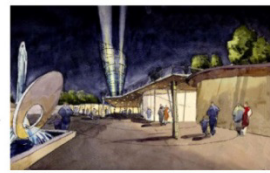
ORIGINAL BEACON PLAN

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.



SECTION A-A



CELESTIAL BEACON



LEGACY BEACON



PEACE BEACON (AS VISIONED IN CRIP)



PEACE BEACON (AS CONSTRUCTED)

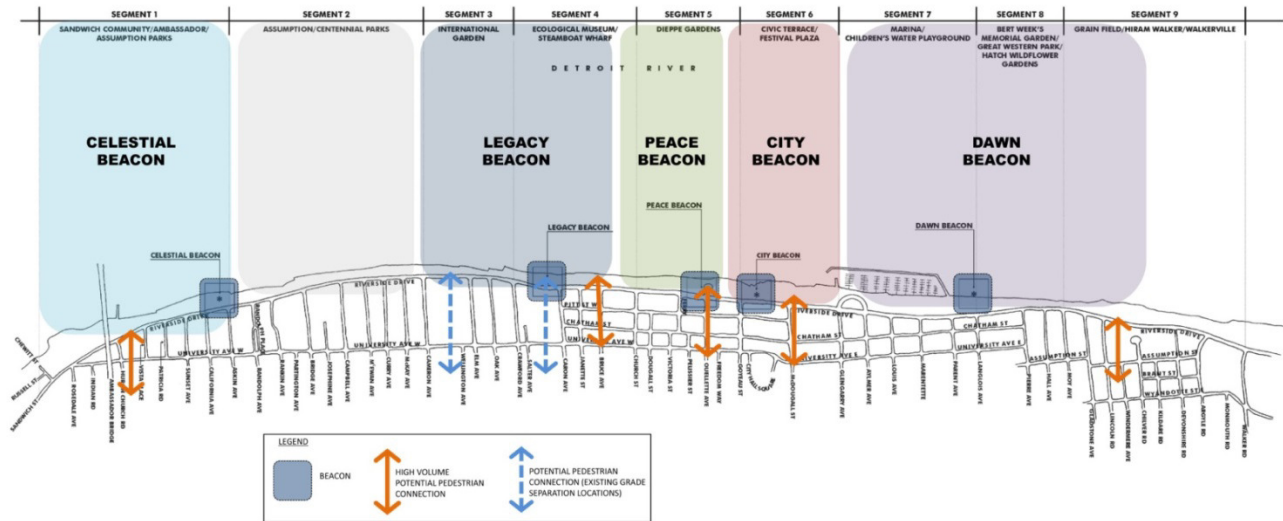


CITY BEACON



DAWN BEACON

BEACON LOCATIONS (AS PROPOSED IN CRIP)



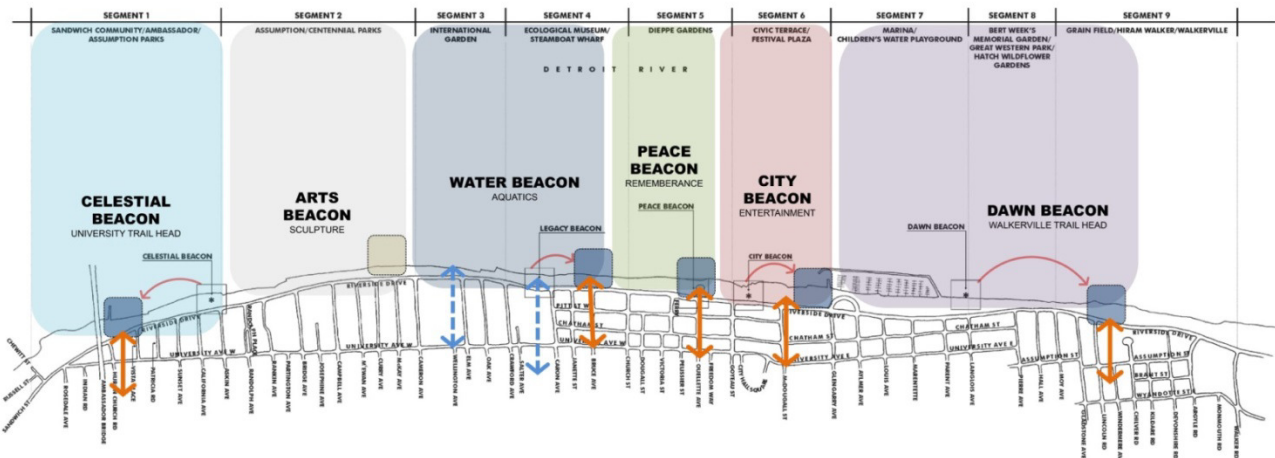
BEACONS (POSSIBLE CHANGES)

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

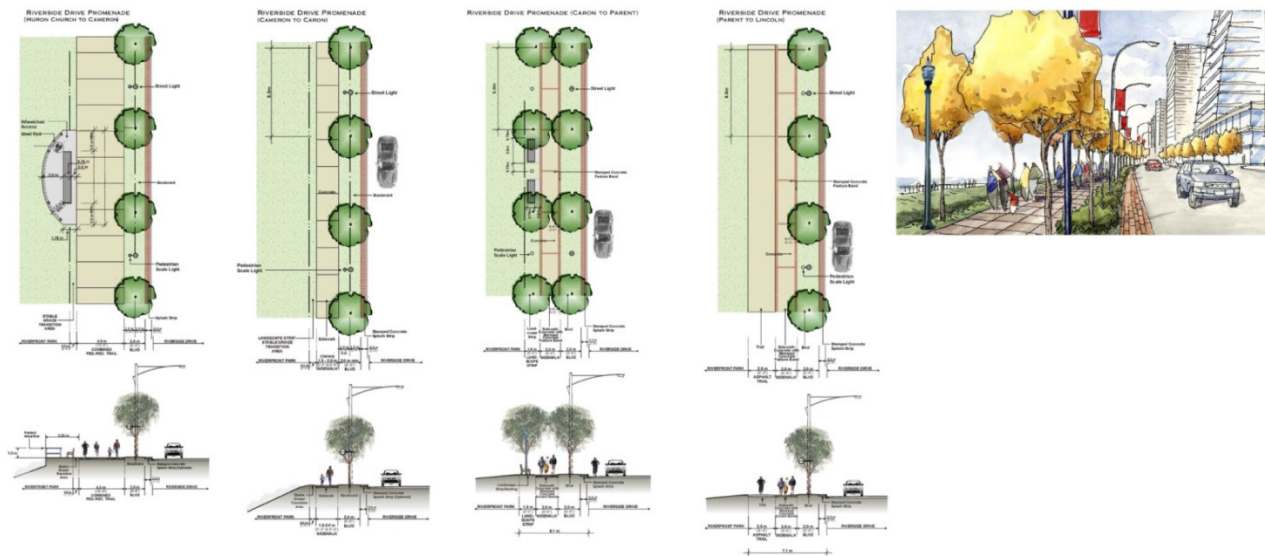


RIVERSIDE DRIVE WALKABILITY

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 QUELLETTE 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



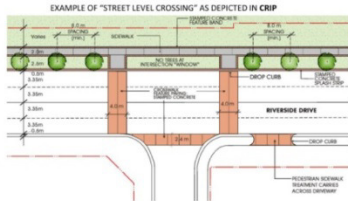
PEDESTRIAN ISLANDS



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).



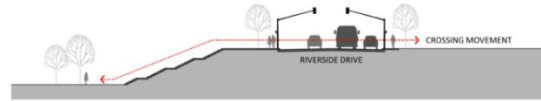
AN "AT-GRADE CROSSING" OR "STREET LEVEL CROSSING" REQUIRES CROSSING THE STREET AND THEN GOING DOWN ONE LEVEL TO GET TO THE PARK WHICH IS TYPICALLY MUCH LOWER THAN RIVERSIDE DRIVE.

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.

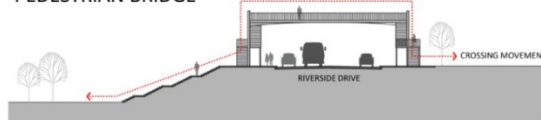
NOTE THAT MOVEMENT (ACROSS AND DOWN ONE LEVEL IS THE SAME FOR STREET LEVEL CROSSINGS AND UNDERPASS CROSSINGS.

STREET LEVEL CROSSING:



BRIDGE OR UNDERPASS OPTIONS:

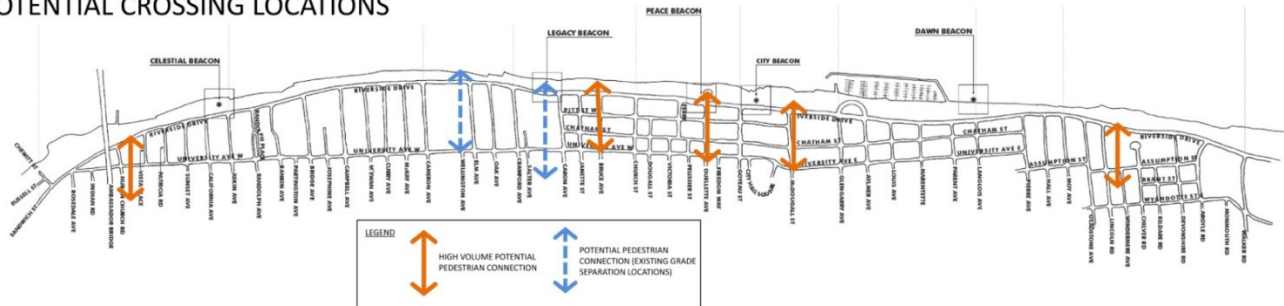
PEDESTRIAN BRIDGE



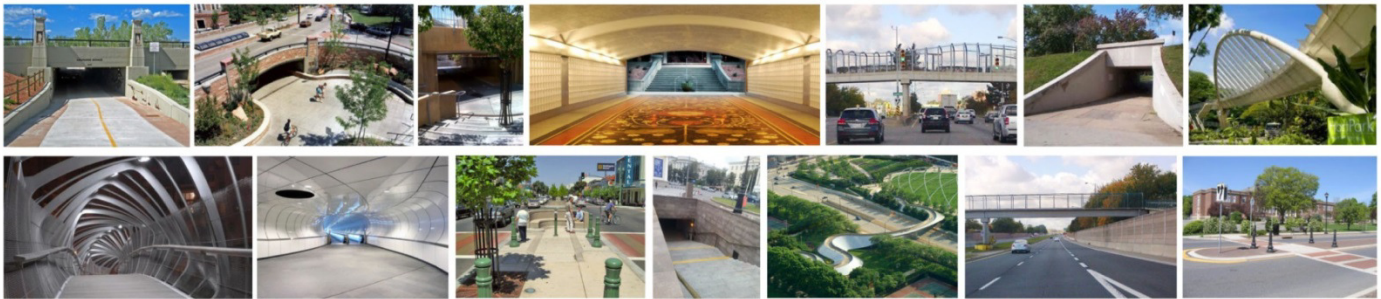
PEDESTRIAN UNDERPASS



POTENTIAL CROSSING LOCATIONS



EXAMPLES OF CROSSINGS



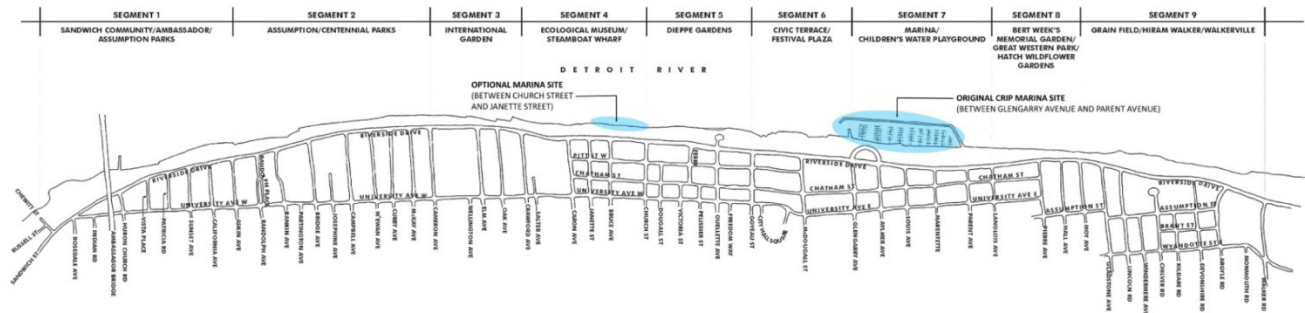
MUNICIPAL MARINA

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?



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

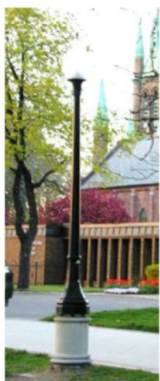
- IN PLAZA AREAS, TO REDUCE VISUAL CLUTTER, LIGHTING SHOULD BE INTEGRATED WITH SPECIAL FEATURES, FOR EXAMPLE, THE INTERPRETIVE WALL, PLAZA SEATING OR RETAINING WALLS.
- A SIMPLIFIED 15' (4.5M) LIGHT STANDARD DESIGN, OR STANDARD RECOMMENDED FOR CONDITION 3, SHOULD INCORPORATED USING AN ALTERED POLE AND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

LIGHTING CONDITION 5: PARKING AREAS

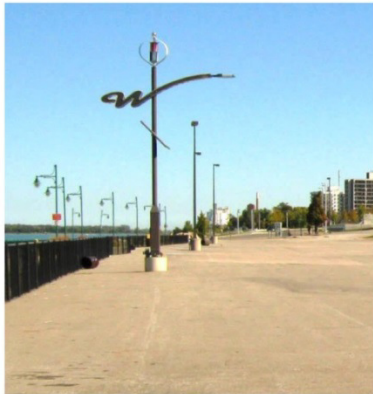
- UTILIZE A LIGHTED BOLLARD WITH UP-LIGHT AND DOWN-LIGHT SYSTEMS.
- SUPPLEMENT BOLLARD LIGHTING WITH SIMPLIFIED LIGHT STANDARD, AS RECOMMENDED FOR LIGHTING CONDITION 3, TO ACHIEVE DESIRED LIGHTING LEVEL.



CONDITION 1 - CURRENT RIVERSIDE DRIVE STREET LIGHTS



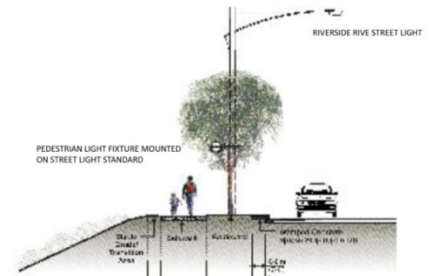
CONDITION 2 - ALONG THE LENGTH OF THE RIVERSIDE DRIVE PEDESTRIAN PROMENADE



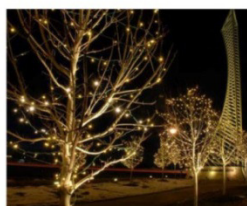
CONDITION 3 - RIVERWALK / RECREATIONWAY LIGHTING



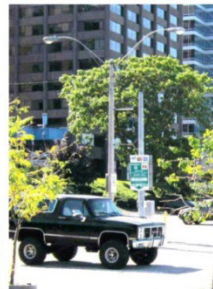
PEDESTRIAN FIXTURE MOUNTED ON STREET LIGHT STANDARD



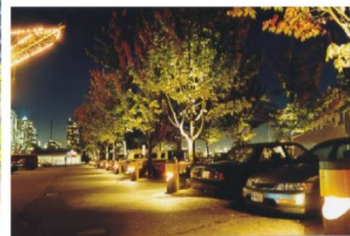
ACCENT LIGHTING AT BEACONS



HOLIDAY LIGHTING



CONDITION 5 - PARKING LOT LIGHTING



PARKING LOT BOLLARD LIGHTING



HISTORIC STYLE FIXTURE TO SUPPLEMENT BOLLARD LIGHTING

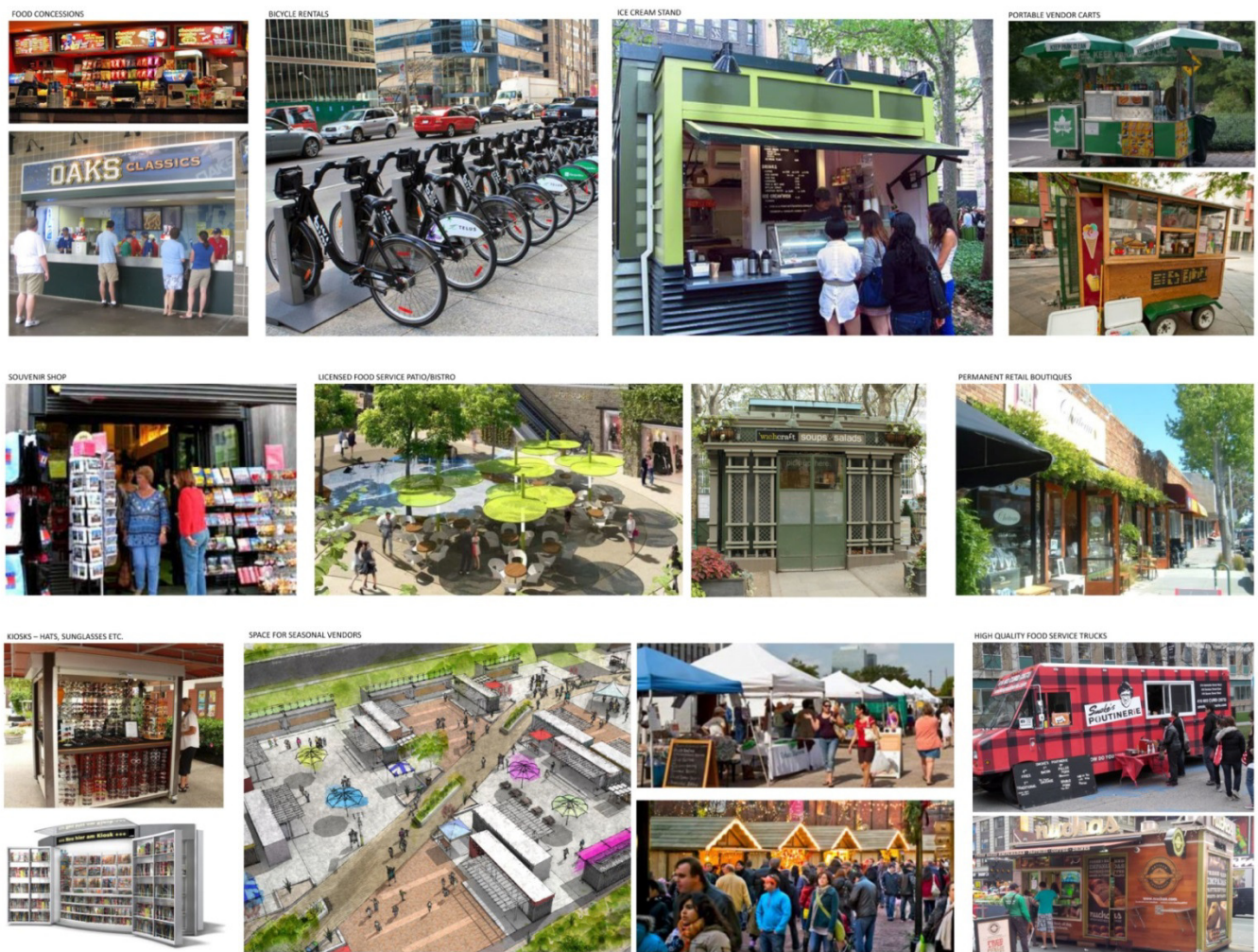
CONDITION 4 - LIGHTING INCORPORATED INTO SPECIAL FEATURES

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



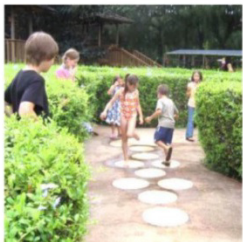
PLAYGROUNDS

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



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?

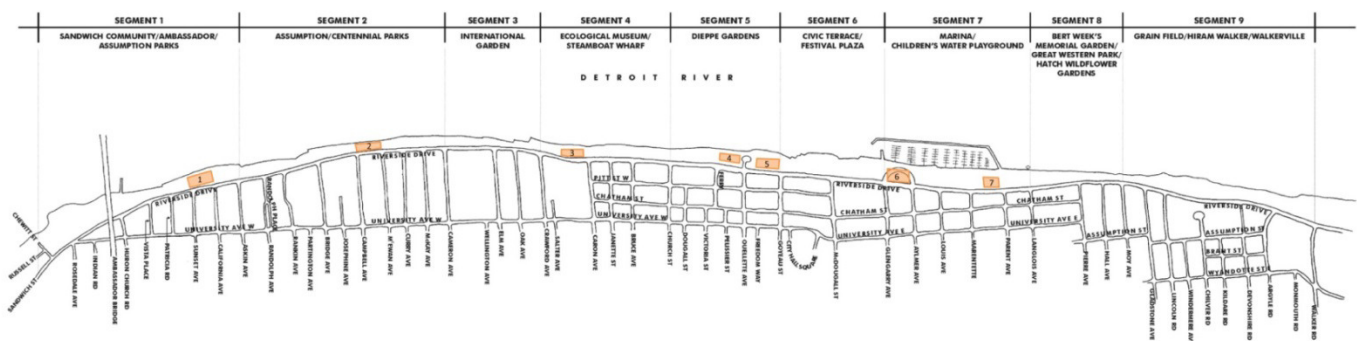
- MORE TREES
- FEWER TREES
- THERE SHOULD BE NO TREES
- USE TREES WHERE NEEDED FOR SHADE
- USE TREES THAT WILL BE LARGER AT MATURITY
- USE TREES THAT WILL BE SMALLER AT MATURITY
- MORE NATIVE SPECIES OF TREES
- MORE ORNAMENTAL OR FLOWERING TREES
- GREATER DIVERSITY OF TREE SPECIES
- USE TREES TO FRAME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

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.

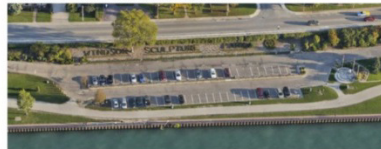
EXISTING PARKING ALONG THE RIVERFRONT



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 (DURILLETT 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



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

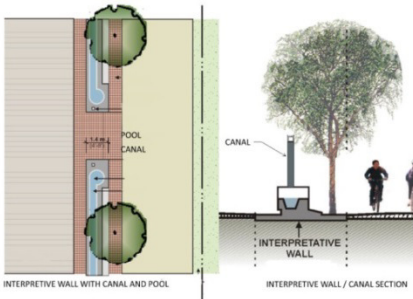


OBSERVATION PLATFORMS



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 COURTYARD
- 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 SPECIALTY 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

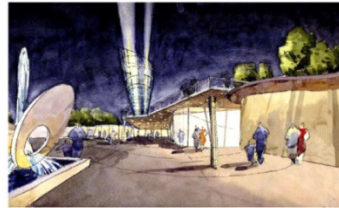
MUNICIPAL MARINA



BEACONS



CITY BEACON - SEGMENT 6



CELESTIAL BEACON - SEGMENT 1



DAWN BEACON - SEGMENT 8



LEGACY BEACON - SEGMENT 4

RECREATION



CAR TOP BOAT LAUNCH



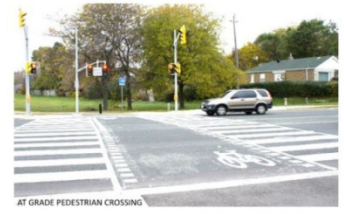
WATER TAXI / SHUTTLE SERVICE



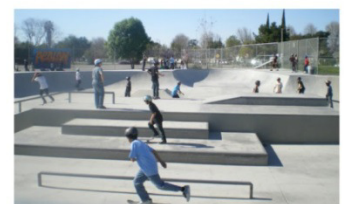
FISHING PLATFORMS



HARD SURFACE PLAY AREAS



AT GRADE PEDESTRIAN CROSSING



SKATEBOARD PARK

PEDESTRIAN LINKAGES



PEDESTRIAN BRIDGE



PEDESTRIAN UNDERPASS

APPENDIX 2: Comment Sheets

A copy of all Comment sheets and correspondence received during this review process are provided separately as pdf's on the attached DVD.



September 30, 2013

Project No.: 13-018

City of Windsor
350 City Hall Square West
Windsor, ON, N9A 6S1

Attention: Mr. Mario Sonogo, P.Eng.
City Engineer

**Re: Central Riverfront Implementation Plan (CRIP) Review
Scope of Services and Fee Proposal**

Dear Mr. Sonogo:

Further to our recent discussions regarding the above-noted project, we are pleased to submit this scope of services and fee proposal for your consideration.

Background

We understand that on July 5, 2013 City Council resolved to defer the construction of the pedestrian underpass near the Windsor Art Gallery, and to embark on a city-wide review of the Central Riverfront Implementation Plan (CRIP) that was completed in 2000. We further understand that on September 9, 2013, City Council resolved that administration proceed with the hiring of a consulting team for this purpose.

Purpose and Scope

The Central Riverfront Implementation Plan (CRIP) was completed in 2000. For the past 13 years since its adoption, the CRIP document, with the over-arching principles and design standards presented therein, has provided the framework for undertaking improvements to Riverfront Park. It is City Council's desire to obtain feedback from the general public in the process of reviewing and renewing their current vision, preferences and priorities for further development of, or improvement to , Riverfront Park.

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Accordingly, we understand the principal goal of the assignment is to undertake city-wide consultations with the public in order to:

1. Review the development principles and design standards that were established and adopted in September 2000, as well as the progress of the overall development of Riverfront Park that has since occurred; and,
2. Review the public's input for ongoing development of Riverfront Park, and where appropriate, re-vision previously identified elements of the CRIP Plan that have yet to be implemented or examine new ideas suggested by the public.

City Council Report # 16691 Z/7976 indicates that the consultant team should examine the following:

- Connectivity of public and private lands South of Riverside Drive;
- Pedestrian Access – at grade, above grade or below grade;
- Water features and canal features;
- Commercial opportunities on the riverfront;
- Review development opportunities on the south side of Riverside Drive (and connections);
- Review use of former rail cuts;
- Location of beacons, comfort stations, washrooms;
- Marina concept location;
- Review number of dedicated traffic lanes on Riverside drive;
- Walkability of Riverside Drive;
- Tree coverage on waterfront;
- Need for lighting; and,
- Need for family features on or near riverfront;

The assignment will conclude with a brief report to administration on the findings of the study, with recommendations on the further actions needed to pursue any concepts or features that were identified over the course of the study.

Proposed Work Plan

The following provides a list of the main components of the assignment and the steps that we intend to take over the course of its completion:

Task 1 - Convene Project Start-up Meeting with designated City Administration Steering Committee to confirm work plan and execute Consultant Agreement. Review and confirm known issues.

Task 2 - Complete thorough review of CRIP Study and images and summarize the extent to which elements have been implemented (with supporting illustrations). Any significant deviations from original plan will be identified.

Task 3 - Assemble list of elements of CRIP Study yet to be implemented (with supporting images and descriptions) and summarize the benefits to be realized by maintaining current course of implementing CRIP Study as originally envisioned.

Task 4 - Compile list of new project opportunities that may not have been included or envisioned in the original CRIP Study, or were envisioned in a different form or location, and summarize benefits, impacts, issues and challenges associated with each opportunity.

Task 5 - Complete initial scoping and assessment of all major development features (i.e., marina, pedestrian crossings, beacons, comfort stations, washrooms) to a conceptual level of detail. Explore foreseeable variations in design and location of each element and identify advantages, disadvantages, and issues associated with each. Prepare preliminary images to illustrate the current vision of major development features.

Task 6 - Convene **Project Review Meeting No. 1** with Steering Committee to review findings of Tasks 2 through 5 and conduct internal brainstorming session.

Task 7 - Since the primary purpose of this assignment is to solicit input and feedback from the community on the desired vision for Riverfront Park, information compiled in Tasks 1 through 6 will be assembled for presentation to, and review by, members of the public. A questionnaire and comment sheet will be prepared in consultation with the Project Steering Committee to facilitate public input and feedback. The questionnaire will be made available at the Ward meetings and on the City's website. Copies of all drawings, images and forms that are assembled during this assignment would be provided in electronic format to the Steering Committee.

Task 8 – Convene a public drop in centre in coordination with 10 Ward meetings, to provide opportunity for public review and to obtain community input.

Task 9 – Evaluate and assemble feedback collected during Ward meetings or from the City's website and compile for Steering Committee Review.

Task 10 - Convene **Project Review Meeting No. 2** with Steering Committee to review findings of Tasks 8 and 9. The final form and content of the summary report will be confirmed during this meeting.

Task 11 - Prepare summary report complete with tabulations and images and provide electronic copy to Steering Committee.

Task 12 – Attend **City Council Meeting** as required to present study findings and recommendations

Project Consulting Team

We appreciate the opportunity that the City is extending with this assignment. We wish to point out that our engineers have had principal involvement in the design and construction administration of many recent projects involving development of the City's riverfront park, and through this involvement, have acquired extensive experience that would be directly applicable to the current assignment. Some of the more recent and relevant projects include:

- Design (including Environmental Assessment) and construction administration of the shoreline improvements and site regrading between Glengarry Avenue and Parent Avenue in 2011
- Preliminary design and budget costing of the proposed transient marina between Caron Avenue and Church Street in 2011
- Carrying out the Canal and Marina Project Scoping and Feasibility Study in 2009
- Detail design and construction administration of the Peace Beacon site development (excluding the building and beacon) in 2006
- Design of the naturalized segment of shoreline between Elm Avenue and Caron Avenue in 2006
- Structural design of the Bert Weeks Fountain
- Design of the shoreline improvements at the Civic Terrace and Festival Plaza
- Design and construction administration of the Hatch Gardens Shoreline
- Design and construction administration of shoreline improvements at McKee Park, St. Rose Beach Park and Goose Bay Park.

The Terms of Reference specify that the consulting team shall incorporate engineering, planning, architectural and landscape architecture knowledge. As you are aware, Landmark's current staff does not represent all of these disciplines desired by the City. Therefore, if awarded this assignment, we propose to engage the services of other local consultants, some of whom we have successfully collaborated with in the past.

Landmark would act as the lead consultant and would retain the services of other project consultants. In addition to being responsible for the overall management of the assignment, we would address any engineering issues associated with the project.

Bezaire and Associates Ltd. would provide the urban planning and landscape architecture knowledge for this project, and would assist Landmark with project planning, scheduling and management and public consultation as needed. Landmark and Bezaire have successfully collaborated in this manner on several development and waterfront projects for clients in the public and private sectors. One such collaborative effort involved the Canal and Marina Project Scoping and Feasibility Study that was completed in 2009.

Architecttura Inc. would offer input on any project elements architectural design nature and would complete conceptual design of any building elements. Bezaire and Architecttura have worked together on a number of projects over the past 10 years.

Work Schedule

We are prepared to commence work immediately upon receiving official authorization from the City. We would anticipate completing the assignment over a period of approximately 12 to 14 weeks. The final schedule would depend on when the assignment was awarded, the scheduling of the Ward meetings, and the availability of other study participants (Steering Committee Members, etc.). Nevertheless, we would target the following timeline for completion of the Tasks set out above.

<i>Task(s)</i>	<i>Duration</i>	<i>Target Completion Dates</i>
Tasks 1 through 7	4 weeks	Through to last week of October
Task 8	4 to 5 weeks	Last week of Oct through November
Tasks 9 and 10	1 week	Early December to mid-December
Task 11 and 12	2 to 3 week	mid-December to mid-January (see Note)
	11 to 13 weeks total	

Note: The objective would be to have an initial summary of the public feedback assembled by early to mid-December. If needed, we would attend a Council meeting in December to make a verbal presentation, and then prepare and submit a written report to administration by mid-January.

We wish to point out that the schedule for the completion of this assignment is not completely within our control. For example, we understand that the intention would be to coordinate the Public Drop-in Centres with the Ward meetings, which we understand would be held from the last week of October through to the end of November. Therefore, the completion of Task 8 will be dependent on the scheduling of the individual Ward meetings. Nevertheless, we understand that the completion of this assignment is a priority for the Mayor and City Council, and we would make effort to expedite its completion.

Fee Proposal

We are prepared to complete this assignment for a total upset limit fee of \$99,500 (excluding HST). This represents approximately 750 man hours plus allowances for routine project expenses. Routine expenses include those expenses that would typically be incurred in a project of this nature (i.e., mileage, communications, insurance, etc.). Services would be invoiced monthly on a percent complete basis.

As noted previously, copies of all drawings, images and forms that are assembled during this assignment would be provided in electronic format to the Steering Committee. We propose that the cost of printing (and mounting when required) as well as costs associated with hosting of the Ward meetings would be paid directly by the City, from the balance of the \$150,000 project budget that was approved by Council.

Closing Remarks

On behalf of our consultant team, I wish to express our appreciation for the opportunity to submit this proposal to the City. We look forward to the possibility of assisting the City with the implementation of this unique assignment. If you have any questions or concerns regarding this proposal, please do not hesitate to call.

Yours truly,

Landmark Engineers Inc.

A handwritten signature in black ink, appearing to read 'D. Krutsch', written in a cursive style.

Daniel M. Krutsch P. Eng.