

4. DESIGN GUIDELINES

This Section contains the Performance Based Vista Improvement Guidelines applicable to all properties located within the Riverside Drive Corridor to ensure a consistent design methodology is applied throughout the entire district.

In addition to these design requirements, Section 6.0 outlines these Vista Improvement Guidelines that are applicable to properties within each of the four development zones (as defined in Section 4.0). Applying these additional development zone specific guidelines ensures that the existing character and diversity of the entire district area is recognized, respected and used as a foundation for any new developments.

These urban design general design guidelines (Section 5.0) and the development zone specific design guidelines (Section 6.0) must be applied together and form a framework for both preparing and evaluating development proposals for the City Centre West Urban Village.

4.1 Streetscape Guidelines

A high degree of artistic creativity and individuality is encouraged in the development of a simple and consistent design for the Riverside Drive streetscape and improvements. However some basic guidelines apply to setting standards for aesthetics, function and on going maintenance over time.

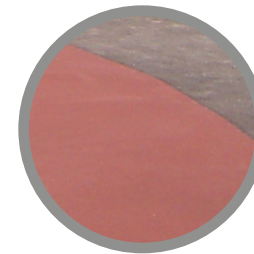
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- Decorative pavement should be located in all major nodes and along promenades within the Special Streetscape Improvement Area's.
- All sidewalk and promenade areas and intersections should comply with current barrier free standards that include smooth even surface treatment and curb cuts and ramps to assist crossing.
- Promenade shall be concrete bound with stamped and coloured concrete, set on concrete base to avoid uneven settlement.
- Paving colour in the Downtown should complement existing surface treatment around the Casino.
- Cantilever construction is acceptable for some areas of the promenade where the topography makes construction difficult. Board surface conditions are acceptable in these areas.

- Splash strip should be stained or coloured concrete dark colour (i.e. charcoal) to provide clear visual distinction for drivers as well as cyclist and pedestrians.
- Typical sidewalk shall be concrete broom finish with perpendicular occasional unit pavers banding to warn cyclist on the sidewalk.
- Node 1 crossings shall be raised with tactile surfacing, including coloured concrete and coloured asphalt and unit pavers where appropriate.
- Special areas such as viewing platforms, access stairs, seating and public art nodes provide an opportunity for high quality surfacing. Colour and material selection for these areas should be coordinated with the streetscape elements found in the nodes to create continuity to the streetscape and open space system.
- Node 1 corner surface treatment shall be concrete pavers where appropriate.



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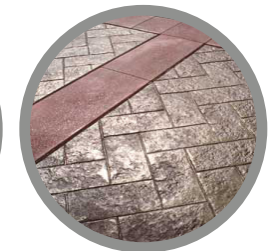
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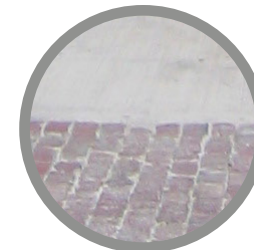
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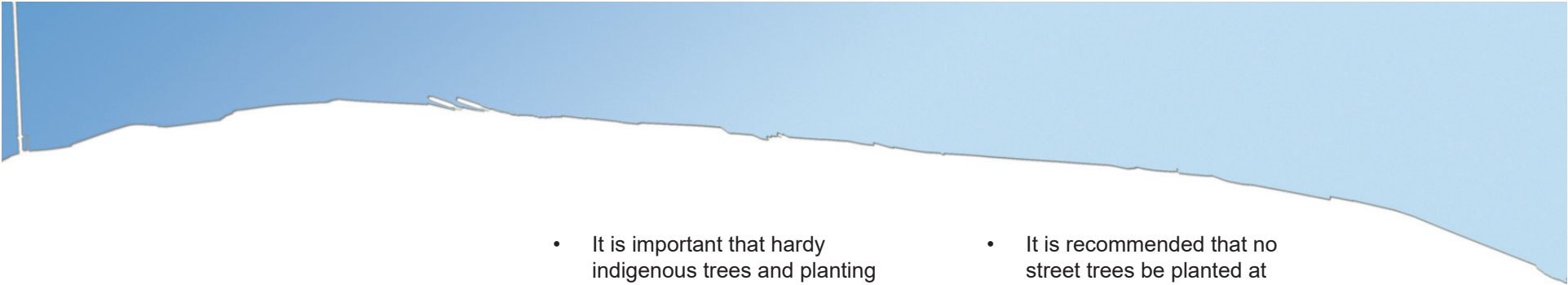
- All ramps and stairs should comply with the current Ontario Building Code and barrier free standards that include smooth even surface treatment and appropriate grades to assist access and movement.
- All ramps and stairs shall be concrete broom finish.
- Simple decorative finishes that are consistent with those found in the nodes are encouraged to create continuity.
- Integration of public art with ramps and stair infrastructure is encouraged.



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- Street lighting standards and fixtures should be consistent throughout the entire corridor.
- It is recommended that the same metal halide fixture used in the downtown in white be used to maintain a uniform character.
- Street light fixtures and pedestrian fixtures should use the same decorative pole. These poles should be equipped with banner arms, basket brackets and electrical outlets for seasonal displays.
- Good site lighting is essential for a viable commercial area and pedestrian movement. It is recommended that pedestrian walkways in the corridor have average luminance of 0.9 foot-candles with a uniformity ratio (avg/min) of 5:1. This illumination level will improve foot traffic, a sense of pedestrian comfort and safety, and stimulate recreational activity, while still being energy efficient.
- Most urban areas are adopting the use of metal halide lamps for pedestrian oriented lighting because the light source provides a more accurate colour rendition. Metal halide pedestrian lights can be used in conjunction with high-pressure sodium roadway lights.
- Specific pole spacing should be reviewed after the lighting design has been determined.
- Place street light poles a minimum of 0.6 m back from the curb to allow for car bumpers and doors.
- Where lighting of civic buildings is desired, mount floodlights on the street light poles where they can be directed to illuminate these buildings in the evenings.
- The use of floodlighting to illuminate street trees from below can also be appropriate if the installation is in a specified area or zone and consistent and complementary to other streetscape improvements.

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- Planting street trees in a continuous tree pit is encouraged wherever possible as their health and survival are greatly increased.
 - Providing planting boulevards are often the limiting factor and usually require taking advantage of sidewalk widening where possible. Where no room is available in the Downtown only for a contiguous planting bed, an irrigated and drained tree pit with structural soil is recommended.
 - Where planting beds is feasible, sod or groundcover should be planted at the base of the trees to create a consistent carpet of plant materials.
 - Where trees in Downtown are planted in pits, install tree grates to avoid soil compaction over the root ball.
 - It is important that hardy indigenous trees and planting are chosen for the streetscape. Trees and plants chosen for the streetscape should be salt tolerant.
 - Trees planted in front of retail storefronts in the downtown district should be high branching with a light canopy in order to allow for safe pedestrian movement underneath and maintain visibility to the storefront and signage.
 - Allow sufficient room for tree canopies to grow and develop without conflicting with lighting, building or sidewalk elements.
 - Regular grooming by a qualified arborist will maintain a visual consistency and contribute to the trees health.
 - Street trees should generally be planted at a spacing of no more than 8 metres on-centre.
 - It is recommended that no street trees be planted at the north side of the nodal intersections to maintain the views to the river.
 - The design of the tree grates selected should be expandable to allow for tree growth and should be pedestrian friendly.
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PLANTING PALETTE

Trees



Hackberry tree



Kentucky Coffee tree



Black Cherry



Bur Oak



Chinquapin Oak



Sassafras



White Elm

Bushes &



Dwarf Burning bush



Floribunda



Spiraea



Denysew

Ornamental Grasses



Calamagrostis



Miscanthus



Switchgrass

Species suitable for integration with Riverside Drive Vista Improvement

- Encourage the use of signs that are oriented towards pedestrians and cyclists in the downtown core and along the corridor.
- Signs should reinforce the overall character of Riverside Drive and be consistent throughout the City. The signs should also co-ordinate with the street furniture and lighting.
- Street signage should be designed to form a consistent visual message. All signage along the corridor should adhere to the City standard.
- Posts and poles should be arranged to minimize the number and avoid clutter. Signs should be organized with

multiple messages as well as being located strategically for easy viewing and orientation. Signage should be clearly legible for both the pedestrian and motorist.

- Traffic signage and signalling elements should be separated from pedestrian wayfinding and other streetscape elements.
- Consider a format that can easily accommodate changes and additions over time.
- Standards should be set for public information, educational and directional signage.
- All signage should be consistent with the logo sign system for various trails and walking routes in the City (i.e. biking, walking, heritage).



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4.1.6 Street furniture

- The street furniture should adhere to the street furniture standard set out by the City and be consistent throughout the City of Windsor. The street furniture standard includes benches, garbage receptacles, bike racks, bollards, bicycle racks and tree grates. These furnishings should be clustered together to avoid a cluttered sidewalk appearance and located with regard for pedestrian circulation.
- The furniture selected should be low-maintenance, vandal-resistant, and easily replaceable.
- Street furniture and other streetscape elements should be placed in groupings or nested within the node areas.
- Avoid placing trash receptacles directly adjacent to benches to avoid conflicts with wasps and bees. Priority placement for trash receptacles should be at corners and close to eating establishments, near benches but not directly adjacent and at the entrances and exits of public open space areas.

4.1.7 noDeS & linkagEs

- Parks and open spaces should be linked to one another providing a continuous and universally accessible safe network for pedestrians and cyclists.
- Open space and connecting corridors should be visible and accessible for safety. Streetscape should be included in the network of connecting corridors in order to create a linked system with a number of circuits and loops.
- Where these paths connect with vehicular traffic, pedestrians and cyclists should be directed to a corner and/or controlled crossing point.
- Parkettes, plaza's and public gathering places within the corridor should be open to the street, well lit and furnished with the same benches, receptacles and lighting.
- Through block and pedestrian connections should be developed from the Downtown and Casino lands north to the pedestrian and bicycle trails in the Riverside Drive Corridor.



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4.1.8 public art

- Public art may be many things but at the minimum it should enrich the Riverside Drive Corridor experience, enhance its public image and hopefully inspire intense public interest.
- All proposed artwork must respect the primary function of the street, which is to enable the safe and orderly movement of pedestrians and vehicles. Streets also function as utility corridors, and access must be maintained for present and future services above and below ground.
- All proposed artwork should not be unduly distracting to motorists, or interfere with the driver/driver or driver/pedestrian sightlines, and should therefore generally avoid corner clearance areas unless setback from the sidewalk.
- Public Art within the corridor shall be placed strategically at the nodes to create focal points.
- All proposed artwork should not interfere with entrance/egress or queuing for transit buses or unduly disrupt curb use activities,
- All proposed artwork in public walkways should maintain a minimum sidewalk width based on pedestrian volumes, minimize the potential for concealment and anti-social activities, and maintain clearance from above - and below ground utilities.
- Encourage public seating around the public art installation preferably in a node location.

4.1.9 enVir on men t a l SuSt a i n a b i l i t y

- Efforts to develop green buildings and incorporate green infrastructure should be considered when investing public funds. Examples of this includes the use of bio swales and porous paving versus conventional storm water management techniques to permit more ground water to be absorbed on site and reduced contamination by diverting it from the engineered system.
- Encourage energy efficient infrastructure such as LED cross walks or photovoltaic parking meters.
- Promote the use of post consumer recycled content in public realm elements such as high levels of recycled content in street furniture or high levels of fly ash in surface material.
- Promote the use of products that come from locally sourced suppliers.

- Evaluation of public expenditures should be inclusive of life cycle costing, embodied energy and environmental impact of such technologies both now and on future generations.

4.1.10 b a r r i e r f r e e a c c e s s

- Handicapped design should be appropriately designed and use the same access routes as those used by non-handicapped users where possible. If not feasible, the access routes should be clearly visible from the sidewalk and well marked.
- All public sidewalks, public-use buildings, and public open space within the Riverside Drive Corridor should be in compliance with the local Barrier Free Standards.
- All accessible design elements must conform to all applicable Federal, Provincial and municipal laws and standards.

- Ramps and related elements should be simple in their design and be visually integrated with the overall streetscape design. Barrier free access should not appear as a non-integrated add-on to a streetscape or building.

4.1.11 a b o v e g r o u n d u t i l i t y i n f r a S t r u c t u r e

Public and/or private utility providers should be encouraged to:

- Ensure that all large, above ground utility infrastructure is located and designed to be compatible with its environment;
- Cluster or group, where possible, to minimize visual impact of above ground infrastructure; and
- Consider innovative methods of containing their above-ground infrastructure.