



# Walkerville Theming and Districting Plan

June, 2022

BrookMcIlroy/

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# PROJECT SUMMARY

The Walkerville Theming and Districting Plan presents an opportunity to imagine the future Walkerville as a unique community destination in Windsor that celebrates its past and embraces its future.

***Tremendous potential exists to enhance the quality of the public realm and to introduce an exciting diverse mix of uses in reimagined and new contextually-appropriate buildings.***

The Plan presents nine Initiatives, Improvements, Projects, and Opportunities (IIPOs), all of which were envisioned and designed by the people who know Walkerville best.

Walkerville today is a beautiful, lush, quiet community with a vibrant commercial core, an active industrial edge, and an incredible collection of heritage architecture. It's also constantly evolving and establishing a very contemporary identity rooted in the arts, entrepreneurship, and commerce, while keeping its heritage alive.

For more than 160 years, the Hiram Walker & Sons Distillery has been at the centre of the development and unique identity of Walkerville.

***As Walkerville continues to evolve, its industrial roots and ongoing employment-related activities must be celebrated, protected, and allowed to effectively coexist alongside new private and public realm development.***

The diversity of commercial, industrial, and residential uses continues to be at the core of Walkerville's unique character and culture, and the continued success of the active distillery operation is critical to the implementation of the Plan.

We are grateful to the hundreds of people who took time to share their stories and ideas with us as we developed this Plan. It is you, the people who know Walkerville best, who created the vision that will help to make Walkerville an even more incredible place to live, work, shop, dine, play, and visit.



The Plan defines three new Districts within Walkerville

**BACKGROUND**

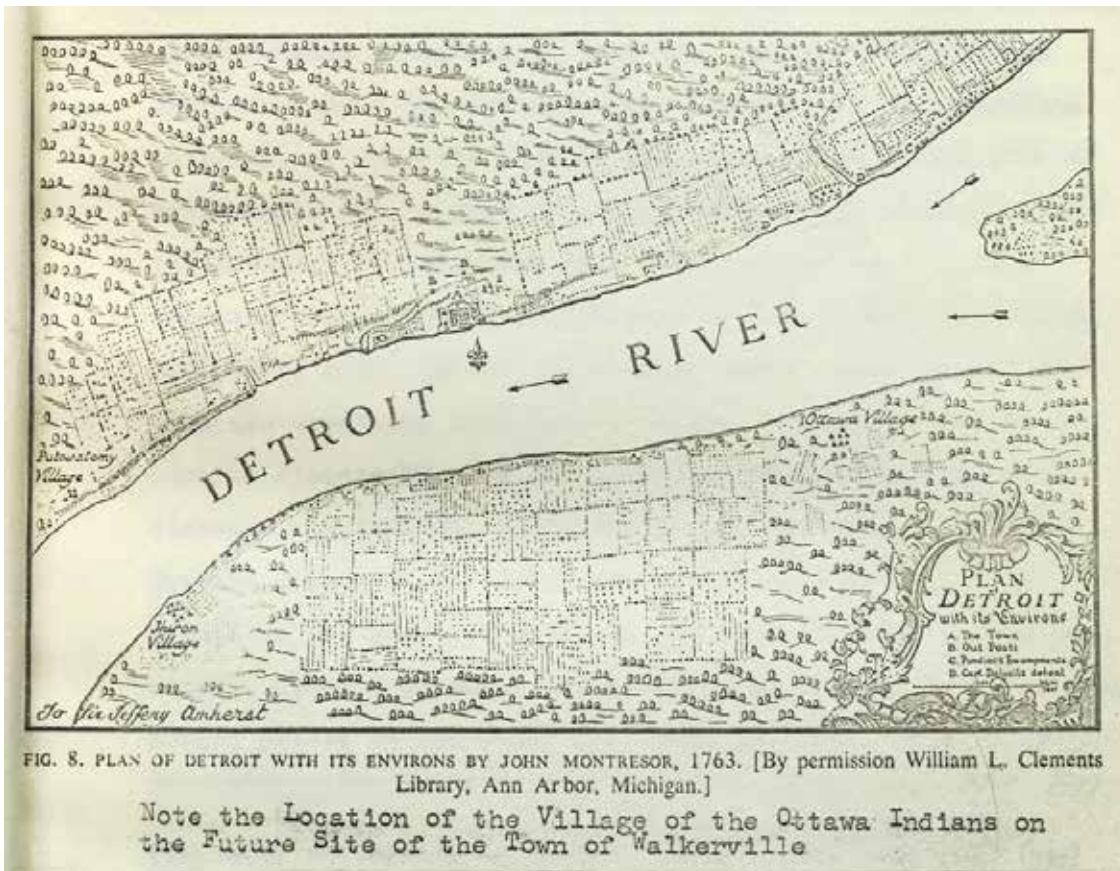


Image 1A: Plan of Detroit (1763)  
 Image source: SWODA/Archives of Ontario

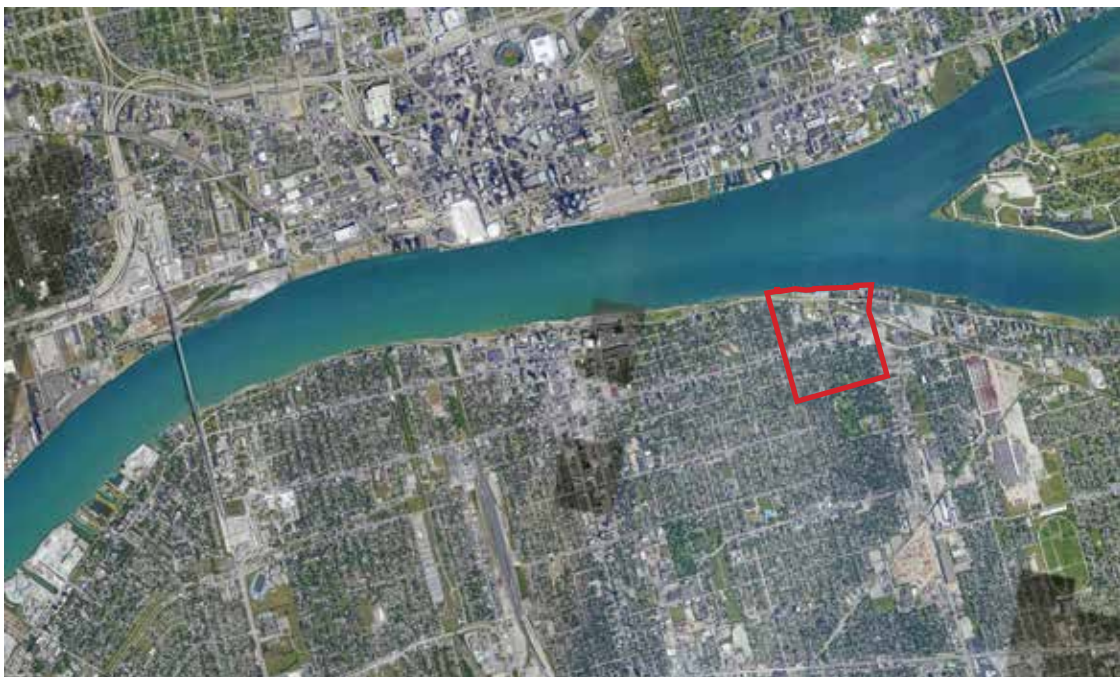


Image 1B: Aerial of Windsor and Detroit (2019) with Walkerville Study Area identified  
 Image source: Google Earth Imagery

## Walkerville's Evolution

Carl Bray and Marcus Letourneau

### Introduction

The Walkerville Theming and Districting Plan is intended to enhance the physical setting of the community. The heritage planning component provides the historical information and analysis that will guide recommendations for enhancements to the public realm and to private property. Outcomes of this work include an understanding of the key development periods in Walkerville's history and of the design intent of the Walker family (and others) during these periods. The study also identifies key surviving elements from each period and provides guidelines for new development based on these elements.

The heritage material has been compiled using a variety of methods. The heritage study team toured the study area on foot and photographed representative portions of it. They then found material in the archives of the University of Windsor, the Windsor Public Library, Western University, the Archives of Ontario, and the Walker company's private collection. Of these materials, historic photographs and fire insurance plans were the most useful. Local histories and graduate theses also provided much of the historical detail.

### History of Development

#### Indigenous Occupation

According to early mapping of this part of Windsor, at least the riverfront portion of the current site of Walkerville was, at the time of early European contact, an Indigenous village and cemetery

occupied by members of the Odawa community as well as other native groups. It is likely that Indigenous peoples occupied this area long before contact with Europeans and Indigenous groups have an ongoing presence in the area.



Image 1C: Topographical Map of Detroit (ca. 1754)

Image source: SWODA/Archives of Ontario

Lands along the Detroit River have high archaeological potential for pre-contact archaeological resources. An archaeological assessment was undertaken for the CN lands. Research is currently ongoing into other assessments completed within the area, but further assessments may be required.

#### French Period (1600s-1800s)

The French were the first Europeans in the area. The lands they came to were occupied at that time by the Iroquois. Early settlement was concentrated on the Detroit side of the river and it was not until the latter stages of the wars between the British and French that settlement on the east side began. French residents of Detroit were granted land on the east side of river in 1749. These were long strips of land running inland from the shoreline, bounded on the south by a Huron village and on the north by an Odawa village and burial ground. By the end of the Seven Years War in 1763, European settlement on the east side of the river was underway. By this time, the Odawa village had been abandoned and more lots were granted to French and British settlers in the Walkerville area. Further south, the community of Sandwich (now Windsor) was established in 1797 for both French and British settlers who wished to remain under British rule .

By the time that Hiram Walker began assembling land for his new community of Walkerville, the lands he intended to purchase were owned by French and British settlers. The owner of the largest parcel was Antoine Descomptes Labadie. Labadie acquired his land from the British who, in turn, had acquired it from the Indigenous residents (according to one source, it was Chief Pontiac who transferred the lands to Lieutenant Edward Abbott of the Royal Artillery Regiment in 1765 and Abbott transferred

his land to Labadie). On his death in 1806, his lands were apportioned to his descendants. One of his daughters married John Gaspe Hall and it was a portion of their son's land that Walker acquired in 1856. Adjacent lands were owned by John and Luc Montreuil and Alexander Chapoton and Walker acquired their lands in 1857.

#### The Hiram Walker Era (1850s-1880s)

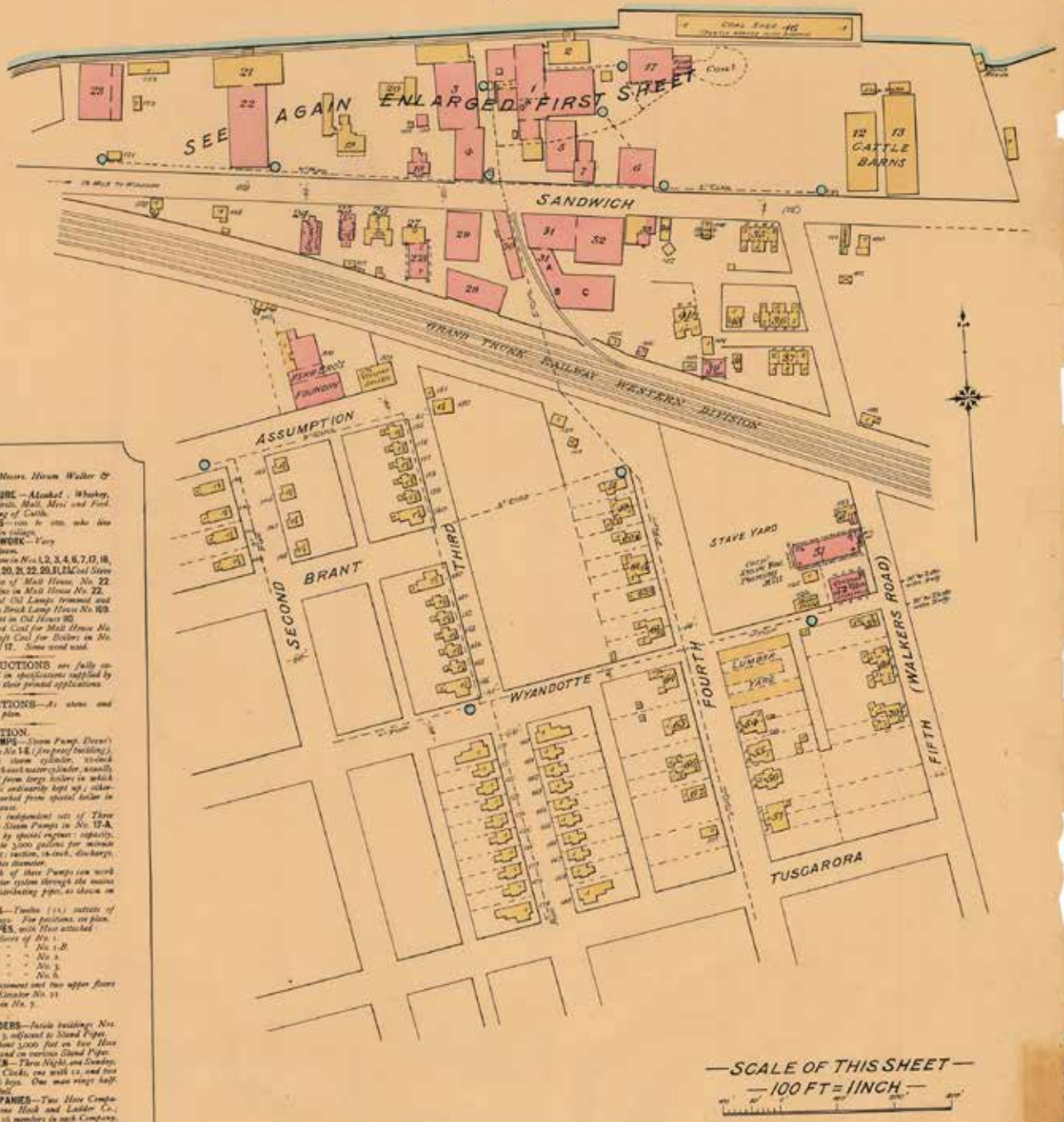
Hiram Walker began to transfer his distillery operation across the Detroit River in the 1850s. There are several reasons for this. First, the United States and the then-Dominion of Canada signed a reciprocity treaty in 1854, removing tariffs on grain and distillery products. The extension of the Great Western Railway to Windsor in 1854 linked the region to the eastern hinterland as well as to the United States, removing reliance on marine or road transport and greatly expanding access to markets for industrial products. Land on the Canadian side of the river was considerably less expensive than on the American side and there was plenty of it available; materials were also cheaper. There was an opportunity to develop a steam-powered mill that would greatly increase the efficiency of the milling operation and make use of the abundant grain supply in the area. Walker also would have noted that there was little competition for his distillery business in Canada. Add to this a more stable legislative framework in Canada (as opposed to the inconsistent and temperance-influenced conditions in Michigan and elsewhere in the US), and the risks associated with establishing a new industry on the Canadian side were more than balanced by the advantages of doing so.

It was in this context that Walker began assembling land on the opposite shore from Detroit. The land he bought from Messers. Labadie, Hall, Montreuil

CHAS. E. GOAD C.E.  
112 St. Francis Xavier Street  
MONTREAL  
FEBRUARY 1884

WALKERVILLE DISTILLERY  
— SECOND SHEET —  
SPECIAL SURVEY N°55

DETROIT - RIVER



**OWNERS**—Messrs. Hiram Walker & Sons.

**MANUFACTURE**—Alcohol, Whiskey, and Spirits, Malt, Beer and Food, Fatting of Cattle.

**EMPLOYEES**—1000 to 1200, who live mostly in villages.

**HOURS OF WORK**—Evening.

**POWER**—Steam.

**HEAT**—Steam in Nos. 1, 2, 3, 4, 6, 7, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**LIGHT**—Coal Oil Lamps, kerosene and gas in most places. Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**FUEL**—Hard Coal for Mill House No. 22. Soft Coal for Distillery in Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**CONSTRUCTIONS**—are fully explained in specifications supplied by firm in their printed applications.

**OCCUPATIONS**—As shown and also on plan.

**PROTECTION**—Steam Pump, Deco's make in No. 18 (fireproof building), steam steam cylinder, steam water cylinder, usually worked from large holes in which steam is ordinarily kept up; cylinders worked from special holes in same house.

This independent set of Three Three Steam Pumps in No. 12-A, driven by special engine; capacity, 1000 to 5000 gallons for minute with set; suction, 16-inch, discharge, 12-inch diameter.

Each of these Pumps run work the water system through the mains and distributing pipes, as shown on plan.

**HYDRANTS**—Twelve (12) outside of buildings. For positions, see plan.

**STAND PIPES**, with their attached:

- On 3 floors of No. 1:
- 1 - No. 1-A
- 1 - No. 2
- 1 - No. 3
- 1 - No. 4
- 1 - No. 5
- 1 - No. 6

On Basement and two upper floors of Residence No. 11.

To be in No. 2.

**IRON LADDERS**—Inside buildings, Nos. 1 and 2, attached to Stand Pipes.

**HOSE**—About 5000 feet on two Nos. 1 and on various Stand Pipes.

**WATCHMEN**—Three Night and Day.

**TRUCKS**—One with 12, and two with 6 legs. One man rings half hour bell.

**FIRE COMPANIES**—Two Horse Companies, one Hook and Ladder Co.; about 15 members in each Company, composed of firemen.

**ELECTRIC FIRE ALARM.**

*N.B.*—This plan is not a Warranty on the part of Messrs. HIRAM WALKER & SONS.

—SCALE OF THIS SHEET—  
—100 FT. = 1 INCH—

Image 1D: 1884 Fire Insurance Map showing the early Walker Distillery buildings (pink) and housing (yellow)

Image source: City of Windsor



and Chapoton consisted of Farm lots 94, 95 and 96 in Concession 1 of the Town of Sandwich, County of Essex. He ultimately acquired 468 acres and, in 1859, moved his family into the former Labadie farmhouse on the river shore. He took this two-storey frame building, constructed around 1839, and remodelled it, enlarging it and adding a third storey. On the surrounding lands, he built his distillery operation. Other than the distillery, however, the remainder of the lands he acquired were farmland or forest.

From the outset, Walker was determined to have control over all aspects of the distillery business. To that end, he established what was essentially a vertically integrated corporation that extended beyond industrial production into all aspects of the supply chain, including the formation of an entire town to supply workers. Thus, the community of Walkerville was created as a factory town, built to serve the many businesses in which Walker had an interest.

Walker concentrated his distillery operation along the waterfront, between Sandwich Street (later Riverside Drive) and the shoreline. Lands south of Sandwich were bounded by the railway tracks; beyond that was open land. In the beginning, Walker concentrated development within a roughly rectangular area bounded by the river to the north, Walker Road to the east, Wyandotte Street to the south, and Kildare Road to the west. Within this area he built the distillery, grain fields, a flour mill, a farm (for hogs initially, later cattle), and employee housing. The river supplied water for the whiskey, the farms provided grain while the hogs and cattle ate the mash resulting from the distillery operation and were, in turn, sold. Walker owned all land and buildings. Housing was rented to employees (this allowed Walker to control who worked for him). No land or buildings were sold during his management of the Walker companies.



Image 1E: Hiram Walker Cottages, Argyle Rd.  
Image source: BrookMcIlroy

To foster his expanding industrial operation, Walker established a ferry to Detroit (1881) and a railway. The Lake Erie and Detroit Railway (1888) linked his distillery to the agricultural hinterland of Essex County, ensuring a steady supply of grain and other raw materials and augmenting the service provided by the Great Western Railway. These additions to the existing marine and rail network enabled him to have an essentially self-contained community, separate from nearby Windsor. It was this sense of uniqueness that Walker strove hard to maintain.

The community of Walkerville coalesced quickly in the years between 1870 and 1890. Walker's first houses were frame structures located in the blocks just west of Walker Road (some of which appear to have survived). He created a compact settlement immediately adjacent to his industrial operations. Acting as his own land developer and builder, he concentrated construction within a portion of his original tract, this one bounded by Walker Road to the east and Devonshire Road to the west and by the river to the north and Tuscacora Street to the south. Within these bounds Walker tried to create a complete community. Not only did he supply the water and sewer infrastructure, he built the streets and the buildings that lined them. In addition to housing he established a church (in 1870) that also served as a community centre and school. By 1875 he had built a water pumping station, a firehall, a police station, as well as streetlighting. In 1879, Walker created a plan of subdivision that became the basis for future development of the community.

To get a sense of what Walkerville was like in those early years it is instructive to refer to mapping from that era. Fire insurance plans from 1884 show a distillery operation along the riverfront that included a feed mill, grain elevator and drying elevator,

warehouses, waterworks, a mill and distillery, a boiler house, a rectifying house and large coal yard. In addition to these structures there was also a ferry dock and ferry house, the Walker home in the former Labadie farmhouse, and a waterfront park. Across the street was the so-called Flatiron building (built 1882) which contained shops on the first floor and the Walkerville Music Hall (capacity 600) on the second. This and the Church of England (located further east on the same block) provided the local institutions, along with the fire hall (and reading room) and jail on nearby Walker Road. Surrounding these buildings were more industries and related land uses: a brick stable, bonded warehouses, a butcher shop, a paint shop, a cooper's shop, a carpenter's shop, a planning mill and a stave factory. All of these were owned or controlled by Walker. The only other enterprises in this area not wholly controlled by Walker were the Kerr Brothers Engine and Foundry Company and the Dominion Syrup and Sugar Refining Company. These industries were attracted by the good rail access and other incentives Walker could offer and they were harbingers of the major expansion of industry to the east, in what became Ford City.

There were other industries attracted to Walkerville in the busy years between 1880 and 1890. Walker Road became the new centre of industry, with the distillery as its western edge. Major new industries such as Parke Davis, Globe Furniture, Malleable Iron Works, Barnum Iron and Wire Works, Ontario Basket Company, Walkerville Brewery, Milner Walker Wagon Works, Page Wire and Fence all clustered in a few blocks south of Riverside Drive, flanking the street.

Aside from the industrial and institutional development, the early community consisted of somewhat sporadic groups of houses. With a

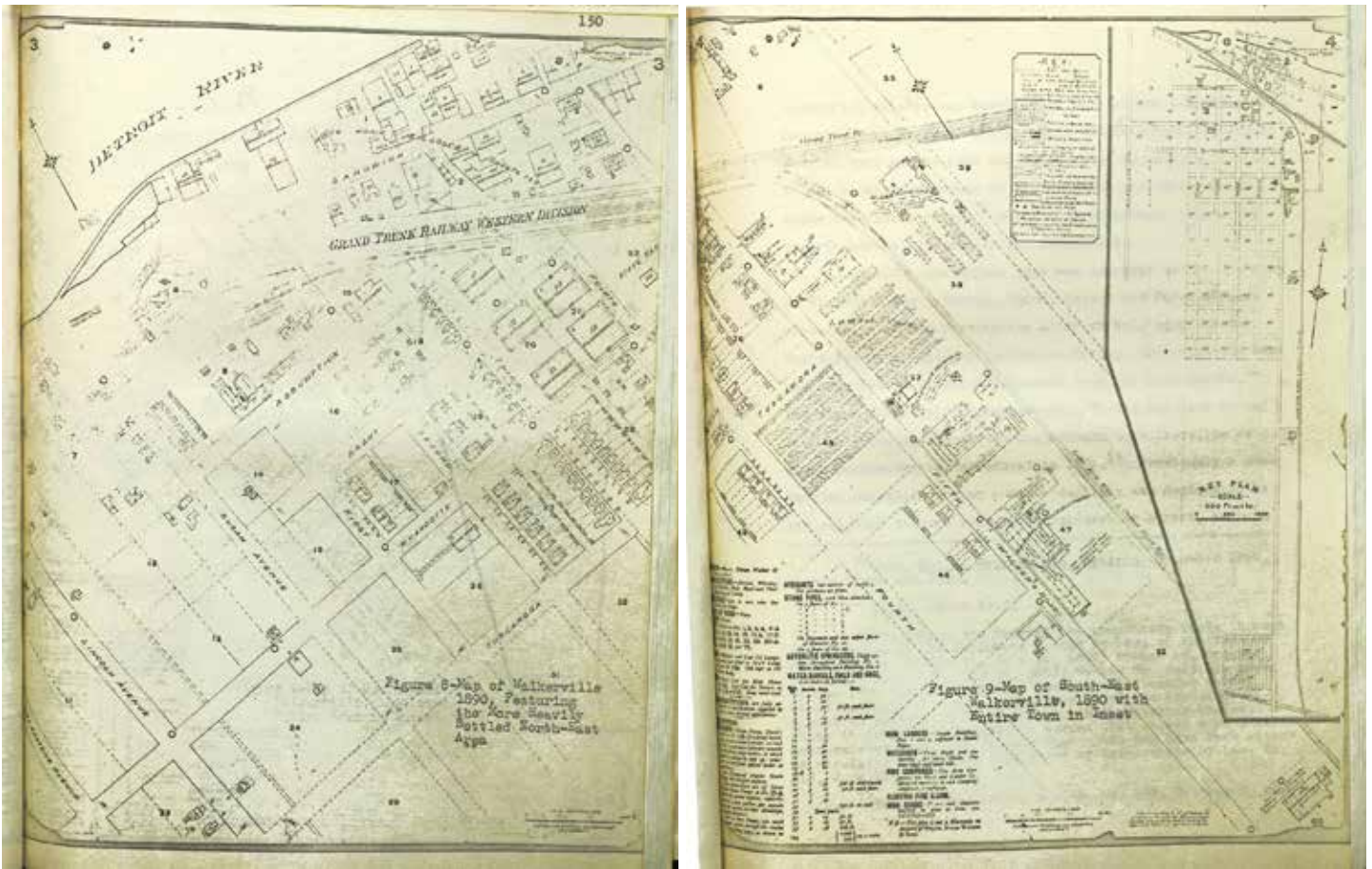


Image 1F: 1890 Fire Insurance Maps showing the growing Town of Walkerville  
 Image source: SWODA/Archives of Ontario

subdivision framework of square blocks bisected by rear lanes running north-south, the predominantly frame houses were located in close proximity to industry. There was a grouping just south of the railway between Assumption and Brant Streets flanking Devonshire Road, another cluster flanking Argyle and a somewhat disjointed grouping on the block east of Monmouth Road north of Tuscacora Street. Of all of these groupings, the ones along Argyle show a common house design and lotting pattern. It is interesting to note that there is no development along Wyandotte aside from a few scattered buildings, and the edge of the settlement is essentially the mid-block lane west of Argyle Street. As a result, the majority of modern-day Walkerville had not yet been built.

#### The Big Expansion (1890-1914)

All that changed as a result of a key event - the incorporation of Walkerville as a village. Up until this time, Walker controlled all aspects of the community, from what got built, who worked for him and where they lived. That was not what he had in mind for the future of Walker enterprises, however, and he and his sons made several key changes to the organization that had a profound effect on the ways in which the community developed .

The first major change he made was to relieve the company of responsibility for some public services via incorporation. Once Walkerville became incorporated, the company could offload fire and police services, for example. Incorporation also benefitted the company in other ways. The town

now had a defined boundary within which it, rather than the municipality of Sandwich East, controlled expansion. The new boundary encompassed a larger area than the original settlement, extending west as far as the alley between Lincoln Road and Gladstone Road (it was later extended south of Tusacora Street to Ottawa Street). Establishment as a municipality enhanced property values and made investment in expansion attractive, especially as the municipality could offer incentives such as low tax rates.

But the most important outcome of incorporation was the symbolic, as well as practical, end of Walkerville as a company town and its new identity as a model subdivision. Walker and his sons wasted no time in creating the Walkerville Land and Building Company that became the major land developer, landlord and builder for the expansion of the village. In addition to owning property and renting it, the Walkers decided to improve the land and sell to prospective owners or builders (the company was also set up as a Trust with the Province of Ontario).

Extracts from Letters Patent  
 22<sup>nd</sup> October 1890  
 Incorporating the Walkerville Land and Building Company (limited)  
 Capital stock \$1,000,000  
 divided into 20,000 shares of \$50 each

It requires and holds by purchase lease or other legal title real and personal property of every description or any interest therein and to sell lease exchange convey assign dispose of mortgage charge or otherwise deal with the same as the Company may deem for its advantage to build and maintain houses and other buildings and to develop or otherwise utilize or improve any property in which the Company may acquire any interest, to lend money at interest on the security of mortgages of real estate to persons purchasing property of the Company or otherwise, to take mortgages and other securities from purchasers and others as security for the payment of purchase money of property sold by the Company and to sell assign or otherwise dispose of such mortgages and securities as the Company shall think proper and to enter into make and perform all such contracts stipulations and agreements and to do all such acts deeds matters and things as are incidental to the attainment of

*From Register of Companies Oct. 25<sup>th</sup> 1890*

PROVINCE OF ONTARIO.

APPLICATION FOR REGISTRY UNDER THE LOAN CORPORATIONS ACT.  
 (60 VICTORIA, CHAPTER 38.)

1. By this Application made this *Third* day of *August* A.D. 1890 the *Walkerville Land and Building Company (limited)* hereby applies to be registered under The Loan Corporations Act as a *Lending Land Company*

under the name of *The Walkerville Land and Building Company (limited)*

2. The applicant was lawfully incorporated as a *Joint Stock Company* under the name of *The Walkerville Land and Building Company (limited)*

on the *Twenty-second* day of *October* 1890 by *Letters Patent*

and the said corporate name has, until the date of this application, remained unchanged (or, if the name has been changed, specify the change or changes, and the authority for each change respectively).

\* See "Loan Company" or "Lending Land Company" or "Trust Company," according as the powers of the applicant company fall within subsections 1, 2 or 3 of section 144 of The Loan Corporations Act. The section reads as follows:—

144. On the passing of this Act the Registrar shall cause to be opened and kept three several registers, to be known and distinguished as follows:—

(1) The Loan Companies' Register, wherein shall be recorded the names of such loan corporations as are from time to time found entitled to registry, whose powers do not include the business of buying and selling land, or the business of a corporate trustee, executor, administrator, guardian, receiver or assignee;

(2) The Lending Land Companies' Register, wherein shall be entered the names of such loan corporations as are from time to time found entitled to registry, whose powers include the business of buying and selling land, but not the business of a corporate trustee, executor, administrator, guardian, receiver or assignee;

(3) The Trust Companies' Register, wherein shall be entered the names of such loan corporations as are from time to time found to be entitled to registry, whose powers include the business of a corporate trustee, executor, administrator, guardian, receiver or assignee, but do not include the business of buying and selling land as principal.

\* "Joint Stock Company" or "Building Society," or in the case may be.

† Here specify the instrument or Act by which the Company was incorporated.

50-4-1-10

Image 1G: Extract from Hiram Walker's Loan Corporations Registry and Letters Patent (1897)

Image source: SWODA/Archives of Ontario

As a result, the housing built earlier was offered for sale or was torn down and replaced with more profitable buildings. The former paternalistic pattern of management for the community evolved into one that had more in common with subdivision development elsewhere, although the Walkers still exerted a powerful influence over what got built, and in what manner. Some of the development during this period still reflected the regimented layouts of early Walkerville, but the more prestigious development south of Tuscacora Street, with its larger houses, churches and schools, had a different pattern. It is at this stage that the ideal of a “garden city” seems to have emerged.

The Garden City movement arose in Great Britain in the late 19th century. As promoted by Ebenezer Howard in his book “Garden Cities of To-morrow”, these were to be the antithesis of the crowded and unhealthy cities of Victorian Britain. They were intended to offer the best of urban and rural living, in new, complete communities built in the countryside but linked to the city by rail and road. However, the socialist ideology of the Garden City movement seems to have been interpreted in many different ways such that it became a form of urban design rather than an economic and cultural shift from the prevailing way of building communities. In this way, Walkerville had more in common with model industrial communities such as New Lanark, Bourneville and Port Sunlight in Britain, and Pullman in the United States (or even 20th century resource towns in Canada such as Arvida and Kapuskasing). As a result, while Walkerville had many of the elements of a garden community, including a large farm located near the current Windsor airport to the south, it was still a factory town, not a utopian experiment in the manner that Howard envisaged. However, the label of “garden city” is a misnomer, and

Walkerville is best understood, in part, as a model factory town.

During the development phase that followed in the next decades, it is likely that Walker and his sons would have been well aware of current trends in culture and economics (as would their spouses), would have seen garden cities in the context of improved ways to build. Precedents such as Rosedale in Toronto were likely a reference, as would have been similar subdivisions in the US and Britain. What the Walkers did, however, was exert greater design control over the resulting expansion than was provided in many earlier subdivisions. For example, they laid out the streets with extensive landscaping and made the church and a public park as focal points at either end of the main north-south street (Devonshire). In a similar fashion, and subsequent to the development of Devonshire as a main-street, they developed the east-west commercial street (Wyandotte) with paving, street lighting and street trees. Throughout, they hired, or encouraged others to hire, prominent architects to design housing and commercial buildings as well as churches and schools. There was even an annual competition (sponsored by the Walkers) for the best floral garden. As of 1901, they retained the services of Frederick Trueman, a landscape gardener who managed works in the public realm as well as in private grounds. He established a nursery for flowering and ornamental plants and began a tree-planting program for the boulevards that resulted in approximately 10,000 saplings being installed. After 1900, the Walker sons also used the prominent Detroit architect Albert Kahn for key commercial, residential and institutional buildings throughout Walkerville. This high standard of design throughout the village made Walkerville distinct from other communities of the time.



Image 1H: Walkerville streetscape photos showing paving, sidewalks, trees, lighting, and streetcar tracks  
 Image source: City of Windsor

Photographs from the first decade of the 20th century show what are already mature and designed streetscapes. Roadways are paved with bricks and flanked by wide boulevards in which are planted sizeable deciduous street trees, with concrete sidewalks and stone curbs. Private homes, all designed in the eclectic styles popular in the Edwardian period, are edged with clipped hedges, low stone walls and simple wooden or cast-iron fences. Streetlights with double globes line each street. Even the fire hydrants appear to be custom designs. Devonshire Road has become the main axis

for residential and public development. Anchored to the south by St. Mary's Anglican Church and to the north by the riverside park and ferry dock, it has a node at the train station just south of the railway tracks. Here there was a large brick train station and baggage building south of which was an ornamental square featuring the Queen Victoria Jubilee fountain. Across the street was the railway hotel and, at the next intersections, the post office/customs house and bank. Wyandotte Street by now had been developed as the main east-west axis of the community along which were the major commercial premises as well as the library, vaudeville theatre



Image 1J: Walkerville's Pere Marquette Railway Station with Queen Victoria Jubilee Fountain in foreground  
 Image source: City of Windsor

and banks. Street trees and globes streetlights are also seen on this street, along with a uniform two storey building massing (brick predominating) with three storey buildings at intersections and canvas awnings along shopfronts. Even the distillery buildings were beautified with vines up their sides, ornamental iron fences along their edges and deciduous trees (elms and catalpas) along their street face.

#### Walker Disengagement (1915-1926)

Changes in the Walker family altered the development that followed the initial bursts of building activity. Following Hiram Walker's death in 1899, the prime mover during this period was Walker's son E.C. Walker. It was he who sponsored the Queen Victoria commemorative fountain, retained American architect Albert Kahn to design key public and private buildings, built an expensive headquarters on the site of the former Walker farmhouse, created St. Mary's Church and cemetery and, in a final grand gesture, built Willistead Manor

and its related park and country club. His wife was also responsible for renaming the streets to their current state, away from their earlier, plainer titles (e.g. First, Second, Third...), with Indigenous references for the east-west streets and British Imperial ones for the north-south roads. But he died in 1915 and his brothers also died around that time.

After being unsuccessful in her efforts to persuade her nephews to move to Walkerville, E.C. Walker's widow moved back to the US and, as she had no children, the remaining heirs donated Willistead to the municipality in 1921. It was these heirs who developed the lands south of St. Mary's Gate with restrictive covenants stipulating minimum house sizes (3500 sq. ft.).



Image 1K: 1909 air photo showing Walker's distillery and the Walkerville townscape beyond (looking south)  
Image source: SWODA / Archives of Ontario



Image 1L: 1909 air photo showing the Walkerville townscape with the Detroit River beyond (looking north)  
Image source: SWODA / Archives of Ontario





Image 1M: Ferry dock at the foot of Devonshire St.  
Image source: City of Windsor

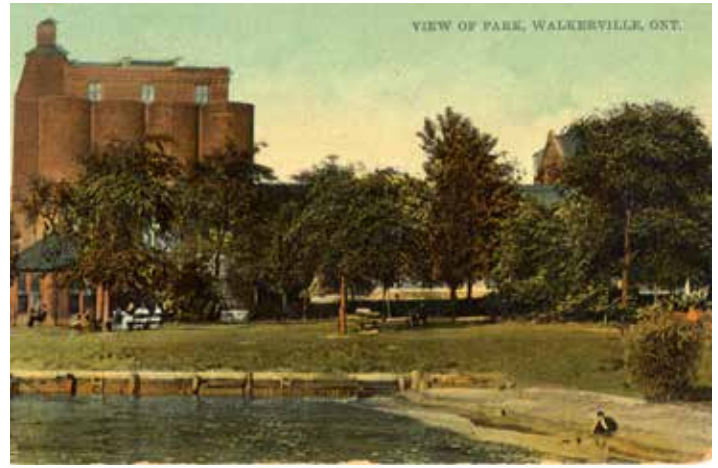


Image 1N: Waterfront park next to the ferry dock (1915)  
Image source: SWODA / Archives of Ontario



Image 1P: Corner of Devonshire St. at Wyandotte St. (1916)  
Image source: SWODA / Archives of Ontario



Image 1Q: Wyandotte St., looking west (1925)  
Image source: SWODA / Archives of Ontario

By this stage, as evidenced by fire insurance plans from 1924, most of the vacant properties within Walkerville had been built upon, with a few left open in the blocks south of Tuscacora. Some notable structures included the Grier Apartments (1918 at Chilver Road and Riverside Drive), the first purpose-built apartments in the village, the Tivoli Theatre (1918, on Wyandotte at Lincoln Road), and the St. Joseph Orphanage (on Riverside Drive east of Lincoln Road, now the site of the Windsor-Essex Children's Aid Society). Around the train station there were still large industries, both north and south of the tracks, and industrial buildings were interspersed with housing between Assumption and Brant Streets. Along Wyandotte Street, commercial buildings occupy most, but not all, of the properties lining the sidewalk: there are still some houses facing the street or terminating a row of houses and small

shops extending from the side streets. The parts of Walkerville that showed the most influence of the design intent of the Walker family were found east of Victoria, south of Wyandotte, and were concentrated along Monmouth Road and Devonshire Road. Within the overall streetscape treatment of trees, streetlights and paving, these parts of the village have the most coherent building styles and designs. It is here, perhaps more than in any other part of the community, that the sense of a "garden city" may be found. The concept is highlighted in the curved streets and landscaped "island" developed for St Mary's Anglican Church and then the vast greenery of Willistead Manor, which promoted a traffic reduced, park-like setting to promote a residential neighbourhood focus. Lots were sold only to those who could afford to build homes of 3,500 square feet, thus ensuring the substantial character of the neighbourhood.

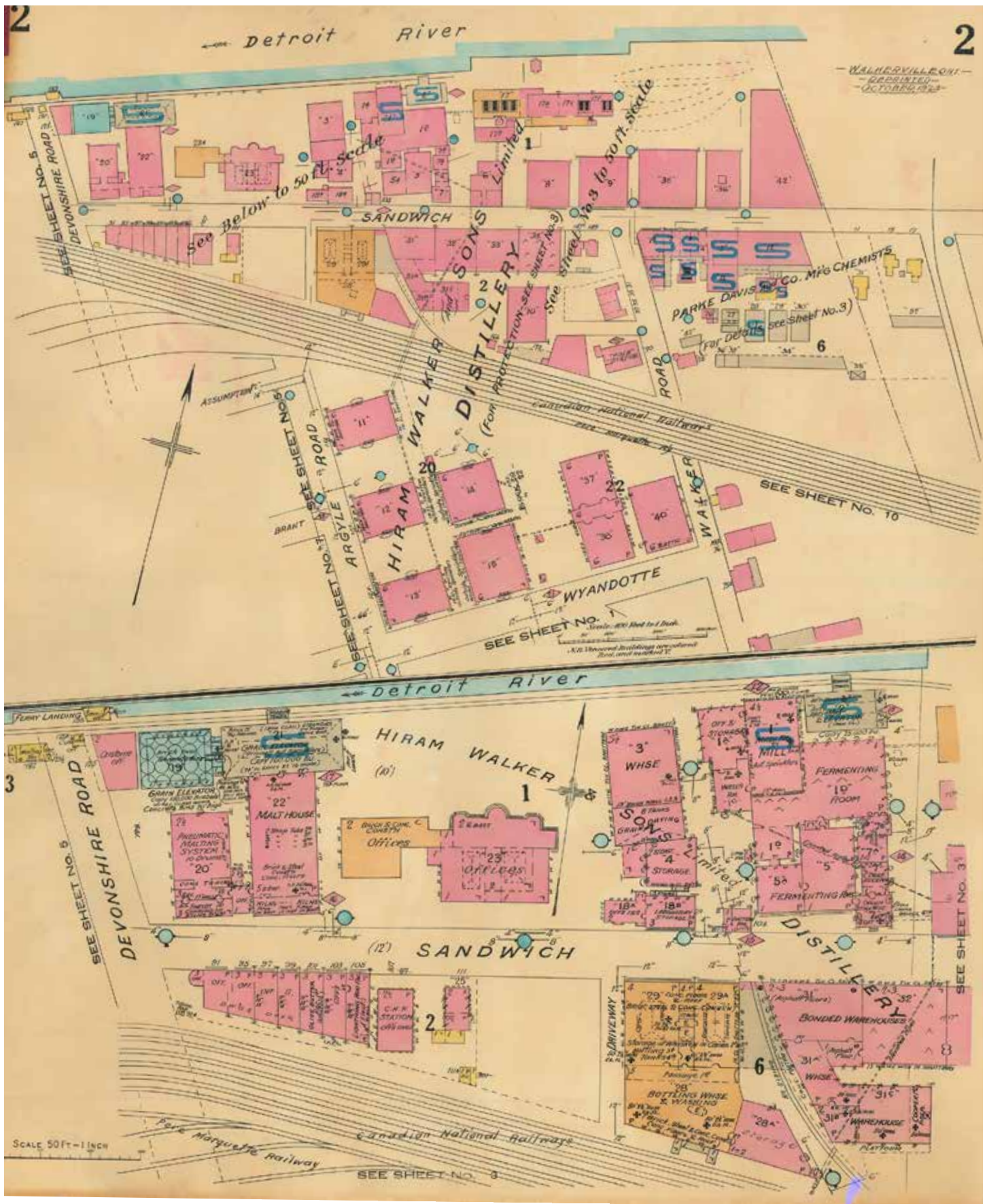


Image 1R: 1923 Fire Insurance Plan of Walker's distillery  
 Image source: City of Windsor



Image 1S: 1955 Aerial of Walkerville, looking north  
 Image source: SWODA / Archives of Ontario

The final stage of the Walker company's involvement in Walkerville ended in 1926 when the heirs sold the distillery to a Toronto-based company. It is not clear at this time whether the Walker Land and Building Company continued in operation after the distillery portion of the Walker holdings was sold.

Slow Maturation (1927-1970s)

Infill around the edges and within Walkerville went on during the rest of the 1920s but the Depression slowed development here. However, alcohol sales may have helped Walkerville be the only financially solvent municipality in the five Border Cities. The economic slump of the 1930s also weakened the village's ability to operate as an independent municipality and, in 1935, Walkerville was annexed by the City of Windsor (despite great local opposition).

By this stage, the lands along Wyandotte had been developed and those west of Chilver were subdivided and built upon in large part by the Chilver Land and Building Company on property inherited by Charles Lewis Chilver from his grandmother. The pattern of small, square blocks found in the earlier parts of Walkerville changes here to one of long, rectangular blocks, although the mid-block land system is continued. Here also the houses are smaller, with narrow side and front setbacks, and most are of frame construction. Within the older parts of the community, some of the frame houses from the first era of development were replaced by small apartments, especially on Argyle north of Tuscacora. Former hotels became retail and apartment buildings and many of the distillery buildings were closed and abandoned or demolished.

Further changes came in the years following World War Two. The distillery operation expanded. The park and ferry dock at the foot of Devonshire Road was replaced with a large grain elevator. The train station as well as its outbuildings and ornamental park were removed in the late 1950s and the block containing the Flatiron Building was razed around the same time. The Pentilly mansion property on the west side of Devonshire Road was demolished and replaced by two apartment buildings, and several commercial properties along Wyandotte were replaced by parking lots or single storey commercial buildings.

#### Gradual Revitalization (1970s-present)

Walkerville benefitted from emerging trends in Canadian society during this period, the most important of which were the rise of heritage conservation and the revitalization of downtowns. The first beneficiary of these changing attitudes was Willistead Manor, saved from demolition and restored by the municipality in the late 1970s after a period of decline. Next, the Walker organization substantially renovated the headquarters building in 1990. And local citizens raised money for the relocation of the former town hall from Riverside Drive to Devonshire Road, to prevent its demolition. For the commercial core of Walkerville along Wyandotte Street, the City undertook streetscape improvements in the 1980s as part of a Community Improvement Program, adding street trees, street furniture, interpretive panels and reproduction globe streetlights. Former industrial buildings are being renovated and former public buildings such as the post office/customs house have been converted to office use. The residential streets have well-maintained boulevards and the standard of building maintenance is high. Also important is a renewed interest in local history as evidenced by the Walkerville Times publications and by local special events, both of which emphasize the community's history and tell its stories.



Image 1T: 1989 Aerial, looking west  
Image source: SWODA / Archives of Ontario



Image 1U: Aerial view of Walkerville looking north [2019]  
Image source: Google Earth Imagery

## Summary

The physical setting of Walkerville that is valued today is largely the result of the second generation of the Walker family, with some contributions by the generation that followed. They had the money and

the vision to create a model community that was a more unified design than that initially created by Hiram Walker. While it is not clear if they, or even Hiram Walker, were working from a master plan, the expansion that happened after 1890 clearly showed a unified design intent. Further research is needed



Image 1V: Walkerville today  
 Image source: BrookMcIlroy

to determine if there was a design guide of some sort that the Walker Land and Building Company used as the template for their work, or if Albert Kahn or other architects or landscape designers had design control at some stage. But it is clear that the development along Lincoln Road, for example, was of a much lower design standard than development undertaken by the Walker organization, so there is a clear distinction between the Walker products and those of other developers. It is also evident that

the restrictive covenants the Walkers imposed for developments around and south of St. Mary’s Church may have contained some form of design guidelines, given the character of the properties that were built subsequently. What remains in place today is an artifact from the early 20th century; an Edwardian model subdivision born of a factory town and built thanks to the efforts of one family’s corporation, an organization that, for most of the development period, controlled many aspects of daily life within Walkerville.



TUSCARORA

## The Unique Attributes and Character of Walkerville

### Built Form

The study area for the Walkerville Theming and Districting Plan extends from Gladstone Ave. at the west to Walker Rd. at the east, and from the Detroit River at the north to Niagara St. at the south. This area consists of residential, commercial, and industrial uses in close proximity within a regular street grid that is pedestrian-friendly and lined with mature trees. Buildings range in age from contemporary to over 130 years old.

Residential buildings are primarily single-detached homes between two and three storeys tall. Many of the homes in the study area have been given Heritage-Listed or Designated status by the City of Windsor in recognition of their cultural and architectural significance. A number of residential buildings in the 800 and 700 Block of Monmouth Road are semi-detached rowhouses with Listed Designations. These homes originated as Hiram Walker & Sons worker's homes and include decorative brickwork and other unique architectural details. Many founding community members of the town, including many mayor/council members, resided north of Wyandotte Street on Devonshire Road and Kildare Road. South on Wyandotte Street and Devonshire Road near St. Marys Gate are exemplary examples of outstanding/distinguished architecture.

A number of two and three storey apartment buildings are located within the study area along and near Assumption St., and Wyandotte St. Some of



Image 2A: St. Mary's Anglican Church  
Image source: BrookMcIlroy



Image 2B: Wyandotte St. at Chilver Rd.  
Image source: BrookMcIlroy



these buildings were developed as worker’s homes for Hiram Walker & Sons. Along the 600 Block of Argyle Road, apartment buildings were constructed in brick and stone, in the Classical Revival style with gothic parapet detailing.

Commercial uses are primarily located along Wyandotte St. which serves as a commercial corridor of primarily one-to three-storey commercial and converted residential buildings. Most buildings along Wyandotte are built at or near the front lot line and create a pedestrian-friendly active commercial streetscape. Several open lots exist along Wyandotte, particularly toward the east of the study area, and many are used for vehicle parking. The commercial corridor includes a mix of listed heritage structures and buildings dating from the late 19th and early 20th century, along with a number of post-war and contemporary buildings. Additional commercial uses are located on streets perpendicular and just north

of Wyandotte St. at Devonshire Rd., Chilver Rd., and Lincoln Rd. Open lots along Devonshire Road are a result of past demolitions of buildings between Riverside Drive and Wyandotte Street including the original Walkerville Train Station.

Industrial uses including the expansive Hiram Walker Distillery are located at the north-east of the study area near along Riverside Dr. and Wyandotte St. near Walker Rd. Many of the industrial buildings were or are associated with the Hiram Walker & Sons Company, and are now held and operated by a variety of owners. They range in height from one to five storeys.

The study area also includes various institutional uses including King Edward Public School, St. Mary’s Anglican Church, Lincoln Road Mosque, Walkerville Evangelical Baptist Church (fire destroyed), and All Nations Full Gospel Church.



Image 2C: Wyandotte St., looking east from Gladstone Ave.  
Image source: BrookMcIlroy

## Open Space

Open spaces and parks are located within the study area, including the eastern edge of the Riverfront Trail, Walkerville Jubilee Park at Wyandotte St. and Kildare Rd., and the historic Willistead Park at the south edge of the study area. Many informal open spaces are also present throughout the area, resulting from a combination of building demolition, decommissioning of railway lines, and interim uses as vehicle parking lots. Extensive informal open spaces exist in the vicinity of Riverside Dr., Devonshire Rd., and Assumption St. and present great opportunities for mixed-use destinations.



Image 2D: The Riverfront Pathway (top) and 2E: former railway lands (bottom)  
Image source: BrookMcIlroy

## Social, Cultural, and Community Assets

One of Walkerville’s strongest assets is the people who live, work, and visit the neighbourhood and take pride in its dynamic history and bright future. Walkerville is home to many creative, energetic, entrepreneurial citizens who contribute to their community’s beauty, safety, and its creative and commercial landscape.

Walkerville is the home to, and host of many social, cultural, and community assets. Several art institutions are present within the Study Area. The Walkerville BIA fulfills its mission to realize the neighbourhood as *the chosen destination for visitors, businesses and residents by working with its members and partners [to] create and maintain a vibrant, historic, diverse business district through beautification, business development, and promotion.* The visible positive effects of the BIA’s work are strong in the community both physically in the streetscapes, and in the storefronts of diverse for-profit and non-profit businesses.

Sho Art, Spirit & Performance is an art studio near Monmouth and Wyandotte St. that hosts an array of artists, theatre groups, non-profit organizations, businesses and creative industries. Other galleries and studios within the study area include Adele Duck, Arts Collective Theatre, Arts Council of Windsor & Region, Ina A. C. Collin Sculpting, Julia Conlon Art Studio & School, Levigator Press, and Walkerville Artists’ Co-Op. Several performance theatres are also in the study area including Riverfront Theatre Company and the Olde Walkerville Theatre. At the edge of the study area and serving as a gathering space for locals and visitors, Willistead Park is an extensive cultural and community asset with open spaces, furnishings. Within the park, Willistead Manor is a City-owned and operated heritage building serving many community-related functions.

Other cultural and community organizations and assets in Walkerville include the Children’s Aid Society Windsor-Essex, Royal Canadian Legion Branch 12, Olde Walkerville Theatre, Arts Council-Windsor & Region, Walter D. Kelly Life Celebration



Image 2E: Murals and vibrant business frontages along Wyandotte St.  
Image source: BrookMcIlroy

Centre, Masjid Noor-ul-Islam, Walkerville Evangelical Baptist Church, King Edward Public School, St. Mary's Anglican Church, and All Nations Full Gospel Church.

## Environment

At the northern border of the study area, the Detroit River is a sensitive aquatic ecosystem. Originally serving as a railway right-of-way and industrial shipping corridor, the riverfront has evolved to include amenities such as the Windsor Riverfront Trail, which ends at the western edge of the study area. Riverside Dr. is a multi-lane road with few crossings or pedestrian amenities. As such, the right-of-way serves as a separating edge between waterfront amenities and the Walkerville neighbourhood.

Environment-related opportunities include enhancing walkability and reducing vehicle reliance to combat air pollution; adaptively reusing existing buildings for new purposes; developing new green spaces and vegetation; reducing non-permeable surfaces and associated runoff; promoting low-carbon and low-impact development; and encouraging gentle intensification to combat urban sprawl and its associated environmental impacts.

Thanks to the visionary landscape designs realized in Walkerville's streetscapes and boulevards, the existing tree canopy within residential areas is extensive and an important asset for the community due to the trees' associated beauty, ability to provide shade, and contribution to axial views down streets such as Devonshire Rd., Niagara St., and others. Enhancing the tree canopy in commercial, industrial, and riverfront areas is a key opportunity in improving environmental conditions throughout the study area.



Image 2F: The adaptive reuse of the existing Walkerville Power Building is an example of sustainable development  
Image source: BrookMcIlroy

## Economy

In addition to housing North America's largest distillery operations, Walkerville boasts a diverse and robust commercial and industrial economy, primarily operating within the northern portion of the study area in the vicinity of Wyandotte St., Devonshire Rd., Brant St., Assumption St., and Argyle Rd. Business activities range from professional services, retail shops, restaurants and pubs, product manufacturing, personal services, media outlets, performing arts, health care, finance, and others.

Fostering growth and success within Walkerville's business sector, including the incorporation of new businesses to fill gaps in service offerings for residents and visitors, will be key to ensuring Walkerville's continued economic success and future as a sustainable and complete community.

As Walkerville continues to mature and evolve, folding commercial, industrial, and recreational uses seamlessly into the community's pedestrian-friendly urban fabric will serve to connect Walkerville from the Riverfront to its residential core, and to its neighbouring communities to the east and west.

## Material and Associative Heritage

The associative heritage value of the Walkerville study area is connected with the origins and growth of Walkerville from a Model Factory Town to a contemporary mixed neighbourhood. For many years, the Walkerville Times and its associated publications and endeavours have been crucial keepers of knowledge on the history and heritage of Walkerville, and continue to communicate and promote the community's heritage. Chapter 1 of this document is based on extensive original document research and provides an overview of the material and associative heritage elements found in Walkerville.

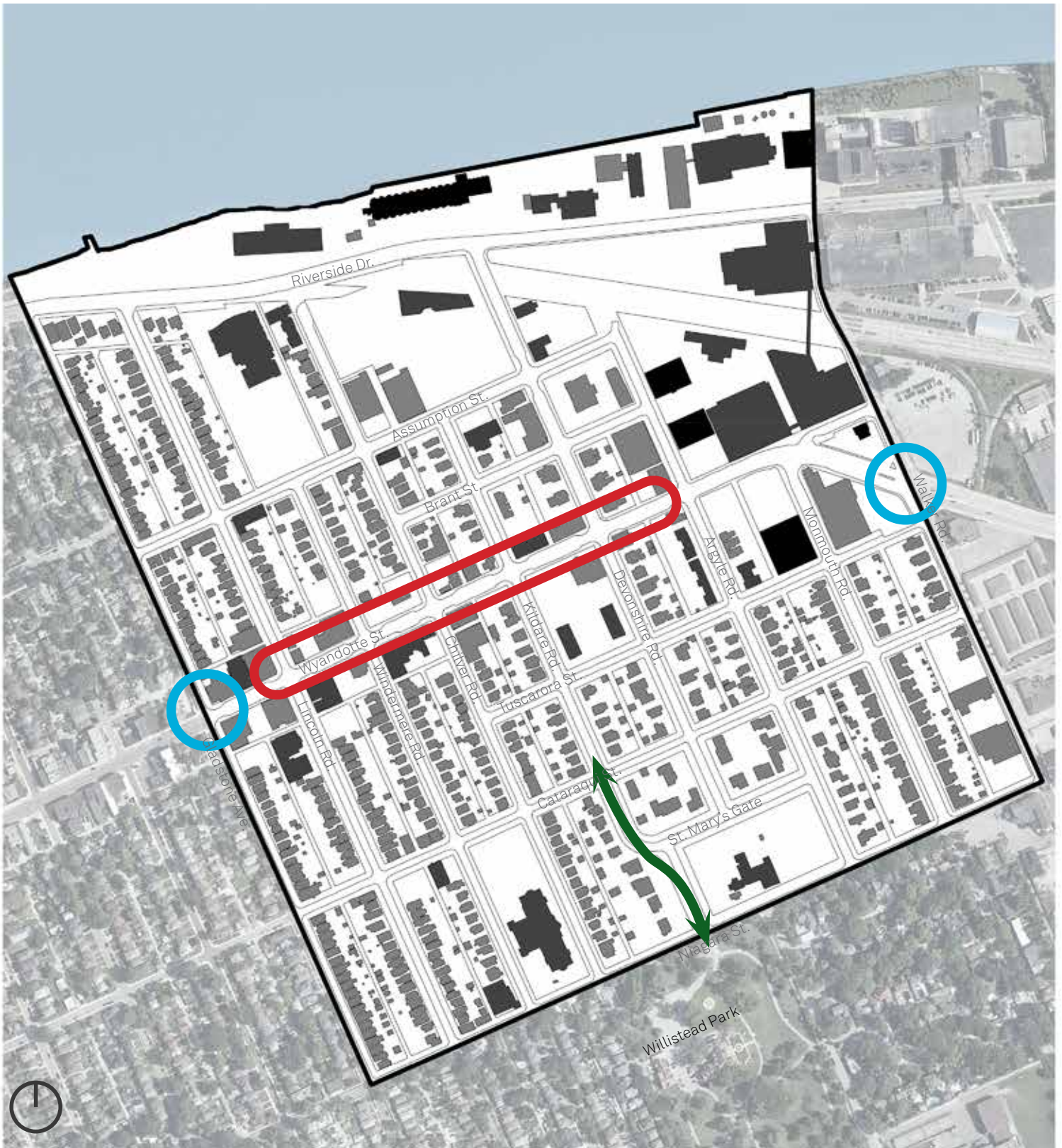


Image 2G: Rail spur between Walker and Devonshire Rds.  
Image source: BrookMcIlroy

# Urban Form Mapping

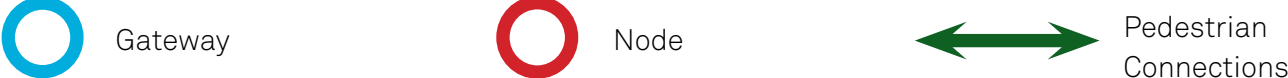






**Walkerville Nodes, Gateways, and Pedestrian Connections**

Walkerville includes two distinct Gateway locations along Wyandotte Street at Gladstone Avenue and Walker Road. When crossing these Gateway locations, a distinct change in the built form and public realm is present. A nodal area is identified on Wyandotte Street respectively between Lincoln Road and Argyle Road. This node includes a mix of uses including commercial at grade. A prominent pedestrian connection connects Willistead park to nodal areas to the north along Kildare Road.



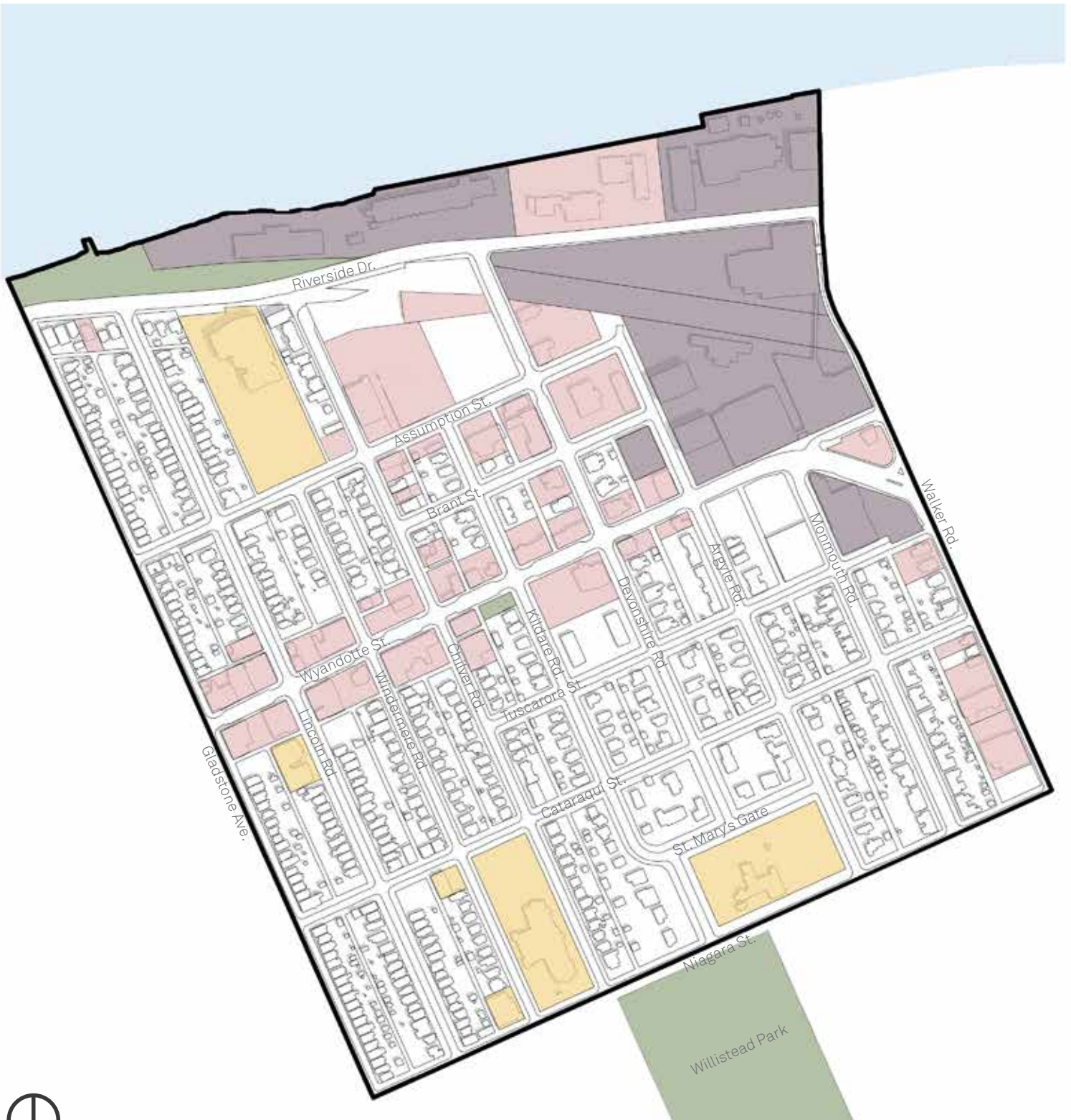




### Heritage and City-owned Properties Distribution in Walkerville (January 2020)


The Heritage and City-owned Properties Distribution map shows that Walkerville lacks City-owned Property. Many Heritage Properties are disbursed throughout the Study Area with the largest concentration in the south-east quadrant.

- City-owned Property
- Heritage Property



### Program Distribution in Walkerville

The Program Distribution map shows that Walkerville lacks existing green space. Wyandotte Street is an east-west commercial corridor while Devonshire Road is a north-south corridor comprised of commercial uses at the north and residential towards the south. Industrial lands are respectively located north of Assumption Street and east of Argyle Road.

- |  |  |
|--|--|
|  Institutional |  Industrial |
|  Green Space   |  Commercial |



**Walkerville Figure-ground Diagram by Building Height**

Walkerville includes a broad distribution of building heights. The majority of the buildings are 1-2 storeys. Taller buildings are generally industrial or institutional in their use. The largest concentration of taller buildings 3 storeys or greater is in the north and north-east quadrant.

- 1-2 Storeys
  - 3-4 Storeys
- 5+ Storeys



### Laneways in Walkerville

Walkerville includes a well connected network of laneways throughout the Study Area.

 Building

 Laneways



Walking Distances and Landmarks in Walkerville

- |   |                                      |    |   |
|---|--------------------------------------|----|---|
| 1 | Riverfront Trail                     | 8  | Walter D. Kelly Life Celebration Centre                 |
| 2 | Grain Silo                           | 9  | Masjid Noor-ul-Islam                                    |
| 3 | Hiram Walker & Sons Limited          | 10 | Walkerville Evangelical Baptist Church (fire destroyed) |
| 4 | Children's Aid Society Windsor-Essex | 11 | King Edward Public School                               |
| 5 | Royal Canadian Legion Branch 12      | 12 | St. Mary's Anglican Church                              |
| 6 | Olde Walkerville Theatre             | 13 | All Nations Full Gospel Church                          |
| 7 | Arts Council-Windsor & Region        |    |   |

## Analysis of

# Strengths Opportunities Aspirations Results

### Introduction

The following SOAR analysis presents a high level review and analysis of the Walkerville Study Area. It identifies the strengths, opportunities, aspirations and results from an urban design perspective and are informed by background research, site visits, and consultation with the public and key stakeholders. This analysis will inform the final recommendations of the Walkerville Theming and Districting Plan including establishing a design framework and the identification of potential initiatives, improvements, projects, and opportunities that the City of Windsor can undertake within the Study Area.

### SOAR Analysis

For the purposes of this analysis, the S.O.A.R. categories are defined as follows:

- **Strengths:** Existing positive features or attributes for the area.
- **Opportunities:** Conditions where the potential for revitalization or improved conditions may be viable.
- **Aspirations:** The preliminary vision and core ideas for the project, informed by expert opinion and consultation with the public and key stakeholders (Phase 1 project consultation).
- **Results:** The desired outcomes and measures that will signal the success of the project.

### Strengths

Identified strengths for the Study Area include:

- A rich history and built cultural heritage, including a significant number of heritage properties within the neighbourhoods.
- The overall walkability of the Study Area, including fine grain, walkable blocks.
- The area's proximity to the Detroit River.
- The area's proximity to the international border, providing opportunities for trade and ease of mobility between Canada and the United States.
- A diversity of land uses including institutional, residential, commercial and open spaces.
- The presence of employment uses related to the Hiram Walker Distillery and Walkerville Brewery, with opportunities for interaction with these facilities (e.g. tastings, brewery tours, night market)
- The presence of a central commercial corridor along Wyandotte St. and Devonshire Rd. that provides access to a range of services to area residents, workers, and visitors, including restaurants and cultural facilities.
- The existence of an established arts and non-profit community.
- The presence of a mature tree canopy throughout the residential neighbourhoods.
- Quality Housing Stock

### Opportunities

Identified opportunities for the Study Area include:

- Improved integration of the Hiram Walker Distillery built form into the fabric of the community.
- Integration of public art or landscaping treatments to reference the area's historic significance, including possible design inspiration from the Model Town concept (e.g. murals, lighting, streetscape design, wayfinding).

- Creating an enhanced green network to the Riverfront, which may include street trees, planters, and/or street-level landscaping.
- Realizing a large, mature tree canopy in commercial and industrial areas, including along Wyandotte Street.
- Creating and enhancing pedestrian and cyclist connections from the developed areas of the Study Area to the Riverfront.
- The creation of a public park or square within the Study Area linked to the Riverfront (e.g. located at Devonshire Road and Riverside Drive), which functions as a community destination.
- Potential partnerships between the City of Windsor and private developers to negotiate land for publicly accessible open spaces or parkland.
- Identification of new nodes, corridors and gateways within the Study Area in order to prioritize urban design initiatives (e.g. landscaping, lighting, public art, wayfinding). This may include strengthening the conditions on Devonshire Road and Wyandotte Street.
- Bolster/continue to build on the vibrant and active street frontage along Wyandotte Street.
- Sensitive intensification of key sites and corridors through redevelopment.
- Recognition of Indigenous presence within the Study Area through sensitively integrated design interventions (e.g. gathering space, landscaping), determined in consultation with the Indigenous community.
- Improved connectivity from the Windsor GO Train Station to the Study Area.
- Build on heritage characteristics, industrial history, and context.

## **Aspirations**

Identified Aspirations for the Study Area include:

- Enhanced pedestrian and cyclist safety along Riverside Drive and Wyandotte Street (e.g. new signalized crossings, traffic calming, buffering between vehicular traffic and pedestrians)
- Increased housing through reuse and intensification opportunities.
- New gateway features or visual landmarks to distinguish the Walkerville Study Area from the adjacent context.
- Additional commercial uses along Wyandotte Street to better serve the needs of residents (e.g. grocery store).
- The integration of public art within the area.
- Strengthening and improving laneway connections within the Study Area, including opportunities for animation and placemaking.
- Expansion of the night market and other event and festival opportunities.

## **Results**

Identified Results for the Study Area include:

- A Hierarchy of Streets that prioritizes and balances a variety of users and creates safer and more efficient connections for pedestrians, cyclists, and motorists
- Enhanced Streetscape Design along major pedestrian routes
- Animated and Vibrant Streets and Laneways
- An Enhanced and Expanded Mature Tree Canopy in the neighbourhoods, commercial areas, and toward the Waterfront
- A Diverse Mix of Uses, Housing and Building Types
- Sensitive and Carefully Integrated Intensification that reflects Walkerville's historic character, including:
  - The Protection and Enhancement of Built and Natural Heritage; and
  - The Protection of Neighborhood Character

## Conclusion

The SOAR Analysis identified in this document identifies the perceived strengths, opportunities, aspirations and results related to the Walkerville Theming and Districting Plan, informed by background review, site visits and consultation undertaken in Phase 1 of the project. The findings of the SOAR will be used to inform the District Vision and preliminary directions on initiatives, improvements, projects, and opportunities that will enhance the urban conditions in the Walkerville Study Area and foster and enhance the thriving local character and culture.

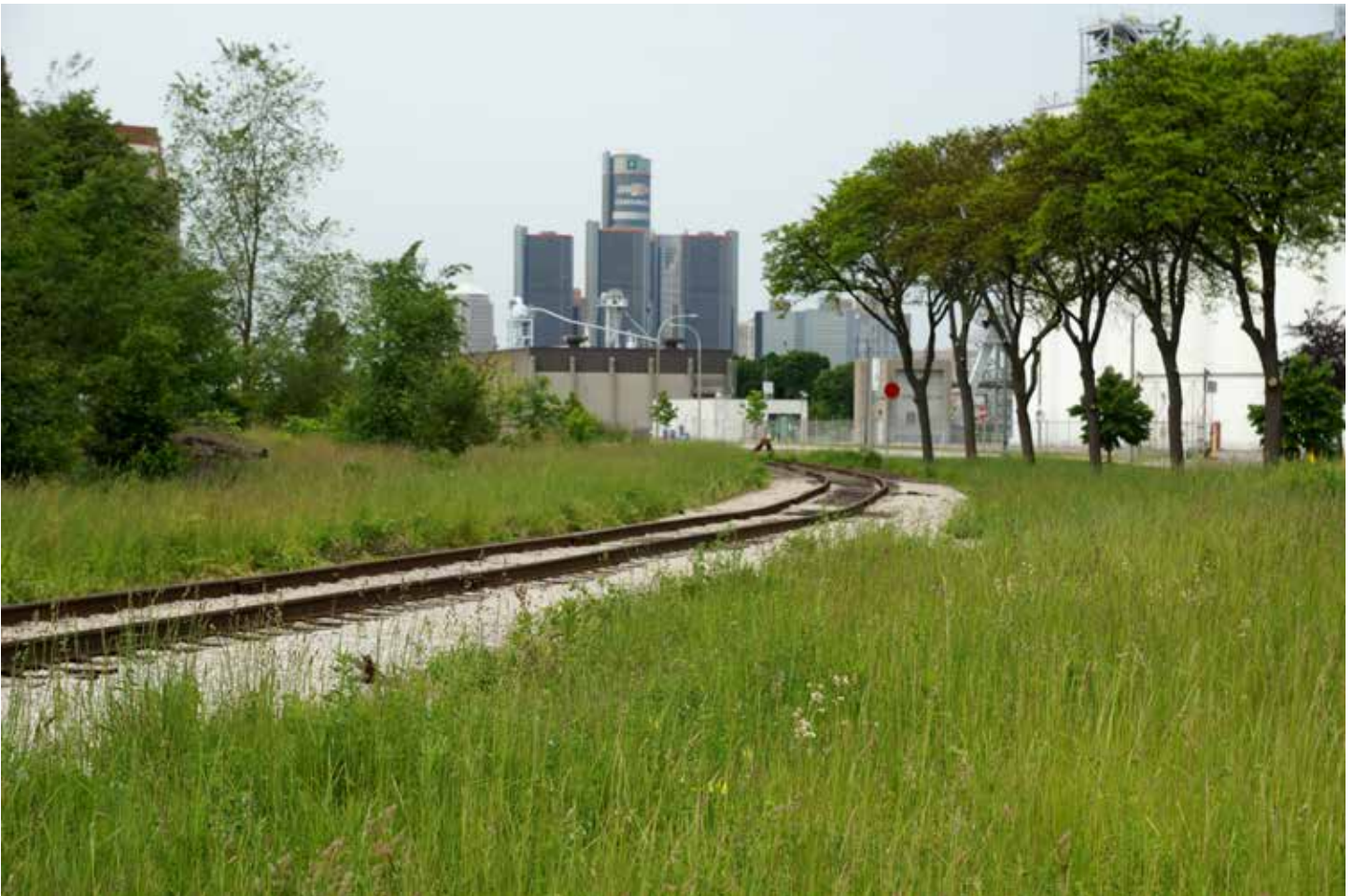


Image 4A: Rail spur between Walker and Devonshire Rds., looking west  
Image source: BrookMcIlroy



## **Brand and Marketing Opportunities**

Following is a list of high-level themes that could be leveraged in the branding and marketing of Walkerville as a unique and diverse destination.

### **Walkability**

Walkerville includes a fine-grained network of streets and laneways that are lined with a diversity of commercial, residential, and institutional uses. Streets include sidewalks and other public realm amenities which create a pleasant environment for walking.

### **Past and Present**

Walkerville is a contemporary model town that is built upon the heritage of Hiram Walker.

### **Distilling**

Walkerville was founded on distilling and is still the location of a thriving distilling industry.

### **Arts & Culture**

With its many galleries, theatres, businesses, and restaurants Walkerville is a hub for arts and culture.

### **Architecture & Built Heritage**

Walkerville includes a diverse range of unique architectural styles and over 200 heritage buildings.

# VISIONING



## Consultation Process

The Walkerville Theming and Districting Plan communicates a vision for the future of Walkerville that has been developed in close collaboration with the people who live, work, visit, dine, and play in Walkerville. The consultation process involved both in-person and virtual opportunities to generate ideas and visions, and to provide input and feedback on the designs. In addition to the formal consultation events, many conversations with leaders in Walkerville's business, arts, and creative industries helped to inform the ideas and direction of the Plan.

### Phase 1: Community Design Workshop

To kick off the public consultation process, a Visioning Workshop was held at the Walkerville Brewery for the Walkerville Theming and Districting Plan. The session was attended by City of Windsor Staff and members of the consultant team from Brook McIlroy and Letourneau Heritage Consulting. A total of 56 participants signed into the workshop, but more were in attendance.

The purpose of the Visioning Workshop was to inform participants about the Plan's purpose, process, and expected outcomes. Participants learned about Walkerville's Evolution and growth through a presentation by the heritage consultants. The presentation provided background and context for subsequent design and charette style exercises.

In six separate groups, participants circulated through a visual preference exercise, an "I love..." / "I wish..." mapping activity, and sketched out their visions for the future of Walkerville.

### Community Engagement Website

The consultant team established a community engagement website housing various materials, including an overview of the project and the upcoming opportunities for feedback. The website contained a Background Report outlining Walkerville's evolution, an analysis of the attributes, character, and urban form of Walkerville, and a study of the strengths, opportunities, aspirations, and results as well as marketing opportunities. The website was subsequently updated with a summary of the Community Design Workshop, as well as the Phase 2 and Phase 3 virtual surveys.

### Phase 2: Online Ideas Survey

Based on the input and ideas generated at the Community Design Workshop, the consultant team produced an online digital survey providing opportunities for the public to offer ideas and input on ten identified Initiatives, Improvements, Project, and Opportunities (IIPOs). 404 responses were received, providing creative and visionary ideas for reimagining Walkerville.

### Phase 3: Online IIPo Feedback Survey

Following further design refinement based on the Phase 2 survey feedback, a series of narrated videos illustrating 3-dimensional modeling of the IIPo designs were provided in an online Feedback Survey. 133 responses were received, providing thoughtful insights and feedback on the proposed designs. The feedback was incorporated into the final designs presented in the Plan.



Photos of Community Design Workshop at the Walkerville Brewery

#5: Argyle & Monmouth Flexible Streets

Argyle Rd. between Wyandotte St. and Assumption St., as well as Monmouth Rd. between Wyandotte St. and Tuscarora St. have been identified as two potential locations for flexible streets that could function as both pedestrian-priority, and on occasion, pedestrian-only streets. Through unique paving surfaces that reintroduce the cobblestone streets of Walkerville in decades past, as well as seating, public art, and historic and cultural interpretive elements, these streets could become public spaces and destinations suitable for many uses including festivals, events, and markets.

Aerial View of Location



In your opinion, how important are Argyle & Monmouth Flexible Streets for Walkerville?

1 2 3 4 5 6 7 8 9 10

Not Important            Critically Important

What thoughts or ideas do you have on Argyle & Monmouth Flexible Streets? Your answer can be as long as you like so give us lots of detail and paste links to images you like. Below are some example images for inspiration:



Images include a pedestrian street paved with two-tone grey unit pavers with market tents lining both sides; a street performer and onlookers on a cobblestone pedestrian street; a narrow pedestrian street with unit pavers, trees, bicycle parking, and retail shops; and a wide pedestrian street with restaurant patios and large mature street trees.

Your answer

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Clear form

Initiatives, Improvements, Projects, and Opportunities (IIPO)  
Presentation

#1: Riverfront Park and Pathway Connection

Below is an overview video followed by a feedback form. Please watch the video and tell us what you think in the text box below. You may pause the video at any time to read the captions.

To watch the video full screen, follow this link to watch on Youtube:

<https://youtu.be/-UkLOUnu-Uo>



What do you think of the design of the Riverfront Park and Pathway Connection?



Your answer

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Clear form

Screen capture of phase 3 consultation online survey with embedded virtual fly-through videos

## Visioning Workshop Summary

On December 3rd, a Visioning Workshop was held at the Walkerville Brewery for the Walkerville Theming and Districting Plan. The session was held between 6:30 pm and 8:30 pm and was attended by City of Windsor Staff and members of the consultant team from Brook McIlroy Inc. The session was also attended by the sub-consultant team from Letourneau Heritage Consulting Inc. A total of 56 participants signed into the workshop, but more were in attendance.

### Purpose

The purpose of the Visioning Workshop was to inform participants about the Plan's purpose, process, and expected outcomes. Participants learned about Walkerville's Evolution and growth and were also able to provide their feedback through various design and charrette style exercises.



*Presentation from Sub-Consultant Team*

## Agenda

The agenda for the Visioning Workshops was as follows:

- Introduction;
- “I Love” and “I Wish” and the Visual Preference Study Exercise;
- Formal Presentation on Walkerville’s Evolution;
- Public Square Design Exercise;
- Sketch Your Walkerville Vision;
- Conclusions.

## Introduction

The Introduction was started by Adam Coates with the City of Windsor. Adam introduced the project and the consultant team. Following Adam Coates’ introduction, Nathan Flach introduced Brook McIlroy’s past planning involvement with the City of Windsor. Participants were divided into six separate groups at random and asked to re-seat themselves.

### “I Love” / “I Wish” & Visual Preference Study

After the Introduction, the consultant team introduced the “I Love” and “I Wish” and the Visual Preference Study Exercise.

The “I Love” and “I Wish” Exercise had participants post stickers stating what they wish and what they love about Walkerville. An aerial map was provided and participants were encouraged to post the stickers onto the map. Due to the high number of participants and stickers, many stickers did not spatially relate to specific areas on the map. Any location-specific comments are highlighted below. A summary of topics and comments include the following:

### “I Wish”

- Walkability
  - Numerous comments praised the overall walkability of the Walkerville District.
  - Additional comments relating to walkability included the need for car-free streets, complete streets, safer crossing opportunities along Wyandotte Street East, and better access to the waterfront.
- Parks
  - Numerous comments were made relating to the need for better connection to the public waterfront including the Riverfront Trail. Some participants suggested that the Riverfront Trail should connect to the Walkerville District.
  - Other comments included a lack of trees and the need for a dog park.
- Vehicular Concerns
  - Some participants stated that additional parking was required.
  - Others noted that traffic calming and better traffic enforcement was needed.
- History and Character
  - Several comments suggested including additional gateway and/or visual landmark features to distinguish Walkerville.
  - Several comments suggested that Walkerville’s distinct character be maintained and reinforced.
  - Some comments suggested that Walkerville’s past history be included in a meaningful way as the District is planned and developed. One comment suggested historic plaques.
- Public Art
  - Several comments suggested that murals and additional public art was welcome.
- Public Realm
  - Several comments suggesting additional



patios on streets and laneways.

- Some comments suggested additional courtyards.
- Housing
  - Numerous comments were made relating to increased housing diversity and options.
  - Some comments suggested that mixed-use housing and commercial building options could be added.
- Laneways/Alleys
  - Numerous comments suggested improvements to the care and upkeep of laneways/alleys.
  - Numerous comments suggested more activation in laneways/alleys including uses which back directly onto them and additional beautification.
- Programming
  - Some participants suggested more festivals be held in Walkerville.
- General Comments
  - Numerous comments suggested that Walkerville currently lacks grocery stores and indoor exercise locations.
  - Some comments suggested that infill opportunities were present along Devonshire Road and Riverside Road.
  - One comment was made suggesting additional picnic benches and a community centre be included at Willistead Park.

### “I Love”

- Walkability
- Many participants noted that Walkerville is very walkable due to the high number of amenities that can be accessed by foot.
- Many participants noted that Walkerville felt like a complete community with many commercial, park/open space, and residential uses.

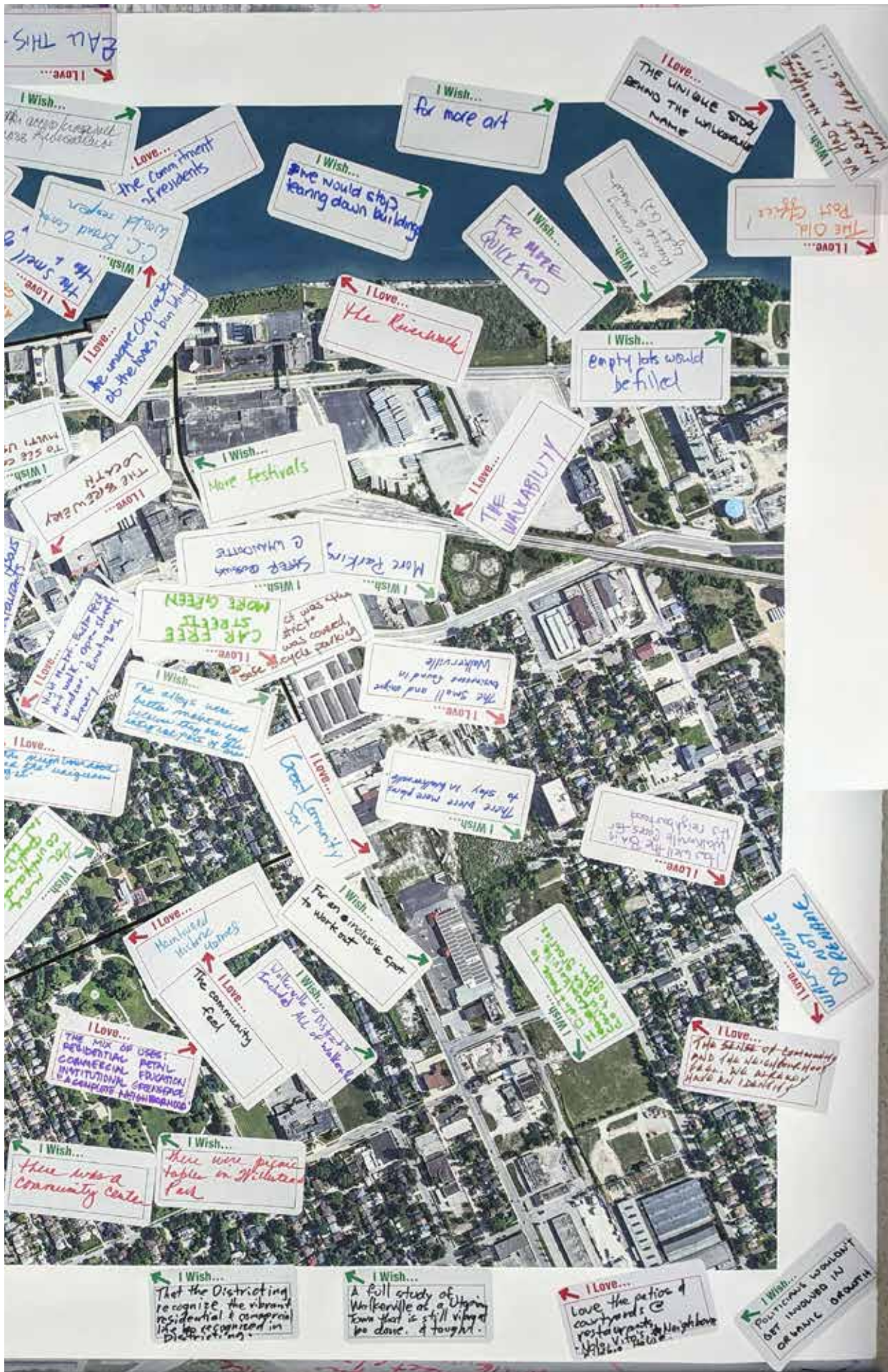
- History and Character
  - Many participants noted that Walkerville had a strong sense of community, and cultural and physical heritage.
- Built Form
  - Many participants noted that Walkerville had many historic buildings.
- Public Realm
  - Numerous comments remarked on the many patios and courtyards available in Walkerville.
- Commercial/Retail
  - Many participants enjoyed the high number of diverse shops, restaurants, and breweries.
- Programming
  - Some comments suggested that the night market and festivals were positive.

### Visual Preference Exercise

The Visual Preference Exercise asked participants to stick stickers onto photos showing various public realm elements. Each sticker represented a “vote” for the participant’s visual preference. Each participant was given approximately 12 stickers to stick onto any of the 96 photos provided. The Visual Preference Responses summary below includes all photos with 10 or more stickers.

# "I Wish" and "I Love" Responses





# Visual Preference Responses



\*Indicates number of dots placed on each image





\*Indicates number of dots placed on each image





## Walkerville’s Evolution – Heritage Presentation

After the “I Love” and “I Wish” exercise and the Visual Preference Study Exercise, Nathan Flach introduced Marcus Letourneau and Carl Bray from Letourneau Heritage Consulting Inc. Carl Bray gave a presentation on the evolution of Walkerville from the pre-contact period until present day.

## Public Square Design Exercise

After the Heritage Presentation, Nathan Flach introduced the Public Square Design Exercise. Eight Public Square Design Themes were introduced to participants prior to handing out a blank public square plan for participants to draw and comment on. Participants worked in small groups to complete the exercises. The Eight Themes included:

- Image and Identity;
- Attractions and Destinations;
- Amenities;
- Flexibility;
- Seasonal Strategy;
- Access;
- Edges and Connections; and
- Partnerships.

Participants were encouraged to draw and write on the map. They were also able to use images from the Visual Preference Exercise as precedent images.

Five of the six tables suggested elements including:

- Additional trees, green space, and landscaping
- Food vending; and

- Public seating and tables.

Three of the six tables suggested:

- A water feature or central feature; and
- Seasonal programming elements including but not limited to ice skating.

Elements suggested from less than two of the six tables included:

- A statue;
- Bicycle parking;
- Playground;
- Community garden
- Theatre;
- Adjacent bike lanes;
- Dog park;
- Washrooms; and
- Sheltered outdoor areas.

A high-level summary and description of each Public Square Design is provided below:

### Public Square 1:

Elements suggested included:

- Diagonal pathway elements leading to a central landmark feature such as an ice rink or statue;
- Trees and other green elements located throughout the Square;
- A community bulletin board;
- A community garden;
- A photo feature such as a “Walkerville” sign;
- A community theatre space;
- Ethnic/cultural elements; and
- Additional activation including food trucks.

Precedent images included:

- Bicycle parking;
- Public seating opportunities; and
- Public realm amenities



**PUBLIC SQUARE DESIGN THEMES**

**4 Image and Identity**

What does the history say about Walkerville? How does it relate to Walkerville's identity?

**1 Attractions and Destinations**

What are the main attractions and destinations in the square? How do they relate to the square's identity?

**6 Amenities**

What list of amenities (seating, garbage bins, lighting, trees, etc.) are needed to make the square a desirable destination?

**Flexibility**

How does the square change over the course of a day, week, and year? Are there opportunities for seasonal programming?

**Seasonal Strategy**

How does the square change with the seasons? Does it host different activities throughout the year? How can we make the square more inviting and usable in different times of the year?

**6 Access**

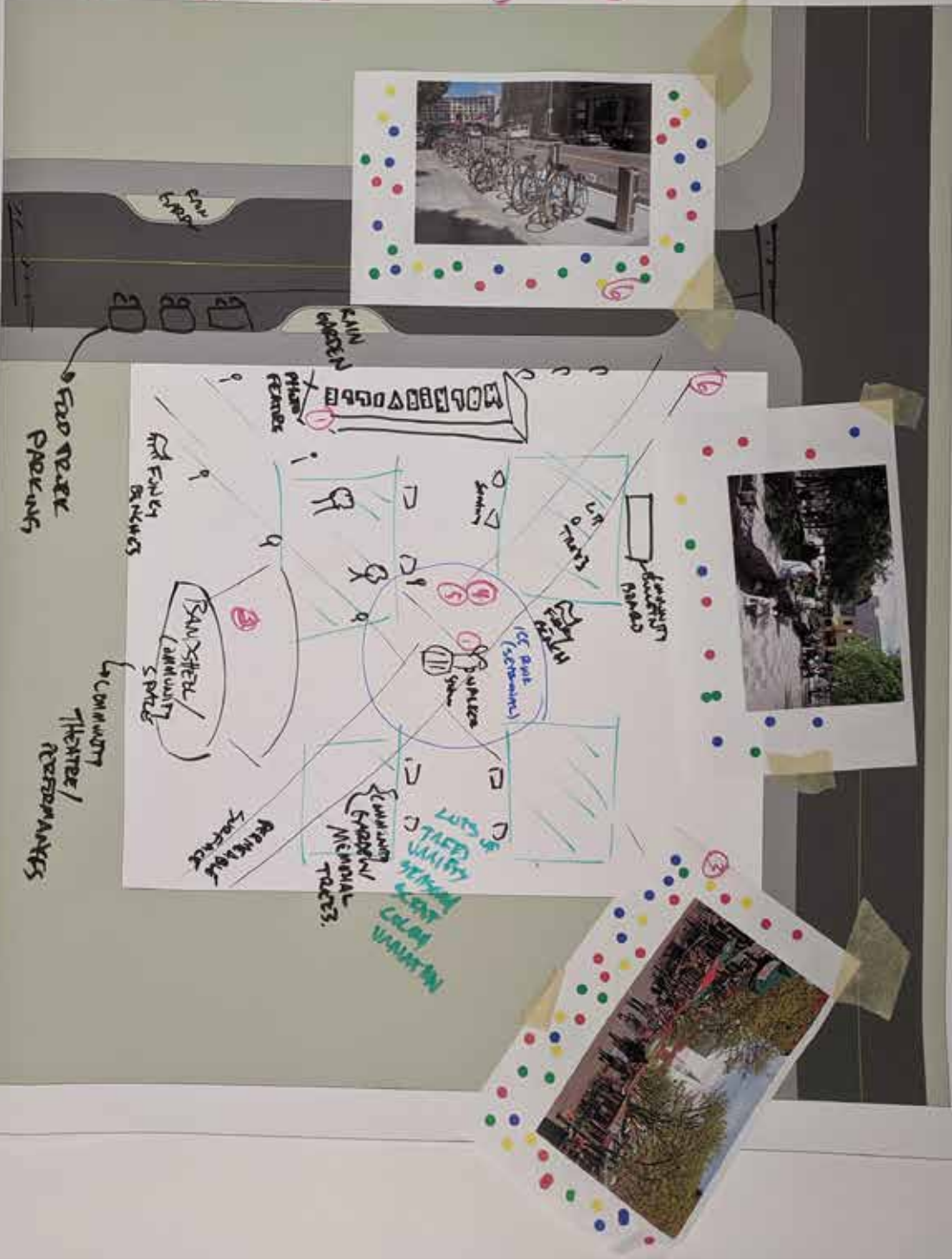
How can we make the square easy to get to from the surrounding neighborhood? How can we make the square more accessible to all?

**Edges and Connections**

What's around the edge of the square? Are there links to the surrounding neighborhood? How can we make the square more connected to the surrounding neighborhood?

**Partnerships**

Are there any organizations or groups that could help to make the square a success? Are there groups that could use the space for specific events or programs? How can we make the square more successful through partnerships?



## **Public Square 2:**

Elements suggested included:

- Bike lane accessible public square;
- Bicycle parking;
- Areas for picnicking;
- A central landmark feature such as a water fountain;
- A historic walkway;
- A dog park;
- Washroom facilities;
- A playground;
- Seasonal activation elements such as a skating rink and food vending in the winter and a patio, bistro, or basketball court in the summer; and
- Covered seating areas.

No precedent images were included.

**PUBLIC SQUARE DESIGN THEMES**

**Image and Identity**

What does the square say about Walkerville's new look & values as Walkerville's identity?

**Attractions and Destinations**

Are there smaller "nodes" (streets, buildings, public art, etc.) that serve as destinations, attractions, or landmarks within the square?

**Amenities**

How can the square meet the needs for seating, shade, parking, green, public art, and other amenities that improve the quality of the public space?

**Flexibility**

How does the square change over the course of a day, week, and year? Are there temporary features that can be added, like a stage, tables, umbrellas, and outdoor games?

**Seasonal Strategy**

How can the square be designed to accommodate different uses and activities throughout the year, including seasonal events, markets, and specific events at different times of the year?

**Access**

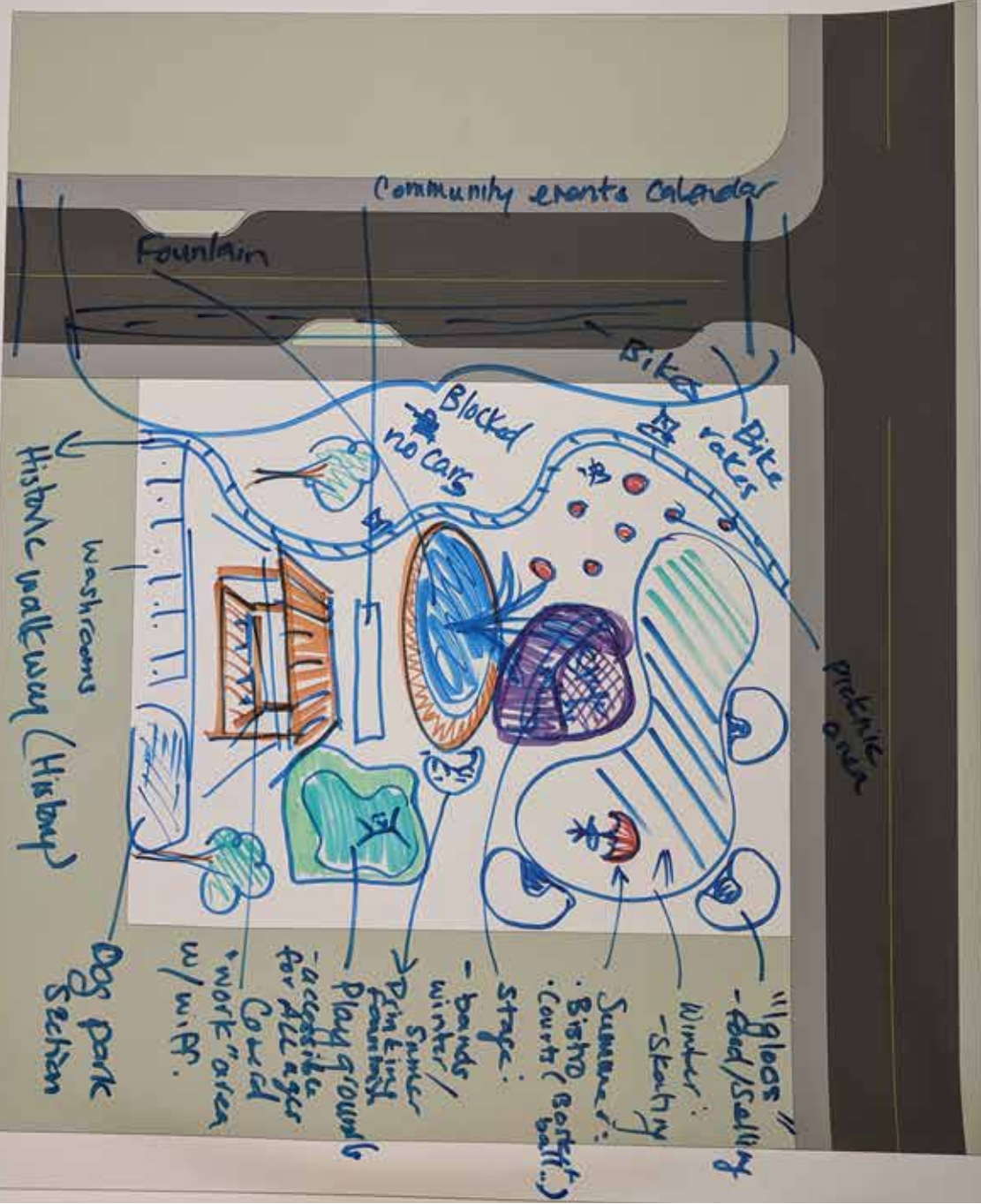
How can the square be designed to get to? How do accessibility, safety, and security factors, and transit options affect the design of the square?

**Edges and Connections**

How does the square connect to the surrounding neighborhood? Are there opportunities to connect the square to the surrounding neighborhood?

**Partnerships**

Are there potential partners that could help to make the square a success? Are there groups or organizations that could help to make the square a success? Are there groups or organizations that could help to make the square a success?



**Public Square 3:**

Elements suggested included:

- Tables with seating;
- A central statue;
- Kiosks and Programming such as a night market and farmer's market;
- Trees and grass;
- Seasonal activation elements such as a skating rink in the winter and beach volleyball court in the summer;
- A speakers corner; and
- Access by streetcar (trolley).

No precedent images were included.

# PUBLIC SQUARE DESIGN THEMES

## Image and Identity

What does the square say about Walkerville? How does it relate to Walkerville's identity?

## Attractions and Destinations

Are there smaller "nodes" (background, building or pavilion, fountain, gaze, bench, etc.) that are a staple of Urban Walkers' within the square?

## Amenities

What kind of amenities (seating, garbage bins, lighting, trees, plantings, grass, public art) make the square more interesting and comfortable to visit?

## Flexibility

How does the square change over the course of a day, week, and year? Are there temporary features that can be moved, like a stage, chairs, tables, umbrellas, and vending games?

## Seasonal Strategy

How does the square change over the course of a year? Are there different activities like walking, biking, markets and displays, art and sculpture, and specific events of interest throughout the year?

## Access

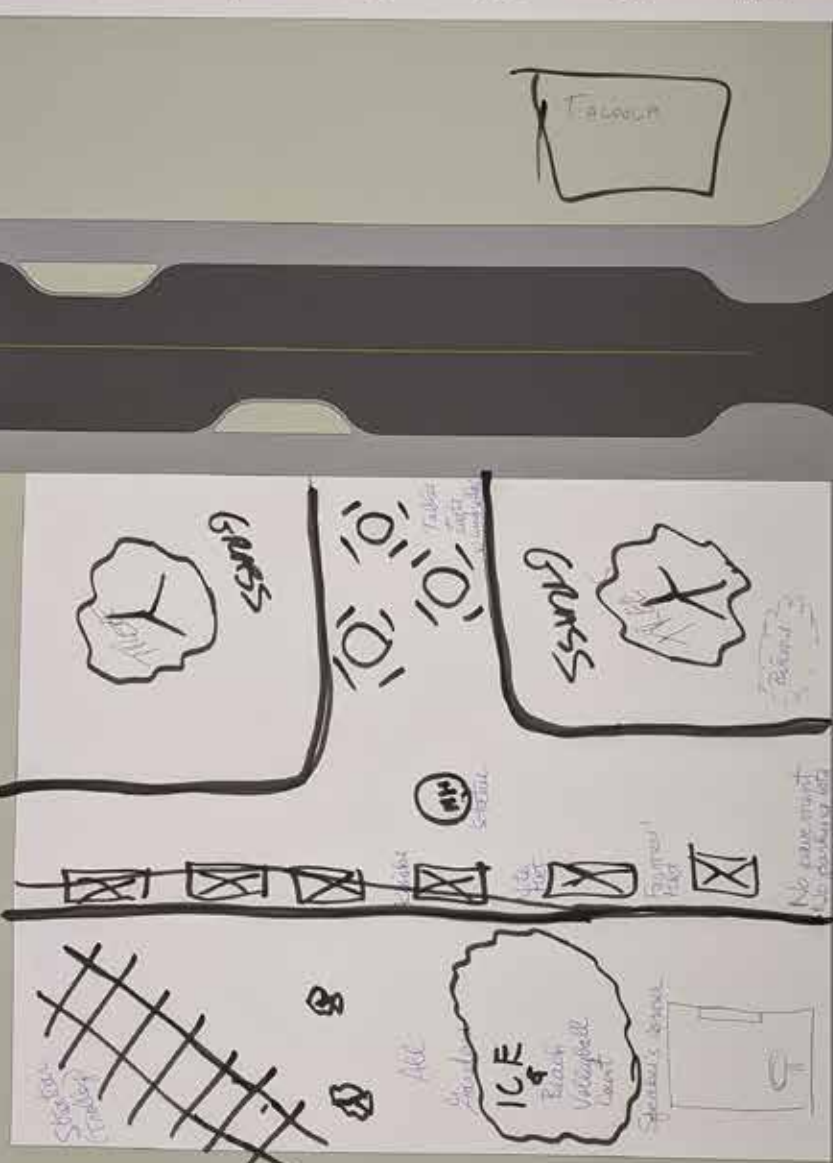
How can you make the square easier to get to? How do sidewalks, signage, traffic, lighting, and trees, and transit integrate into the design of the square?

## Edges and Connections

What's around the edge of the square? Are there uses at the edge that help to activate the square? How does the square reach out and connect to the Walkerville neighborhood?

## Partnerships

Are there potential partners that could help to make the square a success? Are there groups that could use the space for specific events or community gatherings? Are there businesses and could offer a product or service that would make the square even better?



**Public Square 4:**

Elements suggested included:

- Diagonal pathways leading to a central water feature or statue;
- Green space including trees;
- Bicycle parking; and
- A market or café;

Precedent images included:

- Parklets;
- Patio seating;
- Water features;
- Civic squares with pedestrian oriented lighting;
- Public squares with seating; and
- Public square with a small market store.

No precedent images were included.

## PUBLIC SQUARE DESIGN THEMES

### Image and Identity

What does the square say about Walkerville? How does it relate to Walkerville's history?

### Attractions and Destinations

Are there smaller "nodes" (playground, building or park, fountain, walk, landmark) within a radius of 100m (Walkerville) within the square?

### Amenities

What kind of amenities (seating, garbage bins, lighting, trees, plantings, grass, water) does the square need, remaining and contribute to use?

### Flexibility

How does the square change over the course of a day, week, and year? Are there any features that can't be moved, like a stage, chairs, tables, playground, and various plants?

### Seasonal Strategy

How does the square change with the seasons? Does it have different activities like markets, vendors and shopping, art and exhibits, and specific events at different times?

### Access

How can you make the square easy to get to? How do connections, signage, traffic, and bus stops, and transit integrate into the design of the square?

### Edges and Connections

What's around the edge of the square? Are there some of the edges that help to activate the square? How does the square reach out and connect to the 100m radius neighborhood?

### Partnerships

Are there potential partners that could help to make the square a success? Are there any local organizations or groups that could help to activate the square? Are there any who could offer a product or service that would make the square more usable?

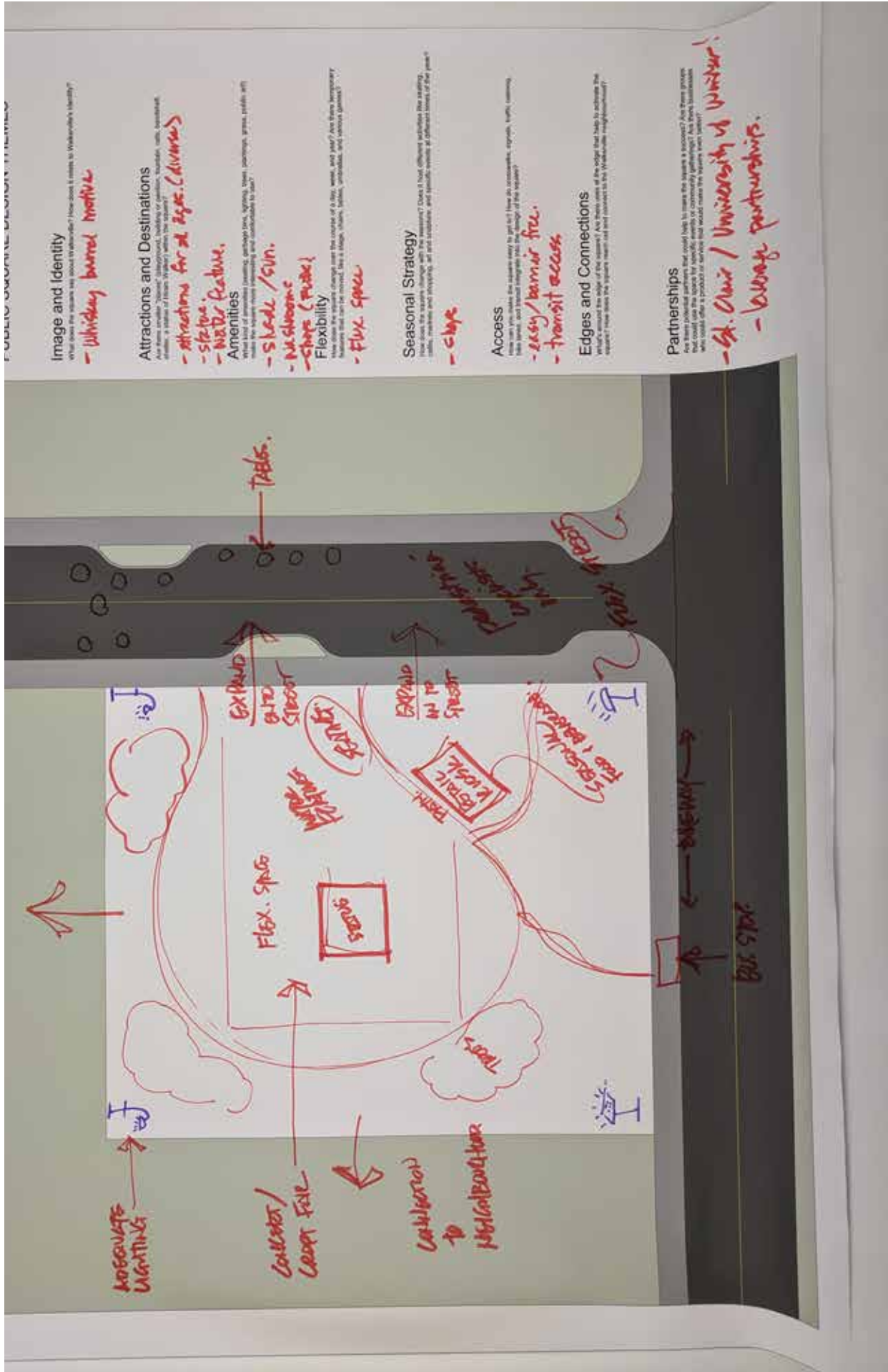
### **Public Square 5:**

Elements suggested included:

- Adequate lighting for evening activation;
- A flexible space that can accommodate events including crafts fairs;
- Connections between the square and adjacent neighbourhoods;
- Trees;
- Retail kiosk locations;
- A water feature;
- Seating;
- Ample access to sun;
- Washrooms;
- Barrier free;
- Transit accessibility; and
- Spill out space onto adjacent streets, ie. Located adjacent to a pedestrianized or flexible street.
- Public Square 5 also suggested a whiskey barrel motif under Image and Identify.

Public Square 5 did not include any precedent images, but included Partnership ideas including St. Clair and the University of Windsor.





**Image and Identity**

What does the district see about walkerville? How does it relate to walkerville's identity?

- Whiskey barrel motif

**Attractions and Destinations**

Are there smaller "nodes" (streets, buildings or public, outdoor, water, landscape, etc.) within the district that will serve as destinations?

- attractions for all ages (diverse)
- shops
- water features

**Amenities**

What kind of amenities (seating, garbage cans, lighting, trees, parking, grass, public art) will be provided to enhance the district's appeal?

- shade / sun
- niches
- shops (public)

**Flexibility**

How can the district be adapted to change over time? Are there temporary features that can be moved, set in place, taken down, upgraded, and removed?

- Flex. space

**Seasonal Strategy**

How can the district change with the seasons? Does it have different activities for different times of the year? Can it be adapted to different times of the year?

- shade

**Access**

How can you make the district easy to get to? How do you connect, connect, walk, connect, etc. to the district? How do you connect to the district?

- easy / barrier free
- transit access

**Edges and Connections**

How can the district be connected to the surrounding areas? How can it be connected to the surrounding areas? How can it be connected to the surrounding areas?

**Partnerships**

Are there potential partners that could help to make the district a success? Are there groups that could use the space for specific events or community gatherings? Are there businesses that could offer a product or service that would make the district more appealing?

- St. Clair / University of Waterloo
- leverage partnerships

**Public Square 6:**

Elements suggested included:

- A playground;
- A gazebo;
- Public Seating;
- Cafes;
- Seasonal activation including ice skating and music festivals;
- The square should be walkable, bikeable, and linked to a main street;
- Landscaping should be included at the edges; and
- The image and identity should represent “community.”

Precedent images included:

- Public seating;
- Public square lined with trees;
- An ice skating trail; and
- Central square feature.



**Image and Identity**

What does the square say about Walkerville? How does it relate to Walkerville's identity?

Community

**Attractions and Destinations**

Are there smaller "islands" (parks, playground, building or garden, market, cafe, bookstore, etc.) that are within the square?

music/bars/shul

European square/Statue

**Amenities**

What kind of seating, gathering, parking, trees, playground, green, public art, makes the square more interesting and photographs to take?

Cafes, skate rental, public art

**Flexibility**

How does the square change over the course of a day, week, and year? Are there temporary features that can't be moved, like a stage, chairs, tables, umbrellas, and various games?

seasonal activities

**Seasonal Strategy**

How does the square change with the seasons? Does it host different activities like skating, cafes, markets and shops, art and sculpture, and local events at different levels of the year?

skating/music festivals

**Access**

How can you make the square easy to get to? How do crosswalks, signals, traffic calming, and benches, and transit linkages fit the design of the square?

walkable link to main street  
bicycle friendly closed street

**Edges and Connections**

What's around the edge of the square? Are there gates at the edge that help to activate the square? How does the square reach out and connect to the Walkerville neighborhood?

landscaping

**Partnerships**

Are there potential partners that could help to make the square a success? Are there groups that could use the space for specific events or community gatherings? Are there businesses who could offer a product or service that would make the square even better?

food vendors  
social activity rentals

## Sketch Your Walkerville Vision

After the Public Square Design, Nathan Flach introduced the Sketch Your Walkerville Vision activity. In this exercise, participants were given transparencies and asked to overlay them onto a map of Walkerville. Participants were introduced to six themes to consider when sketching their vision of Walkerville. This included:

- Streetscape & Public Realm;
- Destinations;
- Gateways and Corridors;
- Branding and Identity;
- Connections & Mobility;
- Future Development.

A high-level summary description and image of each transparency are provided in the following pages.

## Walkerville Vision Table 1:

- Several new connections were suggested including a pedestrian connection between the train station to Argyle Road and Assumption Street, and Riverside Drive East and Devonshire Road. An extension of the Riverfront Trail and was also included. Additional crossings on Riverside Drive East at Devonshire Road and Lincoln Road were also included.
- Laneway improvements were suggested throughout the study area.
- Several gateway locations were identified at Gladstone Avenue and Wyandotte Street East, and Riverside Drive East and Devonshire Road.
- Additional public spaces are suggested near Cataraqui Street and Argyle, Wyandotte Street East and Kildare Road, and Wyandotte Street East and Monmouth Road. A pier is also included at the waterfront near Lincoln Road.
- General comments written on the transparency suggested that Walkerville be a heritage conservation district, and for a ferry to depart from the area.



**Walkerville Vision Table 2:**

- Brick paving is suggested on portions of St Mary's Gate and Devonshire Road. A boulevard style street is suggested on Devonshire Road.
- A public square is suggested at Assumption Street and Devonshire Road. A farmers market is suggested on Chilver Road near Assumption Street.
- Protected bike lanes are proposed along Riverside Drive East.
- A bandshell is proposed along the waterfront.
- A dog park near St Mary's Gate and Devonshire Road.
- Reduction in travel lanes on Wyandotte Street East near Monmouth Road.
- General comments written on the transparency suggested that more trees be planted throughout the area. Other comments included historic plaques in front of homes, prohibiting trucks along Wyandotte Street East, a new community centre, a bank, and a post office.



**Walkerville Vision Table 3:**

- Argyle Road near Assumption Street is suggested to close to vehicular traffic.
- A public square is suggested near Devonshire Road and Assumption Street.
- A gateway feature is suggested on Wyandotte Street East at Walker Road and Gladstone Avenue.
- Steep bumps are suggested on many north south streets.
- Trees and flowerbeds are suggested for Wyandotte Street East.
- The elimination of truck traffic along Wyandotte Street East.
- A pedestrian crossing across Riverside Drive and Chilver Road.





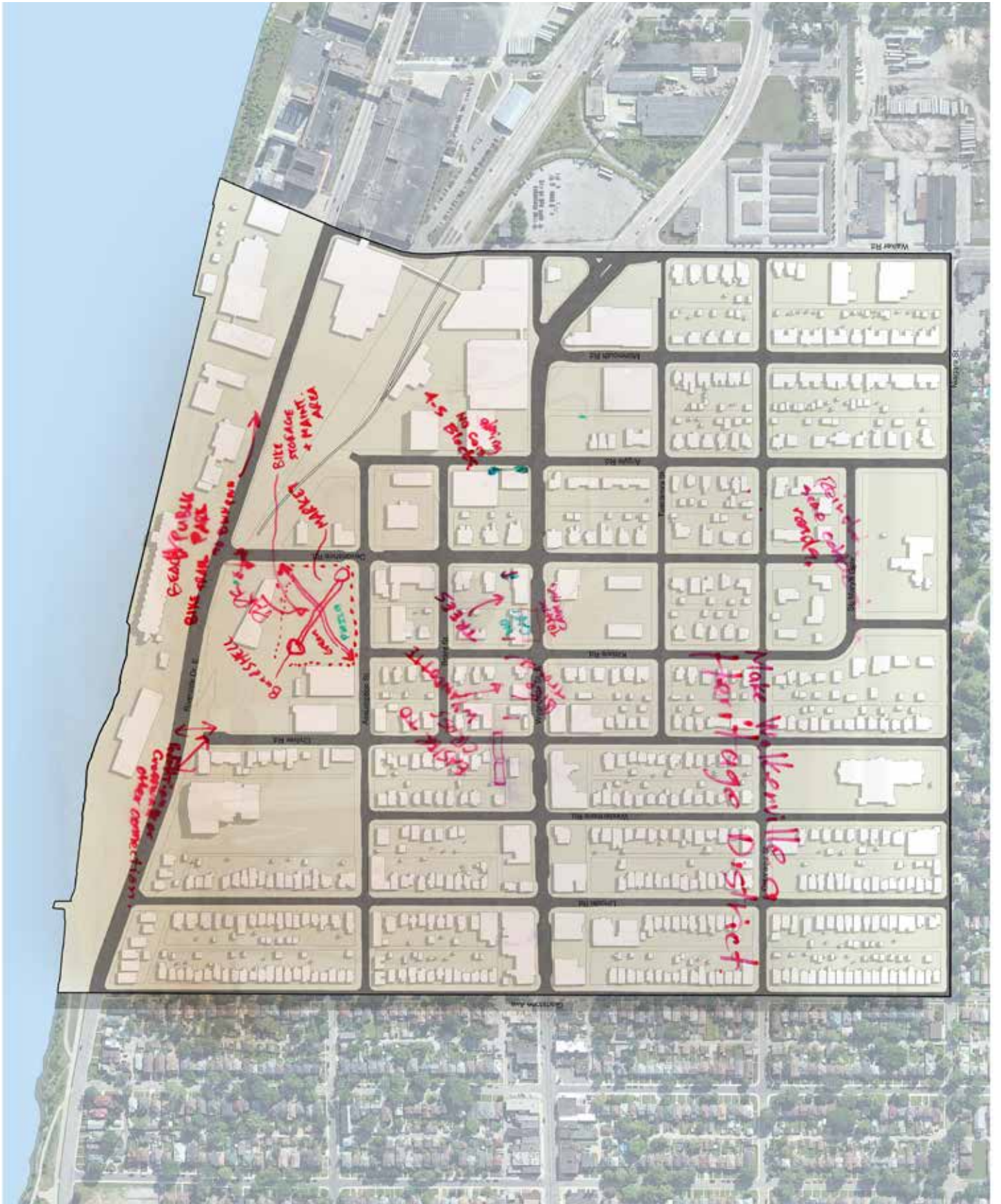
**Walkerville Vision Table 4:**

- Several underutilized lots were identified along Walker Road, Wyandotte Street East, Assumption Street, and Riverside Drive East.
- Gateway features were suggested at Riverside Drive East and Lincoln Road, Riverside Drive East and Devonshire Road, Wyandotte Street East and Gladstone Avenue, and Wyandotte Street East and Argyle Road.
- Additional crossings are suggesting along Riverside Drive Road at Lincoln Road and Devonshire Road.
- The blocks respectively bounded by Assumption Street, Kildare Road, Wyandotte Street East, and Argyle Road to be rezoned residential.
- The intersection of Wyandotte Street East and Argyle Road to be a community node with a new park proposed at Wyandotte Street East and Kildare Road.
- General comments include additional community planting, allowing for laneway housing, and additional wayfinding measures.



**Walkerville Vision Table 5:**

- A public square at Assumption Street and Devonshire Road.
- Additional planting.
- Bicycle infrastructure and traffic calming measures along Wyandotte Street East.
- Bicycle infrastructure on Riverside Drive East.
- A public park along the waterfront with a beach.
- Additional crossings are suggesting along Riverside Drive Road at Lincoln Road and Devonshire Road.
- Make Walkerville a Heritage District.



**Walkerville Vision Table 6:**

- New or improved connections including: bike lanes on Niagara Street, Lincoln Road, Kildare Road, and Devonshire Road; a new pedestrian connection from the train station towards Riverside Drive East and Devonshire Road and the waterfront; and a water walkway.
- The intersection of Wyandotte Street and Devonshire is identified as dangerous.
- An evaluation of potential weekend street closures along Wyandotte Street.
- New public squares located at Chilver Road and Riverside Drive, Riverside Drive East of Devonshire Road, and Riverside Drive East at Lincoln Road.
- General comments written on the transparency include underutilized storefronts along Wyandotte Drive and Cataraqui Street, additional patio spaces, parking, and bicycle parking.



Dangerous Intersection  
→ reduced speed

\* would like to see the street closed for weekends

Do not change the name of the street  
walk with a little of history - but so much of it is not

Water walkway

Train walkway

Public square

connect

that does not need a light

Public Space

Public Space

Bike Paths ends

Public square

Church

School

Horrible bike lanes improve them -> make improve them

Dead space  
Bike lane  
of small park

Make streets parker

\* Parking  
\* bike parking

streets simply stop  
→ why turner this? make public space

## Online Ideas Survey

### Purpose

As part of the second phase of the Walkerville Theming and Districting Plan, a digital survey was conducted between May 7<sup>th</sup>, 2020 to June 10<sup>th</sup>, 2020. The survey provided opportunities for more detailed feedback on ten IIPOs that have been identified. The feedback provided will inform the prioritization and design of the final Initiatives, Improvements, Projects, and Opportunities that will be included in the Plan.

This survey provided participants with the opportunity to provide input on the following IIPOs (in no particular order):

1. Riverfront Park & Pathway Connection
2. Railspur Linear Park
3. Devonshire / Riverside Gateway Parklet
4. Devonshire / Assumption Urban Square
5. Argyle & Monmouth Flexible Streets
6. Hiram Walker Alleyway Pilot
7. Riverside Drive Rebalance
8. Wyandotte East Gateway
9. Historic Walkerville Program
10. Walkerville Wayfinding Program

### Summary

The digital online survey was available in two formats– a standard format, and an enhanced format compatible with screen reader software. In total, 354 responses were received on the standard format, and 50 were received on the enhanced version. A total of 404 responses were recorded.

Participants were provided the opportunity to provide long-answer comments on each of the 10 IIPOs. Prior to providing comments, participants were asked to rank the importance of each IIPO based on their importance from 1-10. The survey ranking revealed the following results:

IIPO	Average Response (/10)
Riverfront Park & Pathway Connection	7.94
Devonshire / Assumption Urban Square	7.64
Railspur Linear Park	7.64
Historic Walkerville Program	7.36
Riverside Drive Rebalance	7.14
Argyle & Monmouth Flexible Streets	7.03
Hiram Walker Alleyway Pilot	6.85
Wyandotte East Gateway	6.74
Devonshire / Riverside Gateway Parklet	6.64
Walkerville Wayfinding Program	6.08

The summary continues in ranked order of each IIPO. An excerpt from the digital survey is provided for each IIPO to provide context to responses.

Following is a summary of the feedback received for each IIPO presented.



## RIVERFRONT PARK & PATHWAY CONNECTION

Participants were asked to provide their thoughts or ideas for a Riverfront Park and Pathway Connection. They were also asked what kinds of activities should the park support. 35 participants responded.

The majority of participants stated positive sentiments towards the Riverfront Park & Pathway Connection.

Activities and features which were suggested by multiple participants included:

- Public seating
- A beach
- Vegetation and other elements for shade

- An art installation
- Cycling infrastructure
- Playground/kids play areas

Other activities and features which were suggested included:

- A flower garden
- A fountain or water feature
- Food/beverage stands
- An unpaved or naturalized pathway
- A pathway suitable for both cyclist and pedestrians
- Naturalized areas



### Summary

Currently, the multi-use pathway along the Detroit River ends in a loop just east of Lincoln Rd. Historically, this was the location of a park adjacent to a ferry dock, complete with trees, benches, and a sand beach. The introduction of new amenities and landscaping along this stretch of the riverfront could celebrate Walkerville's historic and contemporary connection with the River. Continuing the pathway connection to the east, including a safe crossing at Riverside Drive, could help to better connect Walkerville with both the river and its neighbouring communities to the east and west.

### Inspirational Images



Survey excerpts for Riverfront Park & Pathway Connection

- Picnic/BBQ Areas
- Outdoor fitness stations
- Washrooms
- Ball courts
- A boat launch for kayaks/canoes
- A monument or interactive historical/ educational element

Some participants provided specific comments. These have been paraphrased or quoted:

### **Crossing and a New Pathway**

- *[T]he pathway that ends at Devonshire Road be linked to Alexander Park at Strabane Avenue. If the Hiram Walker distillery owners could be convinced to offer public access along the river, this would be tremendous.*
- Include the properties east of Hiram Walker for the planned pathway
- *[A] pedestrian crossing a must*
- An elevated walkway over Riverside Drive
- *We need a safe crossing with a well timed stop light to calm traffic. Better eastward bike path and pedestrian route that is not exposed to heavy, fast and dangerous traffic on Riverside*
- *Pedestrian centred streets, a pedestrian overpass at Riverside & Lincoln*
- *Pathways for biking and walking, a beach area below would be different or something where we can get close to the water... and tie the pathways through Willistead Park and the adjacent Ford City neighbourhoods*

### **Cycling**

- *High priority to extend path east. Better connections are essential, especially for cyclists who currently can't use Lincoln to travel south and must ride in the very dangerous Riverside paint[ed] lane[s] to arrive at a suitable intersection. The current Riverside bike lane is not suitable "all ages and abilities" infrastructure.*
- *Extend bike routes from riverside into Walkerville.*

### **General**

- *It should be a hub for activities that can take advantage of the safe trails that connect to the bridge. We want amenities that allow for safe gatherings. We should look into capturing the spirit of the river along with a safe passage to draw visitors up the road and experience shopping and eating along inland streets.*
- *Make use of the artistic community from Walkerville...the huge white grain silos on the riverfront belonging to Hiram Walker should have artwork painted on them. Since the power building has been renovated and look across to the silos and the river - could there be an artistic submission contest of local artists designing artwork for these silos? What Detroit has done on Campus Martius is amazing.*
- *A naturalized park space would be a nice addition to this area. Planting of native tree species and plants would give visitors a sense of what the area would have looked like before industrialization. The more naturalized space dedicated to walking/cycling the better in my view.*

## DEVONSHIRE / ASSUMPTION URBAN SQUARE

Participants were asked to provide their thoughts or ideas on an urban square at the corner of Devonshire and Assumption. 35 participants responded.

The majority of participants stated positive sentiments towards Gateway Parklet at the corner of Devonshire and Riverside.



### Summary

The open space at the northwest corner of Devonshire Rd. and Assumption St. could become a new urban public space framed by mixed-use buildings that create an edge for both the street and the public space. The space could be multi-functional, offering a mix of hard and soft (landscaped) surfaces, amenities for children and adults, and could be an ideal location for a seasonal farmer's market or small neighbourhood events. The edges of the space could be activated with complementary uses including restaurant and cafe patios and small shops.

### Inspirational Images



Survey excerpts for Devonshire / Assumption Urban Square

Thoughts and ideas which were suggested by many participants included:

- Farmers market
- Pop-up restaurant/food trucks
- Local artists displays
- Additional open space, planted areas, and grass

Other activities and features which were suggested included:

- Public seating
- Outdoor event space for music festivals, Shakespeare in the Park, live theatre, etc
- Outdoor skating rink
- Public washroom
- A water feature
- Retail
- A mid-rise building
- Splash pond or other water feature

Some participants provided specific comments. These have been paraphrased or quoted:

### **General**

- *Why not cover the center of the plaza in a glass pavilion ie: Prince Albert's Hall, with a roof line recalling the old train station buildings. This structure could be open sided with the corners built up with modular portables for*
- *The Walkerville Power Reconstruction is excellent, except for the vast blacktop parking lot. These should no longer be allowed. Environmentally conscious permeable paving options are available, and should be mandated*

- *Where is the parking to support all these ideas? Walkerville is already inundated with visitors into our neighborhood on the weekends and parking becomes a challenge for those who live in Walkerville.*
- *[T]his should be privately developed to house light commercial and residential units to create a balance of work life and entertainment with in the area.*
- *The potential here is amazing. This space is at the core of Walkerville, as much as Willistead Park is. This could become the higher-activity centre, with events held in an area surrounded by restaurants and bars and historic buildings. This is where the Victoria memorial should be brought back to, its original location. This is where we could have an open plaza for events, landscaping, a winter skate trail and fountain. This is the centre of the original Walkerville and its significance should be celebrated.*
- *Mixed use building and or store fronts would be good for this area.*
- *Having a few small key cafes, restaurants, and pub along the perimeter would be good for this location along with having an arrangement in the center, like a fountain by day color display by night. This would provide good day value to the area, but more social night value which is much needed.*

## RAILSPUR LINEAR PARK

Participants were asked to provide their thoughts or ideas for a Railspur Linear Park. 37 participants responded.

The majority of participants stated positive sentiments towards Railspur Linear Park.

Thoughts and ideas which were suggested by multiple participants included:

- A cycling and walking pathway with connections to the waterfront
- A sculpture or other public art element
- An ice skating circuit or pond



### Summary

The large open space along the currently underutilized portion of the CN rail corridor between Walker Rd. and Devonshire Rd. could become a linear park with a multi-use pathway connecting the Central Riverfront Pathway, the VIA Rail Station, and the core of Walkerville. The park could be large enough to host events and gatherings while celebrating the history of the railroad in Windsor and Walkerville. New amenities could provide year-round enjoyment and use, and introduce additional landscape elements including trees, plantings, furnishings, and water features.

### Inspirational Images



Survey excerpts for Railspur Linear Park

Other activities and features which were suggested included:

- An area for live music or events
- Pedestrian lighting
- Seating
- Historic railway infrastructure
- Water features with lighting effects
- Outdoor theatre or symphony space
- Naturalized areas including wetland
- Food and drink vending
- Interactive areas with shuffle board, chess tables, etc
- Market
- Plaza with seating and seasonal activities/engagement (eg. Campus Martius, Detroit)
- Sound barriers

Some participants provided specific comments. These have been paraphrased or quoted:

### **Connections**

- *It would be great to connect this to Riverfront Park, and add to Walkerville [BIA]*

### **History and Heritage**

- *[Maintain] [e]mbedded existing train tracks and industrial feel into landscape design*
- *Rail themed displays, playgrounds, and landscape design*

### **General**

- *A series of reflective pools or ponds that bring the water connection deeper into core of the area. Cycle and walking paths that lace over and around the water features.*
- *Windsor needs more connection to it's waterfront and the ability to touch and feel the water.*
- *The more detail and thought put into this*

*project, the more people you will attract. If the area is just paved for a walkway, I don't see people using it. It would need to be interactive or exceptionally beautiful, like the wetland area in the picture above.*

- *I would love to see more walking paths and naturalized space with an emphasis on tree planting. COVID has demonstrated the importance of walkable park space and reclaiming some of the space conceded to vehicle traffic and parking.*
- *I would prefer a community/town square on the west side of Devonshire but if this is not possible, the linear or railspur area becomes more significant*
- *This park would provide an ideal place to host pop-up events along with opening up the district with more green space. It is important to provide safe access and crossing as the park is just off a main road. It would be beneficial if the vehicle speed limit was lowered for this area.*
- *Create spaces out of underutilized spaces such as existing parking lots*

## HISTORIC WALKERVILLE PROGRAM

Participants were asked to provide their thoughts or ideas on a program to communicate Walkerville's rich history and heritage. 28 participants responded.

The majority of participants stated positive sentiments towards a program to communicate Walkerville's rich history and heritage.

- Multiple participants suggested that other Initiatives, Improvements, Projects, and Opportunities be prioritized over this IIPO.



### Summary

Opportunities exist for the interpretation and communication of the rich architectural, social, and cultural history of Walkerville through a program that embeds historical information and references into the landscape, furnishings, sidewalks, and other amenities throughout the neighbourhood. The program could trace and celebrate the cultural evolution of the area from its origins as an Indigenous settlement along the Detroit River, to a model company town and a thriving, diverse 21st century neighbourhood.

### Inspirational Images



Survey excerpts for Historic Walkerville Program

Thoughts and ideas which were suggested by participants included:

- A museum for an indoor or outdoor space
- Ensure historic elements are well maintained and made from high quality materials
- Ensure all historic buildings and archaeological sites, including the previous Iroquois settlement, are maintained or recognized
- Ensure the municipal automotive history is highlighted in addition to the neighbourhood history in Walkerville
- Reinforce initiatives with a walking tour

Some participants suggested sites and buildings:

- Hull's Crossing historical site, the Iroquois Settlement, the old Hiram Walker office building, former Walkerville town hall, currently-empty bank building on Devonshire

Some participants provided specific comments. These have been paraphrased or quoted:

### **General**

- *I think historical and cultural placemaking is important, but it can often look dated and neglected soon after its established. I think any plan has to include a living landscape of trees and plants that are native to the area, as well as ones that were introduced by settlers (Jesuit Pears for example) with a full discussion of the issues of settlement rather than a kind of anodyne celebration of industrialists.*
- *The stone and metal artistic installations as depicted above are lovely, and interesting. They are long lasting and well thought out. We need to do more of this.*
- *[S]omething symbolic of the indigenous people and landscape before European settlers arrived would be cool.*
- *Maybe include a series of QR code's around Walkerville that people can scan and get a video on that locations importance*
- *Hiram walker was the catalyst for what we know today as the city of Windsor. Honoring him and his Walkerville is something that seems right*



## RIVERSIDE DRIVE REBALANCE

Participants were asked to provide their thoughts or ideas on Riverside Drive and better connecting Walkerville to the River. 30 participants responded.

Participants stating contrasting sentiments in their vision for the Riverside Drive Rebalance.

- Some participants feel Riverside Drive is an important arterial connection and that any modifications to flow would negatively disperse traffic.
- Other participants felt that Riverside Drive should be calmed to promote it as a human scaled street. This ranged from a reduction of lanes to traffic calming measures



### Summary

Riverside Drive has been identified as difficult and dangerous to cross, and allows vehicles to travel at high speeds due to its 4-lane width and lack of enclosure by buildings or trees. Rebalancing the function of the street could better serve pedestrians by slowing vehicular traffic, adding landscaping and trees, and providing opportunities for safe crossings on foot, bicycle, and mobility aid devices. By transitioning Riverside Drive from a vehicle-centred road to a pedestrian-friendly waterfront urban street, its function can shift and serve to better connect the core of Walkerville with the Detroit River.

### Inspirational Images



Survey excerpts for Riverside Drive Rebalance

Thoughts and ideas which were suggested by participants included:

- Eliminate a single lane permanently and add a multi-directional signalled controlled lane for morning and evening traffic.
- Decrease setbacks of new buildings to promote a more human scale
- Create a safer street environment
- Reduction in vehicle speed
- An improve streetscape with better sidewalks and trees
- Additional street crossings
- A separated bike lane
- A reduction in overall number of vehicle travel lanes
- No change to facilitate vehicle movement

Some participants provided specific comments. These have been paraphrased or quoted:

### General

- *Absolutely essential, top priority. Riverside is a serious safety issue - cars travel well above the speed limit, very dangerous for families trying to cross. Street should be narrowed to discourage speed, with sidewalks...*
- *Absolutely, Riverside should be enjoyed, it's the Jewel of Windsor. It should not be for cars to race by. This 100% should be developed for people to enjoy on foot, bike or slowly driving by. Stores and kiosks add interest and give people a destination/activity while strolling. Cars should be parked away from the area.*
- *We need better and more frequent cross walks, but the better approach is to minimize the cars in the first place.*
- *A roundabout should have been added to Devonshire intersection when it was redone 10 years ago. Maybe a couple more at Gladstone and Lincoln.*
- *Plant some trees all along the North side of Riverside - big ones!*
- *This is even more important now with the renovations of the Walker Power Building.*

*Safe crossings for pedestrians and bicycle paths to connect to the river are extremely important. The lanes coming from downtown are very narrow on the approach to the Power Building and could ideally be one lane either way, widening to provide turning lanes into Walkerville (with traffic lights).*

- *Signalled crossings are important*
- *This seems to be the first and most important step in the project. We need to safely connect Walkerville to Ford City and areas east for people walking and biking. Once this is in place it makes more sense to pedestrianize the area. We don't want more people driving and trying to find parking here.*
- *Parking often deters me from going any place downtown Windsor. I would be more willing to pay for parking if there were more things to do in the Walkerville/downtown area.*
- *[L]ink some of the park spaces that have been proposed to create a seamless corridor for pedestrian and bicycle traffic.*
- *The current access to cross at Lincoln isn't ideal and doesn't easily facilitate crossing into Walkerville.*
- *Without this road being transitioned to a pedestrian focus, the proceeding projects will be difficult to achieve traction. It needs to have slow traffic to none, and allow for the free ability for pedestrians to explore the area.*

### Vehicle Prioritization

- *Traffic congestion in the city is bad enough that we cannot afford to lose the function of Riverside as it is now.*
- *This is an 'ideal' but is perhaps not that practical considering Riverside is one of the few continuous east-west streets available to move traffic between residential areas to the east and downtown businesses. Streetscaping.*
- *[R]ight idea, wrong street. Wyandotte is the heart of Walkerville. I agree a pedestrian walkway over the dangerous road is important.*

## ARGYLE & MONMOUTH FLEXIBLE STREETS

Participants were asked to provide their thoughts or ideas for creating flexible street environments at Argyle and/or Monmouth. 35 participants responded.

Several participants stated concern for flexible streets in residential areas. Sentiment for flexible streets with commercial or public frontages was generally positive.



### Summary

Argyle Rd. between Wyandotte St. and Assumption St., as well as Monmouth Rd. between Wyandotte St. and Tuscarora St. have been identified as two potential locations for flexible streets that could function as both pedestrian-priority, and on occasion, pedestrian-only streets. Through unique paving surfaces that reintroduce the cobblestone streets of Walkerville in decades past, as well as seating, public art, and historic and cultural interpretive elements, these streets could become public spaces and destinations suitable for many uses including festivals, events, and markets.

### Inspirational Images



Survey excerpts for Argyle & Monmouth Flexible Streets

Thoughts and ideas which were suggested by participants included:

- A location to host events such as small festivals, and art events
- Pedestrian mall, patios, and area for musicians to entertain
- Large trees and open space
- Pedestrian focused spaces
- Restaurants with patios
- Cobblestone streets to provide a sense of character
- Market place
- A safe pedestrian and cycling route

Some participants provided specific comments. These have been paraphrased or quoted:

### **General**

- *I think we need more pedestrian only streets in Windsor, and even some that are more permanent or for example, always pedestrian only on weekends.*
- *Maybe we could...paint the roads instead. Quicker, cheaper, way more fun, and interesting. I put this at the top of the list with alleyways, because I think there is impetus (caring business/property owners) and there are many small improvements that can be implemented almost immediately.*
- *The busker festival was excellent! This should be pedestrianized and just vehicular access for the businesses down that area.*
- *I think this is really important for both of those streets. I feel like where Wyandotte widens is where the pedestrian scale ends so activating Monmouth road pulls the pedestrian scale of Walkerville further east.*

- *Hold art fairs here, encourage displays, and interaction in these spaces. Live small art performances during the nice weather. Create street level properties with large glass frontage to display artworks. Continue the tradition of teaching art and community art activities.*
- *I oppose the use of residential streets for such activities. Wyandotte and Devonshire from Wyandotte to Riverside are commercial areas and these activities should be limited to such areas. It is unfair to ask residents to give up their freedom of movement.*
- *Allowing for these streets to be flexible for pedestrian use would be fantastic! Both are non-high traffic streets, and making the cobble stone would be iconic. Monmouth would excel in the area provided with a pop up cafe for a pedestrian only event/fair. Along with Sho Performance Arts being located there, a street extended art fair is a great idea.*

## HIRAM WALKER ALLEYWAY PILOT

Participants were asked to provide their thoughts or ideas for a pilot project to improve the alleys in Walkerville. 31 participants responded.

The majority of participants stated positive sentiments towards a pilot project to improve the alleys in Walkerville.



### Summary

The network of alleys throughout Walkerville could become an interesting and attractive alternative pathway network that weaves through the neighbourhood and reveals undiscovered spaces and locations, connecting landmarks throughout the community. By reinventing the alley between Kildare Rd. and Chilver Rd. as a pilot project, creative concepts in alleyway activation could be deployed and tested, incorporating public art, overhead lighting, pedestrian-scaled paving, and landscaping. New uses could back onto the alleyway, including small residences and businesses.

### Inspirational Images



Survey excerpts for Hiram Walker Alleyway Pilot

Thoughts and ideas which were suggested by many participants included:

- Safety a key aspect
- Well lit
- Patios and other seating areas, especially from existing businesses

Thoughts and ideas which were suggested by participants included:

- Public art and murals
- Catenary lighting strong between buildings

Some participants provided specific comments. These have been paraphrased or quoted:

### **General**

- *Could be a tourist attraction in it self similar to the alley ways in Detroit that are now trendy spots*
- *Alleyways need to be utilized. They need to be lit. They need to be cleaned. They definitely should be utilized for pedestrians....However, alleyways that abut residential homes should not be used as commercial spaces. Alleyways that abut businesses should definitely be outdoor business spaces. Cafe tables, etc.*
- *Something like 'The Belt' in Detroit? That would be cool.*
- *This is a great idea and a great opportunity to showcase local artists. Having wall art included helps distinguish Walkerville as the art focused neighborhood it is. More stores and people living here is important*

- *This is a very cool idea and would be great if there was enough lighting to make people feel comfortable walking the alleyway during the nighttime. The Skip in Detroit attracts many people and is something to look at for reference.*
- *We should be the leader in the city to start utilizing the alleys as a place to commute and travel.*
- *This is such a fantastic idea! Small pop ups along an art installation roadway with all works of art and murals along the way leading you in a whimsical path destination to the parkette at the corner of Assumption and Devonshire.*

## WYANDOTTE EAST GATEWAY

Participants were asked to provide their thoughts or ideas on improving Wyandotte Street near Walker Road. 31 participants responded.

The majority of participants stated positive sentiments towards improving Wyandotte Street near Walker Road.

- Some participants felt that this could be an extension of any initiatives from Riverside Drive. Others felt that this area would be more appropriate for public realm changes rather than at Riverside Drive.



### Summary

Just west of Walker Rd., Wyandotte St. widens from a 2-lane commercial street to a 4-lane arterial road. The wide paved areas have been identified as creating unpleasant conditions for pedestrians and an unwelcoming aesthetic when entering Walkerville from the east. This section of Wyandotte could be reimagined as an attractive and vibrant urban gateway to Walkerville. New buildings that form a consistent street edge, pedestrian-friendly amenities, and a redesign of the street and boulevards could transform this section of the street into a gateway and destination that signals arrival in the historic Walkerville neighbourhood.

### Inspirational Images



Survey excerpts for Wyandotte East Gateway

Thoughts and ideas which were suggested by participants included:

- Many participants suggested a reduction in travel lanes and additional traffic calming
- New street trees
- Re-purposing Tim Hortons lot with a public space such as a plaza or park
- A pedestrian gateway to signify Walkerville and the entrance into Windsor from the Via Railway Station
- Ensure vehicle traffic is still possible while making the area more pedestrian friendly
- Reduce setbacks to front property lines
- Patios to occupy existing lane space
- Active frontages
- Bike lanes

Some participants provided specific comments. These have been paraphrased or quoted:

### **General**

- *Extend the feel of Walkerville into this barren area. Embrace the historic feel of the neighborhood and offer new business space for small restaurants, cultural and entertainment enterprises.*
- *...I wouldn't want to see it become an "island" of beautification that is not linked Devonshire Rd and thus doesn't attract a lot of foot traffic.*



## DEVONSHIRE / RIVER GATEWAY PARKLET

Participants were asked to provide their thoughts or ideas for a Gateway Parklet at the corner of Devonshire and Riverside. 33 participants responded.

The majority of participants stated positive sentiments towards Gateway Parklet at the corner of Devonshire and Riverside.

Thoughts and ideas which were suggested by participants included:

- Public Seating
- Interactive areas with chess, etc
- Children's play area and playground
- Ample shaded areas
- Location to rent bicycles or scooters



### Summary

As a distinct place at the edge of a potential linear park (see number 2), a new destination gateway for Walkerville could be created at the intersection of Devonshire Rd. and Riverside Dr. through the introduction of a parklet at the southeast corner. The parklet could feature the newly-created statue of Hiram Walker, as well as introduce amenities such as seating, cycling infrastructure, structures for shade, and new landscaping. The parklet could signal arrival at Walkerville and serve as a physical and symbolic gateway to the neighbourhood.

### Inspirational Images



Survey excerpts for Devonshire / River Gateway Parklet

- Outdoor market, concession/other food/drink vendors
- Fruit trees
- Utilize existing architectural styles found within Walkerville

Some participants provided specific comments. These have been paraphrased or quoted:

### **Historical Feature**

- Participants had mixed feelings regarding a statue of Hiram Walker. A nearly equal proportion of people were for and against the notion of a statue.

### **Connections**

- Continued biking/walking trail with relaxed seating for neighbourhood to enjoy
- Cycling infrastructure
- *Traffic lights on Riverside Drive at this corner and pedestrian crossings on each side - to connect to river and to the new proposed railroad park space. Maybe an archway over the road like the one which welcomes you to Sandwich Town.*

### **General**

- *Part of the parkland should be supportive of a light rail tourist line that ties into the train station, looping around to the core area down Chilver or Lincoln Rd to Assumption and over to Devonshire and on to the new plaza / square then back across Riverside and down along the river to the Festival stage where it can loop back.*
- *This should be a quiet oasis spot. A stop over for cyclists coming into the area. Some trees and plantings. The pictured pergola is lovely. A good spot for the rental bike stand.*

- *[C]onnection between these spaces to emphasize safety and refuge from the dangers of car traffic in this area.*
- *[I]would like to see the corner...developed to anchor private sector development and solidify expanding commercial growth with an appropriate building. The would complement the Power Building and create greater mixed use activities.*
- *Please first read historic texts though to ensure so we don't have to topple [Hiram Walker] statue in the future when we learn of his transgressions.*
- *With the traffic on Riverside this may not be a very comfortable area for families or even to sit and enjoy the space*

## WALKERVILLE WAYFINDING PROGRAM

Participants were asked to provide their thoughts or ideas on creating a wayfinding program to improve navigation in Walkerville. 25 participants responded.

The majority of participants stated positive sentiments towards a program to create a wayfinding program to improve navigation in Walkerville.

- Several participants suggested that other IPOs be prioritized over a wayfinding program.



### Summary

One opportunity for improving the navigation of Walkerville for everyone living, working, and playing in the community is the creation of a system of wayfinding, incorporating signage and waypoints that connect landmarks, gateways, and other nodes within the neighbourhood. A coordinated wayfinding program could help pedestrians, cyclists, transit users, and motorists to find the best routes to destinations in Walkerville, and introduce them to new businesses, services, destinations, and other amenities in the neighbourhood.

### Inspirational Images



Survey excerpts for Walkerville Wayfinding Program

Thoughts and ideas which were suggested by participants included:

- That future signage and wayfinding reinforce the Walkerville “brand”
- Unobtrusive wayfinding be embedded in the sidewalks
- Sidewalk corners to have the road names written in the concrete
- Static signs from local artists
- Directional signage providing distance
- Show locations of points of interest
- Additional wayfinding from key locations including the Via Train Station
- Public wifi or pods

Some participants provided specific comments. These have been paraphrased or quoted:

### **General**

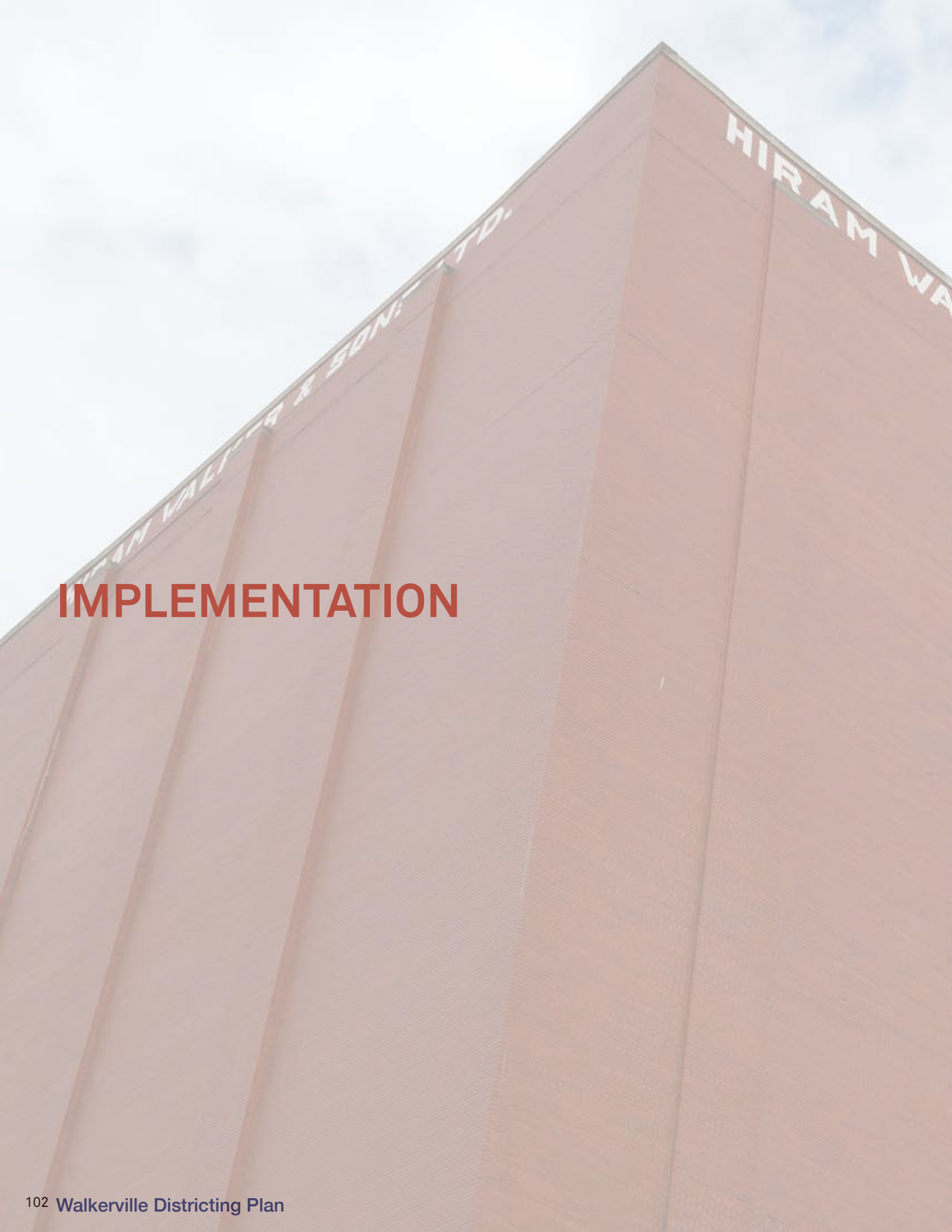
- *This is important as long as it connects Walkerville to other parts of the city. Distance and directions are important. I like the letters in the sidewalk too*
- *Points of interest would be a great idea as new shops, restaurants, etc open up. It would help promote new businesses and encourage people to stay in the Walkerville area.*
- *It is functional for tourists and to engage visitors but can be implemented far later in the Walkerville revitalization planning.*
- *Smartphone’s provide the ultimate wayfinders. I’m not convinced this should be a big priority*
- *Self-guided tours are great but once or twice a year it would be nice to have guided walking tours.*
- *Interesting idea. I think have signs of this type would be useful with trying to increase tourism in the area. With the train station so near, it might help to direct their attention to the available options the area provides, since the train station is located at such a poorly pick location. Travelers will need to be guided.*

## IIPO Online Feedback

Following significant refinement and detailed design of the IIPOs based on the Ideas Survey feedback, a series of narrated videos illustrating 3-dimensional modeling of the IIPO designs were presented in an online Feedback Survey. 133 responses were received, providing thoughtful insights and feedback on the proposed designs. The feedback was incorporated as best as possible into the final designs presented in the Plan.

Of the responses received for each IIPO, the vast majority (over 90 percent) communicated enthusiasm, excitement, and positive reactions to the presented designs. Constructive ideas were also presented, and many of those ideas pertained to the successful future implementation of the IIPOs. As a result, the following considerations have been noted and should be contemplated in the future design development and implementation of the IIPOs.

- Ensure natural features (plants, wildlife, and habitats) are protected and enhanced in the course of the implementation of the IIPOs
- Consider climate change in the implementation of all projects, particularly in proximity to the river
- Ensure universal accessibility for all trails and open spaces in Walkerville
- Encourage commercial activities (grocery, pharmacy, etc.) to be located in new mixed-use buildings to encourage walking to services in Walkerville
- Ensure new building materials and massing are complementary to the heritage context of Walkerville
- Prioritize pedestrian and cyclist safety in the design of all streets, providing safe, separated cycle lanes wherever possible
- Consider additional opportunities to honour Indigenous history and presence throughout the neighbourhood, in the spirit of reconciliation. This should be done in close consultation with local communities and elders
- Provide adequate parking for open spaces and new development
- Consider commissioning local artists when integrating public art into all projects and initiatives
- Consider locations for public washrooms and drinking fountains throughout the public areas
- Consider allowing additional height and density for residential buildings to increase the number of people living in the area and supporting local businesses
- Pay special attention to the VIA Rail station as a gateway to Walkerville and establish wayfinding and routes that welcome visitors and residents from the station
- Include French and Indigenous languages in signage and wayfinding to honour the history
- Create opportunities for affordable housing wherever possible, including in new mixed-use developments



# IMPLEMENTATION

WALKER & SONS, LTD. DISTILLERS SINCE 1858

## Initiatives, Improvements, Projects & Opportunities

The Initiatives, Improvements, Projects & Opportunities (IIPOs) presented in this Plan are the result of analysis and consolidation of the ideas and feedback received at the Community Design Workshop, two online engagement surveys, as well as conversations with members of the commercial business, arts, and creative industries operating in Walkerville. Early in the consultation process, many priorities and common goals began to emerge. Through design explorations, precedent studies, further consultation, and refinement, they were translated into a set of nine tangible, achievable IIPOs.

The IIPOs range from new parks, plazas, and public spaces, to active mobility corridors, mixed-use developments, pedestrianized streets, iconic gateways, and programs that celebrate the history and heritage of Walkerville. Seven of the IIPOs are location-specific and are tied to particular sites or blocks within Walkerville. Two IIPOs (the Historic Walkerville Program and Walkerville Wayfinding Program) are a District-wide endeavour and are designed to be deployed throughout Walkerville.



Bird's Eye View - Existing Condition



## Proposed IIPOs

- |   |                                     |
|---|-------------------------------------|
| 1. Walkerville Distillery District                | 6. Hiram Walker Alleyway Pilot      |
| 2. Hiram Walker Gateway Parkette                  | 7. Wyandotte East Gateway           |
| 3. Railspur Linear Park                           | 8. Historic Walkerville Program *   |
| 4. Riverfront Park & Pathway Connection           | 9. Walkerville Wayfinding Program * |
| 5. Devonshire / Assumption Mixed-Use Urban Square |                                     |
- \* Deployed throughout Walkerville



Bird's Eye View - Proposed IIPOs

# 1. Walkerville Distillery District

Centred on Argyle Rd. and Assumption St., a new pedestrian friendly flex street will connect Wyandotte St. to the Canadian Club Headquarters, creating the new Walkerville Distillery District. The district will be anchored by the redevelopment of a grouping of heritage structures integral to Walkerville's history as a major industrial distillery.

The District will feature unique paving surfaces that reference the cobblestone streets of Walkerville in decades past while offering full accessibility for everyone including those using mobility devices. Seating, public art, historic and cultural interpretive elements, and new restaurants, cafes, patios, food trucks, and outdoor event and market space will make the District an exciting, comfortable, year-round destination.

The district will reinvigorate a section of the neighbourhood, creating a new people-focused commercial and cultural heart for Walkerville.

Located directly adjacent to the active Hiram Walker & Sons distillery operation, the flexible streets, public spaces, adaptive building reuse, and new development will be designed to create comfort for all users while ensuring that the distillery's operations are able to continue unimpeded, continuing the history of industry that is key to Walkerville's unique sense of place.

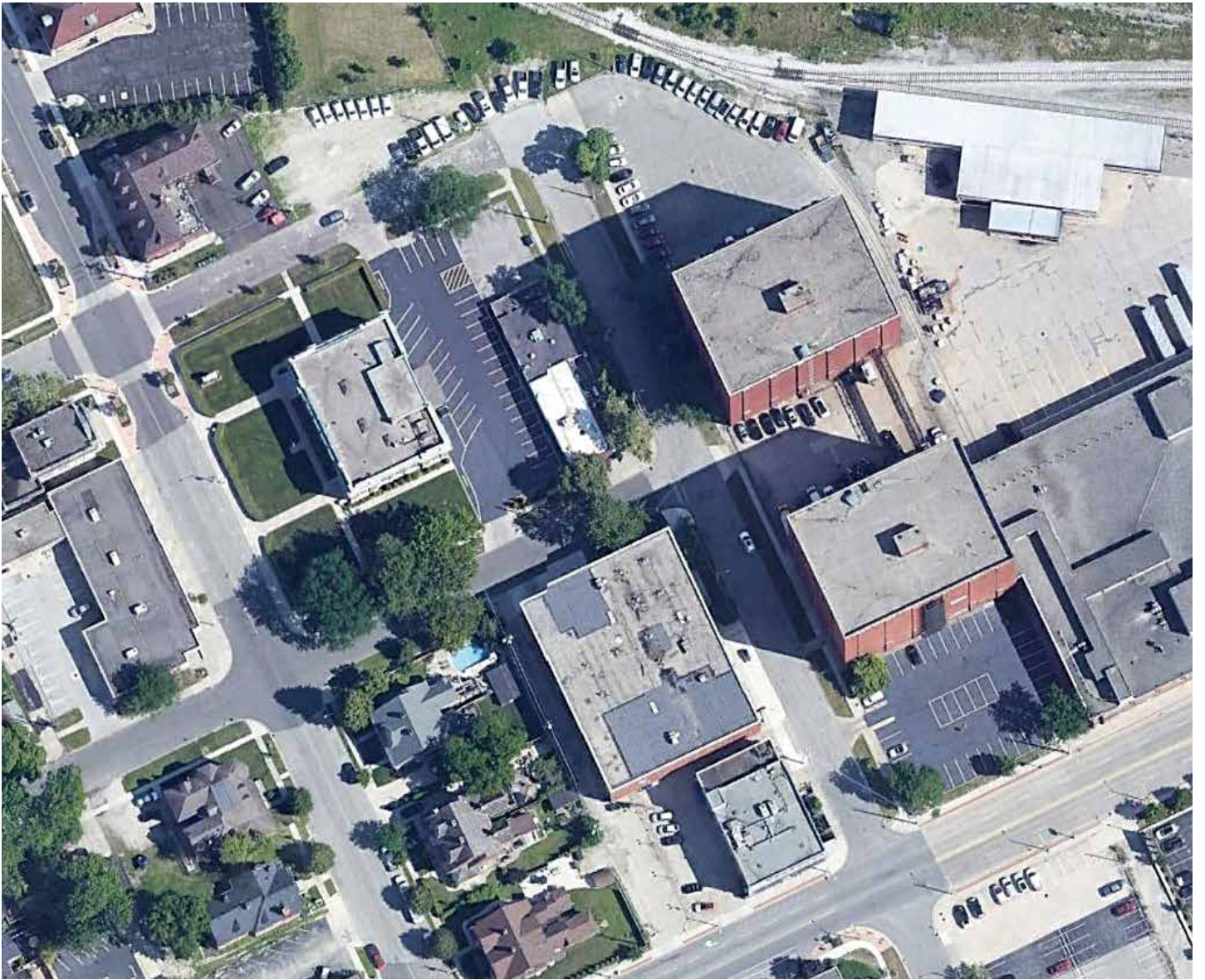


Bird's Eye View - Existing Condition

Precedent Imagery

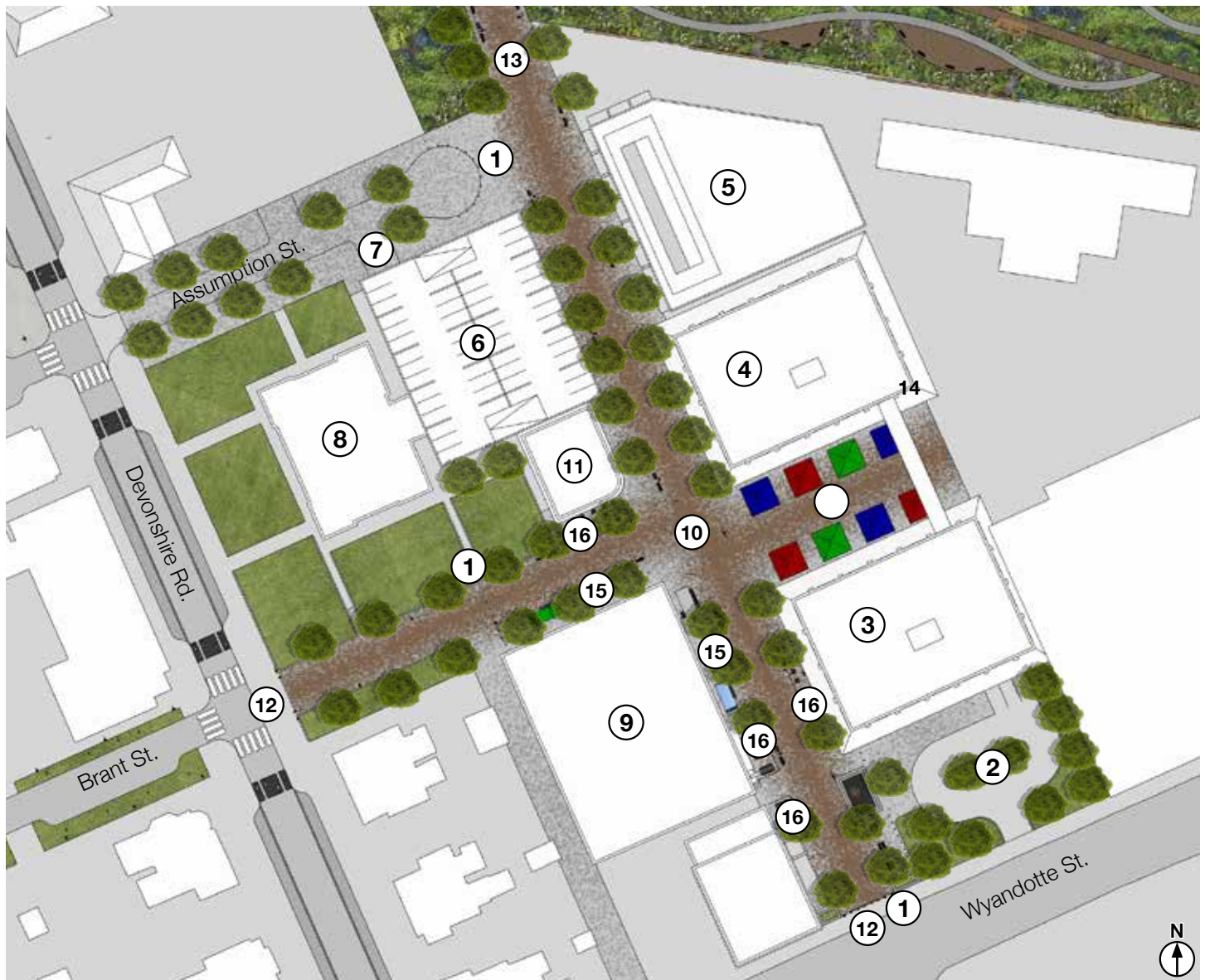


Bird's Eye View - Proposed



Aerial View - Existing Condition

## Proposed Vision



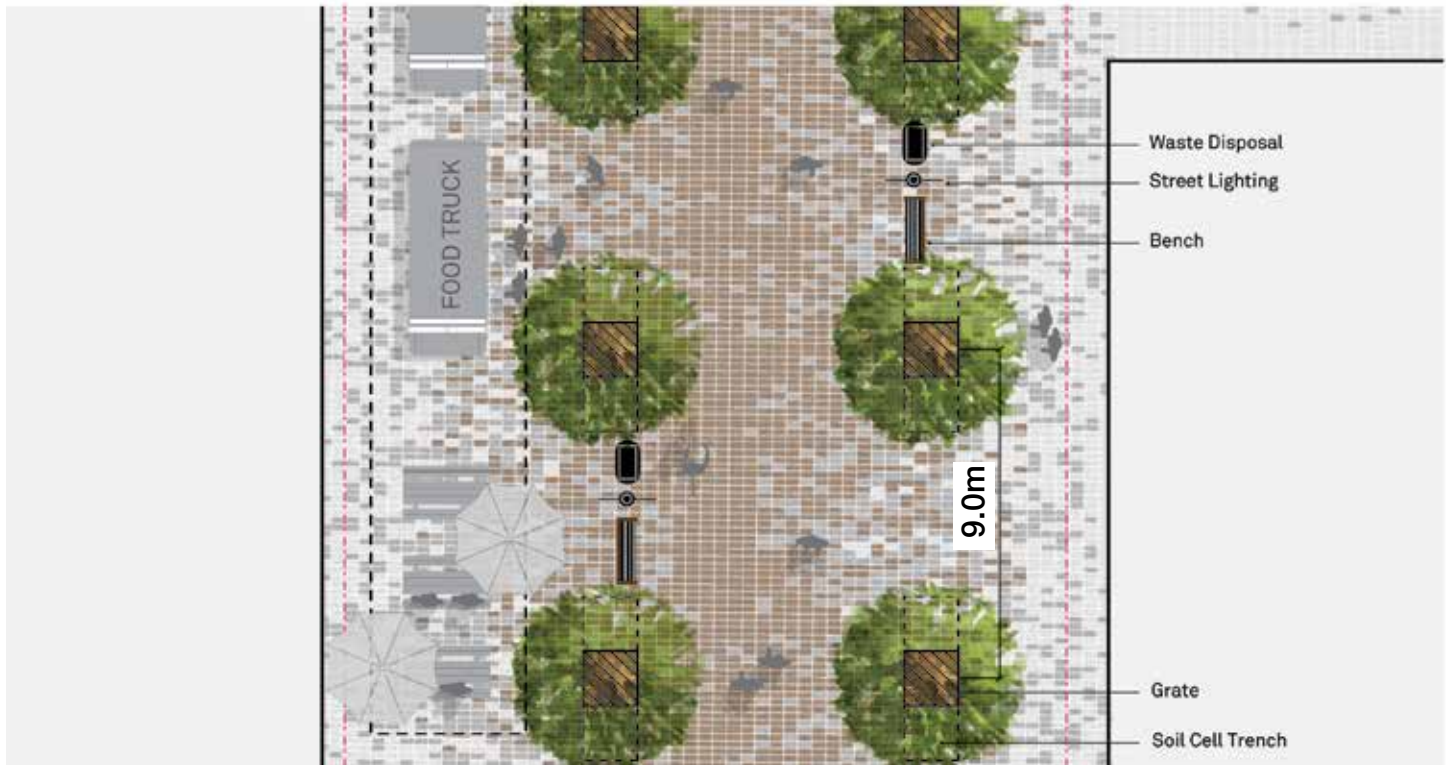
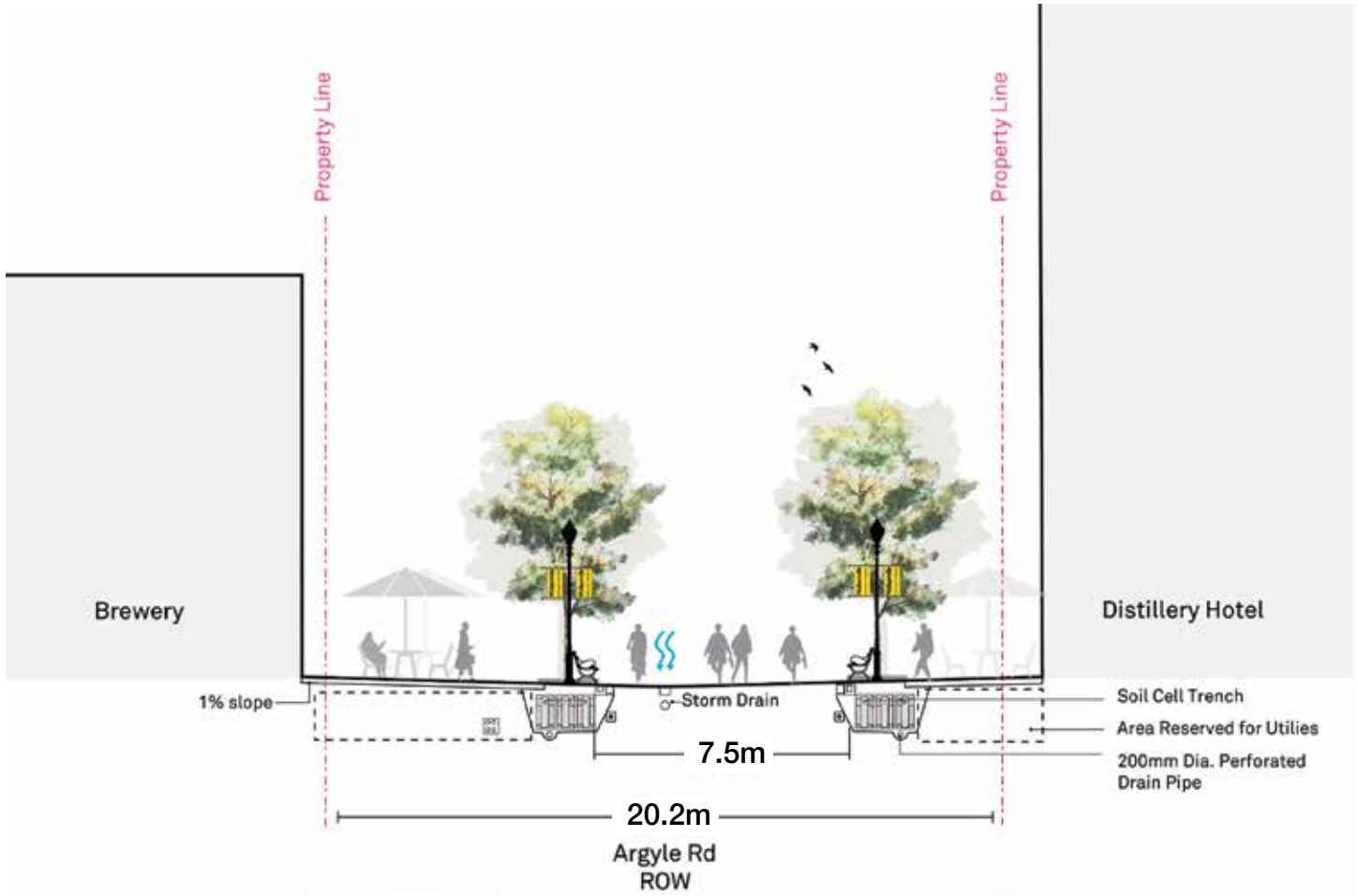
## Key Features

1. Retractable/Removeable bollard barricade line for protecting pedestrians during special events
2. Private Development Pickup/Drop-off
3. Private Development: Adaptive reuse of heritage structure
4. Private Development: Adaptive reuse of heritage structure
5. Public market
6. Multi-level parking structure with ground floor retail
7. Parking structure vehicle access
8. Historic Post Office
9. Historic Walkerville Brewery
10. Pedestrian-friendly Argyle Rd. Flex Street
11. Appropriate location for the use of the Dominion Bank historical facade
12. Distillery District entrance signage
13. Promenade to historic Hiram Walker Offices
14. Flexible plaza / market space
15. Food truck & special event utility services
16. Patio / spill-out space



Technical Plan

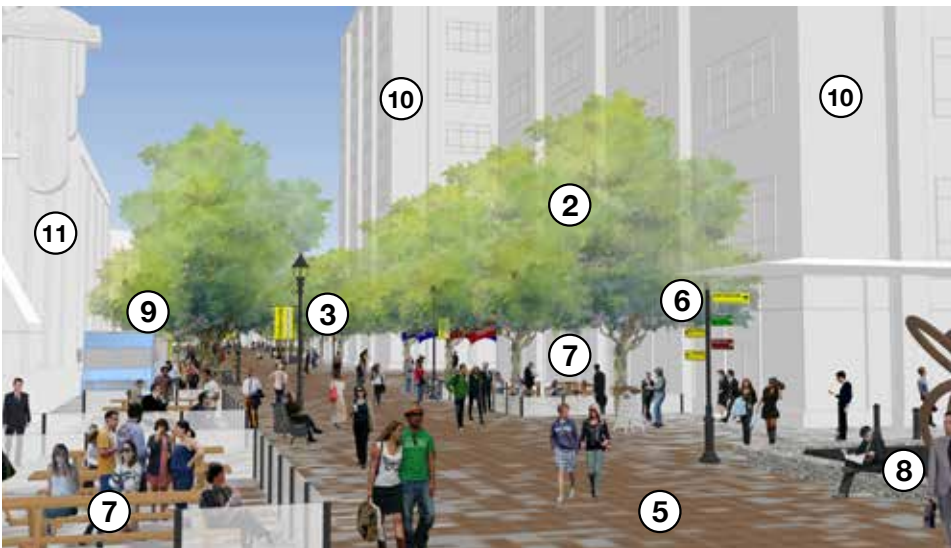
- Designated areas for outdoor patios
- Designated areas for food trucks
- Below-grade connection
- Public realm improvement scope of work area
- Property Line



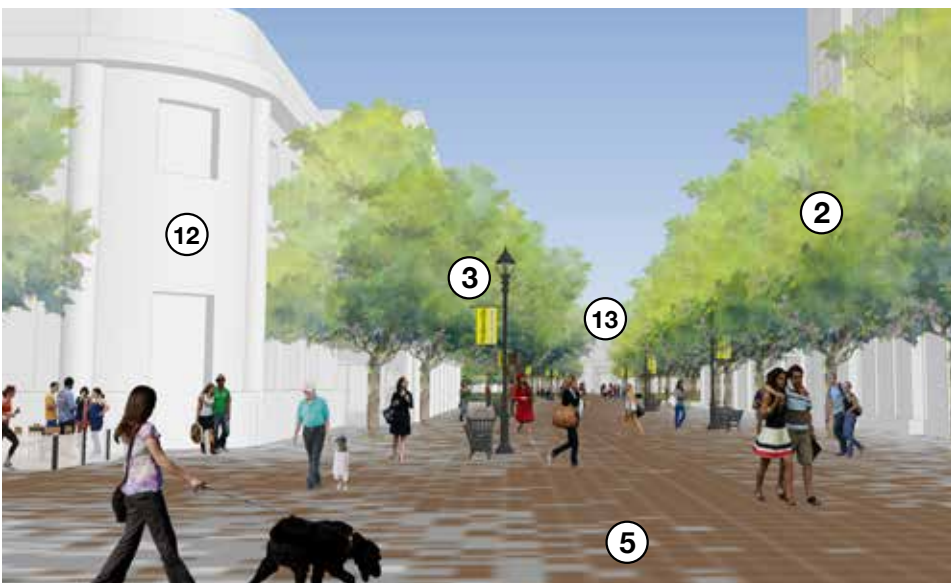
Technical Section: Argyle Street



South Entrance at Wyandotte St.



Argyle Rd. Pedestrian Streetscape



Intersection of Argyle Rd. and Assumption St.

## Design Details

1. Distillery District entrance signage
2. Large street trees
3. Custom Walkerville heritage-style lamp posts with wayfinding banners
4. Retractable/Removeable bollard barricade line for protecting pedestrians during special events
5. Pixelated "poured whiskey" unit paving design in traditional colours
6. Wayfinding post with directions and walking distances to nearby landmarks
7. Spill-out patio space for restaurant, brewery, and cafe businesses
8. Water feature with integrated seating and public art
9. Food truck & special event utility services
10. Adaptive re-use of heritage buildings
11. Walkerville Brewery
12. Appropriate location for the use of the Dominion Bank historical facade
13. View to historic Hiram Walker offices



## Implementation

The following activities will likely be required to enable this IIPO to be successfully implemented:

No.	Recommendations	Priority	Time Frame
1.1	THAT the City of Windsor adopt the vision of Argyle Road becoming a “Flex Street” along the section of Argyle Road North of Wyandotte Street.	High	Immediate
1.2	THAT the City of Windsor adopt design direction for the Argyle Road “Flex Street” that include historically and contextually appropriate design elements such as; the use of pavers, gateway entrance elements, context appropriate street lights and pedestrian lights, specialty street furniture, marketing banners, reuse of heritage curbs, and infrastructure improvements to support special events.	High	Short-Term
1.3	THAT administration review extending the limits of the “Building Facade Improvement Program for Main Streets” CIP boundary for the Walkerville area to include buildings adjacent to the proposed “Argyle Road Flex Street.”	Medium	Short-Term
1.4	THAT the City of Windsor adopt the vision of creating a continuous view and vista from Argyle Road to the heritage designated Hiram Walker and Son’s Office Building.	Medium	Immediate

## Path to Success

The Walkerville Distillery District is a conceptual design and a vision for the direction of the final outcome.

In order to be successful, this project will require further design development and consultation with stakeholders.

The path to success includes:

- Support, in principle, from City Council;
- Develop a Fundraising Strategy Plan, which will include sponsorship and naming opportunities, community foundations, government programmes, and donations;
- Municipal budget considerations;
- Hire a consultant to complete the design development process and construction drawings for the Argyle Road flex street;
- Further consultation with Corby / Pernod Ricard, community stakeholders, and City departments and agencies;
- Coordination with proposed private developments along Argyle Road;
- Build-out of design in coordination with the City of Windsor Asset Management Plan, and City Engineering;
- Timing of the final build-out will be coordinated with any proposed private development. The City would look to complete the work concurrently with any private development projects;
- Operational considerations for special permits and use of the completed streetscape.

## Potential Barriers

Realization of the Walkerville Distillery District concept is dependent on many factors but completion on its own is possible without the private development supporting the space. Currently, Argyle Road is used for annual special events and in concert with the other IIPO's, this section of Walkerville will continue to be successful. The desired outcome is to see the entire project come together with a mix of private and public investment.

Potential Barriers include:

- The Official Plan identifies this general area as Mixed Use and Business Park. If a private development introduces a use that does not align with the OP, an amendment will be required. This does not affect the ability to complete the Argyle Flex Street, and any private development would be seen as an asset to the overall project and area;
- The introduction of sensitive land uses within proximity to industrial operations will require consultation with Corby/Pernod-Ricard and the Ministry of Environment to find appropriate mitigation measures;
- Mitigation measures may be too much of a burden for a private developer to implement;
- Timing to complete the work is dependent on the timing of adjacent private developments. This will set the schedule for completion. If any proposed adaptive reuse projects do not move forward, the timing will be dependent on funding availability;
- Capital investment in the community will be a hybrid model of government grants, public investment, private investment and fundraising opportunities;
- Zoning adjacent to Argyle Road includes a mix of Manufacturing and Commercial Uses, including MD2.1, CD2.1 and CD3.3. Introduction of a use that does not meet the Zoning By-law will be subject to a re-zoning process.



Historic Hiram Walker Offices (image: BrookMcIlroy)

## 2. Hiram Walker Gateway Parkette

A distinct place at the edge of the larger Railspur Linear Park, the Hiram Walker Parkette is a new destination gateway for Walkerville at the intersection of Devonshire Rd. and Riverside Dr.

The parkette features the newly-created statue of Hiram Walker, as well as introduces new seating, lighting, and landscaping including groves of trees in sloping planters. The parkette signals arrival at Walkerville and serve as a physical and symbolic gateway to the neighbourhood.

Whether passing by on foot, bike, or vehicle, the Parkette invites residents and visitors alike to learn more about Hiram Walker and his vision for Walkerville.



Bird's Eye View - Existing Condition

Precedent Imagery



Director Park, Portland (OLIN)



Newswalk Entry Garden, New York (Terrain3)



Ede Market Square, Ede, Netherlands (Hosper)

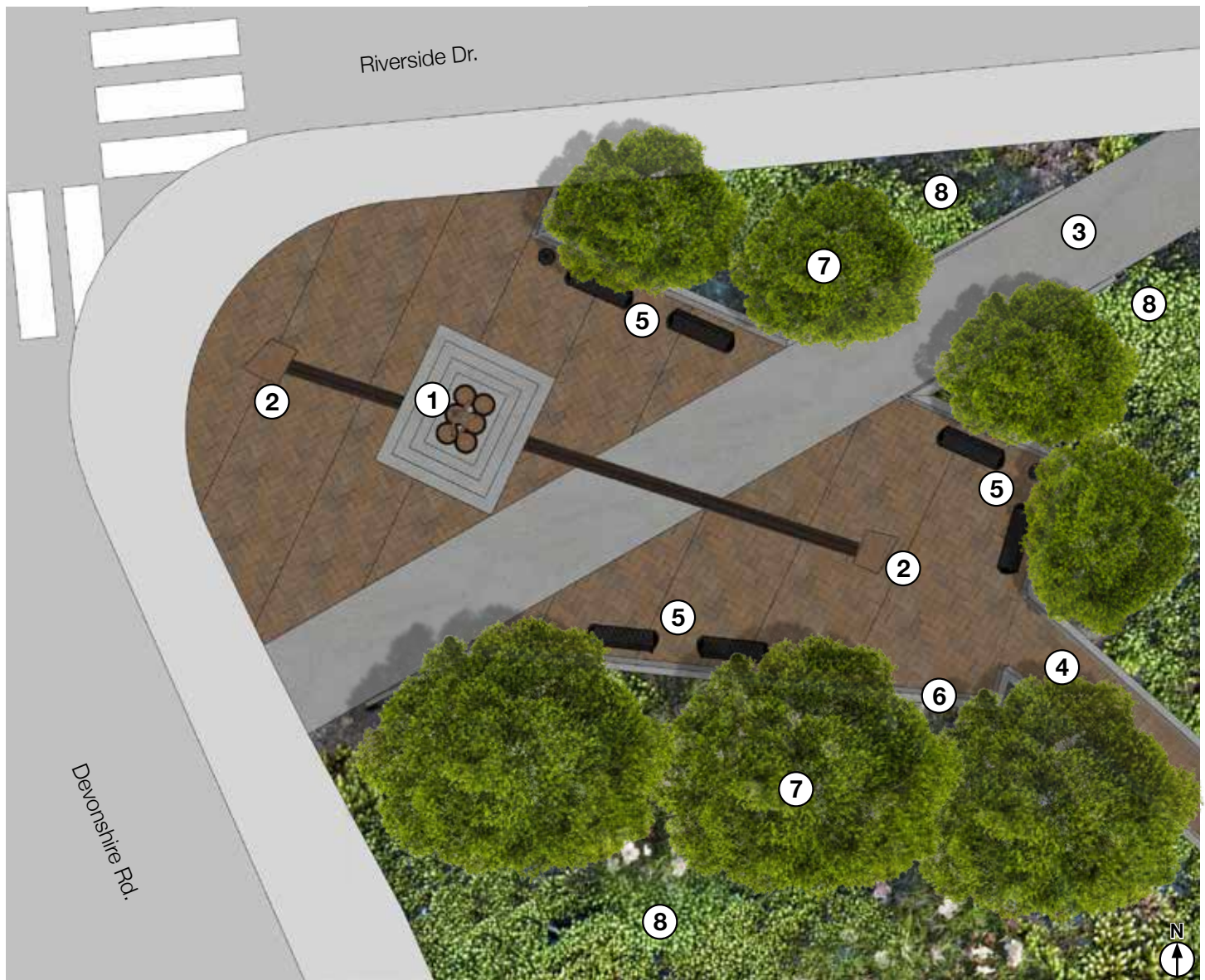


Pancras Square, London (Townshend)



Bird's Eye View - Proposed

## Proposed Vision

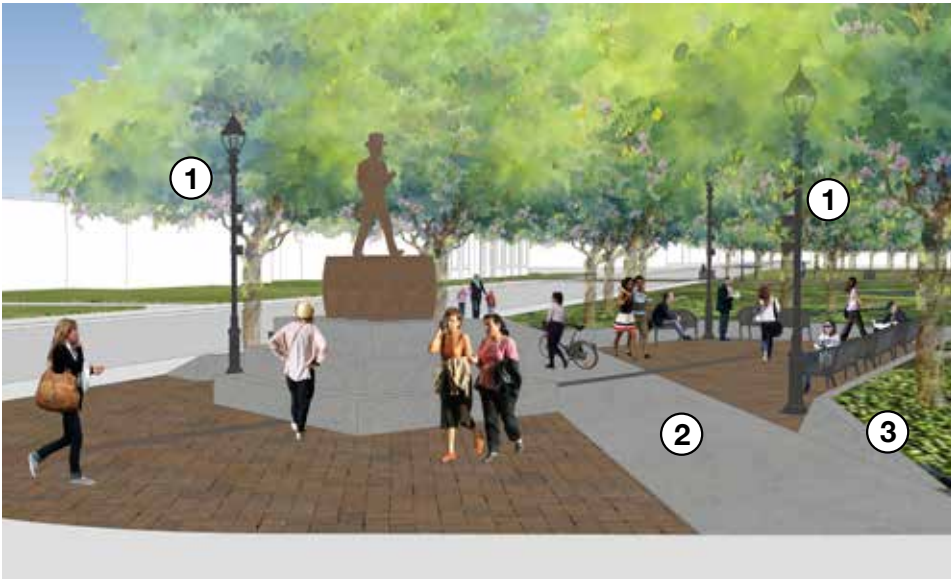


### Key Features

1. *Hiram Walker statue*
2. *Embossed bronze historical feature*
3. *Pedestrian cut-through pathway to Riverside Dr.*
4. *Future pathway to Railspur Linear Park*
5. *Bench seating areas*
6. *Granite planter walls*
7. *Existing and new tree plantings*
8. *Native low-level plantings*



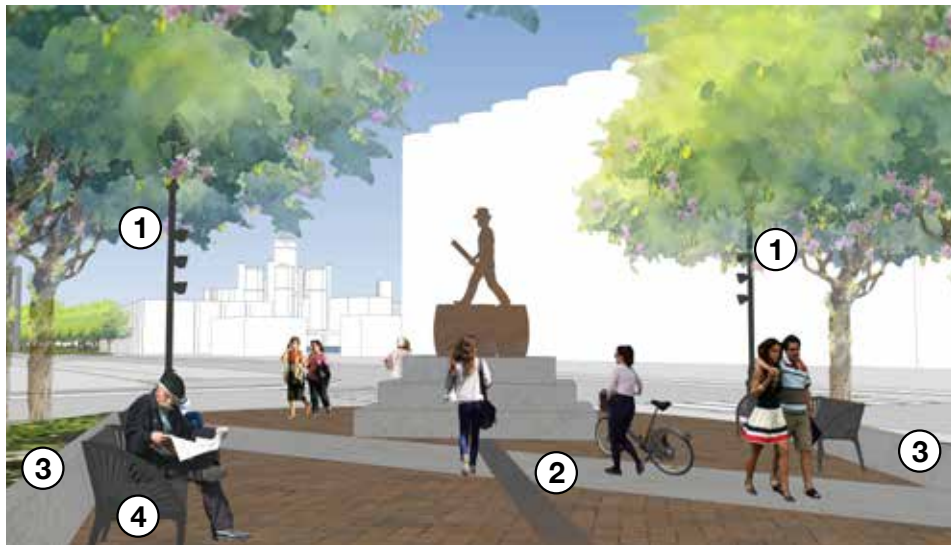
Aerial View - Existing Condition



Hiram Walker statue at the front of the parkette

## Design Details

1. Walkerville heritage lamppost with integrated directional statue lighting
2. Barrier-free surfaces with combined unit paving and concrete
3. Sloped planters with granite slab edges
4. Heritage-style black steel bench seating
5. Hiram Walker Statue



View Looking Northwest



Seating area at the rear of the parkette

## Implementation

This project is currently under construction and requires no further action for successful implementation.

## Path to Success

The Hiram Walker Statue Park has been implemented.

- The City of Windsor commissioned an artist to create the statue;
- The City acquired the land for the park to house the statue at the North gateway into Walkerville at the intersection Devonshire Rd. and Riverside Dr.
- Construction has begun and is estimated to be complete in late spring of 2022.
- Continued operations and maintenance of the Hiram Walker Statue Park will be performed by the Parks Department.

## Potential Barriers

- The Parks Department will require adequate funding for the maintenance of this asset.





Future Parkette Site, looking north (image: BrookMcIlroy)

### 3. Railspur Linear Park

The large open space along the currently underutilized portion of the CN rail corridor between Walker Rd. and Devonshire Rd. has been redesigned as a linear park with a multi-use pathway connecting the Central Riverfront Pathway, the VIA Rail Station, Hiram Walker Parkette, the Distillery District, and the core of Walkerville.

The park's main objective will be to make connections between Walker Road, VIA Rail, the Welcome Centre, Argyle Road, and the core of Wyandotte Street. The park is large enough to host events and gatherings while celebrating the dynamic history of Walkerville. New amenities including a large green space with a bandstand structure, sheltered seating, and a pedestrian promenade. The new park will provide year-round enjoyment and use and introduce additional landscape elements including naturalized and softscaped areas, meandering pathways, trees, plantings, seating, lighting, and pond water features.

The park presents opportunities for honouring the Indigenous history of the Detroit River and Walkerville area. Through consultation and collaboration with local Indigenous community members, the park's landscapes can communicate and honour the history and enduring Indigenous presence in Windsor and Walkerville.

The Park traverses between two buildings housing active distillery operations at Hiram Walker & Sons and includes an active rail spur used in the day-to-day operations of the distillery.

***Close collaboration with the distillery's management will be essential to ensure the uses and access to the park at the eastern edge allow the distillery's operations to continue successfully while protecting the park's users from potential dangers.***



Bird's Eye View - Existing Condition

**Precedent Imagery**



Parc Jules Ferry, Lorient (In Situ)



Lizard Log Park, Sydney (McGregor Coxall)



Parc Jules Ferry, Lorient (In Situ)

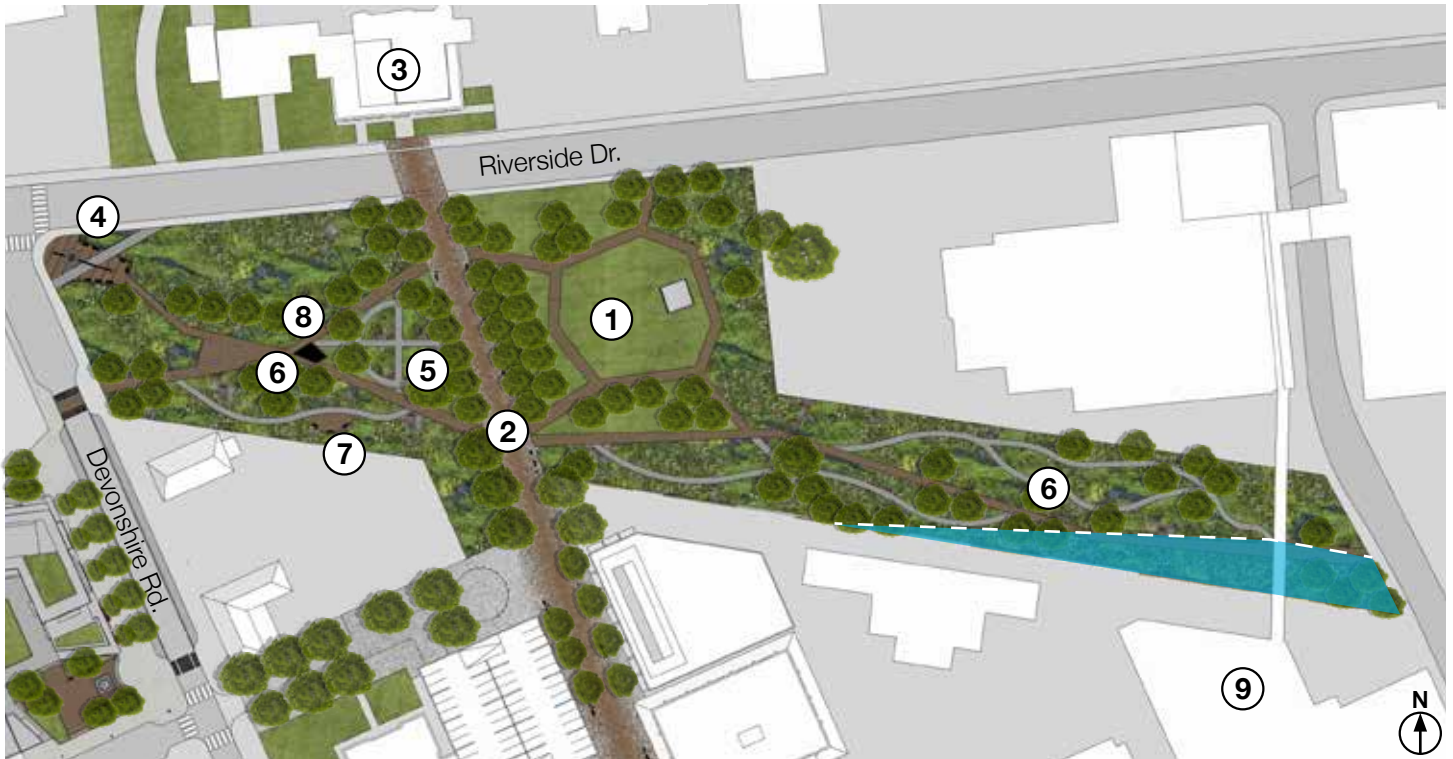


CN Fall Park, Palmerston, ON



Bird's Eye View - Proposed

## Proposed Vision

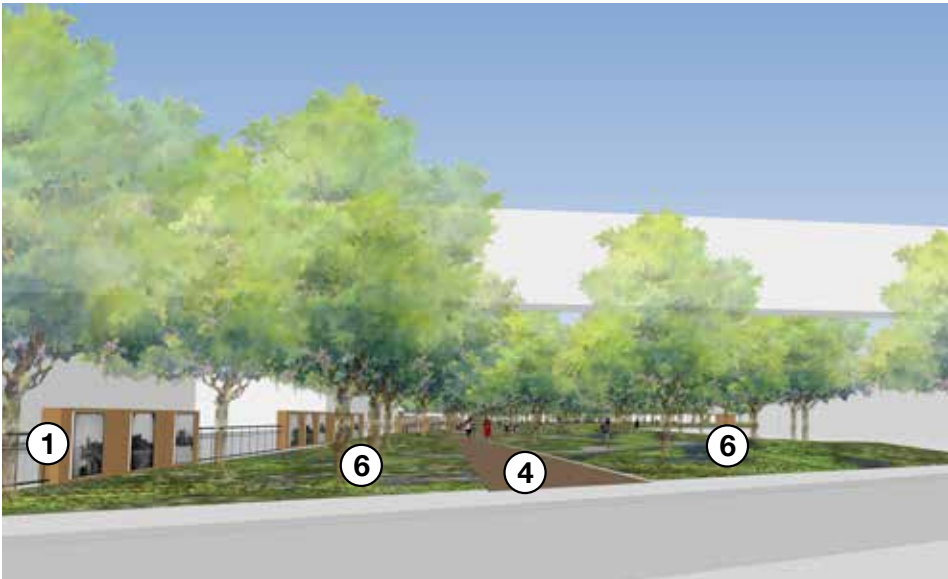


## Key Features

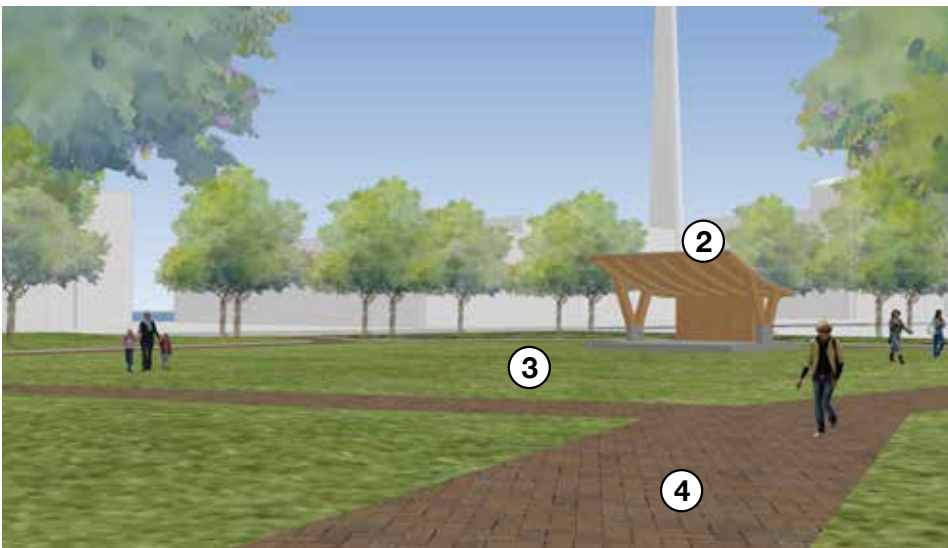
1. *Green space with bandstand structure*
2. *Pedestrian promenade connection to historic Hiram Walker offices*
3. *Historic Hiram Walker offices*
4. *Hiram Walker Parkette*
5. *Indigenous Placekeeping opportunities*
6. *Linear and meandering pathways with combination of unit paving and crushed limestone for barrier-free access*
7. *Open seating areas with fixed and moveable seating*
8. *Sheltered seating areas*
9. *Blue area south of the dashed line is an active rail spur used in ongoing distillery operations. The design of the park will accommodate the ongoing needs of the distillery operation and safe access to the park for pedestrians.*



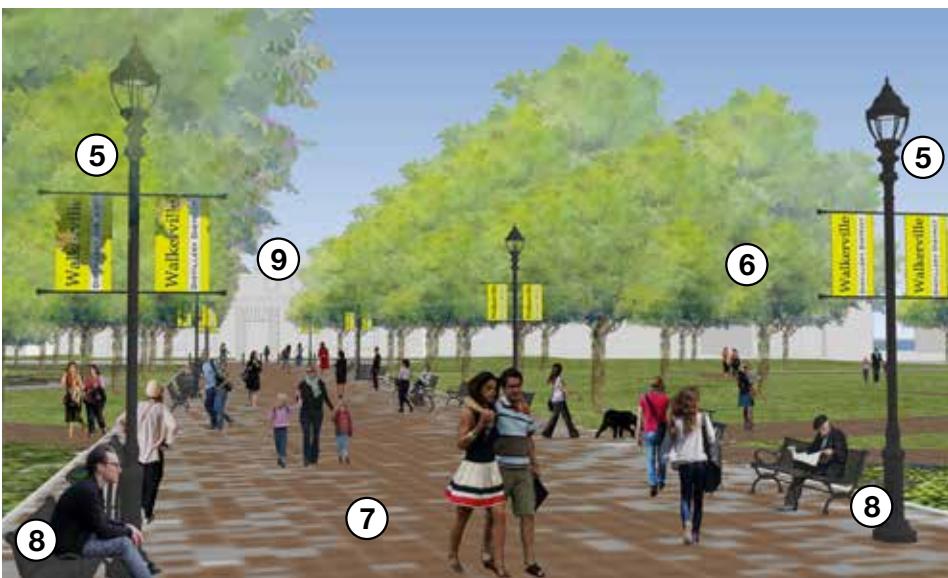
Aerial View - Existing Condition



Entrance to park from Walker Rd.



Lawn and Bandstand



Tree-lined pedestrian promenade to the historic Hiram Walker offices

## Design Details

1. Historical imagery along walls
2. Mass timber bandstand structure with roof, storage area, and power outlets
3. Open green space for recreational activities and events
4. Sand-set unit paving on linear pathways
5. Walkerville heritage lampposts with wayfinding banners
6. New native tree plantings throughout park and along pedestrian promenade
7. Pixelated “poured whiskey” unit paving design in traditional colours
8. Black steel heritage-style bench seating and refuse containers
9. Visual connection to historic Hiram Walker offices

## Implementation

The following activities will likely be required to enable this IIPPO to be successfully implemented:

No.	Recommendations	Priority	Time Frame
3.1	THAT the City of Windsor develop a Feasibility Study to explore the creation of the “Railspur Linear Park.”	Medium	Mid-Term

## Path to Success

The Railspur Linear Park will make pedestrian, cyclist and visual connections to Via Rail, the Hiram Walker Statue Parkette, the Riverfront Park, the historic Hiram Walker Brand Centre, Walkerville Distillery District and the commercial corridor along Wyandotte Street. The implementation of the park will solidify these connections and connect Walkerville in a more meaningful way to its historic past.

The path to success includes:

- Support, in principle, from City Council;
- Develop a Feasibility Study to explore land acquisition options (including: long term lease agreements, Privately Owned Public Space (POPS) agreements), impacts and opportunities to adjacent industrial properties, and identify required supporting studies;
- Supporting studies may include an Archeological Assessment, ESA, Compatibility Study;
- Develop a Fundraising Strategy Plan, which will include sponsorship and naming opportunities, community foundations, government programmes, and donations;
- Municipal budget considerations;
- Hire a consultant to complete the design development process and construction drawings;
- Further consultation with Corby/Pernod-Ricard, Community Stakeholders, and City Departments and external agencies;
- Build-out of design in coordination with the City of Windsor Asset Management Plan and Parks Department.
- This project is a long-term endeavour and requires buy-in from multiple stakeholders to be successful.

## Potential Barriers

Potential Barriers include:

- The Official Plan identifies this area as Business Park. The Official Plan permits Open Spaces as an ancillary use in Business Parks. (OP. 6.4.4.2) Open Space use would not trigger an Official Plan Amendment, but some amenities in the park may be considered sensitive use, and consideration will need to be taken during design development;
- The introduction of potential sensitive land uses within proximity to industrial operations will require consultation with Corby/Pernod-Ricard, Via Rail, and the Ministry of Environment in order to find appropriate mitigation measures;
- Mitigation measures may be costly, and impact the final design;
- The extension of the Argyle Road pedestrian path and its interaction with the existing rail system will require careful consideration;
- Capital Investment and timing– this investment would be a hybrid model including: municipal budget considerations, government programmes, private investment and fundraising opportunities. This will add to the project’s sophistication and implementation timeline;
- The operations of Hiram Walker & Sons (Corby/Pernod-Ricard) is a major factor in the successful operation of the park. The company’s current operations will need to be considered as well as designing the park to be flexible to accommodate future operational needs;
- Current zoning is designated as Manufacturing, including MD2.1 and, MD2.13. Introduction of a public park will require the successful re-zoning to a Green District.

## 4. Riverfront Park and Pathway Connection

Currently, the multi-use pathway along the Detroit River ends in a loop just east of Lincoln Rd. Historically, this was the location of a park adjacent to a ferry dock, complete with trees, benches, and a sand beach. The introduction of new amenities and landscaping along this stretch of the riverfront will celebrate Walkerville's historic and contemporary connection with the River.

New amenities in the Riverfront Park include a children's playground, adult fitness park, lounge and table seating, a tiered waterfront deck and lookout pier, and new tree planting and landscaping. Continuing the pathway connection to the east, including a new pedestrian crossing at Chilver Road and an iconic multi-use Peabody pedestrian and cycling bridge across Riverside Drive, better connects Walkerville with the river and its neighbouring communities to the east and west.

The excitement of playing at the water's edge must be balanced with recognition that active distillery operations are occurring adjacent to the park and pathway.

***The detailed landscape design and locations of sensitive uses, including childrens' play areas, must be undertaken in the context of active industrial operations nearby.***

Landscape buffers including tree plantings will help to separate sensitive uses from the industrial operations and make the Park and Pathway an interesting and pleasant destination in Walkerville.



Bird's Eye View - Existing Condition



Precedent Imagery



Square du Vert-Galante, Paris



Vancouver Waterfront (LionsEye)



Stranden Aker Brygge, Oslo (Link)



Pavilion Canopy, Queens, New York (Queens Tourism Council)



Bird's Eye View - Proposed

## Proposed Vision



## Key Features

1. **Wood lookout pier with integrated seating**
2. **Tiered wood boardwalk with bench-style seating**
3. **Seating area with fixes and moveable tables and seating**
4. **Picnic shelter**
5. **Children's playground**
6. **Adult fitness area**
7. **Cycle track and separated pedestrian path along Riverside Dr.**
8. **Pedestrian pathways with unit paving**
9. **Peabody shared pedestrian and cycling bridge**
10. **Open green space with tree plantings**



Aerial View - Existing Condition



Looking northwest toward the Detroit skyline

## Design Details

1. Pathway unit paving in traditional colours
2. Crushed gravel/rubber surface in playground area
3. Wood boardwalk surface
4. Walkerville heritage-style lampposts
5. Wayfinding post with directions and walking distances to nearby landmarks
6. Black steel heritage-style bench seating
7. Wood shelter structure
8. Steel post and cable guard at water's edge
9. Iconic shared pedestrian/cycling bridge connection to heart of Walkerville



Tiered waterfront boardwalk



Bird's eye view looking east

## Implementation

The following activities will likely be required to enable this IIPPO to be successfully implemented:

No.	Recommendations	Priority	Time Frame
4.1	THAT the Central Riverfront Implementation Plan (CRIP) be reviewed and appropriate steps be taken to reflect the Walkerville Theming and Districting Plan.	Medium	Short-Term
4.2	THAT the City of Windsor construct a sidewalk on the north side of Riverside Drive connecting the riverfront trail to the intersection of Devonshire Road, as outlined in 7.2.5 of the Riverside Drive Vista Improvement (RDVI) Project Class EA.	Medium	As per RDVI Phasing Schedule
4.3	THAT the City of Windsor develop a Feasibility Study for the creation of a pedestrian bridge over Riverside Drive in the area where the Peabody Bridge once stood, with an emphasis on exploring potential community partnerships.	Medium	Short-Term
4.4	THAT the City of Windsor review the potential pedestrian bridge design with adjacent active industrial uses to mitigate concerns with their operational requirements.	Medium	Short-Term

## Path to Success

The Riverfront Park and Pathway Connection will link the Walkerville Distillery District to the Riverfront Park. Making that link strong will require multiple crossing options for pedestrians and cyclists. The most significant of these links is proposed to be a pedestrian bridge with historically sensitive design characteristics. The implementation of the pedestrian bridge will require community stewardship and partnership.

The path to success includes:

- Support, in principle, from City Council;
- Review the Central Riverfront Implementation Plan (CRIP) with regard to the proposed park design and amenities;
- Coordination of the north sidewalk and pedestrian crossing at Devonshire Road with the phasing of the Riverside Drive Vista Improvement project;
- Review the proposed Peabody Pedestrian Bridge as an option in the Riverside Drive Pedestrian Crossing study as directed by Council Decision CR475/20211;
- Develop a Feasibility Study and Fundraising Strategy Plan for the proposed Peabody Pedestrian Bridge;
- Municipal budget considerations;
- Hire a consultant to complete the design development process and construction drawings for the Riverfront Park portion of the project;
- Further consultation with Hiram Walker & Sons, Community Stakeholders, and City Departments and external agencies;
- Build-Out of design in coordination with the City of Windsor Asset Management Plan, and Parks Department;
- The Parks Department will require adequate funding for the maintenance of this asset.

## Potential Barriers

Potential Barriers include:

- Capital investment and timing. The creation of a pedestrian bridge over Riverside Drive will be a major undertaking and require significant capital investment. This investment would be a hybrid model including Municipal budget considerations, government grants, private investment and fundraising opportunities. This will add to the project's sophistication and implementation timeline;
- The proposed Riverfront Park builds on the recommendations and policies found in the CRIP and the Central Riverfront Park Land Special Policy Area in Volume II of the Official Plan. The CRIP is a Master Plan and implementation of the stand-alone project will follow the Environmental Assessment requirements outlined in the CRIP Master Plan.

## 5. Devonshire / Assumption Mixed-Use Urban Square

The open space at the northwest corner of Devonshire Rd. and Assumption St. will become a new urban public space framed by 4 to 5-storey mixed-use buildings that create an edge for both the street and the public space.

The space will become multi-functional, offering a mix of hard and soft (landscaped) surfaces, amenities for children and adults, and spill-out space for adjacent businesses including offices, restaurants, cafes, and small-scale local retail shops. The western edge of the block will feature new townhouses with materials complementary to the neighbourhood, including brick, wood, steel, and concrete.

The introduction of a number of new residential, commercial, and public park uses in proximity to industrial operations will rely on studies that assess the compatibility of a variety of uses, ensuring existing uses and operations are able to continue while new buildings and spaces are successfully introduced, creating a true mixed-use urban destination in the core of Walkerville.

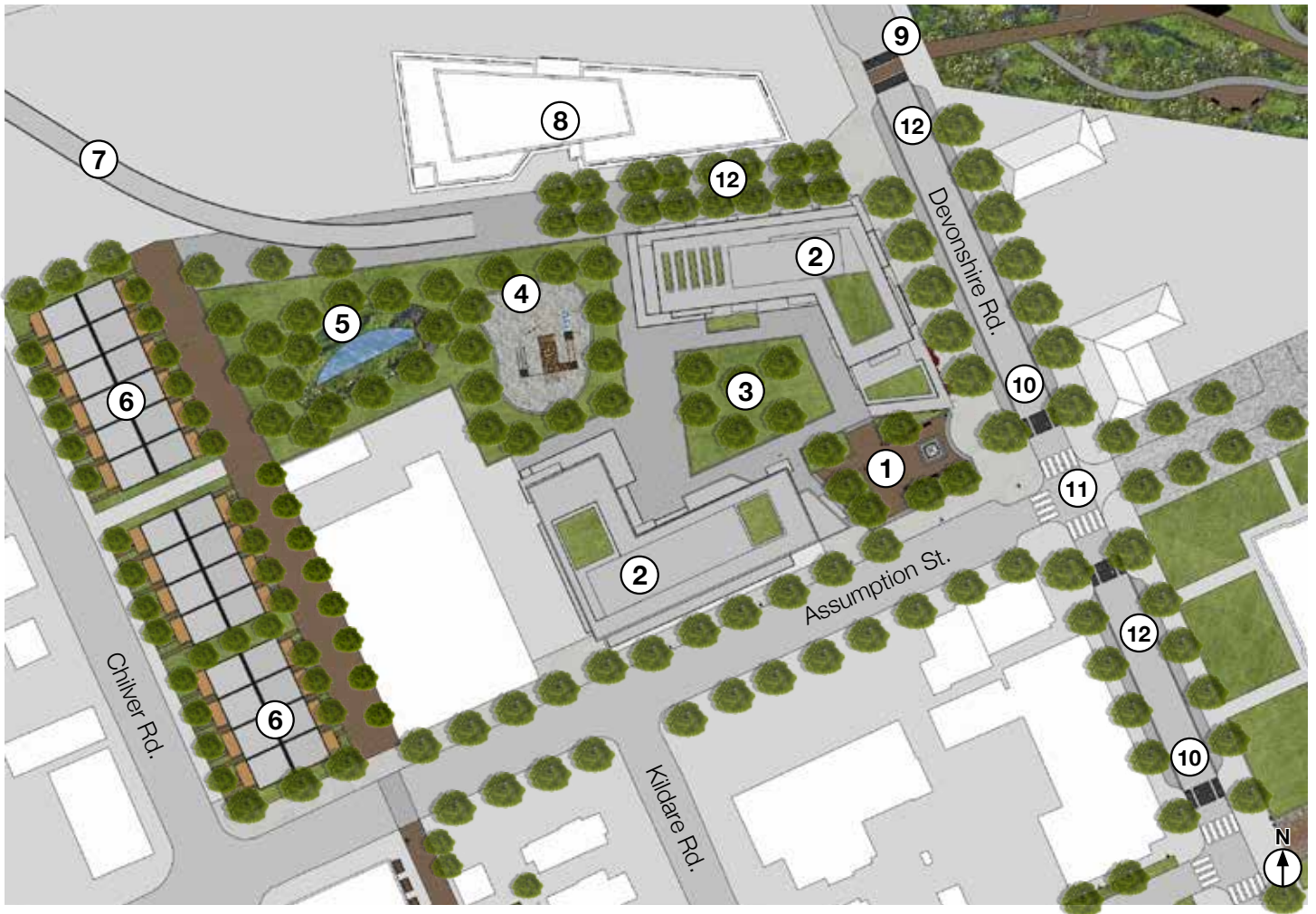


Bird's Eye View - Existing Condition

Precedent Imagery



## Proposed Vision



### Key Features

1. *Victoria Square plaza space*
2. *5- to 6-storey mid-rise mixed-use buildings with ground floor active uses (retail/restaurant)*
3. *Central courtyard green space*
4. *Children's playground*
5. *Stormwater management swale*
6. *Back-to-back style townhomes fronting Chilver Rd. and laneway*
7. *Peabody shared pedestrian/cycling bridge to Riverfront Park*
8. *Walker Power building*
9. *Raised pedestrian crossing to Railspur Linear Park*
10. *Traffic calming speed humps with bicycle pass-through gaps*
11. *Enhanced intersections with curb extensions and prominent pedestrian crossing markings*
12. *Street parking with differentiated paving and curb extensions to separate from driving lanes*



Aerial View - Existing Condition





## Design Details

1. Queen Victoria Jubilee Fountain reconstructed near its original location
2. Victoria Plaza with fixed seating, unit paving, and refuse containers
3. Ground-level spill-out space for adjacent restaurants
4. Walkerville heritage-style lampposts with directional lighting for fountain
5. Tree planting in plaza and along street edge
6. Contextual building materials including brick, steel, and glass
7. Wayfinding banners on lampposts
8. Bridge connection curves to connect toward Devonshire Rd.
9. Traffic-calming devices to slow vehicles on Devonshire Rd.

Victoria Square



Back-to-back townhomes along Chilver Rd.



Looking south along Devonshire Rd.

## Implementation

The following activities will likely be required to enable this IIPO to be successfully implemented:

No.	Recommendations	Priority	Time Frame
5.1	THAT the City of Windsor explore options for the creation of the Queen Victoria Fountain Park at the northwest corner of Devonshire Rd. and Assumption St., including land acquisition, long term lease, and Privately Owned Public Space (POPS) agreements.	Medium	Mid-Term
5.2	THAT the City of Windsor develop pedestrian and bicycle centric design elements along Devonshire Road.	Medium	Short-Term

## Path to Success

The path to success includes:

- Develop “Design Guidelines for New Developments” as part of the Walkerville Heritage Conservation District;
- Project initiation by the private sector;
- The development will be subject to the Planning Act and any applicable required studies and approvals.
- The City will negotiate with a proposed development at the time of planning approvals for the implementation of a Privately Owned Publicly Accessible Space (POPS) or other agreement.

## Potential Barriers

The City is unable to predict when development will happen. That being said, the City has taken steps to encourage development in the Walkerville area with the implementation of the Development Charge Exemption Area. The Development Charges bylaw is set to expire on January 18th, 2026.

Potential Barriers include:

- The Official Plan identifies this area as Mixed Use. The introduction of a Mixed Use development would not trigger an Official Plan Amendment on the basis of zoning designation, but the western portion of the site is within the Minimum Separation Distance to the Corby/Pernod-Ricard (Hiram Walker & Sons) industrial operations. Consultation with Corby/Pernod-Ricard shall be required and this will impact the final design;
- Current zoning is designated as Commercial and Manufacturing, including CD3.3, MD1.1 and, MD1.4. Introduction of a Use that does not meet the Zoning By-law will be subject to a successful re-zoning



Original location of the Queen Victoria Jubilee Fountain on Devonshire Rd. at Assumption St. (image: City of Windsor)

## 6. Hiram Walker Alleyway Pilot

The network of alleys throughout Walkerville will become an interesting and attractive alternative pathway network that weaves through the neighbourhood and reveals undiscovered spaces and destinations, connecting landmarks throughout the community.

By reinventing the alley between Kildare Rd. and Chilver Rd. as a pilot project, creative concepts in alleyway activation will be deployed and tested, incorporating new public art, overhead lighting, pedestrian-scaled paving, and landscaping along the edges.

New buildings and uses will be permitted to front onto the alleyway, including small laneway residences, temporary food truck, patio, and event spaces, and spill-out space for new and existing businesses.

Examples from Detroit to Denver and beyond show the potential of alleyways in achieving sustainable design goals while expanding the pedestrian circulation network in the neighbourhood.



Bird's Eye View - Existing Condition

**Precedent Imagery**



Detroit Shipping Company, Cass Corridor, Detroit (Gerard + Belevender)



The Belt, Detroit (Library Street Collective)



Before / After Images from "Green Alleys: Detroit's Opportunity for Innovation" by Detroit Future City + EcoWorks (Green Garage)



Dairy Block, Denver (Creme)



Bird's Eye View - Proposed

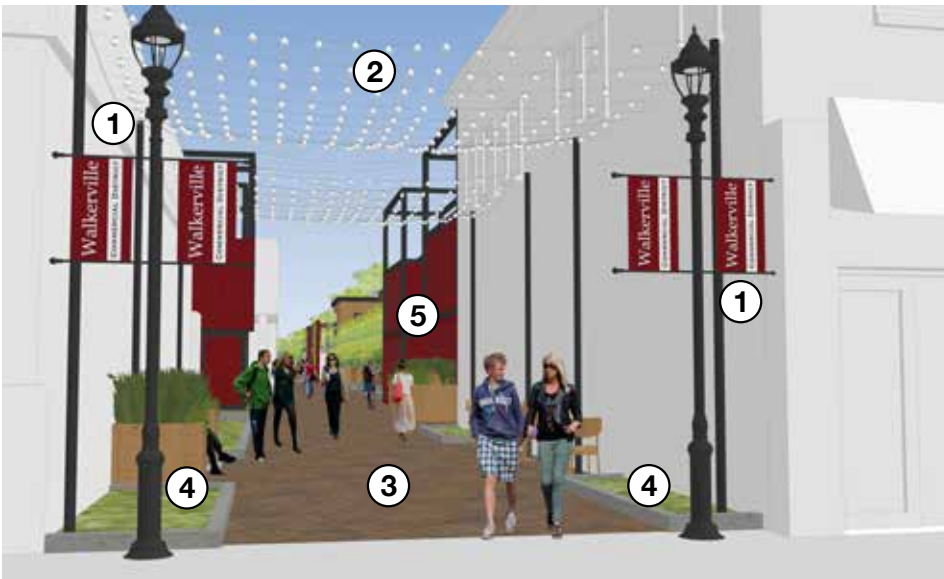
## Proposed Vision



Aerial View - Existing Condition

### Key Features

1. *Courtyard patio space for spill-out from nearby restaurants and businesses*
2. *Food truck parking in courtyard spaces*
3. *Overlight catenary lighting*
4. *Alley-fronting Accessory Dwelling Units*
5. *Differentiated paving at street crossings*



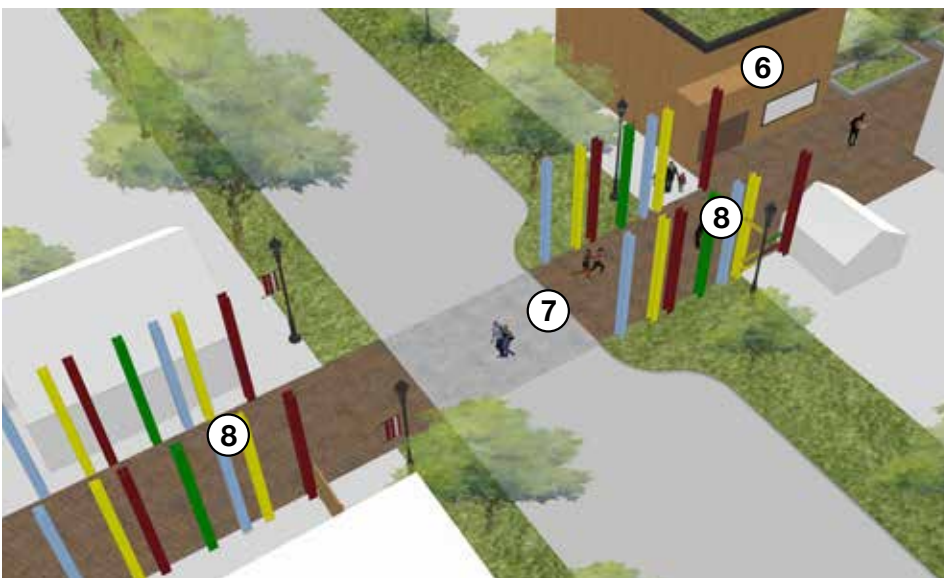
Alley entrance at Wyandotte St.

## Design Details

1. Walkerville heritage-style lampposts with wayfinding banners
2. Overhead catenary lighting suspended from steel posts
3. Unit paving surface with 6.0m clearway for garbage trucks and emergency access
4. Planters and seating at edge of clearway
5. Temporary structures to define courtyard spaces and provide storage / retail space
6. Laneway homes facing alleyway with integrated parking (if desired)
7. Differentiated unit paving where alley meets the street
8. Public art integrated into alleyway



Courtyard patios and laneway homes on the alley



Public art at the Brant St. intersection

## Implementation

The following activities will likely be required to enable this IIP0 to be successfully implemented:

No.	Recommendations	Priority	Time Frame
6.1	THAT administration develop a Pilot Project for the alley located between Chilver Rd. and Kildare Rd. from Wyandotte St. to Assumption St. with an emphasis on creating a clean, attractive, and safe pedestrian connection.	High	Short-Term

### Path to Success

Alleys are more than service corridors– they are potential pedestrian thoroughfares in urban areas with opportunities to expand public and private uses and connect economic activity. The City of Windsor permits Additional Dwelling Units (ADU) and this alley is within the “Core Area,” thus the ADUs would utilize the alley for access. Further to the ADU policy, the City has recently adopted an Alley Lighting Policy for the introduction of lighting in alleyways.

The path to success includes:

- Support, in principle, from City Council;
- Develop an Alley Pilot Project emphasising community involvement, in coordination with City departments, Utilities, Service agents, and community stakeholders.
- Develop a Fundraising Strategy Plan, which will include sponsorship and naming opportunities, community foundations, and donations;
- Municipal budget considerations;
- Hire a consultant to complete the design development process and construction drawings;
- Programming and marketing partnerships with local business;
- Build-out of the final design.

### Potential Barriers

Alleys are historically designed to be utilitarian in nature and the vision here is to utilize this public space for economic and cultural growth while still allowing use of the alley for servicing and access. This requires a change in the mindset around the potential use of some alleys. Many alley projects have their beginnings in a grass root efforts from community leaders. In this case, the vision is part of a planned strategy that will still look for community partnerships and stewardship.

Potential Barriers include:

- Lack of community or stakeholder support;
- Coordination of the use of the alley to meet the intended uses and operational requirements;
- Inability to acquire sufficient capital and operational budget from either the private or public sector





Existing condition of future Hiram Walker Alleyway Pilot (image: BrookMcIlroy)

## 7. Wyandotte East Gateway

The intersection of Wyandotte St. and Walker Rd. will be reimagined as an attractive and vibrant urban gateway to Walkerville, improving the aesthetics and road-dominated focus of this important location.

New buildings 5 to 8 storeys in height will form a consistent street edge and gateway condition at the corner. New pedestrian-friendly amenities and a redesign of the street profile with tree-lined boulevards will transform this section of the street into a gateway and destination that signals arrival in the historic Walkerville neighbourhood.

Building facades complement Walkerville's historic character in materials of brick, wood, and steel and are shaped and curved to frame the street edge.

Located directly adjacent to the active Hiram Walker & Sons distillery operation, applications for new development will be required to be designed to create comfort for all users while ensuring that the distillery's operations are able to continue unimpeded, continuing the history of industry that is key to Walkerville's unique sense of place.



Bird's Eye View - Existing Condition

Precedent Imagery



The Rooster, Seattle (Weinstein A+U)

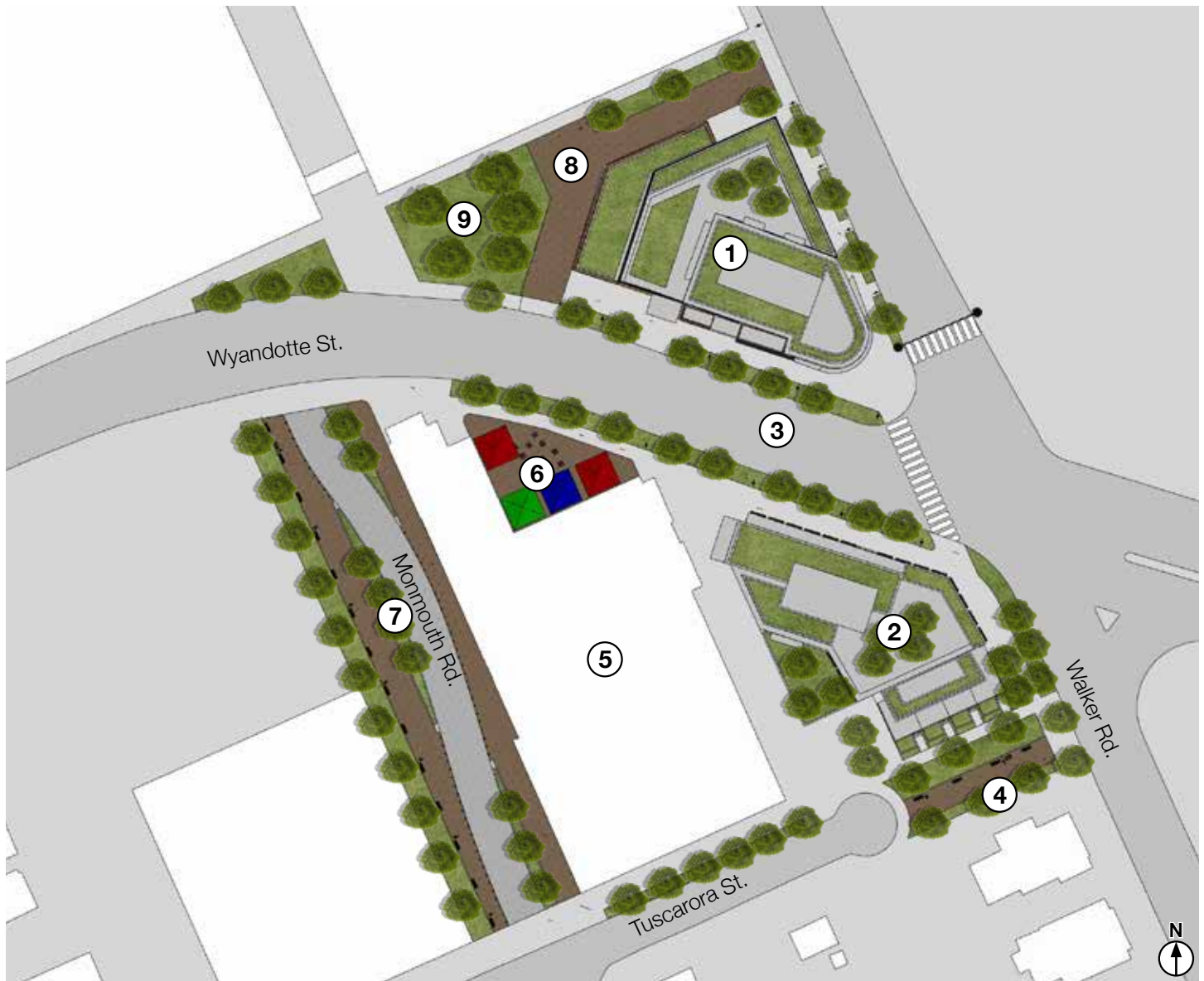


East Union, Seattle (Weinstein A+U)



Bird's Eye View - Proposed

## Proposed Vision



### Key Features

1. **Up to 8-storey 'flatiron' mixed-use gateway building at northwest corner**
2. **Up to 5-storey mixed-use building at southwest corner with townhome frontages at south**
3. **Narrowed Wyandotte Street profile with reduced vehicle lanes and expanded green boulevards**
4. **Pedestrianized Tuscarora Plaza with emergency access gates/bollards**
5. **Sho Art Studio**
6. **Sho Plaza / market spill-out space**
7. **Flexible Monmouth Rd. with curving profile and infrastructure for temporary event closures**
8. **Restricted vehicle access in rear of building**
9. **Reclaimed green space in street closure**



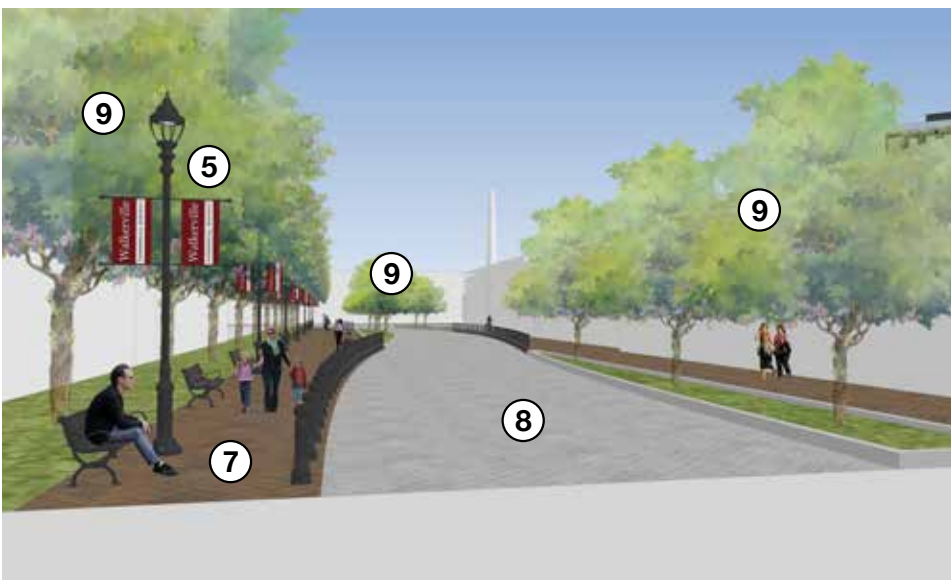
Aerial View - Existing Condition



Gateway from across Walker Rd.



Narrowed Wyandotte St. streetscape



Monmouth Rd. flexible street

## Design Details

1. Townhome frontages
2. Taller building elements framing intersection
3. Lower building elements transition to lower-scale context
4. Transparent active ground-floor frontages
5. Walkerville heritage-style lampposts with wayfinding banners
6. Wide green boulevards with street tree plantings
7. Dedicated pedestrian zone on Monmouth with bollards along shared vehicle space
8. Unit paving along curved shared portion of Monmouth with integrated patterning / public art
9. Street trees along Monmouth
10. Walkerville Distillery District Gateway Signage

## Implementation

The following activities will likely be required to enable this IIPO to be successfully implemented:

No.	Recommendations	Priority	Time Frame
7.1	THAT administration review extending the limits of the Building Facade Improvement Program for Main Streets for the Walkerville area to include buildings and properties adjacent to the Wyandotte St. and Walker Road intersection, as well as the first block of Monmouth Road South of Wyandotte.	High	Short-Term
7.2	THAT administration develop options to enhance the Walkerville Gateway located at the intersection of Wyandotte Street and Walker Road, including; gateway signage, enhancing the pedestrian crossings, surface treatments, changing utility and intersection masts and arms colour, and other gateway improvements.	Medium	Short-Term
7.3	THAT the City of Windsor include options for the redesign of the Wyandotte Street and Walker Road intersection with an emphasis on place making, prioritizing pedestrians, and creating a welcoming gateway into Walkerville at such time when the intersection will be required to be reconstructed.	Low	Long-Term
7.4	THAT the City of Windsor develop options to extend the bicycle lane on the North side of Wyandotte St. from Monmouth Road to Devonshire Road as indicated in the Active Transportation Master Plan.	Low	Short-Term

## Path to Success

The Walkerville Road and Wyandotte Street intersection is identified in the Official Plan as a Gateway (Schedule G). The Official Plan outlines that gateways will be designed to: Provide a sense of welcome and arrival; assist in orientation; create a memorable image; and contribute to the social, cultural, historic or thematic character of the area being defined.

The path to success includes:

- Support, in principle, from City Council;
- Develop a Feasibility and Fundraising Strategy Plan, which will include sponsorship and naming opportunities, community foundations, and donations, for the creation of Gateway Signage over Walker Road north of Wyandotte Street, as well as crosswalk enhancements, and wayfinding signage;
- Include the section of Wyandotte Street between Devonshire Road and Walker Road as part of the Wyandotte Street East Corridor Review project, to determine if the inclusion of the cycling facilities can be included as outlined in the ATMP;
- Include this area in the Building Facade Improvements Program for Main Streets CIP;
- Develop “Design Guidelines for New Developments” as part of the Walkerville Heritage Conservation District;

## Potential Barriers

The current the Wyandotte Street and Walker Road intersection was completed in 2010 and will be in service in the current configuration until the end of its usable life cycle.

Potential Barriers include:

- Major infrastructure changes to the intersection of Walker Road and Wyandotte Street will not need to be upgraded for many years from an infrastructure standpoint;
- Private sector development is guided by market conditions, which are outside the scope of this project to determine;
- The Official Plan identifies this area as Mixed Use. The introduction of a Mixed Use development would not trigger an Official Plan Amendment on the basis of zoning designation, but the site is within the Minimum Separation Distance to the Corby/Pernod-Ricard (Hiram Walker & Sons) industrial operations. Consultation with Corby/Pernod-Ricard shall be required and this will impact the final design;
- Current zoning is designated as Commercial and Manufacturing, including CD1.6, MD1.1. Introduction of a use that does not meet the Zoning By-law will be subject to a successful re-zoning.
- The development will be subject to the Planning Act and any applicable required studies and approvals.

## 8. Historic Walkerville Program

When it was founded in 1870, Hiram Walker envisioned the Village (and later Town) of Walkerville becoming a real-world example of the finest urban setting that successful industry could create. Walker delivered on his promise, providing residents with lamp lit, paved, tree-lined streets, running water, a streetcar system, and police and fire services, all of which was paid for privately by his distillery and flour milling company.

Walkerville today maintains the distinction of being a vibrant and venerable neighbourhood that possesses some of the richest intact architectural, industrial, and cultural heritage in North America.

Building on the well-established Walkerville Heritage Walking Tours, a series of location-specific plaques will be installed adjacent to heritage resources throughout Walkerville, providing interpretation of the cultural and natural heritage of the neighbourhood.

The plaques will be accessible, providing written interpretive text, braille, and a scannable QR code for integration with a comprehensive self-conducted web-based audio walking tour. The Historic Walkerville Program will communicate to residents and visitors alike the rich history and bright future of Walkerville.



Illustration of example heritage plaque



## Historic Imagery

Courtesy City of Windsor



## Precedent Imagery



## Implementation

The following activities will likely be required to enable this IIPO to be successfully implemented:

No.	Recommendations	Priority	Time Frame
8.1	THAT the City of Windsor develop a Historic Walkerville Interpretation Program to create heritage interpretation in Walkerville, with the opportunity to coordinate and implement the interpretation after the potential establishment of the Walkerville Historic Conservation District.	High	Short-Term

## Path to Success

The Historic Walkerville Interpretation Program will create heritage interpretation signage in Walkerville, and will be coordinated with the potential establishment of the Walkerville Historic Conservation District. There are already a number of designated plaques in the Walkerville community and this programme will build on the current success.

The path to success includes:

- Support, in principle, from City Council;
- Capital funding from the Theme Districting project (ECB-042-18);
- Support from the community and stakeholders;
- Hire a consultant to develop the Historic Walkerville Interpretation Program, finalizing the design and identifying potential locations;
- Create a web portal for interested participants/properties to sign up for the program;
- Coordination and implementation of each interpretive sign with participants.

## Potential Barriers

Potential Barriers include:

- Lack of support from participants and property owners;

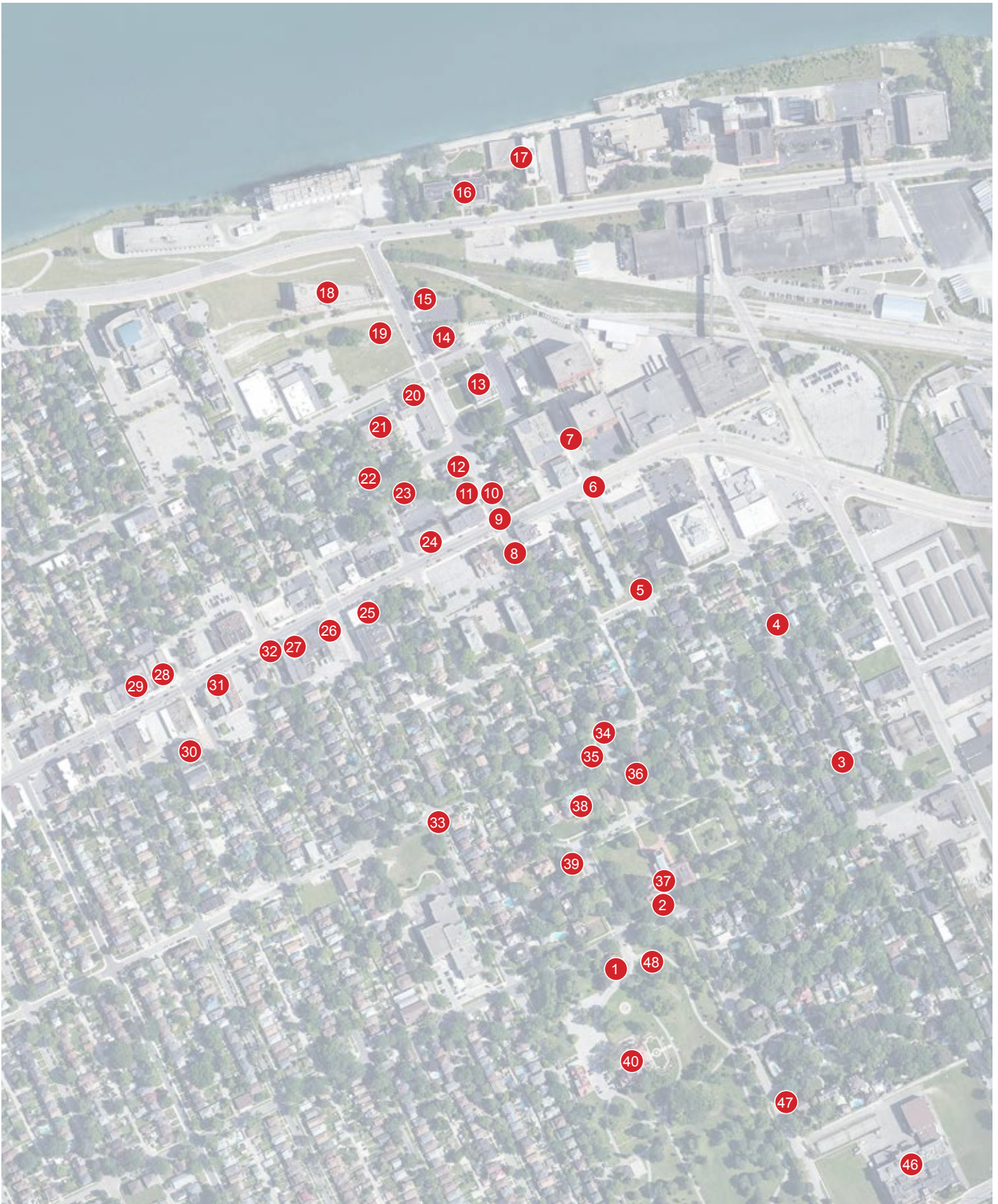


Monmouth Road Houses (image: BrookMcIlroy)

## Preliminary location list based on Walkerville Walking Tours Program (City of Windsor)

1. First Nations Settlement Area
2. The Early Phase: The Hiram Walker Years - 1858 to 1899
3. 1900s Hiram Walker & Sons Workers' Semi-Detached Brick Houses & Terraces
4. 1890s Hiram Walker & Sons Semi-Detached Houses
5. Argyle Apartments & 1880s Hiram Walker & Sons Cottages
6. Walkerville Hydro Electric Commission and the Hiram Walker Warehouse
7. Walkerville Brewery
8. Royal Bank Building & Hiram Walker & Sons Semi-Detached Houses
9. The Strathcona Block
10. Hiram Walker & Sons Managerial Semi-Detached Houses
11. John Bott House
12. Thomas Reid House
13. Walkerville Post Office Building
14. Crown Inn Building
15. Walkerville Town Hall/The Barclay Building
16. Hiram Walker & Sons Ltd. Head Office & Office Addition
17. Wiser's Reception Centre
18. Walker Power Building
19. Walkerville/Pere Marquette Train Station
20. Bank of Commerce
21. WalkerVille Garage
22. Kildare Stone Curbs and Walkerville Mayor Houses
23. Hiram Walker & Sons Quadruplex
24. The Imperial Building
25. 1800s Wyandotte St E
26. Bank Of Montreal Building
27. Home Bank 1700 Wyandotte St. E Commercial Block
28. Imperial Bank of Canada
29. Walkerville/Tivoli Theatre
30. Lincoln Road United Church & Woollatt Church House
31. Pickard Building/Toronto Dominion Bank & Thomas A. McCormick House
32. Streets of Walkerville
33. The Second Phase: Garden City Plan Residential Development
34. Bell-Coulter House & Porter Coate House
35. Foxley: The Ambery-Isaacs House
36. Elmcroft Gate Posts
37. St Mary's Anglican Church, Rectory Hall & Cemetery
38. Harrington E. Walker House
39. Kildare Managerial-Rank Houses
40. Willistead Manor
41. EdgeWood
42. AJM Bowman House, Dr Freeman Brockenshire House, Cooper Court Garage House & Fence
43. 1900 Ontario Street Houses
44. Low-Martin House/Devonshire Lodge
45. Clement King House, John Strain House, Earnest Carr House, Cooper Court House, G.G. Benfield House
46. Walkerville Collegiate Institute
47. Willistead Crescent Houses

For more information on the City of Windsor Walkerville Heritage Walking Tour, visit:  
<https://www.citywindsor.ca/residents/historyofwindsor/Documents/Walkerville-Heritage-Walking-Tour.pdf>



Preliminary location map based on Walkerville Walking Tours Program (City of Windsor)

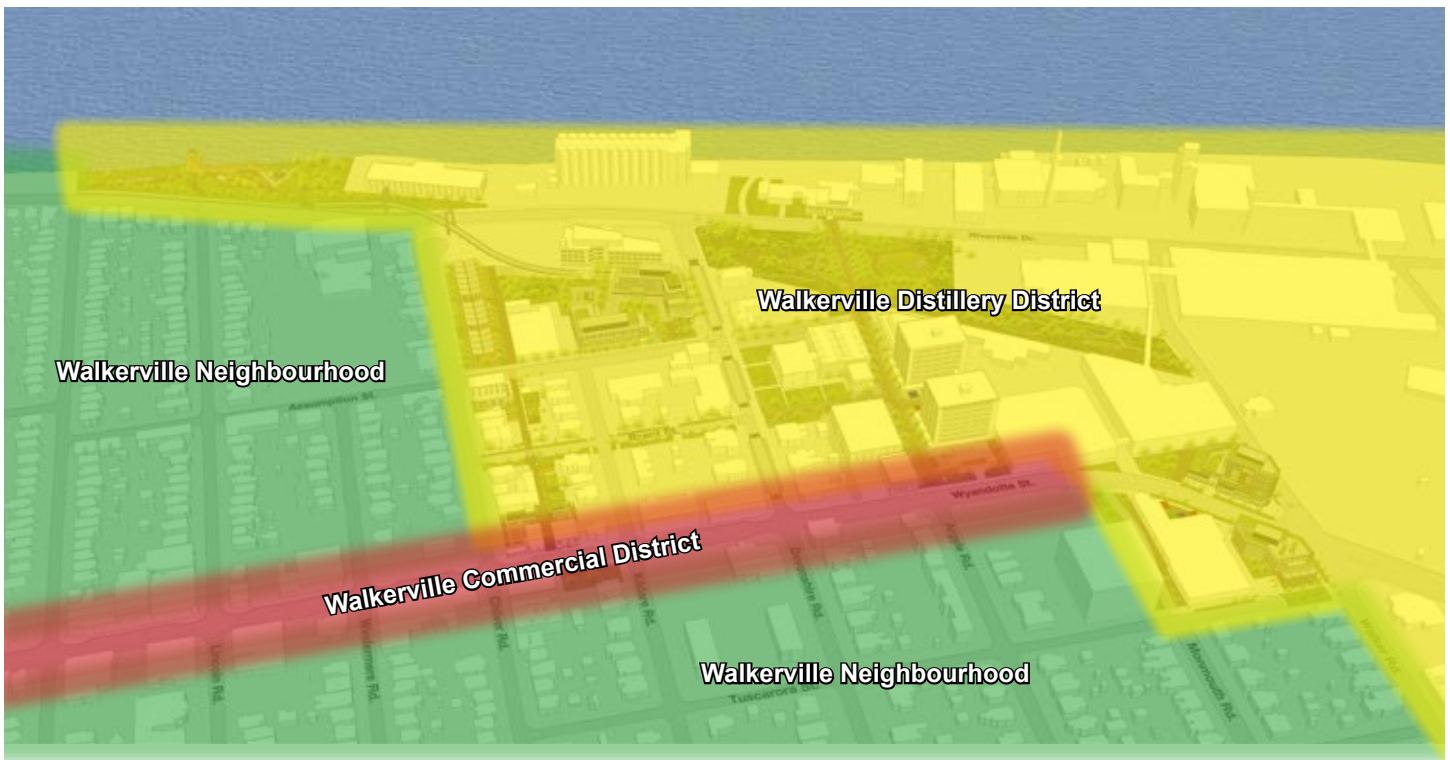
# 9. Walkerville Wayfinding Program

A new colour-coded wayfinding system will be deployed throughout Walkerville’s three (Distillery, Commercial, and Neighbourhood) districts.

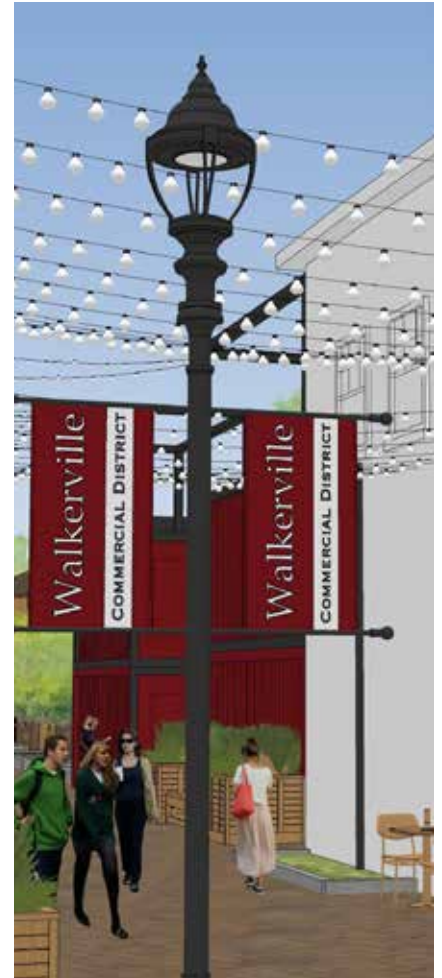
The program will incorporate signage and waypoints that connect landmarks, gateways, and other nodes within the neighbourhood. The coordinated wayfinding program will help pedestrians, cyclists, transit users, and motorists to find the best routes to destinations in Walkerville, and introduce them to new businesses, services, destinations, and other amenities in the neighbourhood. Using the latest in Universal Design methods and technology, the system will be accessible and understandable to all users, regardless of age or ability. As part of the program, traffic poles and light standards at key intersections will be updated and coordinated in look and feel, inspired by the traditional black lamp posts of Walkerville’s early 20th century streetscapes.



Colour-coded wayfinding post with walking distances



Walkerville District Locations



Colour-coded wayfinding banners on Walkerville heritage-style lampposts

**Precedent Imagery**



Wayfinding: City of Duluth



Wayfinding: City of Winnipeg

## Implementation

The following activities will likely be required to enable this IIPO to be successfully implemented:

No.	Recommendations	Priority	Time Frame
9.1	THAT the City of Windsor create a Walkerville Wayfinding project to create and install a contextually appropriate pedestrian wayfinding system in coordination with the potential establishment of the Walkerville Historic Conservation District.	High	Short-Term
9.2	THAT the traffic control poles and XPO poles be changed to the colour black at the controlled intersections along Wyandotte St E, within the district area, and at the intersection of Walker Road and Riverside Dr.	Medium	Short-Term

## Path to Success

The Walkerville Wayfinding Project will be implemented by the City of Windsor in coordination with the Walkerville BIA, the Walkerville Community, and cultural leaders in the community.

The path to success includes:

- Support, in principle, from City Council;
- Capital funding from the Theme Districting project (ECB-042-18);
- Hire a consultant to develop the Wayfinding Program, identifying locations and designs;
- Engage the local arts community on the design and character of the wayfinding signage;
- Installation of wayfinding signage in coordination with City Departments and external agencies.

## Potential Barriers

There are not many barriers to success for this IIPO. This project can be implemented in the existing context but will need to be expandable and flexible to reflect the phasing of private and implementation timelines of developments.

Potential Barriers include:

- Timeline– this project will be phased in coordination with new private and public developments. The addition of the Argyle Flex Street, the Railspur Linear Park, as well as others will required added wayfinding signage at the time of their completion.



## Phasing

In order to ensure the implementation of large-scale vision projects, the vision needs to be broken down into manageable project components. The implementation process must account for the complex set of interdependencies between governments and their agencies, community stewardship, economic development, large-scale private and public investments, such as major infrastructure (utilities, transport, park systems, brownfield cleanup), and the micro-delivery of small scale projects. These efforts need to establish a holistic “sense of place” upon completion, even though the ultimate build-out of the larger vision will progress over a long period of time.

### Phasing Timeline

It is important to clearly map out the life of the project, including the expected project cycle and phases as best as possible, while also accounting for uncertainties. This will help to ensure project continuity and clarity of roles, responsibilities, and interdependencies. The nature of the implementation differs depending on whether it is a private sector or public sector-led project. In this regard, it should be noted that these roles can also evolve over the life of the project.

The table below provides a high-level summary illustrating the phase timeline and project priority necessary for the successful implementation of the Walkerville Theming and Districting Plan. This can be expanded, and adapted to meet the scope and organic nature of local circumstances according to each IIPO.

The Walkerville Theming and Districting Plan success is tied to the complex interactions and phasing of the IIPO's. The IIPO's implementation have interdependencies between funding and timing. The City of Windsor does not have control over when private investments are made, but does have the ability to work with private investment projects in order to help them realize the vision for Walkerville. Public investment is divided into three timeline categories in order to align budgeting consideration appropriately over the implementation of the vision.

Phasing timeline categories include:

- Immediate: These are recommendations that are in place with the passing of the plan.
- Short-term: These are the implementation of recommendations over the first 36 months of the Project.
- Mid-Term: These are the implementation of the recommendations within a 3 to 10 year range.
- Long-Term: These are recommendations and projects that are projected to be past the 10 year mark of the plan.
- Market-Driven: These are not implemented by the City of Windsor and are dependent on market conditions.

## Phasing Priority

Phasing priority helps to refine the project implementation strategy by prioritizing projects based on a variety of factors. In some cases the priority can help refine the staging of IIPO's within a given phasing timeline, prioritizing some projects over others. The priority can also help to identify recommendations that are important but are not tied to any specific timeline. For example, consultation with Corby/Pernod-Ricard (Hiram Walker & Sons) is a high priority.

- High Priority – Presents a relatively high risk to the success of the overall project if not completed.
- Medium Priority – Presents medium risk if not completed within the phasing timeline.
- Low Priority – Presents a relatively low risk. Other tasks may need to be completed prior to this priority.

No.	IIPO	Priority	Time Frame
1	Walkerville Distillery District	High	Mid-Term
2	Hiram Walker Gateway Parkette	High	Immediate
3	Railspur Linear Park	Low	Long-Term
4	Riverfront Park & Pathway Connection	Medium	Mid-Term
5	Devonshire / Assumption Mixed-Use Urban Square	Medium	Market-Driven
6	Hiram Walker Alleyway Pilot	Medium	Short-Term
7	Wyandotte East Gateway	Low	Long-Term
8	Historic Walkerville Program	High	Short-Term
9	Walkerville Wayfinding Program	High	Short-Term

## Capital Investment

Wherever possible, the City should continue to seek out new opportunities to work with developers, other agencies and levels of governments to establish cost-sharing agreements, or seek out grant opportunities in order to offset total project expenditure. The costs of implementing the improvements identified in the Walkerville Theming and Districting Plan can be significantly reduced by pursuing external funding sources and partnership opportunities. The order-of-magnitude estimates provided identified for some of the projects represents a relative cost for planning purposes and should not be used for budgeting purposes.

The Walkerville Theming and Districting Plan does not include estimates for all projects. Some projects are not able to be estimated as they would be initiated by the private sector or require further study before determining a reasonable estimate. In these cases, the plan outlines a grand vision and recommends having tools in place to guide the projects forward. Private sector development investment and scope are outside the ability of this document to estimate. To ensure that opportunities to integrate the proposed vision at the time of a private development, the City should make the appropriate amendments to existing policies or create new policies and standards that can be followed at the time the project is initiated.

The funding model envisioned for many of the identified projects would be a hybrid model, with potential for cost sharing with private and public partnerships, government programmes, community foundations, fundraising opportunities, donations, sponsorship and naming opportunities, as well as capital investment from the municipality.

## Capital Investment Sources

### Budget Process

The City of Windsor capital budget includes the Theme Districting project. (ECB-042-18) The Walkerville Theming and Districting Plan is included as part of this budget item. The Walkerville Theming and Districting will continue to be considered within the priorities of the City when reviewed on an annual basis by Council. Individual IIPs will rely on this capital fund when they are implemented.

### Government Programmes

Government programmes become available from time to time that fit the objectives of the Theme Districting project. Currently the Province is accepting applications for the Tourism Economic Development and Recovery Fund (TEDRF). Further exploration into the appropriateness of this fund is needed.

### Foundations

There are Foundations from which the City has previously received funding for capital projects. While foundations generally have specific goals, tailor-made projects may meet the criteria of specific foundations. Foundations that have provided funding in the past or may be interested in specific projects include the Joan and Clifford Hatch Foundation; the Windsor Essex Community Foundation; and the P&L Odette Foundation. A search and review of the criteria set by specific foundations should be undertaken.

### Fundraising

The City can partner with community groups to raise funds for the development of the Walkerville Theming and Districting Plan. Examples of this co-operation have already been seen in the development of the Central Riverfront Implementation Plan; Charles J. Clark Square; and the Rotary Centennial Plaza. The specifics of each partnership should be addressed on a case by case basis.

### Donations

The City has been very innovative in providing opportunities for private citizens to sponsor benches, bricks, trees and other amenities throughout the parks system. The City provides tax receipts for private donations. In-kind or material donations are also welcomed provided that they fit within the vision of the district.

### Sponsorship and Naming Opportunities

Sponsor Windsor is a program which offers public-spirited individuals, businesses, corporations, foundations, and community groups an opportunity to sponsor a wide variety of City of Windsor facilities and programs, in return for naming rights and other marketing benefits associated with sponsorship of City assets and services. The City of Windsor has long recognized the benefits of offering naming rights to signature buildings and spaces, which benefits the City by offsetting capital costs. Programs like these also provide community champions an opportunity to show their support for the community in a highly visible and demonstrative way.

The opposite chart provides high-level cost ranges and should not be used for capital budgeting until a proper cost estimate has been completed.

### Cost Estimate and Funding Timeline Summary

The estimates cost for the IIPOs presented here are not the sole burden of the City of Windsor; however it is important that the City be the steward of the projects and explore all possible partnerships and funding models to make each IIPo a reality. These investments will be realized over time. Budget considerations should coincide with the project priority and phasing timeline.

IIPo	Potential Cost Range	Funding Timeline
Walkerville Distillery District (Argyle Road public realm improvements only)	\$4 Million – \$6 Million	3 – 5 Years
Hiram Walker Gateway Parkette	\$1 Million – \$1.2 Million	Complete
Railspur Linear Park	\$4 Million – \$5 Million	10+ Years
Riverfront Park & Pathway Connection (not including pedestrian bridge)	\$1.2 Million – \$1.5 Million	3 – 5 Years
Devonshire / Assumption Mixed-Use Urban Square	Private Investment	N/A
Hiram Walker Alleyway Pilot	\$250,000 – \$500,000	0 – 3 Years
Wyandotte East Gateway Gateway Arch on Walker Rd. “Home of Hiram Walker & Sons”	Private Investment \$500,000	N/A 0 – 3 Years
Historic Walkerville Program (\$2,000 per location, estimate 30-50 locations)	\$60,000 – \$100,000	0 – 3 Years
Walkerville Wayfinding Program	\$700,000	0 – 3 Years

## Summary of Recommendations

The following recommendations provide a summary of the activities required to make each IIPO a reality, including the priority and time frame for each task. The recommendations are also contained within each IIPO's section in this document.

### Walkerville Distillery District

No.	Recommendations	Priority	Time Frame
1.1	THAT the City of Windsor adopt the vision of Argyle Road becoming a “Flex Street” along the section of Argyle Road North of Wyandotte Street.	High	Immediate
1.2	THAT the City of Windsor adopt design direction for the Argyle Road “Flex Street” that include historically and contextually appropriate design elements such as; the use of pavers, gateway entrance elements, context appropriate street lights and pedestrian lights, specialty street furniture, marketing banners, reuse of heritage curbs, and infrastructure improvements to support special events.	High	Short-Term
1.3	THAT administration review extending the limits of the “Building Facade Improvement Program for Main Streets” CIP boundary for the Walkerville area to include buildings adjacent to the proposed “Argyle Road Flex Street.”	Medium	Short-Term
1.4	THAT the City of Windsor adopt the vision of creating a continuous view and vista from Argyle Road to the heritage designated Hiram Walker and Son’s Office Building.	Medium	Immediate

### Hiram Walker Gateway Parkette

This project is currently under construction

Priority	Time Frame
High	Immediate

### Railspur Linear Park

No.	Recommendations	Priority	Time Frame
3.1	THAT the City of Windsor develop a Feasibility Study to explore the creation of the “Railspur Linear Park.”	Medium	Mid-Term

### Riverfront Park and Pathway Connection

No.	Recommendations	Priority	Time Frame
4.1	THAT the Central Riverfront Implementation Plan (CRIP) be reviewed and appropriate steps be taken to reflect the Walkerville Theming and Districting Plan.	Medium	Short-Term
4.2	THAT the City of Windsor construct a sidewalk on the north side of Riverside Drive connecting the riverfront trail to the intersection of Devonshire Road, as outlined in 7.2.5 of the Riverside Drive Vista Improvement (RDVI) Project Class EA.	Medium	As per RDVI Phasing Schedule
4.3	THAT the City of Windsor develop a Feasibility Study for the creation of a pedestrian bridge over Riverside Drive in the area where the Peabody Bridge once stood, with an emphasis on exploring potential community partnerships.	Medium	Short-Term
4.4	THAT the City of Windsor review the potential pedestrian bridge design with adjacent active industrial uses to mitigate concerns with their operational requirements.	Medium	Short-Term

### Devonshire / Assumption Mixed-Use Urban Square

No.	Recommendations	Priority	Time Frame
5.1	THAT the City of Windsor explore options for the creation of the Queen Victoria Fountain Park at the northwest corner of Devonshire Rd. and Assumption St., including land acquisition, long term lease, and Privately Owned Public Space (POPS) agreements.	Medium	Mid-Term
5.2	THAT the City of Windsor develop pedestrian and bicycle centric design elements along Devonshire Road.	Medium	Short-Term

### Hiram Walker Alleyway Pilot

No.	Recommendations	Priority	Time Frame
6.1	THAT administration develop a Pilot Project for the alley located between Chilver Rd. and Kildare Rd. from Wyandotte St. to Assumption St. with an emphasis on creating a clean, attractive, and safe pedestrian connection.	High	Short-Term



## Wyandotte East Gateway

No.	Recommendations	Priority	Time Frame
7.1	THAT administration review extending the limits of the Building Facade Improvement Program for Main Streets for the Walkerville area to include buildings and properties adjacent to the Wyandotte St. and Walker Road intersection, as well as the first block of Monmouth Road South of Wyandotte.	High	Short-Term
7.2	THAT administration develop options to enhance the Walkerville Gateway located at the intersection of Wyandotte Street and Walker Road, including; gateway signage, enhancing the pedestrian crossings, surface treatments, changing utility and intersection masts and arms colour, and other gateway improvements.	Medium	Short-Term
7.3	THAT the City of Windsor include options for the redesign of the Wyandotte Street and Walker Road intersection with an emphasis on place making, prioritizing pedestrians, and creating a welcoming gateway into Walkerville at such time when the intersection will be required to be reconstructed.	Low	Long-Term
7.4	THAT the City of Windsor develop options to extend the bicycle lane on the North side of Wyandotte St. from Monmouth Road to Devonshire Road as indicated in the Active Transportation Master Plan.	Low	Short-Term

## Historic Walkerville Program

No.	Recommendations	Priority	Time Frame
8.1	THAT the City of Windsor develop a Historic Walkerville Interpretation Program to create heritage interpretation in Walkerville, with the opportunity to coordinate and implement the interpretation after the potential establishment of the Walkerville Historic Conservation District.	High	Short-Term

## Walkerville Wayfinding Program

No.	Recommendations	Priority	Time Frame
9.1	THAT the City of Windsor create a Walkerville Wayfinding project to create and install a contextually appropriate pedestrian wayfinding system in coordination with the potential establishment of the Walkerville Historic Conservation District.	High	Short-Term
9.2	THAT the traffic control poles and XPO poles be changed to the colour black at the controlled intersections along Wyandotte St E, within the district area, and at the intersection of Walker Road and Riverside Dr.	Medium	Short-Term

## General Recommendations

No.	Recommendations	Priority	Time Frame
10.1	THAT the City of Windsor consult with Corby/Pernod-Ricard (owners of Hiram Walker & Sons) regarding newly introduced land uses proposed within the Walkerville Theming and Districting boundary.	High	Mid-Term
10.2	THAT the City of Windsor create Streetscape Design Guidelines if a Walkerville Heritage Conservation District is established or otherwise be developed separately.	Medium	Immediate Dependent on HCD
10.3	THAT the City of Windsor create Architectural Design Guidelines for New Development if a Walkerville Heritage Conservation District is established or otherwise be developed separately.	Medium	Immediate Dependent on HCD
10.4	THAT the City of Windsor review Grant and Tax Incentive programs to assist with higher construction costs associated with the rehabilitation or adaptive re-use of heritage assets if a Walkerville Heritage Conservation District is established.	Medium	Immediate Dependent on HCD

## Plans and Policy Considerations

### City of Windsor Official Plan

The Official Plan provides guidance for the physical development of the municipality over a 20-year period while taking into consideration important social, economic and environmental matters and goals. As such, the City of Windsor Official Plan provides the policy framework that will guide the following:

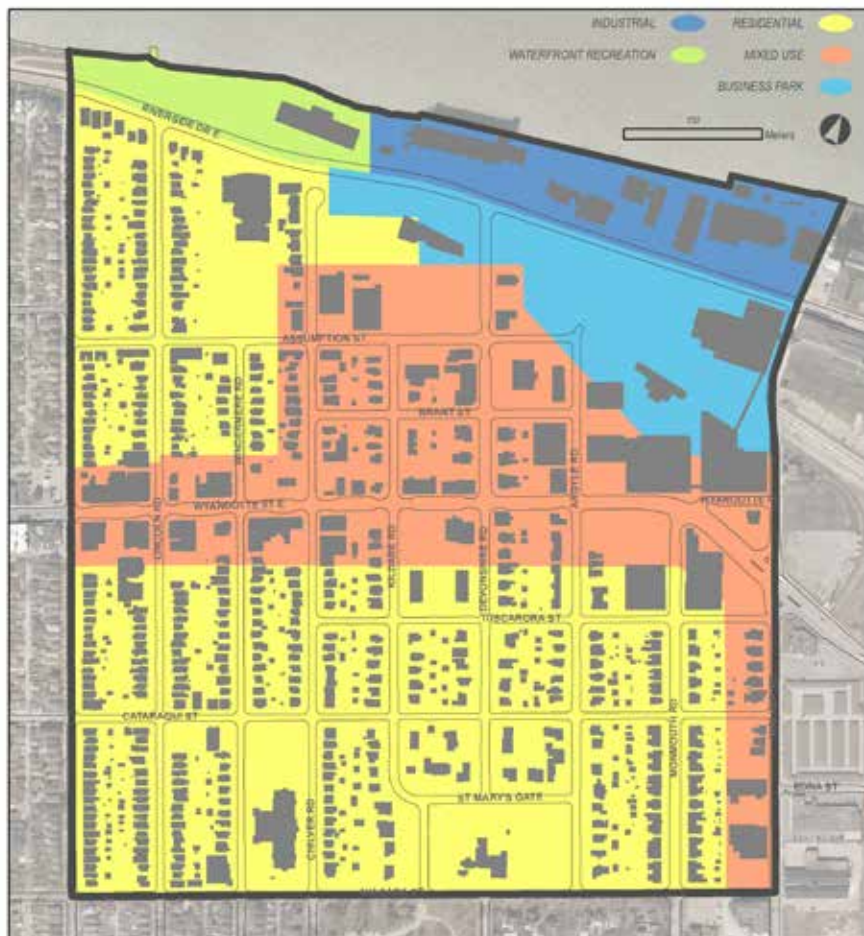
- Where new development can locate
- How existing and future neighbourhoods will be strengthened
- How Windsor's environment will be enhanced
- What municipal services, such as roads, water mains, sewers and parks, will be provided
- When and in what order Windsor will grow

### City of Windsor Zoning By-law (8600)

The Zoning By-law provides specific standards and regulations for all development in Windsor. The City of Windsor Zoning By-law regulates the use of land, buildings and other structures.

### Asset Management Plan

Asset Management directly supports a number of the City of Windsor's (City) Strategic goals through the maintenance of existing and new infrastructure as detailed in the City's Official Plan. Council is committed to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.



Official Plan Land Use map for the project area, at the time of this plan.

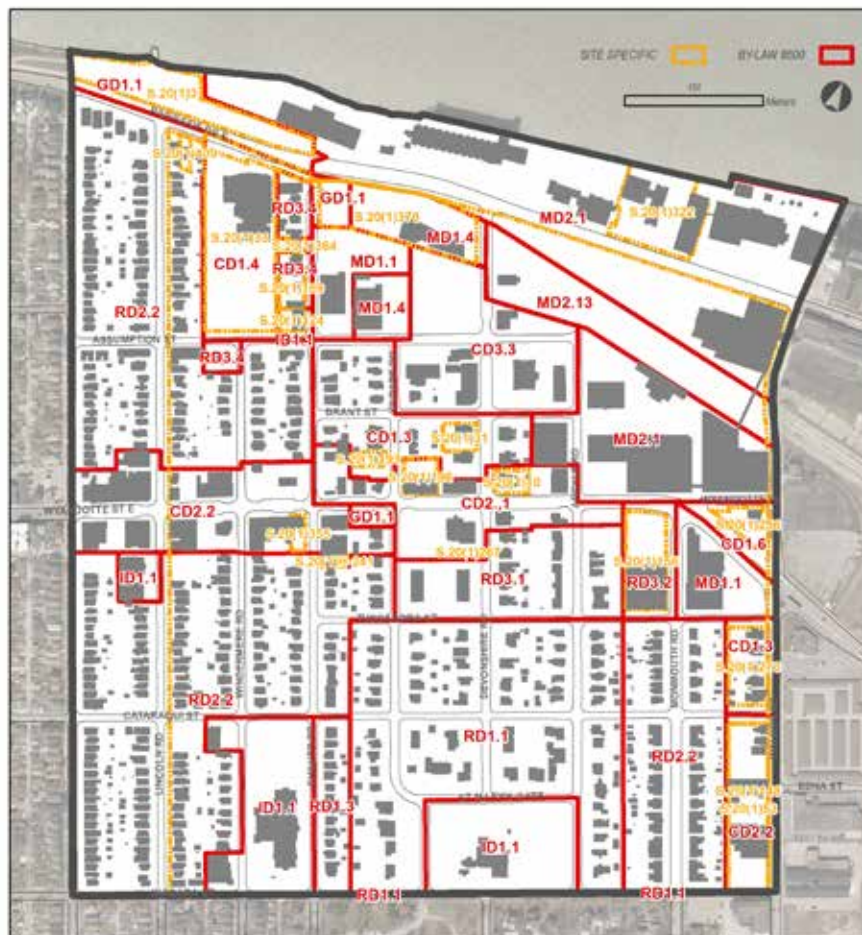
## Active Transportation Master Plan

This Active Transportation Master Plan outlines a network that connects key existing trails and pathways, such as the recently completed Herb Gray Parkway Trail, and the downtown Waterfront Trail. Connecting these high-quality pathways to a developed onstreet network will allow commuters, recreational users, and others to have safe, convenient, attractive and fun options to travel by walking, cycling, or transit.

## Riverside Drive Vista Improvement Project (2006)

Created to emphasize the importance of the 'Scenic Drive' along Riverside Drive through its various stages

of redevelopment, the 'VISTA' is a class environmental assessment, providing clear direction on the intended character and use of the entire 17 kilometre corridor. Many of the City's prestigious riverfront parks including those under the CRIP will be impacted by the improvements as they take place. The document identifies several guidelines as a tool for character improvement of the city's oldest corridor and how it interfaces with the built environment and the riverfront parks, including; the establishment of a hierarchy of nodes, gateway locations, bikeway and multi-use trail connections, traffic calming, public art installations, parking opportunities as well as views and vistas which need to be preserved or reinforced.



Zoning Designation map for the project area, at the time of this plan.

## **Central Riverfront Implementation Plan (CRIP) (2000) as amended**

Focusing on the riverfront lands immediately north of the city's downtown core, the Central Riverfront Implementation Plan's (CRIP) scope encompasses 95 acres within a 6 kilometre stretch between Riverside Drive and the Detroit River from McKee Park in the western end to the Hiram Walker Lands in the eastern end; linking two of the City's most recognized heritage districts of Sandwich and Walkerville respectively. The CRIP is a living document with established design principles and guidelines as standards to direct the future development of parkland, open space, built environments, as well as pedestrian and cycling circulation throughout this ribbon of parks. The Central Riverfront Implementation Plan (CRIP) is a master plan as defined by the Environmental Assessment Act.

## **Rediscover Our Parks - City of Windsor Parks & Outdoor Recreation Master Plan**

A living document that guides the direction of the park system and its operational management for the next twenty years. This document reviews and analyzes the existing park system and will outline opportunities and constraints, strengths and deficiencies to move forward with a vision, strategies, goals and objectives to ensure and preserve a healthy parks and open space system for the future.

## **Cultural Master Plan**

The City of Windsor commissioned a Municipal Cultural Master Plan (MCMP) in late 2008 in order to provide guidance to the municipality regarding its investment of human and financial resources in support of the community's arts, culture and heritage sectors.

## **Environmental Master Plan (EMP)**

The Environmental Master Plan (EMP) aims to make the City of Windsor cleaner, greener, healthier, and more sustainable. The EMP reflects the City's commitment to enhancing environmental performance and facilitating social well-being and economic prosperity.

## **Brownfield Redevelopment Strategy**

Windsor's brownfields are the legacy of its industrial past dating back to the turn of the 20th century. They are the properties where previous use(s) has caused environmental contamination which will need to be properly addressed before redevelopment can occur. Brownfields are often also characterized as underutilized, derelict or vacant property and buildings. There is potential for land within the Walkerville area that may be classified as a brownfield.

## **Building Facade Improvement Program for Main Streets - Community Improvement Plan**

In 2018, Windsor City Council approved the Building Facade Improvement Program and Urban Design Guidelines for Main Streets Community Improvement Plan. The program builds on recent investment in municipal infrastructure improvements, such as road and streetscape projects. The program encourages improvements to buildings along traditional main streets by offering a building facade grant.

## **Detroit River Canadian - Shoreline Restoration Alternatives Selection Manual (2014),**

ERCA provided various scenarios and cross-sections to how shoreline development should be implemented to encourage healthy natural habitats along the riverfront properties; many of which are conducive to providing accessibility through parkland to the water.

## Active Studies

There are currently active studies that the City of Windsor is conducting that can further the Vision for the Walkerville Theming and Districting Plan. These studies will be guided and/or steer the final outcomes of the Walkerville Theming and Districting Plan. They include:

**The Wyandotte Street West Road Diet Analysis.** This study may have outcomes with regards to the Walker Road and Wyandotte Street intersection which is envisioned as a gateway with pedestrian and cyclist friendly design elements.

**The Riverside Road Diet Analysis.** An transportation analysis of Riverside Drive will have implications on the how Riverside Drive is traversed by pedestrians in the Walkerville area.

**Pedestrian Crossing of Riverside Drive Analysis.** Council has directed administration (CR475/20211) to review potential pedestrian connections to the Riverfront Park. The Riverfront Park and Pathway Connection envisions a multi-faceted approach to making a strong connection between the park and Walkerville.

## Disclaimer

This is a visioning document and is not subject to the Planning Act. Any proposed Land Use in this document does not constitute the City of Windsor's approval or support. The Planning Act and applicable legislation will apply to all land development.