

Photo 57



Photo 58

General Recommendations

- The dominant theme will focus on the historical and educational qualities of the site.
- Secondary functions will support tourism activity, based on the Cruise and Tour boat dock in this segment. **(Photo 57)**
- Use of interpretive art to commemorate, explore the peace theme and welcome visitors.
- The enhancement of existing memorial features to amplify understanding. For example, the addition of engraved panels on walls or in pavement as narratives or illustrations of commemoration.
- Provide improved facilities for the cruise and tour boats including improved motor coach access and additional, upgraded berthing facilities.
- Provide a setting for the Peace Beacon.
- Remove the existing Cleary Welcome Pavillion.
- Link elements to River Walk and Recreationway

Specific Recommendations

Peace Monument

- The existing Peace Monument is to be preserved in its present location and landscape as part of Dieppe Gardens.

Dieppe Gardens

- The existing memorial features, including the assembly area and rockery, are to be improved. **(Photo 58)**
- Interpretive historical event walls to line edge of concrete walkway leading to the promontory at the lower level.
- Inscriptions to be installed on the existing retaining wall to improve the understanding of historical milestones.
- Promontory look-out is to be developed north of the existing observatory and incorporated into the River Walk.
- Eternal flame to be added on the Observatory to signify memory, life and sacrifice of soldiers.
- Improved access from Riverside Drive and the introduction of planting and seating areas.

Naval Monument

- The existing Naval Monument is to be preserved in its present location and incorporated within the gardens.

Corporate Sponsorship Courtyard

- Utilizes feature paving and patterned elements within concrete to convey formal corporate imagery as an extension of the City Centre development.
- The existing grades provide the opportunity to create the courtyard as an overlook to the river
- Provide information on the history of industry as it relates to Windsor.
- Use retaining wall bordering north edge of court to display interpretive and informational panels.

Peace Beacon and Plaza (see Section 3.1.3 and Appendix, Peace Beacon Document)

The Peace Beacon is to be built at the north west corner of Riverside Drive and Ouellette Avenue (**Figures 63 and 64**)

- Set into the riverfront slope.
- Earth sheltered design as environmentally sustainable structure.
- Contains washrooms, concession, storage, interpretive information related to peace, ecology and railway history.
- Rooftop landscaped terrace with seating for river viewing.
- Skylight provides interior building light during the day and a illuminated landmark at night.

Parking Court and Turn-around

- A 48 +/- car parking court proposed to replace the existing lot.
- Access to parking off Riverside Drive at Ouellette Avenue extension.
- Parking court to use a combination of stamped concrete pavement and asphalt.
- Specific parking court design treatments are proposed in Section 3.3, Parking Strategy.
- Turn-around plaza provided with 15 meter (50 feet) radius to accommodate buses and other large vehicles.
- Pedestrian access to Historic Brick Walk to the east and access to Udine Fountain to the south east.
- Vertical marker element at base of Ouellette Avenue in the turn-around to signify location of main street within the City Centre.

Cruise / Tour Boat Docking

- Area along Dieppe Gardens to be upgraded for Cruise and Tour boat docking including the provision of bus loading and drop-off. (**Photo 59**)
- Construction of new retaining wall from Ouellette to 140 metres east of McDougall will accommodate additional tie up areas for tour boats and large vessels.

Udine Fountain and Rose Garden

- The existing Fountain and Rose Garden, is to be retained and improved.

Historic Brick Walk

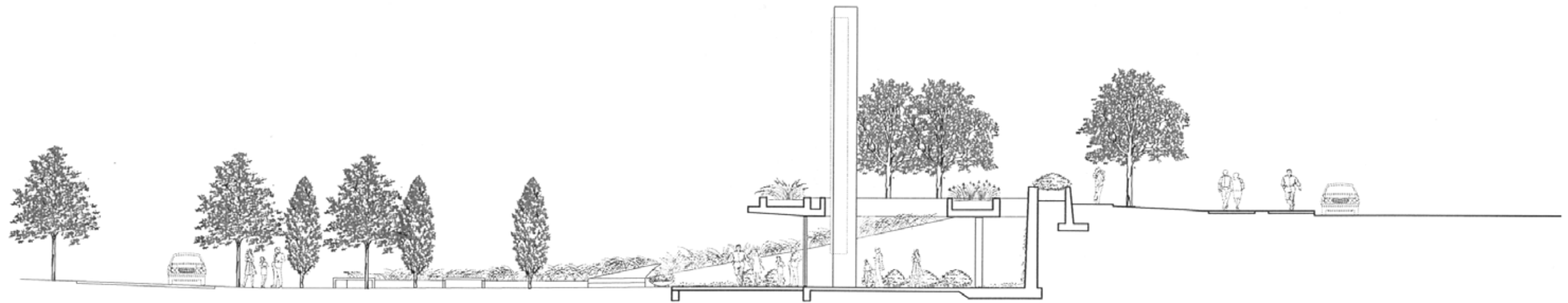
- A significant section of a historic roadway exists to the east of the Udine Fountain. The brick paving area was the main departure area (enroute to the Train Station) for soldiers on their way to the war and was the place where they had the chance to say goodbye to their families. The Brick Walk will be reconditioned and expanded.
- Story-telling and interpretive features, such as inscribed paving panels and life-size bronze sculptures of troops/recruits and their families will be installed. Visitors will be encouraged to mingle and touch these sculptural representations.
- The brick walk is roughly 33x165 feet (10x50 meters) and will overlap the River Walk and Recreationway.
- It is proposed that an appropriate extract from correspondents between a Windsor soldier (for instance at Dieppe) and his family be reproduced as part of this sculptural area. This will link the visual experience to the human significance of Dieppe, and in general the sacrifice of all soldiers and their families. As such, it is intended to make "history" come alive for younger generations.



Photo 59



Figure 63



SECTION B-B

Figure 64

Parking Area (former CNR parking lot)

- A double bay 80 car parking area proposed on the east side of the Historic Brick Walk. Provides parking for downtown patrons as well as parking for the railroad interpretive area, Civic Terrace and Festival Plaza. (see segment 6)
- Access to parking off of Viale Udine from Riverside Drive.
- Specific parking design treatments are proposed in section 3.3, Parking Strategy.

Environmental Assessment Implications

Assuming that the parking and internal road improvements proposed for Segment 5 do not exceed \$6 million, there are no outstanding EA compliance issues to address for the implementation of segment 5 features.

Shoreline stabilization and erosion control works are required along the riverfront east of Ouellette Avenue in Segment 5, and these works require compliance with the *Class EA for Municipal Water and Wastewater Projects*. An ESR of these works and shoreline stabilization works for Segments 6 and 8 was submitted by BTS Consulting Engineers in June, 1999 to comply with

this requirement. For Segment 5, a new vertical shore wall has been recommended by BTS, except in the vicinity of the abandoned CN ferry lifts where a sloping rock revetment is recommended to preserve the historical structures. As no bump-up requests were received by the Minister of the Environment for these proposed works during the 30 day public review period of this ESR, they may proceed without any further compliance with the provincial EA requirements.

As the new vertical shore wall and sloping rock revetment in this park segment entail in-water construction works and facilitate greater tour boat access to the waterfront, approvals under the federal Fisheries Act and the Navigable Waters Protection Act are also required. Approvals under these federal statutes “trigger” the application of CEAA. A “screening” process under CEAA is underway at present, following which the shoreline works in this segment may be constructed.