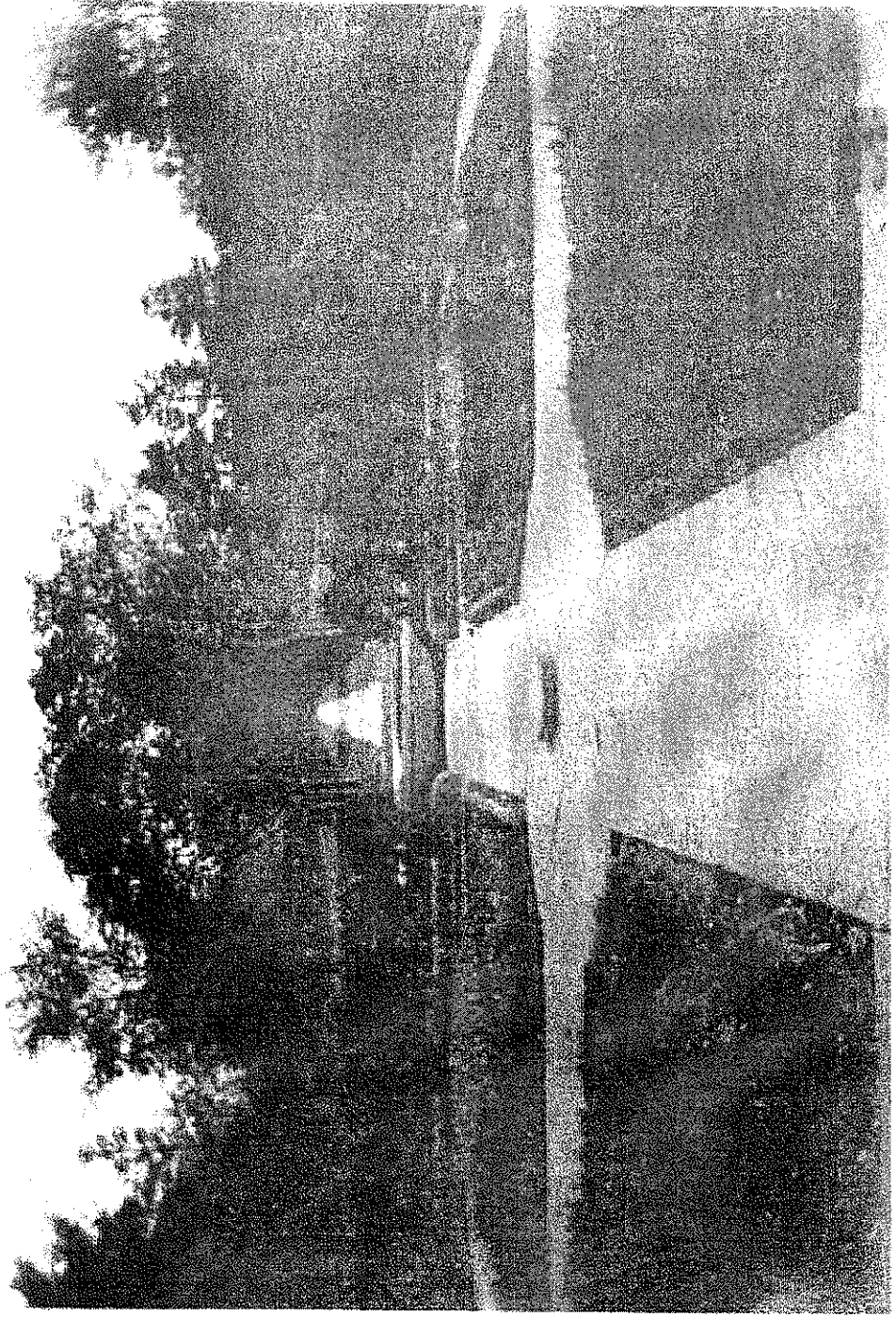


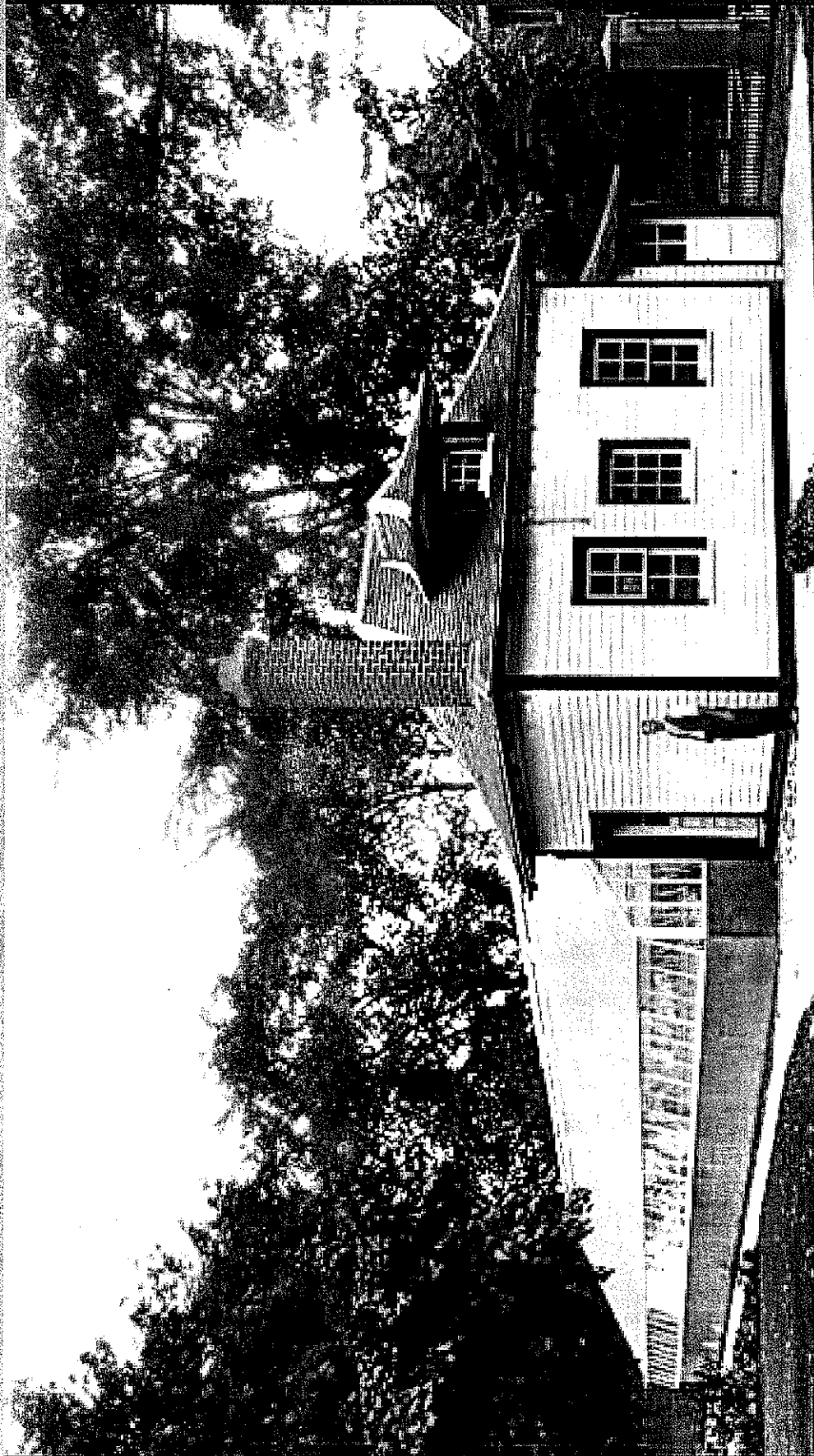
## Fountain View South of Manor



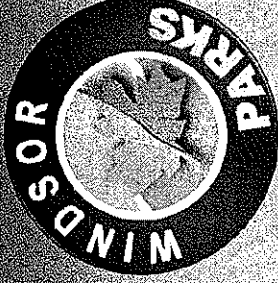
1921 WILLISTAD



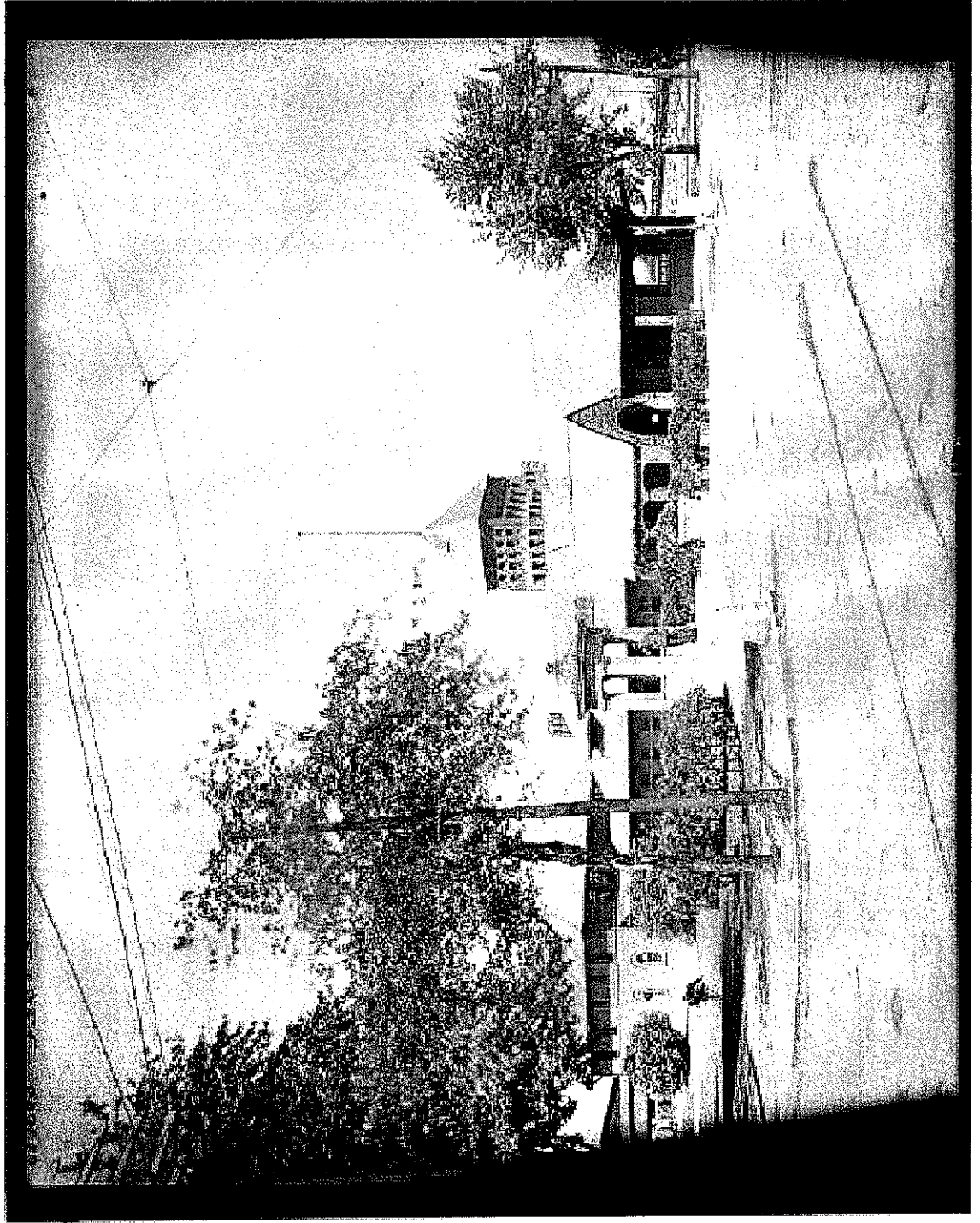
## Greenhouse



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# Queen Victoria Jubilee Fountain Devonshire Rd



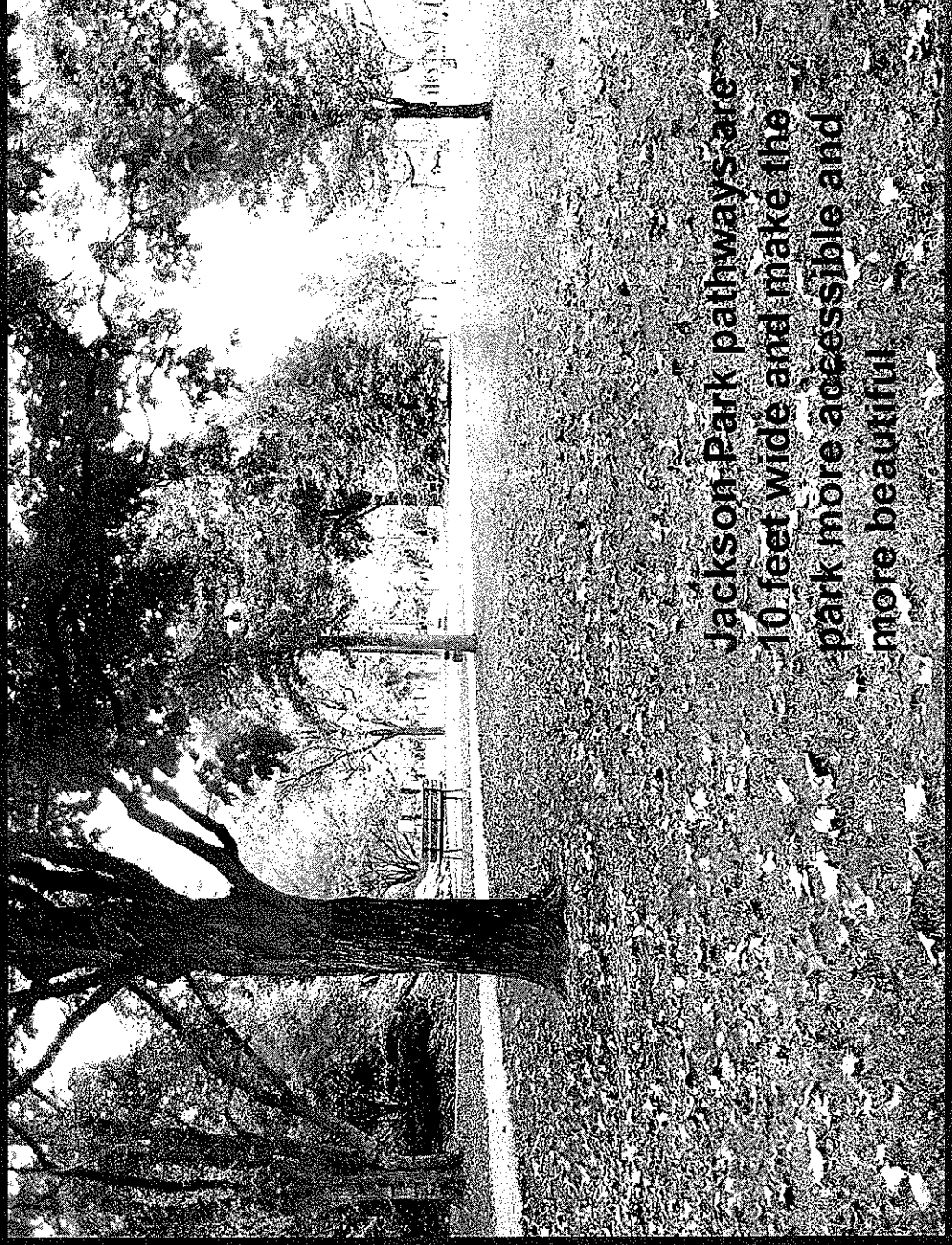


## 5. Jackson Park



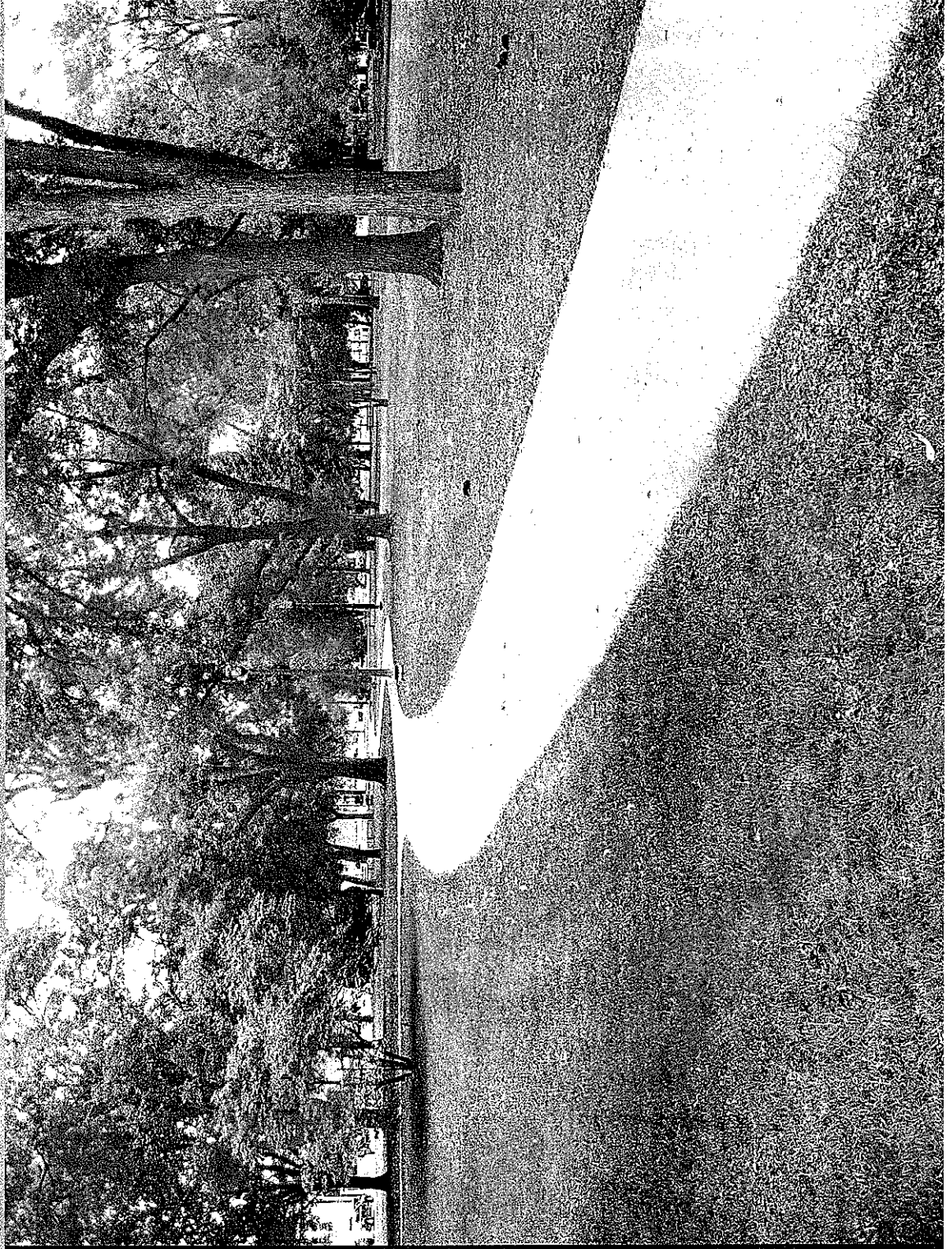
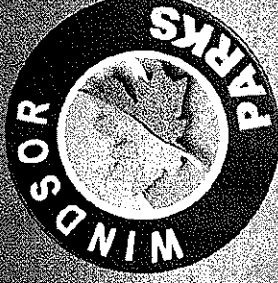
Jackson Park, another Regional Park within the City of Windsor with the same pathway improvements.

These pictures show the natural beauty of the park, enhanced by the pathways.



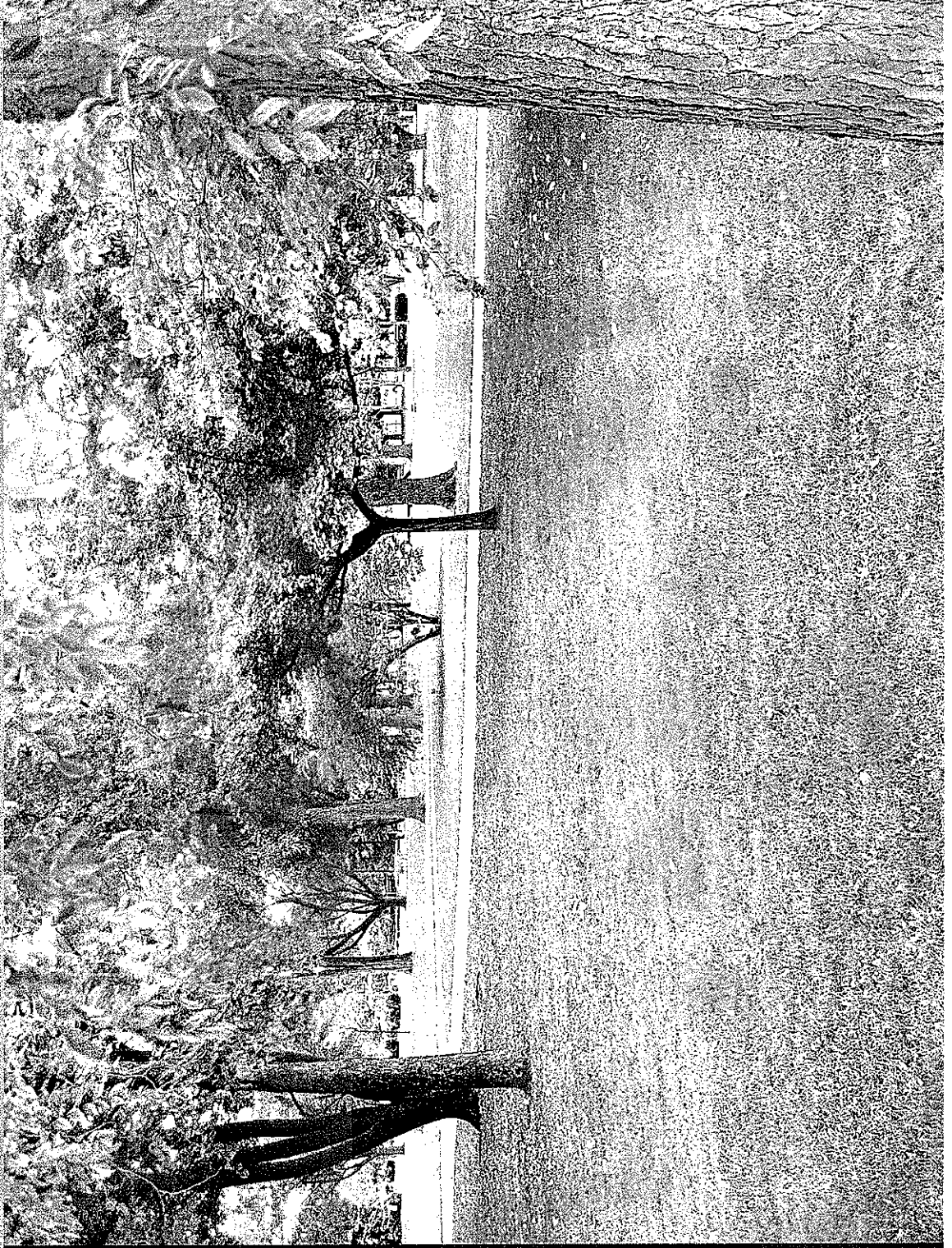
Jackson Park pathways are 10 feet wide and make the park more accessible and more beautiful

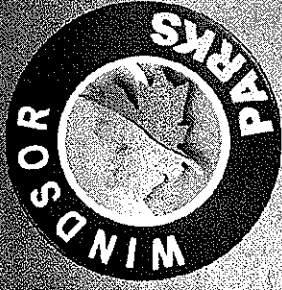
## 5. Jackson Park



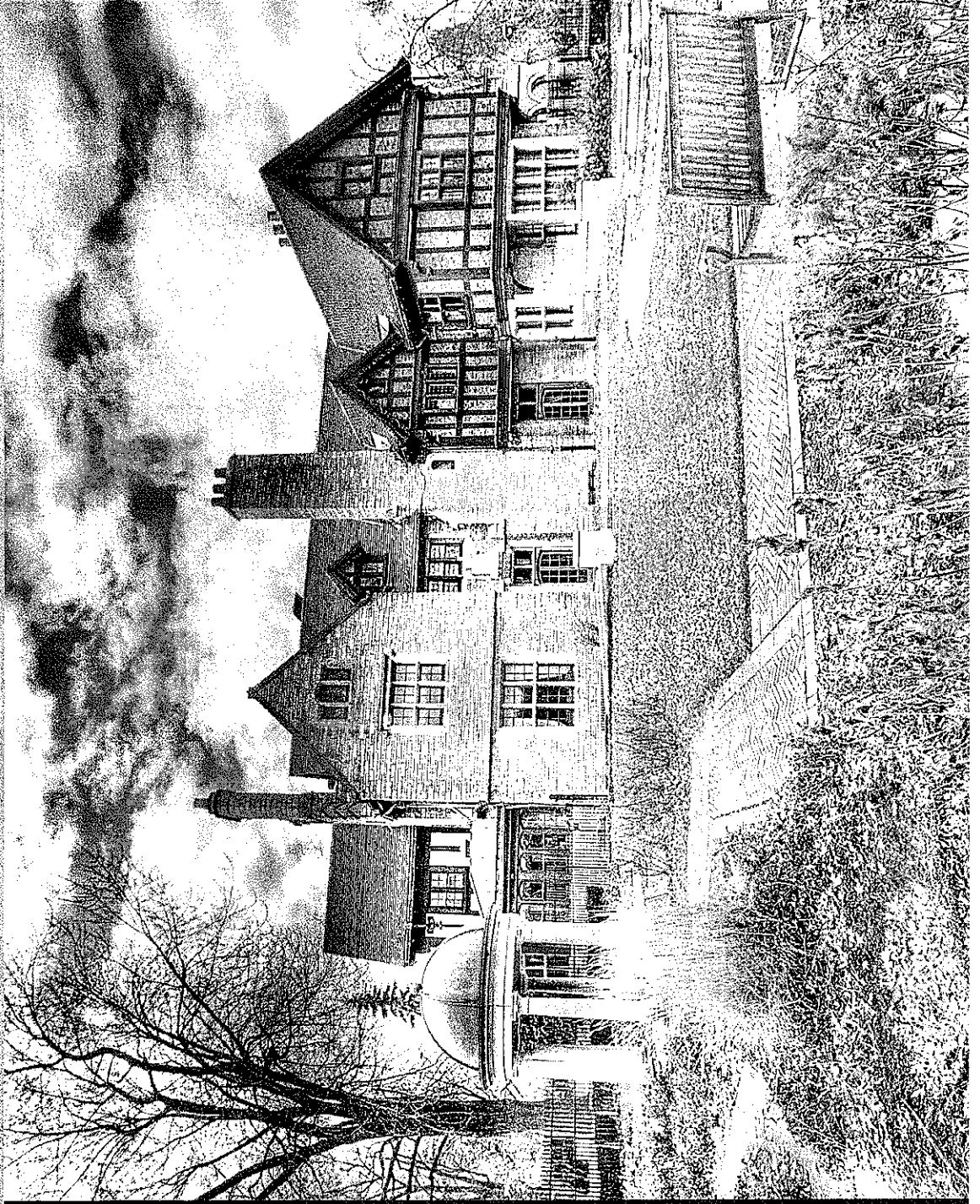


## 5. Jackson Park





## 6. Closing Comments



Contained in the report to the Heritage Committee, with subject being Willistead Manor, Heritage alteration: install paths in the park, under the heading Considerations, sub-heading maintenance vehicles, is and I quote, "Should machines for routine maintenance be to city standard or different," is found this information, **"A 2014 model SUV, (Escalade) could fit on about 1.93 metres (6' 4") with no clearance, but would need additional width for steering."** End quote. Other considerations listed are **accessibility** and yes, **"Art in the Park"**

My question here is, what does any of this have to do with the heritage aspect of Willistead Park. An even more important question is how does putting 10.5 acres of hardscape asphalt into the park, improve its heritage value.

Its easy to list several reason why the roadway plan, from a heritage viewpoint is not acceptable. The proposed roadways would offend the intent of the Heritage designating by-law. In particular, one of the features designating the park as a Heritage site is its "limited hardscape". If the roadways are built that particular feature will no longer exist and thus could jeopardize the designation. In this regard, the proposed roadways offend against the intent of the by-law. The by-law lists the features upon which the park has been designated as a Heritage Park. Eliminating one of these features contravenes the designation.



Heritage principles listed in this very report run absolutely contrary to its recommendation. and again I quote,

1. Conserve the heritage value of a historic place. Do not remove, replace or substantially alter it's intact or repairable character-defining element.

2. Conserve changes to historic place that, over time, have become character-defining elements in their own right.

3. Conserve heritage value by defining an approach calling for minimal intervention.

4. Introducing a new feature that is incompatible in function with the past or continuing land use. End quote.

So its quite clear from the report itself, the reasons why this plan are not valid. After careful study of the report I can see no actual evidence, strictly from a heritage perspective, in support of the recommendation.

Instead we are offered this thin gruel.

And once again I quote. "Conclusion: At first glance the proposal to double the width of the existing pathways and lenghen them appear to create a large negative effect upon the heritage appearance of Willistead Park, a close examination of the details and considerations of most recent design proposals determines the installation of the pathways wider than the existing are to be recommended for the running length of the path." End quote. I would ask, what heritage details, and what considerations, Other than the consideration that my Cadillac Escalade will be afforded a wider turning circle, I can see none. The

last time I checked a Cadillac Escalade SUV, is not a heritage vehicle.

In the discussion section of the report we find this, and once more I quote.

" Completing this portion of the work first will allow for improvements to be in place prior to the Art in the Park in June 2014." end quote. What does maintaining the heritage value of Willistead Park have to with putting the improvements in place before Art in the Park.

Administration has told us time and again that the roadway is not about Art in the Park, yet here it is, not written by the members of the Save Willistead Park group, but instead listed in this report to city council by the heritage committee, as a valid reason for drastically altering the fragile heritage value of Willistead Park.

The members of the Save Willistead Park Group believe that this plan to change the park should be the result of extensive consultation and input. We are surprised that even before this meeting today, a report has been drafted that presents a seemingly non-negotiable recommendation, approving the roadways.

Our members want a recommendation that allows a democratic process, where all parties get equal opportunity to contribute, to a strictly focused on heritage concerns only. Just like democracy itself, which at the best of times is an ungainly, process, this effort to decide on what will be the heritage nature of Willistead for the foreseeable future, must not be high



jacked by the needs of one party, or another. All interested parties should be involved, consulted and satisfied that their voices have been heard. If this process takes longer than June of 2014, so be it. Democracy will have been served, and the ongoing heritage nature and value of the park for years to come will truly reflect the will of all the people.

**Subject:** FW: Email from Stephen Marshall regarding path widths at Heritage Parks....

From: [tdewhirst@firststopservices.ca](mailto:tdewhirst@firststopservices.ca)

To: [jcalhoon@city.windsor.on.ca](mailto:jcalhoon@city.windsor.on.ca); [reasterbrook@hotmail.com](mailto:reasterbrook@hotmail.com)

CC: [smarshall@smdwindsor.com](mailto:smarshall@smdwindsor.com)

Subject: Email from Stephen Marshall regarding path widths at Heritage Parks....

Date: Wed, 8 Jan 2014 13:32:11 -0500

Dear Sirs,

Stephen Marshall asked me to send an e-mail on his behalf containing information that he has sourced regarding the width of pathways at Heritage Parks in Toronto and around the province. Attached is a Google Map view of some of the parks and below you will find a list of parks and the width of their sidewalks. Stephen would also like to refer you to the Town of Acton's Sidewalk Design Guidelines at [www.acton.ma.gov/documentcenter/home/view/856](http://www.acton.ma.gov/documentcenter/home/view/856) or [www.acton.ma.gov](http://www.acton.ma.gov) . He includes the number of the City of Toronto's Heritage Preservation Representative, Sherry Pederson (416-338-1089) in case you would find contact with her useful. Stephen has not contacted Ms. Pederson.

**Heritage Park Pathways:**

<b><u>Park</u></b>	<b><u>Width</u></b>
Spadina Museum	10'
Queen's Park	10'
High Park (85 acres)	15'
Colbourne Lodge	10'
Winston Churchill	10'
Casa Loma	10'
Mt. Pleasant Cemetery	20'
Roycroft Park	10'
David Balfour Park	10'



Edsel & Eleanor Ford 10' & 15'  
Fort Malden 10'  
Amherstburg Trail 10'

Ambulance access is a primary concern in keeping the park accessible.

In 1978 Willistead was given funding and directed not to be stagnant landmark but progressive and life-giving. The goal is to keep Willistead moving with the times and an active historical point of interest and activity for another century.

I have paper copies of this information at the office if you would like to have a hard copy of the attached information or this e-mail.

If you would like to speak with Stephen, his number is 519-992-3853.

With Regards,  
Tammy Dewhirst per Stephen Marshall

# 3 Scope and Application

## 3.1 Application of Accessibility Standard

- 3.1.1 The application of the Accessibility Standard contained within this document shall be:
- a) **mandatory** for all newly designed, newly constructed, altered portions of existing facilities and retrofitted facilities owned, leased or operated by the City of Windsor; and
  - b) **encouraged** for all other public and private facilities, whether new or retrofitted.
- 3.1.2 All areas of newly designed, newly constructed, altered portions of existing facilities and retrofitted facilities shall comply with **Sections 4.0 to 13.0** of this Accessibility Standard, unless otherwise provided in this section or as modified with the additional design requirements specified in Sections 14.0 and 15.0, Recreational and Facility-Specific Requirements.
- 3.1.3 Where a facility contains **more than one use** covered by a special application section (Sections 14.0 and 15.0), each portion of the facility shall comply with the requirements for that section in addition to all other general provisions.
- 3.1.4 All facilities shall be **accessible for employees**, as well as **patrons/users**. All areas intended for use by employees shall be designed and constructed to comply with this Accessibility Standard.
- 3.1.5 This Accessibility Standard applies to temporary facilities, as well as permanent facilities.

## 3.2 Retrofitting, Alterations & Additions to Existing Facilities

- 3.2.1 Each new element, space, feature or area added to an existing facility shall comply with the applicable provision(s) of this Accessibility Standard. In addition:
- a) each addition (element, space, feature or area) to an existing facility shall be regarded as an **alteration**.
  - b) if alterations of single elements, when considered together, amount to an alteration of a room
- or space in a facility, the entire space shall be made accessible.
- c) no alteration of an existing element, space, feature or area of a facility shall impose a **requirement for greater accessibility** than that which would be required for new construction.
- 3.2.2 Except where the provision of accessible features is technically infeasible, **no alteration shall**



**decrease** or have the effect of decreasing accessibility or usability of an existing facility to below the requirements for new construction at the time of alteration.

3.2.3 If **existing elements, spaces, features or common areas** are altered, then each such altered element, space, feature or area shall comply with all applicable provisions. If the applicable provision for new construction requires that an element, space, feature or area be on an accessible route and the altered element, space, feature or area is not on an accessible route, this route shall be altered to become accessible.

3.2.4 If an **escalator or stairs** are proposed as a means of access where none existed previously, and major structural modifications are necessary for such installations, then a means of accessible access shall also be provided.

3.2.5 If a planned alteration entails **alterations to an entrance**, and the facility has an accessible entrance, the entrance being altered is required

to be accessible. If the alteration work is limited solely to the electrical, mechanical or plumbing system, or to hazardous material abatement, or to automatic sprinkler retrofitting, and does not involve the alteration of any elements or spaces required to be accessible under these guidelines, then this standard does not apply (except for alarms, public telephones and assistive listening systems).

3.2.6 An alteration that affects the usability of or access to an **area containing a primary function** shall be made to ensure that, to the maximum extent feasible, the path of travel to the altered area, the restrooms, telephones and drinking fountains serving the altered area are readily accessible to and usable by individuals with disabilities.

3.2.7 Where the provision of accessible features is technically infeasible, and the standard allows a **reduction of manoeuvring space** from the requirements for new construction, the reduced dimensions are minimums. Where possible, larger manoeuvring spaces must be provided.

### 3.3 Accessible Heritage Facilities

3.3.1 This standard will generally apply to **alterations to a Heritage Facility**, however, under the Ontario Human Rights Code, there are allowances for modification to the defining features of a Heritage Facility which are deemed to alter the essential nature or substantially affect the viability of the enterprise. Public

Heritage Facilities should be assessed for compliance to accessibility standards on an individual basis, to determine the most effective and least disruptive means of retrofit, where required.

3.3.2 **Safe egress** from a Heritage Facility is required.

3.3.3 Consider the following general Accessibility Standards guidelines for alterations to a Heritage Facility:

a) Facilities and/or areas that are generally **used independently by the public** and have undergone extensive modernization should be permanently and fully accessible. This includes parking areas, reception areas, washrooms, food service areas and gift shops. It can also include walkways and garden areas. If accessibility is limited by non-heritage elements, those elements should be revised.

b) Facilities and/or areas which are **used only by guided tour groups**, through which assistance could easily be provided to open doors or to place a temporary ramp, could remain as existing or with minor temporary modifications.

c) It is desirable to provide a complete experience of a Public Heritage Facility. If an accessible area or areas can be provided to **fully experience** a given site or facility context, access to the entire site or facility is not necessary.

d) Access to **above- and below-grade areas** is not necessary if the context of those areas can be adequately provided on the accessible floor level. If retrofit for accessibility of a main public entrance in a Heritage Facility would substantially threaten or destroy the historic significance of the facility, access shall be provided at an **alternative entrance** with directional signs at the main public entrance. The accessible entrance should have a notification system (if not generally used by the public) and remote monitoring (if security is an issue).

### 3.4 Equivalent Facilitation for Accessibility

3.4.1 In a retrofit situation where the requirements of a section of this standard are technically infeasible to implement, **equivalent facilitation** may be proposed. The Corporate Facilities Planning, Corporate

Projects and Engineering Departments of the City of Windsor will review and approve equivalent facilitation proposals on an individual basis.

### 3.5 Enforcement of Accessibility Standard

The Corporate Facilities Planning, Corporate Projects, Diversity and Accessibility Office, Planning and Building and Development Departments as well as other city departments through the project management functions, shall ensure

compliance to this standard during the pre-planning, design, construction documents preparation and contracts administration phases of any project to which this standard applies.

# 6 Accessible Outdoor Public Areas

## 6.1 Defining Accessible Outdoor Public Areas

Streets, sidewalks and walkways should be designed to provide an environment that is pleasant, convenient, and above all, is safe. Safety involves having a wide enough pathway so that individuals who have difficulties with balance are not crowded and bumped into by pedestrians. The path must also be kept clear of street furniture, which can be a serious hazard to a person with a visual impairment who may not be able to detect the obstruction.

Street furniture also causes manoeuvrability problems for wheelchair and other mobility aid users. Street furniture, especially benches, may be necessary to ensure the safety of those who tire easily, but they should be placed in a clearly defined strip adjacent to the walkway and should not protrude into the walk.

## 6.2 Standards: Sidewalk and Walkway Dimensions and Clearances

6.2.1 Sidewalks and walkways should be constructed in a straight-line pattern.

6.2.2 Sidewalks and walkways should be designed to reflect the amount of pedestrian traffic that is expected, subject to the following specifications:

6.2.2.1 The preferred minimum width for sidewalks and walkways is 1.83m (72 in.). Refer to Figure 6.2-A.

6.2.2.2 Sidewalks and walkways should have a minimum clear width of 1.06m (54 in.). Refer to Figure 6.2-A.

6.2.2.3 Where a sidewalk or walkway is less than 1.6m (54 in.) in clear width, passing areas of at least 1.6m (54 in.) wide should be provided not more than 30m (98 ft 5 in.) apart.

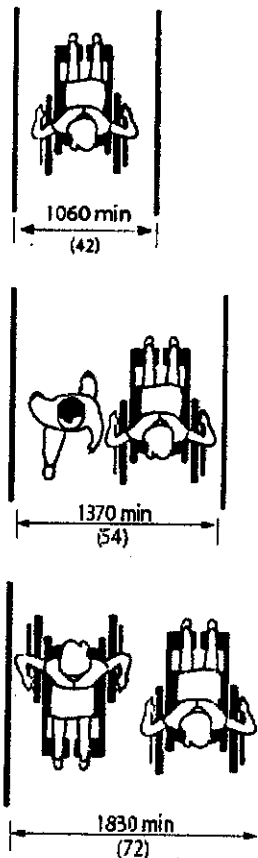


Figure 6.2-A. Access widths

6.2.2.4 Sidewalks and walkways, located in high pedestrian and vehicular traffic volume areas, should have minimum clear width of 2.44m (96 in.).

6.2.2.5 Sidewalks and walkways should have a minimum vertical clearance of 2.1m (82 ¾ in.) from the ground to any overhanging object, such as tree branches, canopies, awning, or signage. Refer to Figure 6.2-B.

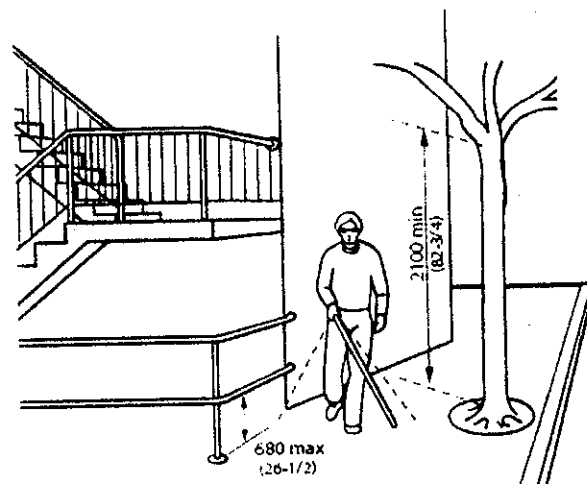


Figure 6.2-B. Overhead obstructions

6.2.3 Dimensions referenced in **Section 6.2.2** are the minimum measurements required to accommodate the expected pedestrian flow. It is important to ensure that the space available is not reduced by obstacles, such as garbage receptacles, mail boxes, planters, utility poles, lighting standards and other street furniture. If street furniture, utility poles and lighting standards are to be installed along the streetscape, the sidewalk or walkway should be widened beyond the minimum measurements required.

### 6.3 **Standards: Sidewalk and Walkway Surfaces**

6.3.1 Sidewalks and walkways should be constructed and maintained as slip-resistant, level and free from all obstructions.

6.3.2 Slip-resistant concrete surfaces should have brushed finish or an integral abrasive grain.

6.3.3 Sidewalks and walkways should not be constructed with large paving

joints, corrugated textures, loose gravel or cobblestones. These surfaces, however, can be used as warning or cuing surfaces as they can be detected by white cane technique.

6.3.4 Gratings and manhole covers should be eliminated from sidewalks, walkways and crosswalks. If this is



impossible, then the following specifications apply:

- 6.3.4.1 Gratings should be flush with the pathway surface and should have narrow patterns of not more than 0.013m (1/2 in.) to prevent crutches and canes from falling between the bars. Refer to Figure 6.3-A.

- 6.3.4.2 Elongated grating openings should be perpendicular to the pedestrian travel path to prevent wheels from becoming stuck in the grooves.

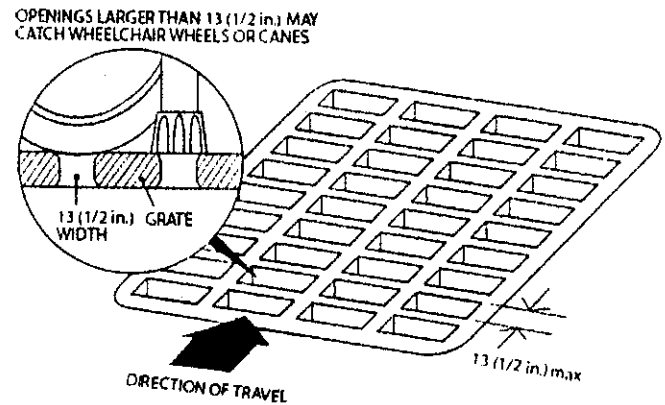


Figure 6.3-A. Grills and gratings

## 6.4 Standards: Sidewalk and Walkway Slopes

- 6.4.1 Sidewalks and walkways should have a minimum slope of 1:2. Any slope greater than 1:2 is designated as a sloped floor and must follow the guidelines for **Curb Ramps** in Section 6.5 or **Ramps** in Section 8.2. Refer to Figure 6.4-A.

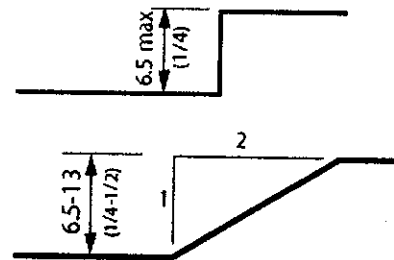


Figure 6.4-A. Changes in level

- 6.4.2 Sidewalks and walkways should not have a change in level of more than 0.06m (1/4 in.), which includes changes in level caused by construction joints, manhole coverings and gratings. Refer to Figure 6.4-A.
- 6.4.3 Sidewalks and walkways edges with a change in level ranging from 0.061m (9/32 in.) to 0.13m (1/2 in.) must be bevelled with a slope of less than 1:2. Refer to Figure 6.4-A and Table 9.4-A.