

# Final Report

September 2004

HILDERMAN  
THOMAS  
FRANK  
GRAM



LANDSCAPE ARCHITECTURE • PLANNING  
2001 FAYATSONNETT AWARD FOR EXCELLENCE IN LANDSCAPE ARCHITECTURE  
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## Kenora Downtown Revitalization





## Acknowledgements

### Harbourtown Centre Committee:

Chair: Bill Richards  
Business Representatives: Dean Brennan, Hugh Jenson, Bob Birnie, John Berringer, Jim Tooke, Steven Strachen, David Penner, Barb Roulston  
City of Kenora Council Representatives: Len Compton, Rory McMillan, Colin Wasacase, Andrew Poirier  
Agency Representatives: Jennifer Rasmussen, Pam Bryson (FedNor), Theresa Stevens (MNDM), Buck Mariowski (LOWBIC), Lorne Kletke (LOWBIC)  
City of Kenora Staff: Jeff Port, Bill Preisenanz

Special thanks to Lori Nelson, Lake of the Woods Museum, for historic photographs.

### Study Team:

Prime Consultant: Jeff Frank, Reese Cowan, Lindsay Bodnarchuk, Kyle Sidwall,  
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Engineering: Bob Kurylko, Shane McCartney, Cynthia Desjardine, Wardrop Engineering  
Architecture: David Nelson, Nelson Architects  
Focus Groups: Suzanne Broten Business Consultants

This planning process has been made possible through financial contributions from Industry Canada (FedNor) and the City of Kenora as well as the commitment of time by the many volunteers on the Harbourtown Centre Committee.

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### Organization of Report

This document provides a summary of the key components of the planning process and details regarding the Revitalization Plan recommendations. Two background documents, bound separately, provide detail on the inventory and analysis and community consultation phases (Volume 1) and the alternatives, evaluations and detailed cost estimates (Volume 2). The plan also references previous planning documents, specifically the “Town of Kenora, Harbourfront Development Plan” October, 1998. By Nelson Architects and Hilderman Thomas Frank Cram.



# 1. Introduction

In September of 2003 the City of Kenora retained the planning and landscape architectural firm, Hilderman Thomas Frank Cram of Winnipeg together with the sub-consulting team of Wardrop Engineers, Nelson Architects and Suzanne Broten Business Consulting Services to prepare plans for the revitalization of the Harbourtown precinct in Kenora. The project was administered and directed by the Harbourtown Centre Committee of the City of Kenora.

## **The project objectives are:**

- “... to develop a greater sense of awareness of physical planning and the built environment within the city”;
- “... establish a conceptual plan for the physical development of the downtown area over the next five to ten years” ; and
- “... analyze and recommend potential partnerships with private property owners ... ”

The plan provides a program to achieve these objectives. The plan addresses:

- Infrastructure requirements;
- Traffic and pedestrian movement and wayfinding;
- Heritage preservation strategy;
- Image, branding and signage;
- Public/private partnership opportunities and enabling structure; and
- Necessary implementation steps.



*Study Area*





The study area includes the Harbortown Centre Planning designation within the City of Kenora. This generally includes the area from Husky the Muskie along Lakeview Drive through downtown east to the Mall and south to the Recreation Centre.

The consulting team undertook analysis of existing conditions. As well, focus group sessions were held in the fall of 2003 to identify key issues and ideas from citizens. Key issues include the condition of the 100 year old underground services in the area, traffic and parking concerns, signage and wayfinding, pedestrian movement, spatial qualities and heritage buildings.

The need to replace much of the underground utilities in the area is one of the major motivations for this project. Streets will have to be dug up in the coming years. This plan will inform the city on how to provide best value on the surface when these streets are restored. These plans are being developed in consideration of the needs of merchants and property owners in the downtown area. Phased implementation is being planned to avoid business disruptions to the greatest extent possible, and spread the capital cost of construction over a longer period of time.

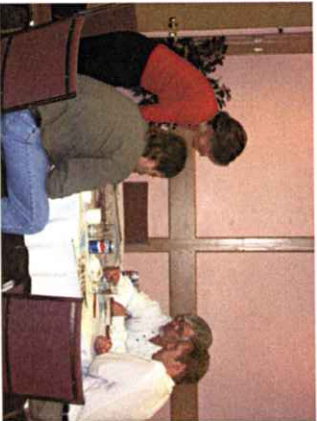


The revitalization plan includes a number of key proposals that address the following:

- Walking environments;
- Traffic;
- Parkings;
- Streetscaping;
- Wayfinding;
- Heritage building restoration;
- Interpretive opportunities; and
- Community Improvement Zone Program.







### **Kenora Downtown Revitalization Workshop**

The purpose of this workshop was to review the design alternatives and agree on a preferred direction and priorities for downtown renewal. A total of 12 committee members and City of Kenora Engineering Department staff, Planning and Community Services as well as representatives from the Federal and Provincial government participated in the workshop on February 26, 2004. The following describes the workshop process.

- The consultants provided an overview of the background information and illustrations of potential alternative designs:
- Overall spatial organization revolves around selection of a preferred traffic pattern (refer to maps of each):
    - Railway bypass,
    - Bernier Drive,
    - Matheson Street, and
    - Upgrade of existing roadways;
  - Within each pattern are a number of alternative organizations for individual areas in Harbourtown (refer to map of planning areas);
  - These alternative proposals can be mixed and matched or amended/improved; and
  - Each set of organizations will have a different impact on the project goal and create different opportunities to achieve the design principles.

Participants were divided into groups to test alternatives and discuss advantages and disadvantages of each grouping of components. One member of the consulting team facilitated each group. Groups were provided with a kit of parts which provided alternative designs for each of the planning areas to be used to test alternatives and propose a preferred organization.

Following this exercise, each group presented its findings. The results of the workshop are incorporated into the final proposals.





## Public Open House

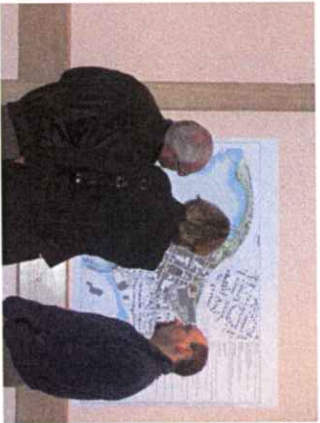
A public open house was held at the Best Western Lakeside Inn on May 6, 2004. Over 100 citizens visited during the course of the evening.

The format included display panels depicting the background information findings and recommendations for utility renewal, traffic and wayfinding, architectural treatments and streetscaping. Three alternative redevelopment schemes for Harbourfront were also presented. After a brief introduction by the HTC Chairman and the consultants, visitors reviewed the displays and engaged committee members and consultants in dialog regarding the various proposals. Visitors were asked to complete detailed comment sheets.

The overall impression of the committee and consultants was that there was considerable approval of the overall plan. The boardwalk from Husky the Muskie to the Lakeside Inn was very well received. No major complaints about the proposed traffic circle were heard.

Opinion on the Harbourfront design options was mixed between leave it alone to move the road towards the lake. Many comments were overheard of how pleased people were to have had the opportunity to participate in reviewing options rather than looking at a finished plan.

Few people dropped off the formal comment sheets. The eight responses support the anecdotal conclusions indicated above. A summary of the formal comments received is included in Appendix II.







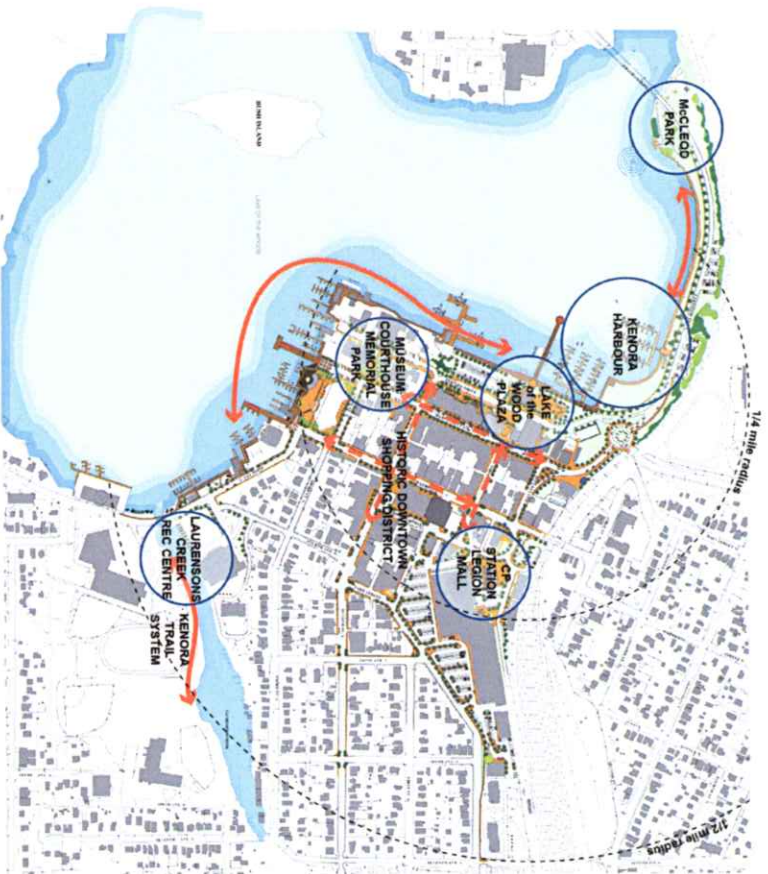
## 3. Revitalization Plan

### 3.1 Design Principles

The project's goal is to "turn Harbourtown into a destination". The following principles were proposed to help achieve that goal:

- Harbourtown will be easy to identify and to find;
- It will be easy to park your vehicle or boat, to walk to your destination, to shop, eat and play;
- A place where you will park near to your destination but wander extensively ... a good place to walk;
- Universally accessible;
- Interesting and stimulating;
- Clean and safe;
- Engaged with the lake and authentically Kenora;
- Adapted to the climate and weather – as nice in winter as it is in summer – and a refuge on rainy days;
- A good place to invest in a business such that more investment will yield more interesting and stimulating destinations and attractions;
- Attractive for year-round residents, seasonal residents and tourists; and
- Memorable (in a good way).





### 3.2 Precincts

The study area includes several distinct precincts each with its own character and context.

McCleod Park, Lakeview Drive and Kenora Harbour provide a spectacular vista for vehicular traffic on the major tourist route as well as a rich venue for walking between major attractions. The design intent for this precinct is to enhance these experiences and to better link the precincts to the downtown shopping areas.

Lake of the Woods Plaza includes the Harbourfront area and its links to the other precincts. This area provides a venue for animation and events and the opportunity to link the downtown to the lake. The design intent is to enhance the value of the area for business and tourists and to establish improved connectivity between downtown and the lake.

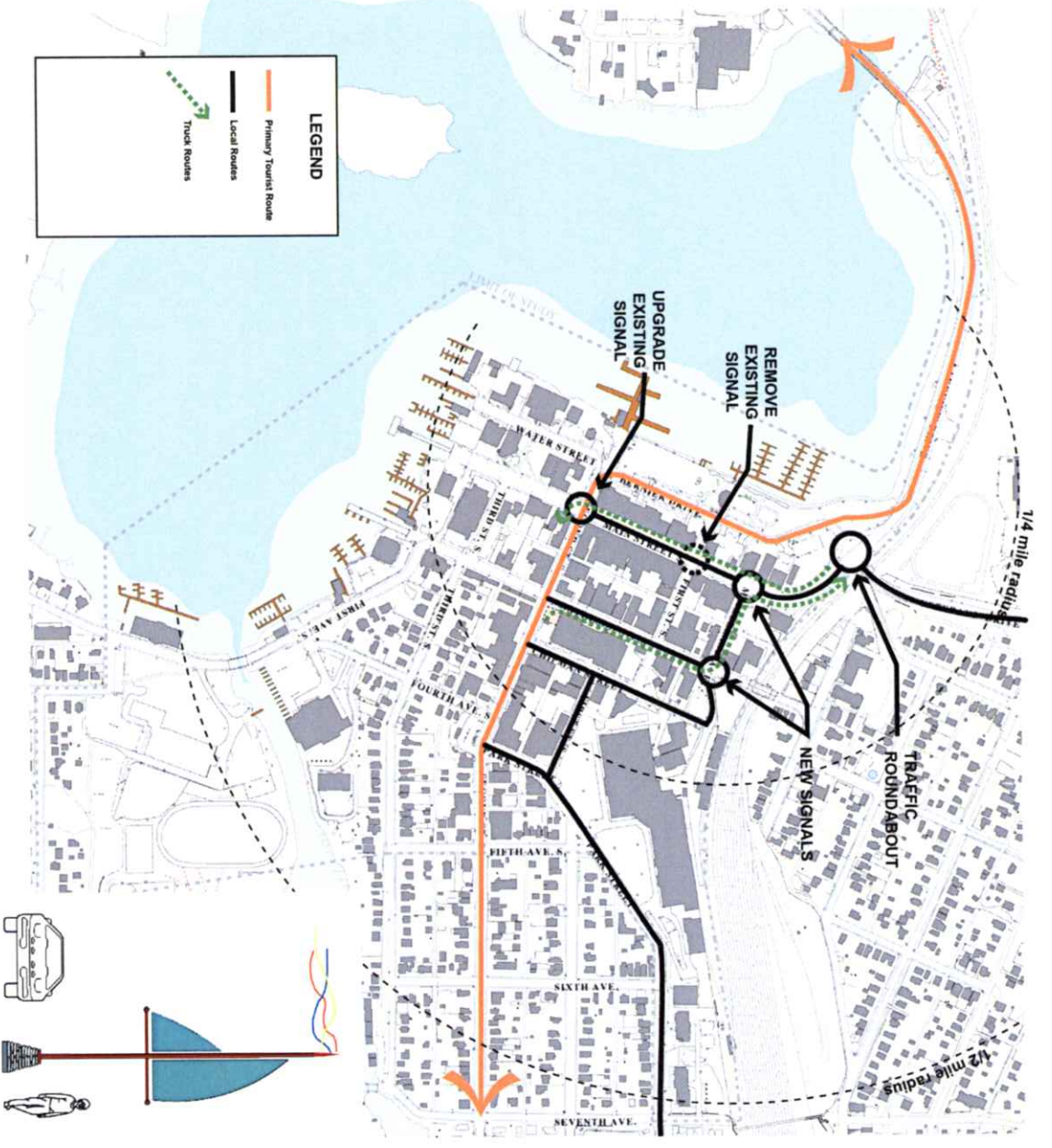
The Historic Downtown Shopping District includes the major retail and service streets. The area is rich in heritage buildings and businesses related to both residents and tourists. The design intent is to enhance the pedestrian environment to make it more conducive for wandering and to improve parking in proximity to businesses.

The Museum/Courthouse area includes these major institutions as well as the Land Title office, St. Alban's Church, Memorial Park, the old Land Titles building, and the OPP office. Access to buildings fronting Water Street is difficult and connections to downtown tenuous. The design intent is to enhance the linkages and strengthen the connection to the Harbourfront and shopping district.

The Legion/Mall/CPR Station area is presently very much a backwater of downtown. The design intent for this area to encourage investment in these private sector buildings by improving linkages to downtown and by enhancing the public environment.

The Laursen's Creek area includes Safeway, the Kenora Recreation Centre, the new Wellness Centre, the Lakeside Inn and connections to the Kenora trail system. The key intent for this precinct is to better link it to downtown and to the Harbourfront. A boardwalk is planned for pedestrians to walk along the shores of Lake of the Woods back to the Harbourfront area.





### 3.3 Wayfinding and Travel Routes

#### Recommended Plan

Travel routes for vehicular traffic proved to be one of the major determinants of the revitalization plan. There are three very distinct travel needs to address: tourists who may or may not know where they are, where they are going and how to get there; locals who want to get from a to b with the least possible disruption; and transport trucks that require large spaces to turn and maneuver. These needs are tempered by the needs of downtown merchants to be visible and accessible.

The preferred traffic scheme is illustrated here. This scheme allows tourists a clear and well defined path to Harbourfront where they can be engaged and captivated by the lake, have direct contact with the Tourist information Centre in the Thistle Pavilion where they can easily park and access the lake and downtown. Special wayfinding banners will define the tourist route. Kenora residents are provided with several improved options to move into and through downtown while remaining engaged with it. Several diffused routes provide choices based on circumstances. These routes are enhanced with new signals and road improvements designed to keep traffic moving. A well defined and signed truck route provides convenient movement for large vehicles.





### **Wayfinding and Travel Routes Background**

Several site investigations have been conducted to observe traffic flow characteristics and observe areas of concern. There are several areas where local residents have expressed concerns with traffic issues and several other locations that appear to have operational or safety issues based on geometry or operational analysis.

The context of the observations and concerns is based on the understanding that the community of Kenora is, for a significant portion of the year, a tourist and recreational destination. The downtown also remains a significant shopping and service destination for local residents. The street network also operates as the only significant route through the community, and as such, results in a significant number of trips with no desire to stop in the community. The Highway 17 Bypass development has reduced this type of trip, especially the heavy commercial truck and recreational vehicle traffic, but it still contributes a significant volume to the traffic flow.

Several scenarios were considered to address the issues identified through the technical review and comments from citizens and committee members. The following describes the initial technical evaluation as contained in the background report, and summarizes the final recommendations that have evolved through the design process.





**Veterans Drive and Lakeview Drive**  
This analysis confirmed the observations by the study team and comments from locals. The intersection of Veterans Drive and Lakeview Drive is constrained by the closeness of the underpass on Veterans Drive. The heavy through movement also makes it difficult to find time in the signal cycle to allow left turns. More importantly, there is no provision for through or left turn movements coming out of the Harbourfront area.

**Recommendation:**  
*Develop modern traffic roundabout to move traffic more freely and provide access to and egress from the Harbourfront in any direction. Traffic volumes through from the Harbourfront may also be reduced by preventing southbound traffic on Veterans Drive from entering the Harbourfront.*

### **Main Street South**

On Main Street South, the reduction to a three-lane operation from four appears to have created a better and safer operating condition. Parking has been maintained and the parking movements are safer, even though they now interrupt through movements. Since this is a central business district, drivers usually expect and tolerate delays of this type, as long as the traffic flow is continually moving.

**Recommendation:**  
*Maintain Main Street South as a two-way through route. Provide diagonal parking on one side and maintain parallel parking on the other. Eliminating the access from Main to the Harbourfront at First Street South will reduce congestion at this intersection. Providing improvements on Bernier Drive, Matheson Street and McClellan Avenue will diffuse traffic from Main and further reduce congestion.*





### **Main Street South and Second Street South**

The intersection of Second Street South and Main Street South is probably the most problematic intersection from a traffic operations perspective. Several movements are difficult to make, especially for large trucks. In particular, the westbound right turn movement and the southbound left turn movement. Both these movements are also relatively high volume, as this location is the through route in the downtown. West of the intersection, Second Street South “splits” with movements to and from the Harbourfront area and to and from the Water Street area allowed. While volumes are not very high, the vertical geometry is also very difficult and below current design standards. Locals identified this location as a very confusing and potentially dangerous area. For a visitor, this area could be very intimidating. Considering that this intersection is one of the main entrances to the Harbourfront, this should not be acceptable to the community.

#### **Recommendation:**

*Moving the westbound truck route from Main Street South to Matheson Street will eliminate the bottleneck. Improve the intersection of Water Street to Bernier Drive or move access to Water to a new road further south on Main to eliminate the split of traffic and resulting confusion.*

### **Matheson Street and Second Street South**

The intersection of Second Street South and Matheson Street has some capacity issues during peak season, particularly for the north and south approaches. Preliminary analysis indicates that slight signal timing modifications will help improve LOS issues to acceptable levels.

#### **Recommendation:**

*Provide right turn lanes to permit truck traffic to utilize Matheson Street and McClellan Avenue as the westbound truck route.*



### **General Observations:**

- The parking structure on Matheson Street is probably not used to potential. Location is probably the deterring factor.
- Links between the mall and downtown are not well defined. The interaction between the two shopping nodes should be strengthened.
- Locals have established their own favourite routes. The use of residential streets for non-residential traffic should be discouraged, primarily by improving the preferred routes.
- Pedestrian facilities are in need of improvement. Pedestrian links need to be identified and promoted.
- Parking issues still are a favourite topic of local business operators. On-street parking opportunities remain problematic, and off-street parking areas are not defined or do not have sufficient guide signs directing motorists to them. Use of the mall parking stalls by non-mall patrons is a concern for the businesses in the mall.

### **Recommendation:**

*Improve sidewalks and wayfinding clues to enhance linkages in the downtown. Improve wayfinding signage to define public parking opportunities.*



### 3.4 Development Plan

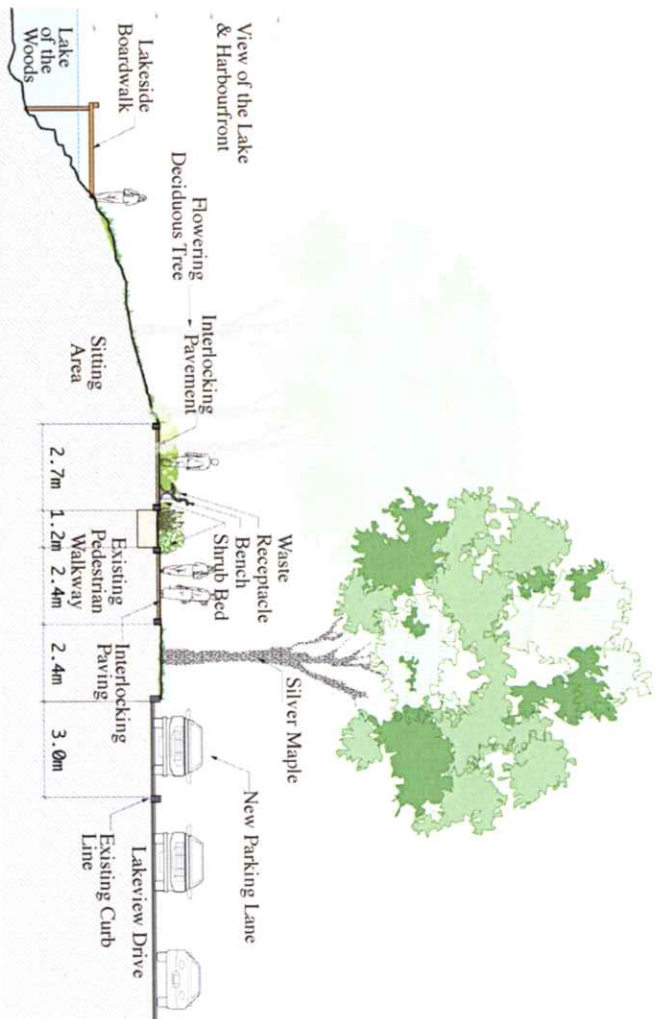
The following illustrates the proposed design intent for each project area.



1. Lakeview Drive
2. The Harbour
3. Traffic Roundabout
4. Harbourfront
5. McClellan Avenue at Main Street South
6. Main Street
  - 6a. Main Street South from McClellan Avenue to Second Street South
  - 6b. Main Street South from Second Street South, South to End
7. First Street South
  - 7a. First Street South West of Main Street South
  - 7b. First Street South from Main Street South to Matheson Avenue
  - 7c. First Street South from Matheson Street to Chipman Street
8. Chipman Street at Legion / Mall / CPR Station
9. First Street South / Park Street at Mall
10. Matheson Street
  - 10a. Matheson Street from Second Street South, North to Rail Line
  - 10b. Matheson Street from Second Street South, South to Boardwalk
  - 10c. Third Street South from Main Street South to Matheson Street
11. Second Street South
  - 11a. Second Street South from Main Street South to Park Street
  - 11b. Second Street South from Park Street to Sixth Avenue South
12. Water Street
13. First Avenue South
14. Lakeside Boardwalk

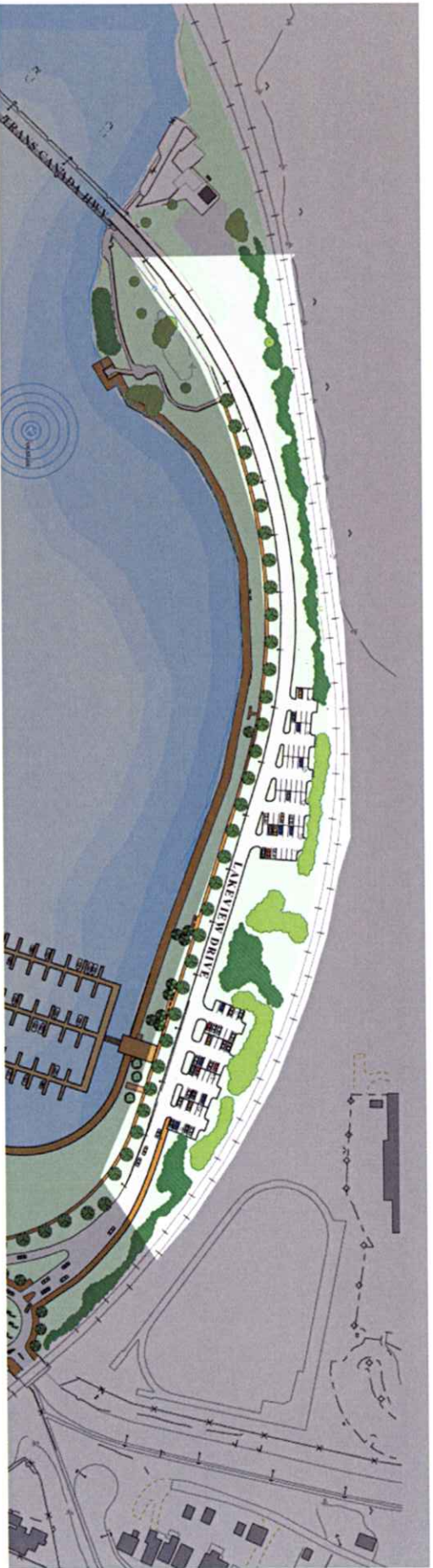


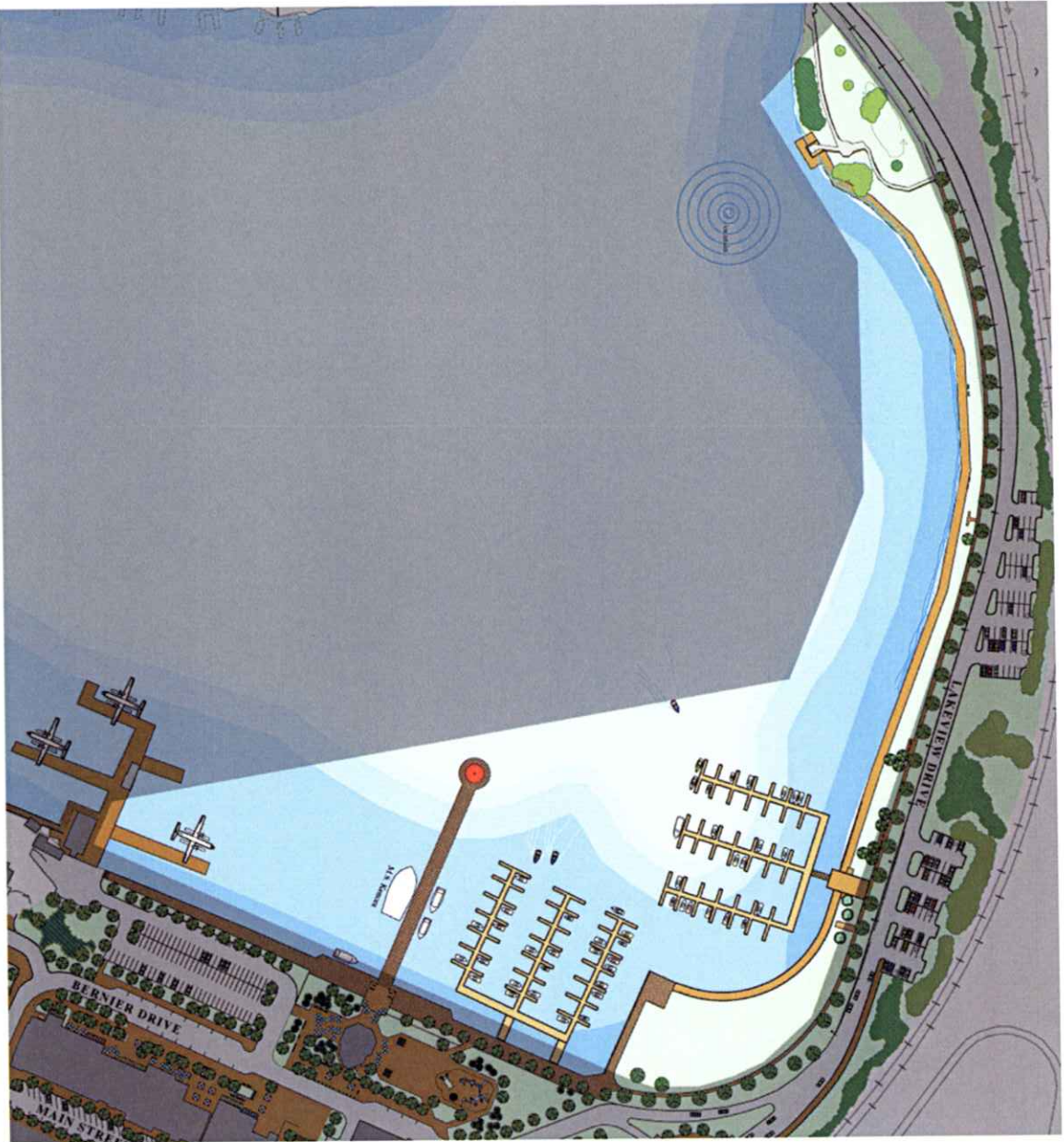




### 1. Lakeview Drive

- Enhance existing walkway (per Harbourfront Plan 1998) with street trees and seating areas.
- Tourist route banners and wayfinding signage.
- Extend boardwalk to Husky the Muskie.
- Develop parking on the north side to serve harbour slips and event overflow.
- Trees and parallel parking on south side.

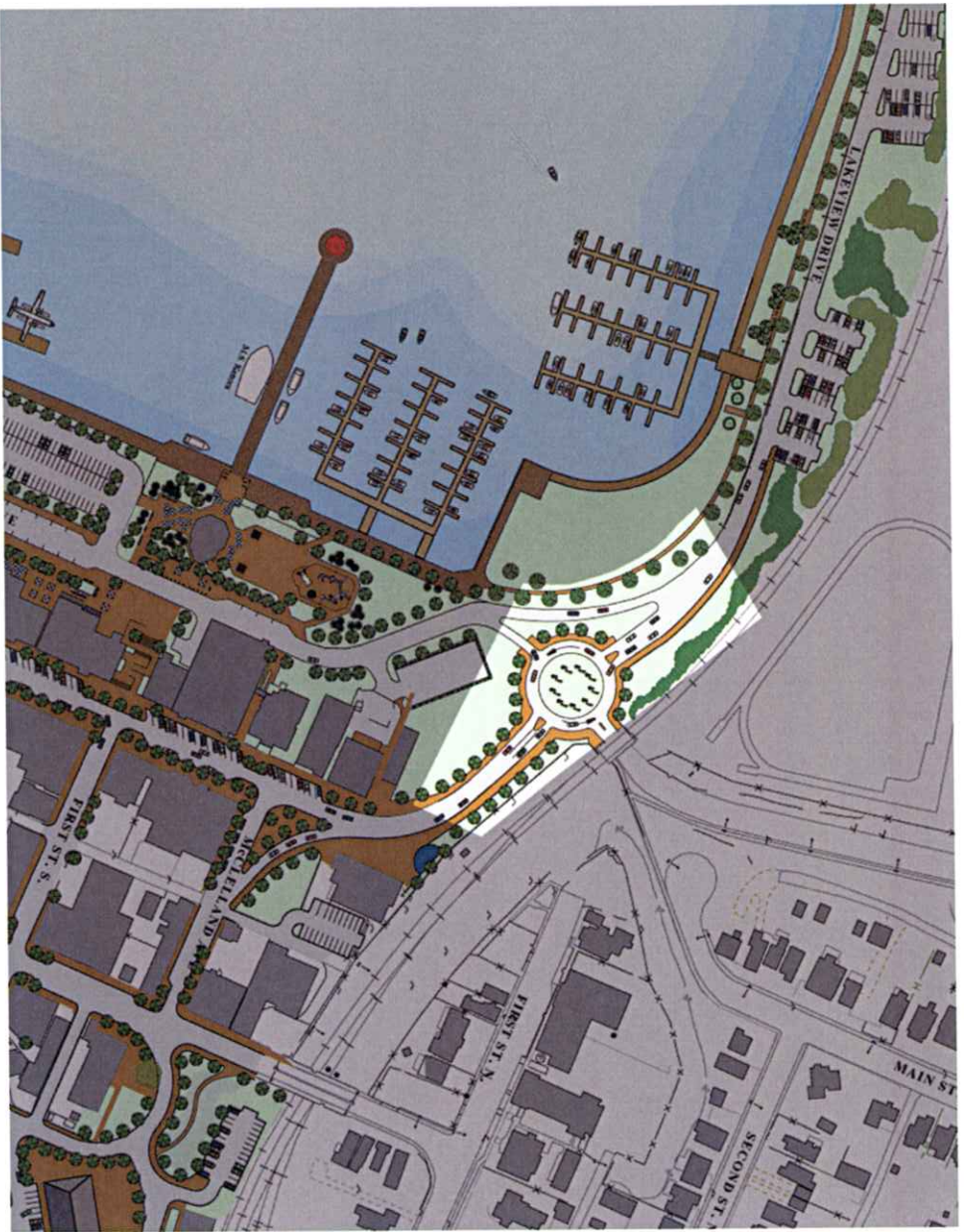




## 2. The Harbour

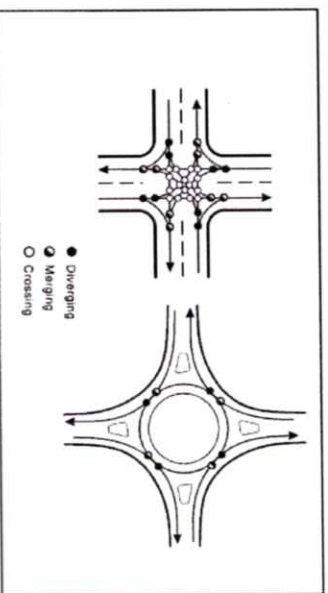
- Develop slips and pier as per Harbourfront Plan 1998.
- Fill to create greenspace at the harbour and small rent site. (Optional)





### 3. Traffic Roundabout

- Modern traffic roundabout will keep traffic flowing.
- Do not permit traffic to turn onto Bernier Drive from the circle in order to limit traffic through Harbourfront. Traffic from Veterans Drive will be directed through downtown.



*Reduced Vehicle-Vehicle Conflicts  
Typical Intersection - 32 Conflicts  
Roundabout - 8 Conflicts*

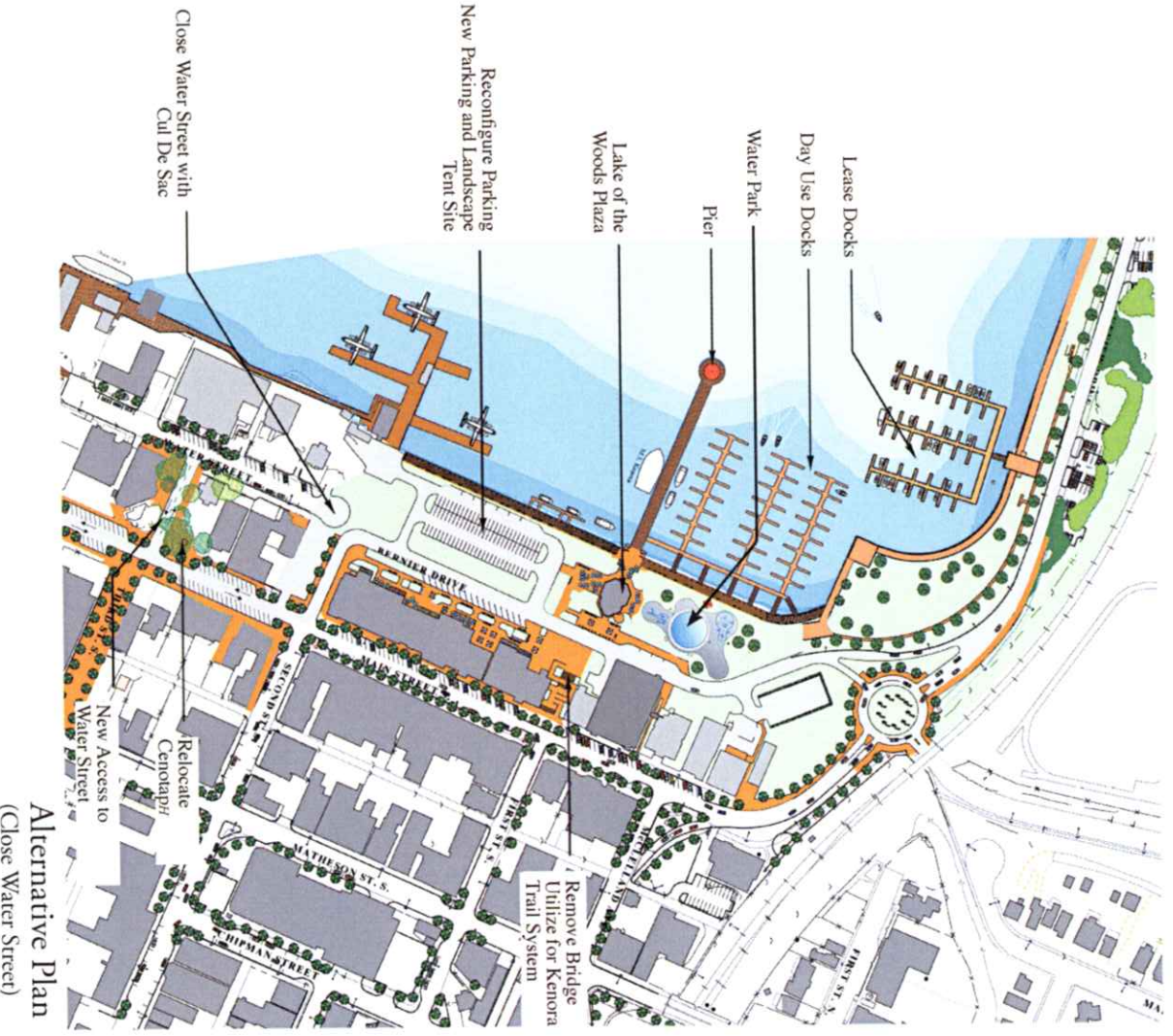




#### 4. Harbourfront

- Bernier Drive is the "Tourist Route" through town. The existing pedestrian bridge will need to be removed to accommodate larger vehicles including RV's and busses.
- Eastbound Lakeview Drive exits before the traffic circle (slip route) and continues along the existing Bernier Drive alignment, turning uninterrupted up to Second Street South at Main Street.
- The connection between Water Street and Bernier Drive may be closed. A new access to Water Street is developed through through the south end of Main Street South.
- First Street South is closed to Main Street South and redeveloped as a pedestrian walkway with accessible ramps creating a "Lake of the Woods Plaza".
- Remove the 90° parking from Bernier Drive and convert some to parallel parking stalls and add additional floors to the parkade to compensate.
- Improve lakeside boardwalks, enhancing walking environment.

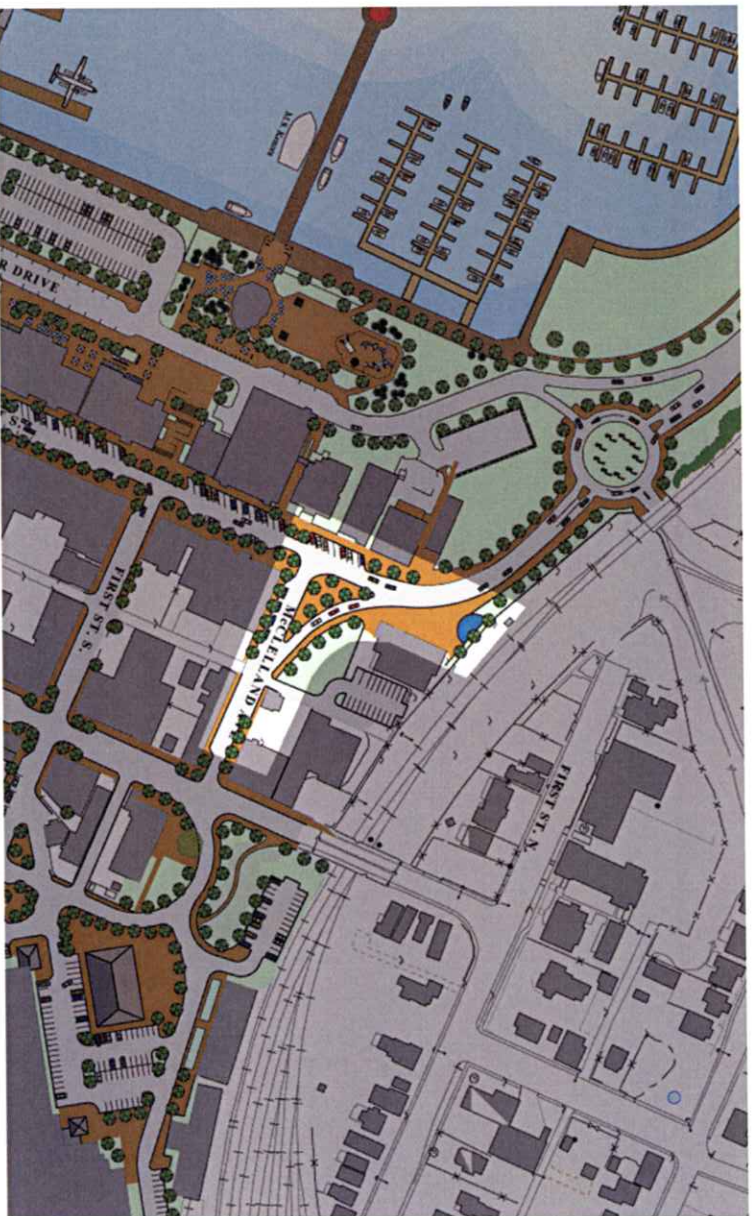




Alternative Plan  
(Close Water Street)

- Maintain existing large parking lot. Provide access to the parking lot directly off of Bernier Drive to improve visibility and utilization. Convert stalls facing lake to parallel stalls. Provide planting along edge between parking and boardwalk. This lot can still accommodate the large festival tent.
- The existing Bernier Drive shops will now face a somewhat wider sidewalk / plaza rather than the fronts of cars.
- The Pavilion is redeveloped into a Tourist Information Centre. Removal of the pedestrian bridge to Main Street South will significantly enhance the appearance and visibility of the Pavilion and permit access by larger vehicles. Significant modification to the Pavilion landscape is also required.
- Reorganization may yield development pads for new businesses adjacent to the Pavilion.
- The existing playground and plaza north of the Pavilion remain removed from the lake and separated from the shopping area.





**5. McClellan Avenue at Main Street South**

- Civic plaza in front of City Hall.
- Sweeping yield lane facilitates large vehicles travelling west towards the traffic roundabout.
- Eastbound truck route will be down Main Street South to Second Street South. All other traffic can choose this route or Matheson Street.
- New traffic signal with audible features.

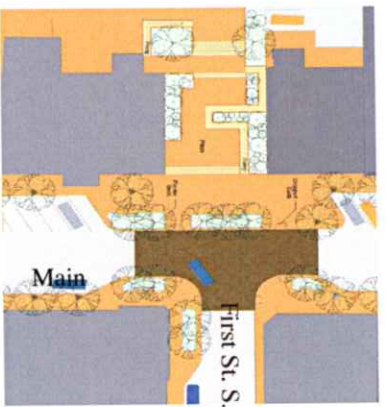




**City Hall Plaza  
(Looking North on Main Street South)**

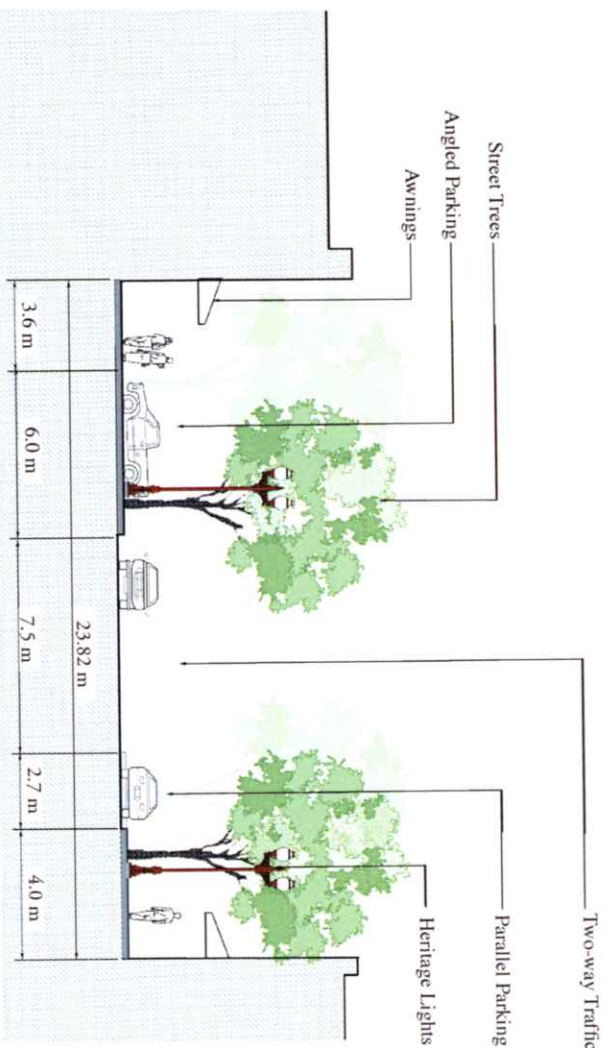
Traffic roundabout does not require as many road lanes. Use extra space to make a nice garden in front of the train tracks and plaza at City Hall. Signal intersection at McClellan Avenue and Main Street South with audible features.





## 6. Main Street

- 6a. Main Street South from McClellan Avenue to Second Street South
- 6b. Main Street South from Second Street South, South to End
- Develop angled parking on one side and parallel parking on the other side.
- Existing on street parking: 53 - proposed on-street parking: 84.
- Add bulbs to street corners to accommodate street trees.
- Expand plaza at Memorial Park to Main Street.
- Provide audible signal at Second Street South.

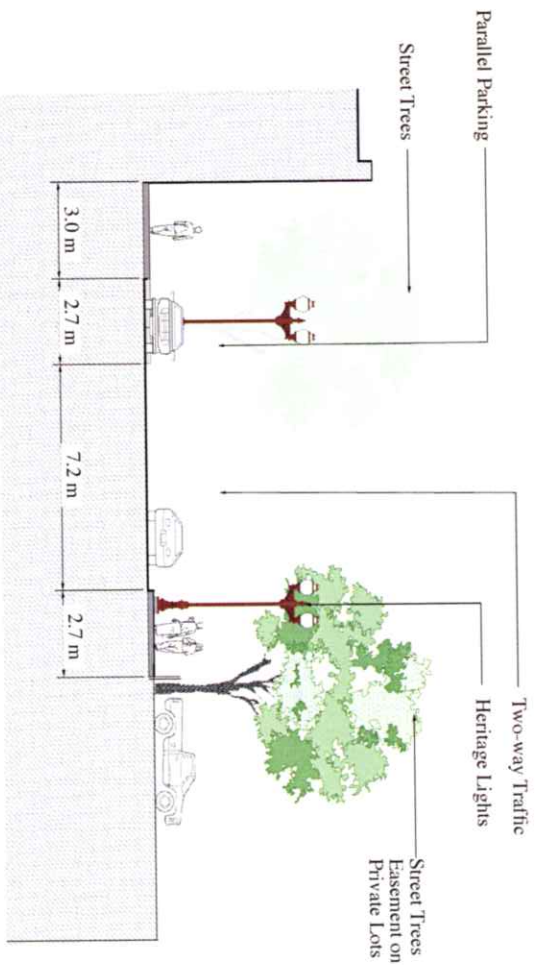


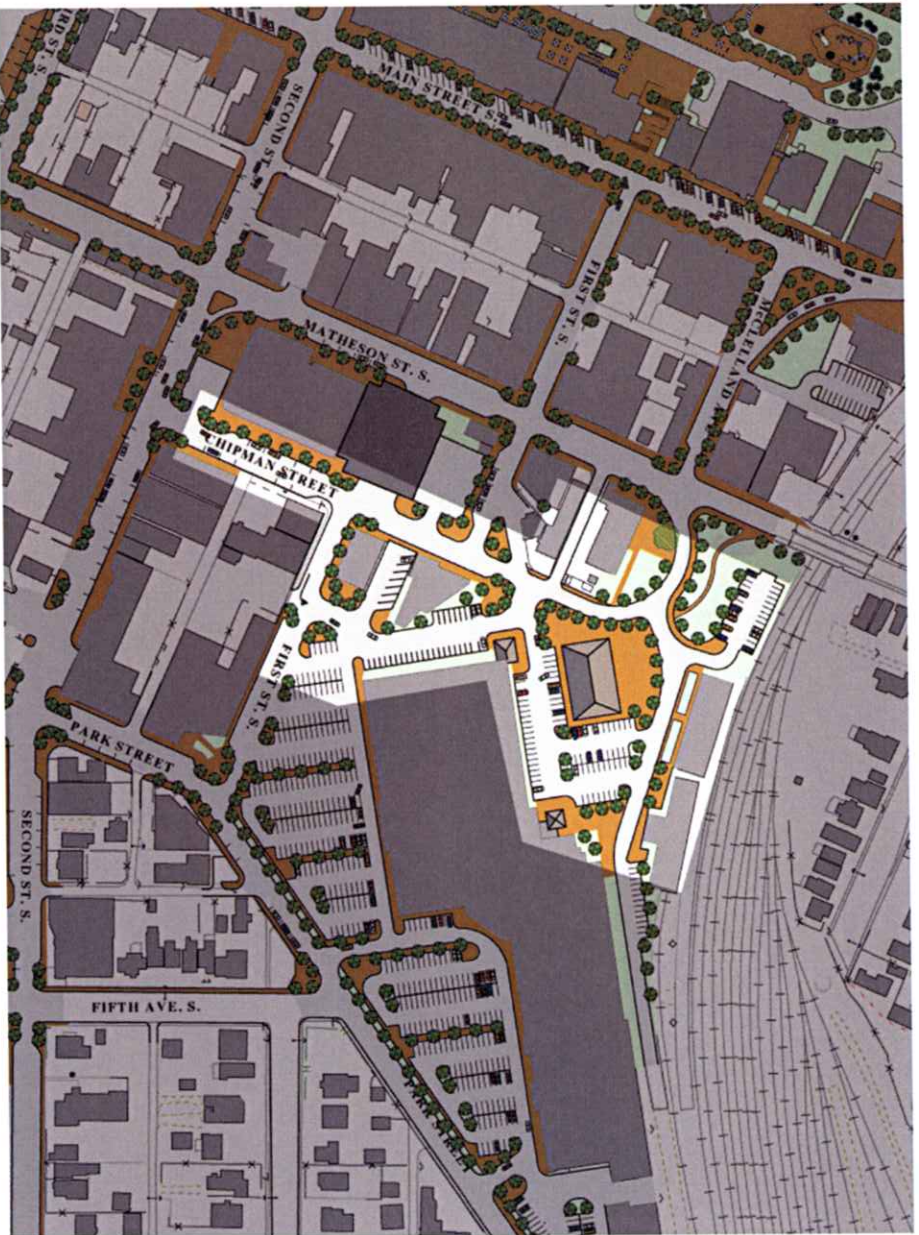




## 7. First Street South

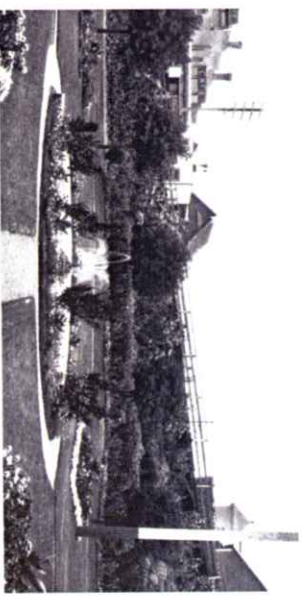
- 7a. First Street South, West of Main Street South
- 7b. First Street South from Main Street South to Matheson Street
- 7c. First Street South from Matheson Street to Chipman Street
- Close road connection between Main Street South and the Harbourfront. Develop as terraced plaza with accessible ramps.
- Add bulbs to street corners to accommodate street trees.
- Potential to close First Street South between Main Street South and Matheson Street for special events, or permanently as a pedestrian mall.
- Pedestrian crossing at Bernier Drive.





## 8. Chipman Street at Legion / Mall / CPR Station

- Improve alignment of McClellan Avenue and Chipman Street.
- Encourage mall to develop entrances at north-west corner into the Zellers space and directly into the mall space, and to develop parking and landscaping.
- Promote private sector development of CPR Station.
- Incorporate the CPR Station into site planning.
- Incorporate Railway Garden and old YMCA (legion) garden into site planning.





**9. First Street South / Park Street at Mall**

- Develop diagonal parking on First Street South.
- First Street to be one-way westbound between Park and the entrance to the mall lot.
- Boulevard tree planting on Park Street.
- Encourage mall to redevelop parking lot and add trees and islands.

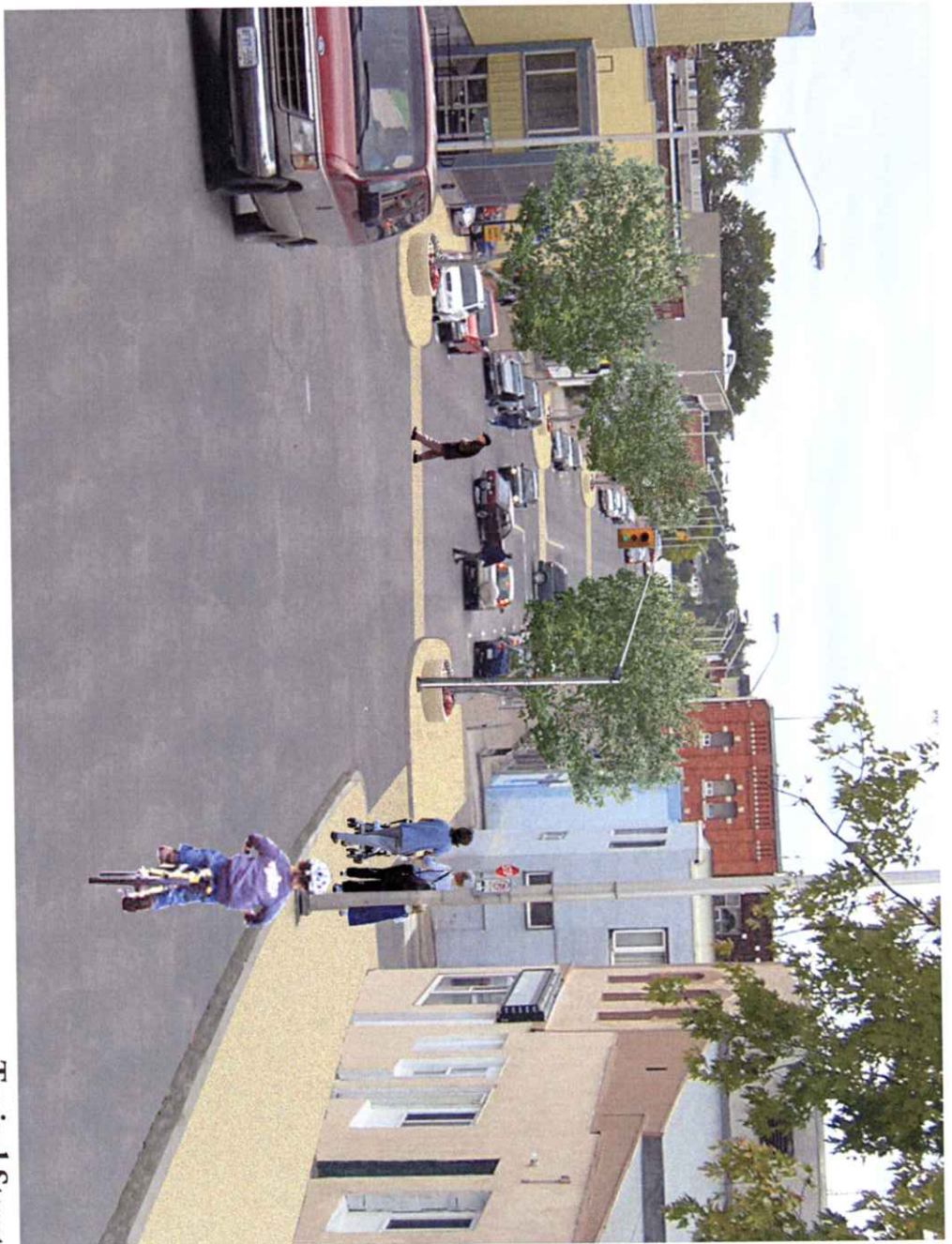




## 10. Matheson Street

- 10a. Matheson Street from Second Street South, North to Rail Line
- 10b. Matheson Street from Second Street South, South to Boardwalk
- 10c. Third Street South from Main Street to Matheson Street
- North and westbound turn lane to accommodate larger vehicles from Second Street South to Matheson Street northbound.
- Add bulbs to street corners to accommodate street trees.
- Signal intersection at McClellan Avenue and Matheson Street with special lights on the bridge with audible features.
- Add two floors to parkade.



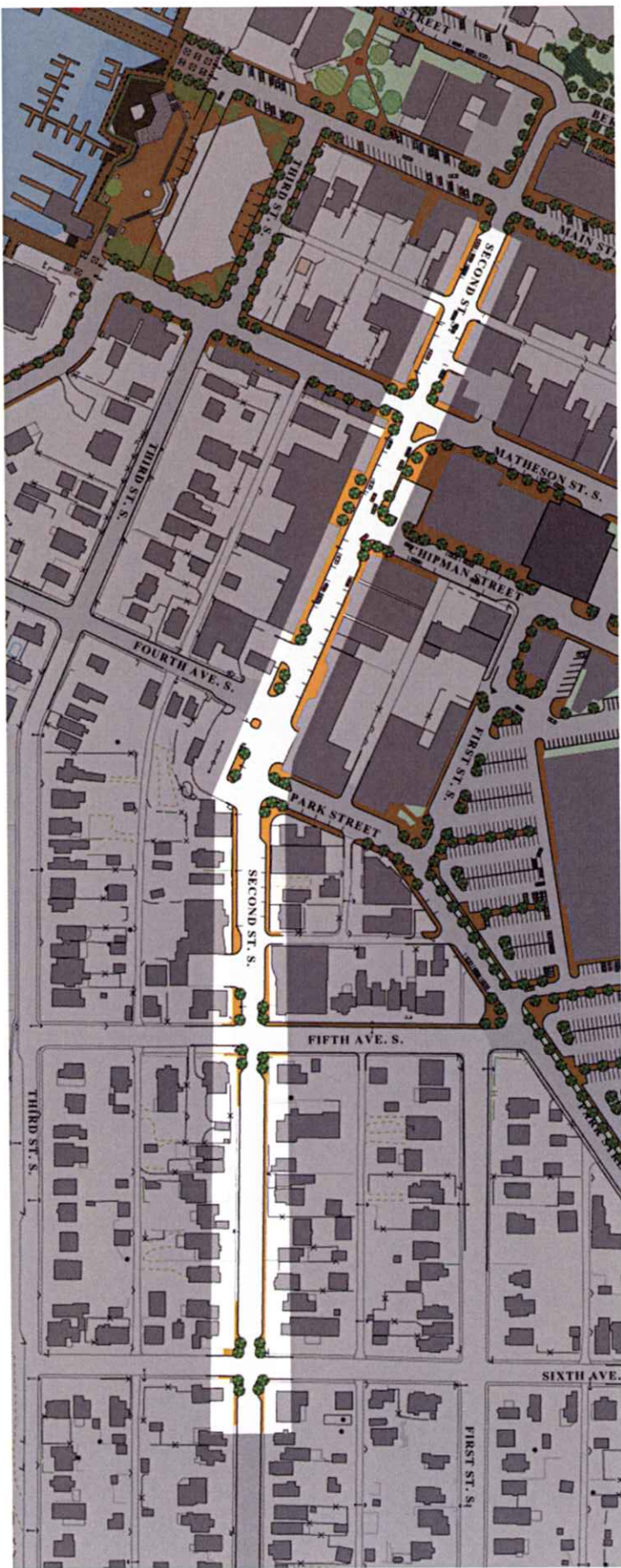


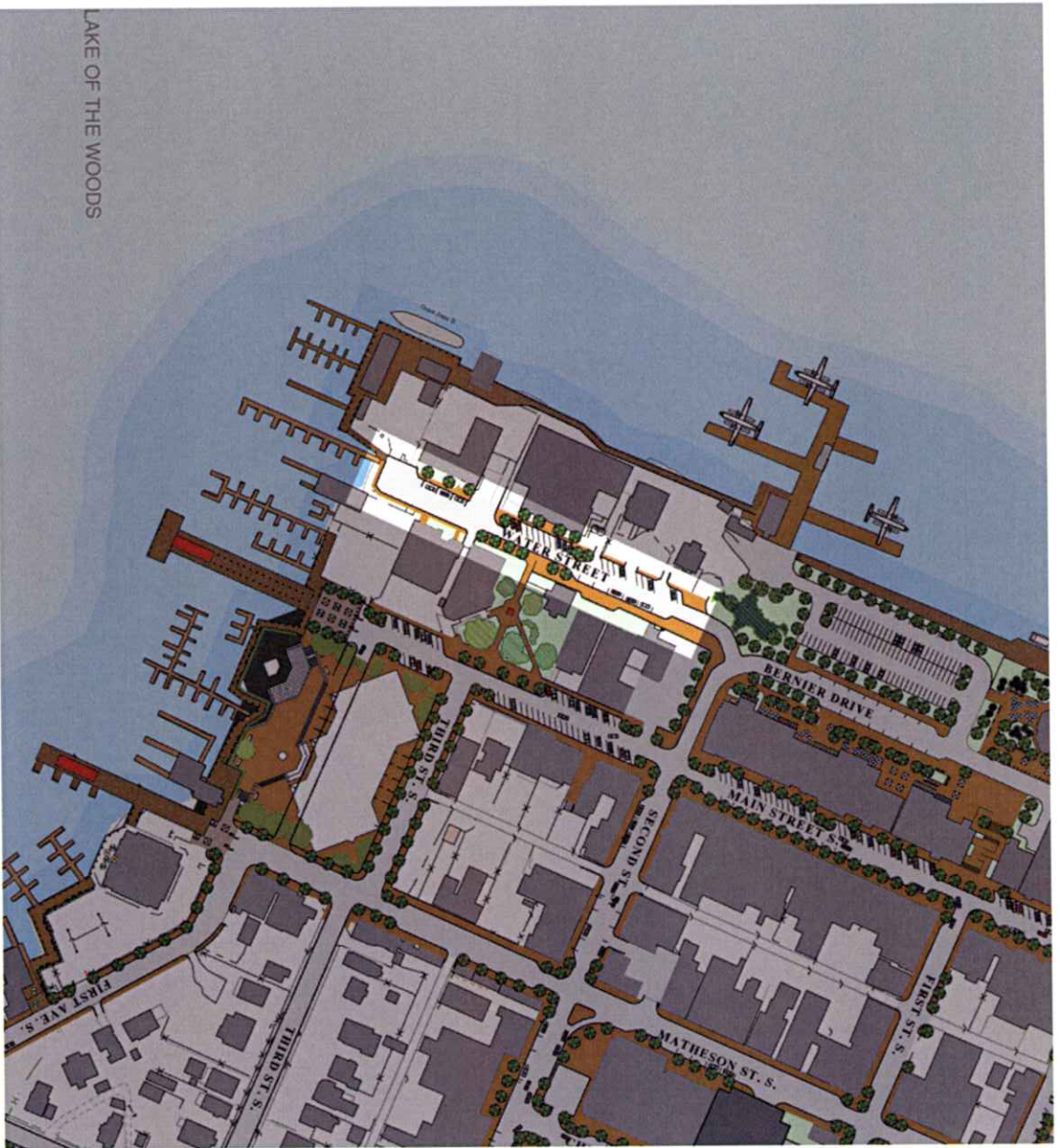
**Typical Street  
(Matheson Street looking South)**

Add bulbs at corners to accommodate trees and reduce traffic crossing width. Add two floors to parkade. New street signs.



- 11. Second Street South**
- 11a. Second Street South from Main Street to Park Street
  - 11b. Second Street South from Park Street to Sixth Avenue South.
- Add bulbs to street corners to accommodate street trees.
  - Tourist route banners and wayfinding signage.
  - Audible traffic signal.

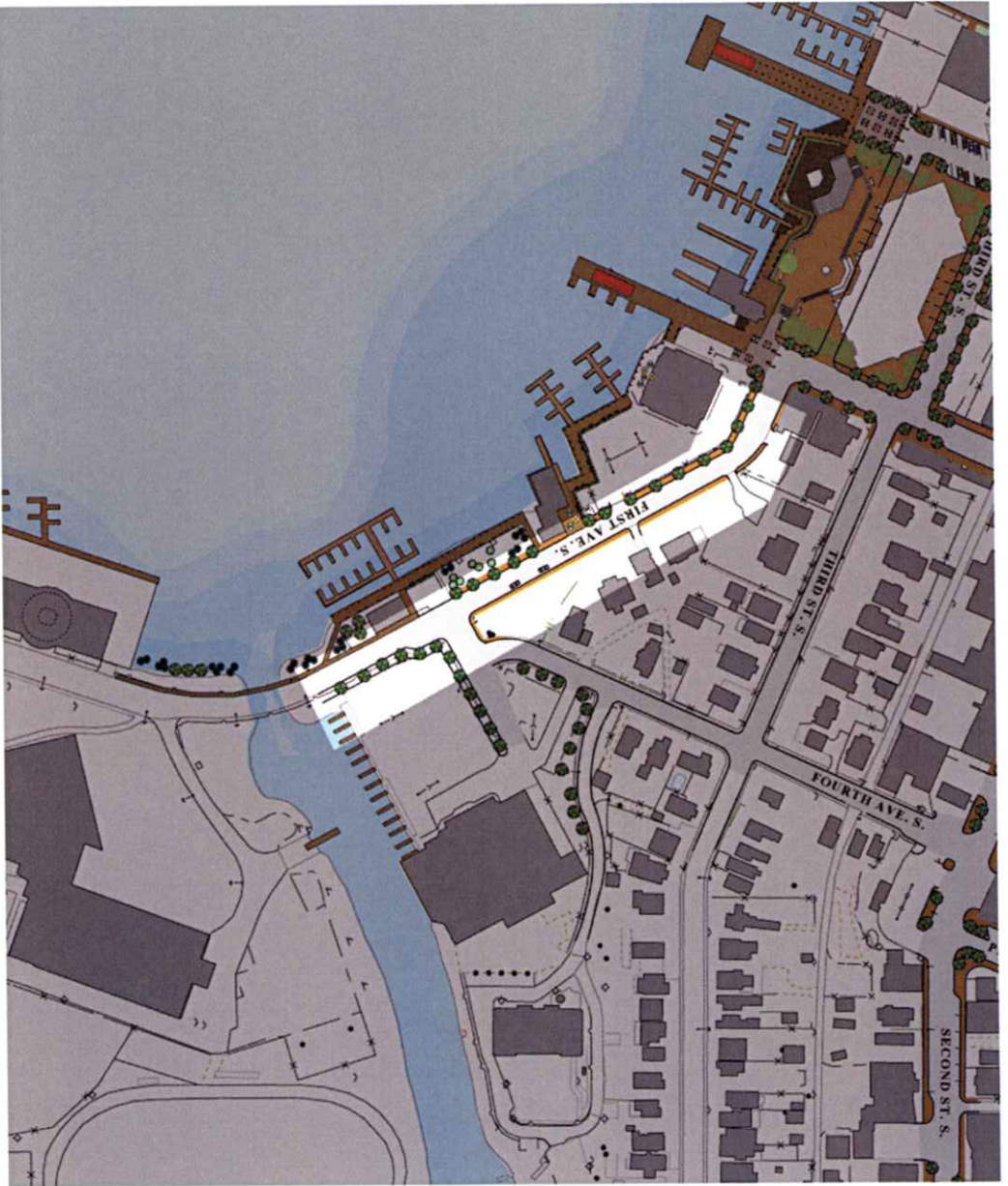




**12. Water Street**

- Add bulbs to street corners and mid-blocks to accommodate street trees.

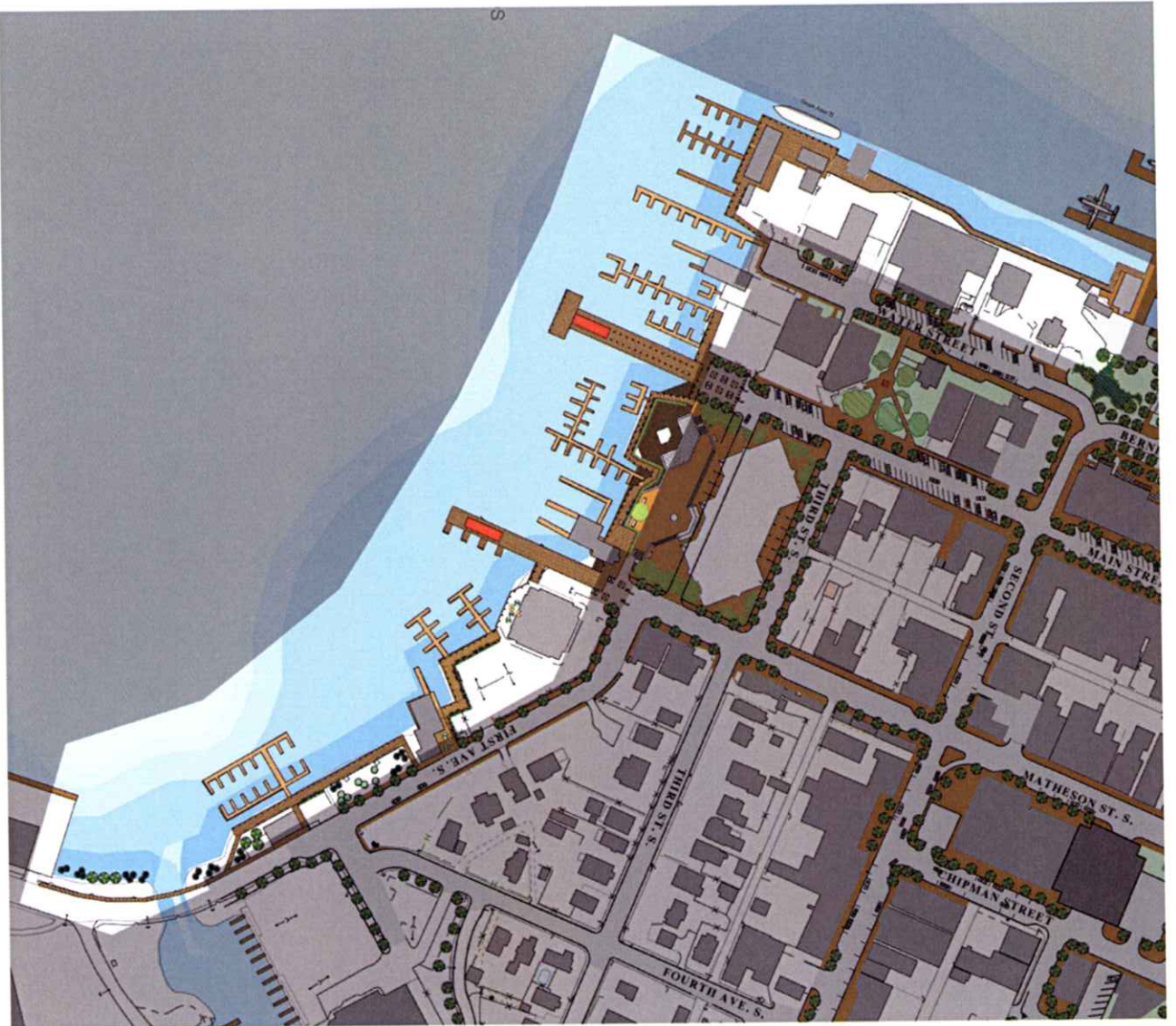




**13. First Avenue South**  
- Street trees on First Avenue South and  
Safeway lot.



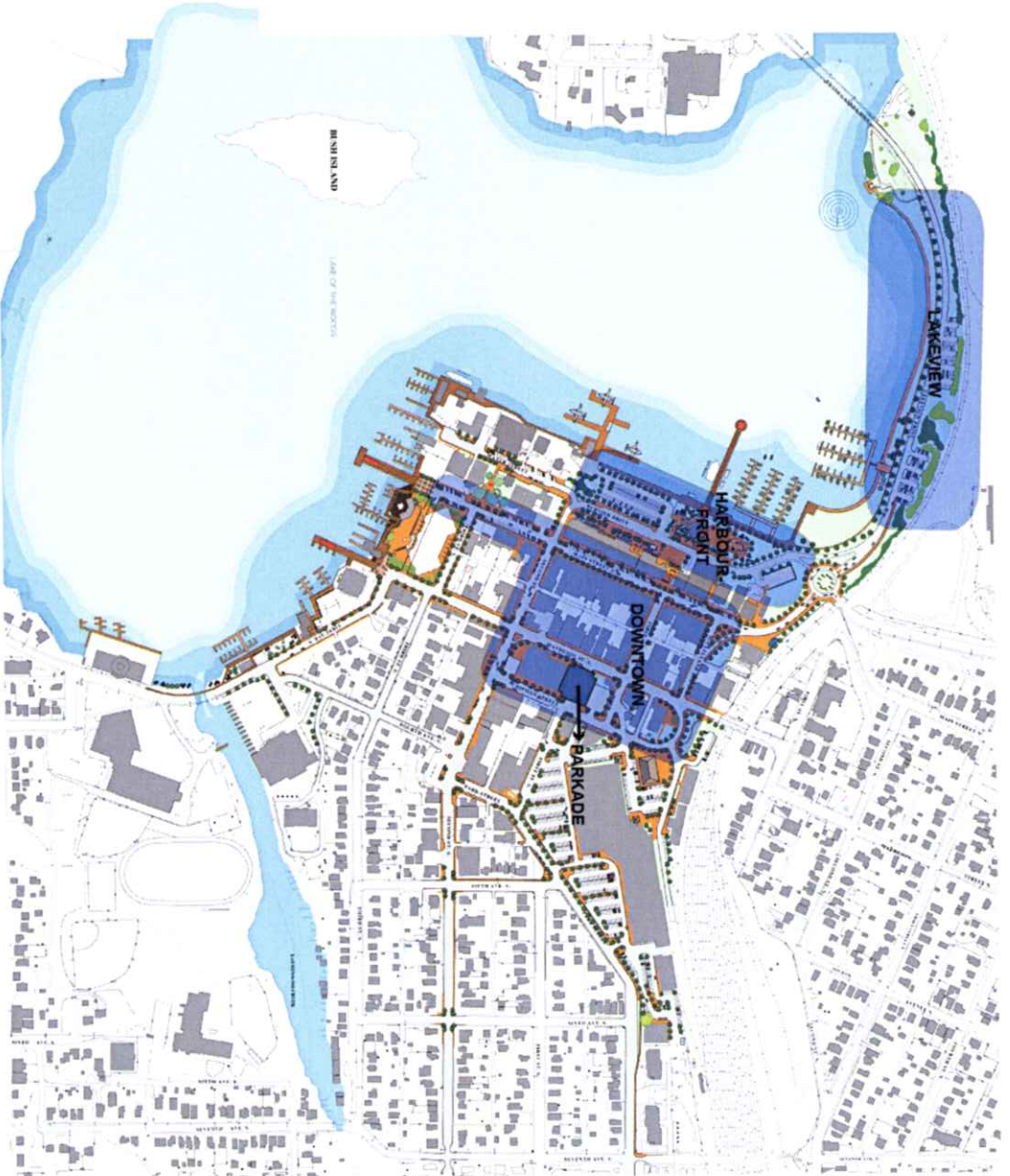




#### 14. Lakeside Boardwalk

- Extend boardwalk from Walsten Air to Laursen Creek and Lakeside Inn per Harbourfront Plan 1998.
- Upgrade Main Street and Matheson Street docks per Harbourfront Plan 1998.





## Public Parking

	Existing	Proposed
<b>Lakeview Drive</b>		
Lots	30	100
On-street	0	30
<b>Harbourfront</b>		
Lots	188	176
On-street	78	18
<b>Downtown</b>		
On-street	156	194
Parkade	168	248
<b>Total</b>	<b>620</b>	<b>744</b>

(1/4 mile radius of  
Thisiste Pavilion)



### **3.5 Architectural Heritage Features: The “Authentic” Kenora**

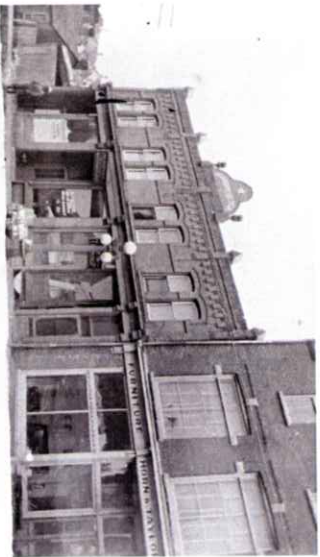
Kenora’s downtown area currently exhibits numerous examples of turn of the century commercial and civic structures, some of which remain very close to their original appearance and structure. However, there are also numerous examples of buildings which have undergone numerous changes until very little of their original exterior remains. The decline of craftsmanship, fading knowledge of historical styles, long periods of disrepair for “old things”, and the general threat of decay has led to this situation, and will continue to threaten those buildings which have significant historical, and cultural value.

It is the goal of this exercise to develop a set of guidelines which will help building owners, and designers in making choices that result in a cohesive downtown streetscape.

During the initial stages of the Downtown Revitalization Study, discussion included the notion of thematic elements to provide a level of cohesiveness and identity to the Harbourtown Centre. Suggested themes ranged from nautical to forest and lumbering, to transportation (bush planes and railroad). While these may all be appropriate and effective in building a cohesive environment, they should perhaps be considered as the outermost layer in the many layers that constitute the urban environment. The one word that continued to be used was “authentic”. Authentic has typically occupied the opposite end of the spectrum from “theme”, because so often we have experienced thematically uniform places (Disneyland, etc.) that have no authenticity at all. This notion of authenticity led to a review of historical Kenora for thematic direction because what could be more authentic than a place’s actual history.

This section will concern itself with the buildings, and in particular the public face of those buildings, and the process by which one can structure a conceptual framework for development and redevelopment that can lead to a cohesive streetscape.

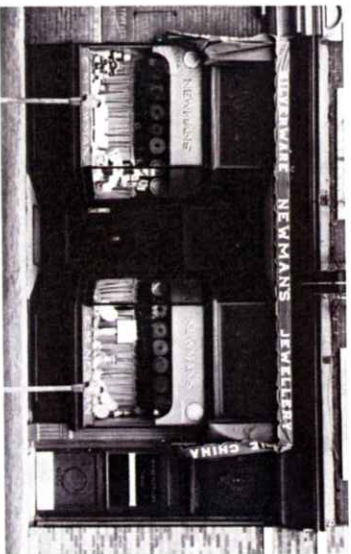




**Effective Patterns**  
 In looking at a series of historical photographs provide by the Lake of the Woods Museum, we reviewed the streetscape from the late 1800's through to the present day. A number of images were found to be very compelling and the group analyzed them in an effort to discern patterns in the storefronts which were perhaps still applicable to storefronts in this present day.

The patterns that were noted were:

1. **Awnings:** Awnings provide a sense of continuity to the facades of different buildings. Additionally they provide protection from the elements to the pedestrian. With its projection over the street, the awning defines an intermediate zone between inside and outside. This zone would be characterized by slower moving pedestrian traffic, window shopping, and decision-making as to whether to enter the store.
2. **Recessed Entryways:** Recessed entries establish another intermediate zone and create two half bay windows for display of goods. The half bay allows for a more three dimensional viewing of merchandise and allows the shopper to further evaluate whether to enter the store.
3. **Full Height / Full Width Glazing:** The greater the transparency to the store the more welcoming and the more comfortable the shopper is on entering the store after having made an evaluation to proceed based on the window display. They have the advantage of allowing more natural light into the store, but have the disadvantage of being more vulnerable to vandalism. The display window actually enlivens the street, not necessarily the store.
4. **Signage Bands:** Apparent in the older photographs are signage bands which provide a level of consistency between different shops. The signage bands are front lit and typically are integrated into the cornice dividing the first and second floors.



## Case Studies:

### Opportunities to Celebrate Architectural Heritage

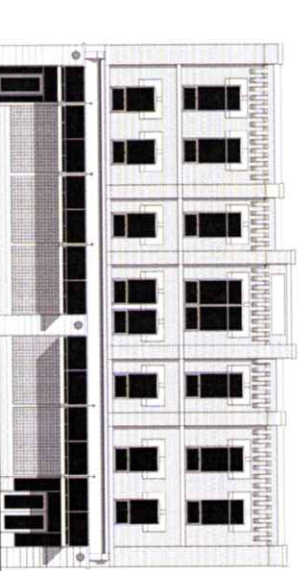
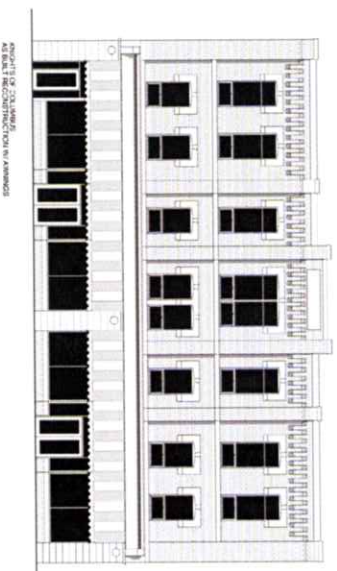
The case studies looked at in this portion of the study were meant to act as individual test cases of the patterns that were noted.

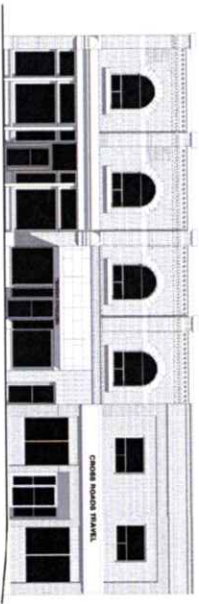
#### Knights of Columbus Hall

The first building reviewed was the current Knights of Columbus Hall. The building was erected in 1908 as the I.O.O.F. (International Order of Foresters) Building. A number of people recalled that the commercial ground floor was Linkleter's during the 1950's and 60's, and specifically remembered the display windows filled with Hummel Figurines.

At some point after the Knights took ownership, the ground floor was renovated to accommodate dancing and socials. To provide screening from the street the very large glazings were closed utilizing concrete block. While serving the function of providing privacy to the interior, this has created a very unfriendly face to the street.

To propose modifications we were provided with one of the two photos available at the Museum and our fleeting childhood memories, and have proposed a reconstruction of the original intent of the façade (see Figure). Additionally we have modified this façade, keeping the same bay spacing and divisions, into a façade that provides visual occupancy to the interior but is still translucent (with some transparency) to the exterior. A fixed steel and glass canopy is the building's contribution to the comfort of the pedestrian on the collective streetscape.





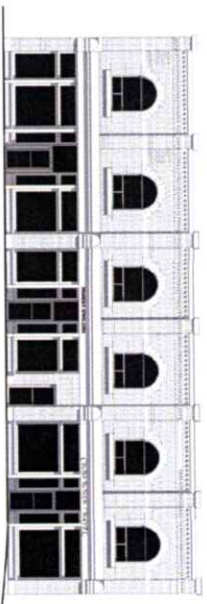
PROPOSED FACADE  
ELEVATION CONSTRUCTION

### 102-106 Main Street

This building is of interest because it was originally part of a three bay building of which one of the bays (Fifes / Olympia Cycle) is very well preserved. The middle bay is largely preserved, and the Cross Roads Building has lost any suggestion to its original appearance.

The building, at some point, was dipped in a two tone brick (i.e., this new brick surface covers the old brick and stone surface).

The proposed alteration simply involves reconstituting the original facade configuration and materials on both the jewelry store and the travel agency. All identified patterns are used in this reconfiguration.



EXISTING FACADE  
ELEVATION CONSTRUCTION

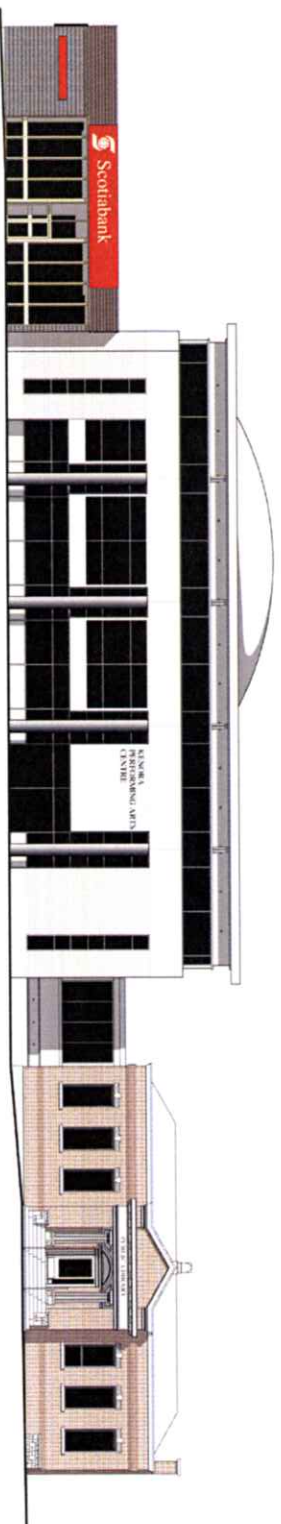


## Convention Centre/Performing Arts Theatre

This project was previously conducted under separate contract for the Main Street Revitalization Project, but is included here as a test case to indicate that the same strategy / patterns may be utilized in a new development. It is characterized by similar materials as the historic structures, but details them in a more contemporary way.

The challenge in this building was to insert a fairly large 30,000 sq.ft. building into the existing street fabric, with particular attention paid to the adjacent historically significant Kenora Public Library building. Cornice lines were continued from the library, columns were utilized at the entry, bay windows were designed to create an overhang protecting the street space adjacent to the building, and a somewhat classical dome roof structure over the audience chamber was utilized to acknowledge the more classical features of the library building.

The building attempts to build an interior passage through its lobby configuration that both connects Main Street South, the Harbourfront and the new facility to the existing library.



# KENORA PERFORMING ARTS CENTRE

CITY OF KENORA

KEEWATIN-PATRICIA DISTRICT SCHOOL BOARD

nelson|architecture



## Summary

Upon review of the case studies there would appear to be several other important patterns that could point to a generalized language pattern for the Harbortown Centre. They are as follows:

**Materials:** The buildings we have looked at all use a fairly consistent material vocabulary. Brick, and in particular a red clay brick that used to be manufactured in the Kenora area is particularly prominent. Tyn dalstone, quarried in neighbouring Manitoba is consistently used for sills, bases, cornices, keystones, and datestones. When one looks at Main Street it becomes apparent that there are materials that just do not seem correct. These would include corrugated metal siding, vinyl siding, wood shakes and concrete block.

**Mixed Use Configuration:** The commercial buildings all were originally configured for mixed use with the ground floor being commercial and residential or office use on the second and third floors. This not only dictates the appearance of the building to a very large extent, but has huge implications for the vibrancy of the downtown. The town stays active in the evening, and the theory is that it becomes a safer place with more "eyes on the street".

**Accessibility:** Any patterns developed should include accessibility to the buildings for as many citizens as possible. While all new buildings are required by code to be accessible, and a number of existing buildings are accessible, there are many that are not accessible. While universal accessibility in an existing downtown may not be practically attainable, it is nevertheless a goal to pursue in any development or redevelopment.





## Implementation Procedure

If we have, through this process, established the “things we would like to see”, the task remaining is to formulate the information into a set of guidelines. The guidelines will consist of a set of do’s and don’ts under the following headings:

1. **Building Use:** This is currently and will continue to be defined by the Official Plan and Zoning By-Law for the City of Kenora.
2. **Building Configuration:** Height, setbacks (relationship to streets) are governed by the Zoning By-Law.
3. **Patterns:** As described in this study are not currently defined; could possibly be defined by an addenda for special zoning in the Harbortown Centre.
4. **Material Usage:** Not currently restricted.

One procedure for creating a historic or special district usually involves:

1. the formulation of a steering committee;
2. identification of the district and its limits;
3. study of the district and formulation of a plan; and
4. designation of the district in a by-law.

This by-law would regulate such activities as demolition, new construction, alterations of existing buildings, and landscaping. This by-law would also require a specific review process.

The second procedure for the district would only differ in its implementation at the by-law phase which, instead of regulating activity, would provide financial incentive to owners who choose to follow the specific guidelines for the district (See Community Improvement Plan).

While these scenarios may seem to be nothing more than a series of restrictions on the owner, the owner will gain benefits besides that of being located in a special or historic district. The value of buildings in the area should increase, there should be an increase commercial / economic activity, tourism, and community pride.



## **Community Improvement Plan**

A Community Improvement Plan is a tool enacted by a municipality to create mechanisms to promote specific objectives for implementation by the private sector. The plan sets out measurable objectives related to the revitalization plan and a set of incentives to encourage investment. This process recognizes that the outside skin of buildings is part of the public realm and as such, the community has a role to play in the design and implementation of exterior features. Many other municipalities in Ontario have developed such tools including Welland, Hamilton and Fort Frances. Copies of these plans are included in the appendix for reference.

It is proposed that a Community Improvement Plan be developed specifically for the Harbourn town Centre district in Kenora. The plan should address the issues as identified in the preceding section of this report (3.5 Architectural Case Studies) in relation to both new construction and building renovation.

The areas of influence include:

- Land use / building use;
- Appropriate parking;
- Building configuration;
- Patterns;
- Material usage; and
- Signage.

The types of incentives that may be relevant include:

- Fee adjustments;
- No interest loans;
- Property tax increment grants;
- Conveyance of real property; and
- Relaxation of zoning requirements.

The Ontario Provincial Government recently introduced changes to the Ontario Heritage Act. These changes provide additional powers to governments regarding demolition control and designation as well as standards and guidelines for preservation and enhancement. This act should be a reference document for the Community Improvement Plan.



The following is an example of the scope and intent of a Community Improvement Plan for the Harbortown Centre district of the City of Kenora.

### **Introduction and Purpose**

*This Community Improvement Plan will accomplish the following:*

- *Facilitate the efficient and orderly implementation of the community improvement policies of the Official Plan of the City of Kenora;*
- *Identify and describe the Community Improvement Project Areas to which this plan relates;*
- *Provide rationalization and the fundamental basis of the Community Improvement Project Areas;*
- *Confirm the commitment of the City of Kenora to encourage and support continued economic growth and investment in the community geared toward rehabilitation, renovation and relocation through utilization of unprecedented and innovative means;*
- *Provide a brief and general outline of the Incentive Programs endorsed by the City of Kenora;*
- *Provide sufficient flexibility to enable Council to make minor changes to the Plan without formal amendments; and*
- *Provide the opportunity to implement the policies contained herein to property owned by the City of Kenora whether it be situated within its municipal boundaries or without.*

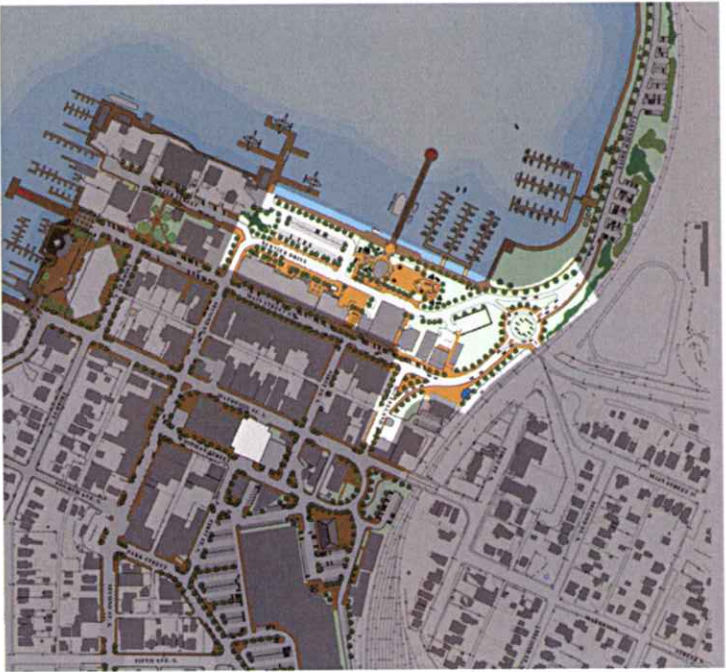


## 4. Phasing Plan

This phasing plan was devised by the Harbortown Centre Committee with consideration of public comment to provide the orderly and effective revitalization of the downtown over time. The phases reflect the rational grouping of projects rather than specific years. It is intended that the revitalization efforts be completed as quickly as resources permit, however, the phases can be adjusted according to the availability of financial resources.

The following provides the preliminary budget objectives for each component of the revitalization plan. These budgets include allowances for contingency and professional fees.





## PHASE I

Area	Underground Utilities	Surface Works	Total
3 - Traffic Roundabout (3 - 4-way Intersection Alternative)	\$116,000	\$811,400	\$927,400
4 - Parkade (58 stalls)	\$116,000	\$1,026,500	\$1,142,500
4 - Harbourfront	\$0	\$580,000	\$580,000
4 - Harbourfront	\$149,400	\$1,451,000	\$1,600,400
5 - Kenora Harbour	\$0	\$3,010,800	\$3,010,800
<b>Subtotal</b>	<b>\$265,400</b>	<b>\$5,853,200</b>	<b>\$6,118,600</b>





## PHASE II

Area	Underground Utilities	Surface Works	Total
1 - Lakeview Drive	\$0	\$602,600	\$602,600
5 - McClellan Ave. at Main St.S.	\$234,000	\$1,122,400	\$1,356,400
6a - Main St.S, McClellan Ave. to 2nd St.S.	\$396,900	\$787,300	\$1,184,200
7a - 1st St.S., West of Main St.S.	\$320,700	\$279,700	\$600,400
14 - Lakeside Boardwalk South	\$0	\$1,482,700	\$1,482,700
<b>Subtotal</b>	<b>\$951,600</b>	<b>\$4,274,700</b>	<b>\$5,226,300</b>

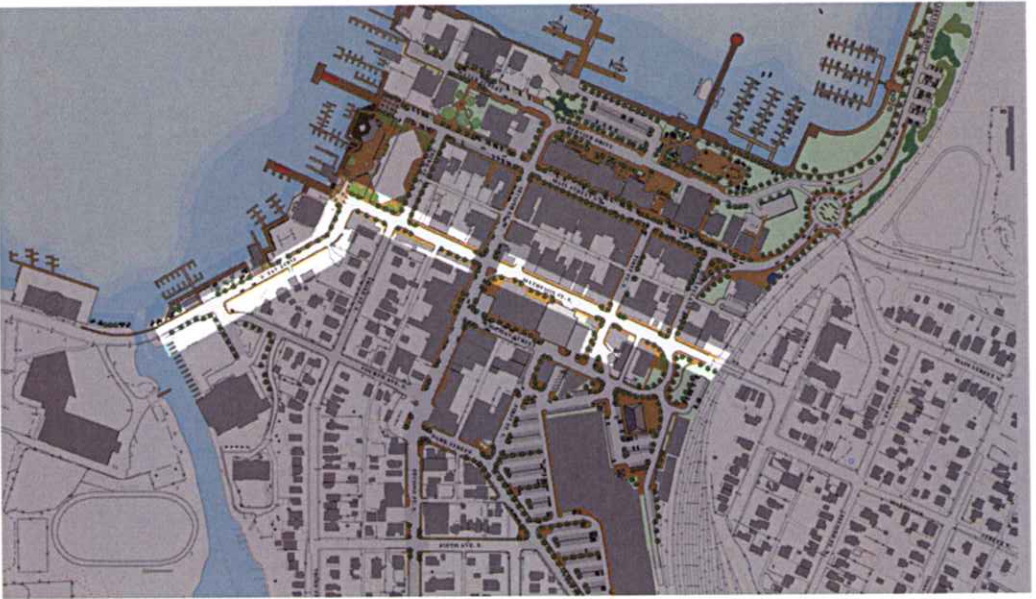




### PHASE III

Area	Underground Utilities	Surface Works	Total
7b - 1st St.S., Main St.S. to Matheson St.	\$283,000	\$235,000	\$518,000
8 - Chipman St.	\$425,300	\$820,500	\$1,245,800
9 - 1st St.S./Park St.	\$1,171,400	\$1,269,300	\$2,440,700
11a - 2nd St.S., Main St. to Park St.	\$448,200	\$1,079,200	\$1,527,400
<b>Subtotal</b>	<b>\$2,327,900</b>	<b>\$3,404,000</b>	<b>\$5,731,900</b>





## PHASE IV

Area	Underground Utilities	Surface Works	Total
7c - 1st St.S., Matheson St. to Chipman St.	\$180,200	\$86,500	\$266,700
10a - Matheson St., North of 2nd St.S.	\$317,300	\$1,191,000	\$1,508,300
10b - Matheson St., South of 2nd St.S.	\$158,200	\$591,000	\$749,200
10 - Utilities: Main St. to Matheson St. at 1st Ave.S.	\$180,200	\$0	\$180,200
13 - 1st Ave. S.	\$1,098,500	\$495,000	\$1,593,500
<b>Subtotal</b>	<b>\$1,934,400</b>	<b>\$2,363,500</b>	<b>\$4,297,900</b>



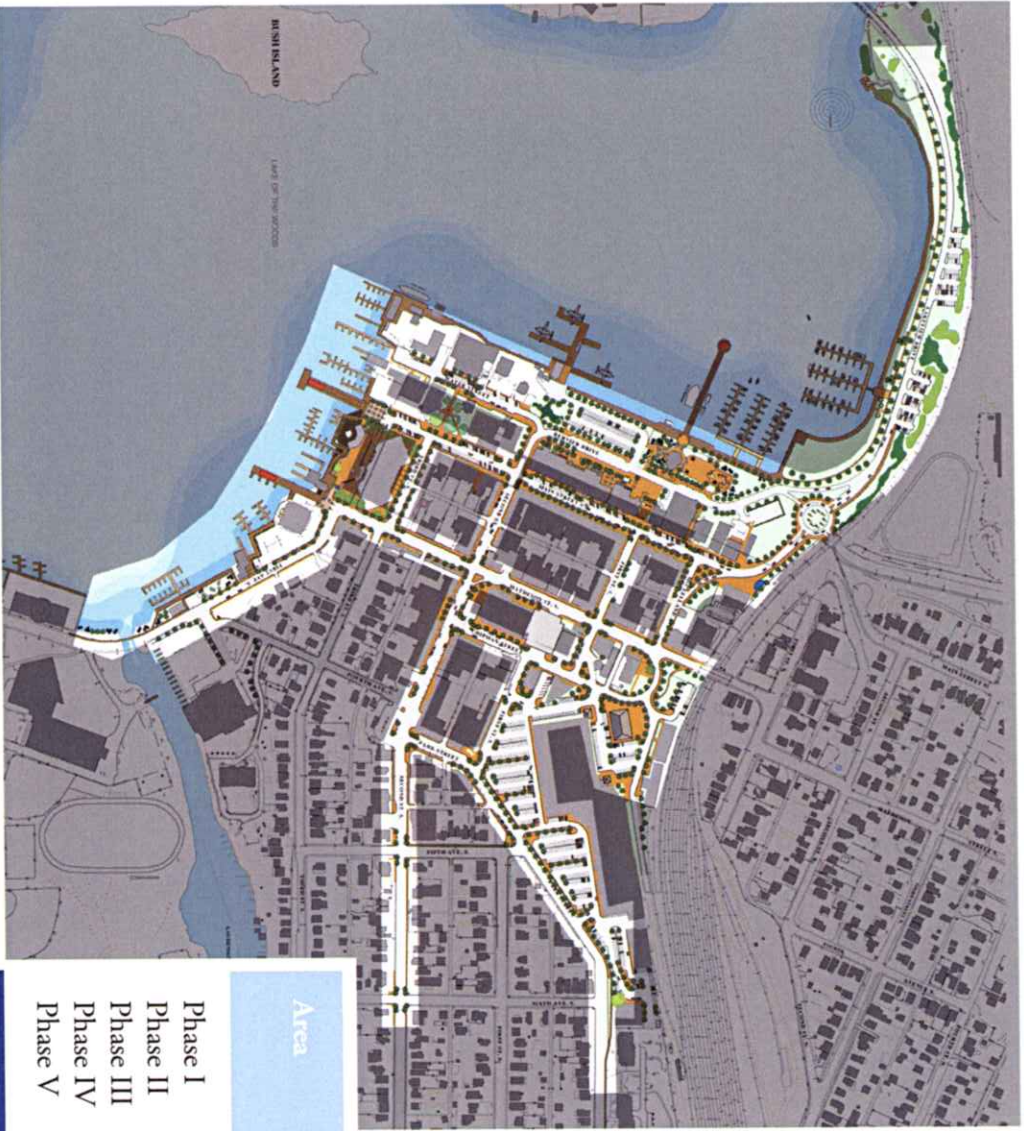




## PHASE V

Area	Underground Utilities	Surface Works	Total
6b - Main St., South of 2nd St.S.	\$359,900	\$749,800	\$1,109,700
11b - 2nd St.S., Park St. to 6th Ave.S.	\$88,800	\$757,600	\$847,400
12 - Water St.	\$53,000	\$568,700	\$621,700
10c - 3rd St.S., Main to Matheson St.	\$102,400	\$209,200	\$311,600
Utility Restoration Fringe Areas	\$1,269,700	\$0	\$1,269,700
<b>Subtotal</b>	<b>\$1,874,800</b>	<b>\$2,285,300</b>	<b>\$4,160,100</b>





### ALL PHASES

Area	Underground Utilities	Surface Works	Total
Phase I	\$265,400	\$5,853,200	\$6,118,600
Phase II	\$951,600	\$4,274,700	\$5,266,300
Phase III	\$2,327,900	\$3,404,000	\$5,731,900
Phase IV	\$1,934,400	\$2,363,500	\$4,297,900
Phase V	1,874,800	\$2,285,300	\$4,160,100
<b>Grand Total</b>	<b>\$7,354,100</b>	<b>\$18,180,700</b>	<b>\$25,574,800</b>



APPENDIX I  
Committee Meetings Minutes



# City of Kenora

## Downtown Revitalization Plan

Agenda – Startup Meeting

7:30 am – September 25, 2003

1. **Chair: Introduction of committee and consultant and purpose of this meeting**
2. **HTFC: introduce general project objectives:**
  - “... to develop a greater sense of awareness of physical planning and the built environment within the city.”;
  - “... establish a conceptual plan for the physical development of the downtown area over the next five to ten years.”; and
  - “... analyze and recommend potential partnerships with private property owners”
4. **Discussion – observations, issues and concerns**
  - Various stakeholders present
  - Which stakeholders are not present, contact information
  - Things that have a strong consensus in the community
  - Things that have conflicting interests
5. **Wrap-up**
  - Summary of outcomes of the meeting
  - Confirm next meeting date for progress report on inventory & analysis: ± Nov. 15.

### Deliverables:

- Infrastructure requirements;
  - Traffic and pedestrian movement and wayfinding;
  - Heritage preservation strategy;
  - Image, branding and signage;
  - Public/private partnership opportunities and enabling structure; and
  - Necessary implementation steps.
3. **HTFC: review overall process and schedule**
    - Confirm study area
    - Overall planning and design - HTFC
    - Business and public input – Suzanne Broten
    - Traffic and infrastructure - Wardrop
    - Heritage component – Nelson Architects
    - Key milestones and meeting schedule



# Minutes of Meeting

## Kenora Downtown Revitalization

### Harbourtown Committee

**Date:** September 25, 2003

**Location:** LOWBIC

**In attendance:**

Committee members: Jeff Port, Jim Tooke, Theresa Stephens, Rory McMullan, John Berringer, Don Cameron, Dean Brennan, Bob Bernie, Pamela Bryson, Bill Presentanz, Bill Richards, Hugh Jenson.

Jeff Frank, Hilderman Thomas Frank Cram (HTFC)

The following is considered to be a true and accurate recording of items discussed. Should any discrepancies be noted, please notify the undersigned at once. If no notifications are recorded, these minutes shall be considered to be accepted by all.

The following summarizes the issues and objectives voiced by the committee:

1. Project must provide a realistic plan to implement in the capital program for the City
2. Traffic, parking, congestion and public safety are the major issues
3. Employees parking on the street contribute to the parking problem
4. Public relations are needed to promote the planning process and the design process. A publicist would be useful. Need to engage the public and foster support. Be more positive about attributes and benefits
5. Marketing and promotion required
6. Is Kenora a paper town or a tourist town? Is it cottage country or tourism?

7. Lake of the Wood and the Harbourfront are the main attraction. Harbourtown in Kenora is what the Forks is to Winnipeg. Not currently integrated in to the shopping district
8. The mall does not relate to downtown
9. Beautification required
10. Need to define the PRODUCT of Harbourtown
11. Revitalization must stop the deterioration, improve property values and create a climate for investment.

Prepared by: Jeffrey M. Frank, CSLA  
Hilderman Thomas Frank Cram



# Kenora Downtown Revitalization

## November 19, 2003

### OBJECTIVES:

From terms of reference:

- “... to develop a greater sense of awareness of physical planning and the built environment within the city.”;
- “... establish a conceptual plan for the physical development of the downtown area over the next five to ten years.”; and
- “... analyze and recommend potential partnerships with private property owners”

What we think you really mean:

### TO TURN HARBOURTOWN INTO A DESTINATION

#### DESIGN PRINCIPLES:

- Harbourtown will be easy to identify and to find
- It will be easy to park your vehicle, boat or snowmachine, to walk to your destination, to shop, eat and play
- A place where you will park near to your destination but wander extensively...a good place to walk
  - Universally accessible
  - Interesting and stimulating
  - Clean and safe
- Engaged with the Lake and authentically Kenora
- Adapted to the climate and weather. As nice in winter as it is in summer. A refuge on rainy days.

- A good place to invest in a business such that more investment will yield more interesting and stimulating destinations and attractions
- Attractive for year round residents, seasonal residents and tourists
- Memorable (in a good way)



# City of Kenora

## Downtown Revitalization Plan

Agenda – Meeting #2

7:30 am – November 20, 2003

1. **Consultant review of issue identification and analysis to date and emerging ideas and opportunities**
  - Steering committee
  - Focus Groups
  - Consulting engineering review
  - Observations and interviews
  - Business Retention and Expansion Survey (2003)
  - Women's Business Network (2001)
  - Kenora Harbourfront Plan (1998)
2. **Clarification of Objectives and design principles**
3. **Next steps:**
  - Complete analysis phase
  - Conceptualization of alternative ideas and opportunities
  - Workshop

### Subjects:

- Land Use
- Vehicular traffic
- Pedestrian traffic
- Boat access
- Heritage, image, themes, appearance
- Signage & wayfinding
- Vagrancy
- Cleanliness
- Security/vandalism
- Use of Harbourfront
- Winter use
- Municipal infrastructure



# Meeting Notes

## Downtown Revitalization

### Traffic Options

May 20, 2004

7:30 a.m. LOWBIC Offices

#### In Attendance:

Heather Kasprick	Dean Brennan
Ron Noseworthy	Len Compton
Rory McMillan	Jennifer Rasmussen
Colin Wasacase	Jeff Port
Jim Blight	Andrew Poirier
Teresa Stevens	Bill Richards
Buck Matowski	Bill Preisentanz
Hugh Jensson	Bob Birnie

#### Today's Mission:

1. Develop a consensus on the preferred elements on the Harbourfront/Main St./Water St. components of the traffic plan.
2. Identify the priority improvements for Phase 1 implementation.

#### Downtown Traffic Options:

- Option 1:* New thoroughfare development on the Harbourfront
- Option 2:* Modified Bernier Drive option for improved traffic flow
- Option 3:* Improvements to the current downtown traffic flow

#### Stakeholder Comments:

1. Need to display these traffic options for more public input.
2. Option 1 takes the waterfront access away from the public.
3. Why do the public want to come to the waterfront?
4. Internal truck route along the CP track was removed as a traffic option early in the review – need to send traffic through the downtown area.
5. Parkade is a big part of any of the options because of removal of downtown parking spaces.
6. Option 3 is compared to Corydon Ave. in Winnipeg – some concern with traffic circle – should be replaced with a four way stop.
7. Need to preserve the Harbourfront for the public.
8. Appears to be a general affinity to Option 3 with some tweaking of the features from the other options.
9. Option 1 includes removal of the cenotaph which may affect Legion and Veteran members.
10. Communication plan needs to be developed to share information with the public.

#### Preferred Option(s):

- Present* i) Option 3 with cenotaph remaining at Water Street location and
- ii) Option 3 with removal of cenotaph from Water Street relocation.

#### Next Steps:

Present a plan at the next Harbourtown Centre Committee meeting to most effectively communicate these preferred traffic options to the public.





APPENDIX II  
Public Comments



# KENORA DOWNTOWN REVITALIZATION Public Comment Sheet - Development Proposals

Open House May 6, 2004

	Agree	Disagree	No Answer	Other	Priority (1-High, 2-Medium, 3-Low)			Comments
					1	2	3	
<b>Overall Plan (n=6)</b>	5		1		2			Good to see progress.
<b>Traffic Concept (n=6)</b>	4		2		2			Love the traffic circle. Good - plaza @ Bernier w ramp is good. Like roundabouts. Need a plan to encourage "compliance." Excellent.
<b>Heritage Building Concepts (n=6)</b>	5		1		2		1	
<b>AREA DESCRIPTIONS</b>								
<b>1. Lakeview Drive (n=6)</b>								
Enhance existing walk (per Harbourfront Plan 1998) with street trees and seating areas	6				1		1	
Tourist route banners and signage	5	1					1	1
Extend boardwalk to Husky the Muskie	5	1						2 Not necessary - full harbour path more important.
Develop parking north side to serve harbour slips and event overflow	5		1			2		
Develop parallel parking south side	4	1	1			1		Yes, if wide enough. More parking but more congestion. Angle, good idea.
<b>2. The Harbour (n=6)</b>								
Develop slips and pier as per Harbourfront Plan 1998	5		1			1	1	1
Fill to create green space at the harbour suitable for small tent or band shell	5		1			1	1	1
<b>3. Traffic Roundabout (n=6)</b>								
Modern traffic roundabout will keep traffic flowing	6				1		1	
Do not permit traffic to turn into Bernier from the circle in order to limit traffic through harbourfront; traffic from Veterans Drive will be directed through downtown	4		1			1	1	1
<b>4. Harbourfront SEE ATTACHED</b>								
								Whatever flows best.



Open House May 6, 2004

	Agree	Disagree	No Answer	Other	Priority (1-High, 2-Medium, 3-Low)			Comments	
					1	2	3		
<b>5. McClelland at Main (n=6)</b>									
Civic plaza in front of City Hall	4	1	1				1		
Sweeping yield lane facilitates large vehicles travelling west towards the traffic roundabout	4	1	1				1		
Eastbound truck route will be down Main to Second; all other traffic can choose this route or Matheson	4	1	1				1		
Signal intersection at McClelland and Main	4	1	1				1		
Signal intersection at McClelland and Matheson with special lights on the bridge	3	1	2				1		
<b>6. Main Street (n=6)</b>									
Develop angled parking one side and parallel parking on other side	6				3		1	Angle parking great. East side of Main needs the angled parking	
Widen sidewalks throughout; bulb out sidewalks at intersections and mid-block crossing islands	5	1					2	Good idea. Bulb outs narrow the roadway & thus, must be careful not to impede traffic	
Existing on street parking: 53; proposed on street parking: 84	5		1		2				
<b>7. First Street South</b>									
Close road connection between Main and Harbourfront; develop as terraced plaza with accessible ramps	6						1	1	Was poor access anyway, won't miss it.
Add bulbs to street corners to accommodate street trees	6						1	1	
Potential to close First Street between Main and Matheson for special events or permanently as a pedestrian mall	4	1	1				1	2	Good.
<b>8. Legion / Mall / Railway Station</b>									
Improve alignment of McClelland and Chipman	3	1	2		1				Indifferent - area is not part of downtown in my mind.
Encourage Mall to develop entrances at northwest corner in to the Zellers space and directly in to the Mall space	4	1	1		2				
Develop parking and landscaping	4	1	1		2				
Incorporate the CPR Station into site plan	4	1	1		2				
Incorporate Railway Garden and old YMCA (Legion) garden into site planning	4	1	1		2				



Open House May 6, 2004

	Agree	Disagree	No Answer	Other	Priority (1-High, 2-Medium, 3-Low)			Comments
					1	2	3	
<b>9. First Street South / Park Street at Mall</b>								
Develop diagonal parking on First Street	4	1	1		2			
First Street to be one way westbound between Park and the entrance to the mall lot	4	1	1		2			
Boulevard tree planting on Park	4	1	1		1	1		
Encourage Mall to redevelop parking lot and add trees and islands	4	1	1		2			
<b>10. Matheson and Second (n=6)</b>								
North and west bound turn lane to accommodate larger vehicles	6				1			
Add floors to parkade	5	1				1	1	Definitely. Restaurant on top or apartments.
Add bulbs to street corners to accommodate street trees	5	1				1	1	
<b>11. Water / Main Street South (n=6)</b>								
Add bulbs to street corners and mid blocks to accommodate street trees	4		2				1	Option 3: I like the idea of a new entrance to Water St. thru museum by moving cenotaph but may be emotional issue; could be handled by showing people a nice, higher profile loc'n w gardens, like the cul-de-sac that would be created (if Water were closed at Main & 2nd)
Expand plaza at Memorial Park to Main	3		3				1	
<b>12. First Avenue South (n=6)</b>								
Street trees on First Avenue South and Safeway lot	5	1				1		
<b>13. Canadian Tire Site (n=6)</b>								
Encourage mixed use redevelopment of site (housing, commercial, offices)	6				3			Definitely.
Develop public access agreement as part of redevelopment to permit lakeside boardwalk and potentially other public amenities as part of the development	5	1			2	1		Best idea of them all. Encourages walkers around town - encourages access & will reduce pkg issues.
Redevelopment may include closure of Third Street South and incorporate lands to the north of Third Street	2	2	1	1			1	I live on 3rd St. How will this affect me? No exit from Main to Matheson south of 2nd



Open House May 6, 2004

	Agree	Disagree	No Answer	Other	Priority (1-High, 2-Medium, 3-Low)			Comments
					1	2	3	
<b>14. Lakeside Boardwalk (n=6)</b>								
Extend boardwalk from Walsten Air to Laurensens Creek and Lakeside Inn per Harbourfront Plan 1998	5		1		1	1	1	Definitely. Great.
Upgrade Main Street and Matheson docks per Harbourfront Plan 1998	6				2	1		Huge. Lakeside Inn to Hospital all on lake?



# KENORA DOWNTOWN REVITALIZATION Public Comment Sheet - Development Proposals Area 4 - Harbourfront Options 1 - 3

Open House May 6, 2004

	Agree	Disagree	No Answer	Other	Priority (1-High, 2-Medium, 3-Low)			Comments
					1	2	3	
<b>4. Harbourfront (n=8)</b>								
<b>All Options</b>								
Eastbound Lakeview Drive exits before the traffic circle and continues along the lake shore curving uninterrupted up to Second Street at Main.	4		3	1	1			This may become the "express route" eastbound.
First Street is closed to Main and redeveloped as a pedestrian plaza with accessible ramps.	6		2		1			
The Pavilion is redeveloped into a Tourist Information Centre. This location is very convenient and visible for tourist traffic.	7		1		1	1		Need signage on both ends of bypass informing traffic tourism info available in downtown Kenora @ harbourfront, then signage indicating same every 2 km until in town, esp. along Hwy 17E & 2nd St. Alternately, retain present tourism centre to direct traffic downtown. Currently provide tourism info at Pavilion from May long wknd to Sept. long wknd. Need parking for RV's, campers up to 45', & pull thru. Present tourism location tracks no. of RV's that use facility - approx. 1,100 from May 1 to end of Oct. every year. Currently NO parking downtown that can accommodate these large units. Now direct them to Rec Centre. If they are not towing their own vehicle, they must walk downtown. Most people who drive these large rigs are Seniors.
Reorganization can yield development pads for new businesses adjacent to the Pavilion. These could be new building or market stalls. Business plan would need to be done as well as input from existing merchants on how/if this could benefit their investment.	7		1		1	1		



Option 1 - New Lakeside Drive							
The elevation of the new road is raised so that a connection to Water is possible.	3	1	2	1	1		Don't try to connect to Water Street. Cul-de-sac for Water Street - Option 3. Not necessary, is it? Walking is good.
The existing Bernier shops will now face a Plaza and parking bays rather than a road. The downtown area is transformed in to a contiguous uninterrupted walking district.	7		1			1	
The parking lot is relocated to the north end and sized to suit the large festival tent.	5	1	2				Must have location for this large tent. Large tent accommodation is important. Need separate place for events tent – not parking lot. Loss of parking during harbourfront events is a very sore point in Kenora. During these events pkg is at a premium, yet the tent takes up approx. 100 pkg spots putting extreme pressure on all other downtown pkg on Main, 2nd St., McClelland, 1st St. S. and Matheson. The very time when pkg is needed most is the time when a good percentage of pkg spaces are lost – counter productive. There has to be an area where the tent can go other than a parking lot. My pref. would be in the area of new fill @ northwest corner of harbourfront.
Events can occur in the plaza without necessarily closing the road.	7		1		1		
Lakeside boardwalk is expanded. The road edge is protected from the new road by street trees and street furniture.	7		1		1		Very nice.
<b>Option 2 - Realign Existing Bernier</b>							
The elevation of the new road is raised so that a connection to Water is possible.	2	2	4		1		
The existing Bernier shops will now face a Plaza rather than a road. This plaza would incorporate green space for a special event program venue. The downtown area is transformed in to a contiguous uninterrupted walking district. The parking lot is relocated to north of the Pavilion. This lot cannot accommodate the large festival tent.	3	1	4		1		
Lakeside boardwalk is expanded. The walkway is protected from the new road and parking by street trees and street furniture.	2	2	4			1	Need separate place for events tent – not parking lot.
I most prefer Option 2 overall.							



**Option 3 - Retain existing Bernier with New Access to Water Avenue**

<p>The connection between Water and Bernier is closed. A new access to Water is developed through the Memorial Park. The Cenotaph is relocated closer to Main.</p>	2	2	4			1			<p>New loc'n of Cenotaph must be better &amp; more beautiful (higher profile) than existing loc'n. Involve Legion members. I personally have no problem w this, but moving Cenotaph will be a hard sell &amp; could bog the plan down.</p>
<p>Remove the 90 degree parking from Bernier and convert some to parallel or diagonal parking stalls.</p>	2	1	5		1	1			
<p>Maintain existing large parking lot. Provide access to the parking lot directly off of Bernier to improve visibility and utilization. Convert stalls facing lake to parallel stalls. Provide planting along edge between parking and boardwalk. This lot can still accommodate the large festival tent.</p>	2	1	5		1	1			
<p>The existing Bernier shops will now face a somewhat wider sidewalk/plaza rather than the fronts of cars.</p>	3	1	4		2				
<p>The Pavilion is redeveloped into a Tourist Information Centre. Removal of the pedestrian bridge to Main Street (relocate and incorporate into the Kenora Trail System) will significantly enhance the appearance and visibility of the Pavilion. Significant modification to the landscape also required.</p>	2	2	4		1			<p>Leave bridge in place.</p>	
<p>The existing playground and plaza north of the Pavilion remain removed from the lake and separated from the shopping area.</p>	3	1	4		1	1			

