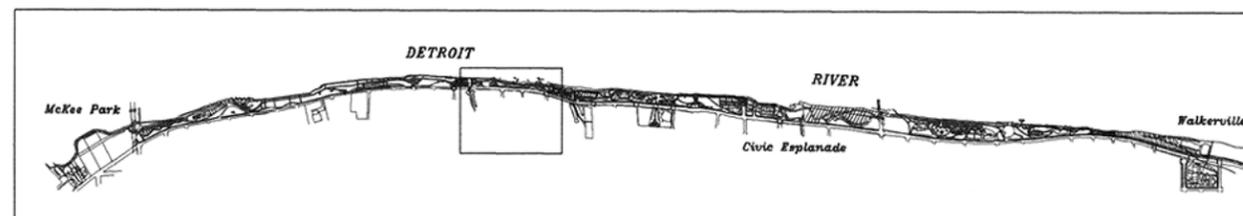
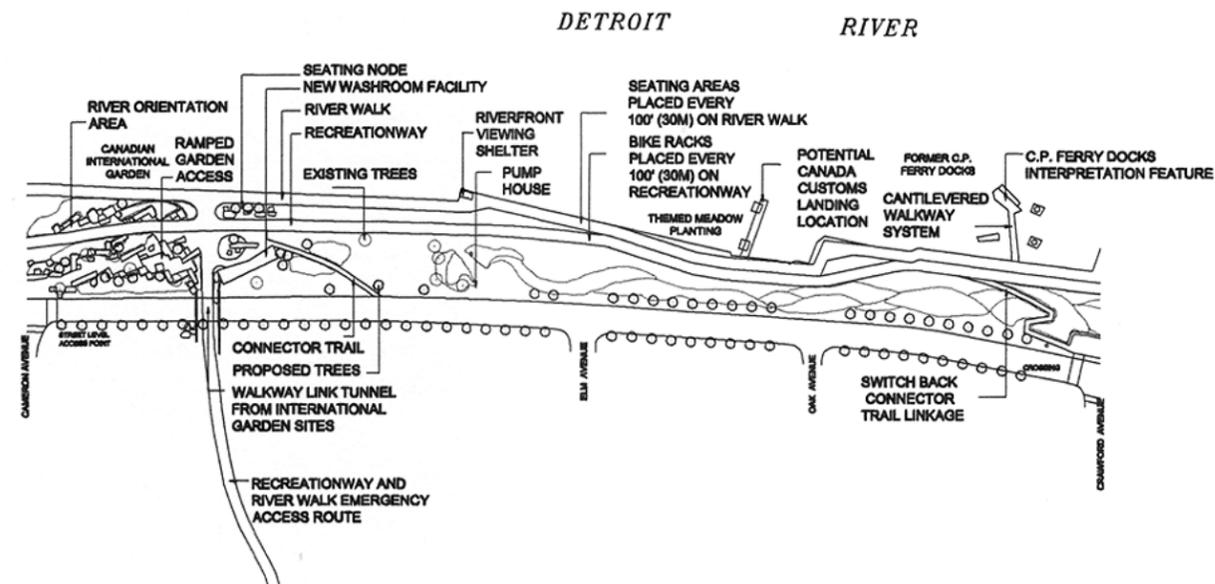


SEGMENT 3



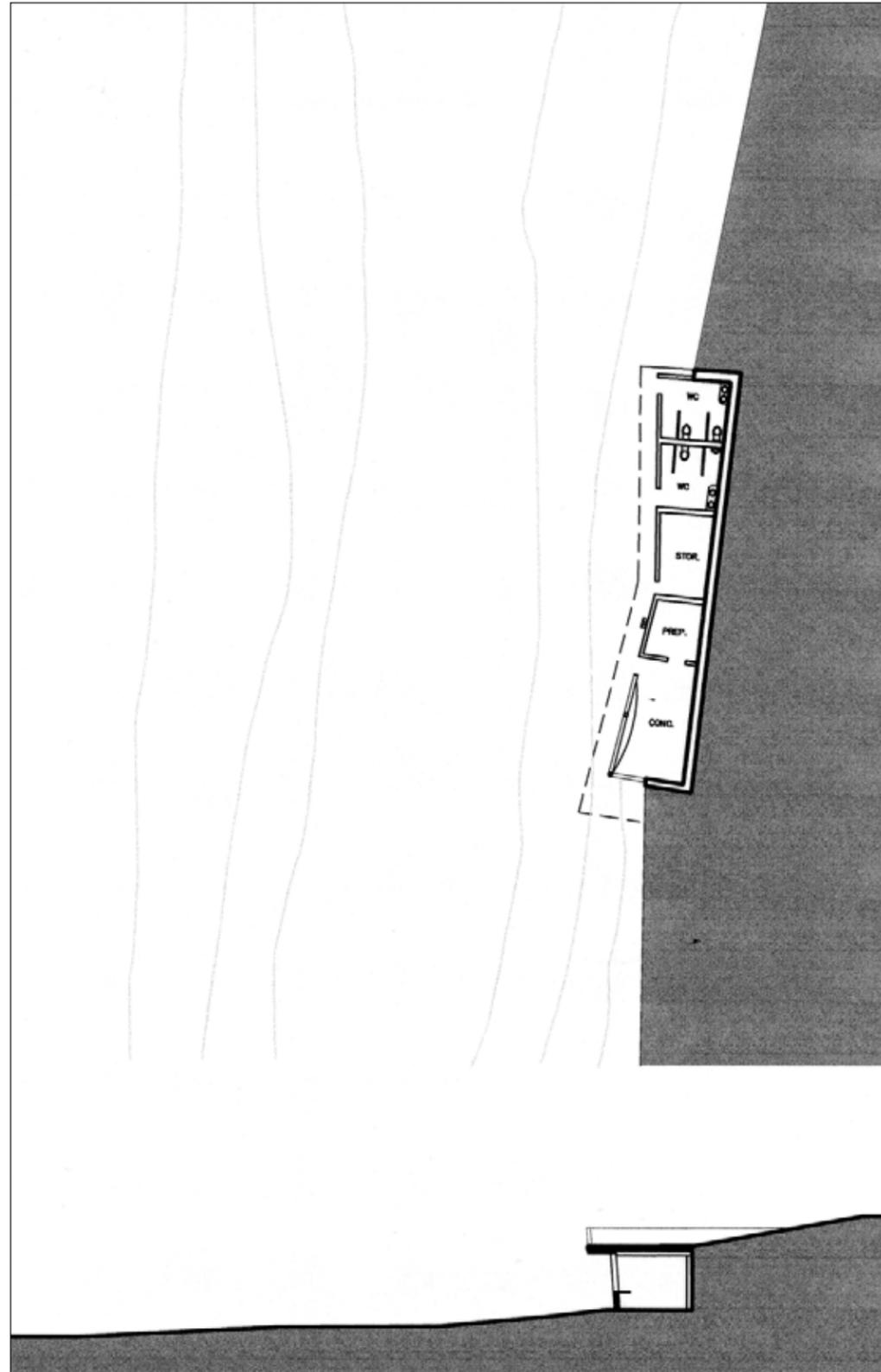


Figure 57
Washroom: Plan
and Section

Specific Recommendations (west to east)

International Gardens (south of Riverside Drive)

The conceptual design prepared and adopted by Council in 1997 calls for the City to become the owner of the surface rights above the rail tunnel. The area is to be developed with a linking trail that will extend back to Elliott Street (south of Wyandotte Street). The remainder of the “railway cut” is to be developed as a series of gardens that pay tribute to the Twin Cities of Windsor. Thus a Chinese, Japanese, Italian and other gardens will meet the trail at certain locations as it leads to the Detroit River. Development of a new pedestrian underpass will provide direct connection under Riverside Drive. (underpasses at University and Wyandotte are intended to be developed).

Washrooms

- New washroom facilities are to be built into the existing slope to the east of the International Garden adjacent to the underpass. **(Figure 57)**
- Emergency telephone service is to be provided.

“Canadian” Garden, Trails and Viewing Points

- The “Canadian” Garden is conceived as a series of terraced outdoor rooms linked by a switch-back garden trail of varying widths. **(Photo 45)**
- Garden trail surfacing to be asphalt paving, steps along garden path are to be cut stone and include handrails.
- Native plantings and natural stone work will provide opportunities for interpretive displays relating to Canadian themes, for example, famous people, historical events and educational information. **(Photo 46)**
- Positions along the route will provide opportunities for viewing points which will be identified by seating areas.
- An area across from the base of the steps will be reserved for riverfront orientation information.

Parking Court

- 20+/- car parking area located off of Cameron Avenue along the alley south of Riverside Drive.
- Access to Riverfront along trail in International Gardens.

Themed Meadow Planting

- Carolinian/ meadow native species only, to be installed on slope north of Riverside Drive.
- Covers approximately 4200 square meters (4500 square yards).
- Educational panels and viewing areas incorporated along River Walk / Recreationway to explain planting.
- Seasonal display of flowers, seed heads and fall colour.
- Riverbank planting becomes wet meadow on the east side of the Crawford Avenue pedestrian ramp and will become part of the Ecological Garden foreground.

Former C.P. Ferry Docks

- Existing docking facilities to remain, the easternmost to be used for interpretive displays which are to be accessed by a proposed cantilevered walkway system. **(Figure 58)**
- Existing piers to be enhanced with sculptures and lanterns.

- Access from River Walk / Recreationway and from pedestrian overlook and ramp at the base of Crawford Avenue.
- Possible location for a pedestrian ferry landing and Customs facility.

Environmental Assessment Implications

Segment 3 and the western half of Segment 4 of the park are on lands historically owned by Canadian Pacific (CP) and have been used for railway purposes for over 100 years. The City of Windsor only acquired these lands in 1998. Prior to the acquisition of these lands, the City retained Golder Associates to undertake an environmental site audit. (in Segment 4)

A factor, which is readily apparent in Segment 3, is the current state of the riverfront seawall. It is significantly dilapidated and requires remedial work (if not replacement), if the above-noted recreational trail uses and interpretive displays at the ferry docks are to be implemented in these segments. The construction or repair of shoreline erosion control works is an activity subject to the requirements of the *Municipal Class EA for Water and Wastewater Projects*. Following the publication and acceptance of this Central Riverfront Implementation Plan, phase 3-5 of the Municipal Class EA planning process will need to be complied with for this remedial work and an ESR prepared. The scope of this ESR should be broad enough to address the assessment and mitigation of in-water construction effects, primarily to fish habitat, water quality and flow regimes.

An approval under the federal *Fisheries Act and Navigable Waters Protection Act* may be required for remedial works to the seawall in park Segment 3. As such, the application of CEAA could be “triggered.” In the ESR’s preparation, the City will need to address the regulatory requirements of the Department of Fisheries and Oceans and the Coast Guard to ensure that they can undertake an environmental screening of the works which meets CEAA requirements.

4.4 Segment 4: Outdoor Ecological Garden and Steamboat Wharf (Crawford Avenue to Church Street)

Context:
Segment 4 occurs between Crawford Ave. to Church St. and includes the Outdoor Ecological Museum and Steamboat Wharf. **(Figure 59)**

The Segment represents opportunities for two connections underneath Riverside Drive from Outdoor Ecological Garden and Steamboat Wharf to the City Centre. The Ecological Garden provides a more naturalized park experience through the visible treatment of stormwater. The creation of a continuous pedestrian link between the Riverfront and the Caron Avenue parking lot south of Riverside Drive is a critical connection. A pedestrian connection south of Riverside Drive through the entire parcel of land can be negotiated at the time of development as the required parkland dedication. The existing Riverside Drive bridge structure is part of the original CP Railway station and should be preserved and integrated as part of the Legacy Beacon. **(Photo 47)**

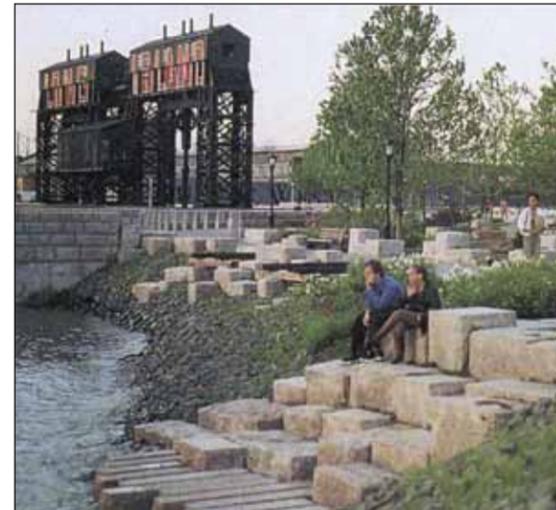


Photo 45

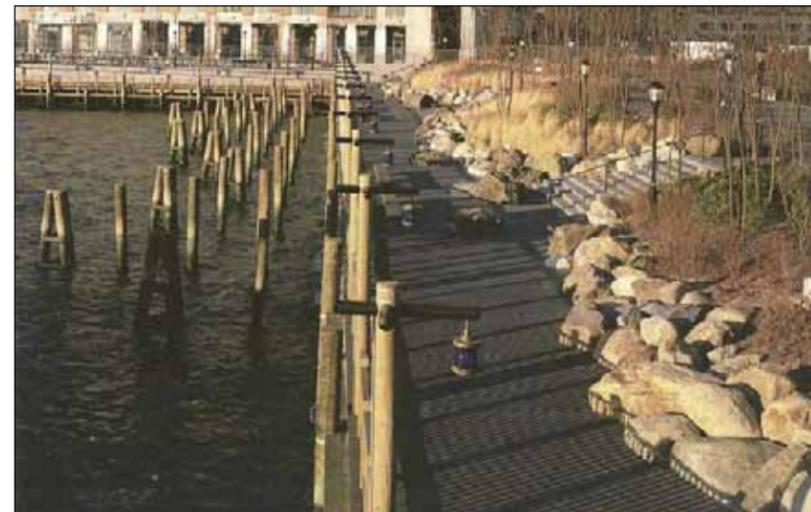


Photo 46



Figure 58