

SEGMENT 4

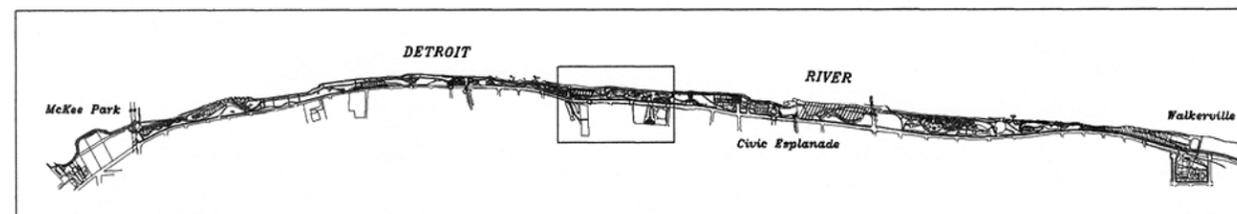
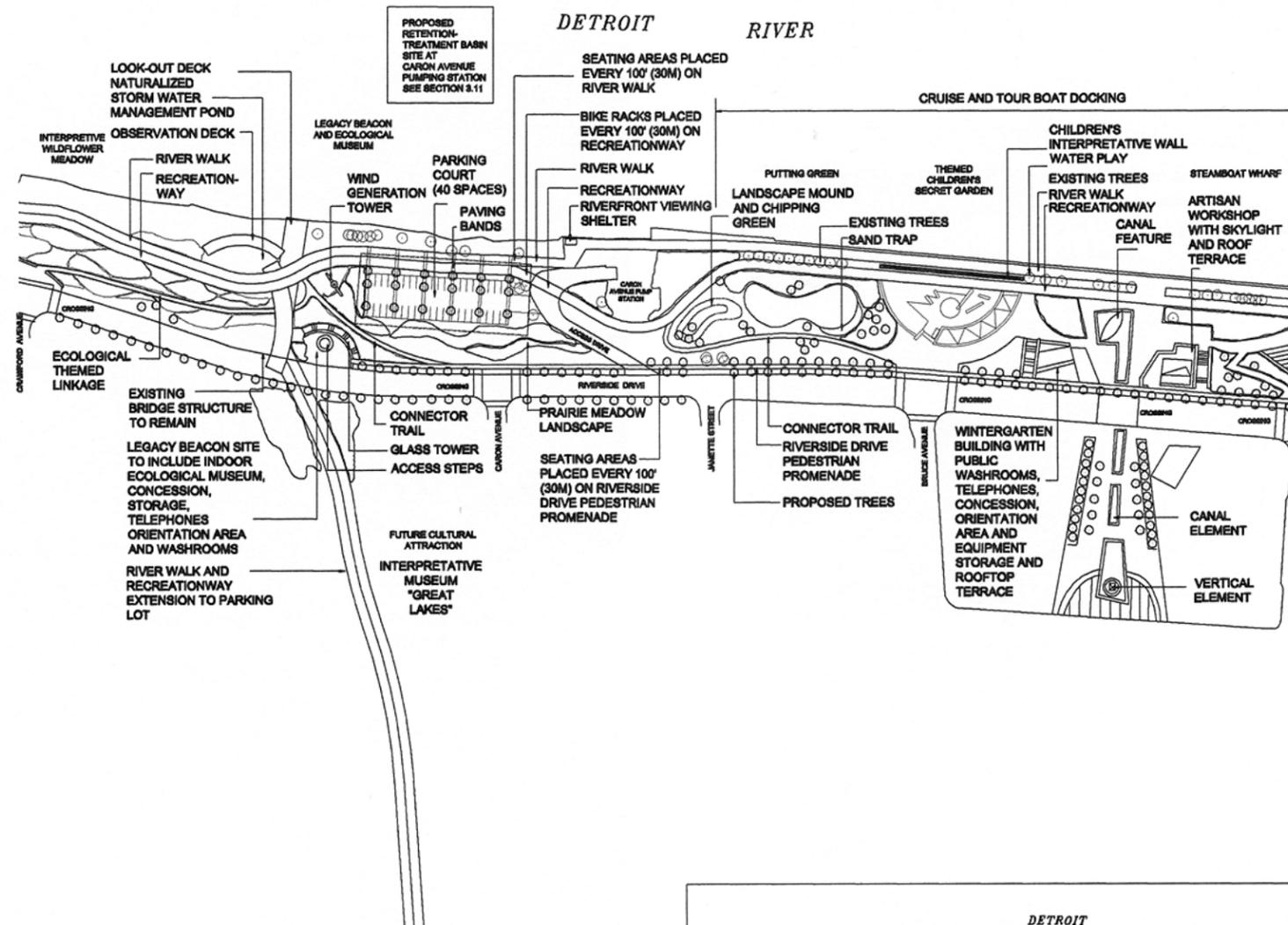


Photo 47



Photo 48



Photo 49



Figure 60

Steamboat Wharf provides indoor uses including a Wintergarden and artisans workshops within buildings built into the Riverbank slope. A Riverside Drive underpass will create a major pedestrian link between the Riverfront, the Windsor Art Gallery and the Western Super Anchor. The activity proposed in this area is more intense than other areas along the riverfront and is intended to bring back some of its historical character from the turn of the century.

General Recommendations

- Interpret the historic significance of former C.P. Railway passage under Riverside Drive.
- Physical linkage to the neighbourhoods and City Centre south of Riverside Drive including access to the Art Gallery of Windsor and Western Super Anchor.
- Opportunities for demonstrating sustainable development practices including stormwater management, regeneration of natural habitats, wind generated power for water movement and purification.
- Opportunity to work with G.L.I.E.R.(Great Lakes Institute for Environmental Research) on this ecological demonstration site.
- Opportunities for historical interpretive elements based on the Steamboat and Ferry travel across the river from early 1900's.

Specific Recommendations (west to east)

Naturalized Stormwater Management and Interpretative Wildflower Meadow

Create a functioning demonstration landscape to assist visitors in understanding the concepts and theories behind naturalized storm water management.

Partnerships with local experts and community groups in developing this concept should be explored. **(Figure 60)**

Primary elements include:

- A series of ponds, wetlands, wetland vegetation and monitoring apparatus. **(Photo 48)**
- Educational panels and stations located where different functions and levels of the storm water management process, as it is seen in the demonstration, can be described. **(Photos 49 and 50)**
- Meadow is roughly 9000 square feet (836 square metres) in size.
- Seasonally dynamic.
- Opportunity to display unique Carolinian plants.
- This area of the riverfront has archeological significance and is recommended for further investigation.

Legacy Beacon (see Section 3.1.2)

- A free-standing Beacon within the Outdoor Ecological Garden at the intersection of the former C.P. railway cut and Riverside Drive. (See **Figure 60**)
- Set into the existing stone retaining wall containing the original station tower entrance.
- Earth sheltered design as environmentally sustainable structure.
- Contains washrooms, concession, interpretive information, storage.
- Rooftop landscaped terrace with seating for river viewing.
- Glazed tower element provides interior building light during the day and a illuminated landmark at night.

- Station tower access through internal or exterior stair to provide viewing opportunities to the River.
- Interpretative panels relating to legacy of CP Railway, riverfront ferry travel, ecology and sustainable development.

Riverside Drive Bridge Structure

- the existing stone bridge structure should be retained.
- access to the south can be negotiated in future development agreements.
- a cantilevered walkway to the north at Riverside Drive should be investigated to determine feasibility for continuous sidewalk access along Riverside Drive.
- The steel structure that currently blocks the view for drivers along Riverside Drive could be turned into an art work

Windmill

- Freestanding windmill location marks transition into City Centre. **(Photo 51)**
- Windmill power generation related to movement of water for treatment and purification purposes.
- Represents potential for sustainable development practices on the riverfront.

Parking Court

- 36+/-car upgraded parking area located at existing parking lot east of the Outdoor Ecological Garden.
- RTB site (5,000 cubic metres).

Caron Avenue Pumping Station

- Future expansion.
- Opportunity to update exterior in similar style to other riverfront buildings.
- Opportunity to interpret function that building serves.

Putting Green

- Will attract visitors and downtown workers. **(Photo 52)**

Theme Children's Secret Garden

A garden scaled and designed for children's imaginative play. **(Photo 53)** Elements include:

- A small gathering area for children's plays, puppet shows and story telling.
- Sheltered areas with seats, table and interactive devices for measuring aspects of the environment.
- 5 foot tall (1.5 metres) Topiary-hedge maze and topiary animals.
- 'Chalk-talk' area for creative sidewalk chalk play. **(Photo 54)**
- Swinging baskets: swings with large woven baskets for up to four children. **(Photo 55)**
- Outdoor 'fire-place' as an evening and winter gathering area for programmed events.

Steamboat Wharf West Building: Wintergarden

- Building structure located below (under) the elevation of Riverside Drive providing access to the rooftop as a landscape terrace and viewing platform to the river.
- A 4,500 sq. ft. (418 m²) building containing horticultural displays (e.g. conservatory), public washrooms and telephones, concession, orientation and storage area.



Photo 50



Photo 51

Photo 52



- Underpass to be a continuation of the site to be developed at the southeast corner of Riverside Drive and Bruce Street.
- Continuous glazed wall facing riverfront and underpass corridor.
- Plaza and canal provides outdoor seating and river views. **(Photo 56)**

Riverside Drive Pedestrian Underpass

- Riverside Drive underpass provides a strategic link to indoor and outdoor year round uses. A pedestrian underpass connecting the Western Super Anchor to Steamboat Wharf. The pedestrian walkway under Riverside Drive is sloped 6% (183.0 to 178.0) and would integrate a linear cascading water element to draw people down to the river. The Wintergarden and artisan's workshops will promote visual interest and safety.

Canal

- A north-south water feature linking the Western Super Anchor extends through the proposed Riverside Drive underpass and Pitt Street. A linear canal of cascading water appears to flow into the Detroit River.

Steamboat Wharf East Building: Artisan's Workshop

- Building structure located below the elevation of Riverside Drive providing access to the rooftop as a landscape terrace and viewing platform to the river and park.
- A 4,500 sq. ft. (418 m²) building containing artist's studios, washrooms, studio store, studio viewing areas and equipment storage.
- Continuous glazed wall facing riverfront and underpass corridor.

Large Boat Docking

Along the Steamboat Wharf additional pilings should be added to accommodate large boat docking.

Children's Interpretive Wall Water Play

- River Walk Interpretive Wall at River Walk (locations as identified on the plan).
- Contains a 2 ft (0.6 meter) linear water trough at 3 ft (0.9 meter) height for children's water and model boat play. The trough terminates in a 4 ft (1.2 meter) 'pool' at each end of the wall (see Section 3.1.6, other linking elements). **(Figure 61)**

Fire Fighter's Memorial

A memorial to commemorate Windsor and Detroit fire fighters who have died in the line of duty.

- To incorporate elements that pay tribute to the Detroit fire boat and the role of water in fighting fires (e.g. drawing water from and returning it to the river). This site is significant as the historic location ferry boats that off-loaded Detroit fire apparatus in emergency aid of Windsor.

Environmental Assessment Implications

The western portion of the lands in Segment 4 were purchased in 1998. Golder Associates prepared a Phase 1 and 2 Environmental Site Audit. They concluded that some contaminated soils are present on site. Further, they noted that, due to the former presence of Fort Gowie (from the War of 1812) on this site, an archeological assessment of the property should take place.



Photo 53



Photo 54

Part of the western half of Segment 4 is the proposed site for a 5,000m³ underground RTB for treating combined sewer overflows recommended in the Windsor Riverfront Pollution Control Study (see section 3.1.12). In this study, Stantec has also recommended a 10% increase in the firm capacity of the Caron Avenue Pumping Station. Each of these recommendations has been justified and documented in Stantec’s work to date, but a full ESR under the *Municipal Class EA for Water and Wastewater Projects* for these works has not yet been completed. In the ESR which will be carried out for the Pollution Control Plan components, the environmental effects of the proposed RTB and the Caron Avenue Pumping Station expansion will be addressed.

It is proposed that a dock facility (for ferry service) be located in the central portion of Park Segment 4. This is an activity requiring a “Schedule B screening” under the *Municipal Class EA for Water and Wastewater Projects* (see section 3.1.11). In-water construction works or the placement of fill for these facilities may require approval under the federal *Fisheries Act and Navigable Waters Protection Act* and, as such, “trigger” the application of CEAA. In the screening consultations the City will need to conduct for this facility, the City should contact the Environmental Policy, Planning and Assessment Division of the Great Lakes and Corporate Affairs Branch, Environment Canada and the Essex Region Conservation Authority. Generally, if existing docks are used, there are minimal environmental effects to fish habitat and water flows.

Another factor, which is readily apparent in Segment 4 (west of Caron Avenue Pumping Station), is the current state of the riverfront seawall. It is significantly dilapidated and requires remedial work (if not replacement). 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 the Central Riverfront Implementation Plan, phase 3-5 of the *Municipal Class EA* planning process will need to be compiled with for these remedial works and an ESR prepared. The scope of this ESR should be broad enough to also address the remediation of the contaminated soil and archeological significance of this segment.

East of the Caron Avenue pumping station to Church Street, there is an old Government Dock built on piles, originally constructed in the 1920’s. Although replacement of this dock is not anticipated immediately, its structural integrity should be ascertained as part of the ESR for the shoreline improvement works in segment 3. If it requires replacement, any EA requirements associated with it can be done under the ESR for the segment 3 shoreline works or as a separate ESR.

4.5 Segment 5: Dieppe Gardens and CNR Parking Court (Church Street to Goyeau Street)

Context:
This Segment occurs between the Ecological Garden and Railroad Heritage Area and includes the existing Dieppe Gardens, Udine Fountain and CNR parking lot. **(Figure 62)**

Dieppe Gardens is a unique and symbolic destination within the Central Riverfront due to the quiet and contemplative area it provides in juxtaposition to the bustle of the City Centre and the activities to east and west of it. Commemorative aspects of the Gardens should be preserved and enhanced.



Photo 55



Photo 56

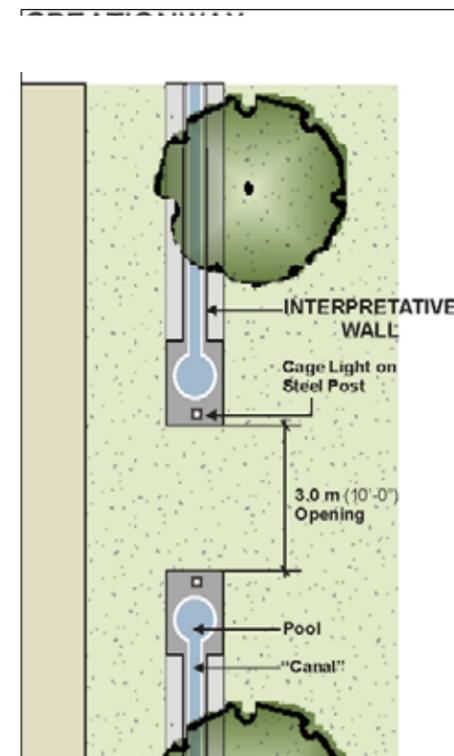


Figure 61