

RE-DEVELOPMENT OF FORT GARRY  
PARK, DOWNTOWN WINNIPEG

DAVID BRYAN JAMES 5615639

MASTER OF LANDSCAPE ARCHITECTURE PRACTICUM  
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**RE-DEVELOPMENT OF FORT GARRY PARK  
DOWNTOWN WINNIPEG**

**BY**

**DAVID BRYAN JAMES**

A practicum submitted to the Faculty of Graduate Studies of the University of Manitoba in partial fulfillment of the requirements of the degree of

**MASTER OF LANDSCAPE ARCHITECTURE**

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*A teacher is one who makes two ideas grow where only one grew before.*

*- Elbert Hubbard (19th Century American Essayist)*

I would also like to give a special thanks to my parents Bryan and Carol James, whose financial and emotional support throughout my education has made possible, this, and all things yet to come.

## RE-DEVELOPMENT OF FORT GARRY PARK :

### ABSTRACT

The reintegration and reconstruction of the Hudson's Bay Company's trading post Upper Fort Garry (an important symbol to Winnipeg's early fur trading heritage), provides a number of difficult problems; much of them owing to the fact that all of the fort, except its gateway, was purposely destroyed during the 1880's and its land developed. This development has done little to respond to, or recognize the cultural importance of Fort Garry Park to the City of Winnipeg by accentuating the remnant gateway of the fort.

The proposed re-development of Fort Garry Park becomes more than just an exercise in re-presenting the past. It is seen as a way to give much needed recognition to one of the city's most important heritage sites, a way to help strengthen the history surrounding the newly re-developed Forks site and finally, a way to create an appropriate environment for the appreciation of the area's unique historical features by giving closure to pedestrian movement between Broadway Avenue and the Assiniboine Riverwalk.

This practicum traces the processes of how one deals with the issues of an historical program set within the contemporary context of a city. The re-development of Fort Garry Park thus provides an excellent opportunity to synthesize those objectives associated with the reconstruction of the past, with the more contemporary objectives associated with the planning of a downtown; two objectives which are traditionally seen as not being compatible. The result is a project that not only gives some insight to the cultural significance of Upper Fort Garry, but also consolidates a downtown neighborhood together through the linking of a series of park spaces.

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# **1.0 INTRODUCTION TO THE STUDY SITE**

- 1.0 INTRODUCTION**
- 1.1 METHODOLOGY**
- 1.2 FLOW CHARTS**
- 1.3 SITE DESCRIPTION**
- 1.4 HISTORIC ISSUES**

**RE-DEVELOPMENT OF FORT GARRY PARK**

## 1.0 Introduction :

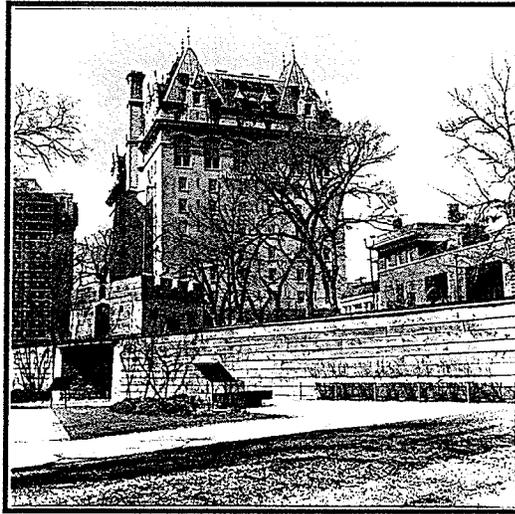


Figure 1.1 Fort Garry Park, 1993.

The area around Fort Garry Park, in downtown Winnipeg, provides one of the greatest opportunities to communicate to the public the uniqueness of a site, and in a larger sense a city, which has developed incrementally from a small cluster of buildings into a large metropolitan center. The Park, itself, was established in 1897 as a way to preserve the last remnant of Upper Fort Garry. What the park represents, however, is a period in history when the Hudson's Bay Company (HBC) was a major force and the center of all activity in the region. This fort became the HBC's main outpost in the northwest, dependant upon on the rivers of the Red and Assiniboine for the exchange of supplies and wares. It also served as a catalyst for change; being the instigator for many of the events which would eventually give form to the city of Winnipeg.

The historic landscape associated with this primordial fort was dramatically altered, following its 1888 development into a one of the city's two downtown railway yards. Public access to the Forks was restricted and the intense urbanization that followed the railway resulted in the fragmentation and isolation of the fort's gateway in the form of a park. This condition continued until the mid 1970's when a Canada-Manitoba study titled the *Agreement for Recreation and Conservation* (ARC) identified both Fort Garry Park and the Forks as having

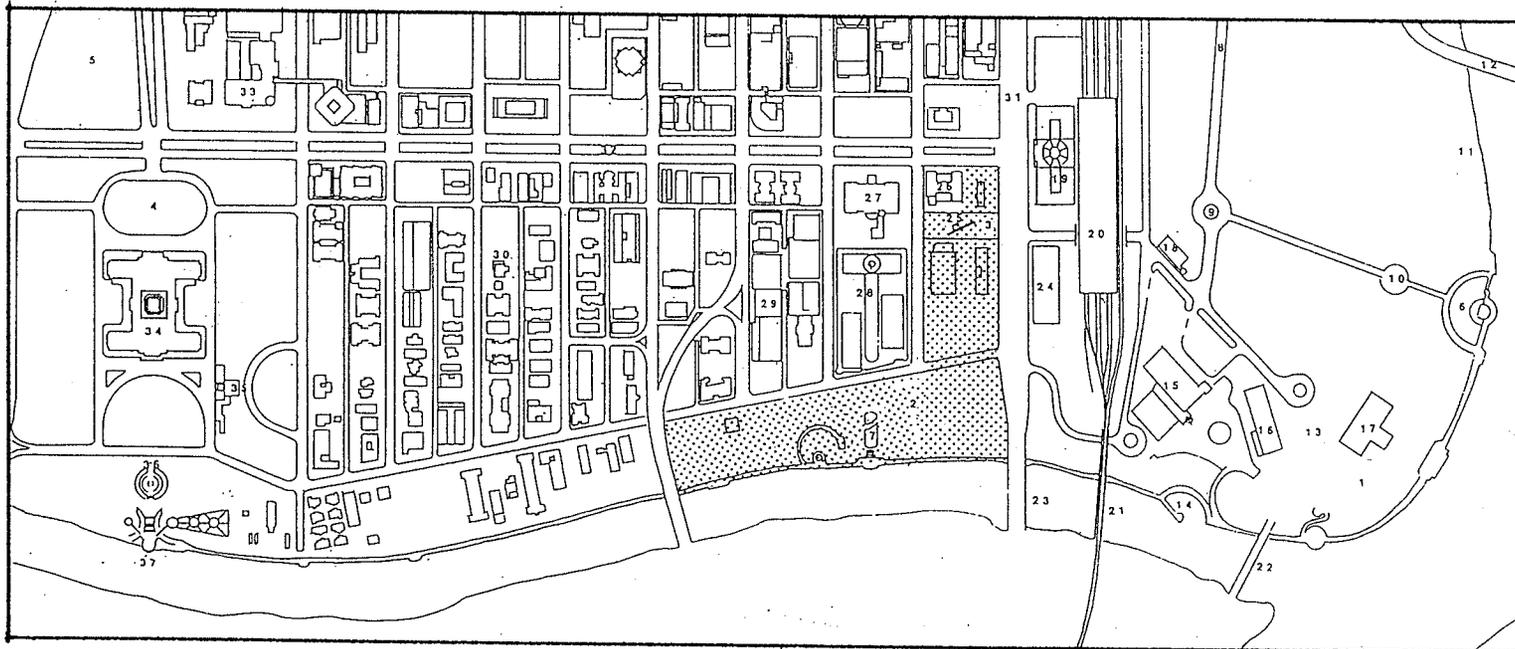
important heritage and recreational value. This study proved to be instrumental in the 1982 redesign of Fort Garry Park, into an 'interpretive garden', and the Forks Renewal Corporation's 1988 redevelopment of the 90 acre Canadian National Railway's (CNR) East Yards into a historic and urban park.<sup>1</sup>

The recently re-developed Forks site has since provided a focus for other nearby projects, such as: the Assiniboine Riverwalk, Legislature Docks, and Bonneycastle Park. Together they form a network of recreational and pedestrian green space connecting the Legislature Grounds to the Forks National Historic Park, with plans eventually to extend the riverwalk up to Stephen Juba Park and the Exchange District (see Figure 4.30). The conscious omission of Fort Garry Park from this network of park space, however, continues to keep the park in isolation from its proper parentage of the Forks as well as keeping it an under utilized and under appreciated amenity within the downtown.

As a result of the area's dramatic metamorphosis, there exists an opportunity to integrate in a more effective manner Fort Garry Park and its gateway into the area's surrounding recreational and heritage facilities. The essence of this practicum, thus, is twofold. Firstly: is to study the appropriateness of the setting around Fort Garry Park and its gateway. Secondly: is to study Fort Garry Park's relationship within the larger context of the southern portion of the downtown. The twin emphasis of this practicum will allow for the redevelopment of Fort Garry Park that would acknowledge both the historical contributions made by Upper Fort Garry, initiating a strong argument for the repatriation of much of the fort's historic landscape; and the contemporary role of the park as an 'interpretive garden', making a strong case for connecting it to the existing heritage and interpretive facilities located at the Forks (see Figure 1.2).

### 1.1 Methodology:

Important to the design process are the background research, the defining of the goals and objectives and the analysis of the site's existing environment. The *research* component is intended to provide an argument for the re-development of Fort Garry Park, how the



**PARKS**

- 1 FORKS NATIONAL HISTORIC PARK
- 2 BOHNEYCASTLE PARK
- 3 FORT GARRY PARK
- 4 LEGISLATIVE GROUNDS
- 5 MEMORIAL PARK
- 6 HISTORIC PARK AMPHITHEATER

**STRUCTURES & SITES**

- |                      |                        |                            |                     |                         |                      |
|----------------------|------------------------|----------------------------|---------------------|-------------------------|----------------------|
| 7 FOUNTAIN COURT     | 13 FORKS PLAZA         | 19 UNION STATION           | 25 GATEWAY          | 31 MAIN STREET          | 37 LEGISLATIVE DOCKS |
| 8 MAIN ENTRANCE      | 14 FORKS HISTORIC PORT | 20 TRAIN SHEDS & BERM      | 26 MANITOBA CLUB    | 32 BROADWAY AVE.        |                      |
| 9 ARRIVAL SQUARE     | 15 FORKS MARKET        | 21 HIGHLINE BRIDGE         | 27 HOTEL FORT GARRY | 33 LAW COURTS BUILDING  |                      |
| 10 ORIENTATION NODE  | 16 JOHNSTON TERMINAL   | 22 LOWLINE BRIDGE          | 28 FORT GARRY PLACE | 34 LEGISLATIVE BUILDING |                      |
| 11 PADDLEWHEEL DOCK  | 17 B&B BUILDING        | 23 BRIDGE OF THE OLD FORTS | 29 HMCS CHIPPAWA    | 35 GOVERNOR'S HOUSE     |                      |
| 12 PROVENCHER BRIDGE | 18 STEAM PLANT         | 24 NWC BUILDING            | 30 DALHAVERT HOUSE  | 36 LOUIS RIEL MONUMENT  |                      |

# 1.2 AREA FEATURES

management of this historic landscape should be conducted, identifying the important role Upper Fort Garry played in the development of Winnipeg and the traces which the fort has left on the landscape.

The *goals and objectives* of this practicum come out of an understanding of the historical and contemporary circumstances responsible for the site's current form and appearance (see Figure 1.3). They help in guiding the design process by determining how the existing and new forms will be manipulated. There are a number of specific goals and objectives outlined in this practicum which the new site design must satisfy. Briefly they are:

To develop the site around the remnant gateway of Upper Fort Garry in order to reinforce the orientation and form of this historic fort within the context of downtown Winnipeg.

To develop a sequence of public open spaces that will link the corridors of pedestrian movement along the Assiniboine Riverwalk and Broadway Avenue.

To establish 'portals' into the Forks and use these entrances as a primary means of connecting the existing heritage and interpretive value of the Forks and Fort Garry Park.

To open up views and access to the fort and its remnant gateway, to areas with high activity levels such as: Main Street, Bonycastle Park and the Assiniboine Riverwalk.

The *analysis* is primarily concerned with identifying the existing conditions into which the new site design must 'fit'. Because of the mandate of this practicum - to re-develop Fort Garry Park and reinforce the heritage, interpretive and recreational potential of the area - the level of analysis must extend to both the existing site and to its context. For this reason, the analysis has been divided into both a contextual and site specific description of those important site features and characteristics associated with this study area.

The design component of this practicum becomes a synthesis of each of the previously mentioned components into a working concept (see figure 1.4). As a designed landscape, it is meant to reflect the area's cultural landscape which has developed incrementally over time. *The intention is that the design will provide a continuity between the remnant gateway's original state, and its current condition as an historic monument.*

1.2 Flow Charts :

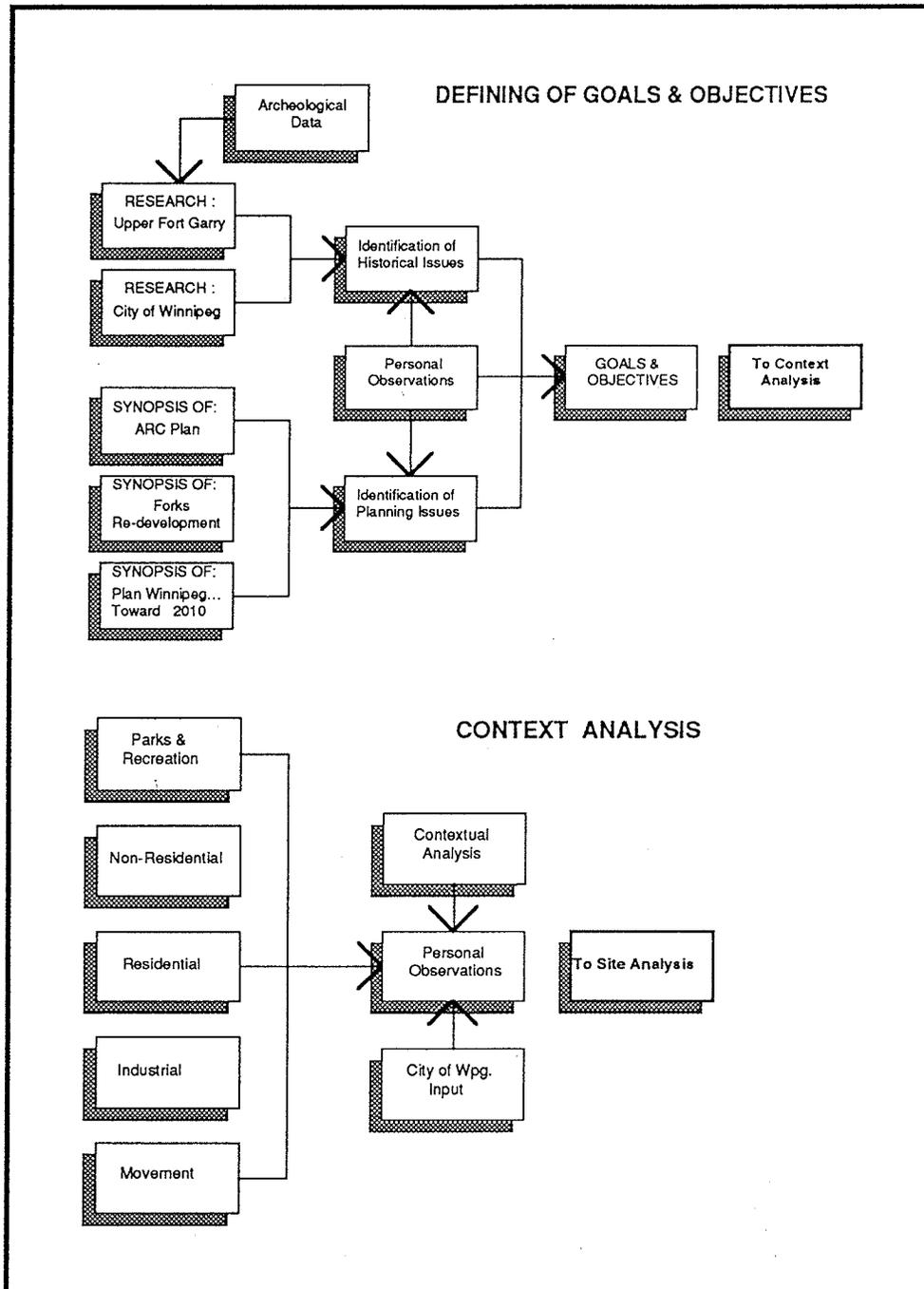


Figure 1.3

1.2 Flow Charts (con't) :

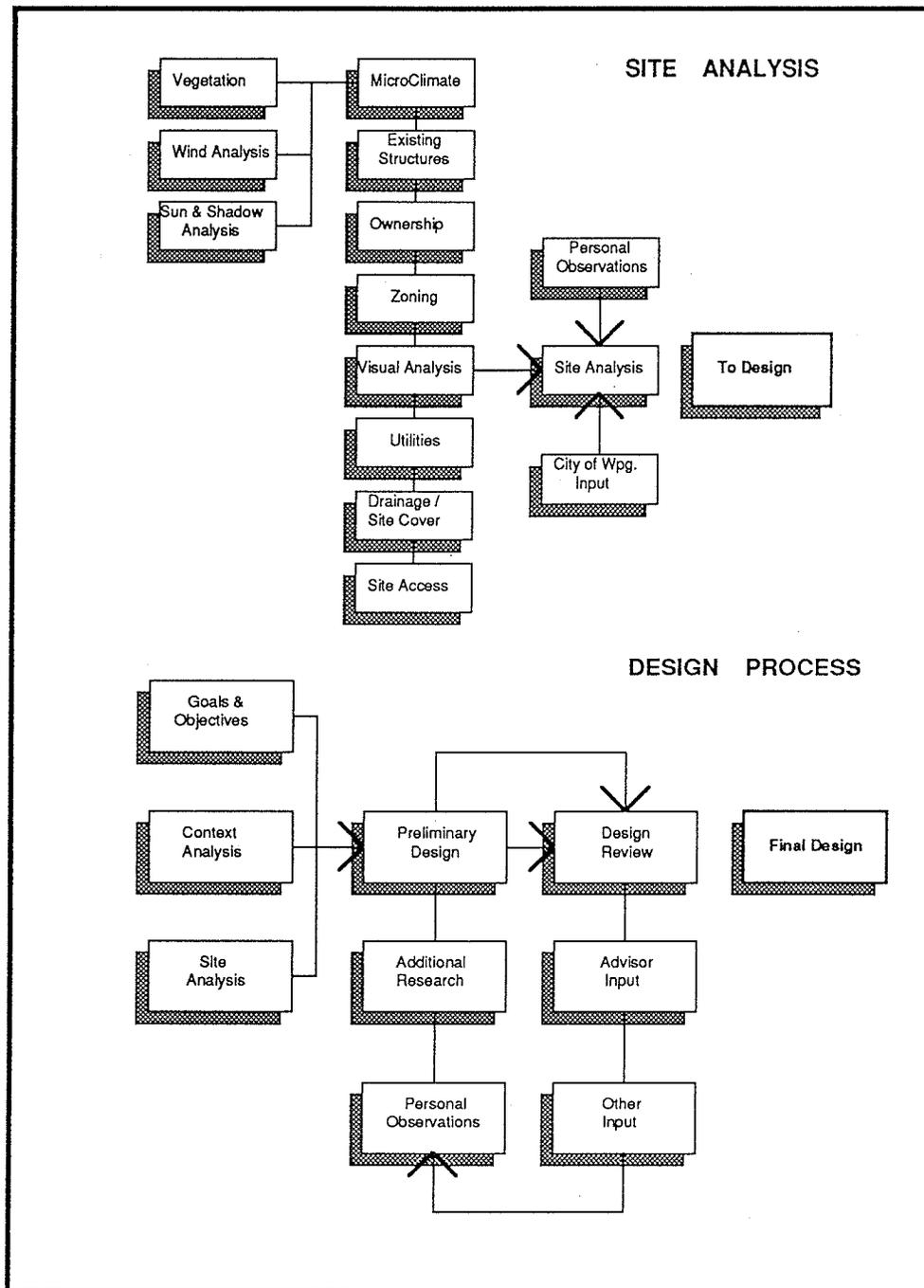


Figure 1.4

### 1.3 Site Description :

The focus of this practicum is a block of Winnipeg's urban fabric, in the south-eastern portion of the city's downtown. This block of land (with the legal description of: Block 2, Plan 129, Lots 300-303, 314-318 and Plan 23,855, Lots 46-64) stretches between Broadway to Assiniboine avenues, and encompasses most of the land which Upper Fort Garry once occupied (Fig. 1.5). Between the years 1837 and 1884, Upper Fort



Figure 1.5 City of Winnipeg Land Survey Map

Garry had been a permanent fixture within the area, expanding and contracting along with the development of the city. Today, Fort Garry Park (lots 53, 54, 55) with its crenellated gateway, serve as the strongest reminders, in situ, of this fort. As an historic monument the original gateway and the partial reconstruction of its oak-timber walls helps us to establishing an important link with our past (by preserving those parts of our heritage which have the greatest meaning).

A [historic] monument is an object which reminds us of something which has been deemed 'important'. Its importance is not necessarily a matter of beauty, of use, or of age; it is revered not as a work of art but as an echo from the past, suddenly become present and actual.<sup>2</sup>

Other structures located on the study site (see Fig. 1.6) include: the Manitoba Club (on the corner of Broadway and Fort Street), the PetroCanada gasoline station (on the corner of Broadway and Main), the Grain Exchange Curling Club (at 75 Fort Street) and the City of Winnipeg's Streets and Transportation offices (at 100 Main Street).

The concern, with regards to this practicum, is the appropriateness of the context surrounding Fort Garry Park and its historic gateway. Ideally its setting should allow for the public

recognition and appreciation of those contributions to our collected heritage which the park and gateway represent. This, however, is not the case. Poor planning decisions, especially during the 1940's, has seen the park become an isolated and ignored amenity; having poor visual and pedestrian connections between it and its surroundings. One can only question the appropriateness of locating a curling rink, office building and parking lot, on land that has such obvious historical significance.

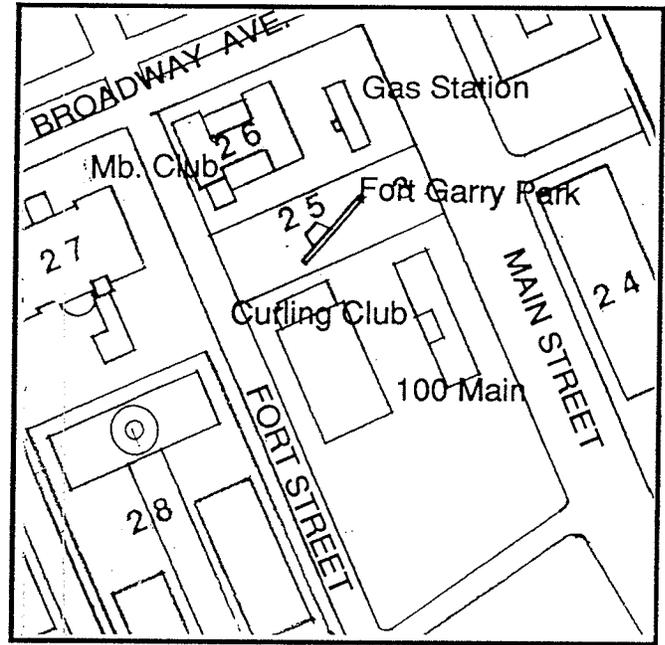


Figure 1.6 Site Plan showing building locations

Furthermore, the location of a service station on the corner of Broadway and Main shows a lack of understanding of the symbolic importance of this intersection. It is the meeting point of two of the city's most important streets and the location of one of its more grandiose structures. As the terminus for a civic axis and the 'gateway to the city', the Union Station's classical styling gives an image of strength and stability to the area. A more appropriate function for the area in front of the Union Station would be to greet people entering or exiting the station and providing them with an indelible image of the city.

Gateways are communities' welcome mats - their front doors. Most people remember the first time they saw a place. That image becomes indelibly imprinted on the mind. Just as with meeting people, a good first impression is important; a bad first impression is hard to change.<sup>3</sup>

When viewing the contents of the site, it becomes obvious that its current appearance is the result of a mixture of both its past and present uses. To 'fit' a new design into such a complex environment requires a greater understanding of the treatment and interpretation of history, the development of the site, and the site's connection to its larger context.

#### 1.4 Historic Issues:

The personal attachments which the past hold for us has always been the strongest argument for the preservation of a place. The intentions of the preservation movement is to protect important objects, not as art, but as historic evidence to our cultural development and examples of our heritage.<sup>4</sup> Historic preservationists had, until 1981 and the Florence Charter, failed to recognize fully the value of landscapes as separate entities within the preservation movement. It is the ability of a landscape to reflect episodes of a culture's social, economic, religious and technological development,<sup>5</sup> (as seen by those patterns of physical use which have been imprinted onto the land) which makes them so valuable as symbols to our past. Landscapes are also important as historical entities when they preserve the setting around a historical object, thereby preserving the object's original relationship to the environment.

[We] must protect the setting in which we find our landmarks... The setting of a historic place is like the frame around a picture. It is often the setting which gives a site its larger meaning.<sup>6</sup>

The concept of a historic landscape is usually of an 'urban park', 'historic district' or 'neighborhood.'<sup>7</sup> In all cases they are functional, living museums selected not solely for their aesthetic merit, but because they reflect how we once use to live and how much or how little, we have changed. It is the dynamic nature of a landscape - to be able to change with time but retain its meaning - which forms the fundamental difference between it and a building or other static object. In changing along with the natural processes of time a landscape can not help but be a part of the contemporary environment.<sup>8</sup>

This has lead many preservationists, concerned with protecting landscapes, to believe that it is the 'essence of the place' which needs to be saved if we are to preserve its cultural significance.

Cultural significance is defined as: "aesthetic, historic, scientific, or social value for past, present and future generations...Places likely to be of [cultural] significance are those that improve our understanding of the past or enrich the present, and which will be of value to future generations."<sup>9</sup>

This turns the debate on the preservation of landscapes around so that the important question for designers is: "how do we operate [in a historic environment] rather than how we should not."<sup>10</sup> Such a concept suggests that additions or changes to a historic landscape are permissible and desirable if in the end they help to instill within the site a greater sense of its meaning.

It is important to distinguish between the meaning of a place and its history. Places can be meaningful without being historic if, for example, the value that is attached to them involves personal memories. For a place to be considered historic its meaning must be associated with a significant event that has been, and continues to be, readily identifiable to a large number of people.<sup>11</sup> But because history is viewed as a continuous process, there can be more than one event associated with a place over its history. The *historic meaning* of a place, therefore, is determined by the accumulation of significant events in a short span of time, which ultimately fills the site with history and distinguishes it as culturally significant.<sup>12</sup>

Maintaining the essence or meaning of a place involves a number of approaches. The degree of authenticity plays an important role in determining the level of intervention needed. For historic preservationists there is a range for identifying these various levels. From the least amount of intervention to the greatest, they are: preservation, conservation, restoration, rehabilitation, reconstruction, reconstitution, replication.<sup>13</sup> These approaches, however, are all object oriented, relying on the original structure for the interpretation of history with the designer becoming an incidental part of the process. In some circumstances the current methods for preservation become too restrictive for the landscape profession, which must achieve a balance between the historic object and its placement within a non-historic environment.

It is good practice, in approaching the task of conservation of a work of art, to remove layers of dirt, old finishes or accretions that represent the later work of lesser hands. But it is not universally accepted practice to fill in whatever is missing in order to make the work "read" as if it were an intact original...In landscape conservation, by contrast, we have mostly practiced to fill in expertly, with what we hope to be able to demonstrate are "appropriate" forms and materials, when actual documentation is lacking.<sup>14</sup>

Again it becomes a question of how do we operate in a historic environment, rather than how we should not. In order to design in such an environment it becomes necessary to identify the means by which the historic continuum can influence the interpretation of the past, while still being useful to us within the context of a contemporary setting. It is also important that these methods maintain a level of historic authenticity in order to avoid labels of Postmodernism, historic theme parks, or period nostalgia.

#### 1.4.1 Archaeology :

Areas which are rich in history are usually rich with archaeological resources as well. The management of these resources can contribute to the interpretation and presentation of a site's history. The presence of artifacts which are associated with a particular site and past events can often give an added dimension to the historical and educational value of a place. Archaeology programs which are open to the general public often become popular attractions, enticing people into visiting and learning more about a site's history. Consideration, therefore, should be given to preserving the archaeological potential of areas by minimizing the disturbance associated with new development and by incorporating archaeological dig sites and artifacts (or replicas of the original artifacts) into new designs where ever possible.

#### 1.4.2 Ghosting / Tracing :

When those elements of a historical site are lost as the result of progress or natural processes, they can often be re-interpreted with the contemporary use of materials which 'ghost' or 'trace' their original form. Ghosting primarily consists of a three-dimensional outline of the object which is the focus of historical interpretation. The basic form and scale of the object become the essential clues for the recollection of the entity, making it different from and more abstract than its reconstruction. Venturi's Franklin Court, erected in Philadelphia to celebrate the individual accomplishments of Benjamin Franklin, is an example of ghosting (see Fig. 1.7). The lack of necessary information needed for the reconstruction of Franklin's house prompted the designer to create a steel frame outline of the house along with its gable

roof and chimneys.

Tracing is more of a two-dimensional delineation of a structure's footprint or a particular pattern of use. Like the previous method, tracing authentically follows the outline of the subject which is being interpreted. In this way it becomes an allegory to the meaning and historical importance of that which has been traced.

#### 1.4.3 Miniaturization :

Miniaturization is another variation on the reconstruction of an object, but on a greatly reduced scale. For the most part it's considered a 'model' representation, and therefore a symbol for the much larger entity. The benefit of miniaturization is its ability to, in a cost effective and accurate manner, comprehend an object in its complete and original form. Important to the success of this technique, however, is establishing the proper connections between the reduced version and the authentic entity. Miniaturization, therefore, must place the model in front of that which it represents in order to make an accurate comparison.

Examples of miniaturization include Venturi's Freedom Plaza in Washington, D.C. This urban plaza is a literal representation of L'Enfant's plan for this historic capital city (see Fig.

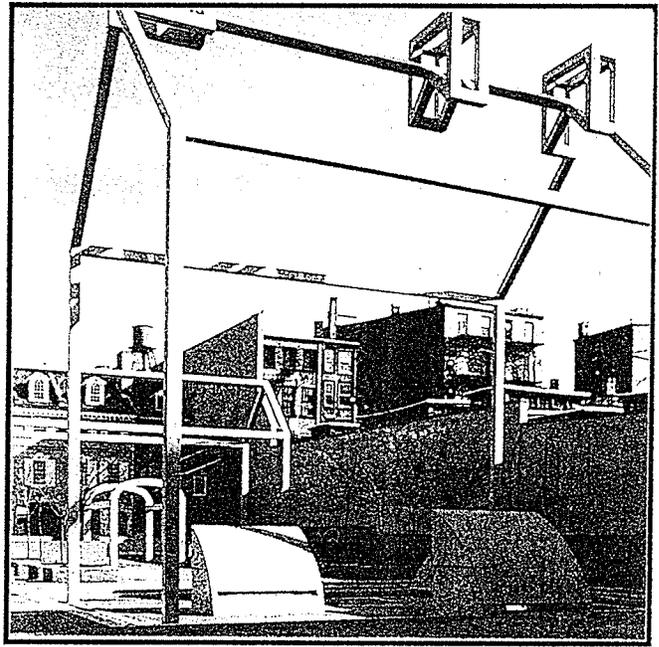


Figure 1.7 Venturi, Rauch and Scott Brown:  
Franklin Court, Philadelphia,  
1972.

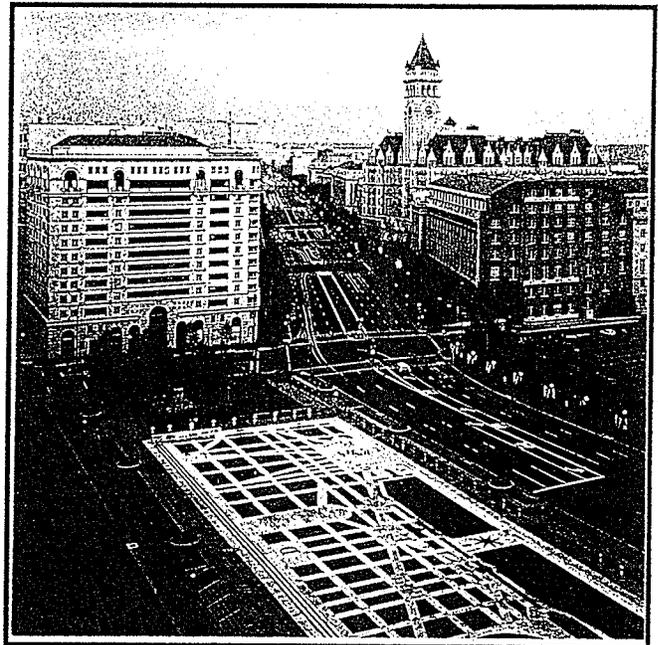


Figure 1.8 Venturi, Rauch and Scott Brown:  
Freedom Plaza, Washington D.C.,  
1980.

1.8). Its relationship with Pennsylvania Avenue, onto which the plaza opens, emphasizes the important symbols of government located on either end of this street. Vistas to these important landmarks play an important role in the interpretation of the plaza. It also is a visual interpretation of the "Baroque tradition of terminating axes with statues or buildings"<sup>15</sup> reflecting those ideals and concepts of 18th century city design.

#### 1.4.4 Commemorative Markers :

Cairns and plaques are the most common methods to acknowledge and interpret the history of an object or place (Fig. 1.9). They are the easiest and most cost effective way to highlight the important contributions made by the object which it represents. In a brief description, a marker can communicate to an observer historical dates, events, settings, or any other information necessary for the appreciation of the site.

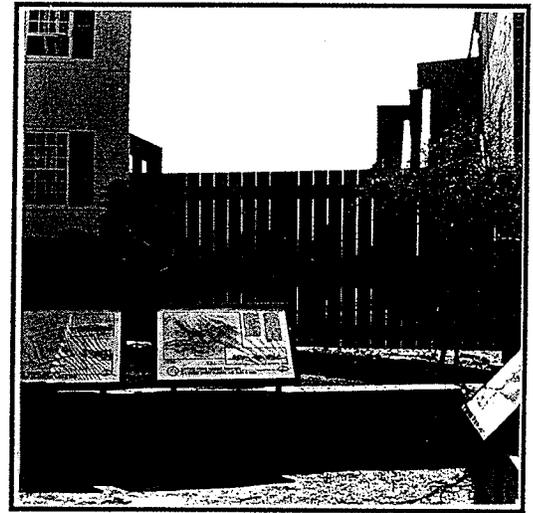


Figure 1.9 Interpretive plaques in Fort Garry Park - Describing the Park's evolution, 1993.

#### 1.4.5 Symbolism :

Symbolism and imagery are the most abstract methods for representing the history associated with a particular place. It is also the most design oriented technique, involving an understanding of the object's history and the ability of a designer to make the appropriate connections between that history, and historical 'types'. The use of symbolism, here, becomes an intellectual construct. Its authenticity is derived by using those events or structures that were once associated with the site as the rationale for a 'contemporary interpretation' that uses new materials and forms to evoke a semblance of its past.

The garden of the Canadian Center for Architecture (CAA) in Montreal is an example of this use of symbolism (see Fig. 1.10). The CCA traces those layers of history and memory

associated with the site (in specific) and the city of Montreal (in general) and uses these patterns to make a connection between the site's past agrarian use and its current city form. 16

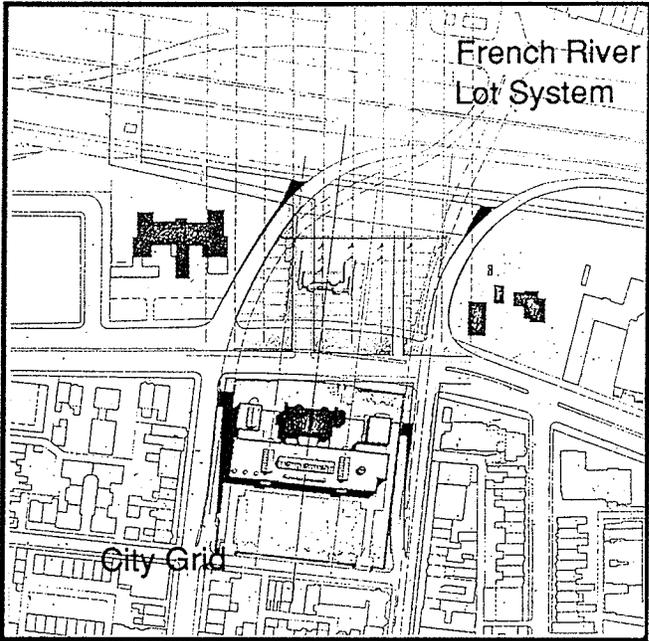


Figure 1.10 Melvin Charney. Urban axes of the CAA garden and the layers of the site, 1987.

## **2.0 SITE DEVELOPMENT AND HISTORICAL LAND USE PATTERNS**

**2.0 INTRODUCTION**

**2.1 EARLY LAND  
USE PATTERN**

**2.2 SETTLEMENT  
PATTERN**

**2.3 CITY SURVEY  
PATTERN**

**2.4 RAILWAY  
PATTERN**

**2.5 RECREATIONAL  
LAND USE  
PATTERN**

**RE-DEVELOPMENT OF FORT GARRY PARK**

## 2.0 Introduction :

During the early periods of the European exploration the area around the confluence of the Red and Assiniboine rivers was the site of numerous wintering camps and temporary lodges. As the North American fur trade became more lucrative, trading posts were established along key navigational routes as a means to collect the wares of trappers. The Forks quickly became a key point in this distribution network and the establishment of the first fort in 1738 became the genesis for a settlement and later a city. As a result of the history associated with the Forks, the area around it has become a mixture of the oldest and newest land patterns which helped to form the City of Winnipeg.

The recent creation of a historic and urban park at the Forks has led to the acknowledgment of the important role the site has played in the development of the city. As part of future site planning and heritage interpretation, the Forks Renewal Corporation has outlined four key *Historic Land Patterns* centered at the Forks, which has effected the development of central Winnipeg.<sup>1</sup> What is most interesting is how closely these evolutionary phases parallel those of Upper Fort Garry.

## 2.1 Land Patterns of the Pre-contact and Early Exploration Eras :

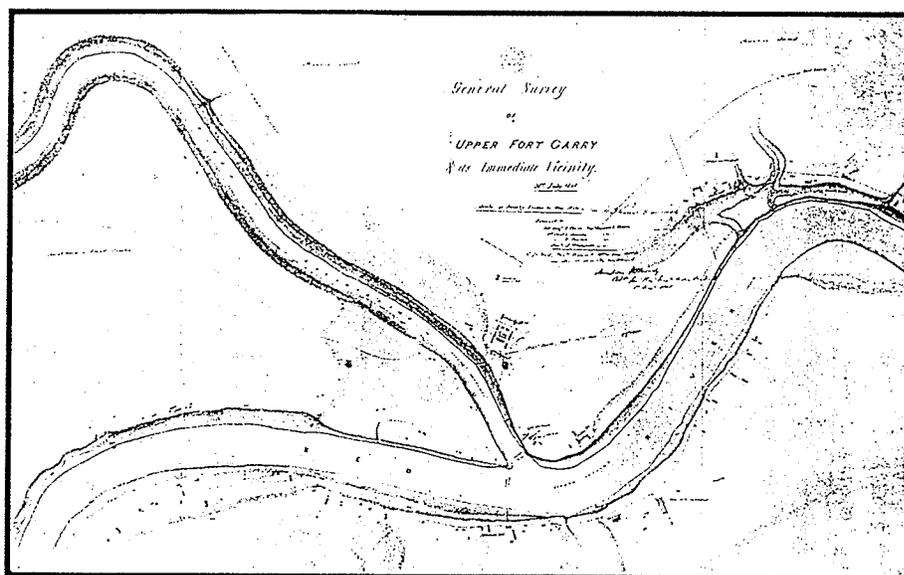


Figure 2.1 Survey of Forks area, showing location of Upper Fort Garry & its immediate vicinity, c.1848.

### 2.1.1 Description of Land Patterns :

The Forks Renewal Corporation identifies the natural and physiological features of the area as being the predominant land patterns around which human activities were centered during the pre-contact period up to the mid 19th century.

The junction of the Red and Assiniboine rivers implied a major focus of activities that dominated land use patterns for many kilometers in all directions. Due to the importance of this focus, overland routes and trails also converged at the Forks.<sup>2</sup>

### 2.1.2 Historic Development :

Up until the French occupation of the South Point the Forks was considered to be an irresolute piece of ground used by various native tribes, whose lives closely followed the seasonal variations of the rivers and its adjoining land. Although the site's initial fort (Fort Rouge) gave the Forks a sense of permanence, it was by no means a strong one. Between the years

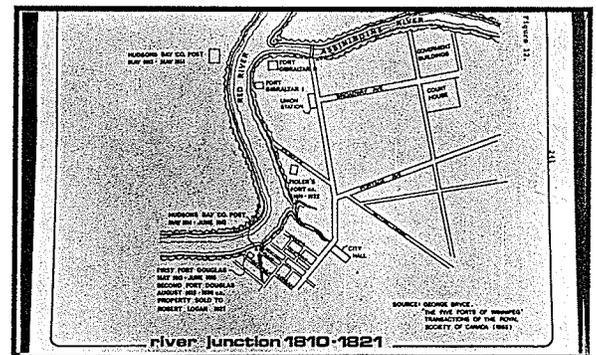


Fig. 2.2 - Forks Survey Plan - Location of the Five Forts Associated with Winnipeg

1738 and 1834 no less than five forts were built at this strategic location (see Figure 2.2). As one fort was destroyed by either spring floods or acts of aggression between the feuding North West and Hudson's Bay companies, another fort would be built to replace it. The reasons behind such a rapid succession of forts was more over squatters rights than furs. Fur trading capitalist Sir Alexander Mackenzie of the North West Company resented the intrusion into the Red River by the colonist Lord Selkirk and his Kildonan Scotts.

The belligerent attitudes of the two companies continued up until Selkirk's death in 1820 making way for an amalgamation in 1821. The result of this newly formed Hudson's Bay Company was a "oligarchic and monopolistic corporation [which] had sweeping powers over trade, commerce and authority over the scattered inhabitants of Rupert's Land prior to 1870."<sup>3</sup> Following the destruction of Fort Garry, formally Fort Gilbralter II, by spring floods in 1826

and after a failed attempt to establish another trading post twenty miles down stream at Lower Fort Garry, the Hudson's Bay Company decided to rebuild at the Forks. The Forks was obviously seen a superior site; the junction of the Red and Assiniboine rivers and its adjacency to the Pembina and Portage trails had made it the main economic center for the region.

### 2.1.3 Description of Upper Fort Garry :

The completion of Upper Fort Garry in 1836 marked the beginnings of a slow growth period in the area, centered around the fur trade. The stores, storage facilities and offices that were located within the walls of Upper Fort Garry and the new atmosphere of congeniality which existed between the fur traders and the settlers

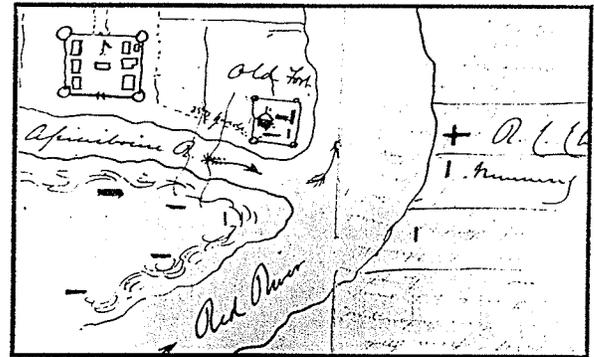


Figure 2.3 Drawing of Upper Fort Garry in relationship to the Forks. c.1845

after the amalgamation, provided the appropriate environment for a new settlement. Around the fort various small communities established themselves along the banks of the Red River. They were made up mostly of Scottish and French Canadian immigrants as well as a small Métis settlement at White Horse Plains (fifteen miles from the Forks). All of these communities were dependant upon Upper Fort Garry for their supplies.

The most notable feature of Upper Fort Garry during this period was its stone walls and corner bastions, making it an impressive fortress set on a high point of land over looking the Forks. Even though there was no open competition in the area in terms of the fur trade, the fort was still built as a defensive strong hold because of a growing opposition to the Hudson's Bay Company's monopoly.

The diversity of this community, set hundreds of miles away from any other, was one of the major factors in its uniqueness. On the other hand, its isolation and total dependency on the Hudson's Bay Company caused serious problems.<sup>4</sup>

#### 2.1.4 Conclusion :

During the early exploration period numerous forts had established themselves next to the Forks. It was not until the amalgamation of the Northwest and Hudson's Bay companies and the construction of Upper Fort Garry in 1836 that the region began to attract a steady stream of people settling in the area. This period also saw the Forks become the most important link between an isolated community and the rest of the world. At the very center of this was Upper Fort Garry, and the physical presence of a fort suggested that the company was prepared to defend its charter, its monopoly and its economic dominance in the area. In doing so, Upper Fort Garry continued to have an influence on future land use patterns of the Red River settlement.

#### 2.2 Red River Colony Settlement Patterns (1840-1869) :

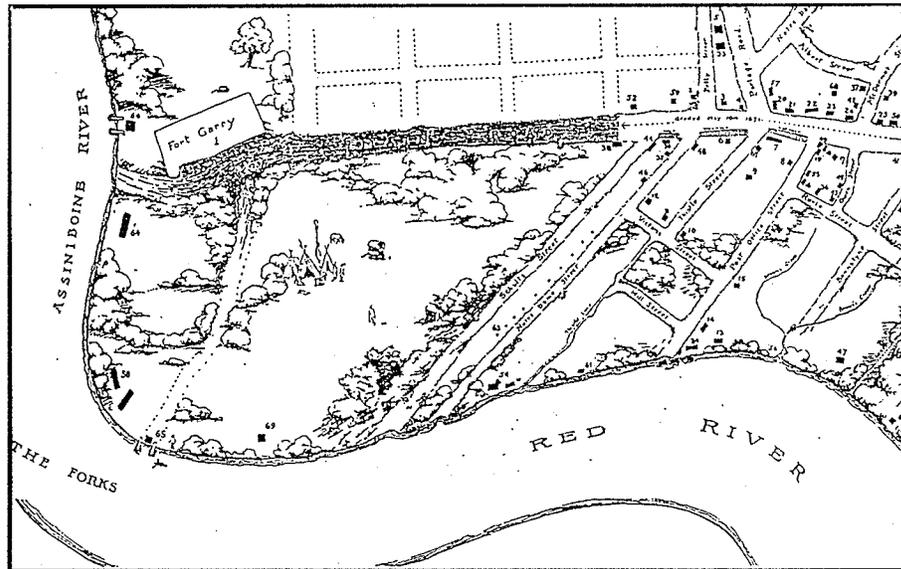


Figure 2.4 Early street pattern of the Village of Winnipeg, with the Hudson's Bay Company's Fort Garry to the south.

#### 2.2.1 Description of Land Patterns :

This period was dominated by those settlement patterns formed by the agricultural practices that followed the rivers and commercial development that was occurring along the main road between Point Douglas and Upper Fort Garry. These new land use patterns

reflected the continuing growth of the Red River Settlement and became the basis for the street and grid patterns seen today in downtown Winnipeg.<sup>5</sup>

### 2.2.2 Historic Development :

During this period there was a dramatic increase in the population of the Red River district followed by a greater diversity of activities. The fur trade still remained the dominant commercial enterprise<sup>6</sup> but agriculture was quickly becoming the favorite vocation for

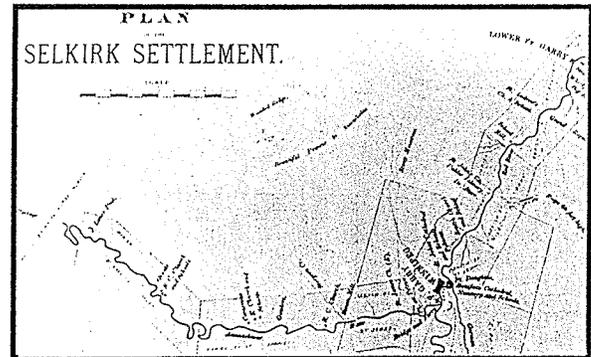


Figure 2.5 Map showing the extent of the Red River Settlement c.1870.

many of the new immigrants and retiring servants of the Hudson's Bay Company. The land use patterns reflected this growth as an increase in development occurred along the Red River between the Upper and Lower forts (see Fig. 2.5). This new development was seen in the agricultural patterning of the French River Lot system with its long narrow lots providing the farmer with access to water for irrigation and transportation. In addition, the main road (Main Street) between Point Douglas and Upper Fort Garry attracted a number of businessmen and entrepreneurs who began to establish a second commercial center north of the Forks.<sup>7</sup> These two centers would later become the foci of a fierce battle between the Hudson's Bay Company and the Winnipeg business community for control of the economic center of Winnipeg.

The area around the Forks and Upper Fort Garry, at this time, did not follow any particular form of land division. Various mills and warehouses were built at the Forks to support the increased demand on the Hudson's Bay Company's fur trade and supply depot operations. From the 1850's to the late 1870's the Forks was at its peak as the dominant center of the Red River settlement; the result of a strong Red River-St. Paul trade route. Its strategic location, which made it a valuable 'meeting place' during the early exploration of the area, was further enhanced during this period as it became the primary point of arrival and departure for products, supplies and people.

### 2.2.3 Description of Upper Fort Garry :

The expansion of Upper Fort Garry in 1853 coincided with the increase in population of the Red River Settlement and the new demands it placed on its facilities.<sup>8</sup> The major components of the new addition were directed toward increasing the company's ability to govern over a settlement which was 'drifting away' from the established direction set by the company.<sup>9</sup> The residence for the Governor of Assiniboia and a ceremonial entrance (the limestone gateway) became the two most important symbols of Hudson's Bay Company's control over the affairs of the settlement, despite the growing change in the old 'Red River' order.

The new walls of the addition were made of large oak timbers in contrast to the stone walls of the original fort. The reasons for such a change is not well documented, however the increased tension between the Hudson Bay Company and the citizens of the Red River, who saw themselves as unfairly represented, might have been one of the reasons behind choosing a material that was more readily attainable and which also could be more quickly erected.

[Although the] Red River was predominantly a mixed-blood community, this majority did not govern the settlement nor direct its destiny. The elite of the Red River was chosen for the most part from the English speaking and white segment of the colony. Furthermore, the selection of the councillors of the Assiniboia was made by George Simpson and naturally enough a sympathetic view of the Hudson's Bay Company's interests was a pre-requisite for selection.<sup>10</sup>

The increase in the size of Upper Fort Garry along with its additional living space was quickly put to use when John Shepard, then Governor of the Assiniboia, misled the Company's London directors into sending the 6th Regiment of the Royal Canadian Rifles into the Red River in an attempt to discourage the growing social unrest. The troops occupied the fort between 1859-1861, after which there was a return to the chaos which existed prior their arrival. In 1869 this unrest reached its climax with the events leading up to the Red River Resistance lead by Louis Riel and his Métis provisional government. The taking of Upper Fort Garry in November of 1869 by Louis Riel was seen as a symbolic blow to the forces that wanted to see the annexation of Manitoba into confederation<sup>11</sup> (see Fig. 2.6). Riel's provisional

government's occupation of the fort, however, lasted less than a year. In August 1870, British and Canadian troops re-captured the fort without firing a single shot and Riel evaded capture by escaping into St. Boniface.

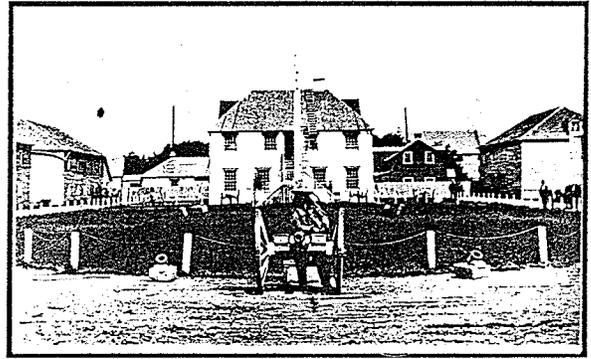


Figure 2.6 Member of Red River Resistance group posing in front of Officer's Quarters. c.1870.

#### 2.2.4 Conclusion :

Between 1840 and 1869 the area around the Red River saw a large influx of people. With them came a greater diversity in the social and economic make-up of the settlement as seen in the formation of specific land use patterns typical of an evolving community. The Hudson's Bay Company continued its economic and governing dominance over the community, however it was becoming noticeably weaker. Upper Fort Garry at this time played a pivotal role with the establishment of the Governor of Assiniboia's residence at Upper Fort Garry; an act which can be seen as an attempt to maintain the fort's central importance in the community. The political unrest that was centered here during this time reflected the dramatic changes to the old order that was occurring in the Red River.

## 2.3 The City of Winnipeg-Land Survey and Street Patterns (1870-1887) :

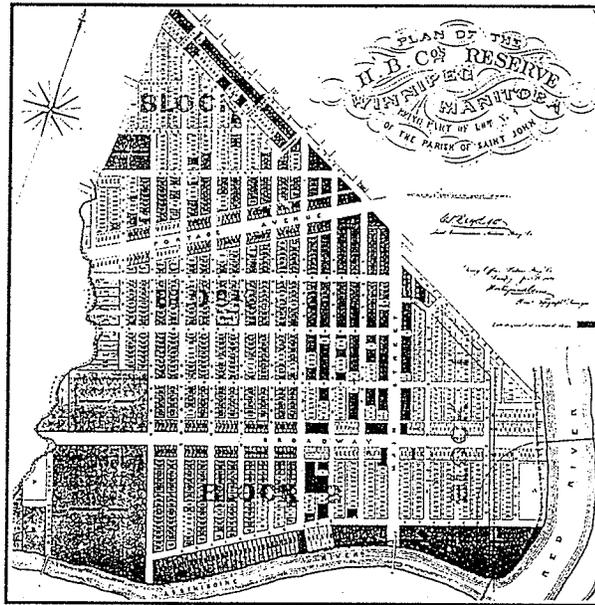


Figure 2.7 Survey plan for the Hudson's Bay Company's 500 acre reserve, c. 1878.

### 2.3.1 Description of Land Patterns :

This phase in the evolution of Winnipeg was marked by two significant events: firstly, the creation of the Province of Manitoba in 1870; secondly, the incorporation of the City of Winnipeg, in 1873.<sup>12</sup> At this time the attentions of the Hudson's Bay Company shifted from the fur trade to land speculation and the development of their property. As part of the Winnipeg survey the old agricultural land divisions north of the Forks became the basis for the area's current network of streets. The Company's 500 acre reserve was also surveyed at this time, but independent of the Winnipeg survey. The much larger lot sizes (50' x 120') offered by the Company allowed them to set artificially high prices thereby forcing the less affluent newcomers to locate elsewhere.<sup>13</sup> This period became one of the most important in the development of Winnipeg. The events which took place at this time greatly effected the formation of the city as seen in the patterning of its streets and blocks, areas of industrial activities, and the divisions of social classes into corresponding neighborhoods.

### 2.3.2 Historic Development :

The annexation of Manitoba into the Confederation of Canada and the realization, as early as 1878, that a transcontinental railway would run through Winnipeg, resulted in dramatic shifts in the power distribution at the Red River. The small settlement that was once dependant of the fur trade saw unprecedented growth as the urbanization of the west began. The Hudson's Bay Company increased its holdings in the area from 10 acres, surrounding Upper Fort Garry, to 500 acres. This increase in land holdings was a part of the 1870 deal which saw the Hudson's Bay Company relinquish its power of authority to the Canadian Government.

To many of Winnipeg's independent businessmen this deal had the similar overtones of the Hudson's Bay Company's monopolistic past and was, therefore, taken as a serious threat to their economic prosperity. What ensued was a battle for the economic center of Winnipeg that was fought between "the private entrepreneur and their economic liberalism [and] the monopolists of the Hudson's Bay Company."<sup>14</sup> It was a battle which was ultimately won by the independent businessmen and whose consequences has since effected the spatial patterns of downtown Winnipeg.

The two key victories for the businessmen were: the incorporation of the City of Winnipeg in 1873, which "effectively squeezed the [Hudson's Bay] Company out of municipal development plans"<sup>15</sup>, and the completion of the Louise Bridge in 1880, which allowed the Canadian Pacific Railway's (CPR) mainline to enter Winnipeg through Point Douglas. Both of these developments went decidedly against the plans that the Company had for its 500 acre reserve and effectively kept the lands around the Forks and Upper Fort Garry undeveloped until the late 1880's.

The incorporation of the City of Winnipeg also resulted in the joining of all adjacent land holdings under one common system of laws and regulations - from fire and police protection, to sewer and road construction.<sup>16</sup> The Company was opposed to such an act which would have them pay high taxes on all land they owned inside the city boundaries. More importantly, what the incorporation allowed for was the paving of the Portage Trail (Portage Avenue) under municipal improvements. The direct effect of this was Portage Avenue becoming a

major commercial spine for the city and the intersection of Portage and Main becoming the symbolic 'heart' of Winnipeg (see Fig. 2.8). Again, the Hudson's Bay Company in its 1873 survey had intended the intersection of Broadway and Main to serve this important role.

The other key victory, the completion of the Louise Bridge in 1880, coincided with the arrival of CPR's mainline into Winnipeg at Point Douglas and Winnipeg's first real-estate boom. This real-estate boom was driven by land speculation; large numbers of people gambled on property, hop-

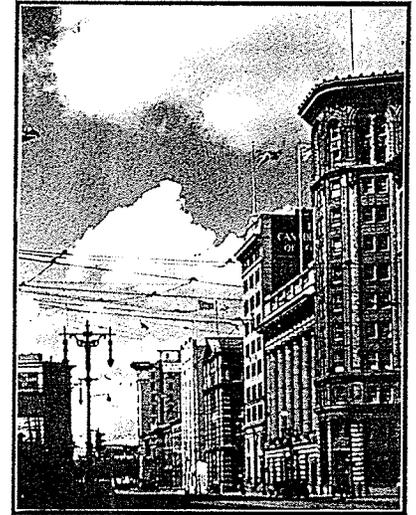


Figure 2.8 Corner of Portage and Main, c.1912

ing its value would increase as the result of future expenditures by the CPR. This intense development period was short lived, however, ending as the CPR continued its push westward.<sup>17</sup> The resultant industrial and commercial benefits of this boom went mostly to the people north of Portage, with little building activity occurring on Hudson's Bay property. The Company's failure to capitalize on these dramatic changes was the result of its past tendency to control the direction of the settlement, believing that it could continue to act in its own best interest and disregard the positions held by a growing population.<sup>18</sup> Ironically, the lack of success the Company had in attracting industrial and commercial investments made it ideally suited to become Winnipeg's first influential residential neighborhood.

It was here that the highest prices were demanded and received for Winnipeg residential property. This was one factor in the exclusive nature of the area; as well, the preference of the Hudson's Bay Land Department for dealing only in builders as opposed to speculators' lots was another factor in establishing a special district. Add to this the fact that the land was high, dry and level when many other areas were flood-soaked. The reserve offered considerable comfort as well as generous 50' x 120' lot sizes and wide streets. The Company had even planted trees along the boulevarded Broadway.<sup>19</sup>

### 2.3.3 Description of Upper Fort Garry :

The battle for economic dominance in the emerging city was centered at two points: the Forks; and north of Portage and Main. Both the Hudson's Bay Company and the Winnipeg business community wanted CPR's mainline and its subsequent economic benefits to be located on their property. In an attempt to make the Forks a more attractive location the Compa-



Figure 2.9 Interior view of Upper Fort Garry, looking south toward the Governor's House, c.1870.

ny's Land Commissioner, Charles Brydges, set about 'dismantling' Upper Fort Garry. The only remnants of the fort left by 1881 were the Governor's House, which had been converted into the Lieutenant Governor of Manitoba's residence, and the ceremonial gateway (see Fig. 2.9). For Charles Brydges the dismantling of the fort in 1879 served two purposes. Firstly, it cleared the site from any obstructions the mainline would encounter if it crossed into Winnipeg at the Forks. Secondly, it removed the source of much of the bad feelings which then existed between the Hudson's Bay Company and the Winnipeg business community.

For Brydges and the Company it was case of too little and too late. Plans for the construction of the Louise Bridge had begun a year previous to the dismantling of the fort.<sup>20</sup> By 1880 the bridge was complete and ready for the arrival of CPR's mainline into Point Douglas. However, the resolve of Brydges to develop the Company's land continued despite his obvious failures. The removal of much of the fort did allow for the strengthening of Main Street and the construction of the Broadway Street Bridge (dismantled in 1888) and the Bridge of the Old Forts (Main Street Bridge). As well, Brydges' decision to relocate the Company's facilities, namely its large retail operation and Governor's House, to other areas of the reserve, helped to draw some development southward.

#### 2.3.4 Conclusion :

During this period, the Hudson's Bay Company saw a sharp decline in its central powers and, for the first time, the loss of Upper Fort Garry's historic position as the economic hub of the community. The fiercely competitive real-estate market, fueled by land speculation and the Winnipeg business community's continual hostility toward the Company's monopolistic past, were major factors in the decline of the fort. The spatial distribution of city clearly reflected this shift in powers. Between the 1870's and 1880's the area between Portage and Main and Point Douglas saw the greatest concentration of development, making it the most densely populated area of the city.

The introduction of CPR's mainline and shops in 1880 had an immediate effect on the economic prosperity of the city. The CPR became the city's largest single employer<sup>21</sup> and made Winnipeg into a major wholesale center almost overnight. The intensive industrial activity centered north of Portage and Main did prove to be moderately beneficial to the Hudson's Bay Company in that many of the city's wealthy citizens moved to the southern portion of its reserve to escape the noise and pollution of the CPR shops.

The area around the Forks, however, remained undeveloped despite all efforts to make the site more attractive for investment. The destruction of Upper Fort Garry signified the end to an era. It was an era in which it and the Hudson's Bay Company had ruled supreme. By 1879 the fort had clearly out-lived its usefulness. Its dismantling was not only an attempt to encourage more development southward but also to wipe the slate clean of the Company's dark past.

## 2.4 The Railway Development Pattern (1888-1911) :



Figure 2.10 Aerial view of Winnipeg; showing the location of the CPR Mainline (center) and the NP&M at the Forks, c.1888.

### 2.4.1 Description of Land Patterns :

The last notable land use pattern to occur at the Forks, which significantly contributed to the development of Winnipeg, was dominated by the city's second railway, the Northern Pacific & Manitoba railway (NP&M). The NP&M's acquisition of the 'Flats' (an area of land bounded by the Forks, north to Water Street and west to Main Street) was the first industrial activity the area had seen since its early days as a trading and supply depot. The turning of the Flats into an efficient rail yard first required the raising of this flood prone area. The addition of fill along the Red River embankment, which raised the level of the ground "four feet"<sup>22</sup>, effectively wiped-out all previous land patterns.<sup>23</sup>

The addition of rail passenger service to the site in the early 1900's increased the Forks' importance as a railway link. It was during this time that the Union Station, Train Shed, and Highline berm were built. The location of the Union Station at the intersection of Broadway and Main became instrumental in attracting investment to the area and changing its character from residential to commercial.<sup>24</sup>

### 2.4.2 Historic Development :

The NP&M, by establishing their yards at the Flats in 1888, marked the start of a hundred years of railway presence on the site (see Fig. 2.11). It also fulfilled Charles Brydges' initial dream of having a railway located at the Forks. The increase in land speculation and development that was associated with the CPR's mainline was also evident following NP&M's arrival.

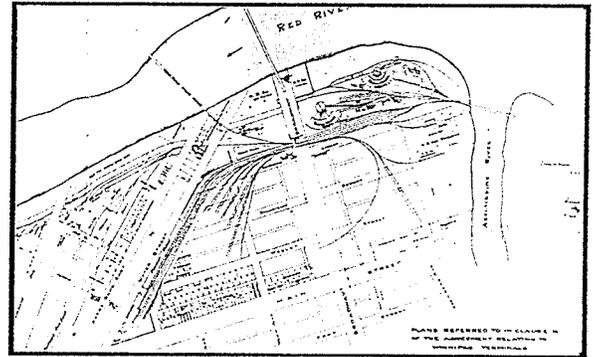


Figure 2.11 NP&M development of the Forks site as rail yards,

As a result, development in the southern part of Winnipeg was greatly intensified. The only negative consequence of the rail yards was another mass exodus of its resident population further south along the Assiniboine River. The NP&M remained in operation for only twelve years until it fell into receivership and was purchased by the federally run Canadian National Railway (CNR).

The beginnings of the 20th Century marked a new era in rail transportation at the Forks. The CNR, with its partner the Grand Trunk Pacific Railway, proposed to bring passenger rail service to the Forks. This would involve the building of a Union Station that would function as a major 'portal to the city'. The location of this station was key to the Hudson's Bay Company's success in developing its remaining property. At first the CNR wanted to locate the new terminal as close to Winnipeg's central business district as possible. The Hudson's Bay Company saw no advantages in such a move and insisted that it be built no further north than Broadway, under the terms of a previous agreement.<sup>25</sup>

After the completion of the Union Station, which started in 1908 and took three years to complete, the southern portion of Winnipeg took on a more commercial character. Adding to this change was the number of institutions which began to locate themselves along Broadway Avenue giving the street a sense of civic importance. The Lieutenant-Governor's House (1884), Legislative Building (1921), Court House, Fort Osborne Barracks and the University of Manitoba, as well as social gathering places such as: the Manitoba Club (1905), and Hotel Fort

Garry (1914), were just some of the places that contributed to the area's surge in popularity. This was in stark contrast to the negativity which surrounded the large CPR marshalling fields which caused a drastic decline in the population of the North End.

The huge CPR complex was, in short, the dominant physical feature of the North End. No one could enter that portion of the city without becoming aware of a mass of buildings and tracks, noise, dirt and smell.<sup>26</sup>

#### 2.4.3 Description of Upper Fort Garry :

By this time much of Upper Fort Garry had been destroyed. The walls were torn down between 1879 and 1881 and the old Lieutenant-Governor's House had been torn down in 1883. That same year a the new Lieutenant-Governor's residence was built on the grounds reserved for the provincial Legislative Buildings. This left only the fort's stone gateway standing. The



Figure 2.12 Buffalo Bill Cody and his travelling west show at Fort Garry Park. c.1910.

surveying of the area into sellable lots and the increased property values resulting from the arrival of the Union Station, posed a serious threat to gateway's future. Brydges' 1888 offer to make a gift of the gateway "if it were dismantled and re-erected elsewhere"<sup>27</sup> spurred many citizens into trying to save the old relic. The successful preservation of the gateway in situ was sometimes in doubt, as preservationists could not raise enough money to purchase the lots on which it sat. In 1897 after an extended campaign to preserve the gateway, it and the four lots which it straddled were presented to the citizens of Winnipeg by the Hudson's Bay Company as a gift (see Fig. 2.12). A year later the park was named Fort Garry Park after the grand fort which once occupied the site.

#### 2.4.4 Conclusion :

The arrival NP&M's rail yards at the Forks resulted in the first significant urbanization of the southern portion of Winnipeg. As in the past, there was a certain amount of land speculation involved with the property adjacent to the railway. For the first time the Hudson's Bay Company was able to profit from their land holdings in the area. Following a change in the railway's ownership and the construction of the Union Station, the area began to attract more and more commercial development away from the North End. Unfortunately much of the early land patterns associated with this historic area were destroyed in the process. The greatest casualty to this progress was Upper Fort Garry. Development had steadily chipped away at the fort since 1879 until only the gateway remained. The 1897 preservation of the gateway, in the form of a park, became a provocative reminder of one of Winnipeg's most important structures. The park, however, lacked the appropriate area and context that would have made its significance to the city more identifiable.

#### 2.5 Urban Recreation and Historic Park (Present) :

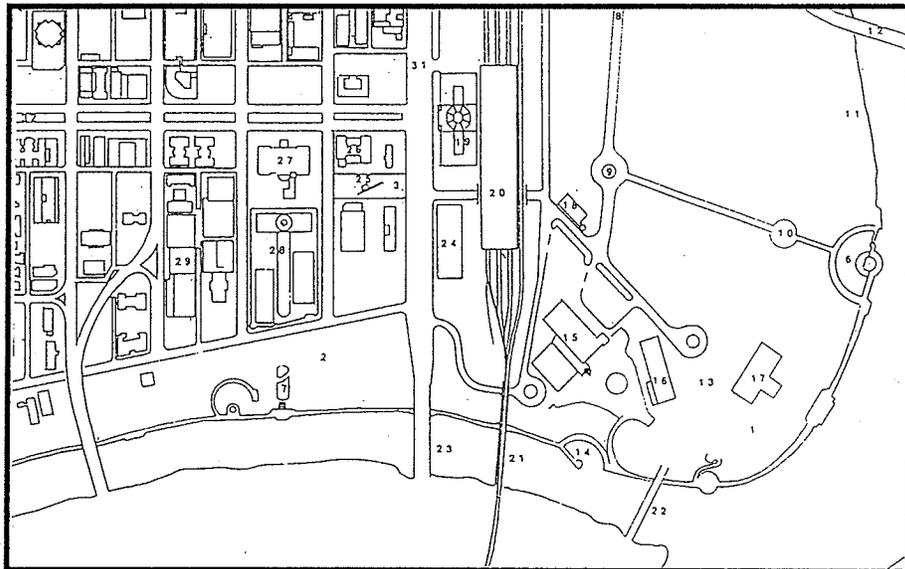


Figure 2.13

Site plan of Winnipeg's South Ward, showing the locations of: the Forks Park, Fort Garry Park, and Bonneycastle Park. 1993.

### 2.5.1 Description of Land Patterns :

In 1987 a tri-government organization was formed to co-ordinate the re-development of Forks area into a river front urban and historic park. The *Forks Renewal Corporation* , which was responsible for establishing the design guidelines, emphasized the site's historic role as a 'meeting place'. Construction began in 1988, transforming CNR's East Yards into a multi-theme park. The interpretation of the Fork's past has since become the most attractive feature of the site, drawing thousands of visitors to the park each year.

Fort Garry Park and its gateway, unfortunately, has remained isolated from the Forks Renewal Corporation's re-development of the Forks. Physical features such as Main Street, the Highline berm and the area's division in ownership, have all combined to keep the city's oldest and most historically important feature separated from the resurgence of public interest and activity within the area.

### 2.5.2 Description of Fort Garry Park :

This phase can be seen as an intensification of the last, with the gateway and park having to cope continually with the pressures of a city developing around it. The result of a century of development has been the park's enclosure by buildings which have shown little or no regard to the historical importance of the gateway, its historical orientation, or its visual and physical linkages to the rest of the city. Most of this damage was done in the late 1940's with the construction of 100 Main Street, the Grain Exchange Curling Club (both in 1948) and a filling station in 1952, having been replaced by a Petro-Canada station in the late '80's (see Figure 2.14).

The only change to the park occurred in 1982



Figure 2.14

View of Fort Garry Park, west, from across Main Street, 1993.

when it was re-addressed as part of a series of heritage sites outlined by the ARC agreement. Repair to the Tyndal stone gate, partial reconstruction of the fort's oak timber walls, interpretive panels and a mural of the Lieutenant Governor's House, all helped to give the park new life. However, its small size and its relative obscurity by surrounding buildings continues to make it a forgotten amenity in the downtown.

## **3.0 PLANNING ISSUES**

**3.0 INTRODUCTION**

**3.1 SYNOPSIS OF  
DEVELOPMENT  
PLANS**

**3.2 PUBLIC  
PRECEPTION**

**3.3 GOALS &  
OBJECTIVES**

**3.4 SUMMARY OF  
ISSUES**

**RE-DEVELOPMENT OF FORT GARRY PARK**

### 3.0 Introduction :

The potential of Fort Garry Park becoming better integrated within a network of public 'green space' and heritage sites located in the southern portion of Winnipeg's downtown has been greatly enhanced in the wake of the newly created Forks and Assiniboine Riverwalk projects. These two projects, because of their public nature and size, have had a profound impact on the character of the area. The City of Winnipeg's acquisition of private property along the Red and Assiniboine to create these projects has, for the first time, made the city's downtown rivers accessible to the public for the general enjoyment of their aesthetic beauty and educational value. This, added to the historic diversity of the area, has created a unique attraction for people in the downtown. The proposed project centered at Fort Garry Park recognizes the importance of its location. It is a site rich in history, but it is also an integral part of the contemporary city. Any patterns and policies that have effected the composition of its surroundings should be acknowledged and if possible incorporated into any future additions to the area.

#### 3.1.1 Synopsis of the ARC Plan :

The ARC was the product of an agreement between the governments of Canada and Manitoba. Inaugurated in 1978 the ARC agreement used as its starting point the conclusions of the *Red and Assiniboine Rivers Tourism and Recreation Study* to develop a master development plan whereby the "natural, historical and scenic heritage resources of the Red River Corridor could be used to increase the educational, recreational and cultural benefits of the people of Canada in general, and for the residents in the Province of Man-

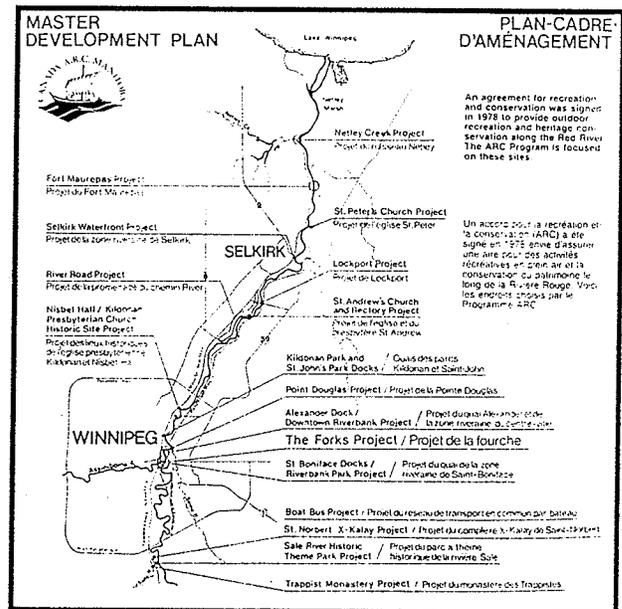


Figure 3.1 ARC Development Plan - identifying potential heritage sites along the Red River Corridor.

itoba in particular."<sup>1</sup> The scope of this project extended from the LaSalle River, south of Winnipeg, to Netly Marsh at the mouth of Lake Winnipeg. When viewed altogether the ARC provides a good cross-section of the region's diversity, history and the important role it played, in a larger context, to the development of western Canada.

The ARC agreement listed a number of sites along the Red River Corridor which have significant historical interpretive value (see Fig. 3.1). The breadth of history which each of these sites represents is quite large. This diversity has allowed sites to be selected based on their ability to entertain and communicate a different story about the natural and cultural history of the region. The Forks, which the ARC plan promoted as the "anchor center for the entire interpretive system",<sup>2</sup> was to incorporate a multitude of projects that would take advantage of its colorful history and urban setting.

Under the general description of the 'Forks', the ARC agreement proposed that a number of different sites be consolidated together through land acquisition. These sites included all of CNR's East Yards, the South Point, and Fort Garry Park. One of the first projects to be implemented was Fort Garry Park and its gateway, under the auspices of the Downtown Businessmen Association. In 1982 the park was re-addressed as an Interpretive Garden that was to function as a "center for imparting information regarding the ARC programs,"<sup>3</sup> well before the East Yards and the South Point were re-developed.

In its design an authentic replica of the twelve foot high oak timber wall, along with a mural and various interpretive panels, were used to instill within the site the importance of the Hudson Bay Company and its fur trading post to the development of Winnipeg. Following the completion of the Forks historic and urban parks (in 1988) Fort Garry Park is perceived as separate from, and not a part of, the larger heritage site. This diminishes any message of the fort's strategic orientation to the Assiniboine River and the Forks, as well as segregating it from the resurgence of public interest and pedestrian activity generated by the Forks and Riverwalk projects.

The recommendations and concepts expressed by this practicum would fulfill the ARC's original intentions of having Fort Garry Park and the Forks become integrated into one large

heritage site. Because many of the past uses associated with the Forks are also a part Upper Fort Garry's history, activities and interpretation of the site's heritage should ideally be developed in concord with one another to avoid duplication. The concept for a new design should, therefore, be unique to Fort Garry Park and its gateway. At the same time it should use the general themes of recreation and heritage interpretation to connect it to the already existing amenities at the Forks.

### 3.1.2 Synopsis of the Forks Re-development Strategy :

The ARC agreement opened the way for the Forks Renewal Corporation to re-develop the riverfront site at the juncture of the Red and Assiniboine rivers. The Corporation's broad thematic structure for creating a 'meeting place' at the Forks was a renewal of the site's historic position as the center for commerce and human activity along the Red River. The conceptual themes outlined by the Corporation included: the Forks as Canada's cross-roads, the meeting of new and old, the meeting of diverse peoples, and a place for people to meet, work and play throughout the year.<sup>4</sup> These themes allowed for a variety of ideas to emerge for the re-development of its lands and fulfill the Corporation's goal of having the Forks become a major gathering place in the downtown, while promoting the historic and cultural diversity of the region.

The Forks Renewal Corporation's objective of creating a 'mixed-use' park began with the outlining of proposed uses. It became the Corporation's responsibility to ensure that the development of this important heritage site was compatible with the existing cultural and natural resources. Such a program has given the Forks a wide appeal and has attracted a large variety of people and interest groups. There are four broadly defined categories under which proposed uses at the Forks fall. They are: Recreation, Historical and Cultural interpretation, Residential, Institutional, and Supportive Commercial uses.<sup>5</sup> To date only those facilities representing recreational, historical and cultural interpretation, and commercial uses have been built at the Forks.

The historical and cultural components of the Forks are of particular interest as the Forks

Renewal Corporation's heritage guidelines serve as a good framework for identifying, promoting and presenting future historical and cultural resources. The Corporation, in its Heritage Plan, identifies a number of possible heritage themes that are appropriate for the Forks. These heritage themes trace the development of the site from its pre-European contact period, through the fur trade, to the formation and urbanization of Winnipeg and all the way up to its present use as a recreational park.<sup>6</sup> However, what the plan does not identify are the possible contributions that Fort Garry Park and its gateway could make in conveying the dramatic changes which have occurred in the area over the past one-hundred and fifty years.

The Forks Renewal Corporation, in its development strategy, recognizes the importance of creating strong physical and visual links between the Forks

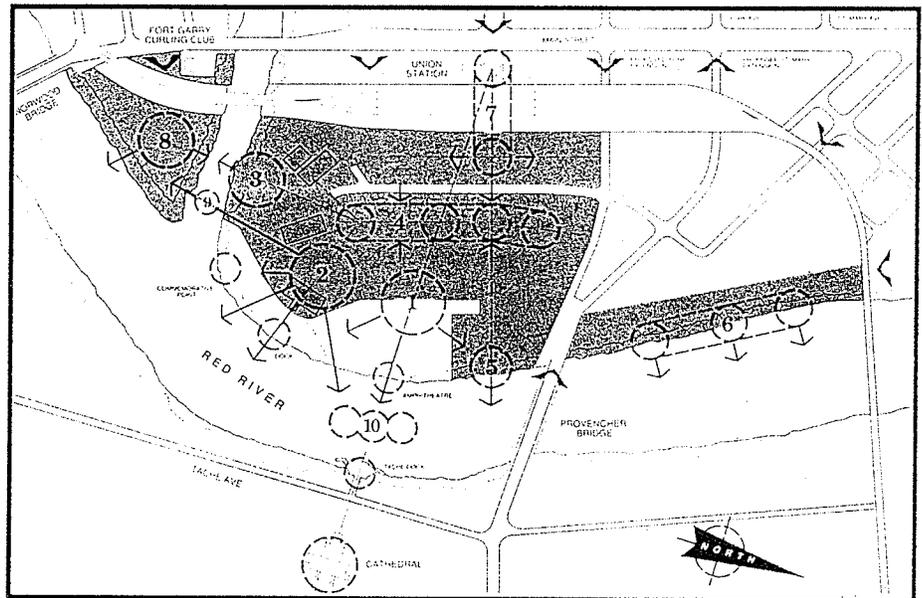


Figure 3.2 Identification of the major gathering places within the 90 acre Forks site.

and other areas of the downtown.<sup>7</sup> Pedestrian access and the establishment of portals into the park are important site planning considerations for the Corporation. Identifying key points of entrance, as well as areas for gathering and distributing people throughout the site became the rationale for much of the park's design ( Fig. 3.2). The edges of the Red and Assiniboine rivers have become the primary means of movement in the Forks as well as connecting the park to other segments of the downtown. Two important outside components of the Forks have become the Legislative Grounds, west, and Stephen Juba Park (along with the exchange district) to the north. As the anchors for a large pedestrian and recreational corridor, these two places have created the front and back doors into the Forks. However, Main Street and the

CN's Highline berm have prevented any type of formal entrance directly into the heart of the park. The Corporation, in both its Concept and Heritage plans, has encouraged the development of CN's Union Station into a "major pedestrian meeting place and access point into the park from Main and Broadway."<sup>8</sup> The adjacency of the Union Station to Fort Garry Park allows the opportunity for this practicum to resolve this problem in a way that would contribute to the Forks, Fort Garry Park, and the area as a whole.

The recent activities centered at the Forks have resulted in dramatic changes to the southern portion of the downtown. Any re-development of Fort Garry Park and its adjacent environment, therefore, should be complimentary to the development strategy set out by the Forks Renewal Corporation for its lands. Conceptual themes such as 'the meeting of new and old' can be easily combined with those heritage themes relating to the Hudson's Bay Company and its trading post - Upper Fort Garry. Adjacent cultural resources, such as the gateway and Union Station, which are important to the historic diversity of the Forks but lie outside of its mandate area, could be physically and visually linked to both parks. This would result in strengthening the unique historic character of the area while at the same time resolving issues of pedestrian access within the downtown and to the Forks.

### 3.1.3 Synopsis of Plan Winnipeg - Toward 2010 :

Plan Winnipeg... toward the year 2010 is a document which establishes policies for the management and promotion of the physical, social, economic and environmental conditions of Winnipeg well into the next century. Prepared by the city's municipal government in consultation with city councillors, it forms a 'collective vision' of the concerns of its citizens

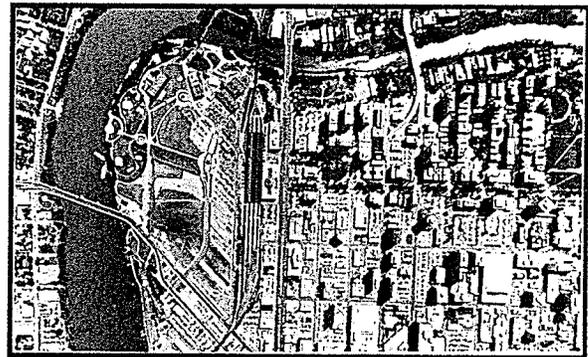


Figure 3.3 Aerial View of southern portion of Downtown Winnipeg. Summer 1992.

and the direction toward which they would like to see their city move. The plan recognizes a number of issues which are important in creating and maintaining healthy communities.

These include: Economic Development, Environmental Stewardship, Social Equality, Urban Development Management, and Urban Image.<sup>9</sup> The plan also recognizes how important it is, for the city as a whole, to have an attractive, distinct and vibrant downtown. It is the image of a downtown that best conveys to the public the general quality of life and status of a city. Its physical appearance and public accessibility, therefore, become important inducers for new economic investments to the city, while at the same time helping to preserve those existing ones.<sup>10</sup> To aid in the revitalization of its downtown, Plan Winnipeg encourages a variety of uses and functions in order to make it an attractive environment for urban living.

Apart from the retail and commercial development associated with a typical downtown, the plan also encourages residential development along with those services which would support a large resident population. They include: the creation of a pedestrian-oriented environment, linking major activity centers in the downtown together, providing for alternative modes of transportation (such as shuttle services and bicycle routes), and making the downtown a safer environment by encouraging activities on downtown streets.<sup>11</sup> The City of Winnipeg, in adopting this plan, has focused much of its energy into creating a positive urban image for its downtown and by making it an attractive place for people to live and a more vibrant and colorful place in general. Of specific interest to this practicum are those policies pertaining to the creation of an 'Urban Image'.

A city's image derives from an objective component which includes those physical attributes that, together, give the city its appearance, and a subjective component which includes the feelings and perceptions that are created in the minds of visitors and residents alike.<sup>12</sup>

The creation of a positive urban image for Winnipeg lies in the skillful management and use of the city's natural and cultural resources. Guidelines and policies referring to how one can use these resources become the essential components to the plan. Some of the general categories under which the City of Winnipeg can regulate existing and future resources include: Character Enhancement, Urban Beautification, Heritage Assets, Downtown Image, Arts, Entertainment, Culture, Recreation, Leisure Facilities and Services, and Civic Promotion.<sup>13</sup> Such policies tend to be perceived as antagonistic toward design. In reality they

provide a strong foundation for any new type of development or design. They force the designer or planner to acknowledge that which has given an area its distinctiveness, while at the same time having to conform to a future model for the city. Plan Winnipeg, toward the year 2010, therefore, becomes a useful document in helping to identify on a broad-basis the goals and objectives that would allow this practicum to become fully integrated into the context of Winnipeg's downtown.

### 3.2 Public Perception :

The response to the recent re-development of the Forks site by the public has been a positive one. Community involvement continues to play an important part of the Forks' development process with various interest groups and community leaders helping to establish future long-range development plans for its heritage resources.<sup>14</sup> Many of the proposals and recommendations for interpretation of the park's heritage by the community can be seen as having merit on a broad basis. It is because the Forks site shares its natural and cultural history with many areas of the city and province, that those issues raised in helping to develop the Forks' heritage resources also have value to other heritage resources, such as Fort Garry Park. The following is a brief synopsis of each group's recommendations and proposals, taken from the Forks Renewal Corporation's *Heritage Interpretive Plan* :

**Manitoba Heritage Federation** - would like to see a greater use of heritage resources which reflect both provincial and local character. Heritage themes which emphasize the human history of the area can help in promoting the development of the city and its ethnic-cultures. Interpretation should also be detailed and specific, in terms of their themes, while avoiding duplication of already existing displays and activities such as at the Museum of Man and Nature.

**Heritage Winnipeg** - would like to see heritage resources better integrated with the city's parks and green spaces and a greater authenticity of interpretive themes. It becomes important, therefore, to develop a criteria for selection of interpretive themes based on the availability of existing heritage resources, rather than on "contrivances or

juxtaposed bits of history."<sup>15</sup> The development of the Winnipeg, focusing on its transition from an early settlement into a metropolis, and the important contribution the railway played in the city's growth, are two of the themes which Heritage Winnipeg would like to see implemented.

**Manitoba Historical Society** - feels that the promotion of the area's history should be given higher priority than that of commercial development. Specific themes regarding the site's natural, urban, and railway history should be better represented in future. They also feel that alternatives to the use of interpretive signage should be found. This suggests that people, in general, want to be more interactive with interpretive facilities and believe that the educational value of an object is increased when more appealing ways are found to communicate its history.

**Canadian Parks Service** - would like to see interpretive themes more specifically defined. In particular, those themes connecting the industrial and commercial development of Winnipeg to the heritage resources of the Forks and adjacent area. They also acknowledge the importance of the Union Station as a cultural resource and would like to see it integrated into future projects.

**Manitoba Culture, Heritage and Citizenship** - would like to see a greater distinction between those resources which are authentically associated with the site and those interpretive facilities which are programmed for the site. Higher priority should be given to physical heritage resources such as buildings, structures, archaeological sites, etc, in terms of their interpretive value rather than interpretive facilities that are programmed for the site.

**Museum of Man and Nature** - would like to see more public archaeological programmes and support facilities provided on site for the interpretation and display of related archaeological material. They also feel that historic and heritage programming should take precedence over any contemporary programmes.<sup>16</sup>

**Manitoba Naturalists Society** - Feels the need for more direct efforts to preserve, recover and restore more of the areas natural environment. Also the need to provide

facilities for the interpretation of the natural ecosystem.

**Others** - would like to see heritage programmes and activities at the Forks linked to existing historic sites along the Red River and within the city. Future projects for the interpretation of the Forks' heritage should be specific to the site, and all proposals which are not directly connected to Forks' history should be given the least amount of priority. Those projects which do satisfy these requirements should follow a "layered interpretive strategy"<sup>17</sup> in order to attract the widest range of users. The policies directing current protection and preservation practices of heritage resources should also be reviewed to include conservation and management.

While all the positions outlined above are legitimate, it is doubtful that each can be applied, and with equal effectiveness, to this practicum. What is of value is the collective view that the Forks area, along with its related heritage resources, is a special place and therefore must be valued and used wisely. This practicum, by proposing to re-establish the original orientation and form of Upper Fort Garry back onto the landscape, goes a long way in sustaining the renewed interest and pride that the citizens of Winnipeg have in their city.

### 3.3 Goals and Objectives :

Intrinsic to the goals and objectives of this practicum are those precedents already established as a result of the previously outlined long term development plans and heritage concerns. A synthesis of visions for the area, (representing the past, present and future) has given insight into the preconditions and untapped potential of the practicum site. What follows is the identification of a number of specific goals and objectives, which when satisfied will create a place that bridges the gap between the past and present, and the Forks and its neighboring downtown. These goals and objectives are:

To develop the site around the remnant gateway of Upper Fort Garry in order to reinforce the orientation and form of this historic fort within the context of downtown Winnipeg (see Fig. 3.4).

In redeveloping the area around Fort Garry Park the primary theme of the 'meeting of new and old', along with heritage themes relating to Upper Fort Garry and the role it played in the development of Winnipeg, will form the bases behind a design concept. It is intended that the new project should draw its inspiration from the Forks but emphasize the uniqueness of its own location and heritage resources.

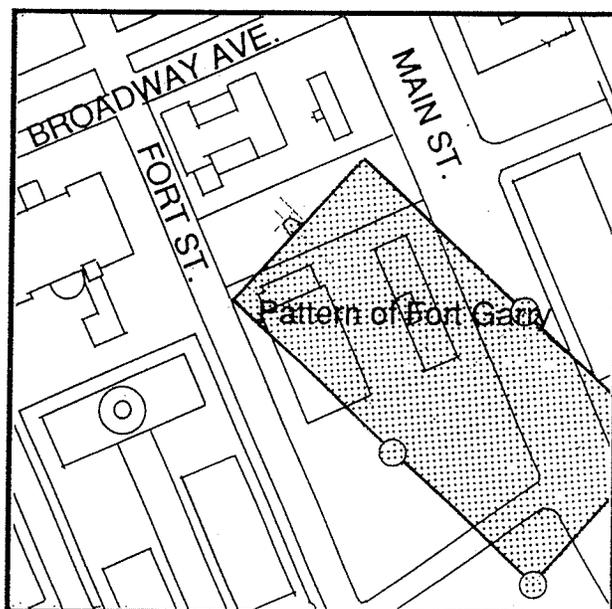


Figure 3.4 Drawing showing original orientation and location of Upper Fort Garry.

To develop a sequence of public open spaces that will link the corridors of pedestrian movement along the Assiniboine Riverwalk and Broadway Avenue (see Fig. 3.5).

The proposed redevelopment would see an increase in the amount of open space around the gateway of Upper Fort Garry, that will create a strong physical link between Broadway Avenue and the Assiniboine Riverwalk. This will complete a sequence of 'green' public space, starting from the Legislative Grounds and docks, along the Assiniboine Riverwalk, up to the gateway of Upper Fort Garry and back along Broadway Avenue. The small amount of land that would be required to connect Broadway to the riverwalk would greatly enhance the overall quality of the this area.

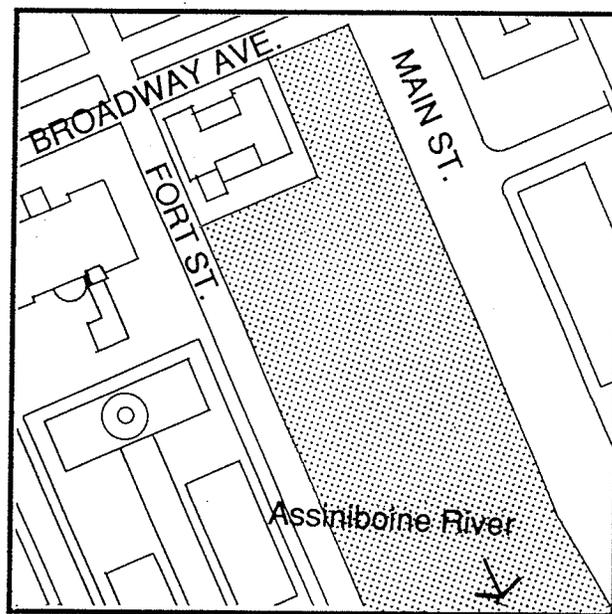


Figure 3.5 Area of site required to connect Broadway Avenue to the Assiniboine River.

To establish 'portals' into the Forks and use these entrances as a primary means of connecting the existing heritage and interpretive value of the Forks and Fort Garry Park (see Fig. 3.6).

Establishing a sequence of 'green' public space within the area, provides the opportunity to enhance entrances into the Forks. These so-called 'portals' will primarily collect and orient people into the Forks, with one portal located in Bonneycastle Park (establishing an entrance via the river) and the second portal at Broadway and Main (entering the Forks through the Union Station).

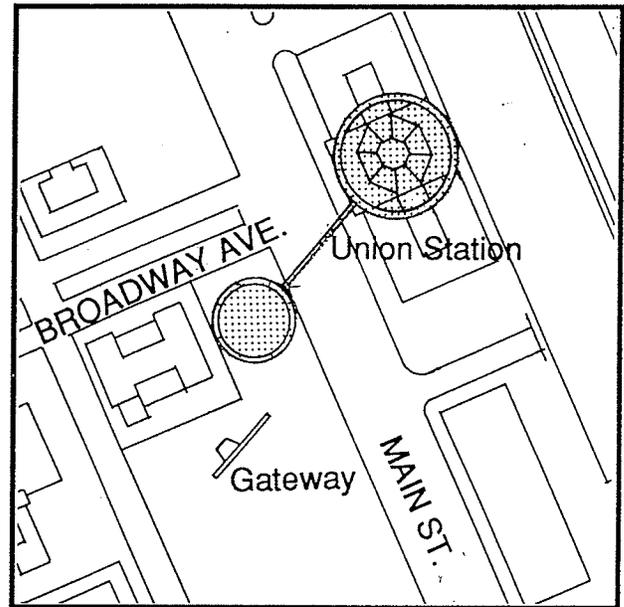


Figure 3.6 Potential for an entrance into the Forks from Broadway, thru the Union Station.

To open up views and access to the fort and its remnant gateway, from areas with high activity levels such as: Main Street, Bonneycastle Park and the Assiniboine Riverwalk (see Fig. 3.7).

The cultural and historical value of Upper Fort Garry can only be fully appreciated if there is unrestricted access and visibility to it from passers-by. Pedestrian access and viewpoints are of primary concern. Viewers traveling in vehicles, however, must also be acknowledged because of the adjacency of Main Street.

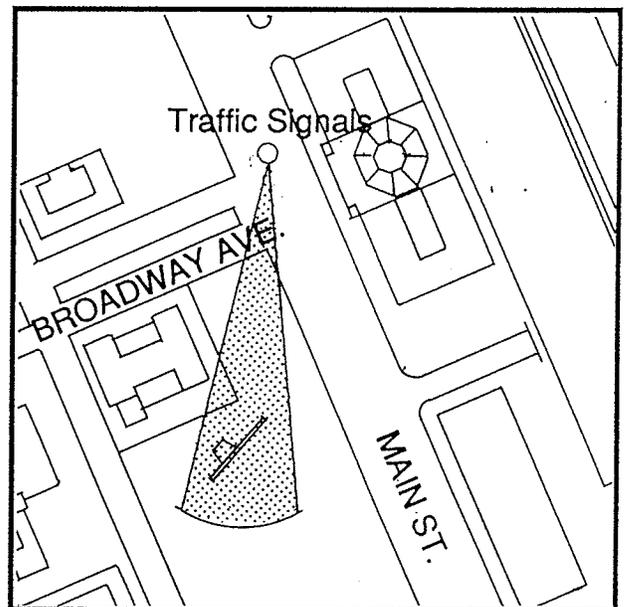


Figure 3.7 Increased visibility of limestone gateway from Main Street.

### 3.4 Summary of Issues :

The exceptional foresight of Winnipeg's founders has resulted in the preservation, in situ, of a fragment of one of the earliest and most important structures to the city. It is an extraordinary achievement for any city to have, in a modern context, such a strong representative from its past. Unfortunately for the citizens of Winnipeg, a century's worth of development has shown little respect for this historic landmark. The result can be seen in its weakened presence within the downtown. The problem is that of the setting around the remnant gateway of Upper Fort Garry does not allow the public the opportunity to appreciate properly the unique circumstances responsible for its presence. The general intent of this practicum will be to remedy this problem. More specifically this practicum is intended to explore those avenues which would see Fort Garry Park, along with its gateway, bridge the gap between the past and present, and between the Forks and Broadway Avenue. From this two main design components evolve. The first is that of the fort's *historic form* and the area needed to convey to the public the fort's past importance. The second is that of a *contemporary context* - maintaining the existing network of streets and infrastructure which is necessary for the city to continue to function.

Those issues concerning a site's design will have to address the historic context of the Forks as 'the' place to celebrate Winnipeg's (and Manitoba's) heritage. This provides an opportunity to incorporate the last remaining authentic symbol of the city's early fur trade era to the Forks site and its related heritage facilities. The other important issue with regards to the historic context is the land on which Upper Fort Garry once sat. A century's worth of change has covered over and muted out much of the fort's presence. Historically, however, it was the nature of Upper Fort Garry always to reflect those changes which were occurring and at times it served as a catalyst for change. Therefore, it is not the intent of this practicum to reconstruct as much of the fort as possible. Rather, the intent is to acknowledge the contributions which the fort has made to the city by physically choreographing its changes along with that of the site.

Those issues of the site's design which concern the contemporary context will involve how well a project (dealing with a historic programme) 'fits' into an existing environment; and how a project can help to shape, or reinforce, the existing character of an area. While the image of any project can have the distinction of being uniquely its own, it still must relate to its surroundings. It is intended that the site design will both contribute to and interact with the area's existing amenities and services. To achieve this requires a greater understanding of the physical and cultural make-up of the study area.

## **4.0      CONTEXT ANALYSIS**

- 4.0      INTRODUCTION**
- 4.1      PARKS AND  
RECREATION**
- 4.2      COMMERCIAL &  
INSTITUTIONAL**
- 4.3      INDUSTRIAL**
- 4.4      RESIDENTIAL**
- 4.5      MOVEMENT**
- 4.6      SUMMARY OF  
ISSUES**

**RE-DEVELOPMENT OF FORT GARRY PARK**

#### 4.0 Introduction :

Essential in understanding the image of a particular area is an understanding of all the components which go into making up the area. This level of analysis and interpretation extends beyond just those physical aspects of an environment, which are easily identified by our senses, to include those less tangible qualities which stimulate our emotions. Therefore, it is important to distinguish between these two levels of contextual analysis. Between the physical analysis (which includes an inventory of all the existing cultural and natural resources) and the meaning behind how the physical elements are arranged on the landscape, as well as the significance which we attached to them.<sup>1</sup>

Identifying these elements strengthened for us principles of [urban design] - most importantly, the principle of starting with what exists and picking up the clues offered by the city and its buildings, clues that history, when understood, provides.<sup>2</sup>

The character of the southern portion of downtown Winnipeg is easily distinguishable from the rest of the city by the physical qualities of its five primary uses. These are: parks and recreational, non-residential (commercial or institutional), industrial, residential, and movement. Less perceptible to the eye, however, is the importance that is attached to these specific uses and their components. The following is a detailed description of each of these important uses which comprise this area, the relationship of the part to whole, and the history behind them.

#### 4.1.0 Parks and Recreation :

Recreation has become the newest use to influence the character of the southern portion of the downtown, following the dramatic changes to occur around the confluence of the Red and Assiniboine rivers. Prior to 1987 much of the Forks area and the riverbank of the Red River was under private control, operating as CNR's East Yards. The embankment along the Assiniboine River was also privately owned. Initiatives from all levels of government (federal, provincial, and municipal) has allowed for these natural areas along the rivers to be re-claimed for public

use. New city zoning regulations and long-term planning strategies have since been created to insure that the most interesting features of this area, and the downtown as a whole, will be preserved for public use (Fig 4.1). The natural areas of the study site have been zoned as 'RB' (Riverbank) and 'PL' (Pedestrian Level), under the *Urban Design Review Designations*.<sup>3</sup> This reinforces the City of Winnipeg's commitment (under Plan Winnipeg) to protect and enhance the area's natural setting, and to increase pedestrian accessibility by providing recreational opportunities along the rivers.

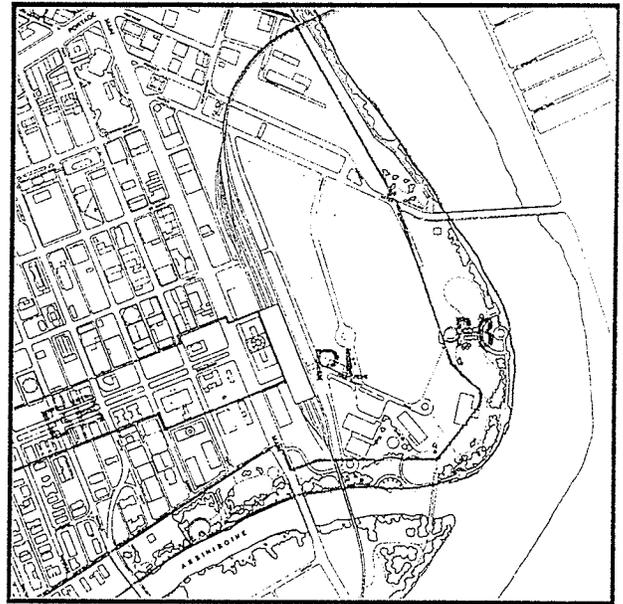


Figure 4.1 Downtown zoning map - showing the site's "Urban Design Review" designations.

#### 4.1.1 Riverwalk:

Other than the Forks, Fort Garry Park and the Legislative Grounds, all other recreational areas occur along the banks of the Red and Assiniboine rivers. An uninterrupted walkway extends from the parks of the Legislature (Fig. 4.2), through Bonneycastle Park and the Forks, ending at the Paddle-Wheel Dock. The focus of the riverwalk is on the natural beauty of Winnipeg's two rivers and their adjacent forests.

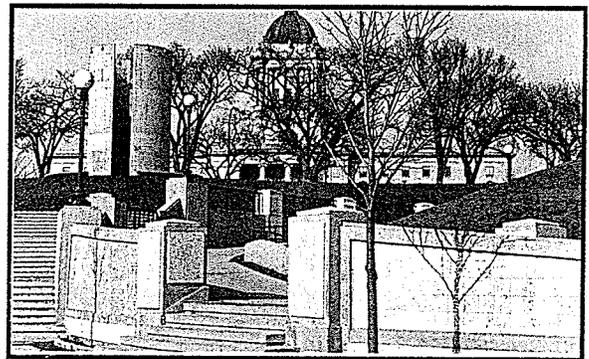


Figure 4.2 View of Legislative Grounds from western end of the Assiniboine

The walkway also emphasizes the importance of these rivers as the primary mode of transportation during the city's early history. A series of recreational and commercial boat launches have been recently built along the length of the

walkway. This has created points of departure and destination for commercial and pleasure crafts in an effort to see Winnipeg's rivers become the city's principle traffic corridors.

The riverwalk (Fig.4.3) has since become the most appreciated attraction in the area,<sup>4</sup> drawing crowds from adjacent work places and the Forks. Morning and afternoon strolls, relaxing

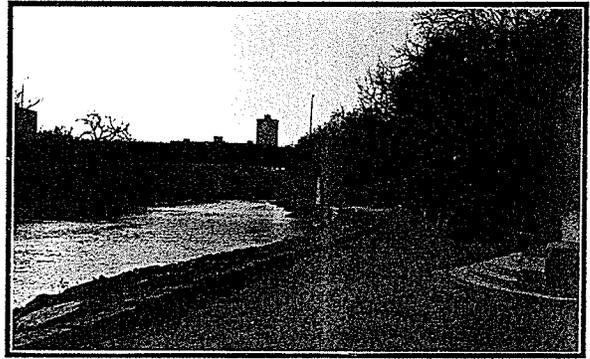


Figure 4.3 View along the Assiniboine Riverwalk, looking west.

on benches and enjoying the views out toward the river are the principle attractions of the walkway. Its consistency in material and design also serves to consolidate the southern portion of the downtown into one area with a common character. There are also future plans to have the riverwalk connect the Forks to Stephen Juba Park and the historic Alexander Docks. This will eventually create a linear park that extends from one end of the downtown to the other.

#### 4.1.2 The Forks :

The confluence of the Red and Assiniboine rivers has always been considered a place of great geographical uniqueness and historical importance. The Forks was important not only to the development of Winnipeg but also to the development of Western Canada.<sup>5</sup> Owing to the Forks' physiographical and cultural uniqueness as the natural meeting place for human commerce and entertainment, its transformation from CNR's East Yards into an urban park was the logical culmination to the site's colorful history.

Today the 90 acre Forks site, through the efforts of the Forks Renewal Corporation, has been re-developed as a unique place within the city, focusing on the theme of a 'Meeting Place' to create "an all-season place where people, ideas and things can meet naturally."<sup>6</sup> Within this context the Forks has incorporated a variety of 'mixed-use' features and amenities to promote its year round use and its position as the nucleus for the City of Winnipeg (see Fig. 4.4).

But it has been the Forks' colorful history and heritage potential which has been the

instigator for much of the park's content and success. The numerous archaeological remains from native camps, Winnipeg's early forts, and the re-establishing of historic places such as the South Point and the Hudson Bay Company's warehouse docks (now the historic marina) has helped to make the Forks' diverse history more

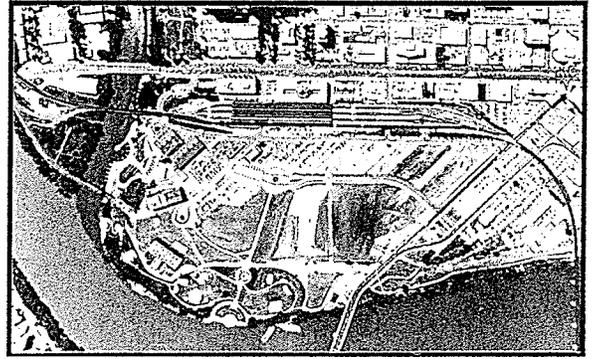


Figure 4.4 Aerial view of Forks Park, c.1992.

visible. In addition, there are those remaining features that represent the Forks' industrial past. The Low Line Bridge, Stable Buildings, Johnson Terminal and the B&B Building are all helping to attract people's interest and future investment in this historic part of the city.

The popularity of the Forks since its completion in 1989 continues to grow both inside the city and out. In 1991 the estimated total number of visitors to the Forks was 7 million<sup>7</sup>, making it one of the most frequented spots in the city. In addition, it recently received international acclaim as "the front porch of Winnipeg [and] a jewel in the crown of riverfront and green space,"<sup>8</sup> from the U.S based development group IDA (International Downtown Association). All of this positive response to the Forks continues to make it one of the most widely used and talked about places within the city.

#### 4.1.3 Fort Garry Park :

Fort Garry Park is one of the smallest (100 x 260 ft.) and most obscure parks in downtown Winnipeg. It also has in its possession one of the most important pieces from Winnipeg's history - the gateway of Upper Fort Garry. A century and a half ago this gateway formed the northern entrance to the Hudson's Bay Company's most important outpost in the Northwest and between 1835 and 1879 it served as the center for commercial and social activity in the area. It was because of this strong historical connection that the gateway, in 1888, became the subject of Western Canada's first historic preservation project. It was not until 1897 when the gateway was threatened with removal for a club-house and gymnasium that the Hudson's Bay

Company, under pressure from the City of Winnipeg, donated the land around gateway to the city. In 1899 the park was named 'Fort Garry Park' in honor of the fort and the contributions it made to Winnipeg (Fig. 4.5).

There were no major alterations to the park until 1982 when it was addressed under the Phase I of the ARC program. In this design one-half of the original 1897 park, with its circular pathways, was preserved. The original orientation of the fort's walls was then used as a gauge for the design of a new Interpretive Garden. It included a reconstruction of a portion of its twelve-foot-high oak timber wall, a mural of the Governor's House, and the use of various interpretive plaques to illustrate the history and importance of Upper Fort Garry and its gateway (Fig 4.6).

Today Fort Garry Park's presence often goes undetected; views and access to the park have been blocked through the construction of buildings in the 1940's, and the location of Main Street on its door step. In periodic visits to the park throughout the year, very few people have been observed taking advantage of this unique attraction. To make the park a more vibrant and meaningful place within the city would require the gateway and park becoming more visible and accessible to the public.

#### 4.1.4 Bonneycastle Park :

Bonneycastle Park is a 4.5 acre public park located along the northern bank of the Assiniboine River from Main St. and Assiniboine Ave. down to Garry Street. This park, with



Figure 4.5 View of gateway and park, c.1922.

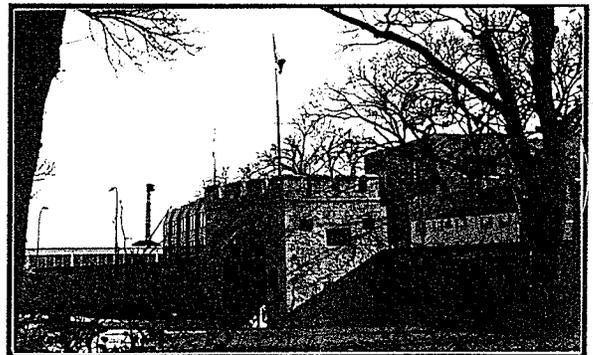


Figure 4.6 Fort Garry Park as it exists today, with partial oak timber wall, 1993.

its large expanses of lawn and rolling contours, has always been a popular place for sun worshippers during the summertime. In 1990 it was redesigned as part of the City of Winnipeg's Assiniboine Riverwalk project. The principle attraction for this park is its fountain court and stairway that connects the park to the riverwalk and the Forks. An amphitheater and stage has also added to the site's recent public appeal (Fig. 4.7). The most historically interesting feature, however, is the large limestone planter that occupies the corner of Main and Assiniboine (Fig 4.8). The size and placement of this planter re-traces the south-west bastion of Upper Fort Garry which served as the Hudson's Bay Company's primary outpost in the Northwest until it was 'dismantled' in 1881.

In between Upper Fort Garry's tenure and the park's present use the land was occupied by the Winnipeg Electric Car Company (Fig. 4.9). Winnipeg's electric street cars are one of the fondest and least celebrated memories from the city's past. Street car transportation had arrived in Winnipeg as early as 1895 with horse-drawn cars travelling between City Hall and the Forks. By 1905 the city was using hydro-electric power to operate their trollies and the WEC established their main offices and

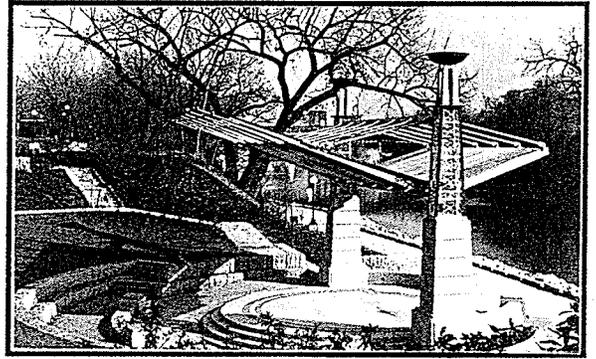


Figure 4.7 Assiniboine Riverwalk and adjacent Amphitheater of Bonneycastle Park, 1993.

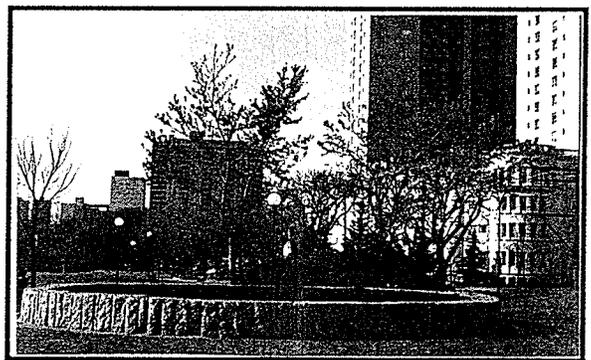


Figure 4.8 Tyndal stone planter placed over the southwest corner bastion of Upper Fort Garry, 1993.

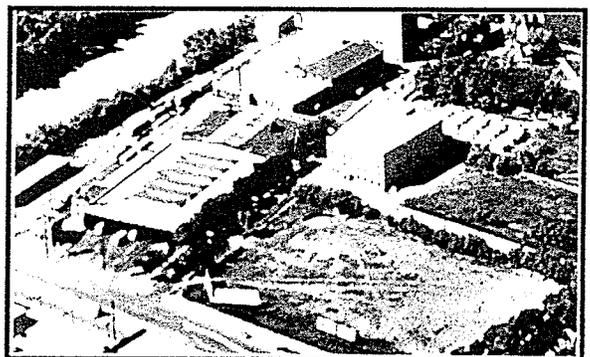


Figure 4.9 View of WEC car barns, prior to

maintenance facilities off of Main. By the mid fifties there were seven car tracks running off of Main Street and crossing over the land which Fort Garry once occupied. The WEC occupied this property until the early 1960's. At this time the Metropolitan Council of Greater Winnipeg was formed, assuming control of inter-municipal services which included, among other things, city transit. It is after the first chairman of this council, Richard H.G. Bonneycastle, that the park derives its name.

The past occupancy of the land by Upper Fort Garry and Charles Brydges' 1880's reference to the fort as being 'dismantled' raised considerable interest among local archaeologists about the possibility of finding the remains of the fort's walls and bastions. In the early 1980's archaeological excavations were made in the park uncovering numerous artifacts dating from the mid to late 1800's. The excavations had also revealed the foundations of the fort's western wall, which helped to establish both the construction techniques used during this period and the exact location of the fort's walls and bastions. The large planter in Bonneycastle Park, which takes its form from the corner bastion of Fort Garry, makes an important, albeit weak connection to the fort's occupation of the land and the early history behind the park.

#### 4.2.0 Non-Residential :

Under the umbrella term 'Non-Residential' fall a number of specific building types that are too singular in their uses, for the purposes of this practicum, to be outlined in detail. However, it should be kept in mind that buildings of different scales have a variety of uses and, therefore, the character of an area is reflected by the similarity or diversity of its various buildings. The southern portion of Winnipeg's downtown is an area which has a wide range of non-residential uses and

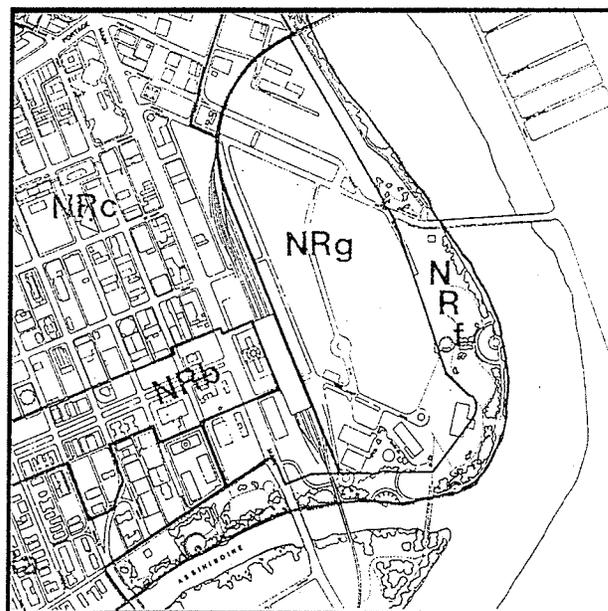


Figure 4.10 Downtown zoning map - showing the site's "Non-Residential" designations.

this is clearly reflected in the diversity of its character and in its zoning (see Fig. 4.10).

The character along Broadway Avenue is determined by the offices which front onto it and the important civic buildings which are located at either end of it. The Legislative Building and Union Station are the two most important symbols in the area in terms of their architecture and meaning. Architecturally they both are Neoclassical urban monuments, establishing a precedent of scale for other buildings which line the avenue. As symbols, however, their roles are quite distinct. The Union Station is the 'gateway' to Winnipeg, forming the door through which many people enter or leave the city. The Legislative Building, on the other hand, is a government institution representing all the people in the province of Manitoba. Both, however, form important gathering places, and help to define the unique character of the area.

The City of Winnipeg recognizes the civic nature of Broadway and the unique characteristics of this part of Winnipeg, by the zoning of a corridor down the Broadway as 'NRb'; (Non-Residential group b) - which promotes further institutional uses such as banks, offices, schools, etc. The area immediately south of Broadway Avenue, however, is zoned as 'NRa' and 'NRf'<sup>9</sup>, which is more concerned with protecting residential character of the neighborhood and the newly built recreational and leisure facilities that serve its residents. The following is a detailed description of some of the non-residential uses, their buildings and history.

#### 4.2.1 The Union Station / VIA Rail Terminal :

The Union Station at Broadway and Main provides a fitting terminus to one of Winnipeg's most beautiful streets (see Fig. 4.11). The history surrounding its construction and placement, like most things in this area, is a colorful one. Prior to 1888 the property east of Main Street from the Forks north to Water Avenue (commonly known as the "Flats") was undeveloped and unsalable. Charles Brydges, the Hudson's Bay Company's Land Commissioner, felt that this area would remain undeveloped until the site secured a railway of its own. Brydges' dream of a railway at the Forks became reality in 1888 when the newly formed Northern Pacific & Manitoba Railway located itself at the Flats and the area's first significant urbanization

began. After the purchase of the NP&M by the Canadian National Railway and their partner the Grand Trunk Pacific Railway, a new passenger terminal was planned for the rail yards; becoming the new 'gateway to Winnipeg'.

Originally the CNR wanted to locate the Union Station at Main and Water Streets, closer to the heart of Winnipeg's business district.<sup>10</sup>



Figure 4.11 View of Canadian National's Union Station, c.1920.

The Hudson's Bay Company, however, was quite adamant that any necessary purchase of Hudson's Bay property to build a terminal would only occur if the CNR constructed its Union Station no further north than Broadway Avenue. The station was modelled after the grand stations of its time and was designed by Warren and Wetmore, the same architectural firm who designed Grand Central Station in New York City.<sup>11</sup> It took more than three years to complete, beginning in 1909 and finishing in 1911.

#### 4.2.2 The Hotel Fort Garry :

The Hotel Fort Garry, constructed between 1911 and 1913, owes much in its concept and styling to the grand hotels and resorts that were being constructed along the east - west Trans-Canada rail line. It was the second of the Grand Trunk Railway's great hotel chain and little sister to Ottawa's Chateaux Laurier. Built in the Francois I style, more commonly known as the French Chateaux style, the Fort Garry's elegant exterior was in perfect harmony with the surrounding architecture of the Union Station (see Fig. 4.12).

Like many resort hotels the Fort Garry Hotel was an extension of the city's railway station. It formed an important part of a formal processional, with travellers arriving in Winnipeg being picked up and whisked from the Union Station to the hotel via an electric omnibus. Once in the hotel all the grace and charms of the city were put on display. The role of the Fort Garry was, therefore, more than just to act as hospice. It served Winnipeg as a cultural meeting place and a focus for the city's social life. For this the entire seventh-floor of the hotel was

planned in such a way as to accommodate the grand balls, elegant supper dances and extravagant parties, that were typical of the day.

#### 4.2.3 The Manitoba Club :

Another important gathering place for the social classes was the Manitoba Club, located next to the Hotel Fort Garry. First established in 1874, eight months after the incorporation of Winnipeg,<sup>12</sup> the Manitoba Club was the first men's club in Western Canada. The original club was formed during a meeting in a St. James restaurant. Its members consisted of the some of the most important and influential businessmen of that time. In 1905 the Manitoba Club moved to its present location on the corner of Broadway and Fort Street (Fig. 4.13). When

it was first constructed, it sat immediately adjacent to Winnipeg's most exclusive neighborhood and had the appearance of a stately mansion. But like Point Douglas before it this character changed with the encroachment of commercial development. Such notable members included: Gilbert McMicken, A.G.B Bannatyne, J.A.N Provencher, Lt. Col. W. Osborne Smith, W. Grovin, C.W Radiger, Hon. Joseph Royal, Henry T. Champion, W.B Taylor and Major Taschereau, who would meet regularly within the walls of the club for lunch, a game of billiards or cards and of course to make business deals. The Manitoba Club, therefore, was an important institution where, undoubtedly, business decisions affecting the course of Winnipeg were made.

The Manitoba Club has always been a strong cultural symbol within the area, having both positive and negative connotations. For almost a century it has served as an important



Figure 4.12 View of Hotel Fort Garry from Broadway Avenue, c.1950.

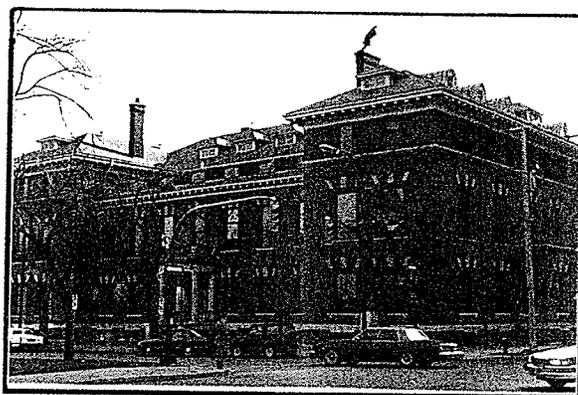


Figure 4.13 View of the Manitoba Club from Broadway Avenue,

meeting and gathering place within the area. However its past record of exclusion based on gender and ethnic origins have also made it a symbol for the darker side of society.

#### 4.2.4 Fort Garry Place :

Fort Garry Place (Fig. 4.14), kindly nicknamed the "Bergman Estates", is one of the newest additions to the area. Built between 1988 and 1989 it is a multi-use facility combining living spaces, offices, retail shops and restaurants, into one complex. Controversy had surrounded the project all through its planning and construction with arguments that the scale

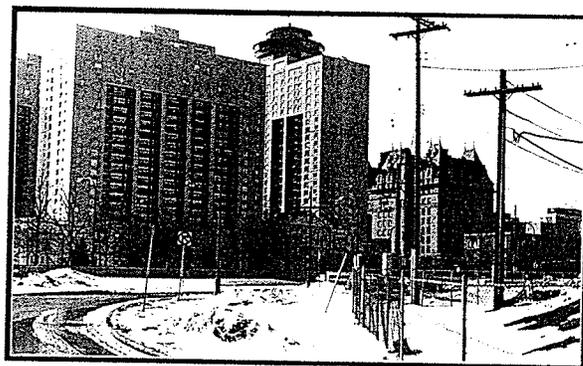


Figure 4.14 View of Fort Garry Place, 1993.

of the complex was too big for the area and that vistas of the Hotel Fort Garry would be blocked. The City Planning Department's response to this building was the *Downtown Winnipeg Zoning By-Law* , which assured that the city would have greater control over any future private development projects.

Aside from all the controversy there are some unique features which the complex offers. The Royal Crown revolving restaurant, 81 meters in the air, offers one of the best over-all views of downtown Winnipeg, and the Trout Pond, located on the 5th level roof deck, is a unique attraction with its water and sculpture garden.

#### 4.2.5 The Hudson's Bay Warehouse / North West Company Offices :

The Hudson's Bay Warehouse was built in 1911, off of Main Street and adjacent to the Union Station. It was primarily used as a supply depot and warehouse, taking advantage of CNR's trackage facilities for the storage of furs, general merchandise for its retail operation, and to cater to an increasing wholesale business. The Hudson's Bay Warehouse, during this time, was seen as a key distribution center for a chain of retail outlets both in Canada and the United States. <sup>13</sup>

By all accounts the warehouse probably remained in operation up until the late 1960's. In 1970 it was replaced by the current office building (Fig. 4.15) for the celebration of the Hudson's Bay Company's 300th anniversary of serving the Canadian public. Part of the ceremony was the transfer of the Hudson's Bay Company's head offices from London, England to Win-

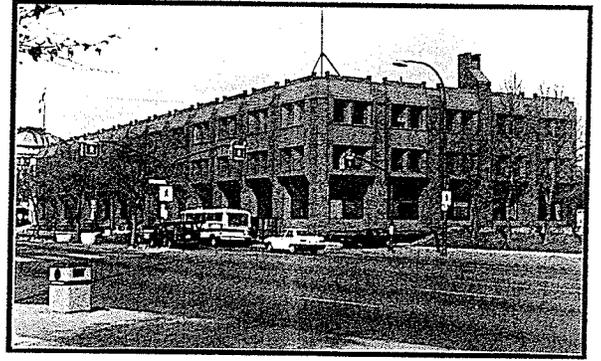


Figure 4.15 View Hudson's Bay House, (now the North West Co. Building) 1993.

nipeg. The new building was named the 'Hudson's Bay House' and remained in the possession of the Hudson's Bay Company until the early 1990's. At this time the building and the Hudson's Bay Company's northern operations were sold to the North West Company, who continue to operate the building as the headquarters for their chain of northern department stores.

#### 4.2.6 Manitoba Legislative Building :

The Manitoba Legislative Building is formally placed on 31 acres of land between Broadway Avenue and the Assiniboine River (Fig. 4.16). Its architectural splendor and beautifully landscaped setting makes it a popular attraction within Winnipeg's downtown. First conceived in 1911 the building was not com-

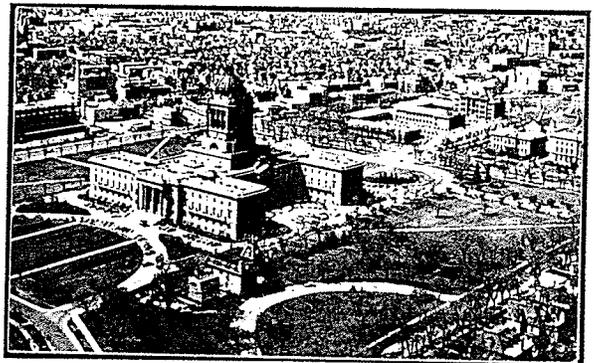


Figure 4.16 View of the Manitoba Legislative Building, c.1950.

pleted until 1920, having its construction delayed by World War I. Its classical styling is symbolic of the democratic government. Another important part of the building's symbolism is the Golden Boy statue situated atop of its dome. The Golden Boy, holding an eternally lit torch in one hand and a sheaf of wheat under the other, represents the spirit of progress with his torch pointing northward to the future of the province's economic development.

When completed the Manitoba Legislative Building contained all the services of a people's

government: the legislative assembly, administrative offices, and civil service departments. Today only the legislative assembly along with its ministerial and administrative staffs are located in the building. As an institution representing the law-making process it has become an important forum for the people, with its front steps forming a modern rostrum where people and politicians can speak from.

#### 4.3.0 Industrial :

The industrial uses associated with the southern portion of Winnipeg's downtown were mostly confined to the Flats (the area of land east of Main Street, between the Forks and Water Avenue). For a century the area's primary industry was that of a major railway yard. Firstly, as the NP&M's freight yards (between the years 1888 and 1897), then later as the CNR's East Yards and passenger terminal (from 1897 up to 1988). In 1988 all but 18 acres of the 90 acre East Yards was purchased by the Forks Renewal Corporation for re-development into a historic and urban park. It is the remnants of this past industrial era which has given the Forks park its unique identity. Adaptive re-use of those structures once associated with the railway have become popular attractions, both for their history and the new services located within them.

The zoning of the Flats reflects the Forks Renewal Corporation's re-development strategy and site planning principles.<sup>14</sup> The designation of the area as 'NRg' (Non-Residential group g) by the City of Winnipeg encourages private investment and participation in the development of the area, while still protecting those 'public initiatives' established for the promotion of the Forks as a historical and urban park (Fig.4.17). The zoning also satisfies those expectations of CN, in their desire to develop its 18 acres of land by promoting

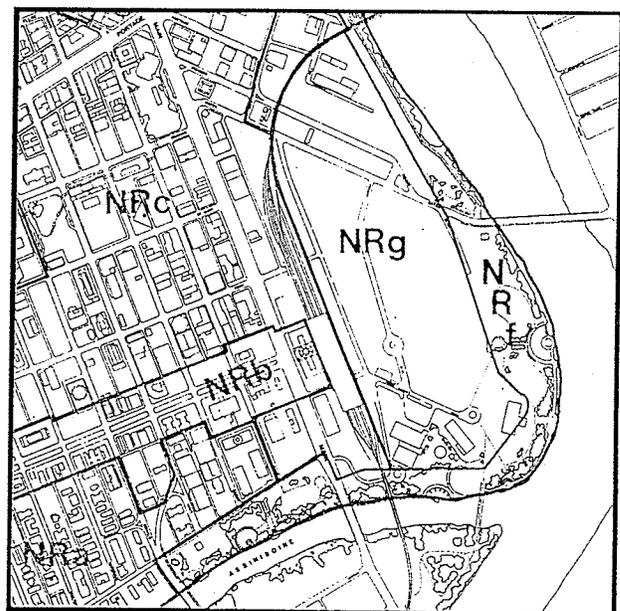


Figure 4.17 Downtown zoning map - showing the site's "Non - Residential" or "Industrial" designations.

those uses which could be supported by the Forks and the services it provides, while prohibiting those uses which would compete with the Forks. The principle uses permitted under the 'NRg' designation includes: offices, commercial and institutional facilities, as well as new industrial uses like manufacturing and warehousing. Those features which make up the area's current industrial character include:

#### 4.3.1 CN Mainline :

The only current industrial use in the area is that of the CN's Mainline. It, along with Highline Bridge, are a part of CN's rail line connecting the Union Station to its Fort Rouge rail yards. Built in 1911 the Mainline berm and its Train Sheds form an undesirable barrier between the Forks park to the east and Winnipeg's downtown to the west (Fig.4.18).

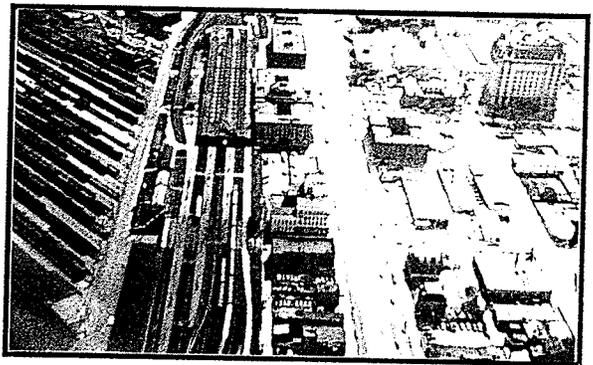


Figure 4.18 View of CN's East Yard, c. 1930.

#### 4.3.2 Low line Bridge :

This steel truss bridge was originally a part of the NP&M's 1888 development of the Flats that connects the Forks to the South Point. The most unique feature of this bridge is its massive concrete counterweight and steel support. This counterweight allowed for a portion of the bridge to be raised to allow steamboats to pass under. Today the bridge can no-longer be retracted and is considered to be a historic monument representing the city's early railway era (Fig. 4.19).

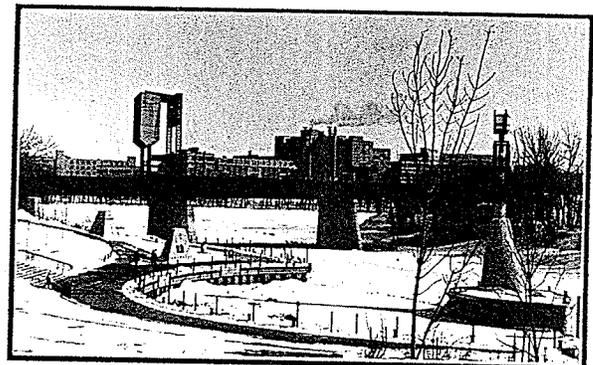


Figure 4.19 Lowline Bridge as it exists today, 1993.

There are plans eventually to convert the old bridge into a walkway and entrance into the Forks. This would form a key link

in the proposed pedestrian and bicycle corridor that will connect Osborne Village to the Forks.

#### 4.3.3 B&B Building :

Built in 1889 the B&B Building, along with an attached roundhouse, served as the NP&M's engine house until 1926 when the roundhouse was demolished. The building is considered to be the oldest structure of its type in Western Canada and, therefore, has been identified by The Heritage Resources Act as having historical importance.<sup>15</sup> Unfortunately its poor structural condition (Fig. 4.20) limits the potential for re-using its impressive interior which is of heavy-timber construction that covers 28,000 sq. ft.

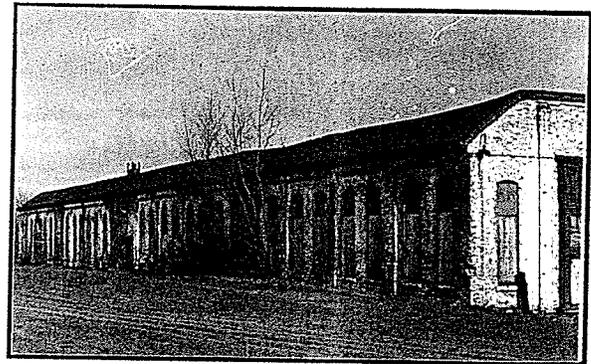


Figure 4.20 View of B&B Building, 1993. Note the structural deformation of the roofline and walls.

#### 4.3.4 Steam Plant :

The Steam Plant was built in 1947 to provide steam heat for many of the area's buildings including all the buildings at the Forks, the Union Station and the Hotel Fort Garry. The underground steam tunnel which leads from the plant to the hotel, therefore, should be considered apart of this interesting resource. Inside the steam plant are the existing boilers that were used to produce the steam heat. These boilers provide an ample amount of material for the interpretation of the plant's past function. Outside, its chimney forms an important landmark (Fig. 4.21), helping to reinforce the site's industrial heritage as well as creating a visual feature which can be recognized throughout the site and the immediate area.

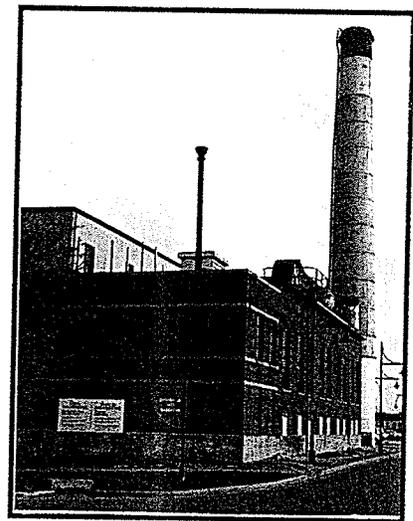


Figure 4.21 Steam Plant, 1993. Currently abandoned

#### 4.3.5 Johnston Terminal :

The Johnston terminal was built between the years 1928 and 1930 and served as a warehouse for the receiving and distribution of goods. It represents an important part of Winnipeg's past, when the city was a major wholesale and distribution center for Canada. It also has some important architectural merit being a superb example of a free-standing masonry structure, with a large interior space formed by a system of heavy-timber roof trusses.

#### 4.3.6 Stable Buildings :

The Stable Buildings, originally built in 1910 and 1911, are the only structures on the Forks site (to this date) which have been renovated. Prior to their renovation they were used by the CN for the storage of their machinery. Today the Stables form the heart of the Forks with 49 stores, 3 restaurants, the Royal Dance Conservatory and a trust company,<sup>16</sup> all contained

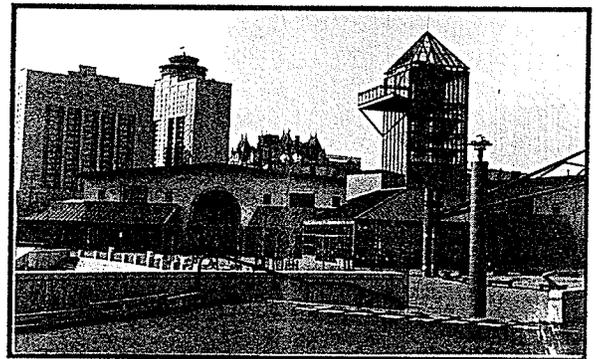


Figure 4.22 View of renovated Stable Buildings now the Forks Market and tower, 1993.

within its 75,000 sq. ft. of rental space (Fig. 4.22). In between the newly renovated Stable Buildings lies the Market Tower which has been modelled after a tower from Winnipeg's historic Market Building near the Old City Hall.<sup>17</sup> Together these two features set the precedent for further adaptation and re-use of the remaining heritage resources located on the site. The Stable Building is an example of adapting the old to the new by establishing a new use while retaining the buildings original character. The Market Tower, however, is an 'evocation' of a past image; not related to the site but symbolic to its new use.

#### 4.4.0 Residential :

One of the most distinctive features of the southern portion of downtown Winnipeg is its urban forest. The double alleé of elms down Broadway Avenue and the elm trees which line the streets south of Broadway are the strongest remnants of Winnipeg's "initial first-class residential district."<sup>18</sup> It was shortly after the 1881 arrival of CPR's Mainline to Point Douglas that many of the city's more affluent residents started relocating to the southern half of the Hudson's Bay Reserve. Their houses were palatial in size and detail, being primarily constructed out of brick. The South Ward's distinctive residential appearance continued up until the arrival of the NP&M to the Forks site. This prompted another exodus of the city's wealthier citizens further south along the Assiniboine River. The area's predominant residential character quickly began to change to a more commercial appearance, having been spurred on by the construction of the Union Station (1911) and the Legislative Building (1921).

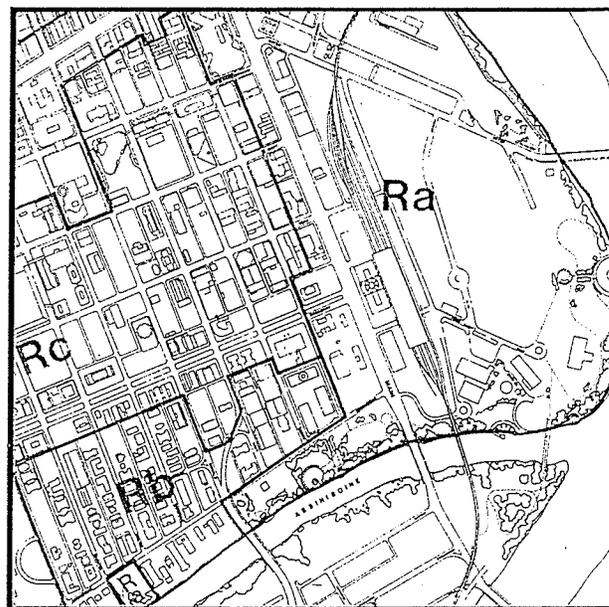


Figure 4.23 Downtown zoning map - showing the site's "Residential" designations.

Today very few of those stately manners exist, having been replaced by less appreciable apartment buildings and dwelling units (dwelling unit is defined as: one or more rooms [of a dwelling] used as a single housekeeping unit).<sup>19</sup> The City of Winnipeg has always viewed residential use as being an important component in a vibrant downtown. The City also recognizes the importance of scale in promoting the South Ward as an attractive residential area. For these reasons the area south of Broadway (see Fig. 4.23) has been zoned as 'Ra' (Residential group a), and 'Rb' (Residential group b). This zoning effectively eliminates any large scale residential projects such as tall apartment complexes from locating in the area - thereby maintaining the human scale and character that was typical of the South Ward from

the 1880's to the 1950's.

#### 4.4.1 Dalnavert House :

Dalnavert House, located at 61 Carlton Street, was built in 1895 for Hugh John MacDonald (the son of Canada's first Prime Minister - Sir John A. MacDonald). Constructed from red brick, Dalnavert was typical of the 'grand mansions' built in the southern portion of the Hudson's Bay Company's Reserve between the years 1881 and 1895 (see Fig. 4.24).

Carlton Street can serve as an example of what was occurring all over the Reserve. That these were considered as substantial residences is doubtless, for each cost nearly \$20,000., was built of "solid" brick and contained fifteen or so rooms. Thus by the end of 1882 Winnipeg [had it's] first "millionaires' district fixed in the area south of York Street.<sup>20</sup>

Dalnavert House was designed in the Queen Anne style by architect Charles Wheeler and was one of the most grandiose as well as one of the last mansions to be built in the area. The location of NP&M's rail yards at the nearby Forks increased the commercial attractiveness of the area. This, along with an influx of middle-class residential development on properties inbetween the existing mansions, forced the out-

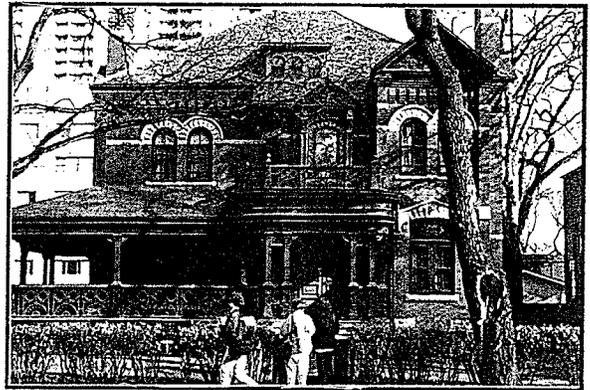


Figure 4.24 Dalnavert House, 61 Carlton St., 1993.

ward migration of the area's more affluent residents and the decline in the neighborhood's stature as a wealthy suburb.

Dalnavert's presence today, as a symbol of Winnipeg's first millionaire's neighborhood, is the result of the Manitoba Historical Society's foresight to preserve one of the area's more distinct residential buildings. The house was threatened with demolition during the early 1970's until it was purchased by the Society in 1974. Today the house serves as a historical museum, allowing the public to experience life during the late 1800's and the past glory of this neighborhood.

#### 4.5.0 Movement :

One of the greatest fascinations with the Forks is the perpetuating role it plays as an important orientation point for the region. Since the earliest occupation of the site, up to the present-day, the area around the Forks has been an important focal point for the distribution of people, goods and ideas. As technology and the city evolved, so did its modes of transportation, resulting in a mixture of movement patterns that include: streets, rail-lines, pedestrian pathways, and boat lanches. These patterns have helped to underscore the various changes which occurred in the area over the past 150 years and, therefore, have become important components in the development and character of the South Ward.

In its future vision for the city center the City of Winnipeg has committed itself to providing better services and greater pedestrian access within the downtown. This means defining the function of a street and creating a better balance between vehicular and pedestrian movement.<sup>21</sup> More important, in terms of this practicum, is the recognition of the need to integrate movement with the different types of uses associated with the downtown.<sup>22</sup> The success in the City's objectives in facilitating movement and developing a pedestrian environment can be seen in the recent development which has occurred along the edges of the Red and Assiniboine rivers. In using the aesthetic and historical resources of the downtown as the basis for pedestrian movement, the City of Winnipeg has set the precedent upon which this practicum can build on. The modes of transportation which are of interest to this practicum include:

#### 4.5.1 River Transportation :

Winnipeg's primordial mode of transportation was by water. The Assiniboine, Cree, Ojibwa, and Sioux Indians all saw the juncture of the Red and Assiniboine rivers as a key site. From these two rivers and its various tributaries, the different vegetation and climatic zones necessary for a wayfaring society's survival were accessible. The European explorers and traders quickly saw the importance of the Forks and Winnipeg's rivers as an important navigational and commercial link between an expanding Northwest and the port cities back east.

During the 1870's the dependance on Winnipeg's rivers increased, as they became the economic lifelines for the city's early commercial and manufacturing sectors. They were also the primary means for the movement of freight and passengers from the east and south via the St. Paul trade route (Fig. 4.25). This way of life continued up until 1880 and the arrival of CPR's mainline at Point Douglas. The railroad's speed and ability to carry greater amounts of goods and people quickly resulted in a decline in the rivers' use.

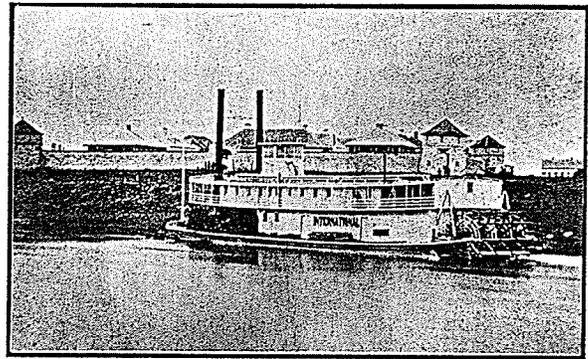


Figure 4.25 Steamship "International" docked at Upper Fort Garry, c.1869.

The Red and Assiniboine, Winnipeg's most dominant physiological feature, continued to be under utilized until a series of projects along the Red River Corridor began to take advantage of its heritage and recreational potential. The Forks historic and urban parks thus forms a 'focus' for an entire recreational system<sup>23</sup> and provides a number of facilities to promote the rivers' use and interpretation. This rediscovery of Winnipeg's rivers has, in a short time, lead to a dramatic increase in the amount of commercial and recreational traffic on the Red and Assiniboine, making the rivers, again, an important part of Winnipeg City.

#### 4.5.2 Vehicular Flow :

'Main Street' was the main road connecting Upper Fort Garry to Lower Fort Garry. It, along with Portage and Pembina, all originated as trails linking various settlements to the Hudson's Bay Company and its establishment at the Forks. Main Street, however, was the more important of the three, and during the 1870's was the premier location for many of Winnipeg's early businesses and residences (Fig. 4.26). By 1881 the

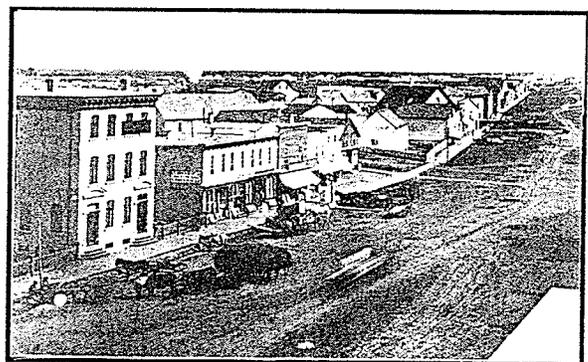


Figure 4.26 Main Street looking south toward Upper Fort Garry, c.1876.

walls of Upper Fort Garry had been dismantled, allowing for the straightening of the street and the construction of the Bridge of the Old Forks which connected the Flats to the South Point of the Forks.

In contrast to the natural array of Main Street is Broadway (Fig. 4.27) and its planned boulevard. The first-class residential neighborhood which had developed here during the 1880's was heavily influenced by the Garden City Movement that was occurring throughout North America. Broadway Avenue, with its wide median and double planted alleé of Elms, quickly became one of the most popular and

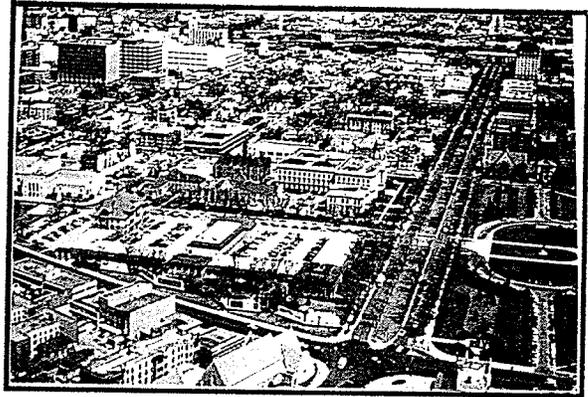


Figure 4.27 Broadway Avenue looking east from the Legislative Grounds to the Union Station, c.1960.

scenic drives in Winnipeg, extending across Main Street and the Red River via the Broadway Bridge and into St. Boniface. In 1911 this grand boulevard took on a different look; the result of the construction of the Union Station at the intersection of Broadway and Main.

Today both Main and Broadway are the principle thoroughfares in the area, each carrying thousands of cars per hour. The secondary streets in the area reflect the Hudson's Bay Company's 1872 lot survey of its 500 acres of land. This area (bounded by Notre Dame Avenue to the north, Main Street to the east, and the Assiniboine River to the south), was divided into blocks consisting of lot sizes of 50' x 120' and 20' back lanes. The original boundaries of the reserve are still identifiable through the grid patterning of its streets, which is in contrast to the adjacent street patterns that follow the original land divisions of the French River Lot System.

The historic orientation of Upper Fort Garry has unfortunately and permanently been disrupted by those streets which surround Fort Garry Park and its remnant gateway (see Fig. 4.31). Main Street is of particular concern due to the high frequency of traffic that its eight lanes carry. This creates a formidable barrier for pedestrian to cross, going east from the downtown into the Forks. As well, it makes any physical connection linking the gateway of Upper Fort Garry to the juncture of the Red and Assiniboine extremely challenging.

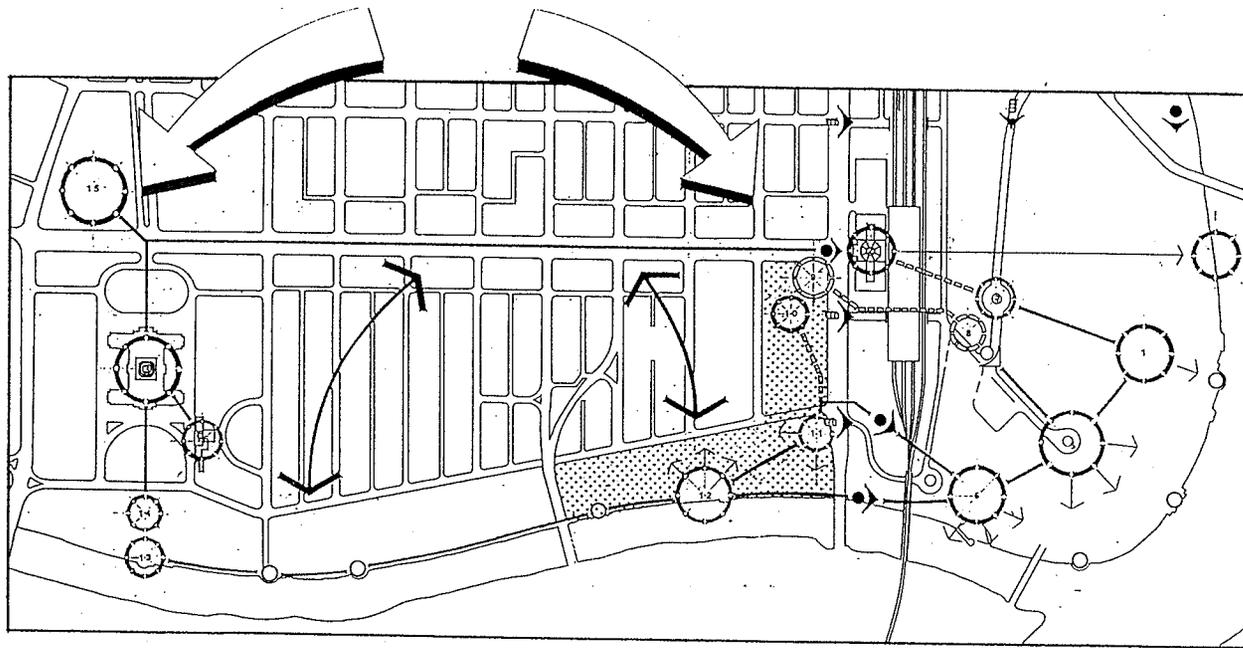
### 4.5.3 Pedestrian Movement :

Pedestrian circulation in the downtown is primarily concerned with the movement of people from one area of the city to another in a relatively protected and pleasing environment. This is the objective of the City of Winnipeg as outlined in *Plan Winnipeg - Toward 2010*.<sup>24</sup> Important components in achieving this objective are the creation of activities that are suitable for pedestrians and to establish pedestrian corridors between these different activity points. The walkway along the river's edge, connecting the Legislature to the Forks Historic Park, is the most recent example of such an environment. Another example is Broadway Avenue from the Legislature to the Union Station. In between these two pedestrian corridors lies the site and focus of this practicum (see Fig. 4.28).

Part of the pedestrian environment also includes the entrances, or 'portals', that have been developed to bring people into the Forks. These points of entry include: north of the Provencher Bridge (along the Red River), west of the Forks (along the Assiniboine River), the Low Line Bridge (which connects the South Point to the Forks site), the York/St. Mary extensions, and the South Main Access (see Figure 4.28). The weakest of these is the South Main Access point with its existing railway underpass between the Union Station and the Northwest Company Building. Proposals to enrich this entry point include the possibility of making the Union Station into a "major pedestrian gathering place and access point into the Forks from Main and Broadway."<sup>25</sup>

### 4.5.4 Railway :

Prior to the re-development of the Flats, the CN's East Yards and its Trans-Canada passenger service dominated the south-eastern portion of Winnipeg's downtown (see Fig. 4.29). All that remains of the site's original use today is the CN's Mainline berm and Union Station depot. Operating as the VIA rail terminal it provides the only rail passenger service into Winnipeg. From the early to mid 1900's this station and its rail-line formed a major connection to the 'outside world'. Although railway travel is considered a thing of the past, the Union Station is still an important fixture within the city. Its Beaux-Arts classical styling



	EXISTING ACTIVITY NODE		PEDESTRIAN MOVEMENT (from city center)	1 HISTORIC PARK ENTRANCE.	9 BROADWAY and MAIN
	PROPOSED ACTIVITY NODE		PEDESTRIAN MOVEMENT (south of Broadway)	2 UNION STATION	10 FORT GARRY PARK
	BOAT DOCK FACILITIES		PEDESTRIAN "PORTAL" (into Forks Park)	3 LEGISLATIVE BUILDING and GROUHDS	11 BONNEycastle PARK (Main & Assiniboine entrance)
	PRIMARY PEDESTRIAN PATHWAY		VEHICULAR "PORTAL" (into Forks Park)	4 PADDLEWHEEL DOCKS	12 FOUNTAIN COURT (Riverwalk entrance)
	PROPOSED PEDESTRIAN PATHWAY			5 FORKS PLAZA	13 LEGISLATIVE DOCKS
				6 NORTH ASSINIBOINE	14 LOUIS RIEL MONUMENT
				7 CENTRAL SITE	15 MEMORIAL PARK
				8 STEAM PLANT	16 LIEUTENANT GOVERNOR'S HOUSE

## 4.28 CIRCULATION PATTERNS

continues to reflect its past importance as the 'gateway to the city'. Today, the Train Shed (with its open railway platform) serves as the strong reminder to the site's recent past and of what railway travel was like during 19th century.

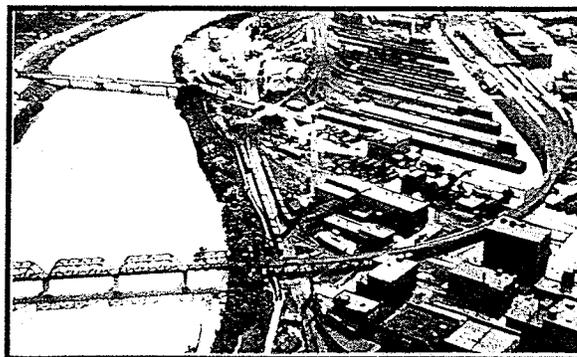
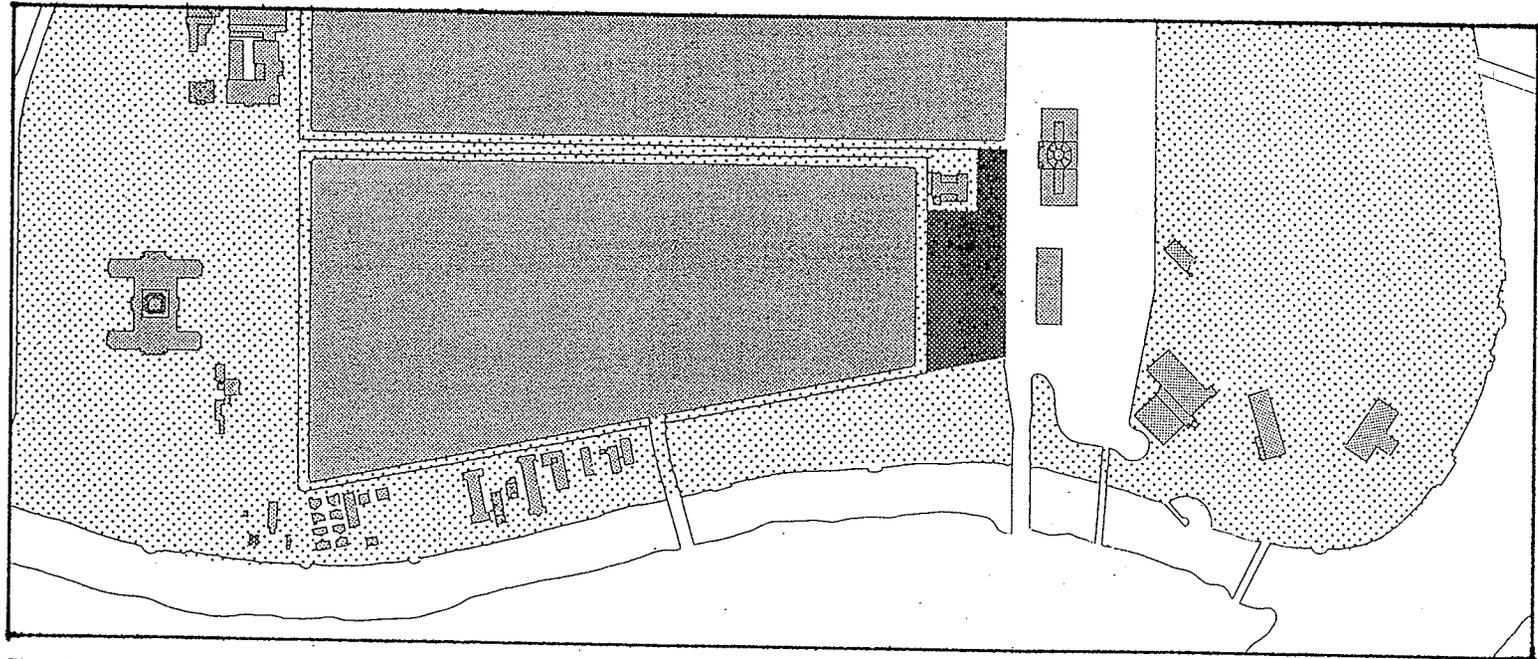


Figure 4.29 Aerial view of CN's Mainline and Union Station, c.1950.

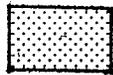
#### 4.6 Summary of Issues :

The contextual analysis is meant to give some insight into those individual features responsible for the character of Winnipeg's South Ward. These important structures represent examples of past and present land use patterns that are associated with Winnipeg's four major development periods (see Chapter 2). The close proximity of these structures to the gateway of Upper Fort Garry adds further weight to the argument that this is a unique place within the city. The gateway, being the oldest structure, represents a fragment of the initial stage in the city's development. Other places such as the Manitoba Club, Broadway Avenue, Union Station, Hotel Fort Garry and the Forks, all form a strong symbolic continuum through each subsequent development phase, each serving at one time or another as a 'meeting place' for the citizens of Winnipeg.

Physically, Broadway Avenue is the strongest unifying element in the area. Its allée of trees creates an east-west civic axis which links the Union Station to the Legislature Building and grounds. It, along with the newly developed Assiniboine Riverwalk, provides the framework for creating a continuous network of 'green' public open space. Reclaiming the historic site of Upper Fort Garry as park space will result in a stronger sense of this area's recreational and historical value within the downtown. It will also help in remedying one of the most mis-managed pieces of land in the downtown through the elimination of a number of structures between Broadway Ave. and the Assiniboine River, giving closure to the eastern end of Broadway Ave. (see Figure 4.30).



URBAN STRUCTURE

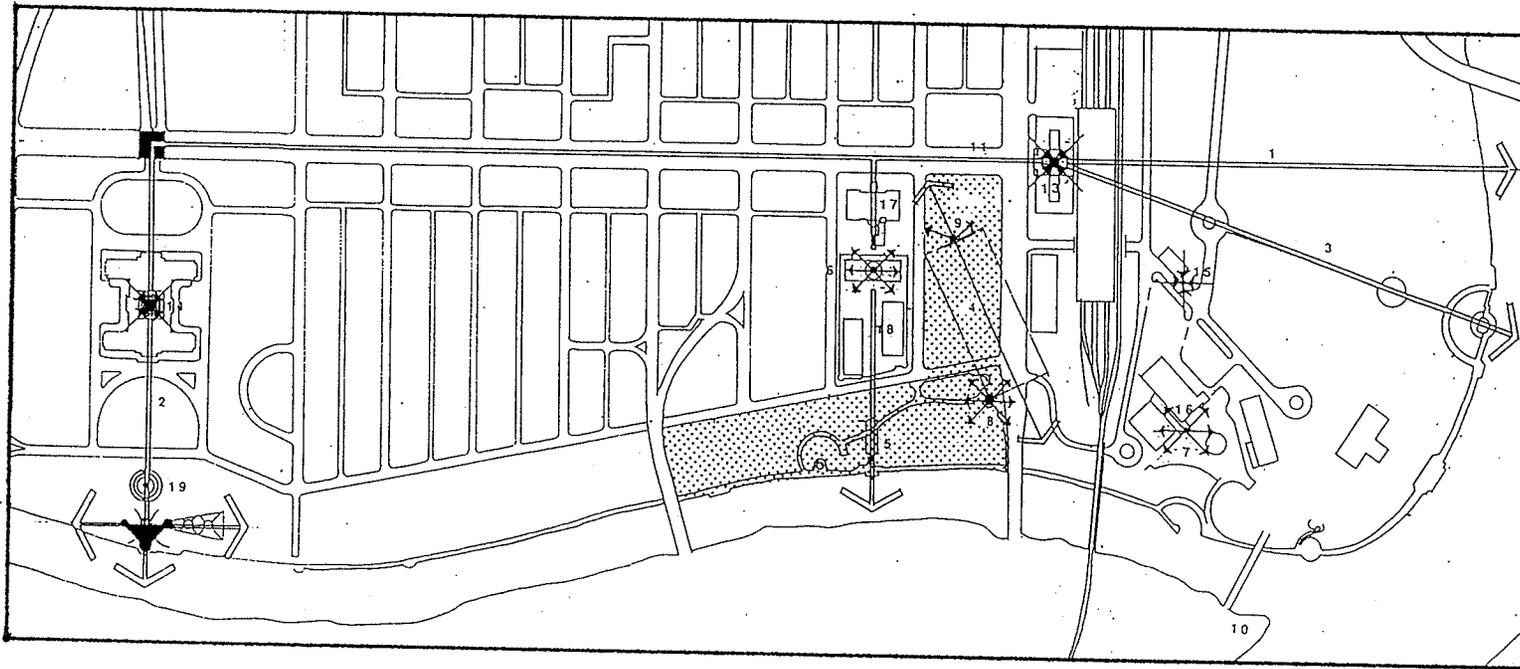


GREEN SPACE



PROPOSED PARK

## 4.30 SPATIAL ANALYSIS



MAJOR AXES

- 1 BROADWAY AXIS - UNION STATION (terminus)
- 2 LEGISLATURE AXIS - LEGISLATIVE BUILDING (terminus)
- 3 CATHEDRAL / UNION STATION AXIS
- 4 CEREMONIAL ENTRY AXIS - UPPER FORT GARRY
- 5 ENTRY AXIS - BONHEycastle PARK

VIEWS & VANTAGE POINTS

- 6 ROYAL CROWN RESTAURANT
- 7 MARKET TOWER
- 8 TYNDAL STONE PLANTER
- 9 GATEWAY
- 10 SOUTH POINT
- 11 BROADWAY AVE.
- 12 FORKS PLAZA

LANDMARKS

- 13 UNION STATION (dome)
- 14 LEGISLATIVE BUILDING (Golden Boy)
- 15 STEAM PLANT (chimney)
- 16 MARKET TOWER
- 17 HOTEL FORT GARRY
- 18 FORT GARRY PLACE
- 19 LOUIS RIEL MONUMENT

# 4.31 URBAN LINKAGES

What the contextual analysis has provided is an understanding of what goes into making up the character of the South Ward as well as how Fort Garry Park and its gateway relate to the larger context of the area. It has reinforced the argument that this area is unique and that this distinctiveness is due more to the area's *collection of places* rather than to any *one individual place* . In doing so it has established the potential of this practicum to link aesthetically and symbolically an entire section of the downtown into a network of pedestrian and park spaces.

## **5.0 SITE ANALYSIS**

- 5.0 INTRODUCTION**
- 5.1 VEGETATION**
- 5.2 WIND ANALYSIS**
- 5.3 SUN & SHADOW ANALYSIS**
- 5.4 EXISTING STRUCTURES**
- 5.5 OWNERSHIP**
- 5.6 ZONING**
- 5.7 UTILITIES**
- 5.8 DRAINAGE & SITE COVERAGE**
- 5.9 SITE ACCESS**
- 5.10 VISUAL ANALYSIS**

**RE-DEVELOPMENT OF FORT GARRY PARK**

## 5.0 Introduction :

Important to the design process is the identification and evaluation of the existing qualities and features unique to a specific site. As in the contextual analysis, the site analysis is concerned with both the physical description of what exists and the identification of those less quantitative characteristics which evokes a certain emotional response from the viewer. What differentiates the site analysis from the contextual analysis, however, is the level and scale of the observation. It becomes a very detailed recording of a particular site's existing conditions. The purpose of the site analysis is to examine all information pertaining to the site, research any missing information that is responsible for the quantitative and qualitative state of the site and present the findings in a form that can be used as a continual reference during the course of design.<sup>1</sup>

The inventory of a site's characteristics generally reflects the environment in which it is located. In an urban context such as the one which is the focus of this practicum, the composition of the site is influenced by a variety of factors. These factors include: vegetation (species distribution), its microclimate (wind and shadow analysis), the organization and placement of structures on the site (ownership and zoning patterns), and the site's direct response to human conditions and needs (services, drainage patterns and site access). Finally, there is the visual analysis of the site (recording the internal and external views within the site) which are both visually pleasing as well as unfavorable.

## 5.1 Vegetation :

Vegetation, whether woody or herbaceous, is one of the most important components which contribute to the overall quality of the site's aesthetics and its general experience. Considering the tremendous stresses placed on plant material in an urban environment and the precarious circumstance in which they must survive, any vegetation which exists on the site should be valued and managed carefully. This study site is fortunate to have within its boundaries a diversity of vegetation which, for the most part, can be divided into three general categories: Urban Forest, Park, Riverbottom Forest.

### 5.1.1 Urban Forest :

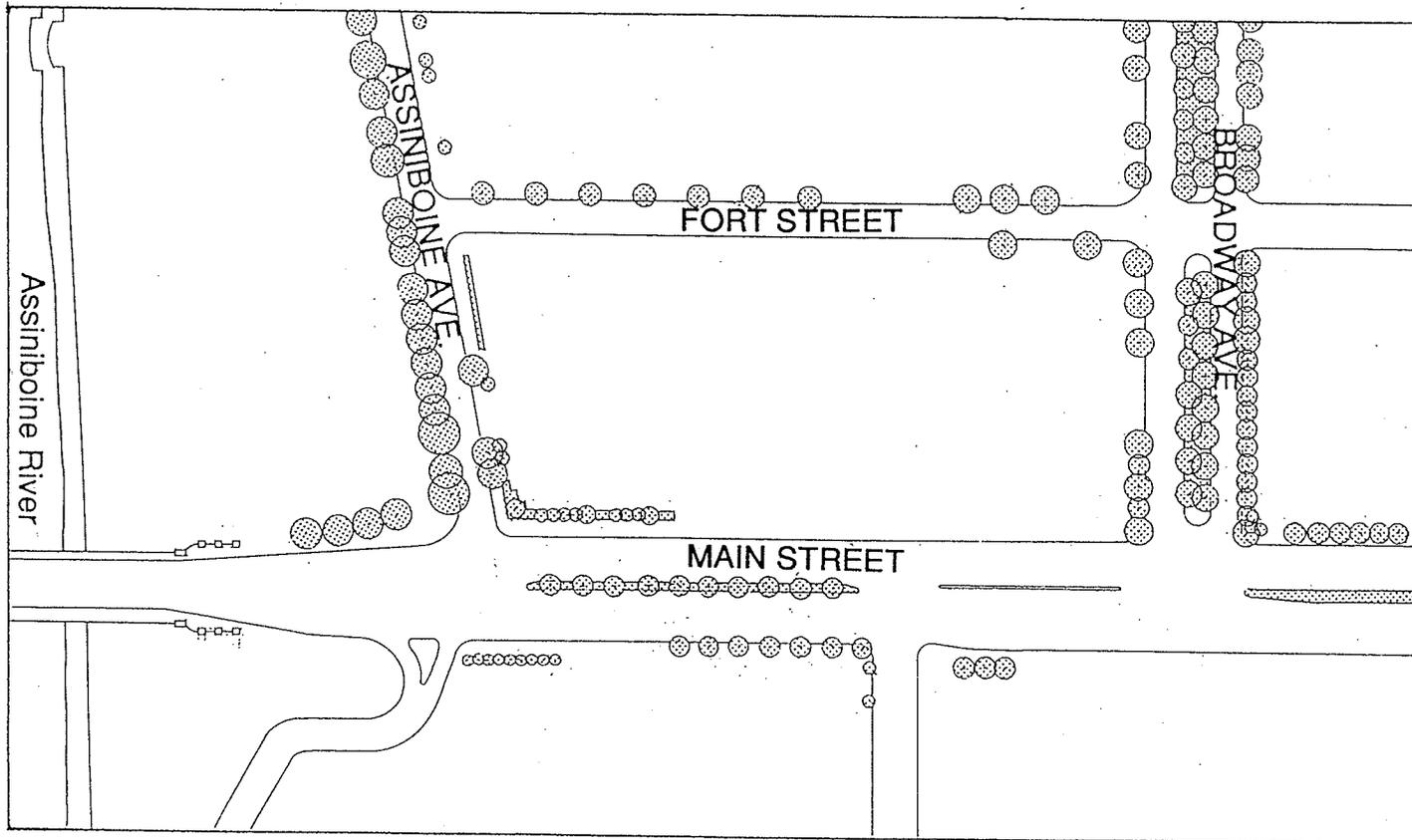
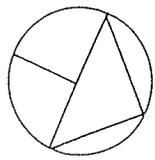
The Urban Forest is made up of those trees which line the streets and help to define the boundaries of the site. The species and arrangement of trees along each of the site's four adjacent thoroughfares respond to the physical environment created by each street. Main Street, having the highest vehicular capacity, forms the most stressful environment of the four. Its paved medians and sidewalks, along with its high pollution and salt conditions, has created an environment in which even the green ash (*Fraxinus pensylvanica*) has had a hard time maintaining a healthy and adequate existence. During the summer months these green ashes have a sparse foliage cover and show signs of arrested growth, having a circumference at breast height (C.B.H) of between 30 - 40cm. Along the western edge of Main Street there are no trees to distinguish the pedestrian zone from the vehicular zone. Those trees which do exist here are part of the landscapes of Fort Garry Park, Broadway Avenue and the City of Winnipeg parking lot.

Fort Street is another thoroughfare which lacks a continuity in its street planting. The effects of this discontinuity can be traced to the new development of Fort Garry Place and the parking requirements of the Grain Exchange Curling Club. Street trees are most effective when they are used consistently on both sides of the street to create transition areas between different user zones or scales. Neither of these conditions apply along Fort Street and this has greatly contributed to the lack of uniformity that exists along the western boundary of the site. Those trees which do exist along Fort Street include a line of green ashes in front of the eastern façade of Fort Garry Place and a few older elms (*Ulmus americana*) toward the intersection of Broadway and Fort.

Assiniboine Avenue has a mixture of healthy, mature elms mostly located along the southern edge of the avenue, along with a few elms and Colorado Spruce (*Picea pungens*) adjacent to City of Winnipeg's parking lot. The favorable growing conditions that exist along the edge of Bonneycastle Park contribute greatly to the healthy condition of those elms along the southern boundary of Assiniboine Ave (compared to the deformed growth evident in the three elms along the northern edge). The spruce trees, along with a Silver Poplar (*Populus alba*

'*Nivea*' ), dogwood (*Cornus sp.*) and junipers (*Juniperus sp.*), comprise the vegetation associated with the landscaping around the parking lot.

Broadway Avenue is one of the most picturesque thoroughfares in Winnipeg. Designed as the city's 'grand boulevard', its grassy median and double allée of elms perfectly frame the arched entrance of the Union Station to create a vista which extends from the intersection of Broadway and Main, west to the Legislature and Memorial Park. Prior to the 1950's Winnipeg, like many other North American cities, had primarily planted elms along its city streets and in its parks. The problems associated with such a practice are clearly evident on this practicum site between Fort and Main. Those elms lost to Dutch elm disease have either left gaps in the equidistant arrangement of trees along Broadway or have been replaced with green ashes which that never mature to the same size as the remaining elms. The result has been a disruption in the continuity of Broadway Avenue.

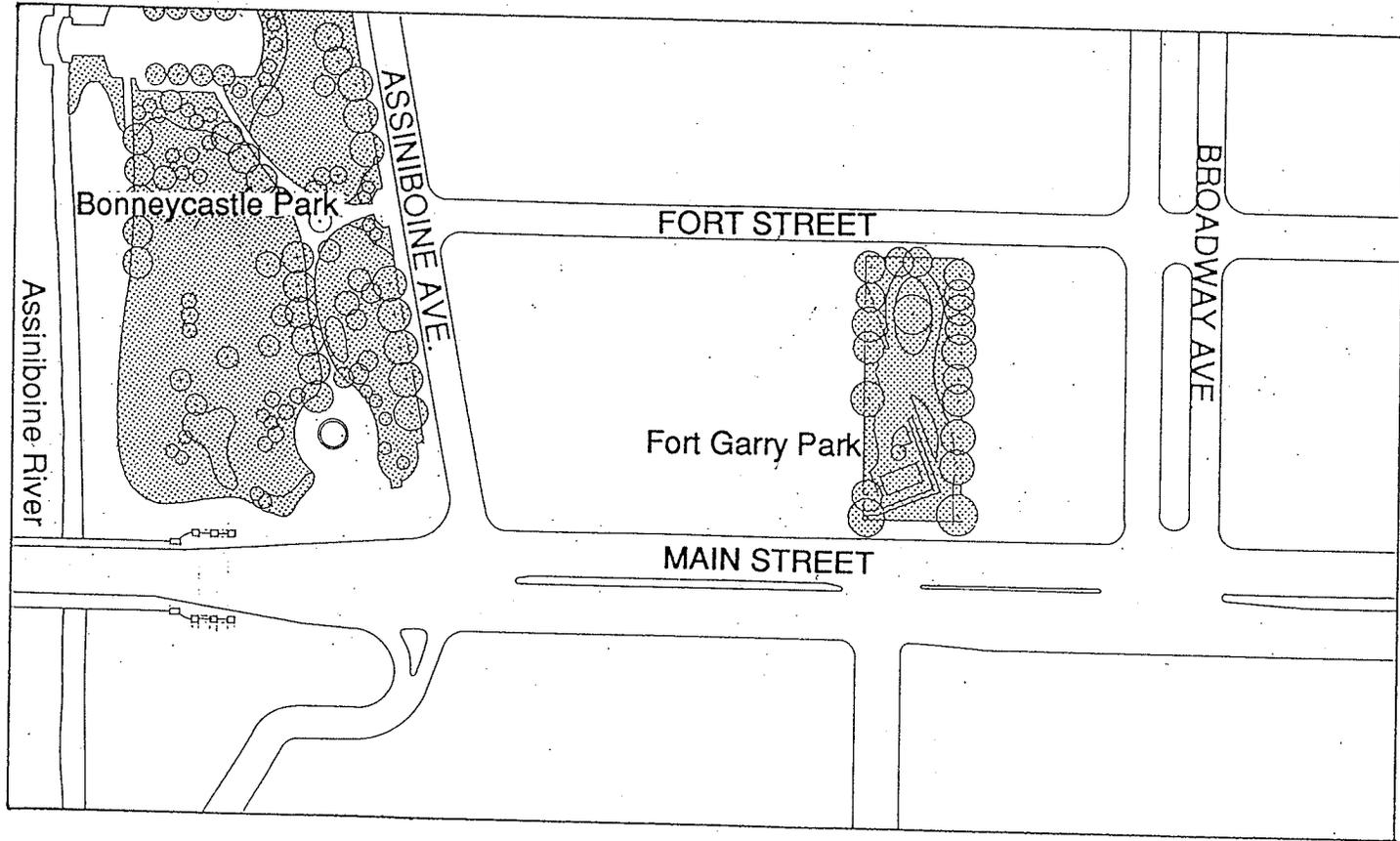
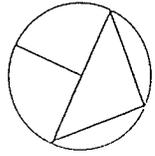


## 5.1.1 URBAN FOREST

### 5.1.2 Park :

Those parks set within an urban environment tend to be oases of green surrounded by buildings and concrete. Parks like Fort Garry Park, therefore, have the potential to attract people from adjacent work places (providing they can see the park). The layout of Fort Garry Park is that of a formal park, with its boundaries defined by the linear arrangement of elm trees along its perimeter. These elms were originally planted in 1897 and today stand anywhere between 40 - 60 ft. in height (with their crowns extending past the roof-lines of the adjacent buildings). The park's 1897 design was of two elliptical pathways, with the remnant gateway of Upper Fort Garry at the center. The park's 1982 redesign has also contributed to its formal appearance; its conception is based on Upper Fort Garry's original orientation and uses a partial reconstruction of the fort's oak wall to divide, diagonally, the park into two - the old park and the new. The planting material used in the park's redesign consists of various woody plants. Those woody plants include Siberian Dogwood (*Cornus alba 'Siberica'*), Native Plum (*Prunus americana*), Alpine Current (*Ribes alpinum*), Nannyberry (*Viburnum lentago*), Highbush Cranberry (*Viburnum trilobum*), Ground Juniper (*Juniperus communis*), and White Spruce (*Picea glauca*).

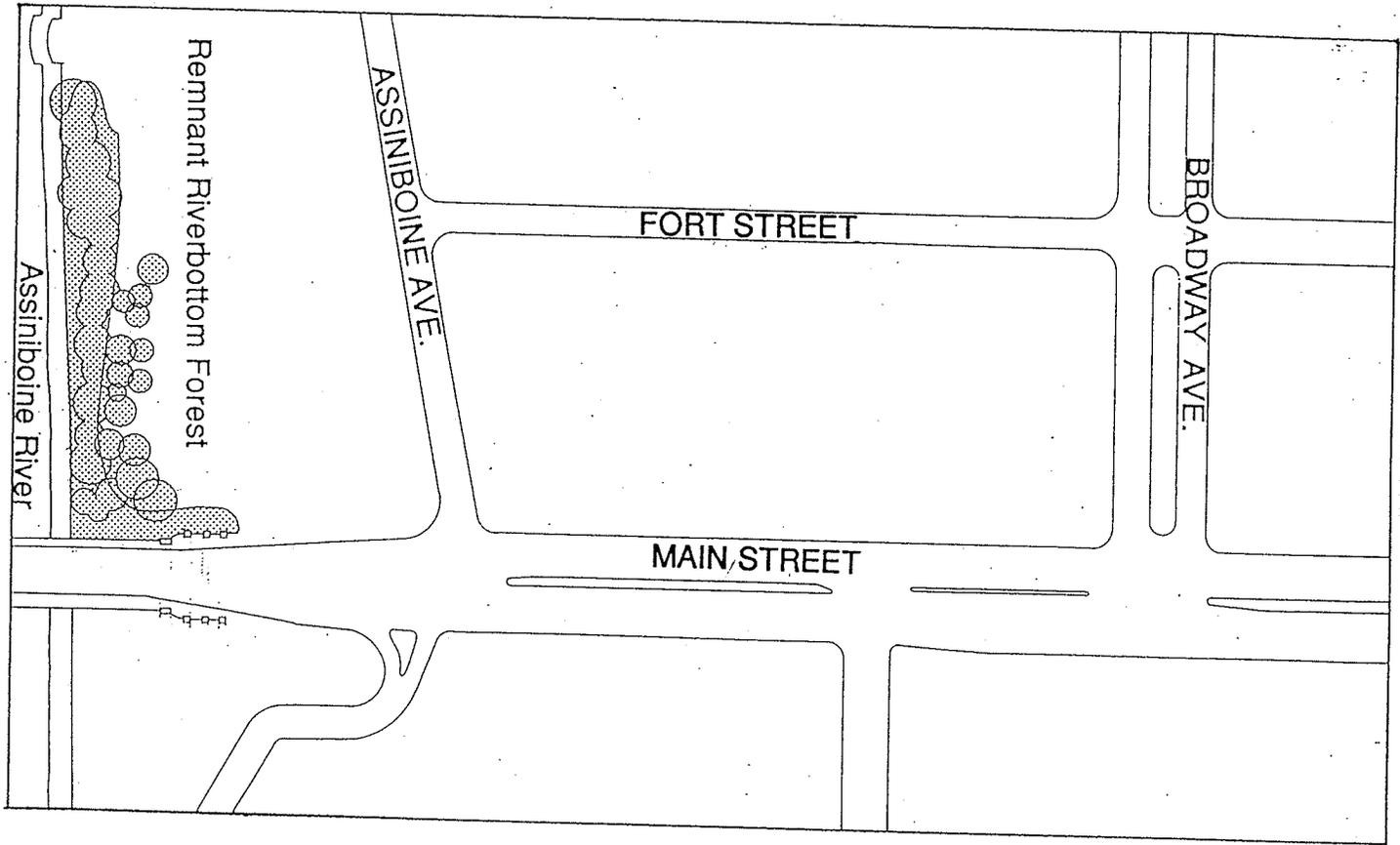
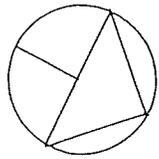
In contrast to the formal arrangement of Fort Garry Park is the pastoral layout of Bonneycastle Park, characterized by large areas of open lawns formed by the arrangement of deciduous and coniferous trees. Its rolling topography and grassy fields provide ample recreational opportunities and is most used during the summer months by sunbathers, local residents and nearby workers. The woody plants in this park consist of both native and introduced specimen trees and shrubs. The native species include American Elms, Green Ash, Silver poplar, Trembling Aspens (*Populus tremuloides*), and Cottonwoods (*Populus deltoides*). Those trees which are not common to the prairies but have been planted in the park consist of: White Spruce (*Picea glauca*), Colorado Spruce (*Picea pungens*), and Amur Cherry (*Prunus maackii*).



# 5.1.2 PARK

### 5.1.3 Riverbottom Forest :

The riverbottom forest that exists on the most southern reaches of the study site is the most natural of all the existing vegetation in its species composition and in its habitat. Its existing condition is a direct response to the adjacent Assiniboine River, with its steep embankment (approximately 20 ft., @ a 60 degree slope), susceptibility to erosion under cutting, and a high proneness to flooding (prior to the construction of the Red River floodway). These factors have all contributed to lack of development which abuts upon the river's edge and has created a corridor of wilderness along each embankment of the city's two rivers. The unique characteristics of this area are represented by the successional plant communities which exist within it in a variety of plant stratas (see Appendix A for species list) rarely seen in the urban environment.

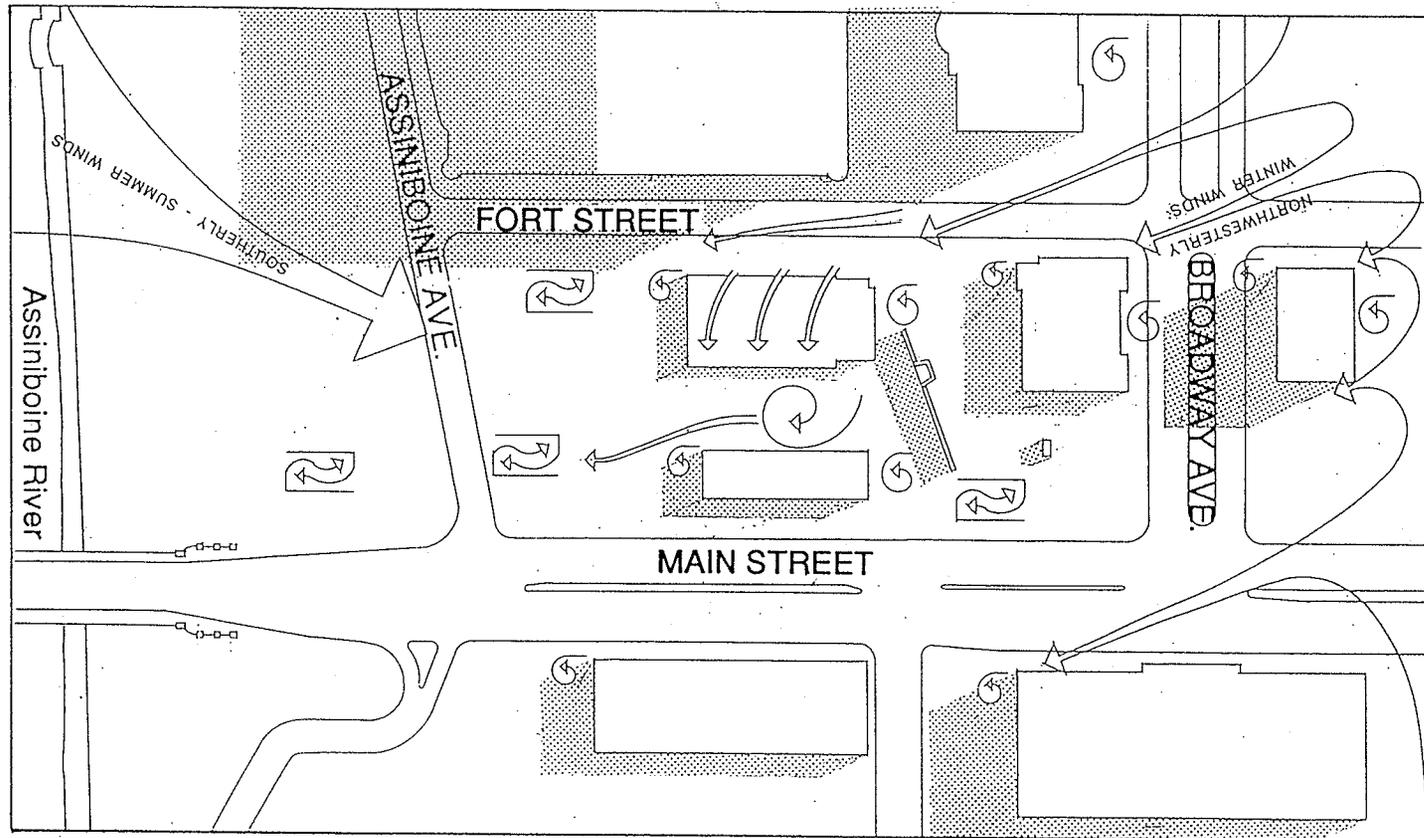
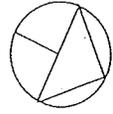


# 5.1.3 RIVERBOTTOM FOREST

## 5.2 Wind Analysis :

Anyone familiar with Winnipeg understands the effects that wind can have on the microclimate of a site. During the summer months Winnipeg experiences a prevailing wind from a southerly direction. In the winter these prevailing winds change to a northwesterly direction. Winnipeg, like any city located in a northern climate, must be responsive to the conditions and effects brought on by these winds. This holds especially true during the winter months when the effects of the wind are felt the most (evident in snow drifting and high windchills). For this reason the focus of this analysis is primarily directed toward identifying existing or potential site problems associated with its winter winds.

An important consideration when analyzing the effects of wind is the identification of a site's vertical elements, in particular its height, length and permeability. The height and length of an object effects the size of its windshadow, while its permeability effects the velocity of the wind and the subsequent snow drifts that occur as a result of the reduced wind speeds. As in most urban environments the wind conditions on the study site are moderated by those buildings which exist on the site and in their immediate vicinity.



WIND DIRECTION



FULL WIND EXPOSURE



SWIRLING WINDS

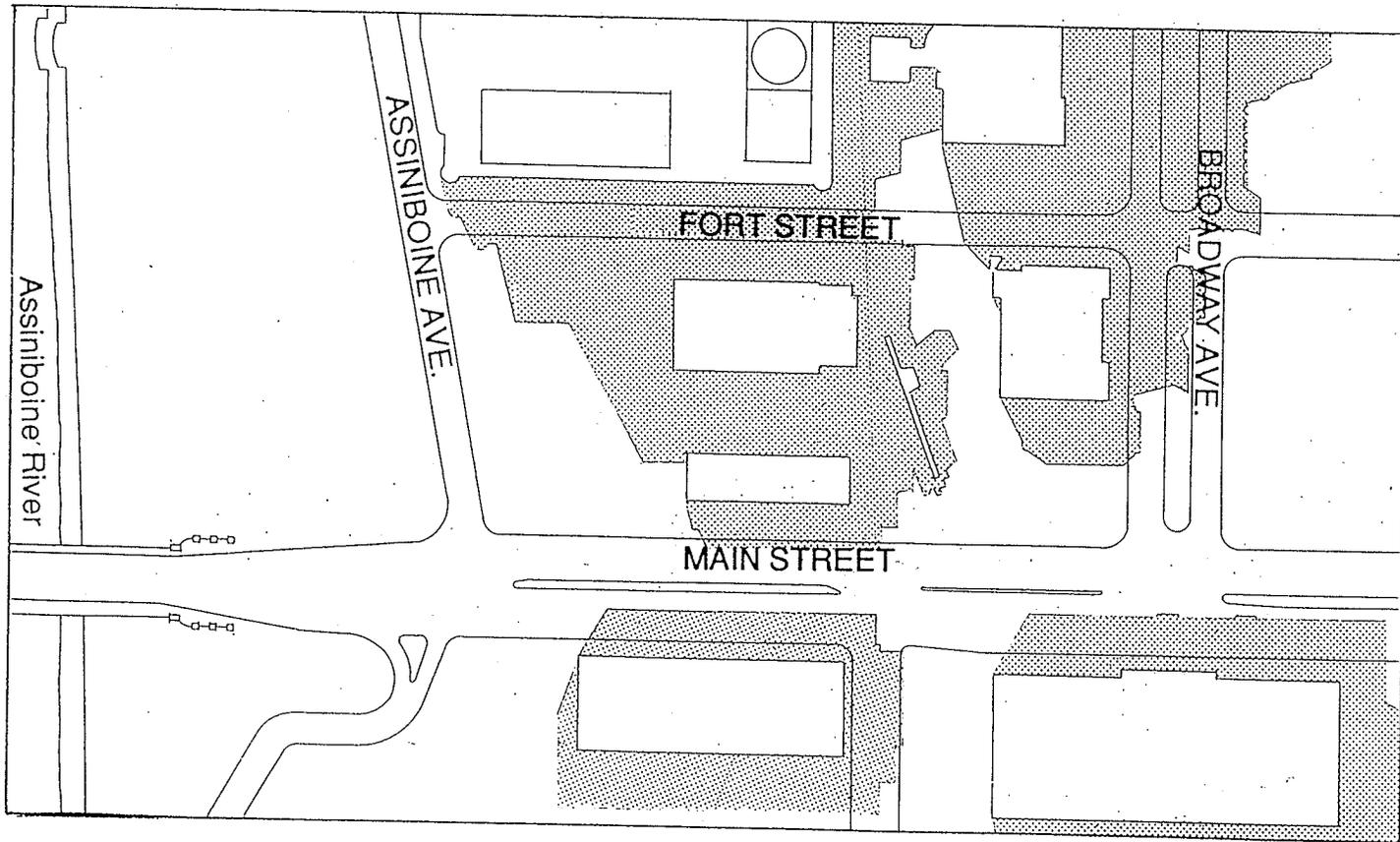


WIND SHADOW

## 5.2 WIND ANALYSIS

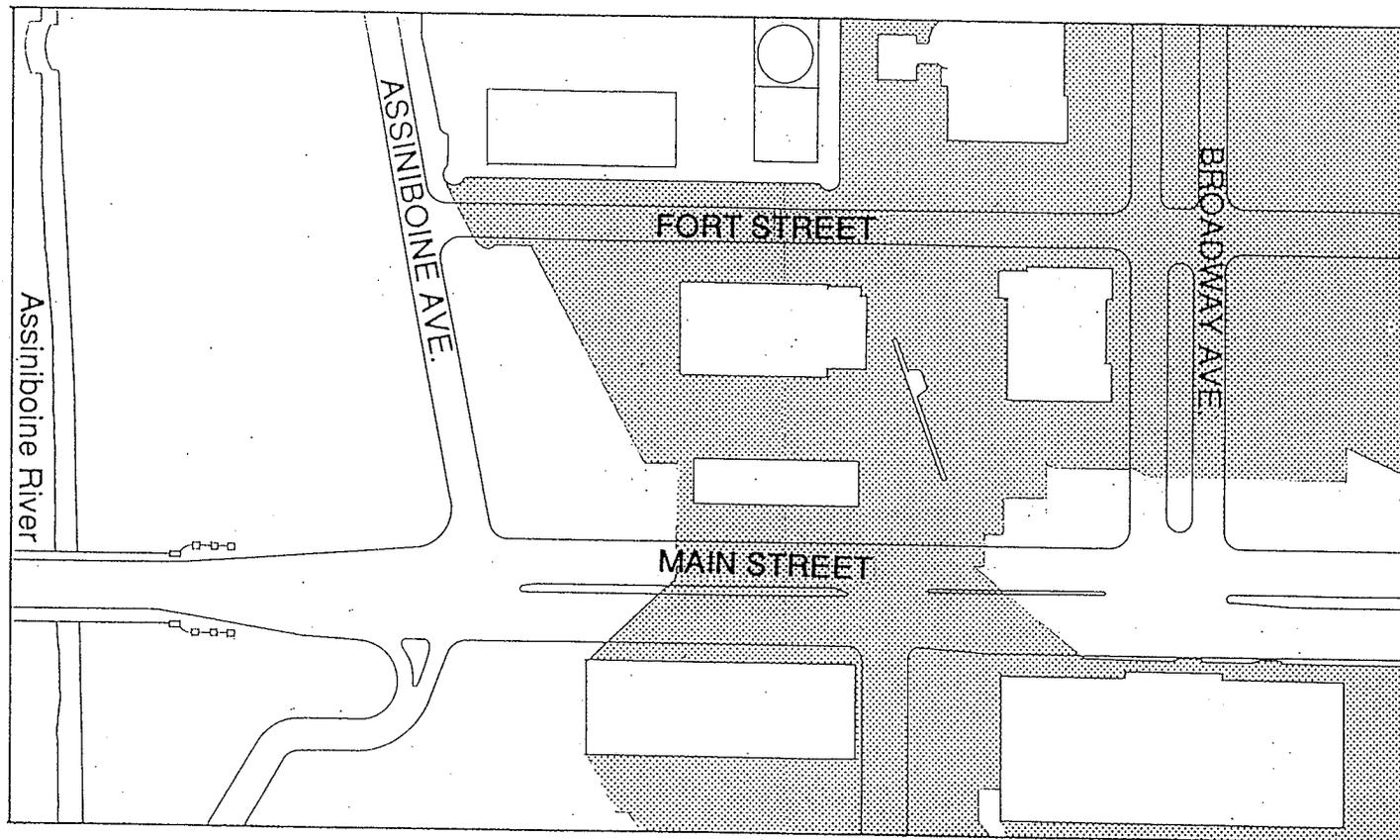
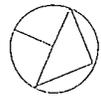
### 5.3 Sun & Shadow Analysis :

The level and duration of sunlight that a site receives is dependant upon a number of interrelated factors: the latitude of the site's location, the time of day and year, and the azimuth (or angle) of the sun. These factors all contribute to the direction from which sunlight is falling on the site and those areas of the site in full sunlight. The light conditions the site receives is also effected by: the location of buildings on the site, the distance and height of adjacent buildings, and the shadows which these structures create (those areas of the site in shade). During the winter months these shadows are considerably longer than during the summer because the angle of the sun is lower during the winter. The following diagrams identify those areas which receive the most light versus those areas which spend most of the day in shade. It is a composite of an hourly tracking of shadows between the hours of 10 a.m and 4 p.m and during the months of March, June (summer) and September, December (winter).



SHADED AREA DENOTES AREAS OF GREATEST SHADOW OVERLAP BETWEEN THE MONTHS OF MARCH AND JUNE (AREAS IN CONSTANT SHADE DURING SPRING & SUMMER, BETWEEN THE HRS OF 8am & 4pm.)

## 5.3.1 SUN & SHADOW ANALYSIS SUMMER



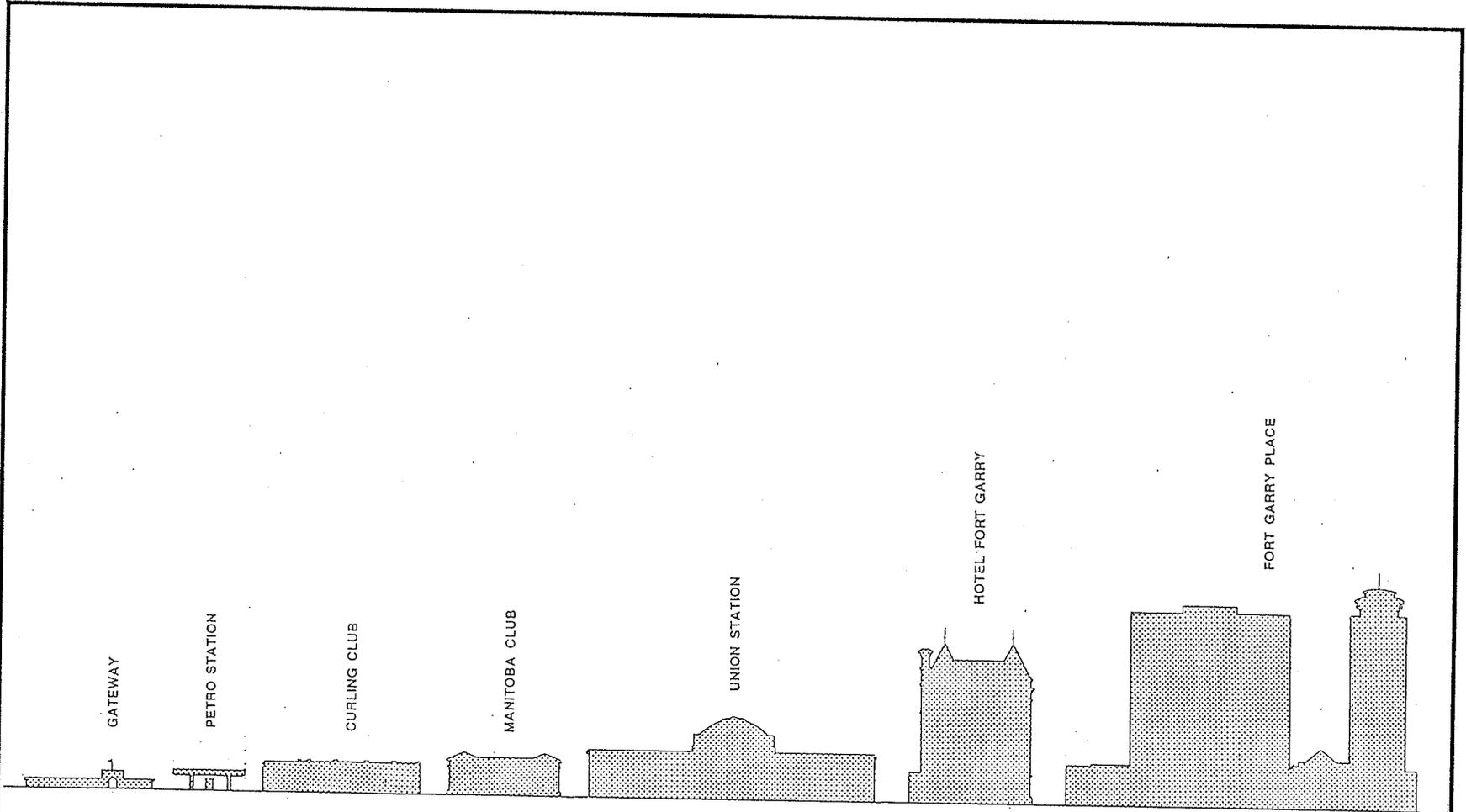
SHADED AREA DENOTES AREAS OF  
GREATEST SHADOW OVERLAP  
BETWEEN THE MONTHS OF SEPT.  
AND DEC. (AREAS IN CONSTANT  
SHADE DURING FALL & WINTER,  
BETWEEN THE HRS OF 10am & 2pm.)

## 5.3.2 SUN & SHADOW ANALYSIS WINTER

#### 5.4 Existing Structures :

While each structure that exists on or near the site has its own individual character, the site's overall character is determined by the relationship between the structures. Those structures that comprise the site are a mixture of different periods, uses, and scales. The site's character, therefore, is primarily determined by the physical appearance of its existing structures, its combination of old and new uses, and the history associated with certain structures.

Not all the structures can be judged as having the same merit. Some contribute positively, while others react negatively to the site. Those structures which reinforce key development stages in Winnipeg's growth, or have established themselves as important cultural landmarks, all help to instill within the site a positive image. These structures include: the gateway of Upper Fort Garry, the Union Station, Hotel Fort Garry, and the Manitoba Club. Those structures which are considered to be detrimental to the site are in immediate conflict with the architectural character of the area, or they impede upon the aesthetic and functional appreciation of the site and its more notable structures. These structures include: the PetroCanada service station, the Grain Exchange Curling Club, and the City of Winnipeg offices. Finally there are those structures which do not physically effect the site, but whose consequences are never-the-less felt. This includes the massive office and condominium complex of Fort Garry Place, which visually dominates the skyline of the area for blocks in either direction.

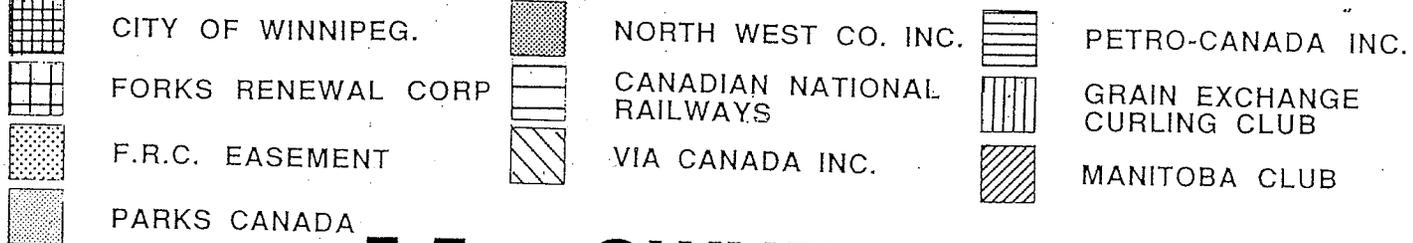
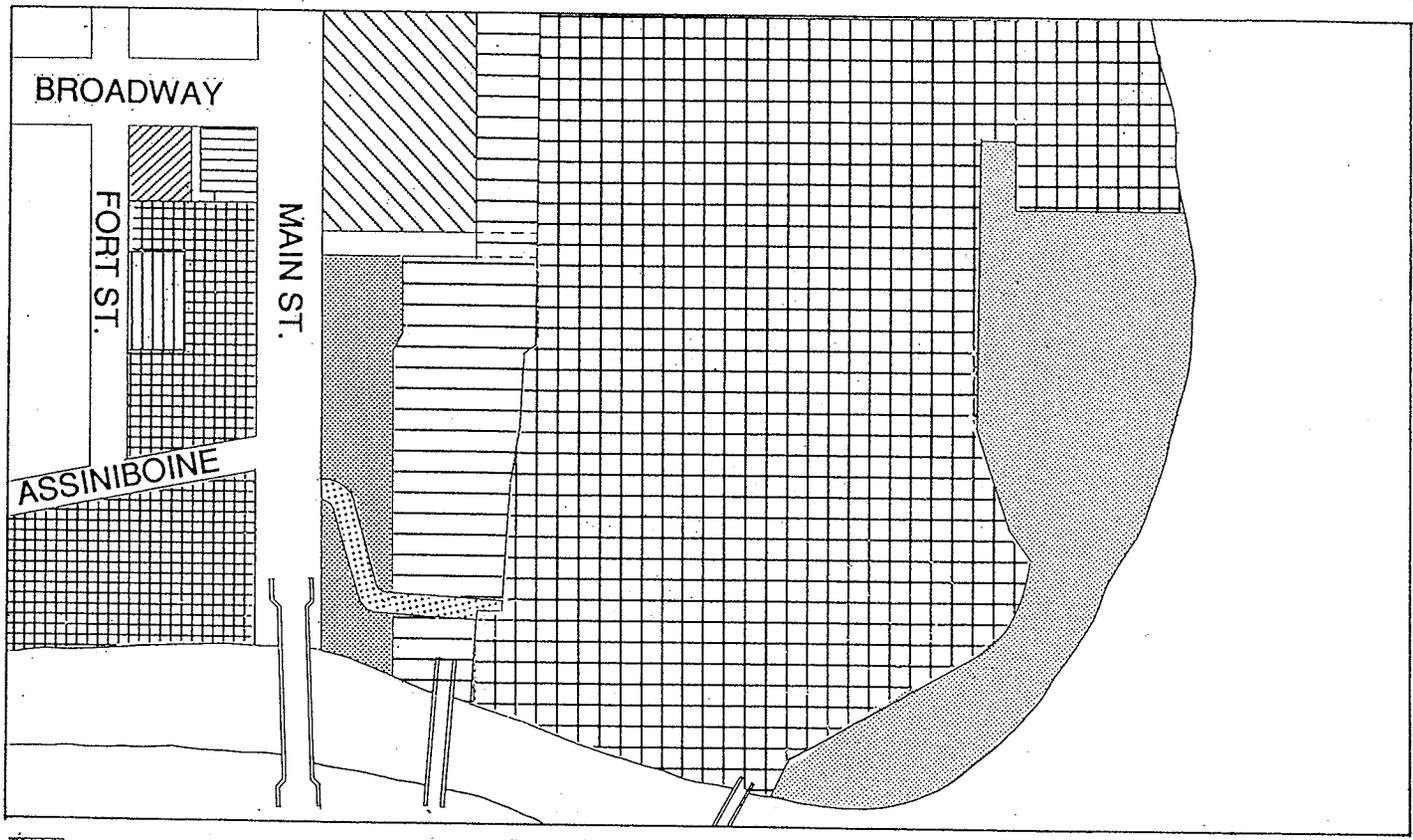


# 5.4 EXISTING STRUCTURES

### 5.5 Ownership Analysis :

Ownership analysis, as described in this section, is the identification of the full legal title and rights of ownership to that property which is a part of this study site. Any new development on the site can be complicated by the fact that there is more than one owner associated with it. The majority of the land, however, is publicly owned by the City of Winnipeg. That which is not publicly owned is controlled by: PetroCanada Inc., the Grain Exchange Curling Club, VIA Canada Inc., and Forks Renewal Corporation.

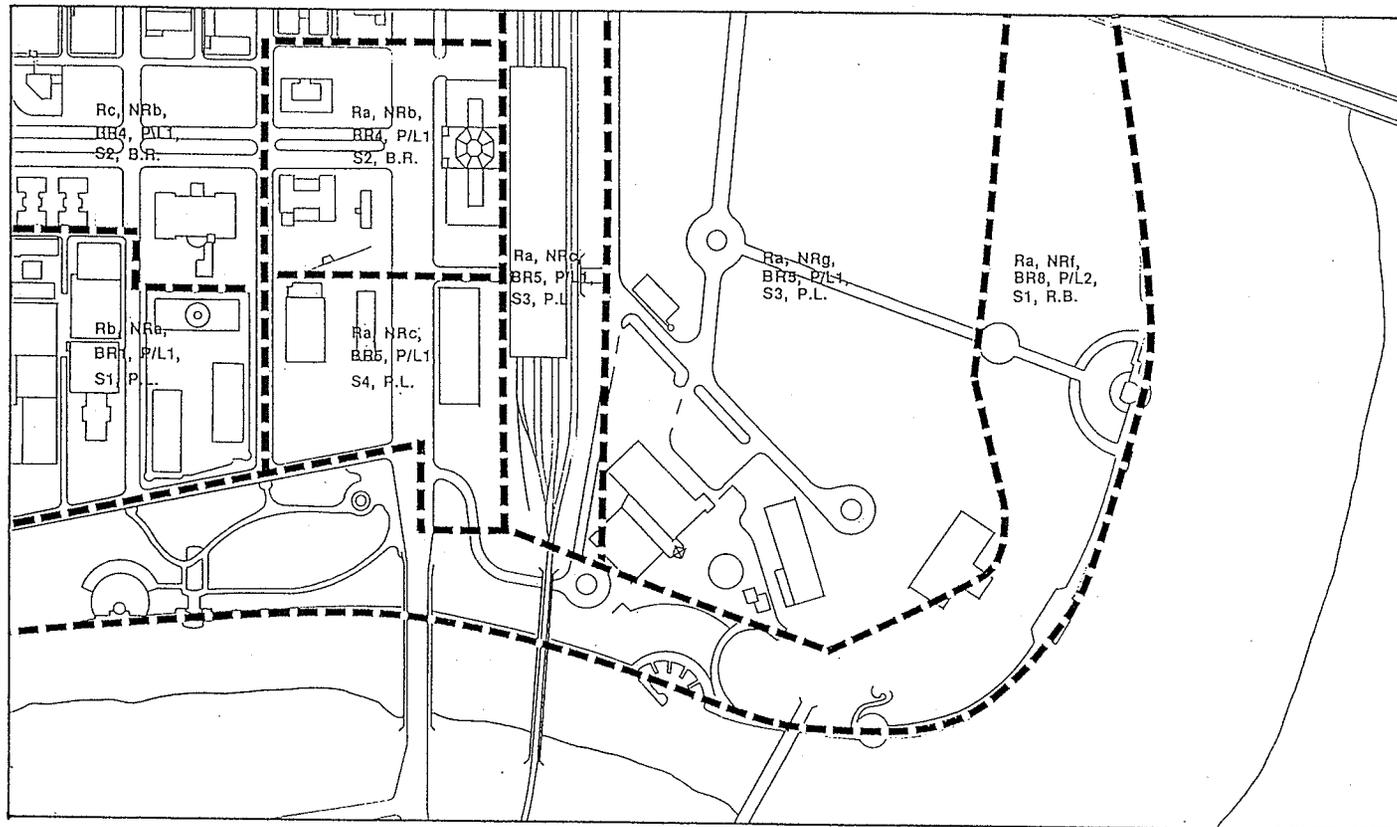
Of specific concern is that property owned by the Grain Exchange Curling Club and PetroCanada Inc. The City of Winnipeg, as a governing agency, has the power to take private property for public use (under the principle that the benefits to the public outweighs the rights of individuals).<sup>2</sup> Expropriation, however, must 'fairly' compensate the individual or group for their losses. For this reason governments try to avoid such situations, but are not opposed to using such measures if the land's value to the general public is high enough.



# 5.5 OWNERSHIP ANALYSIS

## 5.6 Zoning Analysis :

Zoning is an efficient way to control uses in a desired area in order to protect or enhance its existing characteristics. The City of Winnipeg has developed a complex series of zoning designations for the downtown called the "Downtown Winnipeg Zoning Bylaw". Its main objective is to identify the zoning boundaries for specific uses, building heights, and area restrictions such as: parking requirements, signs, and urban design reviews. The following diagram looks at how these various zoning designations have been allocated to the site. Because of the high desirability for recreational space within the downtown, there are very few instances in which a project such as this would be in conflict with existing zoning bylaws. The zoning designations of the site, therefore, encourage redevelopment based on the specific goals and objectives of this practicum (*to be used in conjunction with the Downtown Winnipeg Zoning Bylaw* ).



R - RESIDENTIAL

BR - BULK RANGE

B.R. - BROADWAY DESIGN REVIEW

S - SIGN RANGE

NR - NON-RESIDENTIAL

P/L - PARKING / LOADING

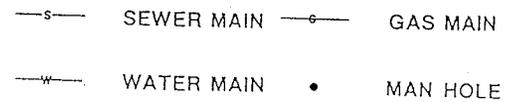
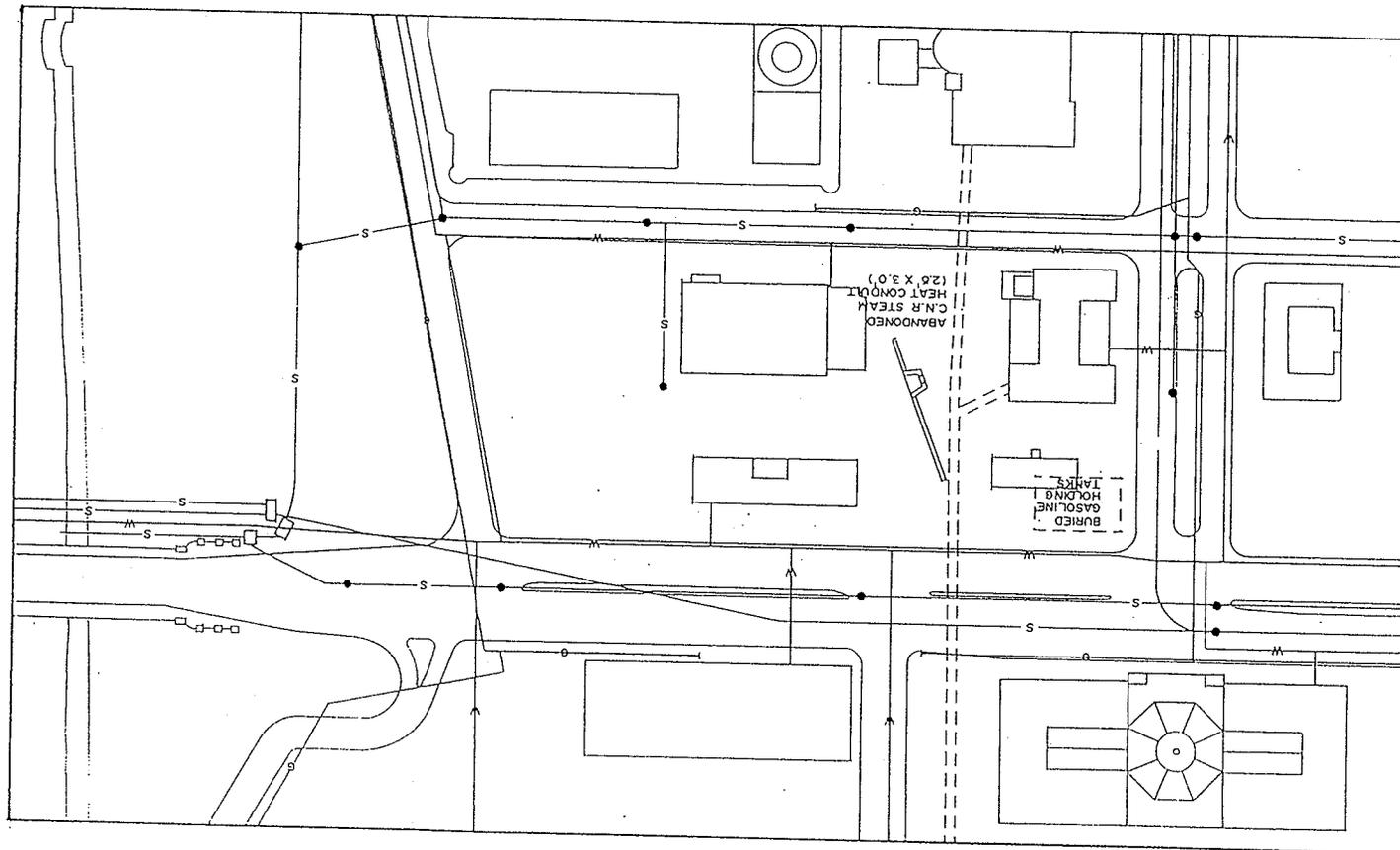
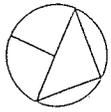
R.B. - RIVERBANK DESIGN REVIEW

P.L. - PEDESTRIAN LEVEL DESIGN REVIEW

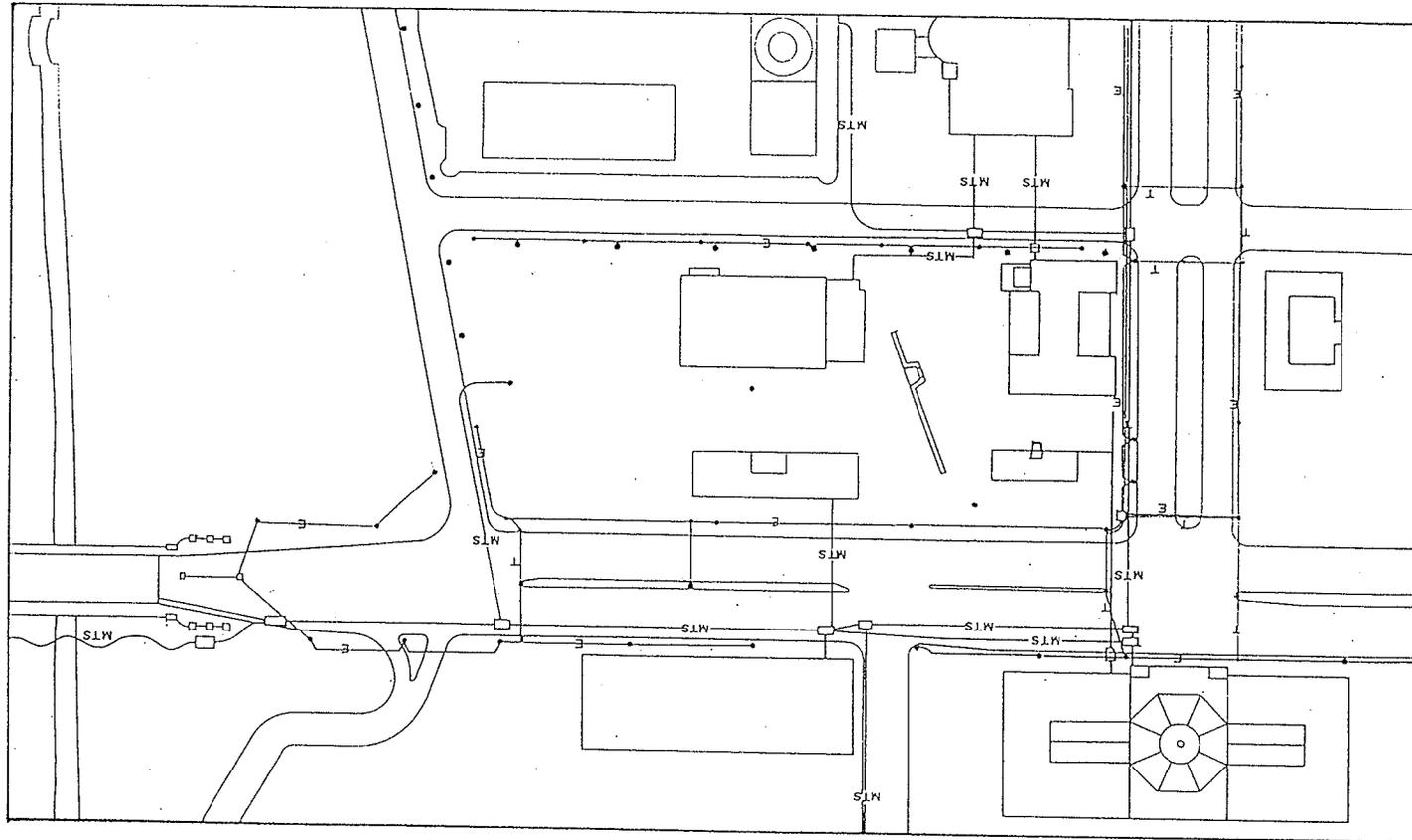
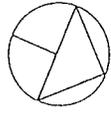
## 5.6 ZONING ANALYSIS

### 5.7 Underground and Above Ground Services :

Those utilities which exist above and below grade have been identified in this section. They become integral components within the man-made landscape and form a complex network of conduits which deliver gas, electricity, telephone connections, irrigation and water to different areas of the city. They are also responsible for the removal of storm water runoff and sewage. Any new development must be aware of the location of existing utilities so as not to interrupt or damage the services which they supply.



# 5.7.1 BELOW GROUND UTILITIES



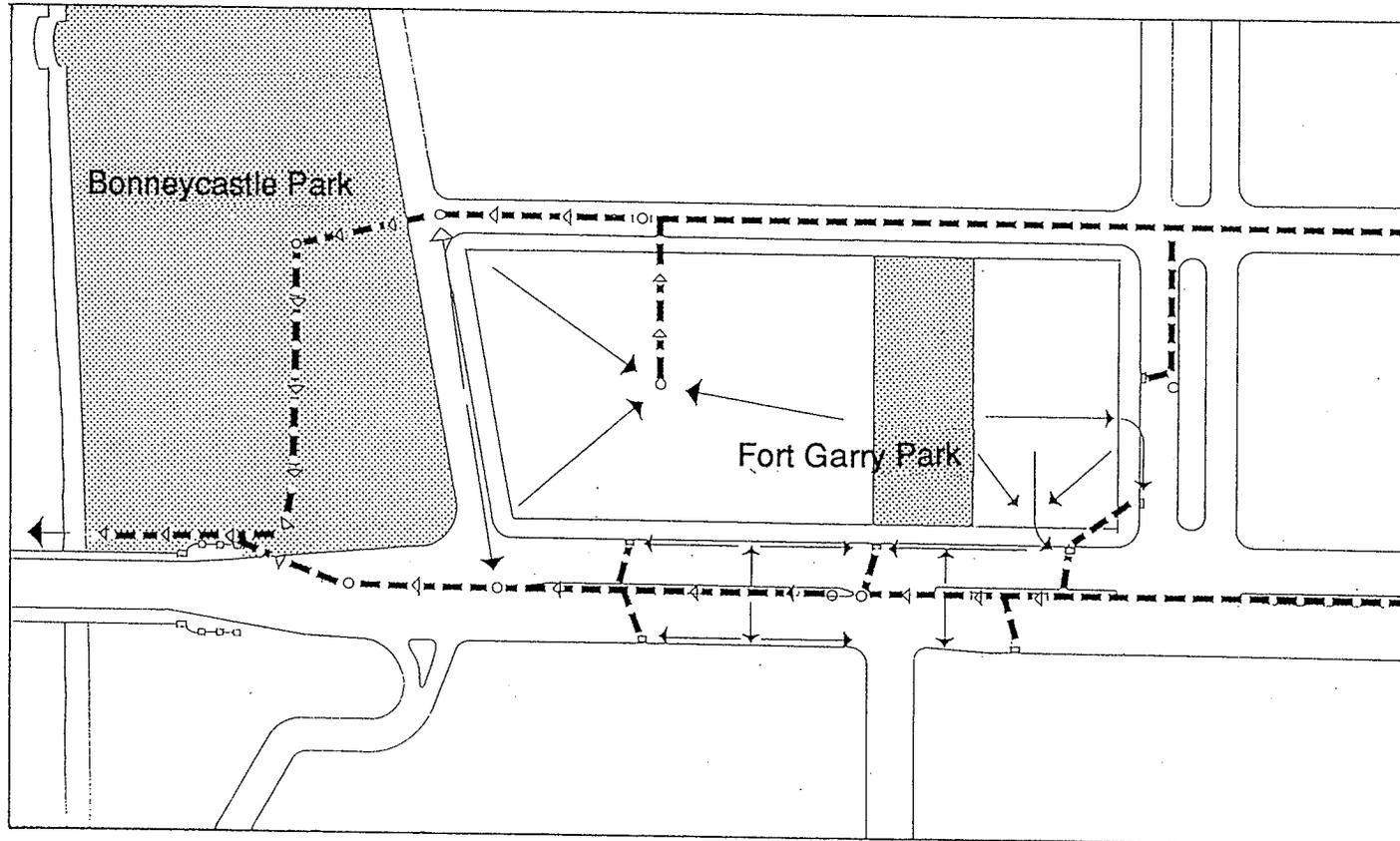
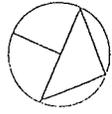
- T —    TRAFFIC SIGNAL    — MTS —    TELEPHONE LINES    •    LIGHT POLE
- HYDRO POLE    — E —    HYDRO LINES

## 5.7.2 ABOVE GROUND SERVICES

#### 5.8 Drainage / Site Cover :

The drainage conditions of the site are dependant upon the regional climatic conditions of Winnipeg and the type of ground material that covers the site. Winnipeg traditionally receives some form of precipitation every month of the year, whether in the form of rain or snow. Frequency is usually not a problem, with a predicted rate of 2.75 inches (7cm.) of precipitation during a one-hour period once every 100 years.<sup>3</sup> The accumulation of snow over a 5 month period and a quick thaw during the spring, however, does require the site to be able to cope with high amounts of water runoff over a short period of time.

Runoff conditions can be greatly affected by the site's surface cover and the permeability of its material. Different paving materials have different states of porosity, while vegetation allows for an even greater infiltration of moisture than the most porous of paving material. Ideally any new development should have a minimum effect on off-site drainage, while conforming to existing drainage patterns on-site. The following drawing identifies on-site drainage patterns and existing site coverage.

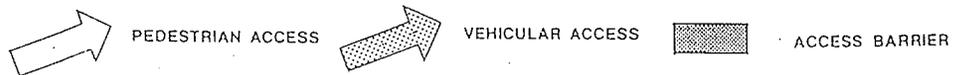
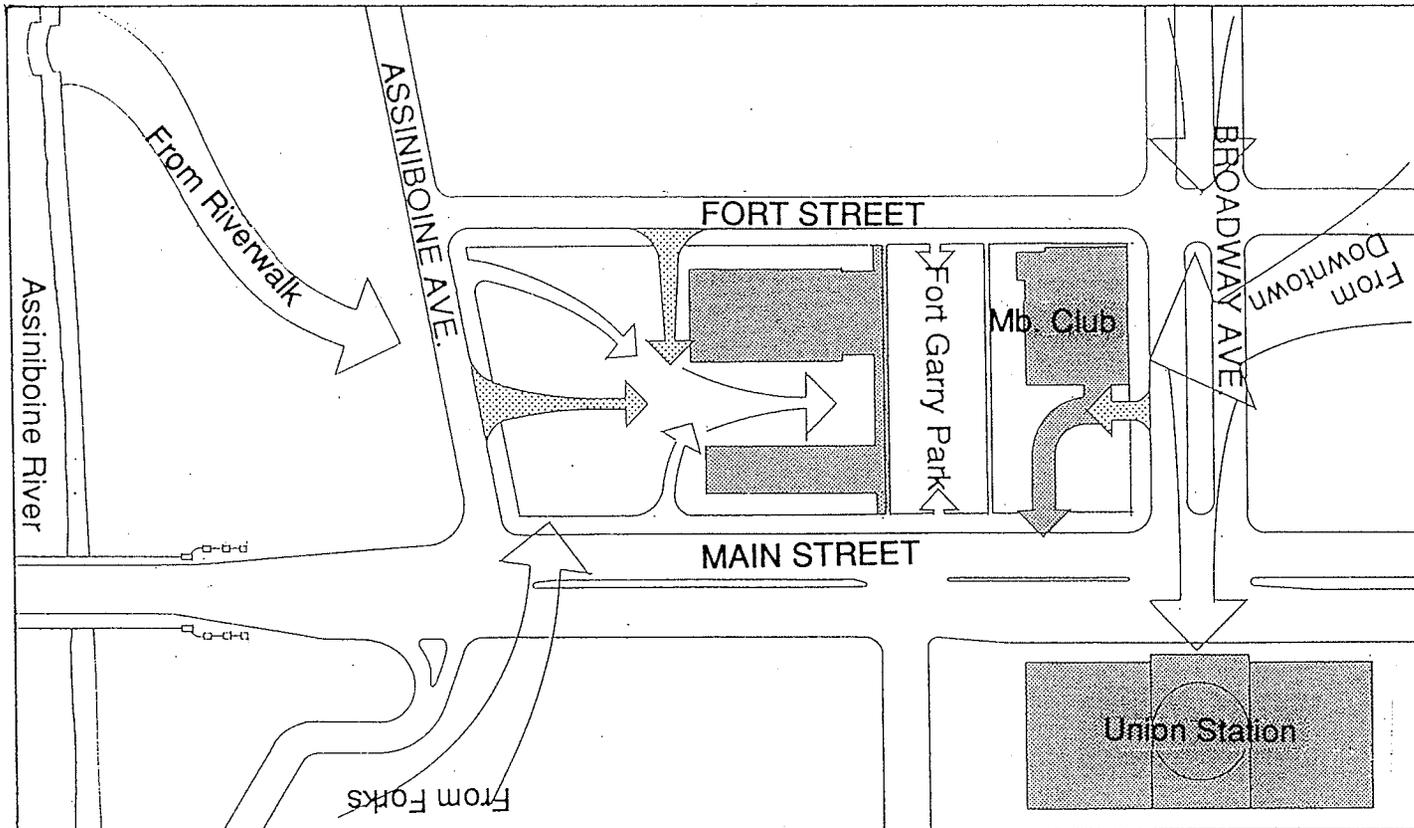
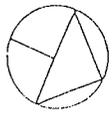


- |   |                      |   |                |   |                       |
|---|----------------------|---|----------------|---|-----------------------|
|  | SURFACE DRAINAGE     |  | CURB DRAIN     |  | MOISTURE INFILTRATION |
|  | UNDERGROUND DRAINAGE |  | DRAINAGE BASIN |   |                       |

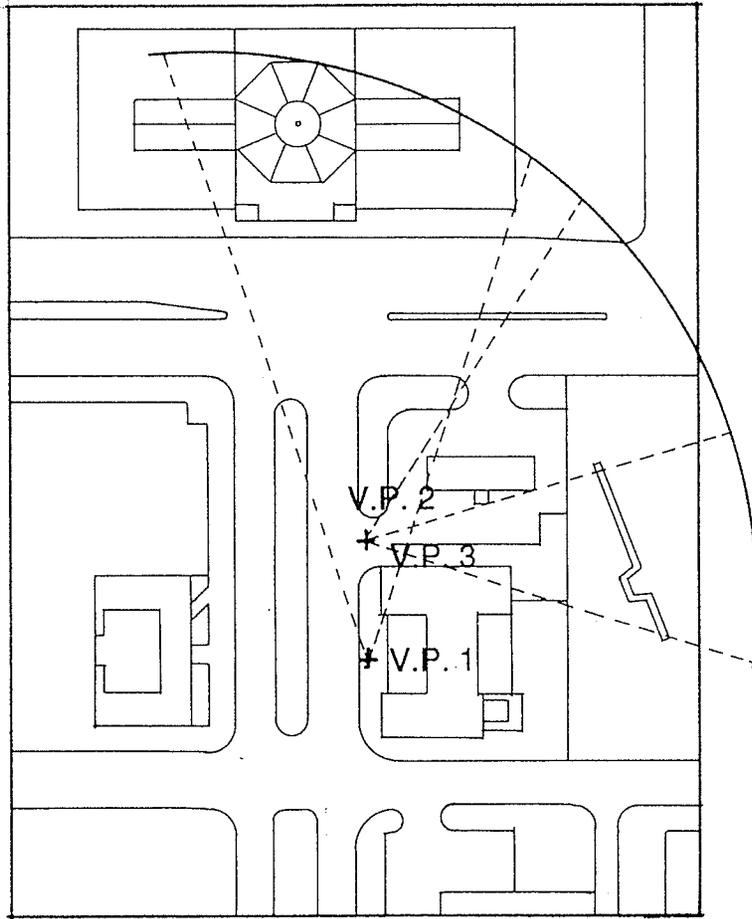
## 5.8 DRAINAGE / SITE COVER

### 5.9 Site Access Analysis :

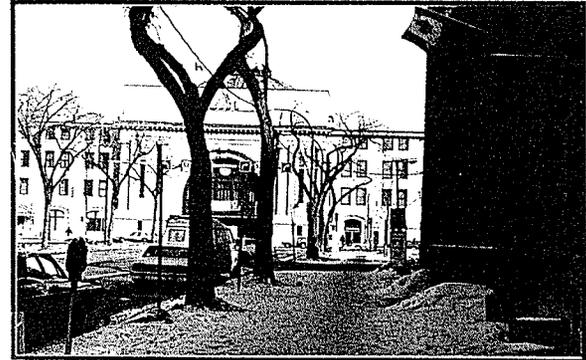
This analysis identifies those existing points of entry into the site. They are, for the most part, functions of those uses located on the site. They consist primarily of vehicular entrances which service the City of Winnipeg and Grain Exchange Curling Club's parking lots, the Manitoba Club service lane and parking lot, and the entrance and exit points for the PetroCanada service station. What is important to note is how Fort Garry Park and its gateway is separated from those areas with the greatest amount of pedestrian activity - namely Broadway Avenue and Bonneycastle Park.



## 5.9 SITE ACCESS



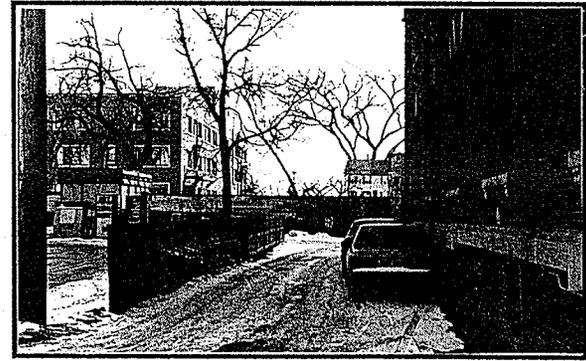
V.P. 1



V.P. 2

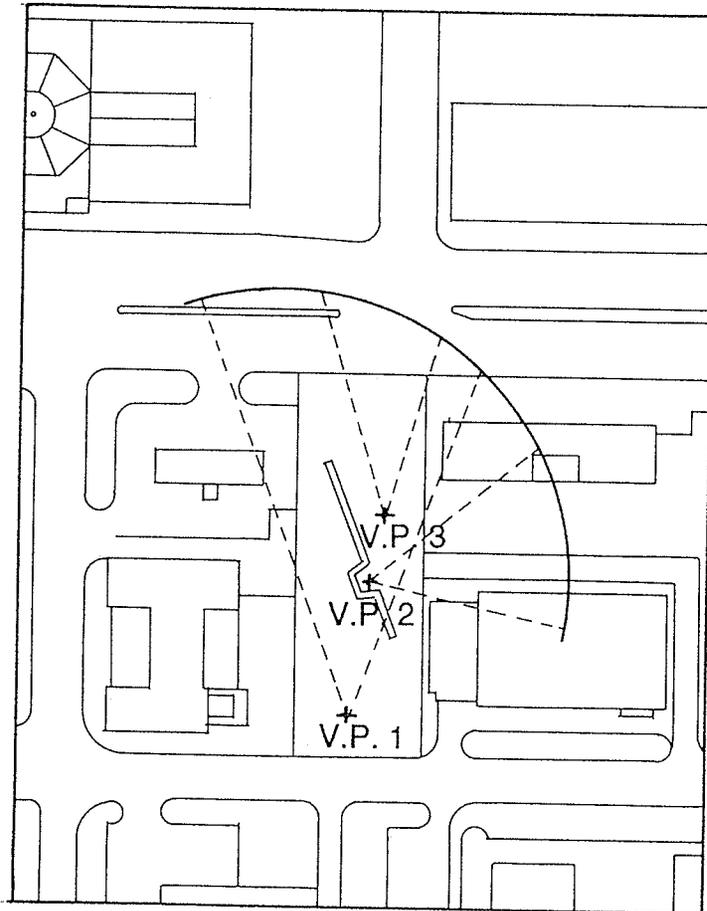


V.P. 3

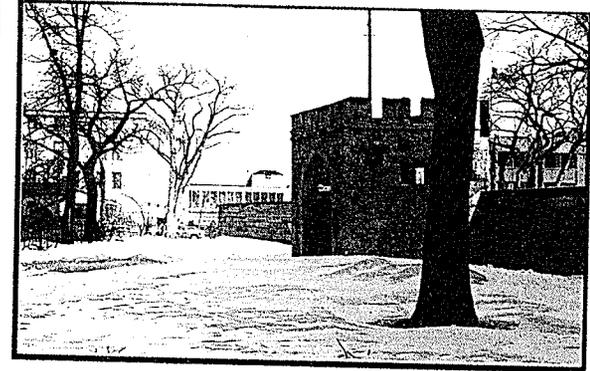


# 5.10 VISUAL ANALYSIS

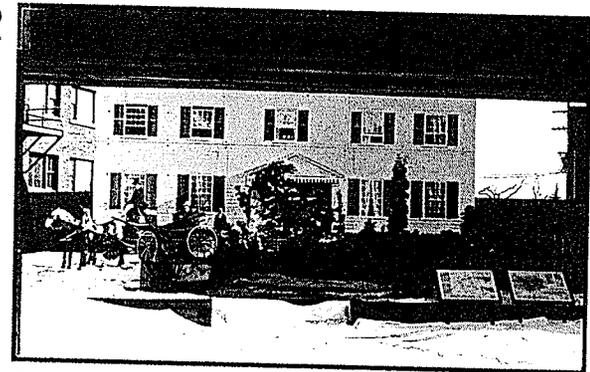
BROADWAY AVE.



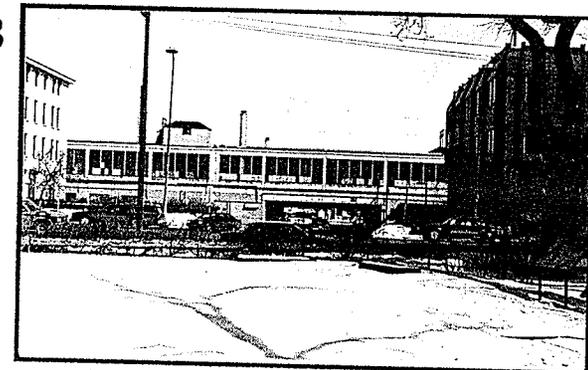
V.P. 1



V.P. 2

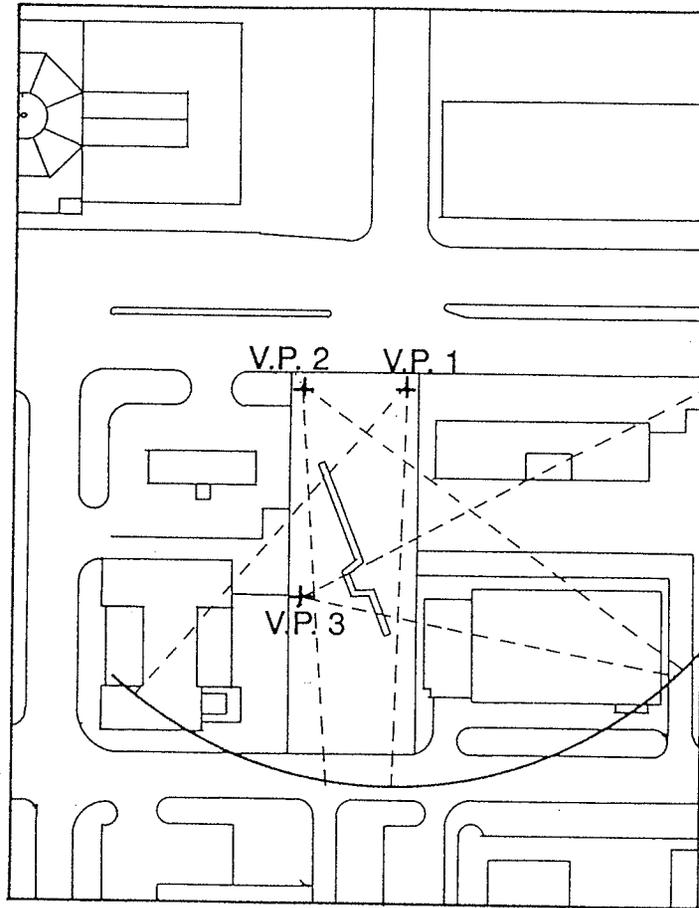


V.P. 3

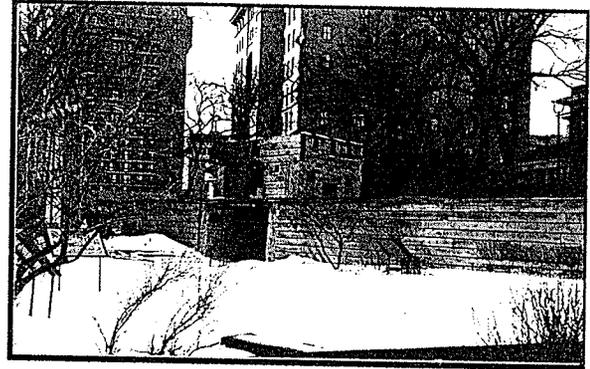


# 5.10 VISUAL ANALYSIS

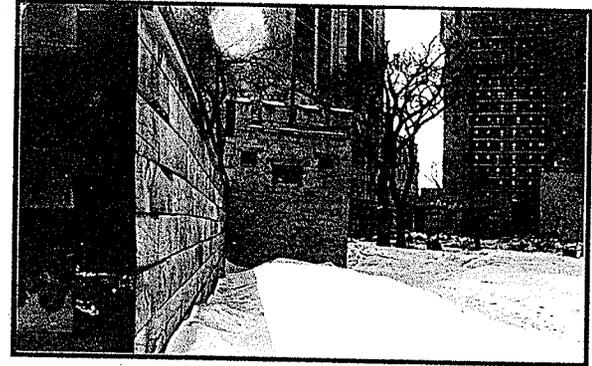
FORT GARRY PARK - LOOKING EAST



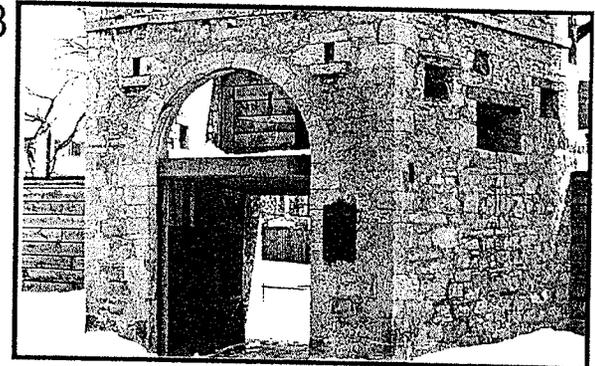
V.P. 1



V.P. 2

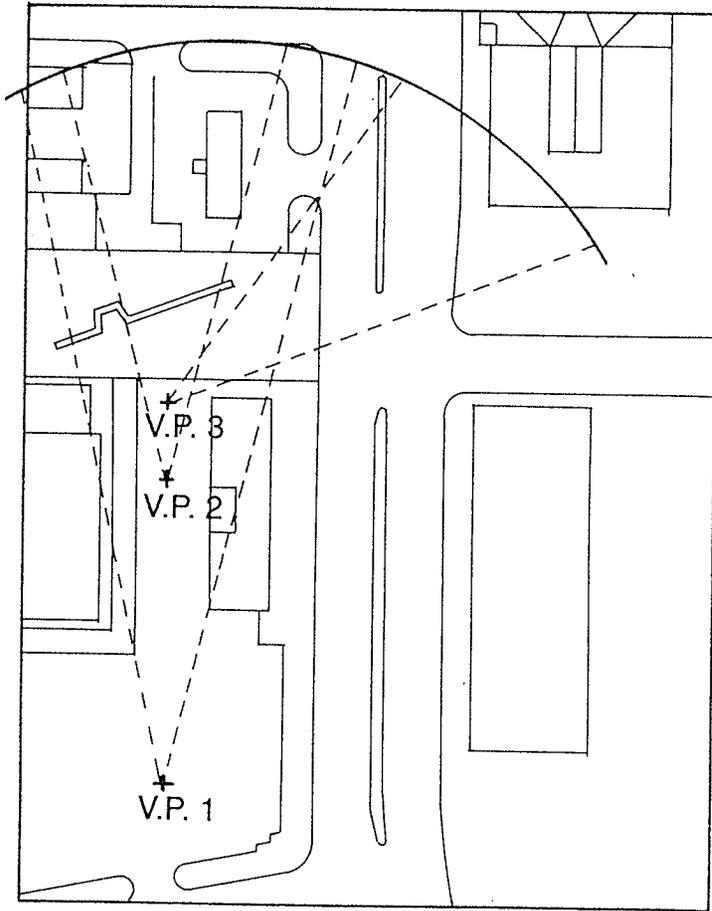


V.P. 3

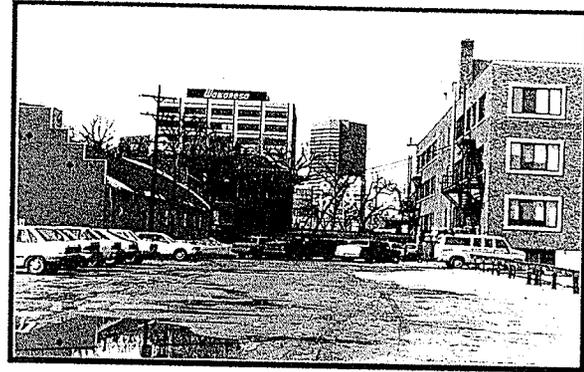


# 5.10 VISUAL ANALYSIS

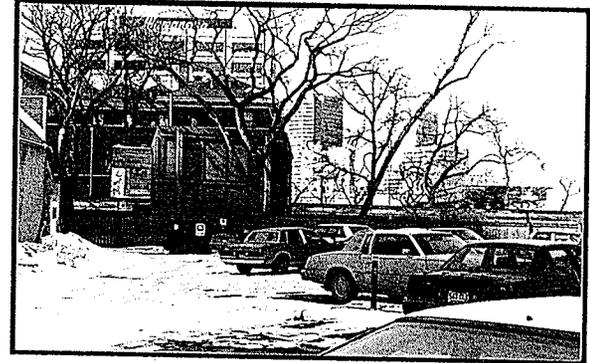
FORT GARRY PARK - LOOKING WEST



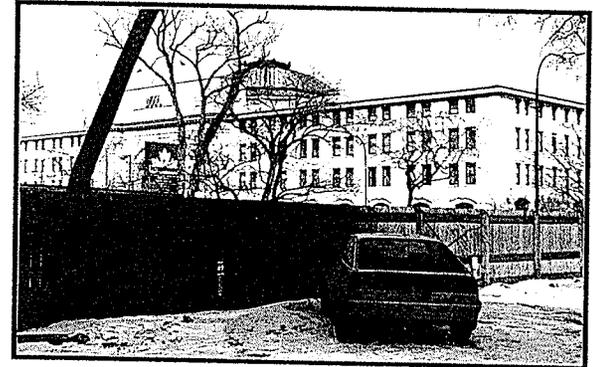
V.P. 1



V.P. 2

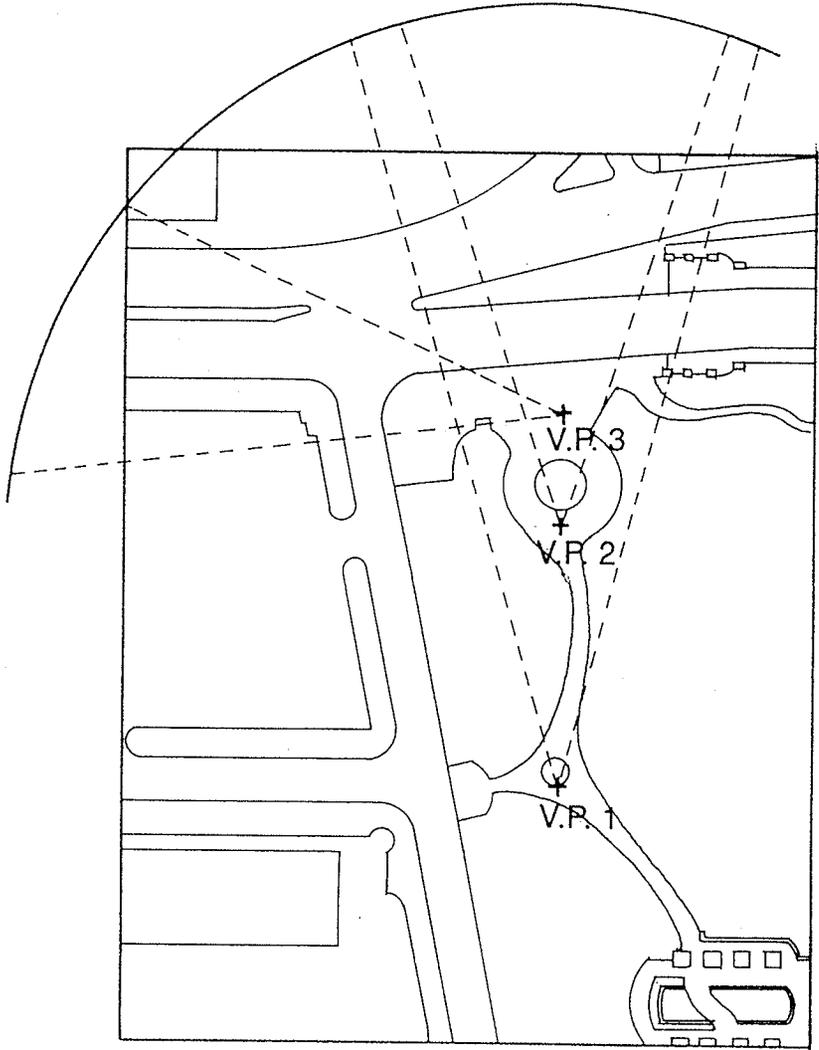


V.P. 3

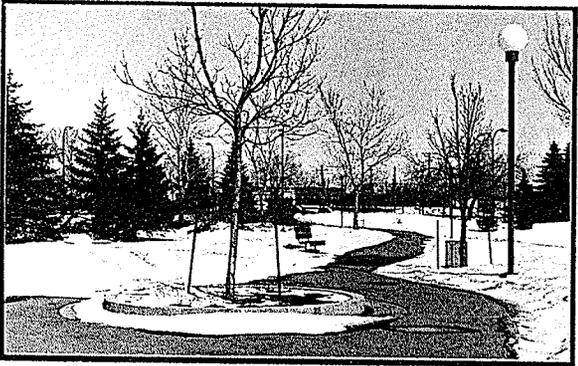


# 5.10 VISUAL ANALYSIS

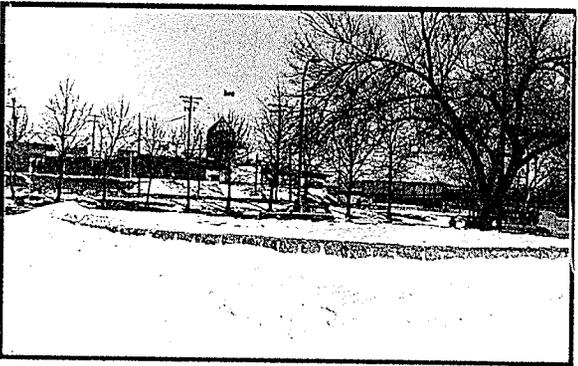
## PARKING LOT



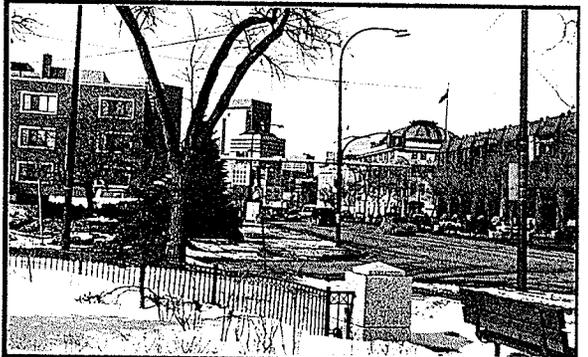
V.P. 1



V.P. 2



V.P. 3



# 5.10 VISUAL ANALYSIS

## BONNEYCASTLE PARK

## **6.0 DESIGN OF FORT GARRY PARK**

- 6.0 INTRODUCTION**
- 6.1 HISTORIC DESIGN COMPONENT**
- 6.2 CONTEMPORARY DESIGN COMPONENT**
- 6.3 CONCEPTION**
- 6.4 CONCLUSION**

## **RE-DEVELOPMENT OF FORT GARRY PARK**

## 6.0 Introduction :

Winnipeg is a city which has seen dramatic changes to its landscape since the first settlements were established here in the early 1800's. Nowhere in the city is this transformation more prominent than in the area around the remnant gateway of Upper Fort Garry and the Forks. As a 'cultural landscape' its current appearance reflects those changes that occurred as the result of a continuous human occupation of the land and the continual physical modification made to it over the years.<sup>1</sup> What this practicum is intended to assert is: the dynamic nature of this cultural landscape through the transformation of Upper Fort Garry from a center for trade and commerce into an historic monument and park.

The re-development of Fort Garry Park must not only recognize the changes which have occurred to the fort over the past 150 years but also those changes to its surroundings over that same period. This fundamental concept establishes two essential components that need to be addressed: the first being a historic component, concerned with reinforcing the original form of this historic fort within the context of downtown Winnipeg; the second is a contemporary component, satisfying the present-day need for pedestrian access and circulation within a major recreational corridor of the downtown (see Chapter 3).

By reintegrating Upper Fort Garry within a non-historic context, a paradox in design is unavoidably created. It is a paradox between a design which has its focus in the past, yet still having to be responsive to a contemporary setting that is dramatically different from that past and limited in the degree to which it can be altered. Solving this paradox presents the greatest challenge in the re-development of Fort Garry Park. To begin to address this challenge requires investigation into how best to present the historic form of the fort, the history associated with it, and the area of land needed to satisfy all the goals and objectives of this practicum.

### 6.1.0 Historic Design Component :

Reintegrating Upper Fort Garry within a present-day context picks up on the debate of how to operate within an environment which is of historic significance (see Chapter 1). On a

broader scope it is meant to be seen as a challenge to those current restoration and reconstruction standards, established by the various conservation charters, that tend to be regarded as universally applicable. Even the more recent Australian Burra Charter, which addresses many of the incongruities which exist between the 'old world' terminology of the Venice Charter and 'new world' sites,<sup>2</sup> has done little to resolve the debate of historical authenticity versus historical continuity.

At the heart of this debate is the strict methodology and terminology used by these charters and the connotations of worth which they imply. Is there greater value in something which has been 'preserved', than something which has been 'reconstructed'? And if circumstances dictate that reconstruction be necessary, how accurate to the original must the reproduction be in order to satisfy preservation standards? These become the two most important questions posed by a site that has seen irrevocable changes made to it by a society that has forgotten its past and now wants to be re-acquainted. How these questions are eventually answered should be readily apparent in the final design solution.

*The following is excerpted from the charter adopted by Australia ICOMOS in 1979 at Burra Burra. Revisions were adopted in 1981 and 1988.*

Article 1.4: Conservation means all the processes of looking after a place so as to *retain its cultural significance*. It includes maintenance and may, according to circumstance, include preservation, restoration, reconstruction and adaptation and will be commonly a combination of more than one of these.<sup>3</sup>

It is the concept of "cultural significance" which is key to the whole process of representing the history of a place, as set out in the Burra Charter.<sup>4</sup> If we take as the criteria for the re-establishment of Upper Fort Garry the fort's cultural significance to the City of Winnipeg, then its true value can not be precisely pin-pointed to one particular period in its history. Thus, the dilemma of following a strict methodology for restoration and reconstruction. There are four identifiable land use patterns associated with the site (see Chapter 2). Through each phase Upper Fort Garry changed and in doing so reflected the changing

priorities of a society. Even this practicum is a response to yet another shift in the priorities of Winnipeg's citizenship, by building on the success of the Forks. To choose to reconstruct under the guidelines established by the current conservation charters would require the selecting of one period in Upper Fort Garry's history over all the others and bring the fort to that period's most complete and authentically correct state.

Article 1.7: Restoration means *returning the EXISTING fabric of a place to a known earlier state* by removing accretions or by reassembling existing components without the introduction of new material.

Article 1.8: Reconstruction means *returning a place as nearly as possible to a known earlier state* and is distinguished by the introduction of materials (new or old) into the fabric.

Article 14: Restoration...is based on respect for all physical, documentary and other evidence and *stops at the point where conjecture begins*.

Article 19: *Reconstruction is limited to the reproduction of fabric...it should be identifiable on close inspection as being new work.*<sup>5</sup>

The restrictive nature of present conservation practices (which places a higher priority on the form of the reconstructed past rather than its meaning) eliminates the potential for creating a stronger representation of the Upper Fort Garry's cultural significance. Rather than be confined by a methodology that ignores the unique and singular qualities of a structure which played an instrumental role in the development of a site and a city, a more interpretive solution could be adopted. Interpretation, in this case, should not be considered to be of lesser historic value as long as the historic continuity of the fort's form is maintained.

Material preservation is thus at bottom an illusion. Felt historic continuity takes precedence over strict material authenticity, which is impossible to achieve or sustain. What matters in preservation may be continuity of form, of substance, of texture, of color, or whatever. And because material objects are continuously transformed, every stage in preservation forces choices among these many valid but irreconcilable criteria. No preservation decision is logically right, let alone permanently appropriate.<sup>6</sup>

This paves the way to develop a new approach in presenting Upper Fort Garry's historic form and the history associated with it. It may not be considered authentic by conservationists, but can not be considered any less valuable than if the fort was totally reconstructed following the original specifications of the fort and using the same materials.

#### 6.1.1 Correlation and Historic Continuity :

A correlation can be made between Upper Fort Garry's physical form and that of each of the four primary land use pattern associated with the area. This establishes an anterior sequence of the fort from: fortress; to retail center; to governing and administrative body; up to its current use as a historic monument and park. The proposed re-development scheme, therefore, becomes the latest addition to this sequence. This preserves, while at the same time reinforces, the historic continuity of the fort. Taken individually each phase can be traced to a specific contribution which the fort had made to the development of the site and the city as a whole. When viewed concurrently, however, the true importance of Upper Fort Garry as a catalyst for change becomes increasingly obvious.

## PRE-CONTACT and EARLY EXPLORATION ERA.

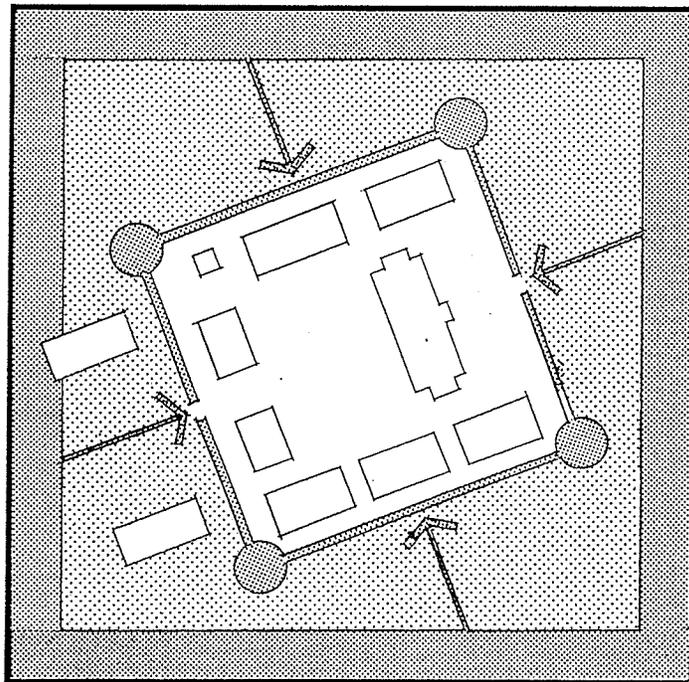


Figure 6.1 Pre-Contact & Early Exploration Era - Drawing of Fortress walls of Upper Fort Garry, c.1837.

### FORTRESS

The original limestone walls and corner bastions of the Hudson's Bay Company's 1836 fort became the strongest expression for the new spirit of endurance that was required by the early pioneers. The physical presence of Upper Fort Garry's walls instilled within them a sense of permanence, and by doing so became the basis for a settlement.

## RED RIVER COLONY SETTLEMENT

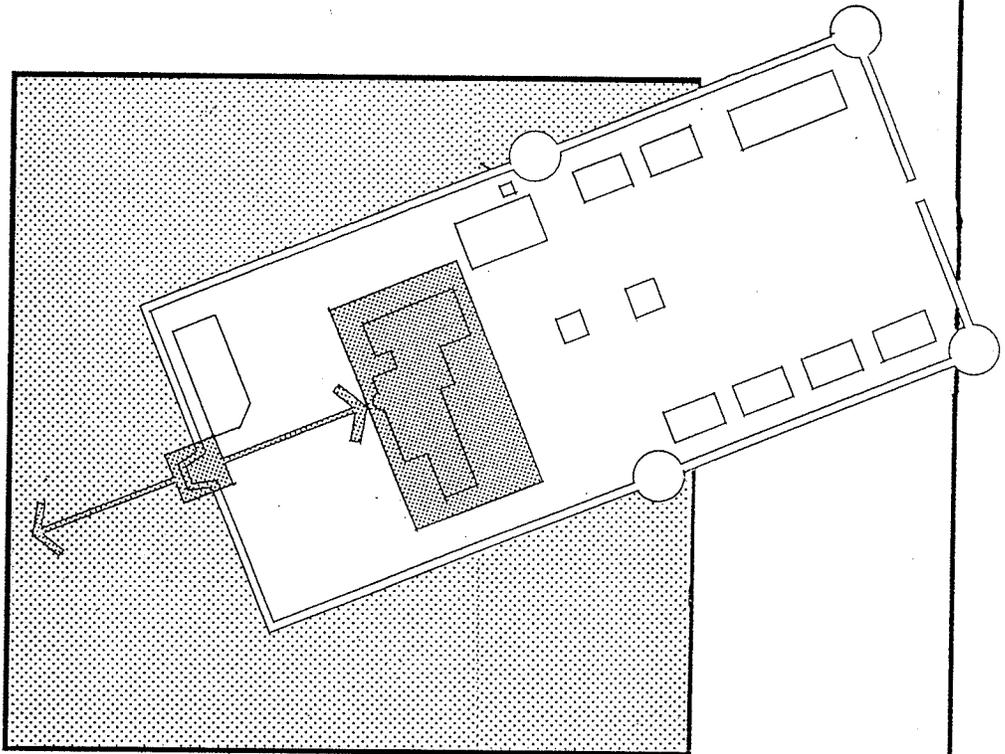


Figure 6.2 Red River Colonization - 1853 expansion, with construction of Governor's House and gateway.

### ADMINISTRATIVE AND RETAIL CENTER

During Winnipeg's early colonizing period the internal operations of Upper Fort Garry were at the center of a fledgling settlement. It was the location of: the Hudson's Bay Company's general store, main commerce depot and local military garrison. Following its 1853 expansion and the construction of the General Department and Governor's House, the fort also became the administrative center for the entire region. Each building within the fort separately played an important role within the community, but all together they formed the nucleus of the Red River Colony.

## LAND SURVEY and STREET PATTERNS

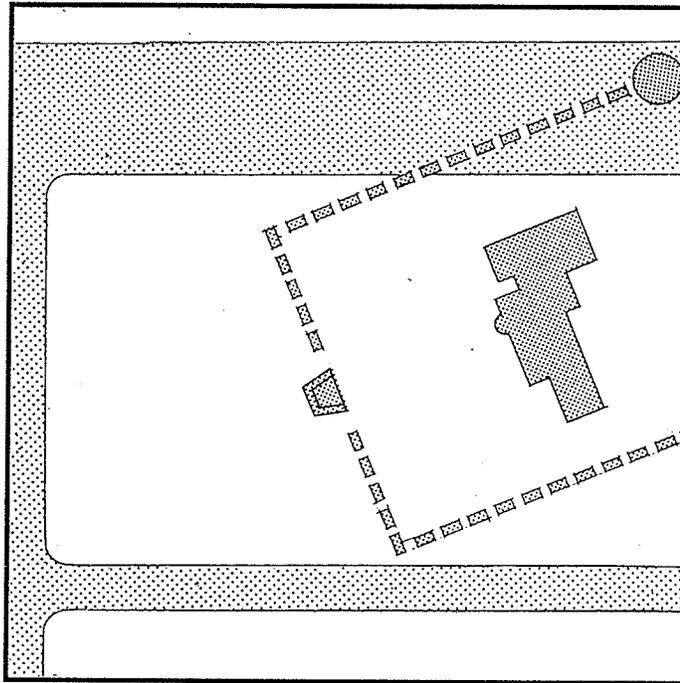


Figure 6.3 Land Survey Pattern - The "dismantling" of Upper Fort Garry, c.1881 (leaving the Governor's House and gateway).

### CENTER OF GOVERNMENT IN MANITOBA

In 1879 Upper Fort Garry slowly began to be 'dismantled' (leaving the Governor's House and ceremonial gateway) in order to accommodate the Hudson's Bay Company's new land survey plan for the area. The loss of much of the fort was symbolic to the Hudson's Bay Company's loss of power. The fort's removal to make way for new development within the area marked both the end and the beginning of a new era in Winnipeg's development. The Governor's House, however, continued to be a prominent fixture in the area until 1884 as the residence of the Lieutenant Governor of Manitoba.

## RAILWAY DEVELOPMENT PATTERN

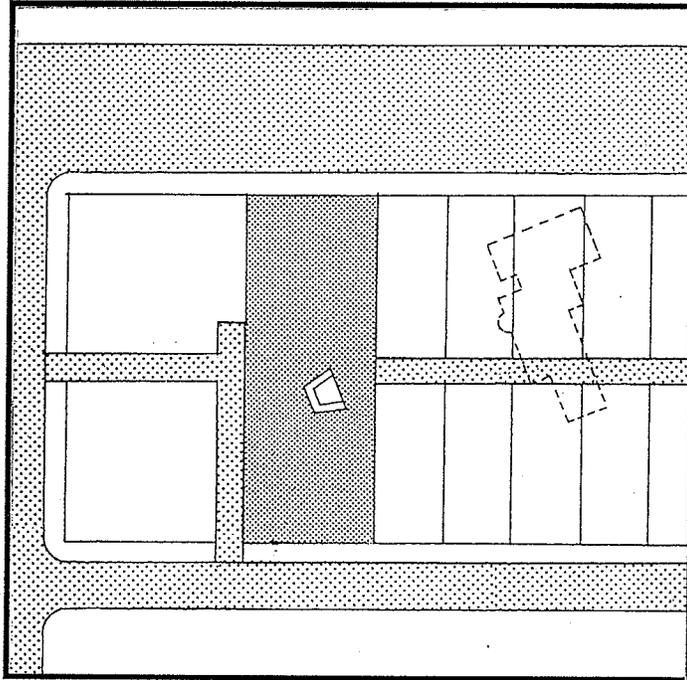


Figure 6.4 Railway Development Pattern - The continued "dismantling" of Upper Fort Garry, c.1888 (leaving only the gateway standing) and the creation of Fort Garry Park, 1897.

### HISTORIC MONUMENT & PARK

This period in the site's development can be seen as an intensification of the previous one. The residence of the Lieutenant Governor of Manitoba (Governor's House) was moved to the Legislative Grounds and the empty building torn down. All that remained of Upper Fort Garry was its limestone gateway. The threat of its removal and possible destruction in 1888 prompted the first historic preservation campaign in Western Canada. In 1895 the land surrounding the gateway was transformed into a modest park, complete with elliptical pathway and elm trees planted along the park's perimeter.

## 6.2.0 Contemporary Design Component :

This component of the design is meant to relate an existing environment, which is different from the original landscape associated with Upper Fort Garry, to a proposed new context. The new context is the result of establishing historic links between the fort and the area's adjacent cultural resources as well as physically connecting the area's two main pedestrian corridors together: the Assiniboine Riverwalk and Broadway Avenue. It is therefore necessary for the contemporary component of the design to address: *the scope of land required to accommodate the design's goals and objectives, the development of this land so that it will 'fit' with the historic continuity of Upper Fort Garry, and the correlation of the design's contemporary form to enhance the historic form of the fort.*

### 6.2.1 Scope and Area of Re-development:

There are four possible site configurations that are the result of current land ownership patterns (see Figures 6.5 - 6.8). How these patterns effect the four main goals and objectives of this practicum will determine the scope and area of the re-development. These four main goals and objectives, in order of priority, are:

#### **DESCRIPTION**

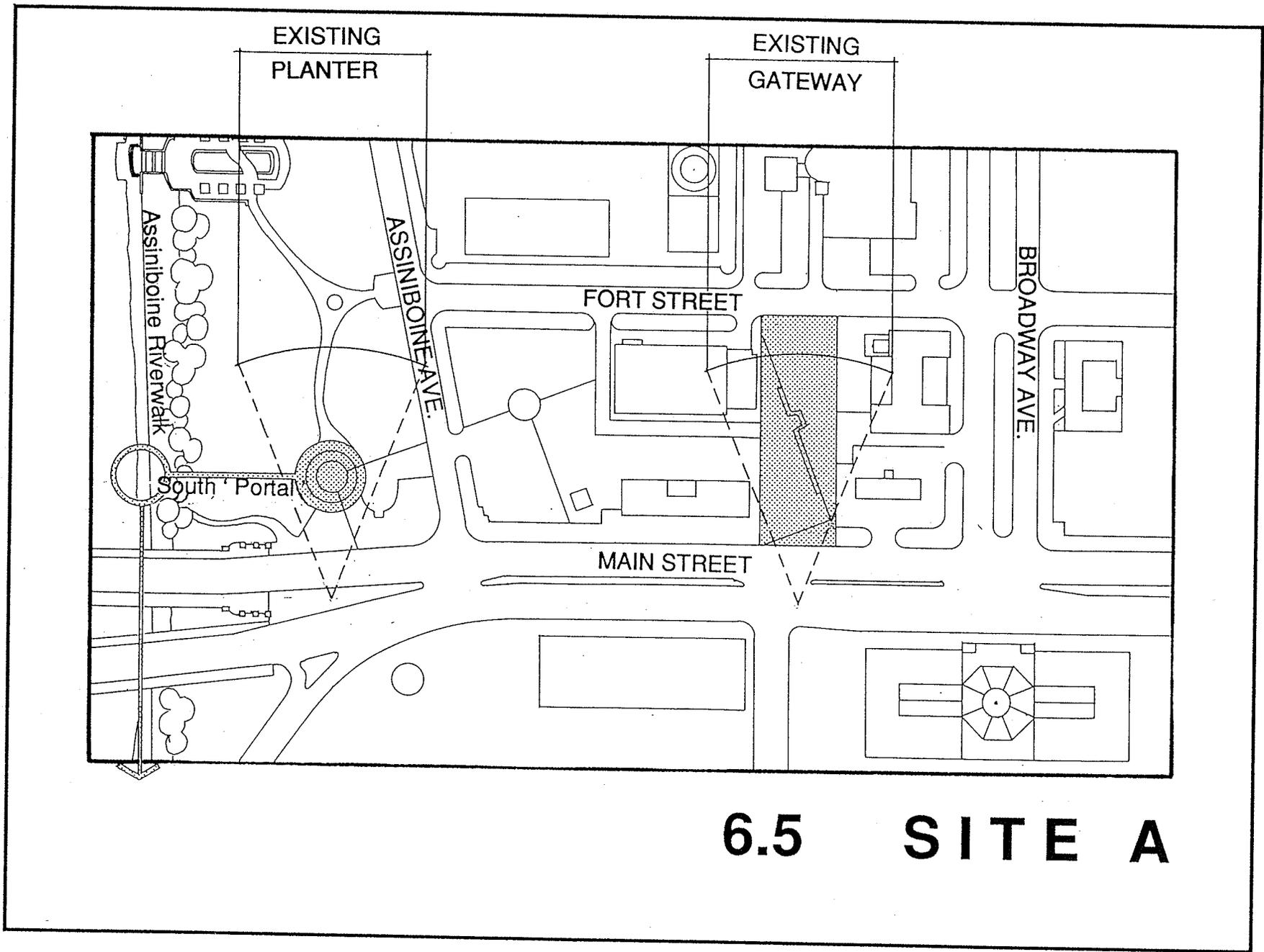
- 1** To develop the site around the remnant gateway of Upper Fort Garry in order to reinforce the orientation and form of this historic fort within the context of downtown Winnipeg.
- 2** To develop a sequence of public open spaces that will link the corridors of pedestrian movement along the Assiniboine Riverwalk and Broadway Avenue.
- 3** To establish 'portals' into the Forks and use these entrances as a primary means of connecting the existing heritage and interpretive value of the Forks and Fort Garry Park.
- 4** To open up views and access to the fort and its remnant gateway from areas with high activity levels such as: Main Street, Bonney-castle Park, and the Assiniboine Riverwalk.

Of all the goals and objectives, the greatest emphasis is placed on reinforcing the historic orientation and form of Upper Fort Garry. Any obstructions in achieving this primary end lessens the desirability of the site. How each of the goals and objectives are affected by the change in area are outlined below. From least to most appropriate, they are:

## **SITE A - No Land Expropriation**

### **DESCRIPTION**

- 1** The incompatibility of current land uses on the site makes any historic interpretive value of Upper Fort Garry minimal - limited to the existing gateway of Fort Garry Park and the location of the fort's southwest corner bastion.
- 2** Both Assiniboine Avenue and the City of Winnipeg's parking lot prevents a connection between the fort's northern gateway, its southern bastion, and the Assiniboine River.
- 3** The potential of establishing portals into the Forks is restricted to only the southern portion of the site linking the southwest corner bastion to the Forks via the riverwalk.
- 4** The gateway's enclosure by buildings results in a minimal view of the potential historic resources associated with Upper Fort Garry (the limestone gateway & existing planter) to passers-by on Main Street.



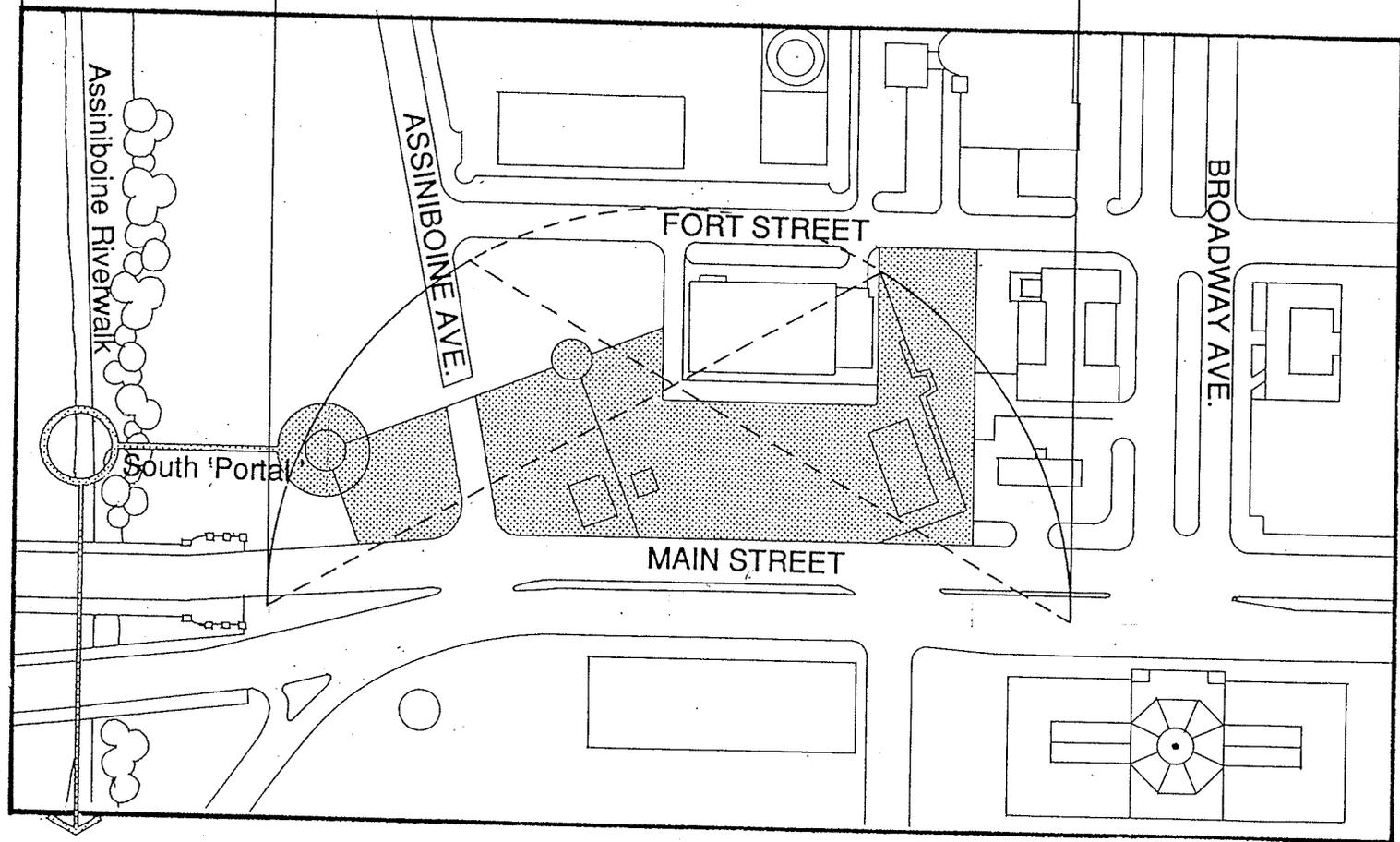
## **SITE B - Removal of 100 Main Street Offices & Parking**

### **DESCRIPTION**

- 1** The removal of the City of Winnipeg offices and expropriation of its parking lot would dramatically increase the coverage area of Upper Fort Garry and, thus, the site's potential interpretive value. The remaining Grain Exchange Curling Club, however, prevents the re-establishment of the Governor's House, a structure which greatly effected the development of Winnipeg during its infancy and is important to the overall interpretive value of the fort.
- 2** The gateway of Upper Fort Garry, for the first time since its 'dismantling', can be physically re-connected to its southern boundary. This connection, however, is not a continuous one, having to transverse Assiniboine Avenue in order to enter Bonneycastle Park.
- 3** With the increase in site coverage comes a stronger potential for connecting the gateway of the fort and its historic landscape - the Assiniboine River. This provides a better opportunity to establish a portal into the Forks, thereby connecting the historic resources of the two parks together.
- 4** There is a dramatic increase in views of the potential historic resources associated with Upper Fort Garry (as a result of the removal of the city offices and parking lot). The views are primarily along Main St. - starting at the Main Street Bridge and continuing north until Fort Garry Park.

EXTENDED VIEW SHED OF UPPER FORT GARRY

Fort Garry Park - Main Street Bridge



**6.6 SITE B**

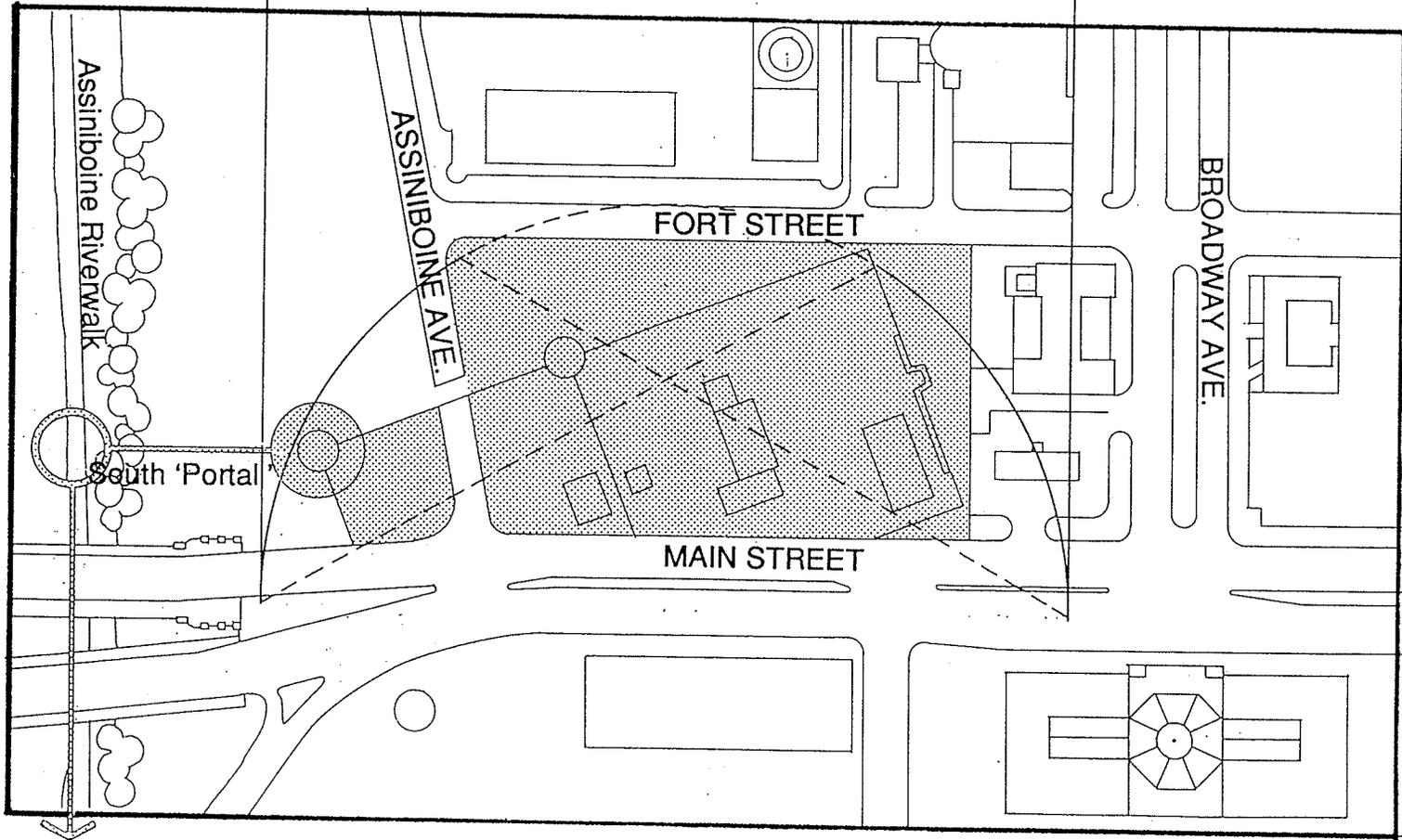
## **SITE C - Removal of 100 Main Street Offices, Parking and Curling Club**

### **DESCRIPTION**

- 1** The expropriation of the Grain Exchange Curling Club allows for the completion of the western boundary of Upper Fort Garry. Originally contained within this half of the fort was: the General Department, Men's Quarters, and the Officer and Clerk's Quarters. Of more importance, however, is the re-establishing of the Governor's House and the axial relationship to its ceremonial gateway.
- 2** The increased coverage area of SITE C allows for a stronger and more flexible connection between the gateway, Upper Fort Garry's original form, and the primordial landscape of the Assiniboine River. Assiniboine Avenue, however, still provides a conflict for pedestrians wanting to move north to south between the gateway and the river.
- 3** There are no changes in the entrances into the Forks from the previous site configuration.
- 4** The views of the potential historic resources associated with Upper Fort Garry remain unchanged from the previous site configuration. With the increase in coverage area, however, comes an increase in potential views of Upper Fort Garry's original form.

EXTENDED VIEW SHED OF UPPER FORT GARRY

Fort Garry Park - Main Street Bridge



**6.7 SITE C**

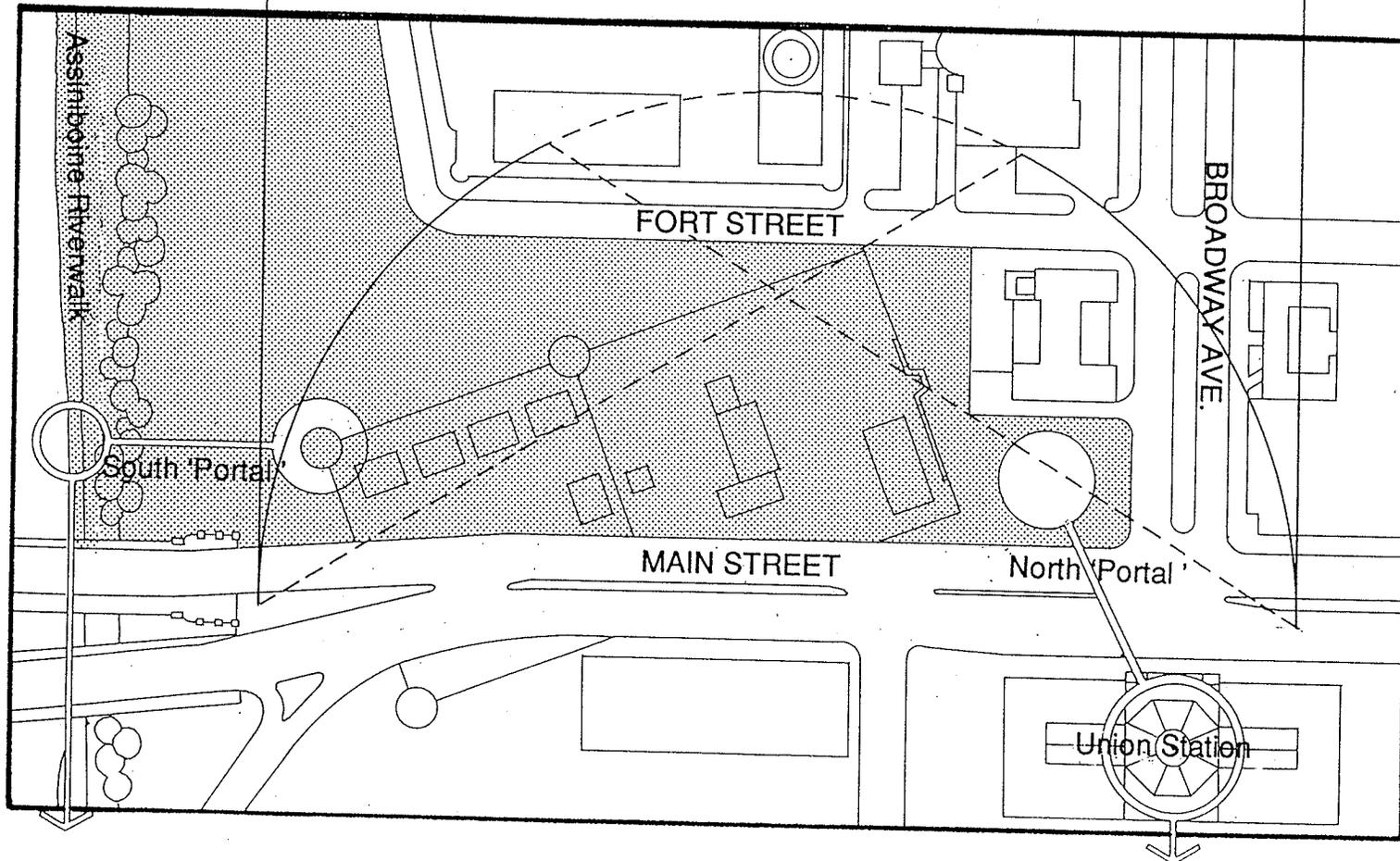
**SITE D - Removal of 100 Main Street Offices and Parking, Curling Club, PetroCanada Station, Assiniboine Avenue (East of Fort St.)**

**DESCRIPTION**

- 1 SITE D is the most desirable of all site configurations because it allows for the maximum amount of site coverage possible. Enough of the original area of Upper Fort Garry is available so that the fort's original location and form can be re-established, giving a stronger sense of the fort's past internal organization and functions.
- 2 With the removal of the eastern section of Assiniboine Avenue and the Petro-Canada station (corner of Broadway and Main), a continuous 'green' open space can be created - extending from Broadway Avenue south to the Assiniboine Riverwalk. This small amount of land expropriated would result in a dramatic transformation to this portion of the city, forming a 'green gateway' into the downtown.
- 3 With the elimination of the Petro-Canada station, a 'portal' into the Forks can be established through the Union Station, dramatically elevating the intersection's stature and increasing the quality of space around both the Union Station and gateway of Upper Fort Garry.
- 4 The removal of the PetroCanada station increases the visibility of Upper Fort Garry and its gateway to passers-by on Main Street and Broadway Avenue. This is especially true for the south bound lane at the intersection of Broadway and Main where a traffic signal provides ample opportunity to people in vehicles to view the remaining authentic piece of the fort.

EXTENDED VIEW SHED OF UPPER FORT GARRY

Broadway & Main - Main Street Bridge



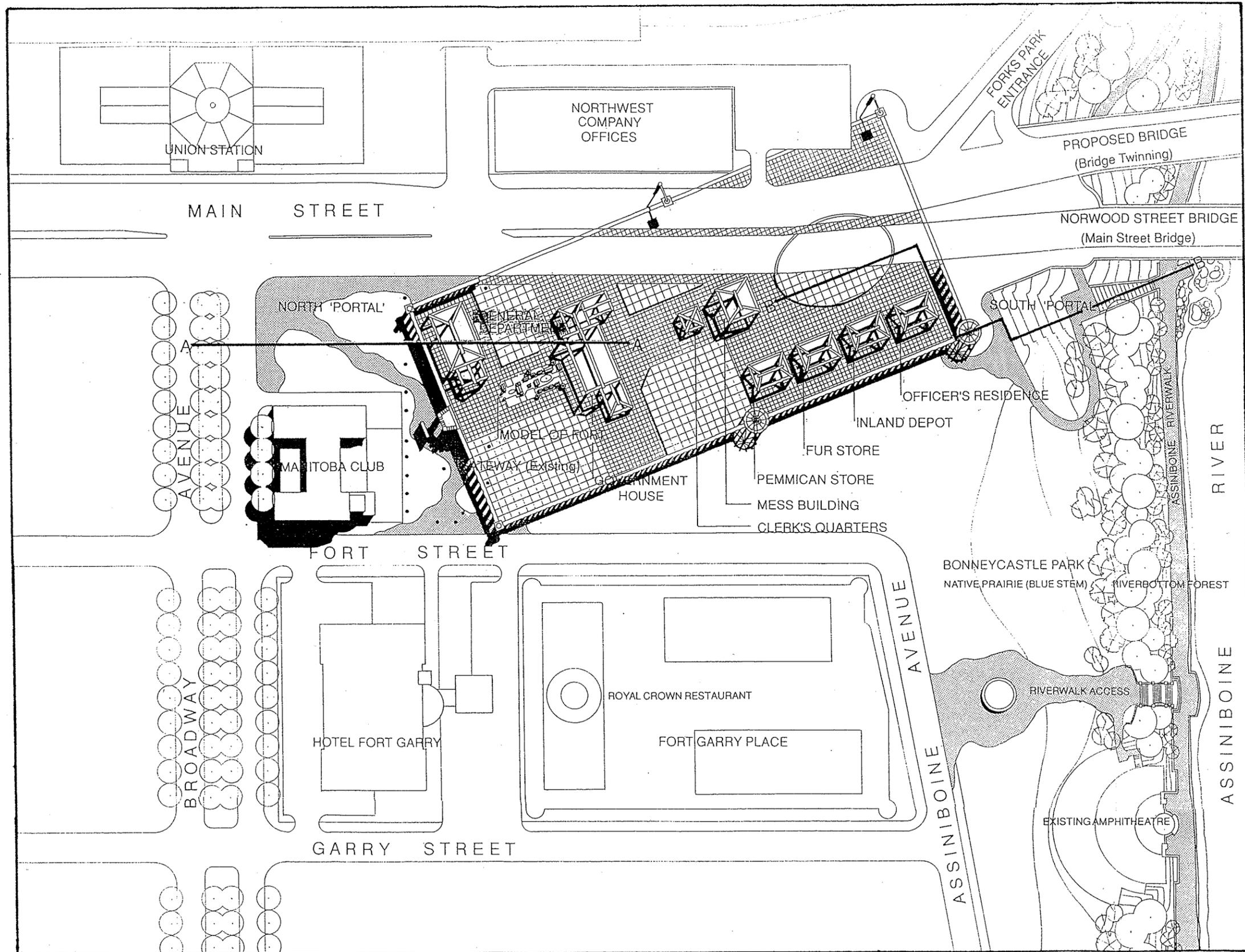
**6.8 SITE D**

### 6.2.2 Site Selection :

The most desirable site for the re-development of Fort Garry Park, in terms of satisfying the goals and objectives of this practicum, is SITE D. Not only does it provide the maximum area of land (needed for the reintegration of Upper Fort Garry), but, more importantly, it has the greatest potential to establish connections between the site and the Forks, and the site and its past (*bridging the gap between the past and present, and the Forks and its neighboring downtown*). The site's greatest virtue, however, is the expropriation of the corner of Broadway and Main and removal of the Petro-Canada station located there. This eliminates a structure which has so unsympathetically clashed with the historical and architectural splendor of the nearby gateway, Union Station, and Manitoba Club. At the same time it allows for a major historical and pedestrian link into the heart of the Forks from the intersection of Broadway and Main.

The importance of SITE D, therefore, is the closure that it creates along the eastern boundary of the South Ward, physically connecting Fort Garry Park to the Forks through portals located on the northern and southern extremities of the study site. The southern portal of the site focuses on connecting the historic landscape of the river back to the fort, while providing access to the Forks and park spaces along the river's edge. The northern portal, in contrast, focuses on the diversity of historical structures located at the corner of Broadway and Main, with the Union Station providing a strong urban connection between Broadway and the Forks. Existing in between these two major portals is the site of Upper Fort Garry and the focus of this practicum. As Winnipeg's most important and least recognized historical resource, the re-development of Fort Garry Park is intended to provide the appropriate setting in which people will gather and move about the area.

PLATE 1 - CONTEXT AND SITE PLAN



# SITE PLAN

PROPOSED RE-DEVELOPMENT OF FORT GARRY PARK

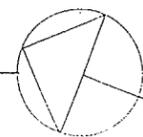
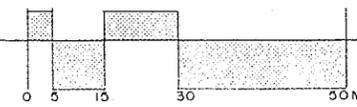
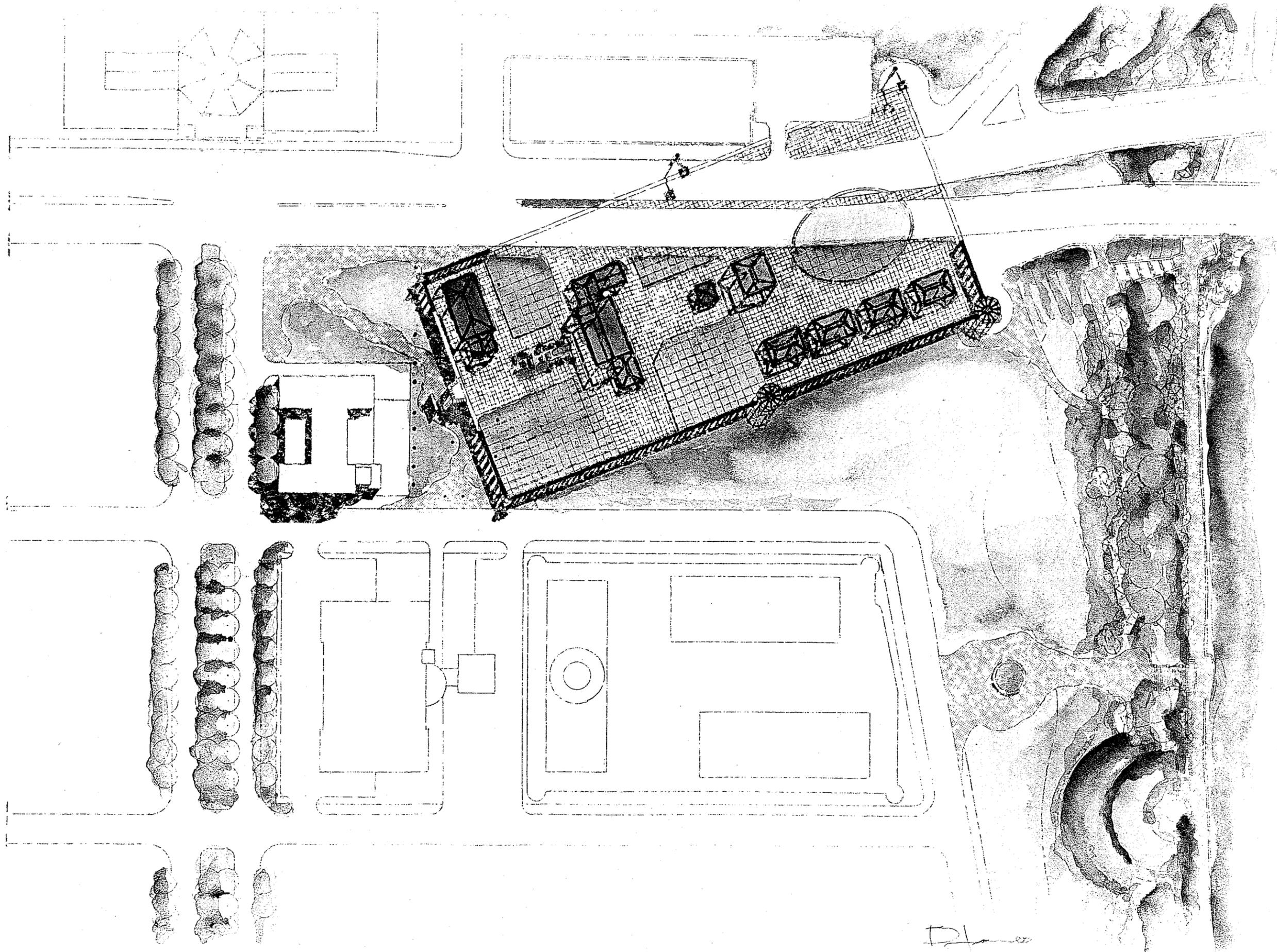


PLATE 2 - SITE PLAN



D. Jones

### 6.3.0 Conception :

The design concept comes from an understanding that Upper Fort Garry's cultural significance is a result of its continual transformation. This implies that the gateway is not a relic from the past but is the result of a continual interplay between the fort and the development of the city. It also stresses the importance of the existing gateway and elements of Fort Garry Park (elm trees) as the final form of the fort. Development which has occurred since the creation of the park, however, has not been very sympathetic to either the appreciation of the park or its related history. The proposal to remove all the development which impedes upon the original location of the fort, therefore, becomes the first step in making reparation to the mistakes of the past. The final step is to integrate a variety of methods for interpreting the lost portion of the fort without interfering with its final form. The possible methods for interpreting the historic form of the fort have already been discussed in Chapter 1 (1.4.1 - 1.4.5). The final design is meant to be a synthesis of those various methods in conjunction with an appropriate concept.

#### *Ghosting and Juxtaposition :*

A concept based on ghosting and juxtaposition has been chosen, so as to answer the fundamental questions of how one would reintegrate Upper Fort Garry back onto the landscape, given the degree to which the site has been stripped of its historical association (see 6.1.0). It was not the architectural quality of the fort that was so important, as much as it was how the fort effected and reflected Winnipeg's growth during the four land use patterns identified. The concept, therefore, is a response to those questions posed earlier, concerning the *real value* of Upper Fort Garry

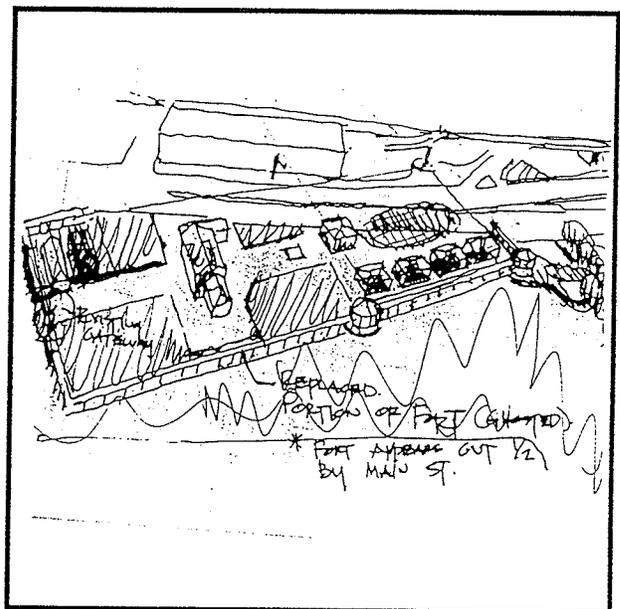


Figure 6.9 Ghosting of walls of Upper Fort Garry (during the daytime)

(the fort's transformation as the primary historical theme) and the authenticity of any kind of reconstruction (reconstruction should be consistent with that historical theme).

Given the limited detailed information available on Upper Fort Garry, it was decided that the missing components of the fort be either 'ghosted' or 'traced'. The materials used to *ghost* the walls and buildings of the fort are to be made of metal (charcoal grey), while the gardens and pathways of the original fort are to be *traced* in paving of various shades of grey (see Plate(s) 1 & 2). The mono-chromatic color scheme is meant to give a sense of perpetuity to the place, thereby satisfying the conflict between the historical artifact (the fort) and a non-historic environment (the city).

The reconstruction process, thus, is consistent with the materials of the day and thereby *preserves* the fort's cultural significance. This juxtaposition of the fort's nineteenth century form with twenty-first century materials is done purposely to establish and maintain continuity with the fort's development. Any type of reconstruction along the lines of the fort's original materials and specifications could be regarded as a misrepresentation of historical events and would certainly mitigate the significance of the gateway as the only remaining 'original' piece of the fort.

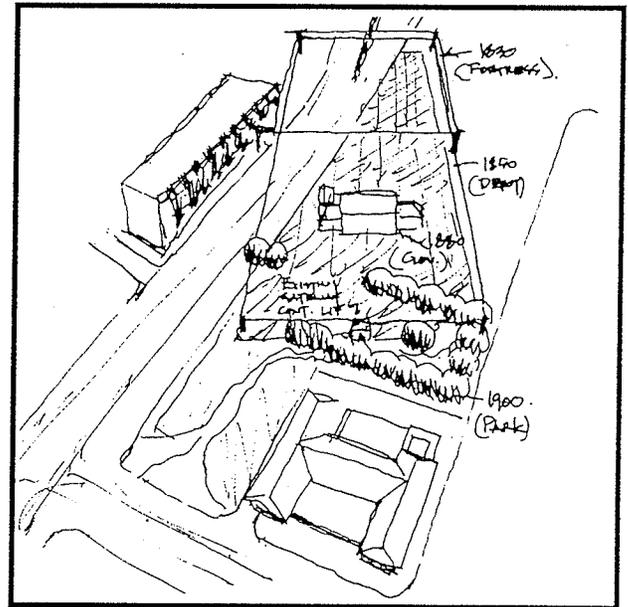


Figure 6.10 Ghosting of walls of Upper Fort Garry (during the night)

This juxtaposition between past and present is then continued to include a different expression of the Fort Garry Park during the day and at night (see Fig(s). 6.9 - 6.10). In the daytime the ghosting of Upper Fort Garry stops at the point where the fort crosses Main Street. The dissection of the fort along this line creates a strong analogy to the forces of change which were originally responsible for its 'dismantling'. During the night the ghosting of the walls take on a different form. Light becomes the principle method of interpretation, completing the

PLATE 3 - VIEW OF NORTH 'PORTAL'  
(DAY TIME)

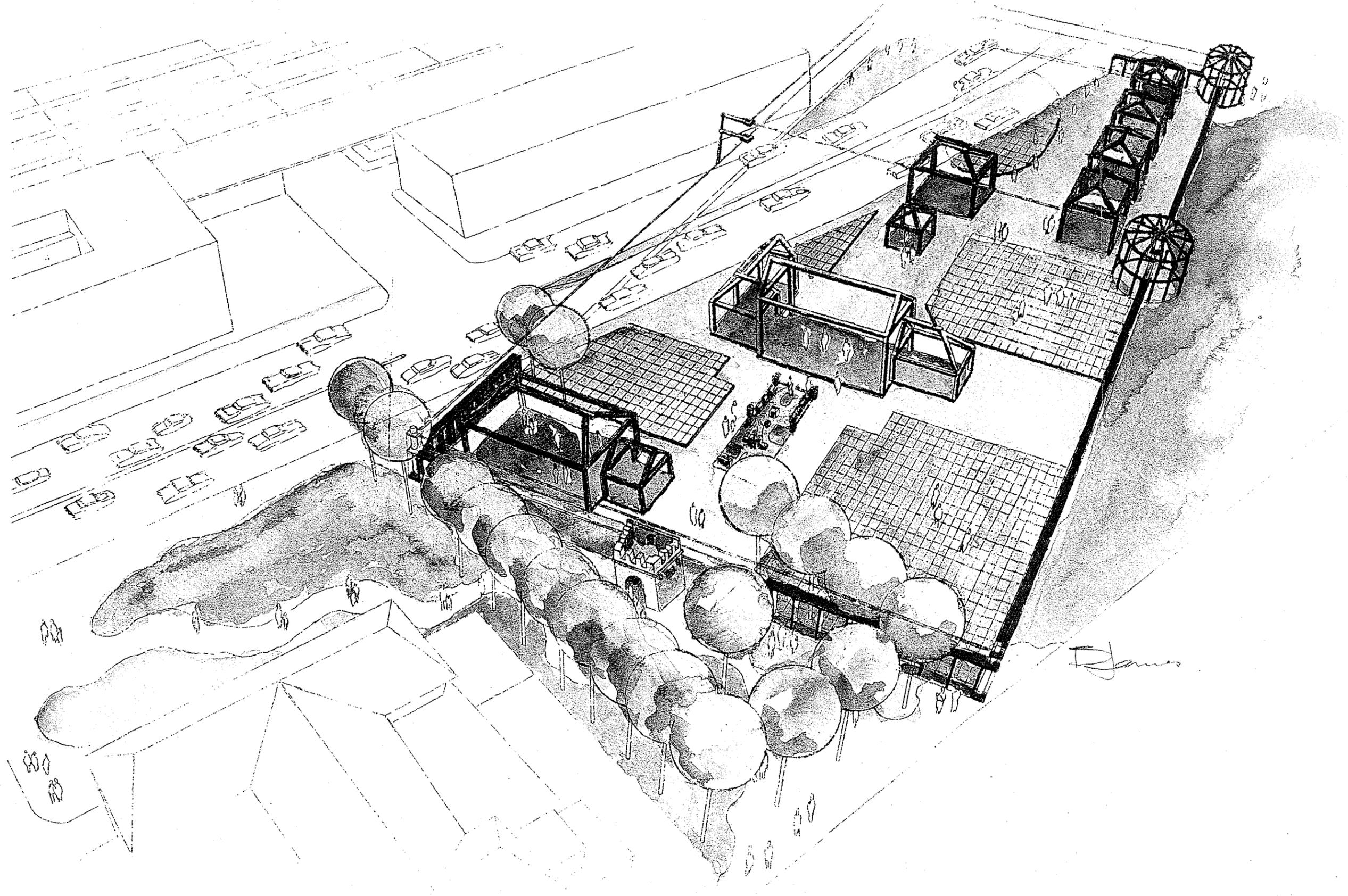
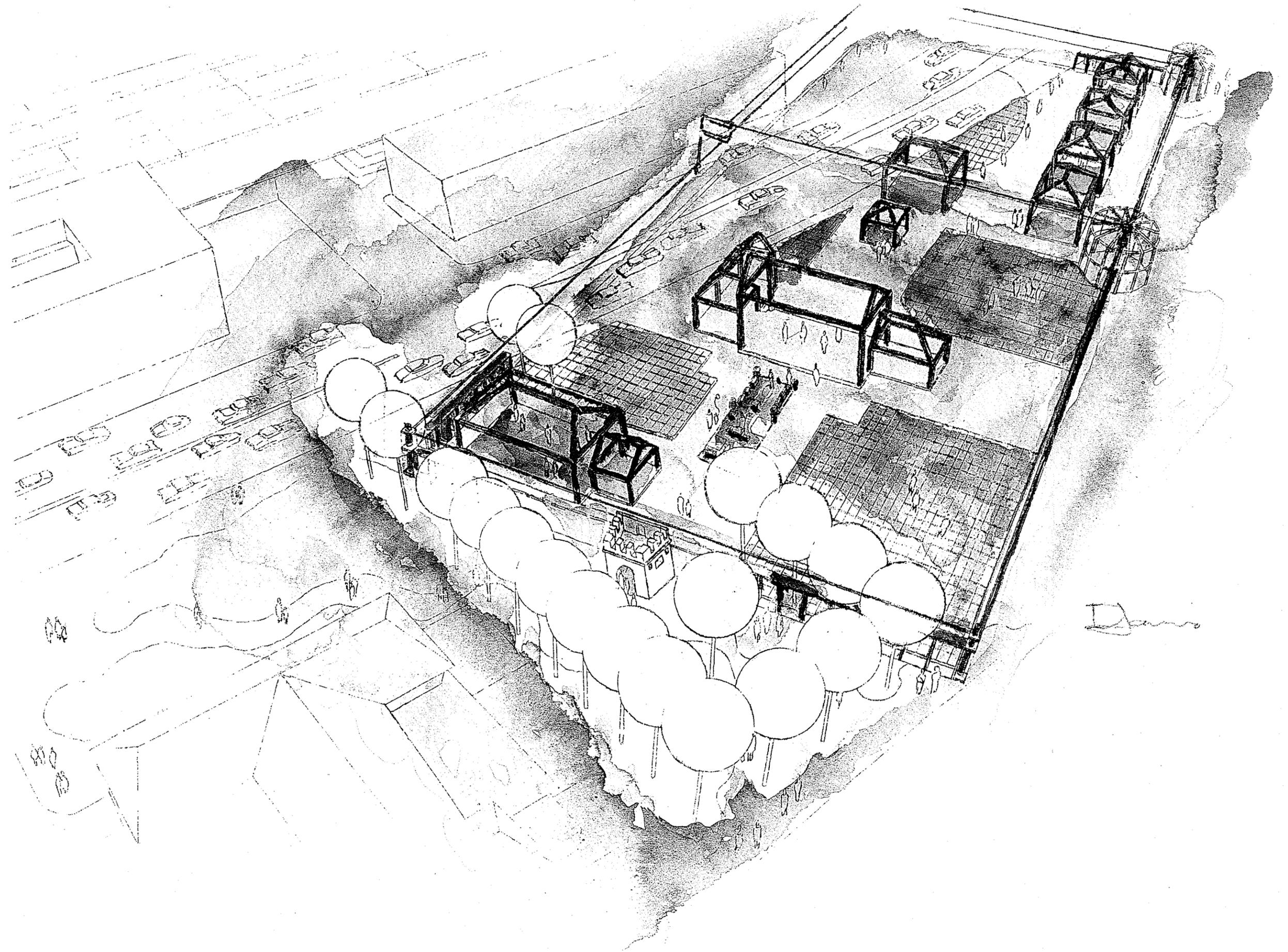


PLATE 4 - VIEW OF NORTH 'PORTAL'  
(NIGHT TIME)



D. J. ...

PLATE 5 - VIEW OF SOUTH 'PORTAL'  
(DAY TIME)

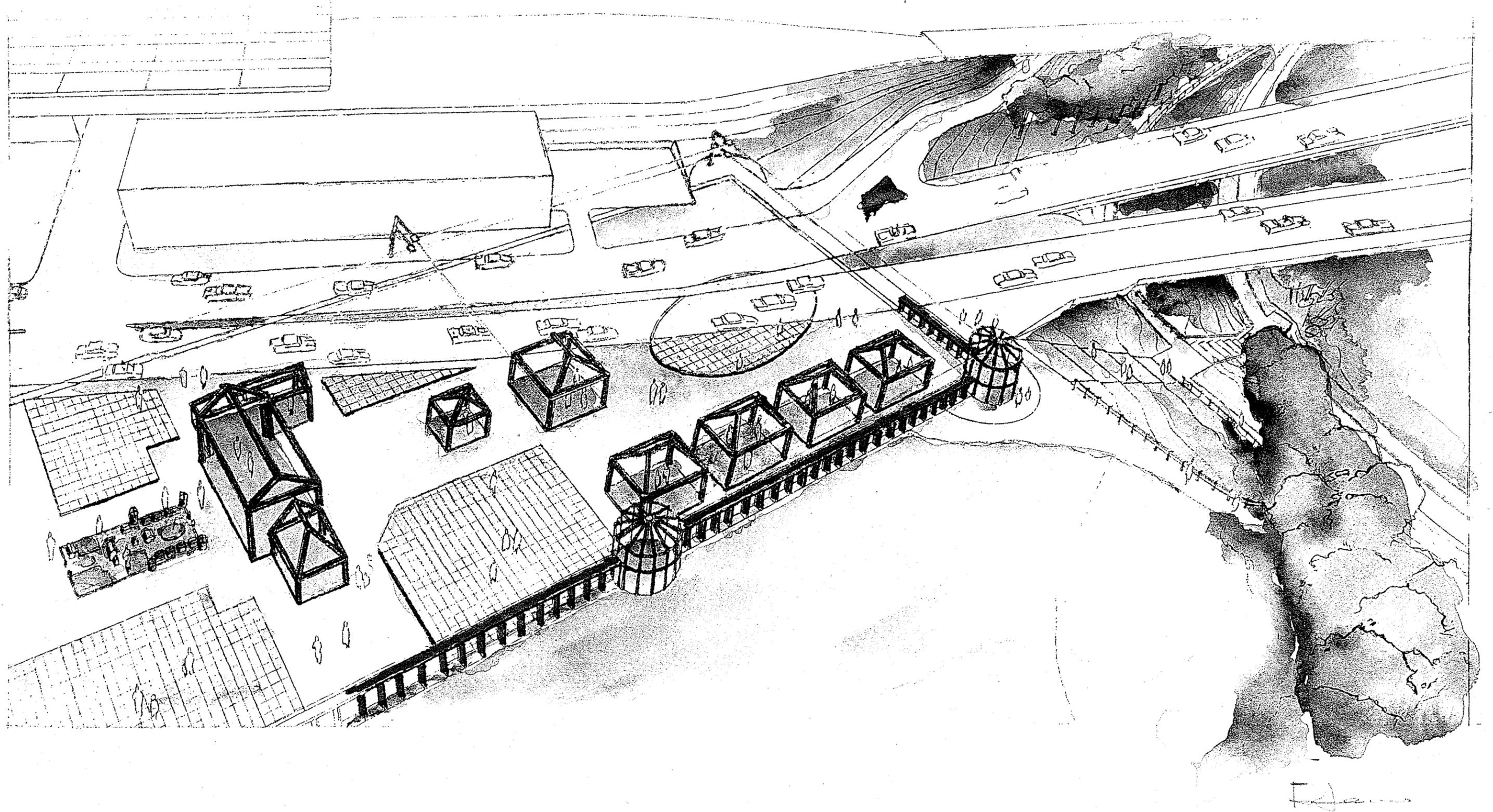
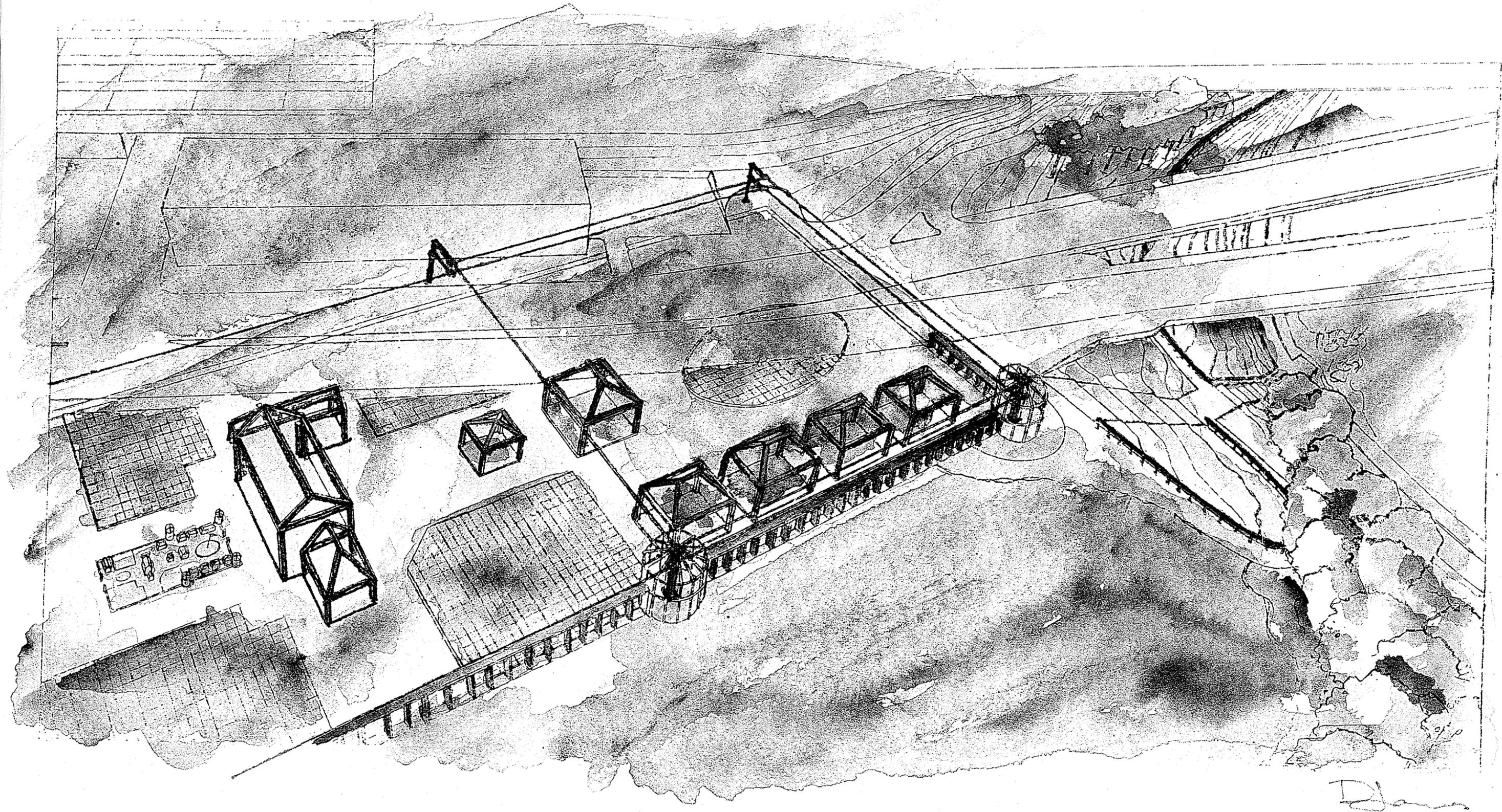


PLATE 6 - VIEW OF SOUTH 'PORTAL'  
(NIGHT TIME)



D

pattern of the fort above the traffic of Main Street and tracing out its sequential development in light (see Fig(s). 6.1 - 6.4 & Plate(s) 3 - 6). The illumination of this sequential development is done randomly thru sensors located in key ghosted structures which are activated as people move through the park (see Plate 8).

*Information Screens :*

Education and the communication of the heritage value of Upper Fort Garry becomes the most important function of the new design. This kind of detailed information is best expressed through the use of interpretive displays. Information screens used to explain its historical development are integrated into the facades of each of the ghosted buildings, relating their function to the larger contributions made to the development of the City of

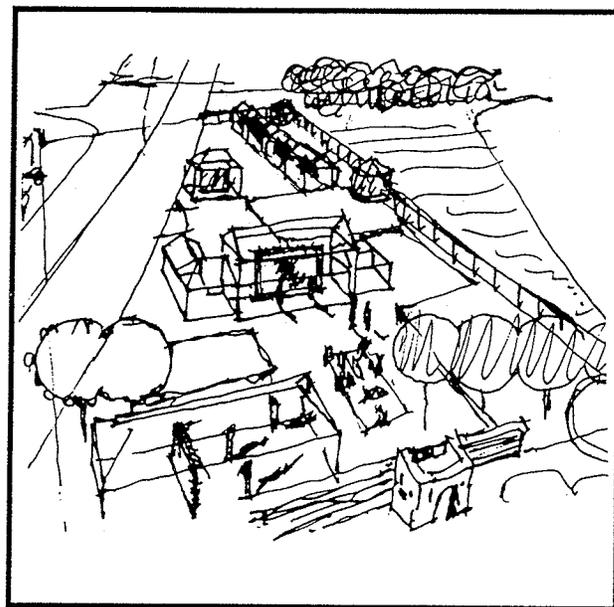
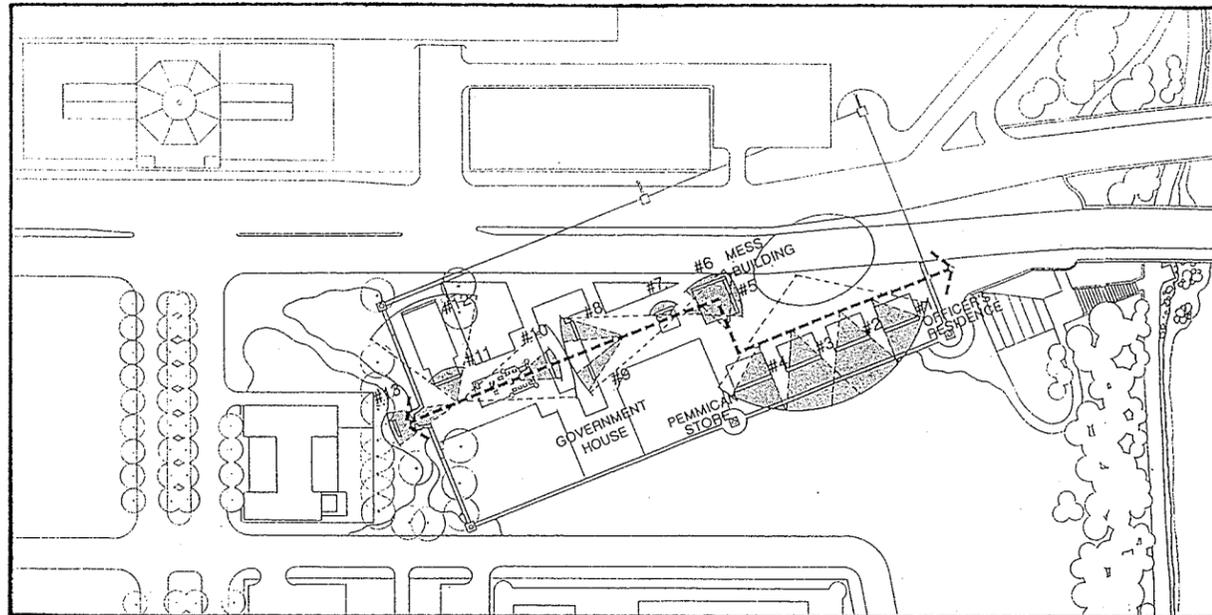


Figure 6.11 Information Screens: used to interpret the historical development of Upper Fort Garry, City of Winnipeg and Province of Manitoba.

Winnipeg and Province of Manitoba. This allows the re-development of Fort Garry Park to expand on the interpretive program first identified by the ARC agreement, whereby the Forks becomes the anchor for the entire Red River Corridor interpretive system and Fort Garry Park functions as an interpretive center for imparting information regarding the various ARC programs (see Chapter 3 - 3.1.1).

The communication of this information is accomplished through the use of translucent screens (see Fig. 6.11) on which a sequence of images of different scales, with text in different languages, is then projected onto (see Appendix B for examples). The projection devices are incased within the steel frames of each structure thereby eliminating the need for plaques, signs or any other method of interpretation that would detract from the historic clarity of the design. The use of twenty-first century media technology allows the interpretive displays to be dynamic rather than static, where new information about the history of the fort, the city, and the region can continually be added as the need arises. The translucency and dynamic nature

PLATE 7 - INFORMATION SCREENS

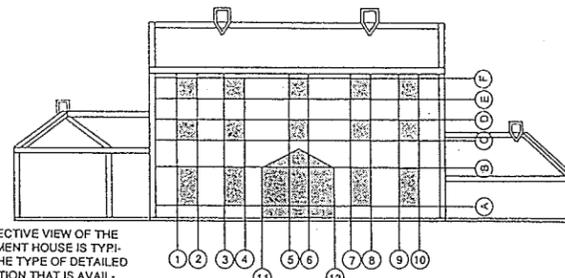


CIRCULATION PLAN & LOCATION OF INFORMATION SCREENS

THE LOCATION OF THE INFORMATION SCREENS HELPS TO DIRECT MOVEMENT THROUGH THE PARK; AXIALLY FROM THE GATEWAY TO THE OFFICER'S MESS AND DEFINES THE EDGE OF THE PARK FROM THE PEMMICAN STORE TO THE OFFICER'S RESIDENCE.

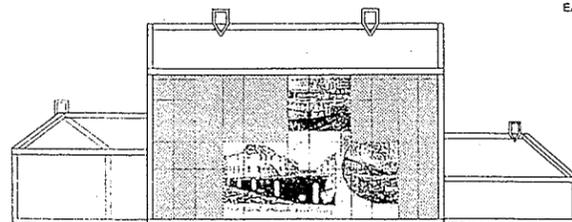


View of Government House showing the cannon facing the north gateway c.1881. Bruce Decker Collection

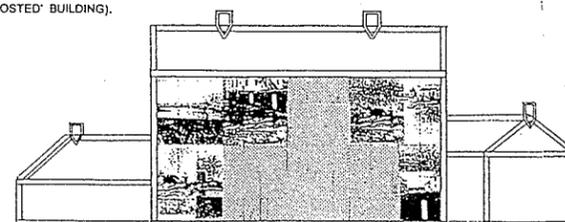


DIVISION OF BUILDING FAÇADE (TYPICAL) INFORMATION SCREENS FOLLOWS WINDOW PATTERN

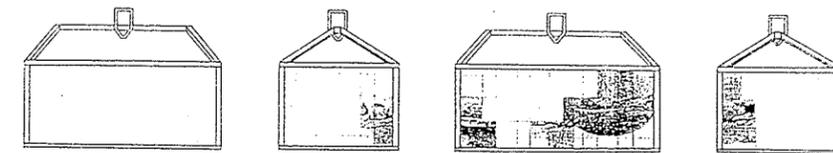
THIS SELECTIVE VIEW OF THE GOVERNMENT HOUSE IS TYPICAL OF THE TYPE OF DETAILED INFORMATION THAT IS AVAILABLE ON THE FORT AND ITS STRUCTURES. LACKING COMPREHENSIVE DRAWINGS OF THE FORT, IMAGES SUCH AS THESE BECAME THE BASIS FOR RECONSTRUCTING THE FORT'S HISTORIC APPEARANCE (PROJECTING IMAGES ONTO INFORMATION SCREENS LOCATED WITHIN EACH 'GHOSTED' BUILDING).



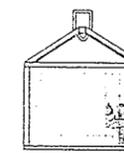
GOVERNMENT HOUSE NORTH ELEV. #10



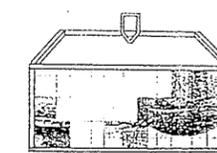
GOVERNMENT HOUSE SOUTH ELEV. #8 #9



EAST ELEV. OFFICER'S RESIDENCE

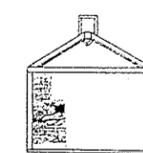


SOUTH

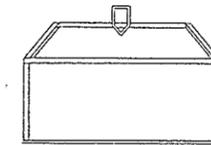


WEST

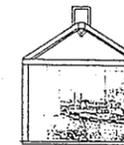
#1



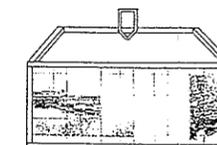
NORTH



EAST ELEV. INLAND DEPOT

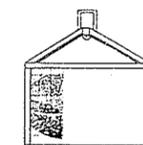


SOUTH

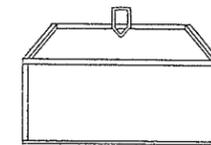


WEST

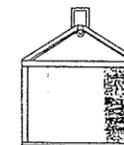
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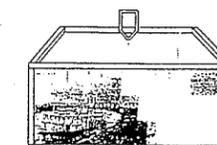
NORTH



EAST ELEV. FUR STORE



SOUTH

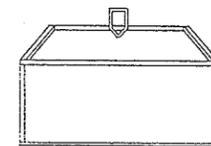


WEST

#3



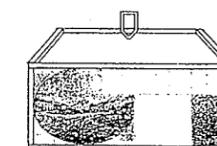
NORTH



EAST ELEV. PEMMICAN STORE



SOUTH



WEST

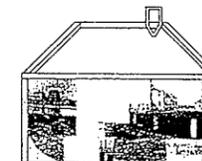
#4



NORTH

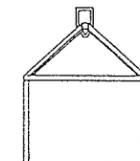


EAST ELEV. MESS BUILDING #6



SOUTH

#5

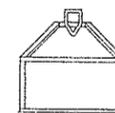


WEST

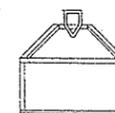
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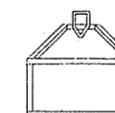
EAST ELEV. CLERK'S QUARTERS #7



SOUTH



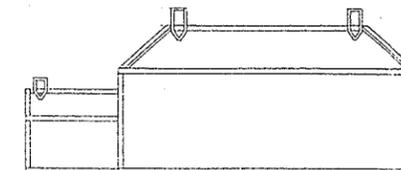
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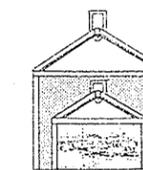
NORTH



EAST ELEV. GENERAL DEPARTMENT #11



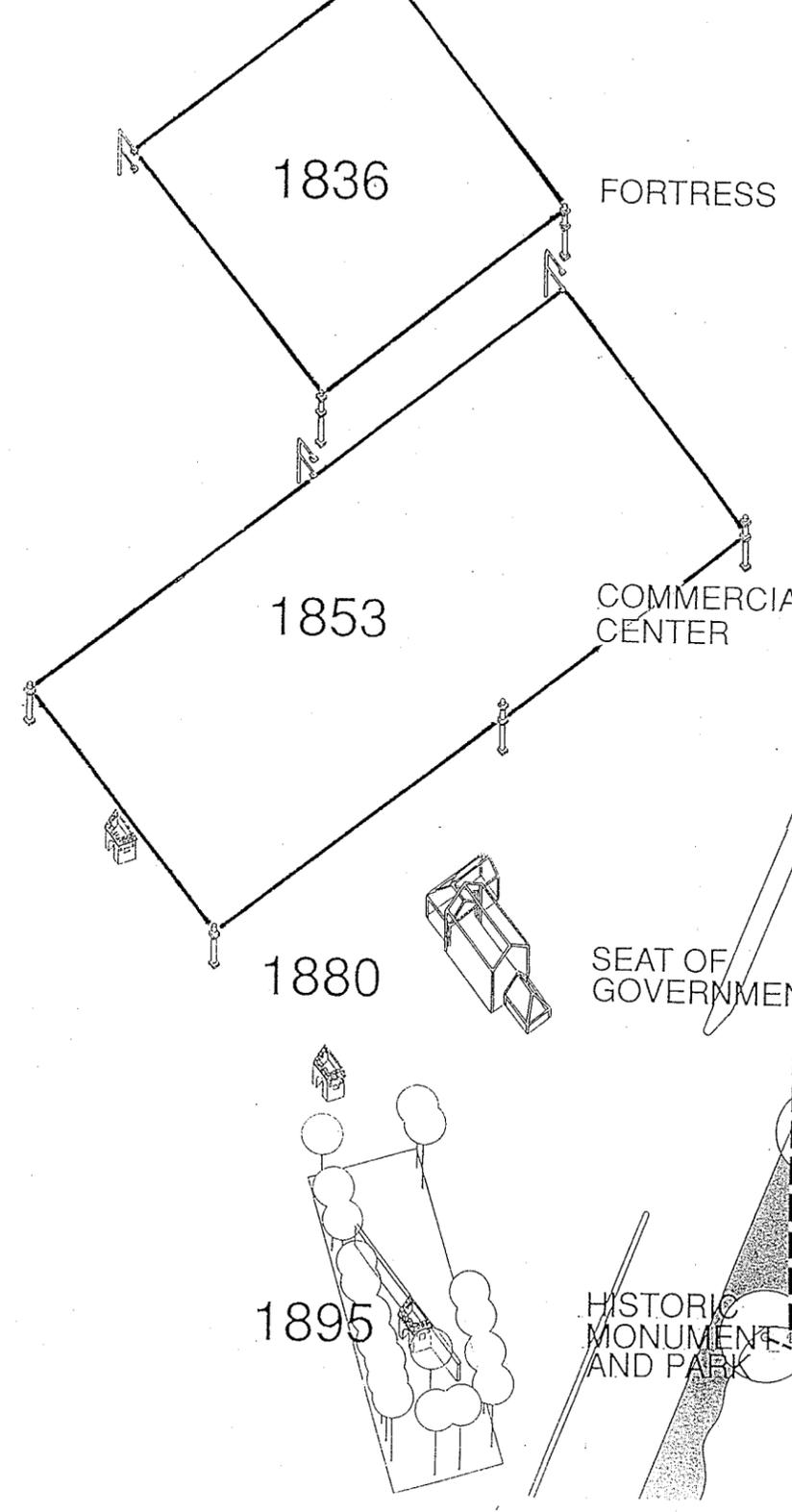
SOUTH



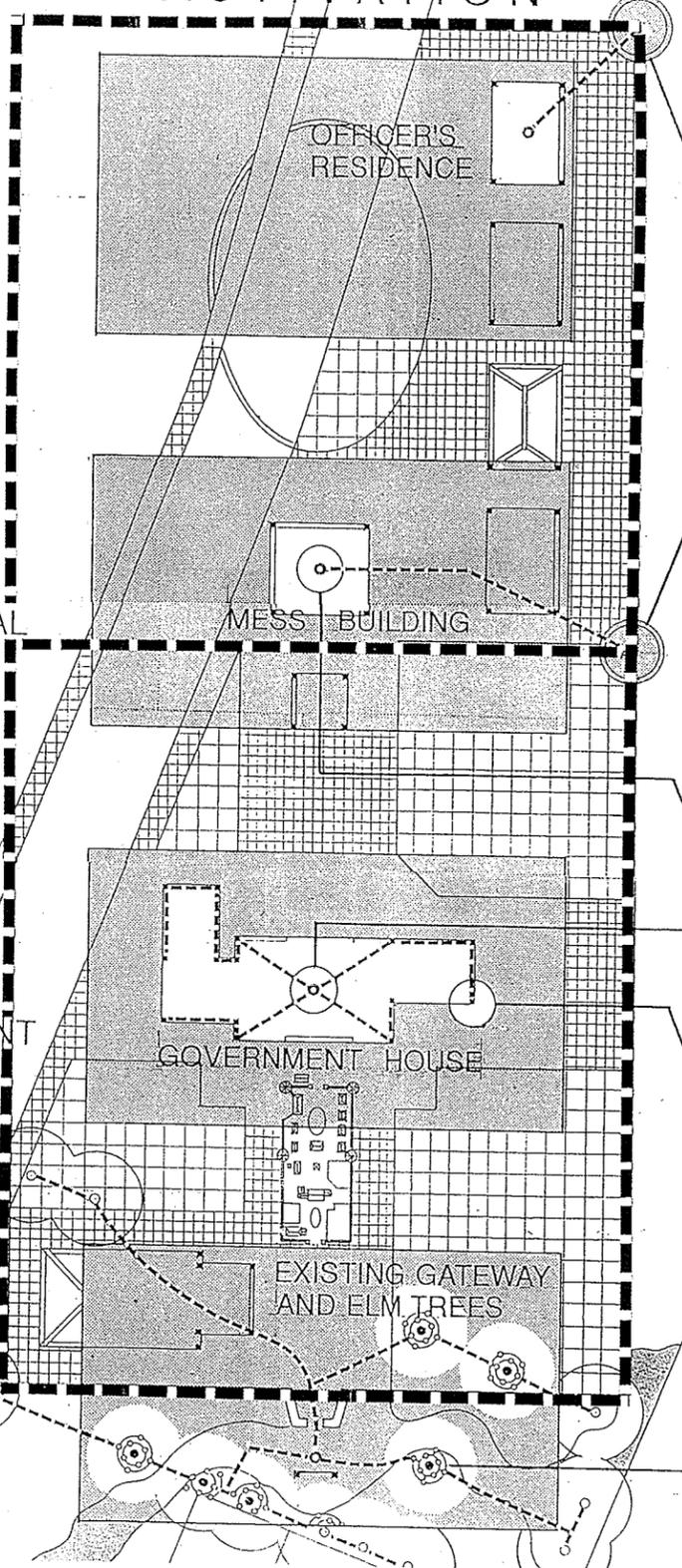
WEST #12

PLATE 8 - LIGHTING SEQUENCE  
& DETAILS

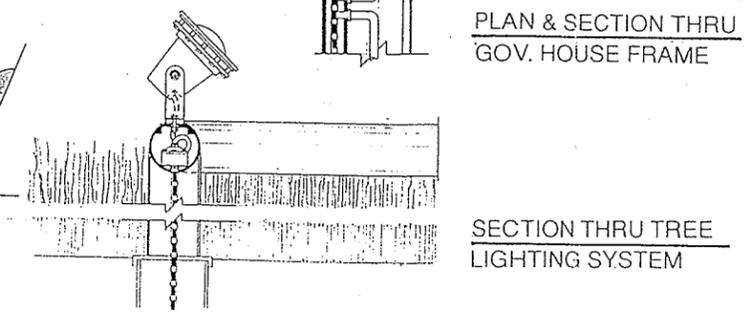
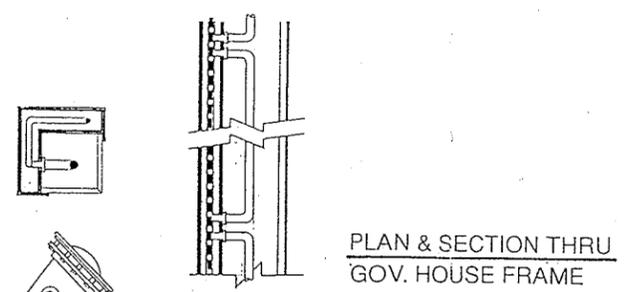
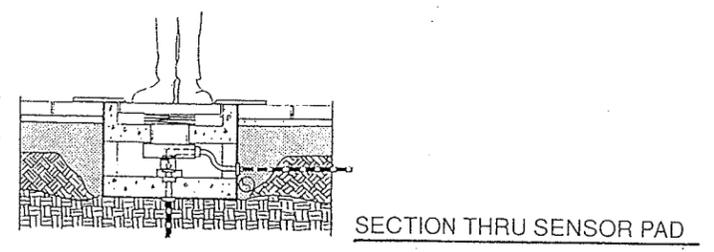
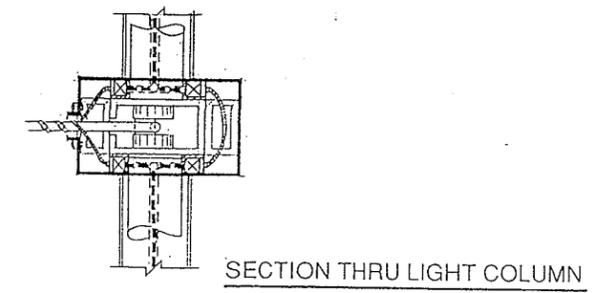
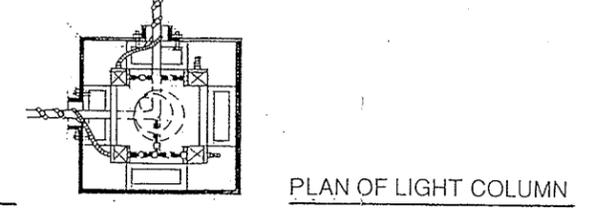
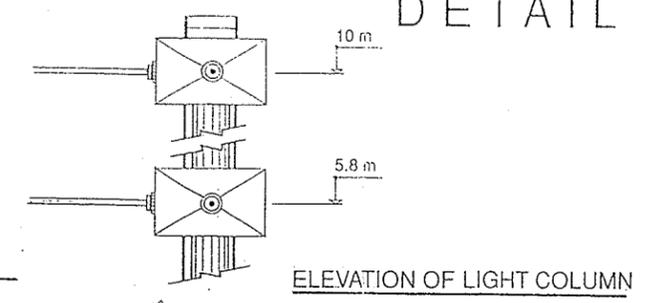
# LIGHT SEQUENCE



# ACTIVATION



# DETAIL



of these information screens continues the 'ghosting' and 'juxtaposition' metaphor of the concept, blending the text and imagery on the panels with the contemporary setting of the park (see Plate 7).

*Miniaturization :*

Accuracy in reproduction is always a concern with any project which uses, as its basis, elements from the past. There exists, however, irreconcilable differences between Upper Fort Garry's past and proposed form, the result of 150 years of site changes. The most obvious differences are between the location of the fort's entrances and the interior layout of its spaces, both having been affected by the location of Main Street.

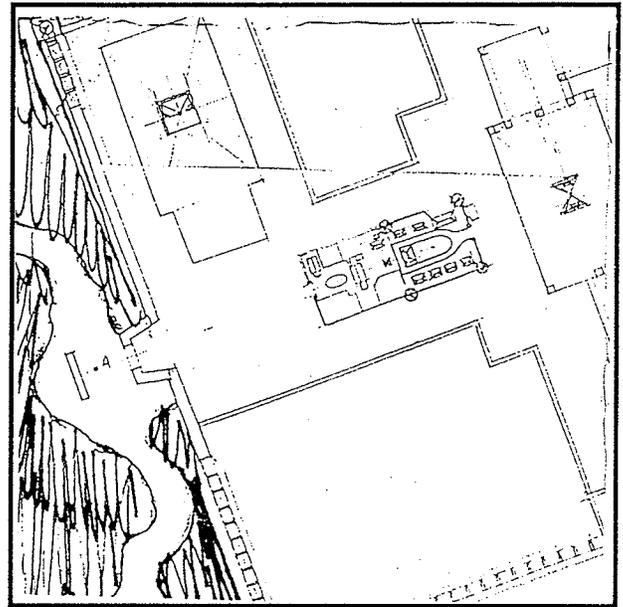


Figure 6.12 Location of replica model of Upper Fort Garry in relation to park entry.

In order to give a better sense of Upper Fort Garry's original appearance, a miniature (70 ft. x 31 ft.) of the fort is placed on axis to the gateway, immediately creating a symbolic link between the life-size object and its reduced version (see Fig. 6.12). The miniaturization of the fort, thus, allows for a more comprehensive interpretation of its scale and layout by effectively eliminating the present-day context which the original cannot ignore. The scale model becomes one way in which people interact with the park. By allowing users to move among the reduced buildings and garden areas, they get a better sense of the entries and the original organization of buildings and spaces within the fort. Juxtaposed against the ghosted form of the original fort is the solid form of the miniature, with its detailed facades and surfaces textures being faithful to the original.

*Symbolism :*

A study of Upper Fort Garry reveals two major axis which organize and define its historic character. A north-south (X axis) which extends through its front and back gateways, and a east-west (Y axis), which is formed by the later addition of oak timbers to the original stone

walls of the 1837 fort. The protracting of these two axis and their corresponding characteristics become the essential symbolic components that create a semblance of the fort's past.

The strongest connection between Upper Fort Garry's past and present appearance exists along its X axis. Historically Main Street was the main road which connected the upper and lower forts together (see Chapter 2 - 2.2.2).

This formed the primary commercial corridor for the early Red River Settlement. The termination of the main road at Upper Fort Garry resulted in many entrances being established along the eastern wall of the fort; a portion of the eastern wall was completely removed in front of the Hudson's Bay General Store during the 1860's. The importance of this store as the primary trading and supply depot for the area resulted in the east side of the fort having a strong 'urban' connection to the settlement. The western wall, by contrast, was seen as continuous barrier that separated the interior of the fort from the prairie landscape outside its walls (see Fig. 6.13).

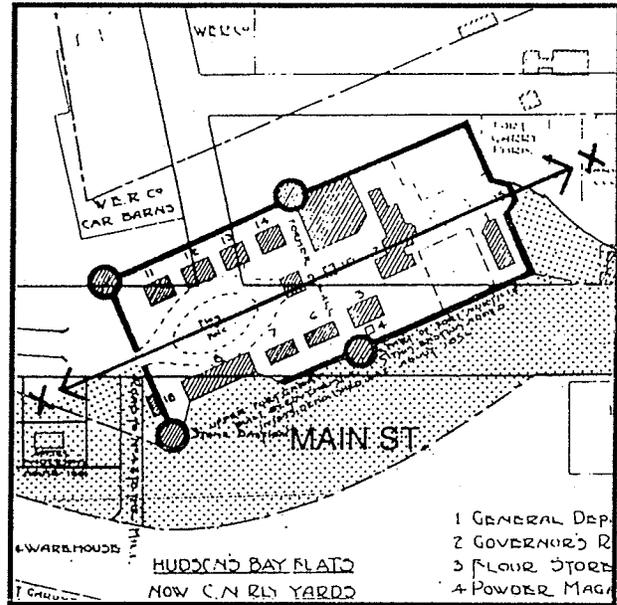


Figure 6.13 Separation of the "urban" side of Upper Fort Garry from the "natural" side, along the X-Axis

The western wall, by contrast, was seen as continuous barrier that separated the interior of the fort from the prairie landscape outside its walls (see Fig. 6.13).

The layout of the interior of the Upper Fort Garry corresponds to the two different periods in the fort's construction and their symbolic functions (represented by the fort's division along the Y axis). The south-half of the fort (the stone section) contains within it: the Hudson's Bay Company's General Store (1), Recorder's Residence (2), Men's Quarters (3), Mess Room (4), Officer's Residence (5), Inland Depot (6), Fur Store (7), and the Pemmican Store (8). The utilitarian function of this portion of the fort is not only reflected in its variety of building uses, but also in their organization around a central gathering space.

On January 19th and 20th, 1870, Fort Garry was the scene of a giant mass meeting. Upwards of a thousand people crowded into the *southern half* of the enclosure of the fort to hear the Canadian position concerning annexation presented by Chief Factor Donald A. Smith of Montréal.<sup>7</sup>

In contrast to the south was the axial layout of the north-half of the fort. Its function was primarily ceremonial, with the location of the Governor's Residence (9) and General Department (10) serving as the governing and administrative centers for the settlement. The framing of the Governor's House through the limestone gateway, therefore, becomes the strongest affiliation between the fort's axial layout and its symbolic functions (see Fig. 6.14).

The proposed design is concerned with integrating the preceding characteristics of Upper Fort Garry within its contemporary setting - *to create a stronger semblance of place, than what would otherwise exist*. Main Street, therefore, becomes the urban face of the park and Bonneycastle Park becomes its natural complement (see Plate(s) 1 & 2). The planting of Blue Stem grasses from the corner of Broadway and Main through the entire site (including Bonneycastle Park) not only uses the historic vegetation of the past to increase the in-

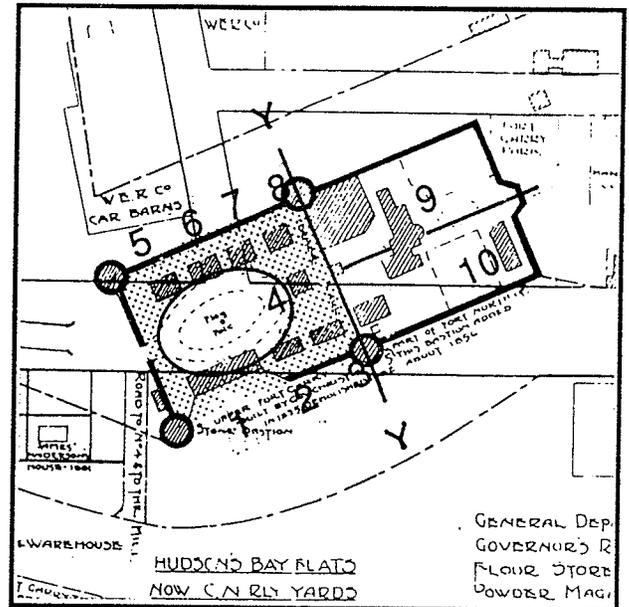


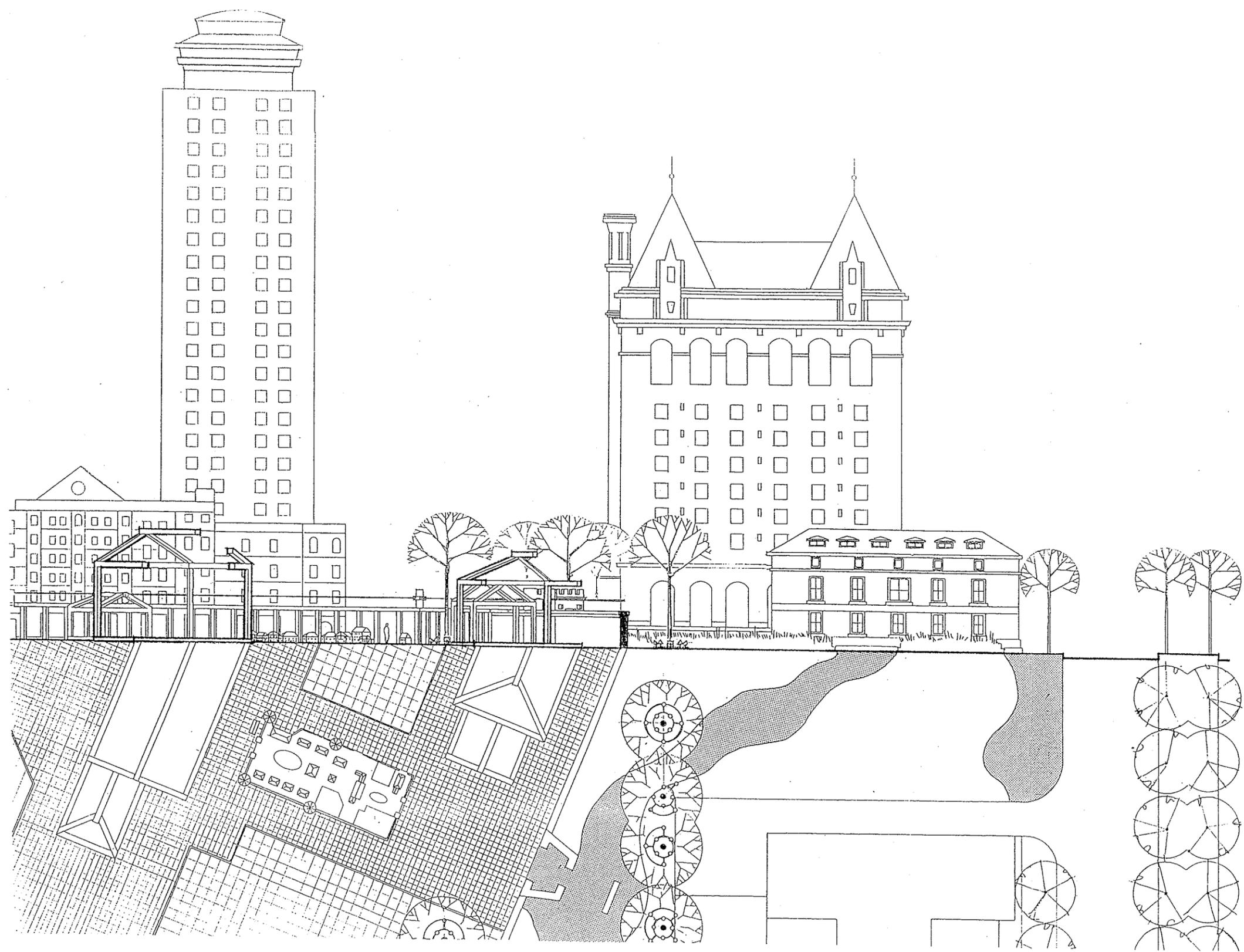
Figure 6.14 Separation of the south (quadrangle) layout of Upper Fort Garry from the north (axial) layout, along the Y-axis

terpretive potential of the park, but emphasizes the different character of the fort that historically existed along the X axis.

This contrast is further enhanced by stopping the ghosting of Upper Fort Garry at the point where Main Street crosses the fort, but continuing the line of the walls across the street and median. The texture of this line of paving, along with the planting of Blue Stem grasses on the median, helps to re-create a sense of entry (or exit) into the fort (and the downtown) from the south for those people travelling by car.

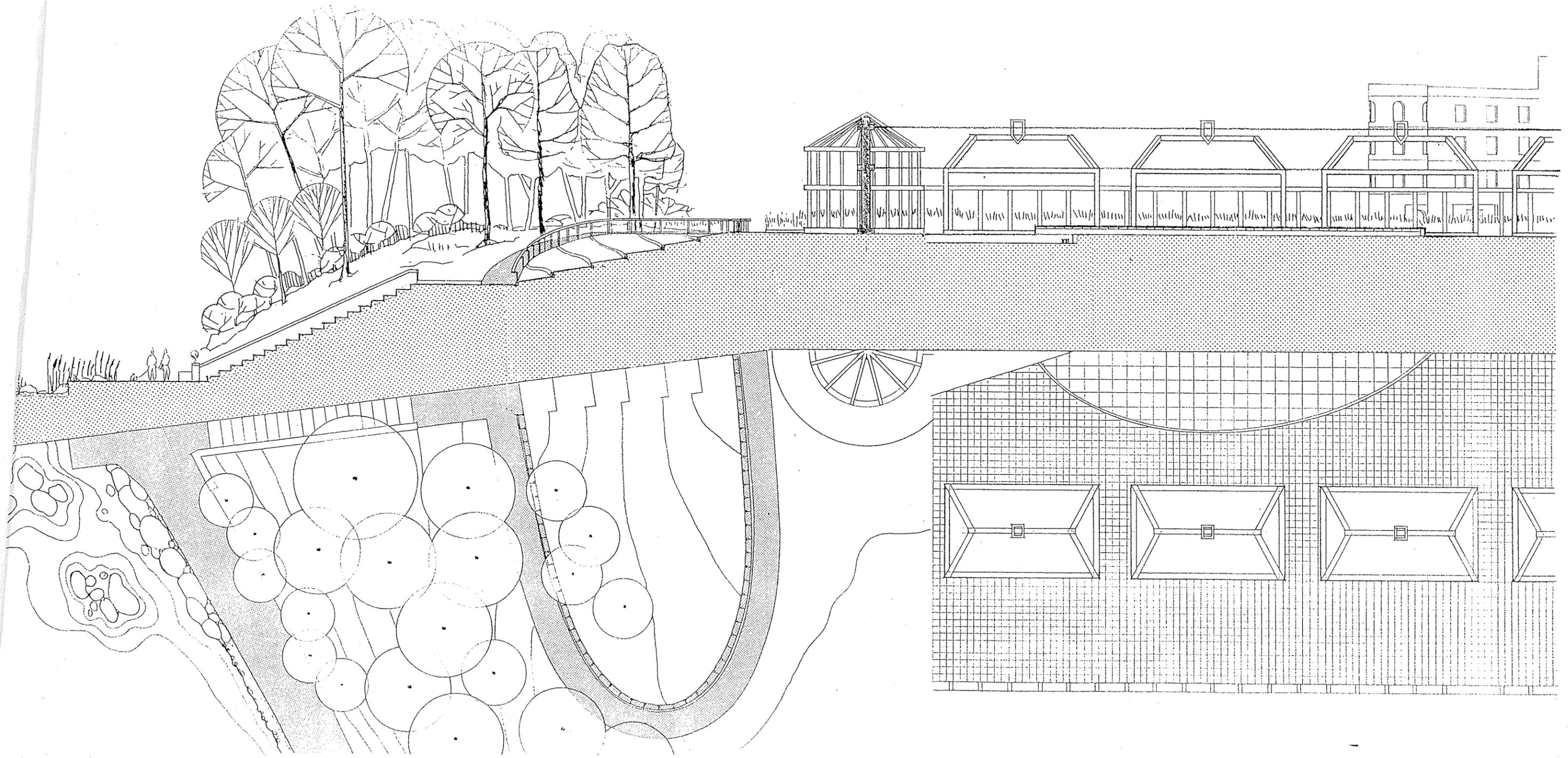
Similarly, the existing gateway becomes the primary pedestrian entrance into Fort Garry Park from the north (see Plate 9). A pathway is 'cut' through a field of Blue Stem grasses, leading from Main Street to the gateway (imitating the informal approach originally used to enter the fort). Once inside, the different shades of paving are used to delineate the original

PLATE 9 - SECTION THROUGH  
NORTHERN 'PORTAL'



SECTION A - A Broadway and Main 'North Portal'

PLATE 10 - SECTION THROUGH  
SOUTHERN 'PORTAL'



SECTION B - B Assiniboine Riverwalk 'South Portal'

garden areas and emphasize the fort's original layout along the Y axis.

In exiting the fort to the south the user enters directly into the existing riverbottom forest. The interpretation of the area's historic and native plant community is seen through a compression of the succession zone between the Blue Stem grasses and the riverbottom forest, ending at the Assiniboine River (see Plate 10). This sequence is experienced through either a gradual winding pathway (which is lit at night. See Plate 6) that ends at the Fork's Market (location of the historic port) or a more direct connection to the Riverwalk through a series of steps which lead directly down to the Assiniboine River.

#### 6.4.0 Conclusion :

The re-development of Fort Garry Park is a synthesis of a number of issues that would ultimately see Upper Fort Garry placed back onto the landscape, giving historic weight to the junction of the Red and Assiniboine rivers as the origins of Winnipeg. The success of the re-developed Forks site is clear evidence for the potential of combining recreation and heritage planning within the city's downtown. This practicum maintains that the Forks, as a historic site, is incomplete without Upper Fort Garry, and that the existing gateway of the fort is the strongest connection to the strategic importance of the Forks' two rivers and the city's early history as a fur trading outpost.

This practicum also demonstrates that the connection of Fort Garry Park to the Forks can be a very elegant one (despite some formidable obstructions) that can give distinction to an entire area of the downtown. At the same time, it is a commentary on the practice of historic conservation and the priority that a society places on its heritage. With regards to giving distinction to the downtown; Fort Garry Park is seen as giving closure to the eastern boundary of the South Ward by connecting together the major pedestrian corridors along Broadway Avenue and the Assiniboine Riverwalk. Upper Fort Garry becomes the hub for collecting people along these two passages and directing them into either the Forks (through a set of north and south portals), or into the adjacent neighborhood with its numerous important landmarks and features.

The practicum, as a discourse in historic conservation, sets out to challenge some of the traditional views towards authenticity of reconstruction in historic preservation. It asks some fundamental questions on what is the meaning and significance behind Upper Fort Garry and then illustrates the answers in a design. The difficulties that Upper Fort Garry presents is a lack of detailed information necessary for any authentic reconstruction and the contradictions that would naturally exist with its placement in a surrounding context of skyscrapers and streets (where does authentic reconstruction end?). This has resulted in a more interpretive reintegration of Upper Fort Garry back onto the landscape; one that focuses on the fort's

transformation along with that of the city. The reconstruction of the fort, with the use of 21st Century materials and technology, emphasizes an attempt to re-connect the city with its history, but also to maintain a level of honesty when confronting the period in which it was reconstructed. The expansion of Fort Garry Park's size to accommodate more recreation and interpretive use remains consistent with the type of land use development that has recently occurred and continues to define the character of the area.

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# CHAPTER 1

## FIGURE & IMAGE CREDITS :

SOURCE (S:) - CREDIT (C:)

Fig. 1.1

S: David B. James

C: The Author

Fig. 1.2

S: David B. James

C: The Author

Fig. 1.3

S: David B. James

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Fig. 1.4

S: David B. James

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Fig. 1.5

S: Land Survey Map AA25

C: City of Wpg. Planning Dept.

Fig. 1.6

S: David B. James

C: The Author

Fig. 1.7

S: The History of Postmodern  
Architecture

C: Heinrich Klotz

Fig. 1.8

S: Landscape Architecture, Vol.79,  
No.6, pp.62.

C: Kenneth M. Wyner

Fig. 1.9

S: David B. James

C: The Author

Fig. 1.10

S: CAA: Building and Gardens

C: Melvin Charney.

## CHAPTER 2

### FIGURE & IMAGE CREDITS :

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Fig. 2.1

S: Winnipeg in Maps: 1816-1972  
C: Public Archives of Manitoba.

Fig. 2.2

S: The Red-Assiniboine Junction.  
C: George Bryce

Fig. 2.3

S: The Red-Assiniboine Junction  
C: Public Archives of Canada

Fig 2.4

S: Winnipeg in Maps: 1816-1972  
C: Manitoba Free Press, Nov.9, 1922

Fig. 2.5

S: Winnipeg in Maps: 1816-1972  
C: Roberts, Reinhold & Co. Lith.

Fig. 2.6

S: The Red-Assiniboine Junction  
C: Public Archives of Canada

Fig. 2.7

S: Winnipeg in Maps: 1816-1972  
C: Hudson's Bay Co. Survey Office,  
1887

Fig. 2.8

S: Fine Arts Library photography  
collection  
C: University of Manitoba

Fig. 2.9

S: The Red-Assiniboine Junction  
C: Provincial Archives of Manitoba

Fig. 2.10

S: Winnipeg in Maps: 1816-1972  
C: Mortimer & Co. Lith. Ottawa

Fig. 2.11

S: The Red-Assiniboine Junction  
C: National Manitoba Collection

Fig. 2.12

S: David B. James  
C: Western Pictorial Index, Winnipeg,  
Manitoba

Fig. 2.13

S: David B. James  
C: The Author

Fig. 2.14

S: David B. James  
C: The Author

## CHAPTER 3

### FIGURE & IMAGE CREDITS :

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Fig. 3.1

S: Contemporary Landscapes in the  
World

C: Hilderman & Associates.

Fig. 3.2

S: Phase 1: Concept and Financial  
Plan

C: Forks Renewal Corporation

Fig. 3.3

S: David B. James

C: Airquest Resource Surveys Ltd.,  
Winnipeg, Manitoba

Fig. 3.4

S: David B. James

C: The Author

Fig. 3.5

S: David B. James

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Fig. 3.6

S: David B. James

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Fig. 3.7

S: David B. James

C: The Author

# CHAPTER 4

## FIGURE & IMAGE CREDITS :

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Fig. 4.1

S: Downtown Winnipeg Zoning By-law  
C: City of Winnipeg planning Dept.

Fig. 4.10

S: Downtown Winnipeg Zoning By-law  
C: City of Winnipeg planning Dept.

Fig. 4.2

S: David B. James  
C: The Author

Fig. 4.11

S: The Red-Assiniboine Junction  
C: Provincial Archives of Manitoba

Fig. 4.3

S: David B. James  
C: The Author

Fig. 4.12

S: Fine Arts Library photography  
collection  
C: University of Manitoba

Fig. 4.4

S: David B. James  
C: Airquest Resource Surveys Ltd.,  
Winnipeg, Manitoba

Fig. 4.13

S: David B. James  
C: The Author

Fig. 4.5

C: David B. James  
S: Western Pictorial Index,  
Winnipeg, Manitoba

Fig. 4.14

S: David B. James  
C: The Author

Fig. 4.6

S: David B. James  
C: The Author

Fig. 4.15

S: David B. James  
C: The Author

Fig. 4.7

S: David B. James  
C: The Author

Fig. 4.16

S: Fine Arts Library photography  
collection  
C: University of Manitoba

Fig. 4.8

S: David B. James  
C: The Author

Fig. 4.17

S: Downtown Winnipeg Zoning By-law  
C: City of Winnipeg planning Dept.

Fig. 4.9

C: David B. James  
S: Western Pictorial Index,  
Winnipeg, Manitoba

Fig. 4.18

S: Fine Arts Library photography  
collection  
C: University of Manitoba

Fig. 4. 19

S: David B. James

C: The Author

Fig. 4.20

S: David B. James

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Fig. 4.21

S: David B. James

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Fig. 4.22

S: David B. James

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Fig. 4.23

S: Downtown Winnipeg Zoning By-law

C: City of Winnipeg planning Dept.

Fig 4.24

S: David B. James

C: The Author

Fig. 4.25

S: The Red-Assiniboine Junction

C: McGill Archives, University of  
Montreal

Fig. 4.26

S: The Red-Assiniboine Junction

C: Hudson's Bay Library, Hudson's Bay  
House, Winnipeg, Manitoba

Fig. 4.27

S: Fine Arts Library photography  
collection

C: University of Manitoba

Fig. 4.28

S: David B. James

C: The Author

Fig. 4.29

S: Fine Arts Library photography  
collection

C: University of Manitoba

Fig. 4.30

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Fig. 4.31

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# CHAPTER 5

## FIGURE & IMAGE CREDITS :

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Fig. 5.7.1

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Fig. 5.1.2

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C: The Author

Fig. 5.7.2

S: Street and Transportation Dept.  
C: The Author

Fig. 5.1.3

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Fig. 5.8

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Fig. 5.2

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Fig. 5.9

S: David B. James  
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Fig. 5.3.1

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Fig 5.10.1

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Fig. 5.3.2

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Fig. 5.10.2

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Fig. 5.4

S: David B. James  
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Fig. 5.10.3

S: David B. James  
C: The Author

Fig. 5.5

S: Land Survey and Real  
Estate Department.  
C: The Author

Fig. 5.10.4

S: David B. James  
C: The Author

Fig. 5.6

S: Downtown Winnipeg Zoning By-law  
C: The Author

Fig. 5.10.5

S: David B. James  
C: The Author

# CHAPTER 6

## FIGURE & IMAGE CREDITS :

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Fig. 6.11

S: David B. James  
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Fig. 6.12

S: David B. James  
C: The Author

Fig. 6.13

S: Upper Fort Garry Gate -130 Main  
C: Thomas W. Leslie & F. B. Hazel

Fig. 6.14

S: Upper Fort Garry Gate -130 Main  
C: Thomas W. Leslie & F. B. Hazel

Plate 1

S: David B. James  
C: The Author

Plate 2

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Plate 3

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Plate 4

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Plate 5

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Plate 6

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Plate 7

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Plate 9

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Plate 8

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C: The Author

Plate 10

S: David B. James  
C: The Author

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# APPENDIX A - RIVERBOTTOM FOREST SPECIES LISTS :

The following is an excerpt taken from a 1989 document - *A Natural History Survey of Riverbanks: Winnipeg Core Area* by John P. Morgan. Done in concert with Hilderman, Witty, Crosby, Hanna and Associates: Landscape Architects and Planners, and Prairie Habitats. What the following lists is intended to show is the diversity and range of species which occur naturally along the river's edge.

## Field Inventory Results

### Trees and Shrubs :

Plains Cottonwood	<u><i>Populus deltoides</i></u>
American Elm	<u><i>Ulmus americana</i></u>
Chinese Elm	<u><i>Ulmus pumilla</i></u>
Manitoba Maple	<u><i>Acer negundo</i></u>
Willows	<u><i>Salix spp.</i></u>
Green Ash	<u><i>Fraxinus pennsylvanica</i></u>
Black Ash	<u><i>Fraxinus nigra</i></u>
Balsam Poplar	<u><i>Populus balsamifera</i></u>
White Spruce	<u><i>Picea glauca</i></u>
Eastern White Cedar	<u><i>Thuja occidentalis</i></u>
Red Osier Dogwood	<u><i>Cornus stolonifera</i></u>
Western Snowberry	<u><i>Symphiocarpus occidentalis</i></u>
Gooseberry	<u><i>Ribes sp.</i></u>
Twining Honeysuckle	<u><i>Lonicera dioica</i></u>
Common Caragana	<u><i>Caragana arborescens</i></u>

TOTAL = 15

APPENDIX A - Continued

Forbs :

Wormwood	<u>Artemesia sp.</u>
Common Buck	<u>Arctium lappa</u>
Asparagus	<u>Asparagus officinalis</u>
Canada Thistle	<u>Cirsium arveuse</u>
Perennial Sow Thistle	<u>Sonchus arvensis</u>
Dandelion	<u>Taraxacum sp.</u>
Goat's Beard	<u>Tragopogon sp.</u>
Lamb's Quarters	<u>Chenopodium albrum</u>
Silverweed	<u>Potentilla anserina</u>
Purple Loosestrife	<u>Lythrum salicaria</u>
Catchfly	<u>Silene sp.</u>
Stinging Nettle	<u>Urtica dioica</u>
Ragweed	<u>Ambrosia sp.</u>
Gumweed	<u>Grindelia squarrosa</u>
Wild Sarsaparilla	<u>Aralia nudicaulis</u>
Tall Lungwort	<u>Mertensia Paniculata</u>
Field Mint	<u>Mentha arvensis</u>
Meadow Rue	<u>Thalictrum sp.</u>
Vetches	<u>Vicia spp.</u>
Goldenrods	<u>Solidago spp.</u>
Wild Morning Glory	<u>Convolvulus sepium</u>
Clovers	<u>Trifolium spp.</u>
Alfalfa	<u>Medicago sativa</u>
Long-Fruited Anemone	<u>Anemone cylindrica</u>
Sunflower	<u>Helianthus annuus</u>

TOTAL = 25

APPENDIX A - Continued

Grasses :

Quack grass	<u>Agropyron repens</u>
Smooth Brome	<u>Bromus inerinus</u>
Barnyard Grass	<u>Echinochloa crusgalli</u>
Barley	<u>Hordeum vulgare</u>
Foxtail Barley	<u>Hordeum jabatum</u>
Green Foxtail	<u>Setaria viridis</u>
Blue Grass	<u>Poa sp.</u>
Prairie Cord Grass	<u>Spartina pectinata</u>
Reed Canary Grass	<u>Phalaris arunindacea</u>
Witch Grass	<u>Panicum capillare</u>
Rye Grass	<u>Elynus sp.</u>
Wild Oats	<u>Avena fatua</u>

TOTAL = 12

Aquatic Plants :

Sago Pondweed	<u>Potamogeton pectinatus</u>
Water Milfoil	<u>Myriophyllum spicatum</u>
Green Algae	Chlorophyta

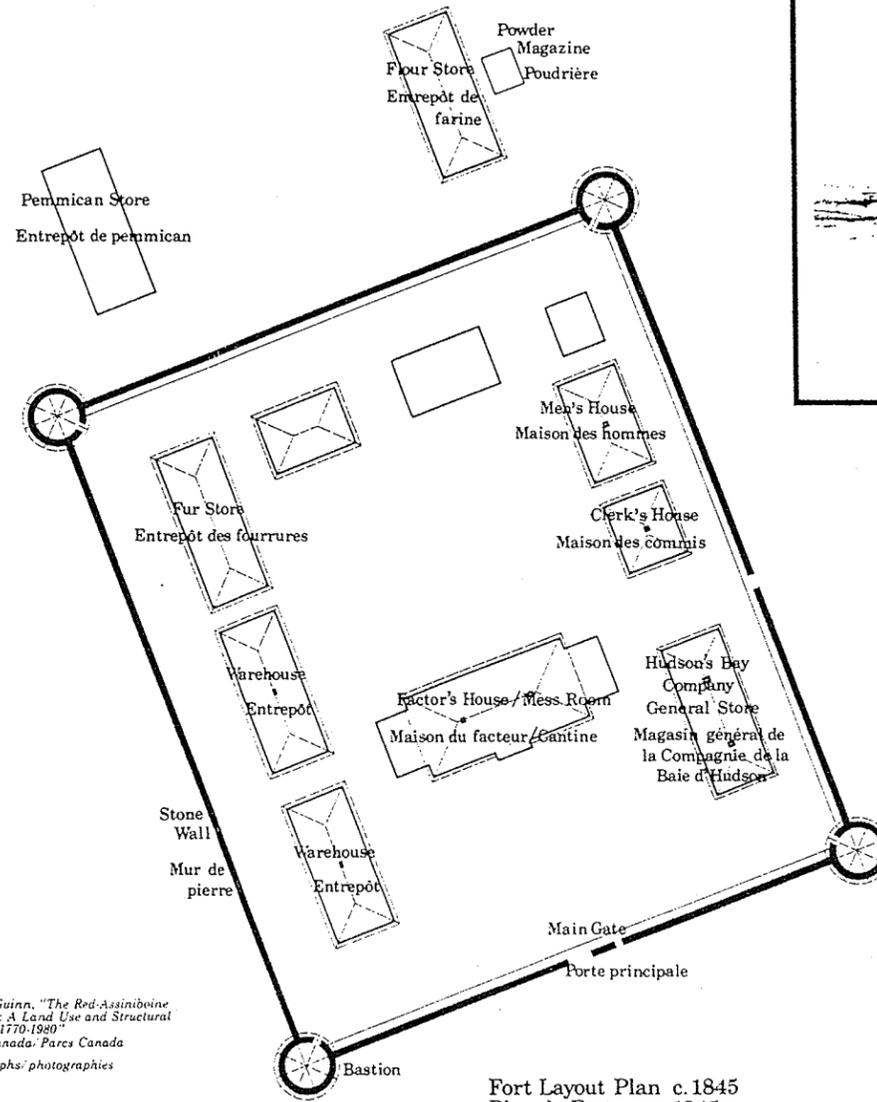
TOTAL = 3

## APPENDIX B - EXAMPLES OF INTERPRETIVE IMAGERY :

The following drawings are taken from existing interpretive plaques located in Fort Garry Park, originally done in 1982 by the office of *Hilderman, Feir, Witty and Associates: Landscape Architects and Planners*. The content and layout of these drawings are meant to serve as examples of how future images and text can be used as part of the interpretive program for the re-development of Fort Garry Park; documenting the historical development of Upper Fort Garry, Fort Garry Park, the City of Winnipeg and the Province of Manitoba - all having been greatly effected by the fort at one time or another.

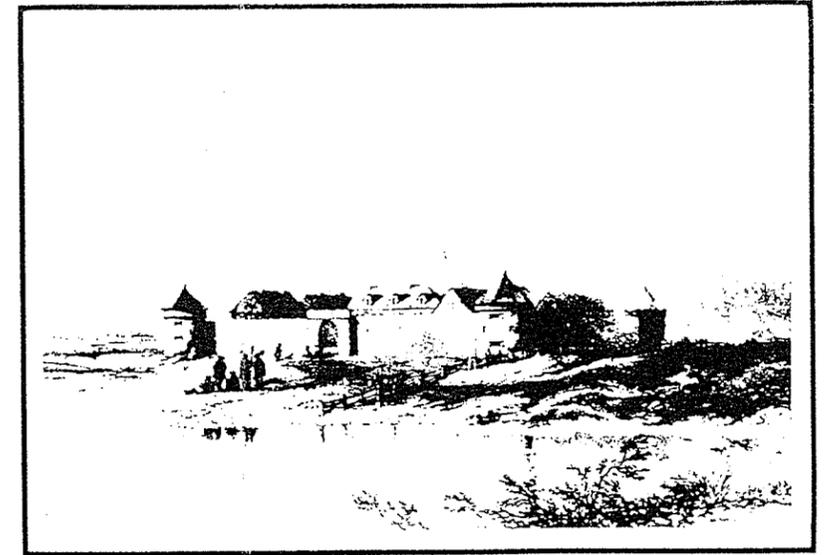
From its inception in 1834 Upper Fort Garry performed many roles. The new establishment soon became the administrative centre for the Hudson's Bay Company in the Red River District and a depot of "country provisions" and trade goods for the northern districts and the Red River Settlement. The fort also served as the seat of Government for the District of Assiniboia, the populated region within a sixty mile radius of The Forks. Preoccupied by the escalating private trade in furs, Company governor George Simpson persuaded the British government to establish a major garrison at Upper Fort Garry. Despite the presence of troops the free trade movement continued to gain momentum. On May 17, 1849, Guillaume Sayer was brought before the Court of Assiniboia at the Upper Fort court house on a charge of private trading. Although found guilty, Sayer left the court house a free man. The judgement was viewed by the Métis and free traders as a victory for free trade, while the Hudson's Bay Company saw the guilty verdict as a vindication of the Company's Charter. The result was a compromise and the end of an era in the history of the Red River settlement.

Dès ses débuts en 1834, l'Upper Fort Garry joua de nombreux rôles. Le nouvel établissement ne tarda pas à devenir le centre administratif de la Compagnie de la Baie d'Hudson dans le district de la rivière Rouge ainsi qu'un dépôt d'approvisionnement et d'articles de commerce destinés aux districts septentrionaux et à la colonie de la rivière Rouge. Le fort fut également le siège du gouvernement du district d'Assiniboia, région peuplée couvrant un rayon de soixante milles de la Fourche. Préoccupé par l'essor du commerce libre des fourrures, le gouverneur de la Compagnie, George Simpson, persuada le gouvernement britannique d'envoyer une garnison importante à l'Upper Fort Garry. Le commerce libre continua à prendre de l'ampleur malgré la présence des troupes. Le 17 mai 1849, Guillaume Sayer comparut devant le tribunal d'Assiniboia, au Palais de Justice de l'Upper Fort Garry. Il était accusé de s'être livré au commerce libre. Bien que reconnu coupable, Sayer fut élargi. Les Métis et les commerçants libres considérèrent ce jugement comme une victoire pour le commerce libre. La Compagnie de la Baie d'Hudson, quant à elle, trouva dans ce verdict de culpabilité la justification de sa charte. On en était donc arrivé à un compromis qui mettait fin à une époque dans l'histoire de la colonie de la rivière Rouge.

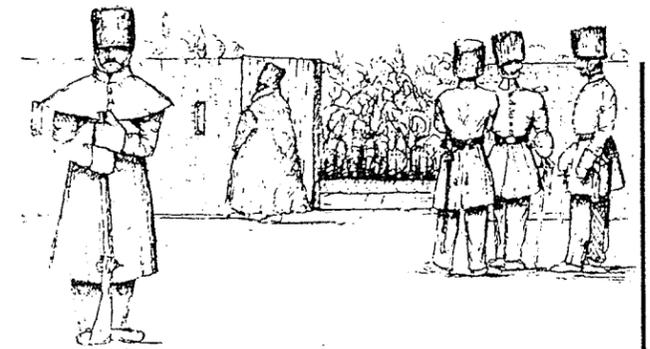


Sources: Rodger Guinn, "The Red-Assiniboine Junction: A Land Use and Structural History, 1770-1920" Parks Canada / Parcs Canada photographs / photographies

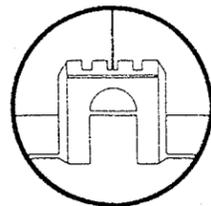
Fort Layout Plan c. 1845  
Plan du Fort vers 1845



Upper Fort Garry by Henry J. Warre. c. 1845-46. Hudson's Bay Company Archives.  
L'Upper Fort Garry, d'après un dessin de Henry J. Warre. Vers 1845-46. Archives de la Compagnie de la Baie d'Hudson.



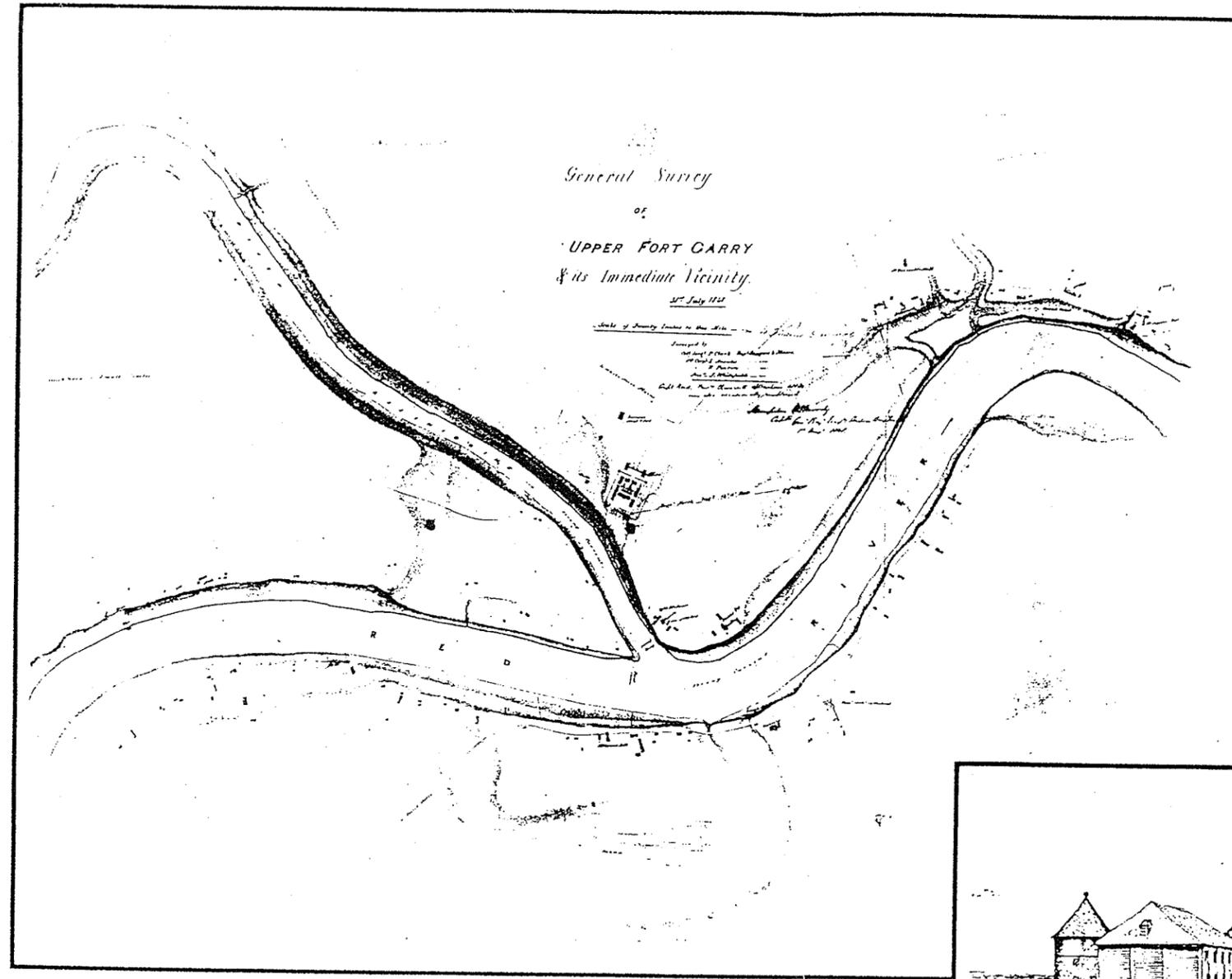
Soldiers of the Sixth Regiment of Foot at Upper Fort Garry 1846-1848. Glenbow-Alberta Foundation.  
Les soldats du 6e Régiment d'infanterie en garnison à l'Upper Fort Garry de 1846 à 1848. Glenbow-Alberta Foundation.



## UPPER FORT GARRY 1834-1851

## L'UPPER FORT GARRY, DE 1834 À 1851



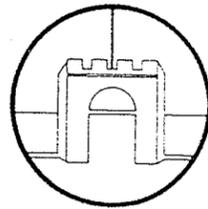
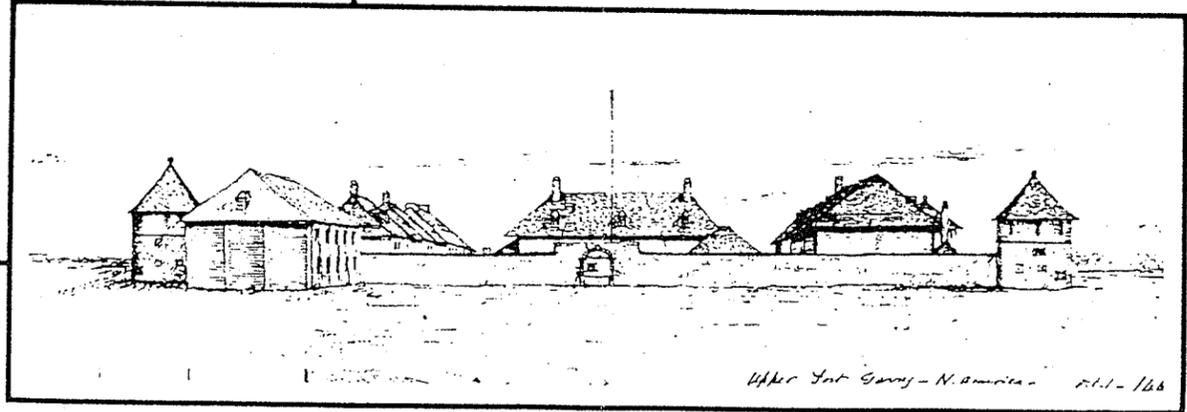


Survey plan of Upper Fort Garry and its immediate vicinity by Hampden Moody, 1848. Provincial Archives of Manitoba. Plan de l'Upper Fort Garry et de ses alentours immédiats par Hampden Moody, 1848. Archives provinciales du Manitoba.

A view of the Fort from the north showing the wall and gate that were removed during the enlargement. October 1848. Glenbow-Alberta Foundation. Le fort vu du nord. Le mur et la porte furent enlevés lors des travaux d'agrandissement. Vers octobre 1848. Glenbow-Alberta Foundation.

The survey map of 1848 provides us with a good picture of early Upper Fort Garry and its environs. Settlement outside the forts began in 1812 with the arrival of the Selkirk Settlers. With the amalgamation of the Hudson's Bay Company and the North West Company in 1821, many of the surplus traders retired to take up agricultural pursuits along the Red River. The Hudson's Bay Company established an experimental farm near the site of the Old Fort Garry in 1837. The location of the farm and the building of Upper Fort Garry reflected the importance of The Forks within the settlement. The experimental farm was a failure for many of the reasons that the Red River Settlement found existence difficult. It was isolated, hundreds of miles from the nearest community or market, and was very dependent on the Hudson's Bay Company. Because the fur trade offered only a small market for the farm surplus and buffalo hunt, and provided limited employment, the children of the settlers had few livelihoods to turn to other than private trading. Private trading or "free trade" was in direct conflict with the monopoly of the Hudson's Bay Company.

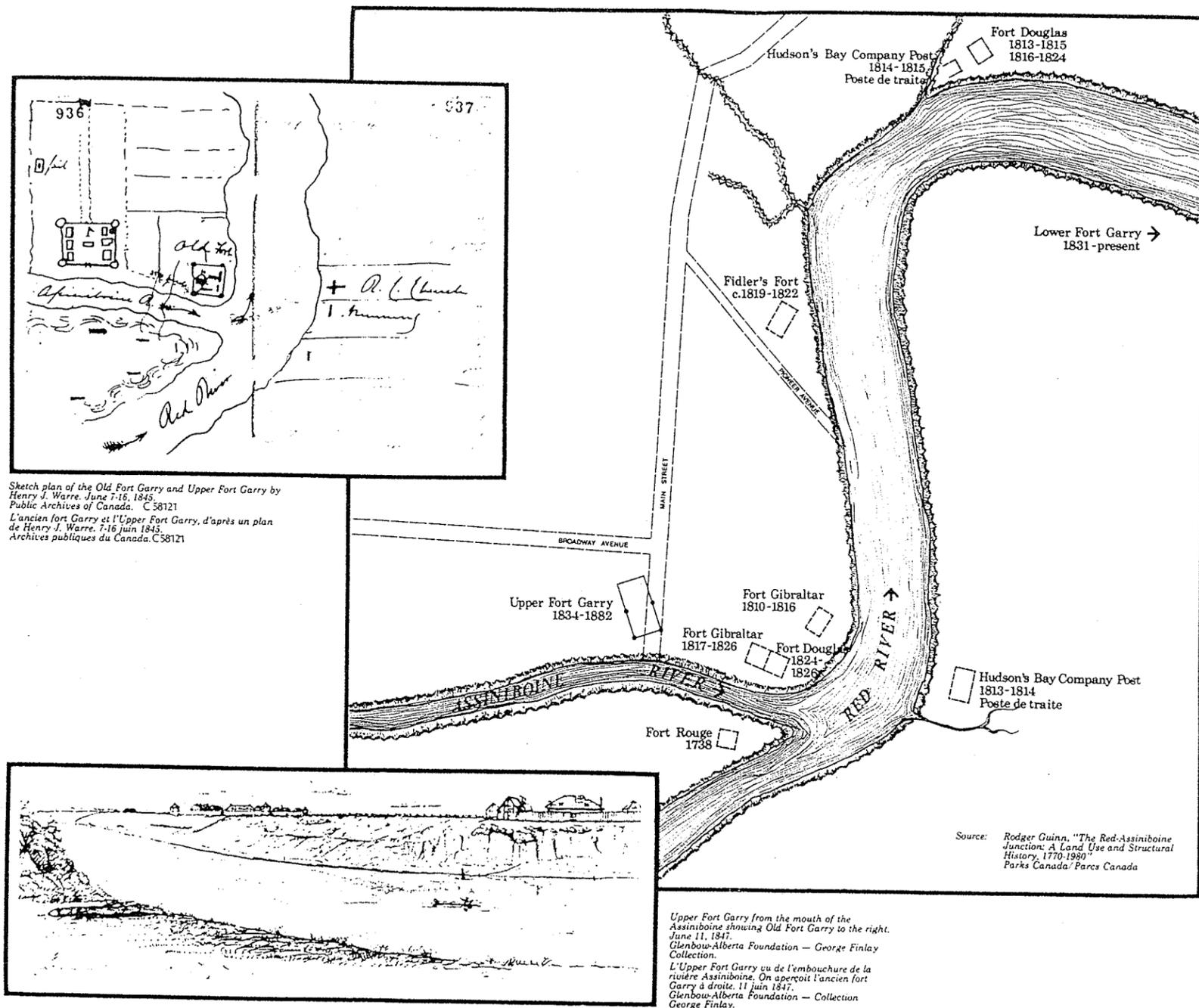
La carte topographique de 1848 nous donne une bonne idée de ce qu'étaient l'Upper Fort Garry et ses environs aux tous débuts. En 1812, avec l'arrivée des colons de Selkirk, on vit s'établir la première colonie à l'extérieur des forts. En 1821, lors du fusionnement de la Compagnie de la Baie d'Hudson et de la Compagnie du Nord-Ouest, un grand nombre des traiteurs dont les services n'étaient plus requis se mirent à cultiver la terre sur les bords de la rivière Rouge. En 1837, la Compagnie de la Baie d'Hudson établit une ferme expérimentale près de l'ancien fort Garry. Le choix de son emplacement et la construction de l'Upper Fort Garry témoignaient de l'importance qu'avait la Fourche aux yeux de la colonie. La ferme expérimentale se solda par un échec qui fut attribué à la plupart des raisons pour lesquelles les colons de la rivière Rouge trouvaient la vie difficile. Située à des centaines de milles de la localité ou du marché le plus proche, la colonie était isolée et dépendait dans une très large mesure de la Compagnie de la Baie d'Hudson. Du fait que la traite des fourrures n'offrait que quelques emplois et très peu de débouchés pour la vente des surplus agricoles et des produits de la chasse au bison, les enfants des colons n'avaient d'autres moyens de subsistance que le commerce libre. Ce dernier empiétait sur le monopole de la Compagnie de la Baie d'Hudson.



# UPPER FORT GARRY 1834-1851

## L'UPPER FORT GARRY, DE 1834 À 1851



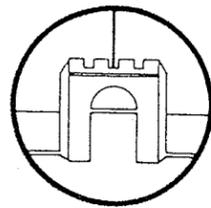


Sketch plan of the Old Fort Garry and Upper Fort Garry by Henry J. Warre, June 7-16, 1845. Public Archives of Canada. C 58121  
 L'ancien fort Garry et l'Upper Fort Garry, d'après un plan de Henry J. Warre, 7-16 juin 1845. Archives publiques du Canada. C58121

Upper Fort Garry from the mouth of the Assiniboine showing Old Fort Garry to the right. June 11, 1847. Glenbow-Alberta Foundation - George Finlay Collection.  
 L'Upper Fort Garry vu de l'embouchure de la rivière Assiniboine. On aperçoit l'ancien fort Garry à droite. 11 juin 1847. Glenbow-Alberta Foundation - Collection George Finlay.

Source: Rodger Guinn, "The Red-Assiniboine Junction: A Land Use and Structural History, 1770-1980" Parks Canada/Parcs Canada

- Après l'arrivée des Européens, les Assiniboines, les Cris de l'Ouest, les Ojibways et les Sioux considèrent tous la Fourche comme leur propre territoire. Les querelles entre les autochtones et les rivalités que suscitait la traite des fourrures rendirent nécessaire la construction d'un fort.
- 1730- La traite des fourrures attira les Français dans la région. Le fort Rouge, construit en 1738, fut leur seule tentative en vue d'implanter une colonie aux environs du confluent. La Fourche continua à servir de lieu de rendez-vous et de centre de distribution pour la traite des fourrures, mais elle avait à cet égard une importance secondaire en comparaison d'autres postes de traite de l'Ouest.
- 1760 La Compagnie du Nord-Ouest, dont le siège était à Montréal, fit construire le fort Gibraltar.
- 1810 En construisant le fort Douglas, la Compagnie de la Baie d'Hudson devint officiellement la rivale de la Compagnie du Nord-Ouest. Le fort Douglas servit également à protéger les colons de Selkirk arrivés en 1812. La Compagnie du Nord-Ouest et ses alliés métis détruisirent le fort en 1815. Il fut rebâti en 1816.
- 1813- La Compagnie de la Baie d'Hudson fit construire au moins trois postes de traite à la Fourche, dont Fidler's Fort.
- 1813- Le fusionnement de la Compagnie du Nord-Ouest et de la Compagnie de la Baie d'Hudson mit fin au conflit qui les opposait. Le fort Gibraltar, que l'on rebaptisa fort Garry, devint à nouveau le centre de la traite des fourrures.
- 1824 Le fort Douglas abrita la résidence du gouverneur jusqu'en 1824, après quoi elle fut établie près du fort Garry.
- 1826 Ravagés par l'inondation, les deux forts furent abandonnés.
- 1831 Le Lower Fort Garry fut construit à vingt milles au nord de la Fourche.
- 1834 On entreprit la construction de l'Upper Fort Garry, dernier fort érigé à la Fourche.
- After European contact, the Assiniboine, Western Cree, Ojibwa and Sioux Indians all considered The Forks as their own territory. The Indian disputes and the fur trade rivalries made fortification necessary for occupation.
- 1730- The fur trade brought the French into the region. Their only attempt at a permanent settlement near The Forks was Fort Rouge built in 1738. The Forks continued to serve as a rendezvous and distribution point for the fur trade but the site was only moderately important compared to other fur trade places in the West.
- 1760 The North West Company of Traders out of Montreal built Fort Gibraltar.
- 1810 The Hudson's Bay Company formalized their competition by building Fort Douglas. It also served as protection for the Selkirk Colony which arrived in 1812. The Fort was destroyed by the Nor'westers and their Métis allies in 1815 and rebuilt in 1816.
- 1813- The Hudson's Bay Company built at least three trading posts at The Forks, including Fidler's Fort.
- 1813- The amalgamation between the Nor'westers and the Hudson's Bay Company ended the time of conflict. The focus of trade returned to Fort Gibraltar which was renamed Fort Garry.
- 1824 Fort Douglas remained the residence of the Governor until 1824 when it was moved alongside Fort Garry.
- 1826 Both Forts were seriously damaged by the flood and were abandoned.
- 1831 Lower Fort Garry was built twenty miles north of The Forks.
- 1834 Work started at Upper Fort Garry, which was the last fort to be constructed at The Forks.



# THE OLD FORTS OF WINNIPEG

## LES ANCIENS FORTS DE WINNIPEG



During the 1870's, Upper Fort Garry remained the seat of the provincial government, the headquarters of the Tenth Canadian Military District, and the administrative centre of the Hudson's Bay Company Northern Department. Meanwhile, in its adjoining 500 acre reserve, the Company was locked in a fierce struggle with the Winnipeg business community to secure the future urban growth. By 1880, it was evident that Winnipeg's urban future would centre on the corner of Portage and Main.

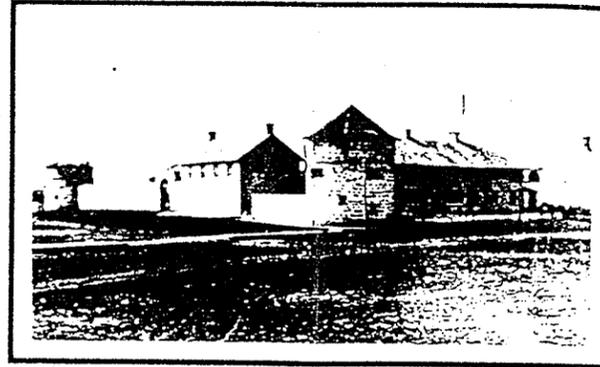
The Fort structure was viewed as a liability to the Hudson's Bay Company. Their new retail store opened on Main Street at York Avenue in October 1881. The Fort was in the way of the extension of Main Street to the south and the Company was hoping the railway would be routed across the Red River through their property.

As the Company developed its reserve, the Fort walls and buildings were gradually torn down or relocated. In 1882, during an unprecedented land boom, the Fort property was sold. By the end of the century, all that remained of Upper Fort Garry was the north gate.

Pendant les années 1870, l'Upper Fort Garry demeura le siège du gouvernement provincial, le quartier général du dixième district militaire canadien et le centre administratif du département Nord de la Compagnie de la Baie d'Hudson. Entre-temps, la Compagnie livrait une lutte acharnée aux hommes d'affaires de Winnipeg, car elle voulait voir la ville se développer sur la réserve de 500 acres dont elle disposait aux environs du fort. Vers 1880, il devint évident que l'expansion de Winnipeg se ferait à partir de l'angle de Portage et Main.

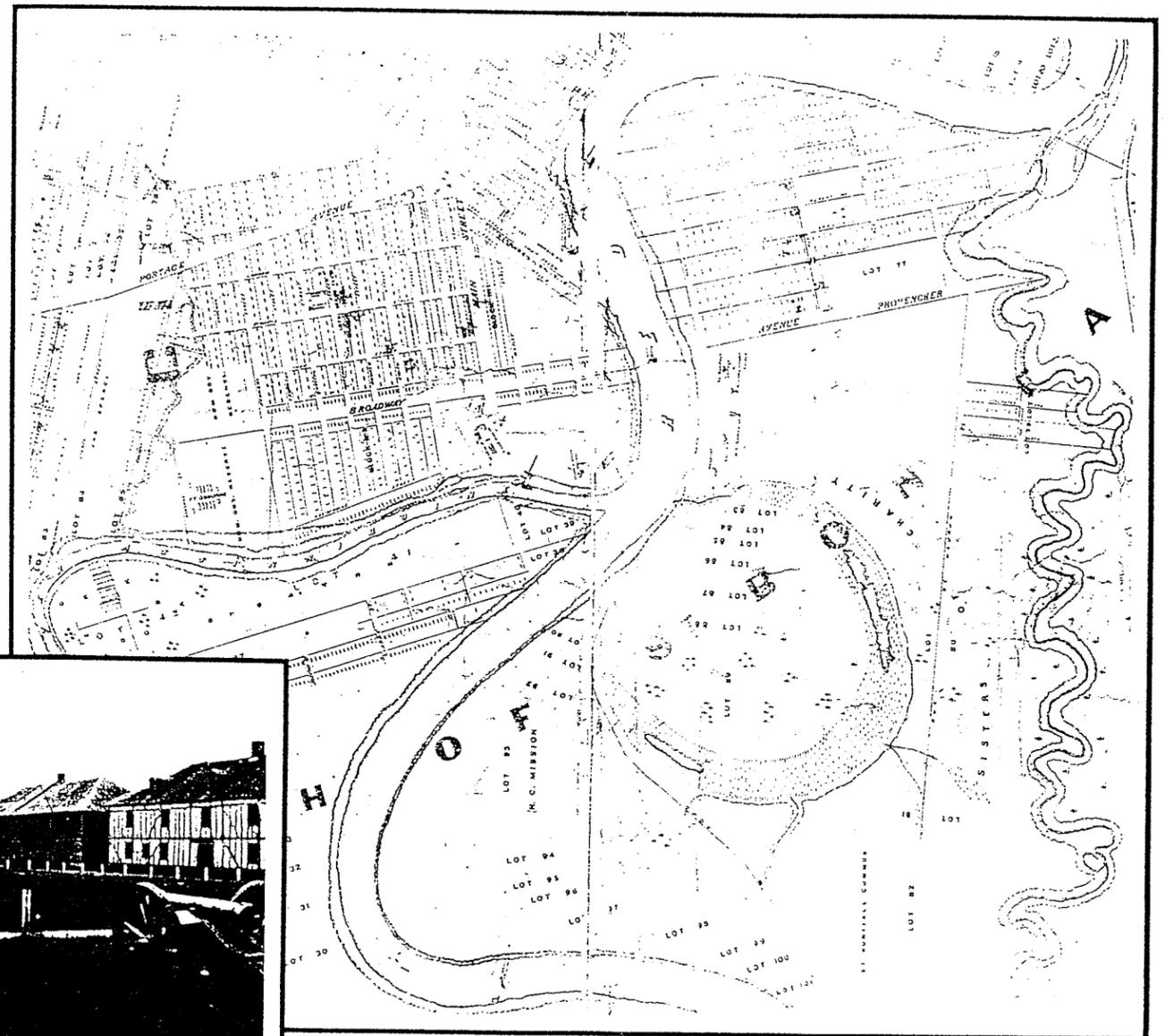
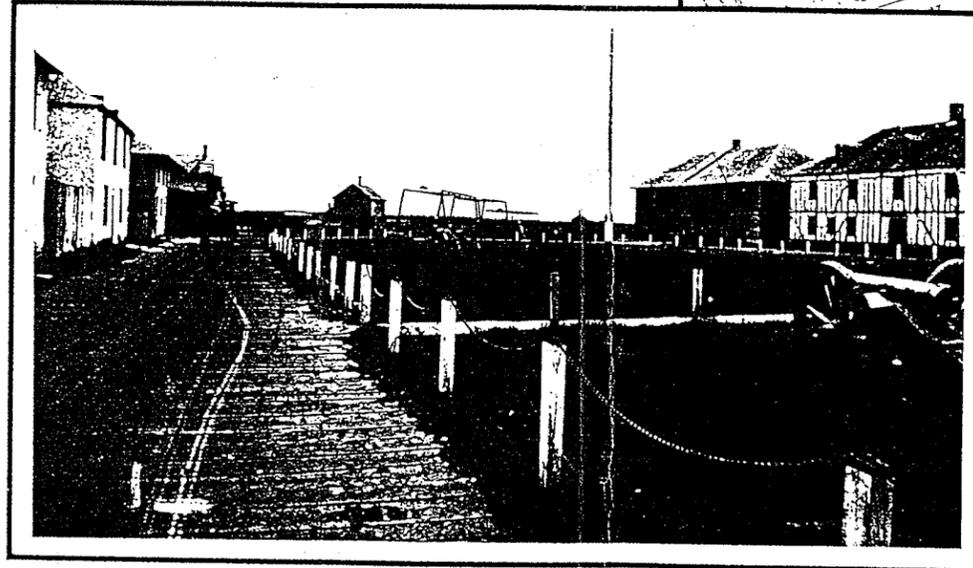
Le fort était considéré comme un handicap pour la Compagnie de la Baie d'Hudson, qui ouvrit son nouveau magasin de détail à l'angle de la rue Main et de l'avenue York en octobre 1881. Le fort nuisait au prolongement de la rue Main vers le sud et la Compagnie espérait que la voie ferrée passerait sur sa propriété pour ensuite enjambrer la rivière Rouge.

Tandis que la Compagnie aménageait sa réserve agraire, les murs et les bâtiments du fort furent progressivement démolis ou déménagés. En 1882, alors que le marché immobilier connaissait un essor sans précédent, le fort fut vendu. À la fin du siècle, il ne restait plus de l'Upper Fort Garry que la porte nord.

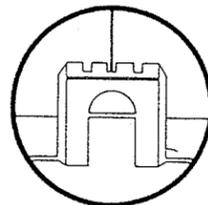


*View from the southeast showing part of the stone wall removed and the Hudson's Bay Company General Store relocated to face onto Main Street. c. 1873-1874. Provincial Archives of Manitoba. Vue du sud-est montrant la partie du mur en pierre qui fut enlevée et le magasin général de la Compagnie de la Baie d'Hudson qui fut rénové pour ainsi donner sur la rue Main. Vers 1873-1874. Archives provinciales du Manitoba.*

*An interior view of the Fort looking south, showing the stone walls replaced by wooden fences and the first Main Street Bridge in the background. c. 1881. Bruce Decker Collection. L'enceinte du fort vue du sud. Les clôtures en bois ont remplacé les murs en pierre; on aperçoit le premier pont de la rue Main à l'arrière-plan. Vers 1881. Collection Bruce Decker.*

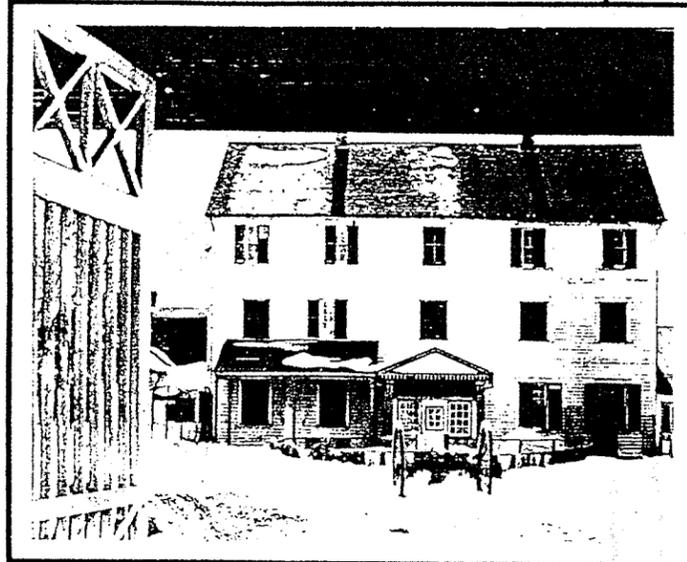


*A portion of a map of the City of Winnipeg by G. McPhillips Jr. The map shows the development of Winnipeg and how the Fort stood in the way of the extension of Main Street. May 29, 1877. Public Archives of Canada. C 98624.6. Partie d'une carte de la ville de Winnipeg dressée par G. McPhillips le jeune. La carte montre comment la ville s'est étendue et que le fort empêchait que l'on prolonge la rue Main. 29 mai 1877. Archives publiques du Canada. C98624.6*



## END OF AN ERA LA FIN D'UNE ÉPOQUE





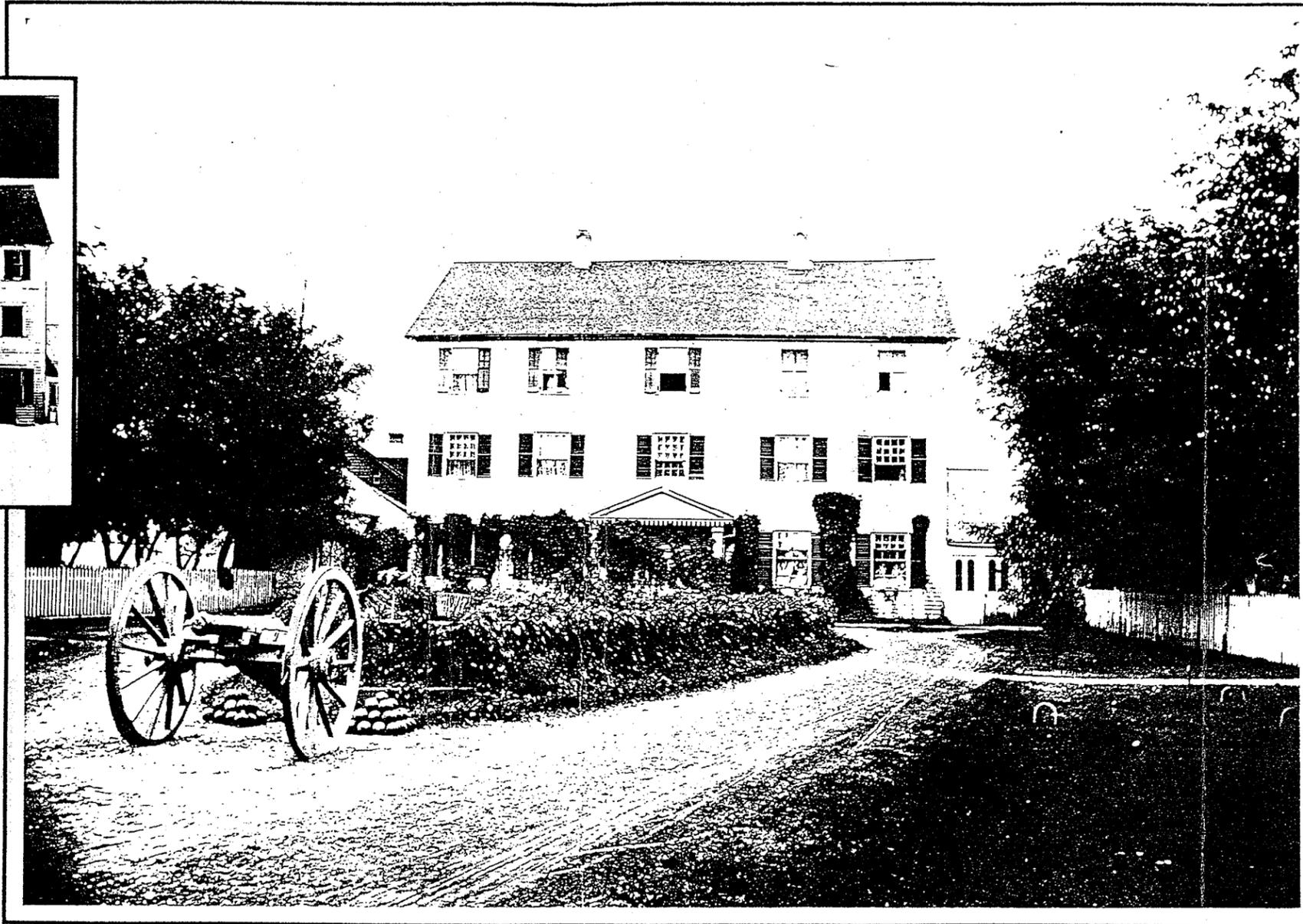
*View of Government House in winter, through the North Gate, c. 1880.  
Provincial Archives of Manitoba.  
Vue de la résidence du gouverneur général en hiver, de la porte nord, vers 1880.  
Archives provinciales du Manitoba.*

This three storey house which was built at the time the fort was enlarged (c. 1853) originally housed the Hudson's Bay Company's chief factor. It later became the home of the Governors of Assiniboia and from 1870 to 1883 it was Government House, the residence of the Lieutenant Governor of Manitoba.

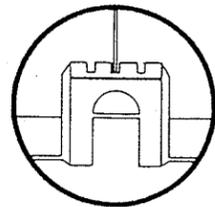
The large mural depicts the house as it stood in 1876 during the time that Lieutenant Governor Alexander Morris and Mrs. Morris were in residence. If you stand about 20' outside the gate, your view through the gate will be the same as when the building was actually there.

Cette maison de trois étages, bâtie à l'époque de l'expansion du fort (vers 1853), fut habitée en premier lieu par le facteur en chef de la Compagnie de la Baie d'Hudson. Elle devint plus tard la résidence des gouverneurs d'Assiniboia, puis de 1870 à 1883, celle du lieutenant-gouverneur du Manitoba.

Le grand tableau mural représente la maison telle qu'elle était en 1876 durant la résidence du lieutenant-gouverneur Alexander Morris et de son épouse. Si vous vous placez à environ 20 pieds à l'extérieur de la porte, vous aurez vraiment l'impression de vous trouver devant la maison.



*View of Government House showing the cannon facing the north gate, c. 1881.  
Bruce Decker Collection.  
Vue de la résidence du lieutenant-gouverneur montrant le canon qui fait face à la porte nord. Vers 1881.  
Collection Bruce Decker*



**GOVERNMENT HOUSE**

**RÉSIDENCE DU LIEUTENANT-GOUVERNEUR**



The stone gate which stands today is the last remnant of Upper Fort Garry. The portion of the wooden wall which has been reconstructed here is a replica of the wall built to surround the expanded fort in 1853-1854. The wall was constructed of two rows of 12" x 12" squared oak logs set on a Tyndall stone foundation and filled between with earth.

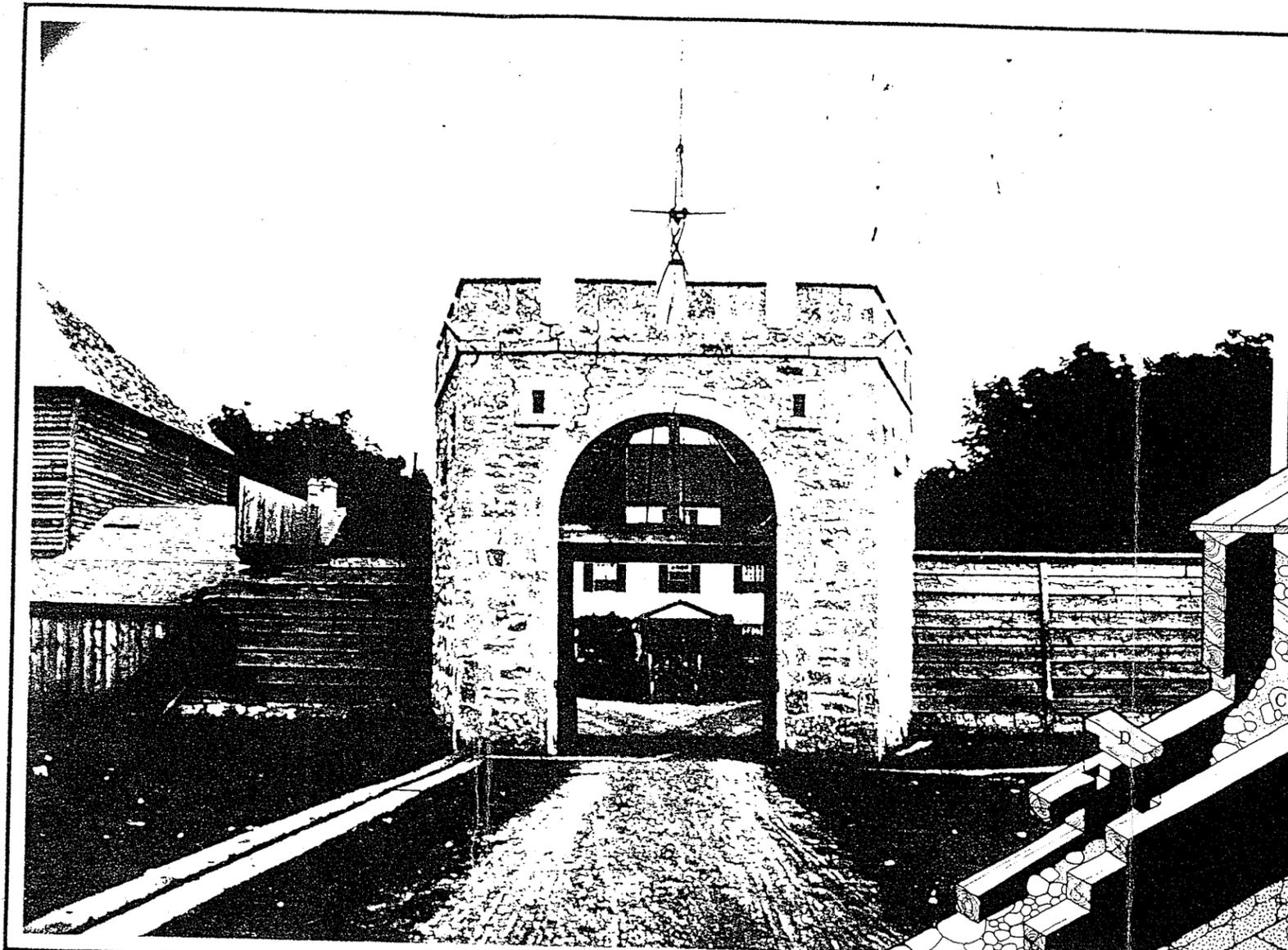
The north gate was not a public entrance to the fort, but a private gateway to the Governor's House and its gardens. The stone gate was designed by Chief Trader Alexander Hunter Murray who, wishing to see a more ornamental gate than that at the main entrance, sketched the design on the back of an envelope.

Chief Trader Murray had arrived in Upper Fort Garry just prior to the fort expansion from Alaska where he had established Fort Yukon in 1847. He retired and settled along the Red River.

La porte en pierre est aujourd'hui tout ce qui reste de l'Upper Fort Garry. La partie du mur en bois qui a été reconstruite est une réplique du mur érigé autour du fort après son expansion en 1853-1854. Ce mur consistait en deux rangées de rondins de chêne équarris mesurant 12 pouces sur 12 pouces et reposant sur des assises en pierre Tyndall. De la terre comblait le vide entre les deux rangées.

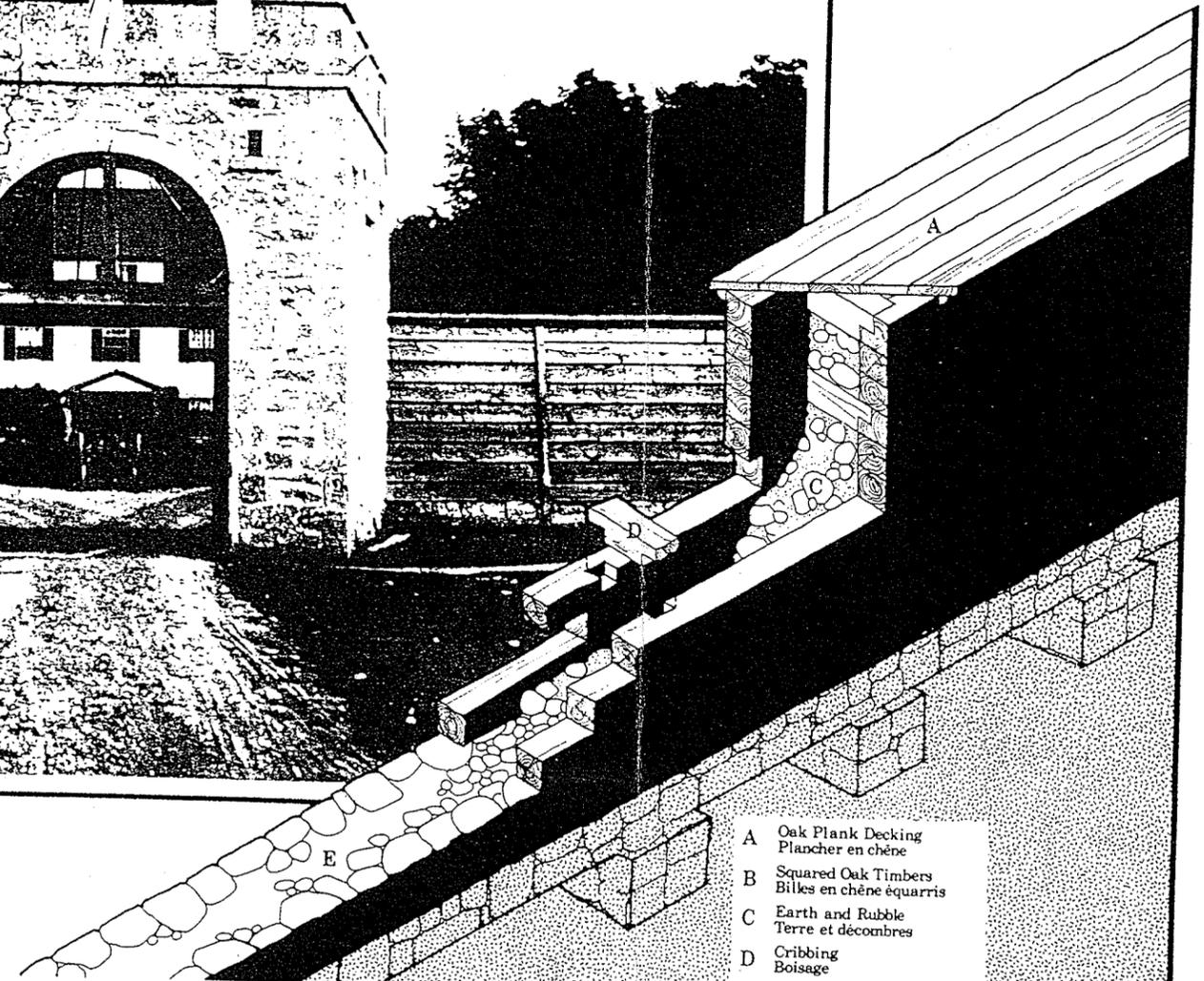
La porte nord n'était pas l'entrée principale du fort; elle donnait plutôt accès à la résidence du gouverneur et à ses jardins. Elle fut conçue par le traiteur en chef Alexander Hunter Murray qui, soucieux d'agréments cette entrée privée d'une porte plus ornementale que celle de l'entrée principale, fit un croquis de la porte en pierre au verso d'une enveloppe.

Le traiteur en chef Murray était arrivé à l'Upper Fort Garry, tout juste avant les travaux d'agrandissement, venant d'Alaska où il avait établi le fort Yukon en 1847. Il se retira sur les bords de la rivière Rouge.

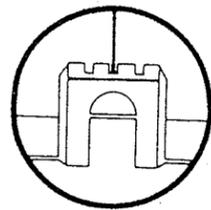


North gate to Upper Fort Garry with wall partially down. c. 1881.  
Bruce Decker Collection.

Porte nord donnant accès à l'Upper Fort Garry dont une partie du mur a été démolie. Vers 1881.  
Collection Bruce Decker.

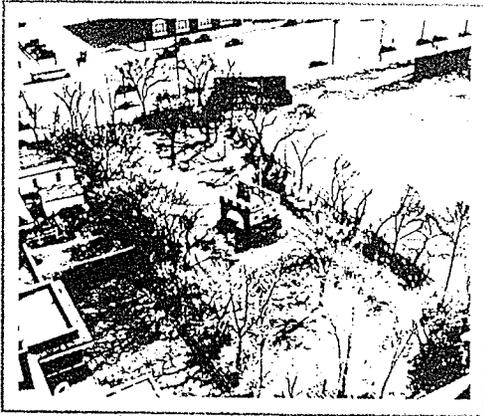


- A Oak Plank Decking  
Plancher en chêne
- B Squared Oak Timbers  
Billes en chêne équarris
- C Earth and Rubble  
Terre et décombres
- D Cribbing  
Boisage
- E Tyndall Stone Foundation  
Fondation en pierres Tyndall



## GATE AND WALL CONSTRUCTION CONSTRUCTION DE LA PORTE ET DU MUR

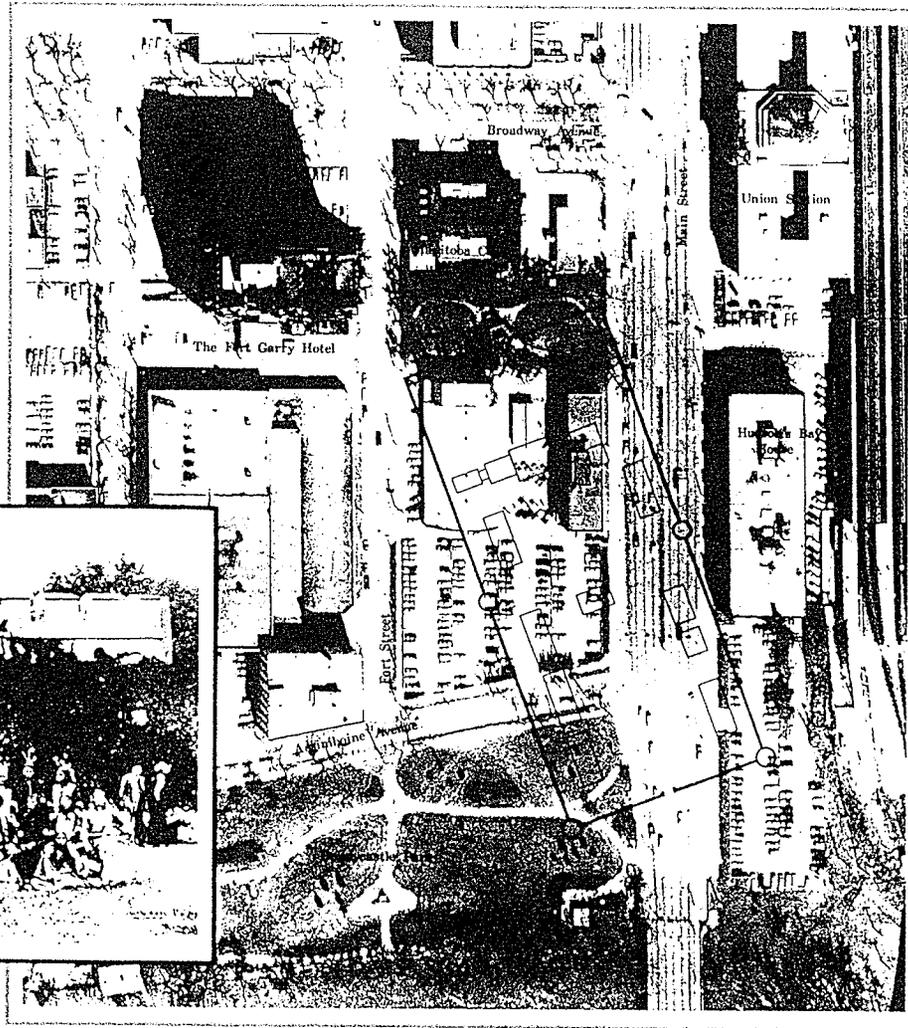




Aerial view of the park, c. 1952.  
Provincial Archives of Manitoba  
Vue aérienne du parc, Vers 1952  
Archives provinciales du Manitoba



Buffalo Bill and troupe at the Gate, c. 1910  
Provincial Archives of Manitoba, Gibson Photo  
Buffalo Bill et sa troupe près de la porte, Vers 1910  
Archives provinciales du Manitoba, Gibson Photo



The north gate was all that remained of Upper Fort Garry. About 1897, as the surrounding city developed, the site of the gate was set aside as a park.

The timbers of the old gate were replaced and the ground level was raised so the site would meet the grades of the adjacent streets. Eventually, paths were made and benches installed. Ornamental planting, including vines running up the walls of the gate, were added. For years the park was a favorite place for taking of photographs and enjoying the summer season.

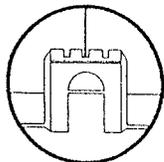
In 1982 the park was redeveloped as an interpretive facility. Remnants of the old park remain outside the gate.

La porte nord fut tout ce qui resta de l'Upper Fort Garry. Vers 1897, à l'époque où la ville grandissait aux alentours, on décida d'aménager un parc à l'endroit où se trouvait la porte.

On remplaça le bois d'œuvre de l'ancienne porte et l'on haussa le niveau du sol de façon à ce que l'emplacement soit à la même hauteur que les rues adjacentes. On y aménagea des sentiers et l'on y plaça des bancs. Des plantes ornementales et des vignes grimpant le long des parois de la porte vinrent embellir ce parc qui fut, pendant des années, un endroit idéal où prendre des photos et goûter les plaisirs de l'été.

En 1982, il reçut la vocation de parc d'interprétation. Les vestiges de l'ancien parc sont toujours à l'extérieur de la porte.

An aerial view of the site of Upper Fort Garry, as it was in April 1952.  
Photographie aérienne de l'emplacement de l'Upper Fort Garry tel qu'il était en avril 1952



FORT GARRY GATE PARK

LE PARC DE LA PORTE DU FORT GARRY

