

This practicum is submitted in partial fulfillment of the requirements for the degree of Master of Landscape Architecture. Undertaken through the Department of Landscape Architecture at the University of Manitoba, this study will examine the relationship of Kenora, Ontario's waterfront and its context: the Lake of the Woods and the town of Kenora. The analysis and evaluation of these relationships will provide the formulation of a development strategy and development guidelines, identifying the development potential of the town's waterfront.

contents:

1. Introduction
2. Methodology
3. Terms of Reference
4. General Context
5. Historic Perspective
6. Cultural Landscapes
7. Immediate Context
8. Landscape Analysis
9. Development Potential
10. Development Strategy
11. Development Guidelines
12. Development Guidelines
13. Conclusion and Bibliography

Douglas I. Peever
September 8, 1986

KENORA , ONTARIO
Waterfront Development Potential

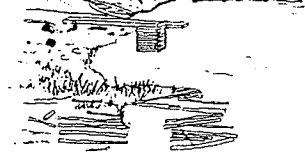


Kenora's waterfront which is adjacent to the town's main street, has undergone a number of transformations since the town was incorporated in 1882. Any remnants of the lakeshore's original landscape are virtually non-existent, having been overcome by structures and buildings used to accommodate the utilitarian pursuits of the town. Consequently, this area has been reduced to a condition which fails to reveal any historical or contemporary relationship with either the town or the lake. Because it has a highly prominent visual effect on the locals and visitors' perception of the town, the revitalization of this area remains a vital issue to be addressed.

Ke-no-ra (kə-nōr-ə)

an acronym, formed in 1905 from the first two letters of Kewatin, a former nearby territory, Norman, an adjoining village, and Rat Portage, an earlier name for the town, so named because it was on a route frequented by migrating muskrats, Kenora District, Ontario. The name change was prompted by the local flour mill company who felt its customers would be offended by the word Rat on their product.

Tourism as an industry, began in earnest in the late 1880's in Rat Portage, as Kenora was known back then. Situated along the newly built CPR line, the area was exposed more and more to prominent western businessmen who decided to invest here. Their pursuits, like those of visitors today, included hunting, fishing, powerboating, sailing and interacting with the natural elements associated with this unique area.



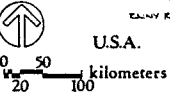
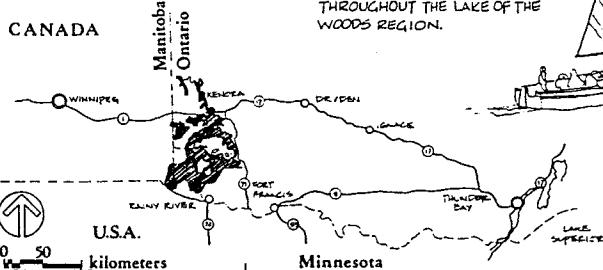
Floatplane operations are accommodated by the town on the waterfront through the provision of aircraft docking and service facilities. These provide the vital supply link between the fly-in hunting, fishing and camping facilities scattered throughout the Lake of the Woods region.

The Lake of the Woods with its scenic, natural character is the most significant quality associated with the town. The cottages, lodges and campsites located throughout the lake's hinterland are serviced by Kenora, particularly the businesses abutting the shoreline. This relationship is an important link between tourists and locals which ensures the provision of goods and services to the tourists and revenue for the local economy.

The picturesque town of Kenora located on the scenic north shore of Lake of the Woods, Ontario lies about 130 miles (210 km) east of Winnipeg, Manitoba. The town is the natural gateway to the Lake of the Woods area to the south and the wilderness area to the north.

regional context

CANADA



kenora's waterfront

MCLEOD PARK

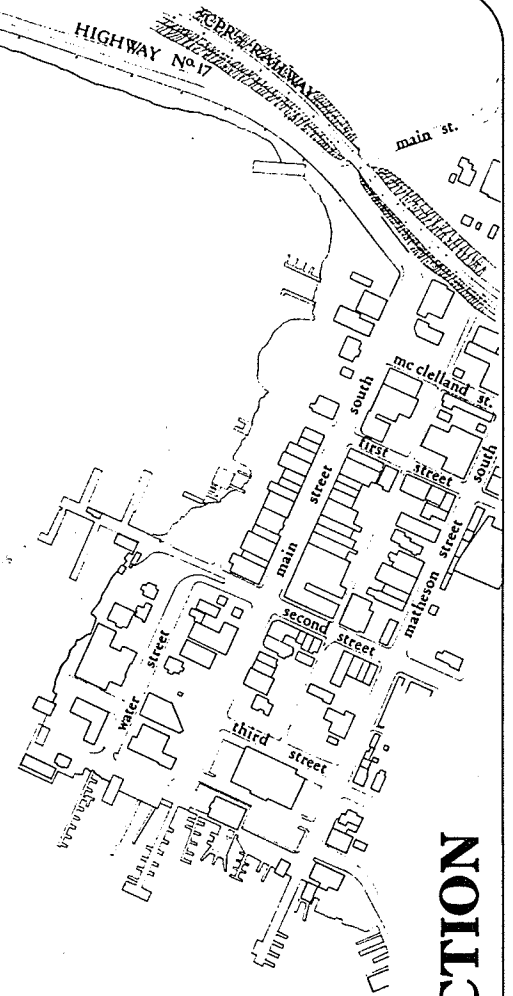
Kenora Bay

LAKE OF THE WOODS



town of kenora

Scale 1:2000



KENORA, ONTARIO

Waterfront Development Potential



1. INTRODUCTION

study need:

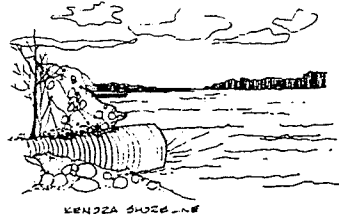
IN THE PAST, THE KENORA WATERFRONT HAS BEEN USED IN A VARIETY OF WAYS SIGNIFICANT TO THE TOWN'S SOCIAL, POLITICAL, ECONOMIC AND RECREATIONAL PURSUITS. THE CHARACTER OF KENORA HAS PREDOMINANTLY REPRESENTED A WELL INTEGRATED RELATIONSHIP WITH ITS NATURAL CONTEXT. THIS QUALITY, HOWEVER, DOES NOT CURRENTLY EXIST IN A NUMBER OF AREAS OF THE TOWN - SPECIFICALLY IN THE WATERFRONT AREA ADJUTING MAIN STREET BETWEEN THE CPR LINES AND SECOND STREET. FUTURE TRANSFORMATIONS OF THE WATERFRONT SHALL HAVE SIGNIFICANT IMPLICATIONS TO A WAY OF LIFE ASSOCIATED WITH THIS AMENITY - TO BOTH LOCALS AND TOURISTS ALIKE. A COMMUNITY WHICH HAS HAD A RATHER UTILITARIAN RELATIONSHIP WITH ITS WATERFRONT IS PRESENTLY FACED WITH THE OPPORTUNITY TO DEVELOP RENEWED INTEREST IN ITS WATERFRONT WHICH WILL HAVE THE POTENTIAL FOR ESTABLISHING RENEWED VITALITY IN THE ECONOMIC PURSUITS OF THE TOWN. THIS RESOURCE WHICH THE TOWN HAS LITERALLY TURNED ITS BACK ON FOR YEARS HAS THE POTENTIAL OF CONTRIBUTING TO A RE-VITALIZATION OF THE ENTIRE COMMUNITY - ECONOMICALLY, CULTURALLY AND AESTHETICALLY.



THE ONGOING OPPORTUNITIES FOR DEVELOPMENT OF KENORA'S WATERFRONT ARE DEPENDENT UPON: THE DESIGN OF NEW BUILDINGS AND STRUCTURES ON THE SHORELINE SHOULD BE CARRIED OUT WITH THE OBJECTIVE OF MAXIMIZING SITE POTENTIAL AND PRESENTING VISUALLY INTERESTING STRUCTURES COMPATIBLE WITH THE SCALE OF EXISTING DEVELOPMENT.

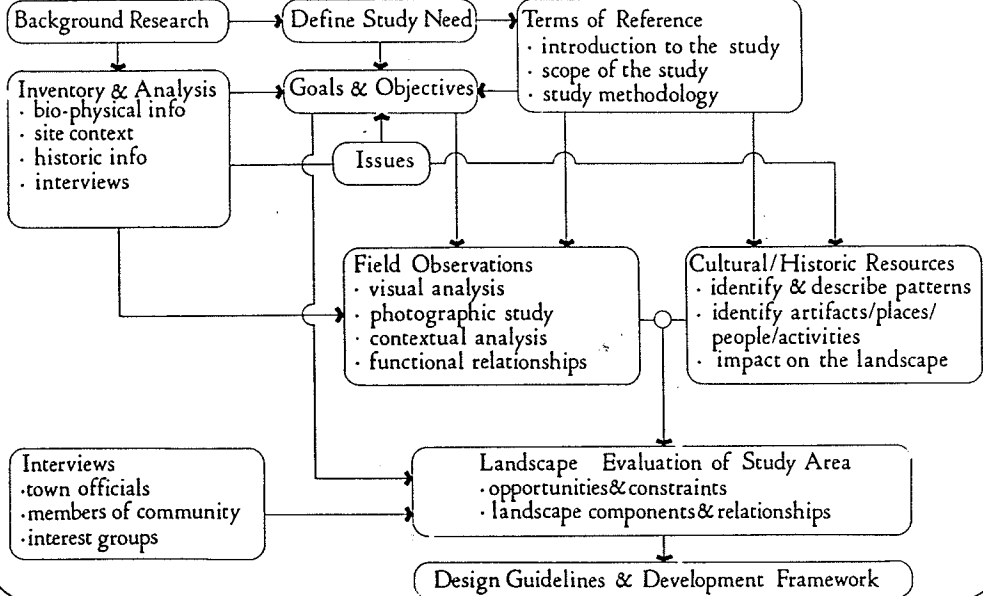
ALL FUTURE DEVELOPMENT SHOULD ALLOW MAXIMUM PUBLIC ACCESS TO THE SHORELINE. PUBLIC OPEN SPACE AND PEDESTRIAN RIGHTS OF WAY SHOULD BE DEVELOPED ALONG THE SHORELINE, PARTICULARLY IN THE DOWNTOWN. PRIVATE INITIATIVE, ON THE PART OF INDIVIDUALS, INSTITUTIONS AND INDUSTRIES WILL NOT ONLY REDUCE THE NEED FOR PUBLIC CONTROLS AND INVESTMENTS BUT BRING ABOUT A GREAT DIVERSITY OF WATERFRONT USES AND USERS.

-M.M. DILLON, 1979



Theoretical Aspects
 · waterfronts
 · tourist-based towns
 · cultural landscapes
 · urban redevelopment

STUDY PROCESS:



study objectives:

TO EXAMINE THE NATURE OF WATERFRONT DEVELOPMENT PARAMETERS AND THEORY AS THEY RELATE TO DESIGN IMPLICATIONS AS A FORM OF URBAN REDEVELOPMENT AND URBAN REVITALIZATION.

TO RECOGNIZE THE INHERENT UNIQUENESS OF KENORA'S WATERFRONT AND TO IDENTIFY THE COMPONENTS WHICH MAKE IT A PLACE OF DISTINCTION TO RESIDENTS AND VISITORS.

TO PROVIDE A SERIES OF GUIDELINES WHICH WILL ALLOW THE TOWN TO RECAPTURE THE INHERENT CULTURAL LANDSCAPE ASSOCIATED WITH KENORA'S WATERFRONT DEVELOPMENT.

TO DEVELOP AN AWARENESS IN THE PUBLIC OF THE SIGNIFICANCE OF THE COMPONENTS OF THE CULTURAL LANDSCAPE ASSOCIATED WITH ITS WATERFRONT DEVELOPMENT.

TO ENCOURAGE CIVIC AUTHORITIES, BUSINESSMEN, PROPERTY OWNERS AND THE PUBLIC TO ENHANCE EXISTING AND FORGOTTEN ASPECTS OF KENORA'S CULTURAL LANDSCAPES.

TO PROVIDE THE TOWN WITH A VEHICLE, THROUGH THE PROVISION OF DEVELOPMENT GUIDELINES, WHICH WILL ALLOW THEM TO EVALUATE THE TREATMENT OF THE WATERFRONT ON AN ONGOING BASIS.

TO PROVIDE OTHER INTERESTED GROUPS AND INDIVIDUALS WITH A MECHANISM FOR DETERMINING OPPORTUNITIES OF UPGRADING SMALL TOWN WATERFRONTS.

issues:

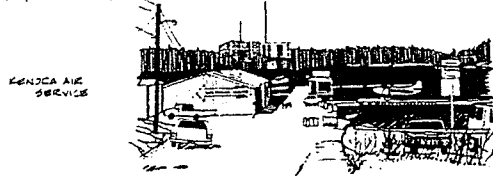
THE WATERFRONT PROVIDES LITTLE OF THE TOWN'S HISTORICAL AND CULTURAL FABRIC WHICH HAS BEEN DEMOLISHED OR DETERIORATED TO AN UNRECOGNIZABLE STATE.

THE TOWN OF KENORA LACKS A DEVELOPED AND USABLE WATERFRONT WHICH WOULD HAVE SPECIAL APPEAL TO TOURISTS TO THE AREA AND WOULD ENCOURAGE THEM TO PROLONG THEIR VISITS TO THE TOWN.

THE TOWN HAS TURNED ITS BACK ON THE WATERFRONT, WHICH IS FUNCTIONALLY UNACCOMMODATING, AND INACCESSIBLE. AN URBAN 'VOID' HAS BEEN CREATED GIVING POTENTIAL VISITORS A NEGATIVE PERCEPTION OF THE TOWN AND DISCOURAGING THEM FROM PATRONIZING THE OPPORTUNITIES THE TOWN HAS TO OFFER.

DUE TO THE PROBLEMS OF TRAFFIC AND A LACK OF AVAILABLE LONG AND SHORT TERM PARKING SPACE TO ACCOMMODATE LOCALS AND VISITORS, THE AREA ASSOCIATED WITH THE WATERFRONT ADJACENT TO MAIN STREET IS OFTEN BY-PASSED.

INCREASED BOAT USAGE HAS GENERATED A GREATER DEMAND FOR DOCKING AND MARINE FACILITIES. CONGESTION OF LAND-BASED FACILITIES, BOAT PARKING AND CLEAR ACCESSIBILITY TO THE WATERFRONT AREA ADJACENT TO MAIN STREET HAS RESULTED, DISCOURAGING TOURISTS AND RESIDENTS FROM PATRONIZING DOWNTOWN BUSINESSES.



study intent:

THIS PRACTICUM SHALL ADDRESS A NUMBER OF ISSUES WHICH RELATE TO THE CHARACTER AND QUALITY OF THE WATERFRONT OF THE TOWN OF KENORA, ONTARIO. THIS STUDY ARISES FROM THE APPARENT LACK OF APPRECIATION AND UNDERSTANDING OF THE INHERENT QUALITIES OF THE WATERFRONT AND OF THE RELATIONSHIP BETWEEN THE WATERFRONT AND ITS ADJACENT CONTEXT. THE PRESENT CONDITION OF THE WATERFRONT AND ITS LACK OF VISUAL APPEAL CAN BE ATTRIBUTED TO THIS LACK OF UNDERSTANDING OF THE INHERENT CHARACTER ASSOCIATED WITH THIS AREA. THE NATURAL AND URBAN CHARACTER ASSOCIATED WITH THE CONTEXT OF THE WATERFRONT IS ABSENT, CREATING A VISUAL AND FUNCTIONAL VOID.

IT IS THE INTENT OF THIS PRACTICUM TO ADDRESS THE ISSUES ASSOCIATED WITH THE PRESENT CONDITION OF THE WATERFRONT AND ITS IMMEDIATE CONTEXT. AN UNDERSTANDING OF THE CULTURAL AND HISTORIC LANDSCAPES SHALL CONTRIBUTE TO THE FORMULATION OF DEVELOPMENT GUIDELINES AND A BASIS FOR EVALUATING ANY FUTURE DEVELOPMENT OF THE WATERFRONT.

REDEVELOPMENT OF THE WATERFRONT IS PRESENTLY BEING UNDERTAKEN BY THE TOWN OF KENORA, HOWEVER, THIS STUDY SHALL ADDRESS THE DEVELOPMENT OF THIS AREA IN A FASHION DISTINCT FROM THAT PRESENTLY BEING PURSUED. OPPORTUNITIES AND DECISIONS ALREADY EXECUTED IN THE INITIAL PHASE OF THE REDEVELOPMENT SHALL BE CONSIDERED THROUGHOUT THIS STUDY.

KENORA, ONTARIO
 Waterfront Development Potential

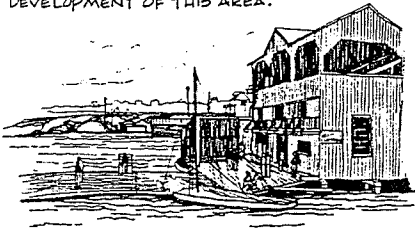


overview:

WITH KENORA'S INCREASING DEPENDENCE ON TOURISM TO BOLSTER ITS ECONOMY, IT CAN NO LONGER RELY SOLELY ON ITS BEAUTIFUL SETTING, THE LAKE OF THE WOODS, TO ATTRACT A STEADY FLOW OF TOURISTS. THE TOWN MUST ADDRESS THE OPPORTUNITIES AT HAND AND DEVELOP THE WATERFRONT IN A FASHION WHICH WILL COMPLEMENT ITS NATURAL CONTEXT WHILE RECOGNIZING THE INHERENT MAN-MADE CHARACTER ASSOCIATED WITH IT. THIS REQUIRES A BROADER UNDERSTANDING OF THE CULTURAL LANDSCAPE ASSOCIATED WITH THE WATERFRONT.

THE FACTORS THAT MADE THE WATERFRONT SUCCESSFUL, VIABLE AND A PLACE GENERATING ACTIVITY IN THE PAST WERE THE ACTIVITIES AND THE PEOPLE ASSOCIATED WITH THE WATERFRONT. AN INVESTIGATION INTO THE CULTURAL LANDSCAPE ASSOCIATED WITH KENORA'S WATERFRONT WILL REVEAL THE MATERIAL COMPONENTS WHICH SHOW THE RESULT OF HUMAN OCCUPANCY.

THE REMNANTS OF KENORA'S CULTURAL LANDSCAPE ASSOCIATED WITH ITS PAST HAVE BEEN WHITTLED DOWN TO THE REMAINING BUILDINGS AND TENANTS OF MAIN STREET. THE RELATIONSHIP WHICH EXISTED BETWEEN THE TOWN'S COMMERCIAL CORRIDOR AND THE WATERFRONT HAS NOW BEEN REDUCED TO A SERVICE CORRIDOR, PROVIDING PARKING FACILITIES AND AN AREA FOR VEHICULAR CIRCULATION. THESE PRESENT USES ALONE DO NOT MAXIMIZE UTILIZATION OF THE WATERFRONT. CONSIDERATION MUST BE GIVEN TO THE "CULTURAL LANDSCAPES" ASSOCIATED WITH THE WATERFRONT AND CURRENT TRENDS TO REVEAL THE DIRECTION OF FUTURE DEVELOPMENT OF THIS AREA.



KENORA BOATING CLUB

study scope:

- THIS PRACTICUM SHALL CONSIDER THE FUNCTIONAL AND AESTHETIC POTENTIAL ASSOCIATED WITH THE WATERFRONT AND ITS IMMEDIATE CONTEXT BASED ON AN ANALYSIS OF THE CULTURAL/HISTORIC AND LANDSCAPE COMPONENTS WITHIN THE STUDY AREA.
- THIS PRACTICUM WILL NOT PROVIDE A HARD AND FAST DESIGN CONCEPT, BUT WILL FORMULATE A DEVELOPMENT STRATEGY AND DESIGN GUIDELINES FOR THE STUDY AREA. THESE PROVIDE A BASIS FOR FUTURE DECISION-MAKING WITH RESPECT TO THE CULTURAL/HISTORIC AND LANDSCAPE COMPONENTS WITHIN THE FRAMEWORK OF THE TOWN.
- THIS STUDY HAS FOREGONE THE EXERCISE OF CONDUCTING A FORMAL PUBLIC PARTICIPATION PROJECT, INVOLVING A THOROUGH SURVEY OF RESIDENTS, TOURISTS AND COTTAGERS. THIS INPUT WOULD BE A VALUABLE CONTRIBUTION TO THIS PRACTICUM, HOWEVER IT IS NOT DEEMED FEASIBLE WITHIN THE LIMITATIONS OF THIS STUDY.

quotes:

OVER TIME, LANDSCAPES HAVE EMERGED THAT REMAIN AS SYMBOLS OF OUR FRONTIER PAST. THEY PROVIDE THE SETTING AND CONTINUITY FOR THE PEOPLE, EVENTS, PLACES AND ARTIFACTS WHICH HAVE CONTRIBUTED TO THE CHANGING SCENE OF HUMAN EXPERIENCE AND THEY REPRESENT AN IMPORTANT LINK TO OUR HISTORY. AS SUCH, THEY REQUIRE SPECIAL PRESERVATION EMPHASIS AND AN IMPORTANT NEW DIRECTION IS EMERGING WITHIN LANDSCAPE ARCHITECTURE TO DEAL WITH THIS COMPLEX BUT VITAL ASPECT OF OUR CULTURAL HERITAGE.

- WILLIAM TISCHLER, 1982

THERE IS A CONSIDERABLE DIVERGENCE IN HISTORIC EVENTS, CULTURAL BACKGROUNDS, ECONOMIC RESOURCES AND SOCIAL PHILOSOPHIES. MORE THAN ANY OTHER ELEMENT THE LANDSCAPE HAS DICTATED OUR HISTORY AND PROVIDED THE CONTEXT FOR WHAT WAS BUILT. THE MONUMENTAL SCALE AND RESOURCES OF THE LANDSCAPE AS WELL AS PHYSIOGRAPHIC FACTORS OF CLIMATE AND TERRAIN HAVE DICTATED THE PATTERN OF SETTLEMENT, THE LOCATION OF TOWNS, THE LAYOUT OF FARMS, AND EVEN THE DESIGN OF FASHIONABLE ESTATES AND HUMBLE KITCHEN GARDENS.

- JOHN J. STEWART, 1979

ECHOES, REMEMBRANCES, DUSTY DOCUMENTS, HUNCH AND THE HARD FOOTSTEPS OF THE INVESTIGATOR - ALL MUST BE BROUGHT TO BEAR UPON THE TOTAL LANDSCAPE. FOR IT IS ONLY THAT TOTALITY WHICH CAN EXPOSE THE RICH HISTORY OF A CULTURE. IT IS THAT TOTALITY - RATHER THAN SINGLE STRUCTURE OR ARTIFACT - THAT OFFERS INSIGHT INTO HOW WE MIGHT LEARN TO SURVIVE IN TOMORROW'S LANDSCAPE.

- GRADY CLAY

OURS IS A DEMOCRATIC HISTORY. THE SIGNIFICANT IMPRINTS ON THE LAND ARE NOT THOSE OF KINGS AND CASTLES BUT RATHER ARTIFACTS OF A PIONEERING AND OFTEN INDIVIDUALISTIC APPROACH.

- JOHN J. STEWART, 1979

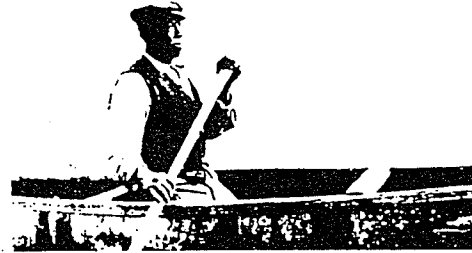
JUST A FEW YEARS AGO, PRESERVATION EVOKED THE IMAGE OF AN ELITE CORPS THAT WORSHIPPED SHRINES TO THE PAST, MUSEUMS THAT EVOKED LOST TIME AND LOST FASHIONS. TODAY'S PRESERVATIONIST, TOO, HAS A RESPECT FOR THE PAST. BUT, MORE THAN EVER, HE TRIES TO MAKE IT RELEVANT TO OUR CURRENT NEEDS. HE IS RULED BY MORE THAN A SENSE OF HISTORY; HE IS RULED BY A SENSE OF USE - AND OF COMMUNITY NEED.

- MICHAEL AINSLIE, 1982

THIS STUDY REPRESENTS ONLY A PORTION OF A MORE COMPREHENSIVE APPROACH AND RECOGNIZES THE SIGNIFICANCE WHICH A MORE BROAD-RANGING ANALYSIS RELATING TO POLITICAL, SOCIAL, ECONOMIC AND LAND-USE PLANNING ISSUES WOULD ALSO CONTRIBUTE TO THIS WATERFRONT DEVELOPMENT.

THIS PRACTICUM CANNOT DEAL WITH THE DEVELOPMENT POTENTIAL OF KENORA'S WATERFRONT IN ISOLATION. THE CONTEXT OF THE WATERFRONT - THE TOWN OF KENORA AND THE LAKE OF THE WOODS - PROVIDE NECESSARY CLUES TO THE INHERENT STUDY AREA. THE PRESERVATION AND ENHANCEMENT OF THESE FEATURES ARE AS SIGNIFICANT AS THE WATERFRONT DEVELOPMENT ITSELF.

THIS STUDY RECOGNIZES THAT A DEVELOPMENT STRATEGY AND DESIGN GUIDELINES ARE MERELY A COMPILATION OF THE DESIRABLE DESIGN CONSIDERATIONS. THEY PROVIDE ONLY SUGGESTIONS FOR DESIGNERS, DEVELOPERS, DECISION-MAKERS AND SPECIAL INTEREST GROUPS TO ENSURE QUALITY OF EXPERIENCES AND VISUAL APPEAL IN ONGOING DEVELOPMENT.



trends:

ECONOMICALLY OPPRESSED COMMUNITIES WHOSE PRIMARY INDUSTRIES HAVE EITHER DIMINISHED OR COMPLETELY DISAPPEARED MUST NOW PURSUE NEW APPROACHES OF RE-DEVELOPMENT. THESE WILL GENERATE SOCIAL AND ECONOMIC VITALITY THROUGH REFOCUSING OF ECONOMIC PURSUITS WHILE RECOGNIZING THE SIGNIFICANCE OF THEIR INHERENT CHARACTER.

THE NEW ECONOMIC STRATEGY LOOKS TO THE LOCAL HISTORIC LANDSCAPE TO INSPIRE ECONOMIC RENEWAL. IN MANY TOWNS, TOURISTS HAVE BOLSTERED HISTORIC AND INDIGENOUS-BASED COMMUNITY DEVELOPMENT THROUGH THEIR SEARCHES FOR "AUTHENTIC" PLACES AND EXPERIENCES. DESIGNERS IN SUCH COMMUNITIES ARE CHALLENGED TO AVOID CONTINUED QUAINTESS AND TO PROVIDE A LIVING-LEARNED LANDSCAPE THAT BENEFITS THE POOREST RESIDENTS AND THE COMMUNITY AS A WHOLE.

ROLE OF LANDSCAPE ARCHITECTS (IN PLACE-INAPPROPRIATE COMMUNITY DEVELOPMENT) IS OBVIOUS: UNCOVERING EXTRAORDINARY AND ORDINARY LANDSCAPES OF LOCAL AND OUTSIDE VALUE, DESCRIBING THE CULTURAL HISTORY AND LIFESPACES, DISCOVERING INDIGENOUS IDIOSYNCRASIES THAT CAN BE MARKETED, PRESERVING SACRED PLACES, INTRODUCING THE COMMUNITY TO ITS GENIUS LOCI, AND INSPIRING PLACE-APPROPRIATE DESIGN CHOICES.

vocabulary:

landscape: A COMPOSITION OF MAN-MADE OR MAN-MODIFIED SPACES TO SERVE AS INFRA-STRUCTURE OR BACKGROUND FOR OUR COLLECTIVE EXISTENCE.

- J. B. JACKSON, 1984

vernacular landscapes: EVOLVE FROM ANALYSIS OF LOCAL DESCRIPTIONS, INTERVIEWING, RESEARCH, VISUAL ANALYSIS AND HISTORIC ANALYSIS.

adaptive preservation: APPROACH IN WHICH THE USEFUL ECONOMIC LIFE OF A LANDSCAPE AND THE ARTIFACTS ASSOCIATED WITH IT IS SIGNIFICANTLY PROLONGED WHILE RETAINING AS MANY OF ITS ORIGINAL FEATURES AS POSSIBLE.

cultural landscapes: AREAS REPRESENTATIVE OF SETTLEMENT PATTERNS OR UTILIZATION OF A LANDSCAPE OVER A PERIOD OF TIME. THIS ENCOMPASSES THE EVOLUTION OF CULTURAL VALUES, NORMS AND ATTITUDES TOWARDS THE LAND OF A GIVEN ENVIRON. THESE SERVE TO DEMONSTRATE TO US THE DIFFERENT AND VARYING PHENOMENA OF MAN'S IMPACT ON THE LANDSCAPE.

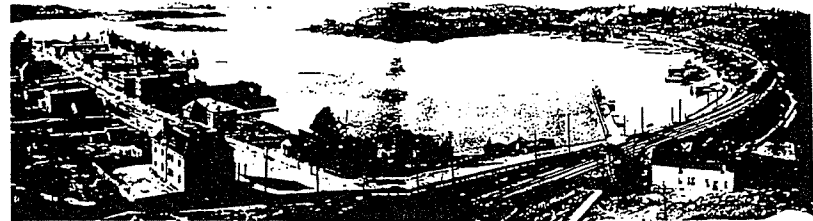
- R. Z. MELNICK, 1981

historic landscapes: MAY BE OPERATIONALLY DEFINED AS A TYPE OF CULTURAL LANDSCAPE WHICH IS STRONGLY ASSOCIATED WITH A PARTICULAR PERSON, EVENT OR PERIOD OF HISTORIC SIGNIFICANCE.

- R. Z. MELNICK, 1981

meaning: ASSOCIATION, WHETHER SOCIAL, HISTORICAL, FUNCTIONAL, ECONOMIC OR INDIVIDUAL, CONSTITUTE AN ENTIRE REALM LYING BEYOND THE PHYSICAL QUALITIES, STRONGLY REINFORCING SUGGESTIONS TOWARD IDENTITY OR STRUCTURES AS MAY BE LATENT IN THE PHYSICAL FORM ITSELF.

- K. LYNCH, 1960

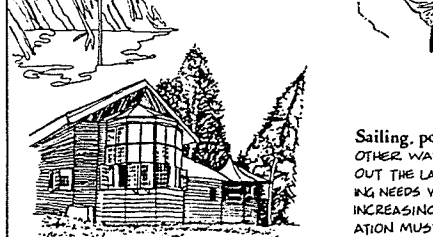
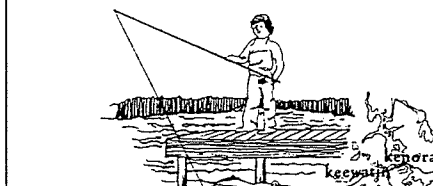


KENORA, ONTARIO
Waterfront Development Potential

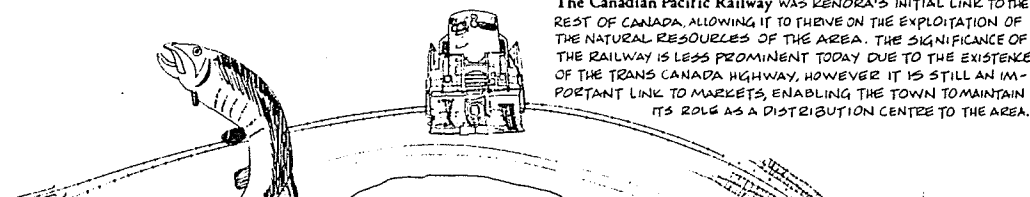


3. TERMS OF REFERENCE

The wilderness country of the Lake of the Woods ensures the town's sense of isolation - a vital quality essential to its future as a tourist area. Kenora is the logical departure point to reach the vast largely uninhabited lake country through the two water routes available - Devil's Gap and Keeawatim Channel. The attractions beyond reveal the diversity of the elements associated with this unique habitat - wildlife, fish, waterfowl and the landscape characteristic of the Canadian Shield.



Cottages in the area exhibit a diversity of styles which date back to the 1880's. The railroad link between Winnipeg and Kenora saw the beginning of an annual migration of Winnipeggers to their 'camps' on the Lake of the Woods. To this day Kenora maintains a vital role in building, supplying and serving these properties, providing an important contribution to the livelihood of many locals.



The Canadian Pacific Railway was Kenora's initial link to the rest of Canada, allowing it to thrive on the exploitation of the natural resources of the area. The significance of the railway is less prominent today due to the existence of the Trans Canada Highway, however it is still an important link to markets, enabling the town to maintain its role as a distribution centre to the area.

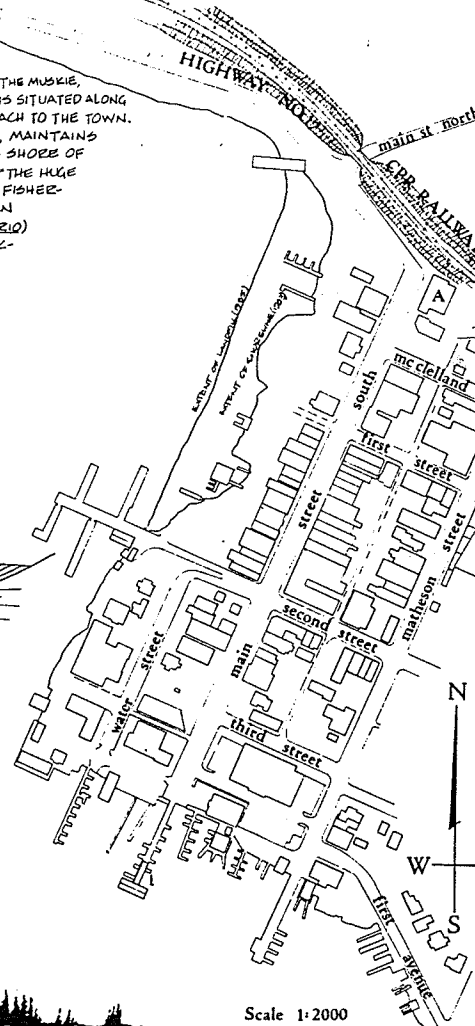
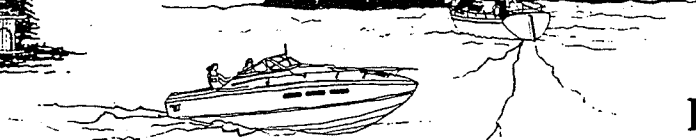
McLeod Park, home of Husky the Muskellunge, "the world's largest muskie," is situated along the Trans Canada Highway approach to the town. The statue, over 40 feet in height, maintains a prominent position on the north shore of Kenora Bay on Lake of the Woods. The huge statue of the muskellunge lures the fishermen who may well find a real specimen weighing up to 30 pounds. (Placed in Ontario) The town's waterfront provides the backdrop to this major attraction which tourists associate with the town.

Winnipeg
river

5 5 15 25 kilometers
0 10 20

Accessibility to remote areas is made possible by the town through the provision of appropriate facilities to accommodate the various modes of transportation. To maintain and encourage this relationship the town must consider the means by which it can accommodate these activities and ensure a positive experience.

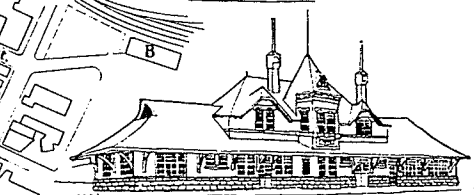
Sailing, powerboating, windsurfing, fishing and a variety of other water-based recreational activities take place throughout the lake area. Locals, cottagers and tourists have broad-ranging needs which are presently met by the town. With the ever-increasing significance of tourism to the town's economy, consideration must now be given to the main st. waterfront area's potential to accommodate a more divergent user base.



The town of Kenora can boast of a location and setting which very few towns in Ontario, or for that matter all of Canada, can lay claim. The rugged beauty of the Canadian Shield and the majesty of the Lake of the Woods combine to make Kenora a very attractive community. The relationship that the town has with its context is an important consideration when addressing the issues pertinent to the development of the waterfront area.



Municipal Office: A



CPR Station: B

The inhabitants of Kenora's have imprinted the landscape with buildings, structures and other manipulations which help depict the relationship the town maintains with its context. These relationships have altered their focus over time reflecting changing economic pursuits characteristic of many single-industry towns. Closer examination will reveal the modifications the town has undergone over time to facilitate its role as a regional centre.

4. GENERAL CONTEXT

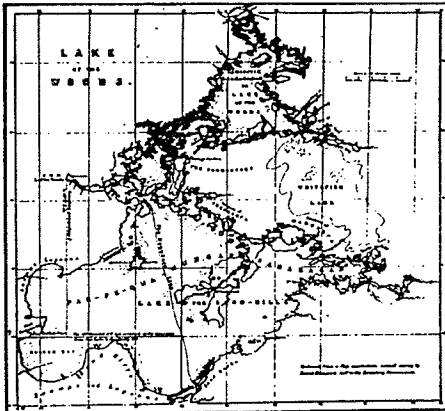
KENORA, ONTARIO
Waterfront Development Potential





The original inhabitants

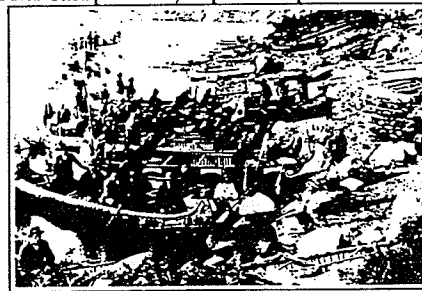
THEY HAVE BEEN TRACED BACK SOME 8000 YEARS BY ARCHAEOLOGICAL FINDS. OJIBWAY, CREE, SOUX AND ASSINIBOINE TRIBES WERE ATTRACTED TO THE AREA BY ITS PROTECTION AND RESOURCES. THEIR UNIQUE RELATIONSHIP CHANGED RAPIDLY AS THE FORESTS AND LAKES WERE PENETRATED BY EXPANDING OUTPOSTS OF CIVILIZATION.



David Thompson's Early Explorer's Map: 1823

The reception of the Marquis of Lorne - 1881

(THE GOVERNOR GENERAL OF CANADA) AND HIS WIFE, PRINCESS LOUISE, ARRIVING AT RAT PORTAGE ABOARD THE STEAMER "LADY OF THE LAKE" WERE GREETED BY THIS FLOTILLA OF CANOES. THE MARQUIS AND HIS ENTOURAGE FOLLOWED THE PROGRESS OF THE CPR ACROSS CANADA DURING ITS CONSTRUCTION BETWEEN 1879 AND 1885. THIS IMAGE DEPICTS THE END OF THE OLD AND THE BEGINNING OF THE NEW REGIME - THE DECLINE OF THE INDIAN ORDER AND THE IMPOSITION OF CIVILIZATION.



The Voyageurs De Noyon and La Verendrye VOYAGEURS AND THEIR FUR TRADE PURSUITS RESULTED IN THE DISCOVERY OF THE LAKE OF THE WOODS IN 1688 BY JACQUES DE NOYON. THE ARRIVAL OF PIERRE LA VERENDRYE IN 1732 WAS THE NEXT RECORDED VISIT TO THE AREA WHICH WAS SOON FOLLOWED BY THE HUDSON BAY COMPANY'S FUR TRADE OPERATIONS.

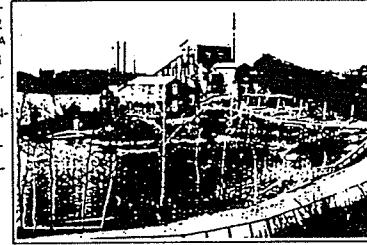
THOMPSON'S MAP EVOLVED FROM AN EXTENSIVE TOUR OF THE LAKE OF THE WOODS IN AN ATTEMPT TO ESTABLISH THE NORTHWEST CORNER AS THE BORDER BETWEEN CANADA AND THE UNITED STATES.

The Canadian Pacific Railway THE RAILWAY HAD GREAT SIGNIFICANCE ON THE GROWTH OF KENORA IN THE EARLY 1880'S. IT PROMPTED MANY ENTREPRENEURIAL OPPORTUNITIES, INCLUDING THE LUMBER INDUSTRY, THE TOWN'S FIRST INDUSTRY, WHICH SUPPLIED TIMBERS, RAILWAY TIES AND LUMBER FOR THE CONSTRUCTION OF THE RAILWAY.



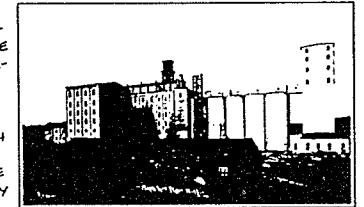
Gold Reduction: 1890's (now McLeod Park)

GOLD WAS FIRST DISCOVERED IN THE AREA IN 1850. HOWEVER MINING DID NOT BEGIN UNTIL 1884. ENTHUSIASM WAS SPOADIC AND SHORT-LIVED BECAUSE OF THE LOW GRADE ORE AND EXTRACTION TECHNIQUES - RESULTING IN THEIR DEMISE BY THE START OF WORLD WAR II.



Maple Leaf Flour Mills

THIS WAS AN EARLY INDUSTRY LOCATED AT RAT PORTAGE DUE TO THE AVAILABILITY OF INEXPENSIVE WATERPOWER. FIVE ROSES FLOUR MILLS WERE ALSO LOCATED AT KEEWATIN, KENORA'S SISTER TOWN. THE ADVANTAGES WHICH ATTRACTED THE FLOUR MILLS WERE SOON TO DISAPPEAR DUE TO THE INCREASED AVAILABILITY OF ELECTRICITY ACROSS THE COUNTRY.



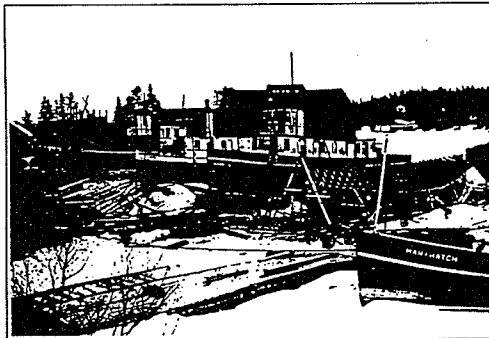
Fur Trading by Dogsled: Rat Portage, 1881



Landscape as history

THE DEGREE TO WHICH THE HISTORIAN RELATES THE PARTICULAR TO THE GENERAL DEPENDS UPON HIS PURPOSE, BUT ANY HISTORICAL VIEW CLEARLY IMPLIES A BELIEF THAT THE PAST HAS FUNDAMENTAL SIGNIFICANCE, ONE ASPECT OF WHICH IS SO PERVERSIVE AS TO BE EASILY OVERLOOKED: THE POWERFUL FACT THAT LIFE MUST BE LINED AMIDST THAT WHICH WAS MADE BEFORE. EVERY LANDSCAPE IS AN ACCUMULATION... THE LANDSCAPE IS AN ENORMOUSLY RICH STORE OF DATA ABOUT THE PEOPLES AND SOCIETIES WHICH HAVE CREATED IT, BUT SUCH DATA MUST BE PLACED IN AN APPROPRIATE CONTEXT IF IT IS TO BE INTERPRETED CORRECTLY. SO, TOO THE LANDSCAPE IS A GREAT EXHIBIT OF CONSEQUENCES, ALTHOUGH THE LINKS BETWEEN SPECIFIC ATTITUDES, DECISIONS, ACTIONS, AND SPECIFIC RESULTS MAY BE DIFFICULT TO TRACE WITH ASSURANCE. IN ANY CASE, WHETHER THE HISTORICAL VIEW IS MEANT TO SERVE CURIOSITY, REFLECTION, OR INSTRUCTION, THE LANDSCAPE PROVIDES INFINITE POSSIBILITIES.

- D. W. MEINIG

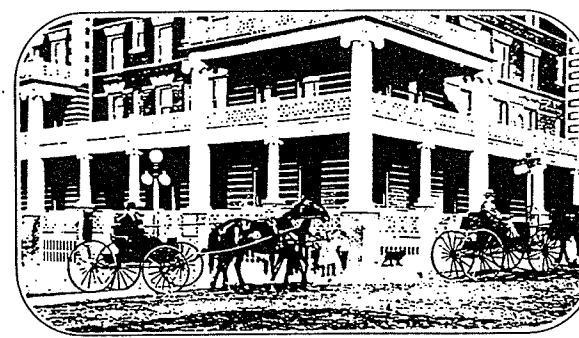
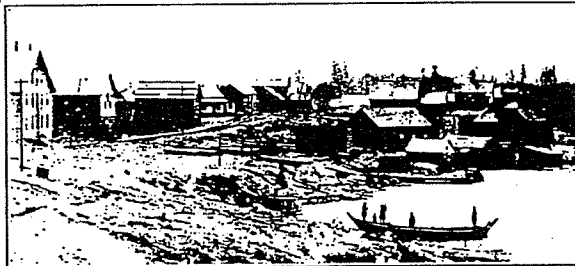


R. J. Short's Boat Building

BOAT BUILDING EMERGED AS ONE OF KENORA'S PRIMARY INDUSTRIES PRIOR TO THE TURN OF THE CENTURY. STERLING'S, BRUNSELL'S, PARROTT'S AND J.W. STONE'S COMPANIES ALSO RESPONDED TO THE DEMAND FOR BOATS BY THE INFUX OF TOURISTS.

1880s Kenora Bay waterfront

THIS AREA ACCOMMODATED A VARIETY OF STRUCTURES TO FACILITATE THE ENTERPRIZING PURSUITS OF THE BUSINESSES WHICH EMERGED WITH THE CONSTRUCTION OF THE CANADIAN PACIFIC RAILWAY. DURING THIS "BOOM PERIOD" THE VAST NUMBER OF POSSIBILITIES OF KENORA'S POTENTIAL WERE BEING REALIZED, FIRMLY ESTABLISHING RAT PORTAGE AS ONE OF THE HUDSON BAY CO.'S MOST IMPORTANT POSTS.



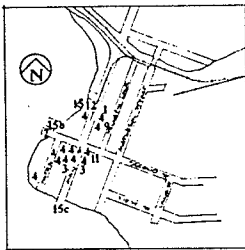
The Tourist Hotel (Presently the Kenecia Hotel)

THE HOTEL REPRESENTS A LANDMARK ASSOCIATED WITH THE TOWN'S EARLY BOOM PERIOD AND TOURISM. THE ARCHITECTURAL TREATMENT ON THE FIRST TWO STORIES HAS BEEN REPLACED WITH A COMMERCIAL FACADE CHARACTERISTIC OF MOST MAIN ST. SHOPS.

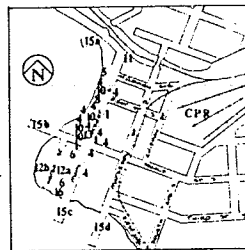
KENORA, ONTARIO
Waterfront Development Potential



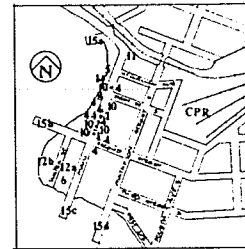
5. HISTORIC PERSPECTIVE



- 1880 - 1900**
- CPR CONSTRUCTED - ATTRACTS INDUSTRY
 - TOURISM HAS ITS START IN KENOZA - FIRST COTTAGES BUILT
 - LUMBER INDUSTRY/GOLD MINING/ FLOUR MILLS THRIVED
 - STEAMBOATS TRANSPORT LUMBER, SUPPLIES, PASSENGERS
 - WATERFRONT COMPRISED OF STABLES, BLACKSMITHS, WAREHOUSES, WHARVES, ICE HOUSES
 - GRID SYSTEM IMPOSED ON LANDSCAPE
 - NUMEROUS HOTELS CONSTRUCTED - OFTEN DESTROYED BY FIRES
 - BUILDINGS STILL WOODFRAME CONSTRUCTION



- 1920 - 1940**
- HIGHWAYS OPENED TO WINNIPEG/ FOOT PLACES AND LAKEHEAD
 - PULP AND PAPER MILLS OPENED - PAPER PRODUCTION INCREASES WITH START OF W.W.II
 - GOLD STRIKES PROMPT BOOM FOR KENOZA BUSH PILOTS
 - FLOUR MILLS PRODUCTION DIMINISHES
 - RUSSEL HOUSE DEMOLISHED; NOW ESSO SERVICE STATION

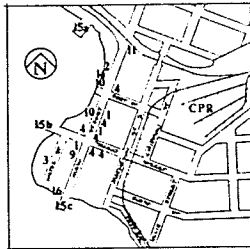


- 1960 - 1980**
- MAIN ST. TRAFFIC CONGESTION/PARKING PROBLEMS
 - KENOZA'S SHOPPER'S MALL - DETRACTS FROM DOWNTOWN BUSINESSES
 - WATERFRONT - PRIMARILY COMPRISED OF DOCKS/BOAT HOUSES/PARKING
 - KENOZA ROWING CLUB DEMOLISHED (19)
 - STONE BOATHOUSE DEMOLISHED
 - MAIN ST. DOCK AREA ACQUIRES PROMINENT CORPORATE LANDLORDS - CANADIAN TIRE/ BUTCLIFF AGENCIES/ MERLE NORMAN COSMETICS
 - WATERFRONT CONDITION CONTINUES TO DETERIORATE

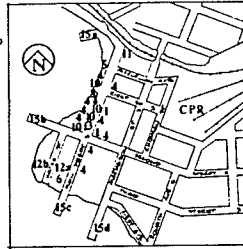
Key to Chronological Development

- Hotels
- Firehall
- Police
- Stores
- Library
- Churches
- CPR Station
- Municipal Building
- Social Halls
- Banks
- Post Office
- Provincial Buildings
 - Land titles/registry c.P.P
 - Court House
- Theatres
- Recreation Facilities
- Oliver's Wharf
 - Town/Subway Dock
 - Gardener's/Second St. Dock
 - Pine/Main St. Dock
 - Matheson St. Dock
- Stones Boat House
- Museum
- Kenora Miner & News

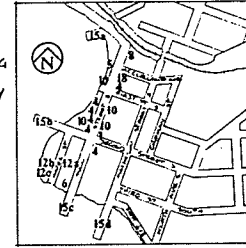
- 1880**
- WOODFRAME CONSTRUCTION - TEMPORARY STRUCTURES SCATTERED ALONG SHORELINE
 - FUR TRADE - HUDSON'S BAY COMPANY
 - SKATING RINK ON LAKE - MAIN ST. DOCK AREA
 - DOCKS - OLIVER'S/GARDNER'S/PINE



- 1900 - 1920**
- MANY PROMINENT BUILDINGS WHICH STILL EXIST TODAY WERE CONSTRUCTED DURING THIS PERIOD
 - WATERFRONT - PRIVATE DOCKS, BOAT-HOUSES, ICE HOUSES
 - ROWING CLUB CONSTRUCTED - HOSTED WATER REGATTAS/SOCIAL EVENTS
 - BUILDINGS DESTROYED BY FIRE - METHODIST CHURCH, VICTORIA ZINK, HILLIARD HOTEL, FISHHALL, ST. ALBAN'S CHURCH, MYSTIC THEATRE, CENTRAL HOTEL, KING EDWARD HOTEL, QUEENS HOTEL, OPERA HOUSE



- 1940 - 1960**
- COMPLETION OF TRANS CANADA HIGHWAY
 - TOURISM EXPERIENCES AN UPSWING
 - KENOZA HARBOUR AREA ACCOMMODATES MOST OF THE MARINE ACTIVITY
 - ROWING CLUB REMAINS FOCUS OF REGATTA EVENTS
 - PRIVATE OWNERSHIP OF WATER-LOTS CONTINUES TO RESTRICT PUBLIC ACCESS TO SHORELINE
 - SPECIALIZED SHOPS ALONG MAIN ST.



*PRESENT LAND USE - SEE IMMEDIATE CONTEXT

Cultural landscapes - REPRESENTATIVE OR REFLECTIVE OF SETTLEMENT PATTERNS OR UTILIZATION OF A LANDSCAPE OVER A PERIOD OF TIME, ENCOMPASSING THE EVOLUTION OF CULTURAL VALUES, NORMS AND ATTITUDES TOWARDS THE LANDS OF A GIVEN ENVIRON - DEMONSTRATE TO GREAT AND VARYING PHENOMENA OF MAN'S IMPACT ON THE LANDSCAPE.

R.Z. MELNICK, 1981

Vernacular building - WHOSE BASIS FOR FORM WAS TO BE FOUND IN ITS RESPONSE TO ENVIRONMENT, TO SOCIAL AND FUNCTIONAL NECESSITY. WE CAN DEEM PARALLEL IN THE LANDSCAPE, THE LITERATURE ON HISTORICAL LANDSCAPES DEALS ALMOST EXCLUSIVELY WITH THE DEVELOPMENT OF THE ARTISTIC PHILOSOPHIES IN THE GREAT PLACES AND GARDENS OF THE TIME, FROM WHICH MUCH OF OUR URBAN FORM TENDITION CAN BE TRACED. IT KINOSES THE WORKING, VERNACULAR LANDSCAPE OF TOWN AND COUNTRY CREATED OUT OF NECESSITY THAT SYMBOLIZED THE INVESTMENT IN NATURE AND LAND. BUT IT IS THESE THAT HOLD CRUCIAL LESSONS FOR US TODAY IN OUR SEARCH FOR A RELEVANT BASIS FOR FORM.

MICHAEL HOUGH, 1984

THE MEANING WHICH WE PERIVE FROM CULTURAL LANDSCAPES PROVIDES US WITH CLUES TO THE ESSENCE OF A PLACE. IT DOES NOT NECESSARILY REQUIRE THE SIGNIFICANCE ASSOCIATED WITH A "HISTORIC" LANDSCAPE OR DISTRICT TO CONSTITUTE MEANING TO SUBSEQUENT GENERATIONS. THE EVERYDAY ACTIVITIES, PEOPLE, BUILDINGS, LANDSCAPES, ETC. ASSOCIATED WITH A SPACE ARE THE INDICATORS UPON WHICH WE REEL. THESE PROVIDES US WITH AN UNDERSTANDING OF THE EXISTING INTER-RELATIONSHIPS AND HELP US FORESEE WHAT COMPONENTS SHALL PERSIST AND INFLUENCE NEW RELATIONSHIPS. "NO GROUP SETS OUT TO CREATE A LANDSCAPE OF COURSE. WHAT IT SETS OUT TO DO IS CREATE A COMMUNITY, AND THE LANDSCAPE AS ITS VISIBLE MANIFESTATION IS SIMPLY THE BY-PRODUCT OF PEOPLE WORKING AND LIVING, SOMETIMES TOGETHER, SOMETIMES STAYING APART, BUT ALWAYS RECOGNIZING THEIR INTERDEPENDANCE."

J.B. JACKSON, 1984

IT IS IMPERATIVE TO IDENTIFY A PROCESS SUITED TO A PARTICULAR LANDSCAPE SITE, AND ASSOCIATED ASPECTS, WHICH MAY BEING TO PROVIDE US WITH REPRESENTATIVE EXAMPLES OF THE PAST. THESE WILL PROVIDE US WITH EXPLOATIONS WHICH WOULD HELP EXPLAIN CONTEMPORARY EVENTS AND HELP PREDICT OR GUIDE OR PLAN FUTURE EVENTS AS THEY RELATE TO A SPECIFIC SITE OR REPRESENT A GIVEN CULTURE IN A PRESCRIBED ENVIRON.

KENOZA'S WATERFRONT HAS DEGRADATED TO A CONDITION WHICH LACKS ANY SENSE OF HARMONY BETWEEN THE ELEMENTS OF WHICH IT IS COMPRISED. ONE ROLE, THEREFORE, AS DESIGNERS IS TO IDENTIFY THESE ELEMENTS, WHETHER VISIBLE OR INVISIBLE, AND TO CREATE AN AWARENESS OF THEIR SIGNIFICANCE IF ANY, TO PRESENT AND FUTURE DEVELOPMENT. SOME "HISTORIC LANDSCAPES" MAY BE IDENTIFIED BUT EMPHASIS MUST NOT NECESSARILY BE FOCUSED ON THEM, BUT ON THE "VISCERAL LANDSCAPE" THAT IS THE EVERYDAY LANDSCAPES AND THE PEOPLE AND ACTIVITIES ASSOCIATED WITH THEM.



TEMPORARY STRUCTURES ALONG THE MAIN ST. WATERFRONT WERE UTILITARIAN IN NATURE PROVIDING SERVICES TO MAIN ST. THE TOWN AND THE LAKE. IN THE 1880'S, PRIOR TO THE DEVELOPMENT OF THE RAILROAD THIS INCLUDED ICE HOUSES, BLACK SMITH SHOPS, WAREHOUSES, LOG BOARDING HOUSES, STABLES AND WHARVES.



RUSSEL HOTEL AND GAZEBO AT FOOT OF SECOND ST. ALONG THE WATERFRONT PROVIDED A NATURAL VANTAGE POINT OF THE LAKE. SECOND ST. DOCK ACCOMMODATED LARGE LAKE STEAMERS.



THE FLOATPLANE OPERATION AT THE SECOND ST. DOCK STILL THRIVES TODAY IN ITS ORIGINAL LOCATION. IT CONTRIBUTES TO THE PROSPERITY OF MANY LOCAL BUSINESSES AND PROVIDES VISUAL AND VISUAL INTEREST TO THE WATERFRONT AREA.



KENOZA ROWING CLUB (1911)

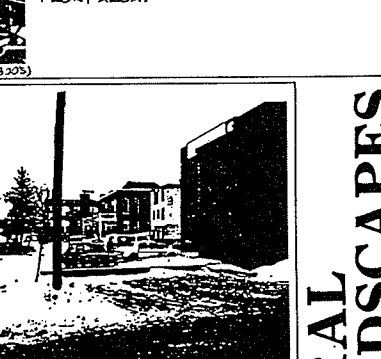


LAKE STEAMERS (LATE 1920S)

WITH THE CPR LINE CONSTRUCTED, MORE PERMANENT MATERIALS WERE SELECTED FOR THE CONSTRUCTION OF BUILDINGS ALONG MAIN ST. LOCAL STONE AND BRICK REPLACED THE WOODFRAME CONSTRUCTION WHICH HAD A HIGH SUSCEPTIBILITY TO FIRE IN KENOZA. MOST OF THESE ONE TO THREE-STORY STRUCTURES CONSTRUCTED AROUND THE TURN OF THE CENTURY STILL STAND AND CONTRIBUTE SUBSTANTIALLY TO THE EXISTING FRAMEWORK OF THE TOWN'S MAJOR COMMERCIAL DISTRICT. THE WATERFRONT IS DOMINATED BY TEMPORARY STRUCTURES



LAKE STEAMERS REPLACED CANOES AND YORK BOATS WHICH DOCKED AT THE SECOND ST. WHARF. IRON CLAD AND WOODEN BOATHOUSES WERE THE PREDOMINANT STRUCTURES ALONG THE SHORELINE. THE KENOZA ROWING CLUB BUILDING WAS CONSTRUCTED AND ENDURED UNTIL THE EARLY 60'S, HOSTING AN AREA OF SAILING, BOATING, CANOEING AND ROWING REGATTAS - THE PRIMARY RECREATIONAL PURSUITS ASSOCIATED WITH THE WATERFRONT AREA.



UNTIL RECENTLY PRIVATE BOATHOUSES AND DOCKS UNSTRUCTURED PARKING AND GRAVEL HAVE OCCUPIED THE SHORELINE AND THE AREA BETWEEN THE MAIN ST. BUILDINGS. THESE USES OF THE WATERFRONT ARE STILL ESSENTIAL, HOWEVER, THE TOWN RECOGNIZED THE GREATER POTENTIAL OF THE AREA. THE DECISION WAS MADE TO CONSOLIDATE THE WATER LOTS AND EXPAND THE AREA INTO THE BAY - CONTINUING THE UTILITARIAN APPROACH ASSOCIATED WITH THIS ESSENTIAL FEATURE OF THE TOWN'S LANDSCAPE.



KENOZA, ONTARIO
Waterfront Development Potential

6. CULTURAL LANDSCAPES

CPE RAILWAY
TRANS CANADA HIGHWAY
PROVINCIAL HIGHWAY



VIEW OF KENORA BAY - REPRESENTATIVE OF THE NATURAL LANDSCAPE ASSOCIATED WITH THE LAKE OF THE WOODS. FEATURES THE PROMINENT ELEMENTS OF THE CANADIAN SHIELD AREA - WATER, GRANITE OUTCROPPINGS AND BOREAL VEGETATION

VIEW OF THE KENORA WATERFRONT AREA AND ITS IMMEDIATE CONTEXT - THE TOWN OF KENORA - TRANSITION FROM A NATURAL TO AN URBAN SETTING

VIEW OF KENORA'S TOWN HALL - A PROMINENT ARCHITECTURAL STATEMENT - VISUALLY CULTURALLY AND HISTORICALLY SIGNIFICANT. THE BUILDING HOWEVER, HAS NO FUNCTIONAL APPEAL TO VISITORS AND IS FOLLOWED BY A VISUALLY DISAPPOINTING EXPERIENCE ALONG THE REST OF MAIN STREET - VISUAL CLUTTER AND DISGUISED BUILDING FACADES.

LOG BOOM OPERATIONS FOR PULP AND PAPER HAVE RECENTLY BEEN ELIMINATED FROM THIS AREA. THIS PREVENTS POTENTIAL CONFLICT BETWEEN INDUSTRIAL AND TOURIST USE OF THIS AREA OF WATER AND SHORELINE.

A STRIP OF HOTELS/RESTAURANTS/LODGINGS ARE LOCATED ALONG THE TRANS CANADA HIGHWAY FROM THE WEST BETWEEN KEEWATIN AND KENORA.

BOAT MOORAGE - LARGELY PRIVATE MOORAGE FOR MAIN ST. PROPERTY OWNERS

VIEW ALONG APPROACH CORRIDOR AND SHORELINE TO OPEN SPACE IS ACCESSIBLE TO PEDESTRIANS FROM MAIN ST. TO THE WATERFRONT AREA

FLOAT PLANE OPERATIONS PROVIDE A LINK TO HUNTING AND FISHING LODGES AND REMOTE NORTHERN AREAS - TRANSPORTING SUPPLIES AND PASSENGERS

AREA ALONG SHORELINE INACCESSIBLE DUE TO PRIVATE OWNERSHIP/MUNICIPAL PROPERTY - COURT HOUSE, ONTARIO PROVINCIAL POLICE AND PARKING AREAS

Kenora Bay

kenora air service docks

APPROXIMATE EXTENT OF LAND FILL (1985)

LIMIT OF SHORELINE

WOODEN DOCKS

UNSTRUCTURED PARKING AREA

ontario provincial police boathouses

water street

private boathouse/dock
AZAVLE BOAT CRUISES
OF LAKE OF THE WOODS

main street dock

bell & anchor docks

canadian tire dock

matheson street dock

WAGNER'S FISHING FACILITATE PRIVATE CAMPING OPERATIONS VIA POWERBOATS/SAILING VESSELS

TO THE BLUE HERON GIFT SHOP, THE INN ON THE LAKE, SAFEWAY, THE LAUNDRY MAT ALONG FIRST AVENUE SOUTH

LEGEND

- ~ contemporary facade
- ^ traditional facade
- ~ mixed facade
- ← access/visual/pedestrian
- * prominent buildings
- ↑ prominent views
- ↑ vehicular circulation
- ↑ pedestrian circulation
- ↑ pedestrian/vehicular circulation

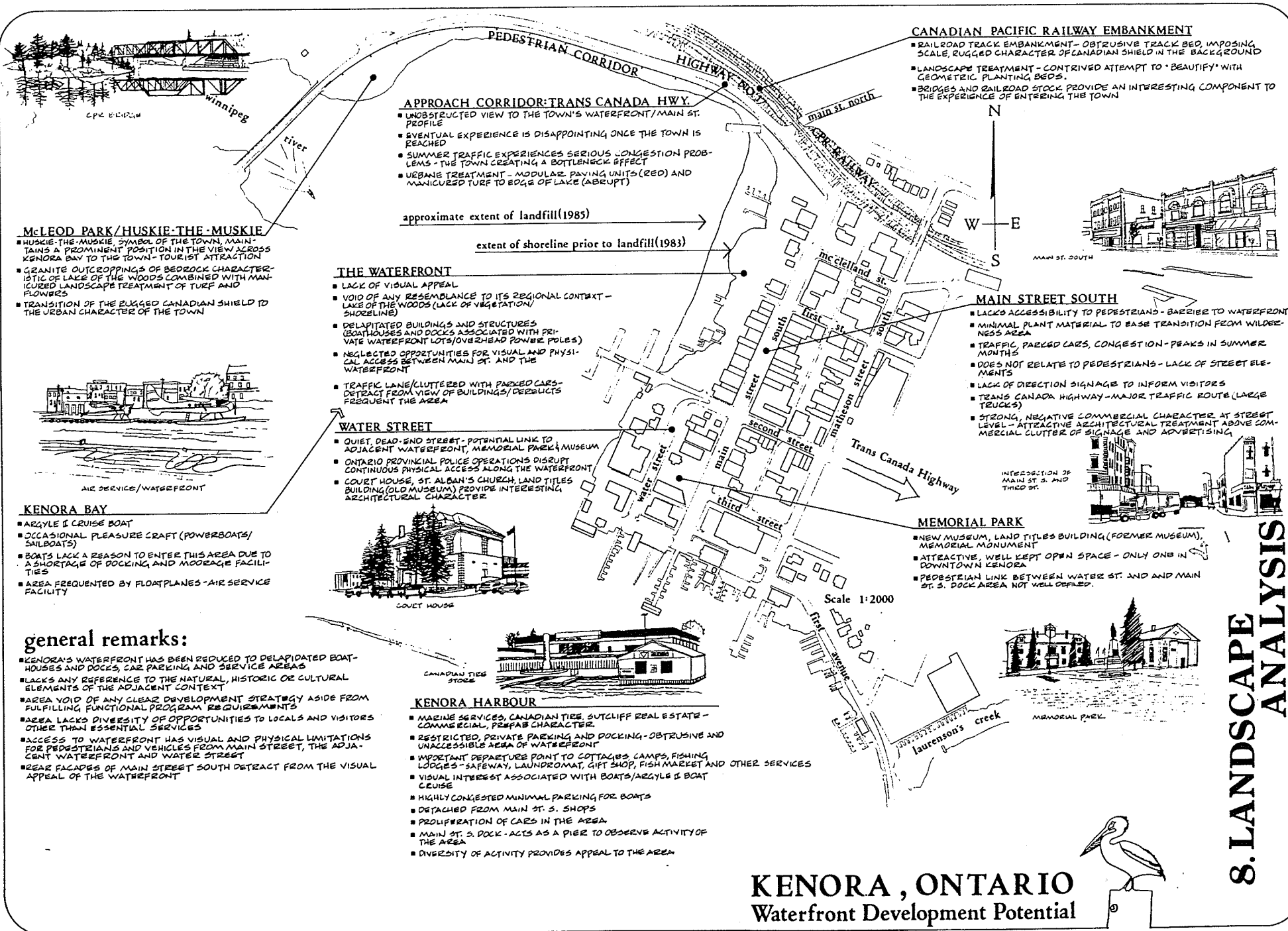
KEY TO LAND USE:

- | | | | |
|-----------------------------------|--|---------------------------------|-----------------------------------|
| 1. ONTARIO PROVINCIAL POLICE | 21. SCHMIDT FLOWERS/OFFICE SPACE | 41. NEWSPAPER/LAW OFFICES | 64. MCTAGGART'S DEPT. STORE |
| 2. COURT HOUSE | 22. JO-ANNE'S WOMEN'S CLOTHES | 42. BEAUTY NOOK | 65. TORONTO DOMINION BANK |
| 3. KENORA FELLOWSHIP CENTRE | 23. SCOTT BOOKS | 43. RADIO SHACK/OFFICE SPACE | 66. KENICIA HOTEL/MALL |
| 4. CLARISA HOUSE | 24. CJEL RADIO STATION | 44. FASHION FABRIC/OFFICE SPACE | 67. TILLEY'S DEPT. STORE |
| 5. RESIDENCE | 25. BILLY'S BOOK BOX | 45. SHOP - VACANT | 68. JOY'S BOUQUET |
| 6. AIR SERVICE | 26. AGNEW SHOES | 46. KENORA 1/2 HOUR PHOTO | 69. BUS DEPOT |
| 7. PRIVATE BOATHOUSE | 27. JOHNSON'S PHARMACH/OFF. SPACE | 47. SHOP - VACANT | 70. DOCTORS OFFICE |
| 8. RESIDENCE | 28. SHOP - VACANT | 48. B. J. TOY SHOP | 71. SHOP - VACANT |
| 9. ST. ALBAN'S CHURCH | 29. FIFE HARDWARE | 49. BANK OF COMMERCE | 72. BOSTON PIZZA |
| 10. LAKE OF THE WOODS MUSEUM | 30. NEWMAN'S JEWELLERS | 50. JCS COMMERCIAL STATIONERY | 73. LAW OFFICES |
| 11. FOEMER MUSEUM - VACANT | 31. TEMPLINGTON/EMPLOYMENT CENTRE | 51. F.W. WOLNORTH COMPANY | 74. CANADIAN TIRE STORE |
| 12. PROVINCIAL REGISTRY BUILDING | 32. SCOTIA BANK | 52. PIZZA RESTAURANT | 75. SUTCLIFF REAL ESTATE SERVICES |
| 13. LIQUOR CONTROL BOARD - VACANT | 33. DOCTORS' OFFICES | 53. CAMPBELL BROS. DEPT. STORE | 76. BELL & ANCHOR MAGAZINE |
| 14. BRENNAN'S JEWELLERS | 34. KENORA PUBLIC LIBRARY | | |
| 15. TRIXCO SERVICE STATION | 35. PROFESSIONAL OFFICES | | |
| 16. LAW OFFICE | 36. PROVINCIAL GOVT. OFFICES/SHOP | | |
| 17. NG-CHEE FRIENDSHIP CENTRE | 37. SQUASH CLUB | | |
| 18. KENORA BOOTERY | 38. MUNICIPAL OFFICE (FOEMER POST OFF) | | |
| 19. ROYAL BANK | 39. ESSCO SERVICE STATION | | |
| 20. ILLA LYNN'S WOMEN'S CLOTHES | 40. EATON'S | | |

KENORA, ONTARIO Waterfront Development Potential

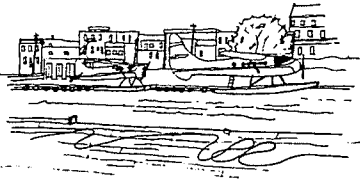


7. IMMEDIATE CONTEXT



McLEOD PARK/HUSKIE-THE MUSKIE

- MUSKIE-THE MUSKIE, SYMBOL OF THE TOWN, MAINTAINS A PROMINENT POSITION IN THE VIEW ACROSS KENORA BAY TO THE TOWN - TOURIST ATTRACTION
- GRANITE OUTCROPPINGS OF BEDROCK CHARACTERISTIC OF LAKE OF THE WOODS COMBINED WITH MANICURED LANDSCAPE TREATMENT OF TURF AND FLOWERS
- TRANSITION OF THE RUGGED CANADIAN SHIELD TO THE URBAN CHARACTER OF THE TOWN



AIR SERVICE/WATERFRONT

KENORA BAY

- ARGYLE & CRUISE BOAT
- OCCASIONAL PLEASURE CRAFT (POWERBOATS/SAILBOATS)
- BOATS LACK A REASON TO ENTER THIS AREA DUE TO A SHORTAGE OF DOCKING AND MOORAGE FACILITIES
- AREA FREQUENTED BY FLOATPLANES - AIR SERVICE FACILITY

general remarks:

- KENORA'S WATERFRONT HAS BEEN REDUCED TO DELAPIDATED BOAT-HOUSES AND DOCKS, CAR PARKING AND SERVICE AREAS
- LACKS ANY REFERENCE TO THE NATURAL, HISTORIC OR CULTURAL ELEMENTS OF THE ADJACENT CONTEXT
- AREA VOID OF ANY CLEAR DEVELOPMENT STRATEGY ASIDE FROM FULFILLING FUNCTIONAL PROGRAM REQUIREMENTS
- AREA LACKS DIVERSITY OF OPPORTUNITIES TO LOCALS AND VISITORS OTHER THAN ESSENTIAL SERVICES
- ACCESS TO WATERFRONT HAS VISUAL AND PHYSICAL LIMITATIONS FOR PEDESTRIANS AND VEHICLES FROM MAIN STREET, THE ADJACENT WATERFRONT AND WATER STREET
- REAR FACADES OF MAIN STREET SOUTH DETRACT FROM THE VISUAL APPEAL OF THE WATERFRONT

APPROACH CORRIDOR: TRANS CANADA HWY.

- UNOBSTRUCTED VIEW TO THE TOWN'S WATERFRONT/MAIN ST. PROFILE
- EVENTUAL EXPERIENCE IS DISAPPOINTING ONCE THE TOWN IS REACHED
- SUMMER TRAFFIC EXPERIENCES SERIOUS CONGESTION PROBLEMS - THE TOWN CREATING A BOTTLENECK EFFECT
- URBANE TREATMENT - MODULAR PAVING UNITS (RED) AND MANICURED TURF TO EDGE OF LAKE (ABRUPT)

approximate extent of landfill(1985)

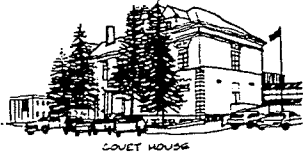
extent of shoreline prior to landfill(1983)

THE WATERFRONT

- LACK OF VISUAL APPEAL
- VOID OF ANY RESEMBLANCE TO ITS REGIONAL CONTEXT - LAKE OF THE WOODS (LACK OF VEGETATION/SHORELINE)
- DELAPIDATED BUILDINGS AND STRUCTURES (BOATHOUSES AND DOCKS ASSOCIATED WITH PRIVATE WATERFRONT LOTS/OVERHEAD POWER POLES)
- NEGLECTED OPPORTUNITIES FOR VISUAL AND PHYSICAL ACCESS BETWEEN MAIN ST. AND THE WATERFRONT
- TRAFFIC LANE/CLUTTERED WITH PARKED CARS-DETRACT FROM VIEW OF BUILDINGS/OBJECTS FREQUENT THE AREA

WATER STREET

- QUIET, DEAD-END STREET - POTENTIAL LINK TO ADJACENT WATERFRONT, MEMORIAL PARK & MUSEUM
- ONTARIO PROVINCIAL POLICE OPERATIONS DISRUPT CONTINUOUS PHYSICAL ACCESS ALONG THE WATERFRONT
- COURT HOUSE, ST. ALBAN'S CHURCH, LAND TILES BUILDING (OLD MUSEUM) PROVIDE INTERESTING ARCHITECTURAL CHARACTER



COURT HOUSE



CANADIAN TIES STORE

KENORA HARBOUR

- MARINE SERVICES, CANADIAN TIES, BUTCLIFF REAL ESTATE - COMMERCIAL, PREFAB CHARACTER
- RESTRICTED, PRIVATE PARKING AND DOCKING - OBTRUSIVE AND UNACCESSIBLE AREA OF WATERFRONT
- IMPORTANT DEPARTURE POINT TO COTTAGES, CAMPS, FISHING LODGES - SAFENAY, LAUNDROMAT, GIFT SHOP, FISH MARKET AND OTHER SERVICES
- VISUAL INTEREST ASSOCIATED WITH BOATS/ARGYLE & BOAT CRUISE
- HIGHLY CONGESTED MINIMAL PARKING FOR BOATS
- DETACHED FROM MAIN ST. S. SHOPS
- PROLIFERATION OF CARS IN THE AREA
- MAIN ST. S. DOCK - ACTS AS A PIER TO OBSERVE ACTIVITY OF THE AREA
- DIVERSITY OF ACTIVITY PROVIDES APPEAL TO THE AREA

CANADIAN PACIFIC RAILWAY EMBANKMENT

- RAILROAD TRACK EMBANKMENT - OBTRUSIVE TRACK BED, IMPOSING SCALE, RUGGED CHARACTER OF CANADIAN SHIELD IN THE BACKGROUND
- LANDSCAPE TREATMENT - CONTRIVED ATTEMPT TO "BEAUTIFY" WITH GEOMETRIC PLANTING BEDS.
- BRIDGES AND RAILROAD STOCK PROVIDE AN INTERESTING COMPONENT TO THE EXPERIENCE OF ENTERING THE TOWN



MAIN ST. SOUTH

MAIN STREET SOUTH

- LACKS ACCESSIBILITY TO PEDESTRIANS - BARRIER TO WATERFRONT
- MINIMAL PLANT MATERIAL TO EASE TRANSITION FROM WILDERNESS AREA
- TRAFFIC, PARKED CARS, CONGESTION - PEAKS IN SUMMER MONTHS
- DOES NOT RELATE TO PEDESTRIANS - LACK OF STREET ELEMENTS
- LACK OF DIRECTION SIGNAGE TO INFORM VISITORS
- TRANS CANADA HIGHWAY - MAJOR TRAFFIC ROUTE (LARGE TRUCKS)
- STRONG, NEGATIVE COMMERCIAL CHARACTER AT STREET LEVEL - ATTRACTIVE ARCHITECTURAL TREATMENT ABOVE COMMERCIAL CLUTTER OF SIGNAGE AND ADVERTISING

INTERSECTION OF MAIN ST. S. AND THIRD ST.



MEMORIAL PARK

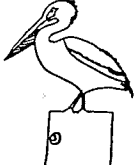
- NEW MUSEUM, LAND TILES BUILDING (FORMER MUSEUM), MEMORIAL MONUMENT
- ATTRACTIVE, WELL KEPT OPEN SPACE - ONLY ONE IN DOWNTOWN KENORA
- PEDESTRIAN LINK BETWEEN WATER ST. AND MAIN ST. S. DOCK AREA NOT WELL DEFINED.



MEMORIAL PARK

8. LANDSCAPE ANALYSIS

KENORA, ONTARIO
Waterfront Development Potential



"Generally we have treated our waterfronts in the same way we tend to treat everything else, as something to use, abuse and then let fall into decay. This attitude is beginning to change with the realization that our waterfronts are potentially invaluable assets that could immeasurably enrich the lives of those who live around them and visit them. Along with this realization there are beginning to face a host of new questions and problems about how these natural gifts can be reclaimed for the benefit of everyone."

PROGRESSIVE ARCHITECTURE, JUNE, 1975

introduction

THE WATERFRONT HAS THE POTENTIAL OF AGAIN ACCOMMODATING AN ASSORTMENT OF ACTIVITIES AS IT HAS IN THE PAST. THIS STUDY HAS BEEN DIRECTED TOWARD THE CONTEXT OF THE WATERFRONT FOR CLUES TO THE CULTURAL AND HISTORIC SIGNIFICANCE ASSOCIATED WITH THIS AREA. FROM THIS CAN BE DERIVED MEANING WHICH WILL ALLOW AN IDENTIFICATION AND SYNTHESIS OF THE APPROPRIATE COMPONENTS ASSOCIATED WITH THE WATERFRONT AREA. CAREFUL AND CONSCIENTIOUS PLANNING AND DESIGN ARE REQUIRED. A RESPECT FOR THE COMPONENTS ASSOCIATED WITH THE TOWN AND A REFLECTION OF THE INTERESTS OF THE ENTIRE COMMUNITY MUST BE MAINTAINED WHILE ENHANCING THE QUALITY AND CHARACTER ASSOCIATED WITH THE TOWN.

THIS PRACTICUM HAS NOT ATTEMPTED TO REPRESENT RESIDENTS' OR TOURISTS' PERCEPTIONS OF THE TOWN NOR DOES IT ATTEMPT TO DRASTICALLY ALTER THE LANDSCAPE ASSOCIATED WITH KENORA'S WATERFRONT. IN ITS CONTEXT, THE INTENT IS TO DEVELOP A GREATER AWARENESS OF THE COMPONENTS ASSOCIATED WITH THE LANDSCAPE - TO ENHANCE THE FEATURES WHICH ENCOURAGE POSITIVE EXPERIENCES AND TO ENCOURAGE THE DEVELOPMENT OF A WATERFRONT AREA WHICH MAINTAINS A DEGREE OF CONTINUITY WITHIN ITS CONTEXT - THE LAKE AND THE TOWN.

THIS PROCESS ATTEMPTS TO INDICATE THE PRESENCE OF MEANINGFUL COMPONENTS OF HISTORIC AND CULTURAL SIGNIFICANCE IN KENORA'S LANDSCAPE. IDENTIFYING THESE FOR DESIGNERS, THE PUBLIC, DECISION MAKERS AND ENTREPRENEURS WILL PROVIDE SUBSEQUENT DEVELOPMENT WITH SOME INSIGHT INTO WHAT MAKES KENORA - KENORA. DESIGN GUIDELINES AND A DEVELOPMENT STRATEGY WILL PROVIDE THE TOWN WITH A DOCUMENT WHICH WILL ENCOURAGE THEM TO DEVELOP AN AWARENESS WHICH IS ESSENTIAL TO THE SUCCESS OF ANY ONGOING DEVELOPMENT.

THE SUCCESS OF ANY MAN-MADE ENVIRONMENT DEPENDS ON HOW WELL IT FULFILLS ITS UNDERLYING EXPECTATIONS. TOO OFTEN DESIGNERS TEND TO RELY ON AN ALL ENCOMPASSING "THEME" OR "FOCAL POINT" TO TRY AND ACHIEVE THE DESIRED RESULT. THIS EXPERIENCE TENDS TO BE A CONTINUED SHORT-LIVED PHENOMENON WHICH IS NOT USUALLY INCORPORATED INTO THE DAY-TO-DAY ACTIVITIES OF THE AREA. KENORA'S WATERFRONT, A COMPLEX PROJECT INVOLVING A MAJOR CAPITAL EXPENDITURE REQUIRES A SOLUTION WHICH WILL PROVIDE AN ENDURING IMPACT ON THE DAILY EXPERIENCES OF RESIDENTS AND VISITORS.

user potential

DESPITE ITS NEGLECTED APPEARANCE, KENORA'S WATERFRONT AREA IS THE VITAL AND SOCIAL FOCUS OF THIS RESORT COMMUNITY. IN THE SUMMER THE DOCKS AND STREETS ARE ALIVE WITH RESIDENTS, TOURISTS AND COTTAGERS. THE ADJACENT LAKE IS OCCUPIED BY SAILING YACHTS, POWERBOATS AND OTHER PLEASURE CRAFT. THIS COMMUNITY, LIKE OTHERS THAT RELY EXCLUSIVELY ON TOURISM, HAS INTERESTING SOCIAL AND TERRITORIAL STRUCTURES THAT INCLUDE AT LEAST FOUR IDENTIFIABLE USER GROUPS:

1. native year-round residents
DESCENDANTS OF ORIGINAL SETTLERS, EMPLOYED BY LOCAL INDUSTRY - PULP AND PAPER, FISHING, ETC. OR ARE EMPLOYED IN LOCAL AND REGIONAL COMMERCIAL, INSTITUTIONAL OR MUNICIPAL SHOPS AND OFFICES.

2. old summer families
OWN EXTENSIVE PROPERTY AND COTTAGES THAT MONOPOLIZE SHORELINE
GENERALLY A PROXIMIC AND SYMBIOTIC RELATIONSHIP EXISTS BETWEEN THIS GROUP AND THE RESIDENTS - PAY TAXES, RESIDE IN THE SUMMER MONTHS, DEPART IN THE WINTER AND AVOID INVOLVEMENT IN LOCAL POLITICS. POLITICAL AND ECONOMIC INTERESTS LIE ELSEWHERE.

OLD SUMMER FAMILIES ARE GENERALLY DESCENDANTS OF LATE 19TH CENTURY URBAN ELITE FROM WINNIPEG WHO HAVE BEEN COMING HERE SINCE THE DAYS OF THE RAIL ROAD
CONCERN FOR THEIR NEEDS TO BE MET TO ENSURE A POSITIVE EXPERIENCE WHILE VISITING THE AREA

3. nouveau riche families
ARRIVED WITH THE ADVENT OF THE AUTOMOBILE OWN PROPERTY AND COTTAGES ON THE LAKE
GENERALLY COLLEGE EDUCATED PROFESSIONALS AND ENTREPRENEURS WHO PURSUE SIMILAR INTERESTS TO THE OLD SUMMER FAMILIES
NOT ALWAYS AS POPULAR WITH RESIDENTS BECAUSE THEY OFTEN ATTEMPT TO GET INVOLVED IN LOCAL AFFAIRS OR SETTLE PERMANENTLY

4. tourists
OCCUPY HOTELS, MOTELS AND LODGES FREQUENTING SHOPS, RESTAURANTS AND OTHER SERVICES OFFERED BY RESIDENTS IN PURSUIT OF A "GOOD TIME"
EITHER PASS THROUGH OR STAY FOR DURATIONS OF A DAY, WEEKEND, WEEK OR MONTH.

development opportunity

APPROACH CORRIDOR/KENORA BAY

- ELIMINATION OF LOG BOOM OPERATIONS CREATES AN OPPORTUNITY FOR A VARIETY OF LEISURE ORIENTED ACTIVITIES TO UTILIZE THE BAY AND ACCESS THE MAIN STREET WATERFRONT
- APPROACH CORRIDORS CLEAR AND UNOBSTRUCTED VIEW OF KENORA BAY AND TOWN AND WATERFRONT AREA HAS POTENTIAL OF MAXIMIZING THE VISUAL EXPERIENCE ASSOCIATED WITH THE TOWN

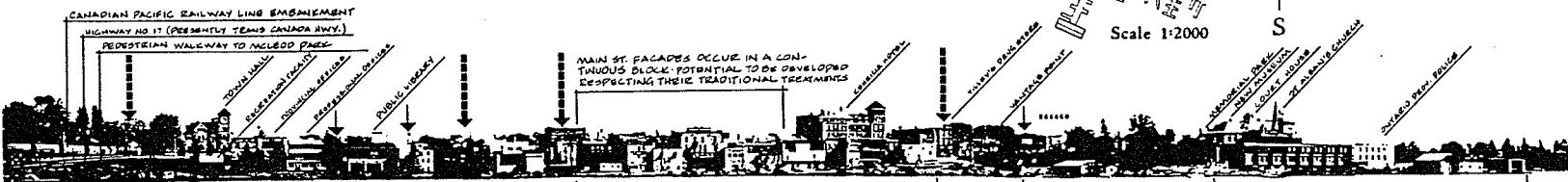
WATERFRONT

- SITE HAS PROMINENT FUNCTIONAL AND VISUAL POTENTIAL DUE TO ITS ORIENTATION TO THE LAKE - NATURAL HARBOUR AREA, ACCESS TO LAKE OF THE WOODS, WINNIPEG RIVER
- SPATIAL CAPABILITY TO ACCOMMODATE A VARIETY OF ACTIVITIES AND FACILITIES WITH EXISTING LAND AND AREA THAT CAN BE ACQUIRED BY THE LANDFILL PROCESS PRESENTLY BEING UNDERTAKEN
- LOCATION ESSENTIAL TO CONTINUE ITS ROLE AS A SERVICE CORRIDOR PROVIDING PEDESTRIAN AND VEHICULAR ACCESS AND PARKING TO MAIN ST. SHOPS AND OFFICES WHILE ACCOMMODATING OTHER FACILITIES
- OPPORTUNITY EXISTS TO PROVIDE A CONTINUOUS OPEN SPACE LINKAGE THROUGHOUT THE GREATER PART OF THE SHORELINE ASSOCIATED WITH THE DOWNTOWN AREA
- EXISTING AND POTENTIAL OPPORTUNITIES TO DEVELOP A UNIFIED DOWNTOWN AREA INCORPORATING THE NATURAL AND URBAN CHARACTERS ASSOCIATED WITH THE LAKE AND THE TOWN RESPECTIVELY
- PRIME LOCATION TO PROVIDE A VARIETY OF LAND USES - COMMERCIAL, RESIDENTIAL, RECREATIONAL, INSTITUTIONAL - ESSENTIAL TO PROVIDING REVISED VITALITY TO THE TOWN
- PROPERTY ONCE PRIVATIZED CAN NOW BE UTILIZED BY THE COLLECTIVE POPULATION OF RESIDENTS AND VISITORS DUE TO THE CONSOLIDATION OF WATER LOTS - THIS NOW ALLOWS THE PUBLIC TO ENCOUNTER THE MARINE EXPERIENCE OF THE LAKE OF THE WOODS
- POTENTIAL TO ACCOMMODATE BOAT MOORAGE, MARINAS, BOAT RENTALS, LAKE TOURS, ETC. CAN NOW FACILITATE USER'S NEEDS WHILE CREATING A VISUALLY INTERESTING LANDSCAPE
- POTENTIAL TO PROVIDE RELIEF FROM CONGESTION ASSOCIATED WITH MARINE TRAFFIC AND BOAT MOORAGE IN THE HARBOUR AREA
- SHORELINE/LAKE RELATIONSHIP COULD BE UTILIZED TO DEMONSTRATE HISTORIC/CULTURAL RELATIONSHIPS BY INTEGRATING INTO THE OVERALL SCHEME. UTILIZE EXISTING FACILITIES (IE. AIR SERVICE FACILITY) AND CONTEMPORARY AMENITIES TO DEPict THE LAKE OF THE WOODS/ KENORA RELATIONSHIP. ADAPTIVE USE/INTERPRETIVE DISPLAYS, ETC. COULD BE EMPLOYED.

WATER STREET/MEMORIAL PARK

- MATURE TREES, MANICURED TURF AND PAVED PATHWAYS PROVIDE AN APPROPRIATE SETTING FOR THE COURT HOUSE, LAND TITLES BUILDING, THE MUSEUM AND MEMORIAL PARK - A PEDESTRIAN ORIENTED EXPERIENCE IN KEEPING WITH THE WATERFRONT
- POTENTIAL TO EXPAND INTERPRETIVE ROLE TO INVOLVE THE WATERFRONT AND MAIN ST. AREAS - HISTORIC DISTRICT/ INTERPRETIVE DISPLAYS, ETC.

THERE IS A SENSE OF PERMANENCE AND TERRITORIALITY RETAINED BY RESIDENTS AND OLD SUMMER FAMILIES WHICH RESPECTS LONG STANDING ASSOCIATIONS BETWEEN THESE TWO GROUPS. THE RESIDENTS VIEW THEIR DEPENDENCE ON TOURISM AS AN UNFORGETTABLE SITUATION, HOWEVER RECOGNIZE THE INDUSTRY'S ESSENTIAL CONTRIBUTION TO THEIR LIVELIHOOD. THE TOWNPEOPLE MUST RECOGNIZE THAT DEVELOPMENT MUST ACCOMMODATE THE NEEDS OF VISITORS AS WELL AS THEIR OWN. THIS WILL ENSURE THEIR WELLBEING AND THE YEAR-ROUND SUCCESS OF ONGOING DEVELOPMENT ASSOCIATED WITH THE WATERFRONT AND THEIR TOWN.



CONTINUOUS, UNINTERRUPTED OPEN SPACE/ BUILDINGS ORIENTED TO LAKE APPROPRIATE TO TRANSITION FROM NATURAL CHARACTER OF LAKE TO URBAN CHARACTER OF TOWN

OPPORTUNITY FOR PEDESTRIAN/VEHICULAR ACCESS OF WATERFRONT. LEVEL CHANGE COULD BE UTILIZED TO CONCEAL PARKING BELOW GRADE AND INTEGRATE INTO DEVELOPMENT

REAR FACADES WOULD PROVIDE SUITABLE SECONDARY STREET. OLDER BUILDINGS COULD BE ADAPTED WITH MINIMAL TREATMENT WHILE MODERN FACADES ARE ORIENTED TO LAKE ALREADY

PRIMARY VEHICULAR/PEDESTRIAN ACCESS
PEDESTRIAN/VISUAL LINK ACCESS

KENORA AIR SERVICES PROVIDES VISUAL FUNCTIONAL INTEREST TO THE WATERFRONT

AREA OF INACCESSIBLE SHORELINE - ADAPTED ONTO WATER ST. - POTENTIAL PEDESTRIAN LINK TO MEMORIAL PARK/KENORA HARBOUR

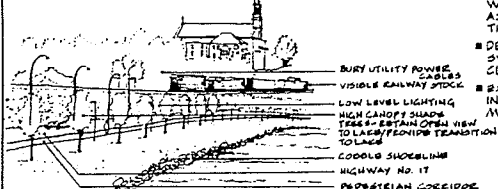
KENORA, ONTARIO Waterfront Development Potential



9. DEVELOPMENT POTENTIAL

APPROACH CORRIDOR

- INCORPORATE THE PEDESTRIAN CORRIDOR INTO AN INTERPRETIVE EXPERIENCE FROM MCLEOD PARK, ALONG THE NORTH SHORE OF KENORA BAY TO THE MAIN ST. WATERFRONT AREA
- RETAIN AND ENHANCE THE UNOBSTRUCTED VIEW TO KENORA BAY AND THE WATERFRONT FOR PEDESTRIAN, VEHICULAR AND VIA RAIL TRAFFIC
- REMOVE LOG ROUND PLANTERS ALONG THE CPR RAILWAY EMBANKMENT AND ESTABLISH NATIVE WILDFLOWERS AND GRASSES
- DEVELOP A SMOOTHER TRANSITION FROM THE NATURAL TO THE URBAN CHARACTER - COBBLE SHOULDER ALONG TURFED AREA ADJACENT TO WALKWAY
- DEVELOP APPROPRIATE DIRECTIONAL SIGNAGE ALONG THE APPROACH CORRIDOR TO ENHANCE VISITORS' EXPERIENCE BY MINIMIZING VISUAL CONFUSION AND TRAFFIC FLOW DISRUPTION
- ELIMINATE BILLBOARDS WHICH MAY DETRACT FROM THE APPROACH EXPERIENCE
- RETAIN THE UNOBSTRUCTED VIEW TO THE OLD POST OFFICE AT THE FOOT OF MAIN ST. SOUTH



GENERAL RECOMMENDATIONS

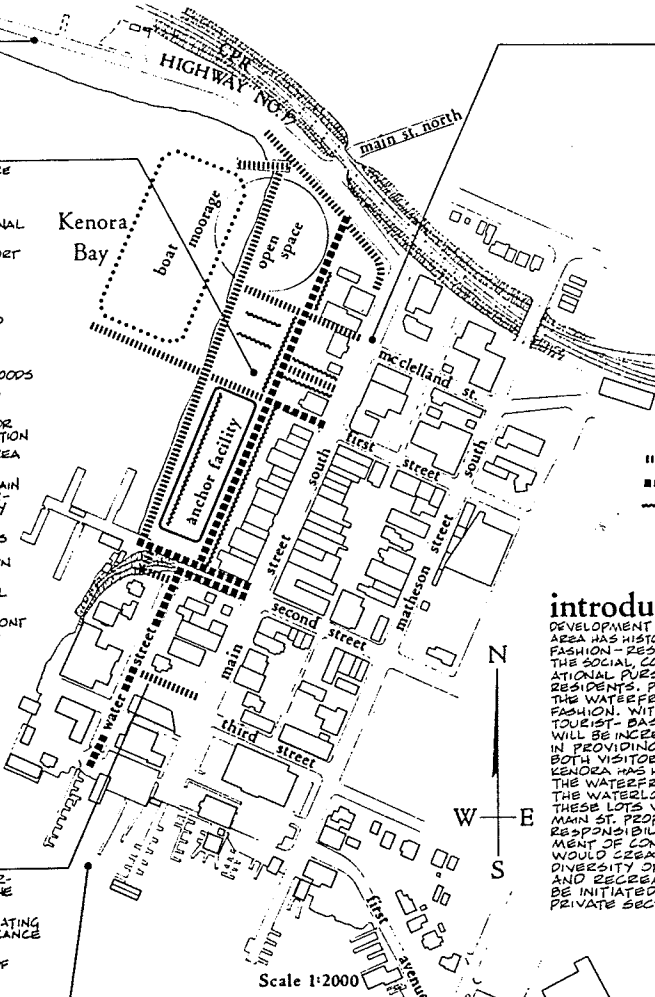
- PRESERVE AND ENHANCE THE HISTORIC CULTURAL AND ARCHITECTURAL CHARACTER OF THE TOWN WHICH HAS BEEN CREATED PREDOMINANTLY BY THE ORIGINAL ONE TO THREE-STORY STREET-ORIENTED COMMERCIAL BUILDINGS PRIOR TO THEIR "MODERNIZED" FACADE TREATMENTS.
- ESTABLISH A CONTINUOUS DESIGN THEME TO UNIFY THE VISUAL CHARACTER OF KENORA'S STREETScape ALONG MAIN ST., THE APPROACH CORRIDOR, THE WATERFRONT WATER ST. AND MEMORIAL PARK, COORDINATING THE DESIGN OF THE DOWNTOWN SO THAT IT IS PERCEIVED AS A COHESIVE AND ATTRACTIVE PLACE.
- ENCOURAGE A DIVERSITY OF ACTIVITIES WHICH WILL ENSURE YEAR-ROUND VITALITY TO THE AREA WHILE ACCOMMODATING THE REQUIREMENTS OF THE PRIVATE SECTOR TO PURSUE ECONOMICALLY VIABLE VENTURES.
- ENSURE THE LANDSCAPE TREATMENT OF THE WATERFRONT AREA DEFINES THE CHARACTER WHICH TYPIFIES THE LAKE OF THE WOODS AREA UTILIZING APPROPRIATE MATERIALS, DETAILING AND SCALE.
- PROVIDE DIRECTIONAL TREATMENT TO THE STUDY AREA TO FACILITATE PEDESTRIAN AND VEHICULAR TRAFFIC THROUGH THE USE OF SIGNAGE, BANNERS, PLANTING, PAVING AND STREET FURNISHINGS.
- ACCOMMODATE VISUAL AND PHYSICAL ACCESS BETWEEN THE WATERFRONT AND ITS CONTEXT, UTILIZING OPPORTUNITIES WHICH WILL ELIMINATE THE BARRIERS CREATED BY MAIN STREET, WATER STREET AND THE SHOULDER.
- WHERE A CONTINUOUS STREETScape IS DISRUPTED BY VISUAL VOIDS, DISPARATE COMPONENTS SHOULD BE SOFTENED OR UNIFIED BY THE APPROPRIATE UTILIZATION OF LANDSCAPE TREATMENTS SUCH AS SCREEN PLANTING, CONTINUOUS PAVING, LIGHTING AND STREET FURNISHINGS.

WATERFRONT

- CONTINUE THE PEDESTRIAN CORRIDOR FROM NORTH SHORE OF KENORA BAY THROUGH THE WATERFRONT AREA AND LINK IT TO WATER ST.
- ACCOMMODATE PARKING IN AN UNOBTRUSIVE FASHION WHICH WILL NOT CREATE A VISUAL VOID ONCE THE SEASONAL INFUX OF CARS HAS SUBSIDED
- ACCOMMODATE MOORAGE FACILITIES FOR LONG AND SHORT TERM PARKING OF PLEASURE CRAFT TO FACILITATE EASE OF ACCESS TO THE WATERFRONT AND THE MAIN ST. COMMERCIAL STRIP
- RETAIN THE AIR SERVICE FACILITY ENSURING THE CONTINUANCE OF THE VISUAL INTEREST ASSOCIATED WITH THE FLOAT PLANE OPERATION
- DEVELOP A PARTICIPATORY INTERPRETIVE SYSTEM TO DISPLAY THE CULTURAL/HISTORIC SIGNIFICANCE ASSOCIATED WITH THE TOWN AND THE LAKE OF THE WOODS
- DEVELOP VISUAL AND PHYSICAL ACCESS OPPORTUNITIES BETWEEN THE WATERFRONT AND MAIN ST. SOUTH
- FACILITATE THE SERVICE CORRIDOR BEHIND MAIN ST. FOR ACCESS TO SHOPS, PARKING AND VEHICULAR CIRCULATION
- INTEGRATE THE DEVELOPMENT OF THE WATERFRONT AREA WITH THE CHARACTER ASSOCIATED WITH MAIN ST.
- INCORPORATE THE EXISTING INFRASTRUCTURE OF MAIN ST. BUILDINGS INTO THE DEVELOPMENT OF THE WATERFRONT WHERE POSSIBLE - VISUALLY AND FUNCTIONALLY
- DEVELOP A MARINE CHARACTER THROUGHOUT THE WATERFRONT WHICH RESPECTS THE NATURAL ASPECTS ASSOCIATED WITH THE LAKE OF THE WOODS AND THE URBAN CHARACTER REPRESENTATIVE OF THE TOWN
- DEVELOP AN INFORMATIVE/DIRECTIONAL SIGNAGE SYSTEM WHICH PROVIDES VISUAL AND DIRECTIONAL CLARITY TO VISITORS AND RESIDENTS
- EXTEND THE MARINE EXPERIENCE OF THE WATERFRONT INTO KENORA BAY BY BOARDWALKS/PIERS/DOCKS MAKING THE EXPERIENCE ACCESSIBLE TO VISITORS

MEMORIAL PARK/WATER STREET

- DEVELOP A CONTINUOUS LINKAGE BETWEEN THE WATERFRONT AREA TO WATER ST. AND MEMORIAL PARK TO THE MAIN ST. DOCK
- ENCOURAGE AN INTERPRETIVE EXPERIENCE INCORPORATING RELEVANT ASPECTS OF CULTURAL/HISTORIC SIGNIFICANCE ASSOCIATED WITH EACH OF THE AREAS
- EMPLOY A CONTINUOUS TREATMENT BETWEEN ALL OF THESE AREAS THROUGH THE USE OF INDIGENOUS MATERIALS AND LANDSCAPE TREATMENT
- MINIMIZE THE NEGATIVE IMPACT OF OBTRUSIVE BUILDINGS STRUCTURES AND PAVING AREAS WITH APPROPRIATE LANDSCAPE AND ARCHITECTURAL MODIFICATIONS AND TREATMENT SYMPHATIC TO THE INHERENT CHARACTER OF THE TOWN
- ENCOURAGE AN ENTERPRISE IN THE OLD MUSEUM (LAND TILES BUILDING) WHICH IS APPROPRIATE TO ITS SETTING - MEMORIAL PARK/MUSEUM
- PRESERVE AND ENHANCE THE ARCHITECTURAL, CULTURAL AND HISTORIC SIGNIFICANCE ASSOCIATED WITH THE BUILDINGS AND MONUMENTS IN THIS AREA (COURT HOUSE, ST. ALBAN'S CHURCH, LAND TILES, LAKE OF THE WOODS MUSEUM)
- MINIMIZE VEHICULAR TRAFFIC FLOW AND VEHICULAR USE BY APPROPRIATE MODIFICATIONS, ENCOURAGING USE TO PEDESTRIANS



KENORA HARBOUR

- RESTRICT FUTURE DEVELOPMENT WHICH WOULD IMPOSE UPON THE CHARACTER OF THE LAKE AND TOWN - I.E. PARKING, CANADIAN TIRE, BUTCLIFF AGENCIES - AND MODIFY THESE SPACES USING PLANT MATERIAL TO SOFTEN THEIR IMPACT
- ENCOURAGE THE OPPORTUNITY FOR VISITORS TO EXPERIENCE THE MARINE CHARACTER ASSOCIATED WITH THE MAIN ST. DOCK AREA
- LINK THE HARBOUR AREA TO THE PEDESTRIAN CORRIDOR VIA MEMORIAL PARK
- DISCOURAGE ANY FURTHER RESTRICTION OF ACCESS TO THE HARBOUR AREA THROUGH PRIVATE OWNERSHIP

MAIN STREET SOUTH

- ENCOURAGE PROPERTY OWNERS TO REVEAL THE INITIAL ARCHITECTURAL TREATMENTS OF BUILDINGS OF HISTORIC AND ARCHITECTURAL SIGNIFICANCE WHICH ARE PRESENTLY CONCEALED BY 'STYLISH COMMERCIAL TREATMENTS'
- DEVELOP A CONTINUOUS LANDSCAPE TREATMENT WHICH WILL UNIFY THE DIVERSE ELEMENTS OF MAIN ST. - HISTORIC BUILDINGS, PAVING, LIGHTING, PLANTING, DETAILING, ETC.
- DEVELOP AN APPROPRIATE VEHICULAR STREETScape WHICH PROVIDES A TRANSITION FROM THE TRANS CANADA HIGHWAY TO A TOURIST/COMMERCIAL CORRIDOR (AS OPPOSED TO A HIGHWAY/COMMERCIAL STRIP)
- ENCOURAGE CONTEMPORARY COMMERCIAL BUILDING TREATMENTS TO ADOPT A CHARACTER WHICH RESPECTS ADJACENT BUILDINGS AND NOT STRONG COMMERCIAL OR CORPORATE IMAGES
- INTERUPT THE STRONGLY VEHICULAR CHARACTER OF THE STREET AND ESTABLISH A MORE PEDESTRIAN-ORIENTED CHARACTER
- ACCOMMODATE MORE VEHICULAR PARKING TO ENCOURAGE PATRONAGE BY VISITORS AND RESIDENTS
- REINSTATE PEDESTRIAN AND VEHICULAR ACCESS TO THE WATERFRONT, MAIN ST. DOCK, MEMORIAL PARK AND WATER ST. THROUGH SIGNAGE AND LANDSCAPE TREATMENT

LEGEND: SPATIAL FRAMEWORK

- pedestrian
- pedestrian/vehicular
- parking
- prominent view

introduction

DEVELOPMENT ASSOCIATED WITH KENORA'S WATERFRONT AREA HAS HISTORICALLY OCCURRED IN A UTILITARIAN FASHION - RESPECTING THE DEMANDS PLACED ON IT BY THE SOCIAL, COMMERCIAL, INDUSTRIAL AND RECREATIONAL PURSUITS OF THE TOWN'S VISITORS AND RESIDENTS. PRESENT AND ONGOING DEVELOPMENT OF THE WATERFRONT SHOULD EVOLVE IN A SIMILAR FASHION. WITH THE INCREASING TENDENCY TOWARDS A TOURIST-BASED ECONOMY, THE TOWN'S VITALITY WILL BE INCREASINGLY DEPENDENT UPON ITS SUCCESS IN PROVIDING AN ENLIVENING EXPERIENCE FOR BOTH VISITORS AND RESIDENTS. THE TOWN OF KENORA HAS HELPED NURTURE THE INITIAL PHASE OF THE WATERFRONT DEVELOPMENT BY CONSOLIDATING THE WATERLOTS BACKING ONTO MAIN ST. SOUTH. THESE LOTS WERE DONATED TO THE TOWN BY MAIN ST. PROPERTY OWNERS. THE TOWN'S FURTHER RESPONSIBILITY IS TO ENSURE THE DEVELOPMENT OF CONDITIONS AND AMENITIES WHICH WOULD CREATE A FAVOURABLE CLIMATE FOR A DIVERSITY OF COMMERCIAL, SOCIAL, ECONOMIC AND RECREATIONAL PURSUITS. THESE COULD BE INITIATED THROUGH THE IMPETUS OF THE PRIVATE SECTOR.

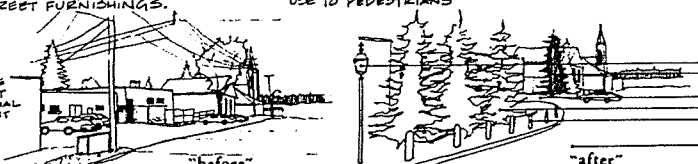
THE DEVELOPMENT GUIDELINES

THAT FOLLOW PROVIDE A COLLECTION OF DESIGN CONSIDERATIONS SPECIFIC TO KENORA'S WATERFRONT AND ITS CONTEXT. THEY ARE INTENDED TO REINFORCE THE CULTURAL/HISTORIC CHARACTER OF THIS AREA AND TO PROTECT THE VISUAL APPEAL ASSOCIATED WITH IT.

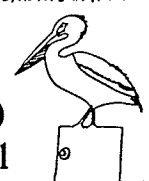
THEY ARE INTENDED TO INCREASE PUBLIC AWARENESS OF DESIGN ISSUES AND OPIONS IN AN ATTEMPT TO IMPROVE THE QUALITY OF GROWTH AND DEVELOPMENT OF THE WATERFRONT.

THE DEVELOPMENT GUIDELINES TAKE INTO ACCOUNT THE UNIQUE CHARACTERISTICS OF THE TOWN OF KENORA AND SUGGEST SOLUTIONS WHICH WOULD ENHANCE THE CONTINUITY OF VISUAL ELEMENTS IN THE LANDSCAPE.

WATER STREET LINKAGE BETWEEN WATERFRONT AND MUSEUM, MEMORIAL PARK AND MAIN STREET DOCK AREA



KENORA, ONTARIO
Waterfront Development Potential



10. DEVELOPMENT STRATEGY

Unify Facade Treatments

MAIN ST. BUILDINGS REMAIN INTACT TO FORM A CONTINUOUS COMMERCIAL STREET. METAL SIDING, STUCCO, BRICK ILLUMINATED SIGNAGE, SIGNAGE PROJECTIONS INTO THE SIDEWALK ZONE COLLECTIVELY CONCEAL THE INHERENT BUILDING CHARACTER. A CONTINUOUS TREATMENT OF CANOPIES SHOULD OCCUR ALONG MAIN ST. AT STREET LEVEL. THIS TREATMENT WOULD PROVIDE SHADE FROM SUN AND RAIN, A MEDIUM FOR SIGNAGE, HUMANIZE THE SCALE OF THE BUILDINGS AND HELP UNIFY THE OVERALL TREATMENT OF THE FACADES. SIGNAGE IN WINDOWS, ON CANOPIES AT STREET LEVEL ILLUMINATED BY LOW LEVEL LIGHTING WILL ENSURE IDENTITY OF INDIVIDUAL SHOPS AND BUSINESSES. THIS WILL REDUCE OVERHEAD SIGNAGE ORIENTED TO THE PASSING AUTOMOBILE REDUNDANT AND UNNECESSARY.



- REMOVE OVERHEAD SIGNAGE
- REMOVE "MODERN" BUILDING TREATMENTS TO REVEAL INHERENT ARCHITECTURAL TREATMENT
- STREET TREES (IE BLACK ASH) SPACED TO REVEAL ARCHITECTURAL QUALITY, PROVIDE SHADE TO PEDESTRIANS CANOPIES PROVIDE PROTECTION AND FACILITATE SIGNAGE
- LOW LEVEL ILLUMINATION - SITUATE NEAR SHOP ENTRANCES - LAMP AND POST SHOULD RESPECT EXISTING ARCHITECTURAL CHARACTER (REMOVE HIGH LEVEL ILLUMINATION)
- USE WINDOWS FOR SIGNAGE

- PEDESTAL CORSEIDS
- MOULDED RAILS OR METAL CRAFT MOLDINGS
- HISTORIC CRAFT - CANOPIES, TONG BOATS, ETC.
- PUBLIC OPEN SPACE
- TUG BOAT
- PRIVATE BOAT MORAGEGE
- PUBLIC BOAT MORAGEGE

- INTERPRETIVE FACILITY
- BOAT MORAGEGE ACCESS CONTROL
- PUBLIC PIER
- COMMERCIAL FACILITY RESTAURANT
- PUBLIC PIER - VANTAGE POINT TO WATERFRONT AND LAKE

- ROADWALK
- SECONDARY STREET WITH LOADING ZONES AND ON STREET PARKING
- LANDSCAPED ISLANDS
- ANCHOR FACILITY
- COMMERCIAL RESIDENTIAL PARKING

- KENORA AIR SERVICE
- CASINO - VANTAGE POINT ASSOCIATED WITH POSSIBLE HOTEL

WATER STREET LINKAGE

MUSEUM

O.P.P.

* DENOTES ARCHITECTURAL, CULTURAL OR HISTORIC FEATURES

demonstration plan

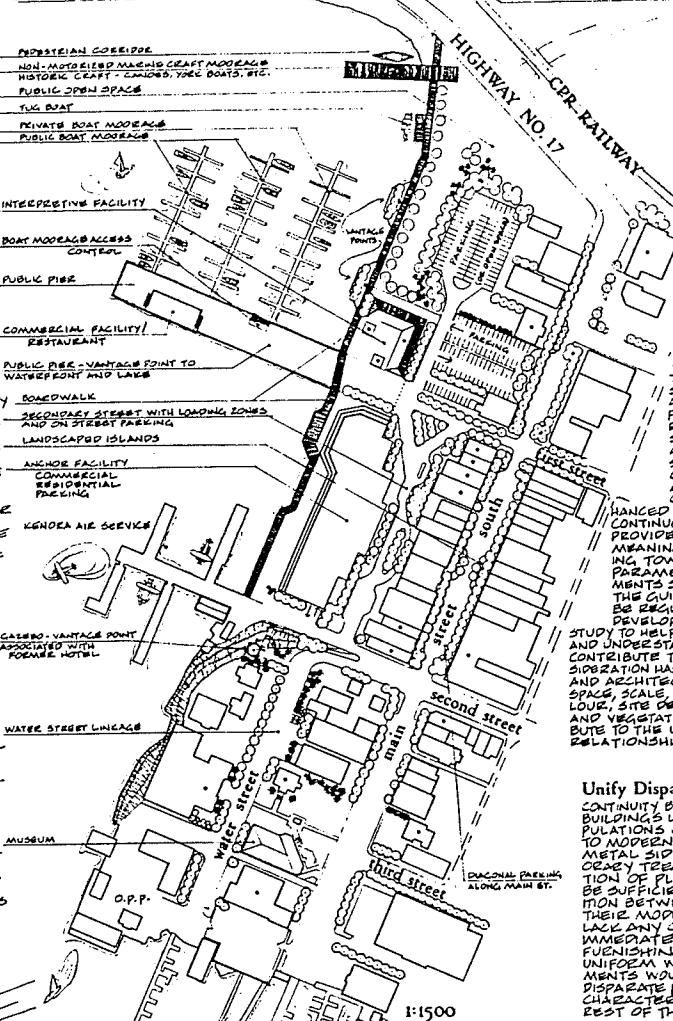
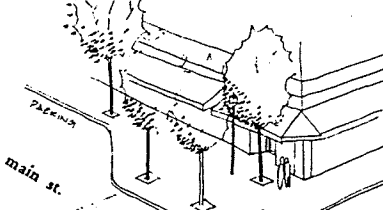
WIDEN INTERSECTIONS FOR PEDESTRIANS - WILL ALSO DUMP TRAFFIC AND BUNNAGE PARKING AREAS

Maximize Visual & Physical Accessibility

THE VACANT AREA BETWEEN THE PUBLIC LIBRARY AND THE SCOTIA BANK PROVIDES RELIEF FROM THE VERTICALITY OF MAIN ST. AND A LINK BETWEEN THE WATERFRONT AND THE COMMERCIAL AREA OF MAIN ST. VISUAL AND PHYSICAL ACCESS TO PASSING PEDESTRIANS AND VEHICLES PROVIDES A GLIMPSE OF THE WATERFRONT AND THE LAKE. IT IS RECOMMENDED THAT SCREENING GREENING BE ACCOMMODATED IN THIS AREA WITH VEHICULAR ACCESS FROM THE LAKE SIDE AND PEDESTRIAN ACCESS FROM THE STREET. THE CHANGE OF GRADE WOULD ALLOW FOR A PARKING FACILITY WITHOUT THE EXPENSE OF EXCAVATION, AND STILL CONCEALING CARS FROM VIEW.

Reduce Traffic Flow/Enhance Parking Areas

BUILDING FACADES LINE UP TIGHTLY ALONG MAIN ST. CLOSE TO THE SIDEWALK AND ARE FRINGED BY A LINE OF PARALLEL PARKED CARS. THE TRAFFIC FLOW ALONG MAIN ST. WILL BE EFFECTIVELY REDUCED BY THE FORTHCOMING KENORA BY-PASS, AND WILL BE FURTHER REDUCED BY THE CREATION OF A SECONDARY STREET BEHIND MAIN ST. THE FLOW OF TRAFFIC ALONG MAIN ST. CAN THEN BE REDUCED TO ONE LANE IN EACH DIRECTION AND INCORPORATE DIAGONAL PARKING TO ACCOMMODATE SOME OF THE PARKING DEMANDS OF THE AREA. ATTEMPTS TO DOWNPLAY THE PRESENCE OF PARKING CARS CAN BE ACHIEVED BY CONTINUOUS TREE PLANTING ALONG THE SIDEWALK, AND BY THE CREATION OF SMALL LANDSCAPED ISLANDS AT INTERSECTIONS AND AT INTERVALS ALONG THE STREET.

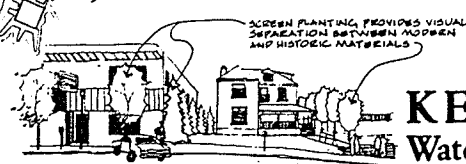


introduction:

THESE GUIDELINES WHICH ARE SPECIFIC TO THE TOWN OF KENORA, ARE ILLUSTRATED THROUGHOUT THE FUTURE DEVELOPMENT WITH A REFERENCE POINT FOR DISCUSSION ON AN ONGOING BASIS. EXAMPLES HAVE BEEN CITED AND SOLUTIONS DEPICTED WHICH SUGGEST WAYS IN WHICH THE NATURAL AND MAN-MADE RESOURCES CAN BE PRESERVED AND ENHANCED TO CONTRIBUTE TO A UNIFIED AND CONTINUOUS DEVELOPMENT. THEY WOULD PROVIDE A VISUALLY APPEALING AND MEANINGFUL LANDSCAPE FOR THE EXISTING TOWN FRAMEWORK, AND PROVIDE PARAMETERS FOR FUTURE DEVELOPMENTS SUCH AS THE WATERFRONT AREA. THE GUIDELINES ARE NOT INTENDED TO BE REGULATORY MEASURES TO CONTROL DEVELOPMENT. THEY ARE USED IN THIS STUDY TO HELP INTEREST GROUPS TO IDENTIFY AND UNDERSTAND THE RELATIONSHIPS WHICH CONTRIBUTE TO MEANINGFUL SOLUTIONS. CONSIDERATION HAS BEEN GIVEN TO LANDSCAPE AND ARCHITECTURAL ELEMENTS INCLUDING SPACE, SCALE, FORM, SIGNAGE, LIGHTING, COLOR, SITE DEVELOPMENT, MATERIALS, DETAILS AND VEGETATIVE COVER WHICH ALL CONTRIBUTE TO THE UNDERSTANDING OF THESE RELATIONSHIPS.

Unify Disparate Parts

CONTINUITY BETWEEN MOST MAIN ST. BUILDINGS LIES HIDDEN BEHIND MANIPULATIONS OF FACADES IN AN ATTEMPT TO MODERNIZE APPEARANCES WITH METAL SIDING AND OTHER CONTEMPORARY TREATMENTS. THE INTRODUCTION OF PLANT MATERIAL WOULD BE SUFFICIENT TO SOFTEN THE TRANSITION BETWEEN OLDER BUILDINGS AND THEIR MODERN COLLEAGUES WHICH WOULD ALSO CONTRIBUTE TO THE IMMEDIATE CONTEXT. LIGHTING, SITE FURNISHING AND PAVING TREATMENTS UNIFORM WITH THE MAIN ST. TREATMENTS WOULD HELP UNIFY THESE DISPARATE PARTS WITH THE OVERALL CHARACTER ASSOCIATED WITH THE REST OF THE TOWN.

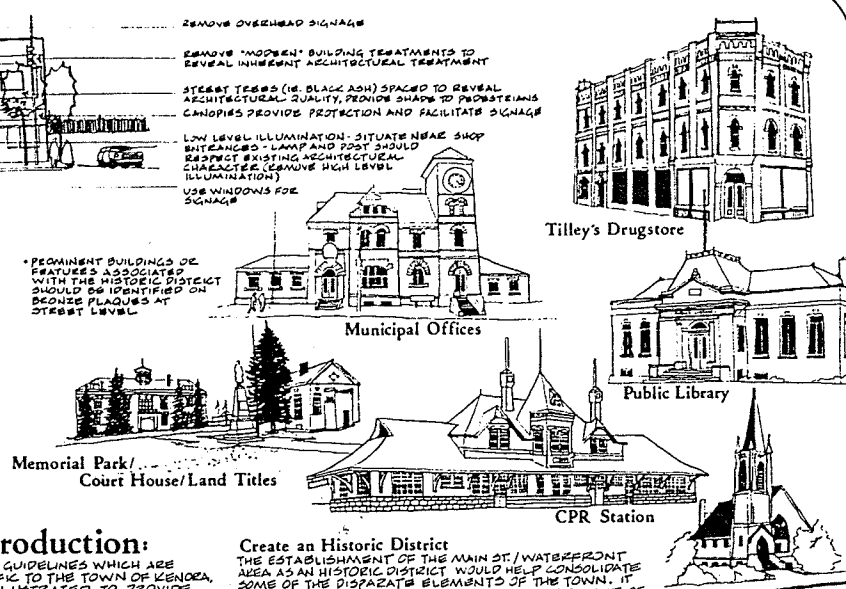


Create an Historic District

THE ESTABLISHMENT OF THE MAIN ST./WATERFRONT AREA AS AN HISTORIC DISTRICT WOULD HELP CONSOLIDATE SOME OF THE DISPARATE ELEMENTS OF THE TOWN. IT WOULD ALSO CONTRIBUTE TO THE DEVELOPMENT OF AN HISTORIC THEME THROUGHOUT THE TOWN AND ENHANCEMENT OF HISTORIC STRUCTURES WOULD PROVIDE THE TOWN WITH THE BASIS FOR DETERMINING APPROPRIATE FORM, SPACE, SCALE, DETAIL AND MATERIALS IN SUBSEQUENT DEVELOPMENT. HIGH-LIGHTING AND EXPANDING UPON THE BEST OF WHAT ALREADY EXISTS WOULD CONTRIBUTE TO A UNIFIED AND COHESIVE QUALITY WHICH IS ESSENTIAL TO MEANINGFUL EXPERIENCES AND VISUAL APPEAL TO RESIDENTS AND VISITORS. THIS DISTRICT WOULD BE COMPLEMENTED BY A SELF-GUIDED INTERPRETIVE SYSTEM PREDICTING THE HISTORIC AND CULTURAL ASPECTS ASSOCIATED WITH THE TOWN. THIS SYSTEM SHOULD BE AN INTEGRAL PART OF THE OVERALL DEVELOPMENT WHICH WOULD PROVIDE VITALITY TO THE AREA WELL BEYOND THE TOURIST SEASON.

Develop a Continuous & Unified Streetscape

THE EXISTING SEA OF CONCRETE AND ASPHALT PAVING ALONG MAIN ST. PROVIDES LITTLE VISUAL RELIEF TO THE PEDESTRIANS' EXPERIENCE. THE USE OF BRICK AND TIMBER WOULD HELP DEVELOP A CONTINUITY BETWEEN THE PAVED AREAS AND THEIR EXISTING CONTEXT ON THE HORIZONTAL PLANE. THIS WOULD BE ACHIEVED BY THEIR INTERMITTENT USE TO ACCENTUATE SHOP ENTRANCES, STREET PLANTING AND DEMARCATING PEDESTRIAN AND VEHICULAR ZONES. CANOPY TREES APPROPRIATELY SPACED AND PLANTED ALONG THE SIDEWALK EDGE OF THE STREET WOULD RESPECT THE LINEAR QUALITY OF MAIN ST. WHILE REVEALING BUILDING DETAIL ABOVE THE STREET LEVEL. THEY WOULD ALSO PROVIDE SOLAR PROTECTION AND HELP RE-ESTABLISH THE TOWN'S RELATIONSHIP WITH THE LAKE.



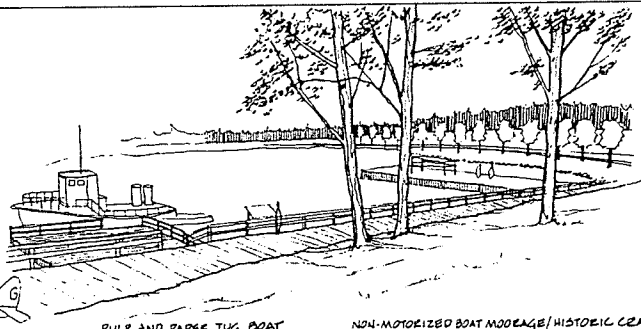
11. DEVELOPMENT GUIDELINES

KENORA, ONTARIO
Waterfront Development Potential



Provide Public Open Space For Unstructured Recreational Activity

AN OPEN SPACE AT THE ENTRANCE TO THE TOWN WOULD PROVIDE AN ESSENTIAL TRANSITION FROM THE APPROACH TO THE TOWN. THIS SPACE WOULD BE PEDESTRIAN-ORIENTED WITH PROVISIONS FOR SEATING, WALKING, SWIMMING AND NON-POWERED WATERCRAFT. INTERPRETIVE, DECORATIVE AND CONFERENTIAL PLANT MATERIAL INDIGENOUS TO THE AREA, THIS WOULD BLEND THE NATURAL AND URBAN CHARACTER OF THE LAKE AND THE TOWN. AN UNSTRUCTURED VIEW TO THE TOWN HALL AND POST OFFICE WOULD BE OBTAINED. SPACE SHOULD BE PROVIDED FOR THE PROPOSED EXPANSIONS OF THE PUBLIC LIBRARY, AND THE RECREATIONAL FACILITY TO THIS OPEN SPACE.

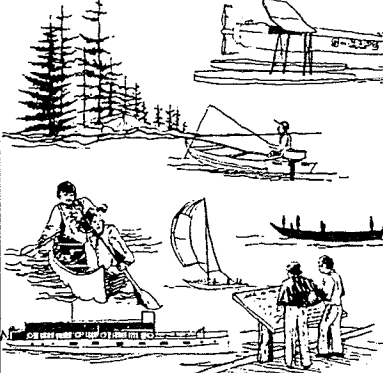


PULP AND PAPER TUG BOAT

NON-MOTORIZED BOAT MOORAGE/HISTORIC CRAFT

Develop An Interpretive Route Depicting The Cultural, Historic And Marine Experiences

BY UTILIZING BOTH STATIC AND DYNAMIC DISPLAY TECHNIQUES, AN INTERPRETIVE SYSTEM WOULD PROVIDE A VARIETY OF LEVELS OF EXPERIENCES DEPICTING HISTORIC FEATURES OF THE TOWN AND WATERFRONT. THIS WOULD INCORPORATE AN ARRAY OF CULTURAL AND HISTORIC THEMES INCLUDING TRANSPORTATION, INDUSTRY, RECREATION AND NATURAL HISTORY ASSOCIATED WITH THE LAKE AND PROVIDE CLUES ABOUT THEIR INTERDEPENDENCE. DISPLAY PANELS WOULD DEPICT THE FIVE TRADES EARLY SETTLEMENT, MINING, FLOVE MILLS, PULP AND PAPER, LUMBER MILLS AND OTHER ASPECTS WHICH ARE NO LONGER EVIDENT. OTHER FEATURES WOULD BE BETTER REPRESENTED USING PARTICIPATORY DEVICES WHICH STILL PERVALE OR COULD BE ACCURATELY DEPICTED AND INCORPORATED INTO EVERYDAY EXPERIENCES.



INTERPRETIVE STATIONS

DIRECTIONAL SIGNAGE



RAT PORTAGE POST

On Old Fort Island a half mile south of here the Hudson Bay Company erected a stockade that trading post about 1830. This was the first known European structure within present Kenora. In 1851 the post was moved to the island where it formed the nucleus of the community of Rat Portage. Situated on the main canoe route to the West the post was visited by many persons prominent in the history of the West. Sir George Simpson, Sir John Henry Balfour Paul Kane, Captain John Palliser, Simon James Dawson and Colonel George Warburton. The post which in its later years became a general store, was closed in 1858.

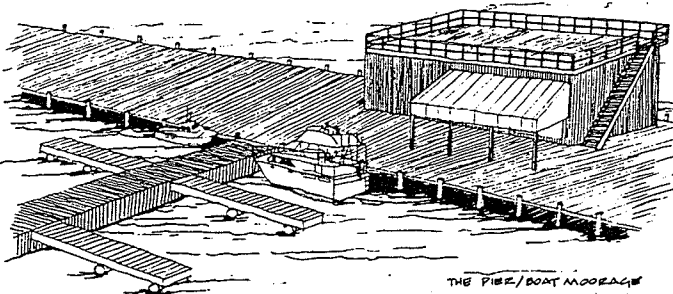
Established by the Ontario Antiquarian & Historical Club, 1928

INTERPRETIVE SIGNAGE

FIRST STREET

Provide Visual and Directional Clarity
CLARITY OF INFORMATION RELIES ON A UNIFIED ENVIRONMENT TO PROVIDE ESSENTIAL DIRECTIONAL CLUES AND AN INFORMATIVE SIGNAGE SYSTEM TO COMPLEMENT THE HISTORIC DISTRICT. THESE SIGNAGE SHOULD INCORPORATE TRADITIONAL MATERIALS WHILE THE DESIGN SHOULD RESPECT THE SCALE OF THE TOWN. SINGLE SIGNAGE, SINGLE LETTERING, COLOURS SHOULD BE CONFINED TO THE GROUND LEVEL OF THE FACADE, ON AWNINGS AND IN WINDOWS. LUMINOUS SIGNAGE SHOULD BE DISCOVERAGE RELYING ON LOW LEVEL LIGHTING THROUGH TERMINATION, STREET AND DIRECTIONAL SIGNAGE DISTINGUISHING STREETS, PARKING AREAS, PUBLIC BUILDINGS, HISTORIC BUILDINGS AND POINTS OF INTEREST SHOULD BE UNIFORM AND CONSISTENT IN DESIGN. A UNIFORM AND CONSISTENT COLOUR SCHEME, LETTERING STYLE, SIZE, FORM AND SUPPORT POST SHOULD BE USED THROUGHOUT THE DISTRICT AND IN THE WATERFRONT AREA. PROMINENT BUILDINGS OR FEATURES ASSOCIATED WITH THE HISTORIC DISTRICT SHOULD BE IDENTIFIED ON PLAQUES MOUNTED AT GROUND LEVEL WHICH DEPICT THE HISTORIC OR CULTURAL CONTRIBUTION TO THE TOWN.

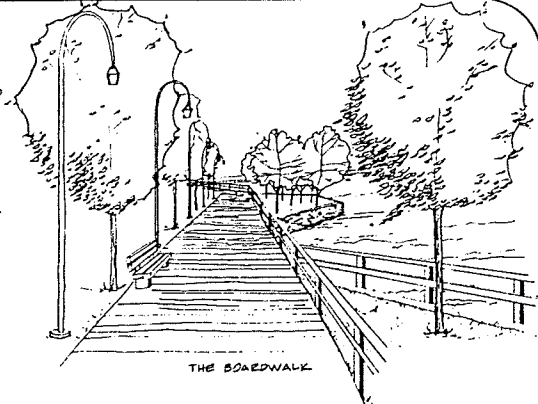
Promote Visual and Physical Access with the Adjacent Context
DELINEATING BOTH THE PEDESTRIAN AND VEHICULAR ACCESS POINTS WITH A CONTINUOUS LANDSCAPE TREATMENT OF VEGETATION COVER WOULD ENHANCE VIEWS OF THE WATERFRONT AREA. PAVING, SITE FURNITURE, LIGHTING, SIGNAGE AND PLANTING ALONG THESE ROUTES WOULD HUMANIZE THE SCALE BY ACCOMMODATING THE PEDESTRIAN. PROVISION OF PUBLIC AND PRIVATE BOAT MOORAGES WOULD FACILITATE BOAT TRAFFIC FROM THE LAKE AND BRING OUT PATRONS OF MAIN ST. AND WATERFRONT OPPORTUNITIES. SATTELITE SHOPS AND SUMMERS BOATHS WOULD ENCOURAGE A BROADER USE OF THE AREA BY FACILITATING SEASONAL NEEDS.



THE PIER/BOAT MOORAGE

Develop A Continuous Pedestrian Corridor

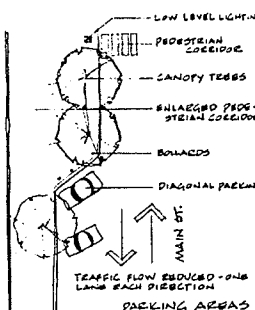
THE MARINE EXPERIENCE WOULD BE MADE ACCESSIBLE BY A BOARDWALK OR PROMENADE WHICH TO THE TOWN WHICH WOULD PROVIDE A ZONE RESTRICTED TO PEDESTRIANS. TIMBER PLANKING USED AS A PAVING MATERIAL WOULD INTEGRATE THE DESIGN WITH THE HISTORIC BOARDWALK ALONG THE SHORE'S EDGE AND A SURFACE FOR DOGS AND PETS. PLANT MATERIAL, ROCK OUTCROPPINGS AND BOAT MOORAGE APPROPRIATELY DISPERSED WOULD EMULATE THE UNPOLLUTED CHARACTERISTIC OF THE SHORELINE. THE PIERS AND DOCKS WOULD ACCOMMODATE 75 PERCENT AN IDEAL AND PROVIDE A SUBTLE EDGE TO THE TRANSITION FROM THE NATURAL TO THE URBAN ENVIRONMENT. SIGNAGE, PLANT MATERIAL, SITE FURNISHING AND LIGHTING SHOULD BE SELECTED TO UNIFY THE CONTINUOUS MARINE QUALITY OF THE WATERFRONT AREA. CAREFUL TREATMENT OF THE ADJACENT AREAS WILL PRESERVE THE CONTINUITY IN THE VISUAL ELEMENTS WHICH MAKE UP THE TOWN.



THE BOARDWALK

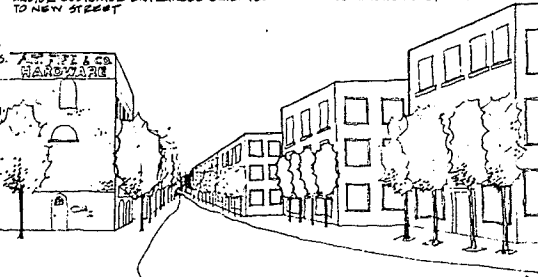
Accomodate Traffic Flow/Provide Unobtrusive Parking Areas

THE VOLUME OF TRAFFIC WILL BE MODIFIED BY THE MONA BY-PASS, HOWEVER THE PRESENCE OF THE AUTOMOBILE MUST STILL BE ADDRESSED. PARKING SHOULD BE INCORPORATED ALONG EXISTING REGULAR ROUTES AND THE SECONDARY STREET, AND DISPERSED INTO SMALL, UNOBTAINABLE LOTS. SEPARATION AND SCREENING OF THESE AREAS CAN BE ACHIEVED BY EXISTING AND PROPOSED BUILDINGS AND STRUCTURES, ACTIVITY AREAS AND LANDSCAPING. THIS WOULD MODIFY THE OVERWHELMING PRESENCE OF THE AUTOMOBILE ALONG THE MAIN CORRIDOR AND CONVERSELY MINIMIZE THE OCCURRENCE OF LARGE ASPHALT VOIDS AND PROBLEMS OF SNOW REMOVAL DURING THE OFF-SEASON. DEVELOPMENT OF AN ANCHOR FACILITY ADJACENT TO THE SHORELINE WILL BE RESTRICTED TO PEDESTRIANS AND SERVICE VEHICLES. DEVELOPMENT OF AN ANCHOR FACILITY SHOULD INCORPORATE AN UNDISCREET PARKING AREA WHICH BLENDS WITH ITS CONTEXT.



REAR FACADES OF MAIN ST. - SERVICE AND/OR CUSTOMER ENTRANCES ORIENTED TO NEW STREET

ANCHOR FACILITY - RESTAURANT/COMMERCIAL SPACES

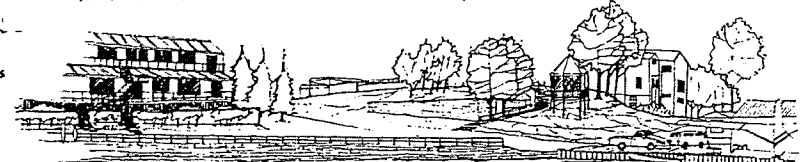


750 7th St. & Co. Bldg. 750 7th St.

SECONDARY STREET (MAIN ST. BACK LANE)

Integrate Rear Facades of Main Street

THE REAR FACADES RETAIN A UNIQUE CHARACTER RELYING ON THE EXPOSED AND LARGELY UNADORNED USE OF STONE AND BRICK AND GIVE THE LAKE A COHESIVE QUALITY. UNLIKE MAIN ST. THE LINE OF THE FACADES IS IRREGULAR, CREATING POCKETS OF SPACE. THIS RELATES TO THE MORE IRREGULAR FORMS ASSOCIATED WITH THE SHORELINE, HELPING BREAK THE MORE URBAN CHARACTER ASSOCIATED WITH THE LINEARITY OF MAIN ST. THE DEVELOPMENT OF AN ANCHOR FACILITY OF MIXED RESIDENTIAL, COMMERCIAL AND INSTITUTIONAL USE ADJUTING THIS AREA OF THE WATERFRONT WOULD CAPITALIZE ON A UNIQUE OPPORTUNITY, BREAKING THE LINEARITY OF THE STREET WOULD HELP CONTROL TRAFFIC FLOW AND REDUCE SPEEDS. SITE FURNISHING, LIGHTING AND PLANT MATERIAL WOULD CONTRIBUTE TO THE CONTINUITY OF THE DEVELOPMENT WITH ITS CONTEXT.



Facilitate a Diverse but Unified Development of the Waterfront

THE THEMATIC FOCUS OF THE WATERFRONT CANNOT BE LIMITED TO AN EXCLUSIVE ASPECT OF HISTORY, TRANSPORTATION, INDUSTRY OR RECREATION. DEVELOPMENT MUST PROVIDE FOR PLACES TO HOLD, INTERACT, DEVELOP, ENJOY, ONGOING VITALITY TO THE AREA. IT SHOULD RESPECT THE EXISTING FRAMEWORK ESTABLISHED BY MAIN ST. WHILE UTILIZING THE OPPORTUNITY TO EXPAND THE SHORELINE AND EXTEND INTO THE LAKE. THE LANDSCAPE TREATMENT SHOULD REFLECT THE MARINE CHARACTER IN ITS USE OF DETAILING, PLANT MATERIAL, VEGETATIVE COVER, ILLUMINATION AND MATERIALS. EXAMPLES OF HOW THE LANDSCAPE WAS USED IN THE PAST WILL CONTRIBUTE TO THE SPRING OF SOME OF THE FACILITIES AND PROVIDE MEANING TO THE AREA. THE CONTEXT OF THE WATERFRONT SHOULD ADOPT ASPECTS OF THE MARINE CHARACTER IN ITS LANDSCAPE TREATMENT. IT SHOULD INTEGRATE THE WATERFRONT WITH THE TOWN WHILE FACILITATING NEEDS FOR BOAT MOORAGE, PARKING, ACCESSIBILITY TO OPEN SPACE, ETC.



KENORA, ONTARIO
Waterfront Development Potential

12. DEVELOPMENT GUIDELINES

Conclusion:

RESIDENTS, POLITICIANS, ENTREPRENEURS, PLANNERS AND DESIGNERS REQUIRE AN UNDERSTANDING AND APPRECIATION OF THE TOWN OF KENORA'S UNIQUE SITUATION. SUCCESSFUL SOLUTIONS DO NOT SIMPLY RELY ON THE FILLING OF A CHECKLIST OF PROGRAMMATIC REQUIREMENTS. WHAT IS NEEDED IS THE COLLECTIVE COMBINATION OF SEVERAL FACTORS. THE DEVELOPMENT GUIDELINES SUGGEST TREATMENTS WHICH WILL ELICIT A UNIQUE AND UNIFIED CHARACTER SYNONYMOUS WITH THE TOWN OF KENORA. BY REVEALING THE INHERENT FEATURES OF THE TOWN AND DEVELOPING A CONTINUITY AMONG ITS DISPARATE PARTS, THE ATTRACTION AND APPEAL OF THE TOWN BECOMES EVIDENT. THESE FEATURES ALONG EDMAIN DOCKMAN IN THE WATERFRONT AREA, THEIR VITALITY DEPENDS ON THEIR BELONGING TOGETHER WITH THE TOWN AND TOGETHER THEY TAKE ON THE CHARACTER NECESSARY TO BECOME A VIABLE AND APPEALING WATERFRONT DEVELOPMENT. THE SUCCESS OF THE ENTIRE WATERFRONT DEVELOPMENT RELIES HEAVILY ON HOW WELL IT CAN BE ASSIMILATED BOTH FUNCTIONALLY AND VISUALLY INTO THE EVERYDAY LIFE OF THE TOWN. THE DEVELOPMENT GUIDELINES SERVE TO CREATE AN AWARENESS OF THIS AREA ON AN ONGOING BASIS. THE GUIDELINES ARE SPECIFIC TO KENORA, ONTARIO. MANY OF THE PRINCIPLES AND SUGGESTIONS, HOWEVER, ARE APPLICABLE TO OTHER SMALL TOWN SITUATIONS FACED WITH THE DEVELOPMENT POTENTIAL OF THEIR WATERFRONT SINCE CONVENTIONAL USES HAVE BEEN ABANDONED AND UNDESIRABLE SITUATIONS, UNSIGHTLY VOIDS DETRACTING FROM BOTH THE NATURAL AND URBAN QUALITY OF A TOWN REMAIN. THESE POTENTIAL CONTRIBUTIONS TO THE REVITALIZATION OF AN AREA AND ITS CONTEXT RELIES ON AN UNDERSTANDING OF INHERENT CULTURAL AND HISTORICAL QUALITIES IN ADDITION TO THE CONVENTIONAL SITE AND PROGRAMMATIC CONCERNS.

Acknowledgements:

I WISH TO THANK PROFESSOR CHARLIE THOMSON, MY COMMITTEE CHAIRMAN, AND COMMITTEE MEMBERS DAVIS WITTY AND LARRY PATRICKSON FOR THEIR COLLECTIVE ENCOURAGEMENT AND DIRECTION THROUGHOUT THIS PROJECT. I AM ALSO GRATEFUL TO THE LADS OF THE WOODS MUSEUM AND IN PARTICULAR TO ITS CURATOR, REG REEVES, FOR THE RESOURCES MADE AVAILABLE TO ME. HIS PERSONAL KNOWLEDGE WAS ESPECIALLY HELPFUL IN PUTTING MANY ASPECTS OF THE TOWN IN A RECOGNIZABLE AND UNDERSTANDABLE PERSPECTIVE. THANKS TO MY DEAR MUM, DICK AND MRS. I.C. REEVES, FOR THEIR SUPPORT THROUGHOUT THE LONG PROCESS OF WORKING TOWARDS MY DREAMS IN LANDSCAPE ARCHITECTURE. LASTLY, I WISH TO THANK MY WIFE, MARETHA, FOR HER ESSENTIAL CONTRIBUTION TO THIS PROJECT. HER DEDICATION AND SPIRITING ARE GREATLY APPRECIATED. MORE IMPORTANTLY, HOWEVER, I RECOGNIZE HER ABILITY TO MOTIVATE AND INSPIRE ME TO GET THE PROJECT BEGAN AND HER SUPPORT WHICH KEPT ME GOING THROUGHOUT.

D. I. PERVEZ

Bibliography:

Books:
 Akeleyard, Donald. *Livable Streets*. Berkeley, California: University of California Press, 1961.
 Ashbore, Toshinobu (translated by Riggs, Lynn E.). *The Aesthetic Townscape*. Cambridge, Massachusetts: The M.I.T. Press, 1981.
 Bannor, Marcus, and Loventhal, David. *Our Past Before Us: Why Do We See It? Why Landscapes are Harder to Protect Than Buildings*. London: Maurice Temple, Smith Limited, 1981.
 Brasillier, Roberto, and Longo, Gianni. *Whitney Library of Design: For Pedestrians Only: Planning Design and Management of Traffic Free Zones*. New York: Museum Council Publications, 1977.
 Burgess, Jacqueline, and Gida, John R., ed. *Valued Environments*. London: George Allen and Unwin, 1982.
 Crell, Kenneth H., and Lube, Erwin R. *Perceiving Environmental Quality: Research and Applications*. New York: Plenum Press, 1978.
 Design Council and the Royal Town Planning Institute. *Whitney Library of Design. Streets Ahead*. New York, 1978.
 An Toi Association Limited. *Advanced Design Study for Downtown Burlington*. The City of Burlington Planning Department and the Building Improvement Area Board of Management, 1981.
 David, William B., Jr. *Street Graphics*. Nelson, Virginia: The Landscape Architecture Foundation, 1977.
 Fleming, Ronald Lee. *Facade Stories: Changing Faces of Main Street Store Fronts and How to Care for Them*. New York: Hastings House Publishers, 1982.
 Gosting, David, and Matlock, Barry. *City of Urban Design: New York: St. Martin's Press, 1980*.
 Hester, Randolph T., Jr. *Planning Neighborhood Space With People*. New York: Van Nostrand Reinhold Company, Inc., 1980.
 Hight, Toshinobu (translated by Terry, Charles S.). *The Visual and Spatial Structure of Landscapes*. Cambridge, Massachusetts: The M.I.T. Press, 1983.
 Hough, Michael. *City Form and Natural Process: Towards a New Urban Vernacular*. Beckenham, Kent: Croom Helm Limited, 1980.
 Jackson, John Brinckerhoff. *Discovering the Vernacular Landscape: A Guide to Other Places*. Yale University Press, 1984.
 Lund, Oloffe. *Lake of the Woods Yesterday and Today*. Superior, Minnesota: Nordell Graphics, 1977.
 Lund, Oloffe R. *Our Historic Boundary Waters: From Lake Superior to Lake of the Woods*. St. Paul, Minnesota: Nordell Graphics, 1977.
 Lynch, Kevin. *The Image of the City*. Cambridge, Massachusetts: The M.I.T. Press, 1960.
 Mead, Florence. *Through the Kenora Gateway*. Kenora, Ontario: Athlo Press, 1981.
 Melzig, D.W., ed. *The Interpretation of Ordinary Landscapes*. New York: Oxford University Press, 1979.
 Nelson, J.C., ed. *Man's Impact on the Western Canadian Landscape*. The Carlton Library No. 90. Toronto: McClelland and Stewart Limited, 1978.
 Russell, Raquel (in collaboration with the Urban Design Group of the Department of City Planning.) *How to Save Your Own Street*. New York: Double Day and Company Inc., 1981.
 Sanoff, Henry, ed. *Designing With Community Participation: Development Series*. Pennsylvania: McGraw-Hill Book Company, 1978.
 Taylor, Lisa, ed. *Cooper-Hewitt Museum, The Smithsonian Institution's National Museum of Design*. *Cities, The National International Publications Inc.*, 1982.
 ———. *Cooper-Hewitt Museum, The Smithsonian Institution's National Museum of Design. Urban Open Spaces*. New York: Norton International Publications, Inc., 1981.
 Tuan, Yi-Fu. *Space and Place: The Perception of Experience*. Minneapolis, Minnesota: University of Minnesota Press, 1977.
 ———. *Topophilia: A Study of Environmental Perception, Attitudes and Values*. Englewood Cliffs, New Jersey: Prentice-Hall, Inc., 1976.
 Wills, Hilda. *Pedestrian Areas: From Paths to Complete Networks*. New York: Architectural Book Publishing Co., 1979.
 Wittling, Lawrence P. Ed. *Milwaukee's Lakefront: Design and Development in the Public Interest*. Milwaukee: Publications in Architecture and Urban Planning, 1983.

Periodicals:
 Alamo, Arnold R. "Documenting the Physical and Social Characteristics of Mining and Resource-Based Communities." *Association for Preservation Technology*, XI (No. 4, 1979), 49-64.
 Anderson, M.L., and Schroeder, Herbert W. "Application of Wetland Science Assessment Methods to the Urban Landscape." *Landscape Planning*, X (October, 1983), 219-237.

Archibald, Margaret. "Positive Evidence: Using Photographs as Documents in Structural History." *Association for Preservation Technology*, XII (No. 3, 1980), 83-93.
 Anonimor, Alexander L., and Jamieson, Walter. "The Mailing of an Old Town: Will Collier's Stephen Leacock Hall be a Home of Next?" *Canadian Heritage*, December 1984 - January 1985, pp. 34-39.
 Bellver, Theo. "A Visual Guidance System to Help Tourists Discover the City of Basel, Switzerland." *Contact - Journal of Urban and Environmental Affairs*, Vol. 13: *Creating Livable Cities*, (No. 2/3, 1983), 105-115.
 Bodey, Trevor. "Wilson's Main Street Revitalization." *Canadian Heritage*, October-November, 1985, pp. 30-35.
 Brown, Michael. "Place-making - Start With Facts: Finish With Values." *Landscape Architecture*, May, 1981, pp. 282-284.
 Campbell, Craig. "Seattle's Gas Plant Park." *Landscape Architecture Yearbook*, 1973, pp. 44-70.
 "A Case Study - Grand Street Waterfront Park." *A.C.D.S.A. - The Newsletter of the Landscape Architecture Foundation*, IV (May, 1982), 17-19.
 Cartier-Latier, Adèle. "From Roubin to Rouze: Heritage - Fashion or Profit?" *Canadian Heritage*, August-September, 1985, pp. 10-13.
 COOBS Associates, Inc., Landscape Architects. "Faint River Park." *Landscape Architecture*, September, 1982, pp. 44-49.
 Collier, Anne. "Creative Concepts: A Small Town Fights With an Artist's Breath." *Canadian Heritage*, August-September, 1985, pp. 20-21.
 Dawson, Ken. "Public Improvements on Main Street." *Canadian Heritage*, May/June, 1983, pp. 19-22.
 Donaldson, Sam. "Monuments and Other Purposes." *Association for Preservation Technology*, IV (No. 4, 1983), 37-38.
 Farida, Linda. "Editorial regarding the preservation issue." *Association for Preservation Technology*, (No. 4, 1983), 3-4.
 Finkelshtein, Max. "Time Passages: How the Parks are Antecedent." *Canadian Heritage*, May-June, 1985, pp. 37-40.
 Garland, Edwin. "The Revival of the Traditional Downtown Core." *Contact - Journal of Urban and Environmental Affairs*, Vol. 13: *Creating Livable Cities*, (No. 2/3, 1983), 45-52.
 Groot, Robert. "Shoreline and Marine Development." *Ontario Association of Landscape Architects Review*, April, 1977, pp. 13-19.
 Haggart, Anne C. "Ballistic Synarchic Change." *Contact - Journal of Urban and Environmental Affairs*, Vol. 13: *Creating Livable Cities*, (No. 2/3, 1983), 37-40.
 Hester, Randolph T., Jr. "Landmarks and Lifescapes: Twelve Steps to Community Development." *Landscape Architecture*, January/February, 1983, pp. 78-85.
 Hillman, Mayer, and Whalley, Anne. "Welching: The Neglected Transport Mode." *Contact - Journal of Urban and Environmental Affairs*, Vol. 13: *Creating Livable Cities*, (No. 2/3, 1983), 17-19.
 Housner, Rana. "Amazing Signs Light Up Main Street." *Canadian Heritage*, October-November, 1985, pp. 34-39.
 Hough, Michael. "The Urban Landscape - The Hidden Frontier." *Association for Preservation Technology*, IV (No. 4, 1983), 9-14.
 Hubler, Robert. "Architectural Concrete Access to Toronto's Harbourfront." *Landscape Architectural Review*, June, 1982, pp. 6-9.
 Knoble, R. Scott. "A Master Plan for Kingston's Waterfront." *Landscape Architectural Review*, November, 1984, 8-9.
 Krah, Virginia. "The Community Renewal Process as Part of Community Planning." *Contact - Journal of Urban and Environmental Affairs*, Vol. 13: *Creating Livable Cities*, (No. 2/3, 1983), 53-59.
 Lake of the Woods Area News (various issues) Winnipeg, Manitoba: Lake of the Woods Property Owners Association.
 Lerner, Stuart. "Municipal Heritage Planning." *Recreation Canada*, July, 1984, pp. 30-33.
 Lynch, Charles. "Heritage Hits the Backpacks." *Canadian Heritage*, October-November, 1985, pp. 12-13.
 Mayer, Susan. "Coal Town, Boat Town, Chest Town: The Cyclic Success of Resource Based Towns." *Canadian Heritage*, October-November, 1985, pp. 17-19.
 Melzig, D.W. "The Beholding Eye." *Landscape Architecture Yearbook*, 1978, pp. 14-21.
 Richard, Claude. "Analysis of the Architectural Landscape." *Association for Preservation Technology*, IV (No. 4, 1983), 41-54.
 Murphy, Gavin. "Canada's Train Stations: Destruction or Oblivion or Progress?" *Canadian Heritage*, August-September, 1985, pp. 28-33.
 Schotman, Jaap. "Urban Innovation in Canada's Capital." *Contact - Journal of Urban and Environmental Affairs*, Vol. 13: *Creating Livable Cities*, (No. 2/3, 1983), 387-379.
 Smith, Julian (with research by Taylor, James). "The Matter of the Building: Parks Canada has preserved historic sites in a number of ways." *Canadian Heritage*, May-June, 1985, pp. 27-31.
 Spasman, Ray, and Wittling, Dorothy. "Manometer: Creating a Livable City." *Contact - Journal of Urban and Environmental Affairs*, Vol. 13: *Creating Livable Cities*, (No. 2/3, 1983), 381-386.

Stewart, John J. "Canada's Landscape Heritage." *Landscape Planning*, VI (June, 1979), 20-23.
 ———. "Landscape Archaeologist: 'An Archaeology' Without Really Digging." *Landscape Architecture*, March, 1978, pp. 140-144.
 Stewart, John J., and Sykes, Meredith. "Historic Landscape Restoration in the United States and Canada: An Annotated Source Outline." *Association for Preservation Technology*, IV (No. 3/4, 1982), 114-117.
 Thurston, Barry. "A Hill and Its Town: Community Life Evolves Around the Wharfedale in Dalhousie, N.S." *Canadian Heritage*, October-November, 1985, pp. 30-31.
 Tishler, William B. "The Landscape: An Emerging Historic Preservation Resource." *Association for Preservation Technology*, XI (No. 4, 1979), 9-15.
 Tothauer, Roger. "Shaping Vancouver's Newest Open Space." *Landscape Architecture*, November/December, 1983, pp. 79-82.
 Ueno, Janet. "Born to Die? The Flight of One Industry Town in Canada." *Canadian Heritage*, October-November, 1985, pp. 18-19.
 Wiley and Ham, Inc., Landscape Architects. "Commodore Park." *Landscape Architecture*, September, 1982, pp. 71-74.
 Wittling, Lawrence P. "Making Waves." *Inland Architect*, November/December, 1983, pp. 17-23.

Government Publications:
 Ontario Ministry of Northern Affairs. *Waterfront Development in Northern Ontario - Towards Implementation* (Notes from a Seminar and Design Workshop).
 Ontario Ministry of Natural Resources. *Lake of the Woods: General Land Plan*, 1977.
 Robert Lehman Planning Consultants Limited. *Plan of Kenora 2001*. 1985.
 Royal Society of Canada. *Preserving the Canadian Heritage*. 14th Symposium of Heritage Canada, Oct. 7-10, 1975.
 Slack, Brian. *Canada Ministry of State, Urban Affairs*. *Harbour Redevelopment in Canada*, June, 1974.
 Transport Canada, Coast Guard. *Canada Ministry of Supply and Services. Aids and Waterway Navigational Aids Protection Act - Application Guide*, 1980.
 U.S. Department of Housing and Urban Development. *The Language of Open Space*. Duluth: Department of Research and Planning, 1975.

Newspapers:
 The Citizen. "Cold Hitting in the Lake of the Woods District." Vol. 10 - Jan. 12, May, 1894.
 False Creek News. "Special Summary Issue," June, 1976.
 The Globe and Mail. "Lake of the Larger-Than-Life." April 5, 1984.
 Kenora Miner and News. "Meritor Urges Council to Get Moving," October 4, 1982.
 ———. "Develop Waterfront for Auto Parking Delegation Urges," November 10, 1981.
 ———. Editorial, July 21, 1981.
 ———. Editorial, July 21, 1981.
 ———. "Freight and Passenger Boats - Lake of the Woods," November 14, 1981.
 ———. "Kenora Approves \$20,000 for Another Waterfront Study," October 25, 1983.
 ———. "Lakeshore Improvements OK'd," May 29, 1981.
 ———. "Parkade Ideas Good and Bad," November 10, 1983.
 ———. "Parking Needs: Council Urged to Develop Lots," January 14, 1982.
 ———. "Steamers Cruised Area Waters," May 31, 1976.
 ———. "Waterfront Development: Private Involvement Needed Before Getting BID,"
 ———. "Waterfront Gets Facelift," October 7, 1983.
 The Toronto Star. "Last Boat: A Boat Ride Into History," November 14, 1981.
 ———. "Promises of the Kenora," May 23, 1964.
 ———. "Tour Boat, Family Luck Hit Bottom," October 7, 1985.
 Visitors Guide. Kenora, Ontario: Kenora Miner and News, 1972.

Barnard, Cheryl; Kowalski, Bonita; Hirsaki, Sharon; Nelson, Lori. "Early Settlement of East Portage." Unpublished summer project, Kenora, 1984-1982.
 Battleson, A.D. "Builders of a Town." Unpublished local history, Kenora Public Library.
 Brown, Judy. "The History of Newspapers in Kenora." Unpublished local history, Kenora Public Library.
 City of Vancouver. *Central Portage and Bowing, and the Grassville Island Features*. "Reference Document for Grassville Island Features." Unpublished document, Vancouver, 1978.
 Falso Creek - Area 9. Unpublished document, Vancouver, 1978.
 Demaree, Margaret. "Boat Builders Around East Portage." Unpublished local history, Kenora Public Library.
 M.K. Dillon Limited. "Kenora Shoreline Development Plan." Unpublished study, Town of Kenora, March, 1979.
 Farver, V. Paul, and Wittling, Lawrence P. "Anatomy of a Competition - Urban Design for Milwaukee's Lakefront." Unpublished study, The National Endowment for the Arts, Design Area Program, Milwaukee, 1992.
 Harper, Paula. "The Lake of the Woods Museum." Unpublished local history, Kenora Public Library.
 Jack Long Group. "Lake Louise Development Guidelines." Unpublished study, Parka Canada.
 Jack Long and the New Street Group Architects and Environmental Planners. "Jasper Townsite Architectural and Environmental Guidelines." Unpublished study, Parka Canada, October, 1979.
 Long, Maxwell and Associates, Architects and Environmental Planners. "Kane Townsite: Architectural and Environmental Guidelines." Unpublished study, Parka Canada, 1977.
 Marshall Macklin Houghland Limited. "Town of Kenora Waterfront Development Plan." Unpublished report prepared for the Town of Kenora's Waterfront Planning Committee, May, 1984.
 Nylas, Deleen. "A History of the Kenora Paper Mill." Unpublished local history, Kenora Public Library.
 Nelson, Lori, and Nelson, Patty. "The Summer People: A History of Kenora's Tourist Industry." Unpublished local history, 1979.
 The Placerton Group Limited. "Official Plan of the Kenora-Essexville Planning Area." Unpublished study, Willowdale, Ontario, July 27, 1983.
 Reeves, J. "The Lake of the Woods Brewing Co." Unpublished local history, Kenora Public Library.
 Richards, Robert W. "Royal Lake of the Woods Yacht Club: History to 1974." Unpublished local history, 1978.
 Rose-Ruggles Landscape Architects. "Barshore Master Plan." Unpublished study completed for the City of Owen Sound and North York Region Conservation Authority, Barshore Development Program, Ontario, 1977.
 Ryan, John. "The Kenora-Sawatics Area: A Geographic Study." Unpublished Master's thesis, University of Manitoba, 1964.
 Stewart, Gerald A. "Early Business in Downtown Kenora." Unpublished local history, Kenora Public Library.
 Town of Kenora. "Waterfront Development Site Planning - Terms of Reference." Unpublished, August 3, 1983.
 Welch, Woody. "The Kenora Bowling Club." Unpublished local history, Kenora Public Library.
 Zabloski, Don. "Tourism in North Western Ontario." Unpublished local history, Kenora Public Library.

Unpublished Materials:

Ashdown, J.W. "A Contemporary Explorer's Chart of the Lake of the Woods." Unpublished local history, June, 1973.
 ———. "A Contemporary Explorer's Chart of the Lake of the Woods." Unpublished local history, June, 1973.



13. CONCLUSION & BIBLIOGRAPHY

KENORA, ONTARIO Waterfront Development Potential