



OLDE SANDWICH TOWNE - COMMUNITY IMPROVEMENT PLAN

Supplemental Development and Urban Design Guidelines • October 2012



Final Draft Report: October 2008
As adopted by Council January 2009, by By-Law #28-2009
As modified by Minutes of Settlement: March 23, 2010
As modified by Minutes of Settlement: June 22, 2011
OMB DECISION: June 27, 2011, OMB Case No.: PL090206, OMB File No.: MM090010



RCI Consulting



GSP Group Inc.

Effective: October 19, 2012

'OLDE SANDWICH TOWNE IS A VIBRANT WATERFRONT COMMUNITY.'

TABLE OF CONTENTS

1.0 INTRODUCTION.....	3	4.5 COMMERCIAL AREA GATEWAYS.....	19
2.0 INFILL DEVELOPMENT IN RESIDENTIAL NEIGHBOURHOODS.....	5	4.5.1 OVERVIEW.....	19
2.1 OVERVIEW.....	5	4.5.2 DESIGN GUIDELINES.....	19
2.2 DEVELOPMENT GUIDELINES.....	5	4.5.3 DEMONSTRATION AREAS.....	19
3.0 INDUSTRIAL AREA.....	6	4.5.3.1 Recommendations for Enhancement -	19
3.1 OVERVIEW.....	6	Detroit and Sandwich Street Intersection	
3.2 DEVELOPMENT GUIDELINES.....	6	4.5.3.2 Recommendations for Enhancement -	22
3.3 INDUSTRIAL WATERFRONT DEVELOPMENT GUIDELINES.....	7	Brock and Sandwich Street Intersection	
<i>As modified by Minutes of Settlement: March 23, 2010</i>		4.6 STREET TREES.....	24
4.0 SANDWICH STREET COMMERCIAL AREA.....	8	4.6.1 OVERVIEW.....	24
4.1 BUILT FORM.....	8	4.6.2 DESIGN GUIDELINES.....	24
4.1.1 OVERVIEW.....	8	4.6.3 DEMONSTRATION AREAS.....	25
4.1.2 DESIGN GUIDELINES.....	8	4.7 STREET FURNITURE.....	26
4.1.3 DEMONSTRATION AREAS.....	9	4.7.1 OVERVIEW.....	26
4.2 PARKING and STREET EDGES.....	12	4.7.2 STREET FURNITURE ELEMENTS.....	26
4.2.1 OVERVIEW.....	12	4.7.2.1 Light Standards.....	26
4.2.2 DESIGN GUIDELINES.....	12	4.7.2.2 Benches.....	26
4.2.3 DEMONSTRATION AREAS.....	13	4.7.2.3 Waste Receptacles.....	27
4.3 BUILDING SIGNAGE.....	15	4.7.2.4 Bike Storage.....	27
4.3.1 OVERVIEW.....	15	4.7.2.5 Transit Shelters.....	28
4.3.2 DESIGN GUIDELINES.....	15	4.7.2.6 Raised Planting Beds.....	28
4.3.4 DEMONSTRATION AREAS.....	16	4.7.2.7 Paving and Walkways.....	29
4.4 STREET and ORIENTATION SIGNAGE.....	17	4.8 PUBLIC ART and COMMUNITY INSTALLATIONS.....	30
4.4.1 OVERVIEW.....	17	4.8.1 OVERVIEW.....	30
4.4.2 DESIGN GUIDELINES.....	18	4.8.2 DESIGN GUIDELINES.....	30
4.4.3 DEMONSTRATION AREAS.....	18	4.8.3 DEMONSTRATION AREAS.....	31
		4.9 VIEWS and CORRIDORS.....	32
		4.9.1 OVERVIEW.....	32
		4.9.2 DESIGN GUIDELINES.....	32
		4.9.3 DEMONSTRATION AREAS.....	32

1.0 INTRODUCTION

The Olde Sandwich Towne CIP Study Area contains one of the oldest settlement locations in Ontario, with cultural and architectural history dating back to the 1800's. It contains residential neighbourhoods, the Sandwich Street main street area, and the Detroit River Waterfront with a port-oriented industrial area.

The City of Windsor has prepared this urban design guideline document to create a distinct and strong sense of place and to encourage a high quality of building and site design throughout Olde Sandwich Towne. The City wishes to ensure that development is accessible, safe, functional and aesthetically pleasing in this community.

The purpose of this document is to indicate the City's design preferences and expectations for public works and site development through a series of design guidelines. A broad range of topics are addressed in this document to ensure that all aspects of development are considered in the design process. This process includes the public realm of Sandwich Street in the main street area, as well as private development on the building lots of the community.

These guidelines apply to the Community Improvement (CIP) area outlined on Map 1. Also outlined on Map 1 is the area of the Sandwich Heritage Conservation District Plan (the "HCDP"). Within the HCDP area, the policies and guidelines of the HCDP also apply to public and private development, with the goal of protecting and conserving the unique character and heritage attributes of the Olde Sandwich Towne Community. Guidelines and recommendations in Section 8.2 of the HCDP, which refers to tree preservation, will be applied to all areas outside of the HCDP.

The urban design guidelines are intended to provide guidance to the design of public works and development projects that are subject to Site Plan Approval. These guidelines will assist designers, developers and builders as well as the public agencies which are involved in the site plan review process by providing clarity for the development process and ensuring that all developments are mutually supportive of Windsor's desire to create an attractive and functional community. All new development is required to comply with these guidelines, as well as other applicable City policies and regulations such as the Official Plan policies, the zoning by-law and engineering standards.

There is flexibility in the use of these guidelines and the City recognizes the need to cooperatively achieve both municipal objectives and private development requirements. This document allows room for interpretation, consistent with the spirit and intent of the guidelines.



The post office and fountain are recognizable landmarks in the Sandwich Commercial Area.



Low rise housing in Sandwich Towne.

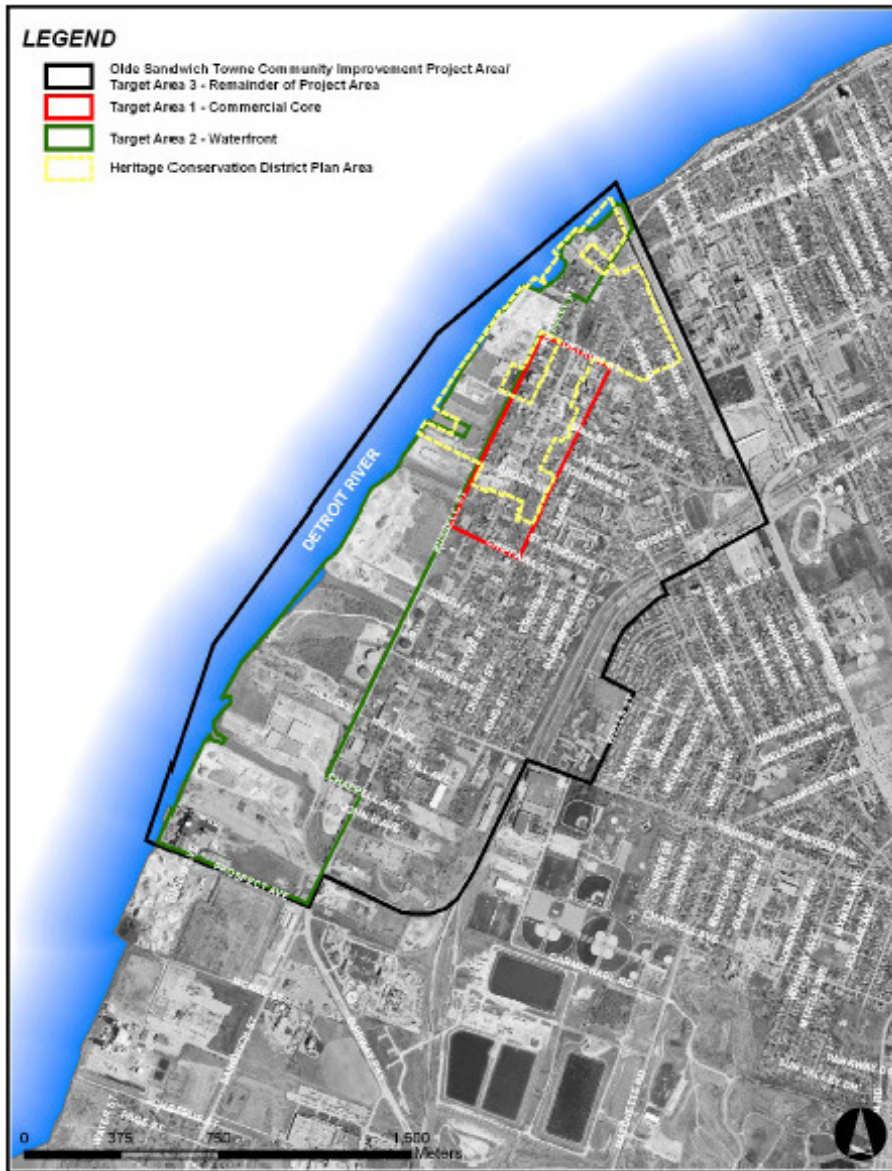


Existing built form along Sandwich Street.



Storage tanks and typical street edge condition along Russell Street within the Industrial Area.

1.0 INTRODUCTION



(Left) MAP 1: The Olde Sandwich Towne Community Improvement (CIP) area and Sandwich Heritage Conservation District Plan area. *As modified by Minutes of Settlement: March 23, 2010*

2.0 INFILL DEVELOPMENT IN RESIDENTIAL NEIGHBOURHOODS

2.1 OVERVIEW

The character of the neighbourhoods of Olde Sandwich Towne has been created by the existing buildings and streetscape elements. Undeveloped sites or redevelopment have the potential to strengthen and enhance this existing character while encouraging growth through well designed developments. Infilling these properties should be given careful consideration to enhance existing streetscapes and compliment existing buildings. This direction is contained in Section 8.7.2.3 of the City of Windsor Official Plan.

2.2 DEVELOPMENT GUIDELINES

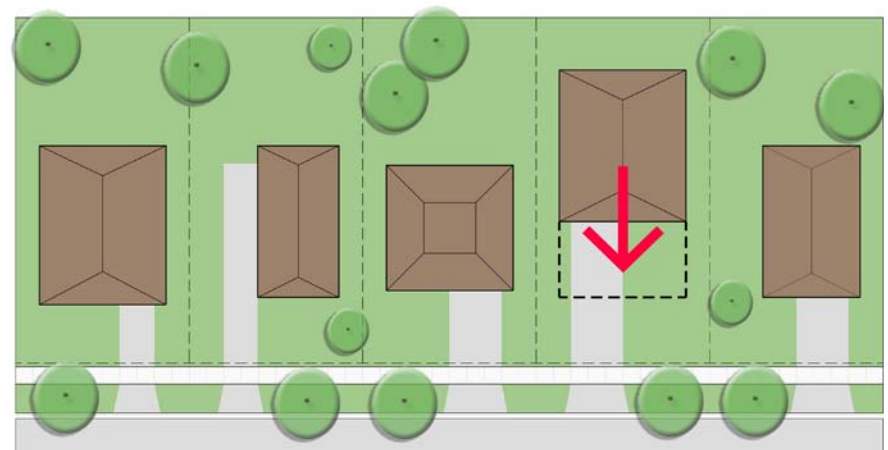
The following guidelines apply to all infill development in the residential neighbourhoods:

1. Design new buildings with careful consideration of their design elements so that new buildings are complementary to the established and identifiable neighbourhood character.
2. Site and scale new buildings to be complementary to adjacent structures using setbacks and heights for new buildings that respect the existing building setbacks, building massing, and building heights in the block. In the event of conflict between this provision and the provisions of the Zoning By-laws, the provisions of the Zoning By-law prevail.
As modified by Minutes of Settlement: March 23, 2010
3. Provide a transition in building height if the new development is taller than existing buildings, which can be accomplished through manipulation of building mass, through the inclusion of features such as porches, or the sensitive use of materials and colours that alter perceptions of height and mass.
4. Use the proportions and elements of existing buildings where possible as a guide for determining an appropriate relationship for new buildings.
5. Use precedents for roof profiles, windows, entrances and porches from the existing built form and streetscape as a guide for the design of new buildings.
6. Orient principal building entrances so that they face the public street and are a prominent feature in the building elevation.

7. Locate garages in the side or rear yards, whenever possible. If visible in the main front elevation, ensure that the garage is flush or recedes behind the main front elevation, and is designed to diminish its visual impact.
8. Select materials for new construction based on the variety of materials found within the existing neighbourhood.
9. Plant street trees to match the established pattern on the street.



Infill developments should use building materials found within the surrounding neighbourhood to compliment the surrounding built form.



Infill developments should respect existing building setbacks and massing found within the surrounding neighbourhood built form.

3.0 INDUSTRIAL AREA

3.1 OVERVIEW

As modified by Minutes of Settlement: March 23, 2010

The design of these properties has a significant impact on the streetscape of Olde Sandwich Towne. Industrial areas in Olde Sandwich Towne consist of industrial and waterfront port uses.

3.2 DEVELOPMENT GUIDELINES

As modified by Minutes of Settlement: March 23, 2010

Many of the properties related to industrial uses are large and have outdoor storage. It is the City's intention to concentrate on the front of the property to create an attractive streetscape and positive image of the area. The following guidelines apply to all development within the industrial area:

1. Design new buildings and landscaping so that they dominate the streetscape in the industrial area. Ensure that landscape buffer strips are at least 3.0m wide.
2. Limit parking in a building's front yard to visitor parking, with staff parking located at the side and/or rear of the building. Screen parking from the street with landscaping, fencing, berms or a combination of these features.
3. Locate the office component of a building closer to the street than the plant or warehouse component so that it is visible from the street and breaks up building mass.
4. Site and design buildings to recognize and incorporate the natural features of a site such as existing trees, contours, water course and ponds. Use Carolinian plant materials to promote the natural heritage of the area.
5. Set development back from existing natural features to create appropriate buffer areas.
6. Site buildings to ensure that adjacent properties are protected from potential nuisances from the new building and the site, such as illumination, noise and odour where applicable.
7. Incorporate outdoor amenity areas, such as a patio for lunch, into the overall site design and define such areas by building facades, fencing or landscaping.
8. Provide sufficient area on the site for truck turning and circulation.
9. Locate waste storage areas inside buildings wherever possible. Where outside, ensure that waste disposal areas and containers are not visible from the street through such screening measures as building design and siting, landscaping and planting, or fencing.
10. Locate loading and outdoor storage areas in the rear and/or interior side yard for new buildings.
11. Locate loading and servicing areas away from the street frontages and visually screen such areas from public views and adjacent residential properties by landscape features and/or fencing that is compatible with the building's architecture.
12. Use landscaping as a major visual element in unifying the streetscape and softening long expanses of blank walls and fencing.
13. Develop stormwater management ponds as natural landscaped features that contribute to the landscaped environment on the site and the surrounding area.



(Left) Stormwater ponds contribute to the landscaped environment of industrial sites, and can provide natural buffers from the roadway. (Right) A landscaped amenity area provided on site for employees.

3.0 INDUSTRIAL AREA

3.3 INDUSTRIAL WATERFRONT DEVELOPMENT GUIDELINES

As modified by Minutes of Settlement: March 23, 2010

The design of the Industrial Waterfront properties is reflective of the Federal Acts such as the Marine Transportation Security Act and regulations that may supercede some of the policies and guidelines in this document.

Many of the properties along the Industrial Waterfront are large and have outdoor storage. It is the City's intention to concentrate on the front of these properties along the public rights-of-way to improve the visual quality of the area because of its close proximity to the Olde Sandwich Towne neighbourhood.

The following guidelines apply to all development within the Industrial Waterfront area:

1. Design new buildings and landscaping so that where ever possible they dominate the streetscape in the Industrial Waterfront area. Ensure that landscape buffer strips are at least 3.0m wide.
2. Where parking is proposed adjacent to the street provide landscaping, fencing, berms or a combination of these features.
3. Where a structure is proposed adjacent to the street, articulate the structure through a combination of architectural elements, decorative fencing and landscaping.
4. Site buildings to ensure that adjacent properties are protected from potential nuisances from the new building and the site.
5. Provide sufficient area on the site for truck turning and circulation.
6. Locate waste storage areas inside buildings wherever possible. Where outside, ensure that waste disposal areas and containers are not visible from the street
7. Use landscaping as a major visual element in unifying the streetscape and softening long expanses of blank walls and fencing.

4.0 SANDWICH STREET COMMERCIAL AREA

4.1 BUILT FORM

4.1.1 OVERVIEW

The built form within the commercial core of Sandwich contains a variety of mainly one to two storey buildings containing commercial, institutional, office and residential uses. There are also many historic buildings within the district that act as landmarks for the area, and add significantly to its character.

Although the built form is discontinuous in both scale and setbacks, there are a number of opportunities for infill that can help strengthen the urban form within Sandwich. By developing these vacant lots and reducing the gaps along the street edge, a more consistent built form can be achieved, enhancing the pedestrian experience. It is appropriate that any redevelopment or infill projects be of the highest quality of design to ensure they are appropriate and contribute to the historic, main street character and identity of Olde Sandwich Towne.

4.1.2 DESIGN GUIDELINES

The following guidelines apply to all development within the Sandwich Street commercial area:

1. Design buildings with a minimum height of two-storeys and a maximum height of four-storeys that reflect the character of surrounding built form and support a pedestrian scale environment.
2. Orient buildings to street rights-of-way so that they frame and animate the street and strengthen the street edge's definition.
3. Site buildings within the commercial area with a setback that is no greater than 2.0m from the property line if a setback is necessary to provide for façade treatments, additional space adjacent to the public right-of-way for display areas, seating or dining opportunities.

4. Provide additional design emphasis for buildings located at street intersections, gateways or terminating views along visual corridors through façade treatments, architectural elements and materials appropriate for these locations. Where applicable at intersections, locate the tallest portion of the building along the street frontage to further punctuate the street corner.
5. Use building styles for new buildings that reflect the historic character and theme of Olde Sandwich Towne and are a 'main street' type with commercial or similarly active uses on the ground floor.
6. Ensure that building facades:
 - Are constructed from high quality traditional building materials (brick, stone, wood, etc.) that are appropriate for the desired historic character of Sandwich;
 - Provide variety and interest on all sides that are visible from streets and public walkways; and
 - Have large ground floor display windows at grade.



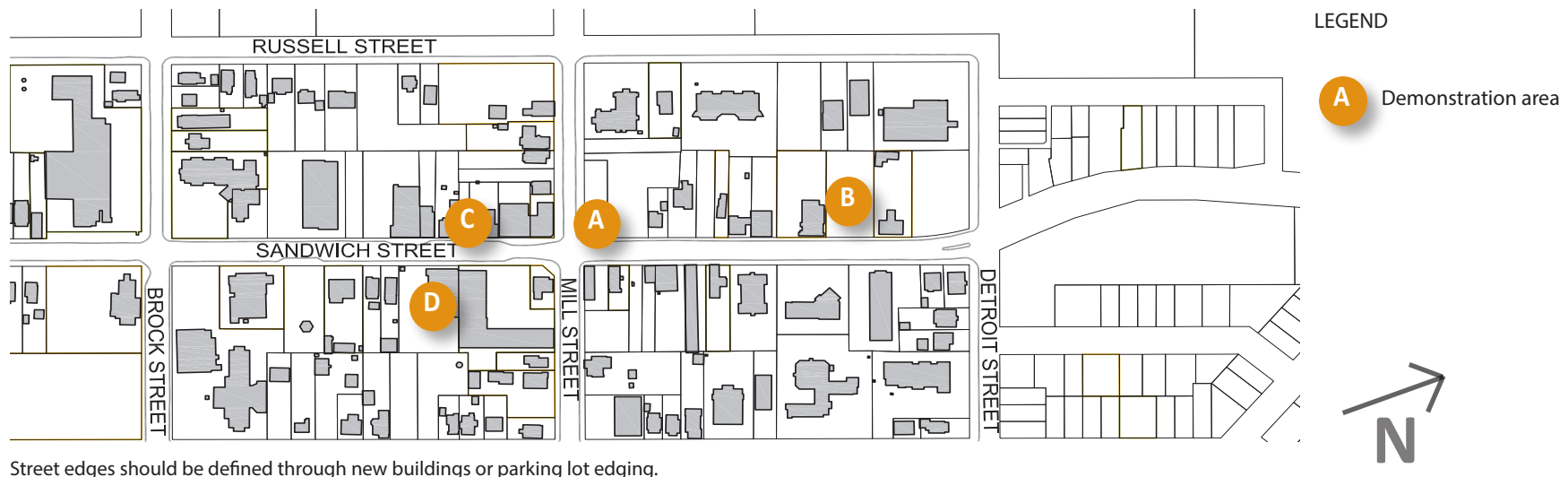
Pedestrian oriented "main streets" created through continuous built form along the street.

4.0 SANDWICH STREET COMMERCIAL AREA

7. Design at-grade building entrances to be prominent features that are clearly defined through the use of architectural features, materials, lighting, canopies, signage and similar treatments and that are universally accessible.
8. Locate and design all at-grade building entrances at the corner of all buildings that are sited at the intersection of two streets (ie Brock and Sandwich Street, Mill and Sandwich Street, Detroit and Sandwich Street).
9. Site all rooftop mechanical equipment so that they are setback from the roof edge and/or screened from views along the public streets.
10. Locate service areas in locations that are out of view from the public right-of-way or are screened appropriately through the use of landscape materials, fencing and building massing. Ensure that such service areas are accessed from secondary streets or rear lanes wherever possible to reduce the number of driveways on Sandwich Street.

4.1.3 DEMONSTRATION AREAS

The following areas are noted as locations for infill and/or redevelopment reflecting the principles provided above:



Street edges should be defined through new buildings or parking lot edging.

4.0 SANDWICH STREET COMMERCIAL AREA



(Top) Former bank building at Mill and Sandwich Street. (Bottom) Concept sketch of mixed use infill for both the former bank building and adjacent property.

(Top) Vacant lot adjacent the Dominion House. (Bottom) Concept sketch of infill building to develop a stronger street edge along Sandwich Street.

4.0 SANDWICH STREET COMMERCIAL AREA



(Top) The existing built form varies in heights in facade treatments. (Bottom) Concept sketch of facade upgrades and building redevelopment creating a consistent building height and the removal of inappropriate additions from heritage buildings.

(Top) Former drugstore building. (Bottom) Concept sketch of mixed use infill building and renovated clock tower/community information board feature.

4.0 SANDWICH STREET COMMERCIAL AREA

4.2 PARKING and STREET EDGES

4.2.1 OVERVIEW

There is on-street parking along Sandwich Street, and surface lots have been introduced within the area to provide additional parking. Guidelines that address preferred parking orientation and requirements for screening are contained in the Heritage Conservation District Plan, which recommends that:

- Parking for any infill projects be located to the side or rear of any infill development;
- Where parking in the front yard is unavoidable, areas should be screened to minimize impact on streetscape or sightlines; and
- Paving areas should be minimized.

4.2.2 DESIGN GUIDELINES

Parking areas along the street have an impact on the character of Sandwich Street. Screening is essential to reduce the negative visual impact they have within the streetscape, by reducing their scale and enhancing the interface with the public realm. Methods and guidelines for screening include:

1. Trees and Shrubs:

- Use species that are native, low maintenance, and salt tolerant to survive urban conditions;
- Provide seasonal interest through the use of coniferous and deciduous plant materials;
- Maintain and trim shrubs and perennials adjacent the public right-of-way so that they are no more than 0.9m in height to avoid the creation of hiding spaces and be respectful of pedestrian safety; and
- Locate trees according to conditions of site plan approval along the adjacent street frontage.



Parking lots adjacent to sidewalk edged with fencing and shrubs.



2. Raised Planters:

- Use high quality materials such as brick or stone for raised planters that are reflective of the desired character for Olde Sandwich Towne; and
- Ensure raised planters are at least 0.40m in height to promote informal seating areas along the street frontage.

3. Fences and Walls:

- Use high quality materials such as brick and stone that are consistent with the image and character of Sandwich. Do not use unfinished wood, chain link, or concrete block; and
- Design with decorative style and approximately 1.0m in height.

With any of the above, it is important that all screening methods for parking be well-maintained to avoid unsightly conditions that negatively impact the pedestrian safety and the area's character.

4.0 SANDWICH STREET COMMERCIAL AREA

public realm along Sandwich Street. These areas include:

4.2.3 DEMONSTRATION AREAS

There are several parking areas within the commercial area that require additional screening treatments to reduce their negative impact on the character of the



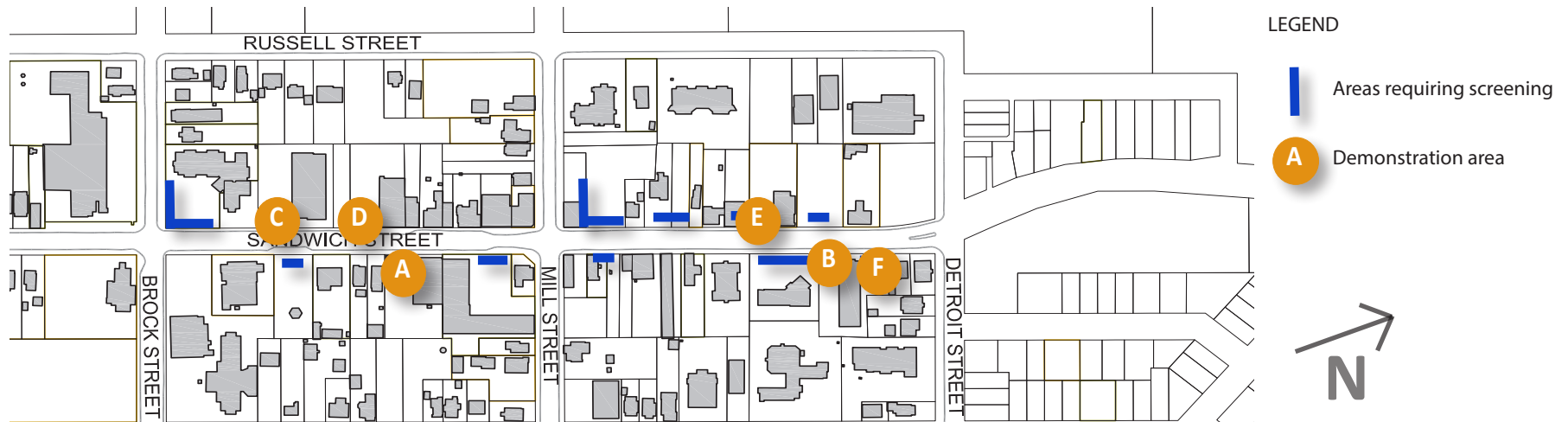
The parking area adjacent the former drugstore building creates a gap in the built form on Sandwich Street.



The screening to this parking area could be enhanced with plantings and a renovated fence.



Planting beds and a low fence at the corners of the entrance to this lot could improve the quality of street edge.



Street edges should be defined through parking lot edging to minimize visual impacts of off-road parking areas.

4.0 SANDWICH STREET COMMERCIAL AREA



Enhancements to the screening of the Westside Foods parking lot could help to reduce the scale parking area.



The open paved lot adjacent the bike shop creates a gap along the built street edge.



Implementing a planting bed at the entrance to this lot could greatly reduce the negative impact of the parking area from the street.

4.0 SANDWICH STREET COMMERCIAL AREA

4.3 BUILDING SIGNAGE

4.3.1 OVERVIEW

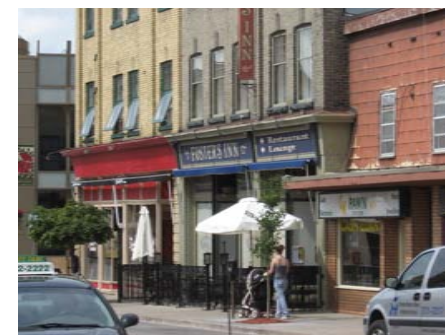
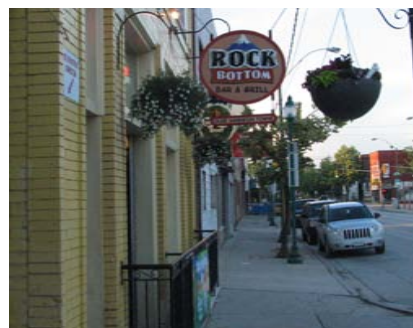
Signage provides business and district identification, as well as opportunities for wayfinding and communication. Effective signage is an important part of the built environment and historical references of Sandwich, and should reinforce the historical sense of place and theme of the area. The City of Windsor regulates the size and location of signs through its Sign By-law. The guidelines provided below as well as those within the Heritage Conservation District Plan should be used in conjunction with the City Sign By-law.

4.3.2 DESIGN GUIDELINES

The Heritage Conservation District Plan provides recommendations for new businesses including acceptable locations of signage, desired contemporary styles, preferred materials such as wood and metal, and the use of lighting to promote their visibility.

In addition to these guidelines, the following guidelines apply to signage within the Sandwich Street Commercial Area:

1. Design and locate signs to be compatible with the scale of the building so that they do not detract from or overpower the building design.
2. Do not use internally lit, neon or plastic signage within the commercial area.
3. Use fascia, awning and projecting types of building signage to enhance the historic main street character of Sandwich Street and enhance identity along the designated 'theme street'.
4. Do not use temporary signs within the public right-of-way other than wood A-frame signs.
5. Repair and maintain building signage that is in poor condition according to the regulations of the City's Sign By-Law.

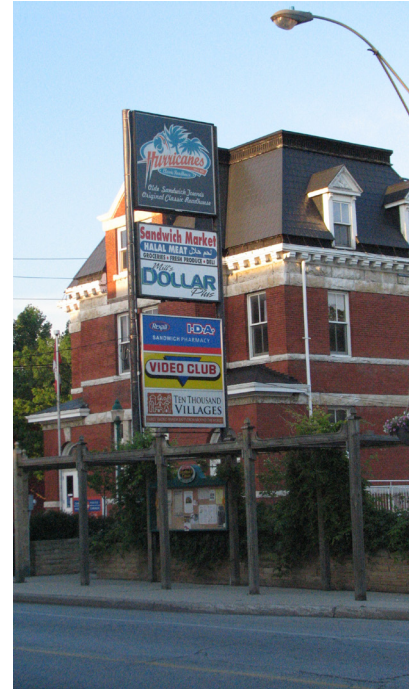


Fascia and hanging (projecting) signs are appropriate for main street areas.

4.0 SANDWICH STREET COMMERCIAL AREA

4.3.3 DEMONSTRATION AREAS

There are many building signs within the commercial area that do not currently comply with the signage recommendations as listed within the Heritage Conservation District Plan. Many of the signs that do not comply are internally lit plastic signs which are not compatible with the desired historic main street character of Sandwich.



Internally lit plastic signs are not consistent with the desired main street character of Sandwich Street. Signs should be painted wood or metal as recommended within the Heritage Conservation District Plan. (Top Right) Wood 'A-Frame' signs are appropriate if posted during business hours and out of the way of pedestrians.

4.0 SANDWICH STREET COMMERCIAL AREA

4.4 STREET and ORIENTATION SIGNAGE

4.4.1 OVERVIEW

The use of unique street signage within the public right-of-way to address streets, landmarks and community information are excellent elements to distinguish one area from another, and educate visitors about the community's heritage. Using materials that are compatible with the adjacent built form and character, recurring signage elements such as street indicators, community banners, and information kiosks can contribute to a consistent theme along a streetscape.

4.4.2 DESIGN GUIDELINES

Based upon recommendations within the Sandwich Heritage Conservation District Plan, a signage program should be implemented as a wayfinding guide for visitors, and to provide another character building element into the community. Methods of signage to be implemented should include the following:

- Community banners attached to existing hydro poles in accordance with the local Sign By-Law;
- Street indicators and off-road parking signage that differentiate in colour and font from standard City of Windsor street indicator signage;
- Wayfinding signage at the major intersections within the commercial core that direct pedestrians to heritage landmarks, open spaces and the waterfront, etc.;

Themed pedestrian routes that encourage visitors and community members to walk, shop, eat, and enjoy Olde Sandwich Towne should be implemented. Markers along the loop could be themed or colour coded to represent destinations as entertainment, heritage and culture, or recreation. Signage regarding the pedestrian routes and the points of interest along Sandwich Street could be provided at gateways into the commercial area.



Wayfinding signage at key locations can inform and direct visitors to local businesses and significant cultural, historical, or recreational points of interest.



(Left) Banner and street signage can help to achieve a distinct identity for an area. (Right) An example of signage directing pedestrians along a programmed route of a downtown area.

4.0 SANDWICH STREET COMMERCIAL AREA

4.4.3 DEMONSTRATION AREAS

There are many areas along Sandwich Street that street signage could be implemented to help distinguish Sandwich Street as a unique and historic theme street. It is recommended that a wayfinding signage program for the Sandwich Commercial area be explored. Future signage programs should explore opportunities such as:

- Major intersections
- Existing light and hydro poles
- Destination points along or in close proximity to Sandwich Street within the commercial area and waterfront that reflect recreation, culture and heritage, or entertainment; and
- Kiosk/Maps outlining pedestrian routes and business locations within the commercial area located at the gateways into Sandwich including Patterson Park and the General Brock Public School/ Library.



Intersections along Sandwich Street and the waterfront provide opportunity for signage to guide pedestrian to places of interest around Sandwich.



Signage should be located at major gateways.



Recommended locations for pedestrian orientation signage throughout the commercial area and waterfront.

4.0 SANDWICH STREET COMMERCIAL AREA

4.5 COMMERCIAL AREA GATEWAYS

4.5.1 OVERVIEW

Gateways are important in signifying a transition from one area to another, creating a sense of arrival to a new district. Gateways can be created through streetscape features and/or building siting and design. Gateways can also introduce the visitor to the theme and character of a space, through the use of building materials, plant materials and lighting that are continued throughout the district.

4.5.2 DESIGN GUIDELINES

Based upon recommendations within the Sandwich Heritage Conservation District Plan, enhancements to the proposed gateway areas leading into the Sandwich commercial area should clearly identify arrival into the district. The HCDP suggests a heritage district gateway be located at the transition of Riverside Drive to Sandwich Street to the north. In addition, it is recommended that a commercial area gateway be provided at the intersection of Detroit and Sandwich Street, where the existing sign feature is located, to distinguish entry to both the commercial area and access to the waterfront.

In addition to these recommendations, the following guidelines apply to gateways within the Sandwich Street Commercial Area:

1. Design gateways so that they are immediately identifiable to pedestrians and vehicular traffic upon approach.
2. Design gateways so that they represent a change in character and arrival from one area to the next through the implementation of features such as public art, signage, paving, lighting, and high quality materials.
3. Ensure that materials used are consistent with those used on other building facades or streetscape elements along Sandwich Street, and that the plant varieties used are common along the streetscape or open space areas within the area.



Various gateway treatments including current Olde Sandwich Towne elements (top right).

4.5.3 DEMONSTRATION AREAS

The current gateways are located at Detroit Street to the north and Brock Street to the south, and are identified by 'Sandwich Towne' stone sign walls within the public right-of-way. Although their character fits with the historic theme of Sandwich Street, they are not prominent upon approach.

4.5.3.1 Recommendations for Enhancement – Detroit Street and Sandwich Street Intersection:

The focal area for the entry signage to Sandwich Street is reinforced by the unique curvature of Sandwich Street upon approach, and could be greatly enhanced through improvements to the Paterson Park frontage, paving treatments within the Detroit and Sandwich Street intersection, and the Parkette where the current signage feature is located. The property is currently owned by Petro-Canada and leased to the City. The elements noted below should form the basis for further streetscape and gateway design.

Signage Feature:

- Relocation of the existing sign wall into the parkette with

4.0 SANDWICH STREET COMMERCIAL AREA

orientation towards the intersection;

- Addition of raised planter beds and bench seating oriented toward the street similar to those found along Sandwich Street;
- Addition of accent and pedestrian scale lighting; and
- Addition of tree and foundation planting to provide a backdrop to the signage, and increase its prominence;

Sandwich Parkette:

- Addition of tree planting along both Sandwich and Detroit Street frontages;
- Extension of the Sandwich light standard along street frontages;
- Resurfacing of existing walkway using paving materials from the Sandwich Streetscape, and implementation of pedestrian lighting along the walkway;
- Berming along the pedestrian trail and additional planting as backdrop to the park; and
- Replacement of existing benches with designated historic bench as recommended within the Sandwich Heritage Conservation District Plan;
- Location of pedestrian loop kiosk (refer to section 5.2); and
- Use of stone pavers similar to intersection treatment at Mill and Brock Street Intersections.



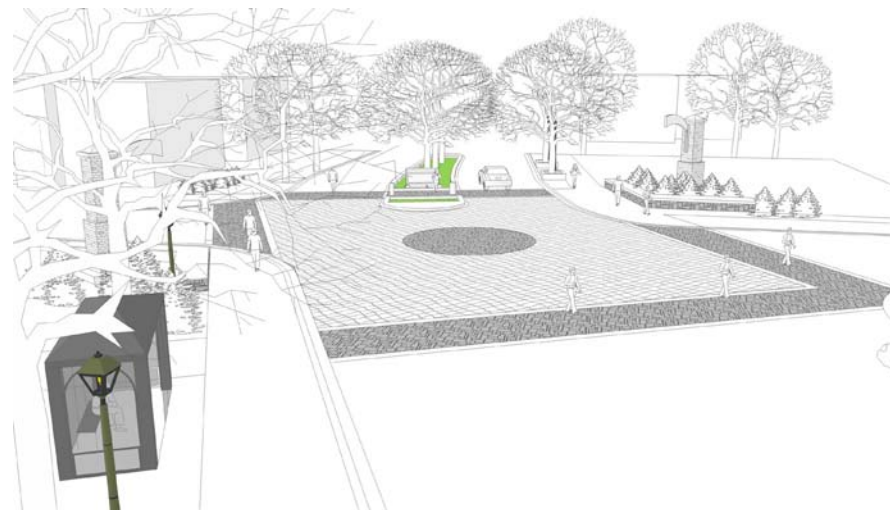
The existing gateway condition at the Detroit and Sandwich Street intersection, view to south on Sandwich Street.

Paterson Park:

- Removal of existing transit bench and replacement with Sandwich Street benches;
- Addition of transit shelter at existing bus stop;
- Extension of Sandwich Street light standard, associated pole banner and hanging flower pots along park frontage; and
- Possible addition of public art along street frontage.

Roadway:

- Creation of defined pedestrian crossings with pavement differentiation for Sandwich and Detroit Street Intersection;
- Widening of existing median to incorporate trees or light standards to reduce the scale of the right-of-way;
- Creation of planting beds of low growing, salt tolerant plant varieties; and
- Addition of public art in the street median.



Concept sketch of a proposed gateway treatment for the Detroit and Sandwich Street Intersection, view to south on Sandwich Street.

4.0 SANDWICH STREET COMMERCIAL AREA



The above concept sketch shows alternative paving within the area bound by the crosswalks, and the limestone pavers used at the other main intersections on Sandwich Street should be implemented at this gateway as well. A median is proposed within the Sandwich Street right-of-way where the existing stone sign is to be relocated, along areas for tree and shrub plantings. Vertical features such as stone piers, or public art pieces could be installed at the corners of the intersection for further definition of the gateway, with additional seatwalls matching the raised planter materials that are found throughout the commercial area. Additional planting beds could also be implemented to further enhance the gateway, and lighting has been continued through to Paterson Park. A covered transit shelter is also provided where the existing transit stop is located. Signage directing visitors to the waterfront could also be incorporated.

4.0 SANDWICH STREET COMMERCIAL AREA

4.5.3.2 Recommendations for Enhancement – Brock Street and Sandwich Street Intersection:

The south gateway leading into the commercial area is reinforced by the change in built form from residential to institutional with Mackenzie Hall, General Brock Public School, and St. John's Church giving prominence to the intersection. Although any enhancements to the entrance feature and intersection are constrained by the adjacent developed sites, there is opportunity to provide increased prominence to the gateway.

Signage Feature:

- Enhancement of signage feature in its existing location with additional shrub and perennial plantings;
- Removal of existing waste receptacle, and replacement with designated Sandwich Towne pedestrian bench;
- Replacement of sod areas with low growing, salt tolerant plant materials; and
- Planting of shrubs or hanging planter boxes along the existing fence.



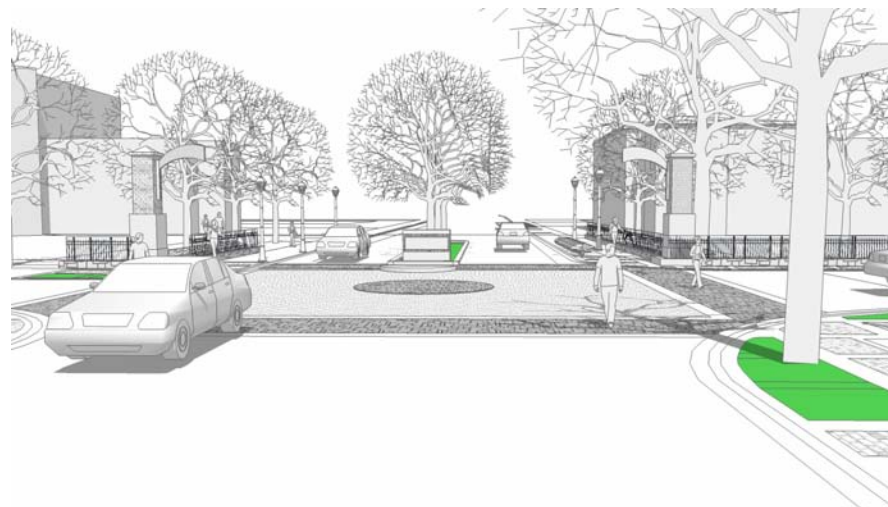
The existing gateway condition at the Brock and Sandwich Street Intersection.

Intersection upgrades within the public right-of-way:

- Relocation of existing transit shelter in front of Mackenzie Hall to the entrance to Mackenzie Hall Parkette, as it impedes pedestrian travel in its current location;
- Installation of additional shelter at General Brock bus stop area;
- Planting of shrubs at General Brock Public School street corner frontage; and
- Use of similar fencing used at Mackenzie Hall on the opposite side of the roadway and shrub beds to screen existing parking area.

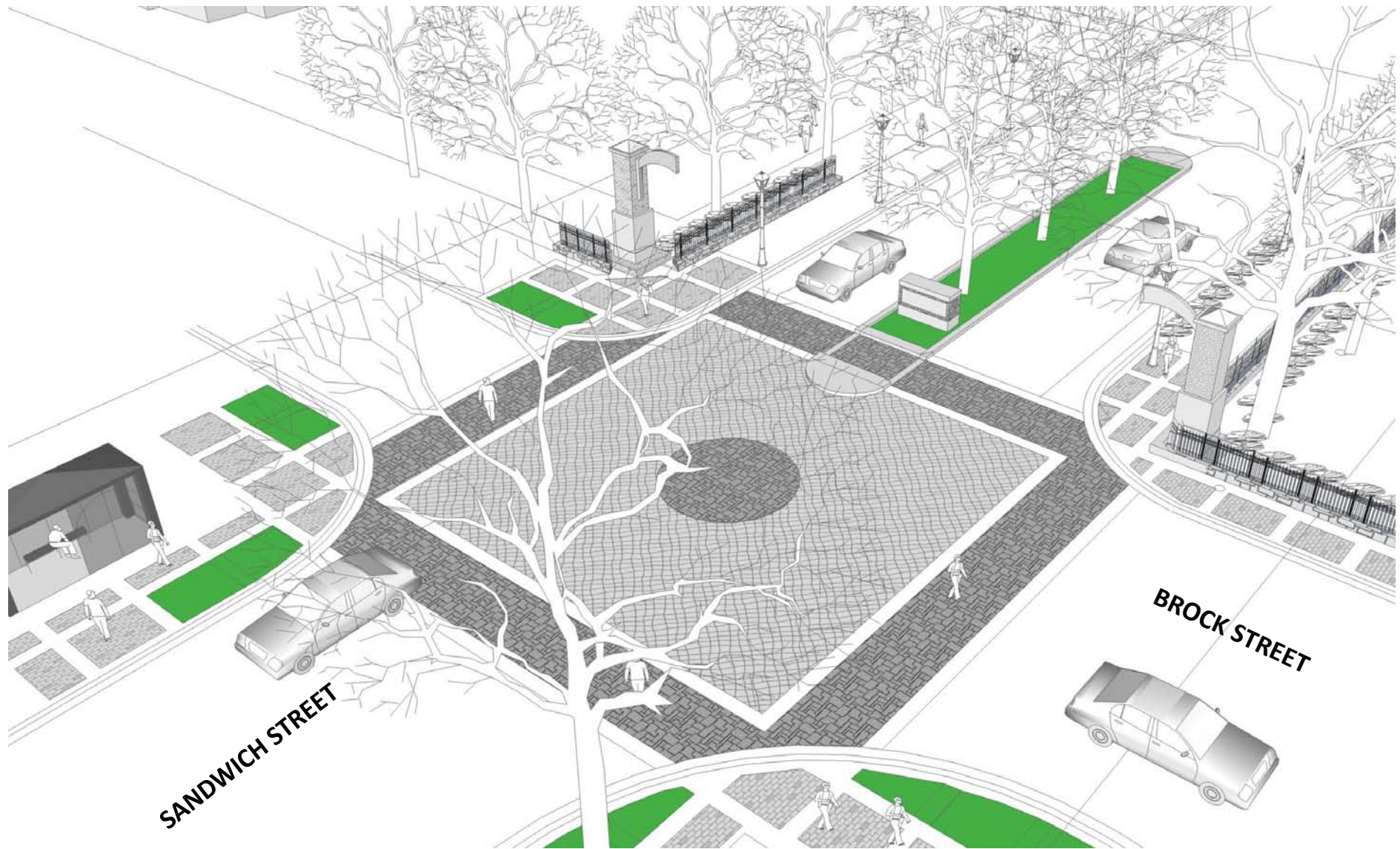
Roadway Improvements:

- Implementation of paving differentiation within the intersection to match treatment used at north gateway;
- If the right-of-way width permits, introduction of raised medians to further distinguish the intersection.



Concept sketch of a proposed gateway treatment for the Brock and Sandwich Street Intersection.

4.0 SANDWICH STREET COMMERCIAL AREA



The above concept sketch shows alternative paving within the area bound by the crosswalks, with some paving areas removed within the boulevards (shown in green). A median is proposed within the Sandwich Street right-of-way where the existing stone sign is to be relocated, along areas for tree and shrub plantings. Vertical features such as stone piers, or public art pieces could be installed at the corners of the intersection for further definition of the gateway, and additional fencing similar to the one along the Mackenzie Hall property is recommended for continued use across the street to screen the existing parking area. A transit shelter has also been provided in front of the library. Signage directing visitors to the waterfront could also be incorporated.

4.0 SANDWICH STREET COMMERCIAL AREA

4.6 STREET TREES

4.6.1 OVERVIEW

Street trees and planting beds are important for defining streets, reducing the scale of public right of way, creating comfortable microclimate conditions for pedestrians, and framing views to create visual interest.

4.6.2 DESIGN GUIDELINES

The street trees in the commercial core area are well established, but require replacements to reduce the gaps along Sandwich Street. The Sandwich Heritage Conservation District Plan recommends the development of an urban forest management plan and provides guidelines to address these tree planting gaps. These include replacement of trees that are damaged with trees of the same species, or if possible, of the same size and form. In addition to these guidelines, recommendations for street tree planting design are required to ensure that any future plantings do not impede pedestrian travel or servicing along the street edge. Recommendations for street tree planting design include:

1. Preserve existing trees where possible and replace if removed or damaged.
2. Locate planting along the roadway at offsets of 6.0m to 9.0m.
3. Plant in areas that do not impede vehicular sight triangles to promote pedestrian safety.
4. Plant within the raised planters on Sandwich Street in areas where the distance between the curb and sidewalk is greater than 1.5m to help promote growth and development.
5. Where the distance between the curb is less than 1.5m or where a curbside walkway condition exists, plant trees in at-grade structural soil pits with appropriate drainage with a minimum 1.5m square cut-out area to allow for unimpeded pedestrian circulation.
6. Plant trees so that their growth and development will not create a situation where they cannot be maintained and may impede pedestrian travel or safety
7. Select species that are non-invasive, native (Carolinian varieties recommended) that are low maintenance, and tolerant of salt and urban conditions.
8. Locate street trees so that they are not within 1.5m of a driveway access, 1.5m of a building or service box or transformer, or 4.5m from any light standard or hydro pole.
9. Plant the bases of trees with shrubs, perennials, or groundcovers, or metal tree grates in narrow walkway conditions, to prevent soil compaction.
10. Select street trees species for areas located below hydro wires that do not grow to heights greater than 6.0m in height.
11. Incorporate electrical receptacles, where appropriate, at all new tree installations for seasonal lighting opportunities.



Street trees on Sandwich Street are well established however some replacements are required.



In areas along the public walkway where there is insufficient room for a raised planter, sunken structural soil pits with tree grates are recommended.

4.0 SANDWICH STREET COMMERCIAL AREA

4.6.3 DEMONSTRATION AREAS

There are a number of areas where additional street trees can be added, or replaced throughout the Sandwich Streetscape. A number of trees have been removed from the existing planters, and should be replaced to fill gaps along the street edge. In addition to these suggestions, it is recommended that a tree planting strategy for Olde Sandwich Towne be developed to determine where additional plantings and replacements are necessary.



Trees should be replanted where empty planters are located along Sandwich Street to increase canopy coverage within the right of way.



Additional tree plantings within the existing park spaces are recommended. Implementation of widened medians at the gateways into the commercial area are also recommended to accommodate additional tree plantings.



It is recommended that a tree planting strategy for Olde Sandwich be developed to address tree replacements and locations for additional plantings.

4.0 SANDWICH STREET COMMERCIAL AREA

4.7 STREET FURNITURE

4.7.1 OVERVIEW

Street furnishings are important elements in creating an attractive and distinguished streetscape. Through the repetition of common and cohesive elements, the character of an area is enhanced. If the use of these elements is discontinuous, it can become a detriment to the achievement of a defined sense of place. It is encouraged that along the Sandwich Streetscape, an area of 1.5m width be dedicated for the placement of street trees and other street furniture. This will help to provide a buffer from the roadway, reduce conflicts with pedestrian walkways, and organize elements into a consistent pattern along the street edge.

4.7.2 STREET FURNITURE ELEMENTS

4.7.2.1 LIGHT STANDARDS

The Sandwich Heritage Conservation District Plan recommends that the City of Windsor establish a lighting hierarchy that is sensitive to the commercial district. In addition to the suggestions provided within the HCDP, the following guidelines apply to light standards within the Sandwich Street Commercial Area:

1. Install the Sandwich Street Light Standard as identified in the Sandwich Heritage Conservation District Plan in the Sandwich Street commercial area, and extended along the Paterson Park frontage.
2. Affix additional amenities such as banner signage, or hanging flower pots to light standards or hydro poles where minimum heights can be accommodated in order to add further visual interest and character.
3. Consider additional pedestrian scale lighting suitable to the character of Sandwich such as bollards or accent lighting within gateway areas or in areas to accent signage, murals or public art.
4. Locate light standards in a coordinated manner that does not

obstruct pedestrian circulation on the sidewalk or driveways.

4.7.2.2 BENCHES

Seating is an important element within the streetscape, as it offers pedestrians a chance to rest, socialize, or observe activity around them. The 'Ultra Plus' bench should continue to be used throughout the commercial area, as recommended by the Sandwich Heritage Conservation District Plan. In addition to the suggestions provided within the HCDP, the following guidelines apply to benches within the Sandwich Street Commercial Area:

1. Repair and maintain benches if damaged, removed, or vandalized.
2. Locate benches in a manner that does not obstruct pedestrian circulation on the sidewalk.
3. Install benches in close proximity to the entrances of designated heritage and public buildings, bike storage receptacles, open space areas, and transit locations where a shelter and associated seating is absent.
4. Orient benches to face the roadway or toward the sidewalk with a minimum 0.3m offset from the public walkway.



The existing light standard should be extended along the Paterson Park frontage.



Benches should be provided where spacing along the walkway is appropriate.

4.0 SANDWICH STREET COMMERCIAL AREA

4.7.2.3 WASTE RECEPTACLES

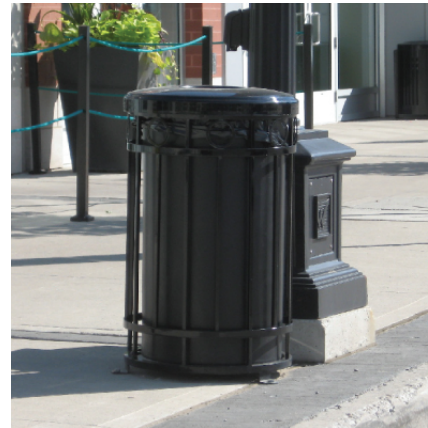
Providing waste receptacles within the streetscape is important to promoting litter free spaces. The TU3A receptacle is recommended for continued use within the Sandwich Heritage Conservation District given the historic character of Sandwich. A unit that promotes both refuse and recycling storage would be beneficial. In addition to the suggestions provided within the HCDP, the following guidelines apply to waste receptacles within the Sandwich Street Commercial Area:

1. Install multi-purpose waste and recycling containers when additional waste containers are required, or existing units are replaced.
2. Locate waste receptacles in proximity to seating areas, transit stops, and park entrances.
3. Locate waste receptacles in a manner that does not obstruct pedestrian circulation on the sidewalk and that is offset appropriately from on-street parking spaces.

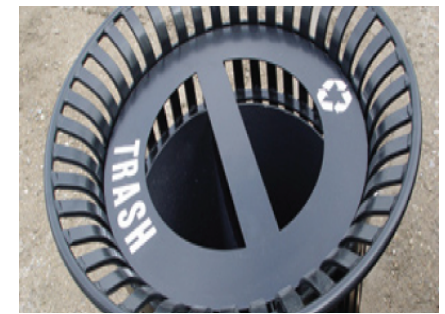
4.7.2.4 BIKE STORAGE

To attract residents and visitors to use alternative methods of travel, it will be important to provide opportunities for bike storage in the Sandwich streetscape. Bike storage racks should be provided throughout Olde Sandwich Towne, and be consistent with the character of other street elements. The following guidelines apply to bike storage within the Sandwich Street Commercial Area:

1. Provide bike storage locations in each block and in proximity to all public buildings and open spaces such as the Mackenzie Hall Parkette or Paterson Park.
2. Locate bike storage elements in a manner that does not impede pedestrian circulation.
3. Site bike storage elements offset at least 1.0m from the public walkway, where space permits, or at least 1.0m from the back of the curb.



(Left) The TU3A receptacle is appropriate for the desired heritage character of the Sandwich commercial area. (Right) Recycling units with the same colouring and materials are recommended when existing receptacles need to be replaced.



Bike racks should be implemented within the commercial area.



Post and ring bike racks that are consistent in colour with the existing street furniture are recommended for use.

4.0 SANDWICH STREET COMMERCIAL AREA

4.7.2.5 TRANSIT SHELTERS

Transit shelters are necessary to protect pedestrians from the elements during wait times for transit. Only one transit shelter currently exists along Sandwich Street within the study area, and there is opportunity to implement additional transit shelters in key areas. The following guidelines apply to transit shelters within the Sandwich Street Commercial Area:

1. Locate transit shelters at transit stops in proximity to government buildings, park spaces and parking bumpouts where appropriate space is available.
2. Locate transit shelters offset from the public walkway to minimize impact on pedestrian travel.

Additional transit shelters are also recommended in front of the library, and at the existing Paterson Park stop, offset from the Detroit and Sandwich Street intersection.



(Left) The existing bus shelter in front of Mackenzie Hall. (Right) A covered shelter is recommended at the existing stop along Paterson Park.

4.7.2.6 RAISED PLANTING BEDS

The raised masonry planting beds located along Sandwich Street provide a common attractive element within the public realm. They are planted with annuals and shrub materials, providing colour and interest to the area. Over time they have begun to deteriorate through lack of maintenance and damage from snow removal. In regards to their continued use within Sandwich, the following guidelines apply to raised planting beds within the Sandwich Street Commercial Area:

1. Repair any planters that have been damaged or vandalized.
2. Replace trees and shrub materials that have been removed from these raised planters and maintain existing plant materials within raised planters.
3. Use annual or perennial plantings for seasonal interest within the planters.
4. Locate raised planters in a manner that does not impede pedestrian circulation, and remove any planters that currently impede walkways to a width of less than 1.8m.
5. Lower taller planters to a height of two or three courses of stone to provide a consistent character.



(Left) A damaged planter in front of Mackenzie Hall requiring repair. (Right) An example of a taller planter that should be lowered to a height consistent with other planters throughout the commercial area.

4.0 SANDWICH STREET COMMERCIAL AREA

4.7.2.7 PAVING and WALKWAYS

Creating safe, accessible and comfortable spaces for pedestrians is important to promoting walkability. Paving within the public realm can help to define public spaces, create visual interest on the ground plane, and define pedestrian access routes. The following guidelines apply to paving and walkways within the Sandwich Street Commercial Area:

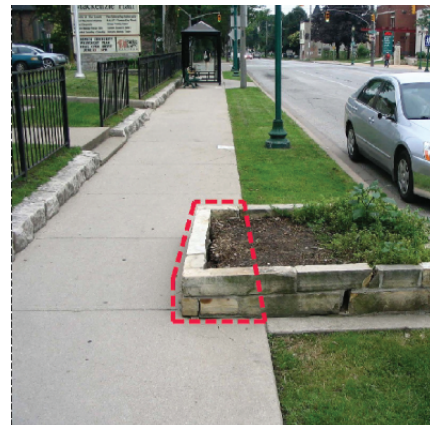
1. Continue the paving patterns and materials established by the Sandwich Towne Beautification Project along the entire commercial area, including the intersection of Sandwich Street and Detroit Street.
2. Provide a minimum 1.8m width for walkways along the entire Sandwich Street commercial area, which are continuous across driveways.
3. Differentiate walkways at road crossings from the roadway to promote visibility and enhance major intersections.
4. Provide curb cuts and universally accessible access points at all road crossings and provide traffic bollards where open spaces and trails intersect with street frontages.
5. Provide an area at least 1.5m wide between the public walkway and the back of the curb to accommodate all street furnishings including raised planters, tree plantings, waste receptacles, bike racks, light fixtures, traffic bollards, and other vertical elements in a consistent manner, with consideration for pedestrian safety from traffic.
6. Clearly mark bike lanes and individual on-street parking spaces along the entire length of Sandwich Street within the commercial area to reduce vehicle and bicycle conflicts.



The limestone pavers used through Sandwich Street should be continued to the Detroit and Sandwich Street intersection.



Major intersections should have paved crosswalks that are highly visible by oncoming traffic.



Planters that impede on walkways should be scaled back or removed.



Clearly defined bike lanes and parking spaces will help reduce bicycle and vehicle conflicts.

4.0 SANDWICH STREET COMMERCIAL AREA

4.8 PUBLIC ART and COMMUNITY INSTALLATIONS

4.8.1 OVERVIEW

Public art creates iconic pieces to help tell a story, provide visual interest, and create recognizable landmarks throughout the urban environment. This is evident along the Windsor Waterfront, as public art pieces act as visual stimulation for pedestrians along the riverside pathway. The south gateway on Sandwich Street is also enhanced through the installation of public art fixtures, and the murals throughout the area identify the history and character of Olde Sandwich Towne.

4.8.2 DESIGN GUIDELINES

Because of their contribution to the streetscape, it is recommended that public art installations be promoted within Olde Sandwich Towne. The following guidelines apply to public art and community installations within the Sandwich Street Commercial Area:

1. Install public art pieces within Paterson Park and the Sandwich Street Parkette as part of the north gateway into the area.
2. Redevelop the community message board and clock tower to create a single, identifiable piece in the central heart of the commercial area.
3. Explore public art pieces for the Mackenzie Hall frontage to emphasize the south gateway into the commercial area.
4. Light new installations and murals where appropriate with fixtures that are reflective of the character of the area to provide interest and emphasis during evening hours.



Public art fixture in front of the library.



Additional public art installations at the gateways and park frontages along Sandwich Street are recommended.



An existing mural describing the local history of Olde Sandwich Towne. Murals and other public art pieces should be lit where appropriate to promote interest during evening hours.

4.0 SANDWICH STREET COMMERCIAL AREA

4.8.3 DEMONSTRATION AREAS

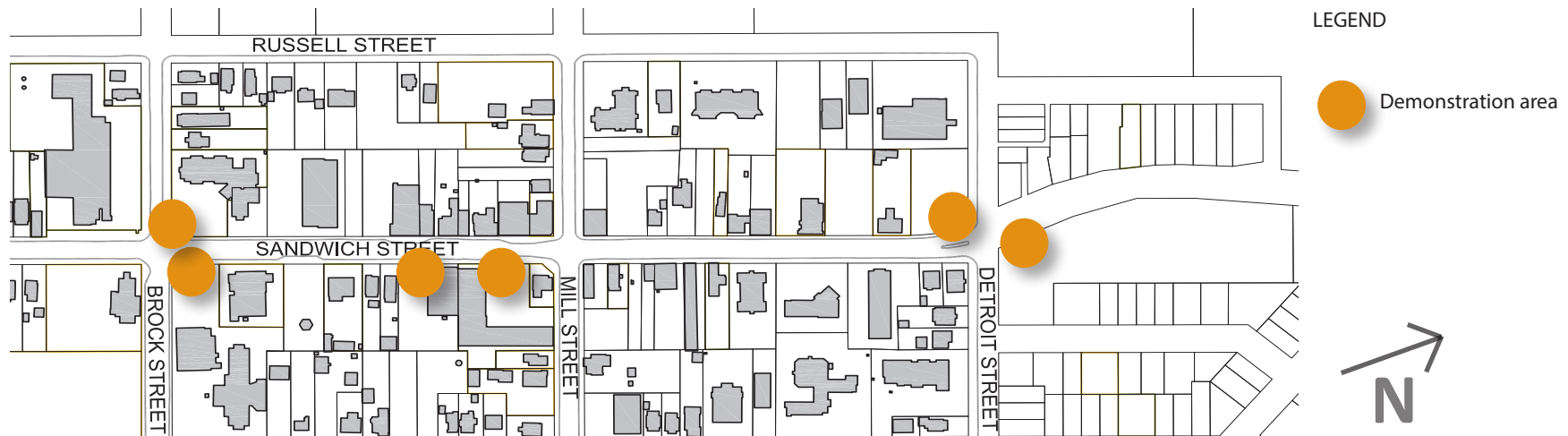
- Paterson Park and Sandwich Street Parkette;
- Mackenzie Hall Parkette and Parking Area; and
- Community message board and clock tower.



Public art pieces should be installed within the various park spaces along Sandwich Street.



The existing clock tower and message board should be integrated into one identifiable piece, central to the commercial area.



Public art pieces are recommended at the gateway areas into the commercial area, as well as within the various open spaces along Sandwich Street.

4.0 SANDWICH STREET COMMERCIAL AREA

4.9 VIEWS and VISTAS

4.9.1 OVERVIEW

Prominent views across can enhance a streetscape, add to area character and create memorable experiences for visitors. It is important that vistas and view corridors be maintained to protect scenic backdrops for an area.

4.9.2 DESIGN GUIDELINES

The Sandwich Heritage Conservation District Plan provides recommendations for protecting views towards the Detroit River and Ambassador Bridge from Detroit and Russell Streets. The following guidelines apply to views and vistas within the Sandwich Street Commercial Area:

1. Maintain the views along Brock Street, Mill Street and Detroit Street to the Detroit River with any future waterfront development.
2. Design corner buildings at major intersections with vertical elements of visual interest to promote visibility from adjacent residential areas.
3. Enhance gateways to the commercial area so that they are visible upon approach to the commercial area.



Views to the waterfront and Ambassador Bridge need to be protected within the commercial area. Landmarks within the commercial area are also important in creating identity and a sense of place for Olde Sandwich Towne.

4.9.3 DEMONSTRATION AREAS

It is recommended that views from Sandwich Street to both the Ambassador Bridge and the waterfront be enhanced and protected.



Views to the waterfront and Ambassador Bridge need to be protected within the commercial area. Landmarks within the commercial area are also important in creating identity and a sense of place for Olde Sandwich Towne.