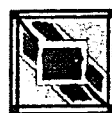
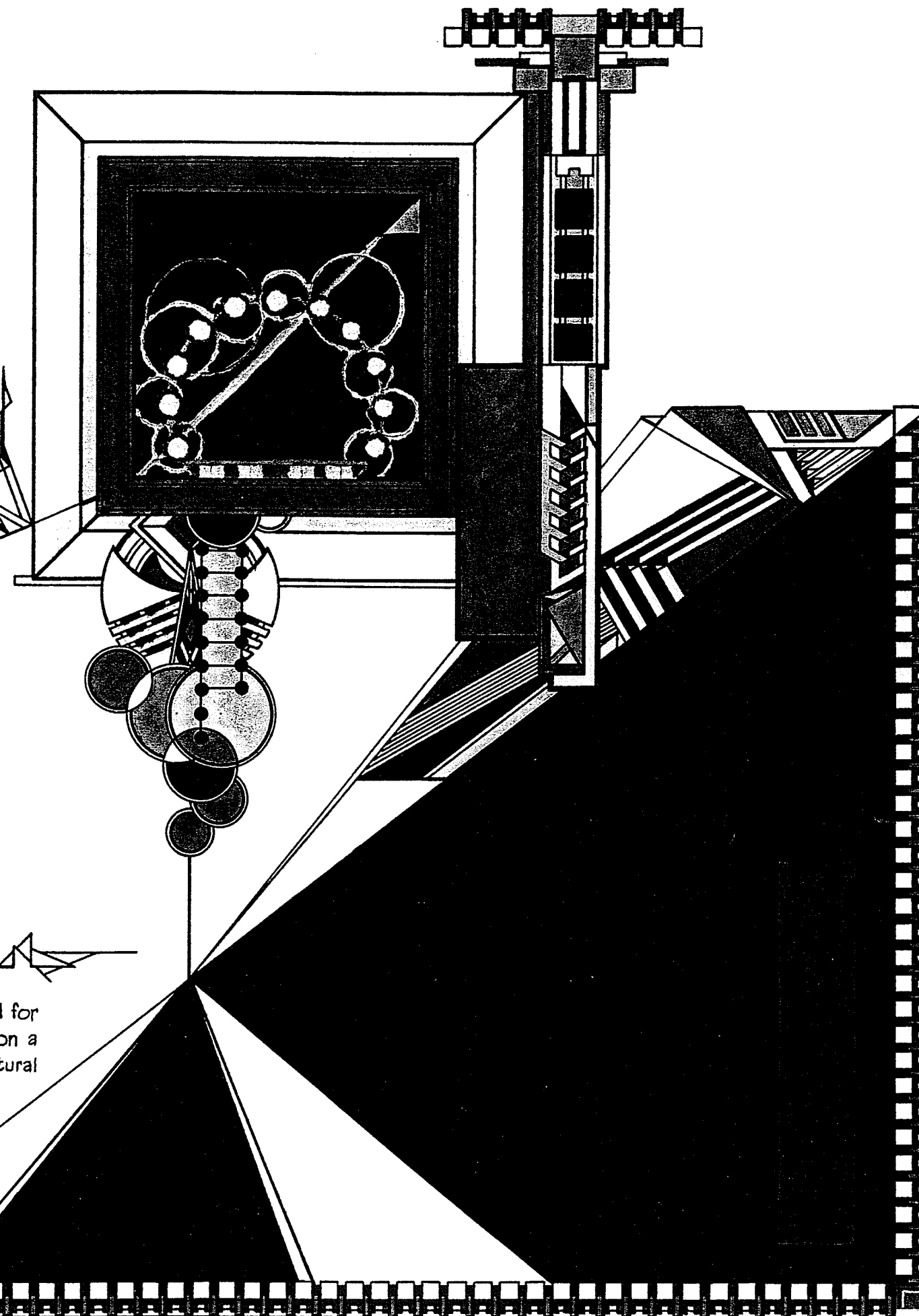
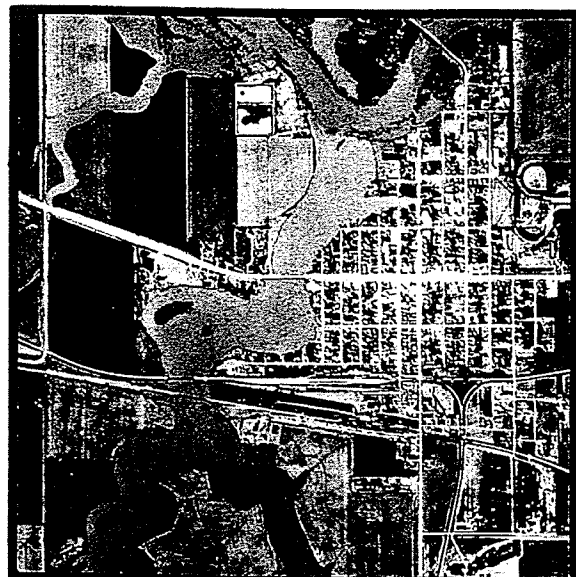
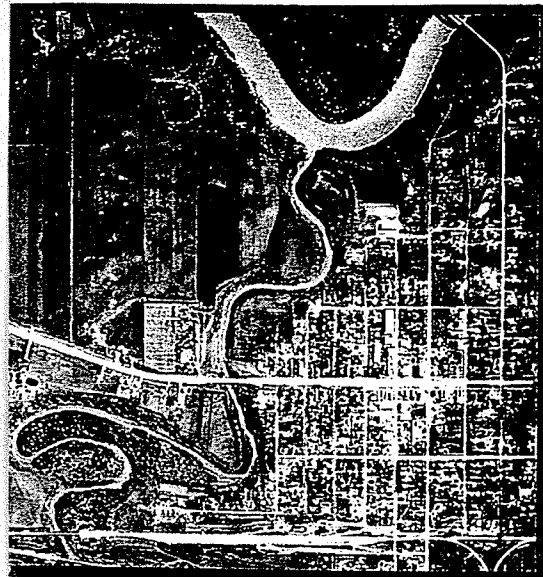


Peripheral Site Recovery : The Scratching River Nature Park

Andrew James Hudson

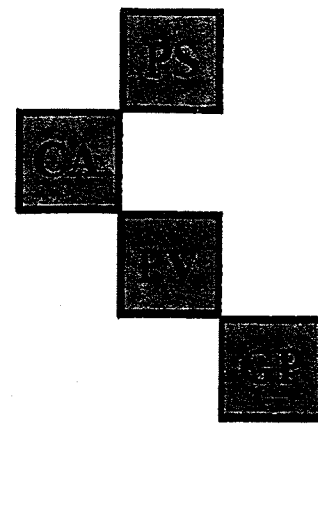


Peripheral Site Recovery: The Scratching River *Nature Park*

This practicum presents the development of a *Nature Park / Rest Area / Campground* for the town of Morris and describes how to actively recover a peripheral site located on a flood plane, based equally upon the recognition of natural processes and cultural requirements.

PRACTICUM DISSERTATION
Andrew James Hudson
August 27, 2001.

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PERIPHERAL SITE RECOVERY: THE SCRATCHING RIVER NATURE PARK

BY

ANDREW JAMES HUDSON

**A Thesis/Practicum submitted to the Faculty of Graduate Studies of The University of
Manitoba in partial fulfillment of the requirement of the degree
of
MASTER OF LANDSCAPE ARCHITECTURE**

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Peripheral Site Recovery : The Scratching River *Nature Park*

PRACTICUM DISSERTATION
Andrew James Hudson
August 27, 2001

This practicum is dedicated to my parents for their patience.

1	INTRODUCING THE PRACTICUM _____	1
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ACKNOWLEDGMENTS: I would like to express my sincere thanks to Richard Perron, Charlie Thomsen and Gary Hilderman for their ever present interest and advice. I would like to thank my grand parents for their advice and support. I would also like to thank my professors throughout the years in this faculty who have provided inspiration and constructive criticism: Carl Nelson, Alf Simon, and Alan Tate.

Peripheral Site Recovery : The Scratching River *Nature Park*

PRACTICUM DISSERTATION

Andrew James Hudson

Dean Park Studio

Winnipeg, Manitoba Canada

August 27, 2001

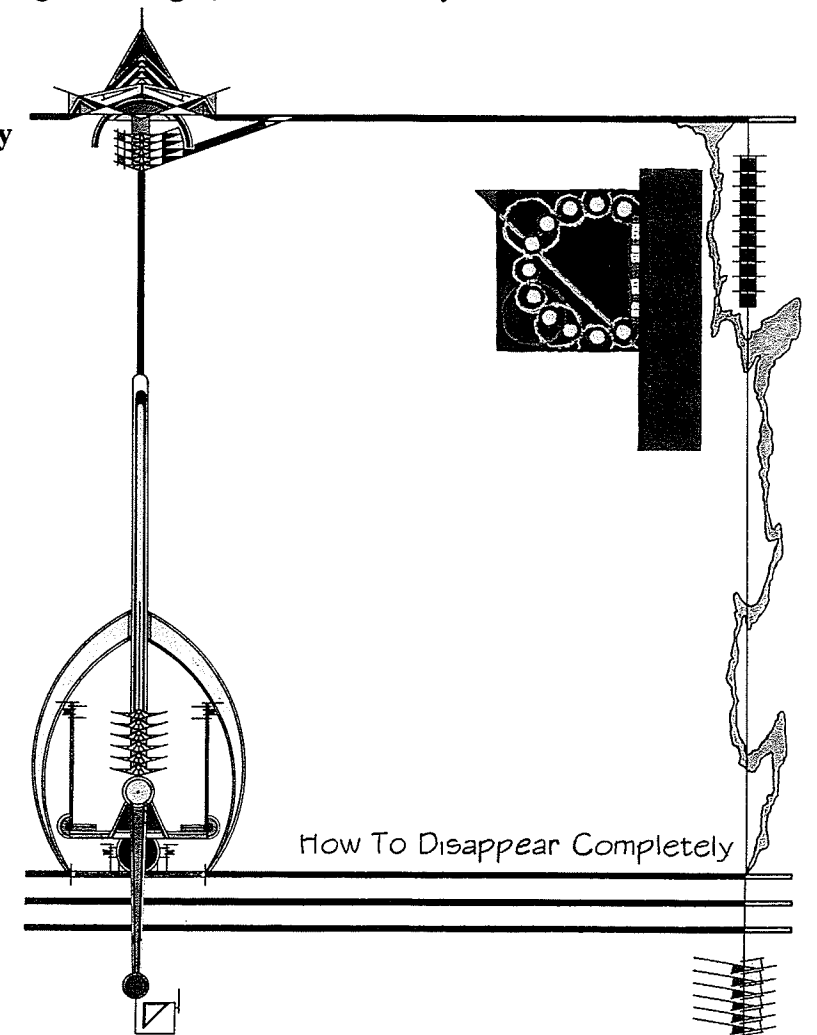
PRACTICUM PROCESS

The intent of this practicum, as well as the above mentioned objectives contain many words with a lot of different meanings to a lot of different people. In turn, they have specific and definable meaning within the realm of this practicum, specifically as they relate to the character of the study site in the town of Morris, and its place in the Red River Region. Rather than define and explain each here, I intend to explain them as they appeared throughout the process of this practicum, namely through the five stages identified as a means of describing the practicum process. Words that will be defined and described here include: peripheral site, recovery, *Peripheral Site Recovery*, natural process, flood plane, cultural requirements, analytical technique, graphic imaging, program, *Nature Park*, geometry, design philosophy, creativity, artistry and imagination.

THE FIVE STAGES OF THE PRACTICUM PROCESS

As the practicum took shape, I began to see the body of work develop into a series of logical stages, as a means of thoroughly engaging in the practicum process and getting as much as I could out of it. I saw the practicum as being an exercise in developing the kinds of techniques and ideas I had only hinted at in previous studio work. But to get there I had to undertake an incredibly personal journey, explained in the following five stages, characterized by the five *BOOKS* described bellow.

BOOK I : How To Disappear Completely September 1999 - April 2000



1 INTRODUCING THE PRACTICUM

PRACTICUM

This practicum presents the development of a *Nature Park*, Rest Area and Campground for the town of Morris and describes how to actively recover a peripheral site located on a flood plane, based equally upon the recognition of natural processes and cultural requirements. This project began in the spring of 1998 as a studio project and evolved into a deeper exploration into design process, culture, nature, context and experience.

OBJECTIVES

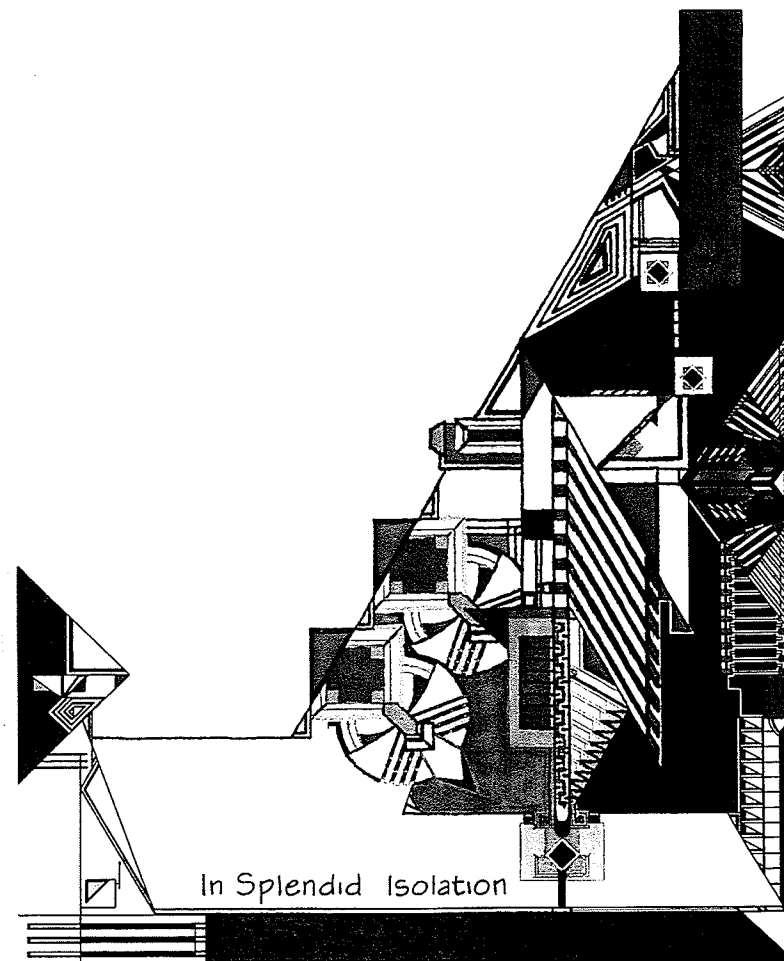
- 1 To investigate the practice of landscape architecture as a primary agent in reclaiming and recovering peripheral sites.
- 2 To develop and strengthen analytical techniques involving survey, identification, circumstance and invention, by exploring the dynamic relationship between regional, town and site character.
- 3 To Explore the qualitative and quantitative aspects of program.
- 4 To explore the role of graphic imaging, geometry, creativity and design concept in shaping the material landscape.
- 5 To improve my optical, perceptual, mental, graphic, verbal and practical skills: thinking it, writing it, saying it, doing it.

Book one presents the first in a series of five books documenting the period of time between the beginning of this practicum and the final version, and the process it took to get there. The first book chronicles the beginnings for the basis of this practicum, that being Townscape Studio: The Morris Rest Area / Campground, the document composed for Research Methods, and the myriad of practicum proposals, one save for all of which my committee members never saw (the downside of 'disappearing').

The title of Book I, *How To Disappear Completely*, seemed fitting to me as a way in which to describe the process of developing an idea without fully grasping the scale and the scope to which you must eventually give in to. In a way, purposely naive: reaching the purity of an idea without understanding the idea and without considering the reaction of ones future committee members. In retrospect, it seemed that I was attempting to do anything and everything all in one practicum, but more importantly, others saw potential where even I myself had doubts: they were the ones who led me towards the light at a time when I seemed lost in the idea ...destined to disappear completely.

BOOK II : In Splendid Isolation

April 2000 - September 2000



Book two represents the second in a series of five books documenting the practicum journey. The second book particularly looks at the exploration of contemporary landscape issues and the idea of recovery, as in James Corners *Recovering Landscape*, conveyed through the steady

documentation of information relative to my own thoughts and ideas regarding issues facing contemporary landscape architecture. Two preliminary proposal emerged from this lengthy process as well as the third, and at the time, 'official proposal' intended to describe the framework for the practicum in terms of idea, scope and practical application.

The isolation aspect of the title seemed fitting to me as a way of describing the blinding effects of getting caught up in this kind of research. *In Splendid Isolation* aptly describes the process of the practicum throughout the summer months: away from school, away from committee, working full time, building furniture, reading books on 'Neoclassical Organicism' and Landscape Recovery. Compiling material, expanding my vocabulary and armed with a recovery edict, I decided to test my faith in my own interpretation of recovery, only to discover that my interpretation was not my own, and indeed landscape was not necessarily in need of recovery... Lost in splendid isolation...

But all was not lost, for I discovered three new terms to add to my vocabulary, all of which have subsequently found agency and application within this practicum: peripheral site, recovery, *Peripheral Site Recovery* and natural process.

Peripheral Site: Peripheral sites are forgotten spaces: the zones between zones and the wildlands left on the fringes of towns and cities¹. The site I have chosen as a practicum exercise is a peripheral site: a throwaway landscape labeled unsuitable and functionless, located on the fringes of the town of Morris, isolated from the town by an earthen dike..

Recovery: The term recovery implies that something once lost, has been found again, transformed and brought forth with renewed vitality and interest.² One aspect of this term describes the act of developing and understanding the opportunities associated with peripheral sites.

Peripheral Site Recovery: When taken together recovery and peripheral site become Peripheral Site Recovery: the act of recognizing, understanding and developing the forgotten zones, the space between place as one of recovery, and the design of quality space addressing natural and human issues facing contemporary life (suburban density, community identity, health, impact, and sustainability).

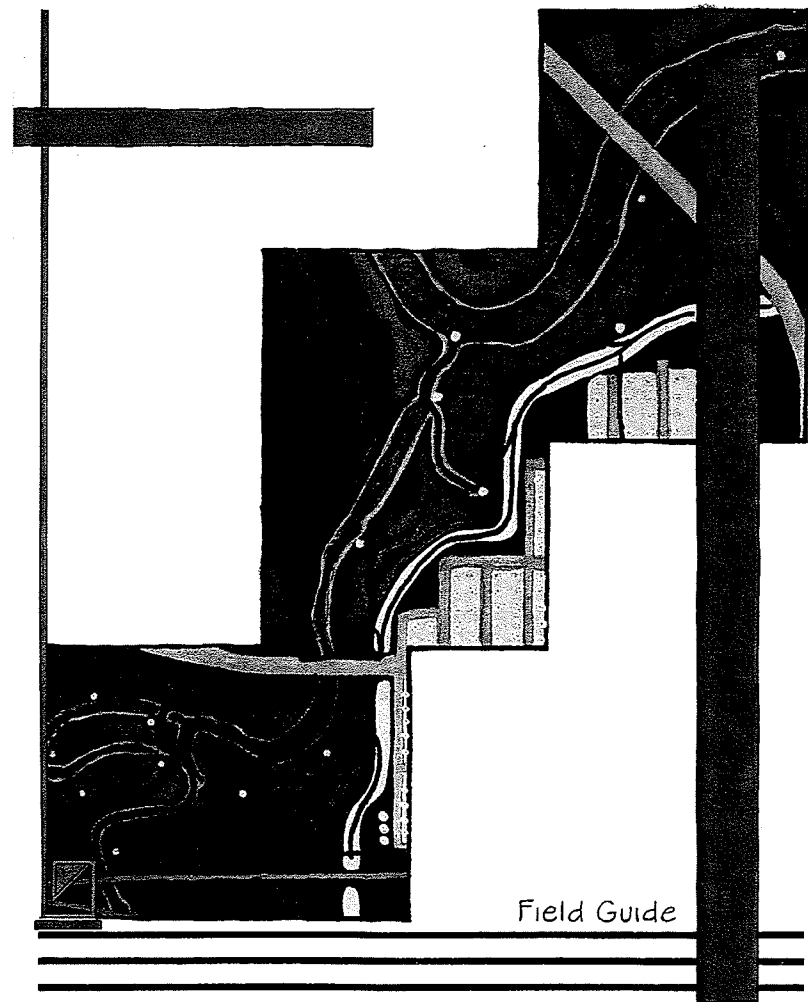
Nature Process (or Landscape Ecology): This term describe the way in which ecology and human landscape activity intermix to define the character of a place: it is a term that recognizes humans and human activity as an ecological process, or as a process in nature. In other words, a place is effected, not just by local and regional ecology, but also by human modifications to this ecology. Each, when taken together, become natural process. Within this practicum, recognizing natural process becomes an act of developing the landscape as a dynamic organism and involves expressing natural patterns and issues within a cultural landscape through a system of open ended design devices, based on facilitating the activity of biological processes, and letting these processes, through time, create a memorable landscape of experience.³

¹ Wall, Alex.. *Programming The Urban Surface*. (Pg. 234)

² Corner, James. *Introduction: Recovering Landscape As a Critical Cultural Practice*. (Pg. 10)

³ Berrizbeita, Anita. *The Amsterdam Bos*: (Pg. 27)

BOOK III : The Scratching River Field Guide
September 2000 - November 2000



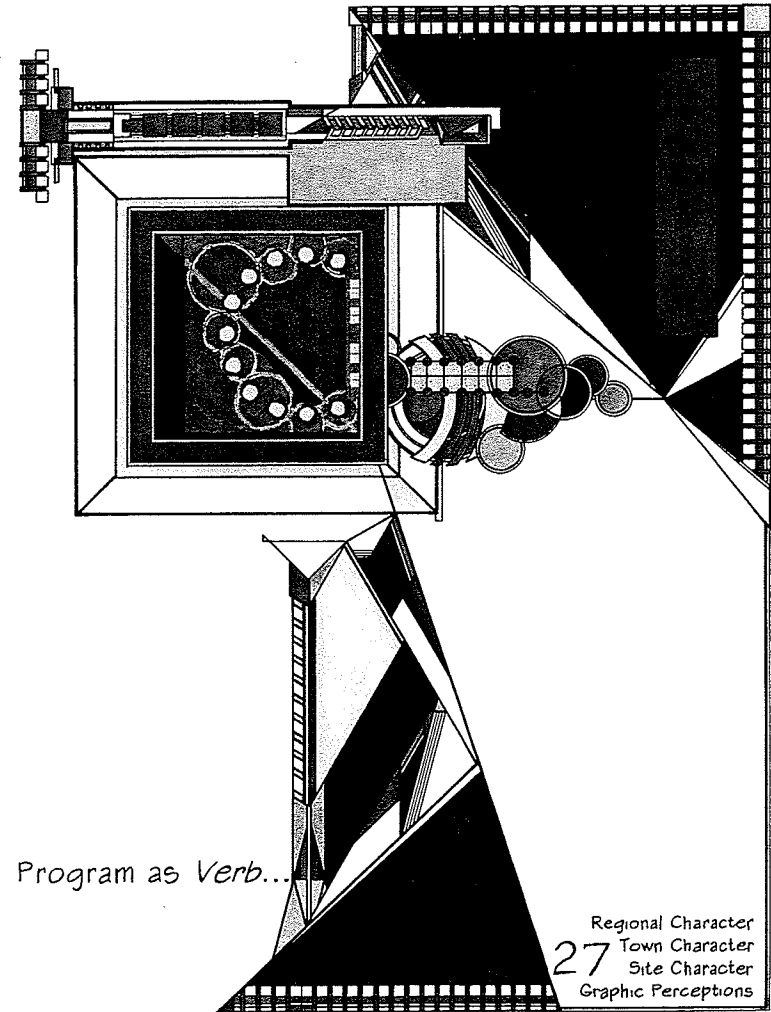
Book three represents the third in a series of five books documenting the period of time between the beginning and the end of this practicum, and the process it took to get there. This stage looked at how the ideas brought fourth in the ‘third official proposal’ related to the physical and cultural characteristics of the site and the surrounding region. Highlighted passages of text became the basis for a scratchy image collage, resulting in forty-two 8 x 11 images, which provided the foundation for the proper analysis carried out in BOOK IV. This stage eventually came to be known as *The Scratching River Field Guide*: a term borrowed from the ecological study of landscape aptly describing the process of site discovery, and the creation of a loose framework to help me throughout the practicum. Not thinking to much about what was being done, working on intuition, letting what was in the mind and partial form appear in graphic communication. Order and logic thrown to the wind, the sketchy-scrappy framework developed out of the idea of putting words to site-graphic form. Although I resisted organizing the pieces into a logical organic whole, there was a thread of order to it, hidden like a tuff of vegetation growing in the cracks...

Two new terms for the practicum emerged here: flood plane and cultural requirements.

Flood Plane: This term describes a part of the earths surface who’s boundaries are determined by natural characteristics, not human settlement patterns. Understanding the characteristics of a flood plane is a way of understanding the complex relationship between regional and local culture. The structure of the flood plane is determined by the analysis of climate, precipitation, vegetation, soils, geology, fauna, groundwater, air quality, surface hydrology, drainage, topography, land use patterns, population density, settlement patterns and economics.⁴ Specifically here I speak of the dynamic characteristics of the Red River Valley, and in particular, the Morris River.

Culture Requirements: This refers to understanding the complex system of social, ecological and human relationships that define a group of people. Culture characterizes similarities in the lives and activities of the people in a given region, and understanding cultural requirements requires the analysis of place and region. The culture of the Red River Valley can be described as a agriculture based region deeply effected and partially in tune with the processes of the valley, specifically the seasonal flooding of the Red River. Regional attitude is shaped by the flooding process: what we have here is a prevailing fear of the processes due to a physical lack of protection from flooding once outside of town, and a lack of active, progressive water management ideas.

BOOK IV : Program As Verb ...Supplementary
November 2000 - January 2001



⁴ Reiniger, Claire. *Bioregional Planning and Ecosystem Protection*. (Pg. 186)

Book IV marks the forth in a series of five books and is composed of two parts: analysis and program. The analysis undertaken here can be described as a three tiered analysis structured on the basis of *Regional Character*, *Town Character* and *Site Character*. The purpose of this analysis became an act of creating a proper, rational and logic analysis based on the kind of issues brought forth in BOOK III, and was fundamentally about understanding the culture of the region, town and site: to step back and look beyond the boundaries of immediate place and to explore the relationships between scale and activity. This stage involved taking the 8 x 11 images, grouping them in the above mentioned categories, and then developing twenty-one cognitive maps exploring observations and opportunities: with minds eye keen on observation I sought to express what was seen, felt and where the opportunistic potential for design found agency, through graphic imaging and mapping.

Program As Verb emerged by way of committee consensus as the next logical step, program as verb not noun. But first, transition was needed and provided by a grouping exercise, namely the grouping of the opportunities uncovered in each analysis category. I began to see overlapping opportunities which began to link the three categories of analysis, and I saw that these could be better suited if they were organized into new categories. These emerged as fields of activity and then later became fields of program, represented here by *Nature Park*, Rest Area and Campground. Following this I began a qualitative and quantitative analysis of each program field, namely by defining each, understanding the program components for each and then developing a program specific to the practicum site.

Words with meaning specific to the practicum emerged here in this stage, namely: analytical technique, graphic imaging, program (as verb), and *Nature Park*.

Analytical Technique- Meso, Macro, Micro: This term describes the method used to analyze the practicum field and is essentially an adaptive strategy involving three different levels of scale, *meso*, *macro*, *micro*, tailored to a specific context and a specific problem. It is a technique of analysis that is based on non-subjective concepts, becoming subjective to local character and conditions.⁵ Here, the *Meso* scale refers to the process of flooding in the Red River Valley, and encompasses the zone defined as Manitoba's portion of the North American Trade Corridor. The *Macro* scale refers to the town of Morris and the kinds of cultural processes going on there, the boundaries to which is defined by the earthen dike that surrounds the town. The *Micro* scale refers to the practicum study site itself, encompassing the proposed rest area site, the current Scratching River campground, and the river zone in between.

Graphic Imaging: This term describes the act of site interpretation and analysis by creating abstract, meaningful representations of place found in maps, pictures, drawings and can involve techniques such as photo montage, composite views, text, abstract notions and layered graphic thoughts.⁶ This type of image creation is carried out in this practicum by way of conventional and non conventional mapping techniques expressed in the study and interpretation of region, town, and site character, and also finds expression in the *Graphic Perceptions*.

Program: This term means program as verb, not noun, and involves the analytical and formative study of the qualitative and quantitative aspects of site component features.

Nature Park: *Nature Park* has three different things, and are used throughout the document in one or three meaning form. The first instance describes *Nature Park* as a type of passive outdoor

recreation place based on experiencing the natural and cultural character of place. Secondly, *Nature Park* can be described as the overall field of program for the Scratching River *Nature Park*, containing programmatic component features unique to *Nature Park*, but also a Rest Area and Campground, of which each have independent and overlapping programmatic features. The third component describes *Nature Park* as a conceptual idea, the recognition and understanding of process by way of direct experience.

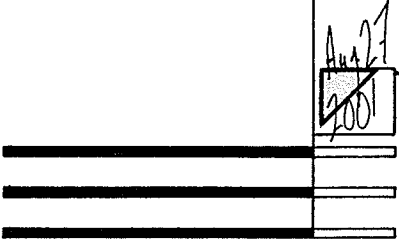
BOOK V : Peripheral Site Recovery: The Scratching River *Nature Park*

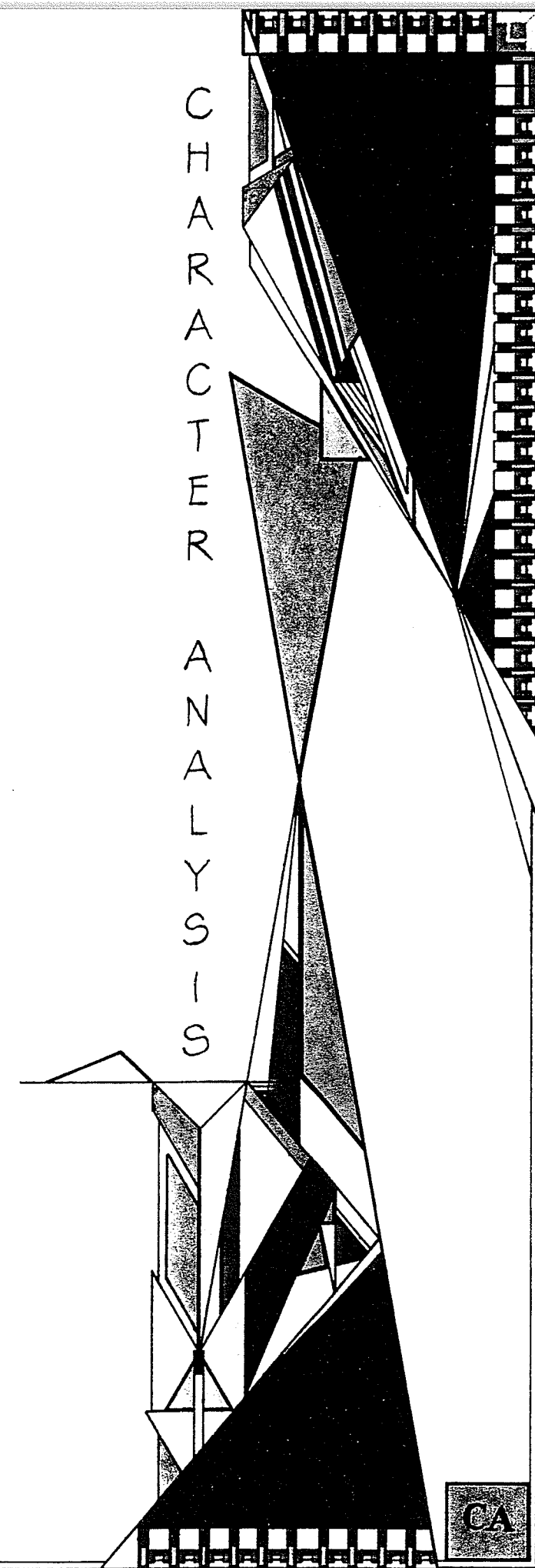
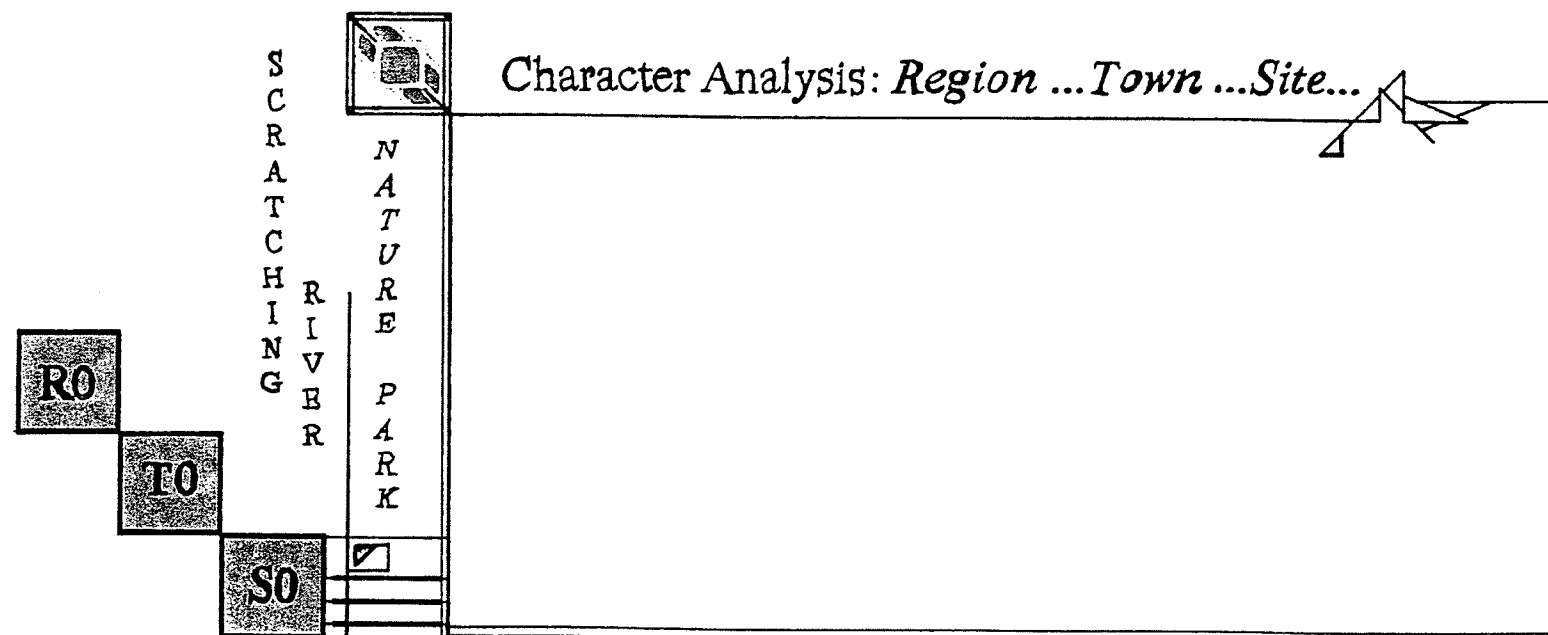
This book describes a synthesis of the all process stages into a final document, book five. In this book, the Character Analysis and **Program** find agency, as do two new and integral practicum process aspects: *Graphic Perceptions* and Design *Synthesis*. The Graphic Perceptions provide a transition between program and design formation, conceptually expressing the site in an experiential / emotional / experimental way by use of geometric patterns. Furthermore the *Graphic Perceptions* provide an anchor for design philosophy, which describes an individualistic, subjective form of written and drawn language, a kind of grammar, developed by time and practice to transform ideas into a creative architectural form. Graphic and philosophical ideas find agency in *Graphic Perceptions 1* through 7, and leads to the transformation of the component features of the practicum into designed formation. The design formation provides a kind of verification, verifying the synthesis between analysis, program, graphic imaging, and philosophy. In every way possible the verification aspect of the design synthesis is the basis for the evaluation of this practicum. The title of this practicum, the abstract and the objectives emerged out of the practicum process and the five stages it took to get there. Because of this the practicum developed very much as an organic whole, bit by bit and piece by piece, all parts combining to form the whole ...organic architecture at work...

Here is the dissertation of Peripheral Site Recovery: The Scratching River *Nature Park*

⁵ Franklin, C. *Designing As If The Earth Really Mattered*. (Pg. 20)

⁶ Marot, Sebastien. *The Reclaimaing of Sites*. (Pg. 50)





CHARACTER ANALYSIS:

Region

Regional Character

The basis for this practicum began in the spring of 99' as a Rest Area / Campground for the town of Morris and due to the limited scope of this Townscape Studio project, very little time was spent exploring the surrounding region within this design context. The boundaries and the basis for the Rest Area / Campground may physically end on a property line, may begin with an idea, but perceptually, the boundaries are engaged in freedom and the development of such landscape features are influenced by a much broader scope of activity. By engaging in a conscientious study of the region one can begin to discover previously unknown influencing factors, and one could develop a much more layered way of looking at things. Subsequently, this in turn could very well lead to a broader understanding of place and a more thoughtful development of place expressing design initiatives. So I began the process of character analysis by asking a simple question, namely who would influence the kind of development initiatives in Morris, and I came up with three groups: people from the town, people from the region and tourists from all over North America. Who are they? What are their interests? Where are they from? Why would they be interested in resting or camping here? How would they get to the site?

I then took a step back and discovered that the answer to these questions could be found in a comprehensive analytical study of the region. The preceding categories came from the sketchy-sketch analysis in *Book III: The Scratching River Field Guide* which initiated the exploration of the relationship between Morris and the surrounding region. The map categories were further developed based on political, geographical and regional culture. The political interest rested simply on the international border between Canada and the US. The geographical boundaries fell within the range of the Red River Valley flood plane, and the central location of Morris within it. The regional culture character centered upon the studying a region made up of people with similar interests, defined by their activities within the Red River flood plane. I saw emerging the opportunity to develop Morris as the *hub of the region*, gathering people, information, industry and exploring the design initiatives needed to do so.

Here then is the analysis of *Regional Character* based on the following Map Categories:

- R1 The Incredible Reach Of Highway 75
- R2 TRANSPORTATION ROUTES
- R3 FUR TRADE IN THE SCRATCHING RIVER REGION
- R4 ARTIFICIAL DRAINAGE
- R5 THE FLOOD OF 97'
- R6 The Inter- *network*

R1 The *Incredible Reach* of Highway 75

...The Agri - Town Of Morris Within The Context Of North America...

OBSERVATIONS

Town Location

The small agri-based town of Morris is located in Southern Manitoba, close to the center of Canada, twenty minutes south of Winnipeg, and forty minutes north of the international border separating Canada from the US. Morris finds itself positioned on the flood plane of the Red River Valley at the junction of the Morris and Red River(s). The surrounding landscape has been characterized as the flattest land in Manitoba through which the rivers meander, cut deep valleys, offering the only noticeable topographical relief. Highway 75 runs latitudinally through the center of town and even becomes the Main Street of the town, plagued by intense traffic activity and noise.

The Incredible Reach...

Highway 75 runs on a north - south axis through the center of the town, extending north to Winnipeg and south as far as Houston, Texas. At the international border between Canada and the US, Highway 75 turns into interstate 95 and all along this route there are east / west connections to every major US east - west running Interstate, and in turn, each east-west interstate connects to every major city in the United States. This linear zone between the great lakes of Winnipeg and the Gulf of Mexico, marked by highway 75 and interstate 95, has been defined as the North American Trade Corridor, and can be described as having four key components: trade, tourism, waterways and migratory paths.

IMPLICATIONS / OPPORTUNITIES

Attracting People

With its centered location in North America, and the relationship between highway 75 and the North American Highway / interstate network, there is a great potential for the town of Morris to attract large numbers of people of varying interests. The undertaking of development in Morris based on interests in tourism, trade, water and migration would generate the desired attraction to a wide range of groups.

Developing Tourism

Tourism geared towards the far reaching aspects of highway 75 would generate interest in current town activities, like the stampede, curling and camping, and would likely spur the creation of new activities of both passive and active character, far surpassing anything currently available in the region, and stimulating future tourist based growth throughout Southern Manitoba..

Developing Business

The development of business activity geared towards the transportation aspects of Highway 75 could have the potential of generating wealth and income not only to individual towns people (jobs), but to the town as a whole (taxation), which could then be used to expand on the

development of a wide range of recreation initiatives, geared towards strengthening the quality of life in the town and the surrounding region.

Developing Waterways

Water savvy development could help to address the relationship between human activity (runoff, waste water management) and the flooding problems of the Red River Valley, and could also open up the Red River Valley waterways system as a source of active recreation.

Developing Migration

Migration conscious management techniques, such as habitat restoration, and recreational river corridor development, could generate a place for migratory animals habitat and human experience, which could further enhance the town and its place in the North American context, and would also help to strengthen the ecological habitat and awareness of the region.

R1 Regional Map 3 : The *Incredible Reach* of Highway 75

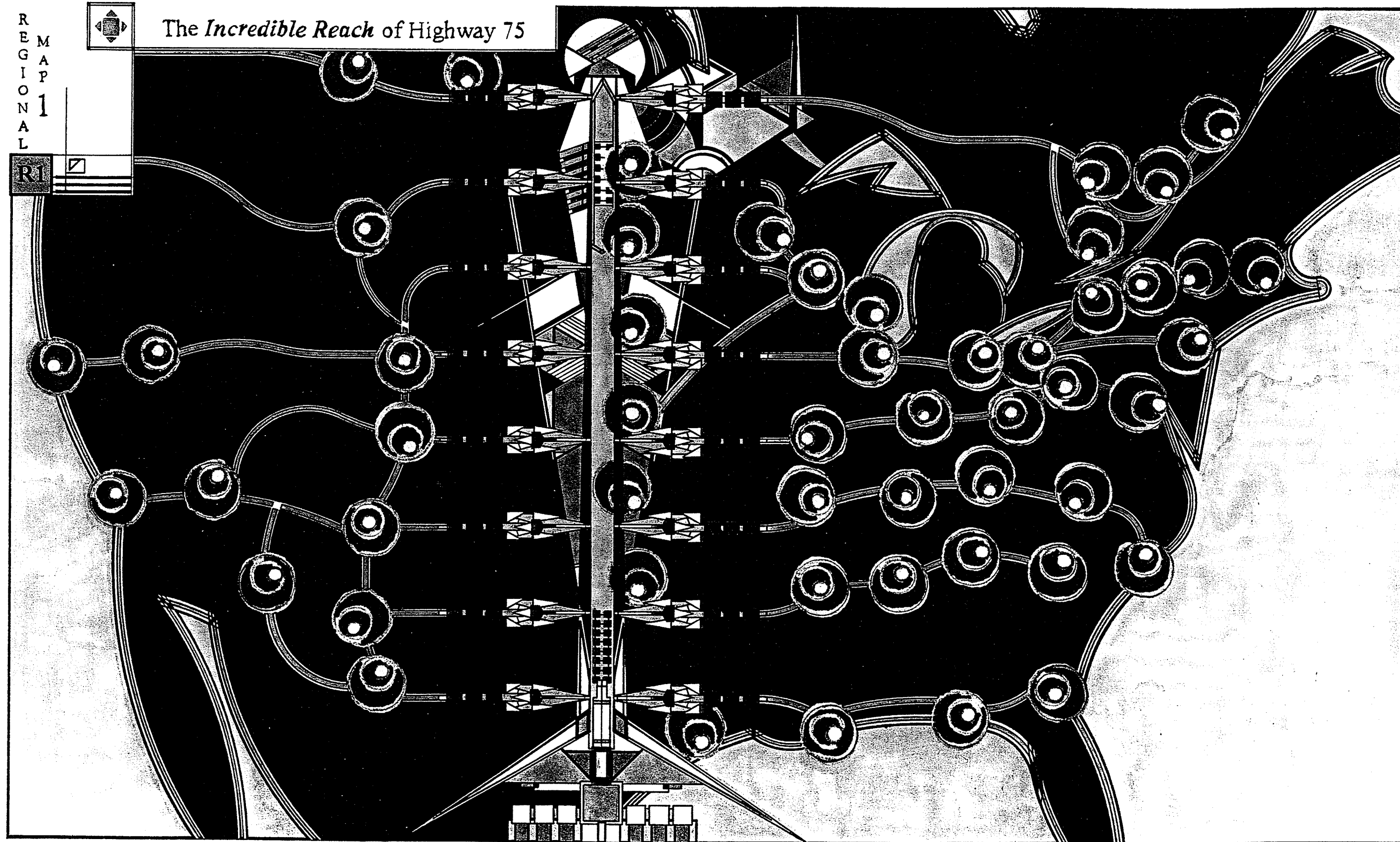
This conceptual map drawing refers to the importance of Highway 75 and the town of Morris as situated in the greater context of North America. The highway and its interstate counterpart cuts through the center of this geography, interrupted periodically by east - west running interchanges, which 'plug' in and offer great potential in terms of the sheer volume of people with easy access to this north - south highway 'cut'.

REGIONAL
MAP
1



The Incredible Reach of Highway 75

R1



R2 TRANSPORTATION ROUTES

...Morris and Southern Manitoba Trade...

OBSERVATIONS

Manitoba's Section of the North American Trade Corridor

Morris is located midway between Winnipeg and Emerson and is within the zone defined as Manitoba's portion of the North American trade corridor, containing three groups of transportation routes, including Provincial Trunk Highways, railroads and waterways. Throughout the history of the region, each travel route has been used with varying degrees of intensity and can be traced logically through the modernization of the region. Travel began with the rivers, later joined by the Pembina Trail, and then the railway. Today, a great majority of travel and transport related activity occurs on Highway 75, complimented by the railway, primarily engaged in the freighting of grain and low cost goods. The river currently has no travel-oriented function, save for a few pleasure seekers.

Vehicle Transport - Highway 75

The current configuration of Highway 75 is reactionary to the changes that have occurred in Southern Manitoba over time. Originally known as the Pembina Trail, the origins of the highway took shape through active merchants and travelers engaged in the business of freighting furs and goods between Fort Rouge (now Winnipeg) and St. Paul, Minnesota. Highway 75 primarily functions as a transportation route which connects Winnipeg to the network of Interstate Highways in the US, extending as far south as Dallas, Texas. Highway 75 is also the anchor to the Southern Manitoba's portion of the North American Trade Corridor, primarily engaged in the transportation of goods and people. A network of east-west running highways connects much of Southern Manitoba to Highway 75 and the highways principle local function is to serve the towns which have grown up along the railway, using routes originally dictated by the Pembina Trail, and firmly set by the laying out of the township system and the construction of a grain elevator.

Railways

The Southern Manitoba transportation corridor became permanently fixed with the construction of the railway and subsequently, towns developed based upon rail dependent industrial activity associated with regional farming. Farm to grain elevator wagon roads were built on the township survey lines, and became the basis for the network of roadways the automobile would eventually inherit. This railway dependency focused the flow of goods along the corridor, and led to the eventual concentration of farm related activity to the towns of Pembina, Morris and Winnipeg, and to a lesser extent the towns of St. Adolphe, St. Agathe, St. John Baptiste, Letellier, Emerson, and Joliette. Today the former farm to grain elevator roadways are used to access Highway 75, from which grain is trucked to the towns with elevators, loaded into boxcar and transported to various markets.

River

River transport can be aptly characterized as the 'forgotten' transportation route. Steeped in history and part of the fur trade network, the acknowledgment of the Red River and its network of tributaries is primarily a reaction to the constant flooding problems of the region. First Nations Peoples and later fur traders of the Hudson Bay Company (HBC) and the North Western Company (NWCo) used the rivers as transport by canoe and by foot or dog sled in the winter. During the initial exploration of the region, rivers were used because of their efficiency as a sheltered route of travel. Briefly, steamboats used the rivers as a means of transporting trade goods and people to the various towns along the river system, bringing mechanized farm equipment form the US to the Red River Settlement. Today the use of the rivers is more often than not, not recommended due to unpredictable flooding, poor water quality and unstable ice.

IMPLICATIONS / OPPORTUNITIES

Layers and Uniformity

There is a distinctive landscape uniformity that has developed along with the emergence of the transportation corridor. Two agents of landscape character are held in tension: first the growing complexity caused by the accumulation of layers of history, and second the increased simplicity and uniformity caused by the concentration or centralization of activity along the trade corridor. The Pembina trail was the first agent of national landscape uniformity, followed by the river and then the railroad, bringing a modern industrialized Canada to the doorstep of small towns throughout the region, creating landscapes that are recognizable by their sameness.

Regional Hub

The homogenization of Southern Manitoba has resulted in the loss of an identifiable history and a sense of regional cultural. This calls for the opportunity to create a centralized point of data to celebrate the rich history of the region, without displacing the necessity for change and flexibility. With its strategic location along the North American Trade Corridor, Morris has the potential to become a kind of *regional hub* for the Red River Valley, gathering people, information, history and technology.

Highway / Railway / River

The highways gathering characteristic can actively facilitate the town of Morris as a gathering mechanism for people interested in the tourism and trade opportunities in the region. The railway and its connection to the region could explore the landscape character of the region, by providing a jumping off point for the exploration of the region by rail (such as the Prairie Dog Central). The rivers can be developed both as passive and active recreation facilities: waterways for education (runoff, flood data, pollution, wildlife), connectivity (to historic sites and places), boating, canoeing and fishing in the summer and snowmobile networks in the winter.

R2 Regional Map 3 : TRANSPORTATION ROUTES

A map exploring the relationship between Morris and the transport network of Southern Manitoba, as a part of the North American Trade Corridor, paying particular attention to road, rail and waterway.



RED RIVER VALLEY

TRANSPORTATION ROUTES

Provincial Trunk Highways

2 Lane, Paved

Multi-lane

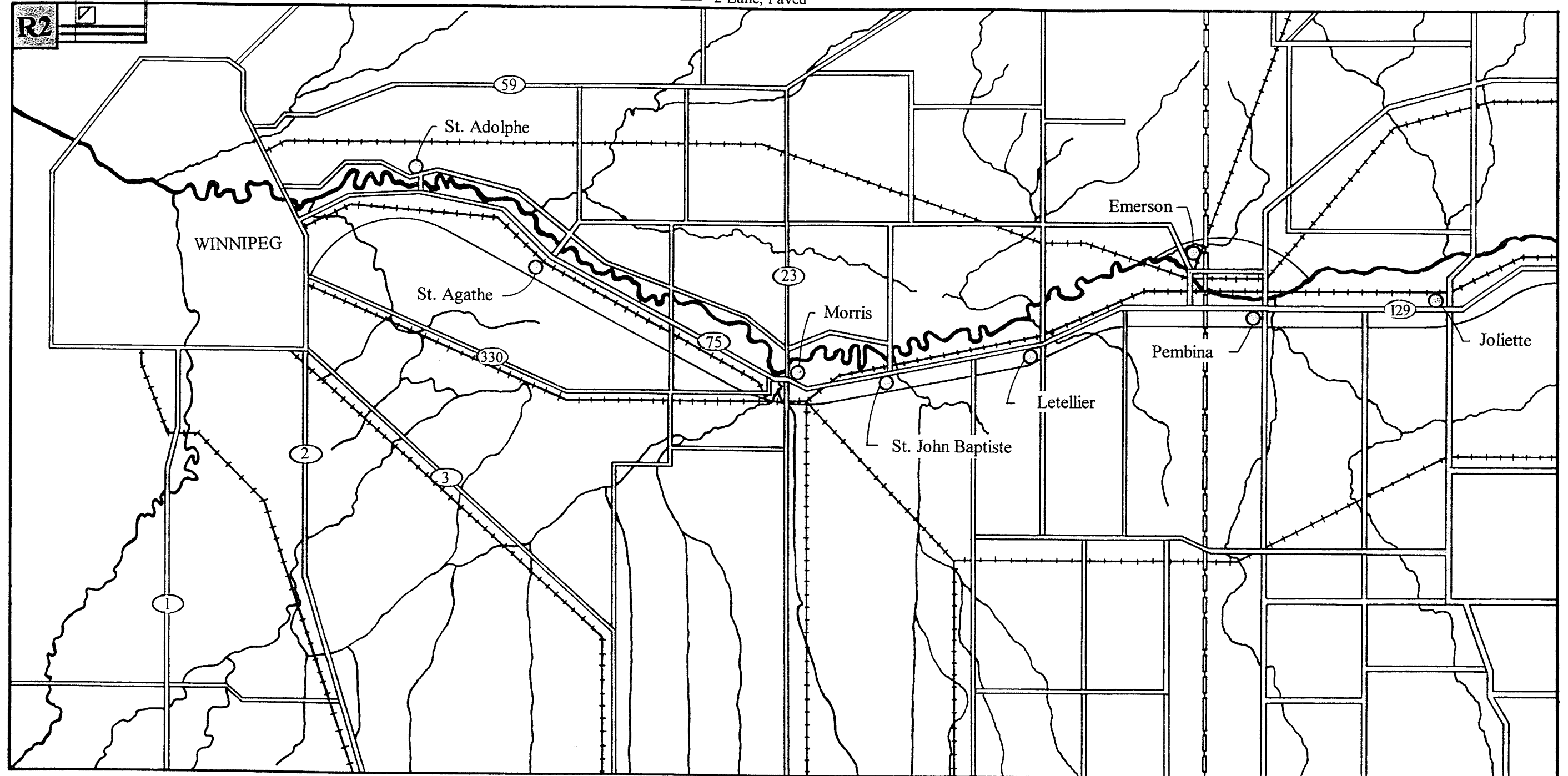
Provincial Roads

2 Lane, Paved

Transportation Corridor

Canadian Pacific Railway

Prairie Town



R3 Fur Trade In The Scratching River Region

...A Brief History: Fur Trade, Cart Brigade, the *Anson Northup*, the Agri-Town...

OBSERVATIONS

Fur Trade in the Scratching River Region

Save for native activity in the region, the pre-modern history of the region begins in 1797 with the emergence of fur trade activity in the region. Contextually, 1797 marked the point where fur trade expansion began to intensify in the west, spurred by the heated competition between the Hudson Bay Company (HBC) and the Northwest Company (NWCo). Locally, in 1801, the Red River region provide the setting for a short but intense battle for the region between three groups: the HBC, the NWCo. and the newly formed XY Company (disaffected NWCo traders), each party vying for the monopoly of trade with the regional Native Americans. Spurred on by a brief but intense competition, rival posts began to emerge along the Red River between Fort Gary (HBC), and Fort Pembina (NWCo).

The Scratching River Region

To gain an apparent strangle hold on the region, the NWCo was forced to set up more outposts along the Red River to remain a step ahead of the competition. Upon learning that the XY company was building a 'trading post' (most likely a log cabin) on the Scratching River in September 1801, the NWCo. sent a group from Fort Pembina to set up camp on the Scratching River as close as possible to the XY Company. Unfortunately, no artifacts or record exists as to the exact whereabouts of the forts location, but a local historian believes the two posts were located at or near the junctions of the Red and Scratching Rivers, as this was the most logical location for individuals engaged in the business of trade, located equidistant between Fort Rough and Fort Pembina.

The Initial Naming the River

The origins of the actual name(s) of river holds significance in the rivalry between the fur trade companies, the long standing rivalry between the French and English Canadians and the Canadian governments desire to turn the region into a 'new Ontario'. Riviere aux Gratias was the name of origin initially chosen by the French explorers who named the river after the small Gratias shrub which was seen in abundance along the banks of the river. Translated by the English traders, the river came to be known as the Scratching River, a poor translation at best, demonstrating another layer of rivalry between the fur trade companies.

A Grand Total of Nine Months...

Fur trade in the Scratching River region proved to be unsuccessful. After nine months, the NWCo abandoned the area and returned to Fort Pembina, never to return to the Scratching River. Similarly the XY company abandoned their 'Trading Post' and later rejoined the NWCo. This apparent lack of success had much to do with the emergence of Fort Pembina as the base of operation for the buffalo hunt, which was the way of life for the Metis, who would go west in the summer, hunt and gather furs / buffalo hide and meat, and then winter at Fort Pembina. It was because of this factor that Fort Pembina became the stronghold for the NWCo and the key to the

buffalo hunt / fur trade in the west for this company. The Scratching River region, as a west flowing tributary to the Red River eventually gained importance as the buffalo hunt intensified and the Red River Settlement emerged as a vibrant community. In the 1850's, when the Red River carts of independent traders made regular trips from Fort Gary to the booming commercial center of St. Paul Minnesota, the junction of the Scratching and Red Rivers became a frequent 'rest stop' for travelers, eventually leading to the emergence of a settlement there.

The Waterway

Waterways like the Red River and its tributaries provided explorers, traders and travelers with a natural avenue of travel. The *Anson Northup* was the first steamship to navigate the waters of the Red River from Minnesota to the Red River Settlement, helping to expand trade between the Red River settlement and American merchants. Although not luxurious, river travel proved to be comfortable, relative to the regions hazards (mosquitos), and quite a bit faster than overland routes (8 days by noted accounts). The *Anson Northup* improved trade and travel between the Red River Settlement and the outside world: out went freight from the HBC, and in came new kinds of agricultural machinery, greatly improving agricultural technology the settlement, spurring the practicality and interest in farming in the Manitoba lowlands, and specifically the area surrounding Morris. Steam travel on the river helped to initiate the change of Southern Manitoba from a rough place characterized by the fur trade and buffalo hunt, to a community fully connected to the developing commercial life of the mid 19th century North America.

The Emergence of An Agri-Town

Permanent settlement began at the junction of the Red and Scratching Rivers in 1874 where the Pembina Trail crossed the Scratching River, and the settlers were mainly Ontario farmers of British ancestry. In 1883 the river was renamed in honor of Manitoba's Lieutenant-Governor, Alexander Morris, as was the fledgling Agri-town. Currently, no physical evidence remains of any past human activity, with the acception of a few plaques identifying Highway 75 as the old Pembina Trail, and another commemorating the brief role of the Scratching River in the opening of the Canadian West.

IMPLICATIONS / OPPORTUNITIES

Historic Hub

The Scratching River region has an important history, of which most people are not readily aware of. The town of Morris is located where the NWCo. And XY companies forts existed, and there emerges an opportunity to gather historic information of regional significance in a centralized placed, whether it be physical or written / virtual / technology / computer.

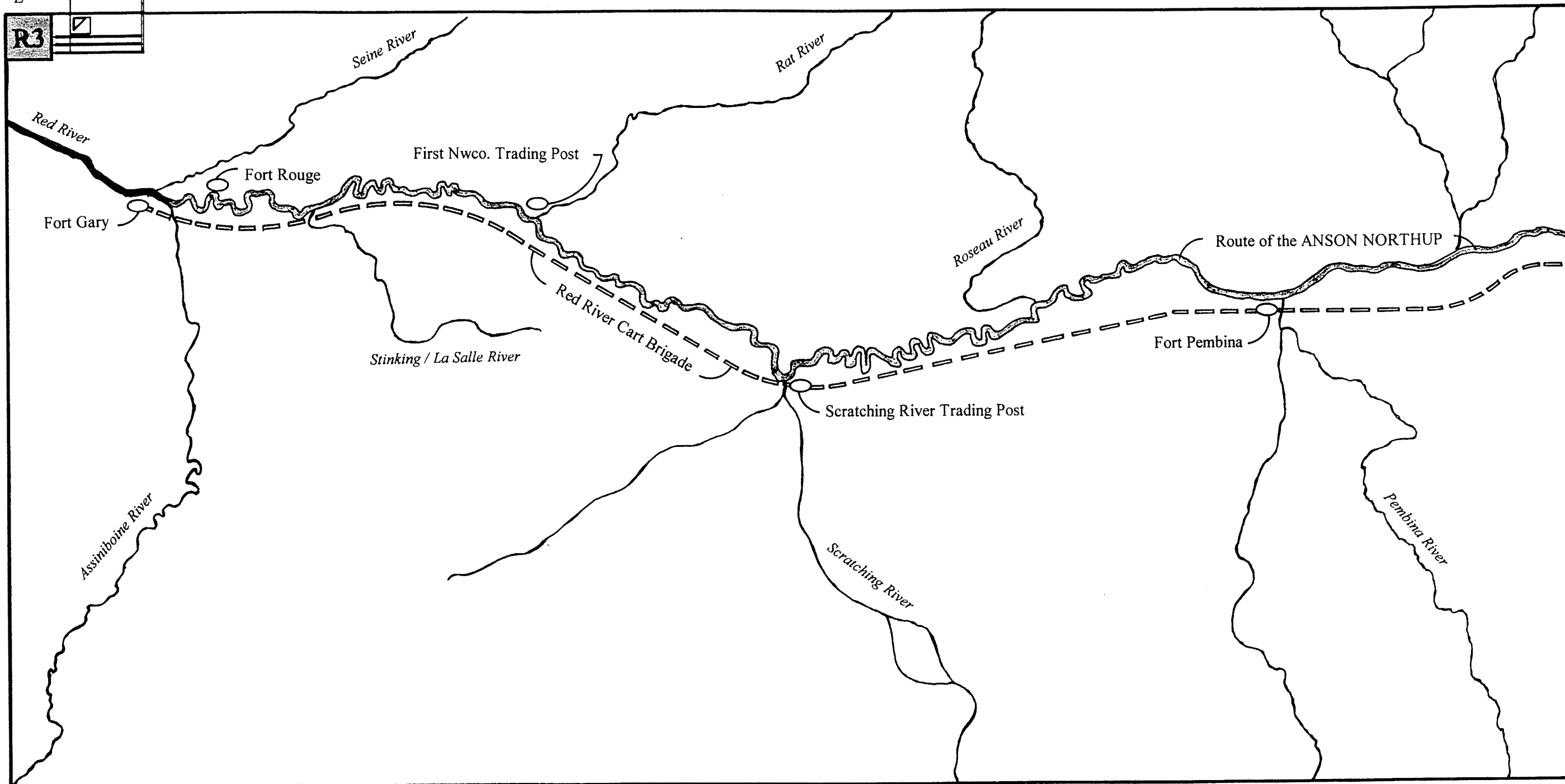
R3 Regional Map 3 : FUR TRADE IN THE SCRATCHING RIVER REGION

Adapted from a map of the period, this map represents the history of the region at and around the beginning of the 19th Century, identifying Forts, rivers, trails and water routes.



RED RIVER VALLEY

FUR TRADE IN THE SCRATCHING RIVER REGION



R4 ARTIFICIAL DRAINAGE

...Human Alterations in the Water Cycle...

OBSERVATIONS

Alterations

For the sake of analysis, human alterations in the water cycle can be grouped into three categories: Watershed Degradation, Water Drainage / Diversion, and Water Runoff Chemistry.

1 Watershed Degradation: The Disappearance of Natural Water Retention:

Typically, humans initiate watershed degradation mostly through the alteration and removal of upstream vegetation. As a result, the portions of the water system downstream receive reduced and often erratic fluctuations in volumes of water.⁷ Water degradation in Southern Manitoba has occurred through the practice of wetland drainage, as a means of eliminating standing water, thereby increasing crop size, yield and overall production efficiency. Historically, melt water collecting depressions in the prairie landscape, deemed invaluable to Agri-practices, were often plowed and filled in with fertile soil, as a means of increasing production and airatable land.

2 Water Drainage / Diversion System

The incredible modification implemented by well intending engineers to improve farmland drainage to maximize crop production and yield, has had a tremendous effect on the volume of water flowing into the Red River and its tributaries during spring runoff and extended periods of precipitation (personally observed through my experiences with the Morris River). A complex network of irrigation ditches, dams and channels have been developed in Southern Manitoba to transport volumes of water from farmland into the Red River drainage system to speed up the removal of large amounts of standing water.

On the positive side, the removal of excess water has allowed Southern Manitoba to reclaim and cultivate many hectares of wetland, but consequently, this has served to increase runoff and cause rapid transmission of water into the Red River Drainage system. The drawbacks of this system became quite apparent during the flood of 1951 and more recently the flood of 1997, where the artificial drainage system was overtaxed by a rapid snow melt, which in turn led to the taxing of the natural system.

Currently, the Morris River drains approximately 1/6 the region of Southern Manitoba, resulting in a tremendous volume of water to pass closely by the town of Morris annually, which in turn has led to the construction of a ring dike around the town, successfully protecting the town from both the Morris and the Red Rivers. (R4)

3 Water Runoff Chemistry

Water quality at any given point depends upon the material entering the river upstream. Much of the land effecting the Red River system and its tributaries (including the Morris River) is engaged in agricultural production, and therefor it is perfectly all right to accept the fact that chemical pollution is the most significant of all river pollutants. The known sources of agri-pollution are,

⁷ Lyle, J.T. (Pg. 146)

and can be applied to the Morris and Red River drainage basins as: excessive fertilization, livestock waste, human waste, septic system, landfill, road salt runoff and airborne pollutants.

IMPLICATIONS / OPPORTUNITIES

Developing A Water Retention Program

The opportunity within this practicum lies in the potential to establish program of water retention. What is needed is a complex regional system of runoff control that involves merging the utility of human land use with awareness of natural processes. Basically, land can be shaped to slow the flow or stop it all together. What is required is a program of runoff water management that can be implemented both in regional and local contexts and respects the natural flooding processes of a region located on a flood plane. The potential therefore lies in applying this idea to a specific place in time.

Regional Possibility

Flooding is inevitable and historic, but there are as yet unexplored techniques that can be tested in the Red River Valley as a means of slowing down the water flow process. Traditional engineered flood control protection has proved to be one dimensional: number crunching never works, without first hand analysis, experience and synthesis. Perhaps if there was some sort of retention system developed (wetland habitat oriented), the volume of water entering the Red River drainage system could be at least slowed and at best even stopped. It is quite obvious that the development of a network of water retention by way of wetland-pocket-creation has beneficial potential written all over it: based on natural retention principles, water is held back, reducing water removal pressure downstream. Retention also allows slow release into the water cycle, by way of evaporation and down draw.

Local Measures

There is an important opportunity to effect water chemistry at the source- water pollution from agriculture and industry controlled effectively at its source. Urban runoff Can be treated by filtration and assimilation integrated with the water flow. A water retention program could also enhance natural vegetation and support wildlife. The opportunity therefor lies in making aware of the negative effects of agriculture, and the positive effects of treating the water at the source through 'purification by way of vegetation'.

R4 Regional Map 4 : ARTIFICIAL DRAINAGE

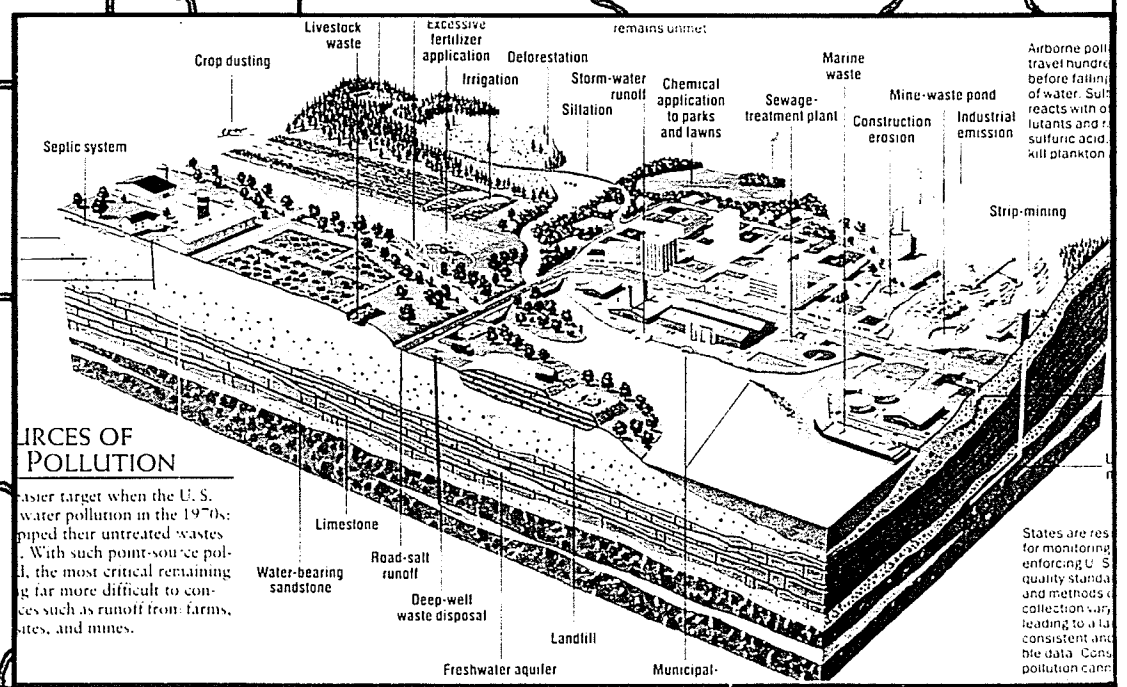
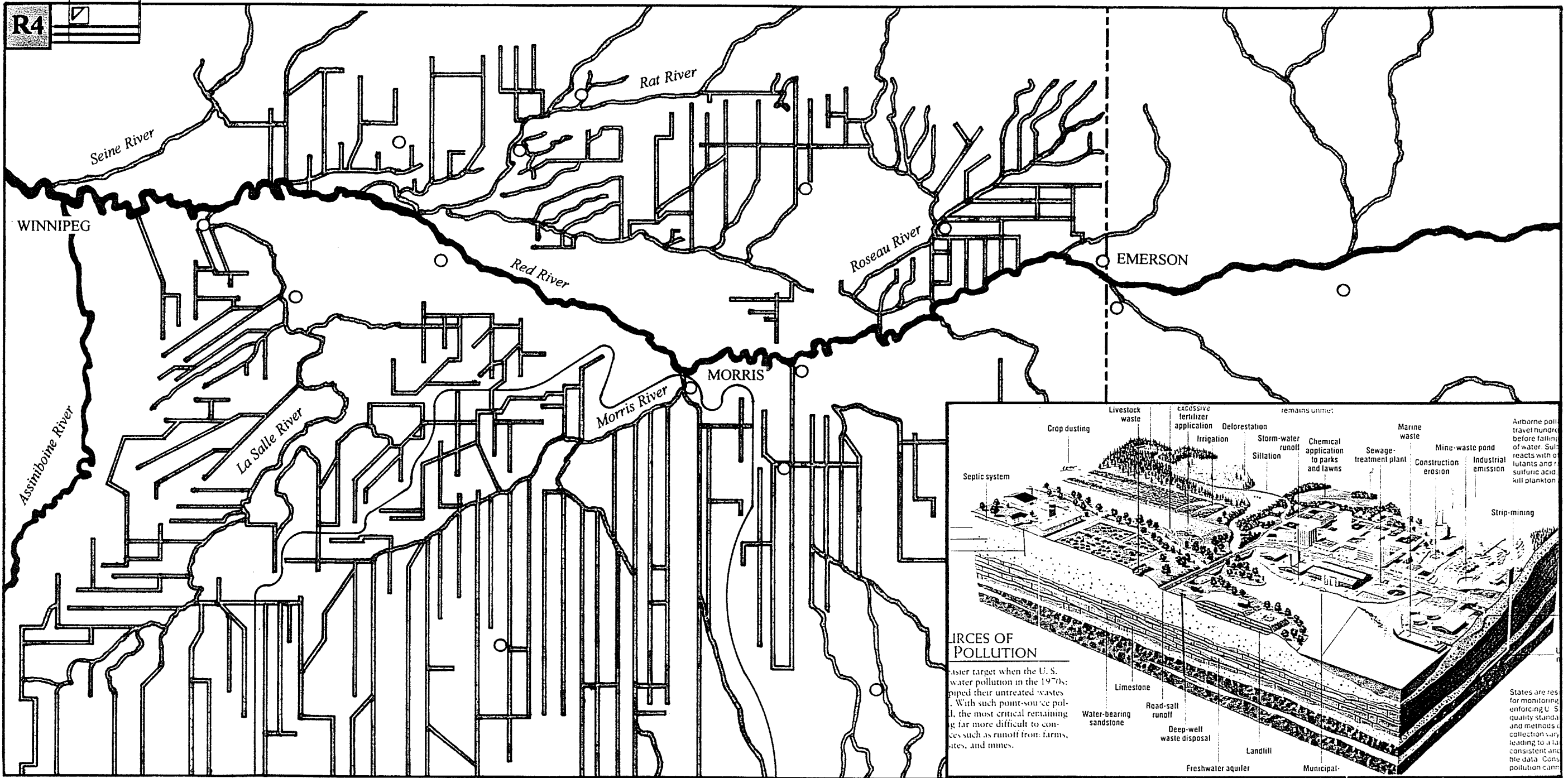
The primary principle behind this map is to express the relationship between the artificial drainage system of southern Manitoba and the Morris River.



RED RIVER VALLEY

ARTIFICIAL DRAINAGE

- Area Drained by The Morris River
- Towns Effected By Flooding



R5 The Flood of 97'

...Serious Water Related Problems...

OBSERVATIONS

Flooding: History and Cause

Flooding has always been a serious yet surprisingly infrequent problem in Southern Manitoba (when it hits, it hurts), and this can be attributed to the combination of three key factors: precipitation, catchment and human activity. Much of the precipitation that can be attributed to the disastrous flooding that is periodically experienced in Southern Manitoba falls in the winter months, and melts towards springtime, creating incredible and unmanageable volumes of runoff water. At this time, the frozen ground is unable to absorb the melt water and combined with the loss of natural retention, very little catchment occurs. As well, because of the flat featureless regional landscape character of Southern Manitoba, melt water tends to spread out rapidly once out of the River Valleys, mimicking the Glacial Lake Agassiz. Adding to this predicament, the frozen condition of the Red River up north, beyond Selkirk towards Netley Marsh, further backs up the flow of water through the Great Lakes, Nelson River to Hudson Bay. (And lets not disregard the Floodway, which saves Winnipeg, but backs up water south, effecting towns in its wake (St. Adolphe, St. Agathe, Morris etc.).

Towns and Rural Homes

There is little difference in plan between the 25-50 and the 50-100 year flood levels, but when transferred into elevation, it is quite another story. It is the height of that water in relation to normal water levels the effects the safety of the 14 Manitoba towns along the pathway of the flood. Each town in the way of the flood is surrounded by a dike varying in height, depend on the size, importance and economic resources of the town. Some ring dikes were too low during the flood of 1997 and failed and in many cases individual private residences along highway 75 also suffered, prompting many today to engage in the building of earthen dikes around their homes and properties.

IMPLICATIONS / OPPORTUNITIES

We Need Information...Information...

Daily news reports on the constant flooding of the Red River and / or its tributaries scares me: thirty seconds of doom, no analysis and therefor no synthesis and solution. Why? No information: no agent of data gathering. No data base. No instant understanding. How will the Scratching River and the practicum site be effected. I don't know; I never know because it is to far to travel by vehicle on a regular basis: news reports have no interest in the bigger picture, just the sensation of the moment.

Distance Measured by Time

What is needed is a 'distance measured by time' mechanism to describe and expressing the instant changes in the region as water levels fluctuate: a mechanism for information gathering, presentation and analysis. The Morris as hub of the region idea can be further strengthened by the creation of a place where information can be gathered, recorded, collected in virtual data base for

the entire Red River Flood plane. User friendly and quantitative, open to qualitative solutions, located smack dab in the heart of it all, Morris, Manitoba.

Acceptance and Opportunity

Likewise, what is needed is a visionary, 'beyond the box' attitude which accepts the kind of activity that is occurring in the region and one which sees the flooding characteristic as a positive, not a negative: an attitude which sees the flooding fluctuation as an opportunity to develop instruments that express the unique character of place and region.




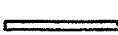

R5 Regional Map 5 : THE FLOOD OF 97'

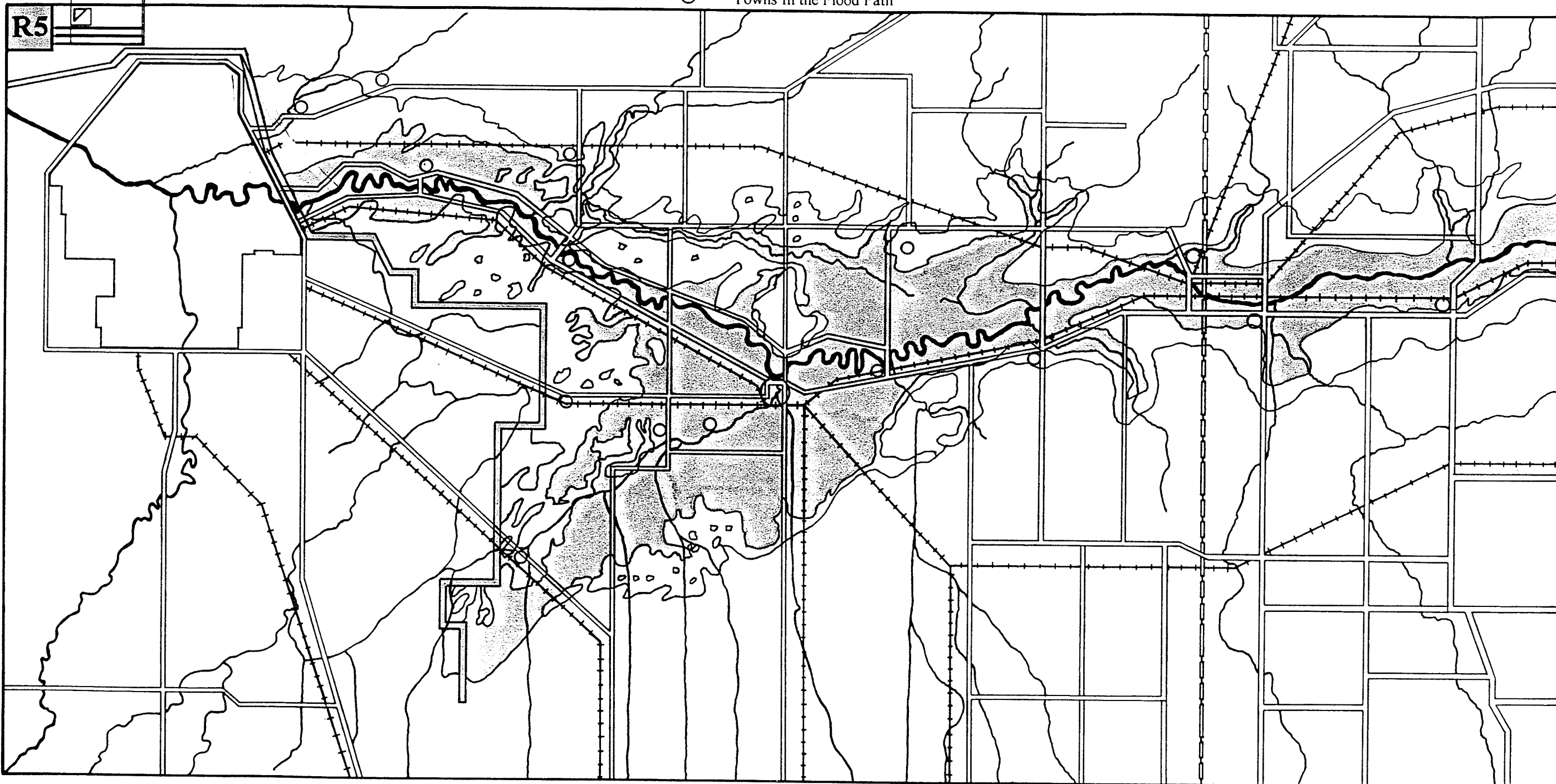
This map expresses the extent of the flood of 97', in the form of the 25-50 and 50-100 year flood levels, and explains the relationship between the flood of 97' and the towns along the way.



RED RIVER VALLEY

THE FLOOD OF '97

-  25 - 50 Year Flood Level
-  50 - 100 Year Flood Level
-  Brunkild Dike
-  Floodway
-  Towns In the Flood Path



R6 The Inter- *network*

...Developing The Distance Measured by Time Mechanism...

OBSERVATIONS

Information Gathering and Exchange

New technologies like the computer and the Internet have the potential to enrich the field of landscape architecture substantially, primarily as a virtual, experiential and interactive tool. Three levels of interaction are evident here: global, regional and local. The computer and specifically, the Internet can provide a mechanism of information gathering and exchange: virtual voice and vision penetrating distances and breaking down walls. The power in the Internet is that it takes information previously available to small special interest groups, and places that information in the realm of every office, classroom, cafe and kitchen because world wide web pages allow people the opportunity to investigate millions of products, thousands of places and hundreds of experiences.

IMPLICATIONS / OPPORTUNITIES

The Internet

The Internet can provide a distance by time mechanism needed to experience place instantly, facilitating the instant transmission of space and information. It is essentially an experiential tool of technology lending towards applications in the landscape in the form of web cams, environmental data sensors, web kiosks, data base information gathering and exchange.

Tradition and Technology

The region canvas to which the town of Morris sits in presents a unique opportunity to explore the potentially enriching relationship between traditional landscape architecture practices and the emerging Internet technology strategies. Developing effective web strategies provide an opportunity to implement the technology of the computer as a dynamic landscape design tool.

Global Potential

The opportunity here lies in the creation of an online network of sites of similar character geared towards the gathering and exchange of information similar to the kinds of activities that go on in Southern Manitoba, such as flooding, farming, wetland preservation, tourism, transport, trade.

Regional Potential

The opportunity here centers upon connecting the communities of the region in a way that begins to establish, or bring together regional identity, both similarities and differences, with the practicum site as the center of the region. This means the gathering of historic information, flood information, trade information etc. and exchange between the towns along the transportation corridor.

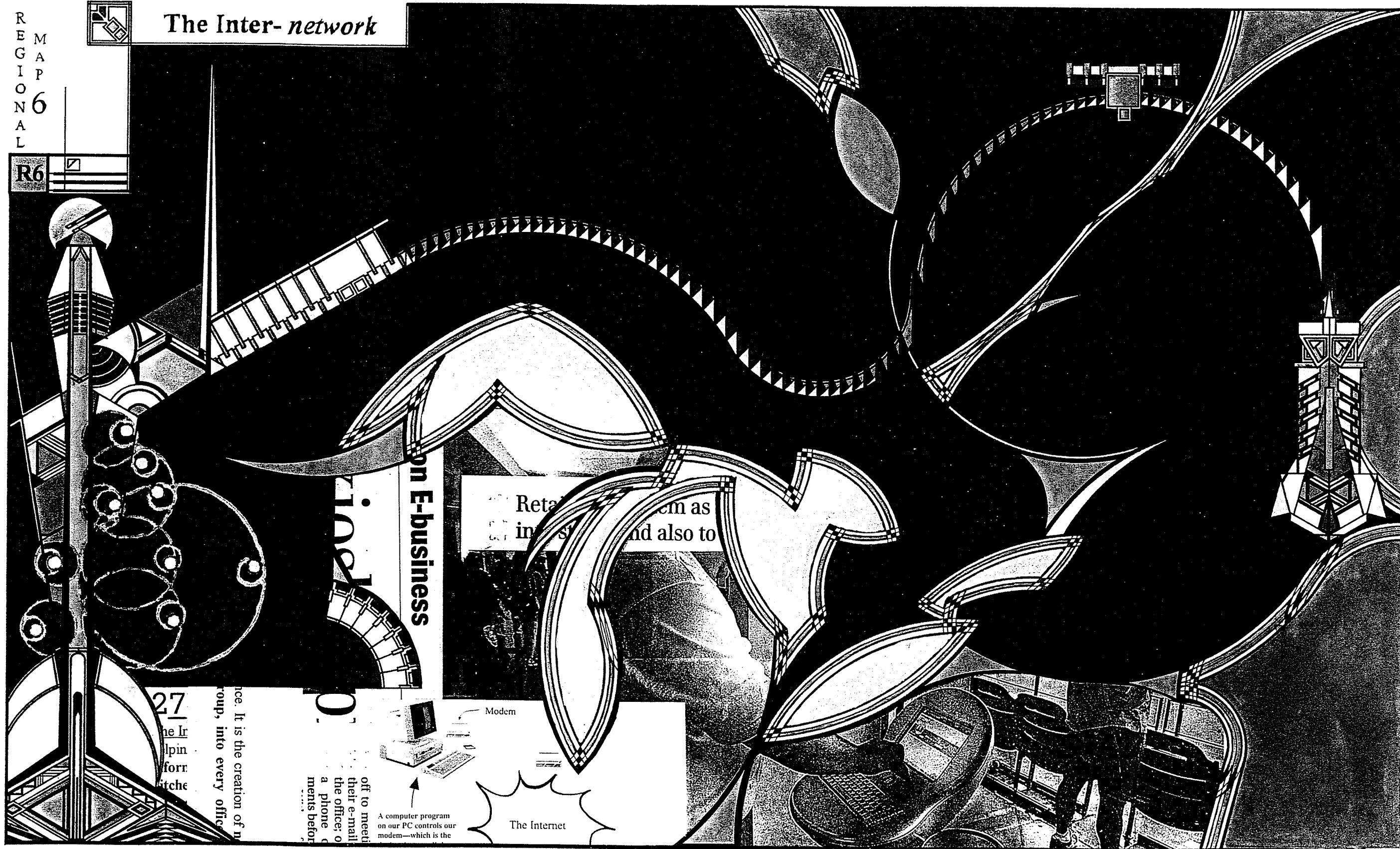
Local Potential: The opportunity here centers upon developing the practicum site as the center of the community, exploring the Internet capabilities of experiencing / measuring place and community.

R6 Regional Map 6 : The Inter- *network*

This map is intended to demonstrate the far reaching effects and expanse of the Internet, tracing the pathway of the 'signal' as it crosses the country... Distant voices penetrating walls and boundaries.



The Inter-network



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Summary of Regional Opportunities

R1: Based on the Location of Morris in relation to the context of North America and the relationship between Highway 75 / American Interstate network, there is a great potential to develop the kinds of devices needed to attract large numbers of people interested in tourism, trade, water and migration.

R2: Based on the location of Morris within the region of Southern Manitoba and the increasing uniformity in landscape expression, there is an opportunity to create a center point of information to celebrate the rich history of the region, without displacing the necessity for change and flexibility. With its strategic location and access to all three transportation elements of the transportation corridor, Morris has the potential to become the hub of the region, gathering people, information, history and technology.

R3: The Scratching and Red River region has an important place in the history of Manitoba. The opportunity here lies in developing Morris as a center of historical information for the entire region, from which interested persons can go out and experience historically significant points in the region by rail, road waterway or stay in the town and experience the history in a creative virtual environment.

R4: The opportunity within this practicum lies in the potential to introduce awareness and to establish a regional and localized water management program by way of information, awareness, and application, addressing the prevailing issues of: watershed degradation, water drainage / runoff, water chemistry and storm water treatment.

R5: Opportunity to develop the practicum site in Morris as the flood hub of the region, where a distance-measured-by-time mechanism is employed to describe and expressing the instant changes in the region as water levels fluctuate: a mechanism for instant and past access to information. The town of Morris can be developed as a place where such a mechanism is placed, information now gathered, recorded, collected in a virtual data base for the entire flood plane: user friendly and quantitative, open to qualitative analysis, located smack dab in the heart of it all, Morris, Manitoba.

R6: Opportunity to explore the development of Morris as an Internet hub, connecting users to the site, town, region, the global community through the use of Internet savvy devices, creating the opportunity for information gathering and exchange.

CHARACTER ANALYSIS:

Town

Town Character

The study of the town of Morris began during Townscape studio, to which a number of fact finding and information gathering activities took place, including: meeting with counsel, focus groups and a group analysis. The study of the town here is not a rehashing of that analysis, but rather an analysis based on my own ideas and interests regarding both the town itself and the kinds of observations and opportunities uncovered in the regional character analysis. Of course there are some similarities between my analysis and the group analysis, but I have taken greater care at addressing the relationship between the surrounding region as an influencing factor and contributor to the character of the town.

The following analysis of town character looks at the kinds of conditions and issues facing the town of Morris, in an attempt to uncover their critical needs while acknowledging the inter-relationship with regional issues. The categories for town character analysis, as with regional character analysis, emerged from the initial stab at analysis in *Book III: The Scratching River Field Guide* and from what I could recall from the Townscape Studio experience. I see Morris as being a town with great potential: potential that could be realized by developing some kind of open space and a focal point for the town and the region. Here, I have recognized an opportunity to develop a kind of open space ‘hub’ for the town to implement devices that explore issues brought forth in the town and regional study, involving the attraction of people, community identity, passive / active recreation, information gathering / exchange, ecology / flood plane management, agriculture and trade corridor industry.

This then is the study of *Town Character* based on the following map categories:

- T1 Agri-Town *Metamorphosis*
- T2 SCHOOL BUS TOUR
- T3 ZONING
- T4 RECREATION SPACE
- T5 VEHICLE CIRCULATION
- T6 PEDESTRIAN ACTIVITY

T1 Agri - Town *Metamorphosis*

...The Growth and Expansion of the Agri - Town Of Morris... 1950 - 1968 - 1979 - 1996...

OBSERVATIONS

The Agri- Town Of Morris

Developing a contemporary definition to describing the town of Morris is a somewhat tricky task, but I have chosen to take a leap and refer to it as an Agri- town. This is based on the fact that the town owes its principle development and sustainability to the agricultural practices of the surrounding region. Like other towns across the prairies with characteristic similarities, Morris is a town tied closely to the activities of the surrounding countryside; few of these towns have large populations, most until recently chiefly engaged in industrial and supportive activity associated with farming.

Growth and Metamorphosis - Air Photo Interpretation

The agri-town of Morris has expanded in a relatively slow manner and with the help of key contributing factors, is on the verge of becoming a community of promise. The following is a look at the metamorphosis and growth of the town over time, through the identification of key town features by way of air photo interpretation, covering four decades of activity.

June 1950: Roads laid out in a grid pattern, not all paved as we know them to be today, and density is minimal. Stampede Grounds are not yet built. The Morris River in its original bed, has very little vegetation (trees) along the river, possibly attributed to agriculture clearing practices. The creek running through the eastern portion of the town, connected to the Morris River. Highway 75 and 23 are visible, as are both railway tracks. Main street covers three blocks on either side of highway 75. Earthen Ring Dike not yet built, nor is the septic field.

April 1968: All roads that are part of the town grid seem now to be paved, and the density has increased. Stampede Grounds now appear south eastern part of town. Morris and Red Rivers are flooded, encroaching upon the town and penetrating the town at the creek. Ring Dike not yet built. Farmland starts west and south at the town line. Septic field visible north of the town, on the other side of the Morris River.

September 1979: Density has increased substantially and residential vegetation planting is visible, as well as seniors complexes, churches and the cemetery north of town. Stampede Grounds exhibit growth, as does the town in general. Visible is a trailer park and a new residential development. Much of the growth can be attributed to the construction of the earthen ring dike. Also, with the construction of the dike we see the changes that have been take place on the Morris River, mainly riverbed manipulation, the creation of an oxbow formation and the elimination of the town penetrating creek. Septic field has expanded.

April 1996: Density and vegetation again has increased with the filing in of many of the vacant lots, and the expansion of the south residential area. As well there is now a campground east of

the town just outside of the dike, on the Red River. Again, flooding is visible, demonstrating the protection provided by the Ring dike. Commercial / business development has extended to six blocks on the main street. Septic field has expanded.

IMPLICATIONS / OPPORTUNITIES

Promoting Town Growth

The agri-town of Morris has expanded in a relatively slow, orderly manner and with the help of key contributing factors has the potential to become a community of promise. From air photo interpretation, we see that there is plenty of room for expansion within the town for the development of community developing characteristics needing protection from flooding. The key opportunity here centers upon the helping to continue the steady growth that has occurred over the last half of the twentieth century.

Density

As evident in the air photo's Morris has followed the trend of newer developments lacking density. There is an opportunity, because space is limited within the dike, to explore alternative ways of residential development, taking advantage of the protection aspects of the town, without limiting population numbers within the town.

The Two Rivers

We also see that the town is located at the junction of two rivers, but there is very little connection between the town and the rivers and no real opportunity to experience this natural amenity. The rivers are invaluable features and present great development potential, worth exploring in some way.

Vegetation

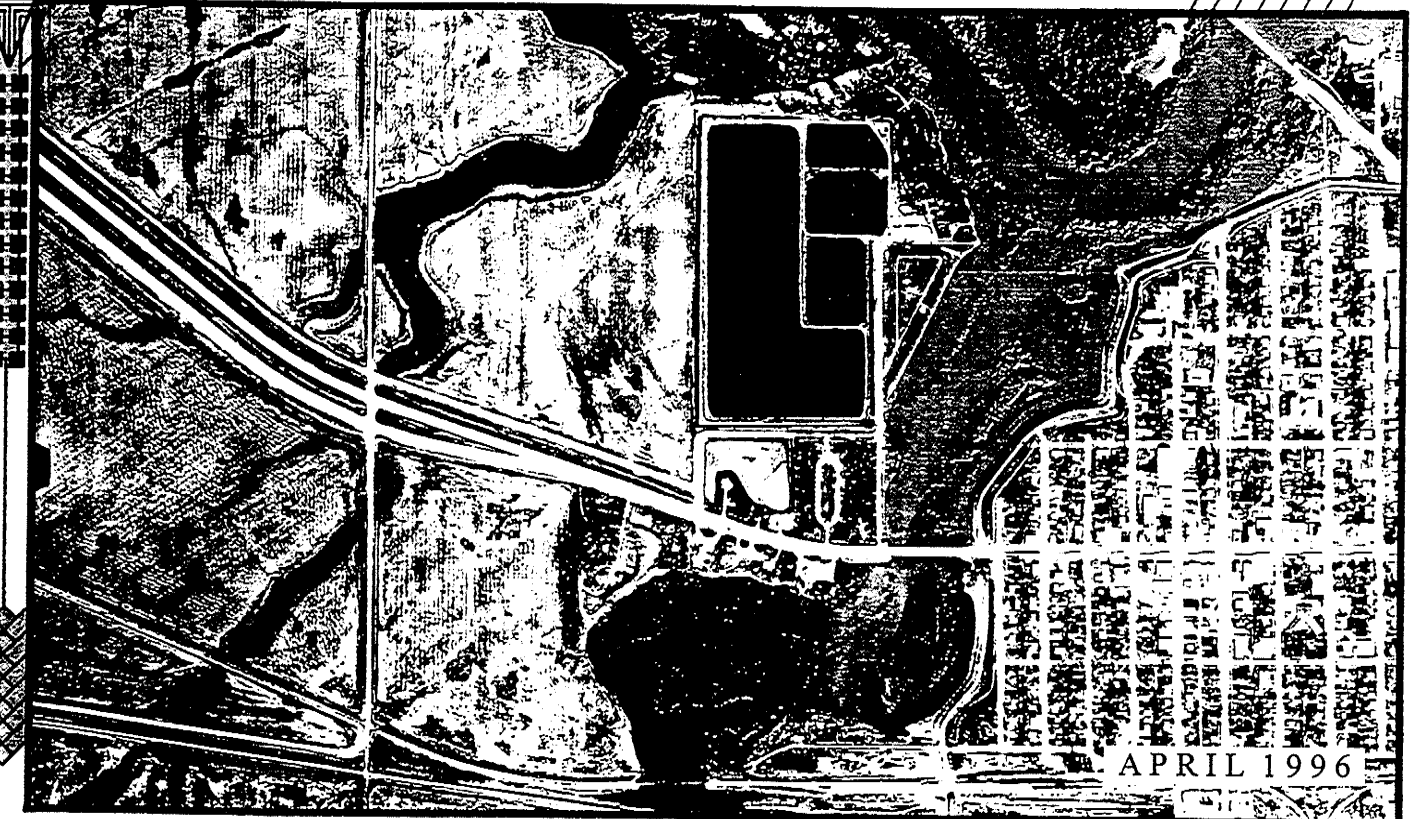
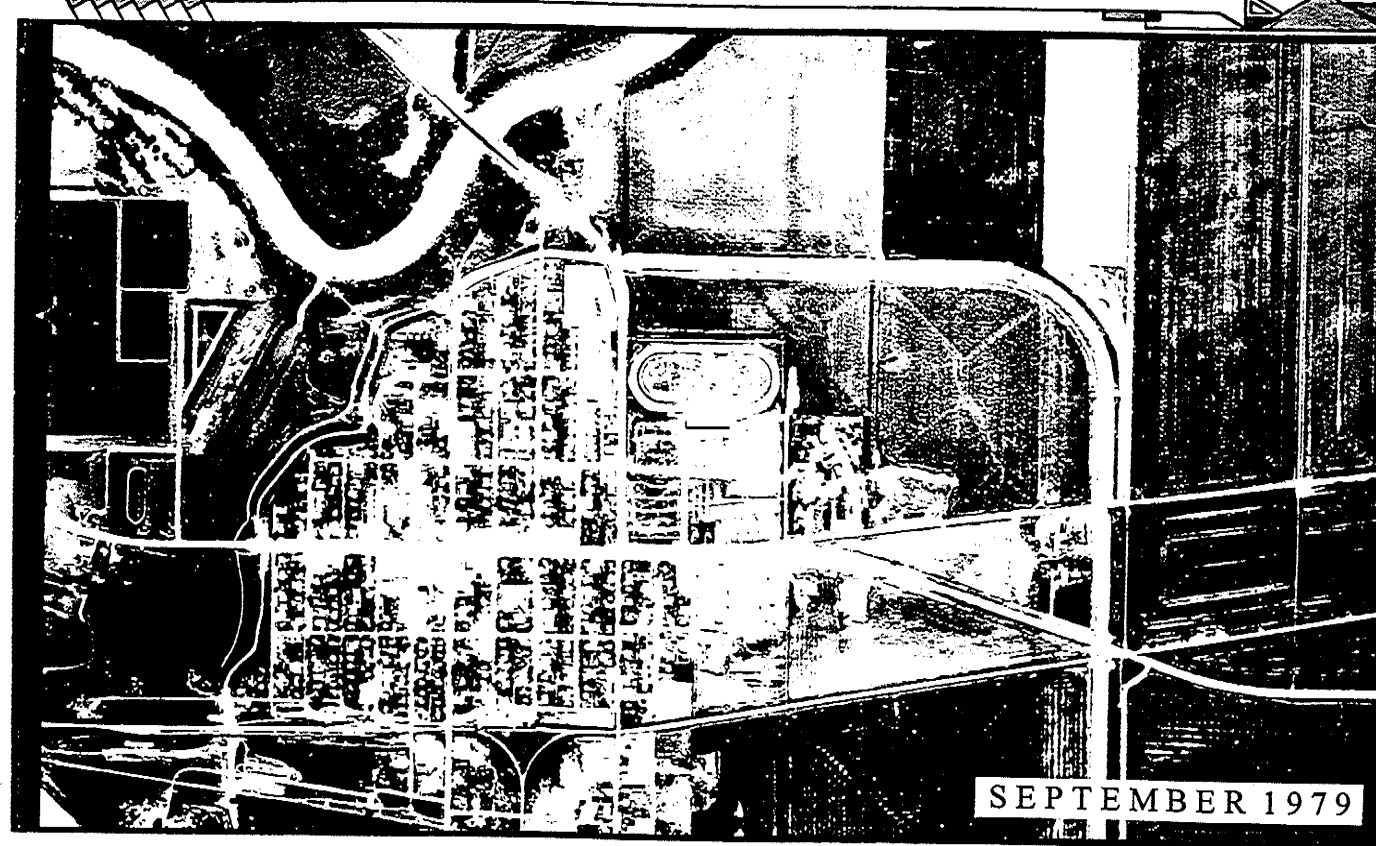
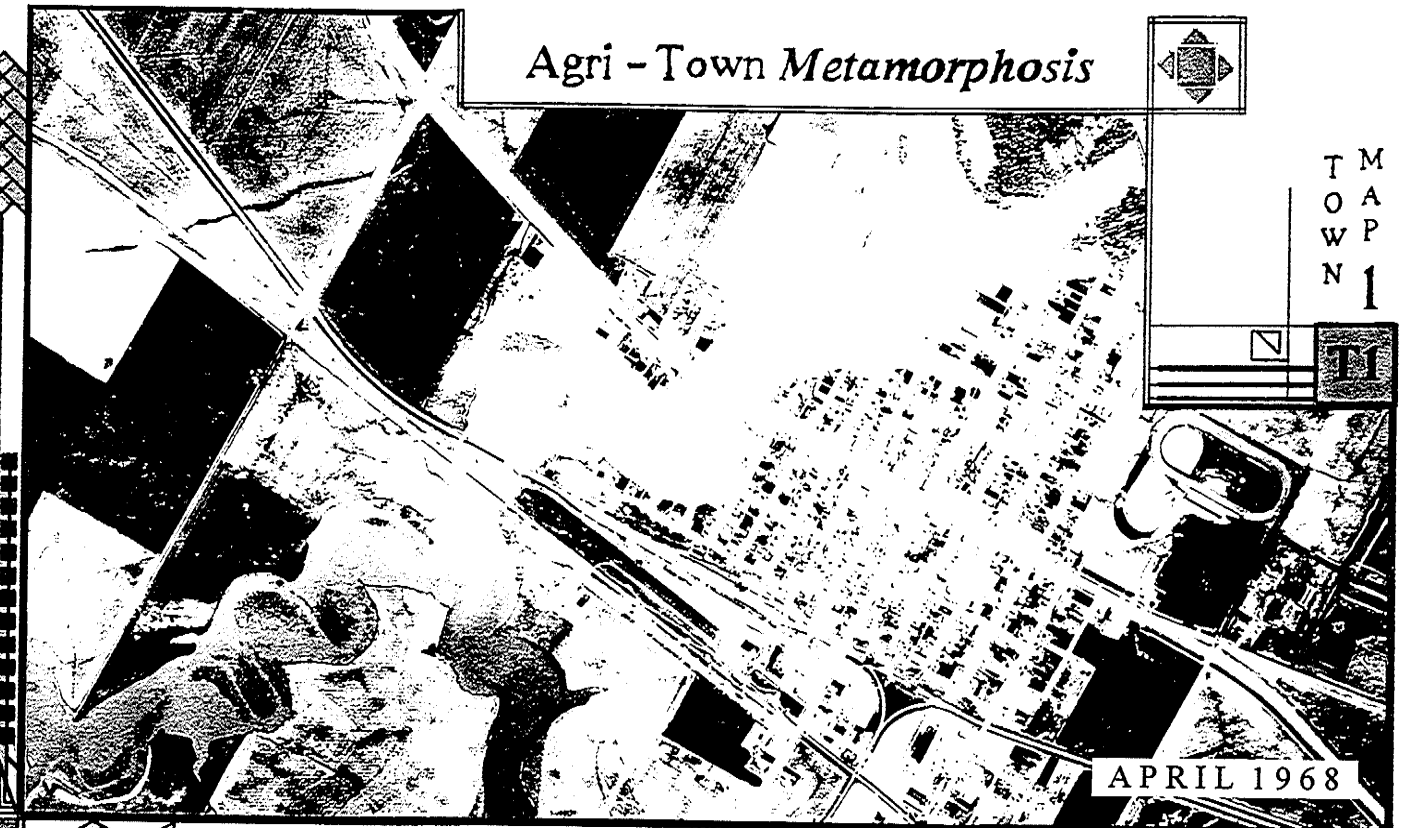
The increase in vegetation within the town opens up opportunities to create habitat within the town, like vegetation corridor, connected to the rivers. We also see an increase in river bottom vegetation along the rivers, which has implications in terms of landscape ecological oriented development.

The Earthen Dike

Building of the dike presents problems in terms of draining the town, and there is an opportunity here to address runoff issues especially in the areas around the two rivers where drainage ditches can be seen.

T1 Town Map 1 : Agri - Town *Metamorphosis*

This map chronicles the growth and expansion of the town of Morris over a four decade period.



T2 School Bus Tour

...The Beginnings of Town Experience and the Identification of Site and 'Problem'...

OBSERVATIONS

Background

The initial exposure to the issues identified and explored in this practicum began in May of 1999, within the bounds of Alf Simon's Townscape studio, to which we attempted to engage ourselves in the study of Morris, Manitoba. The first order of business was to meet with the town council, followed by a school bus tour with by the Mayor, which gave us an initial exposure to the town.

The Yellow Bus Tour

The tour began at the offices of the town where the meeting was held. We proceeded north along Main Street (highway 75), crossing the Morris River and passing the town Cemetery, which was also a plant propagation place (1). We then took a right turn onto a dirt road which led past the septic fields (2) and on to the golf course (3). It was about this time where a student asked about the fields in relation to the flood, and was told that the level of flood water was above the level of the top of the field.

We then back tracked and entered Highway 75 (Main Street) and proceeded south, passing the site of the former Niakwa Pizza, and an area described to us as being looked at for the potential development of a rest area / campground, on the basis that between Winnipeg and Emerson, a rest area did not exist (4). Upon reentering the town, we crossed the bridge over the Morris River, we were guided to directed our attention towards the east, where the Morris River met the Red River and to which the mayor remarked that, like Winnipeg, we to have a kind of 'forks' (5). It was at this point that the dike was asked about, and its characteristics were described to us, namely the number of 'plugs' and the height in relation the flood of 97' (two feet to spare in some areas) and the recreational aspects (seniors walk on it for exercise).

We then proceeded along Main Street and at the west junction of Highway 23, we proceeded west crossing the tracks and passing the active grain elevators (6). We continued to the west boundary of the dike, where it was pointed to us that the town wanted to develop recreation facilities between the north dike boundary and the highway, but they weren't sure if they could, because of the Provinces proposal to divert the highway around the town, which would eliminate the recreation site. During this bit of information, we turned around and headed back to Main Street along the way we came, and proceeded to turn right at the Highway 23 / 75 interchange.

We then traveled south along Main four blocks and turned left at the east Highway 23 junction. We then headed east past the boundaries of the dike and entered an area known as the Scratching River Campground (7). A rather dilapidated campsite, used during primarily during the stampede, it was here told to us that a planting initiative was going on, but we could not move in any closer to see where, for the Red River was high and encroached the loop road.

We then headed back to Main Street and preceded south, past the Stampede Grounds and turned left. We continued east to the end of the road, during which the Stampede Grounds were described to us (8). A great sense of pride was evident in the mayors passionate speech, as he talked about the three story Super 8 hotel in the process of construction, and the open field in front, which was used as the midway during the stampede and farm equipment display during the

agri- expo. At the end of the road, we turned around, as the bus driver explained to us that that was where people kept their horses.

We doubled back a bit and entered the 'new' suburban development, laid out in the 70's just like the ones in Winnipeg (9). Here it was mentioned to us their desire to expand, as was evident on the site map we later received, where the roads were drawn in reaching the boundaries of the dike. We also passed by a base ball diamond, the only one in town (10). The last leg of the tour took us back to the Main Street where across the abandoned bus factory was pointed out to us (11). We then headed north along Main Street back to the Town Hall.

IMPLICATIONS / OPPORTUNITIES

1 *Cemetery*: There is an important opportunity to develop a stronger connection between the town and the cemetery to somehow incorporate the plant propagation thing into town entry.

2 *Sewage Lagoon*: Sewage lagoon is outside of the town, across the Morris River. The primary opportunity here lies in exploring sewage treatment initiatives and waste water management.

3 *Golf Course*: A golf course can be an amenity to future town expansion and the attraction of a wide range of groups, provided that it is a good course and flooding is a problem. Opportunity to explore the relationship between the practical aspects of golf and the dynamic aspects of local landscape process.

4 *Niakwa Pizza / Rest Area / Camp Site*: I see a potential here to create a thoughtful definitive north entry / exit to the town and to develop upon the rest area / campground notion voiced by the mayor.

5 *The Junction of the Morris and Red Rivers*: A great amenity exists here, an opportunity to develop this area similar to other towns in the region (Winnipeg and Portage La Prairie). The only problem is the persistent flooding: an exciting challenge and one worth exploring.

6 *The Highway Bypass*: Opportunity to look at alternate ways of diverting the highway, one that does not disrupt the land use in the town, nor the fabric of the Morris / Red River(s). Opportunity to develop a recreation area within the boundaries of the town, possibly nearer to the school / Stampede Grounds.

7 *Scratching River Campground*: The potential of this site is obvious, based on proximity to the town and the Red River, and is worth exploring for its camping and water based activities.

8 *Stampede Grounds*: The Stampede Grounds is an interesting place, with a neat grandstand that has much character and history. Unfortunately, the site is often vacant and under used, and much could be done to improve the site to make it a year round place of activity.

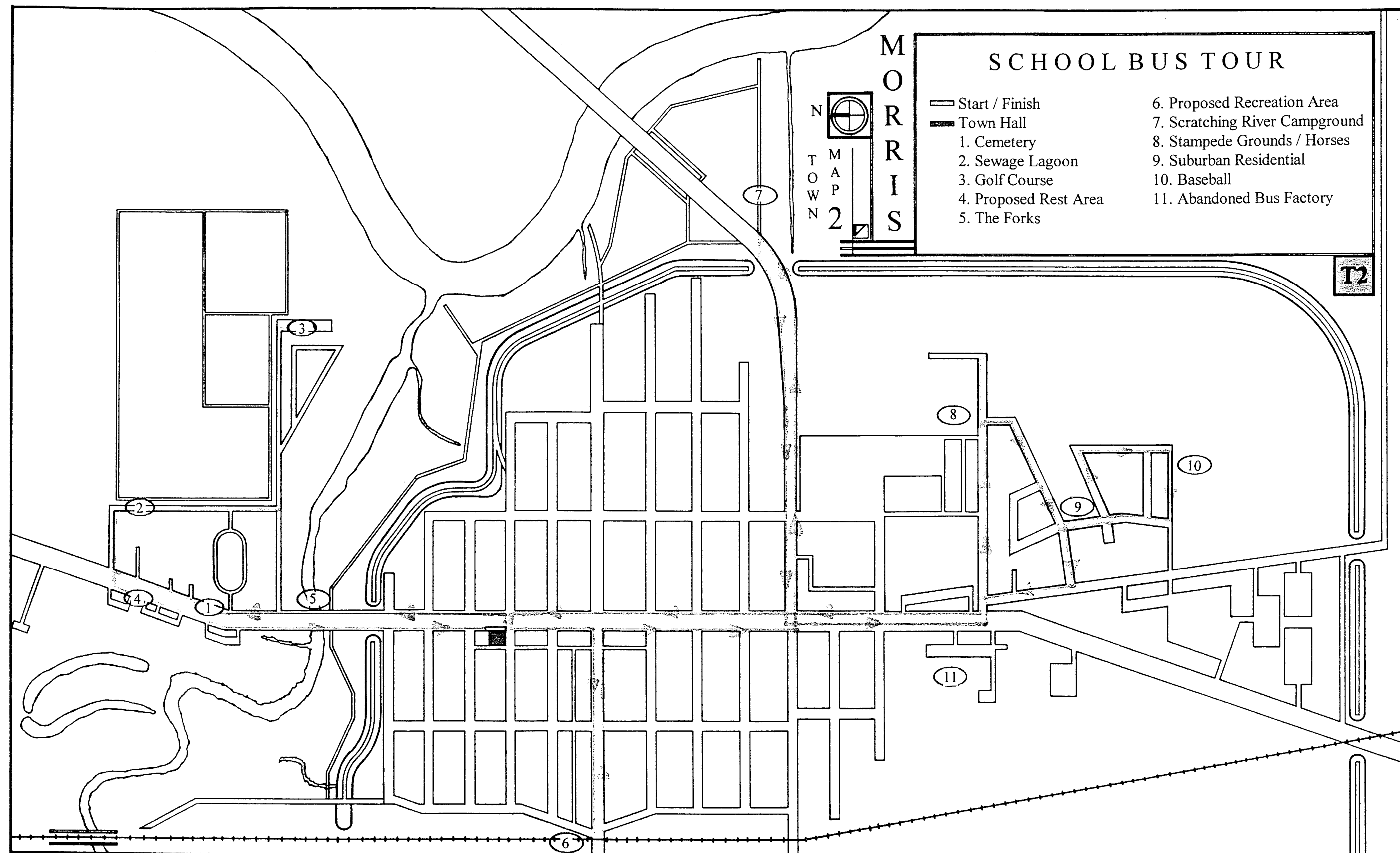
9 *New Residential Area*: The area seems to lack any true local character, in the sense that it could be anywhere. The only landmark that speaks of the town is the horizon-broken-by-dike feature. There is potential to develop future residential activity more symbolic of place and circumstance.

10 *Recreation Area*: Potential to develop this area as a recreation area, incorporated into new and appropriate residential forms of development (if you build it, they will come).

11 *Abandoned Bus Factory*: Large vacant building could be used to encourage new industry growth leading to expansion of town industry and tax base.

T2 Town Map 2 : SCHOOL BUS TOUR

This map describes the school bus tour and the various landmarks and opportunities identified.



T3 Zoning

...Commercial, Industrial, Land Ownership, Agriculture, Residential, Seniors...

OBSERVATIONS

Commercial Activity

Roughly 90% of all commercial activity occurs on the Main Street / Highway 75 strip. For four or five blocks, Main Street is lined with plain one story detached buildings engaged in the business of retail, Civic and Provincial government offices, post office, banks, restaurants and are typically inconspicuous in the absence of any sort of vernacular character. The Main Street is essentially a long and wide expanse of paved highway, central medians choking, with parking areas facing flat sun bleached storefronts. The strip is the locust of the automobile oriented economy of Morris and the surrounding region: the technological center and a place for young people to go for pleasure. The architecture of the main street strip has changed over time to facilitate the use of the automobile and the strip is the most visually unattractive part of town, lacking any sort of felt order or logic. The strip is not 'landscaped' save for a few well intended surface treatments, bench-facing-highway, here and there. Other places of business have developed over time off the Main Street Strip. One such area in the north east portion of the town is primarily engaged in farm machinery repair and scrap metal construction / salvaging. Another active area is west of the main strip on Highway 23, where there is a newspaper and a home hardware. Two other areas exist off of the strip, including the super 8 hotel on the stampede grounds, and the restaurant / convenience store, towards the south end of town.

Residential Activity

The streets in Morris find character in a grid-pattern layout, except in the south end of town, where there is a small semi-urban residential development. There are dozens of rectangular blocks bordered by neat one story rectangular post wartime houses. Over time, vacant space has been filled by ranch style 1970's type homes, larger and more obvious than their neighboring counterparts. It is only in the oldest part of town, two blocks west of the Main Street close to the grain elevator, where we glimpse what the town was like half a century ago. Here we find dilapidated farmhouses, with lean-to remnants, large old trees worn down by endlessly changing seasons. Everywhere you look to see the wide expanses of the open prairie, you see an endless horizontal landscape now broken by the a great earthen dike which surrounds the town. Throughout the town there are numerous group homes, largely geared towards seniors who once lived in the surrounding region. The emergence of these types of facilities seem to be related to the building of the dike and the safety now felt in the town. The homes in the north east corner of the town are the newest, with characterized as an apartment block (tallest livable structure in town), and the other as semidetached units. The older homes are more typical characterized as personal care homes.

Significant Architecture and Historic Places

There are no recognizable architectural antiquities, and many of the structures built in the past were decidedly low budget and lack historic significance. Much of the new structures built in the last 10 years lack character, uniform in their sameness. There are however some character structures: the grain elevators, the grandstand and the Morris Arena. There is no reference to the

past history of the region and the town anywhere in physical form, other than the hidden Scratching-River-Fur-Trade plaque.

Industrial Activity

The primary source of industry in the town revolves around the agriculture and involves the railway, grain elevators and other farm related services. Some agri-activity continues within the boundaries of the town and can be seen in the southeast corner, and west of the rail line.

Crown Land Ownership

Land under ownership of the crown includes the earthen dike, and a large portions of vacant land both within the town, and beyond. The largest piece of land under town ownership outside the dike is located along the Morris and Red Rivers, as well as occupied land in the form of the cemetery, sewage lagoon, and the golf course. Within the town, vacant crown land can be found in the south west of the town, between highway and railway, as well as occupied land in the form of the town hall, the agriculture office, the Morris arena, the recycling depot, the hospital, the museum area and the stampede grounds.

IMPLICATIONS / OPPORTUNITIES

Main Street Rejuvenation: A great opportunity presents itself: to develop the main street as the true center focus to the town in terms of commerce and street pedestrian shopping life, strengthened by the attraction of highway traffic.

Residential Town Character: Opportunity to promote the safety aspects associated with the ring dike, self sufficiency, independence, a sense of kinship and overall sense of pride associated with Morris, in such a way that increases town residential density and place character.

Seniors Retirement Community: The opportunity here revolves around continuing the development of Morris as a seniors retirement place, collecting members form the surrounding region and create a permanent, fixed group within the town, to which knowledge of the region and its history can be passed down to the next generation, strengthening community and sense of attachment to place.

Developing Place Through Historic Character: The only structures worth preserving are the grain elevators and the Stampede Grounds grandstand. However, the bigger opportunity centers around creating, not a physical but a virtual history data base, where stories and history can be documented and freely shared by those who experienced it.

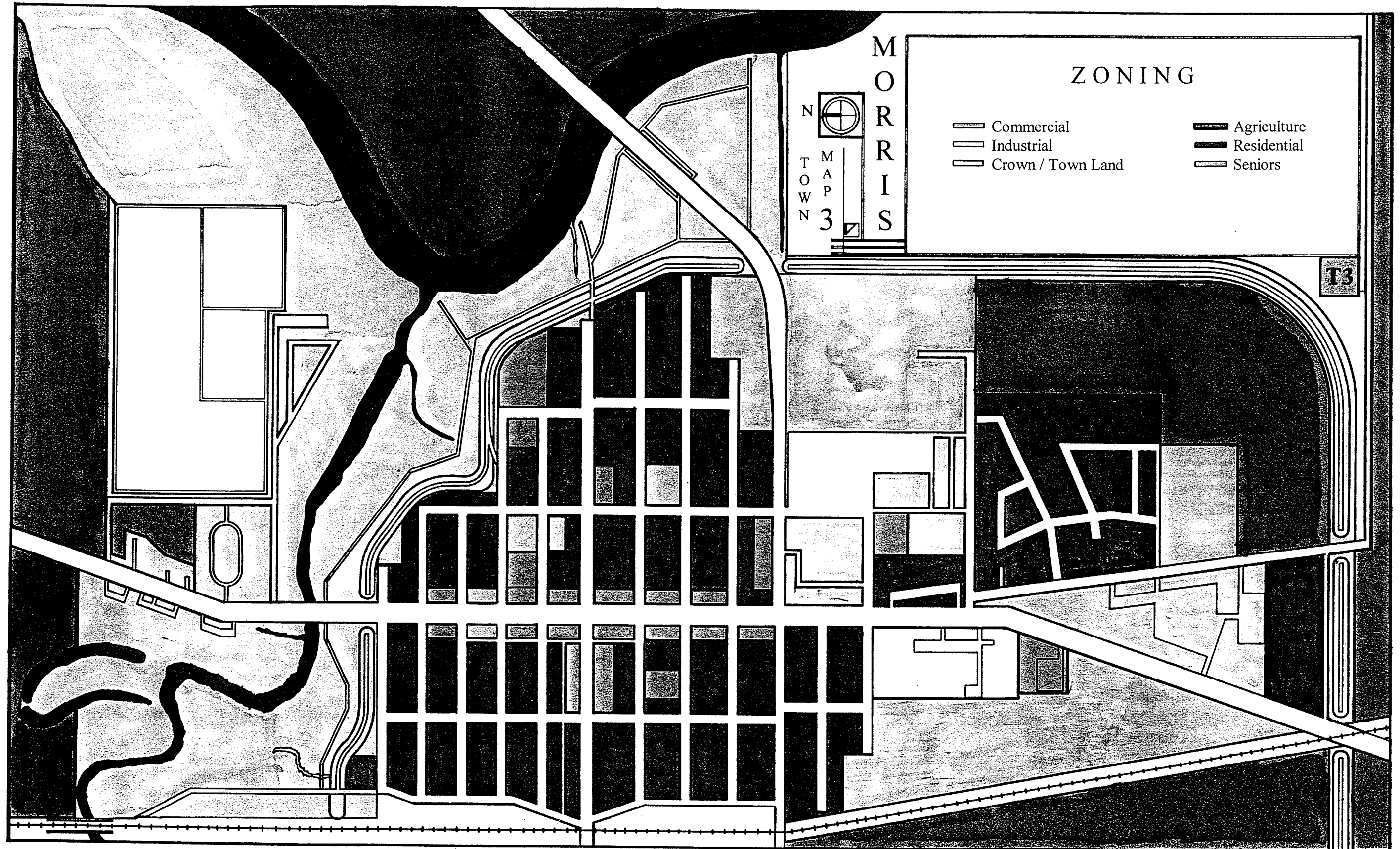
Active Long Term Industrial Growth: There is an opportunity here to encourage new forms of industry geared towards the trade activity that goes along with the business of Highway 75, by way of land use patterns and developing trade corridor initiatives.

In Town / Out Town Crown Land Ownership: There is an opportunity to develop the ring dike as a real amenity to the town, maybe as a passive trail, a linear park and to explore the open space along the rivers.

Agriculture, Patterned Planting And Earthworks: Opportunity to express the unique relationship between the town and the agri-activity through earthworks and planting schemes at strategic points leading into the town.

T3 Town Map 3 : ZONING

This map describes the land use pattern of Morris.



T4 Recreation Space

...Current Programed Space And A Critical Call For More...

OBSERVATIONS

Recreation Space As Afterthought

The growth of the town has succeeded in filling in the gaps created by the initial surveying of the roadways. As a result, there has been very little quality open space planed for and developed. The open space that does exist can be characterized by the following, with limited programs:

Stampede Grounds: A poorly maintained, somewhat dilapidated rodeo ground, often vacant through most of the year.

Scratching River Campground: A dilapidated campground located on the Red River east of the town, always void of any sort of camping activity, offering no facilities and amenities to even the hardened camper.

Morris School: An excellent location in terms of proximity to the dike and Red River, made up of open space typical of school fitness activity.

Baseball: A poorly maintained baseball diamond beyond the semi-urban residential development, a surprisingly far distance away from much of the town.

Picnic Area: An unknown place to most, a museum, picnic and rest are made up of a few picnic tables, BBQ's and a plaque commemorating the Scratching River Fur Trade.

Town Hall: Small 'landscaped area' with grass, benches and bark. Well maintained, weed free, polished and unassuming.

The Dike: The ring dike surrounding the town, minimally used but in actuality a great walk, save for ground zero where mosquitos are unbearable.

Tot Lot: Small pocket park geared towards children, with a play structure and swimming pool. Built on the former bed of the town creek, the ground is unstable and the pool leaks.

Available Open Space

With the construction of the Dike, much of the potential open space within the boundaries of the flood protected town lies to the south and west, but unfortunately there is very little open space in the part where people actually live. Outside of the earthen ring dike boundaries, there is crown land available along the two rivers.

IMPLICATIONS / OPPORTUNITIES

Current Open Space

the current crop of open space should not be considered as an amenity because these spaces are limited in function, specific to a particular activity and pose no attractive qualities to outsiders looking in. A great potential lies in the active development of new recreation initiatives that are flexible and well rounded in their activities to encourage active seasonal year round use and popular attraction.

Situation Critical

Morris is in critical need of open space to encourage, amongst other things, the facilitation of town growth and development. The key opportunity here is to facilitate develop of a flexible, well rounded and unique open space amenity for the town, region and North American tourist. Its all about town potential kept alive in a non traditional way: places where various groups can go for either passive or active recreation: boating, rock hunting, camping exploring, baseball, soccer, football. This can occur either within the boundaries of the site, or outside of the dike.

Flat Open Space

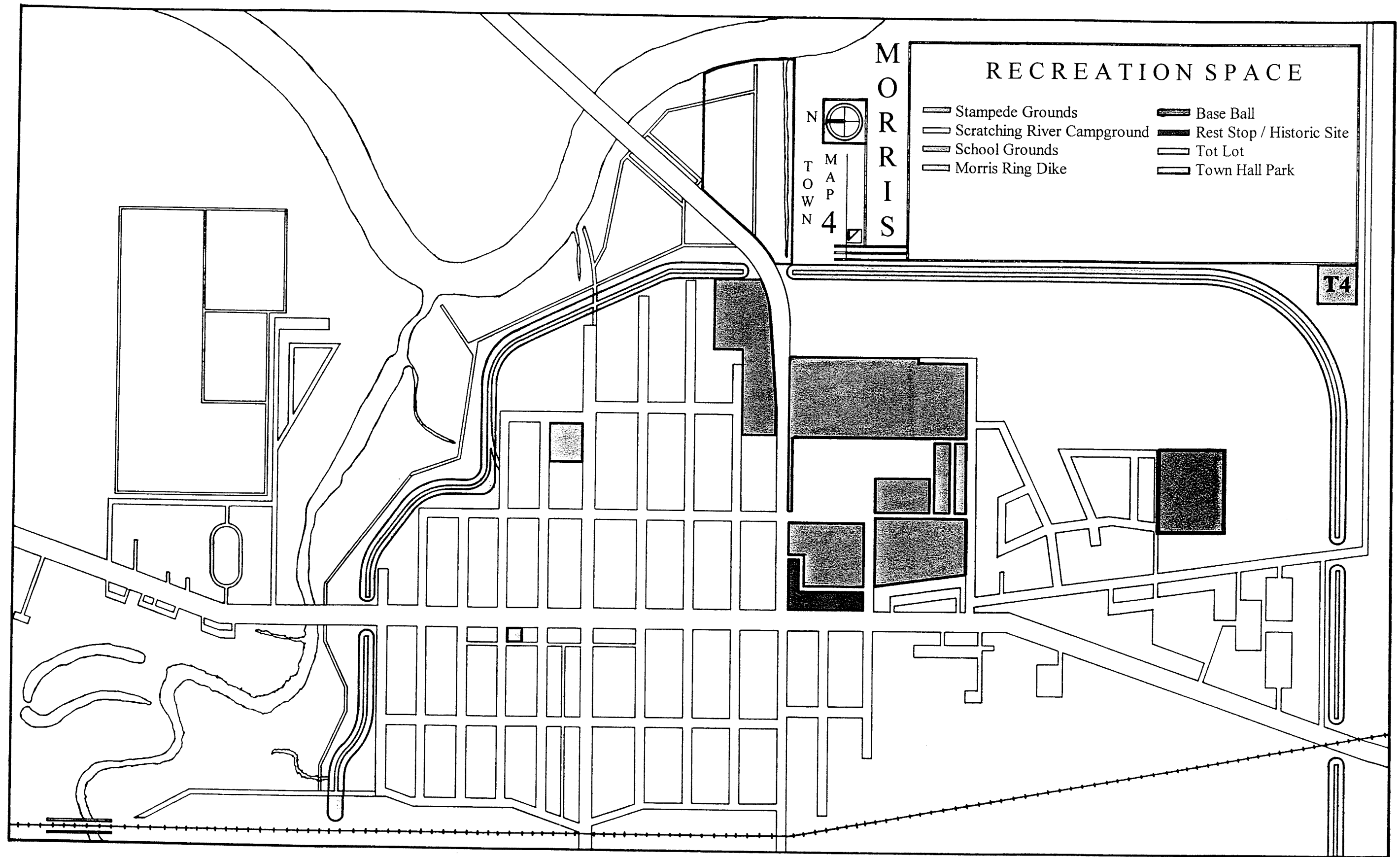
Within the boundaries of the earthen dike, there are opportunities to develop open space, west of the railway, at the stampede grounds and at the site of the current baseball diamond. Much of the open space within the town is flat and featureless, remnants of agriculture land and would lend itself for the types of activities associated with active recreation (baseball, soccer, football, hockey).

The Morris Wildlands

The greatest untapped open space lies outside of the boundaries of the town, a peripheral site banking the Morris and Red Rivers. Here to the east, we have the Scratching River Campground on the Red River, and to the north we have the Niakwa Pizza site (the site of the proposed Rest area / campground). In between these two points, we have the Junction of the two rivers. This site is within easy reach of the town and pedestrian linkage points would cover much of the town. The opportunity here centers of developing passive recreation activities, such as nature viewing, boating, camping, rock hunting, but also no traditional activities, such as regional issues, runoff, education, social gathering, and place identity

T4 Town Map 4 : RECREATIONAL SPACE

This map describes the current crop of open space available to the people of Morris and the surrounding region...



T5 Vehicle Circulation

..Grid Street Highway Character...

OBSERVATIONS

A Highway Runs Through It

The highway is the main anchor to all transportation activity in the town, with the east west Highway 23 providing a secondary anchor. Because of the nature of the highway as a hybrid between agri-town main street and Provincial highway, the towns people are very much dependent of vehicles for transportation. Highway 75 runs down the main street, effectively cutting the town in half, and the intense vehicular activity gives the illusion of traffic and commercial activity. But travelers have no incentive to stop, doing everything in their power to keep to the posted speed limit. Psychological effects of highway speed has a lot to do with this need to get through an on to a predetermined destination.

Morris Street Character

Pattern: There are two types of patterns evident here: grid and suburban. The grid pattern is highly efficient, and is well accessible to the Main Street. The suburban pattern, is off to the side and a bit out of the way, and lacks efficient access to the main street, making it highly vehicle oriented and insufficient (picturesque without having anything to look at).

Street Names: Many of the streets have Ontario / Quebec / town forefathers names like Toronto, Montreal and Kennedy, indicating the character of the Ontario settlers that first homesteaded the area. Street names in the newer sub division have placeless names like Willow, maple, chestnut, birch, cedar etc. indicative of the character of the modern suburbs.

Parking: There is plenty of parking along the long main street, but at times can be hazardous to enter the roadway. Other lots scattered around town, mostly functioning as parking for group homes, hospital, and church activity. Parking is a real problem during large scale events like the stampede and agri-expo but is mostly a minor inconvenience (the entire town becomes choked with cars, no place to park anywhere).

Service Road Network: Service roads, gravel in material, provide access to the dike, the Morris Wildlands, the cemetery, sewage lagoon and golf course. Also, a large lot exists in the stampede grounds, mostly empty, used as a midway and machinery display during the two main festivals.

Trailer Park: There is a trailer park which deviates from the grid pattern, largely diagonal easily accessible from the main street.

Lord Selkirk Highway: The old highway built on the Pembina trail, currently being torn up, replaced by highway 75.

IMPLICATIONS / OPPORTUNITIES

The Highway: There are two known options regarding the highway. It will either continue to pass through the town, or it will be diverted around the town. In either case there is an opportunity to rejuvenate the main street, to express town character and gathering. The highway going through the town would be OK, but the diversion would create a sort of mystique about the town, and would encourage people to enter the town.

Street Patterns: lessons can be learned by the simple grid pattern and implemented in any future residential development, particularly a grid pattern that creates higher density and efficiency in terms of vehicle (and pedestrian) circulation.

Street Names: Names of streets are often an indication of town character. The old streets demonstrate the history of the town in term a of origins (fur trade / Ontario farmers). The newer streets are names borrowed form anywhere, and nowhere an indication of the kinds of town character that lies hidden in modern times.

Parking: Parking is not a problem. Plenty of street curb parking in residential areas and the difficulties associated with the ballooning of the towns population occur infrequently, not justifying any sort of new vehicle accommodation.

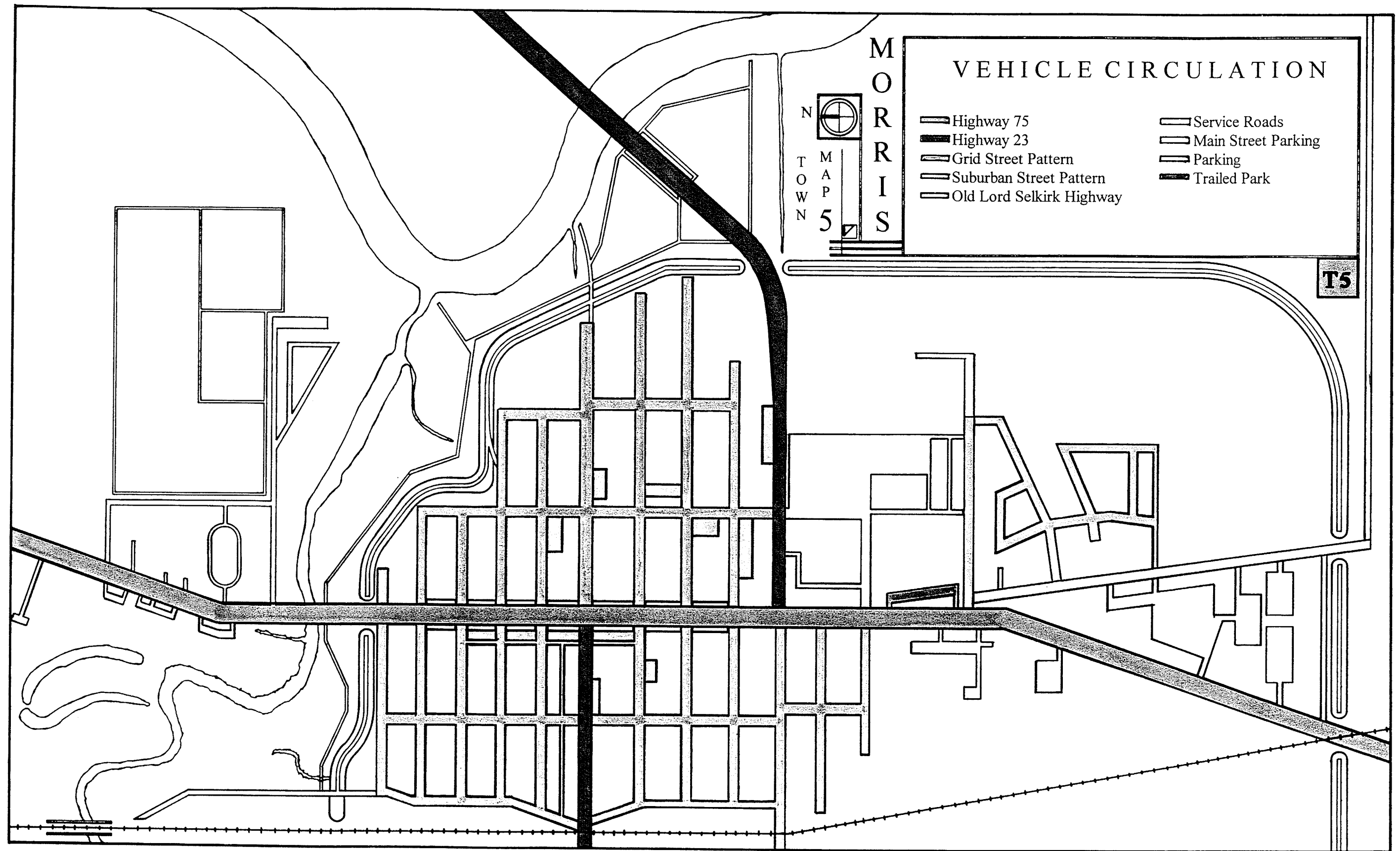
Service Roads: Provide good access to dike and travel along the surface, and provides a foundation for circulation in the Morris Wildlands, mainly engaged by those in the activity of dog walking (they should be on leash !).

Trailer Park: Opportunity to expand on the diagonal planning of the park and create a trailer park of high social quality.

Lord Selkirk Highway: Opportunity to go back in time and create a piece of the Pembina Trail as a tourist attraction and educational piece.

T5 Town Map 5 : VEHICLE CIRCULATION

This map describes the road types and the layout of the street pattern of Morris.



T6 Pedestrian Activity

... Following the Grid Street Pattern, Circulation By Default...

OBSERVATIONS

General Character

There are plenty of pedestrian friendly streets in Morris, following the grid street pattern, but the difficulty lies in the lack of destination points and the great distance between amenities. The overall pedestrian network seems to have an efficient way about it, the problem only being distances, which may discourage activity for those not fit to walk great distances on hard surfaces.

Observed Destination Points and Pedestrian

Much of the pedestrian activity observed was that of students walking to and from school, people walking their dogs, landscape architecture students walking around with intent, an elderly gentleman taking the treacherous walk to the cemetery, and another elderly man inspecting the July extent of the flood.

Main Street Pedestrian Character

Main street has plenty of sidewalk on either side, but walking is uncomfortable due to active traffic and a lack of softening features such as planters, trees and benches. Crossing the street can at times also be quite treacherous.

Semi-urban Residential

Nonexistent pedestrian connection between the main street and the suburban development creates a heavy reliance on automobile use and a rather isolated feeling.

The Ring Dike

The Earthen dike's service road is periodically used as a walkway, for leisure purposes, and three access points can be identified. These access points also facilitate vehicle access and are generously sloped and easy to walk up.

IMPLICATIONS / OPPORTUNITIES

General Issues of Character

The ability to get out and about by way of walking is what draws people to small town, but distances are surpassingly far and amenities surprisingly thin. What is lacking are good quality destination points for pedestrians. There is an opportunity to develop such places, where pedestrians can walk with relative comfort.

Main Street

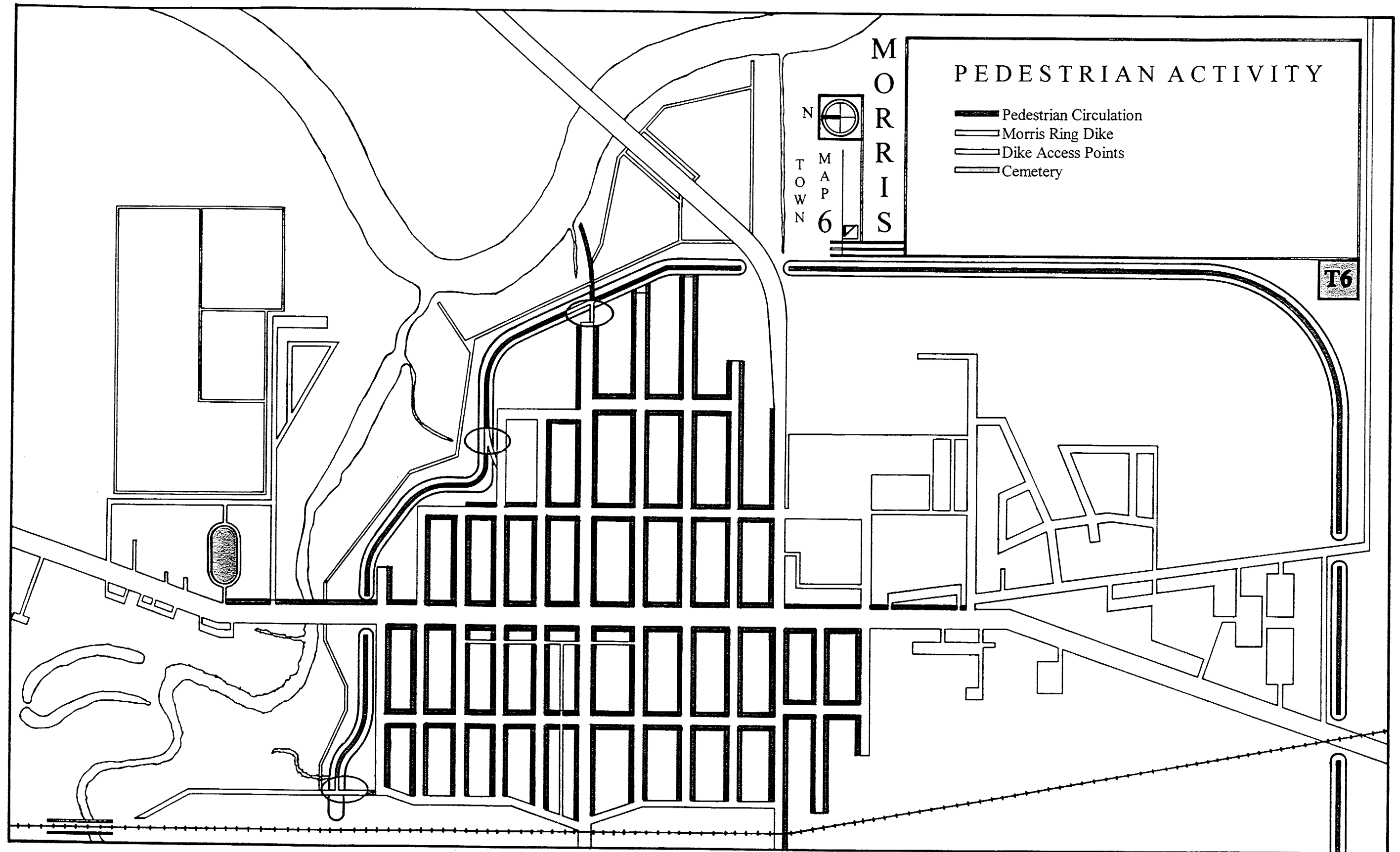
There is an opportunity to create pedestrian street life here with the rejuvenation of the strip as the commercial focal point of the town and to encourage those who drive, to walk to the other side.

Pedestrian Linkages

Opportunity to develop a well defined pedestrian linkage to the earthen dike, which offers a great secondary recreation function to the dike and a forgiving surface to walk on. There is also opportunities to go beyond the dike into the Morris Wildlands, using the service roads here as a way of reconnecting the town to its two great rivers

T6 Town Map 6 : PEDESTRIAN ACTIVITY

This map describes the pedestrian routes of the town, including the grid street pattern and the ring dike.



Summary of Town Opportunities

T1: Based on the character exhibited by the town of Morris from air photo interpretation, there is potential to develop design initiatives that encourage steady growth of the town while increasing density, develop the surrounding river corridors as places of recreation and ecological interest, and explore issues relating to the earthen dike.

T2: Based on the Bus tour experience, we see the potential of developing a number of design initiatives to explore, including: the cemetery, the sewage lagoon, the golf course, the proposed rest area / campground site, the Morris / Red River junction, the highway bypass, the proposed recreation area, the Scratching River Campground, the Stampede Grounds, new residential growth, and industrial activity.

T3: Zoning gives us much more detail in terms of the issues brought forth in the bus tour. There is opportunity here to strengthen the main street as the commercial focal point to the town and the region, to learn from and implement residential patterns appropriate to main street access, to encourage the increase in seniors as a population base and information, to explore the history of the town through design initiatives, to explore the relationship between the town and agriculture, to explore the potential for open space focal-park developed through town owned land, and to develop active long term industrial growth beyond agriculture.

T4: There is very little programmed open space in Morris, limiting growth and the attraction of people to the town. The opportunity is to develop an active recreational program, based on active and passive recreational programs. Within the boundaries of the town, the flat featureless open spaces can be developed as active traditional recreation spaces involving :football, baseball, soccer and hockey. Outside the boundaries of the town the Morris wild lands, made up of the town owned land along the banks of the Morris and Red Rivers, contemporary passive recreational initiatives can develop involving: nature viewing, walking, boating, history, flood plane experience, internet-community- communication etc.

T5: Here we see that in the context of a small town with centralized commercial activity, a grid pattern is the most efficient was of vehicle circulation and lends itself to a higher density. The downside of this involves the spread out nature of the town, the generous surveying of the town grid. This creates a heavy reliance on the automobile for ease of mobility. There is an opportunity to learn from these lessons for future residential development.

T6: Opportunity to develop a series of destination points for pedestrians, or to develop a place for leisure activity which is reasonably accessible to pedestrians from the entire town. The dike seems to be the key tool for this to occur and there are opportunities to develop links between the existing pedestrian system and the dike. Open space amenity would attract permanent and transient people to the town. An could provide a place to explore regional and local (town) issues.

CHARACTER ANALYSIS:

Site

How It All Began

Back in the spring of '99, I thought the idea of developing a rest area / campground north of Morris as a silly and almost as cliché response to attracting tourism to the town. A short time later, I discussed the situation with Alf Simon and through chance and circumstance, I began to look at the problem in a new and different light, ultimately deciding to take the rest area / campground proposal to task. Visiting the site, I was astonished to find, a short walk west of Highway 75, an actual river valley (topographical relief!), the home of the Morris River. It is a view of a landscape impossible to see from the highway, and yet a short walk away. Amazing! The idea of developing a rest area /campground appealed to me as a personal challenge: to bridge that gap and find unity between human needs and natural habitat with the Morris River Rest Area / Nature Park / Campground and to break free from my own self imposed stereotypical attitude.

Developing Practicum

Following Townscape Studio, I began to consider the site as a place in which to demonstrate the ideas I had explored in previous works and those I was in the process of developing in my practicum studies. The site was chosen because I felt that the scope and scale of the project as defined in Townscape studio was limited. I decided that the opportunities presented here, both for the site, town and region, were worth exploring as a practicum study. I continued documenting the site and it was almost a year later when I decided to expand the scale and scope of the site. Remembering the bus tour and what was said by those involved, I now saw a dynamic opportunity emerge: to expand the practicum site east and south encompassing the junction of the Morris and Red Rivers, and the Scratching River Campground.

After a thorough study of the region and town, I realized that there was an opportunity to develop the town of Morris as the focal point or hub for the region, and more specifically to develop the practicum site as the hub of the town and region. The challenge in developing the practicum site as the hub then became whether or not it was feasible to develop the chosen site, as it lay outside the boundaries of the protective ring dike, or to chose a site within the safe confines of the town. I took a leap of faith and decided that the site presented the ideal opportunity to develop dynamic landscape that explored the kinds of programmatic issues involving regional character and town character; not to mention those existing or emerging in contemporary landscape architecture. I believe that the greatest opportunity for town development lies in taking the proposed rest area / campground site, The Scratching River Campground, and the river bank zones that connects the two places.

This then is the study of Site Character based on the following map categories:

- S1 Peripheral Practicum *Site*
- S2 Morris Ring Dike ...*Generally Safe...*
- S3 Morris River Bed *Manipulation*
- S4 27 Selected Human Site Features
- S5 17 Selected Human Site Features
- S6 Vegetation and Zone Character
- S7 Flood Levels and Site Drainage
- S8 ...*Hydrology...*

S1 Peripheral Practicum *Site*

...Peripheral Site + Recovery = Peripheral Site Recovery...

OBSERVATIONS

Location

The study site is located north and east of the town, on the other side of the earthen dike, within a short walk of the town center, on the banks of the Morris and Red Rivers. The study area, which I call the Morris Wildlands, begins adjacent to the north section of the dike and is bordered by highway 75 to the east, farmland to the north and rail lines the west. Centerpiece to this parcel of land is the Morris River and the oxbow formation. From here, the site extends along the south bank of the Morris River to the junction of the two rivers (Morris and Red), continuing south along the west bank of the Red River, terminating at the current Scratching River campsite.

Peripheral Site

The site chosen to be developed as the town / regional hub is a throwaway landscape: a wildland labeled unsuitable and functionless, located on the fringes of urban habitation and a virtual stones throw away from the town. In searching for a contemporary term to describe this type of site, I came across a most appropriate characterization. The Morris Wildlands can be aptly described as a *peripheral site*⁸. Peripheral sites are the forgotten spaces: the zones between zones and the wildlands left on the fringes of towns and cities and is a term used here to describe places and landscapes associated with work that falls outside the boundaries of typical landscape architecture.

Recovery

Based on the character of the site, the act of peripheral site design is also an act of recovery. Recovery is fundamentally about reintroducing imagination, culture and social issues to the practice of landscape architecture, rather than limiting the practice to strictly environmental concerns.⁹ Landscape formation here becomes an act of interpreting, imagining and synthesizing the many features present in the external world, and expressing it to others through experience. The basic idea of landscape recovery provokes an exploration into the methods and techniques that may shape the expansion of the landscape project beyond the traditional 'site as the measure of all things' approach, leading towards the broadening of project scope through local and regional study.

IMPLICATIONS / OPPORTUNITIES

General

Peripheral Site Recovery: Peripheral site recovery is about taking a throwaway landscape labeled unsuitable and functionless, and developing a landscape of conscious recovery that expresses by way of experience, the natural character and human qualities of place.

⁸ Wall, Alex. (Pg. 234)

⁹ Descombes, G. (Pg. 79)

Nature / Human Integration

This peripheral site holds with it an opportunity to create a synthesis between human and natural site requirements: a holistic, organic composition. The opportunity to carry this through, lies in creating a 'weave' between the emerging human programmatic requirements and the natural programmatic requirements. The challenge then is to discover and develop the devices need to integrate human and natural requirements.

Site - Town - Region

I see the practicum as an opportunity to develop the zone between river and dike in such a way as to reconnect the town to the amenity-rivers, while at the same time awakening cultural links to the past, town needs of the present, ecological issues of flood plane process as well as regional, global and universal connections. Recovering this peripheral site is a just way of providing incentive for the town to grow and become the hub of the region.

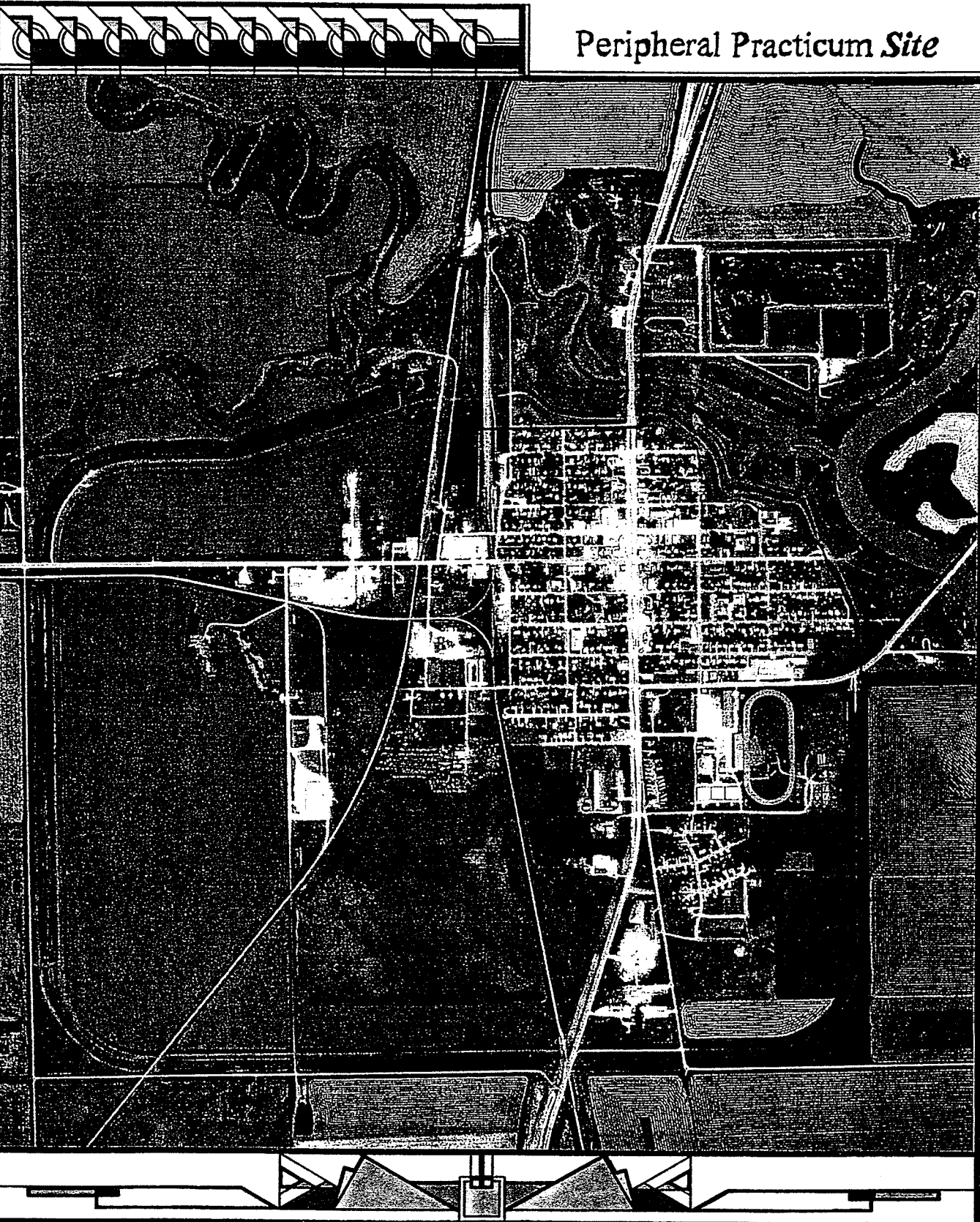
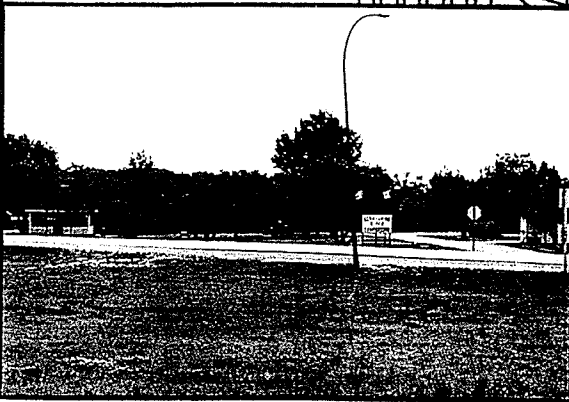
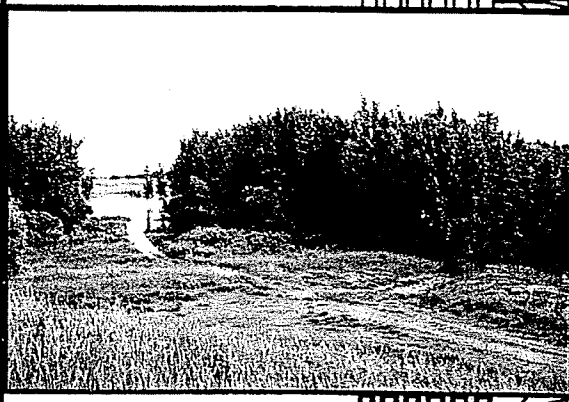
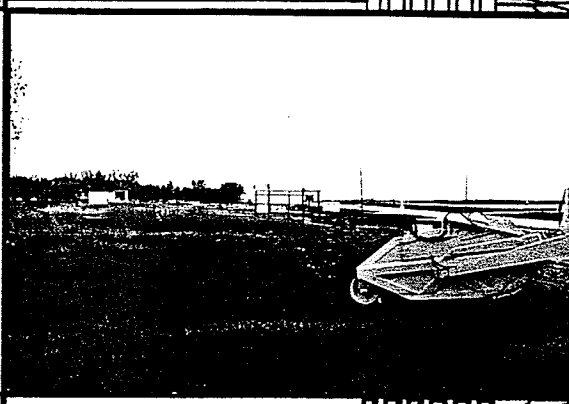
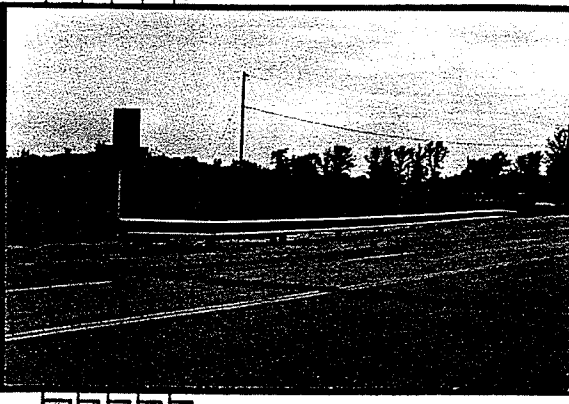
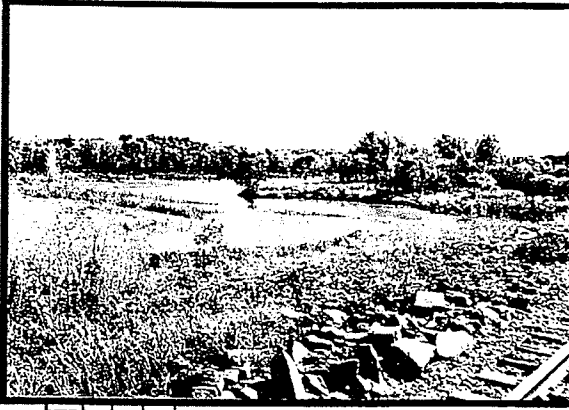
S1 Site Map 1 : Peripheral Practicum *Site*

This map illustrates the practicum site with photographs taken on the periphery to describe the peripheral site.

Peripheral Practicum *Site*

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S1



S2 Morris Ring Dike...*Generally Safe*...

...Dike Character, Topography, Numbers, and Flood Data...

OBSERVATIONS

Mole Hill Made Mountain

The dike isolates the town from the incredible valleys of the Morris and Red Rivers: a mole hill made to mountain. The dike symbolizes human will to over come the mighty Red River in a progressive sense whereby settlement is preserved by the elimination of the flooding danger to the town, which has created a safe haven in Morris. It seems like the opposite has occurred on the other side, the reclamation of a once human occupied site, by nature: roof tops on one side, treetops on the other. The downside of this is that the dike effectively cuts off the town form the surrounding rivers.

Topography and Numbers

The topography surrounding the dike changes most dramatically along the river bank, ranging from 760' ASL to 785.3' ASL at the top of the dike. This attributed through the cutting of the earth and the creation of the two river valleys over time by water flow. The dike is 785.3' above sea level (ASL) anywhere along its perimeter circumference, and the normal water levels of the Red and Morris Rivers is 760.0' ASL. That gives a 25.3' difference during normal summer levels. From the base of the dike to the top of the dike: 15.3". From the base of the dike to the waters edge: 10'. Normal water level fluctuations, 10 - 25 year flood levels, typically rise 10' above normal (760' to 770'). Abnormal water levels, 25 - 50 year flood levels, typically rise 12' - 15 ' above normal (760' to 775'). Dangerous flood levels, 50 - 100 year flood levels typically rise 18' - 23' above normal (760' to 783').

The Flood of 1997

During the great flood of '97, the dike came within 2' of being overcome in the 1997 flood but is generally believed to be safe. There are a total of ten points of entry to the town by way of the dike, which need to be 'plugged' during peak flood levels.

IMPLICATIONS / OPPORTUNITIES

The Significance of the Dike

The positive nature of the dike in terms of the effect it has had on the town can be readily seen in the differences between the air photo of April 68' and April 96'. The opportunity here and the challenge then becomes developing design metaphors that take a rather obvious stigma attached to the dike and incorporate it into the design scheme for the practicum site. The dike is a visual and physical feature to the site and their is an opportunity to develop it in a way that incorporates this man made feature into whatever development occurs on site.

Site, Town and Region

The dike has metaphorical implications relating to the town, the site and even the region. In a regional sense, it is a demonstration of flood protection and provides a precedent for other dikes surrounding other towns in the region: an example of success. In a town sense it is a metaphor for protection and security, and an opportunity for expansion and development within its boundaries. In a site sense it is a reminder of the block between town and peripheral site. It can also be seen as a metaphor for a fundamental lack of process understanding: a sign of water mismanagement upstream and an opportunity to educate and empower.

Linkages

The dike separates the town from the site, and therefor there are opportunities to develop linkages at key points to improve access to the site, keying in on the service linkages that currently exist and finding areas where the practicum site can be extended onto the town.

S2 Site Map 2 : Morris Ring Dike ...*Generally Safe*...

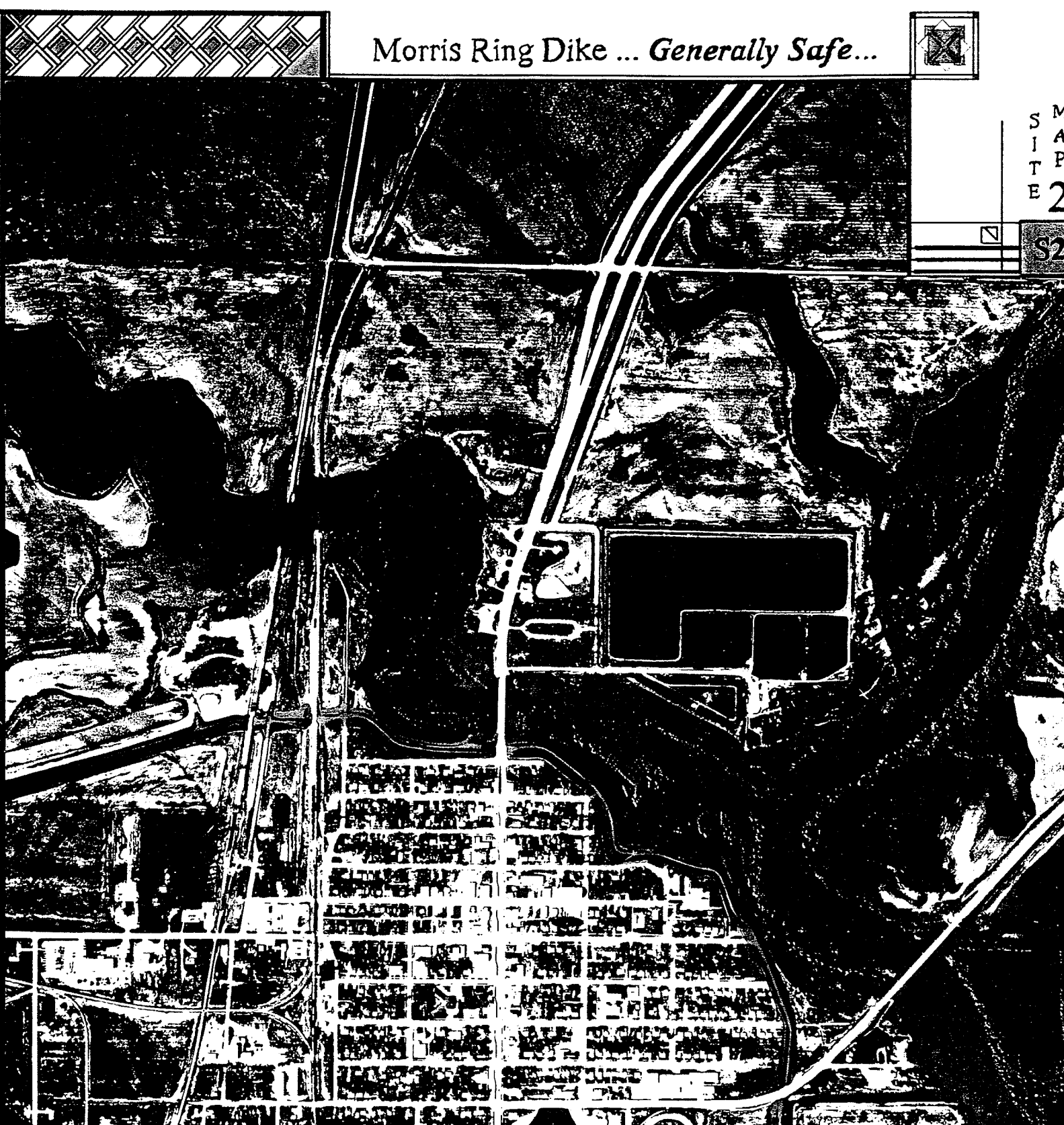
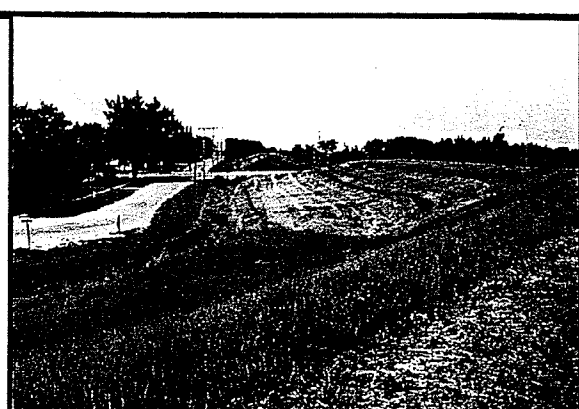
This map illustrates the relationship between the practicum site, the dike and the town, and the images demonstrate the kind of character associated with the dike.

Morris Ring Dike ... *Generally Safe...*



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S2



S3 Morris River Bed *Manipulation*

...Problems Associated With Water Runoff and the Construction of the Dike...

OBSERVATIONS

Engineered Solutions

A plan was called for and came down by the hand of the engineer: to develop a drainage system for Southern Manitoba geared towards the elimination of water retention to get agri-fields seeded as quickly as possible. The Morris River was not beyond their reach, and suffered consequences, not directly, but in the aftermath of the incredible network of ditches, dams and diversions designed and dug in Southern Manitoba. The activities of the engineers did clear water from fields in record time and the engineers achieved their mandate given to them, but their drainage system has increased the flow and volume of water entering the Red River and actually worsened the kinds of seasonal and bi-seasonal flooding problems we experience today.

The Earthen Dike and the Town

The manipulation of the Morris River centered upon a reaction to the destructive aspects of flooding in the town. A recognition that an earthen dike was needed and a decision to build it provoked the enrollment of the engineer, the same group help to facilitated the problem. A comparison between air photos taken before and after the building of the dike demonstrates the location of the dike and the changes on the town and the Morris River. Much of the land composing the practicum site, prior the building of the dike, was part of the agriculture matrix of the region and in fact there were farm houses, homesteads and cultivated fields within the boundaries of the site. With the dike came the eliminated these kinds of activities, and subsequently has allowed for the recolonization of the site by nature.

The Incredible Modifications of the Morris River

The original meander of the Morris river within the defined boundaries of the practicum site was made up of an 'S-curve' north between railway and highway, and two lesser curves south and east and west of the highway. At two particular points, the curves of the river came dangerously close to the town, one point east of highway 75 and the other west. The proposed location of the dike would sit on top of these two curves, and therefor it became necessary to change the bed pattern of the river.

Four Key Acts of Modification:

1- The first aspect related to the location of the dike, and involved the east of highway 75 curve of the river, to which the curve and the creek entering the town were manipulated drastically. Regarding the curve, a strait line was drawn between the beginning and end points of the curve, a trench was cut into the Red River clay and the remainder of the curve was filled in. The creek was eliminated from the town entirely, and its bed became an underground sewer and a foundation for a major runoff culvert and ditch.

2- The second modification involved the curve in the river immediately west of Highway 75, to which its initial mender was simplified. Although less dramatic than with the handling of the east curve, the radius of the curve was reduced substantially, reducing the meander, and creating the space needed to build the dike.

3- Another modification involved the virtual elimination of the great 'S-curve' as part of the natural river bed by the cutting out of the upper curve all together, creating the oxbow we see today. Possibly done as an act of efficiency, but perhaps not necessary, because when the river floods the water leaves the boundary of the river bed.

4- The other remaining modifications involve soil and bed disturbance, characterized by the development of the three bridges that pass over the site. The Rail Bridges involve the creation of a 'fish riffle' to reduce erosion on the areas around the rail bridges and to create a disturbance in the water flow, oxygenating the water and encouraging the growth of fish in the river. The areas around the base of the Highway 75 and 23 overpasses are similar to each other, characterized by compacted soils, rock deposits and a lack of vegetation growth.

IMPLICATIONS / OPPORTUNITIES

General

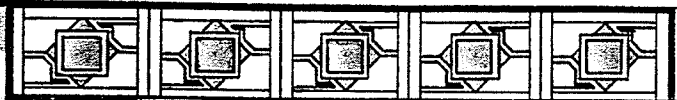
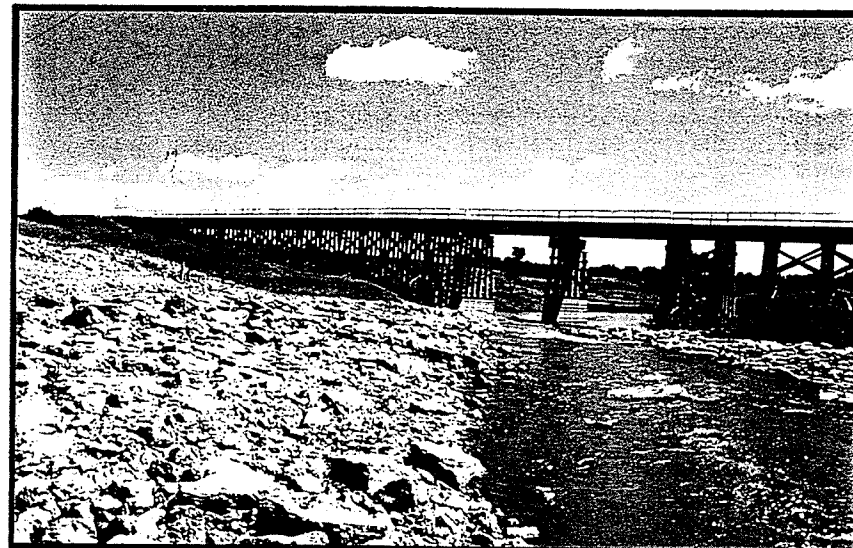
Dike construction and river bed modification has reduced human land occupancy, and has allowed nature to reclaim the site in some ways, with remnants of human activities remaining obvious. Large areas of land where nothing seems to grow at all can be found on the banks of the river where modification has occurred. Areas of human occupancy remnants provide interesting opportunities in relation to archaeology and historic use.

Recognize and Metaphoric Reestablishment

There is an opportunity here to recognizing the human and natural changes that have occurred to the site and the river and working that into a design expression or feature. This involves tracing a line of activity that has lead to the shaping of the landscape today, evident in air photography and site experience. In effect it involves finding some way of reestablishing selected human and natural patterns in both a physical and virtual way.

S3 Site Map 3 : Morris River Bed *Manipulation*

This map describes the original extent of the Morris River (June 1950) and the modifications made with the construction of the dike (September 1979), and describes some of the visual scars left in its legacy.

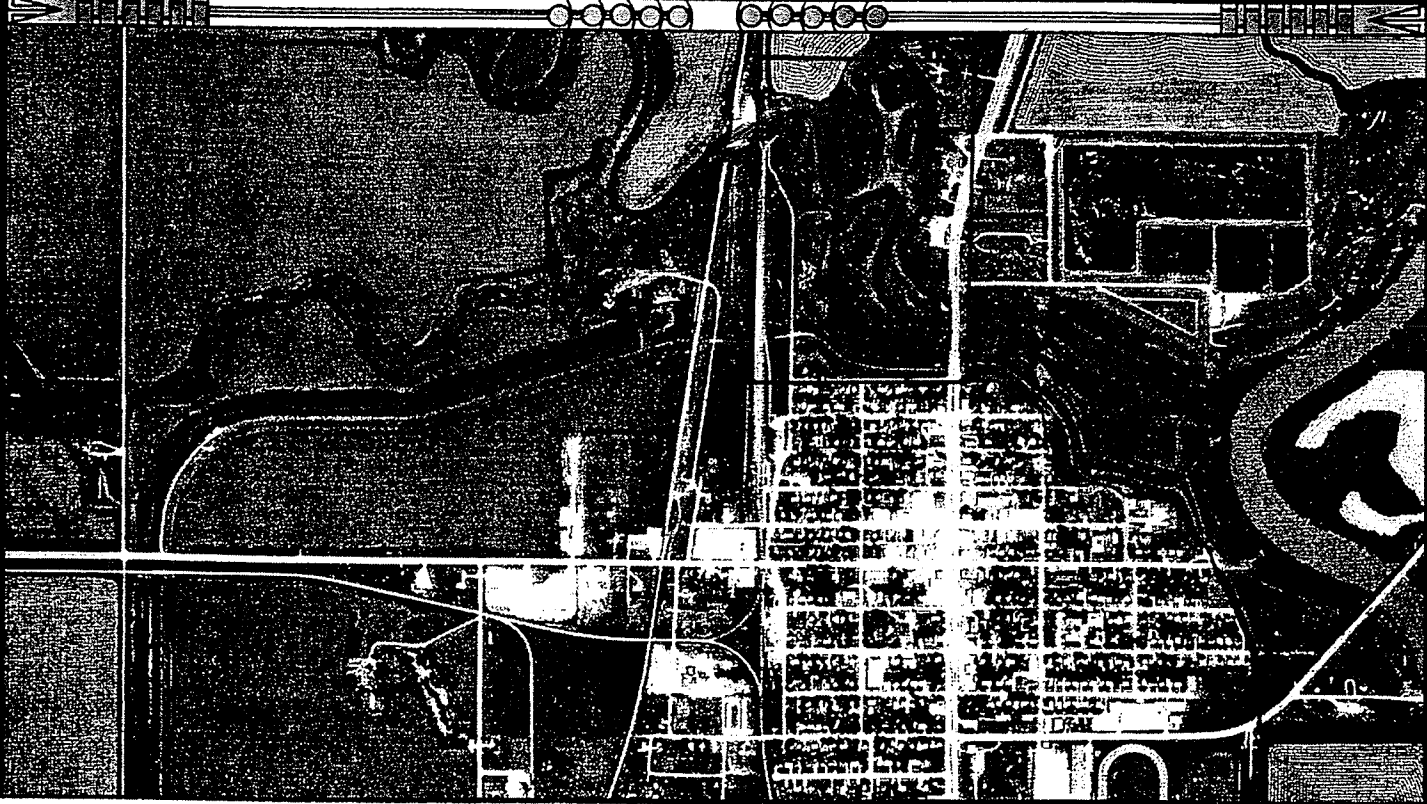
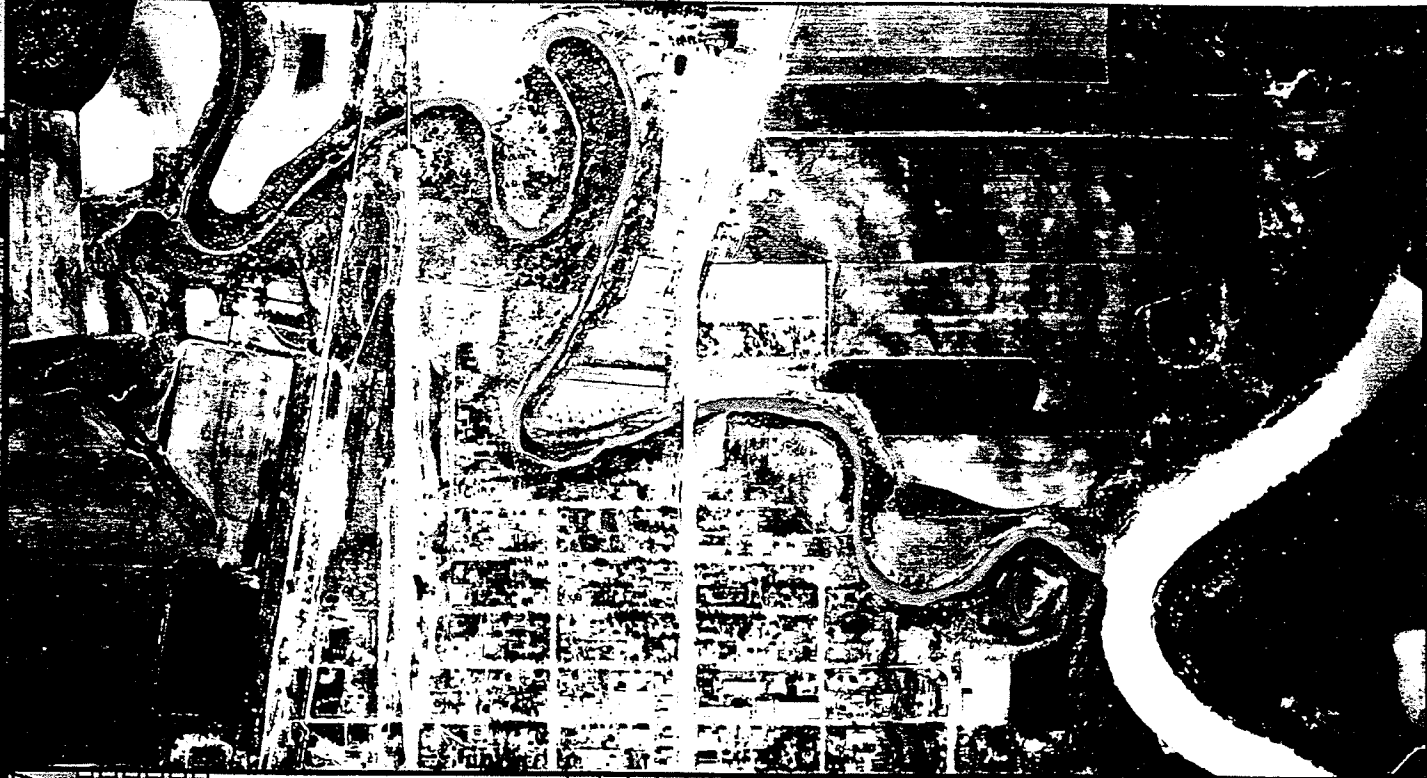


Morris River Bed *Manipulation*



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S3



S4 27 Selected Human Site Character Features

...Uncovering The Obvious and The Not So Obvious...

OBSERVATIONS

Awakening and Discovery

Peripheral sites are landscapes fully bound in the diversifying effects of human and natural activity and impact over time. It is this particularity which gives the practicum site unique originality and character. I began thinking about the project by walking again and again around the site. I spent a great deal of time just looking at things and listening. I tried to look out for things that one wouldn't readily see. I tried to listen and feel the rhythms already present. I wanted to leave my own mark as a designer, but at the same time I wanted to respect the nature of the site and its history, without reducing the site to mere sentimentality by way of preservative picturesque techniques. I wanted to overlay a framework cultural activity onto a landscape fully bound in the natural river processes.

27 Noted Human Site Features

Walking around the site during various times throughout the year, I began to notice unique and interesting human site features, consistent with a site with past activity. The first site human site features that immediately came to my attention were those associated with wildland characteristics, namely: earthworks, settlement, topography, drainage, utilities, planting, and furnishings. I actively sought to arrive at different points within the site and at different times of the year as a way of evoking and encouraging creativity: an analytical method suited well to developing a broader understanding of landscape process through experience. It was during these visits that I began to discover and in many ways uncover traces of present and past human activity, expressing a certain kind of indigenous character to the site. Some of these features were quite obvious and easy to discover and they include:

- 1- The Highway 75 overpass
- 2- The highway 23 overpass
- 3- The wooden rail bridge
- 4- The concrete and steel rail bridge
- 5- The grain elevators
- 6- The Earthen Dike
- 7- The network of service roads providing access the site

Other human site features required much more digging and walking about to find, as many began to reveal themselves with the changing seasons, while ones previously discovered seemed to melt away. These features include:

- 8 / 9- Rockpile A and Rockpile B
- 10 / 11 / 12 / 13 / 14- The five drainage ditches
- 15- Snowmobile routes

- 16- The plastic wading Pool
- 17- The remnants of a shack
- 18- The park bench (no park)
- 19- The arrant golf ball
- 20- The triangular tree house frame
- 21- The old bridge foundation
- 22 / 23 / 24- The remnant house foundations, horse shoe pits and the old Niakwa Pizza
- 25- The car in the oxbow
- 26- The fish riffle
- 27- And the occasional toxic barrel

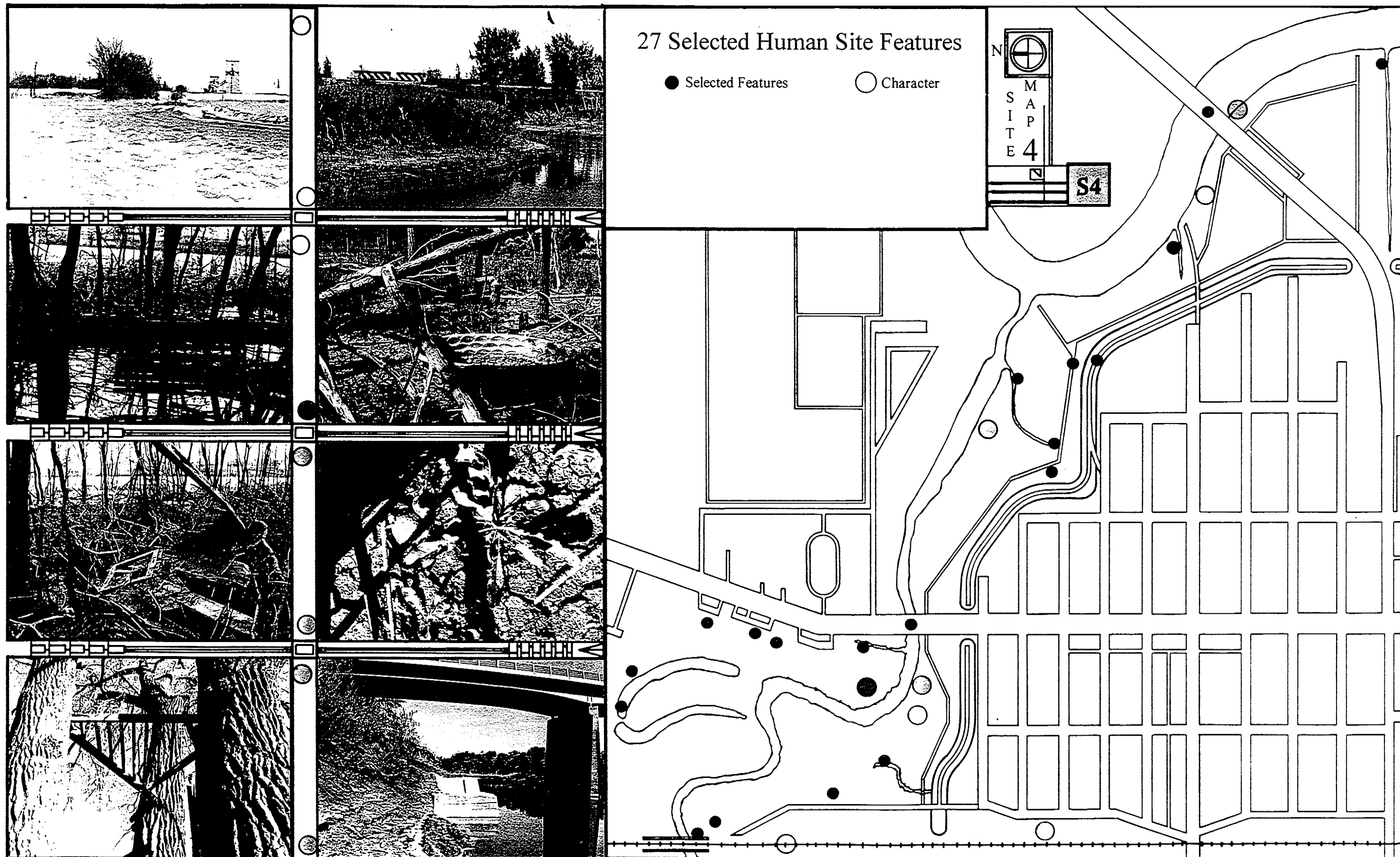
IMPLICATIONS / OPPORTUNITIES

Tracing Human Activity

Recently I have found myself becoming less and less interested in reconstructing historical lineage, and I now find myself becoming more and more interested in exploring the notion of tracing the line of human activity: conveying the past site history through experience. I see the opportunity within this practicum to explore this idea and I think it can be done by addressing human activity and impact over time as part of a network of experience, in some cases allowing the human features to decay and continue on their given path, and to add where appropriate, strategic architectural devices, to create an experiential weave between site users and the existing and yet unforeseen human landscape character.

S4 Site Map 4 : 27 Selected Human Site Character Features

This map describes the location of the 27 uncovered site features, and pinpoints eight specific character features of human impact on the site.



S5 17 Selected Natural Site Features

...The Obvious and the Not So Obvious...

OBSERVATIONS

Awakening and Discovery

The process of discovering natural site features developed out of repeated site visits throughout the seasons during the same time as human site features were uncovered. From afar, the site initially looks heavily vegetated, and it was difficult to get beyond this perception: difficult to discover the layers of activity the site had to offer. Being from the city, born and raised, I had difficulty comprehending the character of the landscape: it wasn't formalized, there were no pathways, and there was no Kentucky bluegrass. But, through repeated visits I began to develop an appreciation for the character of this wild land, The more I visited the site the more I came to understand the kinds of processes and natural activity that was going on. I began to develop a familiarity with the site and the landscape began to reveal itself, or perhaps I began to see what was there all along, previously unable to see but now obvious through the simple act of seasonal site experience.

Natural Site Features (17)

Natural activity is often characterized by seasonal change, hydrology, weathering, succession, day and night. I actively sought to go into areas impossible to get to as a means of uncovering things which could only be experienced in this way. The first natural site features that became noticeable were quite obvious to me, visible from the dike or the highways, and characterized by:

- 1- The big cottonwood
- 2- The junction of the two rivers
- 3- Seasonal patterned change in the vegetation
- 4- Deer beds and running deer
- 5- Sparrows heading into town for food
- 6- Water level fluctuations
- 7- And a fabulous variety of smells

Other natural site features required a much more comprehensive study, possible only through experience: a 'getting down, dirty and in there' approach. These features include:

- 8- Bird nest structure
- 9- Tree-fingers
- 10- Old beaver activity
- 11- Forest zone character
- 12- Fire grass
- 13- Dry mud texture and pattern
- 14- Sticks on mud pattern
- 15- Fallen trees and driftwood debris

- 16- Muddy banks of the two rivers
- 17- And four deer

IMPLICATIONS / OPPORTUNITIES

Experiencing It

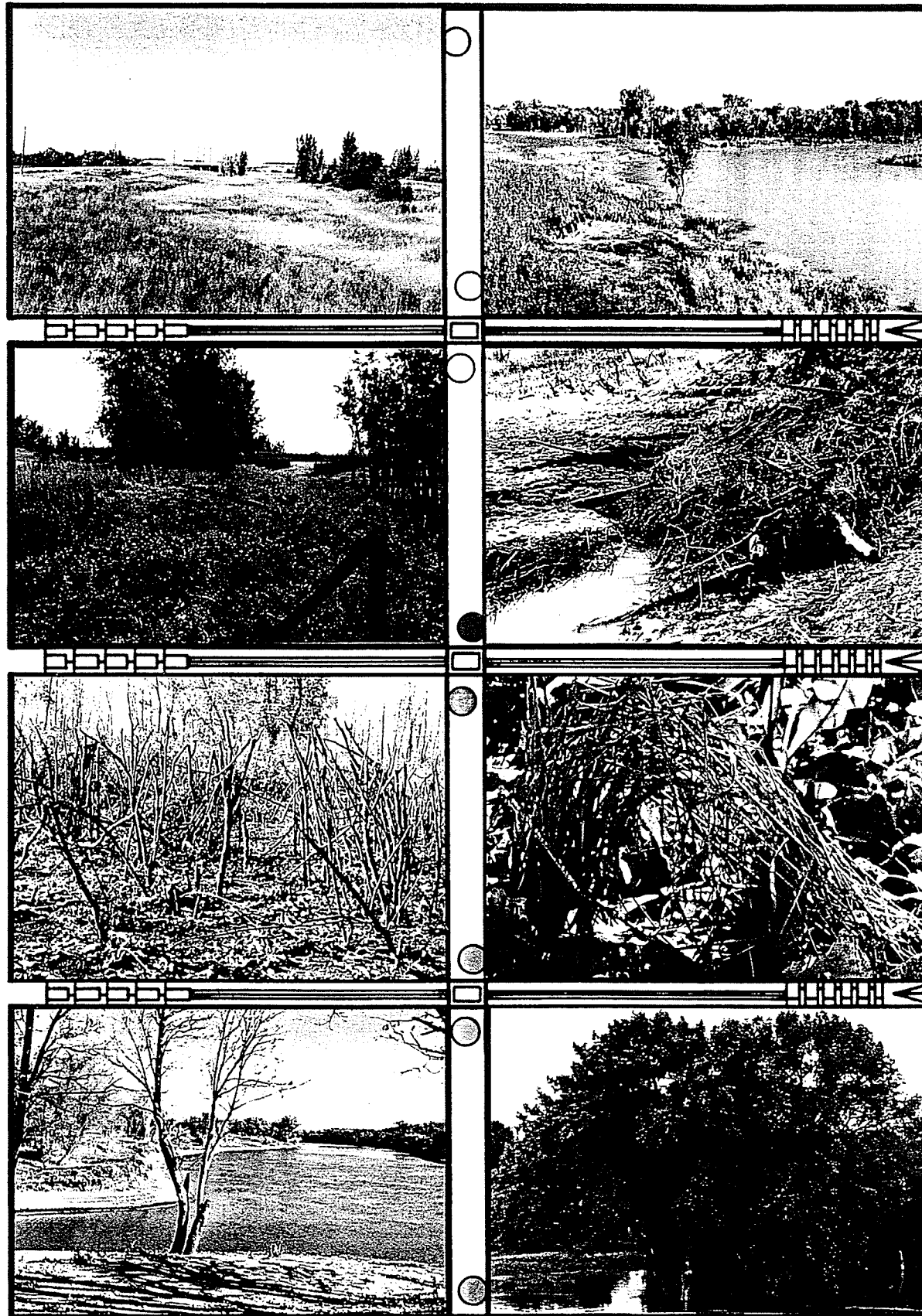
Rather than promoting the idea of landscape description and a 'look over there' attitude, I see an opportunity here to work with the dynamic landscape character to promote the idea of landscape experience: a 'go over there and find out what it is for yourself' attitude.

Tracing Natural Process

Rather than taking a strictly ecological approach to the practicum site, I see emerging an opportunity to work with the kinds of processes occurring here and create a weave between natural site requirements and human site requirements. It is not about preserving a river bottom habitat as defined as ecology, but rather a creation of an experience of what the landscape is, and is becoming, fully bound in the effects of both human and natural regional, town and site activity. It is an opportunity to create an experiential weave between site users and the natural character of the landscape.

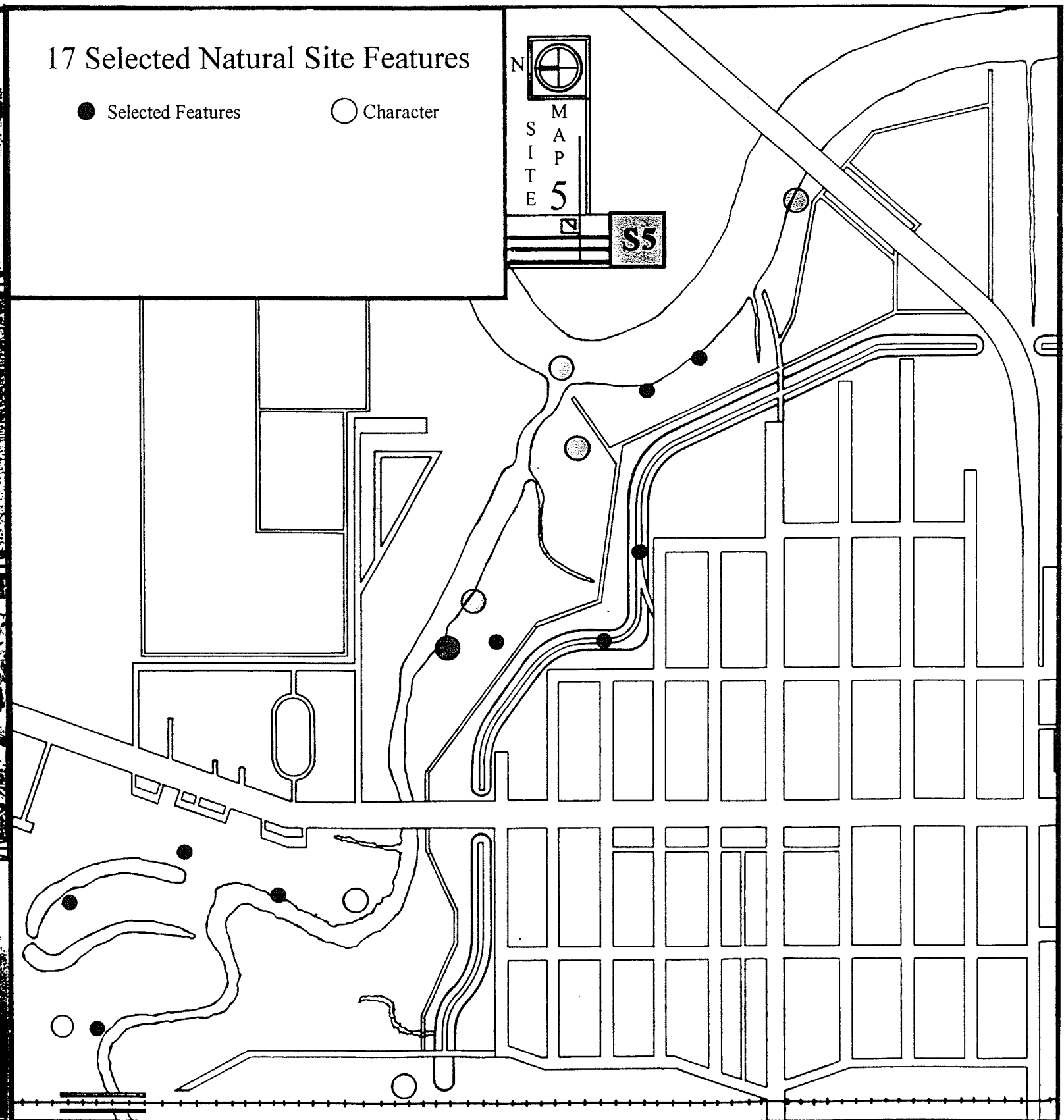
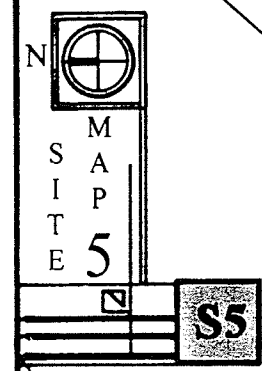
S5 Site Map 5 : 17 Selected Natural Site Features

This map points out the location of the 17 discovered features, and pinpoints eight specific character features of natural character on the site.



17 Selected Natural Site Features

● Selected Features ○ Character



S6 Vegetation and Zone Character

...Change Over Time and Zone Character...

OBSERVATIONS

Change Over Time

The site is best characterized as a river bottom habitat composed of vegetation and soil character typical of the Red River and its tributaries(river bottom forest, open grass, river bank growth, and mud flats). Since the construction of the dike and the elimination of farm related activity on the site, vegetation has been allowed to reestablish itself, but has yet had the time to develop into a mature river bottom habitat. Combined with what was already there previous, and what has emerged since human site activity, we find within the practicum site a wide variety of vegetation character.

Vegetation Characteristics

The native plant communities found within the site are the most essential expression of place as they support the richness of sit wildlife with whom they have co-evolved. A loss of vegetation leads to a loss in the dynamic relationship between plants and animals. The variety of vegetation patterns and zones existing on site can be read to indicate the nature of these conditions and can be described as having grown and formed in a pattern responding to climate, topography, soil changes, human activity and hydrology.

The study site can be characterized as having numerous vegetation zones including, but not limited to, the following:

- | | |
|---------------------------------------|--|
| 1- Natural forming mud flats | 2- Forested zone with dense understudy |
| 3- Flat grassy areas of various sizes | 4- Mowed grass areas |
| 5- Row planting | 6- Mowed dike meadow |
| 7- Forested zones with no understudy | 8- Bank Grass |
| 9- 'Tree Fingers' | 9- Agri-crops |

Soil Characteristics: The types of soil found are predominantly composed of Red River clay covered with a thin layer of organic material. Soil is typically a hidden, misunderstood problem. Soil functions to recycle nutrients, most of which is dine by the animal / fungi life in the soil which depends on a permeable soil crust, stratified layers of soil and appropriate amounts of organic material⁴. Much of what has emerged as a result of the construction activities along the Morris river has served to destroy the life and function of the soil. The facilitator of soil erosion has been river bed modification which is not necessarily the result of a designer, but of necessary reaction to dike infrastructure. This activity has served to compact the soil and up end years of soil stratification, resulting in the elimination of root penetration and water down-draw. These areas

find descriptive character as large muddy / rocky areas devoid of organic material, and there are six areas exhibiting the characteristics described above located at the following points:

- | | |
|------------------------------|---|
| 1- Rail bridges (rock) | 2- West river bed manipulation (mud) |
| 3- Highway 75 (rock / mud) | 4- Morris / Red river junction and runoff gully rock / mud) |
| 5- Highway 23 overpass (mud) | 6- Campsite boat launch (rock) |

IMPLICATIONS / OPPORTUNITIES

General Experiential Qualities

Through repeated visits and a growing experience, I saw the site revealed to me, not as a series of compartments, but as a series of interwoven zones characterized by diversity in vegetation. I now see an emerging opportunity to develop a comprehensive way of experiencing these zones.

Vegetation Establishment

Opportunity to reflect in plan an in physical experience, plant community structure that goes beyond simply planting native species and instead allows native plantings to reestablish themselves in their own was and on their own time, thereby patterning planting schemes after the kinds of rich and complex ecological patterns that already exist on site at present, formed by past and present human activity, typography, climate, soils and hydrology.

Soils

Opportunity to preserve and rebuild soil resources where needed by way of innovative restoration techniques. During future construction there are management opportunities to develop new protective and preservation methods during heavy sight activity associated with soil disturbance.

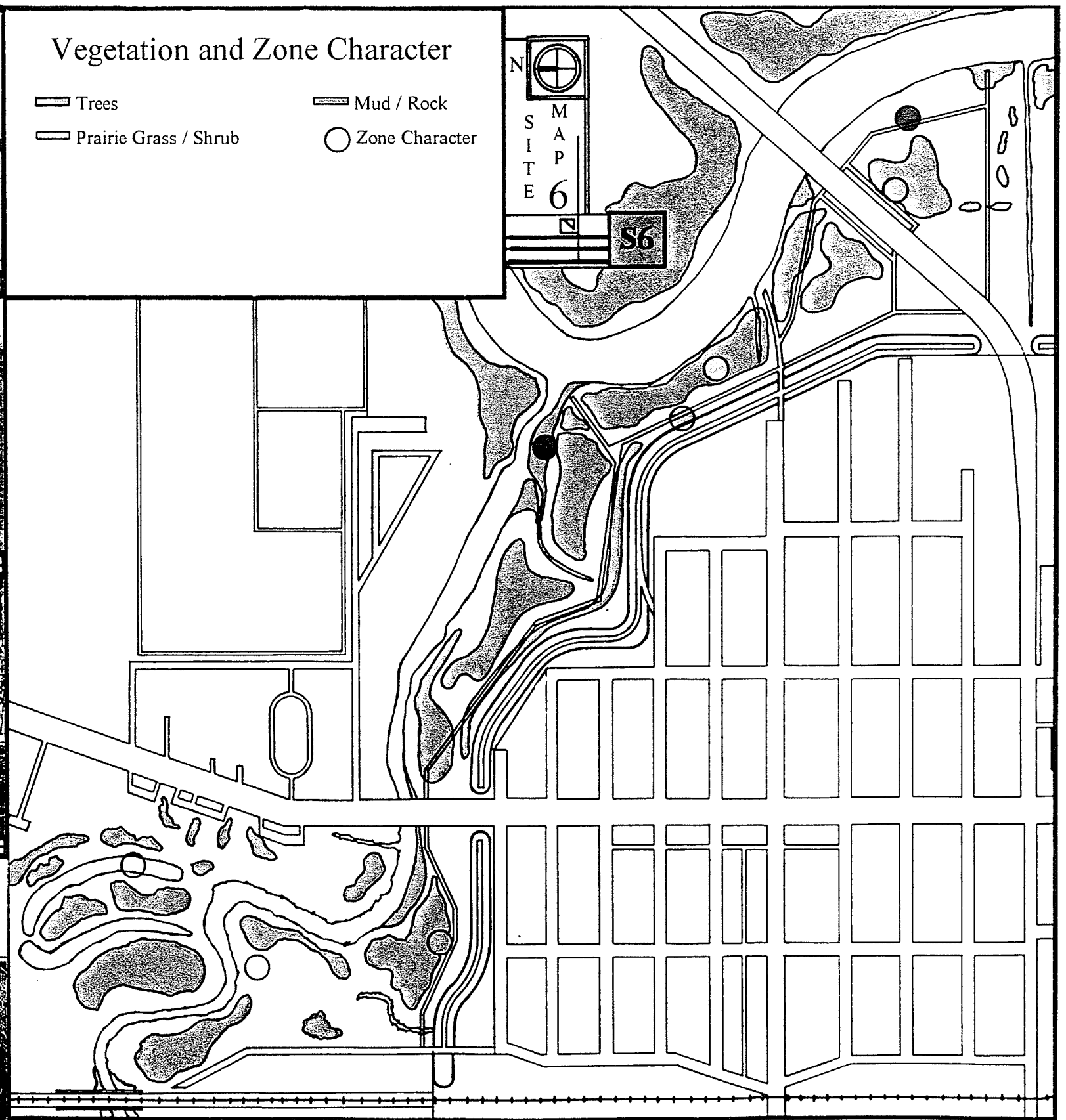
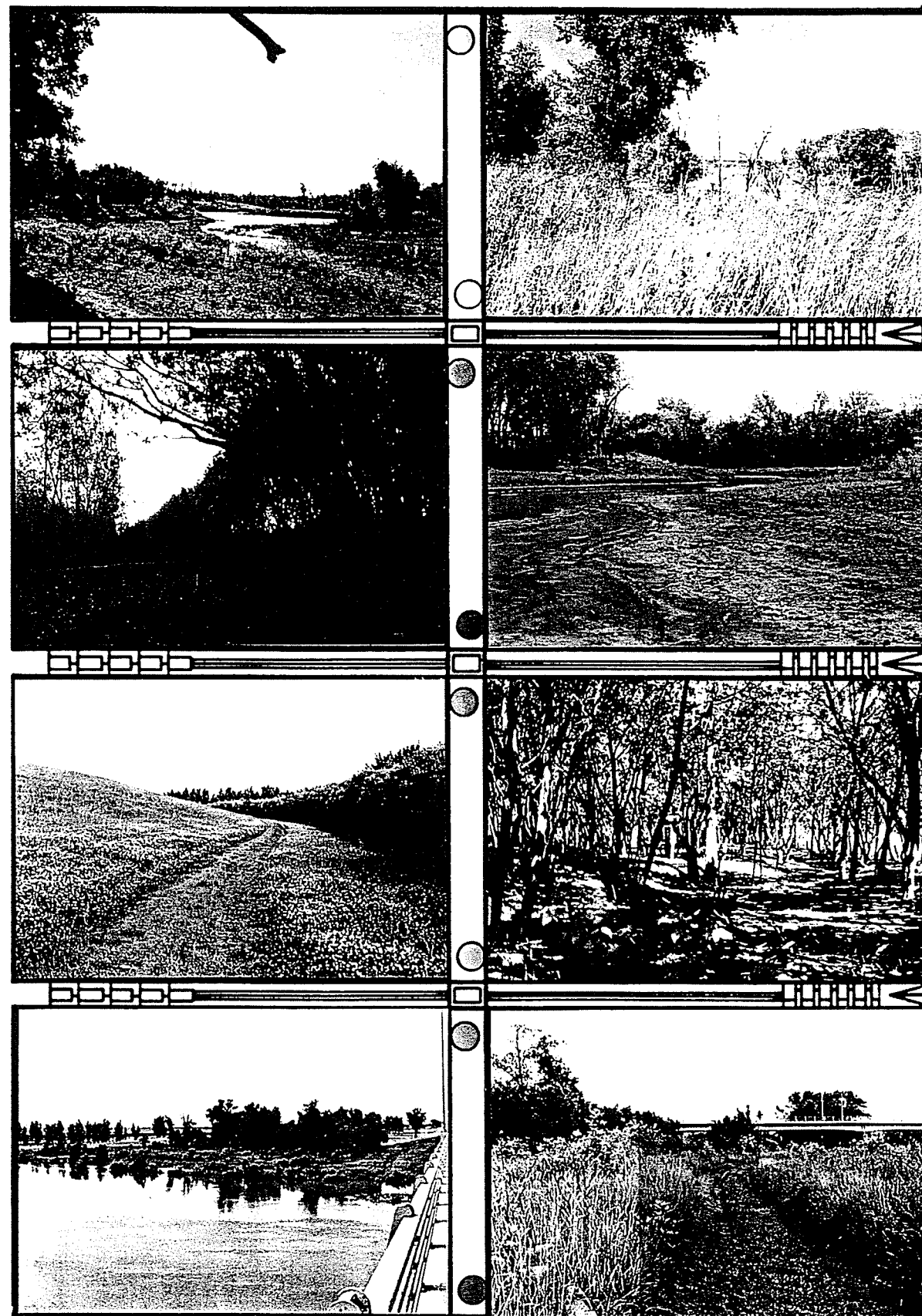
From Education to Vegetation Programs

An opportunity to develop a landscape management program, at the point of the proposed 'hub', centered on the latest, best scientific understanding into compelling visual and physical experience. Everything from education to vegetation programs can be used to express the unique qualities of site, revealing the perchance for both aesthetics and biological diversity as important design goals.

S6 Site Map 6 : Vegetation and Zone Character

This map illustrates the various landscape vegetation types, with images to begin to describe the vegetation zone character...

⁴ Franklin, C. (Pg. 21)



S7 Flood Levels And Site Drainage

...Runoff, Drainage, Flooding and Drought...

OBSERVATIONS

Runoff and Drainage

Increased runoff from impervious surfaces associated with the urban character of the town is one of the most pervasive problems on the site. The construction of the dike and the problem with town drainage has facilitated a desire to concentrate the flow of rain and melt water within the town and to remove it as quickly as possible into the two rivers. In this cycle, surface runoff from the town is collected into pipes, and irrigation ditches and then pumped out into 'gullies' draining into the Morris and Red Rivers. The gullies prevent water from infiltrating into the ground and also act to pull in water from the adjacent slopes. There are five such gullies on the site characterized by either a strait line ditch or a slight meander. The results of this all to typical management of storm water runoff is stream bank erosion, the carving out of deep empty narrow creeks, heavy sedimentation and an apparent lack of riparian based flora and fauna.

Flooding and Drought

This single minded pursuit of flood prevention, not just in the town but in the surrounding region, has lead to runoff issues, drought, water pollution and unpredictable flooding. The season and biseasonal flooding that typically occurs on the site can be measured by the 10 - 25 year flood level. Particularly bad flooding can be seen in the April 96' air photo and representing the 25 - 50 year flood level. Flooding typically associated with disastrous water levels in the Red River Valley as experienced in the Flood of 97' are measured by the 50-100 year flood level. After having visited the site once every season from the April 1999 to July 2000, I have experienced the flood levels associated with 10 - 25 year flood levels only, in April of 99, September 99', April 00 and June 00 and September 00. The spring levels were expected, but the biseasonal levels were completely unexpected on my part, and can be attributed to a heavy rains south and west of Morris. High water levels seem to quickly stand out as the dominant feature of the landscape, but this is misleading. Equal to flooding and high water levels are drought and low water levels. After a period of four weeks the levels would subside to normal, and drought conditions would quickly develop. The poor soils and lack of water retention prevent any sort of wetland habitat from establishing itself on the site.

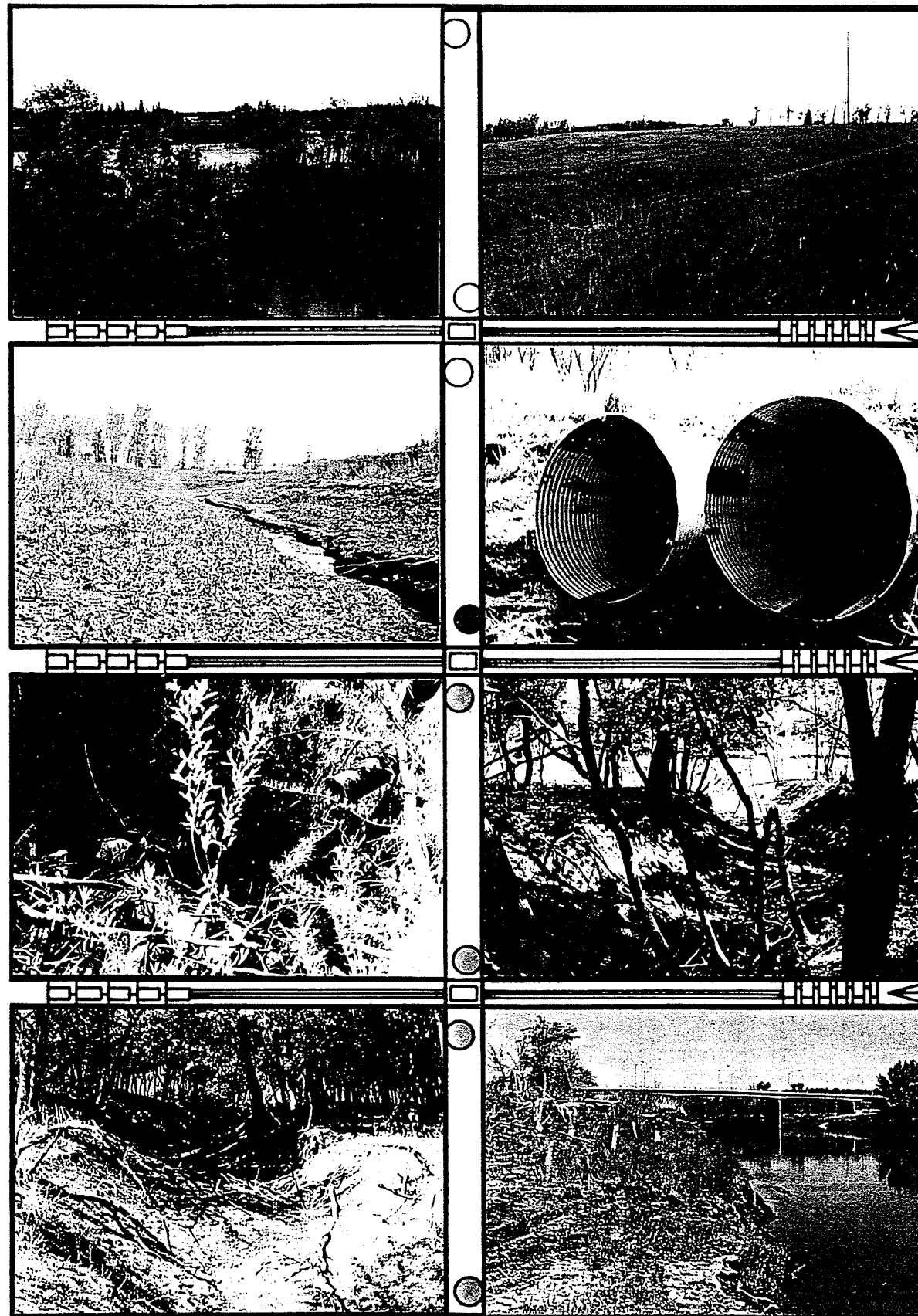
IMPLICATIONS / OPPORTUNITIES

Artifacts and 'Vegetation Swales'

Opportunity to explore the flooding / runoff / drought characteristics of the site. Design metaphors could be developed throughout the site to address the flooding aspects and runoff by way of circulation and experiential 'artifacts'. Drought and runoff issues could be addressed through solutions that reduce runoff and maximize water storage within the creeks themselves, influencing groundwater storage, and channel stability, possibly by the five gully formations becoming 'vegetation swales', and porous paving.

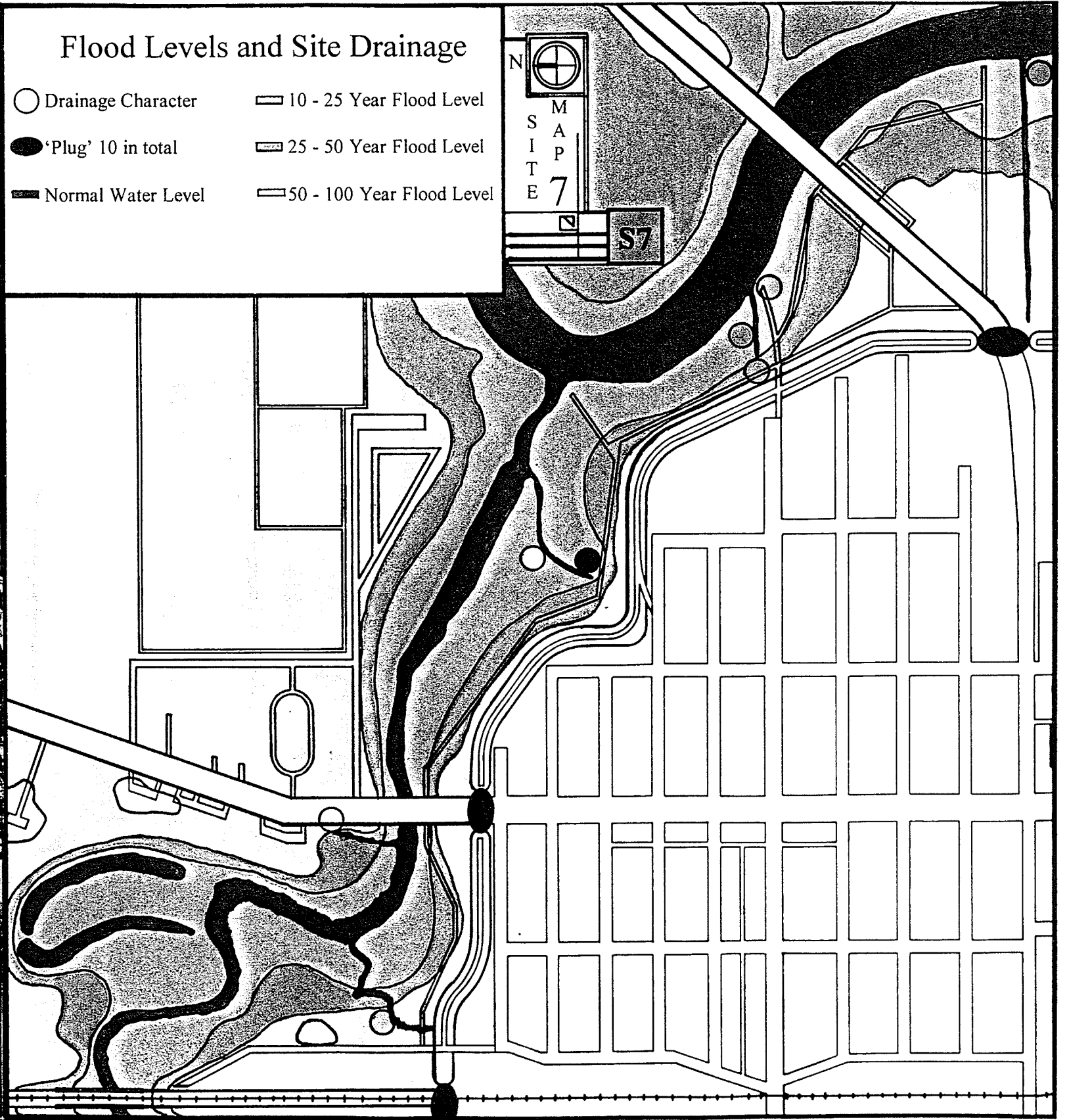
S7 Site Map 7 : Flood Levels and Site Drainage

This map illustrates the three identified flood levels and the location and character of the five drainage ditches.



Flood Levels and Site Drainage

- Drainage Character
- 'Plug' 10 in total
- ▬ Normal Water Level
- ▬ 10 - 25 Year Flood Level
- ▬ 25 - 50 Year Flood Level
- ▬ 50 - 100 Year Flood Level



S8 ...Hydrology...

...Hydrology, Thoughts in Time and Seasons, A living Organism...

OBSERVATIONS

Thoughts in Time and Practical Reason

Typically, a landscape that was once worked and then transformed for practical purposes is often redeveloped in a picturesque image: an aesthetic moment in time and an injustice to landscape rhythm. This complex analyses undertaken shows that the practicum site was and is much more than a farmed property, not deemed to be made picturesque, but instead developed as a complex place of connected spaces and activities, both within the site, as it relates to the town and as it relates to the region. The flow of people, activity and spaces combine in ways that seem fluid, dynamic and interactive.

Natures Flow and Flux

The site is a prime example of a dynamic landscape fully bound in the diversifying effects of natural and human activity. It has both a wild and formal side: the wild characterized by seasonal change, weathering, hydrology, succession, day and night and the formal side characterized by aesthetics, earthwork, topography, drainage, utility pathways, planting. They are features that combine to create this dynamic landscape, and very much help to characterize the place as a living organism.

Hydrology

Hydrology and the effects of water in all its manifestations stands out as the dominant form shaping landscape character. Changing from year to year Hydro activity serves to remove and deposit dead wood, knock down trees, erode banks, ripple and oxygenate over rocks, deposit sediment, create danger for humans and wild life at the most unexpected times and create fascinating patterns on the ground.

IMPLICATIONS / OPPORTUNITIES

Change As A Part of Place Experience

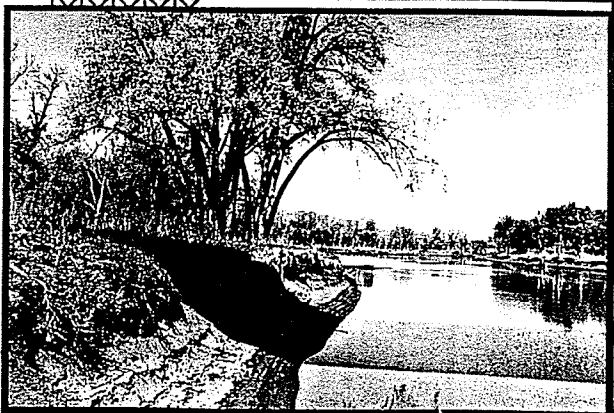
There is a great opportunity here to develop design based metaphors that express a landscape changing with time on many different levels, with people free to experience this change, free of ecology signs in a landscape designed as such, understanding daily, weekly, monthly, yearly seasonal diversification and change.

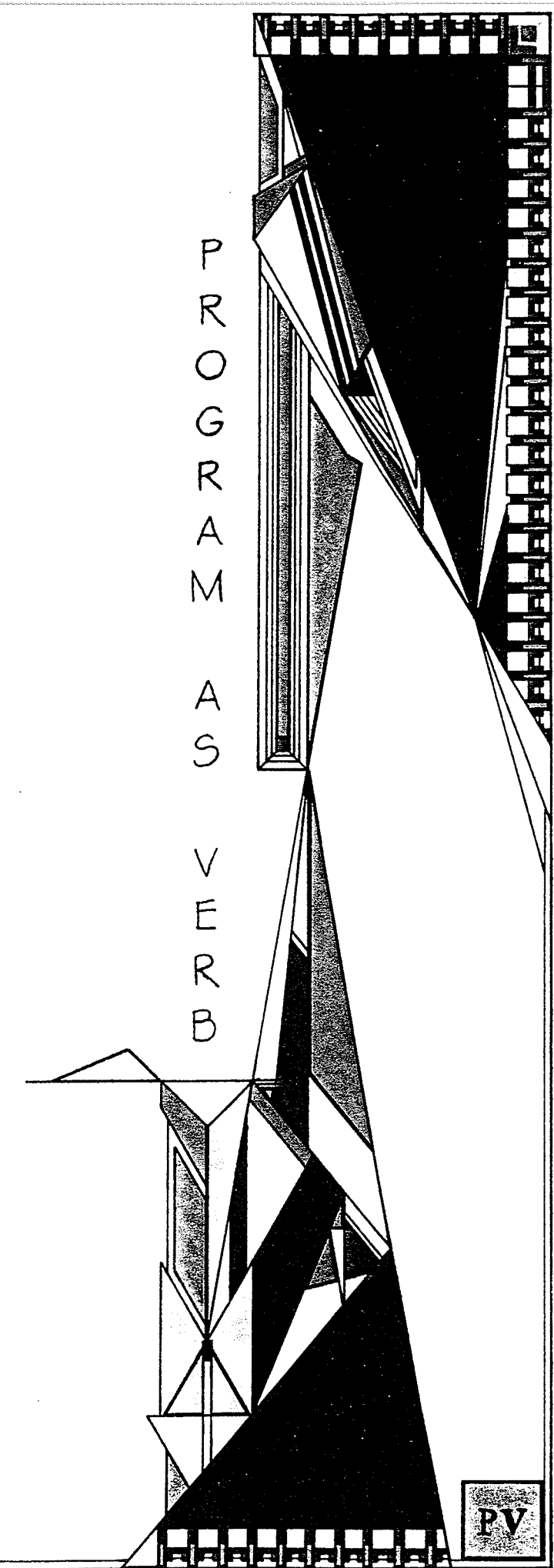
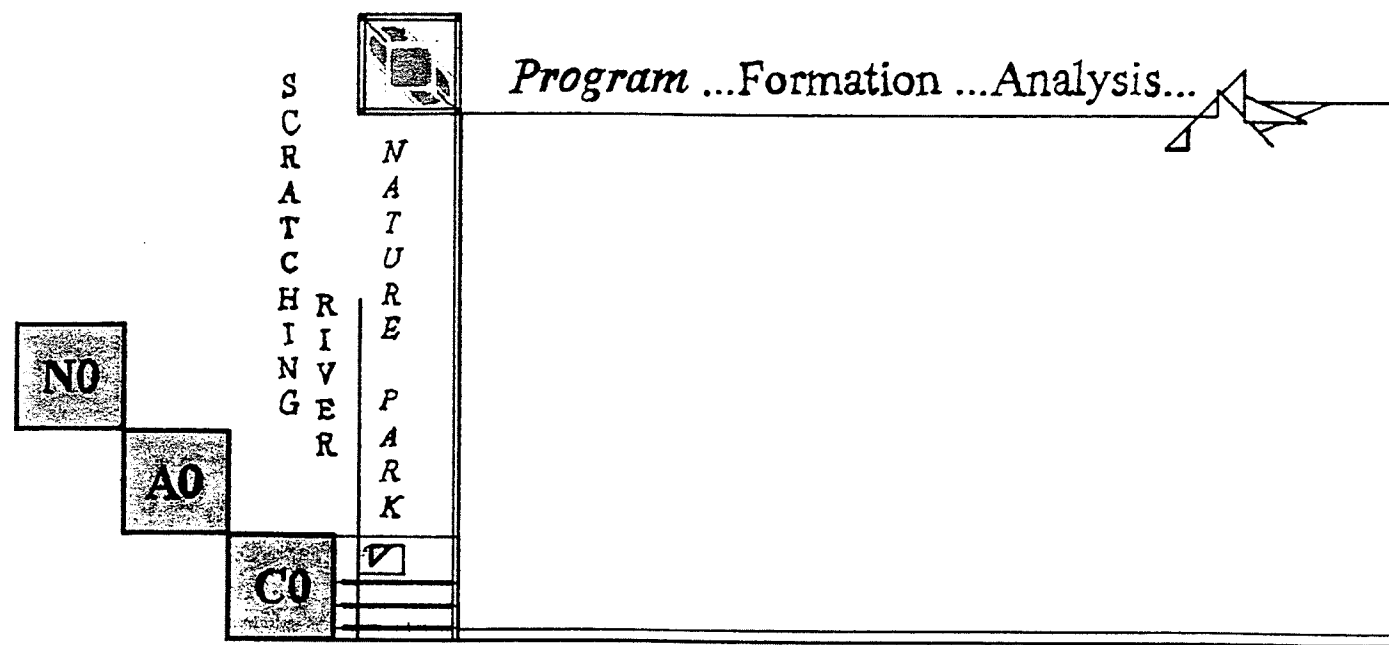
Design Frameworks: Facilitating Time and Allowing For Change

There is also an opportunity here to actively explore the role of the designer as a facilitator of dynamic landscape character experience: developing frameworks capable of absorbing and morphing to foreseeable and unforeseeable futures, without diminishing the integrity of the project.

S8 Site Map 8 : ...Hydrology...

This map illustrates the extreme effects of hydrology in the form of flooding, accompanied by images which demonstrate the diverse character and effects of hydrology on the landscape.





PROGRAM ANALYSIS AND FORMATION:

Program As Verb

- C1 Recreational Camping ...*Corridor*...
- C2 Scratching River ...*Campground*...
- C3 Scratching River Campground ...*Analysis*...
- C4 Scratching River Campground ...*Components*...

A shift in focus now became required and is provided here in the form of program analysis and program formation. But first, transition is needed and so I went over the opportunities for each analysis category developed in *Book IV: Program As Verb* (Region, Town, Site Character Analysis), and asked myself how these could possibly translate into design form. I quickly realized that it was difficult to create a rational and logical design approach based on the continued use of the previous categories (Region / Town / Site). I began to see overlapping opportunities between the three analysis categories which linked each together, and I saw that these potentials could be grouped into new categories. These new categories came to me as *fields of activity*, and then later became even more simplified, represented here as three *fields of program*:

- 1.0 *Nature Park*
- 2.0 Rest Area
- 3.0 Campground

These three fields of program are short and simple, but contain sub categories which provide the basis for a quantitative analysis of program which will lead to the component features of the program for each field, which will lead to a qualitative design which is both aesthetic and functional.

This section emerged as a supplement to *Book IV: Program as Verb*, and was intended to provide the basis and foundation for design formation, and within it contains the analysis of the typical components that make up each 'field of program', the development of a clear 'program paragraph', and a functional analysis of the component features that make up the program for the *Scratching River Nature Park*.

This then is the analysis and study of the program for the Scratching River *Nature Park* based on the following map categories:

P1 Fields of...*Program*...

- N1 Parks / History / Recreation ...*Corridor*...
- N2 Scratching River ...*Nature Park*...
- N3 Scratching River *Nature Park* ...*Site Analysis*...
- N4 Scratching River *Nature Park* ...*Components*...

- A1 Trade / Tourist / Travel ...*Corridor*...
- A2 Scratching River ...*Rest Area*...
- A3 Scratching River Rest Area ...*Site Analysis*...
- A4 Scratching River Rest Area ...*Components*...

P1 Fields of *...Program...*

...Fields and Framework...

Fields of Program and Framework For Analysis

As already mentioned, to try and stream line the numerous issues brought forth in the character analysis, I have come up with three simple categories or *fields of program* to categorize the opportunities recognized in the analysis of Site, Town and Region:

1.0 *Nature Park*

2.0 Rest Area

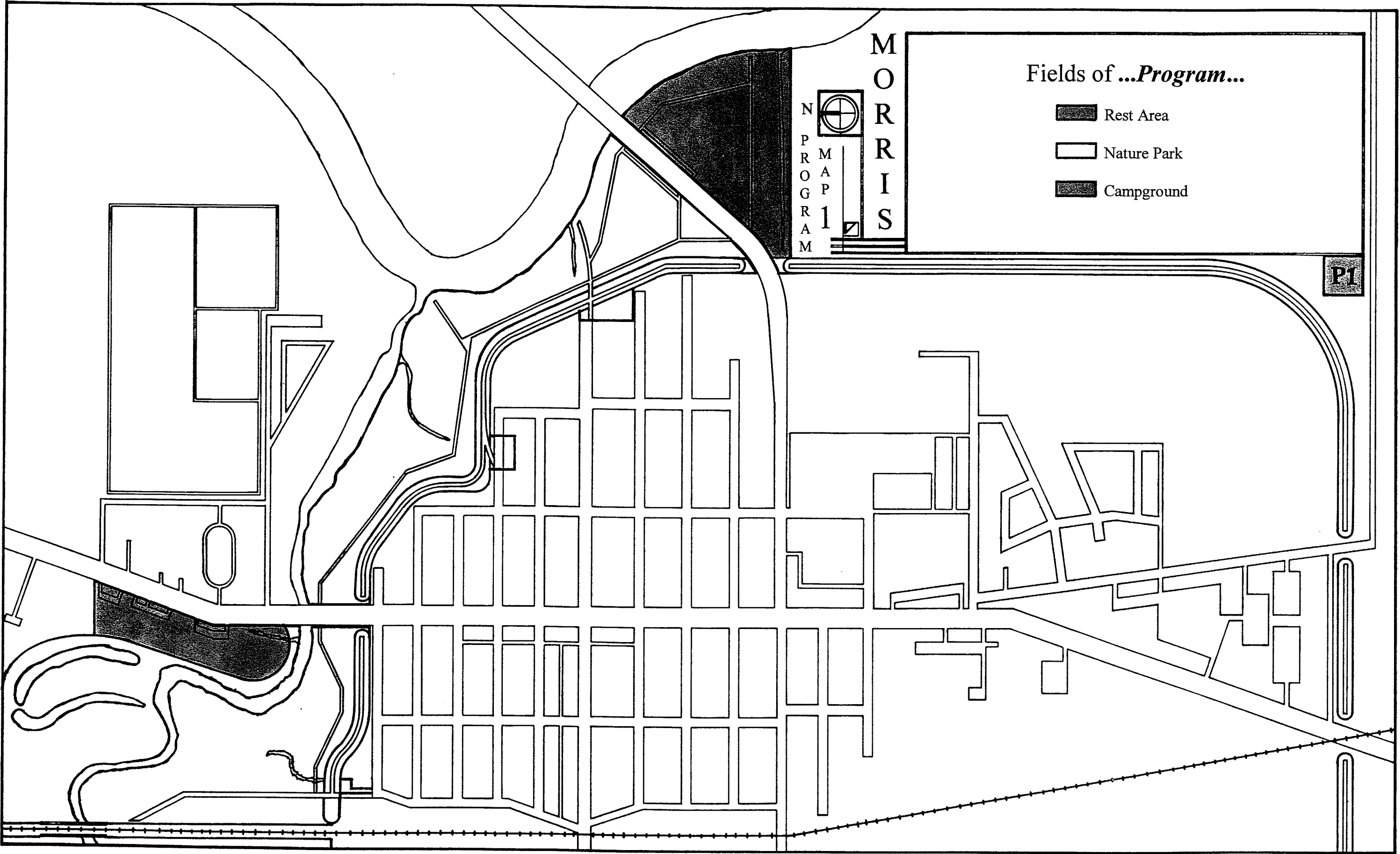
3.0 Campground

The location of each field was determined by grouping the design opportunities together into three programmable categories. The development of each category, Nature Park, Rest Area, Campground, came about as a result of town development ideas (T2) as well as an analytical understanding and interpretation of the town, specifically the recognition of a critical need for outdoor recreation development. Following this, an analysis of each field of program was carried out to provide the basis for program formation and design development. To undertake the study of each field I came up with a simple framework:

- A What is it.
- B What are the typical program requirements.
- C What is the landscape character like.
- D What are the program components for this specific place.
- E Where are they to be located.

P1 Program Map 1 : Fields of *...Program...*

This map illustrates the location of the three fields of program as a way of categorizing the implications / opportunities recognized in the character analysis of region, town and Site.



1.0 NATURE PARK

1.1 HISTORY AND PURPOSE

The development of outdoor space for recreation is certainly not a new endeavor to the landscape profession, and we have seen it be done through and through. We have seen it formalized, romanticized, naturalized, modernized, post-modernized, deconstructed, recovered, and now I dare say, organicized (the merging of natural process and cultural requirements). Looking back, we find an apparently rich outdoor recreation history as the fundamental reason for the emergence of landscape architecture as a thoroughly modern profession.

Regardless of which style is considered, each owes its emergence to the overall development of civilization, and an elevated level of economic and cultural development. Today access to the outdoors has become achievable on a massive scale, and is quite apparent in North America, where technology such as paved roads, electricity and the automobile have increased accessibility to previously remote areas. With this ease of accessibility, and the outdoor recreation activity firmly set as a part of our culture, we are now beginning to recognize an emerging demand for unique and somewhat adventurous forms of outdoor recreation.¹¹ Similarly, we are now also seeing a demand for distinction and variety between outdoor recreation places and a desire to actually experience the landscape, rather than to simply look at it.

Consequently, we now find that outdoor recreation and nature based tourism are the biggest growing areas in leisure and holiday activities today.¹² Proven reasons why range from: exercise, release, air, nature, scenery, relaxation and an obvious lack of nature in our grid-fuel cities. What many see as pristine nature and seek out in the form of outdoor recreational activity, largely exists as ideas in our imagination, put there by televised reality based TV shows. People are now actively 'going out there' in search of experience and a physical reality to this televised vision of landscape. Therefore, to understand outdoor spaces and satisfy emerging demands, a designer must be aware of its basic recreational purpose, which is to provide a chance to 'get away from it all'.

But, to satisfy emerging demands, a designer must question this basic position. As an emerging designer, I want to know if this is the real purpose of outdoor recreation, to simply provide a place to escape, or is there more? The 'get away from it all' metaphor may be the initial reason for outdoor recreation demand, but what happens when other ideas are considered, ideas based on creative design and spiritual links to place, organic nature and regional implications: what do people want to do once they get there. I think the answer requires a careful consideration and understanding of both the get away from it all angle and the what to do once they get there.

Nature Park then, can now be defined as a term thought-considered to describe the unique outdoor recreation opportunities, both typical and new, available to us on the Morris / Red Rivers: *Nature Park* is an organic passive park based on the indigenous natural and cultural character of place. The *Rest Area* and *Campground* aspects of this practicum are essentially a part of *Nature Park*, but for the sake of program analysis, development and explanation, they will be considered as separate.

¹¹Bell, Simon. *Design For Outdoor Recreation* (Pg. 8)

¹²Bell, Simon. (Pg. 1)

1.2 PROGRAM ANALYSIS: PLANNING OUTDOOR RECREATION

Demand and Setting

Before we can get to describing the Nature Park program we must first understand the components parts that describe typical outdoor recreation design: to understand the nature of outdoor recreation, what kinds of things are needed and where they are to go. To do this, I have adopted a framework for outdoor recreation understanding from Simon Bell's book, *Design For Outdoor Recreation*. In it Bell describes recreational planning as an act of assessing demand for outdoor recreation, and assessing the landscape as a setting for outdoor recreation¹³.

Trends In Demand For Outdoor Recreation

To develop a proper 'attitude' towards outdoor recreation, one must be aware of two key characteristics: first, the demand for outdoor recreation is growing continuously, and second, the types of recreation that people are using has changed and will continue to change¹⁴. What is of prime concern here are how trends in recreational demand will lead to an understanding of the pattern of demand for our particular destination, the site of *Nature Park*. Emerging trends in recreational demand can be described through the following:

Demographics: Experts studying population tell us that the populus is aging, and the proportion of children and younger people to older retired people is expanding. What this means is that a larger percentage of the population, the 'baby boom' generation will have leisure time and a desire to access outdoor recreation spaces. Similarly, it also suggests that outdoor spaces should be designed to accommodate the aging population by developing comfortable features like smooth pathways, shorter routes, and rest areas. This does not however suggest that we can not create challenging places, it just means that a shift in the 'instrument of challenge' is required, from less physical to more mental. Having said that, we cannot simply ignore the 'echo boom' generation, the grandchildren of the baby boom, which in all actuality outnumber the baby boom. They are the youth of today, desensitized by television, Internet savvy and have plenty of disposable income. They require adventure, thought provoking, tech-savvy places to explore their tech muscles and they require experience: not an ecology based look but don't touch museum like outdoor recreation, but rather a place where they can look, touch and get down in it.

The Changing Family Unit: The nature of the family has changed, as social morals have changed. When outdoor recreation first emerged as a national pastime, places were geared towards the nuclear family. Today the number of nuclear families is diminishing, and newer family typologies are sating to emerge as the norm: people are living singly, as child free couples, or as lone parents. Consequently, the way in which outdoor recreation is achieved and experienced is quite different. Childless couples and single people may be more likely to get together with friends in pursuit outdoor interests, and generally have a certain amount of free time and a spirit for out of the way adventure. Single parents raising children may be less likely nor able to travel great distances, desiring then to seek outdoor recreation places closer to home. Overall we see a

¹³Bell, S. (Pg. 6)

¹⁴Bell, S. (Pg. 6)

fundamental shift in the nature of the people to which outdoor recreation is intended for and we see various family structure groups with specific needs, requiring outdoor recreation programs which are diverse enough to satisfy all types of families.

Social Class, Time and Money: In a social sense, spending money and time for leisure has increased, but in two different classes of the population. Those earning higher wages tend to have more money to spend, but long hours at work and high rent give them less recreation time. And when they do decide to take time for leisure, they usually go all out to expensive paces, specializing in specific activities unique in character and service. On the other side, low wage earners tend to have more free time, but little cash for leisure spending, often left with content in visits local areas or to travel to places with campsites. However, these two characteristics are not the absolute, and the challenge for the designer seems less likely to pick one group, and more likely to bridge this gap, by creating a place that appeals to everyone, providing specialized activity unique in character, and basic outdoor recreation activities.

Typical and Unique Features: Individuals seeking recreation activities are becoming more sophisticated and in tune with the diverse activities out there, and are becoming interested in a wide range of specialized activities. Regardless, basic requirements are still required, and involve providing: information, vehicle accommodation, building facilities, picnic tables, trails, wildlife viewing, camping, water based recreation and interpretive opportunities. Individuals seeking outdoor recreation have been exposed, through television, to countless recreation activities and reality driven places, many extreme, exotic, educational and adventurous. What is desired now are forms of recreation that are unique in character, that will set a place apart from the rest. The challenge is to not just develop special activities for the sake of television sophistication, but to develop special activities appropriate to the character of place, to develop a lasting connection between the place and individual experience. This can be achieved through developing a multiplicity of programmatic functions, based on specialized activities that find similarities and overlap in their characteristic components.

Commercialization: An increase in the demand for outdoor recreation has led to an increase in the number of outdoor spaces, which has led to a difficulty in finding the financial backing to satisfy this demand. Many outdoor recreational places receive funding from government agencies, or from commercial revenue. Many people are quite willing to pay for better services and facilities which has led to the development of donation programs. Some places have gone even further, developing gift shops, restaurants, selling park passes and even charging for parking. On the one hand, income is generated to keep up the maintenance of the park, but on the other it creates segregation: those without or unwilling to pay, are denied their democratic right to experience the free and wide open spaces of nature: the danger of privatization of outdoor recreation is looming. The challenge is not to eliminate the commercial aspects of outdoor recreation, but to develop marketing schemes that reach beyond the typical, site-scale approach: schemes that go beyond the 'charitable donation' lock box, and generating capital based on using media and new forms of technology. (advertise, network, key chain gift shops, animation, Tourism Manitoba).

Environmental Concerns: It seems that government and the public have begun to display more concern for conservation, preservation and wider environmental issues, but these concerns seem

largely to be 'after the damage has been done'. Historically, an environmental disaster needs to occur before conservation, preservation and restoration techniques are implemented, when the real issue is more often than not understanding the cause, and fighting the cause: what they need to look at is prevention of damage to ecosystems. At the same time, environmentalism is beginning to suffer as representatives are finally 'found out' and as governments are continually cutting back on environment programs. The role of the designer in the business of landscape must be to take it upon ourselves to educate the impact of human activity on the environment. Outdoor recreation provides a great canvas for environmental management techniques that can first help to get the message across, and then demonstrate experiential design techniques which could better integrate human activity with the environment.

Landscape As a Setting For Recreation

The setting to which any form of outdoor recreation takes place is an important part of both the entire experience of place and the design of that experience. A contemporary outdoor recreation landscape should be one that embraces ecology, history and cultural requirements. The following are landscape oriented points that must be taken into consideration when developing a setting for outdoor recreation:

Land Base: The extent of the land base, or the size of the physical boundaries of site, will determine how many visitors can achieve the most out of the place, based on the 'get away from it all' principle. In other words, the size of the land base will determine whether splendid isolation, or constant contact can occur and to what degree. Generally, small areas create a heightened level of contact, and large areas create the opportunity for solitude and isolation, but this is not always the case. The frequency or infrequency of human contact is dependent on the character of the landscape, including topography and vegetation character.

Landscape Variety: The variety of landscape types can provide different settings, and suggest the kinds of things that might happen. Landscapes with diverse vegetation variety generally have a high visual capacity and tend to be ecologically diverse landscapes, containing a plethora of flora and fauna. Large forested areas and emerging treed areas provide density and confinement. Grassy areas provide walking areas with open views, places to picnic, and support unique types of wild life. Water is always a fascinating feature, people always gravitate to it, whether flowing or still. The qualities inherent in water reflection, movement, insects, sound light, cooling, fear, never cease to capture our imagination and attention. In terms of developing outdoor recreation, it is best to seek out and exploit those landscapes with diversity, because they are simply more attractive and more appealing to a wide range of interests: people require stimulus that is ever changing to develop a real interest and connection with place. The 'moment in time forever' landscapes of the past are inappropriate to contemporary outdoor recreation, and a landscape diverse in vegetation, large or small, will facilitate the desired diversity demanded by recreational users today.

Carrying Capacity: Carrying capacity refers to the robust or fragility of the landscape.¹⁵ The landscape's ability to resist and recover from constant activity is key determinants to the kinds of activities and programmatic features that can be developed. As an example, grassy areas may be

¹⁵Bell, Simon (Pg. 10)

one of the most robust surfaces, often recovering quickly from trampling. Forested areas may seem dense and impregnable, but a pathway opens them up, and so therefor consideration must be taken to pathway location as a deterrent to landscape wear and tear.¹⁶ The challenge is to limit the impact of recreational activity on the land without limiting the kinds of recreational activities and experiential opportunities that can occur in response to the character of the land.

Built Up Areas: The constriction of various facilities can help to increase the carrying capacity of the land, as they are often accompanied by hard surfaces. Hard surfaces can also in themselves help to reduce landscape wear and tear, as they serve to confine the visitor to predetermined locations. Large structures can provide a formal quality to the place, signaling the transition between city or country and nature. Various building and shelter types located along the 'path' can also help to increase the carrying capacity of the land, and can provide practical and functional services such as washroom and litter facilities.

Seasonal Change: Understanding seasonal diversity is key to discovering the kinds of recreational activities available in an area and creating a wide ranging program of activities. The kinds of climatic variations in seasonal climate will determine the kinds of recreation activities that will occur throughout the season. Seasons such as autumn and spring are the prime times for nature experience, when wildlife is most active and colors and smells are at their best. Summer and winter landscapes tend to have less visual appeal, but the diversity between the seasons is worth experiencing. The challenge of the designer is to maximize usage of site throughout the season: to find out what the interesting things are throughout the year and exploit them. Differentiation's in time can be marked by using different outdoor recreation devices.

1.3 LANDSCAPE CHARACTER ANALYSIS

Locating *Nature Park*: A Practical, Experienced Based Chance Discovery

The initial factors determining the location of *Nature Park* came to light through the initial rest area / campground proposal and a little bit of chance, discovery and site experience (site character analysis). After the initial study of a rest area / campground, I began to see unique outdoor recreation opportunities emerging beyond the scope of the rest area / campground site to include town and regional interests. It became clear to me that by expanding the site to include much of the towns 'river frontage' and the current Scratching River Campground, I could develop a plan of action to address the kinds of regional, town and site opportunities developed in the character analysis stage.

REGIONAL OVERVIEW

The Current Field of Outdoor Recreation

The regional study boundary chosen for this practicum focuses on the portion of the Red River Valley located south of Winnipeg, with Highway 75 providing a linear focal point. Within this field we find very limited recreation opportunities, compared to, for example, the portion of the

Red River Valley located North of Winnipeg (Rivers West). Without any real protection from flooding, the scope of outdoor recreation activity south of Winnipeg has been severely limited. However, there are a small number of recreational places that do exist, these areas consisting of historic sites, and provincial parks and state parks. These outdoor places find reference in the following: Lord Selkirk Highway (highway 75), St. Norbert Provincial Park, Lowe Farm Historic Site, St. Malo Provincial Park, Scratching River Fur Trade Historic Site, Emerson Government Picnic Site, Fort Pembina Historic Site (North Dakota) and Icelandic State Park (North Dakota).

Regional Character Analysis : Development Opportunities

The analysis of regional character points clearly towards a need to develop a tourist based recreation focal point for the region, to showcase the unique character of the Red River Valley, south of Winnipeg: a starting point for future recreation development. The analysis recognizes Morris as having a strategic location that would lend itself well to becoming a centralized hub for the region and a place for gathering people, sharing information, exploring history, and utilizing technology. These characteristics find agency in developing the following regional opportunities:

- 1 To developing the *Nature Park* as a kind of flood hub for the Red River Valley, where a distance-measured-by-time mechanism is employed to describe, record and expressing the instant changes in the region as water levels fluctuate.
- 2 To exploring regional water based issues, introducing water management issues by way of providing information, awareness and a physical example that expresses regional issues such as: watershed degradation, water runoff, water quality and storm water treatment.
- 3 To develop the Nature Park as a central gathering point for historical information and the gathering of regional character stories, presented in a virtual environment, providing a starting point for regional experience.
- 4 To explore the *Nature Park* as a kind of Internet hub, connecting site visitors with individuals from the town, the region and the global community: a device to facilitate the gathering and exchange of history and flood data.

N1 Nature Park Map 1: Parks / History / Recreation ...*Corridor...*

This map describes the kinds of outdoor recreation currently available in the regional corridor, and demonstrates the relationship between outdoor recreation development between Morris and the region.

¹⁶Bell, S. (Pg. 10)



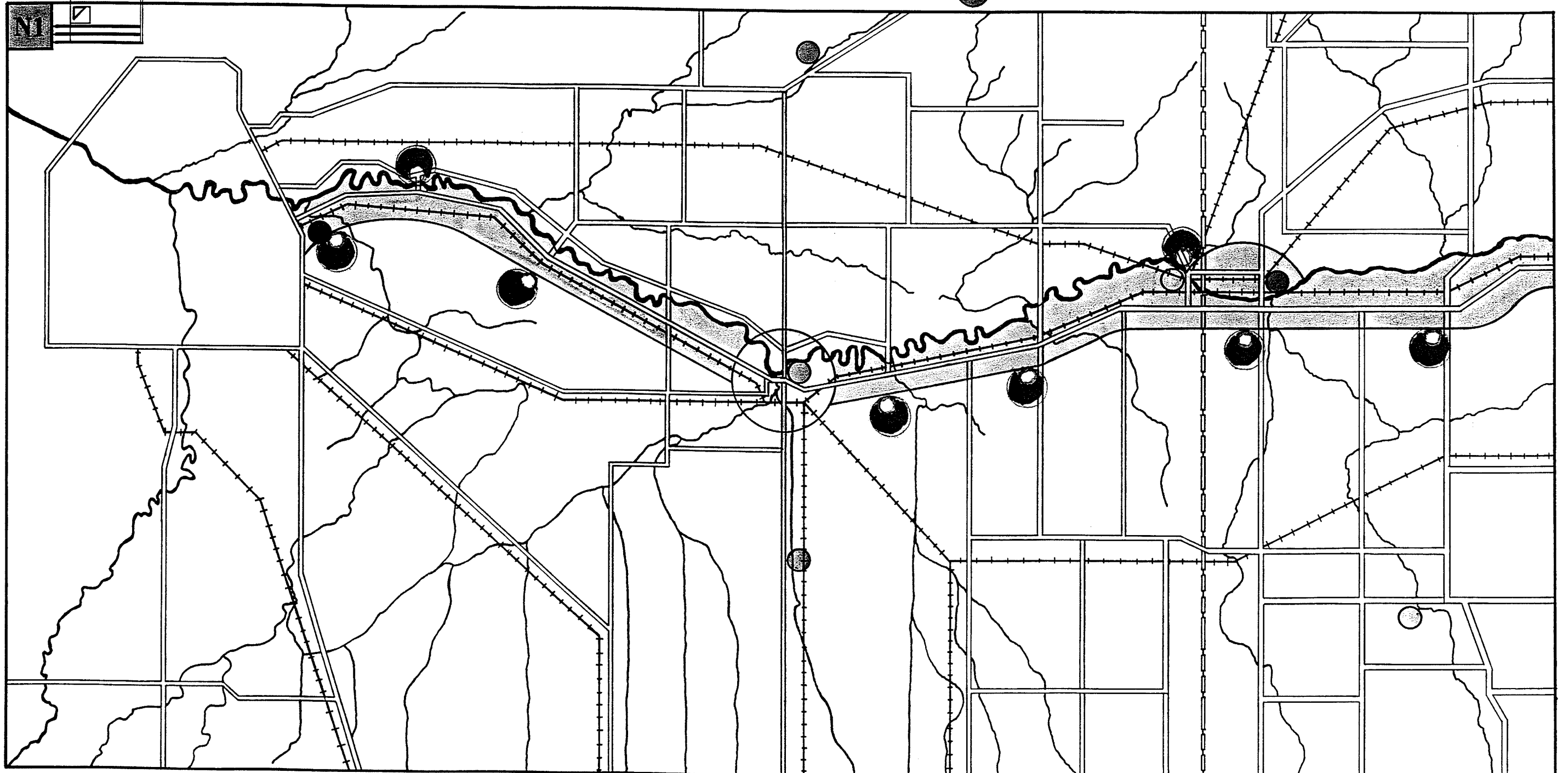
RED RIVER VALLEY

Parks / History / Recreation ...*Corridor...*

- Nature Park
- Transportation Corridor
- Lord Selkirk Highway
- Highway 23

- St. Norbert Provincial Park
- Scratching River Fur Trade Historic Site
- St. Malo Provincial Park
- Lowe Farm Historic Site

- Emerson: Government Picnic Site
- Fort Pembina Historic Site (US)
- Icelandic State Park (US)



TOWN OVERVIEW

The Field of Outdoor Recreation in Morris

The analysis of town character looked at the kinds of conditions and issues facing the town of Morris, and was driven by a desire to uncover the kinds of features lacking and needed in the town. The analysis gave a series of design initiatives, eleven in total, from which one could begin to express the kinds of contemporary issues facing the town (see map T2). As expressed earlier, I decided to address the apparent lack of outdoor recreation in the town. The field of outdoor recreation in Morris is essentially limited, with very little programmed outdoor space apparent. Recreation space that does exist is either small in scale or limited in activity, and can be summarized in the following: the Stampede Grounds, the Morris School, the baseball diamond, the picnic area, the town hall, the dike and the tot lot.

Town Character Analysis : Development Opportunities

Morris is in critical need of open space and a town focal point. There is very little programmed recreation space in Morris, which limits the growth potential and attraction of people to the town. The analysis of town character points clearly towards a need to develop a program of passive and active recreation for the town. Within the boundaries of the town, the flat featureless open spaces can be developed as active traditional recreation spaces involving: football, baseball, soccer and hockey. Outside the boundaries of the town the 'Morris Wildlands', made up of the town owned land along the banks of the Morris and Red Rivers, could be developed to explore appropriate contemporary passive recreational initiatives involving: nature viewing, walking, boating, history, flood plane experience, and internet-community- communication.

This area is the major concern of this practicum study and the basis for Nature Park, and the kinds of programmatic features will be developed by exploring the following opportunities:

1 Based on the limit to the land available within the town for park like development, there is an opportunity to develop the surrounding river corridors as a place for outdoor recreation. Developing an open space amenity would attract permanent and transient people to the town and provide a canvas for exploring regional and local issues.

2 The greatest untapped open space lies outside of the boundaries of the town, a peripheral site banking the Morris and Red Rivers (the Morris Wildlands). Here to the east, we have the Scratching River Campground on the Red River, and to the north we have the Niakwa Pizza site (the site of the proposed Rest area / campground). In between these two points, we have the Junction of the two rivers. This site is within easy reach of the town and pedestrian linkage points would cover much of the town. The opportunity here centers of developing passive recreation activities, such as nature viewing, boating, camping, rock hunting, but also no traditional activities, such as regional issues, runoff, education, social gathering, and place identity.

3 Based on the relationship between town and the river corridors, there is an opportunity to develop a series of destination points for town pedestrians, or to develop a place for leisure activity which is reasonably accessible to pedestrians from the entire town. The dike seems to be the key tool for this to occur and there are opportunities to develop links between the existing pedestrian system and the dike. An open space amenity for the town based on the river corridor

exploitation (*Nature Park*) and the rest are / campground idea, would attract permanent and transient people to the town.

4 There is opportunity here to encourage the increase in seniors population base as a source of regional information, to explore the history of the town through design initiatives, to explore the relationship between the town and agriculture, and to explore the potential for open space focal-park develop on crown owned land.

N2 Nature Park Map 2 : Scratching River ...*Nature Park*...

This map shows the location of the *Nature Park* in relation to the town and the rivers, by way of air photo. The images on the left hand side are there to provide visual to the kinds of character existing in the landscape chosen as *Nature Park*.



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Scratching River ...*Nature Park*...



SITE OVERVIEW

The Site

The *Nature Park* site is located directly north and east of the town, on the other side of the earthen dike, and on the banks of the Morris and Red Rivers. Describing the site requires the acknowledgment of the **Rest Area** and **Campground** as part of the *Nature Park* (although the three fields are considered as separate for the sake of program development and site design, they really are compatible parts that make up an organic whole). The study area has been divided into three parcels: the first parcel begins adjacent to the north section of the dike and is bordered by highway 75 to the east, farmland to the north and rail lines to the west. Center piece to this land is a the Morris river, a man-made oxbow formation and a plateau overlooking the river. This parcel contains the location of the **Rest Area** as well as a large portion of the *Nature Park*. The second parcel extends east along the south bank of the Morris River, from the Highway 75 overpass, turning south along the Red River, at the junction of the two rivers, where the site terminates at the Highway 23 overpass. This parcel of land is made up entirely of the *Nature Park*. The third parcel of land of landscape is exists currently as a **Campground**, located directly south of Highway 23, and bordered to the east by the Red River, south by farmland and West by the Morris dike. This parcel of land will be programmed primarily as a campground, but will also contain appropriate *Nature Park* components.

Site Character Analysis : Development Opportunities

Developing the site as *Nature Park* is an important agent in helping to develop the town and become the hub of the region. There is an opportunity to develop the zone between river and dike in such a way as to reconnect the town to the amenity-rivers, awakening sleeping cultural links to the past, town needs at present, ecological issues of flood plane process, as well as regional, global and universal similarities and connections. The site character analysis identified key features to describe the landscape including the landscapes peripheral site quality, the relationship between the site and the dike, the river bed manipulation, human site features, natural site features, vegetation zone character, flood levels / site drainage, and hydrology. The exploration of each feature provided a clear understanding of the micro character of the site which is essential for deciding the location of programed features. The opportunities for developing micro character find agency in the following:

1- To facilitate the development of a flexible, well rounded and unique open space amenity for the town, the region and the North American tourist. It's all about developing the town a modern way: places where various groups can go for either passive or active recreation, including: boating, rock hunting, camping, and river corridor exploring.

2- To develop the zone between river and dike in such a way as to create a weave between the emerging human requirements and the natural qualities, discovering and developing programmatic components to reveal, liberate, enrich, diversify and integrate biological and cultural life. The challenge becomes one recognizing and understanding contemporary cultural and ecological issues including: suburban density, community identity, human health, longevity, human impact, runoff, flooding, drought, riparian habitat and overall sustainability.

3- To expand and develop open space within the town boundaries, along the interior of the dike at key points as a way of creating a physical connection between the town and *Nature Park*.

4- To recognizing the impact of human activity on the site, focusing on the building of the dike and the kinds of engineered modifications that have occurred on the *Nature Park* site and how these changes have influenced the present character of the site.

5- To address human activity and impact over time as part of a network of experience, allowing the 27 features identified and those not identified, to continue to decay, engaged in the flow and flux of landscape process.

6- To address natural activity similarly to the way in which human activity is dealt, as part of a network of experience, allowing the 17 features and those missed, to continue to reside within an ever changing process. I intend to promote the idea of landscape experience and a 'go over there and find out what it is for yourself' attitude.

7- To develop a circulation program centered on merging the diverse vegetation zones into a compelling visual, perceptual and physical experience.

8- To explore the flooding / runoff / drought characteristics of the site by developing design metaphors that address the flooding aspects associated with runoff and water flow by implementing strategic design devices such as: circulation levels, water level indicators, water storage, down draw, river bank stability, and porous paving.

9- To explore the role of the designer as the facilitator of dynamic landscape character, developing metaphors and frameworks capable of changing and moving with the landscape: metaphors that express a landscape changing with time on many different levels, with people free to experience and develop an understanding of daily, weekly, monthly, yearly and seasonal diversification.

N3 Nature Park Map 3 : Scratching River Nature Park ...*Site Analysis*...

This map is intended to show the important analytical features needed to know for the sake of program component development. In essence it is a summary of the kinds of things discoveries in the site character analysis, intended to be used in conjunction with, not as new and separate.

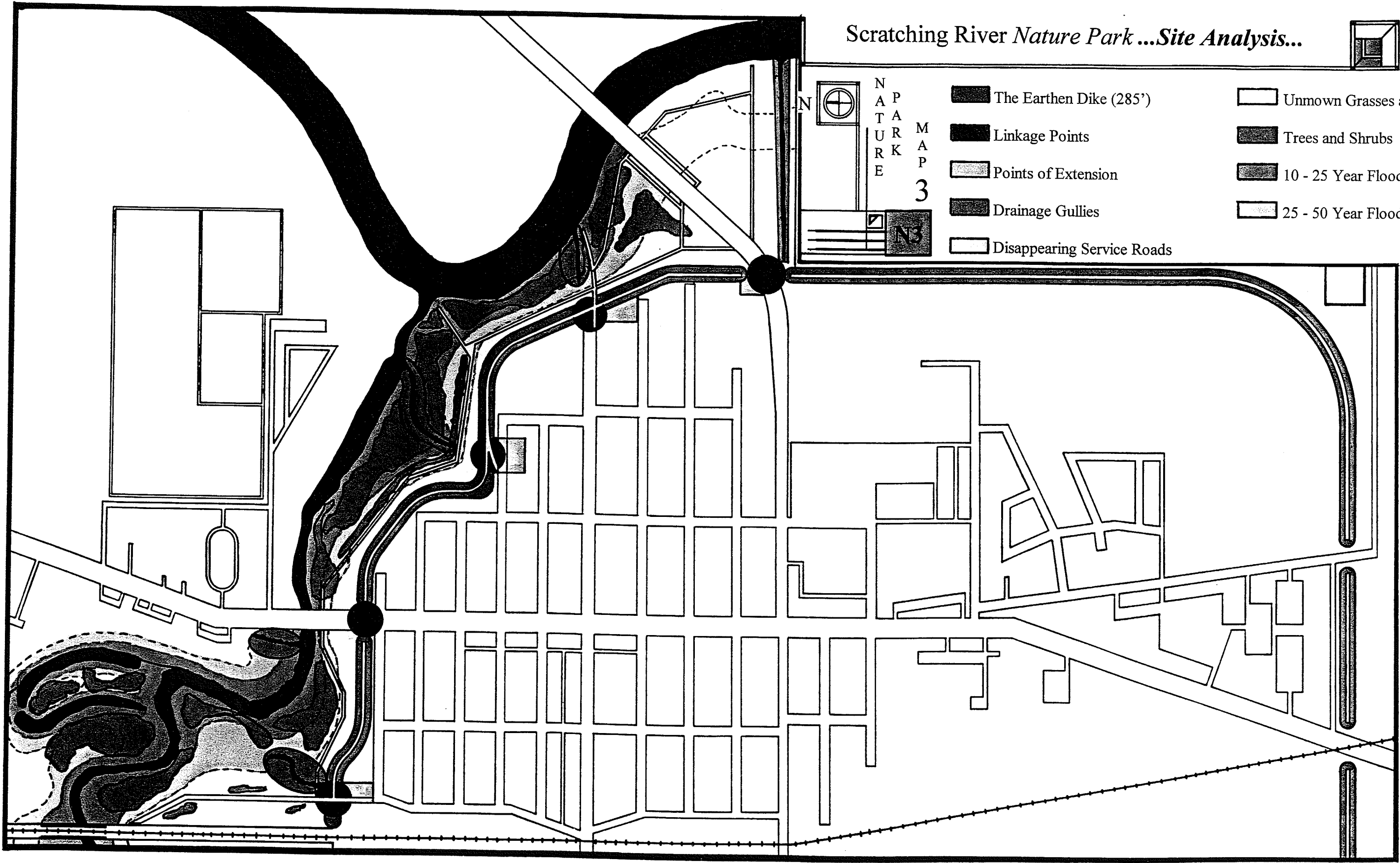
Scratching River Nature Park ...Site Analysis...



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- The Earthen Dike (285')
- Linkage Points
- Points of Extension
- Drainage Gullies
- Disappearing Service Roads
- Unmown Grasses and Shrubs
- Trees and Shrubs
- 10 - 25 Year Flood Level (270')
- 25 - 50 Year Flood Level (280')



1.4 PROGRAM: THE SCRATCHING RIVER *NATURE PARK*

The program for the Scratching River *Nature Park* is intended to convey an understanding of the dynamic indigenous character of the landscape and to develop design metaphors that allow people to experience the natural and human site features through: pathways, linkages and water based initiatives.

1.5 PROGRAM DEVELOPMENT: Nature Park Component Features

The key components that make up the *Nature Park* program have been developed out of the character of the place and the objectives of program. These experiential aspects involve developing design metaphors to facilitate the experience of place through: circulation layers, key nodes, artifacts, points of linkages and water based bio-creeks.

Experience By Way of Path

Circulation Scheme and Type: The prime objective of the circulation scheme is to provide the park visitor with access to special areas which will in turn allow for the experience of place. This theme will center upon employing a system of pathways, access points, and key nodes as a means to experiencing the natural processes of the site during different times of the year. There will be two trail typologies employed here: day use trails and interpretive trails. Day use trails function to accommodate a broad range of users, consisting of those who wish to experience wilderness, but do not wish to travel great distances and require the following: smooth surface, access to picnic areas, shelter, toilets, portable water and waste receptacles. These features will be addressed with the development in conjunction with other features relating to the pathway namely, rest area / campsite building, key nodes and linkage point parks.

Circulation Layers (3): The pathway system will be developed in response to the flood levels of the Morris River, the idea being to allow people to navigate the entire site at any given time of the year, regardless of flood levels. The nature of the site requires the development of linear trails, and the nature of the flooding will allow us to develop three linear, stacked, loop pathways based on the three flood levels. The inner most layer will find itself in the 10-25 year flood zone and will allow access to the rivers edge. The middle layer will find itself designed based on the 25-50 year flood level and access to the inner site will be eliminated, but site circulation will still be achievable. During a 50-100 year flood level (the flood of 97') 80% of the site will be submerged and inaccessible, at which point the dike will provide the third layer of circulation. These layers are by no means independent of each and will be used interchangeably by site users as they see fit, or as water level permits. The circulation layers will also provide a way of experiencing the diverse vegetation typologies of the site. This is inherent in the very nature of the relationship between topography and vegetation. The flooding pattern follows the topography of the land as does the pattern of vegetation, and therefor to develop a circulation system based on flood levels is to develop a circulation based on vegetation types. The change in typography carries with it a change in the type of vegetation available and therefor the three levels of pathway will help to facilitate the act of experiencing the various ecological rooms of the site, throughout the season. The overall intent of the pathway system is to minimize natural disturbance, while at the same

time allowing people to experience the naturally redeeming qualities of the site: to evoke anticipation of place experience through the self understanding of process. The material of the pathway within the flood zone will be of a hard substance (concrete / asphalt).

Key Nodes: For a site of such natural and man effected beauty, developing points of significance is key to attaining and sustaining interest, and limiting activity on the land: keeping people on the path. A point of significance is a place to which people gather, pathways converge, and something is there to view. The objective may be to look at an entire landscape or a micro detail: to experience panoramic views, canopied views, filtered views, framed views, focal views, and featured views. A series of key nodes will develop along the pathway system to signify those places of natural and human character identified in the site analysis. Each node will have a 'beacon node marker', and some will have benches, and will be constructed out of a modular paving blocks.

Artifacts: A series of three different micro sculpture pieces will be scattered throughout the site based on the relationship between the flooding process and the site and the location of these sculptures will be determined firstly by what they represent and secondly by the pathway system. These sculpture are described as: water level indicators, flood level indicators and old riverbed markers. Water level indicators will be employed to facilitate the development of a computer based network of information and virtual site experience, by within each one containing environmental data sensors and web cams. Flood level indicators will serve to mark the 10-25, 25-50, and 50-100 year flood levels, and provide a basis or reference point for water level measurement. These indicators will be located at strategic points where it is possible to view each one together as a group of three (unless one, two or even all three are submerged!). Old river markers will provide a reference point for the original bed of the Morris river prior to the building of the dike and the necessary modification of the river.

Points of Linkage and Extension

Linkage: Points of linkage require developing seamless connecting points along the Morris dike between the *Nature Park* and the town. Places of connection have been chosen based on determining the best possible places to access the site from the town and the character of those places. In all cases, it is basically a physical extension of the pedestrian network of the town into the site. There are five such points of linkage: Railway Node, Main Street Node, Old Creek Node, Hydro Node and School Node.

Extension: Points of extension involves facilitating the physical extension of *Nature Park* into the town at key points. To facilitate the development of a well defined pedestrian link between the town and site, key areas will be developed as 'Little *Nature Parks*' within the town, on the interior of the dike. 'Little *Nature Park*' areas are areas which will be essentially developed as microcosms of the *Nature Park* program, and will contain functional elements such as: trail head, signage, maps, information, benches and washrooms. There will be four such areas developed, and the functional elements and design metaphors will depend on the character of that area. The point of these areas is to eliminate the stigma of the dike a strong connection between site and town, and to bring the *Nature Park* program and those experiencing it, into the town. There are four such areas: Railway Node, Old Creek Node, Hydro Node and School Node.

Water Management

Drought: From the analysis of site I have recognized that although flooding is an important site process, part of this process involves drought: the site remains dry and steeped in drought for much of the year. There are five drainage ditches currently existing on the site but they dry up quickly during low levels of precipitation. The water based initiatives on site involve developing the four existing drainage ditches on site as *bio-ponds* for the purposes of: education, water filtration, habitat and aesthetics.

Bio-Ponds: Water retention will be accomplished by the manipulation of the four drainage ditches into *Bio-ponds*. This act involves transforming the outwash channels into bio filtration ponds. The ponds will be created by placing a series of check dams at strategic points along the water course, following but not limited to the current flood levels. The check dams will serve to slow the flow of water by holding back a small part of the water, building a reservoir, while letting the rest to move over or through.

Education: Water management features will be used to convey the effects of agriculture runoff, water diversions and drainage on the landscape, and will provide an example of one kinds of initiative that can be developed to lessen these effects. The Internet and interpretive techniques are key to this, as they can provide before and after images as well as information on what one might do to create the same kind of effect.

Filtration: A Bio-pond acts as a kind of living filter, treating the water by herbaceous plants and micro organisms. The filtration benefit of a bio-pond rests primarily in the suspension and assimilation of harmful materials into the immediate landscape.

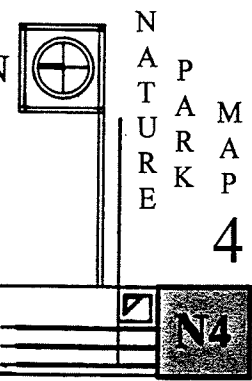
Habitat: The four drainage ditches represent flood control projects at their worst: often dried up and lifeless. In dry areas such as the prairie landscape, the lack of water is a severely limiting factor in the presence of wildlife. Even is there is water in the form of rivers, it is often polluted. The presence of Bio-ponds and their ability to cleanse the water will help to increase the population and diversity of wildlife on the site, and will improve species diversification and will improve site experience.

Aesthetics: A pond, and the characteristics inherent, are just plain nice to look at. Water is always a fascinating component feature in any landscape, and people always gravitate towards it, whether flowing or still. The qualities inherent in water reflection, movement, insects, sound light, cooling, fear, never cease to capture the imagination.

N4 Nature Park Map 4 : Scratching River Nature Park ...*Components...*

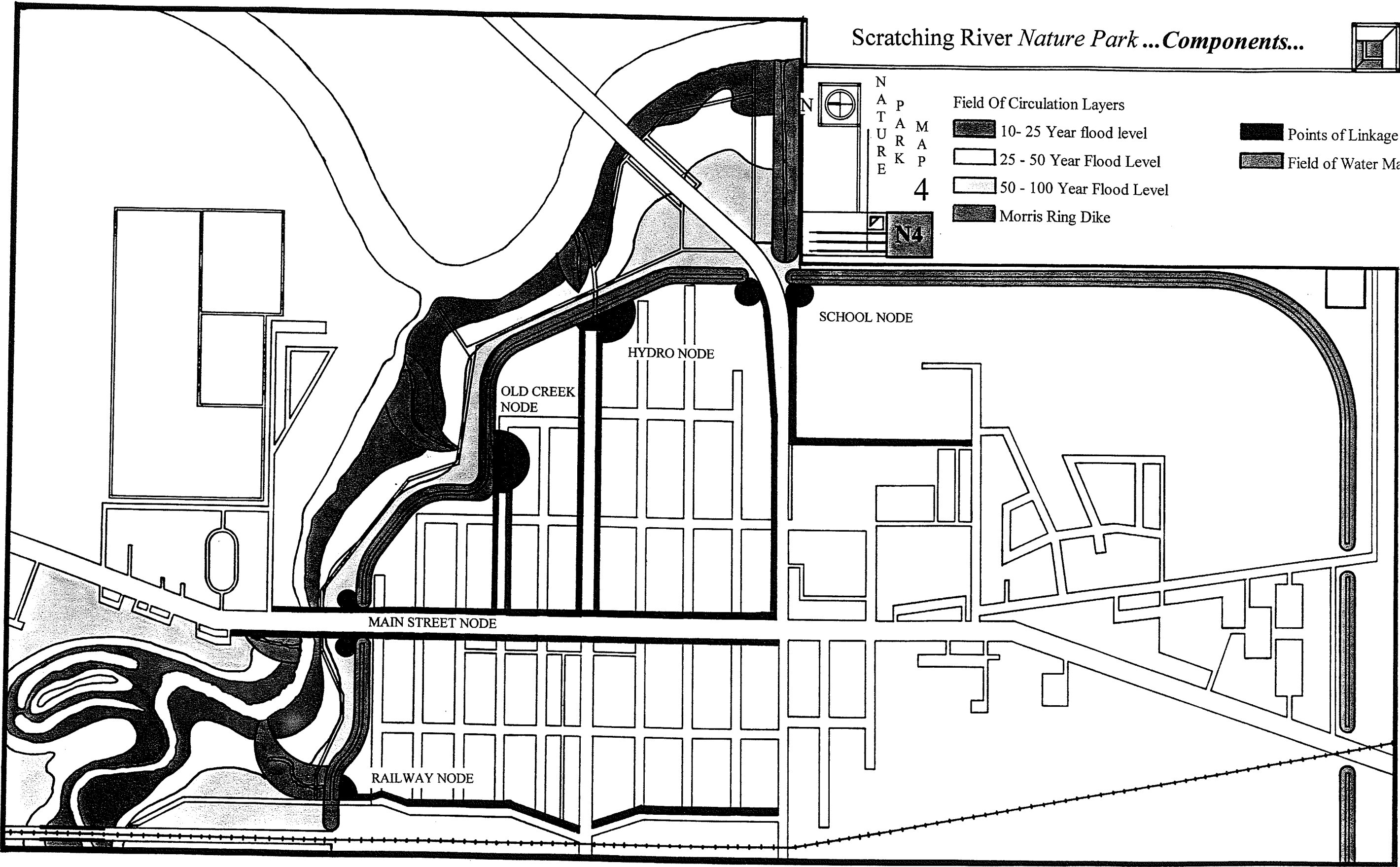
This map illustrates the component features that will make up the Nature Park, including:
Circulation Layers, Points of Linkage and Fields of Water Management...

Scratching River Nature Park ...Components...



- Field Of Circulation Layers
- 10- 25 Year flood level
 - 25 - 50 Year Flood Level
 - 50 - 100 Year Flood Level
 - Morris Ring Dike

- Points of Linkage and Extension
- Field of Water Management



2.0 REST AREA

2.1 HISTORY AND PURPOSE

Rest Areas have become a common feature to the North American highway network, and many American states have developed or are in the processes of developing extensive rest area systems.¹⁷ In western Canada, especially in Manitoba, rest areas are less common and are often incorporated into the fabric of existing towns along the highway, or existing outdoor recreational places such as campgrounds and parks. Rest areas began to emerge in the American landscape as early as the 1920's and 30's and were commonly referred to as *wayside rests*. These areas could be found along abandoned road sections, or located along a particularly highway shoulder, a grove of trees, or overlooking scenic vistas. Wayside rests found character and could be described as an area composed of small pull-off spots on two lane highways where travelers could stop, rest or have a picnic.¹⁸

The basic purpose of a rest area is to provide a safe haven for the driver and passengers seeking rest from the monotony and fatigue of vehicular travel, and also a place to obtain travel information and region and site interpretation.¹⁹ The primary objective is to provide interesting facilities and activities which promote safe driving by encouraging the motorist to rest when tired. Modern rest areas often contain a multitude of services including: rest rooms, water facilities, recreation and hiking areas, pet exercise areas, printed information material referring to nearby historic sites, lodging, service stations and emergency care.

2.2 PROGRAM ANALYSIS : Planning Considerations

Operation Guidelines

To developing a comprehensive rest area program one must undertake the task of identifying and defining typical features that will effect and guide the planning of a rest area: to get a feel for the component parts and activities that effect the development of a typical rest area, later to be related to the character of the proposed rest area site. In his book, Safety Rest Area: Planning, Location, Design, James Reiersen describes a series of operational guidelines which must be considered when planning a rest area, and they involve but are not limited to the following: traffic types, rest area spacing / traffic volume, tourism, quality of service, type of maintenance, and facility types. A thoughtful consideration of these points provide a foundation for the development of a program for the Scratching River Rest Area, and when taken into consideration with the region, town and site character, will lead to the identification of the component parts that will make up the rest area.

Traffic Types: The kinds of traffic activity in line with any proposed rest area route plays a major role in determining the actual location of the rest area and the kinds of facilities that will be needed. This stage involves identifying the users of the traffic system and determining what types of traffic will come into contact with the rest area. The proportion of commercial, recreation and commuter traffic plays a significant role in determining the overall design scheme for the rest area. By example, a rest area designed along a stretch of highway which is predominantly commercial will require different facilities than a rest area located along a recreational route.

Rest Area Spacing and Traffic Volume: In determining the location of a rest area two key aspects must be considered: the location in proximity to other rest areas, and the volume of traffic along the route. Both of these components work together in determining the location of the rest area. Spacing considerations involve understanding the current availability of rest areas along the route in question. Typically, rest area intervals are approximately one hours drive apart, but this depends on the nature and volume of traffic. If the traffic volume is primarily commuter traffic, then a rest area would not be appropriate. If the traffic volume is concentrated for other reasons, such as highway passing through town, then a rest area could be a positive attribute for the town.

Tourism: An important characteristic of any rest area, tourist based initiatives provide information on the kinds of recreational activities readily available a given region. Rest areas are also important to the image of the place to which they represent, as they often provide a first chance at getting to understand the character of a region. A rest area designed with overall integrity, function and creativity can go a long way to imprinting a positive image of the region to those passing through, and can provide an incentive to seek out and explore the kinds of tourist based initiatives available in the region.

Quality of Service: This involves determining the kinds of components that will be developed on site and the quality of these features. The kinds of components developed should promote the opportunity for rest and relaxation and the rest area should be pleasing to the eye, and the facilities (building, picnic area) should be of an appropriate size to accommodate any number of users at any given time. A rest area with quality services should be considered by developing typical and unique features based on the character of the site. Typical rest area features involve: rest rooms, water facilities, recreation areas, hiking areas, pet exercise areas, information, historic sites, lodging and emergency care. Special feature unique to the character of the site should be developed to create a unique one of a kind experience, and these features should extend fully into the landscape, for those with adventure in mind and spirit.

Level of Maintenance: thought should engage in the maintenance consideration. In other words, the character of place must be considered in terms of whether or not maintenance is available, and to what extent. Typically, if a new rest area is part of a system already in existence, than maintenance is usually handled by existing highway crews. But, if no such system exists, then the source and degree of maintenance must be considered, as the type of maintenance available will deeply effect the design of the rest area. The rest area can either be designed to reflect the availability of maintenance, or it can be designed with rest and experience in mind first. It really

¹⁷Reiersen, J. *Safety Rest Area: Planning, Location, Design* (Pg. 4)

¹⁸Reiersen, J. (Pg. 4)

¹⁹Reiersen, J. (Pg. 5)

depends on the location of the rest area. Regardless, the level of maintenance must be considered when designing rest area components.

Combining Facilities: Thought must be given into the potential to combine rest area facilities with other related but different facilities, including outdoor recreation parks, weight stations and inspection stations. Analyzing the potential to combine different facilities will help to determining the location of the rest area, and will help to expand on the potential users of the area.

2.3 REST AREA CHARACTER ANALYSIS

LOCATING THE SCRATCHING RIVER REST AREA

Site Selection Townscape and Beyond

The basis for the development of a rest area at Morris was one initiated by the town, expressed by the mayor on the 'yellow bus tour'. Within the fabric of this tour the mayor had voiced a decided interest in developing a rest area at the north entrance to the town, along the west side of highway 75, at the old Niakwa Pizza restaurant site. I learned that this site was chosen for its relationship to highway 75, the lack of a rest area between the Canada / US border and Winnipeg. Primarily by way of first hand site experience I began to see a real possibility and practicality in developing a Rest Area here, based on its proximity to Highway 75, its proximity to the town and the aesthetic qualities of the Morris River.

REGIONAL OVERVIEW

The Character of the Rest Area Field

The regional boundary chosen for the rest area study field focuses on the stretch of Highway 75 between Winnipeg and Emerson. Within this study field there is no apparent rest area or a planned rest area system: the scope of A programed rest area system is non existent. The development of a comprehensive rest area scheme requires a detailed understanding of the rest area field, including the location of other rest areas, traffic types, traffic volume, and tourist base.

Other Rest Areas: There are however areas along the highway which exhibit some of the characteristics associated with rest areas. To the North of the proposed site, Winnipeg is the nearest area considered to have qualities and services associated with resting, and is a 25 minute drive. To the south of Morris, the nearest area which could be considered as a rest area is a 20 minute drive, at the International border between Canada and the US. At this point, tourist information can be attained by those entering the United States, or Canada. Beyond the border, there are numerous rest stops on Interstate 95, the nearest located 30 minutes south of the border, part of the North Dakota rest area system. It is logical now to conclude that there is no real substantial area of rest along Highway 75 between the North Dakota rest area system and Winnipeg.

Traffic Types: The types of traffic associated with Highway 75 help to determine the 'target audience' and the kinds of services that will need to be developed at the rest stop. In effect the highway can be described as a trade / tourist / travel corridor, finding character in three types of

traffic classifications: commercial, recreational and localized / commuter traffic. Commercial traffic primarily consist of the mass transportation of various goods between Canada and the US, and has led to the dubbing of Highway 75 as a trade corridor. Also included here is the commercial activity associated with the region agriculture trade of Southern Manitoba. Recreational traffic consists of nomadic and transient tourists, and has led some to consider Highway 75 and Interstate 95 (its American counterpart) as the Main street of North America. Nomadic tourists are defined here as individuals from far off places on extended trips interested in experiencing Southern Manitoba. Transient tourists are defined as individuals from Southern Manitoba out for a country drive or a weekend camping trip. Localized commuter traffic consists of those living in the town and commuting to the surrounding farmland or even as far as Winnipeg, and those who live on the land and commute to the town for work. Simply stated, the character of our site users can be described as: recreational tourists, commercial truck drivers, and localized interests.

Traffic Volume: The rest area site is located on the north edge of town, where there is an apparent concentration of vehicular activity. Traveling south on Highway 75, traffic must slow down as it approaches the town, creating an increase in volume adjacent to the rest area site. From a south approach traveling north, traffic must pass through the town and maintain the posted limit of the Main Street, gearing up only after they have passed through the town, and as they pass the rest area site. Regardless, of which direction the vehicles are traveling, the proposed rest area site is subject to a high concentration or volume of traffic, which on the one hand justifies its location, and on the other maximizes its exposure to the vehicular traffic of highway 75. From an understanding of traffic volume passing by the site via highway 75 throughout the year, we can loosely determine where the peak and low levels are, and what kind of design initiatives can be developed to capitalize on the peak levels and raise the lower levels. It is safe to assume that both commercial and recreational activity on the highway currently remains consistent throughout the year, peaking in the summer months when goods are in greater demand and the tourism season is in full swing. Local / commuter traffic should remain consistent throughout the year.

Tourism: Rest areas rely heavily on tourism and therefor it is necessary to facilitate the provision of tourist based activities for both nomadic and transient tourists such as: resting, picnicking, hiking, and activities unique to the character of place, including: boating, canoeing, fishing, skiing, snowshoeing, and snowmobiling. The advantages of locating the rest area outside of the town and the safety of the dike on the Morris River, allows us to further develop recreation activities unique and specific to the character of place, including: water based initiatives, historic based initiatives, virtual landscape experience and the sharing of water related information. Developing a wide base for recreation activities will allow us to attract a wide range of recreation seeking individuals, which will in turn create a continuing interest in the character and unique quality of place.

Regional Character Analysis : Development Opportunities

The analysis of regional character and the nature of existing places associated with rest, traffic types, traffic volume and tourism demonstrates the practicality of locating a rest area at Morris. The analysis recognizes Morris as having a strategic location for rest area development within the

study region and would lend itself well to developing the kinds of components and features associated with rest area development. From a much broader regional perspective, there are potentials here to attract large numbers of people to the town by exploring and developing the kinds of activities associated with the identified character of: Highway 75 and the Red River / Morris River system.

A1 Rest Area Map 1 : Trade / Tourist / Travel ...Corridor...

This map illustrates the current field of rest area activity along the highway 75 trade, tourist, travel corridor, in relation to the proposed rest area at Morris.



RED RIVER VALLEY

Trade / Tourist / Travel ...*Corridor...*



Winnipeg



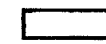
Morris Rest Area



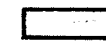
Towns Along The Corridor



Transportation Corridor



Major Highway



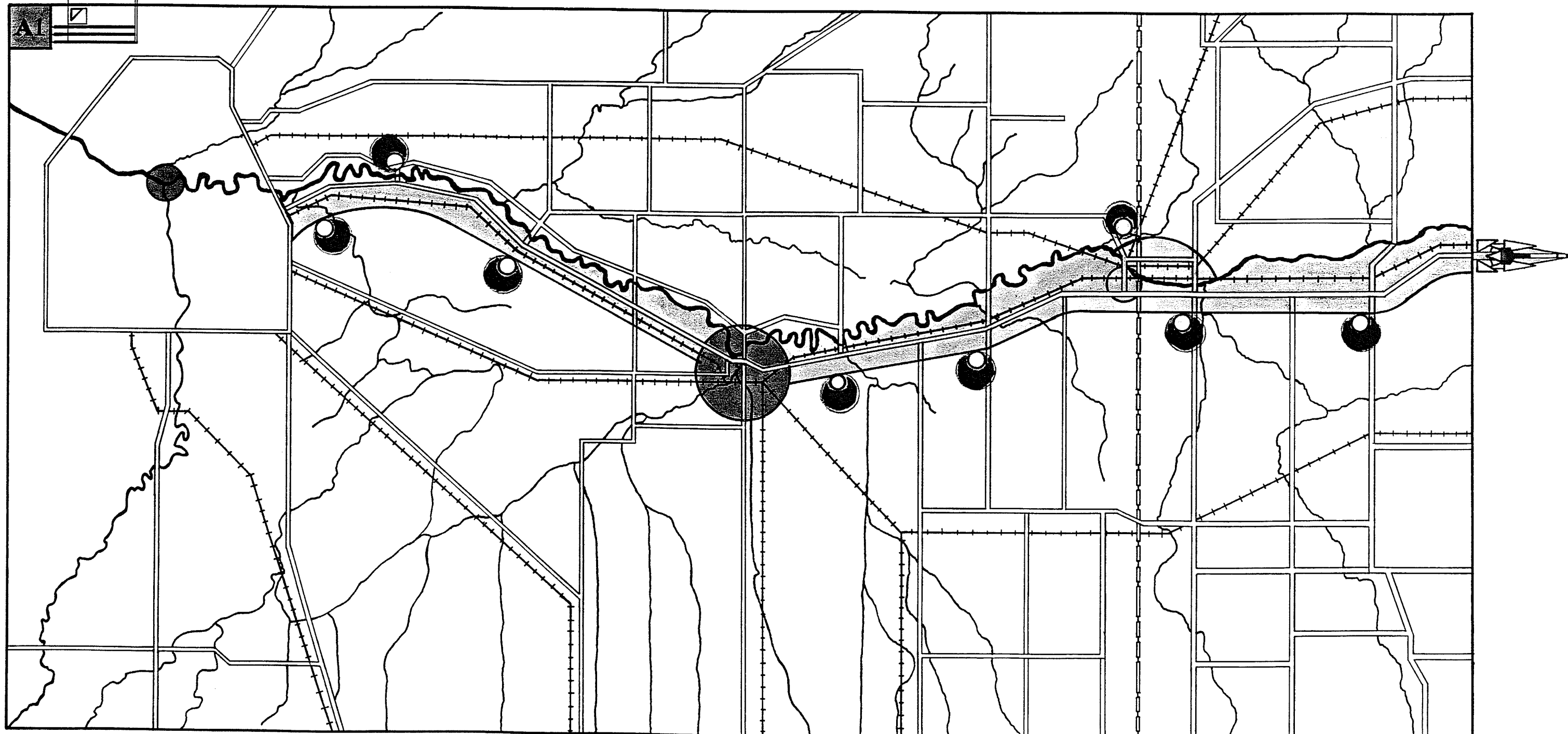
Highway Interchange



North Dakota Rest Area System



Canada / US Border



TOWN OVERVIEW

The Field of Rest Areas in Morris

The field of rest areas in Morris is an obviously limited one. There are however areas to which people can stop and rest, but these areas lack any sort of potential. Through the analysis of town character, I came across a few places which exhibit the characteristics associated with resting, stopping or tourist attracting, including the following two: Main Street and the Picnic / Historic Site Area.

Town Character Analysis : Development Opportunities

Morris is a town which needs to develop something to offer to the vehicular activity passing through: Morris needs a place in which to attract people. From a town perspective the rest area provides an economic, social and recreational opportunity, with the potential of attracting people from the region to the town, the sharing of ideas and history and the creation of a passive recreation space easily accessible to citizens of the town. The rest area can serve the town by providing a canvas for developing the following initiatives: Attracting people, developing tourism and promoting town growth.

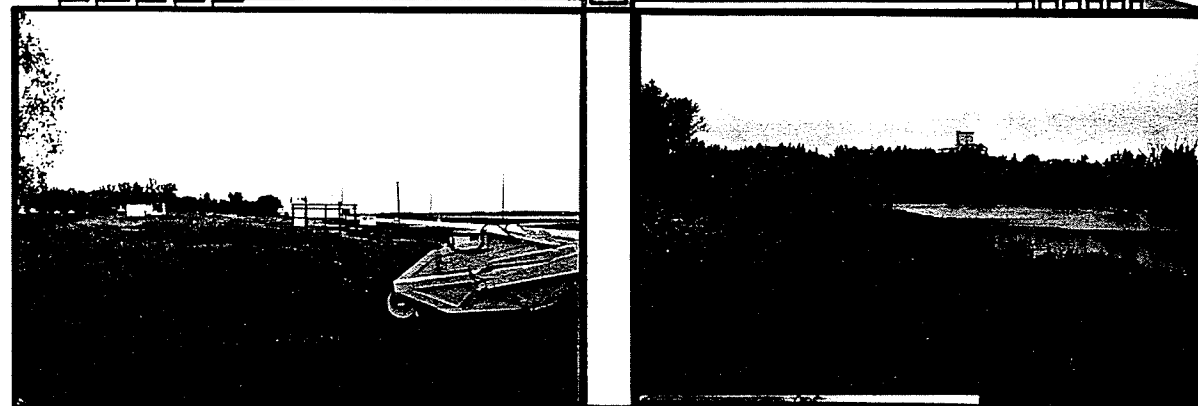
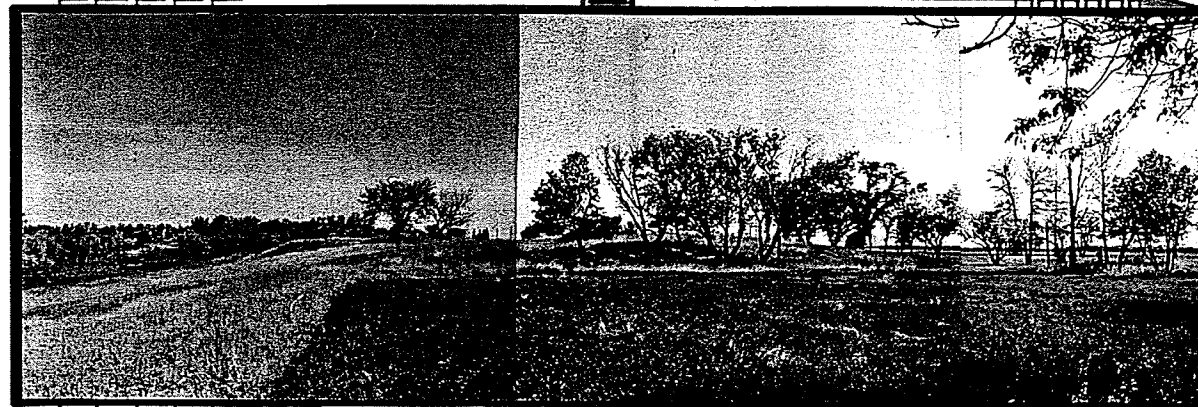
Attracting People: With its centered location in North America, and the relationship between highway 75 and the North American Highway / interstate network, there is a great potential for the town of Morris to attract large numbers of people of varying interests. The undertaking of development in Morris based on interests in tourism, trade, water and migration would generate the desired attraction to a wide range of groups.

Developing Tourism: Tourism geared towards the far reaching aspects of highway 75 would generate interest in current town activities, like the stampede, curling and camping, and would likely spur the creation of new activities of both passive and active character.

Promoting Town Growth: The key opportunity here centers upon the continuation of the steady growth that has occurred over the last half of the twentieth century. The agri-town of Morris has expanded in a relatively slow, orderly manner and with the help of key contributing factors has the potential to become a community of promise. From air photo interpretation, we see that there is plenty of room for expansion within the town for the development of community developing characteristics needing protection from flooding.

A2 Rest Area Map 2 : Scratching River ...*Rest Area*...

This map places the rest area by locating it in relation to the town and the two rivers by way of air photo. The images to the left are intended to provide visual images of the kind of character found in the site identified for rest area development.



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Scratching River ...*Rest Area*...



SITE OVERVIEW

The Site Character and Special Considerations

With the location of the rest area now chosen, an analysis is needed to develop an understanding of the character of the land to which the components of the rest area are to be implemented on. The parcel of land to which the rest area will be situated can be characterized as a long, narrow, flat plateau, slightly lower in elevation to the highway. The site is bordered to the east by Highway 75, to the north by farm property and to the west and south by the Morris River. The farm property boundary is characterized by a barbed wire fence, and the river boundary is characterized by a drop in the land typical of a river valley. On site vegetation is minimal, most of which remains from prior human activity, and the remainder, close to the rivers edge has developed there recently. There are three view orientations present from the plateau, including the grain elevators, due west, and the oxbow formation.

The history of this site can be characterized by formerly having two small farm houses parallel to the highway and at the same elevation, and a restaurant (Niakwa pizza) located on the top of a large mound, built up to protect from the flooding possibility. Neither of these buildings exist today, but remnants remain in the form of two foundations, ornamental garden plantings and a large mound of dirt. There is an opportunity to work these features into the rest area character of place aspect. The long narrow character of the land and the concentrated of vehicular activity at the point when highway 75 becomes the main street of the town means that great care must be taken regarding site access and vehicle accommodation.

The flooding danger is the most important consideration here, as the proposed rest area site is located outside the dike. From an earlier analysis, we learned that there is no danger of the rest area site flooding caused by the 10-25 year flood level and the 25-50 year flood level. There is however a danger in the 50-100 flood level and therefore any components of the rest area not adaptable to flooding should be built up to the height of the Morris ring dike.

Site Character Analysis : Development Opportunities

The kinds of activities and devices associated with rest area development have the potential to express the inherent character of the landscape associated with the natural and human characteristics of the Morris and Red Rivers through interpretive programs, and have the potential to work well with the recreation components of the program. Developing a rest area will provide a place or jumping off point for *Nature Park* experience. Based on the analysis of site, the character and location of the site should provide an appropriate canvas for the implement the emerging component features of rest area design.

A3 Rest Area Map 3 : Scratching River Rest Area ...Site Analysis...

This map shows the character of the landscape, to which provides the basis for the selection and location of the rest area components.

Scratching River Rest Area ...*Site Analysis*...



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- Base Plane: Shrubs / Grasses
- Treed Areas
- Gravel Drives
- 10 - 25 Year Flood Level (270')
- 25 - 50 Year Flood Level (280')
- Old Foundation
- Niakwa Pizza Hill
- Pedestrian Link
- Slope Direction
- View Orientation

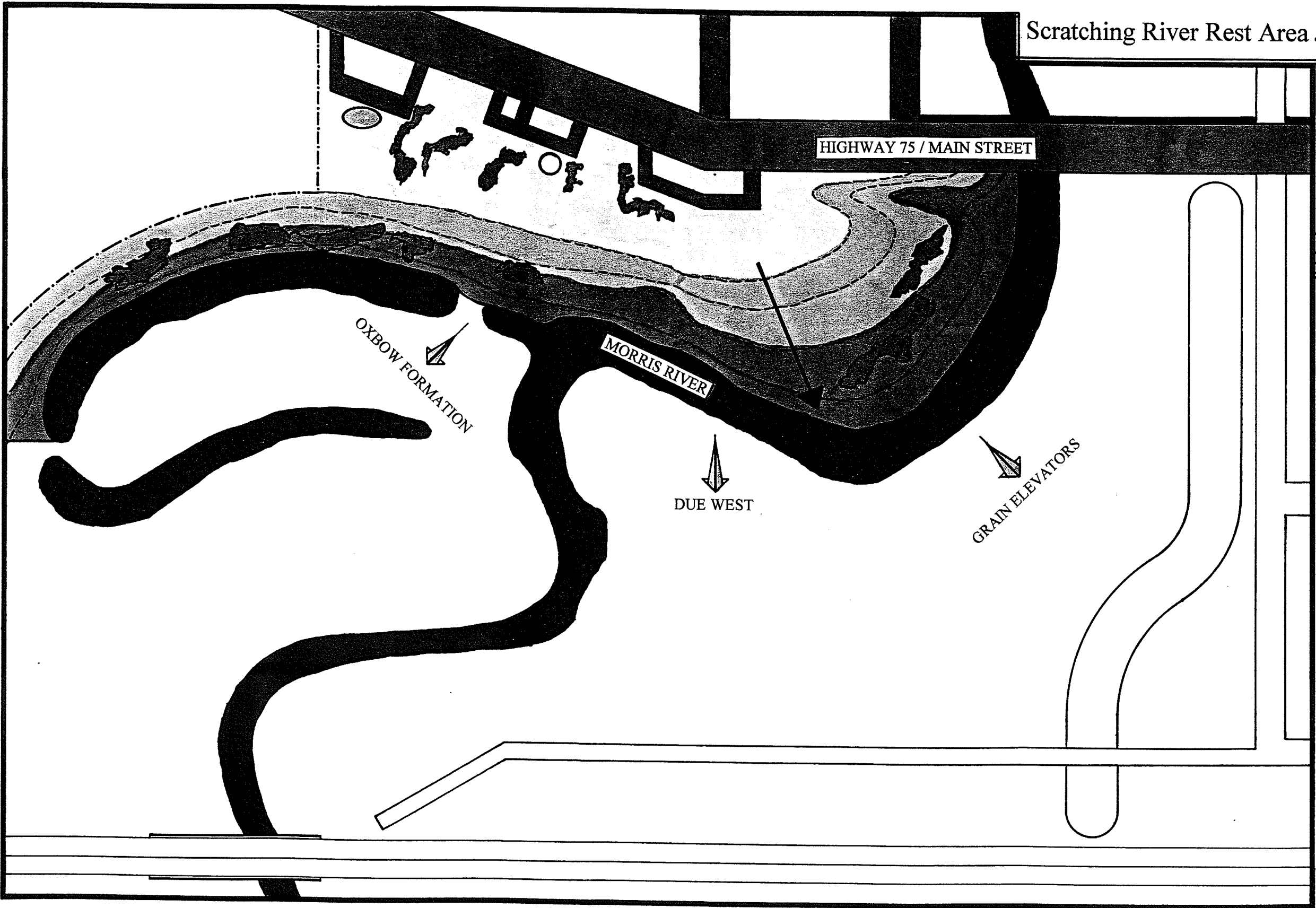
HIGHWAY 75 / MAIN STREET

MORRIS RIVER

OXBOW FORMATION

DUE WEST

GRAIN ELEVATORS



2.4 PROGRAM: THE SCRATCHING RIVER REST AREA

The program for the Scratching River Rest Area is intended to identify the typical features associated with rest area design, and to build upon these components by developing new features unique to the character of place. Typical rest area features include vehicle accommodation, shelter, and a major use area. New rest area features include developing a food service area, historic based initiatives, water based initiatives, a comprehensive web strategy, and a secondary use area (*Nature Park*).

2.5 PROGRAM DEVELOPMENT: Rest Area Features

The following describes the major rest area components: Vehicle Accommodation, Shelter, Major Use Area, Secondary Use Area.

Vehicle Accommodation And Access

From an identification of three types of vehicles and three types of users, we can begin to invasion the development of a rest area that accommodates the characteristics inherent in each. The basic principle for vehicle consideration is a rest area is that vehicular circulation must be simple, direct and obvious to the motorist.

Accommodation: The rest area needs to accommodate three types of vehicles: Semi-trailers, recreational Vehicles (RV's varying in size from a half ton truck to a 42' house on wheels), and motor vehicles. It is important to understand the dimensions of the spots needed for the vehicles. Trucks and large RV's require 21 * 4.5 meters and automobiles require 6 * 3 meters. Typically, rest areas combine the required parking spaces to create a centralized parking area where by all site users have access to a core of facilities. However, in the case of the Scratching River Rest Area, the linear / narrow character of the site calls for a parking arrangement that fits with the landscape character, which could mean a separate lot for cars and oversized vehicles.

Access: The rest area needs to properly accommodate vehicle access to site from north and south approaches. Approaching the site from the north will require the creation of a third turnoff lane on the highway shoulder for safety reasons. Approaching the site from the south, traffic will be traveling at a slow pace and will be in the processes of gearing up for highway speed, having just passed through the town, and therefore a turnoff lane is not particularly necessary, but could be developed anyway provided there is room for one.

Shelter: The Scratching River Lodge

Buildings associated with rest areas tend to be unique in character, often responding to site conditions and indigenous expression. The Scratching River Lodge will be of similar quality, and the layout, form and perceptual character will derive from the identified function of the building: the character of the Lodge will develop out of the typical and unique functions required of such a building.

Typical Functions: Typical functions associated with rest area buildings involve the provision of modern restroom and water facilities, a lobby for tourist based information material, and maintenance / storage space. The size and number of toilets for the rest area is as yet to be determined but will be scaled appropriately for the large number of people expected to be attracted to the site. The lobby will function to distribute printed and non printed material to the various site users conveyed by conventional information displays, and ranging from regional tourist information, addressing travel displays, water management displays, historic displays and agriculture displays. A maintenance and storage area will develop to contain the tools needed to operate the building and hold the kinds of objects available for seasonal recreation use (canoe, kayak, skis, snowshoes).

Unique Functions: Unique functions associated with the Scratching River Lodge involve developing the lodge as a jumping off point for virtual and physical landscape understanding and experience. For this to occur the rest area building needs to provide certain services specific to design opportunities uncovered in the character of the site, town and regional analysis. These involve developing a food service area within the lodge to attract various types of people from the town and the region, developing a comprehensive web strategy, developing water based initiatives and historic based initiatives which could be expressed through both virtual and physical means.

Food Service: The restaurant will provide the kinds of services associated with tourist based activities. The facility provides a place to purchase or take lunch for tourists, commercial users and local residences. It is the kind of place that will function to gather people together and share ideas and stories about their activities or about the place itself (truck drivers talking to tourists talking to locals).

Water And Historic Initiatives: Both water based and historic initiatives involve the creative use of the Internet and the surrounding landscape based on the concept that web based strategies and computer kiosks could be used as a device to address the virtual aspects of water based issues and historic character. Water based initiatives involve developing virtual runoff, waste water management and education programs could occur on the computer, with demonstrative videos / models showing these process at work on a regional scale. These initiatives could then be worked into the *Nature Park* idea, as a means of demonstrating first hand the relevant issues: khakis, canoes and boat tours could be made available to allow individuals and groups to explore the two rivers, experiencing the character of place from a different perspective. History based initiatives involve developing access to historic information and regional significance in virtual and physical environment. A virtual facilitation involves the creation of a database geared towards the history of the region and a sharing of family experiences. A physical facilitation of history involves keeping identified human site features and allowing people to experience these, as part of the *Nature Park*. Also, the architecture could find inspiration in the site character and the fur trade history, and finally, the plaque can be moved on site to its appropriate location. The proximity of the site to the railway could also be used in conjunction with the Prairie Dog Central, to allow tourists to experience the region, its character and its towns. In effect, the rest area building becomes the home base for physical experience of virtual issues and vice versa.

Web Strategy: The Internet provides an opportunity to develop a computer based virtual network to facilitate and engage the users in the kinds of issues involved with global, regional and local context. On a global scale we can design a strategy to facilitate the creation of an online network of sites where information is gathered and exchanged freely, characterized by places experiencing similarities to the kinds of activities that go on in Southern Manitoba such as: flooding, farming, wetland preservation, tourism, transport and trade. On a regional scale we can develop a strategy to facilitate a virtual connection between the communities of the region in a way that begins to establish regional identity and establishes the practicum site as the hub of the region and virtual gathering place for: flood data, historic information, trade information etc. There is an opportunity to create an online network of Red River Valley sites with similar qualities and character, geared towards connection for the sake of exposure, comparison, education and sharing of experiences. On a localized scale, we can develop strategies to explore the capabilities of the Internet to facilitate the experience of place in a virtual environment, through Internet kiosks, web cams and environmental data sensors scattered throughout the site where information can be gathered, recorded, collected in a virtual data base and compiled with data from the entire Red River Flood Plane. This will allow people instant and real time access to the features of the site in on more experiential and real-time level, and could serve to eliminate the use of signage on the site.

Major Use Area

Major use areas involve those outdoor spaces typical of any rest area, including: walkways, picnic shelters, picnic tables, pet areas, children's play area and site furniture. As a rule of thumb, the major use area should not extend more than 300 feet from the parking lot.²⁰

Walkways: A site circulation system will be developed to stimulate interest and arrival, link all the major site features together and will link to the *Nature Park* circulation system. The most functional walkway within the rest area will be between the parking lot and the building and this is the most important one, signifying a visual / physical arrival. Great care needs to be taken to create a primary walkway out of materials and patens which relate to the character of the building and the physical character of the site. Access walkways between the building and the major use area will be developed to take advantage of the topography, vegetation and physical site features. Materials and pattern should be the similar in quality and concept to the building approach walkway, as these secondary walkways in some areas become primary walkways. The secondary walkway will link up and even become a part of the *Nature Park* circulation system.

Picnic Shelters and Tables: Picnic shelters and tables will be distributed throughout the site to take advantage of accessibility, views, shade and other points of interest. There will be two picnic areas, a small area to the south of the rest area building, and a larger area to the north. Some tables will be located near the parking lots and others will be located deeper into the site to encourage people to enter and experience the site. Picnic shelters will reflect the architectural continuity of the rest area building and other site structures. Picnic tables will be designed with durable and vandal proof materials. Picnic tables will be anchored to a concrete pad made out of perforated concrete blocks echoing the concrete block of the terrace walls of the rest area

building. Tables close to the parking lot will have a hard surface pathway to them, while picnic tables farther away will have organic material as walkway.

Pet Areas: Numerous travelers travel with pets, and an area should be designated as a pet rest area away from the other activities. Pet tethering posts are an important element here, as people may desire to leave their dog for a while. As well, a 'dog run' could be used to allow the dogs to run around and exercise, so that they become tired and sleep through extended car trip journeys.

Children's Play Area: The children's play area will provide an outlet for children confined to a car for long periods. The play area will consist of climbing, swinging and sliding activities, and will be located at the major picnic area north of the rest area building. Activity features will employ a commercially available play module.

Site Furniture: Site furniture includes such features as benches, planters, waste receptacles, signing and lighting. These features will be employed to reinforce circulation patterns and to identify activity areas. Benches will be located along the walkway system, and will be identical in design to the benches found throughout the *Nature Park*. However, rest area benches will be designed with planters to provide a contrast to the natural plantings throughout the site. Waste receptacle will be located at the picnic areas. Signage will be minimal, serving to designate activity areas within the rest area, and to identify *Nature Park* pathway locations. Lighting will also be minimal, intended to compliment the landscape and not 'light up the sky'. All site furniture will be designed by the architect and will reflect the materials and design metaphors used throughout the site.

Minor Use Area

The secondary use area involves developing a connection between Nature Park and the rest area and will focus on the web, water and historic based components of the rest area. The web savvy devices used to gather site specific information will find themselves located in the overall *Nature Park* field. A docking area will be provided to satisfy the recreational requirements of water based strategies. The historic based activity of regional landscape experience requires the development of a well defined 'high and dry' pathway from the rest area to the rail.

²⁰Reierson, J. (pg. 39)

A4 Rest Area Map 4 : Scratching River Rest Area ...*Components...*

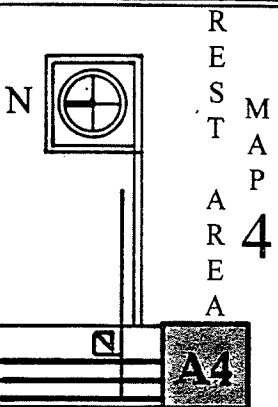
This map illustrates the component features that are to be the Rest Area program, and can be described as: Shelter, the Scratching River Lodge, Vehicle Accommodation, Primary Use Area, Secondary Use Area, Railway Connection, water Based Recreation, ***Nature Park.***

Scratching River Rest Area ...*Components...*

HIGHWAY 75 / MAIN STREET

MORRIS RIVER

MORRIS
DIKE



- Shelter: The Scratching River Lodge
- Vehicle Accommodation
- MAJOR USE AREA
- Primary Area
- Secondary Area
- MINOR USE AREA
- Railway Connection
- Water Based Recreation
- Nature Park

3.0 CAMPGROUND

3.1 HISTORY AND PURPOSE

The emergence of camping in North America goes hand in hand with the development of outdoor recreation and the automobile based freedom to travel great distances and experience places far away from the comforts of home. As outdoor recreation emerged as a family pastime, people began to desire a way in which to experience the landscape on a more intimate level, hence the need for recreational camping. Many early campsites were characteristically rough and wild, offering the barest of services, but paved the way for the emergence of the incredible recreation industry we find ourselves challenged to develop outdoor recreation and camping. Just as those pioneering campers, today nights spent in wild places provide an opportunity to explore outdoor places on a much more intimate level, completing an overall sense of closeness to nature. The availability of a comfortable, safe place in which to spend the night provided campers with the ability to rest, relax and experience any given place without the fatigue of travel.

The basic purpose of a campground is to provide overnight accommodation for people on a transient and or seasonal basis. The object is to provide interesting facilities and activities which promote rest and relaxation and the experience of place. There are three general types of campers and four general types of camping. The types of campers range from those who desire a service oriented campsite, those who desire a nature oriented campsite and those who desire the best of both worlds. The types of camping range from tent camping, tent / trailer, camper pickup and motor home. The type of camper and the type of campsite considered will determine the combination of facilities needed to develop a campsite.

3.2 PROGRAM ANALYSIS : Campground Planning Considerations

Understanding The Camper and The Campground

To develop a campground program that appropriately satisfies the needs of the modern camper, we must first develop an understanding of the typical features associated with recreational camping, essential to developing a campground appropriate to the site context. Planning here is essentially about understanding the characteristics associated with the recreational camper and the recreational campground and find reference in Barbara Magee's book Park Design Guidelines and the web source for Go RV ing Canada.

WHO Is The Recreational Camper

The recreational camper can be desired as those who enjoy traveling and experiencing the outdoors. Individuals or groups who engage in the passive activity of recreational camping are part of a growing movement of 25 million people all across North America who, by way of a recreation vehicle (RV), engage in the freedom to go where they want and when they want, all with the many comforts of home.²¹ There are typically five characteristics groups which describe

the nature of the people owning RV's, including: busy two career couples, families with kids, retired couples, nature lovers and anyone in need of a short break (the short breakers).

Busy Two-Career Couples: For the busy couples who seem to lack extended periods of free time, recreational camping provides a quick, easy way of getting away from the every day stresses of work-life, without the problems associated with traditional planned vacations.

Families With Kids: Outdoor recreational camping provides an inexpensive way to travel and experience places with children, while simultaneously engaging in quality family time. The RV provides features to keep the children busy, and provides the family with a relatively inexpensive vehicle to move around freely without worrying about hotel reservations and air travel.

Retired Couples: An RV provides the perfect avenue for retired couples who like to travel and wish to do it at a leisurely pace. The RV gives them the freedom to visit the places without the expense and reservations of hotels and air planes, and they have the luxury extend visits.

Nature Lovers: For those of all ages who wish to experience the seasonal changes on nature, many RV's are rugged vehicles able to tackle rough and bumpy routes to natural places, and many are also heated providing the opportunity to explore the winter outdoor recreation landscape.

Short Breakers: Referring to anyone interested in getting away for a few days without having to plan ahead, an RV provides a perfect vehicle for weekend trips, without having to worry about finding a place to stay or restaurants to eat at for one or two days.

WHAT Kind Of Recreational Vehicle

RV is a short for a whole fleet of recreational vehicles that combine transportation and living quarters for recreation, camping and travel. The types of luxuries and conveniences range from the simplest to virtual houses on wheels, and there are two RV types: Towable and Motorized.

Towable RVs: Towable RVs are designed to be towed or carried by a car, van, pickup truck or sport utility vehicle and come in four types: Folding camping trailer, truck camper, travel trailer and fifth wheel. A folding camping trailer is a lightweight unit with collapsible top and sides that fold flat for aerodynamic towing by a small vehicle. When in camping mode, they provide kitchen, dining and sleeping facilities for up to eight people. A Truck Camper is a recreational vehicle that is fixed to the bed or chassis of a pickup truck. Many have kitchen and bathroom facilities and sleep up to six people. A Travel Trailer is a style of RV that is towed by means of a trailer hitch attached to a tow vehicle, and provides such comforts as a kitchen, toilet, sleeping, dining and living facilities, electric and water facilities and modern appliances. They can be unhitched from the tow vehicle, which provides a free and convenient way to travel locally. A Fifth Wheel is a towable unit with a raised portion over the hitch area which rests on a fifth wheel hitch mounted on the pickup truck bed. Fifth wheels are the largest of the towable trailers, and offer luxurious features such as electronically controlled air conditioning, laminated construction, vacuum systems, full kitchen and bath facilities.

Motorized RVs: A motorized recreational vehicle is a camping and travel vehicle built on a motorized vehicle chassis, containing its own engine. Referred to as a motorhome, they contain such facilities as kitchen, sleeping quarters, bathroom and driving facilities. Living systems generally include electricity, heating air conditioning and water. They come in a variety of sizes sleeping anywhere from two to ten people, and are characterized by three basic types: Class 'A', Class 'B' and Class 'C'. A class 'A' motorhome is the largest class of RVs built on a motorized

²¹ www.go-rving.com

chassis, ranging from 26 feet to 42 feet, containing any amenity imaginable. A class 'B' motorhome is essentially a camper built on a van chassis, very popular with those who like to tow a boat or use their vehicle as a secondary family car. The camper van is maneuverable, fits into a regular parking space, drives like a regular van and has features similar to any large motorhome, equipped with a bathroom, kitchen and dinette. A class 'C' motorhome, also sometimes refereed to as a mini-motorhome, is built on a van chassis, with an overhead extension offer the front of the van, offering more height, space for sleeping and similar features to a class 'B' motorhome.

WHERE Do They Go

There are numerous sources of information available from provincial associations, organizations, RV clubs and magazines, regarding destination points for recreational campers and there are five basic characteristics associates with recreational vacation destinations: exploring outdoor recreation places Canada the United States, traveling to favorite places, attend conventions or shows, enjoy nature in comfort and visit family and friends.

Typical Campground Components

Before developing the components that will make up the Scratching River Campground, we must first understand the basic design issues and features associated with recreational camping. There are six key components to overnight campground design that must be understood to design a successful campground: the general campground character, the site character, vehicle access, utilities, layout types circulation pattern and individual sites.

General Character: There are four basic types of campsites: primitive, non-modern, modern and fully serviced. Primitive campsites are located in remote, isolated areas and provide the user with few if any amenities. These sites are either walk in, fly in or boat in sites and provide only washroom and water facilities of the most primitive type. Non-modern campsites are characterized as having road access and tent pads, and are similar to primitive sites but with vehicle access to each site. Modern sites are characterized as having road access with electricity and modern sanitary facilities. Fully serviced sites have road access and fully serviced individual sites providing the user with the most modern and up to date facilities of any campsite. Generally, campsites can be designed for one of the above mentioned groups, or be varied to offer flexible settings to suit different purposes. Similarly, landscapes closer to civilization tend to be service oriented, but this depends on the quality and type of landscape available. The character of the campsite therefor can be determined by its location in relation to settled areas.

Siting Characteristics: There are certain site characteristics that are desirable when developing a campground, namely slop direction, topography, vegetation and proximity to water, all of which should be considered base on the natural character of the site. The direction or slope to which each site is oriented plays an important role in the kind of experience the camper will have. East facing slopes seem to be desired most as they receive morning sun which will dry up damp sites and provide shade from the afternoon sun. West facing sites seem to be the next best, as they receive afternoon and early evening sun. North facing slopes seem to be less desirable as they retain snow melt, moisture and tend to remain cool during start and end of season. South facing slopes are beneficial in cooler climates as they tend to be dryer and warmer, but are less desirable in warmer climates especially during the peak summer months. Regardless of the final choice for

siting, it is important to consider seasonal changes and landscape character as a part of the determinants of location.

The desired character in topography is gently rolling with good drainage. Rolling sites tend to offer much more potential in terms of creating a unique experience. Flat sites also have their charm, and can provide a real opportunity to design creative and interesting layouts, not achievable in a rolling site.

A vegetation canopy is necessary for shade, screening and aesthetic enhancement. Forested areas offer the best opportunity when it comes to a ready made vegetation canopy. Flat open sites with minimal but strategic vegetation are beneficial in terms of their openness, because breezes tend to pass through the sites, cooling on warm summer nights, and removing insects during the day. As well, flat sites tend to limit the impact on the natural environment, and forested areas are more prone to damage.

Siting a campground close to water is beneficial to the recreation potentials available, as people tend to prefer campsites near water bodies. Opportunities emerge such as fishing, swimming, and boating, and offer complementary activities to the natural recreation activities.

Site Access: Developing a clear and significant access point to the campsite is important for the overall camping experience, keeping in mind that it must also be functional. If the entrance is from a highway there are certain safety aspects that must be considered, including entry and exit, proper signage, and surfacing material. Access to the campsite should be provided by way of a single roadway, a main access road, which is two way to permit easy ingress / egress. Along this road an entry station needs to be provided, to organize the operation of the campground and provide services such as information center, camping permits, collect fees, and should be designed in such a way as to allow users to remain in their vehicle. This point acts as a kind of threshold, an should set the standards for the main facilities (if separate) and the overall character of the campground. In many cases a pass through is appropriate and functions to let those with 'passes' or those without to exit the area without disrupting the main camp area. The entry area should also provide parking for visitors and secondary vehicles, equal to 10% of all campsite spots.

Basic Campsite Utilities: Campsites must provide a number of functional services for the campers, and the degree to which dependent on the nature of the campsite: the level and type of facility provision will depend on the character of the campsite and the type of users it is intended for. Showers, toilet and laundry facilities are a must, and can either be separate buildings or as part of a larger complex, with coin operated laundry machines. A hall or communal building can be provided so that campers can keep warm and dry, to cook under a shelter or to meet people, contain a fireplace, benches or more sophisticated buildings with programmed rooms. Other facilities may include office / shop, water supply, litter bins, fire equipment, area maps, phones, and information signs.

Campsite Layouts: When determining the type of campsite, one must understand the common layouts typically used, and the type of layout chosen should be considered with knowledge of the landscape. There are four campsite layout types: the pinwheel, the loop, open area with tents and open with trailers.

A Pinwheel site finds character in the development of one or more circular wheels off of the main access road, to which back in sites are attached to and are primarily used in generous areas. They are rather like cul-du-sac's, and the layout of such sites can be simple or complex depending on the extent of the development and often require a large area. The advantages of a pinwheel system is minimum of traffic passes each individual site and the impact on the natural environment is clustered into small groupings. The downside of such a layout is that as they get larger in scale a rather complex system of traffic circulation develops, there for requiring a lot of space for vehicle access accommodation.

A loop layout site finds character in one or more loops developing off of an access road, to which back in or pull through sites are attached. These areas are appropriate where space is limited, as a high number of individual sites can be concentrated into a small area, limiting the impact on the landscape. The advantages of a loop system is the simplicity in the traffic pattern and the accommodation of different parking arrangements (back in or pull through). The disadvantages stem from the layout character and the concentration of individual campsites in a small area, as considerable traffic passes each site, lowering the chance of privacy for each site.

A tent site finds character in the development of an area exclusively for tents, to which access is achievable by foot. A group parking area is provided to which equipment must be carried to an area where individual tent pads are marked. Open sites for tents provide the opportunity to group people together in a communal sense, but individual spaces can also be divided by the use of shrubs. If separate from the main campsite, services need to be provided. These types of sites are ideal for remote areas, but can also be combined with other campsite layouts, to increase campground flexibility.

Open sites for trailers are characterized by sites for RVs located in an open field. The site should be laid out so that access loop roads have pitches marked out along side, to which trailers reverse onto grass. The area can be sub divided by trees to create smaller areas or clustered possibilities. The advantages of an open site stem from issues of flexibility: the ability to increase camp volume during peak periods, and then to have an open space during less popular. The downsides of open trailer sites stem from the lack of privacy and the difficulty of providing electrical services.

Pedestrian Circulation and Individual Sites: A key component to any campground, circulation must be considered along with the campsite layout. The basic purpose of the circulation route is to connect the camper to the various features of the campsite in a relatively direct and simple way. Routes from individual campsites to toilet facilities, garbage areas, natural features, trails and water areas need to be considered and dealt with without to much disturbance to the overall privacy of the campsite. Individual campsites are required to provide a living area with a tent pad, parking spur and clearing for cooking and eating, with a fireplace and picnic table. There are basic types: back-in or pull through. Back-in sites are characterized by a short spur made off of the success road into which the RV or automobile can be reversed into. Pull through sites are characterized by a spur road from which the access road is achievable from either end. Both types are characterized by a small open area is laid out to the right of the backed-in vehicle with a picnic table and fireplace, and vegetation is used to create a buffer between sites and each site should contain electrical hook up, picnic table, fire place, trash and a tent area.

3.3 LANDSCAPE CHARACTER ANALYSIS

LOCATING THE SCRATCHING RIVER CAMPGROUND

Site Selection

The initial factor for the developing of a campground came about at the same time as the rest area opportunity emerged, at which, along with voicing an interest in developing a rest area, the mayor of Morris expressed an interest in including a campsite. Upon experiencing the site and discovering current Scratching River Campground, I decided to answer the mayors call by develop an appropriate campsite.

REGIONAL OVERVIEW

The Character of the Campground Field

The regional boundary chosen for the campground study field focuses on the portion of the Red River Valley located south of Winnipeg stretching along Highway 75 to Emerson. The landscape is characteristically flat, prone to flooding, engaged in the industry of agriculture. Within this field we find very limited camping opportunities, compared with areas to the east north and west. Having studied the area, I have discovered two outdoor camping areas available along the Transportation Corridor: the Debonair Campground (St. Malo) and Traverse Resort (Winnipeg).

Regional Character Analysis: Development Opportunities

The analysis of regional character points clearly towards the opportunity for campground development, especially when considering the *Nature Park* field. A campground provides the recreational tourist with a place in which to stay for short periods of time, and points towards the need for developing typical and unique outdoor recreation activities to encourage people to stay and visit the town. The current campsite lacks any services, and the thought of developing a campsite at Morris leads to the following regional opportunities:

- 1- *Red River Valley Camp:* There is an opportunity to develop a campground scheme based on the character of the region by developing recreation opportunities base on the Red River Valley.
- 2- *Regional Camping:* There is as opportunity explore the possibilities and potentials in a campground for the region, developed a in conjunction with the tourist character associated with rest area and *Nature Park*, to allow people to stay overnight and experience the flow and flux of the Red River Valley on a much more involved level.
- 3- *Regional Camping Network:* Opportunity to create, over time a regional camping network in the Red River Valley at strategically located places for landscape experience. Could be worked in conjunction with towns along Highway 75, and connected through the Internet. This could also eventually lead to the creation of numerous *Nature Park* type schemes in the region.
- 4- *Water Based Recreation:* Camping can facilitate the development of water based recreation which could result in opening up the Red River Valley waterway system as a source of leisure activity. The rivers can be developed both for passive and active recreation: waterways for education, connectivity, boating, canoeing and fishing in the summer, snowmobile in winter.




C1 Campground Map 1 : Recreational Camping ...Corridor...





This map shows the current field of campgrounds located in the regional corridor study area...

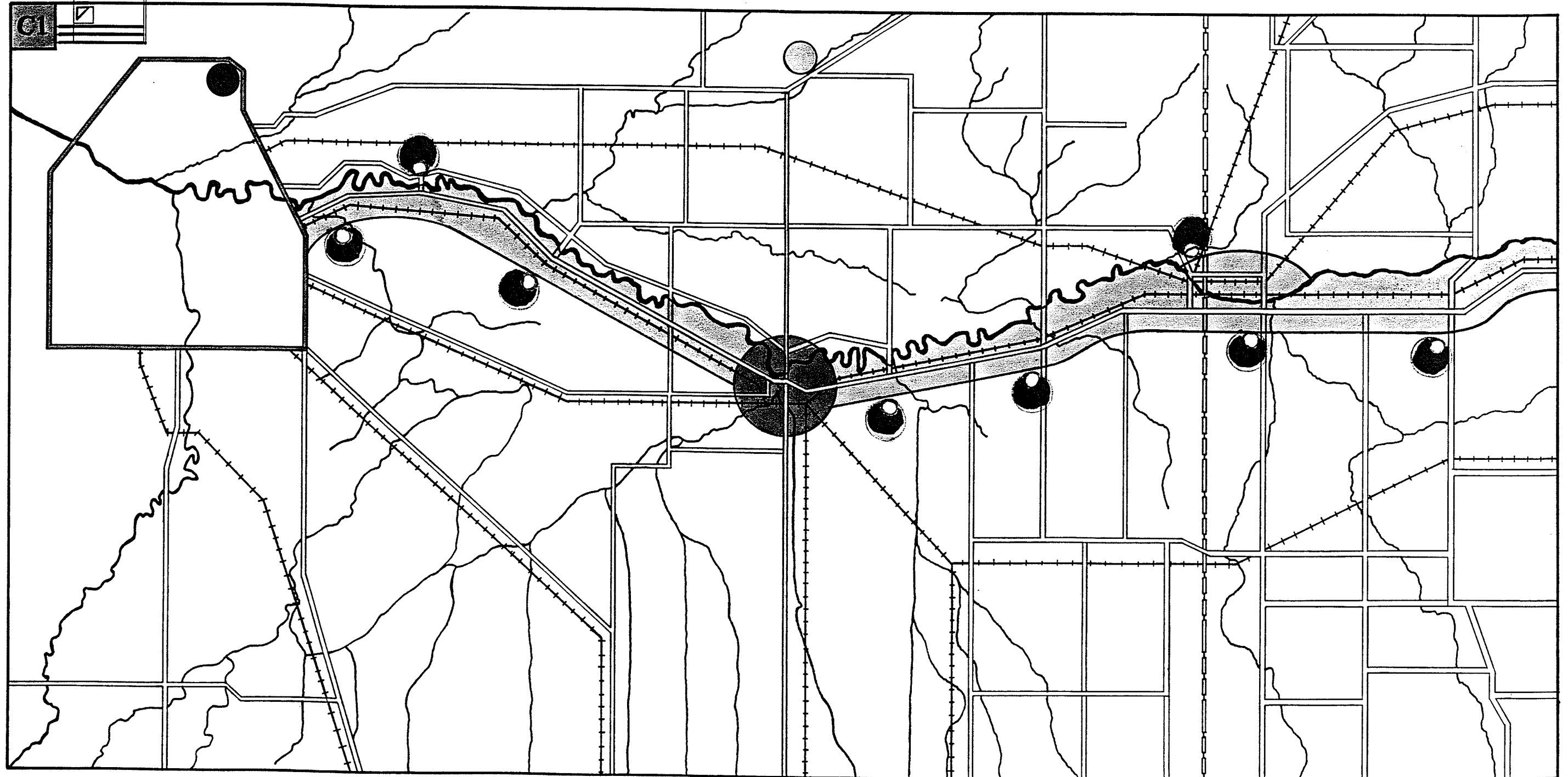


RED RIVER VALLEY

Recreational Camping ...*Corridor*...

-  Scratching River Campground
-  Travelers RV Resort, Winnipeg
-  Debonair Campground, St. Malo

-  Transportation Corridor
-  Highway 75
-  Highway 23
-  Perimeter Highway 100



TOWN OVERVIEW

The Field of Campgrounds in Morris

The field of campgrounds in Morris, has similar characteristics to the field of rest areas in Morris: there is one, but it is in a rather sorry state. That is to say, the current Scratching River Campground bares little of the characteristics associated with even the simplest of campgrounds. However, the campsite does function to house campers during two weekends out of the entire year, the agri-expo and the Morris Stampede. During these two weekends, the site is full of recreation vehicles, but without any services what so ever, it must be difficult to camp here. In many ways, it is camping by default: individuals travel from all around in their RV's and have no choice but to camp at the only site within close proximity to the town. For the remainder of the camping season, the site is rarely if at all used for camping.

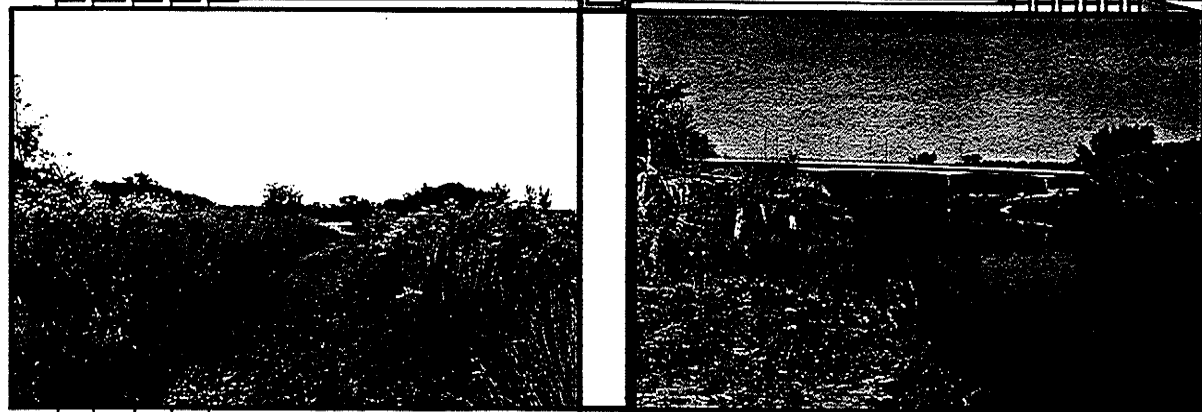
Town Character Analysis: Development Opportunities

If a rest area provides a vehicle for attraction and a *Nature Park* provides a vehicle for outdoor recreation experience, then a campsite would provide a vehicle for transient settling. The development of an appropriate and functional campsite will attract tourists from near and far and can be very beneficial to the town, both for exposure and economic kickbacks. Camping provides the town with a vehicle for developing tourism that focuses on people experiencing the town and the rivers days at a time. A fully developed campground can serve the town well by providing a canvas for developing the following opportunities:

- 1- *A Proper Campsite*: Based on the current camping activity and the potential for camping to develop through out the entire season, there is an opportunity to develop a proper campsite which is both functional and aesthetic. In other words, a campsite which responds to the needs of campers camping in an urban area, and a campsite which responds to the character of the landscape.
- 2- *Current Campsite*: There is an opportunity to transform the existing campsite into a true campground, which is both functional and beautiful, built on the experience of camping on a river corridor.
- 3- *Town Benefit*: A properly developed campsite brings large numbers of people to a place at various times through out the year. A campsite at Morris would create the opportunity to exploit the economic benefits of increasing the transient population of the town. Developing a seasonal campsite would guarantee a population influx at predictable times, which would be good for the economy of the town.

C2 Campground Map 2 : Scratching River ...Campground...

This map shows the location of the campground in relation to the town and the rivers. The images to the left provide visual reference to the kind of character in the landscape...

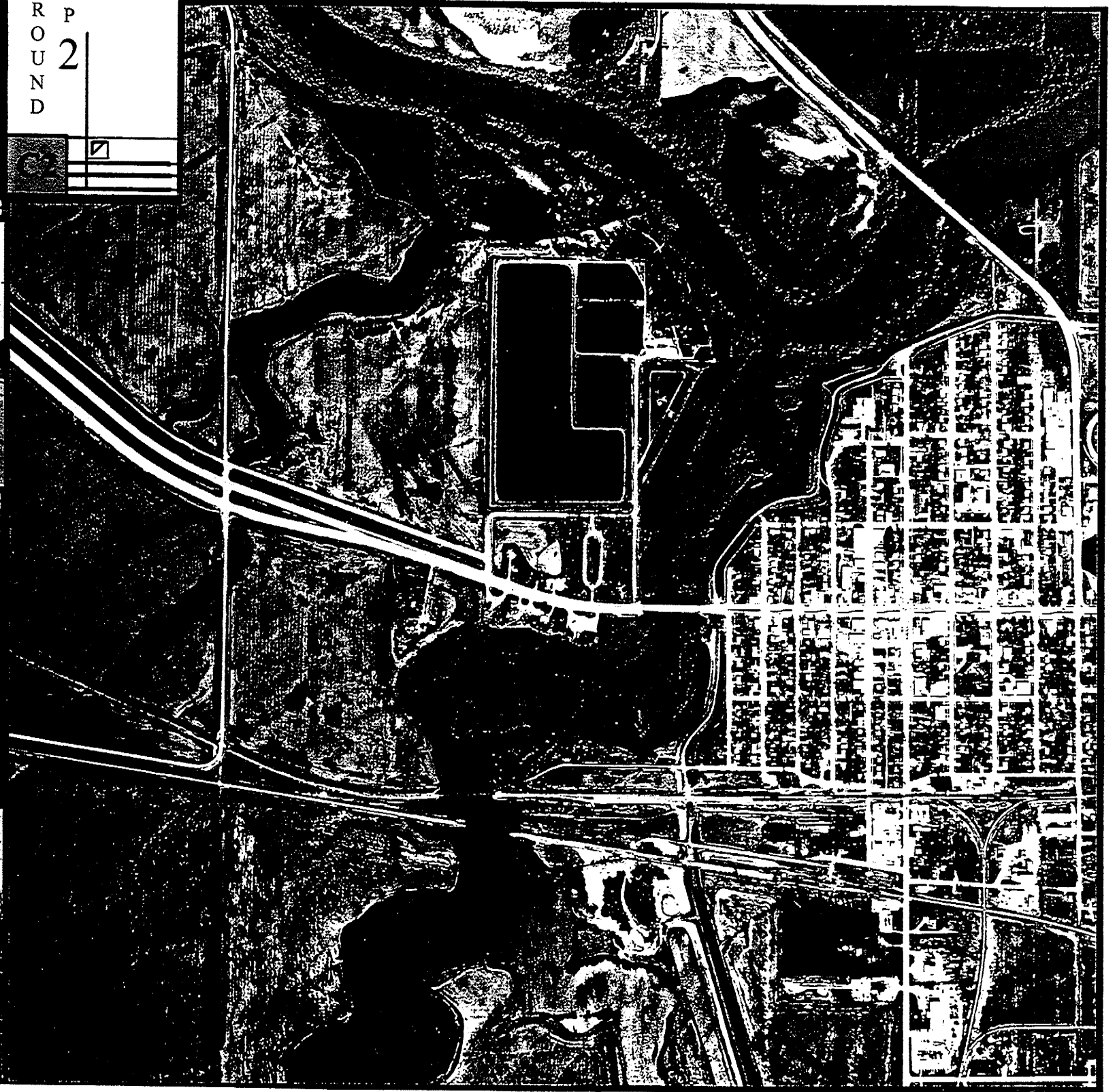


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Scratching River ...*Campground...*



SITE OVERVIEW

The Site Character

With the location of the campground chosen, an analysis of the character of the landscape is now needed. The campground site is located at the eastern exit to the town, along highway 23, between the Morris Dike and the Red River. The campground site is a triangular shaped parcel of land which is bounded to the east by the Red River, the south by farm property and the north west by the dike and Highway 23. The land can be characterized as generally flat with a slope east towards the river, to where we find a noticeable drop as the land meets the river. Vehicle access to the site is achieved by way of a loop road which is accessed from highway 23, and provides access to the river and an area for picnicking. A pedestrian link to the access road connects the site to the Stampede Grounds, and two structures are provided for shelter and campground payment. Much of the vegetation character of the site consists of mown grass, and a large patch of river bottom forest, between the highway and the campground clearing. The flooding characteristic of the site can be described as largely being limited to the eastern portion of the site. Much of the land west of the 25-50 year flood level remains dry throughout the year, even during the 100 year flood level. A outwash channel present at the south edge of the site bordering farm property. The history of the site can be described as having once had a farmhouse on site, located roughly where the picnic shelter is now located. With the construction of the dike, the farmhouse was abandoned and dismantled, and overtime a make shift campground was developed in its place.

Site Character Analysis: Developmental Opportunities

The kinds of outdoor recreation activities and experiences associated with campground design have the potential to expose a large number of people to the inherent character of the Red River valley landscape, the town of Morris and *Nature Park*. Developing a campground will provide a place or a jumping off point for an expended experiential journey into *Nature Park* and beyond. Based on the analysis of the site proposed for campground development, the character and location of the site should provide an appropriate canvass for the implementation of the component features characteristic of campground design.

Opportunities for developing campground features find agency in the following:

- 1- *Recreational Camping*: There is an opportunity to develop a campsite which offers an experience of a dynamic site with a wide range of recreation activity including: fishing, nature walks, wildlife observation, regional interpretation.
- 2- *Water Based Recreation*: There is an opportunity to develop a recreational dock area and boathouse where boat users can experience the Red River and Khaiak users can travel both the Morris and Red Rivers.
- 3- *Community Camp*: With the notion of developing a real sense of campground community, there is an opportunity to develop a lodge or common house building to provide a place for campers to gather in a communal sense and interact with townspeople, as well as discover interpretive information about *Nature Park* and the region.

4- *Camping and Nature Park*: There is an opportunity here to create a weave between the kinds of components in Nature Park with the components in Campground, the create a dynamic camping experience routed in place and function. Particularly, working in the farm irrigation ditch into the campsite.

5- *Camping and Existing Town Events*: And finally, there is an opportunity to develop a lasting impression on those who visit the town once or twice throughout the year and a means of enticing them back, by way of a campsite designed to express the quality and character of place.

C3 Campground Map 3 : Scratching River Campground ...Analysis...










This map shows the important character features of the landscape, needed to be known for campground component development. It is a summary of the kinds of things uncovered in the site character analysis.

Scratching River Campground ...*Analysis...*



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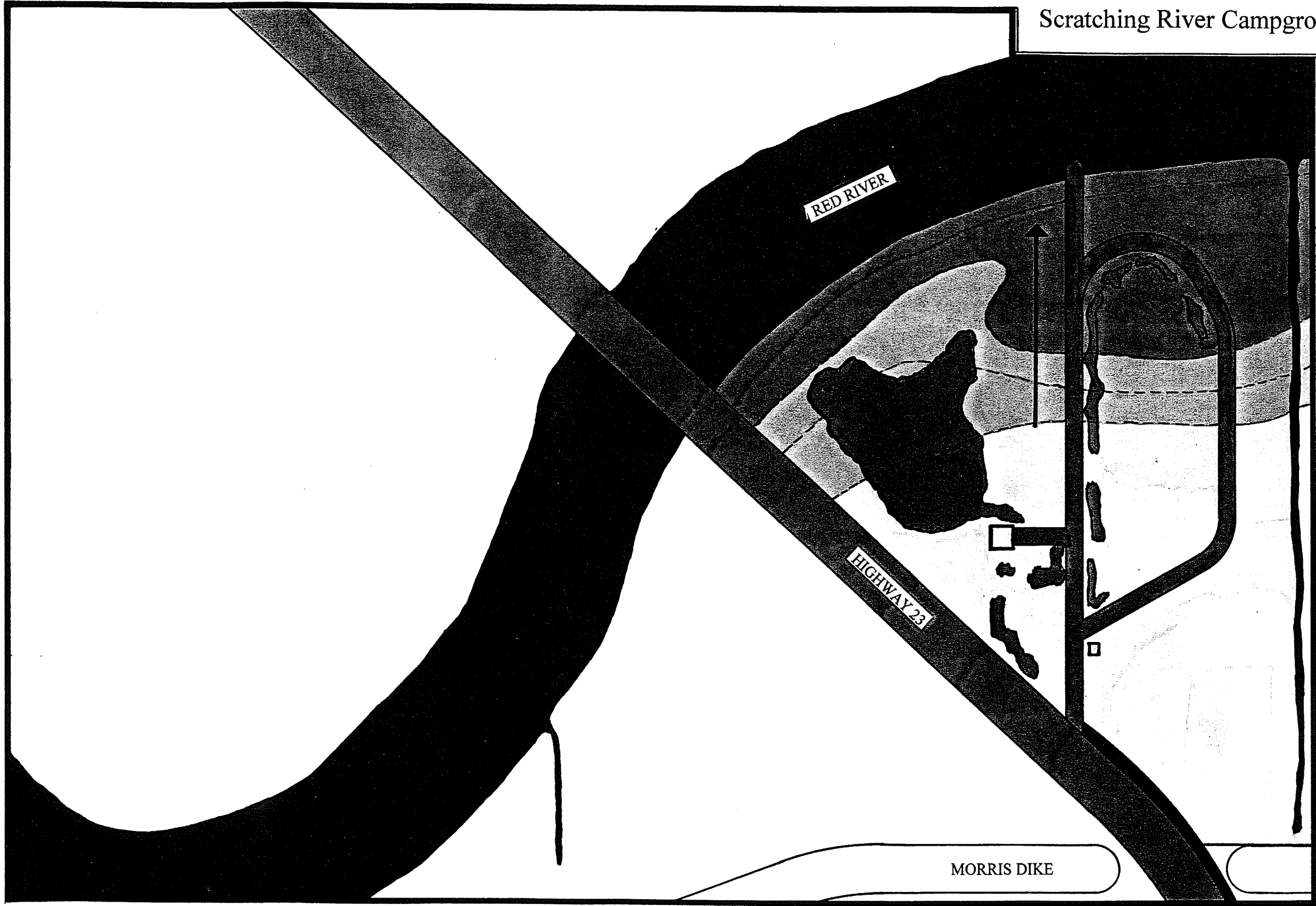
C3

-  Mown Grass
-  Trees and Shrubs
-  Gravel Roadway
-  10 - 25 Year Flood Level (270')
-  25 - 50 Year Flood Level (280')
-  Picnic Shelter
-  Toll Booth
-  Pedestrian Link
-  Slope Direction

RED RIVER

HIGHWAY 23

MORRIS DIKE



3.4 PROGRAM : THE SCRATCHING RIVER CAMPGROUND

The program for the Scratching River Campground is intended to identify the typical features associated with overnight campground design and to build upon these components by developing new features and activities unique to the character of place.

3.5 PROGRAM DEVELOPMENT : Campground Component Features

The key component features of the new Scratching River Campground developed out of the program analysis and the character analysis of place. There are eight component features that will be developed to satisfy typical and unique camping needs including: general campground character, vehicle access / accommodation, campsite layout, individual campsite character, communal recreation, service components, water based recreation and *Nature Park* / Rest Area connection.

General Character

The object behind this campground is to develop a river based campground which is modern and fully serviced. This decision is based on the proximity of the campground to the town of Morris and the unique opportunities inherent in the *Nature Park* and rest area components. In other words, the campground area will be developed as a unique site and many of the component feature of the *Nature Park* and rest area will find themselves merged into or part of the Scratching River Campground.

Vehicle Access and Accommodation

Access to the campground will be developed at the current entryway using the existing service road to address vehicle accommodation issues. A paved entryway shoulder will emerge off of Highway 23 for east bound traffic to lessen the effects of traffic flow during peak times. The highway speed limit will be reduced to an urban posting between Main Street and the Highway 23 overpass. The access road will continue into the site, ending at a point where boats can be launched into the water. The access road will be paved to eliminate the dust problem associated with gravel roads. To the left of the main access road, a parking lot, a communal recreation area, tent area and open RV will be developed, and to the right of the parking lot, a permanent campground and water based recreation area will be developed. There will be two vehicle storage areas on either side of the entry point, prior to the location of the entry station. To the left, a parking lot will be created to take care of the vehicles associated with the recreational activities of the communal area, as well as providing a parking area for tent campers. To the right, a parking area will develop to store boats and boat trailers for day use boaters, as well as vehicle overflow.

Campsite Layout Types

Three campsite layout typologies will be engaged here to maximize diversity in terms of the method of camping, and flexibility in terms of accommodation during peak periods. The main camping area will develop in the form of a loop layout to the south of the access road and will contango back-in and pull-through sites. This area will be designed as a high density campsite, to accommodate a majority of the RVs, with a few spots for the 42' motorhomes, and also tent

campers. The campsite will be vegetated appropriately to ensure shade when needed. Roads will be constructed out of concrete or asphalt to eliminate dust. An area for tent only campers will develop north of the access road, achievable by foot. This area will be arranged on the fringes of the current forested area. Parking for the tent area will either be developed east of the communal recreation area, or will be incorporated into the communal area parking lot. In between the tent area and the main campsite, an open site for trailers will be developed to accommodate overflow at peak times, and will be primarily for RVs. For the rest of the season, this area will remain as a large open field, which will be used for other recreational activity.

Individual Camping Spots

The character of each individual site will vary depending on the campsite area it is found in. Individual spots in the main camping area will develop in the form of parking spurs off of the loop road. Each spur will accommodate average sized motorized RVs and towable RVs, with a maximum of 30'. RV of the 42' variety will be accommodated in a special area. Each spot in the main area will be numbered with a wooden marker and will have an open area of mown grass for cooking and eating, with a fireplace (built of concrete blocks similar to those in *Nature Park* and Rest Area) and a picnic table and some spots will combine for group camping. Electrical / Internet / cable hookup will be provided as part of the high end service promised, and is will be located at the back of the spur. The paving material of each spur will be out of a porous perforated concrete block similar to those used in *Nature Park* and Rest Area, to allow vegetation to grow through. Individual spots in the tent area will find character as small open 'nooks' in a field of trees and shrubs indicated by a numbered wooden marker. Each spot consist of a small area of mown grass with a tent pad, fireplace, and picnic table, and some spots will combine two or more tent areas for group camping. The open area overflow for RVs will consist of spots marked by a wooden marker, containing a fire place, picnic table, and electrical hook up. When not in use, these spots will be used as picnic areas for day travelers.

Communal Building

A year round communal building will be provided to facilitate the indoor and outdoor recreational activities identified as key to developing a unique camping experience. The quality and character and form of the Campground building will be designed similar to the Scratching River Lodge, having many of the same features and functions, but also those specific to camping requirements. Again, typical and unique functions find agency here as a way of describing the intended character of the campground building. Typical functions associated with campground buildings involve the provision of washroom / shower and change facilities, public phone, laundry, limited groceries and snacks, and indoor / outdoor recreation. Those functions unique to the campground building involve developing features to enhance the camping experience. Similar to the rest area lodge, the campground building will contain features that facilitate the communal building as a jumping off point for a virtual and physical landscape experience. Within the building, a lobby will develop to display a range of the kinds of tourist based activities available on site and in the surrounding region and will give the camper the opportunity and provide the necessary information needed to go out on foot or by vehicle and experience the outdoor recreation character available in the Red River Valley. The same web based strategy will be used in the campground building and a number of computer kiosks will be available to be used by the campsite visitor, not only to explore the site and region, but also the world wide web (check e-mail). The campground building will also

provide an interior communal gathering space where visitors to the site can interact and share stories and ideas, and perhaps meet for a journey into the region. The exterior of the building will provide site visitors with an outdoor terrace, overlooking a pond, and the extended roof line of the building will provide outdoor shelter from the elements and a place to BBQ or hang out on rainy days. At each end of these extended sheltering eaves, will be small buildings. One building will act as the entry station, and the other will provide storage space for recreation activities such as kayaking in the summer and skiing in the winter.

Service Components

Outside of the campground building, services will be provided in a series of 'service blocks' spaced strategically throughout the site. These blocks will contain the following services: seasonal washroom / shower / water facilities, litter bins, fire equipment, and information signs. An area near the entry, in the boat parking lot will provide the space needed for septic and large scale garbage disposal.

Water Based Recreation

A key component to the campground experience is the development of water based recreation activities. The two primary sources of recreation here will focus on fishing and boating. Fishing will primarily occur from the riverbank throughout the site and areas to fish will be left up those engaged in fishing. The circulation network of *Nature Park* will provide access to various points along the river during various times in the year. A picnic area will be developed near the base of the access road of the campsite to provide the facilities necessary for the cleaning and cooking of fish including fish cleaning stations, picnic tables and fireplaces.

The campsite will provide an area for boating which will include a boat launch and jetties. The boat launch will provide an area to place boats into the water, and the boat storage lot will provide a place to store the trailer. A series of floating jetties, which will move up and down in concert with water fluctuations, will emerge next to the boat launch and their complexity will be determined by the amount of boating activity. During the winter months the jetties will be removed from the water and stored in the boat storage area, later to be put back after the river ice flow stops. Another smaller jetty will be located and attached to the Rest Area building, providing temporary anchorage for kayaks, canoes and river guided tours.

The intent of the boat area is to provide the ability for campers to either launch their own boating device, or to rent a canoe, kayak or even a houseboat, where they can begin to experience the two rivers. Recreational programs will be developed for the river in the form of maps, self guided excursions and guided group tours. The range of these programs can initially focus on the two rivers as they relate to the practicum site, but have the potential to extend far beyond Morris, extending even as far as the Forks in Winnipeg, or as far south as Pembina. Therefor a program of recreation can be developed whereby on a local scale, individuals or groups can travel between the campground and the Rest Area. In a regional sense, individuals can travel up and down the two rivers and facilities could be developed to encourage overnight tent camping trips and natural hiking experiences at strategic locations.

Connecting With Rest Area and Nature Park

Establishing a physical and virtual connection between the Campground, Rest Area and Nature Park is a key factor in developing a successful vibrant campground. The diversity and interesting

recreational activities available to the site visitor in all three fields of program is in all actuality key to ensuring that people get to experience the character of the place, and develop a long lasting desire to return again and again.

Key aspects of the *Nature Park* program will be worked into the campground in creative ways, by way of Flood Level Indicators, Water Level Indicators, circulation Network Connection and Bio-creek exploration. Rest Area components will be worked into the campground by way of a virtual computer based connections, with the development of a cyber cafe located in the communal campground building and by water based recreation connections. The overall goal of the camping experience becomes one of not just providing a place to stay, but a place to develop community and landscape experience.

The development of a campground in conjunction with *Nature Park* and Rest Area will begin to facilitate ways of opening up this portion of the Red River Valley to the possibility of outdoor recreation. With time and continued interest, the ideas behind the overall field which is *Nature Park* will continue to spark the imagination of popular curiosity and will grow and expand in planned for directions to a foreseeable future, from the hub of the region, up and down and out from the banks of the Morris and red rivers, creating a river based outdoor recreation corridor where people and place join together in unity by way of program.

C4 Campground Map 4 : Scratching River Campground ...*Components...*

This map illustrates the component features that will make up the Campground, and including: Access Road, Vehicle / Boat Storage, Back In or Pull Through Sites, Open Sites For RV's, Open Sites For Tents, Communal Areas, Water Based Recreation and *Nature Park...*

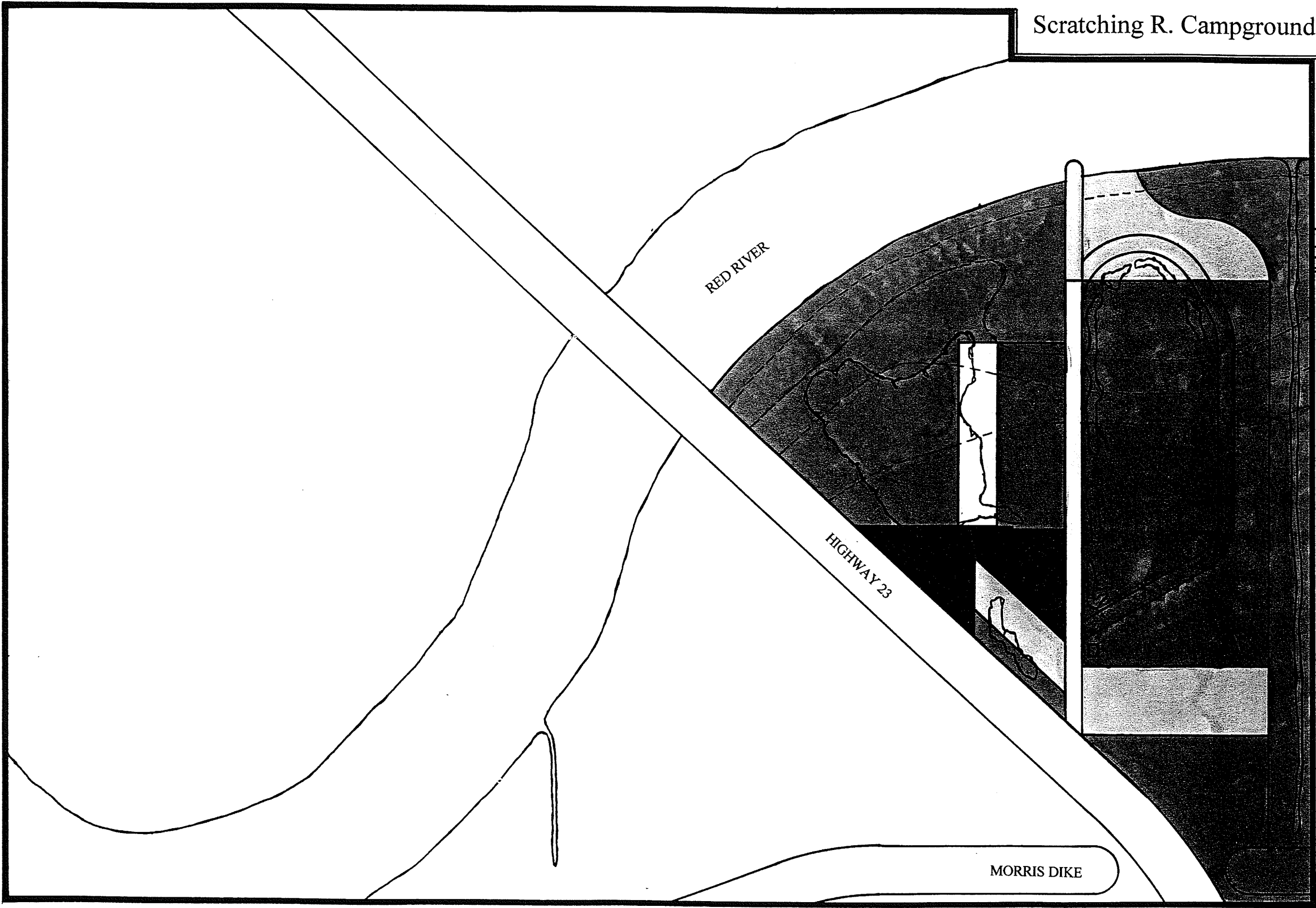
Scratching R. Campground ...*Components...*



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C4

- Access Road
- Vehicle / Boat Storage
- Back In / Pull Through Sites
- Open Sites For RVs
- Open Sites For Tents
- Communal Area
- Water Based Recreation
- Nature Park



GRAPHIC PERCEPTIONS

SCRATCHING RIVER

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Imaging Landscape: Graphic Perceptions... *First Experience...*

GP

GF

GRAPHIC PERCEPTIONS: Transition

Imaging Landscape Experience

An expression of design philosophy fused with *region / town / site character* and **program** influence, *Graphic Perceptions* are routed in a conceptual exploration of the emerging themes and ideas developing in relation to the practicum site. *Graphic Perceptions* are about exploring representation techniques that might lead to seeing landscapes as dynamic living entities fully engaged in natural processes and cultural use. What is of concern here is how the component pieces of analysis, program and personal landscape experience merge into an appropriate design solution. *Graphic Perceptions* are hybrid images between geometry, philosophy and landscape character, intended to explore an understanding of the landscape and the kinds of formal devices emerging in the practicum. Geometric form and image collage are the main tools here, geometry exploring the kinds of forms that may emerge in the designed landscape, and imagery exploring the existing physical character of site.

Graphic Perceptions are about exploring design philosophy through imagery and a written language. The geometry used here is inspired by the kinds of geometric compositions found in the regional prairie landscape discovered through site / town / region experience and air photo interpretation, described in the following: the town grid, the vertical radio towers, the swollen rivers, highway geometry's, and the diagonal planting of the farmers fields.

Although highly stylized here, the graphic images are intended in theory to be works in progress and are intended to describe the relationship between regional geometry, proposed site geometry and emerging design issues. The difficulty with these images lies in communication. Do they communicate what is intended? Do they require explanation? What relevance do they have in the design process? In all actuality these images are highly personal: a window into design philosophy and formation. Therefore on a personal level these images are highly successful, but on a communicative level they fall short. With time and further understanding, I see the *Graphic Perception* stage becoming refined, simpler, less formal and ultimately more appropriate to what they are trying to communicate: the exploration of design philosophy, site understanding and design formation through cognitive imagery.

Here then is the perceptual study of the site, program and preliminary design formation based on the following *Graphic Perceptions*:

- GP1 Site *Primary Form...*
- GP2 Landscape Weave *...the magic of the everyday...*
- GP3 Finding *...indigenous character...*
- GP4 The Misunderstood Flood *...looks scary ...can be tamed...*
- GP5 Artifact In *Context...*
- GP6 The Organic Hub *...from within outward...*
- GP7 *...Linkages...*

GP1 Site *Primary Form*

Square..Triangle...Circle...

Geometry and Primary Forms

Geometry has a cosmic meaning and has been used throughout history by humans as an ordering device. In this sense, geometry and primary forms are seen as the key constructional principle in the universe: it is everywhere and everything conceived first by natural chaos and later by human imagination.²² Geometric design metaphors can be thought of as a way of connecting human activity to the natural world. When geometry form is responsive to landscape character, it can help to forge a stronger connection between natural processes and cultural requirements.

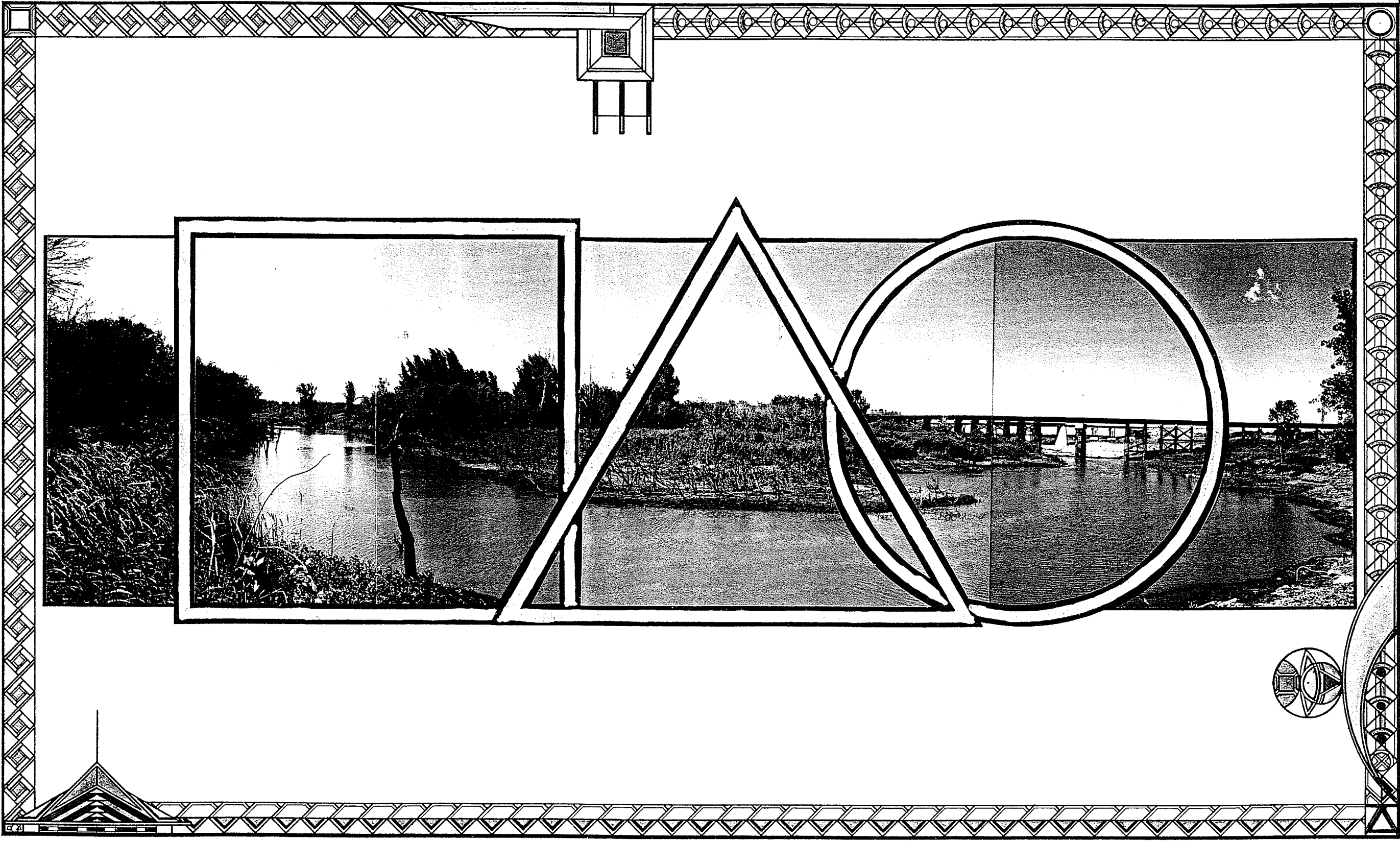
With this in mind, simple abstract forms (square, triangle, circle) can be used in combination to have significant meaning: pure forms provide links to the cultural traditions of the past and avoid the blatant imitation of historic motifs.²³ A dedication to geometry and the use of pure forms can also provide the means of an architects work having a broad based appeal to humanity, as simple geometric forms appeal to everyone. Of course the down side to this is a stylized design technique, which can be avoided if organic principles remain in heart and mind (GP6). The opportunity here involves developing limitless creative combinations of geometry, based on primary forms and the abstraction of both the indigenous natural and cultural forms of the landscape. The advantage of using such devices is that the potential for combinations can become limitless when inspired by the contextual landscape and above all, one can hope to develop a personal stylized free of imported geometries and techniques.

GP1 GRAPHIC PERCEPTION 1 : Site *Primary Form...*

This graphic image is intended to express the idea of implementing a language of ornament based on creating simple geometric combinations inspired by the natural and human patterns of the site and of the region.

²²Cosgrove, Denis. *Liminal Geometry and Elemental Landscape*: (Pg. 105)

²³Alfsin, Anthony. *Frank Lloyd Wright: The Lost Years*. (Pg. 5)



GP2 Landscape Weave ...*the magic of the everyday...*

...The Ground Already Has Form...

People, Process, Experience

As designers we are trained to see the world as form and pattern: to my way of thinking, form and pattern can be studied and understood to provide a link between natural and human process in design. In other words, the inherent natural structure of site is a representation of the intrinsic natural patterns of place and any modifications of these patterns must respond to the pre existing pattern and form. The designer therefore must interpret the forms and patterns of place to tell a heroic story of what the site was, how it has changed and where it is going: to develop a formal, open ended landscape narrative between people, process and experience.

Pattern And Form

The ground already has form, working with the forms and patterns of place is fundamental to preserving its integrity. Maintaining natural process and developing a landscape of experience does not always mean reestablishing natural conditions throughout the site, and cultural requirements must also be considered as people have to be able to access the landscape to experience the unique character of the place. With preexisting landscape form in mind, and the idea of the landscape weave accepts the form of ground as gifts from nature and the role of designer becomes one of interpretation: to decipher the preexisting form and pattern of place and to allow it to become what it is in the state of becoming.²⁴

The Landscape Weave

Local phenomenon such as light, weather, topography, horizon and earthworks provides clues for how we might create new landscapes on the basis and based on what already exists.²⁵ The landscape weave is intended to express the relationship between human landscape occupancy, landscape pattern and landscape form. The specific qualities of site provide both rational and raw materials for new design idea and formation. The landscape weave calls for the form and character of a design to derive itself from the landscape form and pattern inherent to the site, town and region. Developing symbols and patterns of human use can become one way of allowing people to experience the magic of the everyday, left on their own to understand and interpret place at their own pace.

GP2 GRAPHIC PERCEPTION 2 : Landscape Weave ...*the magic of the everyday...*

This map illustrates the initial exploration into the kinds of formal geometric devices that will be employed to create a weave between human activity and site character, exploring path, shelter, artifact, river and terrace inspired by*the magic of the everyday...*

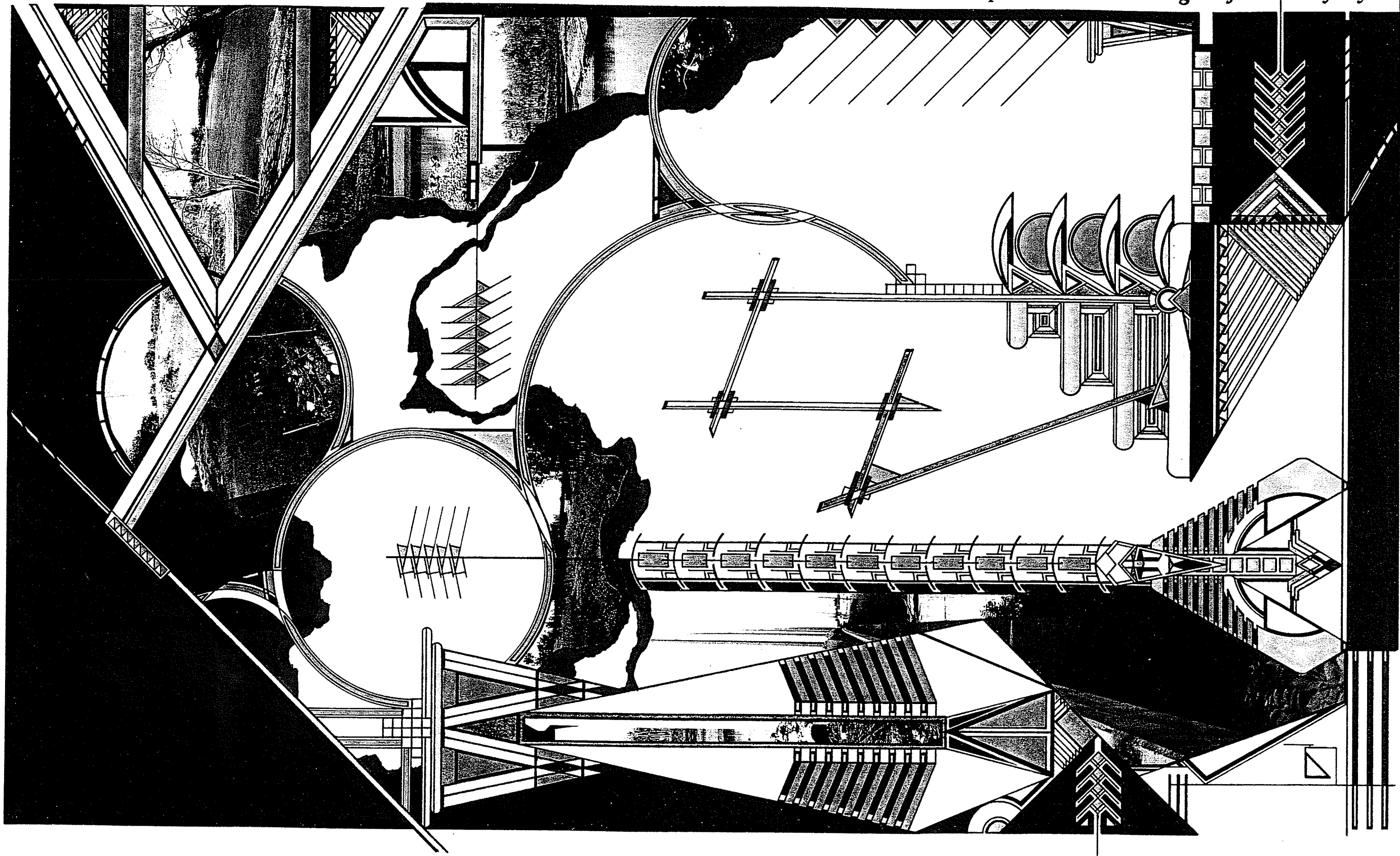
²⁴Franklin, C. *Designing As If the Earth Really Mattered*. (Pg. 19)

²⁵Hoyer, S. *Things Take Time and Time Takes Things*. (Pg. 74).

Landscape Weave ...*the magic of the everyday...*

PERCEPTION 2

GP2



GP3 Finding ...*indigenous character*...

...Indigenous is Not the Same as Vernacular...

Defining Indigenous Character

Primitive humans lived close to the earth and in harmony with nature, uncorrupted by style for styles sake: their primitive ways reached deep into the spiritual origins of humanity.²⁶ Their impact on the land was by necessity, not for self gain and they never adopted the narrow minded problem / narrow minded solution attitude of contemporary life. Indigenous people made buildings that were of the earth, of the ground, and they occupied landscapes according to their needs. They saw the land as perfect and their existence depended on a continuous confrontation and accommodation with nature. Essentially, they depended on a cooperative existence with the environment for their survival.

Defining Indigenous Landscape Character

Every site has unique originality and character, a character which is built up in layers. Indigenous character is about finding the distinctive qualities of place based on both natural and human site characteristics. What is found can be through a surprise discovery, or through comprehensive reasearch. These findings escape import: they are characteristically unique to place and describe the characteristic identity of that place. Above all else, the need to promote indigenous landscape expression hinges upon an increasing desire for local communities to define themselves distinctly: public space now seen as a field for community identity.²⁷

Developing An Indigenous Landscape Expression

Indigenous design is a design solution tailored to a specific context and a specific problem. It is the formation of a distinctive and indigenous design strategy developed out of local landscape form and pattern. It is an architecture based on the understanding that landscape form and pattern reveals the characteristic traits needed to understand a cultural group. The opportunity here in this practicum is to develop such an architecture, and demonstrate the continuing diversity of landscape project when approached as indigenous.

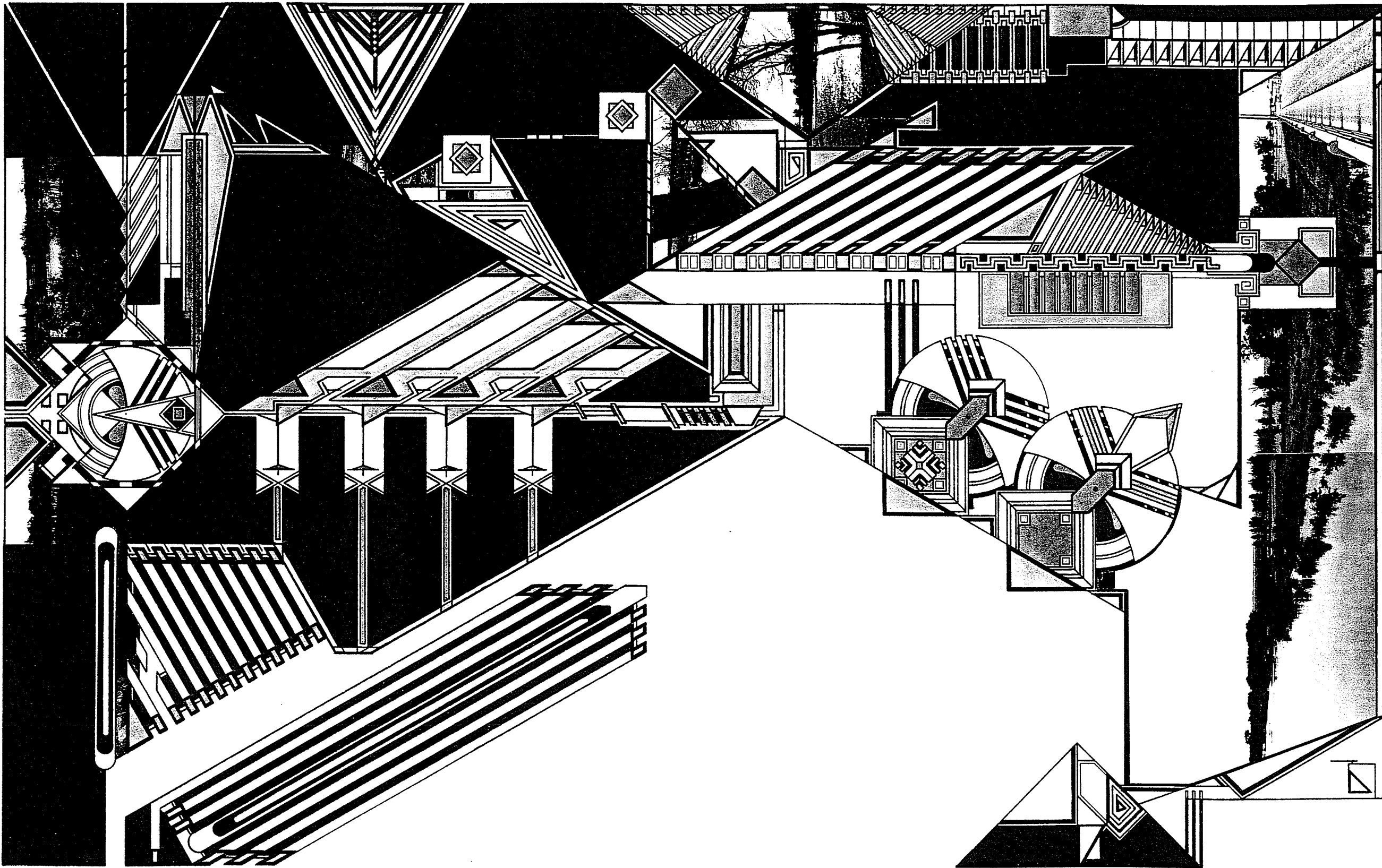
²⁶Alfsin, Anthony. *Frank Lloyd Wright: The Lost Years*. (Pg. 89)

²⁷Bunster-Ossa, I. *Creativity and Education* (Pg. 35)

GP3 GRAPHIC PERCEPTION 3 : Finding ...*indigenous character*...

The character is in the landscape as it exists, not in any kind of vernacular form, and this graphic perception is an attempt at beginning to understand and represent the geometric forms apparent on site...

Finding ...indigenous character...



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GP3



GP4 The Misunderstood Flood ...looks *scary* ...can be *tamed*...

...Time...Process...Flood...

The Flooding Process

Landscape architecture is a pursuit quite distinct from that of building architecture, requiring time for plants to establish, time for shrubs to flower and landscapes usually get better as time passes, transform into quite different entities, if organic. The flood process is fully bound to regional watershed activity and the town of Morris is also fully bound in regional flood activity. Similarly, other towns in the region are fully bound in this same process. This process is a somewhat misunderstood one: it is thought to be reasonably unpredictable and dangerous. It is a natural process of the Red River Valley, but it has also been shaped and possibly enhanced by human artificial drainage activity. Therefore there is a certain stigma attached to the site, rooted in its susceptibility to the flood, and a real stumbling block to those who do not see the potential here. It is this flooding process that gives the site its unique character: fluctuating water levels, disturbed vegetation, displaced wildfire, and the deposition and of removal of anything not tied down or lodged in a tree.

Experiencing Landscape

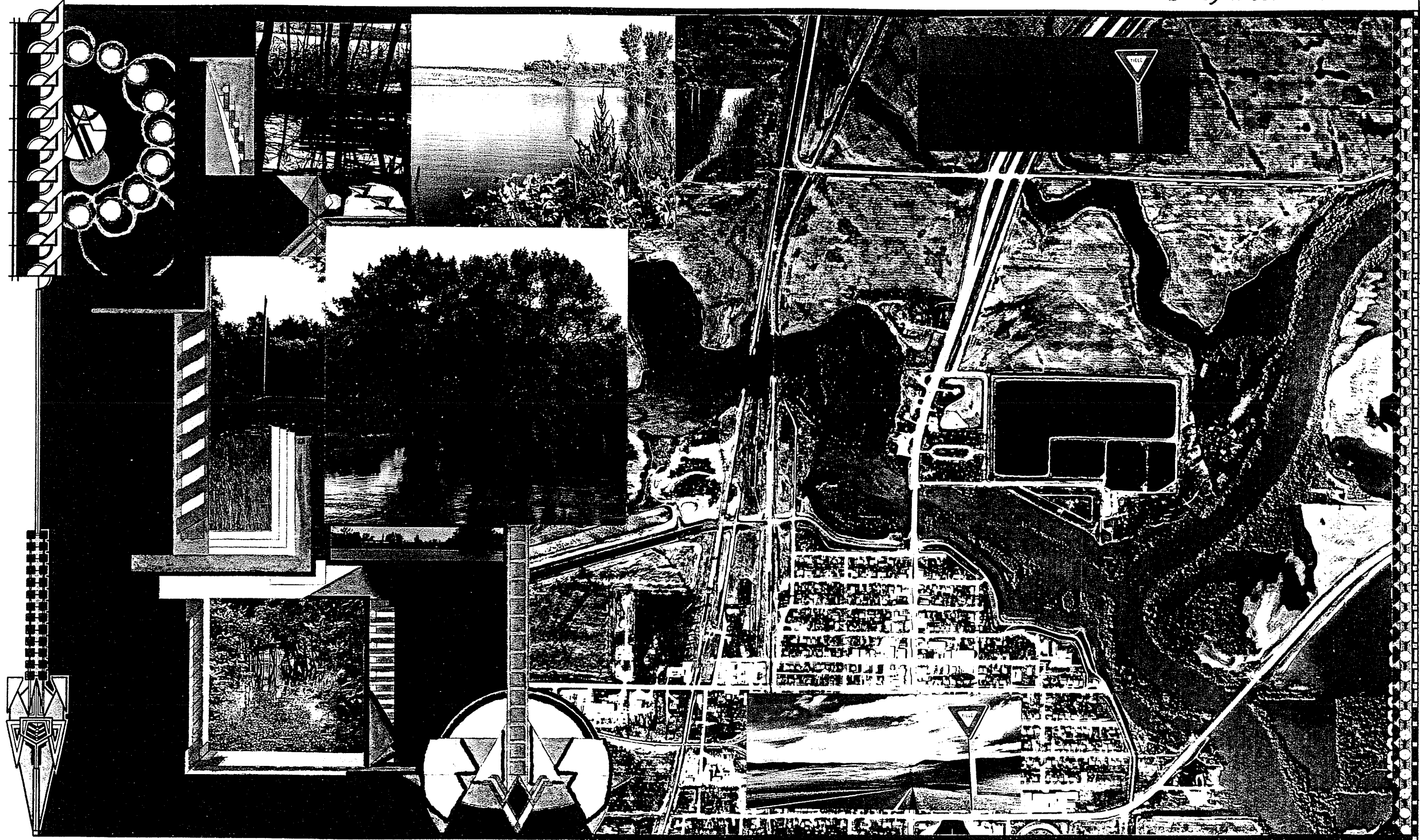
To a certain degree, everyday inhabitants experience landscape in a general state of distraction or unawareness developed through habit of use: if you see something enough times it becomes routine. The opportunity where process is concerned is to develop the kinds of design based strategies needed to liberate the individual: developing a landscape based on experience, creating frameworks that express the changing characteristics of the site over time and seasons: if you experience something different each time you go to a place, it becomes magical.

Landscape ought to be worked with and ought to be free to evolve, and should be seen as such, not held in some unchangeable picturesque image. It must have both wild and formal sides. The designed landscape must not only take and make the passing of time visible but also make the passing of time an act of experience. The collective conscience may currently sees the landscape and landscape architecture as picturesque, but there is a new sophisticated group on the rise who desire experience. So now the architect must begin to design with process in mind as an act of experience: to allow the people to see landscape as part of a process in time and as a living organism fully bound in the effects of natural and human activity. Similarly architecture must seek to take advantage of those sites deemed off limits, those peripheral site located on the fringes of town, to develop new forms of landscape architecture based on dynamic experiential metaphors.

GP4 GRAPHIC PERCEPTION 4 : The Misunderstood Flood ...looks *scary* ...can be *tamed*...

This graphic image expresses the relationship between the flooding of the rivers and the town, exploring the perceptual attitude towards the safety aspects of the dike, and suggests that there may be light on the other side ... potential...

The Misunderstood Flood ...looks *scary* ...can be *tamed*...



PERCEPTION
GRAPHIC 4

GP4

GP5 Artifact In *Context...*

A Language of Programmed Ornament...

...Continuing The Theme of Primary Form - Indigenous Character - Process...

Citing Previous Work...

A term borrowed from studio past, but a concept unlike anything ever before done in landscape architecture (bold in the future), thoroughly developed with landscape form and character in mind (well at least not since *Center Park Gardens*, where entry piers, light totems and garden spirits both luminously lit and colorful functioned to bond the entire composition together in an organic fashion: a place where *form became a fantasy to the eye as music is to the ear*). There, as is done here, the abstraction of object and landscape by way of geometry was structured and arranged, fashioned and grouped to build the idea at every scale involving every level of detail, manifest through ornamentation: Site Planning, artifacts, patterns and details find expression first in abstract geometric combinations, and then the built form, creating unifying language of ornament between site character, master plan, concept and detail.

Sculpture and Artifact

Sculptures have the ability to explore a window into the design concept and the landscape character, creating an unprecedented unity with site and plan. Sculptures also provide the landscape architect with a new kind of material and form which can go much farther in creating the perceptual and even physical spirit of place. What we do then is design sculpture with similar geometric motifs as influenced by indigenous landscape character, but we put them together in limitless combinations by way of integrity and imagination. This unity between the pieces and site geometry creates a rational structure within the sculpture, a kinship with other such artifacts, and a kinship with the landscape that inspired the forms. With T-square and triangle in hand, and with site experience in mind, geometry becomes the ornamentation for the site, and through this, all design features can be perceptually related back to the initial and developing ideas of site and character.

Micro Landscape Character Sculptures

The development of landscape artifacts expressing natural / human site character, abstract micro pieces: formed as symbolic representations of culture and natural process. A demonstration of primary shapes influenced by indigenous landscape pattern and form, and the spellbinding effects of geometry. All ornament as natural and as integral to the landscape process as the blossoms of a flower are to the stock, expressing natural and human site significance here in this practicum in the form of water level indicators, environmental sensors, beacon node markers, flood level markers, old river bed markers. It is far more challenging to place artifacts in the landscape based on landscape character because this act requires a great leap of faith, a belief and commitment to one's own imagination and a desire to understand the landscape character of place. Sculpture inspired by landscape character can provide a tool of place expression, inspired by region and town geometric forms.

GP5 GRAPHIC PERCEPTION 5 : Artifact in *Context...*

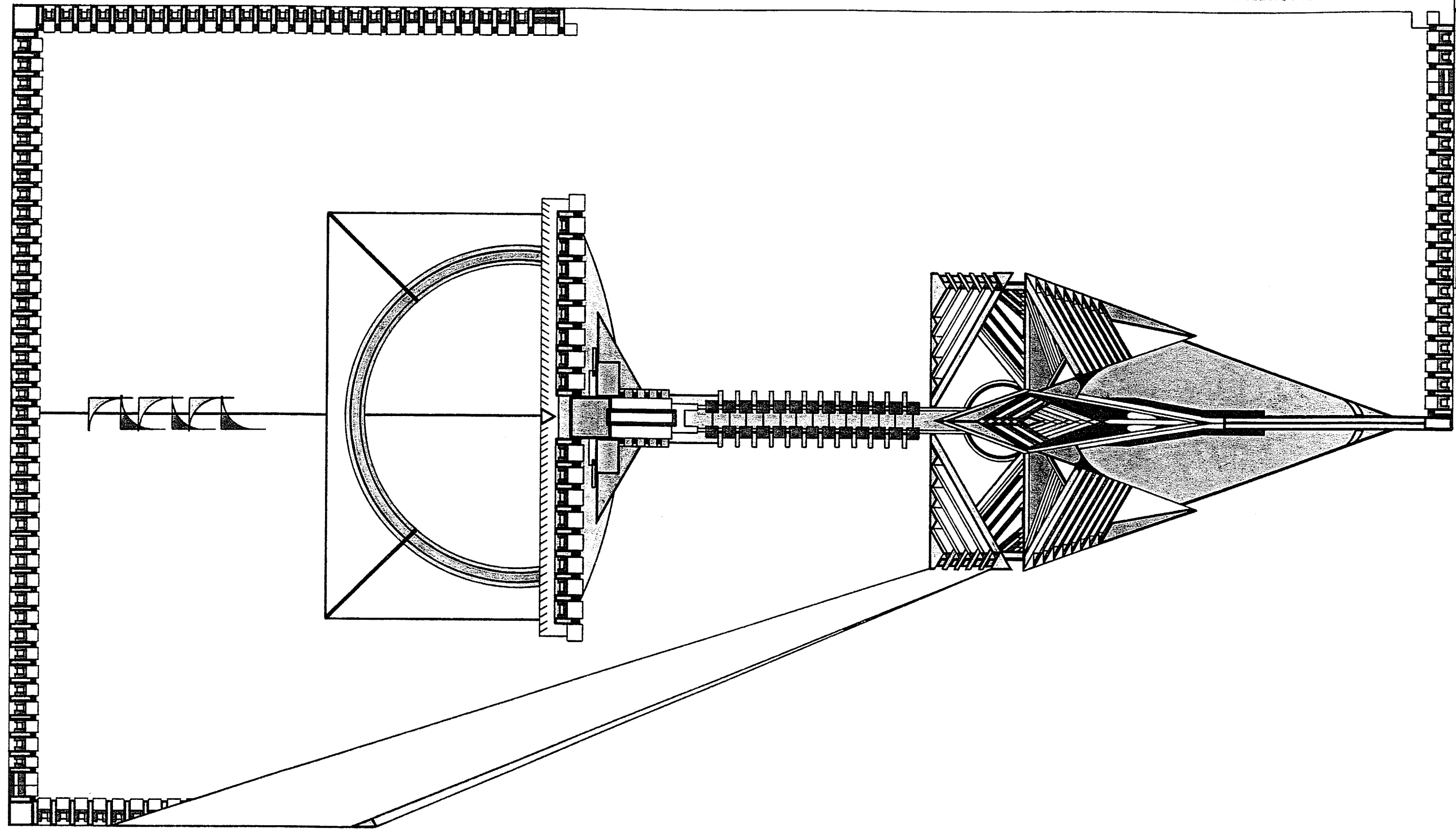
A change in scale to geometry as object, or the beginnings of object and the beginnings of landscape sculpture form, this graphic illustrates the potentials of primary forms to influence programmed devices ...campsite indicator...

Artifact In *Context*...



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GP6 The Organic Hub ...*from within outward*...

The Organic Hub Concept ...Smack Dab In The Heart Of It All...

The Organic Whole

The idea of creating an organic entity in landscape architecture is based on a simple to understand principle that all parts must equal the whole as a necessity for health and preservation of the landscape in question. Weather considering region, town or site character, all must be considered in relation to the whole and all must be made to equal the whole. But in any case, the whole must be consider in terms of integrating and merging human cultural requirements with natural processes: any new landscape manipulation must end the narrow mindedness and strive to make the landscape whole again.

In nature, new growth emerges from the structure of the past. That structure is suppose to be an autonomous whole, whose internal make-up governs what is to emerges next.²⁸ In a growing whole there are certain characteristic features:²⁹

- 1- The whole grows piecemeal, little by little, bit by bit.
- 2- The whole is unpredictable, but always manages to relate to what has come before.
- 3- The whole is coherent, all parts equal the whole.
- 4- The whole is full of feeling and expression and ingenious creativity.

'Modern' Urban Growth

Modern urban growth and regional activity does not deal with the growing whole. The piecemeal growth does not contribute to a growing wholeness, the growth is controlled and is surprising predictable and is precedent based (vacant lots or buildings filled with whatever fits). Modern development is generally not coherent, the logistics of style often only surface treated, and no real thought is given to the integrity of the design solution: not at all modern but affordable.³⁰

The Nature of Wholeness

Most people have a rather good understanding of what 'all parts equal the whole' means once you explain it to them, because it appeals to the subconscious desire in all of us to be a part of something, in this case nature: it actively forces people to pay attention to balancing their activities within a larger scheme of things. Every increment of construction must be made to heal the site, town and region, the term heal understood in the organic sense of 'make whole again': the aim being to develop a site which becomes the organic hub for region, hub for town, hub for site, One main center ...the heart...

²⁸Alexander, C., Neis, H., Anninou, A. And King, I. *The Idea of A Growing Whole*. (Pg. 10)

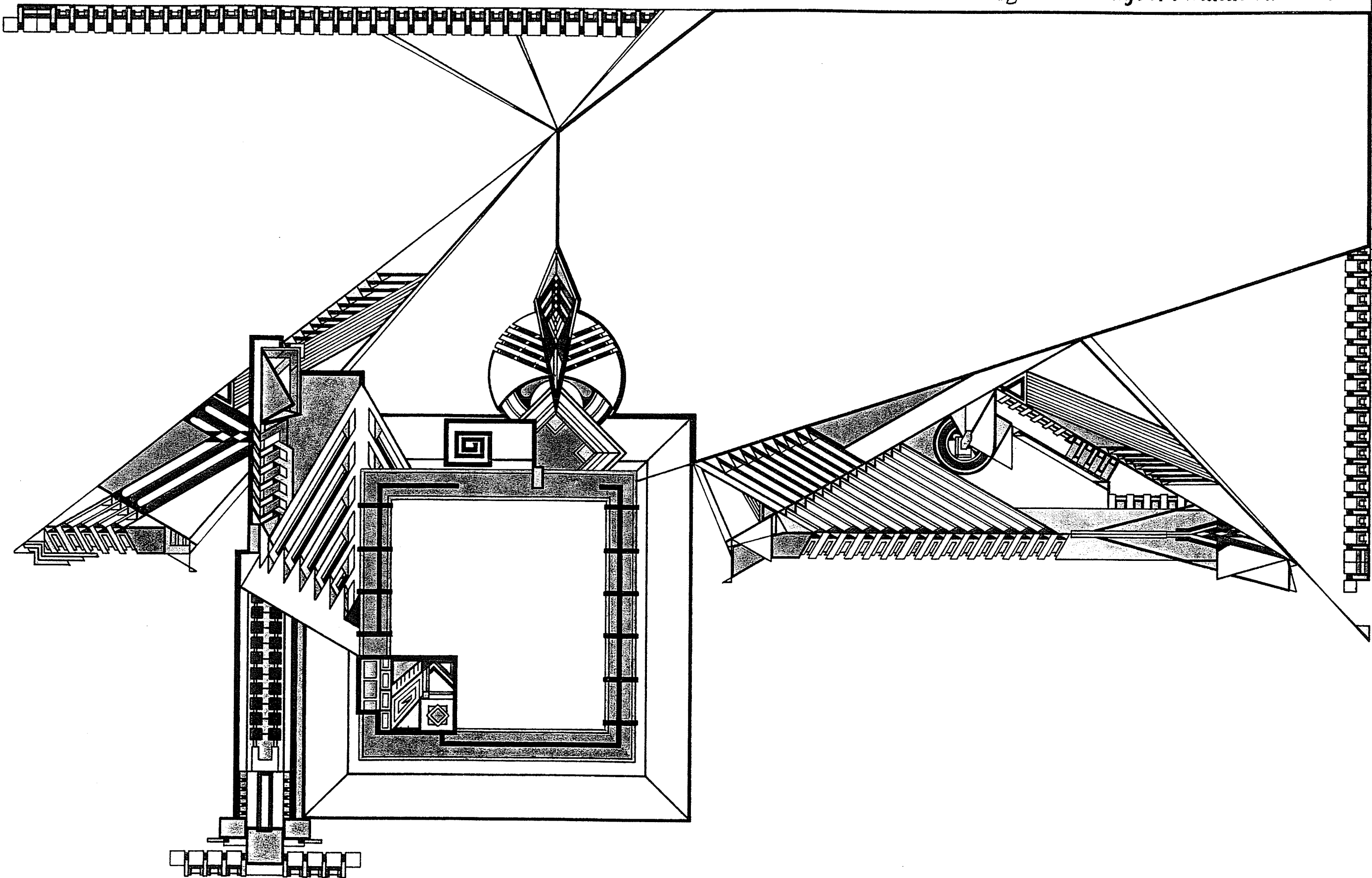
²⁹Alexander, C. (Pg. 14)

³⁰Alexander, C. (Pg. 15)

GP6 GRAPHIC PERCEPTION 6 : The Organic Hub ...*from within outward*...

This illustration cam about with a desire to express the site as the hub of the town and the region. In it themes such as the rest area lodge, the artifacts and the dynamic diagonal geometry's of site and surroundings farmlands (seen from air photos) are geometrically expressed as a means of finding form for the functional component pieces that will make up *Nature Park*...

The Organic Hub *...from within outward...*



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GP6

GP7 ...*Linkages*...

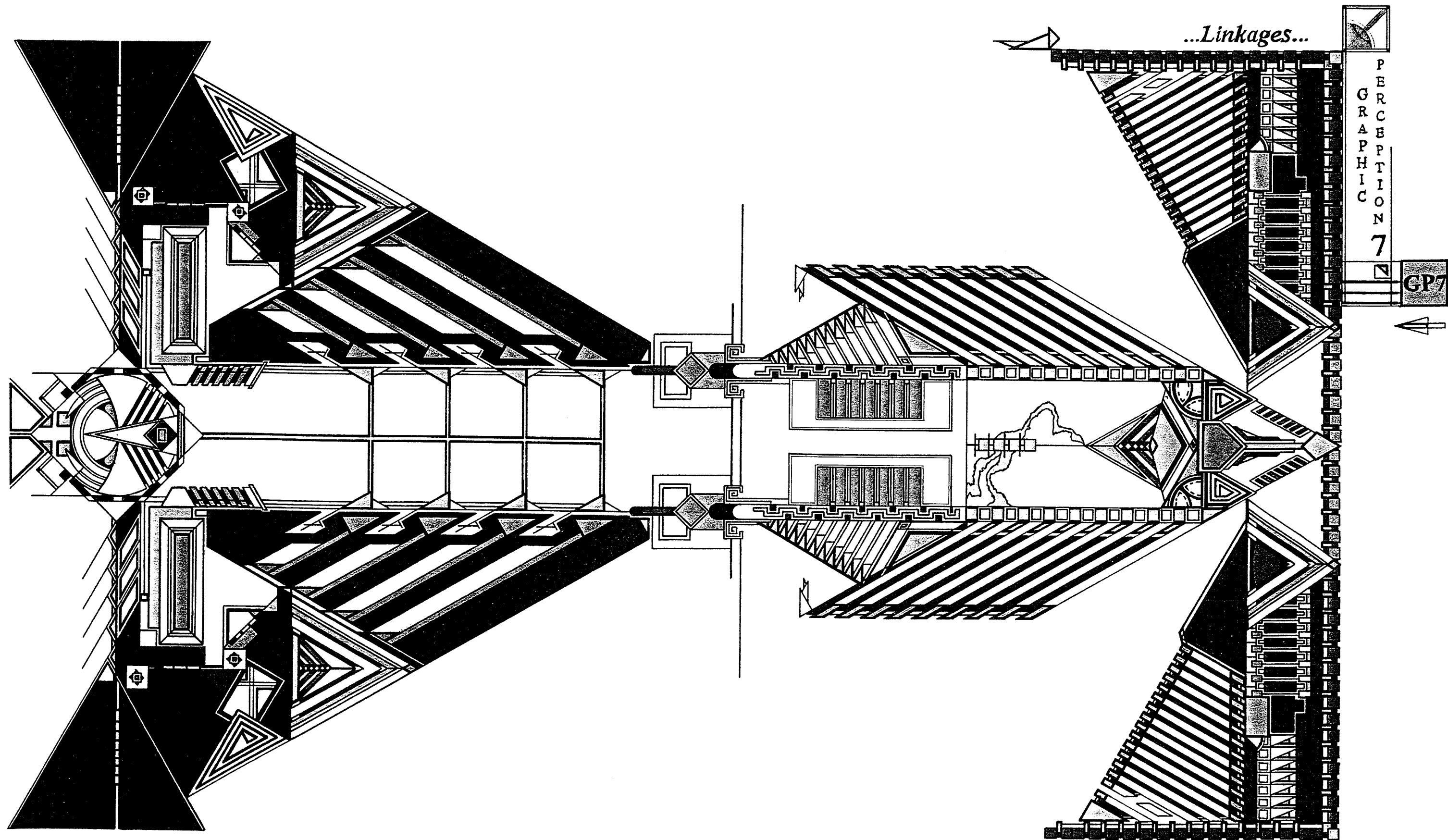
...Town Made Whole Again...

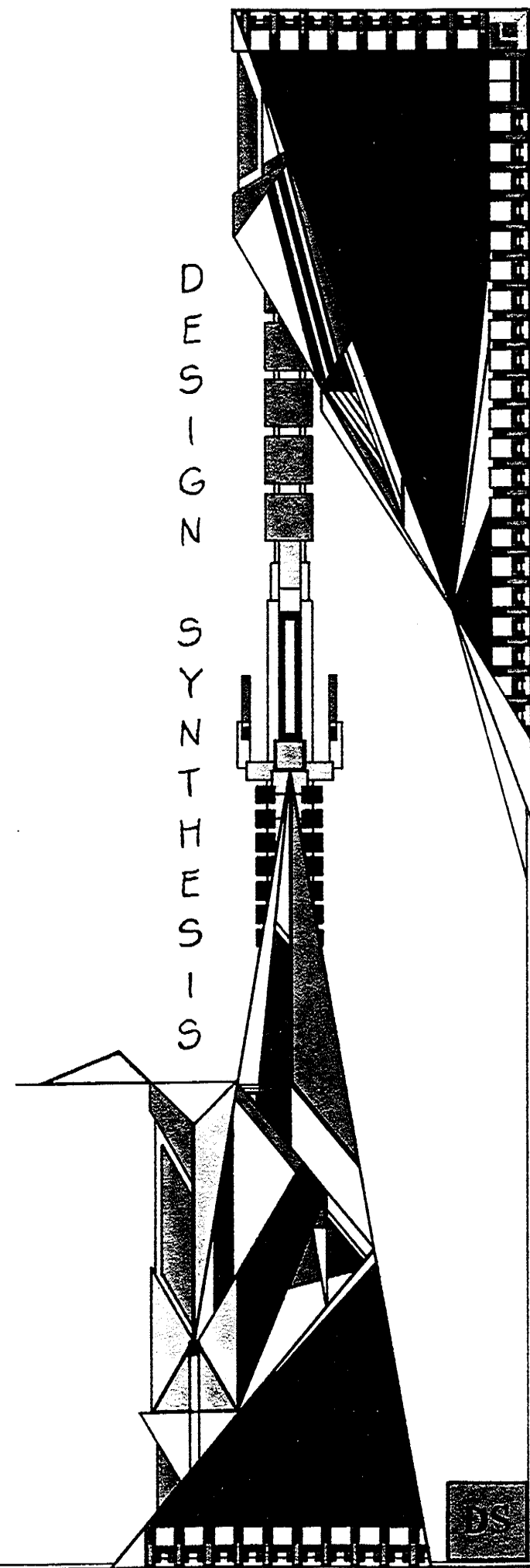
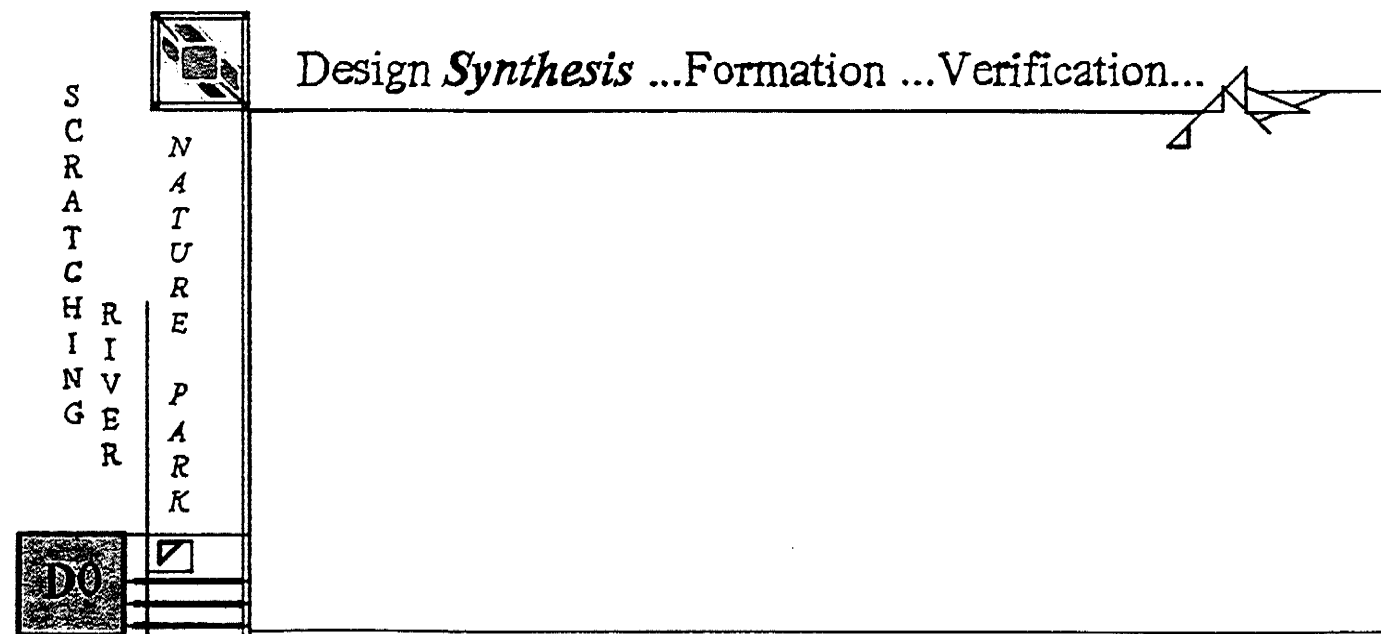
Past Linkages and Current Linkages

I have always been interested, and have always tried to create connections between new landscape construction / design and the existing surrounding cultural fabric, demonstrated in the *Gimli Harbor front, the Forks Festival Park, the Lockport River Front and Center Park Gardens*. The relationship between Morris, the Earthen Dike and the practicum site provides the canvas to explore this idea thouroughly. Emerging here is the opportunity to explore the flows of people, activity and space up and over the dike, as this traditional site / town seporator becomes more fluid and interactive. Essentially, the site will be developed as the open space for the town, passive recreation, tourism, virtual transmission of space and process experience, the recognized key to longevity. Through a virtual and physical connection the town becomes an extension of the site and the site becomes an extension of the town. Through a virtual and visual connection the site becomes an extension of the region and the region an extension of the site.

GP7 GRAPHIC PERCEPTION 7 : ...*Linkages*...

This graphic expresses the theme of wholeness and connection. It explores the idea of creating a connection, developing sameness and a holistic organic whole, the parts of the *Nature Park* become the parts of the town, by way of linkages...





DESIGN SYNTHESIS:

...Formation ...Verification...

D12 The Scratching River *Campground*

D13 Communal Campground / RV Park *Layout*

D14 Tent-Camp *Layout* / Water Based *Recreation*

The design synthesis provides an indication of the overall site components and character of the Scratching River *Nature Park*, Rest Area and Campground. The following fourteen sheets of drawings describe, in graphic form, the character of the program, carried out as an attempt at demonstrating a synthesis between culture and nature. The drawings here can be thought of as a verification of analysis, program, and theory in the built form. Eight drawings are used to describe the component parts that make up the *Nature Park* program, while three drawings describe the Rest Area and Campground respectively. All in all by way of hard work and a belief in the idea a thorough, well thought out set of descriptive drawings.

Prior to describing the component features that make up the program of the Scratching River *Nature Park*, Rest Area and Campground, a concept is needed to drive the creative aspects of design and to bridge the gap between program and design form. The concept of *Nature Park* focuses on creating an experiential environment that captures the inherent biorhythms of the landscape while at the same time introducing cultural programmatic requirements. This position is based on two key elements: natural processes and cultural requirements. In terms of natural processes, the concept is to create a way of facilitating the recognition of the dynamic seasonal process effecting the site and the region, by way of experience. In terms of cultural requirements, the concept is to introduce cultural programs to these patterns to satisfy local and regional character issues, within a dynamic landscape field.

This then is the synthesis and expression of program, design philosophy and design formation, the component features of the practicum merged into an organic whole, illustrating the component features of the *Nature Park* / Rest Area / Campground by way of *Design Synthesis*:

D1 The Scratching River *Nature Park* Master Plan

D2 ...*Linkage*... Point Parks

D3 Old Creek Node: Linkage Point Park

D4 *Nature Park* Key Nodes

D5 Circulation Levels: 50-100, 25-50 Year Flood Level

D6 10-25 Year Flood Level and Water Based Devices

D7 Water Management: *Bio-Creeks*

D8 Old Creek Node: *Bio-Creek*

D9 The Scratching River *Rest Area*

D10 The Scratching River Lodge : 'Flood Hub'

D11 Rest Area Parking / Picnic *Layout*

D1 The Scratching River *Nature Park* Master Plan

...MASTER PLAN ...Site / Town Indicator...

Programming *Nature Park*

The *Nature Park* program involves developing design metaphors and devices to express the indigenous character of the landscape, based on the recognition of natural processes and cultural requirements, and is carried on and through by way of the following components: Linkage Point Parks, *Nature Park* Key Nodes, Circulation Layers, Water-Based Artifacts, and Bio-creeks.

MASTER PLAN ...Layout...

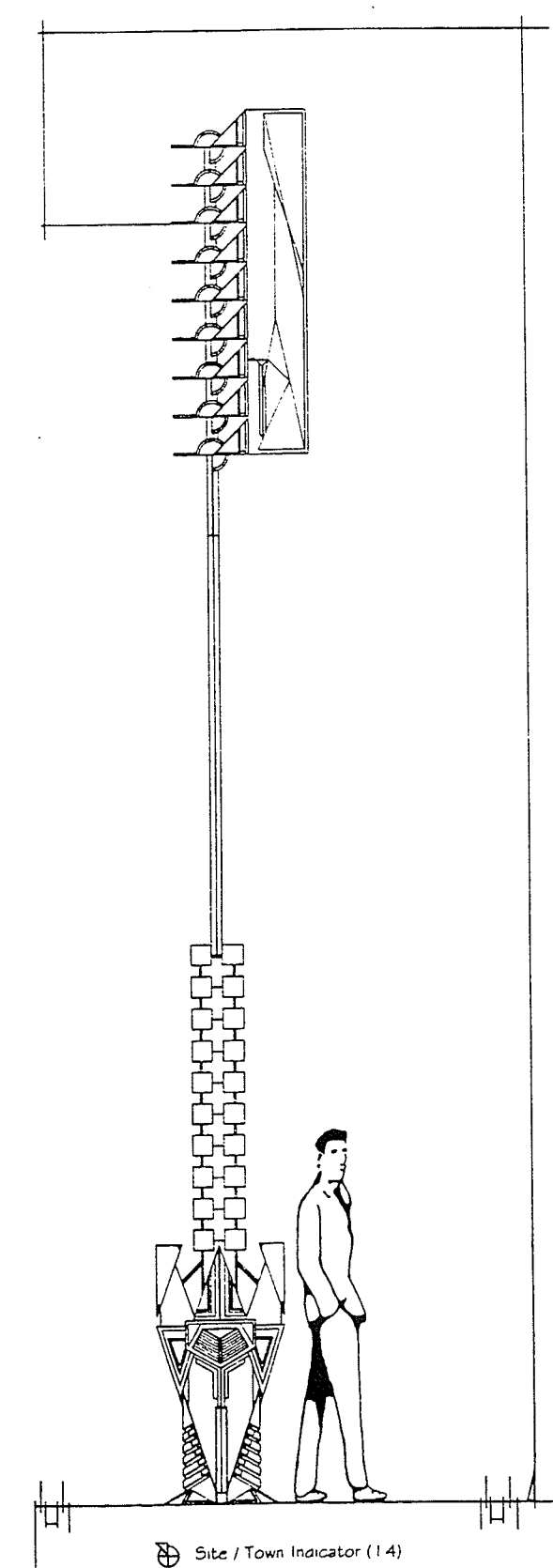
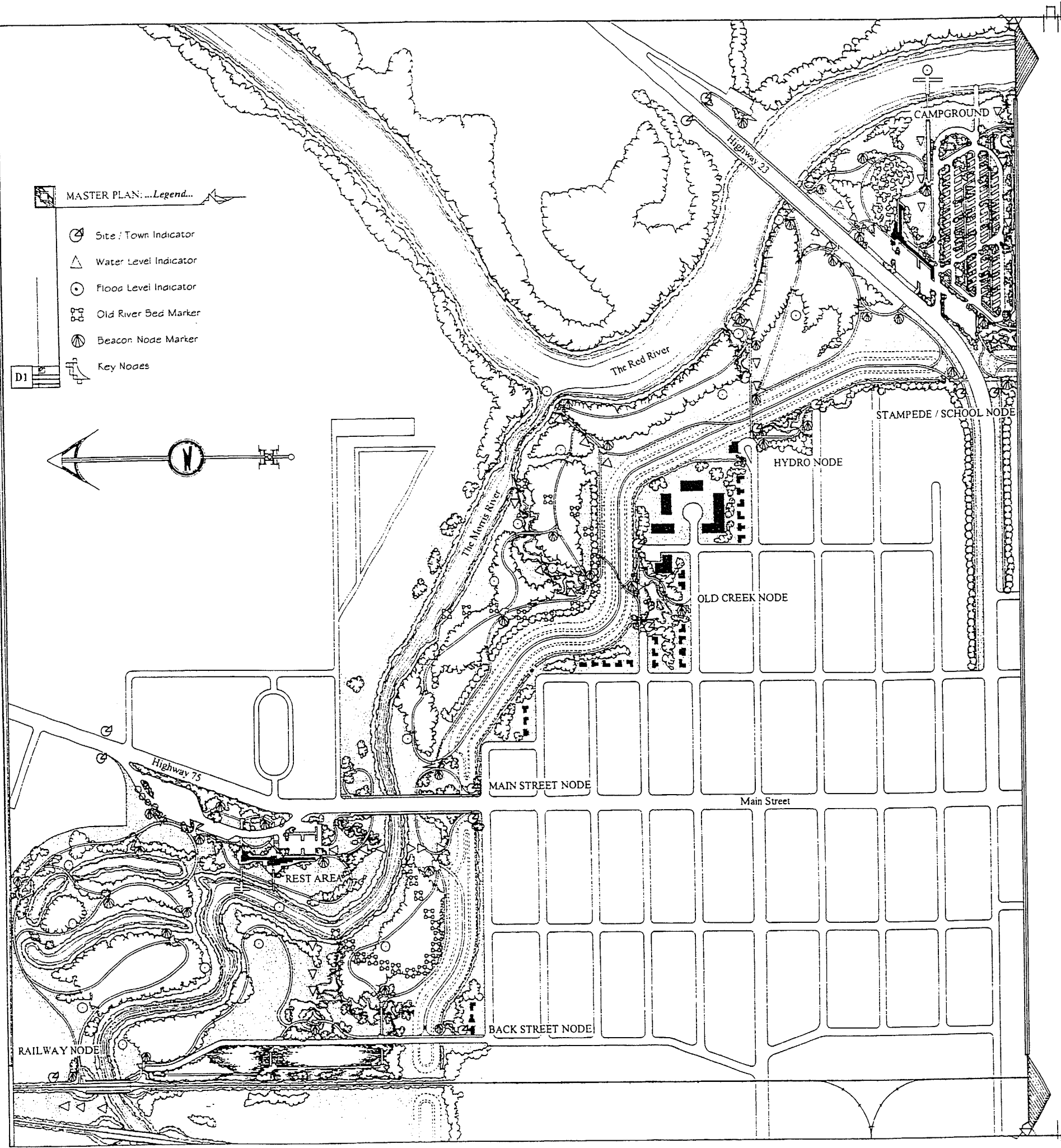
The master plan describes the Scratching River *Nature Park* within the context of the town, the two rivers and illustrates the scope of the *Nature Park* and the two other program fields (Rest Area and Campground). Specifically to the *Nature Park* program we can identify: the Site / Town Indicator, the Linkage Point Parks, the *Nature Park* Key Nodes, the Circulation Scheme, the Water-Based Artifacts (Water Level Indicator, Flood Level Indicator, Old River Bed Marker), and the Five Bio-creeks. Specific to the Rest Area program we can identify the basic layout of the component features including: Vehicle Access / Accommodation, the Rest Area Lodge, and the we can identify the Rest Areas location within the field of *Nature Park*. Specific to the Campground, we can identify the basic layout of the component features including: Vehicle Access / Accommodation, RV Park Layout, Tent Camp Layout, Communal Campground Building, Water Recreation Access and the setting of the Campground in relation to the *Nature Park* field. This layout plan lays out an overall view, and begins to source the kinds of park features that will be explored further in the proceeding drawings.

Site / Town Indicator

The function of the Site / Town indicator is to implement a strategic device that will identify the entry points to *Nature Park*, and in five instances, the transition and extension of *Nature Park* into the town. The vertical entry point idea takes inspiration from regionally identified prairie structures such as radio towers and windmills. The form then emerges from specific subjectively interpreted conditions associated with the expression of place and can be traced back to *Graphic Perception 4*. The indicator will be twenty feet in height, slender, with a strong base, and a flag representing the site logo, which will also catch and pivot with the wind. All site sculpture and furniture will be constructed out of aluminum which is a durable material that can stand up to the flood waters and the seasonal weather. Approached from the either highway, the indicators will function to indicate when to prepare for *Nature Park* entry. Site / Town indicators located within the boundary of the town will function to provide a visual reference point to pedestrians within the town, and pedestrians within the site. The height of the indicator will help to project the object from far away, in terms of looking from the grid street, or from looking from the other side of the Earthen Dike.

D1 DRAWING 1 : The Scratching River *Nature Park* Master Plan

This drawing describes the *Nature Park* in the with the context of the town, and illustrates the location of the other two major program fields as well as many component features. This map also describes the character of the Site / Town Indicator.



Site / Town Indicator (14)

D2 ...*Linkage*... Point Parks

...Linkage ...Extension ...Primary Nodes ...'*Little Nature Parks*' ...

Programming Linkage Point Parks

The program describes the linkage point parks as having two key characteristics: linkage and extension. Points of linkage require developing a seamless pedestrian connection between *Nature Park* and the town at strategic locations. Points of extension require developing points along the town side of the dike where the character of *Nature Park* can be extended into the town.

The 6 Linkage Point Parks

When the requirements of both linkage and extension are brought together and designed for with site, dike and town character in mind, six strategic points of linkage and extension emerge. These *Linkage Point Parks* can be described in the following:

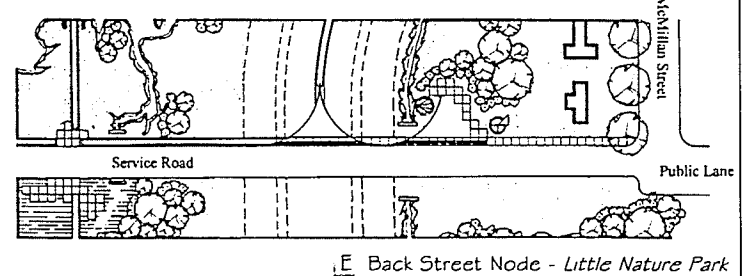
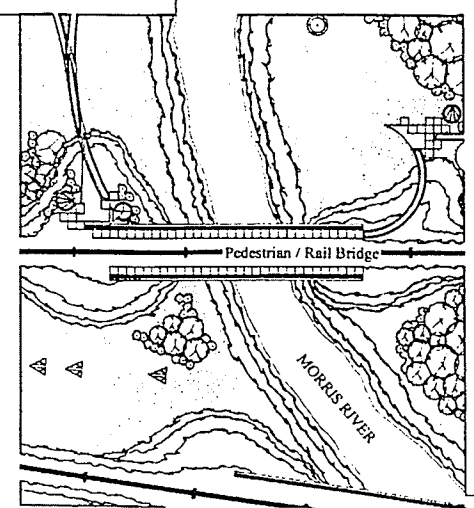
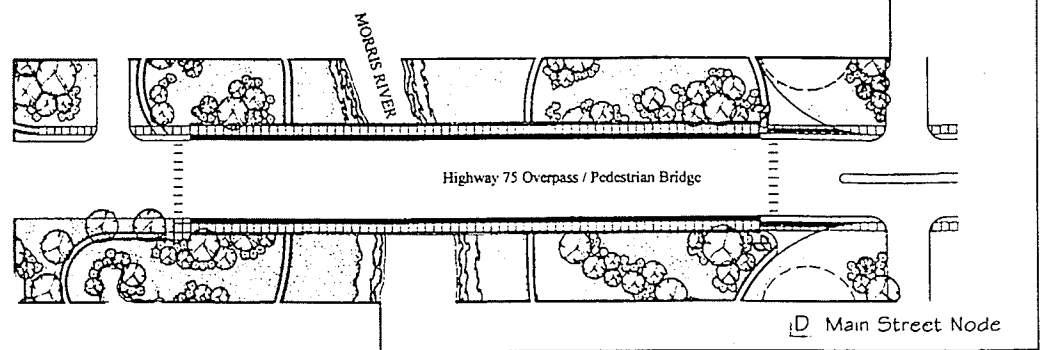
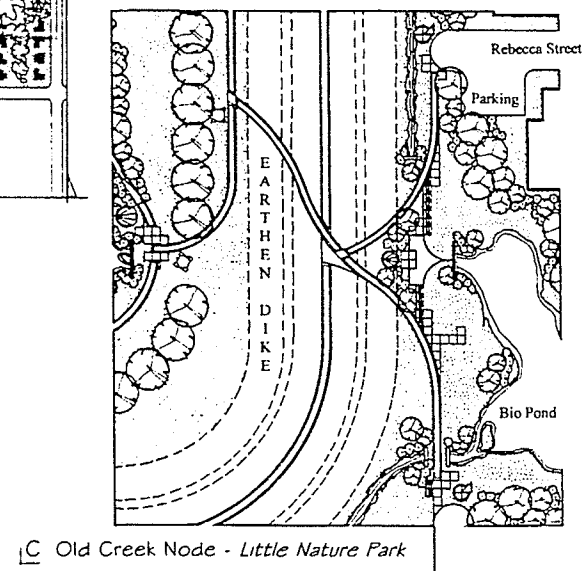
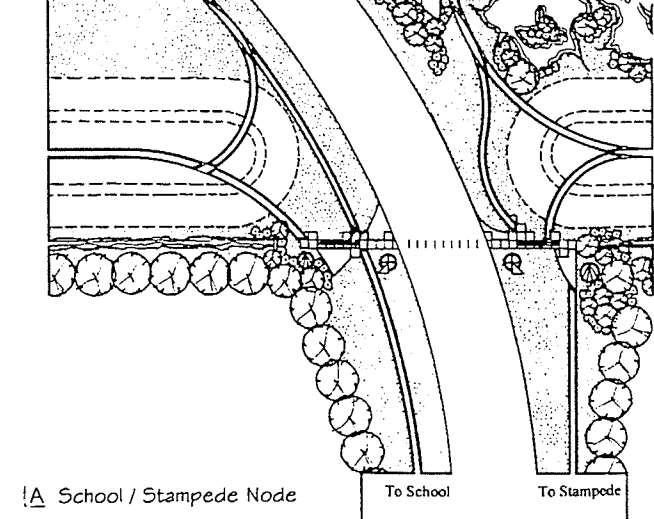
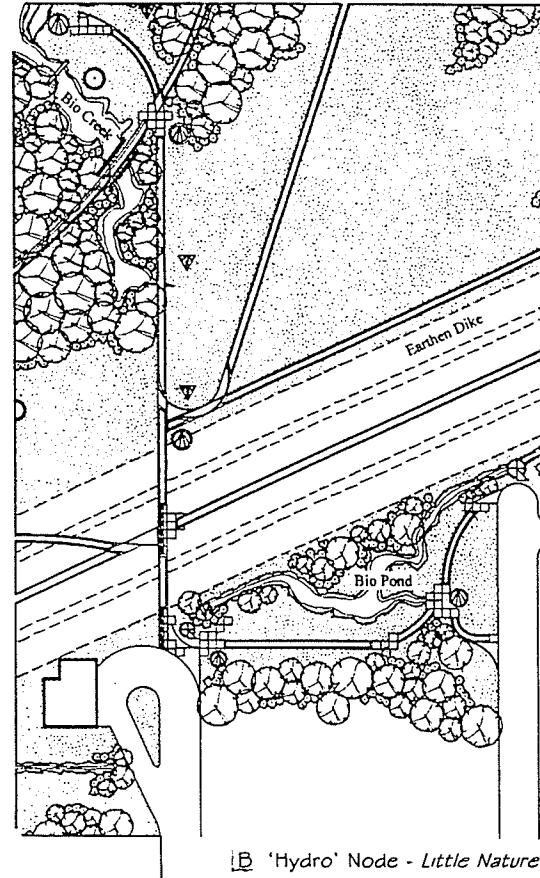
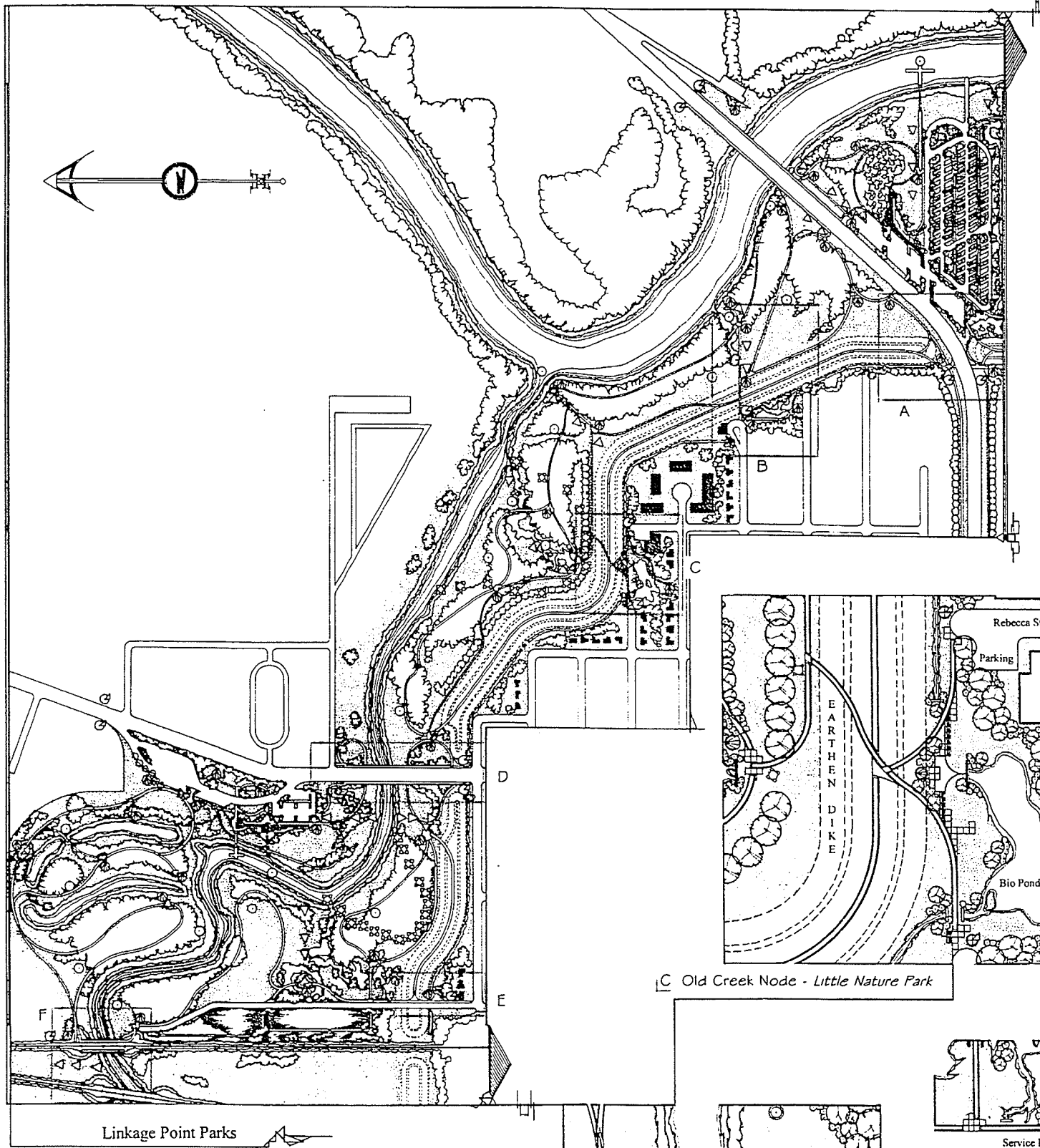
- A The School / Stampede Node - Primary
- B The Hydro Node - *Little Nature Park*
- C The Old Creek Node - *Little Nature Park*
- D The Main Street Node - Primary
- E The Back Street Node - *Little Nature Park*
- F The Railway Node - Primary

Primary Nodes and *Little Nature Parks*

Further, two types of Linkage Point Park Nodes can be described as being either Primary Nodes or as '*Little Nature Parks*'. The Primary Nodes, A, D and F are focus primarily on connectivity issues, as well as site indication and act as trail heads to the *Nature Park* circulation system. Primary Node A provides a connection between the school and the site as well as the Stampede Grounds and the site. Primary Node D provides a connection between the Main Street of the town and the site. Primary Node F provides a connection between the proposed Prairie Dog Central drop-off Node (R2) and the Rest Area Lodge. The *Little Nature Parks* focus on pedestrian connections to and from the town, trail head identification as well as extending the character features of the park into the town at the existing open areas, namely: Site / Town Indicators, Beacon Node Markers, circulation and Bio-Creeks. Each Node is intended to attract people from the town to the site, as well as provide little pockets of open space within the boundaries of the protected town accessible throughout the year, independent of the flooding process.

D2 DRAWING 2 : ...*Linkage*... Point Parks

This drawing describes the identification and location of the Linkage Point Parks within the field of the *Nature Park* and identifies them as the following Nodes: School / Stampede Node (A), Hydro Node - *Little Nature Park* (B), Old Creek Node - *Little Nature Park* (C), Main Street Node (D), Back Street Node - *Little Nature Park* (E), and Railway Node (F).



D3 Old Creek Node: Linkage Point Park

...Little Nature Park Layout and Detail ...Beacon Node Marker ...Bench W. Weed Holder ...

The Old Creek Node Linkage Point Park: Little Nature Park

To demonstrate the basic character of the Linkage Point Parks, I have chosen the Old Creek Node - *Little Nature Park*, designed to facilitate linkage from the town to the site and to extend the components of Nature Park into the town. The Old Creek Node gets its name from the location having had once been the site of a creek which entered the town and drained into the Morris River (S3). This Node can be characterized as having the following program devices including: Pedestrian Connections, Site / Town Indicators, Beacon Node Markers, Bio-Creeks and Node Benches W. Weed Holder. The Node is organized on a formal symmetrical axis which follows the pattern of the town, while the two dike access ramps counter the symmetry to follow the curvilinear pathways of the park circulation system. At the point where the flanking pathways converged there is a viewpoint node where pedestrians can survey both sides of the dike and *Nature Park* Artifacts can be viewed, differences seen throughout the year, including: The Water Level Indicators, The Flood Level Indicators and the Old Riverbed Markers (See D6).

The two sections illustrate the character of the Old Creek Node specifically in relation to the location, presence and elevation of the earthen dike. Section B-B views the Dike looking north from the interior and cuts through the Bio-Creek. Section C-C actually cuts through the Dike, looking east and illustrates the height of the Dike in relation to the exterior park as well as the Bio-Creek as it passes through the Dike. It is with the sections that one can get a feel for the scale in relation to human figures as well as the way in which the artifacts fit in with each other and the overall scheme (not at all 'busy').

Beacon Node Marker

The function of the Beacon Node Marker is to signify important places, connections and overlapping layers of circulation throughout the *Nature Park* field. It also functions as a guiding light, hence the word beacon, but the intent is not to replicate daylight conditions. The form emerges from conditions associated with the expression of place, creativity and function and can be traced back to *Graphic Perception 2, 6 and Regional Maps 1, 6*. The intent is to create a soft light to evoke mystery and fantasy: pin points of light visible from afar and above, those visible varying with the changing seasons. Situated within the Old Creek Node Linkage Point Park, the placement of the Beacon Node Markers will take on a much more formal character, based on the symmetrical geometry created in the overall layout pattern.

Bench W. Weed Holder

In the case of the Old Creek Node, benches will be provided to allow people to stop, rest and meet or depart from friends and strangers alike. The benches function to accommodate two to three people with areas on the ends left open to place objects such as purses or picnic lunches. The Weed holders will provide a place in which to formally plant the kinds of indigenous plants found throughout the site, and will provide a basis for people to discover and seek out these so

called 'weeds' through their park journeys. The form of each device derives itself from the geometric scheme of the site, and can be traced back to *Graphic Perceptions 3 and 6*.

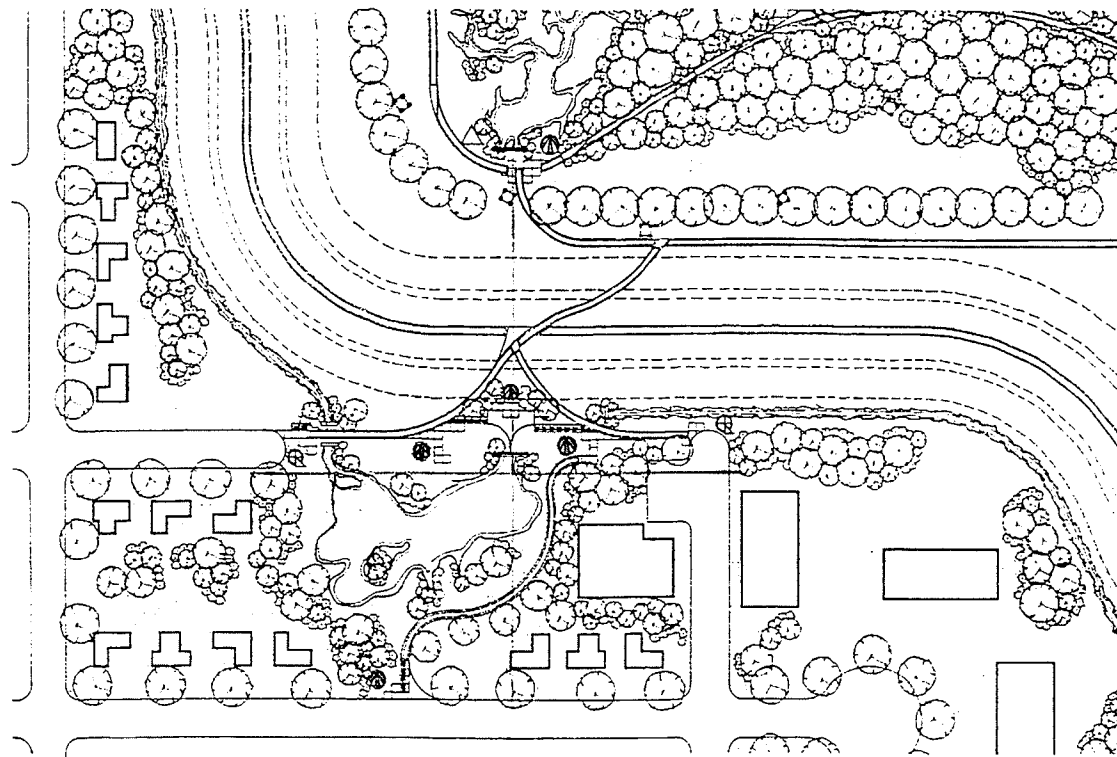
Each Linkage Point Park will have a bench or two, as well as two weed holders for each bench. Similarly Key Nodes within *Nature Park* (D4) will have one bench, located at strategic distance oriented points along the pathway system, but not all will have the accompanying weed holder(s). Furthermore, areas around both the Scratching River Lodge and the Communal Campground Building will have Bench / Weed Holder Combinations (D10 and D13).

Detailed Layout of Component Features

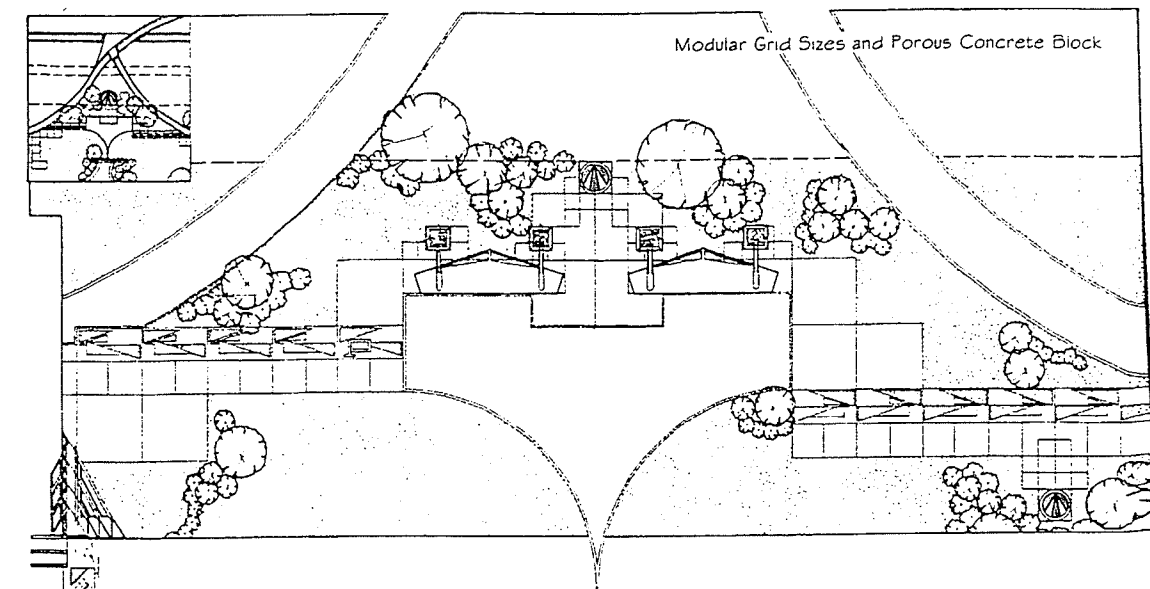
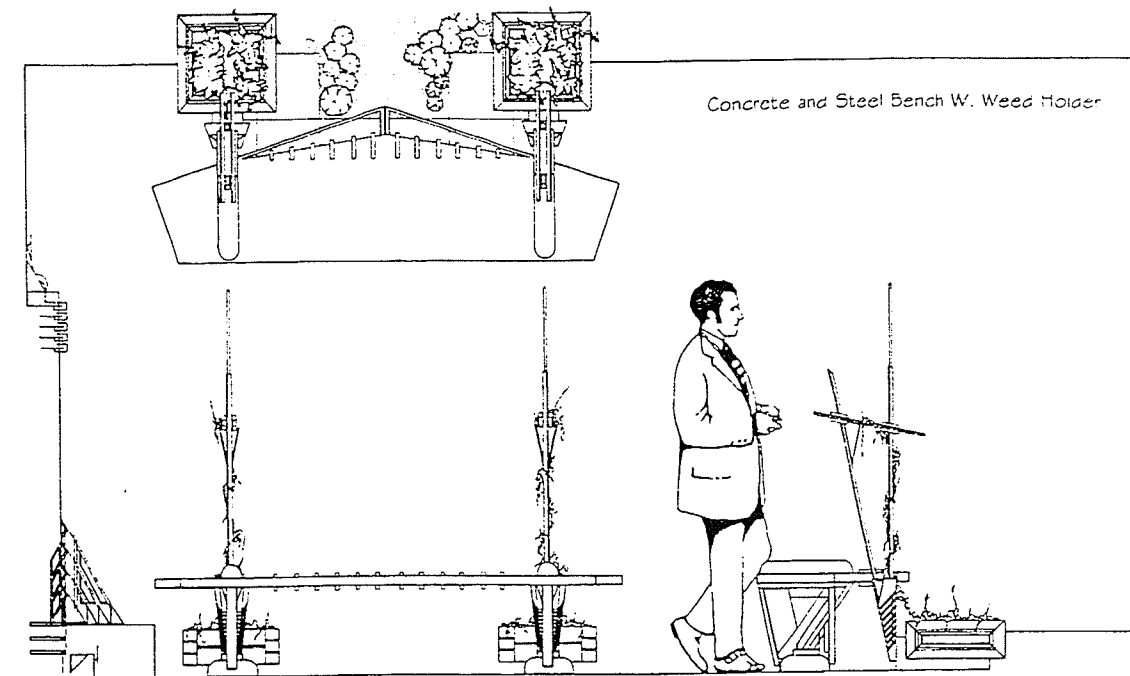
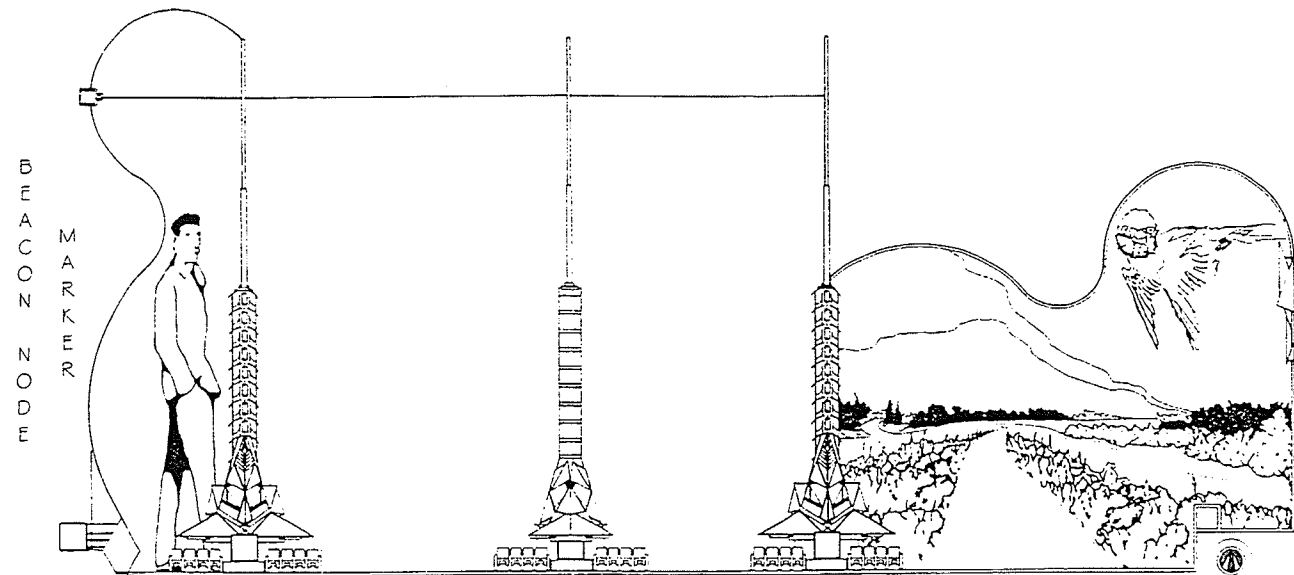
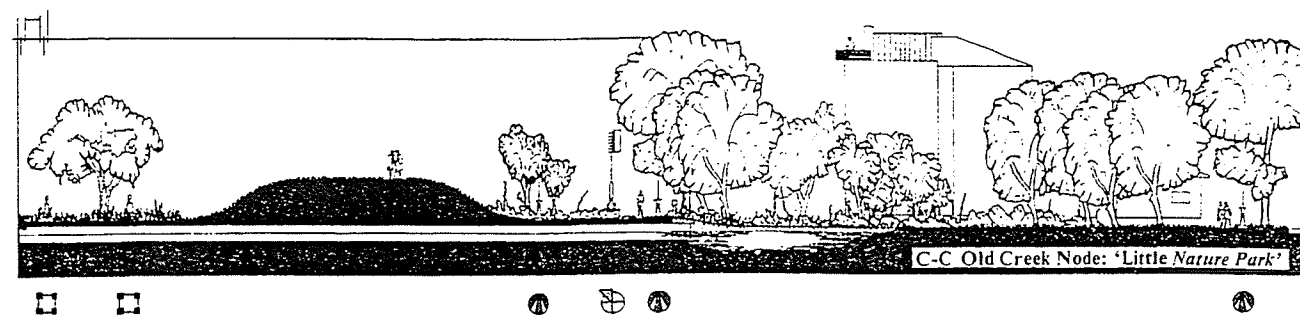
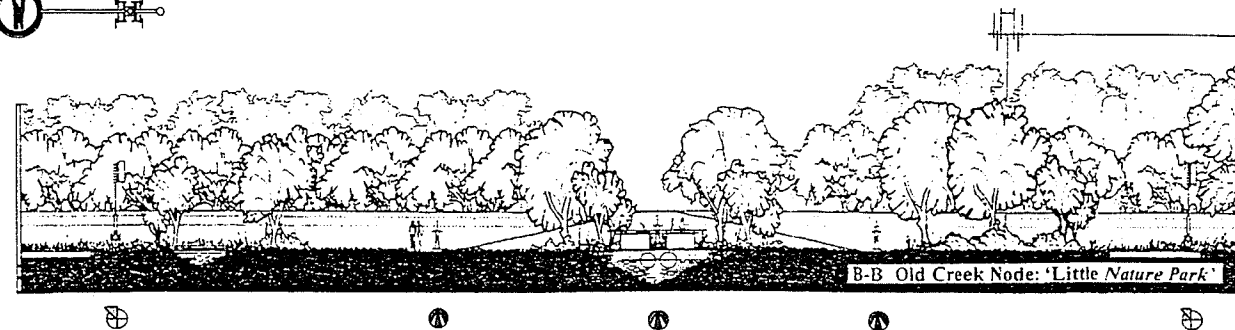
An enlarged detailed plan of the Old Creek Node shows the relationship between the node features, and describes the paving layout in greater detail. The paving scheme has been derived from the use of a modular grid, inspired by the layout of the town, and has three different sizes: four by four, two by two and one by one. This is the scheme which I have devised for all of the Linkage Point Parks and the Key Nodes, and the grid combinations will work in conjunction with curvilinear and triangular shapes. Also, each Linkage Point Park will employ the use of porous paving 'blocks' to break up the concrete and to encourage down-draw. The form for these blocks finding agency in *Graphic Perception 6*.

D3 DRAWING 3 : Old Creek Node: Linkage Point Park

This drawing describes the typical character of the Linkage Point Parks, specifically the Old Creek Node, and describes the character of the Beacon Node Marker, the Bench W. Weed Holder and a detail of the node (in plan) showing the above mentioned component features.



Old Creek Node : Linkage Point-Park



D4 Nature Park Key Nodes

...Significant Points Along The Path...

Programming the Nature Park Key Nodes

The program describes the Key Nodes as being spots along the pathway system developing to signify those places of natural and human character identified in the site analysis (S4 and S5).

Key Node Character

There are a total of 40 Key Nodes located throughout the park and each node has been placed strategically to signify a place to which people gather, trail heads begin, layered pathways converge and some characteristic feature is there to view and experience. Each Key Node finds character in the way in which the pathway system merges with the overlying modular grid at that particular point (laid out on a north-south, east-west axis and based on the grid orientation of the town). Each Node is different with some having the same programmatic purpose, and each will contain a Beacon Node Marker (D3) and a bench where appropriate, based on walking distances. As a special note, Trailhead Nodes have been developed to facilitate a connection between the town (Linkage Point Parks), the Rest Area and the Campground and Nature Park. Each Key Node, although distinctive are basically variations on the same geometric theme and find character in the following:

CAMPGROUND NODES:

- | | |
|-------------------------------------|---------------------------|
| 1 Old Foundation Node | 2 Gallery Camp Node |
| 3 River Pier Node | 4 Trailhead Node |
| 5 Trailhead Node | 6 Trailhead Node (School) |
| 7 Trailhead Node (Stampede Grounds) | |

NATURE PARK NODES:

- | | |
|----------------------------|----------------------------|
| 8 Highway Cross Node | 9 Growing Forest Node |
| 10 Bridge Access Node | 11 Big Cotton Node |
| 12 10-25 Year Node | 13 25-50 Year Node |
| 14 50-100 Year Node | 15 Trailhead Node |
| 16 Little Nature Park Node | 17 Outer Forks Node |
| 18 Inner Forks Node | 19 Growing Forest Node |
| 20 Old Creek Node | 21 Trailhead Node |
| 22 Deer Bed Node | 23 Nature Park Node |
| 24 Nature Park Node | 25 Bio-Creek Node |
| 26 Trailhead Node | 27 Rockpile Viewpoint Node |
| 28 Race Rocks Node | 29 Trailhead Node |
| 30 Oxbow Node (a) | 31 Rockpile Viewpoint Node |
| 32 Oxbow Node (b) | 33 Oxbow Node (c) |
| 34 Oxbow Node (d) | |

REST AREA NODES:

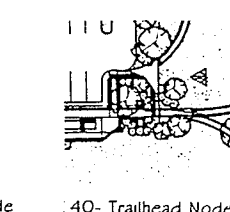
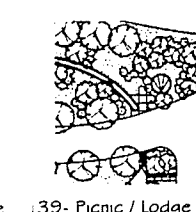
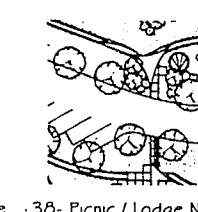
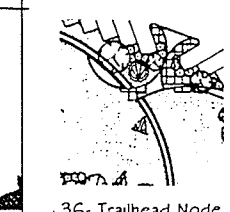
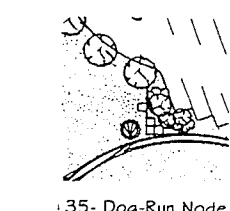
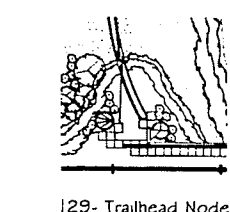
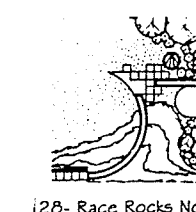
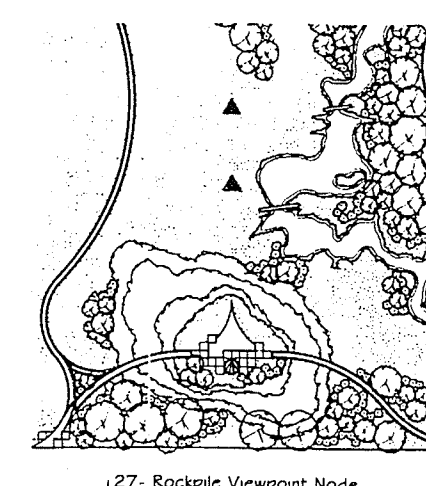
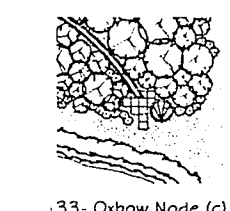
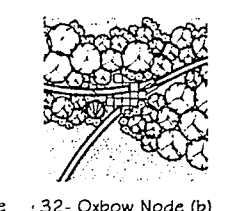
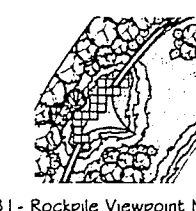
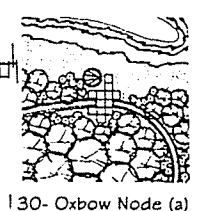
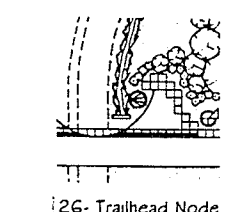
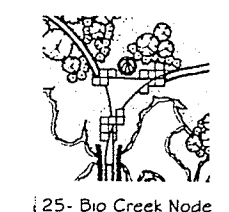
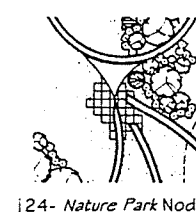
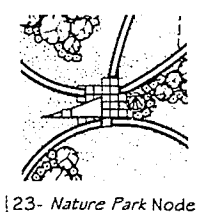
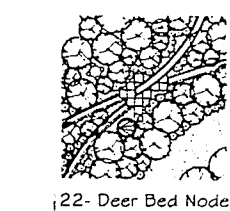
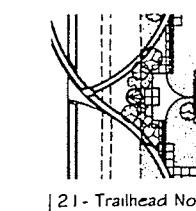
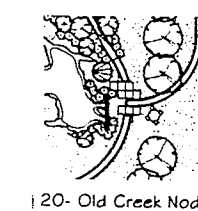
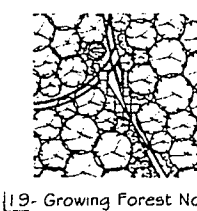
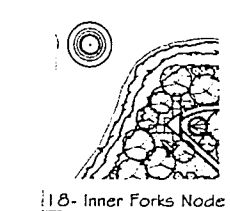
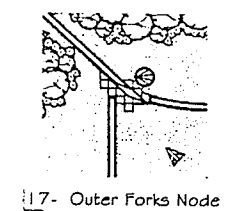
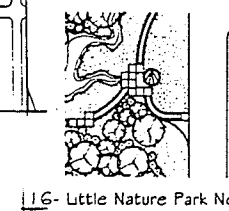
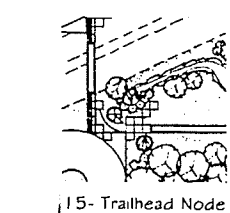
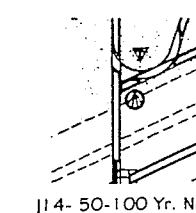
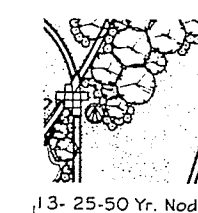
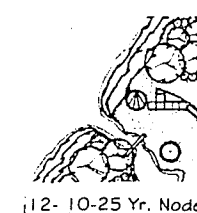
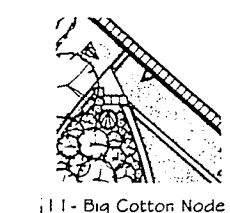
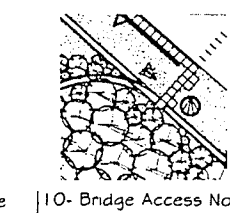
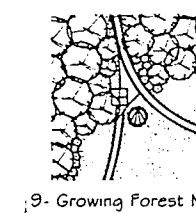
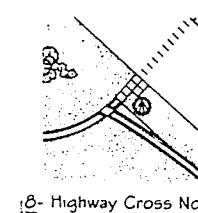
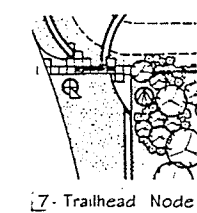
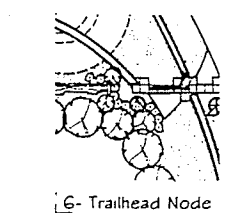
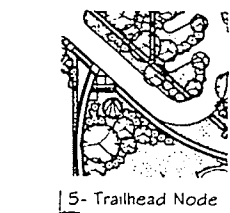
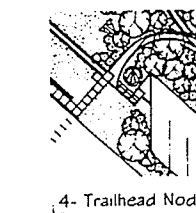
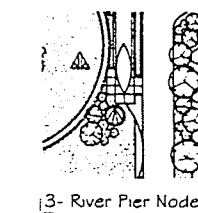
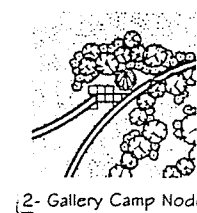
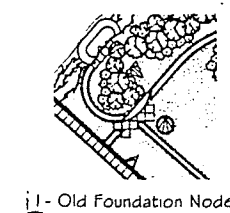
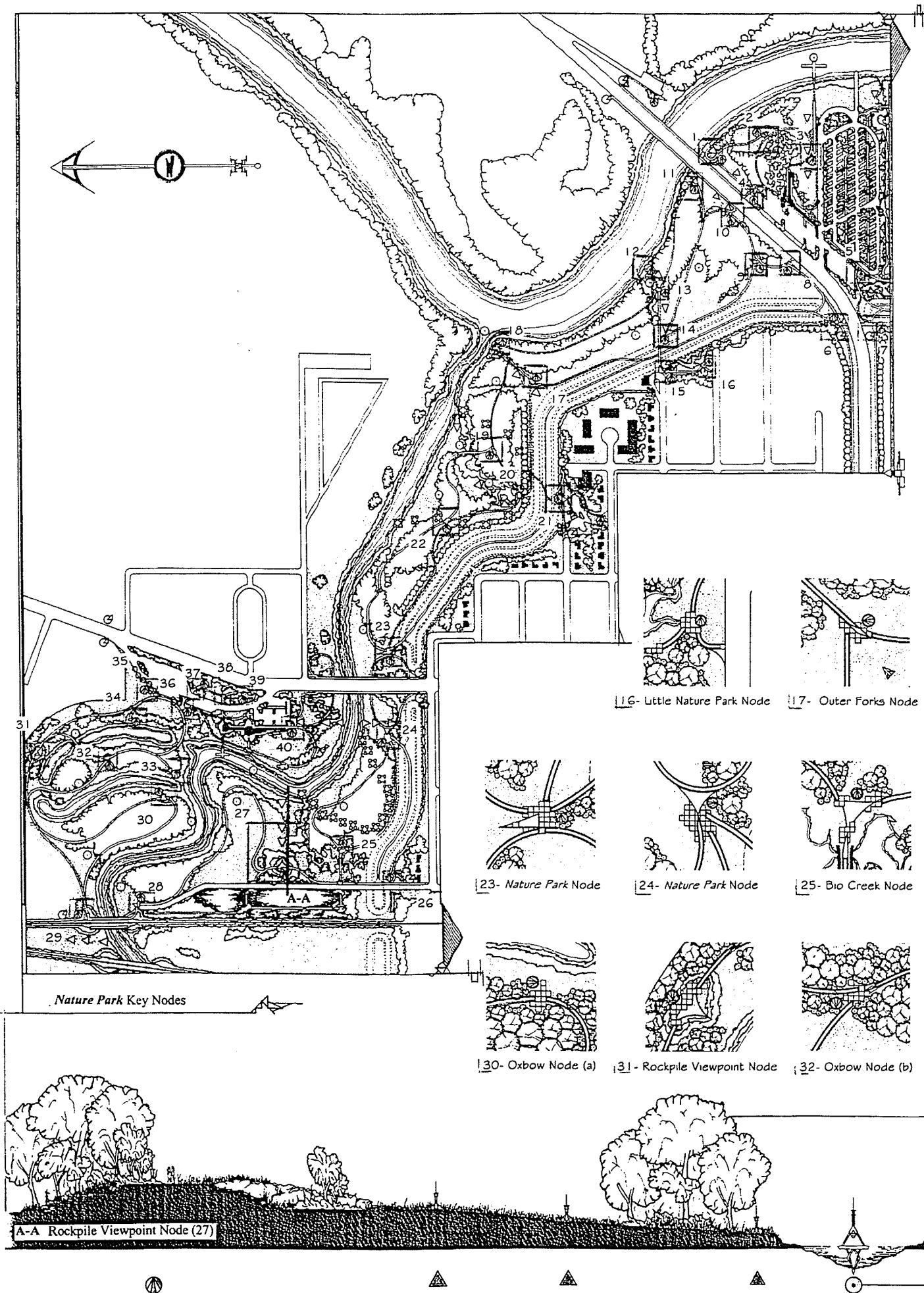
- 35 Dog-Run Node
- 36 Trailhead Node
- 37 Picnic / Parking Node
- 38 Picnic / Lodge Node
- 39 Picnic / Lodge Node
- 40 Trailhead Node

Rockpile Viewpoint Node (27)

This node finds character in its creation of an elevated viewpoint node, carved out of a pile of jagged pieces of concrete, dumped here at a former homestead site to reduce water based erosion during flooding. Over time vegetation has taken hold, creating a vegetated Rockpile. The object here is to create a flat area on top of the pile to provide a significant viewpoint through the year, accessible from the Back Street Node Linkage Point Park, directly across from the Scratching River Lodge, complete with a Beacon Node Marker and a bench. The Rockpile provides a place to view the water level fluctuations using the Water Level Indicator and the Flood Level Indicator(s) as points of reference. This is described effectively in the Nature Park Key Nodes plan, node 27 and section A-A.

D4 DRAWING 4 : Nature Park Key Nodes

This drawing shows the location and character of each of the 40 Key Nodes, as well as a section describing the Rockpile Viewpoint Node.



D5 Circulation Levels: 50-100, 25-50 Year Flood Level

...Layers of Circulation ...50-100 Year Flood Levels ...25-50 Year Flood Levels ...10-25 Year Flood Level...

Programming The Circulation Levels

The program calls for the creation of a pathway system which develops in response to the flood levels of the Morris and Red Rivers, the idea being to maximize the potential for site access and navigate at any given time throughout the four seasons despite flood levels (S7).

The Stack-Trail System

The formation of a stacked trail circulation scheme is based on developing three linear, stacked, loop pathways based on the three most prominent flood levels. *Drawing 5* describes the relationship between the pathway system and the water based artifacts with the 50-100 year flood level and the 25-50 year flood level. *Drawing 6* describes the relationship between the above mentioned features and the 10-25 year flood level.

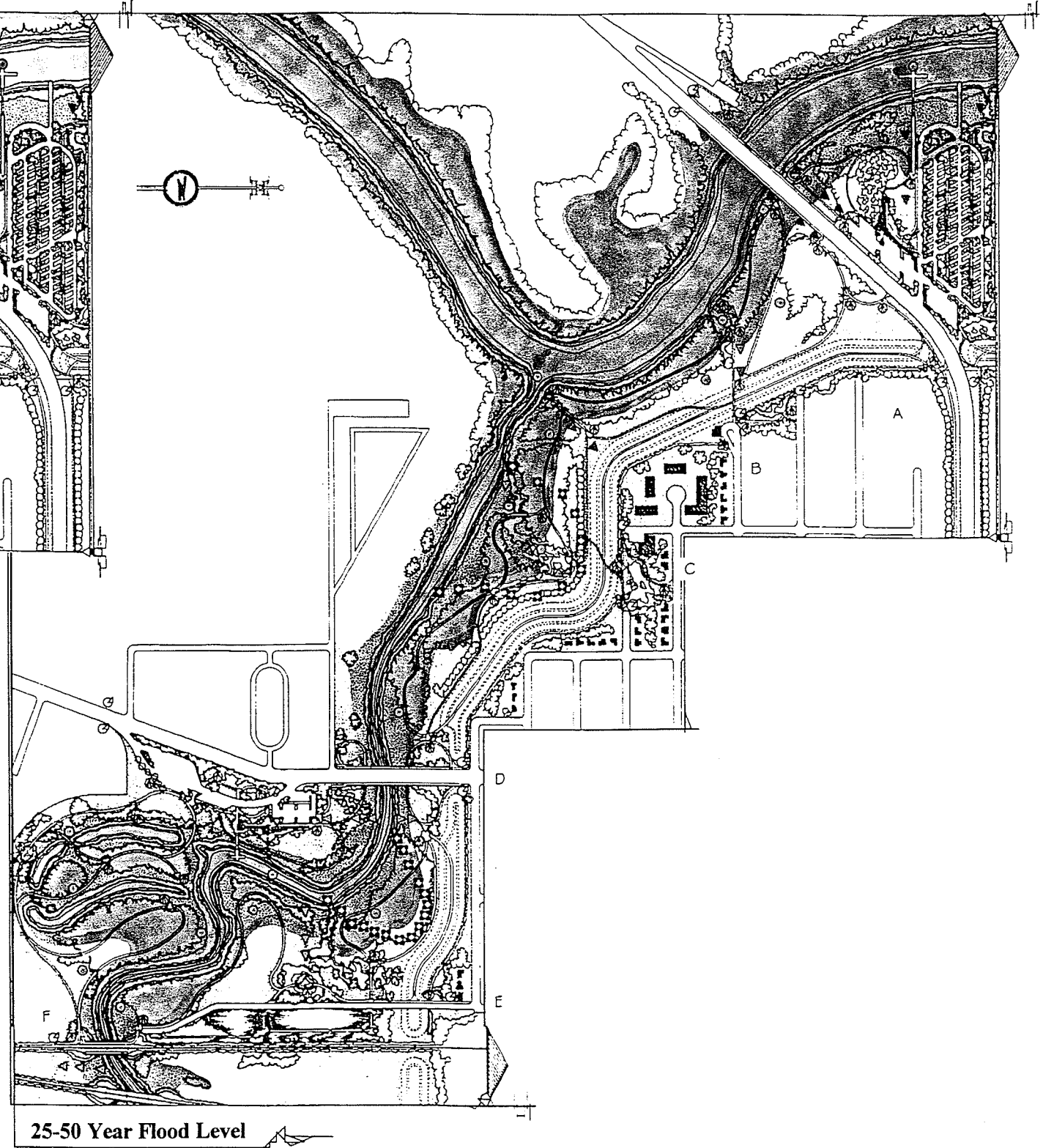
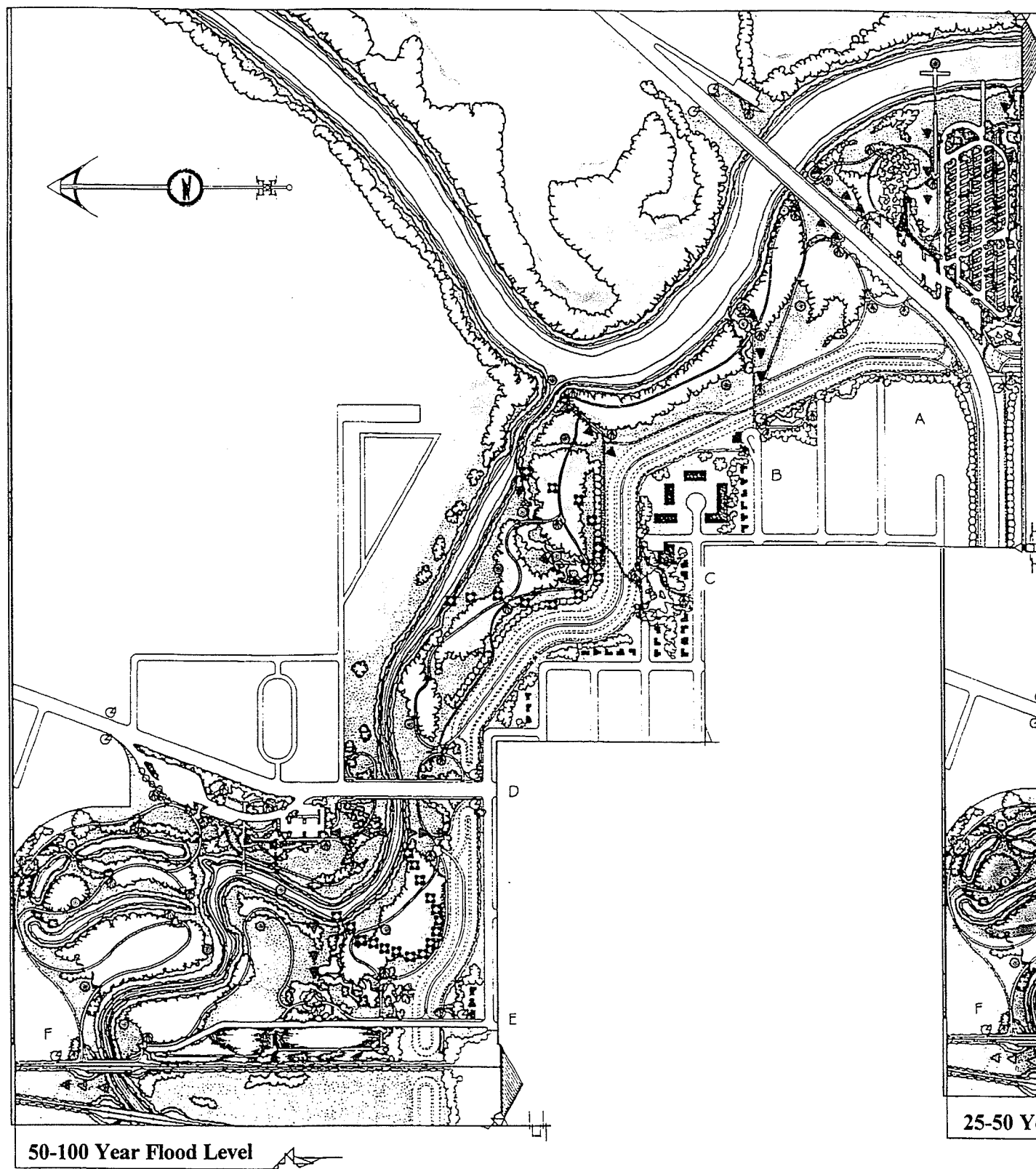
Starting with the outer most layer, this level is based on 50-100 year flood data and it is plain to see that site access is severely limited. Excluding the Dike and the *Little Nature Parks*, I estimate that 90% of the site will be submerged, with up to 100% submersion during the 100 year flood level. For the most part, the site will be accessible only on its periphery, with the Dike providing a pivotal role in site process experience. It is with this level that the water based artifacts can be experienced from a viewpoint aspect (the dike and the various bridges providing the high points). Most obvious will be the Flood Level Indicators, the water Level Indicators and to a lesser extent the Old River Bed Markers (D6). The middle circulation layer finds itself laid out based on the 25-50 Year Flood Level and access to at least half of the site will be open to pedestrian experience. The middle most layer finds itself limited only by the extent of the 10-25 Year Flood Level, to which 90% of the site will be available to pedestrians.

The Rest of the Time: Normal Water Levels and Drought

The circulation layers are by no means independent of each other and are strategically connected by key nodes, pathway levels interchangeable when water levels permit, particularly when the rivers are within their normal levels, where the entire site will be accessible by pedestrians, characterizing the majority of site access experience throughout the year (summer and winter especially). The circulation system, by its very basis in the indigenous character of the landscape, will help to express the experience of place, vegetation zones, and the processes inherent throughout the changing seasons, with the water based Artifacts providing a further device of process recognition and understanding.

D5 DRAWING 5 : Circulation Levels: 50-100, 25-50 Year Flood Level

This map illustrates the relationship between the two noted flood levels and the circulation scheme, and locates the water based artifact devices (Water Level Indicator, Flood Level Indicator, Old River Bed Marker).



D6 10-25 Year Flood Level and Water Based Devices

...10-25 Year Flood Level ...Old River Bed Marker ...Flood Level Indicator ...Water Level Indicator...

Programming The Water Based Artifacts

The program for the water based artifacts calls for the development of a series of micro subjective sculptures, scattered throughout the site at strategic locations, to express the relationship between the site circulation system and the flooding processes of the Morris and Red Rivers.

The Water Based Artifacts

The water based artifacts are the group of micro sculptures, scattered logically throughout the site that will actively express the water based processes currently taking place on the site, in relation to the *Nature Park* circulation system. These sculptures will interact effectively with the circulation system as the system is also based on the water based processes taking place on site. There are three such programmed artifact sculptures: Old River Bed Markers, Flood Level Indicators and Water Level Indicators.

Old River Bed Markers

The function of the Old River Bed Markers is to signify and explain the pattern of the Morris river, prior to the construction of the Dike and the manipulation of the riverbed (S3). In effect, they serve to trace the original historic pattern of the river in two specific areas where this pattern has changed. The form of the Old River Bed Marker derives itself from geometry found in *Graphic Perceptions 2, 4, and 6*, and can also be tied in with the geometry of the Water Level Indicator, and the Flood Level Indicator.

Flood Level Indicators

The function of the Flood Level Indicators is to provide a reference point for the three major flood level years. These include the 10-25, 25-50 and 50-100 Year Flood Level, and therefor require three indicators which will be laid out in a strait line perpendicular to the river(s), providing a basis for flood level measurement. The form of the Water Level Indicators find reference in *Graphic Perceptions 2, 4, 6* and exhibit geometric form similar to the Old River Bed Markers and the Water Level Indicators.

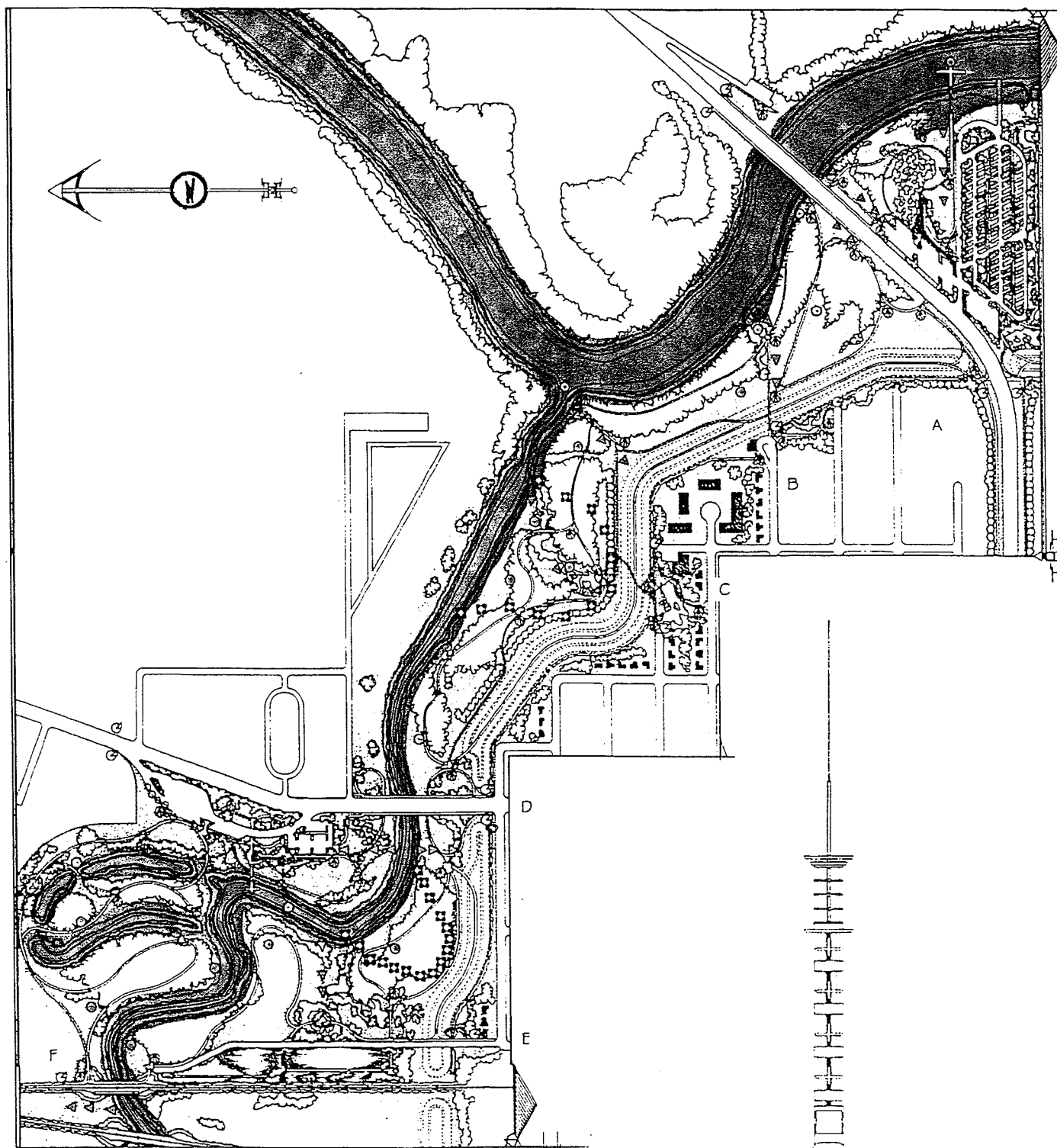
Water Level Indicators (19)

The function of the Water Level Indicators are to enhance and convey an understanding of the water fluctuations by providing a visual non-imperial reference point throughout the seasons to visitors experiencing the site. The secondary function, no less important, is to provide a web based imperial environmental data sensor device programmed to measure the flow, volume, level, and velocity of water, and a location in which to place a Web Cam. This is key to developing a virtual web strategy fro the site and the region. The form derives itself partially from the structural qualities of the radio towers found in the region as well as geometric themes found in *Graphic Perceptions 2 and 4* and exhibits geometric combinations similar to the Old River Bed

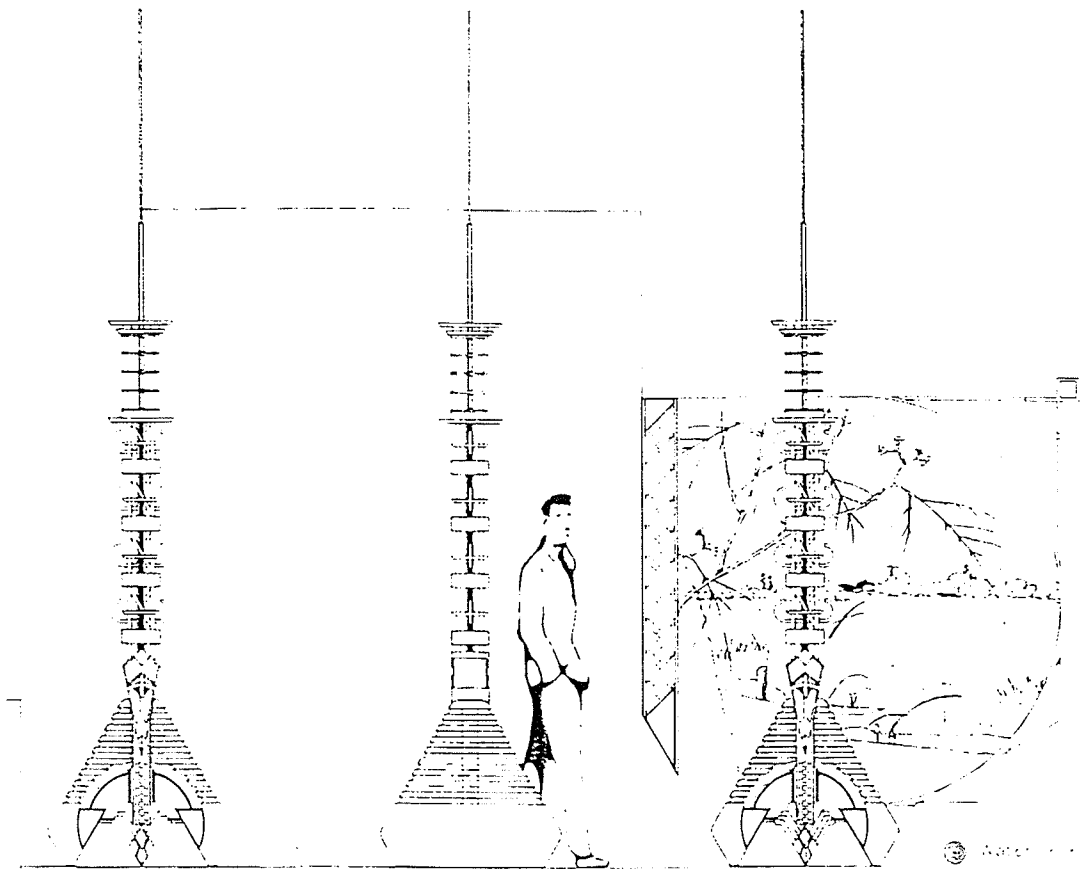
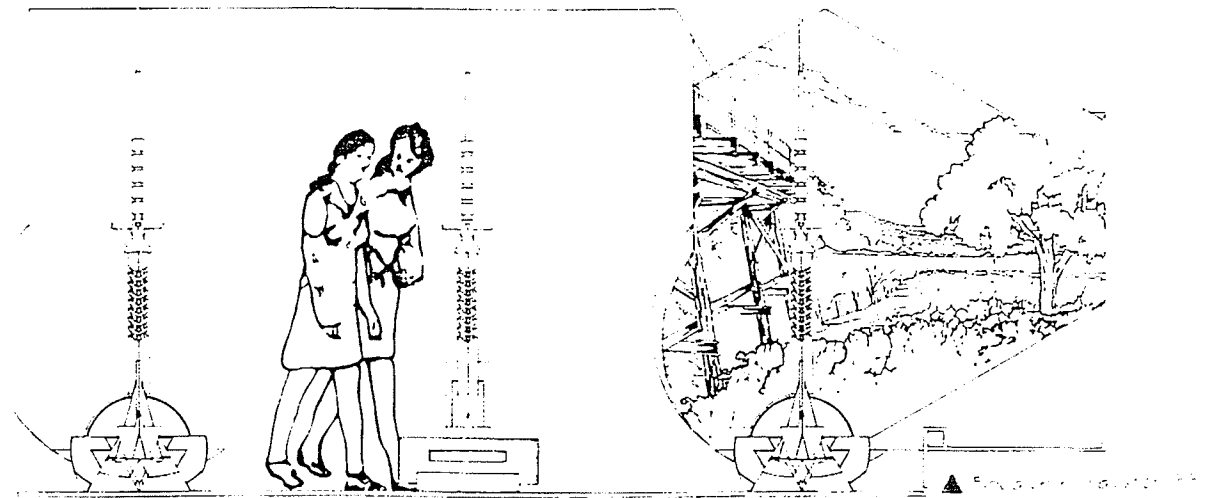
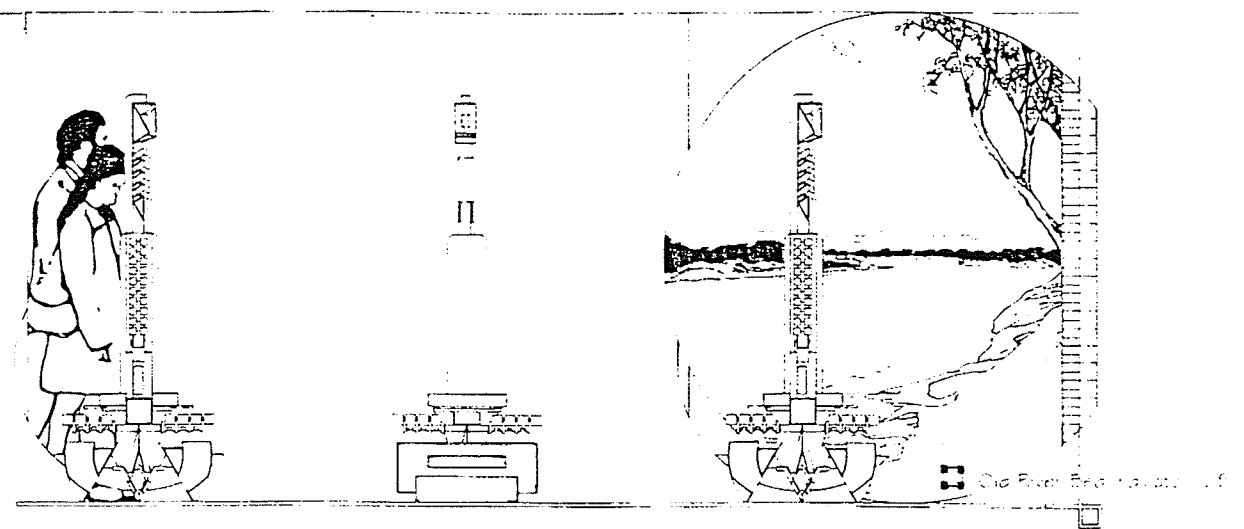
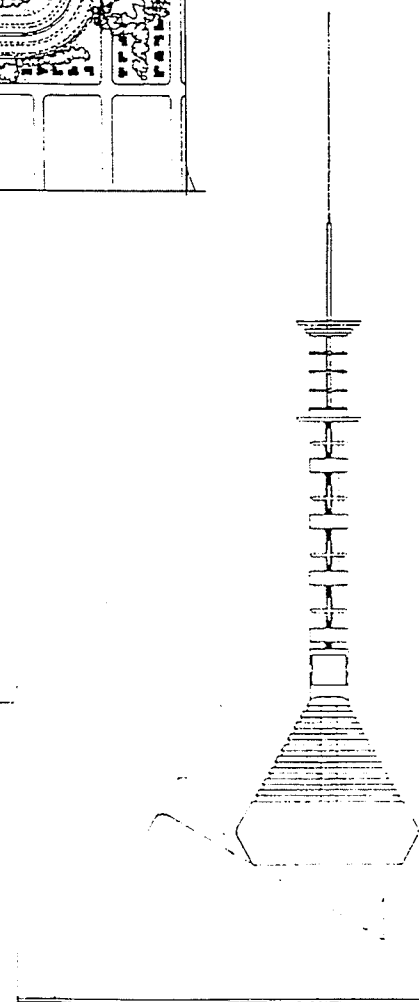
Markers and the and the Flood Level Indicators. There are two types of Water Level Indicators and they can be characterized by their location: they are either in the river, or not in the river. The Water Level Indicators located in the rivers (3) will be placed on a concrete base that will protect the structure from ice flows in the spring and debris flows throughout the summer / fall months. The Water Level Indicators located outside of the river beds will not have a base of protection, as they are less likely to be effected by flood related debris.

D6 DRAWING 6 : 10-25 Year Flood Level and Water Based Device

This drawing illustrates the 10-25 Year Flood Level in relation to the circulation system and the water based Artifacts, and describes the character of the three devices: Old River Bed Marker, Flood Level Indicator and the Water Level Indicator.



10-25 Year Flood Level



D7 Water Management: *Bio-Creeks*

...Program ...Function ...Character...

Programming The Bio-Creeks

The bio-creek program calls for the transformation of the five outwash channels identified throughout the site into bio-creeks for education, filtration, habitat and aesthetic purposes (S7). In terms of education and learning, the bio-creeks will demonstrate one kind of initiative that could be developed to retain water at its source, to reduce the overflow of water into the river system during the spring melt, farmland runoff and extended periods of rain. The filtration aspect will create a kind of living filter to treat the urban runoff that travels through the bio-creeks on route to the rivers. In terms of habitat the bio-creeks are to provide habitat the flora and fauna dependent on a steady source of water. In terms of aesthetics, the bio-creeks will create a series of water features for the site to capture the imagination of those who experience the place.

Location, Function, Form

The location of the bio-creeks has been determined by the identification of five outwash channels in *Site Map 7*. There are five such areas within the practicum site and their new function will be to slow the flow, retain water and let uncontrollable volumes flow over or through, creating awareness, filtration, habitat and aesthetics. Essentially, the five outwash channels will be transformed into bio-creeks by placing a series of check dams along the water course at strategic locations following the flood levels identified earlier (S7). The form of each bio-creek finds inspiration in the air photos of the town, particularly those of April 1968 and April 1996 (T1). Essentially, the pattern of flooding demonstrated by the Morris and Red Rivers in the above mentioned air photos have provided the inspiration for the swollen creek forms characteristic of the five bio-creeks. The bio-creek will be provided with a steady flow of water from the Dike drainage system and town runoff, and eventually enough water will build up to create a reservoir, encouraging among other things habitat, filtration and down draw.

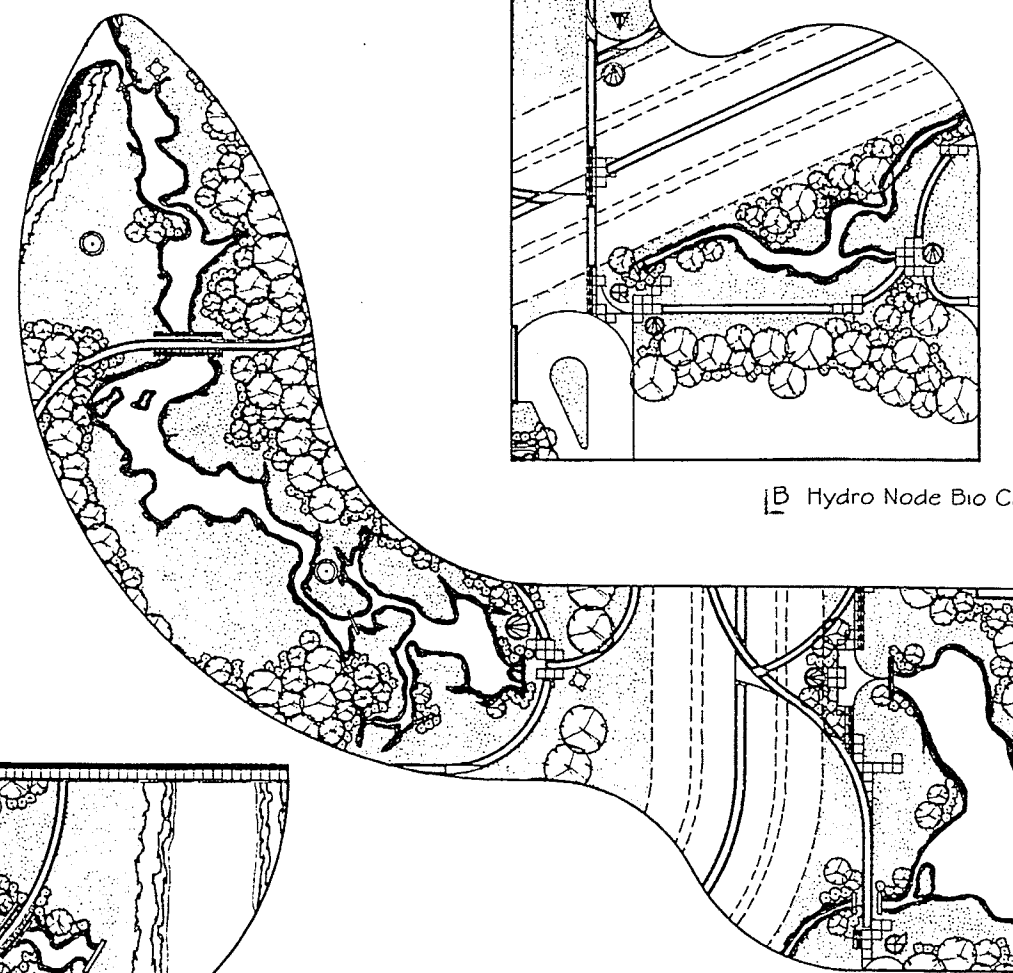
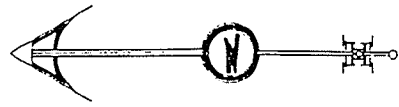
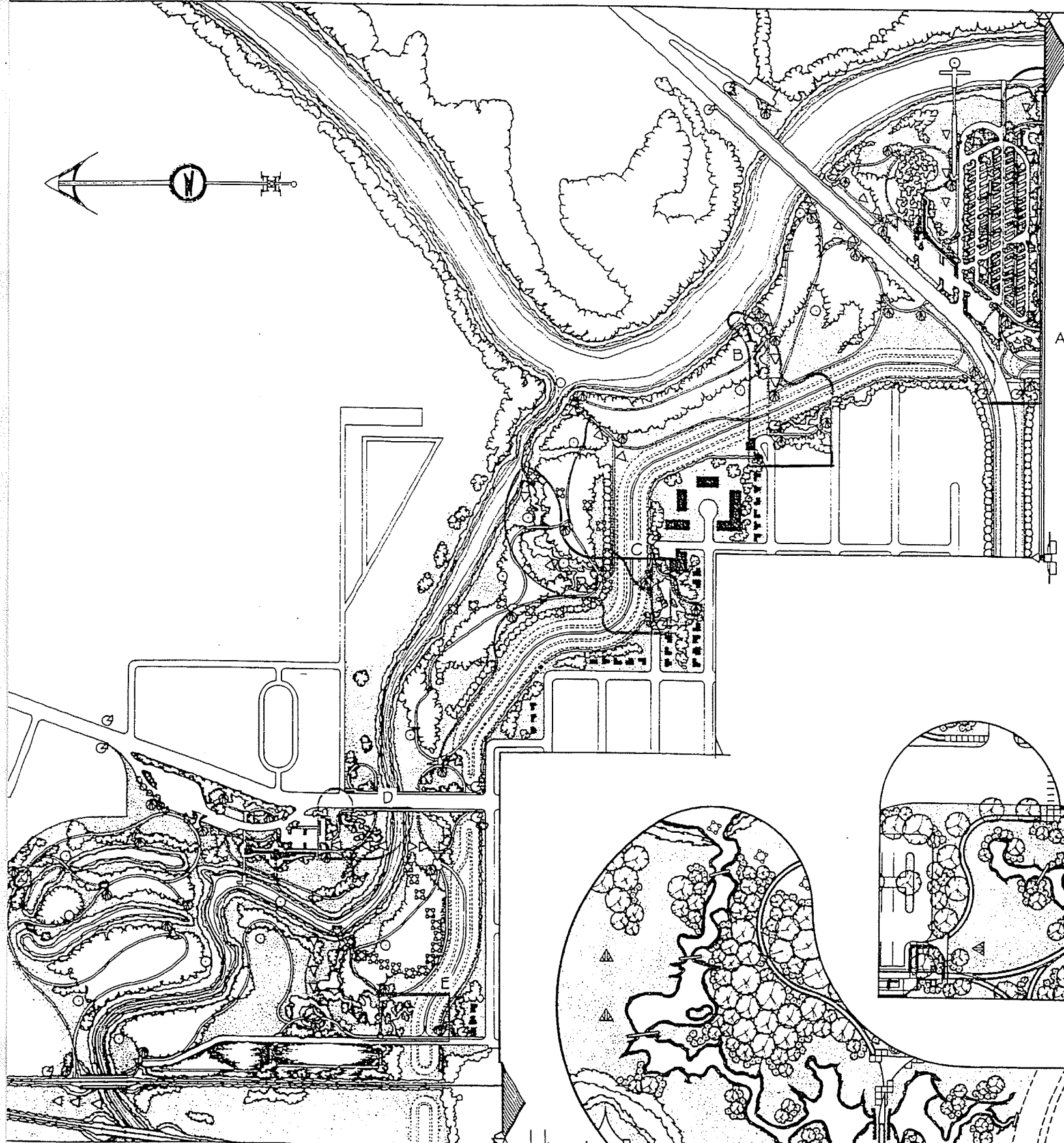
Identity And Character

There are two forms of bio-creeks identified here: straight line and curvilinear. There are three strait line type bio-creeks (A, B, D) and two curvilinear bio-creeks (C, E). Each bio-creek finds further character reference in their name, which describes where they are in relation to the *Nature Park* around them:

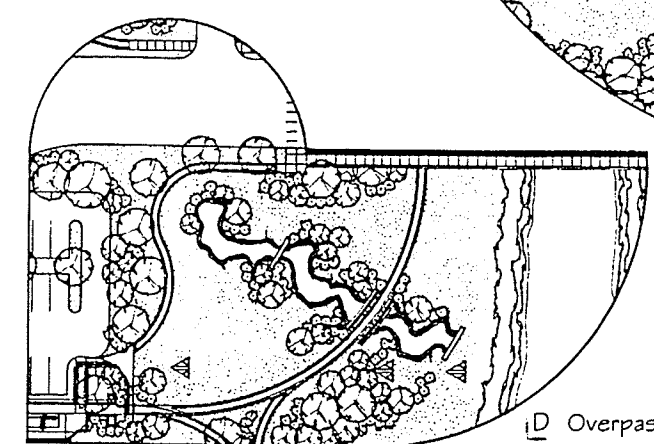
- A Campground Bio-Creek
- B Hydro Node Bio-Creek
- C Old Creek Node Bio-Creek
- D Overpass Bio-Creek
- E Back Street Node Bio-Creek

D7 DRAWING 7 : Water Management: *Bio-Creeks*

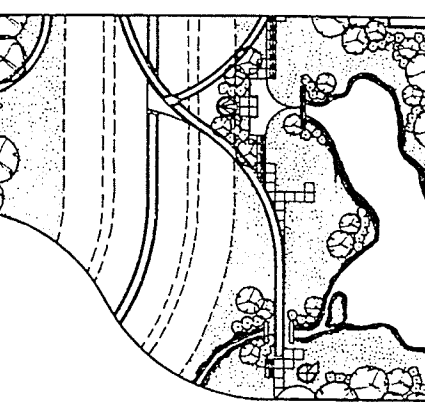
This map describes the location of the five Bio-Creeks in relation to the entire *Nature Park* field of recreation.



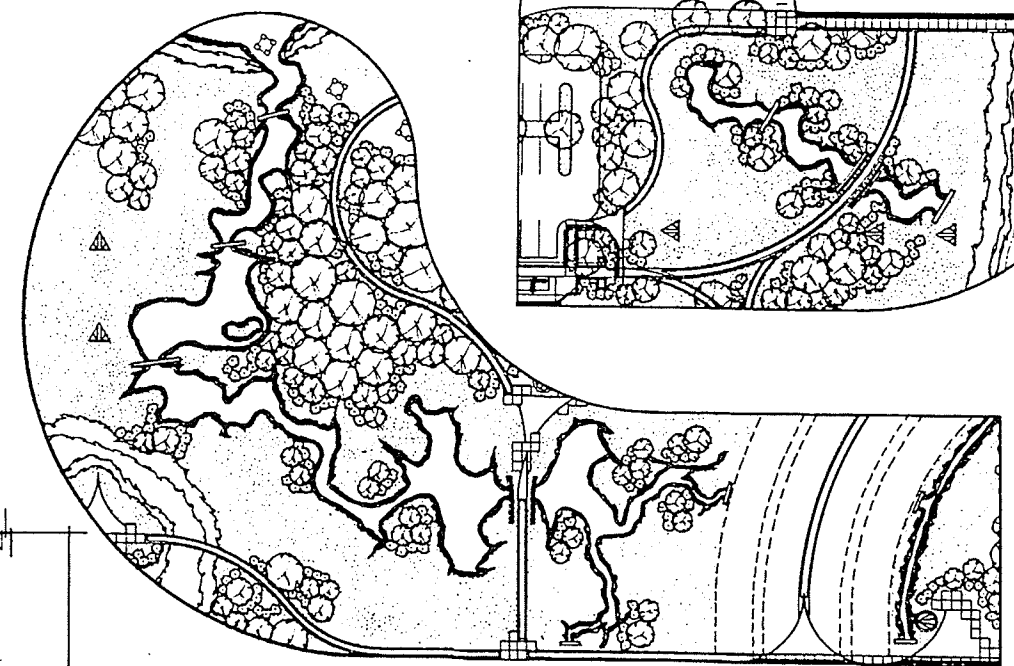
|B Hydro Node Bio Creek



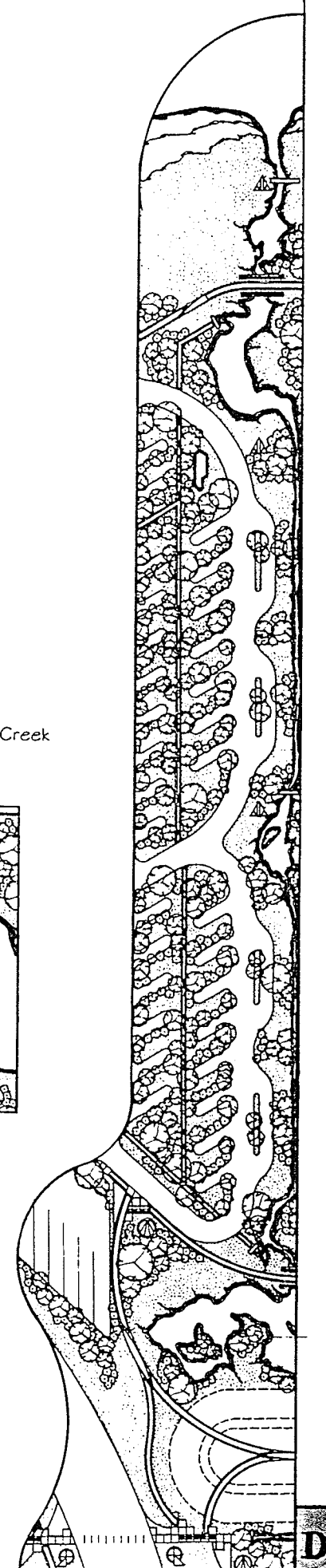
|D Overpass Bio Creek



|C Old Creek Node Bio Creek



|E Back Street Node Bio Creek



|A Campground Bio Creek

Water Management : Bio Creeks

D8 Old Creek Node: *Bio-Creek*

...Levels ... Check Dam ...Bridge Over Bio-Creek...

The Old Creek Node *Bio-Creek*

To demonstrate the basic character and the components that make up each of the five bio-creeks, I have chosen to use the Old Creek Node, to tie in to the earlier description of the Old Creek Node as a Linkage Point Park. Four illustration plans and one section find agency here in demonstrating the relationship between the flood levels and the character of the bio-creek. Normal water levels are represented in the 260' above sea level (ASL) plan, to which the bio-creek functions to store water behind each check-dam. Along the bio-creek course there are a total of four check-dams, each owing their location to the previously stated flood level indicators and points in between, to facilitate a minimal, acceptable 2.5 feet drop between check dams.

Specifically, a dam will be located at the following elevation along the bio-creek:

- 1 267.5' ASL
- 2 270' ASL (0-25 Year Flood Level)
- 3 272.5' ASL
- 4 275' ASL (25-50 Year Flood Level)

The Check-Dam

The primary function of the check dam is to slow the flow of water, let water pass over, through, but not around and to retain what has been left behind. In effect the dams will serve to spread the water behind into a predetermined pattern, only retain water descending behind them on route to the river(s). In instances where water levels threaten to back up into the town, the stop dam will be utilized. The form of the check-dam derives inspiration from the character of the hydroelectric dams located throughout Manitoba, specifically the Seven Sisters Hydro Electric Generating Station. During peak flow periods, the dam will allow water to flow over and through, and during steady periods, the dam will allow water to flow through a series of 'slots', each made out of aluminum, fitted and bolted onto the concrete dam. With time and process the aluminum will rust and look quite natural and elegant in its aged expression of water flow process.

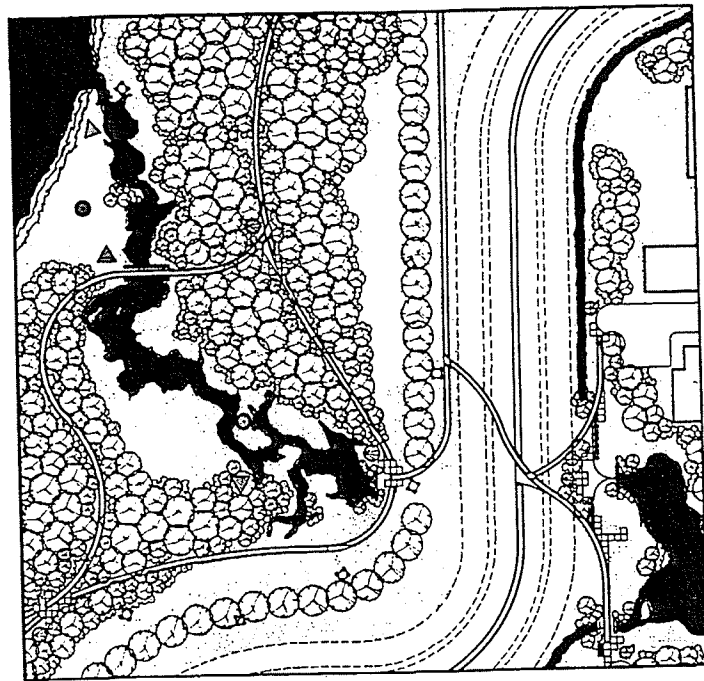
Pedestrian Bridge Over Bio-Creek

The function of the pedestrian bridge is to provide a permanent safe, and durable structure to cross over the Bio-Creek during 10-25 and 25-50 Year Flood Levels. The bridge will also function as a check-dam and therefor in effect sits on top of two checks dams, with their forward faces facing outward (the inner dam is backwards). The bridge itself is a simple concrete structure with steel railings and an aluminum insert at ground level which becomes a transparent screen at the middle, where one can see below to the water. Again the geometry is based on the kinds of forms imagined in *Regional Map 6*.

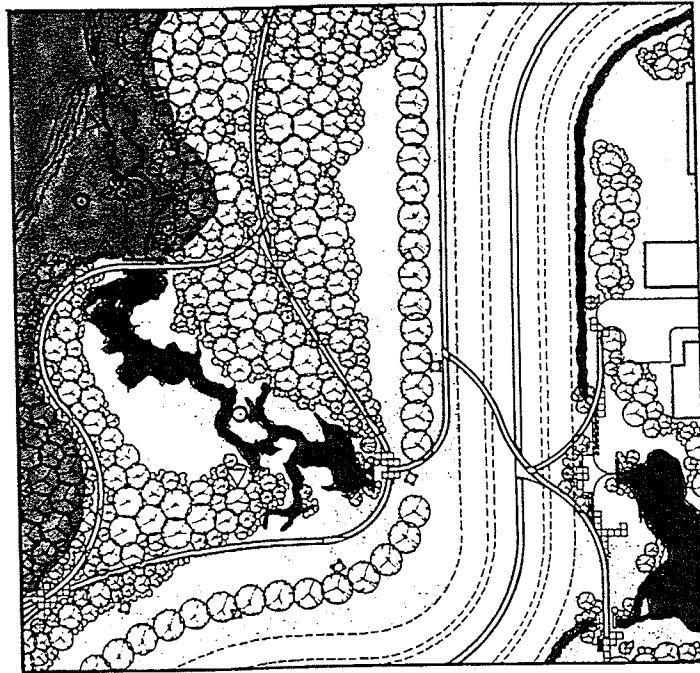
D8 DRAWING 8 : Old Creek Node: *Bio-Creek*

This drawing shows the character of the Old Creek Node Bio-Creek with regards to the location of the check dams, the character of the check dams and the character of the bridge over Bio-Creek.

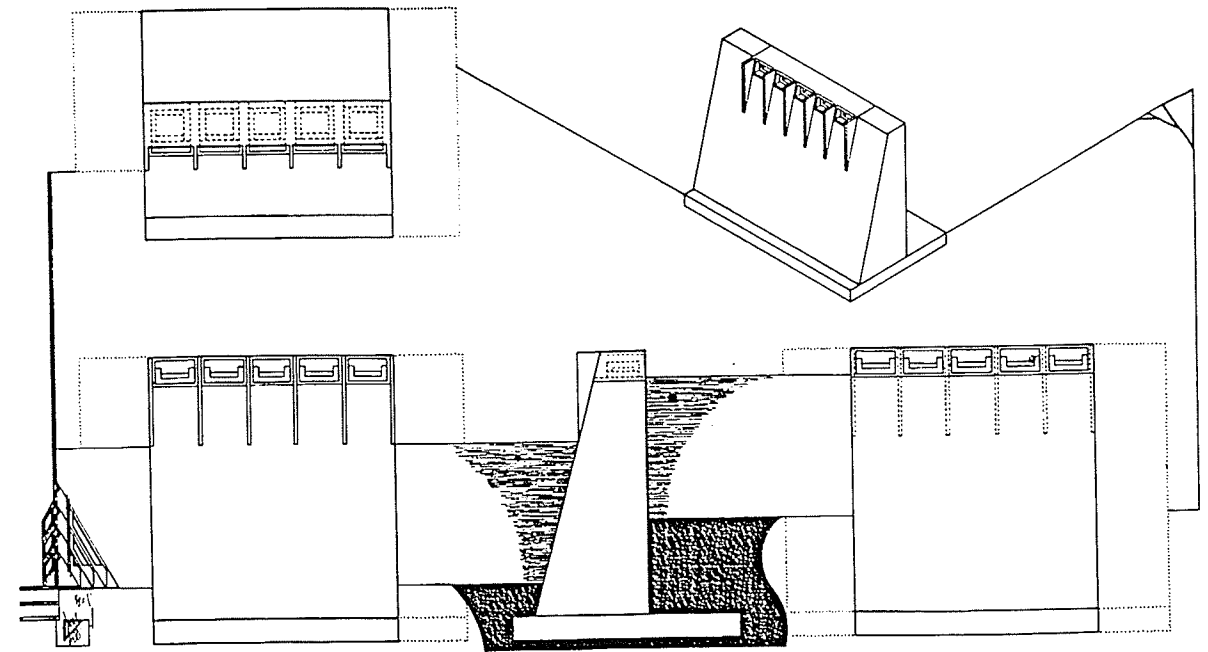
Note Computer Error: Numbers on the Four Bio-Creek Plans should rear from clockwise: 260' ASL, 270' ASL, 275' ASL and 280' ASL.



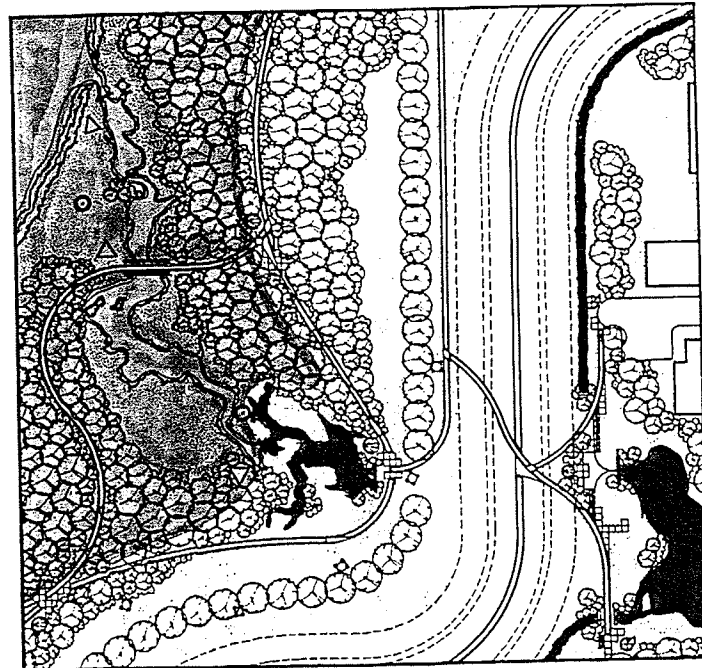
Normal Water Level (760'asl)



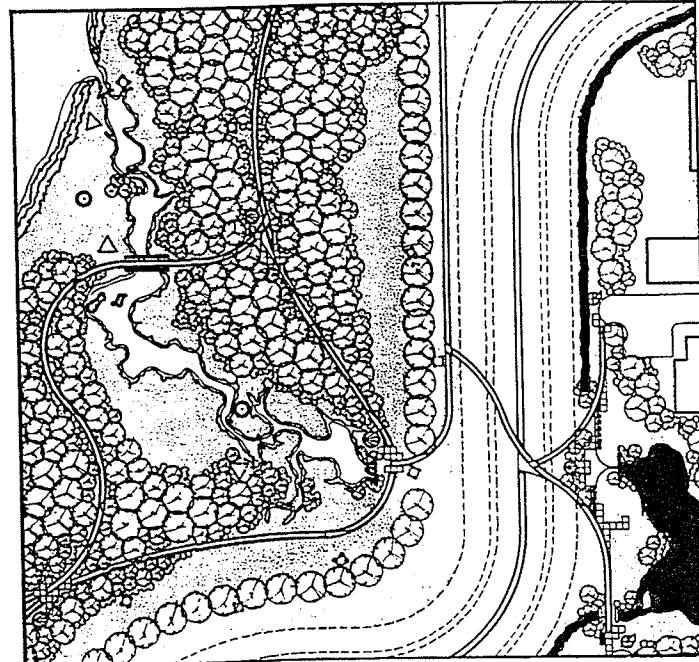
0-25 Year Flood Level (770'asl)



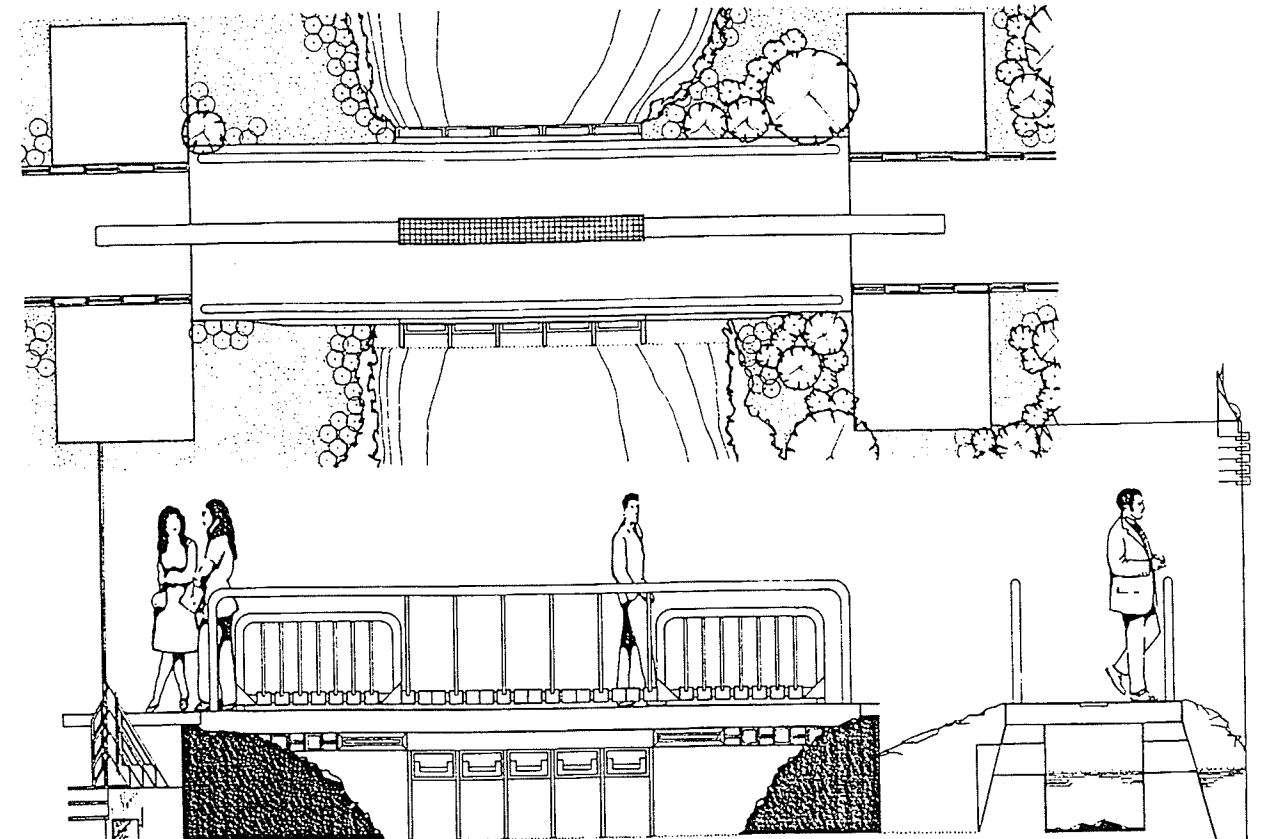
Concrete Check Dam W. Aluminum 'Insert'



25-50 Year Flood Level (775'asl)



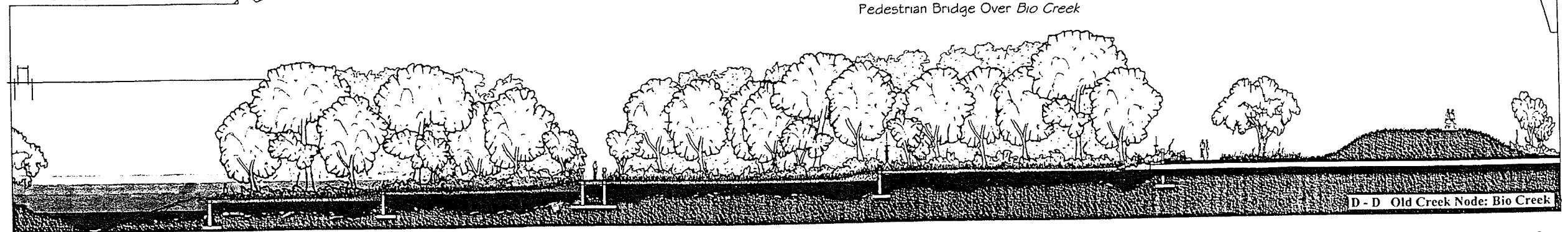
50-100 Year Flood Level (780'asl)



Pedestrian Bridge Over Bio Creek



Old Creek Node *Bio Creek*



D - D Old Creek Node: Bio Creek

D9 The Scratching River *Rest Area*

...Program ...Component Features ...Layout ...Water Levels...

Programming The Scratching River Rest Area

The program for the Rest Area calls for the identification and implementation of the typical features associated with rest area design, and the identification and implementation of unique features associated with the Rest Area in relation to the *Nature Park* program. Typical rest area features include vehicle accommodation, shelter and a major use area. Unique indigenous features include developing a food service area, developing a comprehensive web strategy to include historic and water based initiatives, developing a water based recreation area, and developing a secondary use area (*Nature Park*).

Rest Area Layout: Component Features

The layout map and the component features map describe the program for the Scratching River Rest Area. The placement of the component features was determined, firstly by the long, narrow rectilinear character of the site and second by certain geometric lines of action, namely: the axial layout of the town and the angle of Highway 75 (relative to the axis of the town).

The layout of the parking areas follows the geometry of the site in that access from the north follows the highway angle. Exiting from the rest area south, the geometry shifts and the visitor becomes a part of the town grid-geometry. Entering from the south, one finds the geometry of the town quite available in the car only lot in front of the rest area building, but if one continues north, one begins to find spots for parking that relate to the geometry of highway 75, signaling a shift in point of view (Why, you ask, see: Finding ...*indigenous character*... GP3 and Landscape Weave ...*the magic of the everyday*...GP2).

The layout of the lodge is a direct result of the above mentioned geometry's, and the intent of the Lodge is to become a kind of 'Hub for the Region': the flood data interpretation center. Within the building we will see the development of key features including a restaurant, a cyber cafe and water based recreation activities (see D10). The group picnic area finds location between the highway and the inner rest area vehicle accommodation road. Within it a series of individual and group picnic tables will be placed, each with a fireplace and a vegetation buffer will develop between the area and the highway (it is important to note that at this point, the highway is no longer a highway and is now part of the main street). A secondary picnic area will emerge on a narrow strip of land west of the rest area parking area, consisting of individual tables only, offering a great view of the Morris River and the west horizon (D11).

A children's play area will develop directly east of the north portion of the lodge and will provide a place for children to exercise and blow off their restlessness from highway travel and make them sleepy during further highway travel. Similarly, a pet area has emerged at the far north end of the sit, where pets will be permitted to run off the leash in a dog-run, allowing the animals to blow off restlessness and make them sleepy during highway travel. A water based recreation area will emerge off the north end of the Rest Area Building to connect the rest area with the water based initiatives of the campground. And of course there is the physical connection with *Nature Park*,

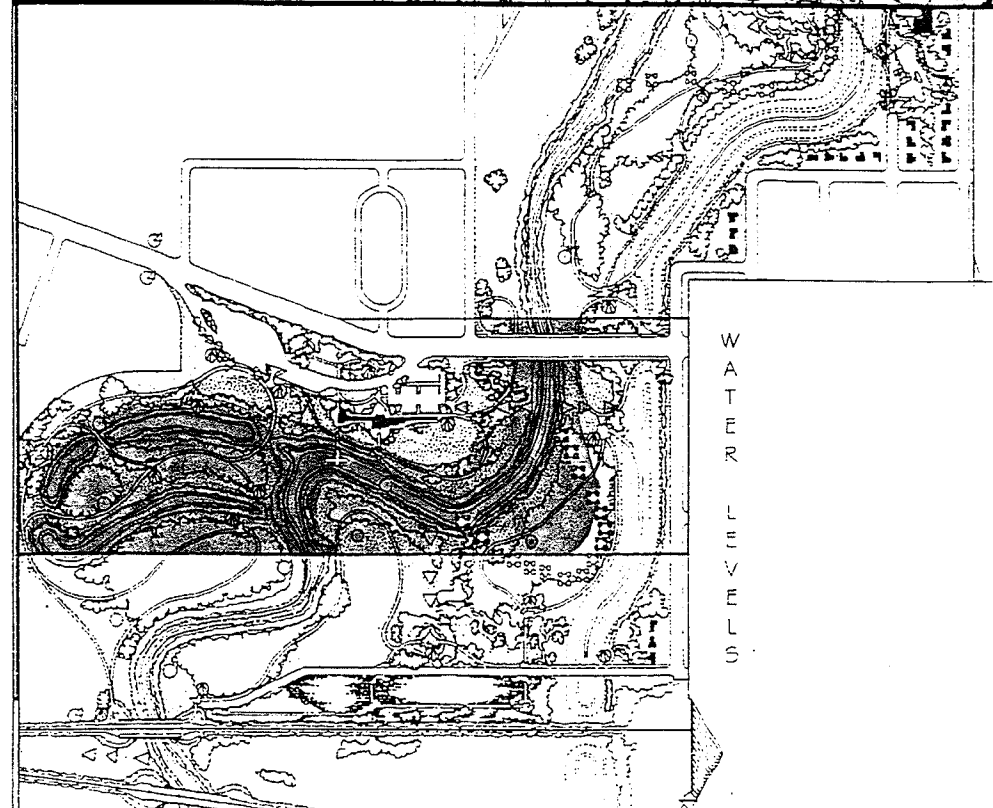
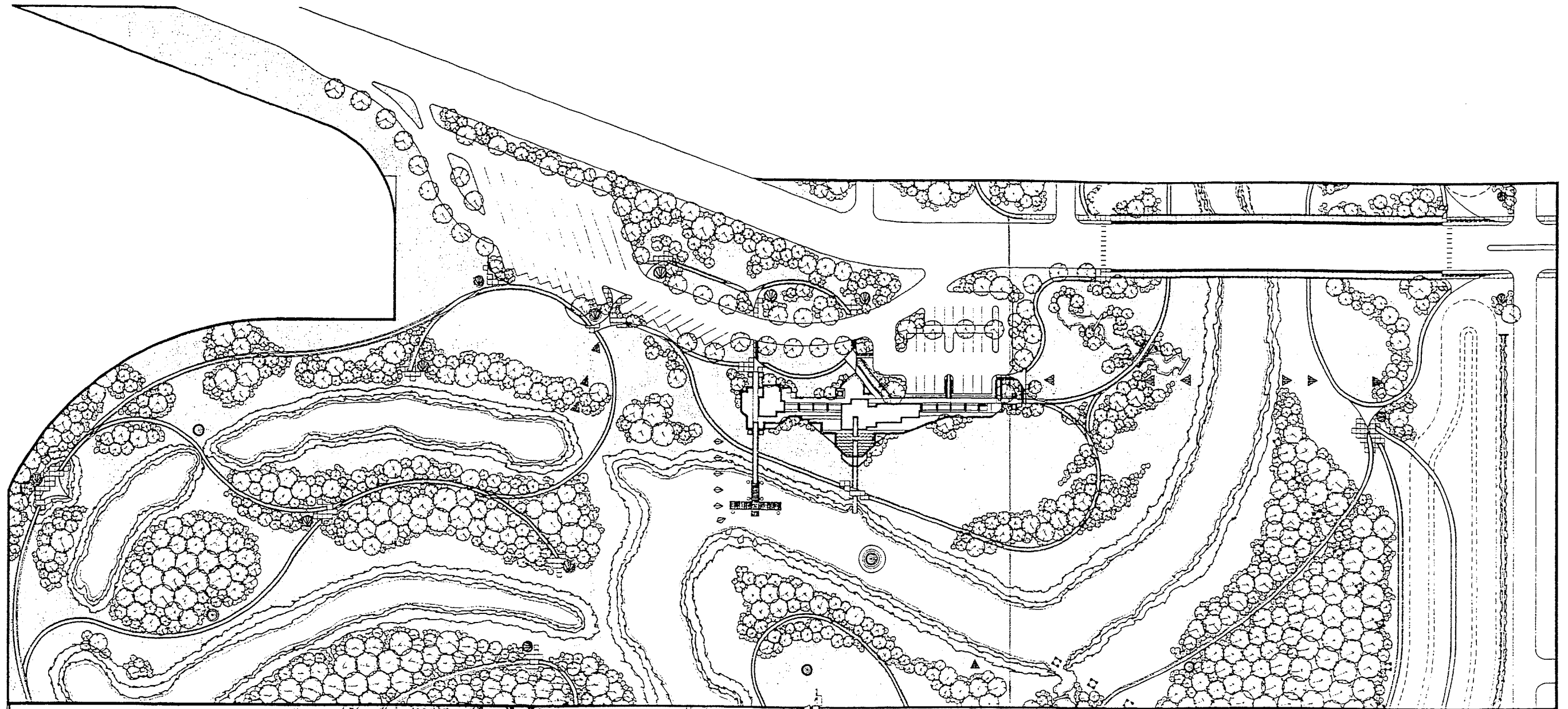
which will occur at key nodes, identified by a beacon node marker and as Trailheads in *Drawing 4*.

Water Levels And The Rest Area

Water levels are important here because they determine the availability of the Rest Area component features. For the most part, the rest area component features will be free from the effects of the 10-25 and 25-50 Year Flood Levels. The acception is The 50-100 Year flood Level. As water levels approach the 100 year level, the entire site is likely to be submerged, with acception, the scratching River Lodge. Of course at the same time the highway is likely to be submerges as well, so vehicle access will be impossible any ways. In other words, flooding for the most part plays a minor role in terms of accessing and using the Rest Area: as long as the building is protected from the 50-100 year flood, a rest area can be developed here without and real danger.

D9 DRAWING 9 : The Scratching River *Rest Area*

This drawing illustrates the layout of the Rest Area, the programmed component features and the relationship between the previous mentioned and the water levels.



- The Scratching River Rest Area**
- Vehicle Accommodation
 - Lodge: Flood Data Interpretive Center
 - Communal Picnic Area
 - Individual Picnic Area
 - Children's Play Area
 - Pet Area
 - Water Based Recreation Area
 - Nature Park

D10 The Scratching River Lodge : ‘Flood Hub’

...The Scratching River Lodge ...Table, Chair W. Weed Holder ...Ice Breakers...

Programming The Scratching River Lodge

The program calls for the creation of a unique building which responds to the indigenous character of the landscape and the typical and unique functions required of a rest area building. Typical functions include: provision of modern restroom and water facilities, a lobby for tourist based information material and a maintenance / storage space. Unique functions include: developing a food service area, developing a comprehensive web strategy, developing a way of experiencing both historic and water based initiatives by way of *Nature Park* connections, and virtual by way of a web strategy.

Function And Form

The function of the Lodge has four components: to satisfy basic Rest Area needs, to attract people to the site, to provide a transition point between everyday life and *Nature Park*, and to develop kind of virtual ‘Flood Hub’ for the region, identified in *Regional Map 2*. These four components will be carried out by developing the following programmatic features:

Exterior Features:

- | | |
|--------------------------------|-------------------------------|
| R Ramp (4) | J Jetty |
| QT Quiet Terrace with Fountain | ST Sunset Terrace with Stream |

Interior Features:

- | | |
|-------------------------------|------------------|
| L Quiet Lounge with Fireplace | W Washrooms |
| G Gallery | IC Internet Cafe |
| RR Restaurant | K Kitchen |

The form of the Lodge finds inspiration in the history of the site (fur trade), the character of the landscape, the geometric angles used to lay out the Rest Area component features, and *Graphic Perceptions 3* and *6*. The history component very much finds agency in the material used on the exterior of the lodge which will be that of rough hewn limestone, a natural, native material to the region, designed in the same pattern created by **Carl Nelson Jr.** at Fort Whyte Center.

The character of the landscape to which the Lodge is situated on features a flat plateau like area with a moderate drop towards the banks of the Morris River (from 282’ASL to 265’ASL). This unique character offers the opportunity to extend the lodge out over the drop, hinged at the point where the land is flat. In essence the finished floor elevation of the Lodge becomes an extension of the plateau out over the landscape bellow. This has created the opportunity to develop a terraced area which pushes out towards the west, towards the Morris River, and begins to engage and interact with the flood levels (ST). The terrace, which surrounds the entire Lodge, will be built up to the height of the dike (285’ASL), which is three feet above the elevation of the plateau (parking area), eliminating the danger of Lodge flooding even during 50-100 Year Flood Levels because under no circumstances can the Lodge flood. A ship in dry dock ... Or is it? The terrace

will be constructed out of the same rough limestone as the Lodge, and as the water levels interact with the walls, the limestone will develop character indicative of place-process. Ramps will be employed, rather than stairs, to allow easy access to the main elevation of the lodge (R). The building layout finds agency in the site geometry described earlier (R9), and the form of the terrace has been conceived to try and weave the viewer into the landscape. Each twist and sharp turn points to a new direction, vista, or point of view, namely the grain towers, the western horizon, the railway bridges and the Oxbow Formation (GP2).

The Floor Plan

The interior of the building is laid out in a manner that echoes the long linear character of the Rest Area site. It consists of a main block with covered open trellises extending north and south, with the north trellis ending at the ‘boat house’ (BH). Within the interior of the main block we find a number of features mentioned earlier, with the most important being the restaurant and the Internet cafe. The restaurant will function to provide day-trippers with a place to go to get an ice cream or a hot dog: the *Nature Park* Rest Area becomes the Lockport of the south. The exterior canal of the Rest Area Lodge will actually begin within the interior of the building, the restaurant, and flanked on each side of this 3’ wide canal will be a miniature half scale version of the Artifacts located throughout the site. The Internet cafe will provide a place to house the database for the virtual web strategy. In effect a series of web kiosks will be laid out to provide site visitors with access to a web database that explores global, regional and local cultural based issues relative to flood plane life (see A4 and the accompanying text for web strategy components and concept). The ‘boat house’ will provide a place to develop water based recreation, namely canoeing, kayaking, river tours and will connect the Rest Area to the Campground. Visitors will be able to travel back and forth between the two components and experience the site in a unique way.

Table And Chair With Weed Holder

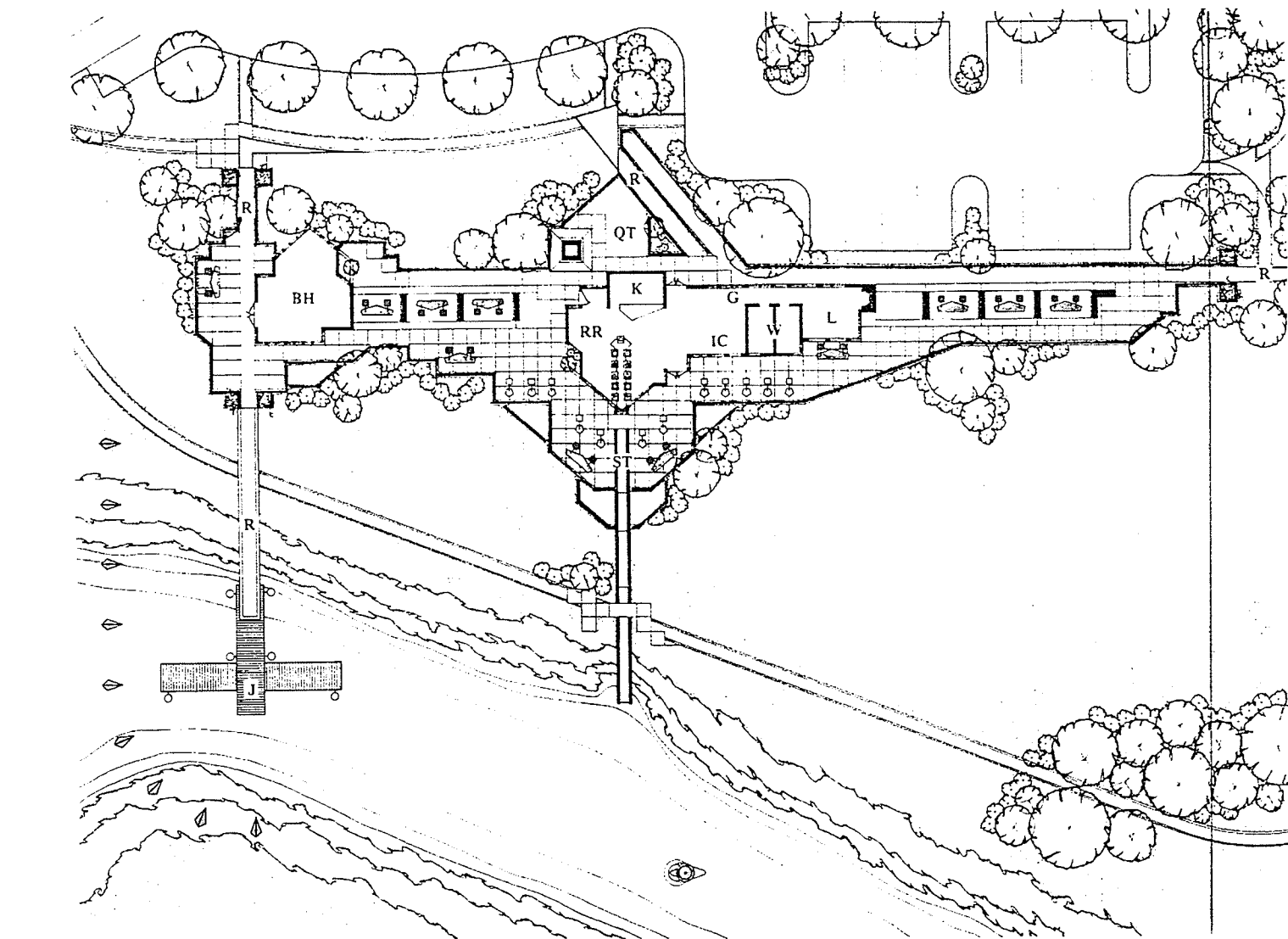
The Lodge will have a number of benches and tables and chairs to provide sitting space for visitors. The table and chair with weed holder will provide a place to sit and experience the views, and the weed holder will provide ‘spot illumination’ during the sunset and evening. There are a total 12 table / chair / weed holder units and they will seat two each. The form of the table and chair take inspiration from the shape and angles of the terrace.

The Ice Breakers / Debris Catchers

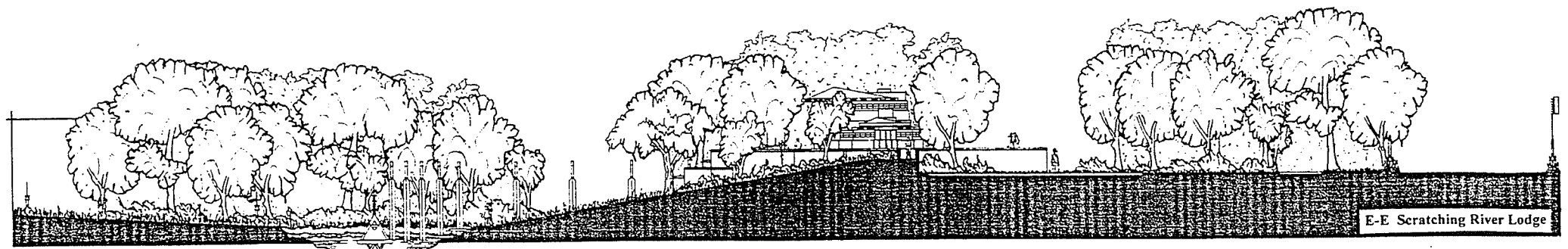
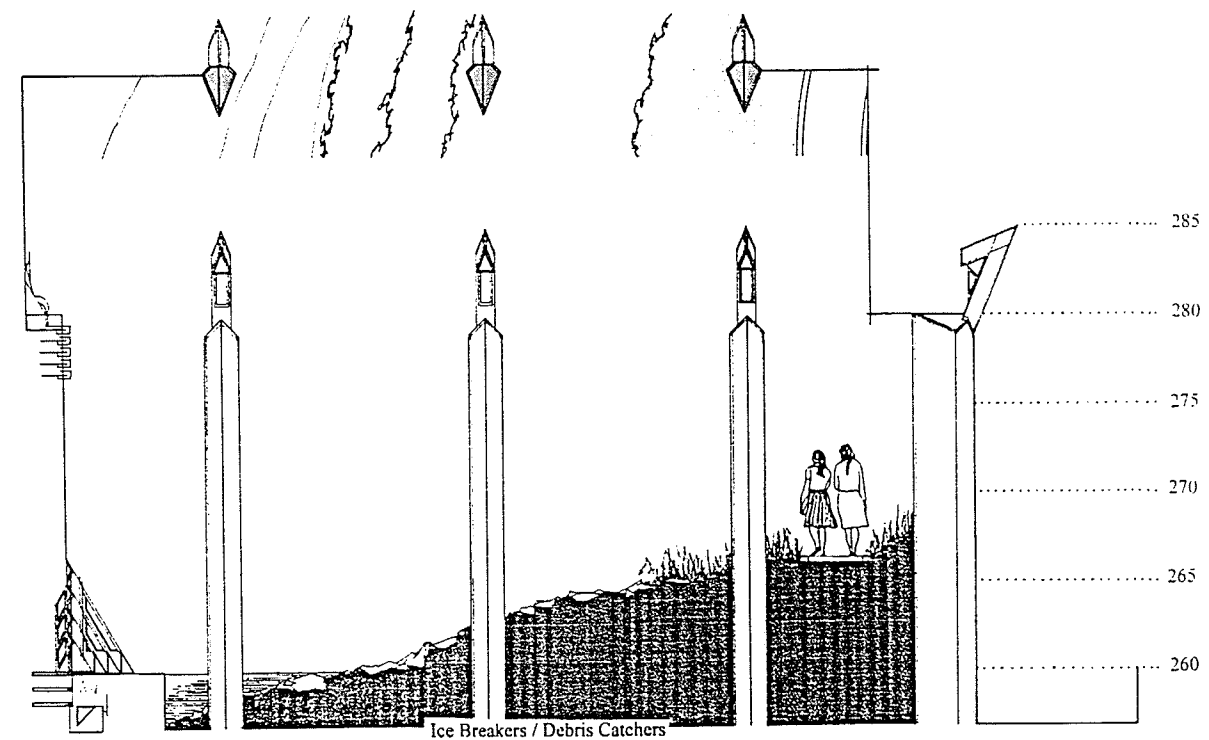
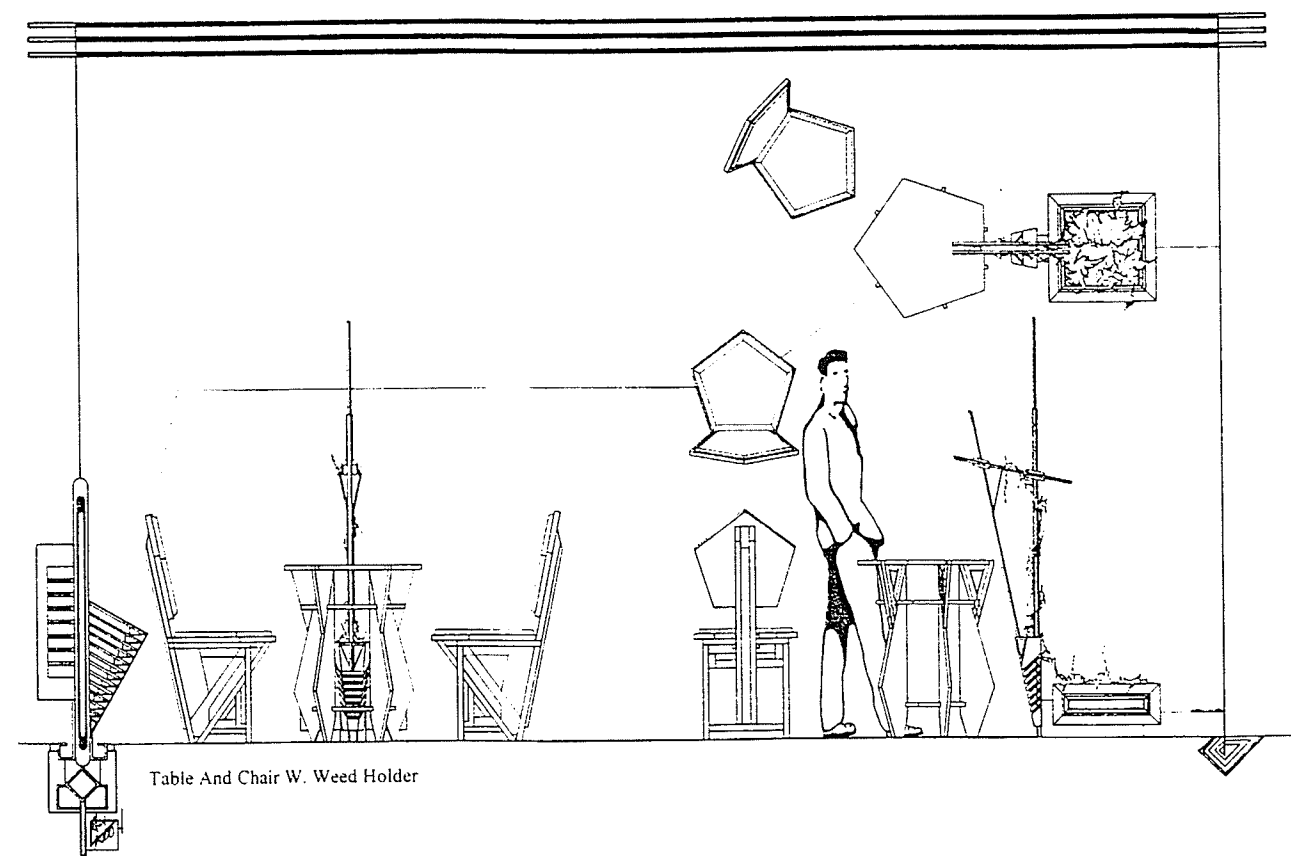
The function of the ice breakers / debris catchers is to protect the jetty and ramp, both at the Rest Area and the Campground (D12), from ice in the spring and floating debris such as trees during the spring, summer and fall months. The form takes inspiration from the wedge like columns that hold up the Highway 75 overpass and the Highway 23 overpass. The metal piece on top is ornamental and symbolic of the ice cutting nature of the structure, and takes form from the geometry found in the chairs and benches of the Rest Area.

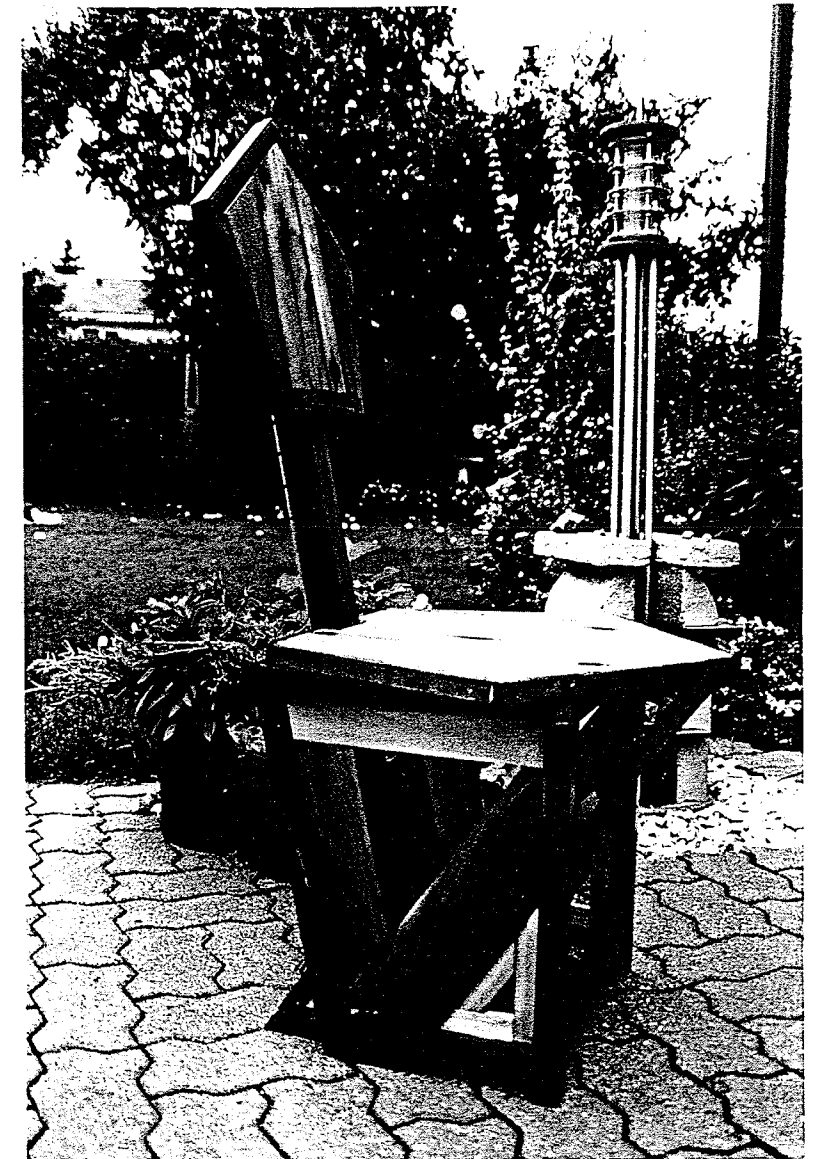
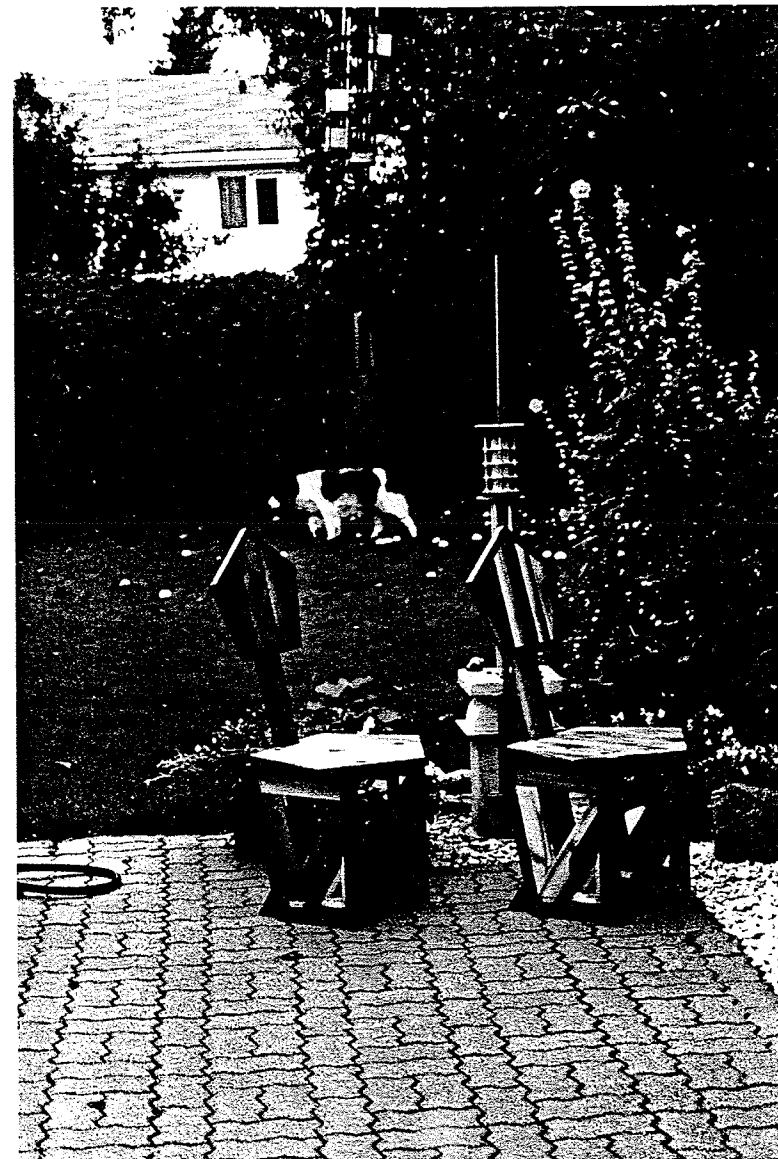
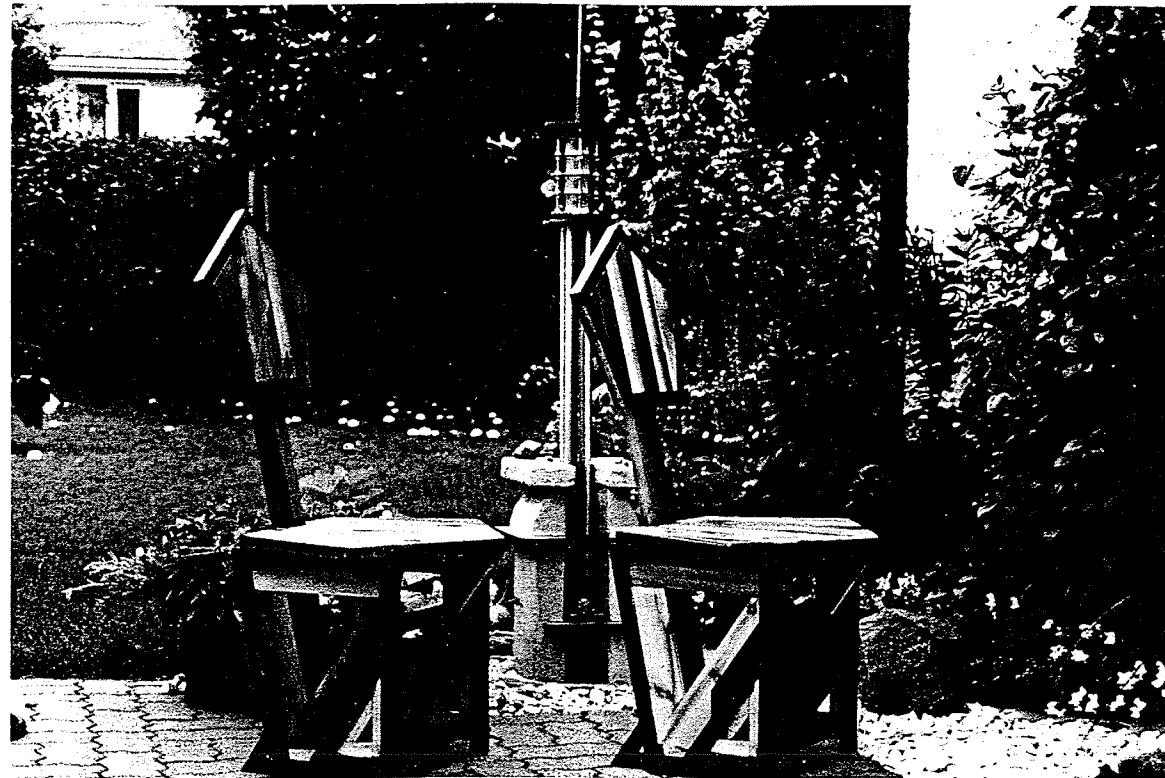
D10 DRAWING 10 : The Scratching River Lodge : ‘Flood Hub’

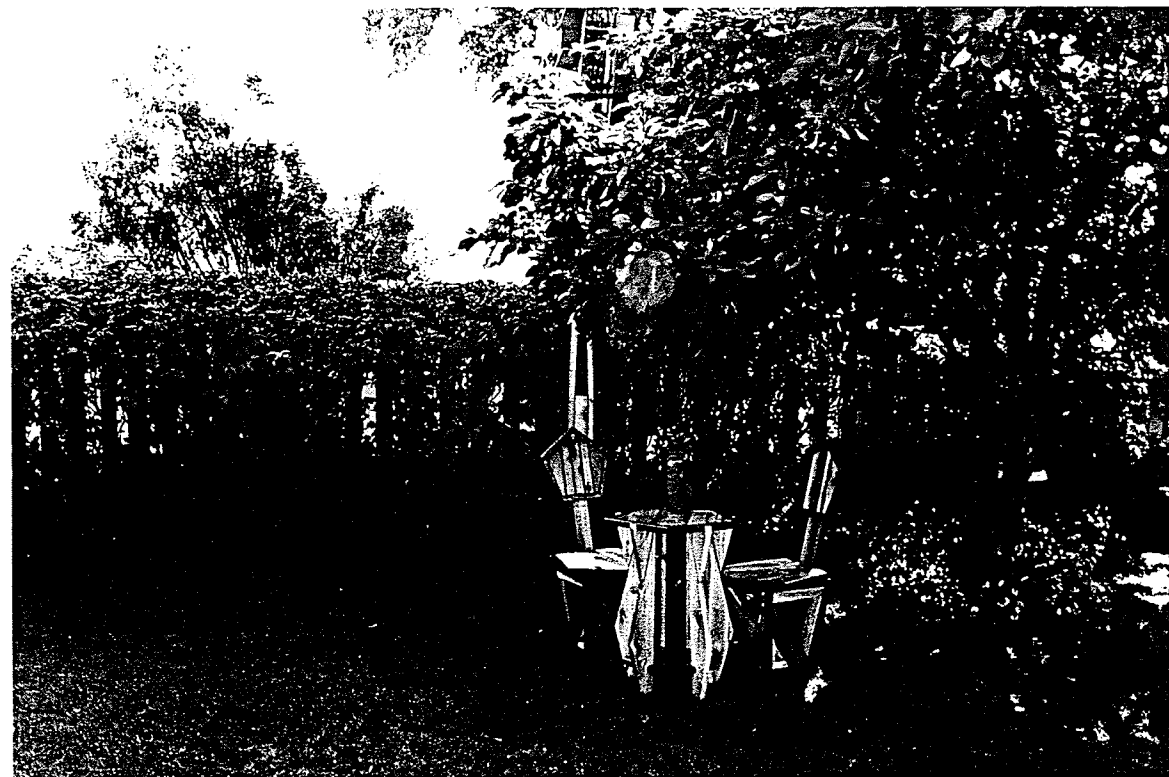
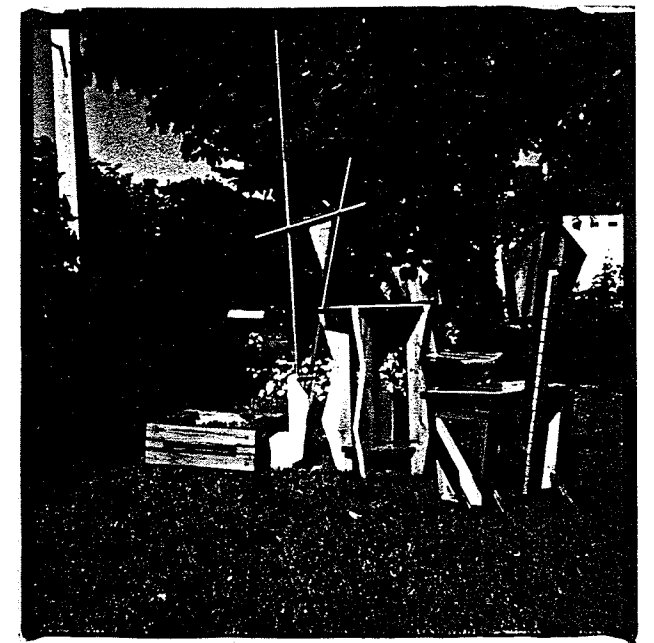
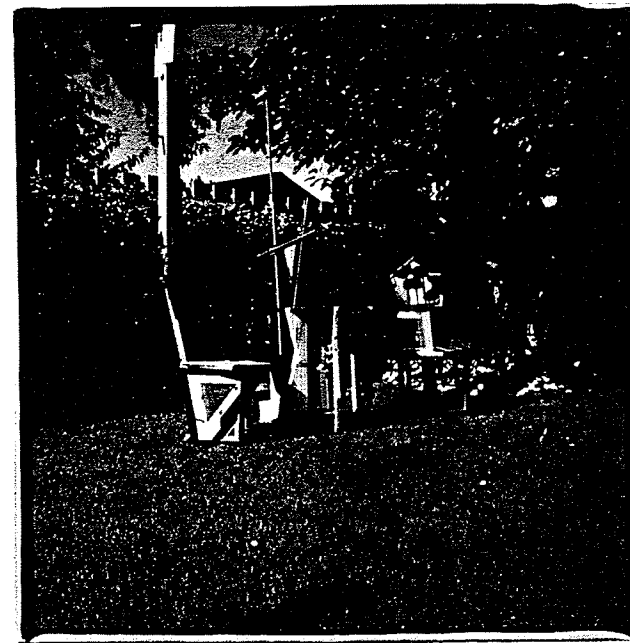
This drawing illustrates the character of the Scratching River Lodge, the Table and Chair W. Weed Holder and the Ice Breakers / Debris Catchers.



The Scratching River Lodge
'Flood Hub'







D11 Rest Area Parking / Picnic *Layout*

...Picnic Area Layout ...Picnic Table W. Fireplace ...Picnic Shelter...

Parking Layout

The parking character was described earlier in (D10) and some further aspects can be added here. Spots for large vehicle such as towable and single unit RV's will be allocated to the north end of the site, with spots alternating between north traveling and south traveling vehicles (RV). During peak times of Rest Area activities, RV's will be permitted to park along the shoulder of the Rest Area road. Spots for automobiles such as cars vans and trucks will be provided for on the west side of the Rest Area road, overlooking the Morris River and provide easy access to the individual picnic area (A). A second parking area for automobiles will be provided in front of the lodge, providing overflow or alternative parking for site visitors wishing to experience the Lodge.

Picnic Area Layout

There are two programmed picnic areas: a group area and a quiet area. The quiet picnic area will provide individual picnic table spots for site visitors and will provide viewpoints overlooking the Morris River (QPA). The group picnic area will provide for group picnicking as well as individual picnicking and each table will have a fireplace for Barbecuing (GPA). A buffer zone of vegetation will be established to shelter the picnic area from the traffic noise of Main Street / Highway 75.

Picnic Table With Fire Place

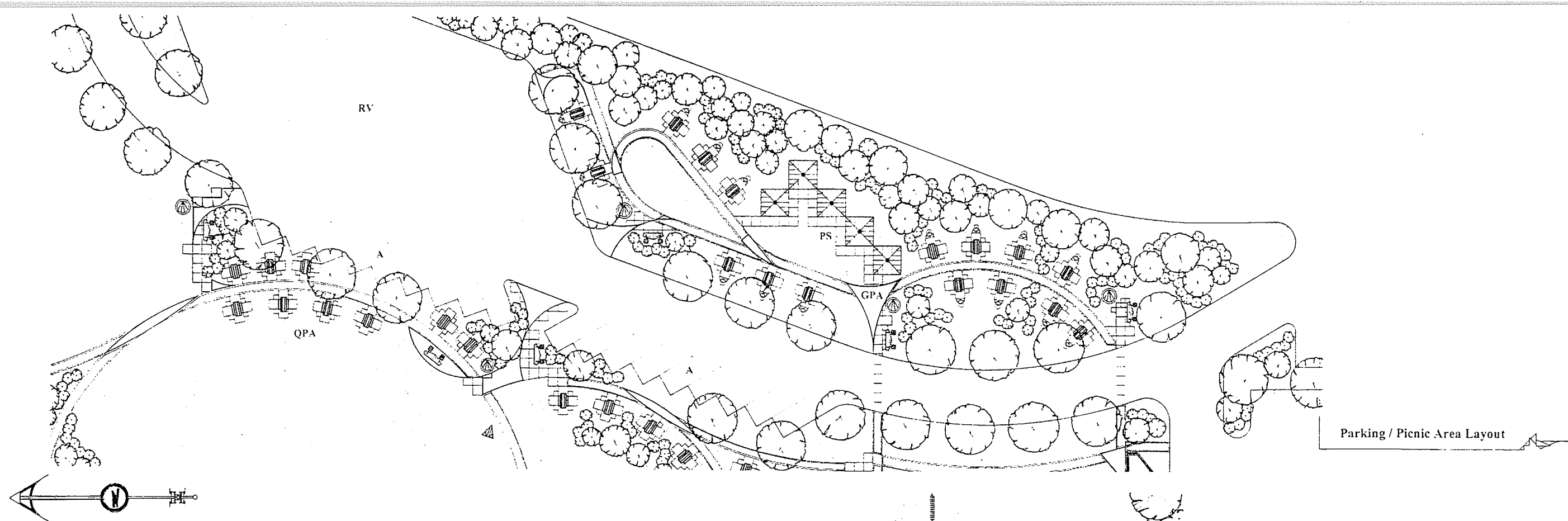
There will be two types of picnic tables: ones with fireplaces and ones without. The primary function of both is to provide a place for picnicking, and each table seats up to four in moderate comfort. The form of the tables takes inspiration from the benches found throughout the site and the table is a simple modification of the bench geometry. The fireplace provides a place in which to have a BBQ, and its form was inspired by the geometry of the terrace (D10). Each picnic table is to be placed on a concrete pad echoing the modular geometry used throughout the site. The laying out of the picnic tables along the pathway take inspiration from the way flowers are laid out on the stem as in nature. This provides a logical way in which to place the picnic tables, and the curvilinear form of the pathway means that each table has a slightly different view of the landscape, which desired for creating multiple unique site experience.

The Picnic Shelters (5)

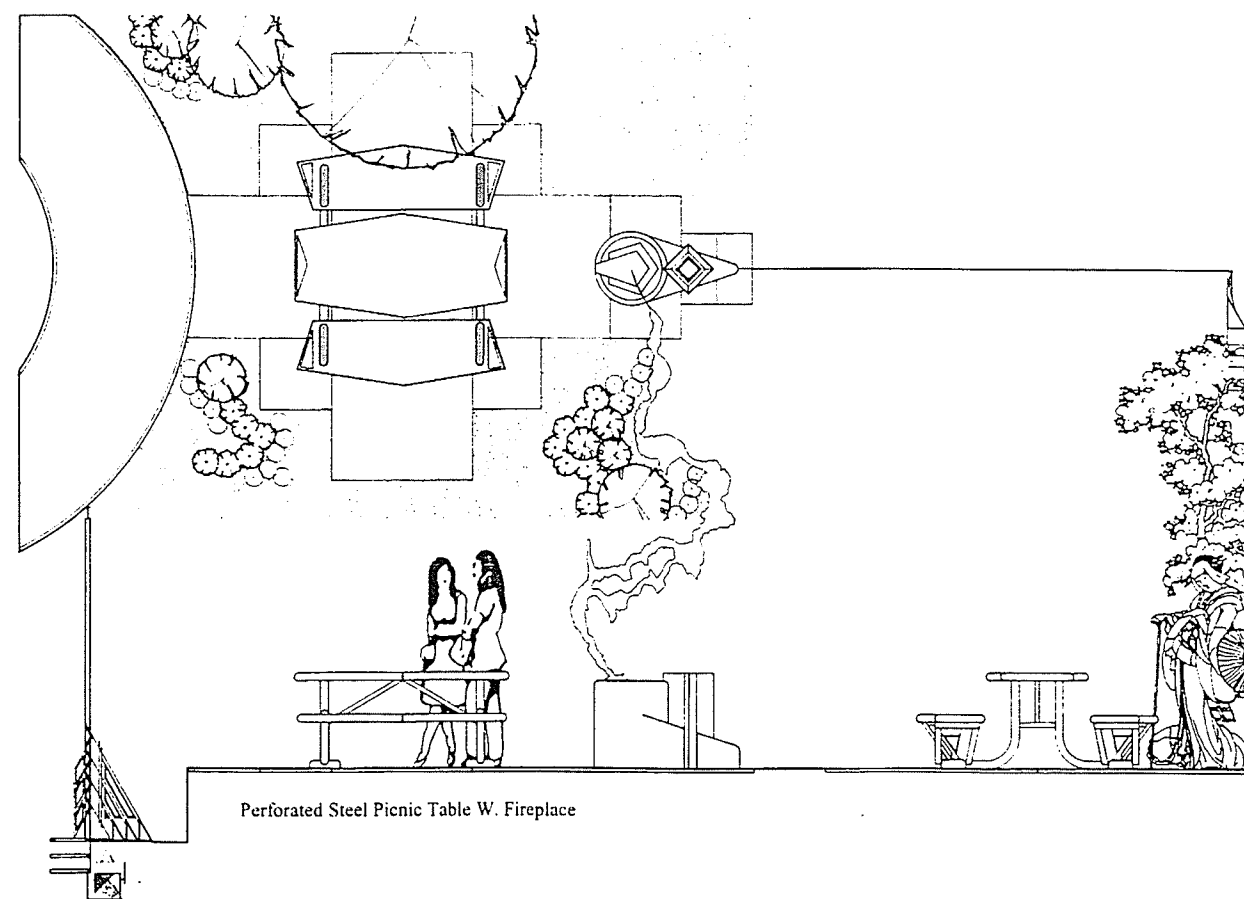
The function of the picnic shelter is to provide shelter for one picnic table with fireplace. The form is a simple four post structure with a cantilevered, lightweight copper roof, the overall geometric scheme finding inspiration if the geometry of the picnic table, benches, and detailed patterns found in *Graphic Perceptions 2* and *6*. Five such shelters will be placed in close proximity to each other to facilitate group picnicking, making each shelter unique, in terms of experience (PS).

D11 DRAWING 11 : Rest Area Parking / Picnic *Layout*

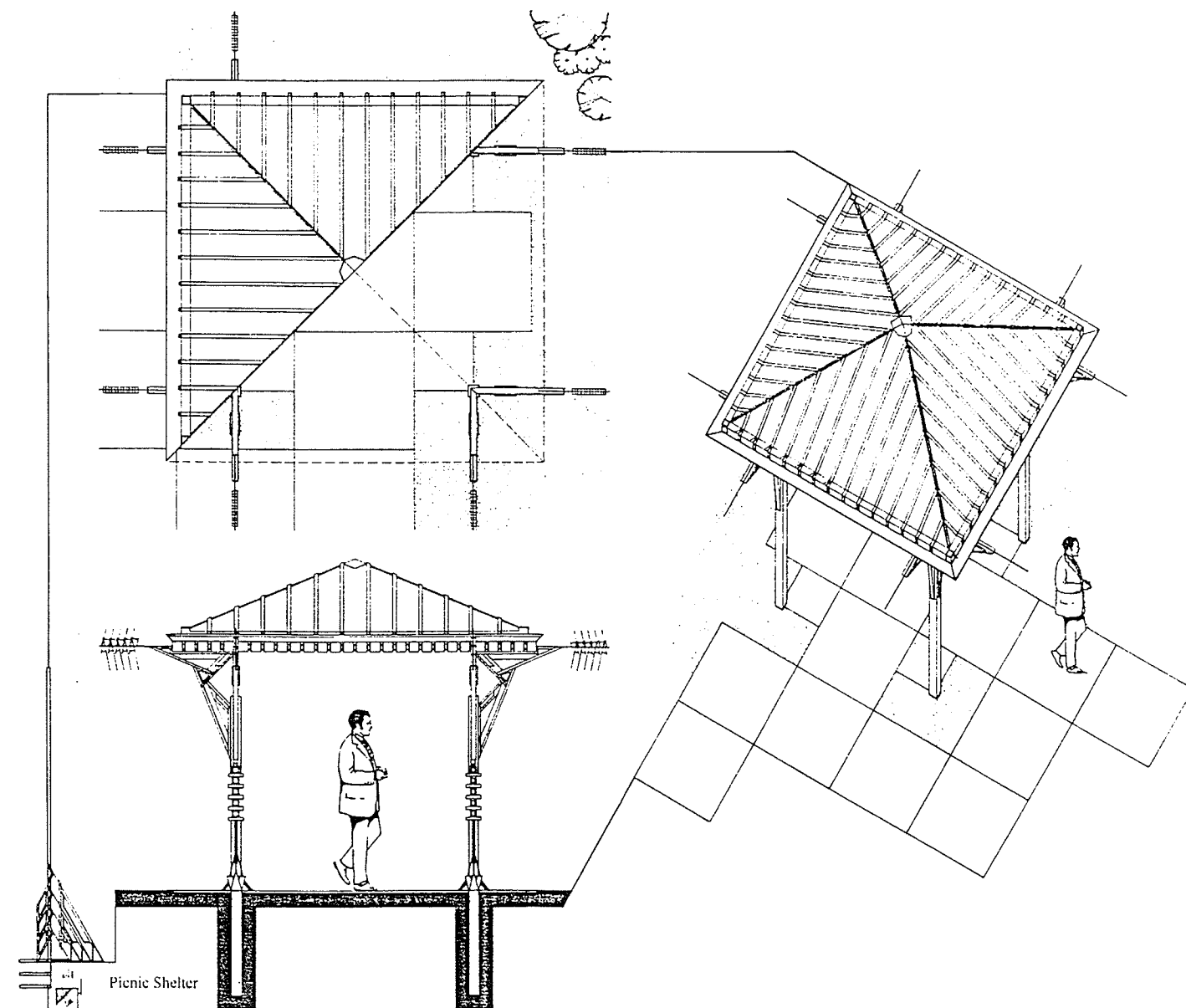
This drawing describes the layout of the parking, the group picnic area and the individual picnic area. Also described here is the bench placement on the *Nature Park* Key Nodes **35, 36, 37, 38** and **39**, identified in **D4**.



Parking / Picnic Area Layout



Perforated Steel Picnic Table W. Fireplace



Picnic Shelter

D12 The Scratching River Campground

...Program ...Layout ...Components ...Water Levels...

Programming The Scratching River Campground

The program for the Scratching River Campground calls for the identification and implementation of the typical and unique features characteristic of basic campsite design and the unique character features inspired by an understanding of place. These component features including: vehicle access / accommodation, campsite layout types, a communal area, individual campsite character, service components, water based recreation and *Nature Park* connection.

Campground Layout: Component Features

The layout and the component features map describe the placement character of the Campground program. The placement of the component features was determined largely by site character and certain geometry's relating to the site. Site character factors include the existing entry road, the emerging forested area and the long rectangular space leading from the highway to the Morris River. This provides the east-west axis for one of the four axis used here to determine the character of the component parts, most notably the parking layout, communal building geometry, and RV park layout. The remaining three geometric lines of action consist of the east-west axis, the angle of the Highway 23 overpass in relation to the east-west axis and the 30 degree angle used for the laying out of the RV park. Using local geometry's to determine the placement of the Campground components has provided a logic and a strong connection to the character and landscape of place (GP2 and GP3).

The layout of the parking area(s) follows the line of the highway, and the line of the Campground access road, and begins an axial shift essential for creating a smooth transition between highway and Campground. Two lots will develop on either side of the access road. The one to the left is designated for Nature Park visitors and Tent Campers. The one to the right designated for boat trailers and RV's. Any additional long term parking, or overflow parking will be accommodated for 20 yards west of the Campground within the town of Morris at the gravel parking lot to the water treatment facility.

The most dominant feature of the Campground layout is the RV park, located south of the access road. Spots have been developed to take care of three basic types of campers: nomadic, seasonal and 42 foot 'house on wheels'. A majority of the RV park will be for nomadic campers, with a total of 50 spots. The western portion of the park will be reserved for seasonal campers to create a sense of weekend community, with a total of 18 spots. Four spots for the 42'ers will be designated along the south boundary of the RV park, and these spots, when necessary, will double into two regular campsites. Throughout the RV park, between the rows of back-in sites, water will be diverted from the Campground Bio-Creek to create a naturalized canal system, offering something unique and interesting to the camping experience. To the north of the Campground access road, in the area currently identified an emerging patch of forest, a tent only site will be carved out of the forest.

In between the RV park and the Tent only site will be the communal area, complete with a communal building, and open space. The purpose here is to facilitate the get together aspect

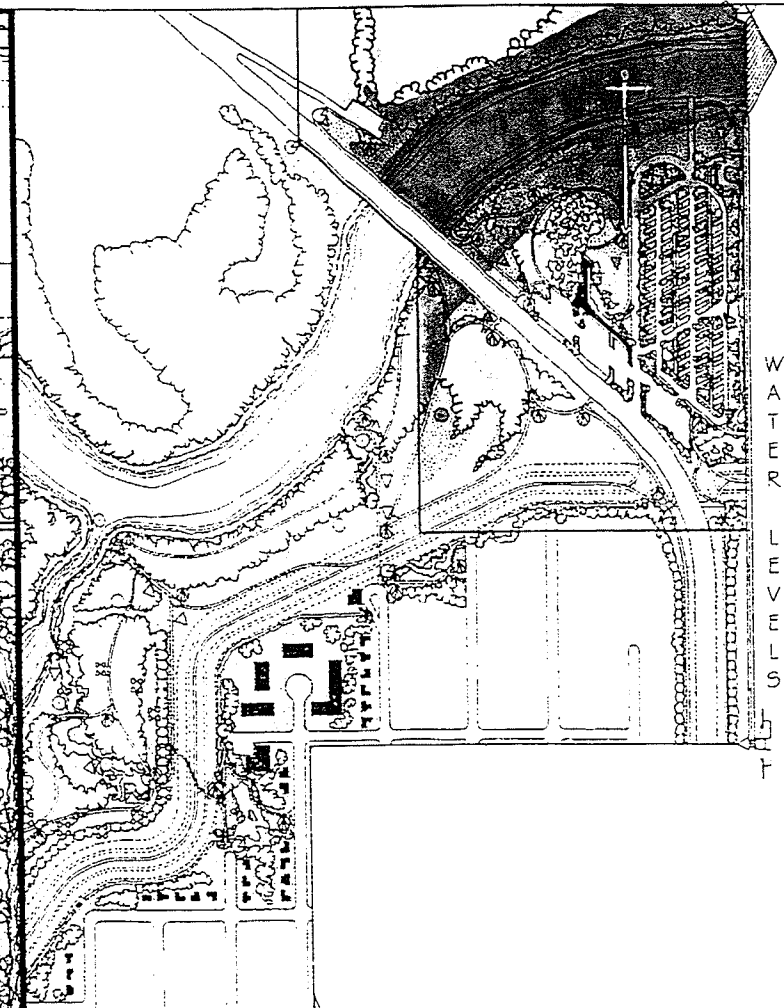
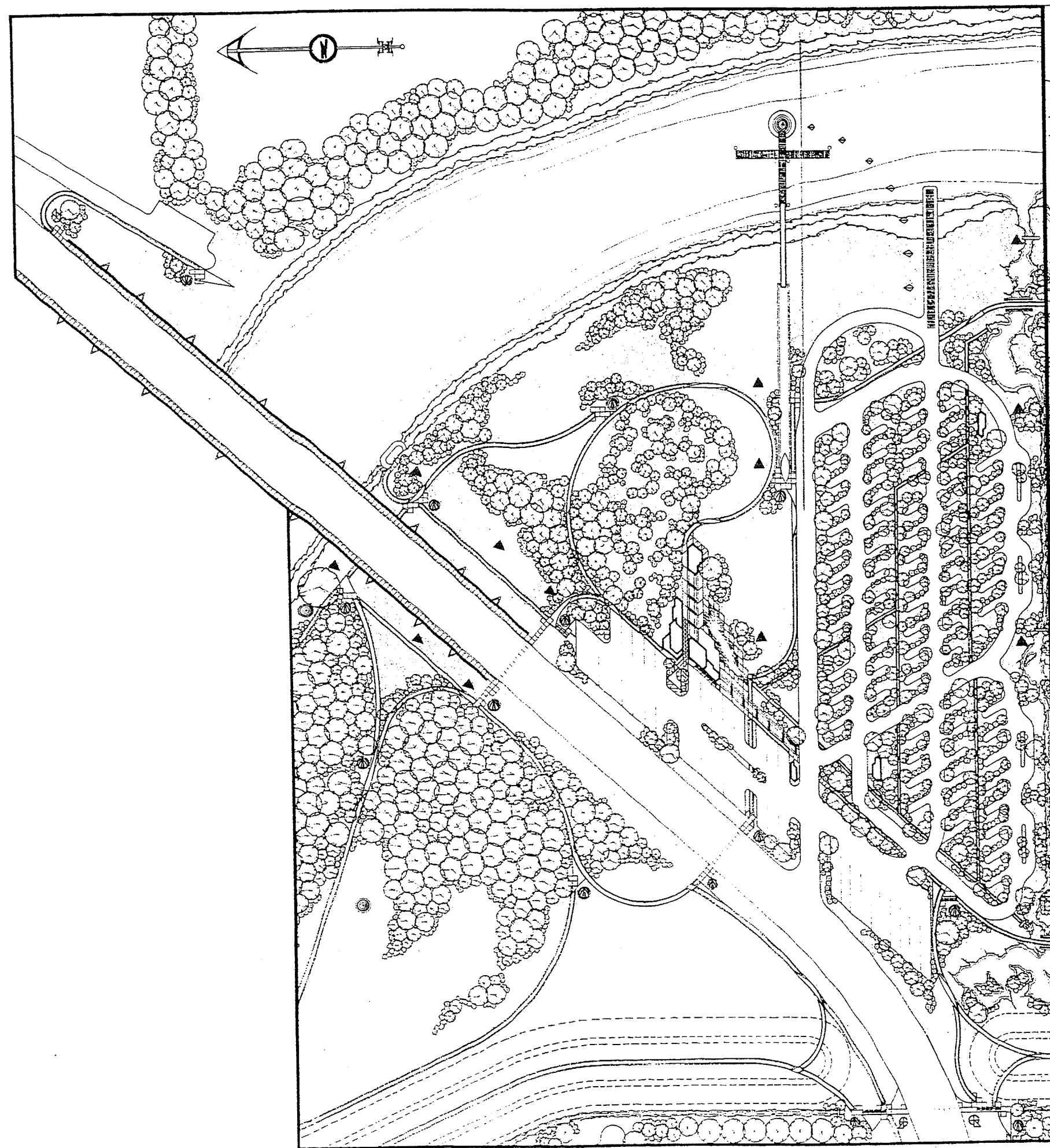
inherent with campground experience, and will provide a place where *Nature Park* visitors can interact with campers (D13). Within the building, we will see the development of key *Nature Park* features similar to what is in the Rest Area Lodge, as well as features unique to camping including laundry facilities, washroom facilities and a general store. The outdoor communal open space will contain a water feature, connected to the canal system, picnic tables, benches and a communal fire pit. A large grassy area will extend east to the river pier, providing a place to hold special events. Water based recreation activities will develop between the east extent of the RV park and the Red River and will contain a boat ramp, a picnic area, and a long pier which extends out into the river, and with ramp, provides access to a jetty. The east end of the communal building will provide a retail space for river recreation activity including: canoeing, kayaking, and river tours.

Water Levels And The Campground

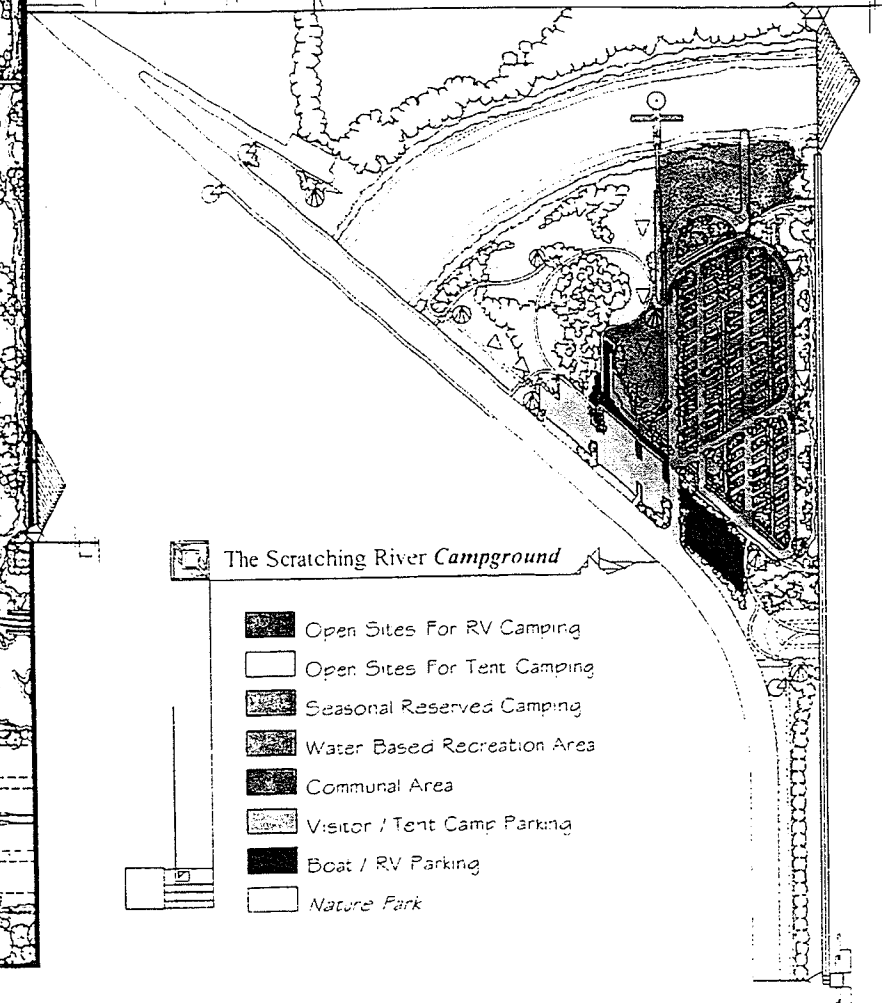
The fluctuating water levels have been integrated into the Campground experience in a way which includes this feature as an active component to camping. The 50-100 Year Flood Levels plays a minor role in Campground experience as this level only occurs in April and May. The 25-50 Year Flood Levels will effect the site much more dramatically as these levels have the potential to occur throughout the camping season: some of the eastern spots may be rendered inaccessible. 10-25 Year Flood Levels will have an even less effect on the camping site, but both levels will effect water recreation to some degree. The most significant water level influence on the campsite will be in the form of runoff from the town, carried through the site by the Campground Bio-Creek and the canal system. During peak periods of precipitation, the canals have the potential to swell and increase in size, thereby threatening the individual spots. This is done on purpose and is the main reason for having the canal: to bring water based issues to the feet of Campground visitors.

D12 DRAWING 12 : The Scratching River Campground

This drawing illustrates the layout of the Campground, the programmed component features and the relationship between the previous mentioned and the water levels.



- The Scratching River Campground**
- Open Sites For RV Camping
 - Open Sites For Tent Camping
 - Seasonal Reserved Camping
 - Water Based Recreation Area
 - Communal Area
 - Visitor / Tent Camp Parking
 - Boat / RV Parking
 - Nature Park



D13 Communal Campground / RV Park *Layout*

...Communal Area ...RV Park Layout ...RV Spot Indicator...

Programming The Communal Area

The program calls for the identification and implementation of the typical and unique features needed to create a year round indoor and outdoor communal area to facilitate the activities associated with the Campground and *Nature Park* (web strategies and Trailhead). Typical features include vehicle accommodation, and a building with shower / change / washroom facilities, laundry, groceries and a public phone. Unique features involve developing the building as a jumping off point for, local and regional flood plane experience, the facilitation of a web based strategy, an outdoor terrace, a picnic area and a communal fire pit.

Function and Form

The function of the communal areas has four primary components: to satisfy the service facilities needed for camping, to attract people to the area (in town / out of town day-trippers), to provide a transition between the campground, *Nature Park* and the surrounding region, and to house a web kiosks based on the same web strategy developed for the Scratching River Lodge. These four components will be carried out by developing the following programmatic features:

Exterior Features:

- | | |
|-----------------------|---|
| HW Hard Water Feature | CFP Communal Fire Place and Picnic Area |
| TP Tent-Camp Parking | VP Site Visitor Parking |

Interior Features:

- | | |
|-----------------------------------|------------------------------------|
| IC Internet / Information / Store | W Visitor Washrooms |
| L Visitors Lounge | WR Water Based Recreation Facility |
| CL Communal Lodge | W Washroom / Kitchen / Laundry |

The form of the communal campground building finds character in typical wooden rustic structures associated with campgrounds, but with a modern twist, based on the geometric lines of action described earlier. As with the Scratching River Lodge, the floor elevation of the building will be built up to the same elevation of the Dike (285'ASL), but the terraced areas will not be built up as walled terraces, but rather on a mound of earth. The finished floor elevation will extend out east from the terrace to connect to the Water Pier, which will also be set at the 285'ASL elevation, continuing the communal building always, regardless of flood levels. Under no circumstances is the campground building to flood: an island in a long disappeared sea... Or is it...? The outdoor patio's will be constructed out of a hard surface material, similar to the surfaces found throughout the site, and will contain a formal body of water, fed by the canal system (HW). All walkways leading up to the building will be ramped to facilitate the ease of access. Benches and table / chair units will be placed on the outdoor patio to facilitate outdoor eating and people meeting and open wings of the building will provide outdoor shelter and areas for the campers to come in out from under the rain.

Interior Plan

The interior of the Communal Building has three programmed 'blocks'. The first block has similar functions as the Scratching River Lodge, meant to accommodate visitors, but also newly arrived RV and tent campers. The building will provide both a physical and virtual transition into *Nature Park*, and will also provide information on camp-spot location and a small grocery store. Also, washrooms and a lounge area will be provided for rest and *Nature Park* contemplation (IC, W, L). The second block concerns itself with providing services for campers, namely washroom, laundry, kitchen and communal space (CL, W). The third block will provide service to facilitate water based initiatives mentioned earlier and will provide a place to rent water devices, register for water tours, or gather information about water travel on the Red River.

RV Park Layout: 18 Transient, 50 Nomadic

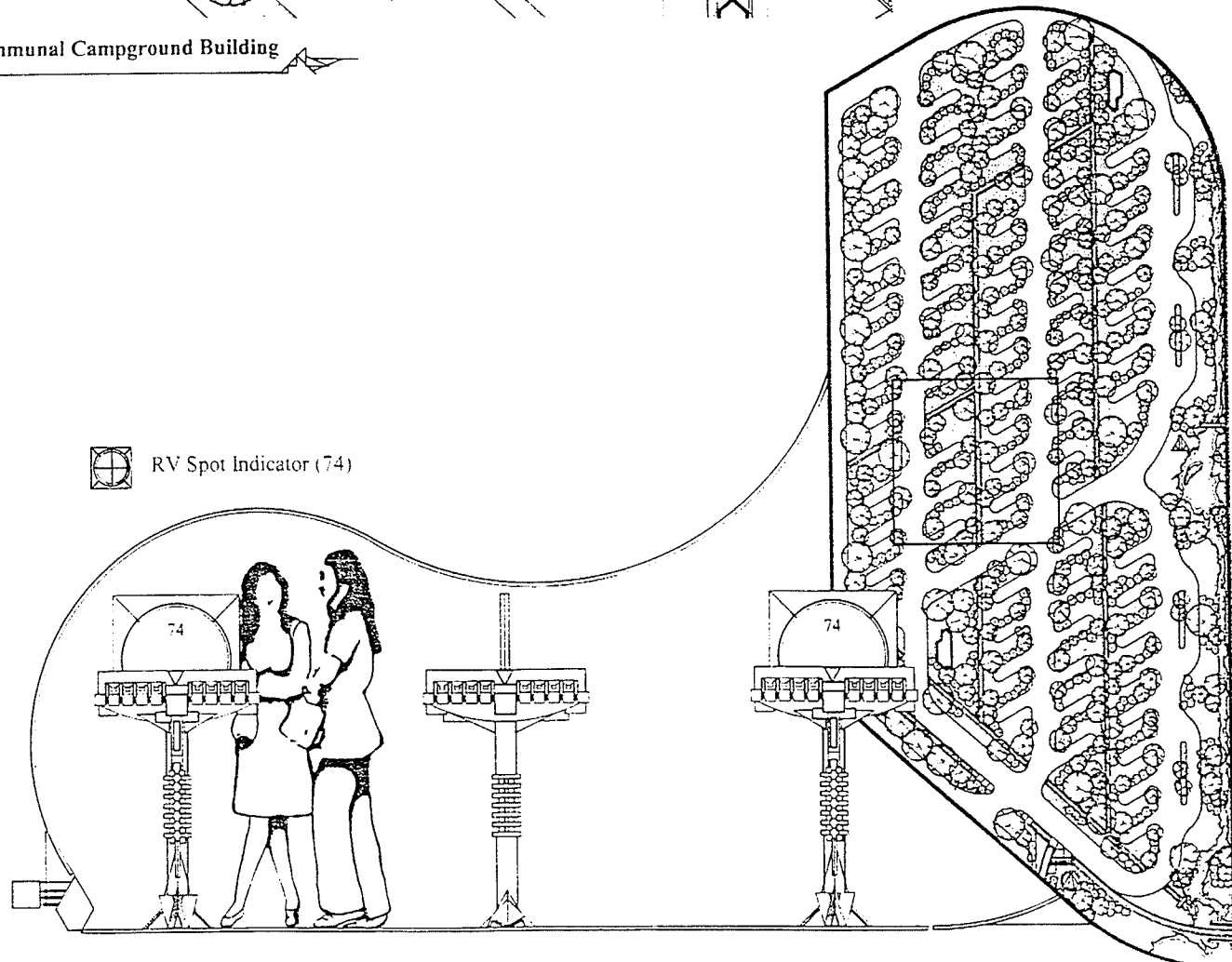
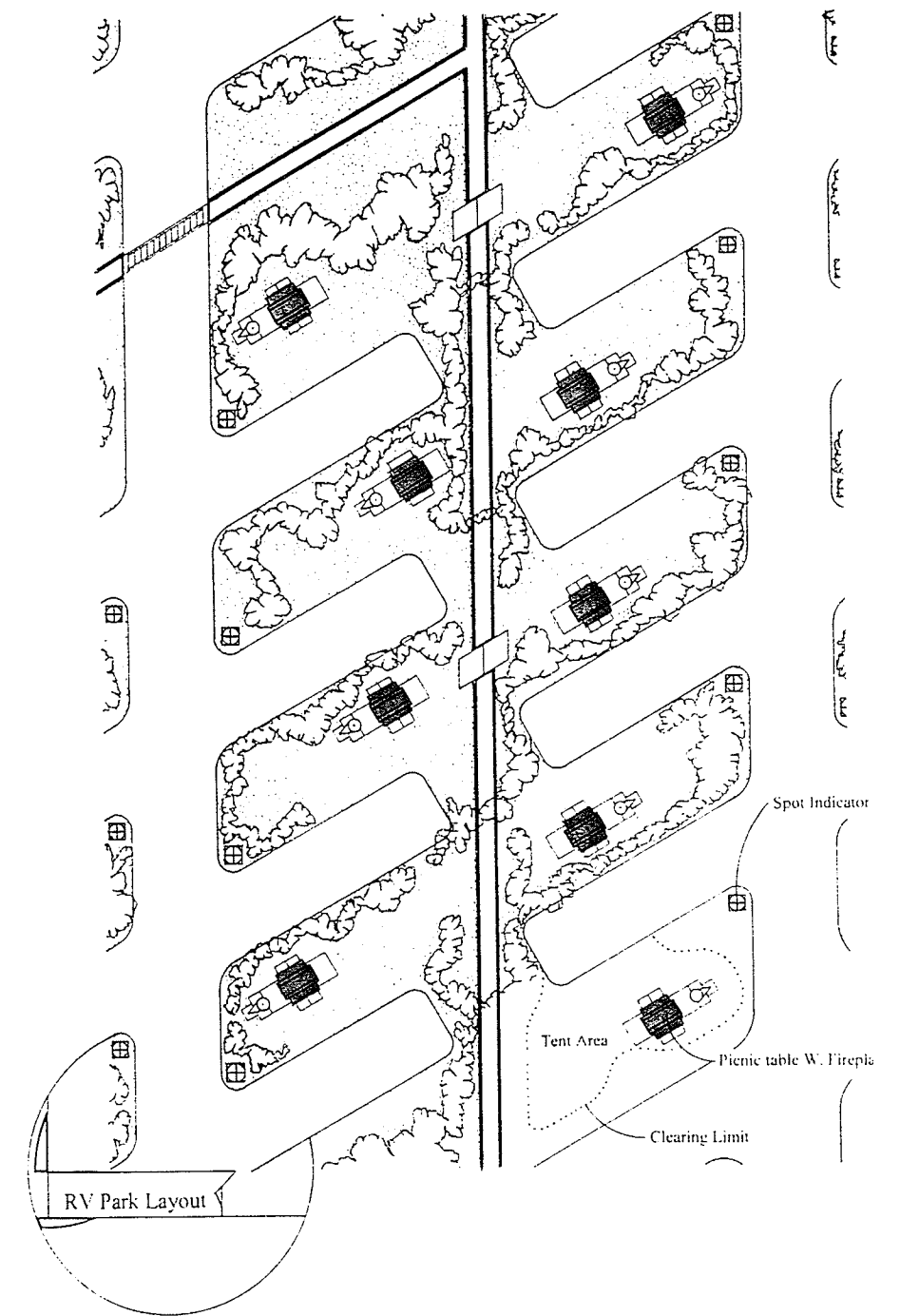
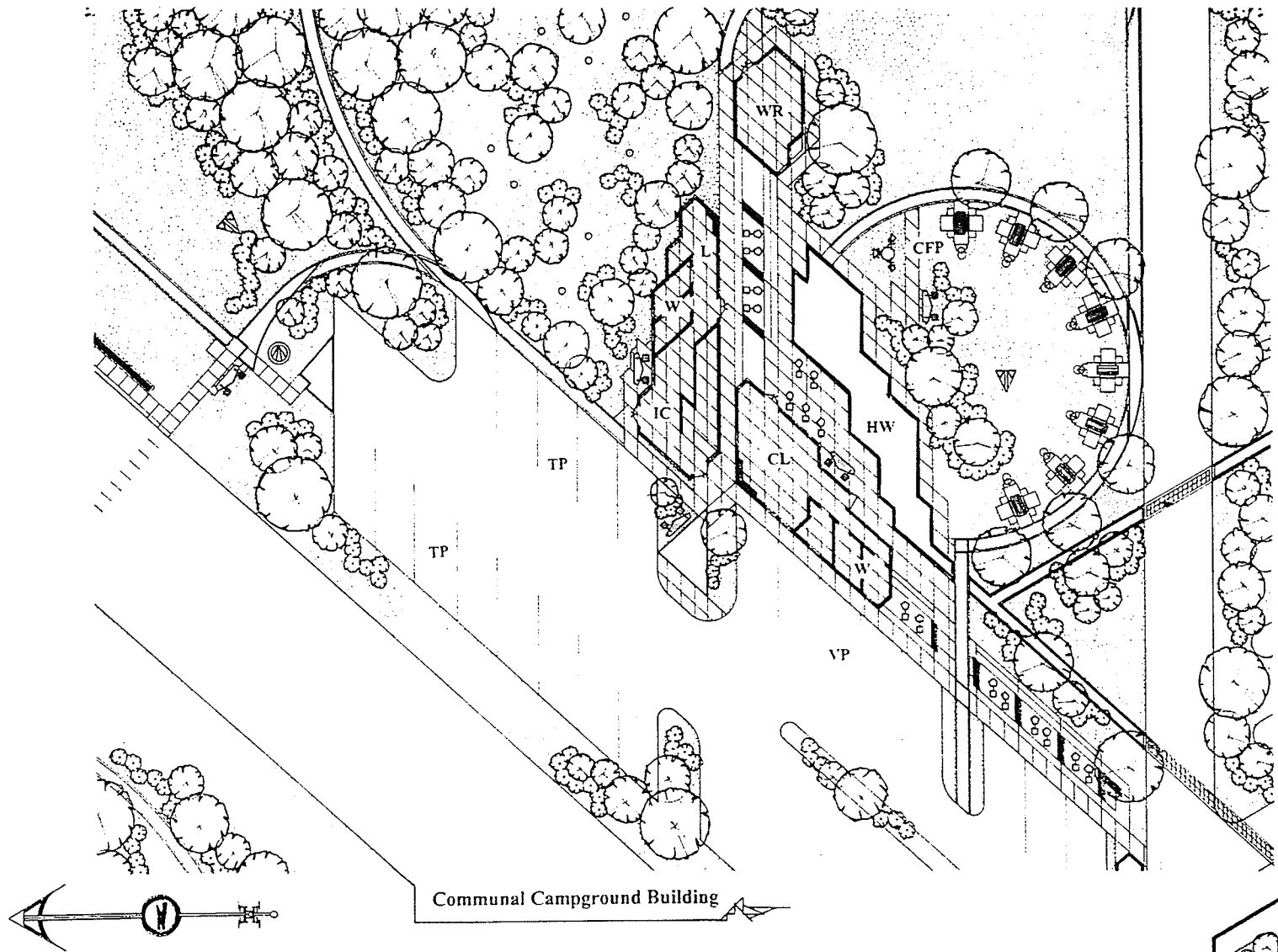
The RV Park has been laid out in an attempt at getting the maximum number of spots in the minimal amount of space available, and is very much a response to the character of the landscape. Each back-in spot be buffered from the next by vegetation and will contain: a Spot Indicator, a picnic table with fireplace, a small section of the naturalized canal system and a small open area to place a tent, a few chairs or to extend the RV. The small nature of the spot is intended to encourage campers to use the facilities provided in the Communal Area, as well as to explore the *Nature Park* as their own home away from home.

RV Spot Indicator (74)

The function of the Spot Indicator is to indicate each back in spot for RV park users. Upon entry into the site, each camper will be designated a spot in which to camp. The form derives itself from *Graphic Perception 5* and can be aptly described as having characteristics similar to a bird bath or an urn, placed on a pedestal. In either case, the Spot Indicator can either hold water for local birds or plant material demonstrating the kinds of vegetation found in the local area (similar to the Weed Holder concept), and will contain a circular piece of metal from which the spot number will be suspended.

D13 DRAWING 13 : Communal Campground / RV Park *Layout*

This drawing illustrates the detailed character of the Communal Campground Building, the RV Park Layout and the RV Spot Indicator.



D14 Tent-Camp *Layout* / Water Based *Recreation*

...Tent Site Layout ...Tent-Camp Spot ...Tent-Spot Indicator.

Tent Site Layout

The tent camping area was conceived of as an attempt to diversify the camping type potential available on site. The area chosen was determined by a desire to create a tent-camping experience that was different from that of the RV camping experience. By this I mean that rather than designating an open area for tent camping, which is often the solution characterizing many tent campgrounds, I chose to carve the tent camp site out of the previously identified emerging forest, to create a unique and different camping experience. The device I used to create the individual camping spots was that of the circle, echoing the canopy of the trees and ideas explored in *Graphic Perception 1*.

Individual Tent-Camp Spots

The pedestrian circulation pattern for the Tent Camp follows the diameter of the circle, creating an open circular area from which each spot is carved. Each individual spot will contain a picnic table with fire place and a mown area for tent placement. In some places where desired, spots can be grouped together to create group camping areas. Each spot will be indicated by a Tent-Camp Spot Indicator, which will provide orientation to the given spot the tent camper has been designated with. There are a total of 24 spots available to the tent camper, and parking will be provided for, in front of the Communal Campground building, and any overflow will be accommodated in the boat / RV parking lot. Any future expansion will require parking to develop off site, perhaps in the area designated as the overflow parking area (the water treatment lot).

Tent Spot Indicator

The function of the spot indicator is to provide easy identification of the spot designated to tent campers. The form of the tent site Indicator is similar to the RV Site Indicator, save for the top, which has been removed. A number indicating the spot identification will be hung at the top of the pedestal, identifying the spot and its form, as with the RV Spot Indicator, can be found in *Graphic Perception 5*.

Water Based Recreation

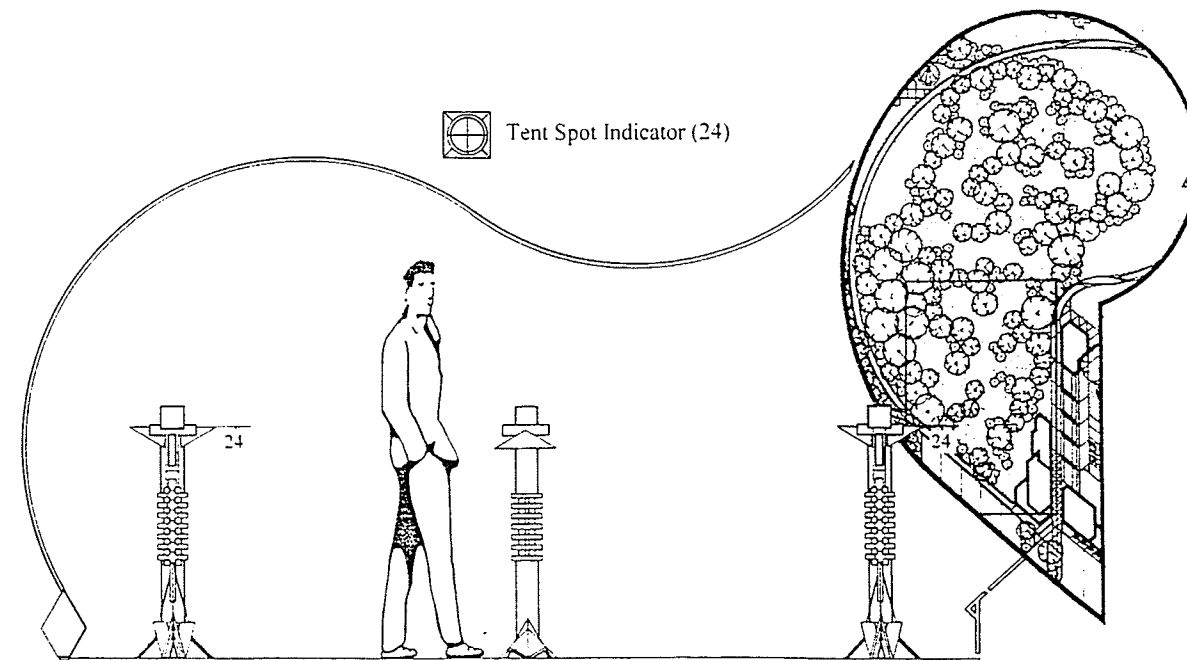
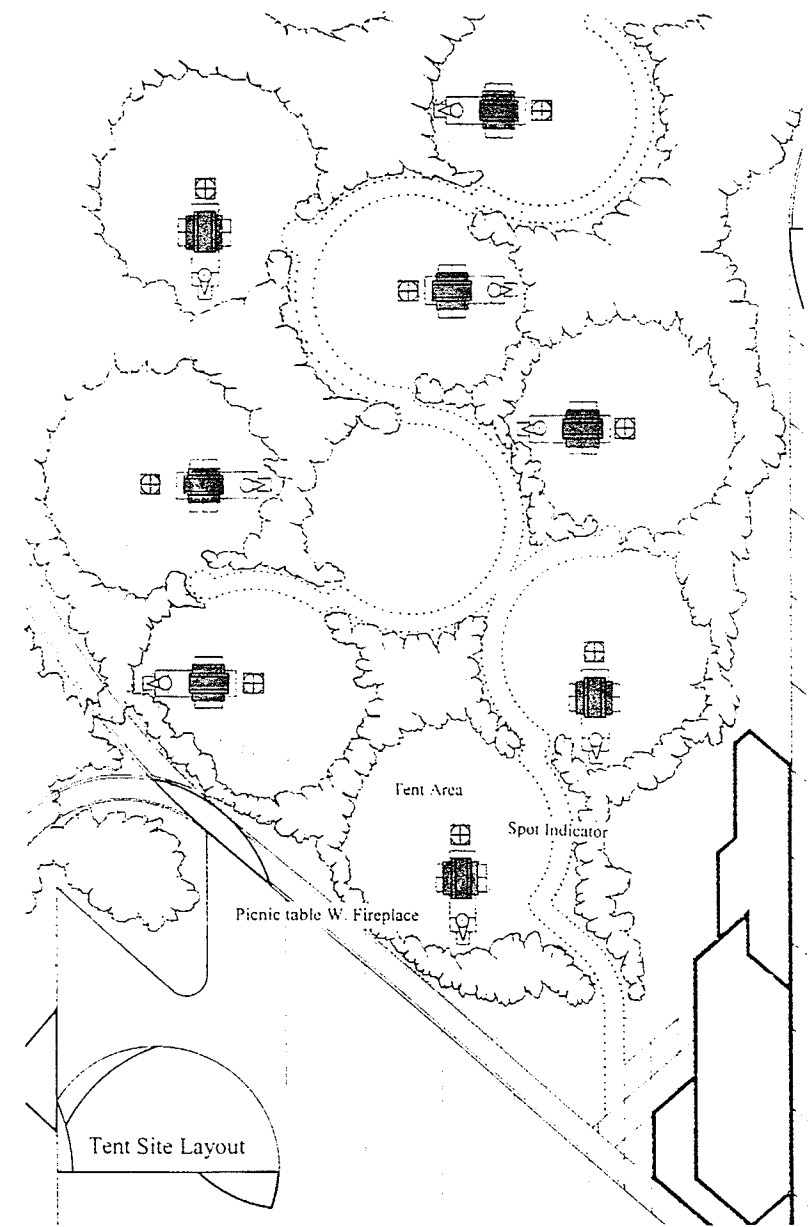
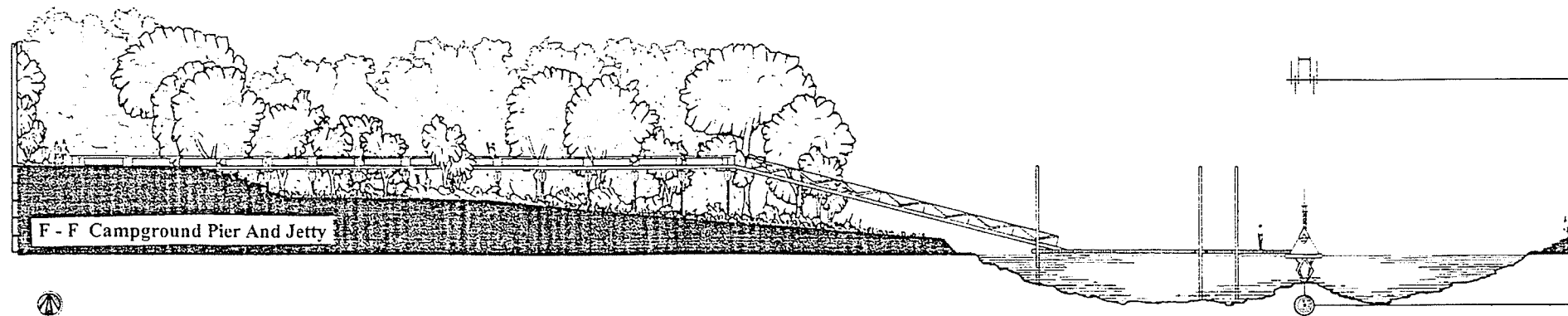
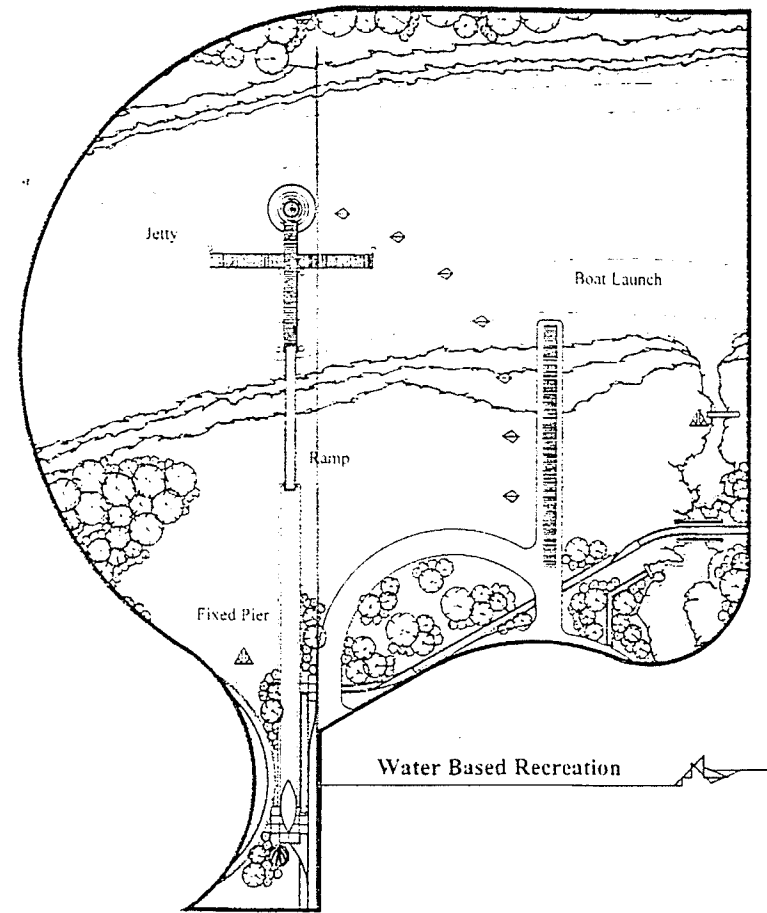
There are two water recreation areas: primary and secondary. The secondary area is at the Rest Area on the Morris River, and it is characterized by a ramp and jetty extending from the Scratching River Lodge. The primary area is at the campsite on the Red River, and provides a sizable, expandable jetty, a ramp and a pier built to the level of the dike and the communal campground building. This pier will be accessible no matter what the flood levels are, throughout the year. As well, the pier provides the anchor for a ramp and jetty that will accommodate boat usage no matter what the flood levels are. A series of ice breakers / debris catchers will protect the jetty and ramp from floating objects and a boat launch will provide access to the river.

Water Recreation Scheme

I see the two rivers opening up to the camper and site visitor as a real experiential, adventurous angle to the *Nature Park* / Rest Area / Campground program. The attempt here is to create water based recreation that allows visitors and campers to explore the character of the site from the point of view of the river, canoeing or kayaking on the rivers between Campsite and Rest Area, or camping at strategic points along the river, and even traveling as far as the Forks in Winnipeg. Hour, overnight and day trips become the program of water based recreation as well as group tours similar to what is currently taking place at the forks in Winnipeg, facilitating a water based experience of place and circumstance.

D14 DRAWING 14 : Tent-Camp *Layout* / Water Based *Recreation*

This drawing describes the character and components of the Tent Site Layout, the Tent Spot Indicator, and major Water Based Recreation Facility (the one at the Scratching River Lodge being the minor) .



CONTINUITIES

Practicum

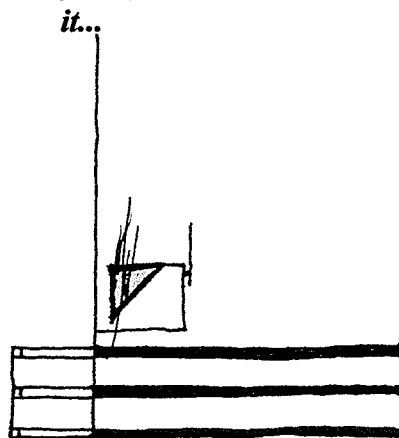
I see the development of Nature Park at Morris as the spear head for the development of an outdoor recreation scheme and program for the Southern Manitoba portion of the transportation corridor: Little *Nature Parks* developed in St. Adolphe, St. Agathe, St. John Baptiste, Letellier and Emerson, all sharing ideas, information and experience, with the *Nature Park* program changing and morphing to the natural processes and cultural requirements of each town. I see a network of connectivity developing between the towns and Morris through roadways, railways, waterways and air ways: all towns physically and virtually connected by way of the Scratching River *Nature Park ... The Organic Flood Hub Of The Region...*

End Point

This practicum developed as a fantasy: what would I do if I were given the task of developing a Rest Area and Campground for the town of Morris. How would I go about doing it? What can the landscape architect bring to the equation? In the process of developing this practicum I have confirmed that a design informed by landscape character, both human and natural, is an effective way of recovering a peripheral site. Also, the unique character of place leads to unique design circumstances that go beyond the initial program of any given project, and a detailed analysis of site, town and region is the only true way to discover these unseen potentials. Therefore this practicum became very much about exploration and discovery: exploring the kinds of techniques I had developed in previous work and discovering new ones. Essentially this practicum provides a personalized framework for design which I think is highly transferable to future projects, and describes a design process geared towards understanding the dynamic natural and cultural activities of place.

By no means is this document intended to be perfect, nor is it intended to be finished, but rather it represents a short period of time to which I attempted to engage in my own personal understanding of design process and apply it to a place of real character. Many stones have been left unturned and many may remain still forever, but regardless of what happens next, I can honestly say that I have grown very much in the process of this practicum and I believe that I have achieved the most important personal goal in any project which is to improve my optical, perceptual, mental, graphic, verbal and practical skills ...*thinking it, writing it, saying it, doing it...*

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