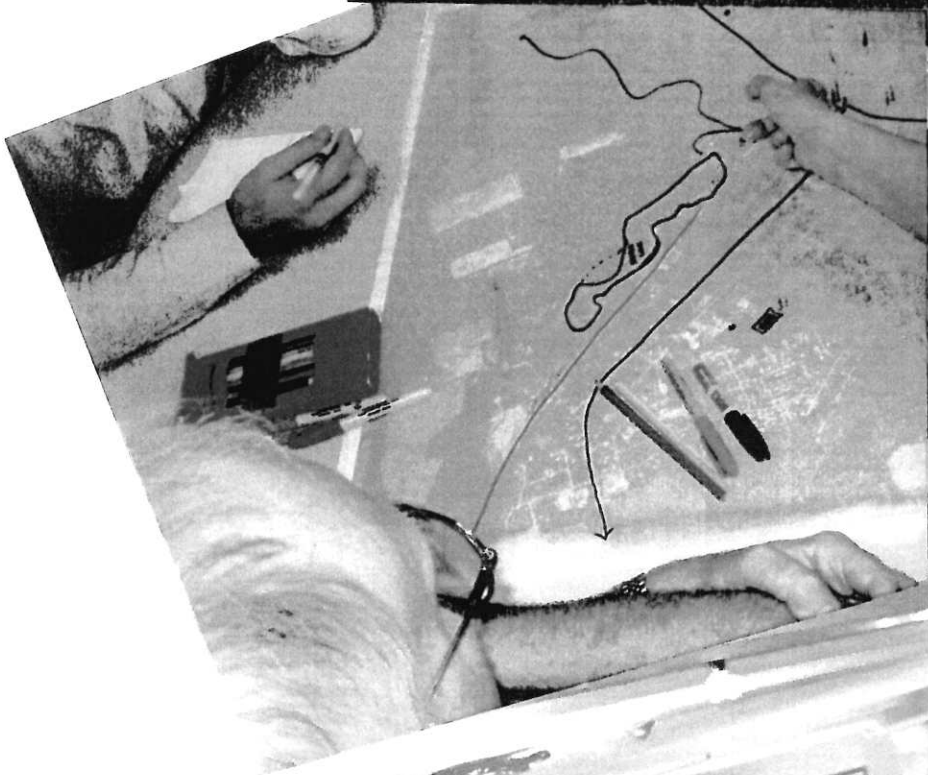


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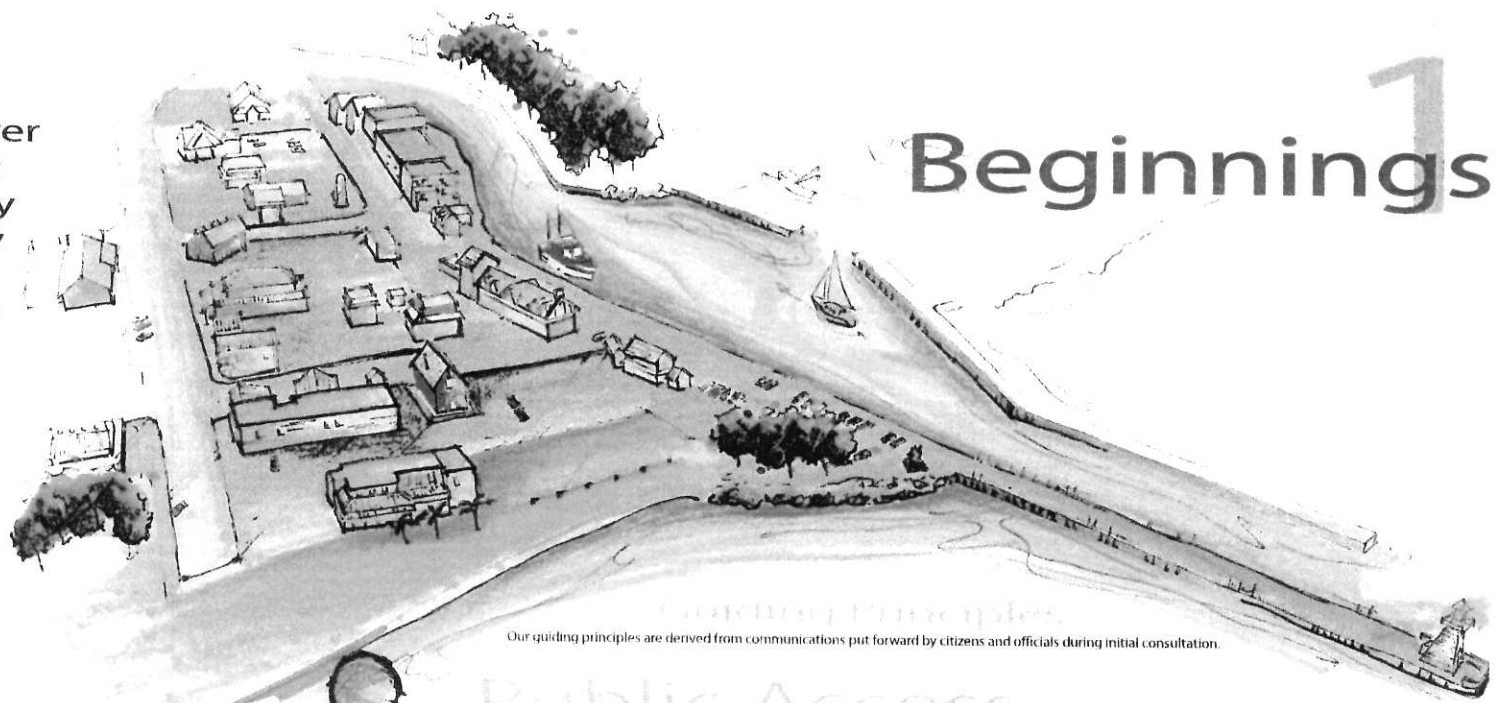
PORT DOVER ENHANCEMENT ASSOCIATION

By the University of Guelph "School of Environmental Design". These six Conceptual Plans are a product of a Community Visioning project. Fifty Four 4th year students came to Port Dover on two occasions and engaged citizens to explore ideas for conceptual designs for our town. On Nov. 11 they presented their ideas for the development of heritage, cultural, recreational, residential and business opportunities. This was within the broader context of enhancing the quality of life for all citizens. It is interesting to note that many of their ideas although anchored in Port Dover have benefits for our larger Norfolk community.



Vision

The spirit of Port Dover is unique and vibrant but is encumbered by its current design. By tuning its existing physical structures to harmonize heritage and natural features, Port Dover's identity will be represented and reinforced.



1 Beginnings

Our guiding principles are derived from communications put forward by citizens and officials during initial consultation.

Public Access

Publicly-owned spaces provide central locations for activity, ranging from community celebrations to fundraising events, political gatherings, children's programs and farmers' markets. Squares are model examples of public spaces that benefit communities. In addition to giving a city its own distinct character, an active public square promotes economic vitality. Residents, visitors and tourists who frequent these gathering places also spend time at restaurants, retail shops and galleries.

Mixed-Use Development

Mixed-use development limits dependency on automobile use and guarantees customers for businesses. This zoning practice allows the development of more than one type of building or set of buildings in a specific area. For example residential units can be situated in the second and third stories of commercial buildings.

Historical Character

Historical buildings and public spaces provide a strong sense of place; their beauty and scale inspire and connect people to the past while helping to shape the future. Protection of heritage, history, character and individuality is integral to community identity and provides a foundation and direction for growth.

Multi-Purpose Spaces

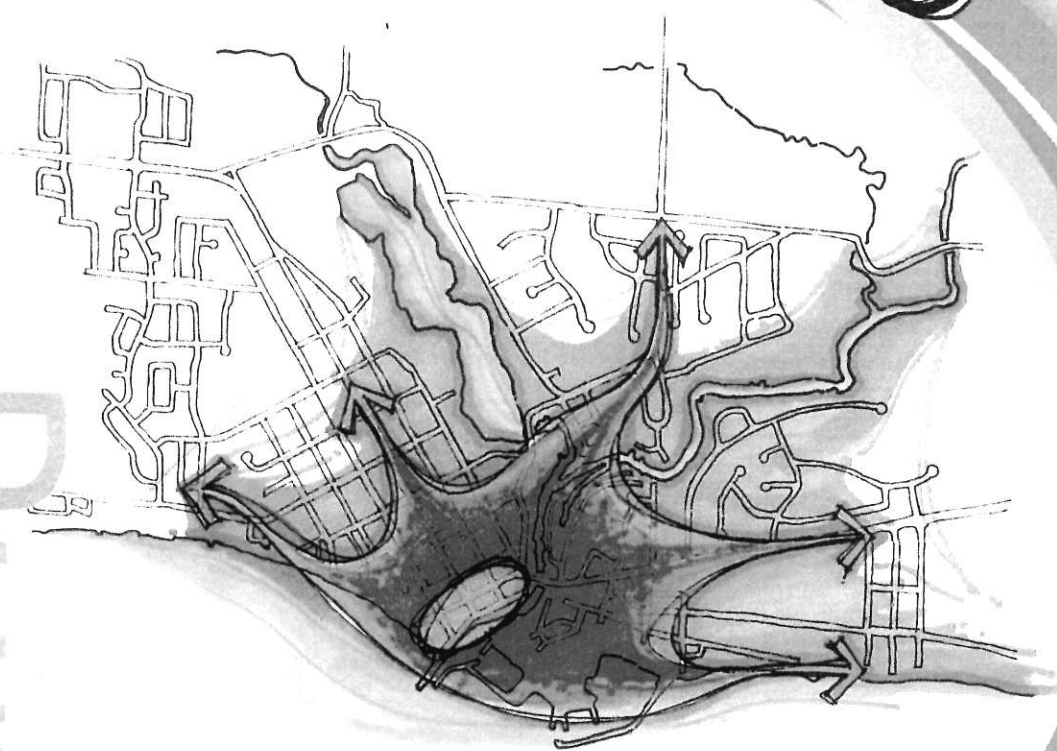
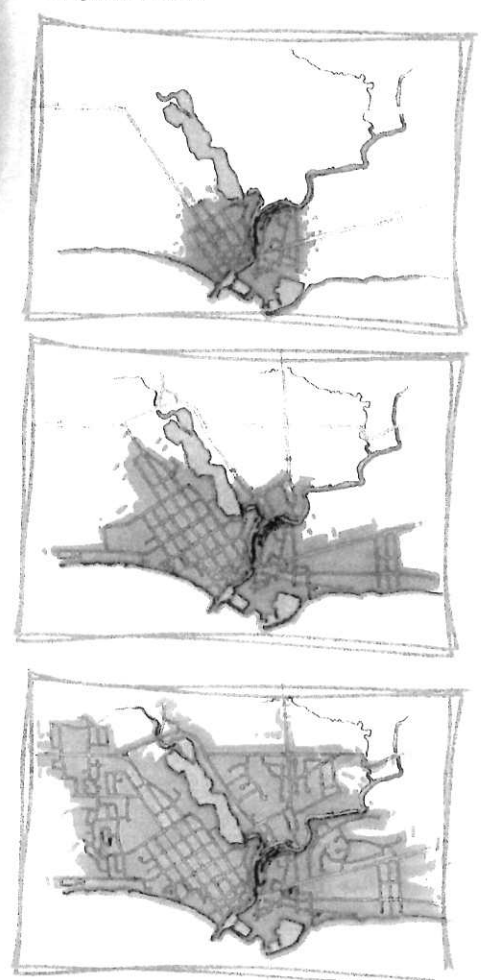
Spaces with greater adaptability serve the needs of more people and increase function. In order to accommodate a wide variety of activities and conserve space it is necessary to develop areas that can serve as multipurpose venues.

Beautification

With revitalization, community pride is bolstered, aesthetic surroundings positively influence current perception, and stakeholders become better unified as historic identity infuses community character. Visual improvements of neglected areas have extensive consequences. Immediate impact includes growth in tourism and commerce, but a more important, and perhaps less apparent, outcome is an increased quality of life.

Historical Growth

The community of Port Dover has grown from the natural harbour area which has provided the basic necessities for industry and expansion.



Catalyst

Why Just the Harbour District?

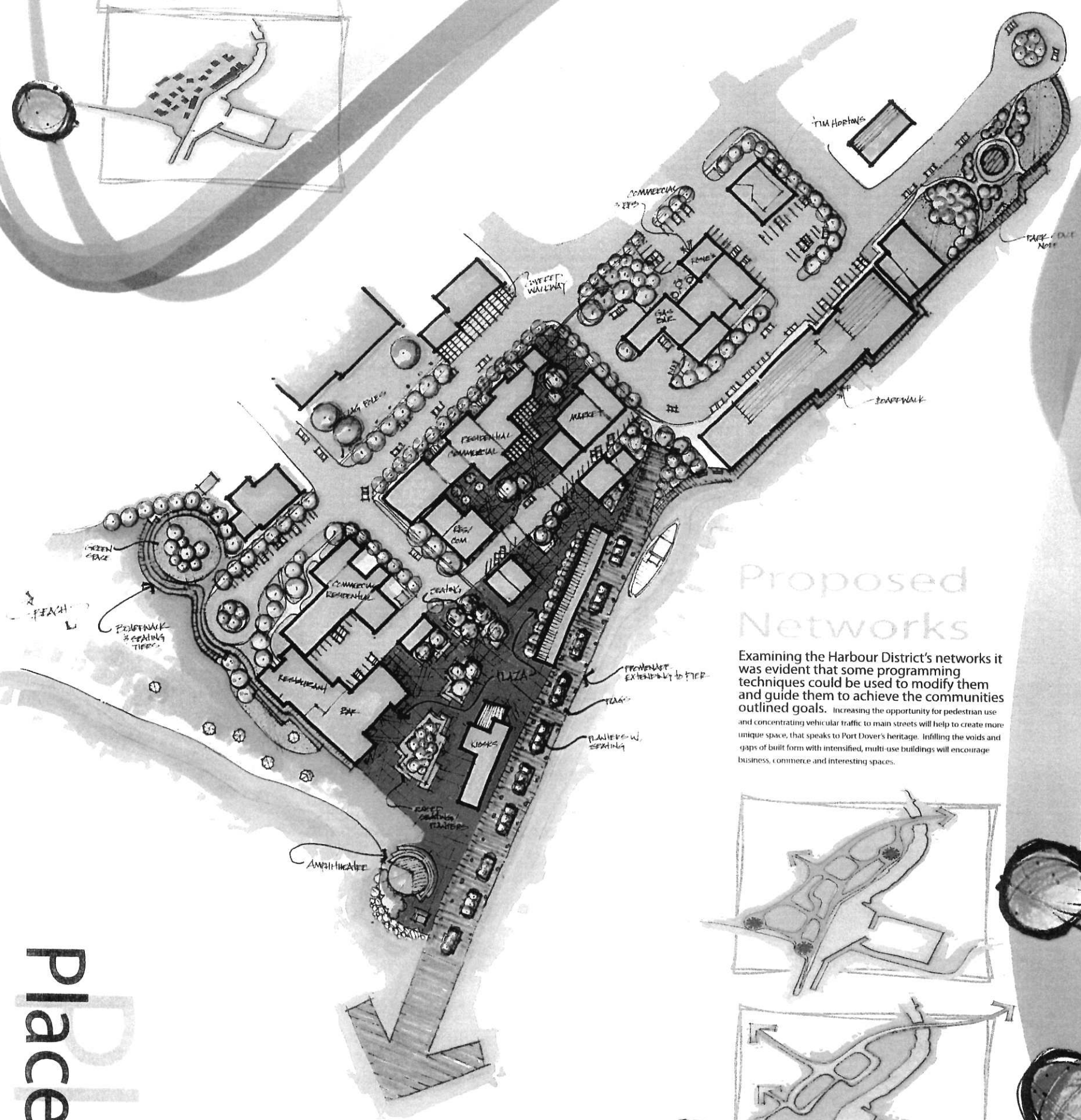
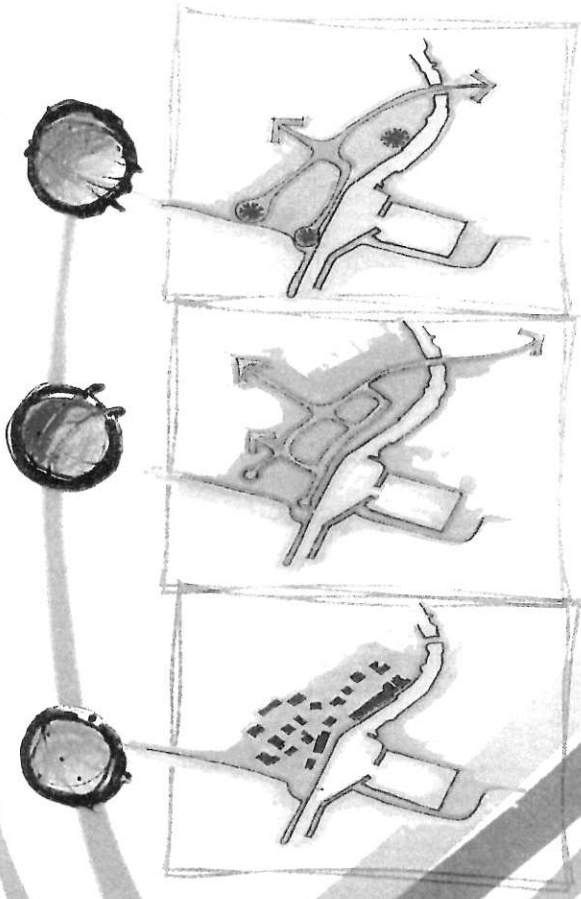
Capturing the unique sense of place is fundamental in the design of any community project. The most magnificent and brilliant communities have succeeded because they not only reflect, but reinforce, the spirit and authenticity of their location. Port Dover is steeped in unique heritage and tradition and thus has the foundational resources to become a golden thread in the landscape fabric of Ontario. By focusing attention on a powerful identity that has grown in its Harbour District, we see it necessary to concentrate at the same place where Port Dover had its beginnings. The Harbour District has and will continue to function as the catalyst for the entire community's revitalization - its social character, economic development and future growth.

Purpose Purpose Purpose

Beginnings

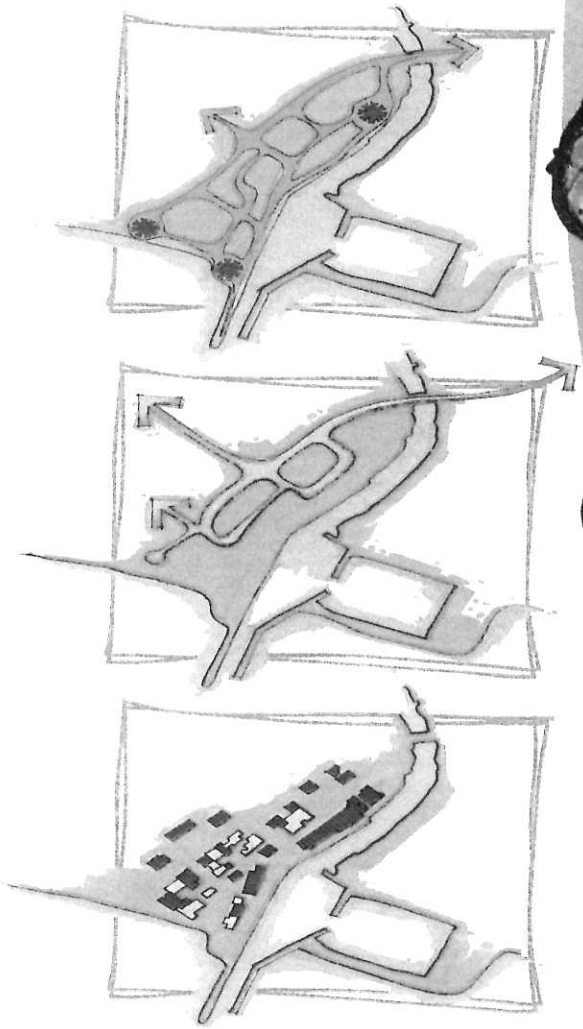
Existing Networks

Urban centers represent many different layers of information at varying scales. The pedestrian network of Port Dover has several attractive intersections that present complimentary views of the Harbour District. The vehicular network has a dominating presence and has been a primary focus. The current built form and structures are interspersed with voids and gaps where buildings used to be and thus need revision.



Proposed Networks

Examining the Harbour District's networks it was evident that some programming techniques could be used to modify them and guide them to achieve the communities outlined goals. Increasing the opportunity for pedestrian use and concentrating vehicular traffic to main streets will help to create more unique space, that speaks to Port Dover's heritage. Infilling the voids and gaps of built form with intensified, multi-use buildings will encourage business, commerce and interesting spaces.

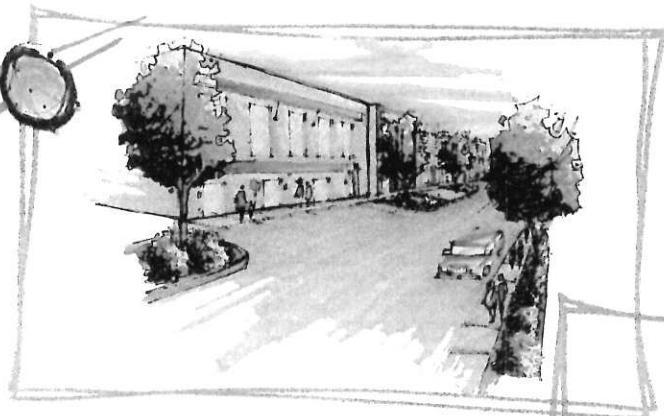


Place Place Place

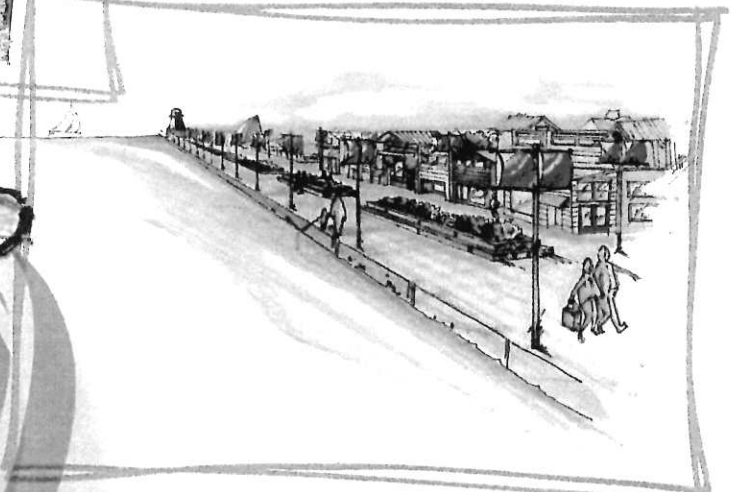
The Concept

The primary goal of our concept is to showcase the rich and complex identity that Port Dover has cultivated. To achieve this vision we have proposed several key features that adhere to the guiding principles outlined. Our first goal was to increase public access by increasing pedestrian oriented spaces. Along the internal waterfront, beginning at the Misner fish processing plant, we propose a promenade consisting of themed built form, a wooden boardwalk, and integrated planters with seating. Second was to create unique central spaces that were adaptable and could satisfy the needs of various stakeholders. These spaces would be created by new sets of buildings that would fill existing voids and gaps created by vacant lots. Directing focus would be feature nodes or significant destinations that would draw users from one area to another such as the: beach green space/boardwalk, amphitheater, promenade, museum park space and main street pedestrian entrance. The vacancy of the Misner processing plant presented significant opportunity for the development of office, studio, gallery, and business space. In summary we wanted to expose Port Dover's heritage through the retention of the existing built form and the development of new and focused amenities that relay the true spirit and legacy of the community.

3 Beginnings



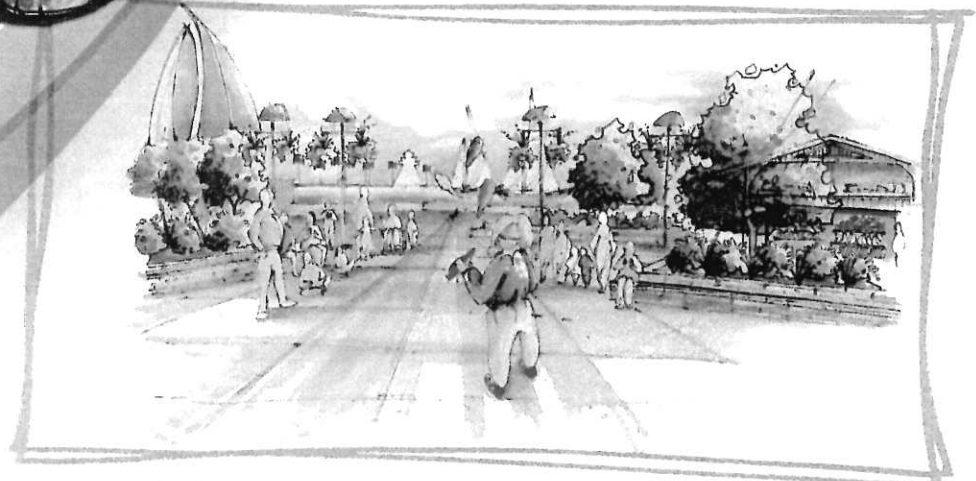
Retrofitted Misner Building



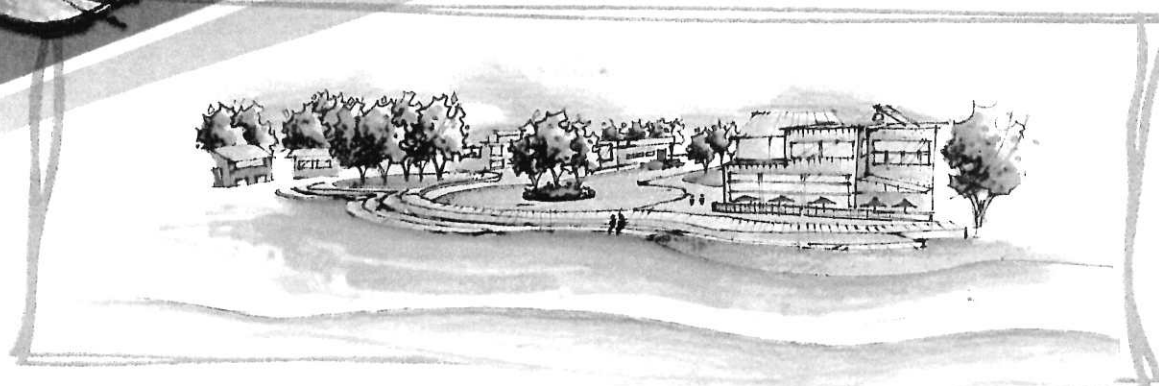
Boardwalk Promenade



Market Square



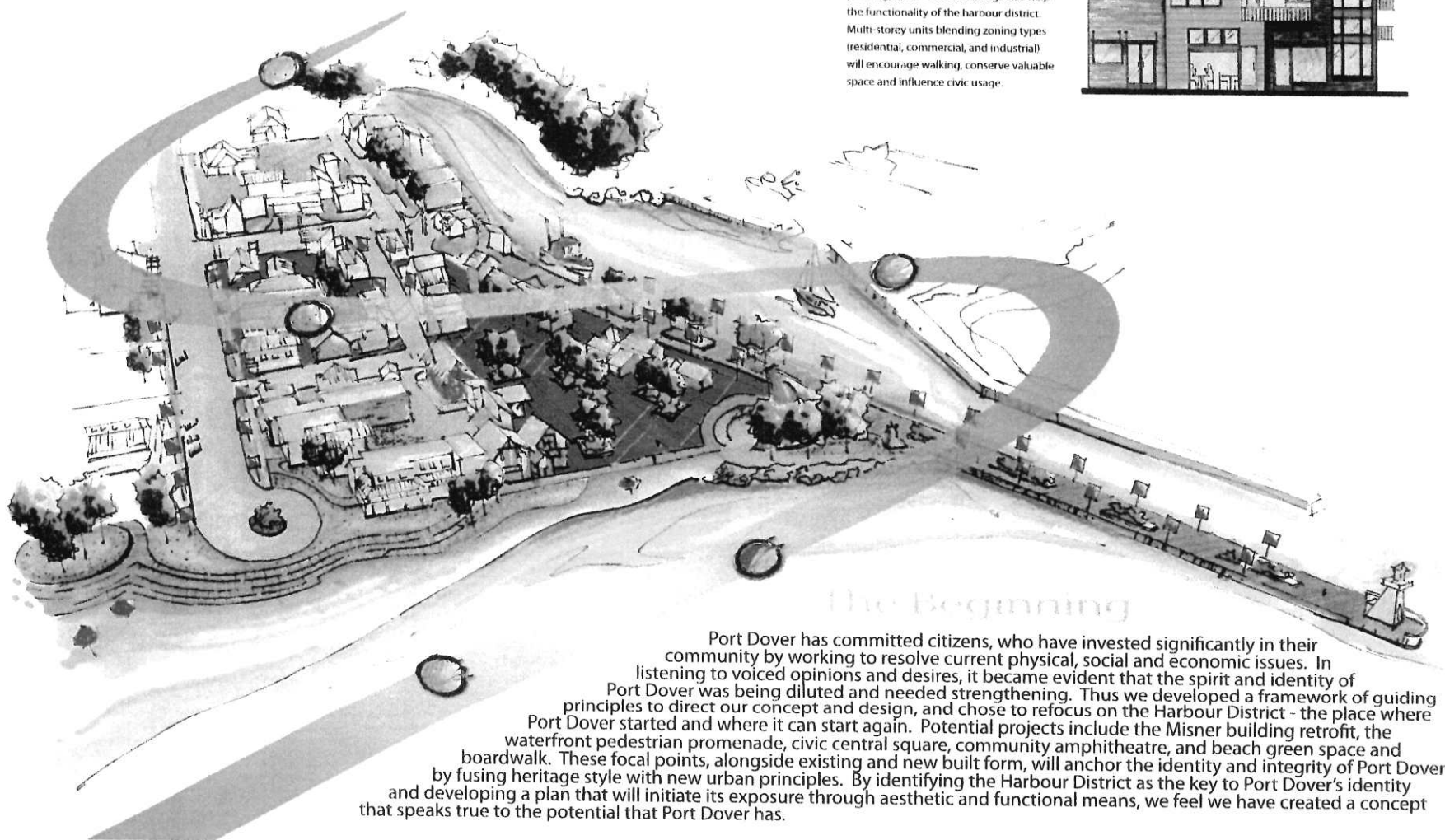
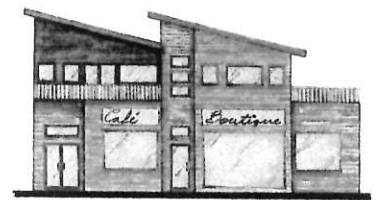
Public Plaza



Beach area, boardwalk and boardwalk

Building Types

The themes captured by the structure and shape of these buildings help to convey the layered composition that developed with the original fishing shanties constructed along the harbour's edge. Architectural themes like varied roof lines, staggered setbacks and fluctuating building height speak to the organic nature of Port Dover. Natural materials, such as native timber and stone, are suggested for construction to fully communicate the impression desired. Besides being aesthetically pleasing, these sets of buildings also help the functionality of the harbour district. Multi-storey units blending zoning types (residential, commercial, and industrial) will encourage walking, conserve valuable space and influence civic usage.



The Beginning

Port Dover has committed citizens, who have invested significantly in their community by working to resolve current physical, social and economic issues. In listening to voiced opinions and desires, it became evident that the spirit and identity of Port Dover was being diluted and needed strengthening. Thus we developed a framework of guiding principles to direct our concept and design, and chose to refocus on the Harbour District - the place where Port Dover started and where it can start again. Potential projects include the Misner building retrofit, the waterfront pedestrian promenade, civic central square, community amphitheatre, and beach green space and boardwalk. These focal points, alongside existing and new built form, will anchor the identity and integrity of Port Dover by fusing heritage style with new urban principles. By identifying the Harbour District as the key to Port Dover's identity and developing a plan that will initiate its exposure through aesthetic and functional means, we feel we have created a concept that speaks true to the potential that Port Dover has.

Identity n t i t y

Figure Ground Analysis:



This figure ground analysis is showing the relationship of buildings to open spaces in the downtown core. The black areas are the building and the red portions are the places for proposed infills. Such as, pocket parks, plazas, small greenways, and other small scale nodes.

Site Analysis:

Downtown

Constraints

- Existing Main Street gaps
- Lack of social and interactive spaces
- Powell Park is central, but isolated and underutilized
- Entrance into older downtown spoiled by two blocks of very discontinuous strip development

Opportunities

- Main Street is strong linear axis that intersects with harbour district
- Established two block radius central and proximal with character on which to build
- Powell Park existing large open space in the centre of downtown
- View down into harbour as you approach Clinton Street
- Main Street is major corridor through Port Dover, potential for people to stop and explore

Harbour

Constraints

- Disorganized spatial arrangement that separates overall interaction of the harbour area
- Potential separation of tourist spaces and activities from local community
- Large parking areas occupy valuable land and peak capacity required minimum of the time
- Public access to water is discontinuous
- Under representation of Port Dover's fishing culture
- Adjacent beach land uses adjacent to beach create barrier

Opportunities

- Incorporate local community activities to increase interaction with visitors
- Increase interaction with water
- Strong marine heritage on which to build and incorporate into urban design
- Potential to adapt waterfront packaging building that recently closed
- Openness of the harbour area can be used to create public space

Gamble Waterfront

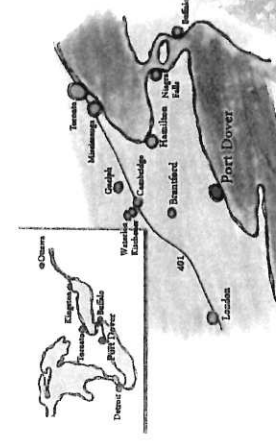
Constraints

- A lot of old machinery and boats to move before development can be done
- Private property that needs to be bought
- May be contaminated by fertilizer plant and machinery
- Lynn river must be preserved and not affected negatively

Opportunities

- Riverfront property
- Good proximity to all districts within the town
- Allows for boat access and use
- Provides opportunity for unique features such as the canal
- The triangular gamble property across from the waterfront property is perfect for a large community park.

Context:



Character Analysis: These pictures represent a range of characteristics that currently make up the image of Port Dover by looking at these and other images we came up with a design to best represent the existing character of the town.

ATMOSPHERE

Case Studies:



Pocket Park - Exhibiting the potential of unused spaces

- University of Waterloo - School of Architecture
- A temporary art installation designed and built by a group of students illustrates the adaptive reuse of a neglected space into a pocket park
- Open to the public, often in vacant lots in urban areas
- Provide spaces for informal socializing, nature, seating, art and small playgrounds
- Should have good visibility into the site for safety reasons (min 50% road frontage) with no hidden corners.
- Port Dover has several opportunities for infill along Main Street that could incorporate pocket parks.



Central Park and Rosewood Park - A balanced urban lakefront

- Highland park, Illinois
- The Central Park and Rosewood Park design envisions a downtown lakefront space that balances boating and swimming activities while preserving a natural theme.
- Include scenic overlook, pedestrian walking system, reconfiguring play area, multi-use facility buildings, and incorporating small performance venues.

Design Objectives relevant to Port Dover's Harbour Area:

- Connect water and people
- Connect neighbourhoods and parks to the lakefront physically, visually, and programmatically
- Create diverse and appealing lakefront areas while increasing opportunities for recreation, education and interpretation
- Improve amenities, beach quality, and environmental and public health conditions at the lakefront
- Create a sustainable lakefront model that addresses the environmental, social, and economic factors of the area
- Create revenue generation opportunities



The Riverwalk - Envisions of a balanced downtown lakefront space

- Enormously successful pedestrian environment.
- A network of walkways along the banks of the San Antonio River, adjacent to downtown area
- Lined by bars, shops and restaurants.
- An important part of the city's urban fabric and a tourist attraction in its own right.
- Added to over time
- Limiting of commercial chains to keep local flavor

ATMOSPHERE

Port Dover's Challenges

The current and future growth of Port Dover is threatening the town's unique character. The downtown core, the harbour, and Gamble's property are three distinctive areas that have great potential to collectively contribute to the legibility and experience of Port Dover as a whole. However, they are currently underutilized and lack a strong sense of place.

Downtown

Gaps in urban form, underutilized foundations and absence of social spaces

Harbour

Disorganized spatial arrangement discourages movement and

integration throughout the harbour area

Gamble Property

Large abandoned waterfront property creates a neglected patch in the core of Port Dover with no public access to water

Design Concept

To create a legible and identifiable community by re-establishing the distinctive identities of three essential character districts in the heart of Port Dover. By re-configuring the urban fabric of the downtown, harbour and Gamble property, these distinctive districts will collectively contribute to a stronger atmosphere (image and experience) that represents the unique character of Port Dover.

Design Principles & Guidelines

Distinguish downtown, harbour and the Dover Canal Village (previously Gamble's property) as three character districts.

Use similar materials and elements within each district

Utilize and enhance unique landscape and spatial form of each area

Provide distinct activities and programming

Link districts physically and symbolically

Repeat and connect key elements, such as compass roses and two-walk linkages

Create clear boundaries and transition areas

Walkability, program destinations and pedestrian friendly walkways

Use sight lines and focal points to draw people through and into spaces

Create social and interactive spaces

Provide a variety of nodes

Create flexible and open spaces

Encourage informal gathering areas

Provide interactive elements, such as art, music and water.

Create a legible townscape

Use paths that guide people through all three districts

Use colors to define and provide transitions between districts

Use nodes to create courtes for activity and social gathering and

serve as catalyst for development

Use landmarks and focal points to aid in way finding



Dover Canal Village

Design Summary

Downtown

This long established commercial centre of the Port Dover community is rich in culture and historic architecture. These foundations create a central area in which to focus development, through infill and intensification. A range of new uses in this form, these present an excellent opportunity for small interactive spaces, such as pocket parks. Furthermore enhancing walkability and re-establishing Powell Park as the social centre of downtown will reinvigorate the character and vibrancy of downtown. Main Street is the major corridor of Port Dover. It should serve as a showcase of the local culture and community. An attractive pedestrian environment is the backbone to a prosperous downtown. Street level spaces for informal gathering and diverse use of materials give the pedestrians priority which will increase local business and citizen health. Simple elements such as no-walks can also calm traffic, provide storm water management, and create a symbolic connection to the lake and harbour district.

Harbour Area

The Harbour area is a great destination for interaction between people and water, and provides opportunities to celebrate Port Dover's fishing heritage, local arts, performance and culture. Some of the future elements in the Harbour area are: the local plaza, the fishermen's memorial park, and the lake organ. The Boat Plaza is a multi-functional urban space that can function as an outdoor event venue and market place, hold festivals and performances, and act as a starting rink in the winter. The fishermen's memorial park is designed to commemorate the fishing heritage and culture in Port Dover, and at the same time provide green open space to promote outdoor activities and healthy growth. The Lake Organ is a community instrument that steps down to Lake Erie and creates a harmonic organ like sound powered by the wind and waves. It serves as another access point to the water by gradually reaching the water level with the steps. The Lake Organ connects the physical characteristics (water and wind) of Port Dover and transforms them to a sensory connection (in this case hearing). Overall, the newly designed harbour area is a destination of diverse meanings and activities for people of all ages.

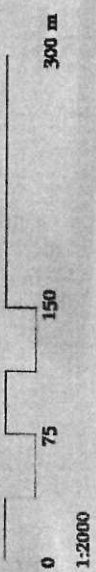
The Dover Canal Village

The Dover canal village is located on the existing Gamble property along the Lyon River. It is a prime location for investigation because of its proximity to the coast and to downtown. The purpose of this design is to create a unique environment by focusing on walkability, access and use of water for transport, creating a comfortable scale for pedestrians, as well as incorporating some of the past land use history. The village integrates mixed use high density housing and commercial space to provide Port Dover with room for growth that is not in-contrast to the town's self image. Water in Port Dover has a large influence on the town and its image. In the winter the canal can be used for skating and other winter activities, making it a year round destination for locals and tourists, and act as a revenue generator.

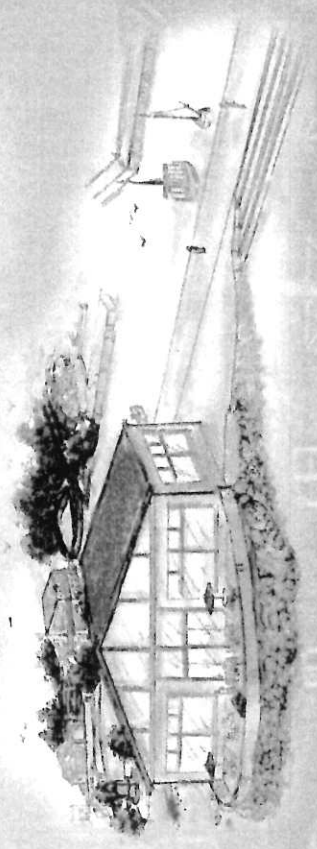
Harbour and Beach Area

Fishermen's Boardwalk

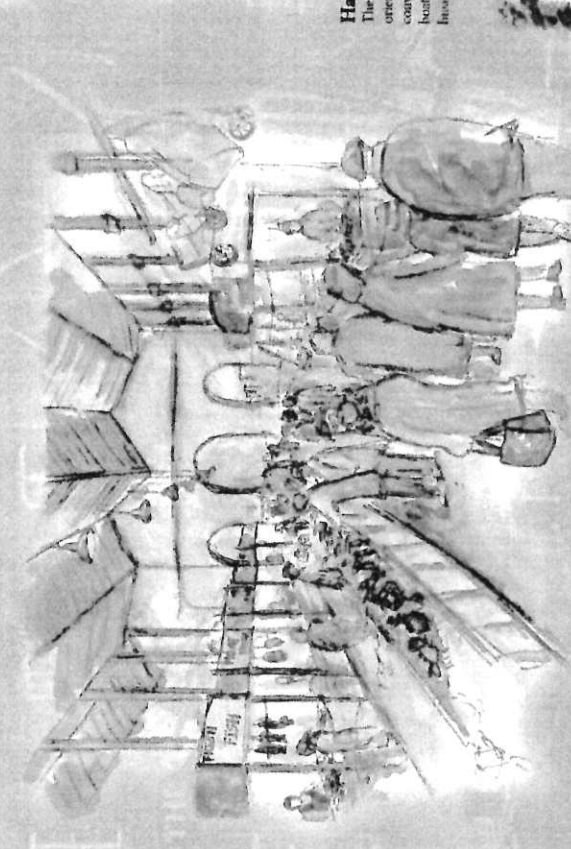
Beach and Boardwalk



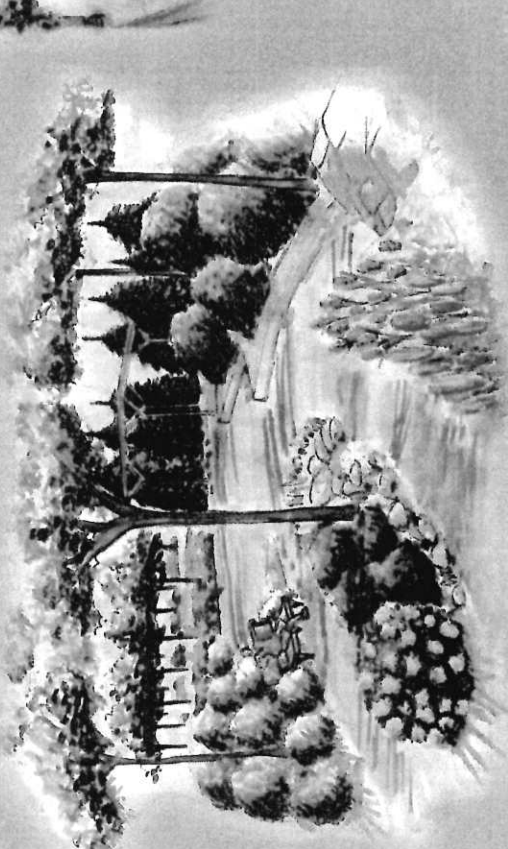
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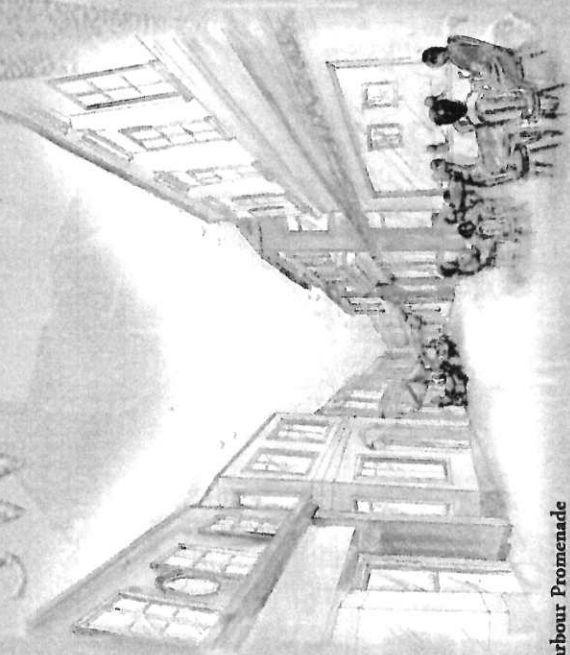
Port Dover Harbour Restaurant
The restaurant on the beach has been relocated to the rock edge area between the beach and the port towards the lighthouse. Moving the restaurant from its original location creates more space on the beach for local residents, and outdoor activities and events. The new location of the restaurant is situated close to the Lake Organ (cooling sound) and has a great view of Lake Erie.



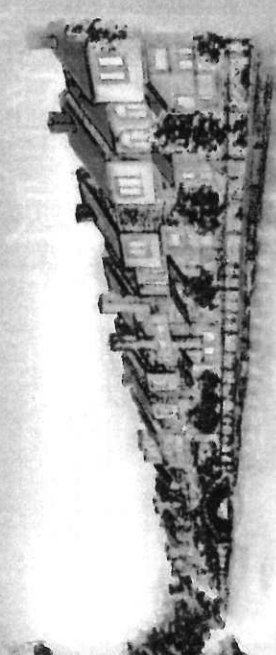
Indoor Market
The old packaging building along the harbour would be transformed into an indoor market area that can also function as a venue place. This indoor market is a seasonal open air market and can be enclosed relative to the weather conditions or event purpose.



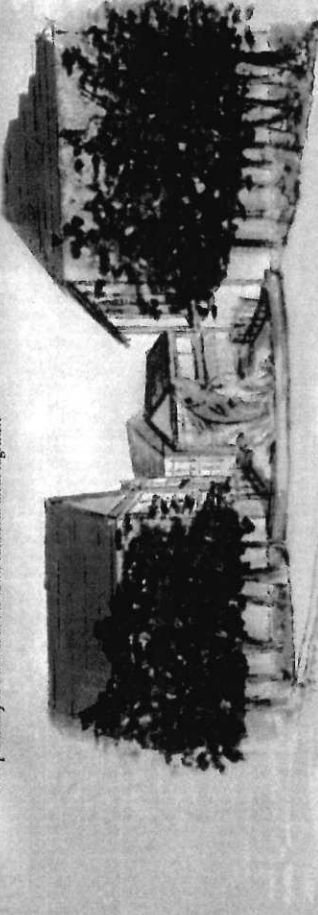
Dover Canal Park
The Dover Canal Park provides a quiet juxtaposition against the adjacent heritage development. In the center of the park is a lake shaped to mirror the boat-shaped plaza in the Harbour area. This is a shallow lake with a small island in the center and can be used for ice skating in the colder months.



Harbour Promenade
The harbour promenade incorporates Port Dover's local shops, restaurants and cafes into a major pedestrian oriented street near the harbour area. The new commercial corridor not only enhances walkability and shopping convenience for local residents, it also creates a sense of unity and enhances tourism by linking the beach to the boat plaza and surrounding features. It acts as an economic catalyst for Port Dover and promotes local small business opportunities.



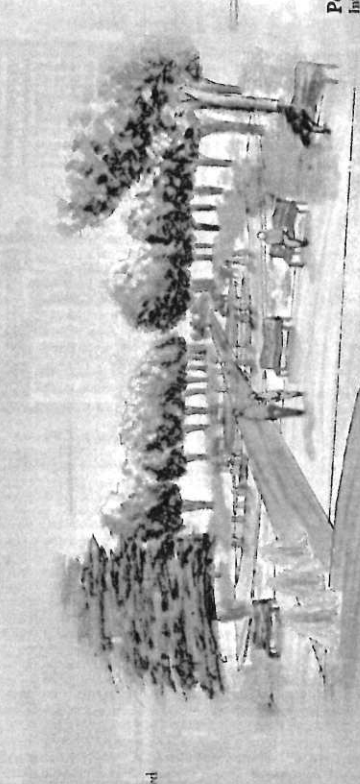
Dover Canal Condos
There is a mix of high density and medium density residents, which is located right beside Lynn river. The boardwalk runs in front of these properties to allow public access to the Dover canal village. The boardwalk also provides boat parking for residents which utilizes the water system for transportation. This is important to decrease the amount of motor vehicles. All amenities are close to the residence and their proximity to the rest of the town connects them together.



Pickrelle Water Feature
This is a sculpture of a pickerel in a channel that comes off the main canal, which provides a direct connection to Powell Park and downtown. The sculpture acts as a focal point for the users and provides a node for pedestrians as well as access into the Dover canal village.



Fishermen's Memorial Park and Boardwalk
The fishermen's memorial monument has been relocated to this newly designed green park space near the harbour edge. The monument is the focal point of the park to commemorate the fishing heritage and culture in Port Dover. The addition of green space creates a new community area to promote outdoor activities and healthy growth, and enhance the aesthetics of the harbour area. It also connects Port Dover's harbour foundation elements together (the port, the beach, the new boat plaza, and the new harbour promenade). The Fishermen's Memorial Park would be one of the catalyst designs that cultivate Port Dover's sense of place both physically and socially.



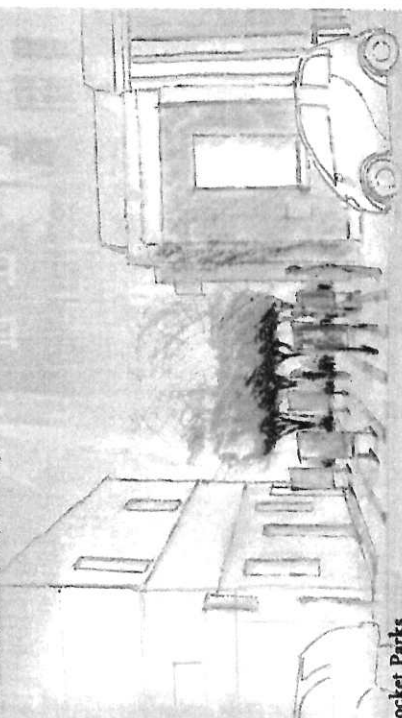
Powell Park
The central location of Powell Park in the downtown provides a tremendous foundation for the district to grow around. This large open space is currently the site of many concerts and festivals. However this prime green space is isolated from its surroundings and underutilized for most of the year. Increasing the adjacent sidewalk width and enhancing the park's openness and connection to Main Street will create a more social space that will enhance usage and safety.



Street Front Re-location
The movement of the existing Dairy Bar landmark and the Dover Dairy General to the street front improves the urban form of Main Street, while also creating a space for an outdoor restaurant area by connecting the restaurant to pedestrian life. Access is maintained southeast of the Dairy Bar for vehicular access. The outdoor restaurant space creates a profitable, social gathering node unique to the character of a downtown core.



Boat Plaza
The Boat Plaza is a multi-functional urban plaza having an outline resembling a boat. It serves as the outdoor market space for the weekly farmers and fishermen's Market during spring to fall. It can function as an outdoor event venue, hold festivals, and act as a skating rink in the winter. The island section that is shaped like a boat can serve as a performance stage or dance stage. The surface of the boat island is made of solar panels that absorb the solar energy during the day, and transform the energy to a diverse colour of flashing lights at night. The boat island is surrounded by water in the up-down area that can be drained to make the steps into an audience seating area. There are two small removable pedestrian bridges that cross the water to the Boat Island, and they can be removed when drained (e.g. turning the oval shaped water strip to a skating rink in the winter). The Boat Plaza is an exciting public square that functions all year round and serves as a landmark of the harbour area of Port Dover.



Pocket Parks
Infill development off Main Street near Market St. E. utilizes the existing spatial form between two buildings to create an interactive space for art displays, informal socializing, and nature appreciation. The various pocket parks will incorporate rain gardens for adjacent building roof runoff (and as a symbiotic connection to the lake and harbour district) consistent use of paving materials and patterns within the downtown core, and interactive elements to enhance the pedestrian experience along Main Street and unify the downtown core.

Bridging the Gap

linking the heritage of yesterday with the needs of today

Initial Design Influences:

In the initial stages, this design evolved from the exploration of a variety of case studies from around the world. For inspiration, existing spaces like Nyhavn in Copenhagen, Denmark, and Atlantic Coast communities of Canada were used as precedents. These spaces have proved to be successful in creating the atmosphere that this design hopes to reproduce in Port Dover. Establishing the dynamics that allow connectivity between various areas, making useable spaces, and creating destination points were all influential in the final conceptual design.

A significant component of this design was based on the atmosphere that this design strives to emulate in Port Dover. Inspiration for this was drawn from a 1950's "fun-in-the-sun" theme, which depicts upon nostalgic connotations. Most importantly, this theme spawned ideas of a slower pace of life, which would enhance the existing small-town atmosphere. Along with this slower pace of life, the atmosphere that this design strives to create is one where people can come out of their houses and relax in public spaces, be a part of their community, and identify with their town.

Community Input:

In order to successfully implement an effective design solution that would work for Port Dover, the various concerns and issues from the town's residents had to be identified. These issues were recognized through interviews, multiple site visits, and a design charrette with various members of the community. As much as possible, all age groups were targeted and allowed to give their input in terms of what they like about their town, what they do not like and what they feel needs improvement. After an analysis of the various likes and dislikes of the community, it became clear that many of the issues were due to a lack of identity within the town. This community input was taken into consideration and became an integral part of the formulation of the final design concept.

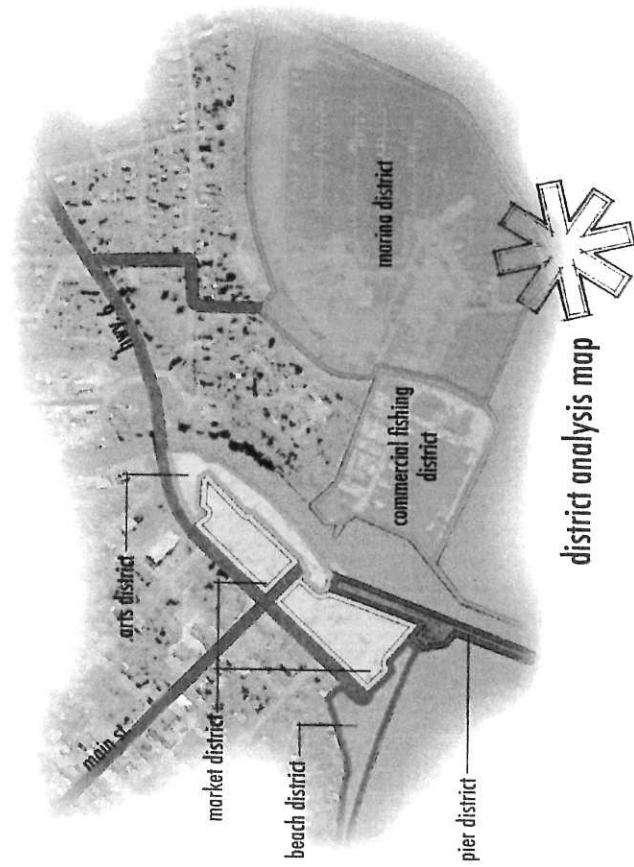
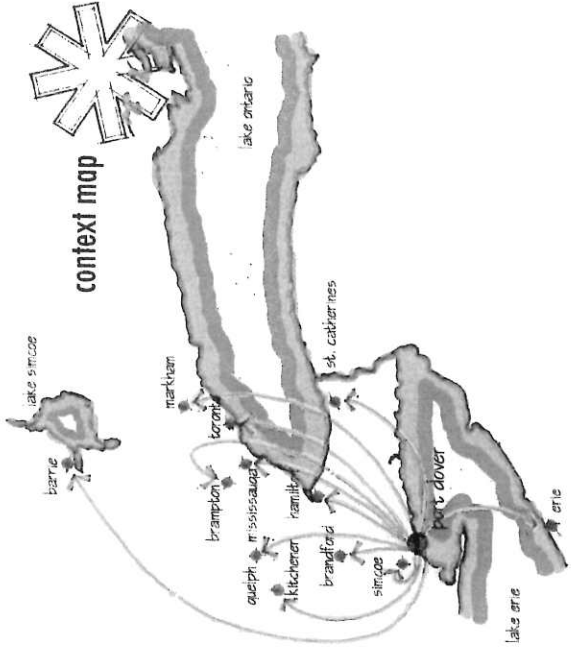
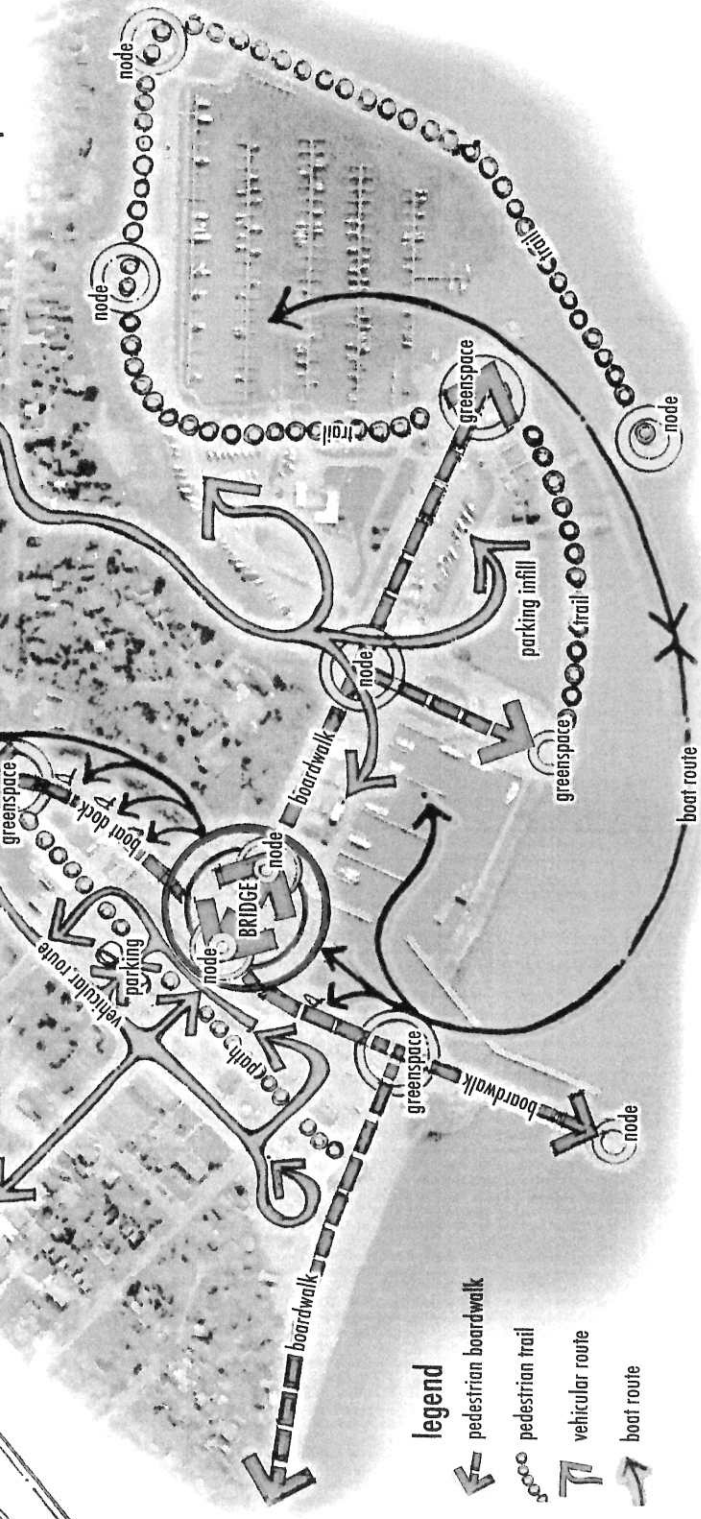
Vision Statement:

The design strives to create a unique identity, with the atmosphere of a fishing community in the town of Port Dover. By focusing on the physical relationship with the waters edges and establishing connectivity through linkages and nodes, the community will be unified and drawn to its assets, linkages and nodes.

Analysis

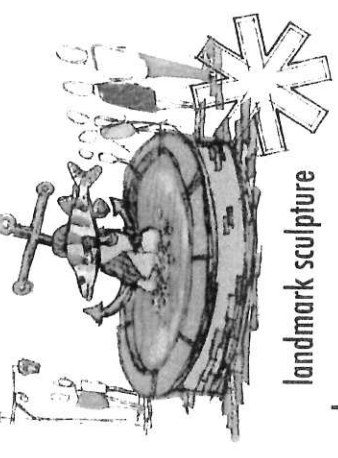
linkage analysis

not to scale

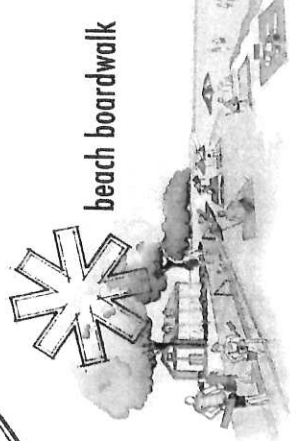
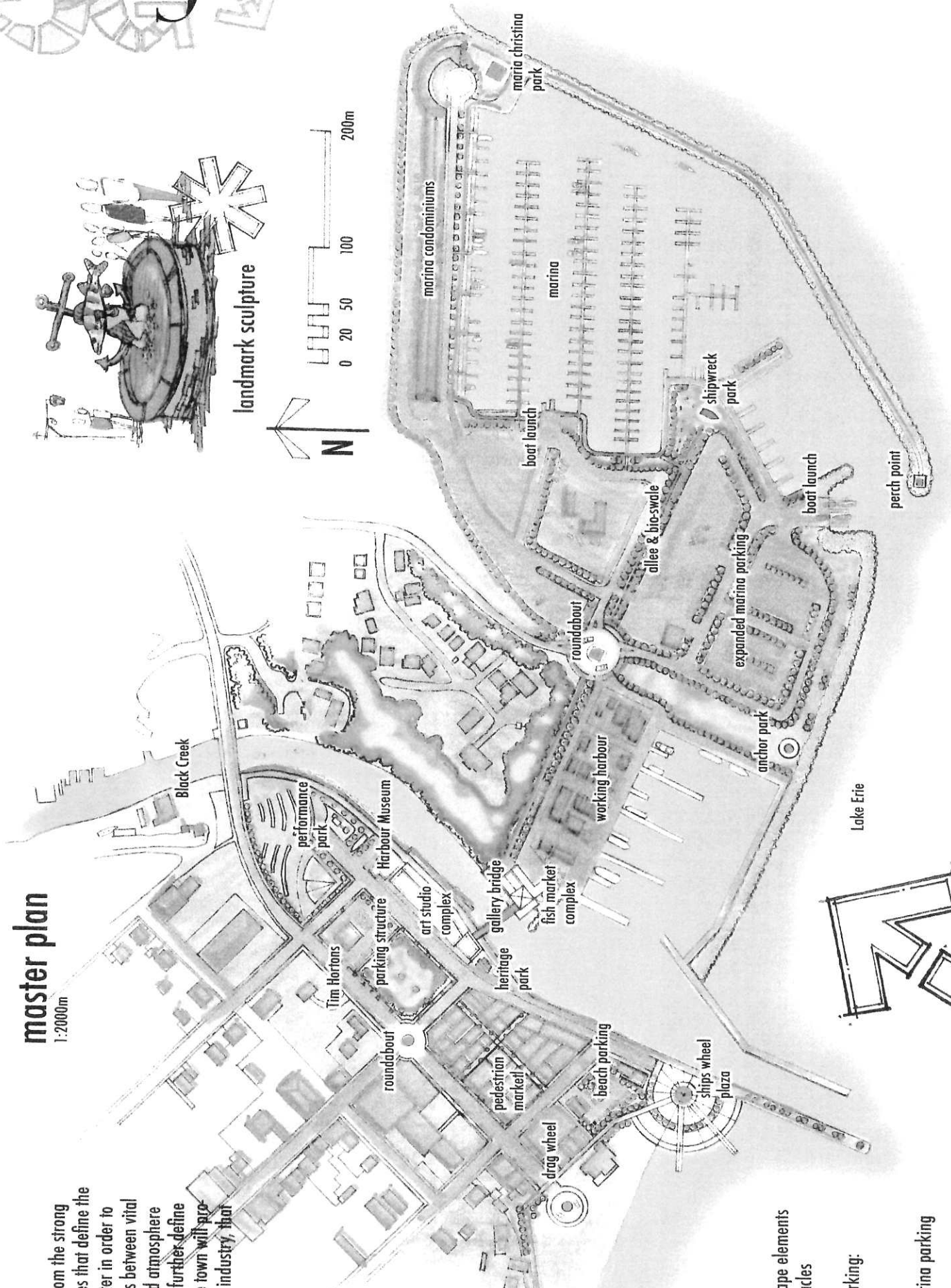
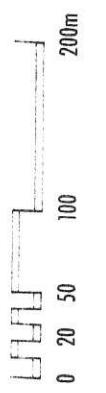


master plan

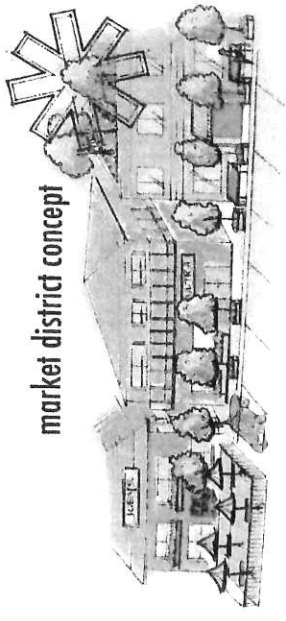
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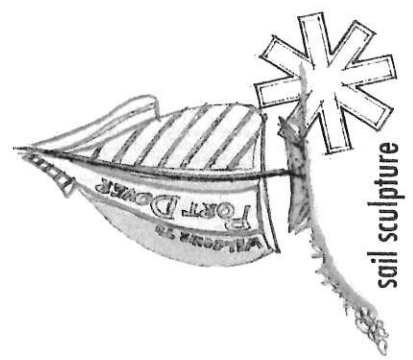
landmark sculpture



beach boardwalk



market district concept



sail sculpture

Design Concept:

Inspiration for the Port Dover design concept came from the strong connection that the community has with the water edges that define the town. The design intends to use this relationship with water in order to establish a unique identity that draws upon strong linkages between vital nodes in Port Dover and the fishing community. An enhanced atmosphere reminiscent of successful waterfront communities will help to further define the identity of the town. The linking of significant spaces in the town will promote cultural heritage, economic stability, and a viable tourism industry, that will promote long-term sustainable growth in Port Dover.

Design Principles and Objectives:

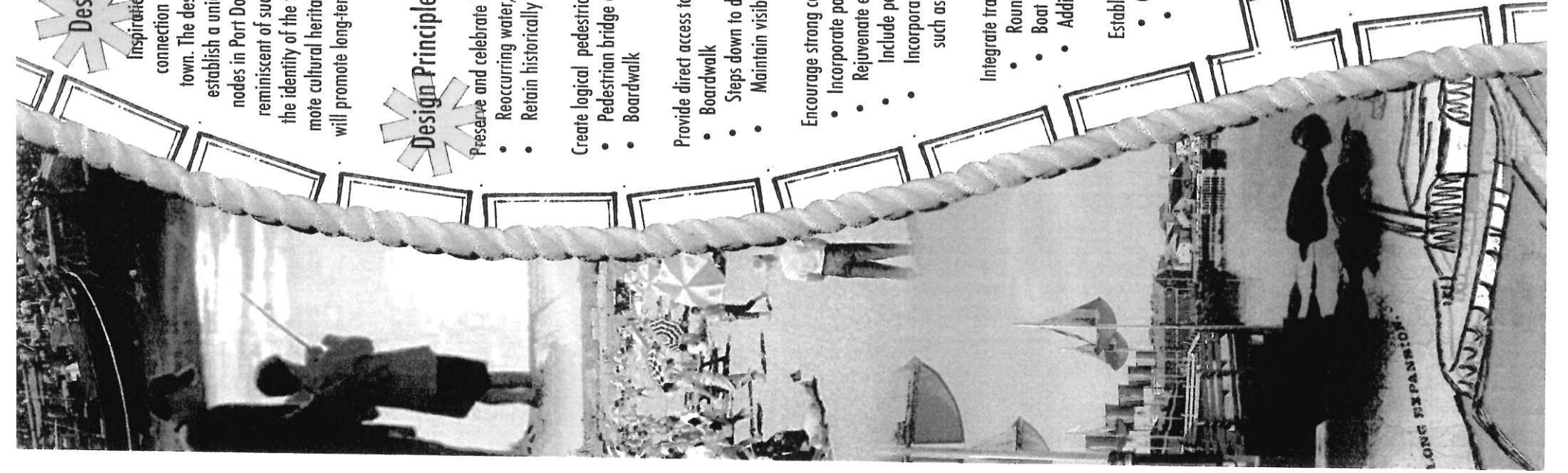
- Preserve and celebrate Port Dover's cultural heritage:
 - Reoccurring water, marine, fishing theme
 - Retain historically significant buildings
- Create logical pedestrian connections:
 - Pedestrian bridge over canal
 - Boardwalk
- Provide direct access to the water:
 - Boardwalk
 - Steps down to docks with boat slips
 - Maintain visibility of water wherever possible
- Encourage strong community gathering destinations:
 - Incorporate parks, plazas, and squares
 - Rejuvenate existing pier
 - Include pedestrian market areas
 - Incorporate nautical themed pedestrian scale streetscape elements such as light standards, benches, and waste receptacles
- Integrate traffic-calming techniques and supply more parking:
 - Roundabout at major intersection in town
 - Boat slips along boardwalk
 - Addition of parking structure and expanded marina parking
- Establish environmentally friendly initiatives:
 - Creation of bio-swales for water filtration and infiltration
 - Green-roof installation on proposed parking structure

Promote an artistic/creative community:

- Lofts and studio spaces
- Indoor and outdoor performance areas

Generate opportunities for local employment:

- Recreational programming
- Generate retail development opportunities



Design Elements

- The **BOARDWALK** serves as the main pedestrian linkage that connects people with the 5 waterfront districts in Port Dover. It provides access to nautical themed **OPEN GREENSPACE** and landscape nodes as well as the Harbour Museum, cafes, restaurants, business, and residential units found along the way. Pedestrian scale elements such as lighting, seating, greenery, recycling and garbage receptacles, and way-finding elements, are used to provide town identity and secure the nostalgic beach town essence of Port Dover.

- The **DRAG WHEEL** is a circular plaza located at the termination of Highway 6. It is a pedestrian node that also functions as a temporary exhibition for show cars and motorcycles during festivals.

- Red and green **NAUTICAL NAVIGATION MARKERS** direct the flow of pedestrian traffic along the boardwalk, through the commercial fishing district, and into the marina. The allee of trees that line the boardwalk create a strong focal point towards the marina district and double as **BIO-SWALE** infiltration gardens that filter impure runoff water from the surrounding parking lots. The boardwalk and the adjoining pathways lead toward other nautical nodes and focal points such as **SHIP WRECK PARK**. This and other nautical landmarks throughout our design help celebrate and identify the strong connection with water as well as the cultural fishing heritage of Port Dover.

- The **MULTI-STORY PARKING STRUCTURE** located within the market district serves to relieve the pressure of limited parking in the downtown waterfront area. A large green roof installed on top of the structure serves to provide environmental and aesthetic enhancements.

- **MARINA CONDOMINIUMS** along the east side of the marina contain a mixture of amenity business such as grocery and hardware stores on the ground level with residential units above. This intends to help promote residential job opportunities and attract different user types. With the creation of these, it is hoped that younger families will be attracted to and retained within the community of Port Dover.

- The **DINGY DOCKS** located along the canal also help relieve downtown automobile traffic and parking congestion by providing temporary parking for small boats. This provides marina users the opportunity to access shops and amenities on the east side of Black Creek by docking their smaller water vessels commonly associated with the larger yachts or sailboats along the boardwalk and pier.

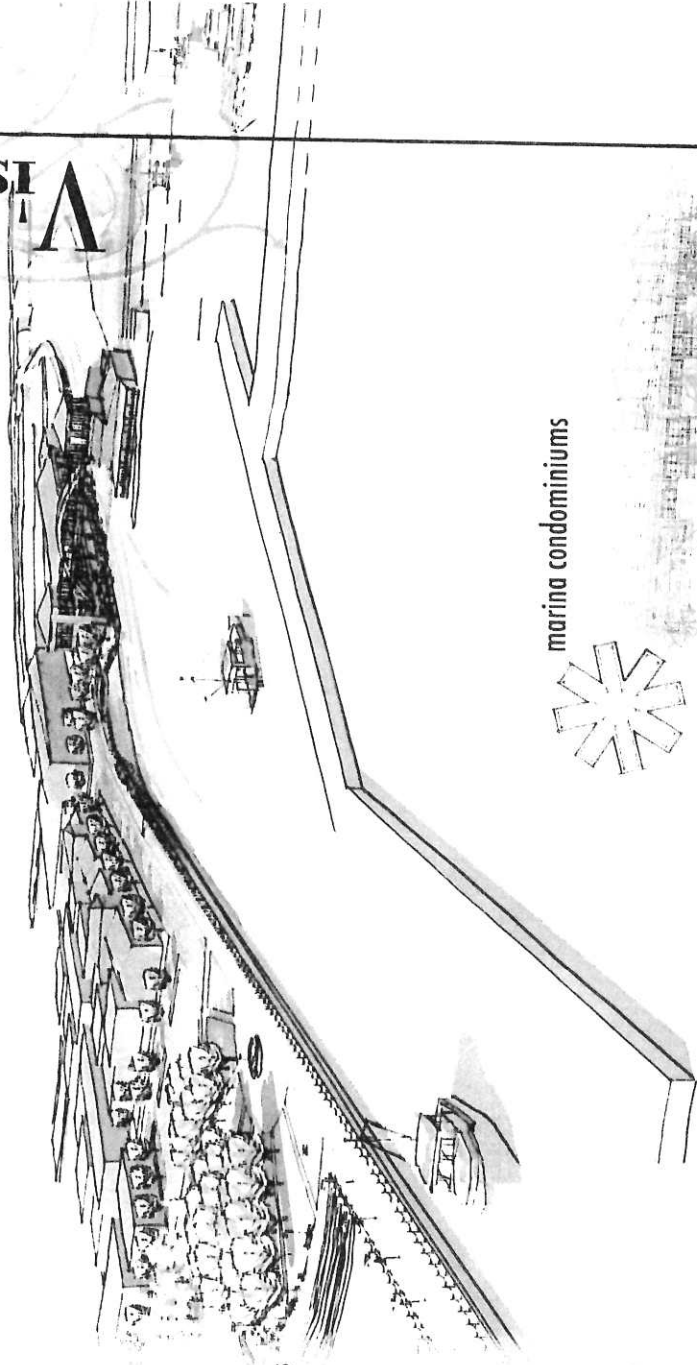
- **SHIPS WHEEL PLAZA** provides users a large open space at the waters edge that has opportunity for a wide range of programming. Its distinctive shape as a ships wheel promotes the cultural heritage of Port Dover. The spokes of the wheel that lead out into the water provide opportunities for fishing. A descending set of stairs guide people to the water's edge and helps re-enforce the essence of Port Dover through a strong connection and interaction with the Lake Erie. A variety of seating accommodates different behaviours to sit and enjoy the daily happenings in the harbour and the gorgeous panoramic views of the lighthouse, the harbour, lake and beach. The existing fishing plaque that commemorates the hard work of Port Dover's fishermen of the past also celebrates the cultural history of the town.

- **GALLERY BRIDGE** is an essential linkage element that spans over Black Creek and connects the downtown waterfront area with the commercial fishery and marine district. This linkage will 'BRIDGE THE GAP' between the east and west shore and help relieve the current weekend traffic congestion within the downtown by providing a more convenient pedestrian alternative.

- The **ART STUDIO COMPLEX** contains a variety of studio and teaching space for local artists, and public exhibition space to showcase local talent. People accessing Gallery Bridge will pass through the arts building and will be exposed to local artwork. The arts studio will address the need for Port Dover's local talent to have an outlet for creative expression.

- The **FISH MARKET COMPLEX** on the other side of the bridge contains a fresh fish market that is intended to help establish a stronger connection between the local fishing industry, residents, and tourists. A restaurant offering local produce and the 'daily catch', together with a micro brewery and large water-side patio also will serve as a unifying element to help solidify the otherwise disconnection between the commercial fishing industry and the general public.

harbour perspective



marina condominiums

boardwalk and bio-swales

heritage park

gallery bridge

ships wheel plaza

1
2
3

CONCEPT

Imagine a place bustling with people who are greeting each other, buying, selling, and exchanging ideas; a place that provides positive visual quality and enhances the overall beauty of the community as well as the economic vitality of its businesses.

Now, imagine Port Dover as this PLACE where residents and visitors greet and celebrate a rich, vibrant and nautical heritage.

This will be achieved by:

- Enhancing Port Dover's distinct sense of place and character
- Developing continuity of positive visual quality that enhances the town's overall beauty
- Providing a well structured and safe network of vehicular and pedestrian-oriented routes for easier navigation
- Encouraging mixed-use design and providing a diversity of spaces
- Respecting the goals, views and expectations of the Port Dover community

PRINCIPLES OF COMMUNITY DESIGN

Pedestrian Accessibility

Streets account for as much as a third of the land in a city, and historically, they served as public spaces for social and economic exchanges. In Port Dover, pedestrian circulation is unstructured, with intermittent sidewalks along streets and underdeveloped pathways. The redevelopment of Port Dover must foster a fully developed pedestrian system. Sidewalks and pathways need to be enhanced with street furniture and landscape/art projects in order to provide a variety of experiences throughout the pedestrian corridor. The system needs to include places to pause, rest and watch the activities of the street. Pedestrian ways should connect buildings and activity areas, but also provide information, orient the pedestrian, ensure safe and secure space and allow for universal accessibility.

Constraints in pedestrian access:

- Poorly maintained materials
- Lack of marked pedestrian access and directionality
- Poor quality of experience
- Pedestrian access is unstructured

In order to achieve a pedestrian oriented community the design must:

- Strengthen the links to the various districts of Port Dover through signage, well structured paths and creating distinct regions of character
- Provide 'marked' pedestrian crossings in decorative and distinct forms
- Enhance the pedestrian experience through widening of sidewalks, enhanced landscaping, and narrower roadways where feasible.

Navigation/ Wayfinding

The key to the comfort of navigating Port Dover is the feeling of knowing where you are, and the relationship of the place you are occupying to landmarks or orienting features. The visual connection of the user to his/her surroundings can be as important as a physical connection in developing a welcome and comfortable ambience within the town. Designs should include, and blend, visual and physical connections between pedestrian spaces, geographic and landscape features which encourage easy and inviting movement between adjoining spaces.

Constraints in navigation:

- Lack of directional signage
- Poorly designed landmarks
- Unstructured spaces and districts

In order to achieve a town with easier navigation the design must:

- Feature appropriately scaled signage for vehicles and pedestrians and orient user within the town of Port Dover
- Signs must mark walking routes and show direction and distance time to landmarks
- Illustrate access to: points of interest, community services, public buildings, trails and parks and commercial centers
- Beginning or end of districts need to be emphasized

Placemaking and Districts/Neighborhoods:

The town of Port Dover currently has little identity as a place. Within the town there are several 'districts' defined by building groupings, land uses, topography, landscape elements and major intersecting streets. The development and enhancement of these districts promotes richness and diversity, helps to give identity to place within the larger context of Port Dover and helps to define circulation. Clear distinctions of these districts and their uses will provide richer opportunity for both motorists and pedestrians to enjoy the unique characteristics of each area.

Constraints in placemaking and districts/neighborhoods:

- Districts/neighborhoods lack clear and focused definition and identity
- Entrances to Port Dover are poorly marked and defined, thus making it less inviting and tantalizing

In order to achieve distinctness in neighborhoods and districts a design must:

- Create active and lively streets
- Encourage diverse architecture that will change with the evolving style and economic future
- Provide opportunity for interaction, observation and integration of Port Dover's heritage throughout the community
- Provide multi-seasonal opportunities for activities and events

A PLACE TO CALL HOME

Cohesion

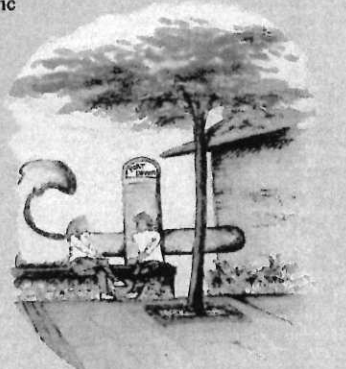
Cities and towns are built over time. In the case of Port Dover, a turn of the century port has become a major visitor destination. As the town developed, both 'feature buildings' and 'background' buildings have given character to the ensemble of built form in the landscape. While buildings vary, repeating similar and recognizable elements, such as signage, lighting and building form, gives a sense of cohesiveness. It would be wrong to superimpose a 'style' or 'period' requirement on the specific districts; therefore a list of key design principles can be followed.

Constraints in Cohesiveness:

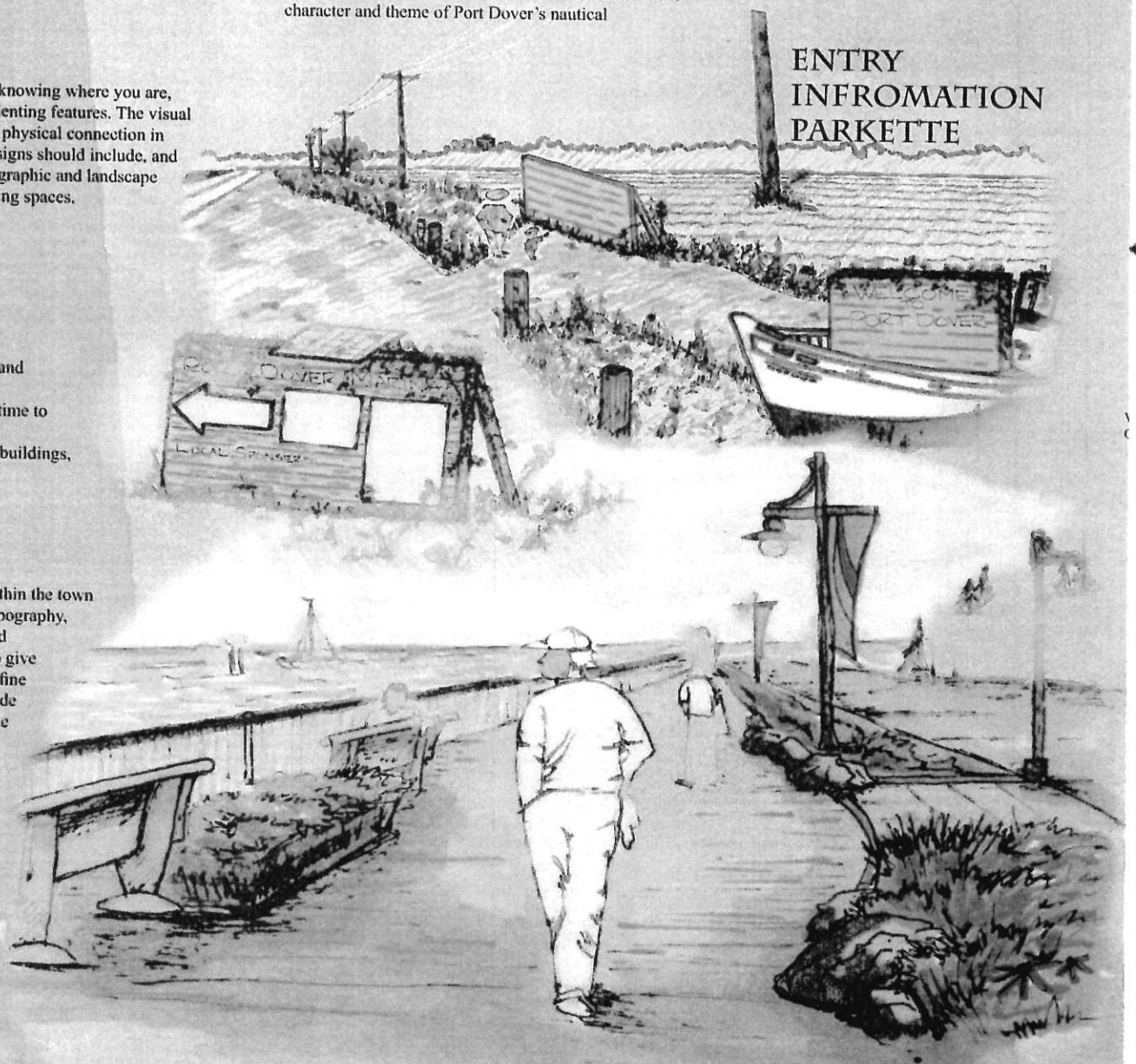
- Lack of recognizable, similar and repeating features
- Poor transition of districts
- Little repetition of distinct and aesthetically pleasing materials

In order to achieve a cohesive town plan the design must:

- Employ a list of key design principles
- Repeat distinct, recognizable and similar elements such as lighting, street furniture, vegetation type, bollards, tree grates, street signs, decorative paving, and building form
- Encourage and enhance the pedestrian experience by installing decorative materials, street trees, amenity spaces that corresponds to the character of each district
- Develop a network of landmarks that relate back to the character and theme of Port Dover's nautical



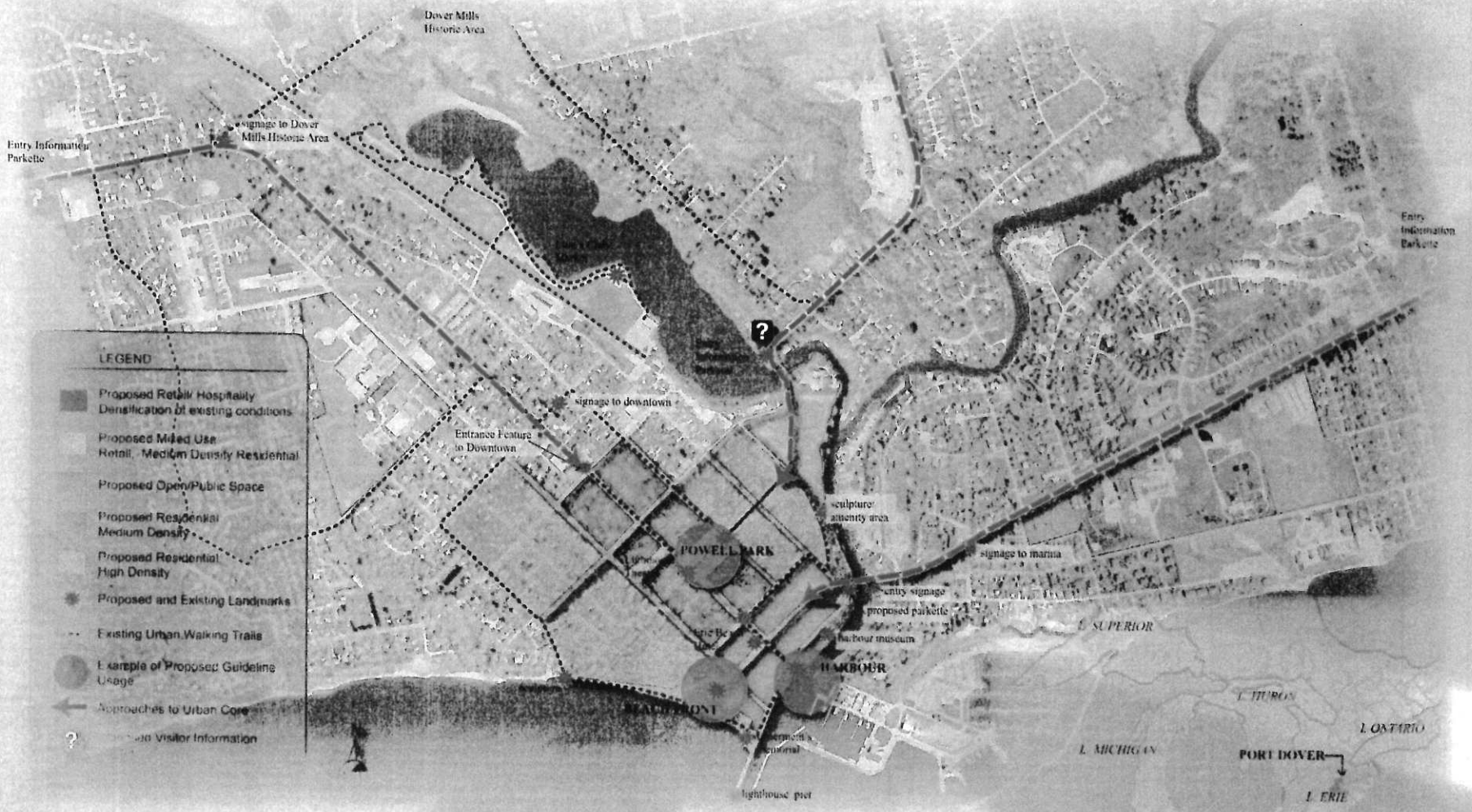
ENTRY INFORMATION PARKETTE



PORT DOVER

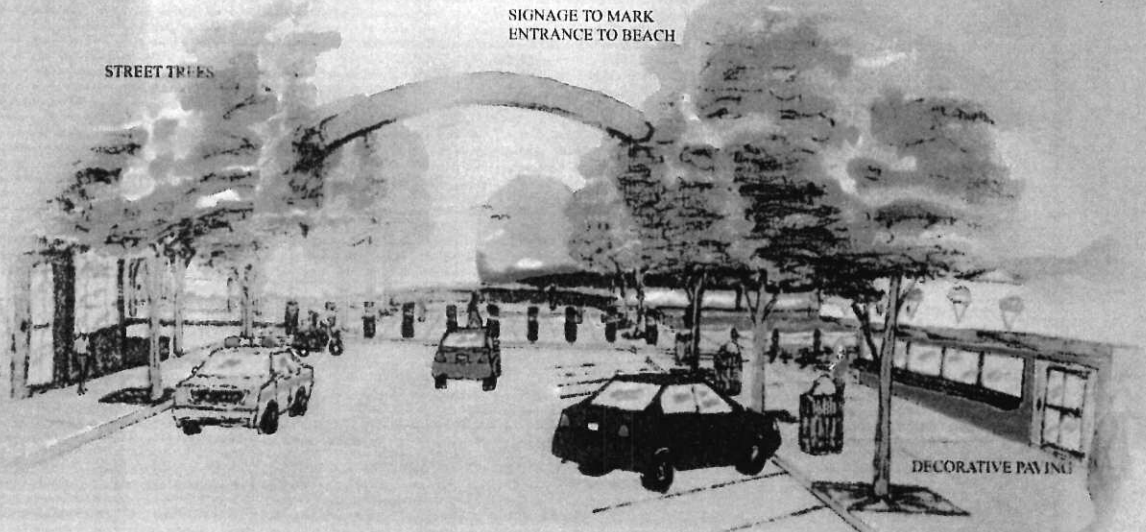
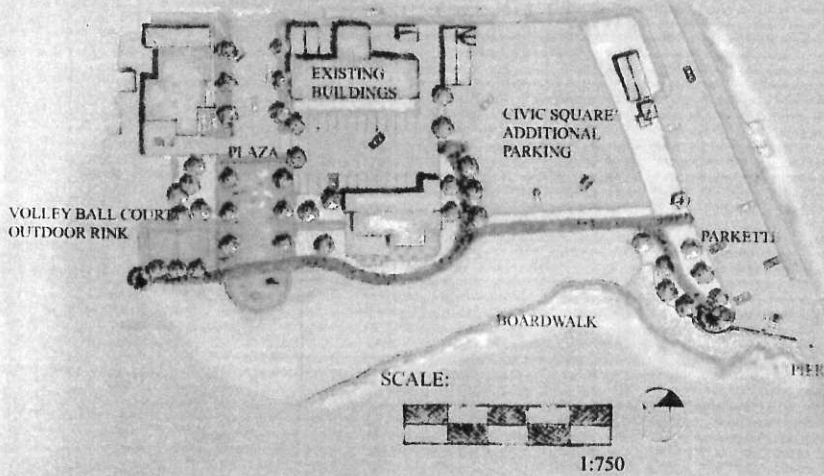
"DISCOVERING THE TREASURES OF

MASTER PLAN

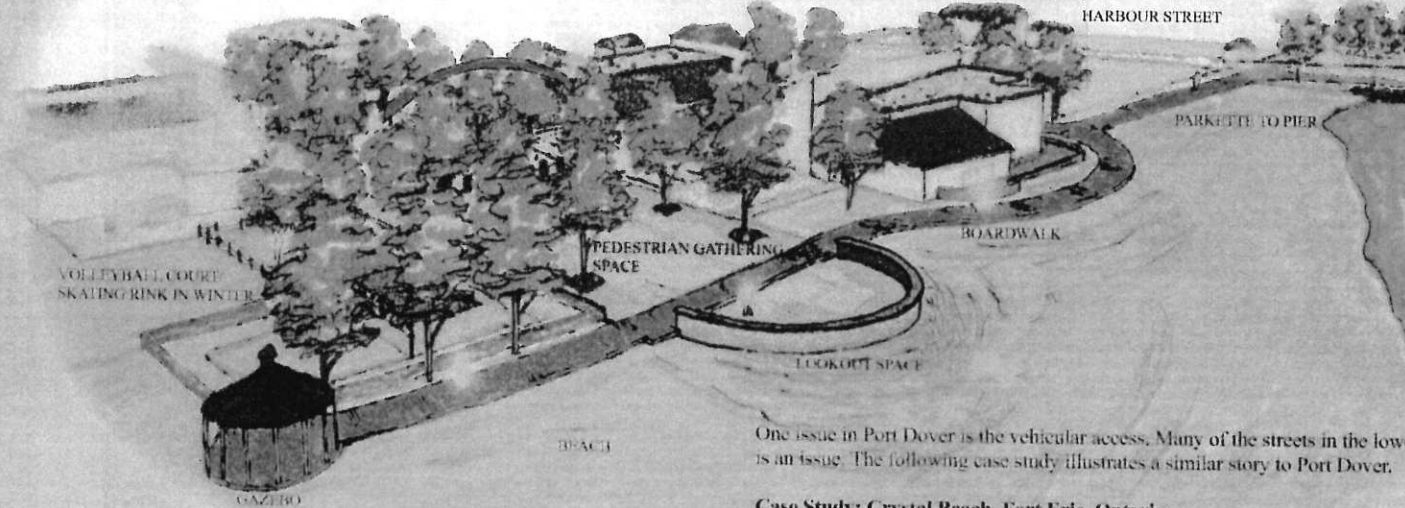


CONTEXT MAP

BEACH FRONT



PERSPECTIVE ONE



WAYFINDING SIGNAGE



One issue in Port Dover is the vehicular access. Many of the streets in the lower beach area are quite wide and parking is an issue. The following case study illustrates a similar story to Port Dover.

Case Study: Crystal Beach, Fort Erie, Ontario

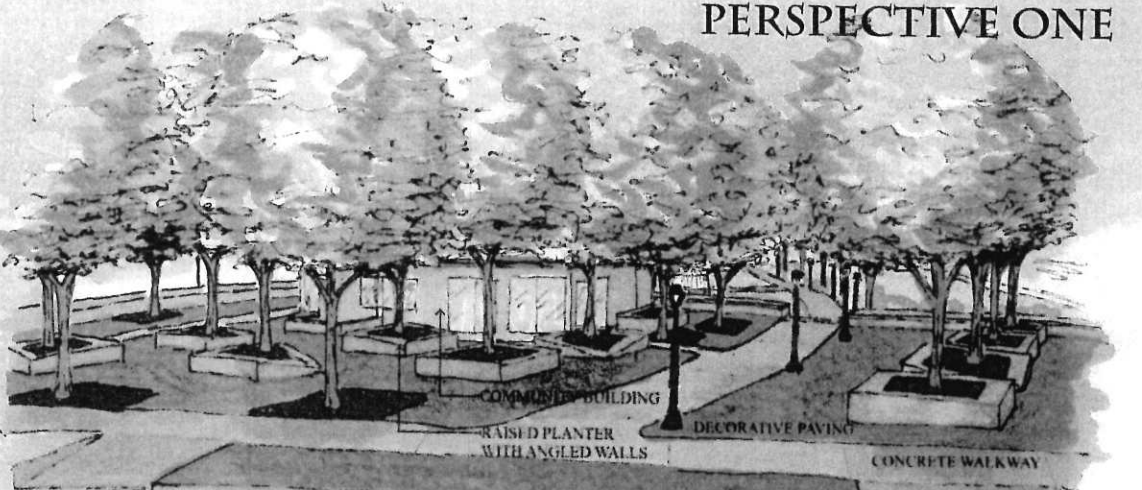
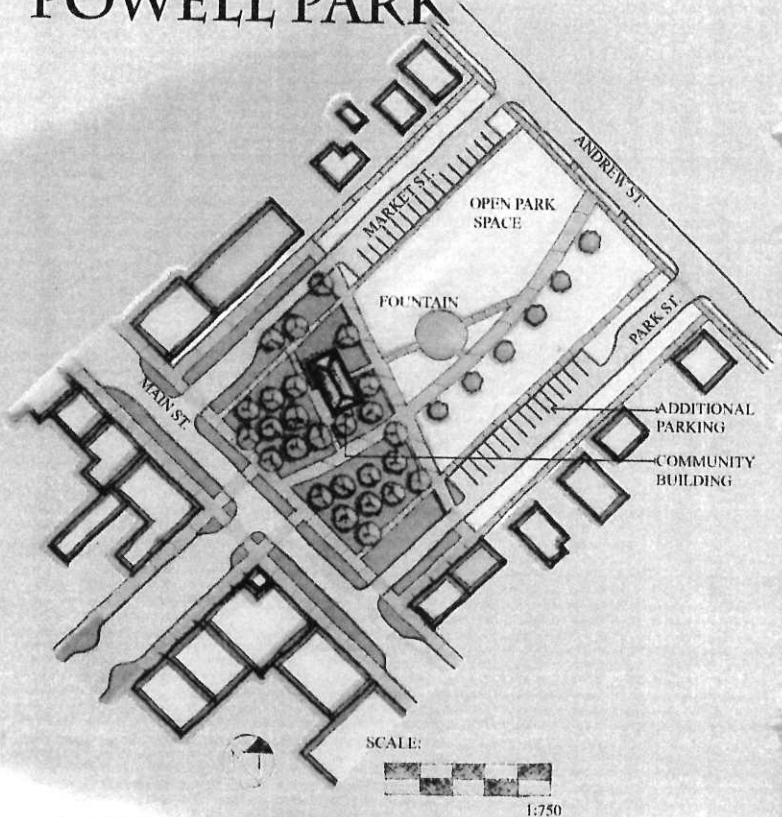
Crystal Beach has a similar story to Port Dover. It began as a cottage and service area related to an amusement park and became one of Ontario's most popular waterfront attractions. The steady decline of patrons brought many challenges to Crystal Beach. In order to reinvigorate the area older areas are being repaired and converted to year-round use, and major residential developments are taking place. They created a neighbourhood group in order to address all the ideas of the community. The first order of business in this town was to address the parking issue and to create an enjoyable streetscape. Port Dover has similar issues in terms of Parking and the waterfront and let this be a guide to dealing with these issues. (www.town.forterie.ca)

PERSPECTIVE TWO

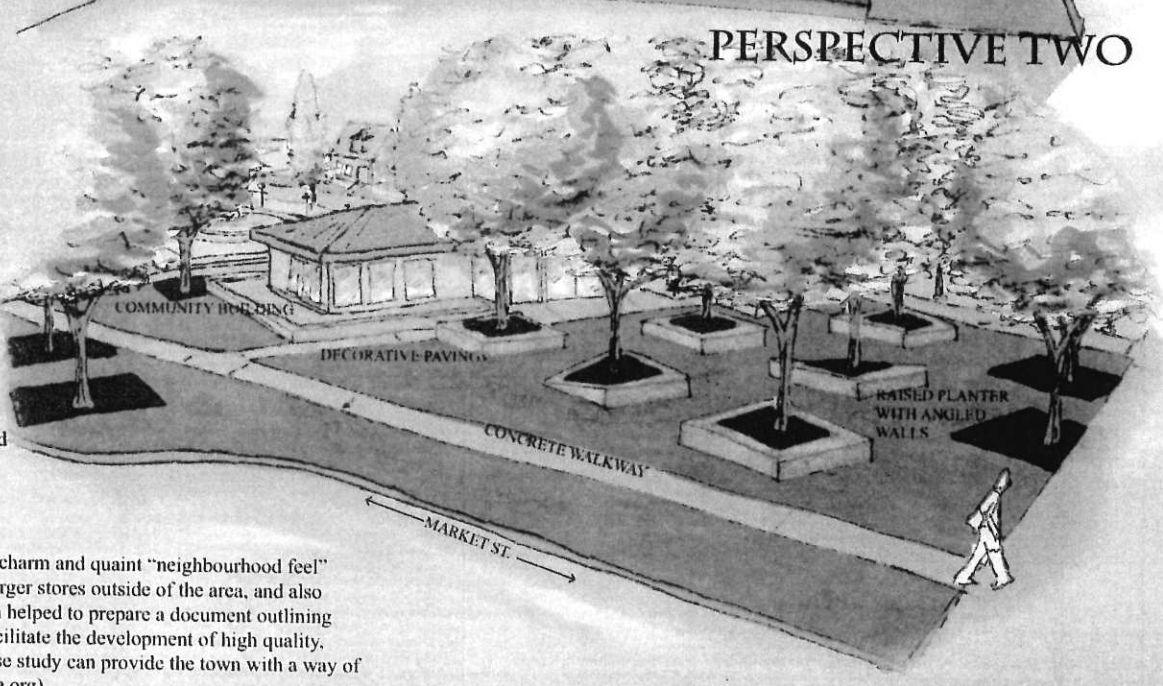
OUR COMMUNITY"

REVITALIZATION

POWELL PARK



PERSPECTIVE ONE



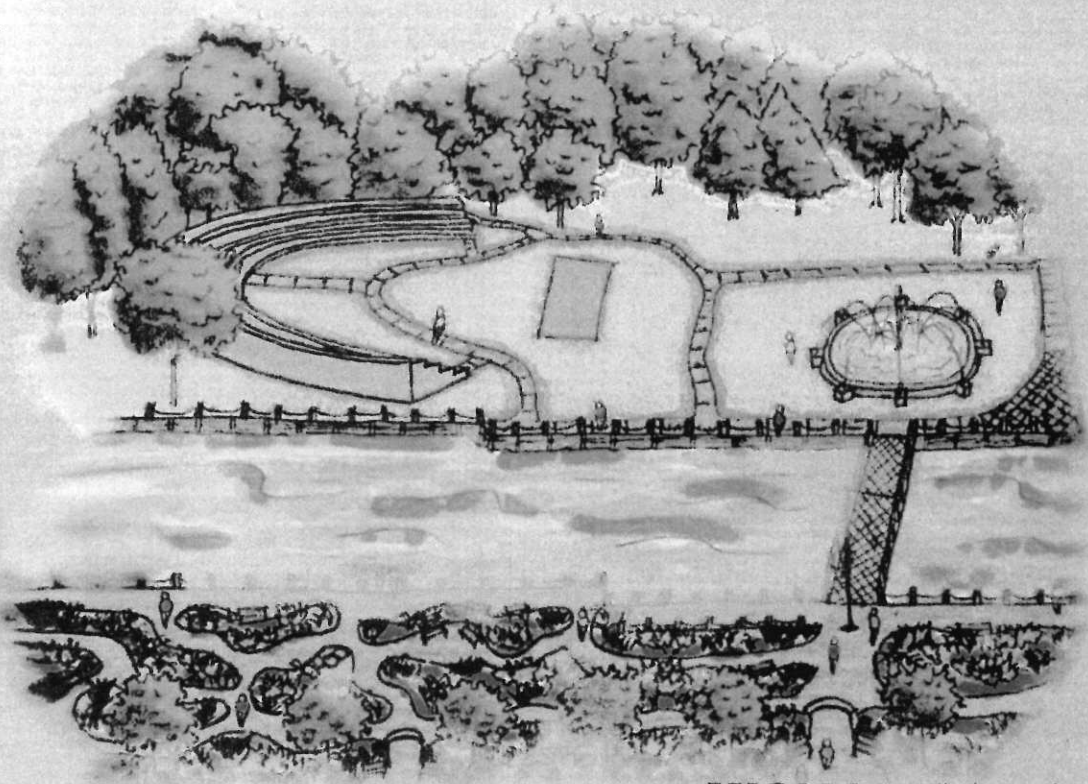
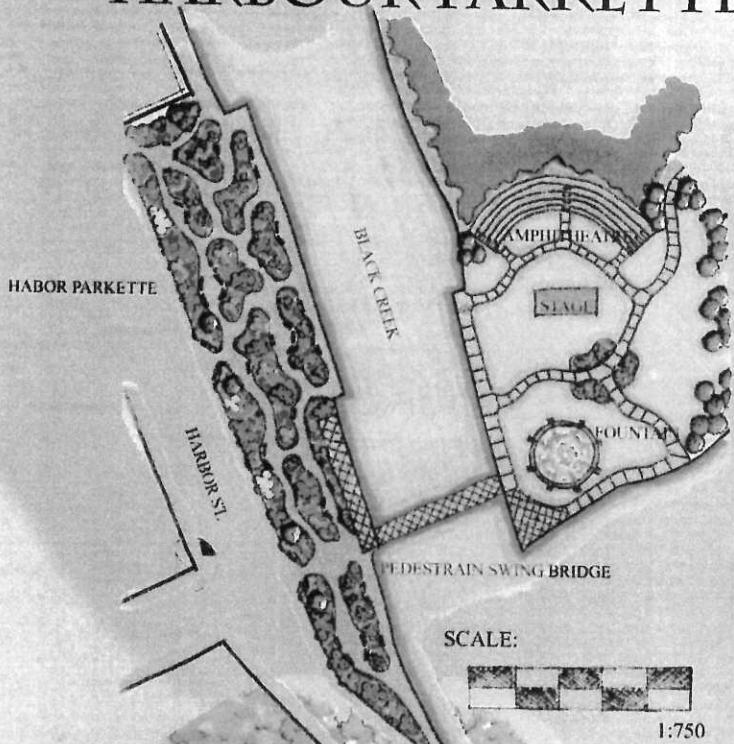
PERSPECTIVE TWO

In a historic town it is important to preserve and strengthen the existing character traits. Port Dover is a town rooted in history and subsequently many of the residents requested that designs reflect and respect this nautical heritage.

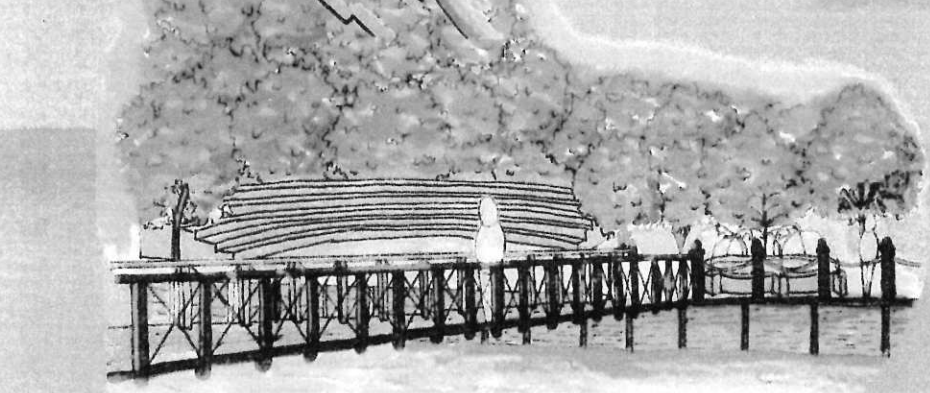
Case Study: Collierville, Tennessee, USA

There were many things that this town was concerned with: risk of losing the historic charm and quaint "neighbourhood feel" of a town if there was development in the area, the loss of local business in favour of larger stores outside of the area, and also the collaboration from all leaders in the town. The International Downtown Association helped to prepare a document outlining the principles to respect during redevelopment. The goal of the organization was to "facilitate the development of high quality, appropriate, new and rehab development to support the historic town square." This case study can provide the town with a way of integrating the various community and government groups. (www.mainstreetcollierville.org)

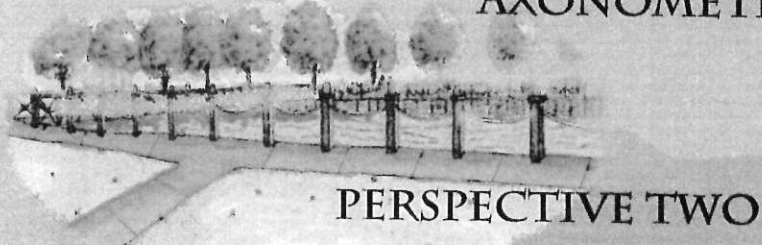
HARBOUR PARKETTE



AXONOMETRIC



PERSPECTIVE ONE



PERSPECTIVE TWO

One of Port Dover's assets is its unparalleled waterways. Most residents described that Port Dover is inextricably tied to the waterfront and therefore an aesthetic improvement is needed.

Case Study: Port of Bellingham, Washington, USA

In the Port of Bellingham a working group was created to assess and plan for the future of the waterfront. They created a vision, plan and policies in order to address the under utilized space. The city center waterfront called for the creation of a mixed-use neighbourhood that combined commercial, institutional, educational, retail services and residential uses, and that would provide new job opportunities and a substantial amount of urban housing. It was a neighbourhood that would complement the existing business district. Let their goals and objectives stand as a precedent for Port Dover. (www.portofbellingham.com)

THE CONCEPT



Project

Community Planning and Design

Port Dover Legacy

The Town of Port Dover, at one time recognized as the largest inland Port in the world, is a town which is teeming with unique industrial, commercial and social legacy. But the trends of urban development (sprawl) and comfortable retired living have manifested themselves in Port Dover, as a result of the pleasant amenities associated with this quaint port town.

Community Involvement and Concern

Many residents have voiced concerns regarding the sustainability of both the town's resources and also its sense of identity. The recently formed Port Dover Enhancement Association is comprised of citizens who are interested in realistically retaining an element of the town's past, while creating a vision for the inevitable growth of the town which is functional, resilient and attractive on the regional scale. Through the results of a survey conducted by the Association, it is clear that Port Doverites share a common interest in projecting an image which is richly historic yet progressive. Such major issues as clear town approaches, harbourfront revitalization / marine heritage preservation, green space access, recreational spaces and overall walk-ability have been identified by the Association. These concerns have provided the base material for an agenda of change which is both interactive and diverse.

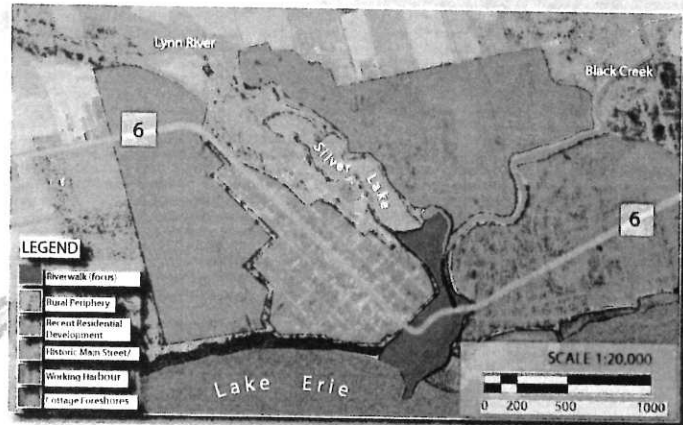
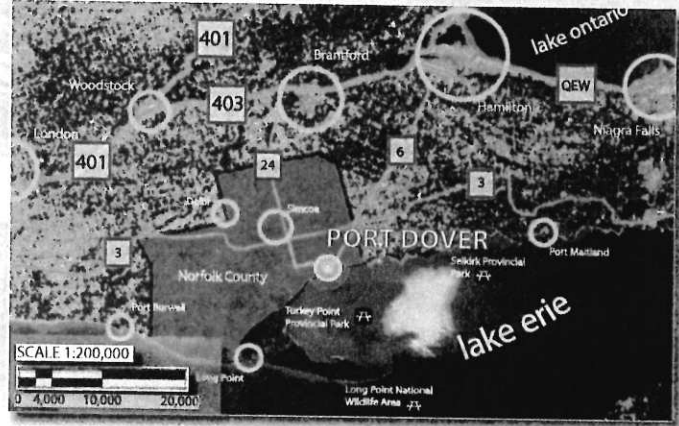
University of Guelph

As an initial catalyst towards this change, the Association has been working in cooperation with Landscape Architecture students at the University of Guelph who have been summoned as community planners and designers to develop specific strategies and plans for Port Dover which most accurately reflect the desires of the people. This process has been facilitated by the Association and has included everything from initial town tours and analysis, to a community design charrette, to interviews with citizens, ultimately culminating in the development of multiple community design panels.



Context

Regional & Local Maps



Case Study

Halprin's Main Street Mall

History of Pedestrian Mall:

Halprin's Main Street Mall is located in the heart of historic Charlottesville Virginia. Unfortunately, the popularity of this pedestrian mall witnessed a steep decline in the 1960's due to the development of shopping centres and malls on the outskirts of Charlottesville. Furthering this trend, the completion of an interstate highway allowed through traffic to bypass the city and decreased downtown traffic followed.

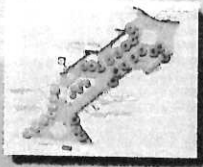
Solutions and Changes:

These issues in combination with those associated with the aging and deterioration of the pedestrian mall infrastructure, mainly the brick paving itself, resulted in the need to re-design this pedestrian thoroughfare. The proponents of this mall's re-design realized that in order for this pedestrian space to succeed, it would have to be both diverse in function and directly responsive to community needs.

Result:

Specifically, programming changes including the addition of a movie theatre, increased outdoor eating space, a new hotel, and an indoor ice rink have helped increase the pedestrian use from a Friday and Saturday night hang-out to a destination during any time of the day. Attention was also drawn to the side streets and entrances to the pedestrian mall as community members and visitors often found it difficult to find the entrance to the street.

As a result of the changes made, site users will find a space with varying experiences that range from street performances to outdoor dining, all under an urban canopy of pedestrian scaled lighting, unique store facades and mature street trees. The evolution of this space has reinvigorated Halprin's Main Street Mall as a unique people space, and has maintained one of the few successful pedestrian malls across North America.



Concept

& Vision Statements

Concept: "CONFLUENCE"

Confluence (def): any running together of separate streams or currents; the act of meeting and crowding in a place; hence, a crowd, a concourse, or assemblage.

Concept Development:

We envision a Port Dover that is inspired by a Confluence of site, people and design.

I. Site: A confluence is formed at the heart of Port Dover where the Black Creek and Lynn River meet. This river district has the potential to form a unique foreshoreway that brings people together.

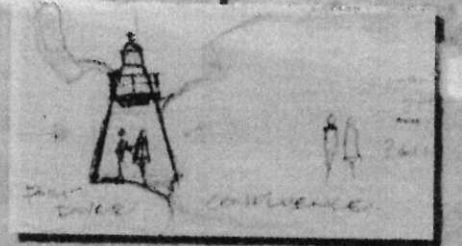
Vision: We envision a Port Dover with a reinvigorated town core including the main street, the beach district and the river foreshoreway.

II. People: A confluence of both concerned citizens and University of Guelph landscape architecture students has formed to help direct Port Dover's future. Furthermore, Port Dover is made up of an assemblage of demographics to consider including tourists and locals, retired and youth, as well as business and leisure focused individuals.

Vision: We envision a Port Dover diverse in personal experiences, activities and job opportunities.

III. Design: Finally, a confluence of planning strategies exists at this point in time. A movement away from an outwardly built, automobile focused strategy to the "New Urbanist" philosophies of re-urbanization, re-localization with a focus on the pedestrian will be introduced.

Vision: We envision a Port Dover that is connected, compact, walkable and of mixed-use.



CONFLUENCE

port dover's localized resilience

THE PLAN

Community Input

& program outcomes

General Input/ Recommendations for...

1. An overall improvement in the quality of green-space and parks in Port Dover.
2. The Development of a more cohesive feeling and town theme.
3. Alternative to present municipal government structure. Currently, residents don't feel as though their voices are being heard.
4. A harbour re-design that enhances jobs and tourism while maintaining parking.

Specific Input/ Recommendations for...

1. The creation of a pedestrian street along the existing main street. Although the main street has not been developed as a pedestrian only street a pedestrian promenade has been created near the river.
2. The addition of dingy docks/temporary boat slips in the inner harbour.
3. The creation of a pavilion or gazebo near the harbourfront and beach area.
4. The use of the 20 foot severance along the river to create a pedestrian river walk now that the Misener plant is no longer operating.

Design Principles

port dover's new urbanism guidelines

"Confluence" Guidelines

Three overarching design principles have been developed that can be looked to as sources of renewal for the town of Port Dover. A focus has been placed on principles that can enhance the river foreshoreway and that can also be applied to the town at large. They are principles that keep in mind the "quadruple bottom line" of sustainability that includes environmental, social, cultural, and economic factors. The three principles include;

Accessibility:

- a) **Water Access:** a mix of both built and natural access to the river should be provided. Physical and visual access should also be promoted along this walkable and continuous pedestrian area.
 - b) **Boat Access:** boat access should be promoted in the form of accessible dingy docks as well as a public river boat launch.
 - c) **Green/Open Space Access:** nearby public green space should be promoted in the form of pocket parks, continuous open spaces, public squares and natural riparian edges. Open and green space should be in close proximity to where people work and live and be of a diverse nature from quaint and private to energizing and crowded.
 - d) **Access to the Core:** the river promenade, beach district and main street should see enhanced connections developed. Access of central amenities in the heart of town should be accessible by a variety of means of transportation.
 - e) **Access to Parking:** a provision of 9% of the overall surface should be recommended for parking. Parking should not impede pedestrian flow and safety and should be context sensitive and beautified.
- **Walkability should be the principle of main importance throughout accessibility. For instance, the creation of a pedestrian bridge along the river or the enhancement of pedestrian access on the existing highway 6 bridge should be developed.

Built Form:

- a) **Mixed-Use Diversity:** the majority of new developments and proposed infill should be mixed-use in nature. For example, in built-up areas, commercial on the main floor with residential on the upper floors should be the model used with a 4 storey limit. Shops, offices, apartments and homes should be mixed to enhance a diversity of ages, peoples, incomes and cultures.
- b) **Facade Considerations:** façades and façade renewals should be context focused, and be high and continuous quality.
- c) **Built Character:** A broad range of typological styles should be used where appropriate. A focus on heritage, modern and nautical typologies should be used to diversify the architectural sense and enhance the 'sense of place.'
- d) **Town Furnishings:** Seating, signage, gateways and lighting should be pedestrian friendly, site sensitive, and of a high design quality. The use of street trees, planters and hanging baskets should also be considered.

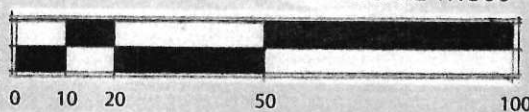
Social Cohesion:

- a) **Social Interaction:** interaction among all age groups of Port Dover should be explored. This interaction might be encouraged by the promotion of apprenticeships, storefront businesses and mixed recreational and shopping opportunities.
- b) **Programmed and Non-Programmed Activities:** Programmed activities that promote art, music, play and interaction might include outdoor eating areas and cafes, community runnages, community gardens, as well as outdoor art and musical performances. Non-programmed activities may develop organically with the quality open space and green space that has been recommended.
- c) **Business Development:** Port Dover should look to attract a diverse array of local business to help replenish lost jobs, attract families and skilled workers, and diversify the experience of the town.
- d) **Seasonal Development:** the above mentioned design suggestions should keep in mind development in the tourism off season, and promote cool season entertainment and activities.

LEGEND:

| | | |
|--|--|---|
| | | Existing Commercial / Proposed Commercial |
| | | Existing Residential / Proposed Residential |
| | | Existing Civic / Proposed Civic |

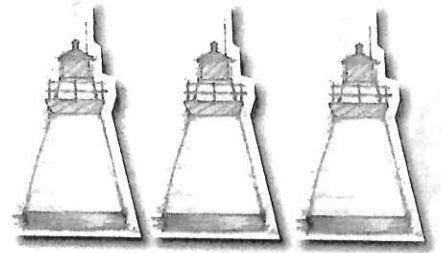
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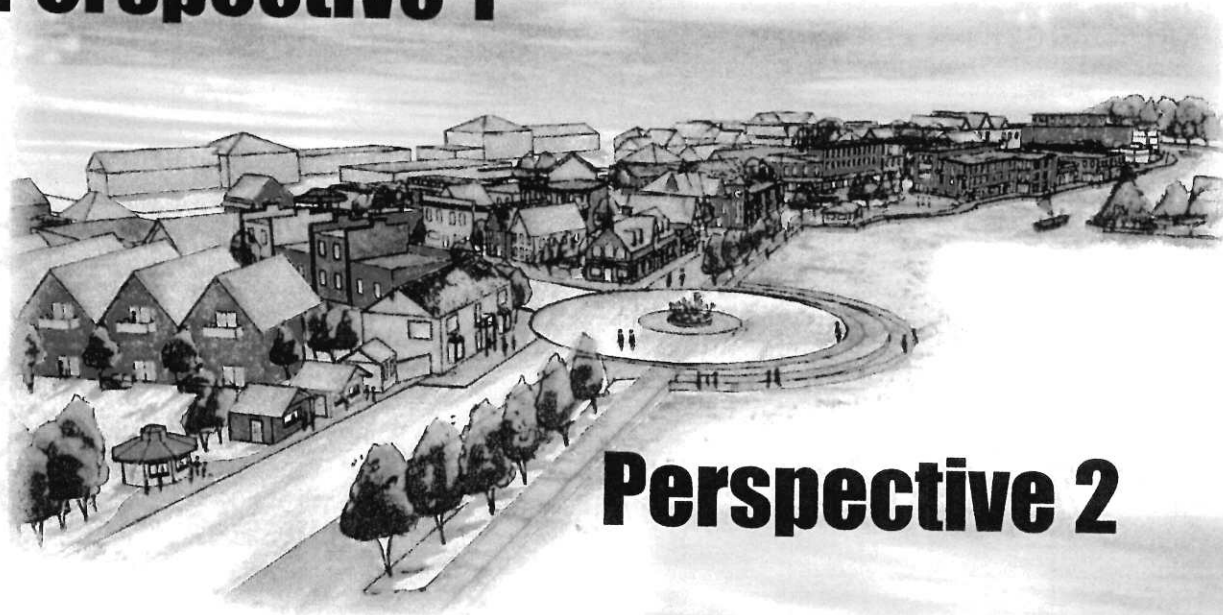
CONFLUENCE

port dover's localized resilience

THE CHARACTER



Perspective 1

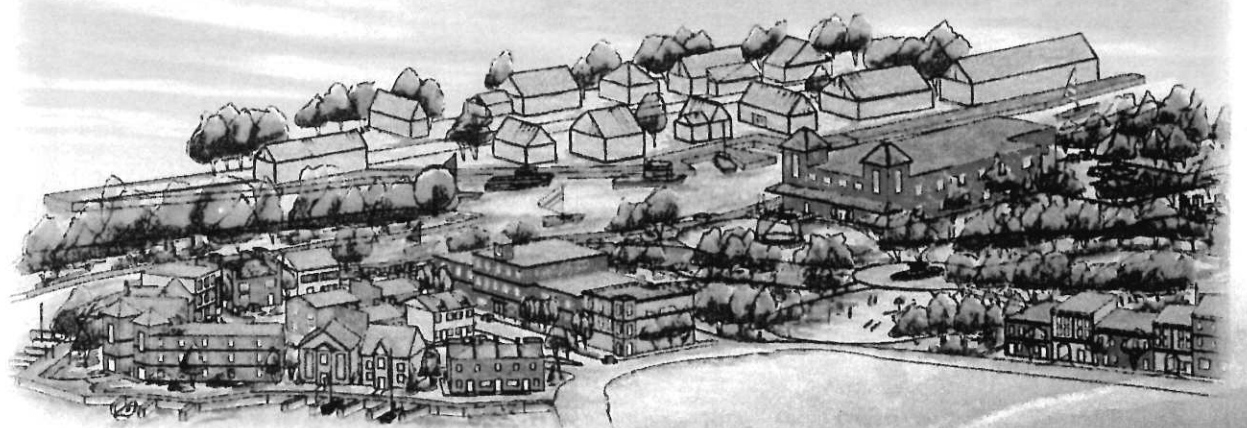


River Foreshore

This perspective (left) shows the view north along the Lynn River and proposed pedestrian promenade. In the middle of the picture is a traffic circle and circular pedestrian water access. Further along the promenade you can see the Misner Market and the second central node.

Each section/elevation below depicts a different area of the river foreshore district. Section a-b depicts the buildings typology proposed across from the Misner Market. Section c-d depicts a submerged boat structure with raised seating on one side and a boardwalk on the other. Section e-f depicts a traffic circle along the pedestrian promenade as well as pedestrian water access.

Perspective 2

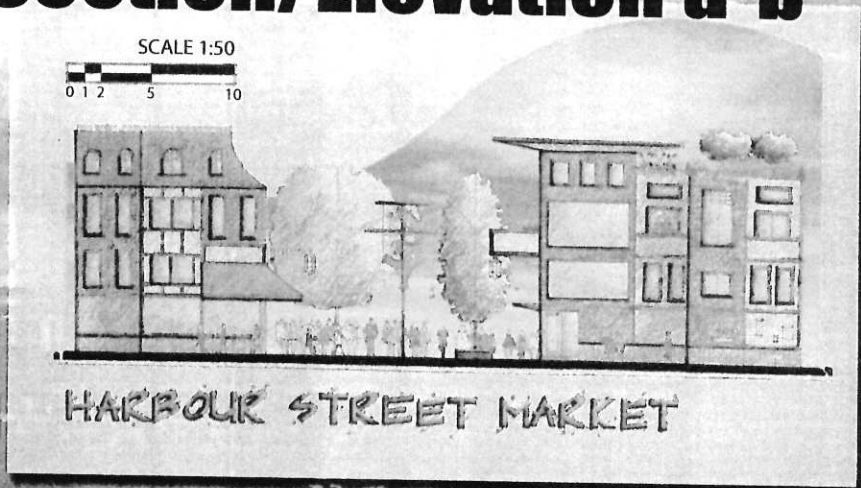


Gamble Re-development

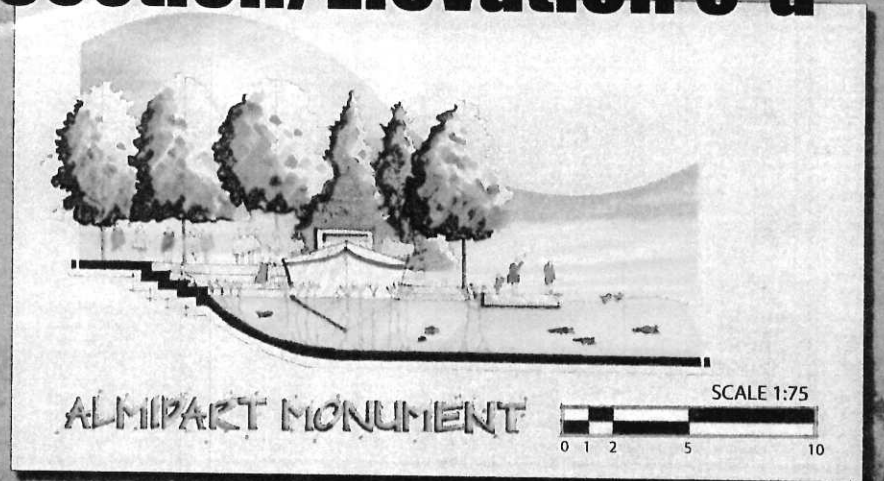
This perspective (right) shows the proposed Gamble property re-development including a residential community and other areas surrounded by green space. The left hand side of this image depicts the three dimensional building form while the right side is dominated by parkland.

The bottom right hand corner of this panel depicts the final perspective. This depicts a close up view of the center of Gamble's Park. The "chess-boat" sculpture is surrounded by trees and open turf with the proposed re-development in the background.

Section/Elevation a-b



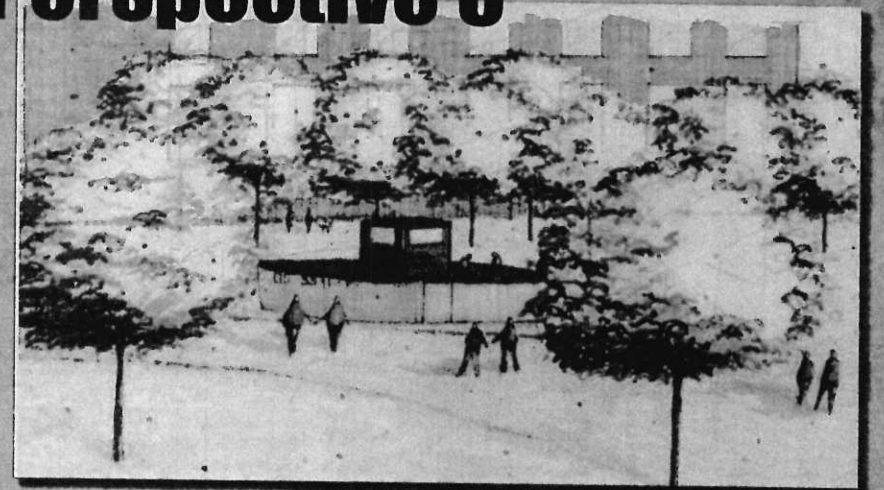
Section/Elevation c-d



Section/Elevation e-f



Perspective 3



CONFLUENCE

port dover's localized resilience

COHESION

"the bonds or glue between members of a community or society..."

designing for a cohesive whole

port dover, ontario

CONCEPT STATEMENT

Water connects people. It is the one element that brings us all together and is an integral part of our lives. Whether it is in the form of gas, liquid, or solid, it is an element that sustains all forms of life and is a key ingredient to its process. This connecting force can serve as a source of food, energy, and transportation. We often do not realize the many benefits that water can provide in the landscape and sometimes take its opportunities for granted. One of the many opportunistic properties that water expresses is that of cohesion. Cohesion is the bonding nature of water.

As water molecules are attracted to each other, so is people's attraction to water in the landscape. The town of Port Dover is fortunate to have this element within its landscape. Although this element is prevalent its possibilities have not been maximized but have the potential to be enhanced. In response to the voiced needs of the community, water will be incorporated and become a cohesive force that will allow Port Dover to enhance its identity, heritage and culture.

VISION

Port Dover will be a cohesive town that will allow the community to connect with its surrounding environment, heritage, identity and culture. It will enable users to appreciate and value its unique characteristic: water. Through the implementation of this design, water will be used to connect the community as a whole and allow users to understand and appreciate the importance of this element. As a result of this design, the town will strengthen existing bonds, create a refreshing splash and in turn will ripple beyond the town limits.

GOALS

- Bond**
To connect people with each other, their identity, their heritage, their environment, their culture and their experience through the enhancement of cohesive bonds.
- Splash**
To revive people's experiences with Port Dover's water edges.
- Ripple**
To affect the community holistically within and beyond the water's edges and the town's limits.

Objectives

- Bond**
Just like the flow of water, these elements will produce a unified movement through the town.
Just like water in a whirlpool is the product of meeting currents, these spaces will allow the community to come together in a dynamic fashion and interact with each other.
Just like water as a source, these elements will enhance the community's heritage and remind people of where their community began.

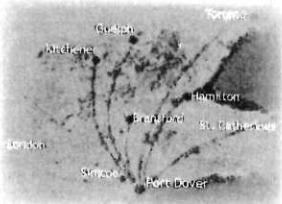
- Splash**
Just like water supports through buoyancy, as will these integral spaces to keep the town afloat.
Just like the water flows in a continuous direction, the community of Port Dover will flow towards the enjoyment of outdoor activities.
Just like water moves in a surge-like direction combining energy from its source and taking in new energy, these elements will form a unique identity for the town of Port Dover.

- Ripple**
Just like water will spill over in the form of a waterfall, the effect of implementing the precedent into our design will hopefully spill over to create an cohesive Port Dover.

CONTEXT

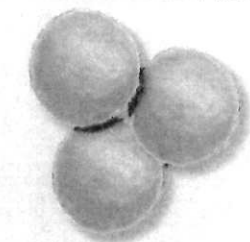
Port Dover is located in the south end of Norfolk County on the north shore of Lake Erie. It is a lakeside community with a rich history of fishing and seafaring which has historically been the main industry. Over the years, tourism has become the main component in Port Dover, with the beach, the canal and Silver Lake being main attractions. Rapid housing development in recent years has occurred in the form of sprawl, inching Port Dover closer to surrounding centres while fragmenting the community and downtown. One prominent feature that characterizes Port Dover is water. This distinctive feature in the town is what makes it unique and attracts people from across Ontario.

Context Map



Driving Distances

- > London: 116 km | 1h 30 min
- > Simcoe: 13.4 km | 14 min
- > Kitchener: 103 km | 1h 38 min
- > Guelph: 111 km | 1h 37 min
- > Brantford: 55.4 km | 58 min
- > Toronto: 135 km | 1h 39 min
- > Hamilton: 62.1 km | 56 min
- > St. Catharines: 116 km | 1h 30min



bond



University of Guelph
LARC 3070 | November 2008
Ghada Zaki Johnathan Vandriel Angela Nonkes
Matthew Madigan Suzanne Knibbe Jillian Burgsma

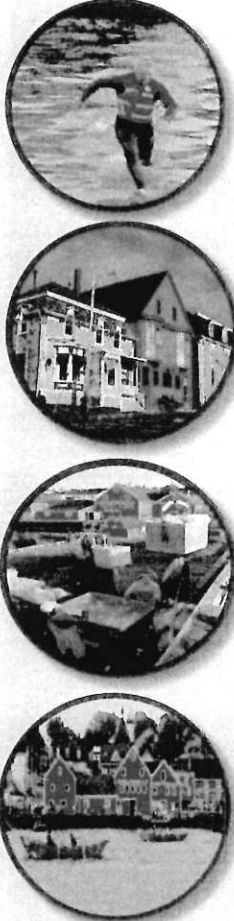


COHESION

designing for a cohesive whole

port dover, ontario

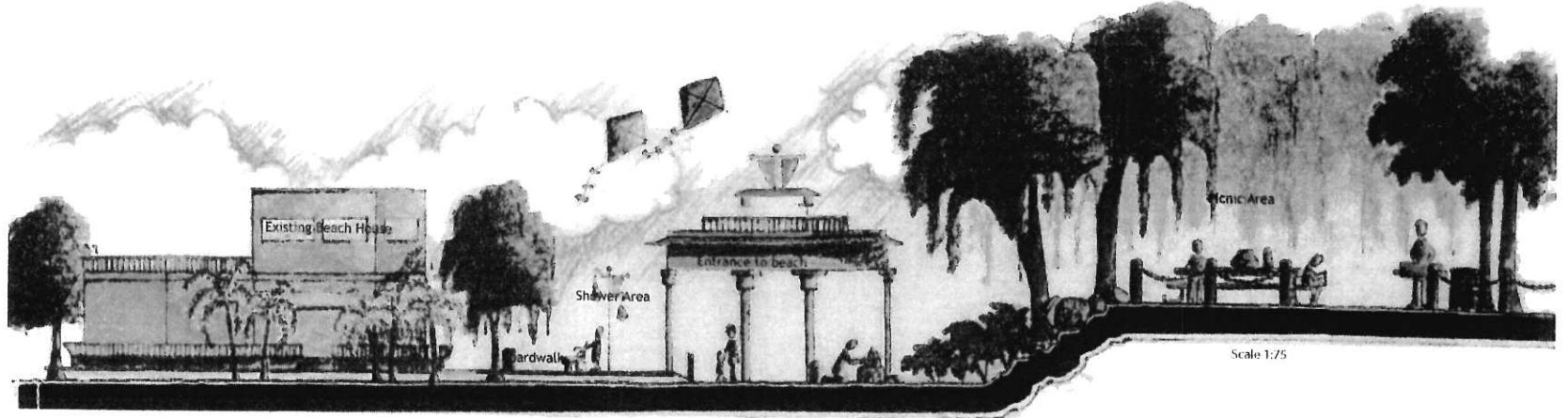
LUNENBURG,
NOVA SCOTIA
CASE STUDY



The town of Lunenburg, Nova Scotia was formally established in 1753 as the first British settlement after Halifax. Today the town's quaint character and maritime culture has been preserved as a UNESCO World Heritage Site and welcomes visitors all year round.

The unique personality of Lunenburg is found in the spatial linkages with the ocean and the closeness with water. Life still goes on here much as it did in the 1700s with a thriving harbour and a vibrant city lifestyle. The busy docks are fully accessible to the public and people can come to see the catches of the day and the boats at work. At the same time, restaurants, shops and event areas are incorporated into the harbor meshing the needs of citizens and fishermen alike.

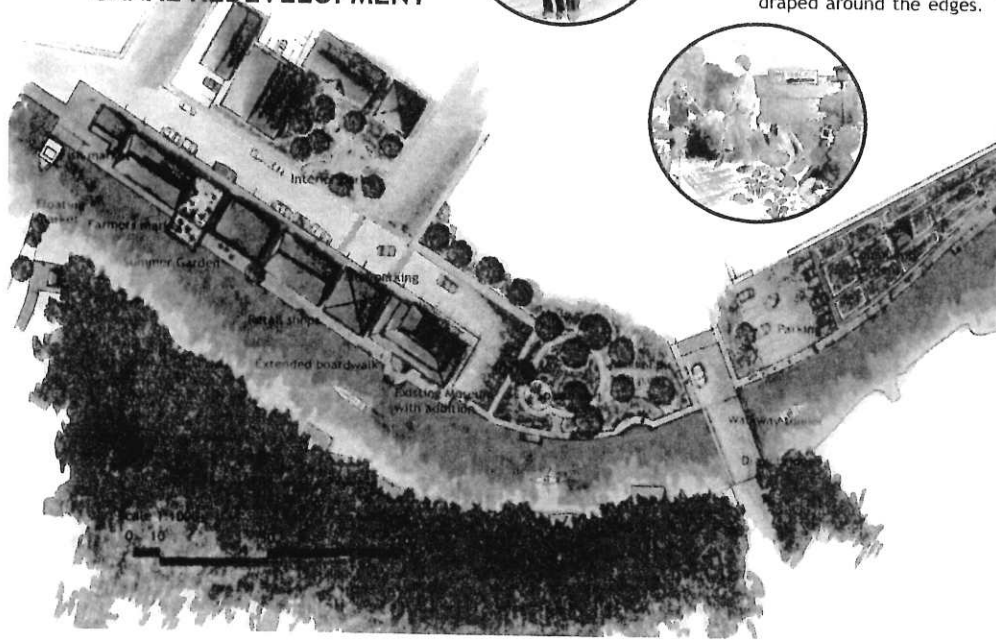
The nautical feeling is carried throughout the town itself. Wooden fish shanties and red brick homes create textural layers in the old town with surprises around every corner. The organic urban fabric with its narrow streets and compact lots mixes residential neighborhoods, the working harbor and civic space into one cohesive whole. All aspects of the town respond to the ocean and respect the identity of the water landscape. With responsible planning, Port Dover could follow Lunenburg's example in emphasizing their unique history and connect its citizens with the water that surrounds them.



BEACH

The beach will be further enhanced to benefit the community needs. As one enters the beach, a roundabout with a water feature will be found. Another entrance will be defined as people enter the boardwalk through large archways. The boardwalk will be made of wood and will link all focus areas. It will have unified light fixtures, benches, garbage receptacles and shade structures. This space will feature a shower area and an enhanced picnic area that will have bbq's, picnic tables and a playground. Seating will be placed on certain areas jutting out from the boardwalk. A floating pavilion will be found on the east side of the beach and will be a space for outdoor entertainment and cultural events along the water. It will be connected through a small floating boardwalk and will have light fixtures draped around the edges. There will also be opportunities for vendors to sell unique gifts and items.

CANAL REDEVELOPMENT



CANAL REDEVELOPMENT

The canal will be enhanced through boardwalks and extended dock areas for pedestrian use. Old industrial buildings will be renovated in order to match the historical palette of Port Dover. A fish market and floating market will be introduced. Fishermen from all over Ontario will be able to sell their goods from their boats, docks being provided for the fishermen. The farmer's market is suggested to move to the Misner building in order to be in closer proximity to the downtown area. These will highlight the town's heritage and encourage the sale of local goods. There will also be a multi-use space that reflects the "summer garden" of the past. It will be used as a communal meeting place, restaurant with patios/cafes, and a dance hall. It also includes a docking area for the cross canal ferry service. In addition, the extension of the Museum is to be provided in order to further the development of Port Dover's historical heritage base. A community garden will be created for all citizens of Port Dover. This will enhance interaction between all age groups. An art centre will also be designed within this community garden in order to introduce season-long creative activities.

MAID OF THE MIST PARK

This space will be built as a node to continue the connection between the trails through Port Dover. It is a multi-use and multi-season space: walking paths will be transformed into a temperature controlled skating path in the winter time and a splash pad for summer use. Signage throughout the park will highlight the site's history in regards to the Maid of the Mist. A passageway will be created to tunnel through the bridge in order to provide a more efficient connection along the canal. A functional stairway system and crosswalk for crossing the highway will be implemented.

DESIGN PRINCIPLES

FLUIDITY

"keeps the community moving and flowing"

Through the programming of trails, boardwalks, gateways, bike paths and roads, Port Dover will flow together with uniformity. The enhancement of these elements will create distinct linkages and allow for greater connectivity and movement within the town which will provide cohesive flow between users.

WHIRLPOOL

"provides activity for the community within open spaces"

Through the addition of several open spaces, parks, playgrounds and viewing decks, opportunities for users to congregate are encouraged. Through the programming of these spaces, people will once again be connected to each other and the water.

BUOYANCY

"keeps the community afloat"

Through the intensification of residential, commercial and parking space the town will be able to foster a greater sense of community. The aesthetics of the spaces will be enhanced through colours, planting, architectural design and structural elements.

SOURCE

"where the community began-the starting point"

Port Dover's history and origins are what make it a unique town. Through structural elements, heritage parks, and interpretive signage, the importance of cultural identity within the town will be highlighted. These elements will reconnect citizens and visitors to the many stories of Port Dover. The past will become a part of who this town will become.

CURRENT

"enhances community activity into the right direction"

By creating spaces, such as the skating rink, walking/cross-country trails, paddle boats/water sports, users will be encouraged to interact with water through physical activity. Elements such as these will encourage people of all ages within the community to actively enjoy the outdoors through all seasons.

WAVE

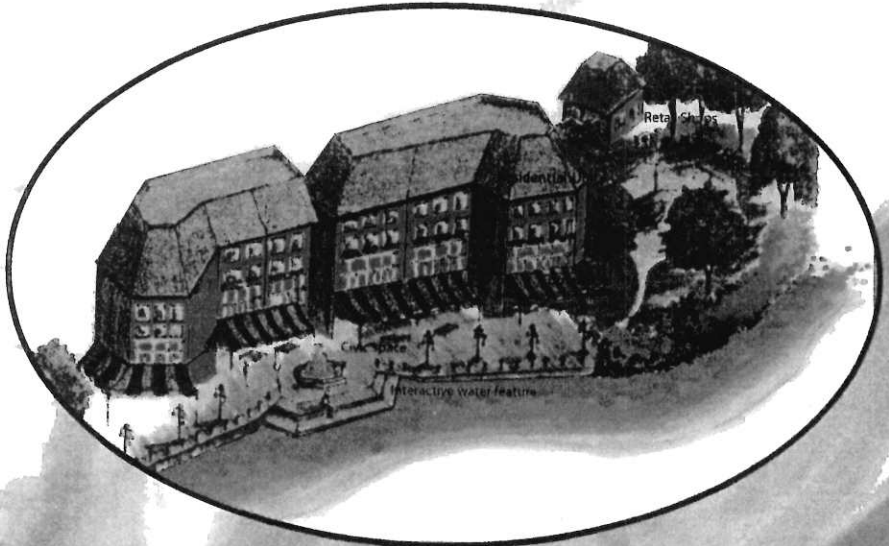
"a surge of identity and activity that will splash through the community"

The development of new spaces such as a floating market, splash pad, fish market, community garden, outdoor stage and pavilion will combine the past and the present to create a new identity for the citizens and tourists of Port Dover. This will create an enhancement of community integration and outdoor space.

WATERFALL

"precedent that will spill over into the community"

Using certain elements from past precedents such as Lunenburg, Nova Scotia we will learn from successful waterfront of comparable size and scope. Certain successful elements will be implemented into our design to further enhance the environment and cultural heritage of Port Dover.



GAMBLE PROPERTY

The area of the former Gamble's shipyard will provide successful mixed-use amenities while improving the goal of infill development. The heritage park will be a showcase of the past usage of the site. It will feature pieces of the old ships that were once built on site as sculptural features for social interaction. Natural vegetation shall also be maintained in the park space. Development of a residential and commercial complex shall be three to four stories high along Lynn St. and adjacent to the water. The residential area shall face the street while outdoor cafes will face the water on the ground level, attracting both residents and visitors alike. Residential development shall be of colorful and traditional architectural style on either side of Lynn St. The boardwalk will connect with the proposed network along the water, while a water feature, stepped down seating, and benches will create a civic space for people near the water's edge.



BOARDWALK

splash

COHESION

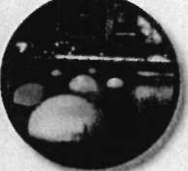
designing for a cohesive whole

port dover, ontario

SITE FURNISHINGS



Light Posts



Solar powered hydrosphere



Benches



Flower Boxes

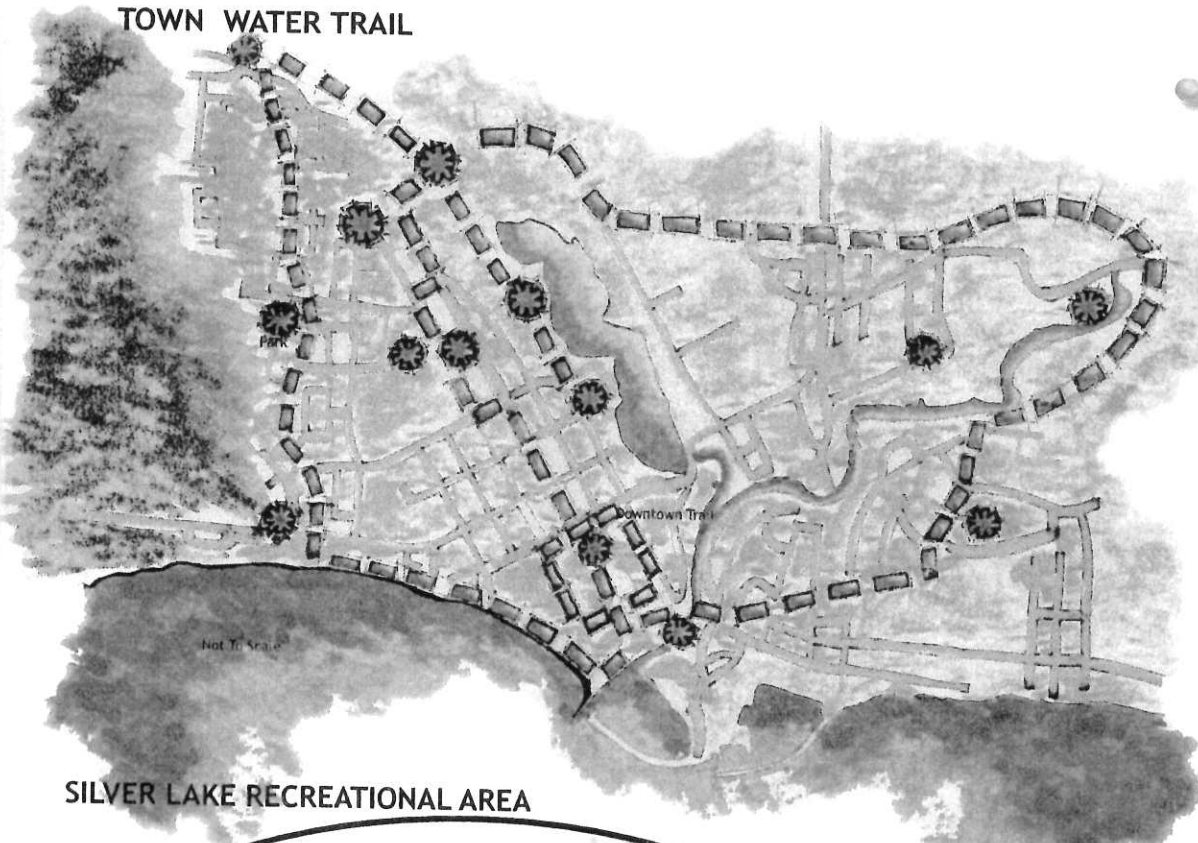


Banners



Street Art

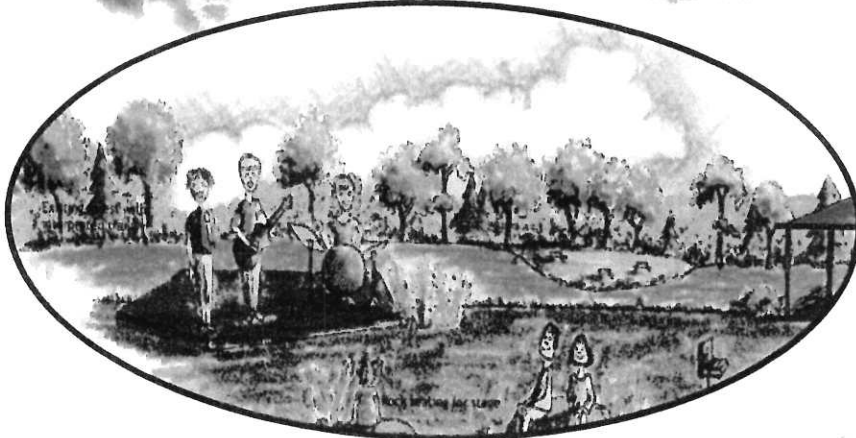
TOWN WATER TRAIL



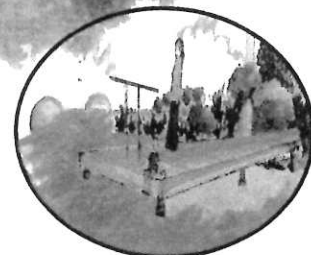
WATER TRAIL

The water trail will link all the existing public parks in Port Dover. It will also be linked to the Lynn valley trail. The trail will be marked through extensive signage and art installations created by the high school students. Blue and orange cloth flags located along this trail will provide way finding and colour throughout the town. The water trail can be used by cyclists and pedestrians. It will enhance the connectivity of the town and will bring water into the community. Water features will be found throughout the public parks providing a greater cohesion of people in the community with water. This trail will ripple through the town and possibly into other towns nearby. Streetscape revitalization through traffic calming techniques and coordinated site furniture will be linked to the waterfront in a cohesive manner.

SILVER LAKE RECREATIONAL AREA



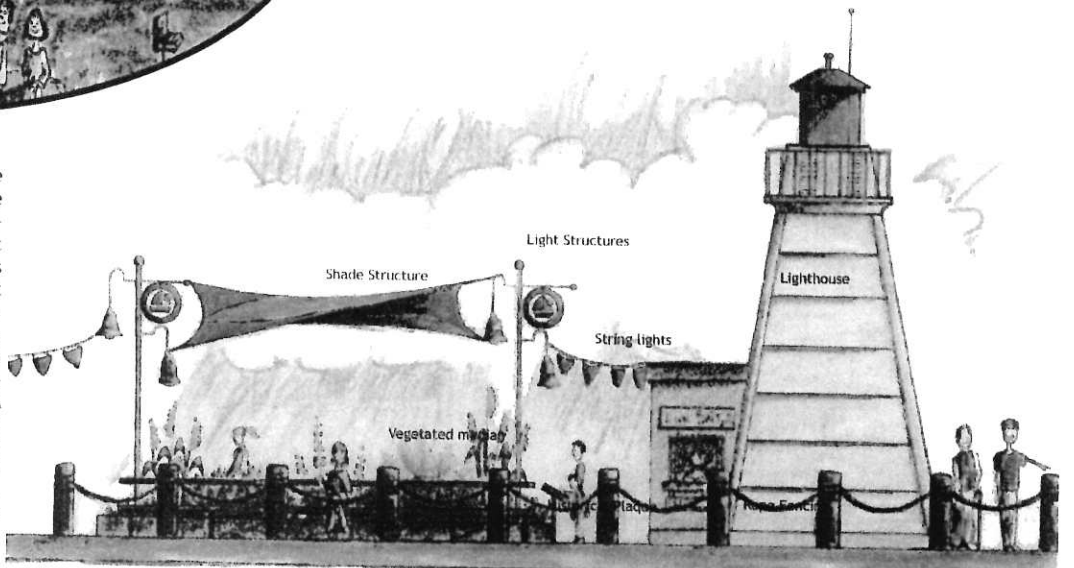
CROSS COUNTRY SKIING



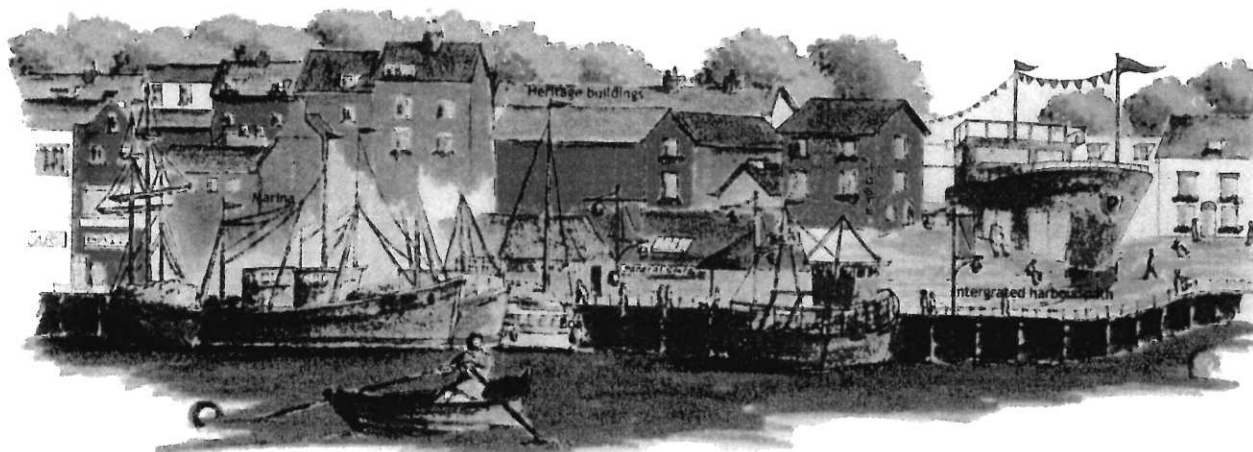
OBSERVATION DOCK, SILVER LAKE

SILVER LAKE PARK

This park will be enhanced in order to create a more enjoyable and communal experience. It will be the perfect place for people of the community to interact with nature and will provide a refuge from the built environment. Forest trails placed throughout the park will create opportunities for hiking, walking and cross country skiing. Interpretive signage can be found throughout the trails explaining characteristics of different native species. Boardwalks in the water as well as paddle boat and kayak rentals will enhance the community's interaction with water through physical activity. A picnic area will be found on the forested side of the lake and will provide opportunities for family gatherings. A pavilion will be found on the west side of the lake and will create opportunities for community events on the water. The dock into the water acts as an outdoor stage for events such as theatres or bands. This space can also be used for movies in the park. Suggested dredging of the lake will provide for more interaction with the water. Open views will be maintained throughout the park and native vegetation suggested as planting around lake.



Scale 1:50



PIER

The pier will become an enhanced promenade that will feature median planters, rope fencing, seating, light fixtures with cloth flags and historical plaques. The historical plaques will provide information about the heritage of Port Dover and will be placed from the beginning of the pier through to the lighthouse creating a journey for the users. Seating will be located along the pier for users to enjoy the opportunistic viewpoints. A fish and bait tackle store will be found near the lighthouse. Floating hydrospheres will be found on the water and will light up at night creating uniformity through the town.

HARBOR

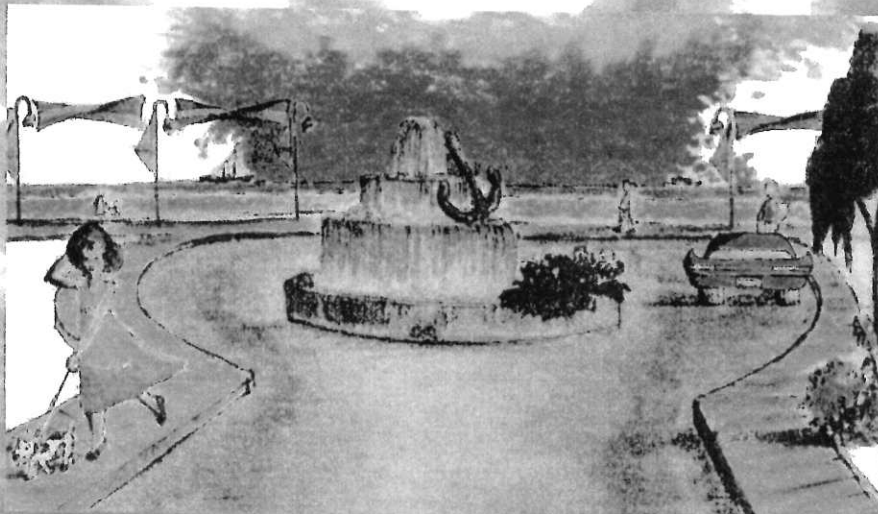
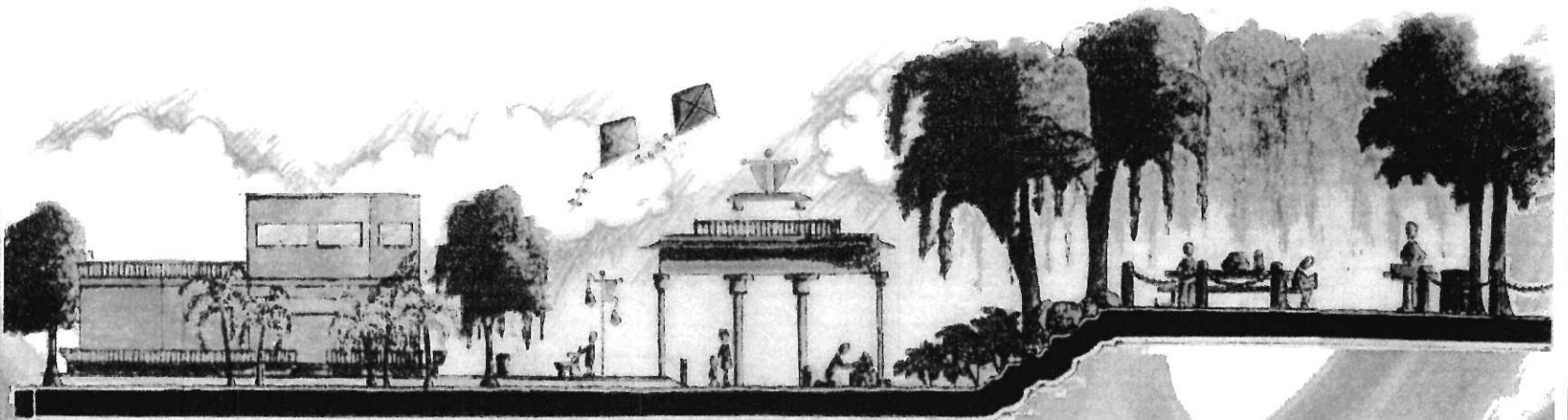
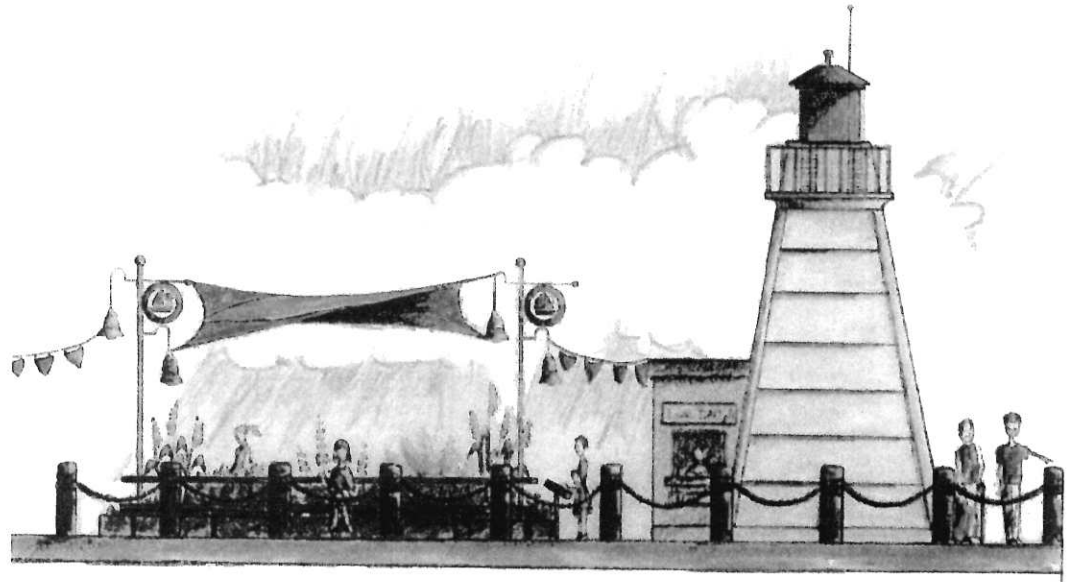
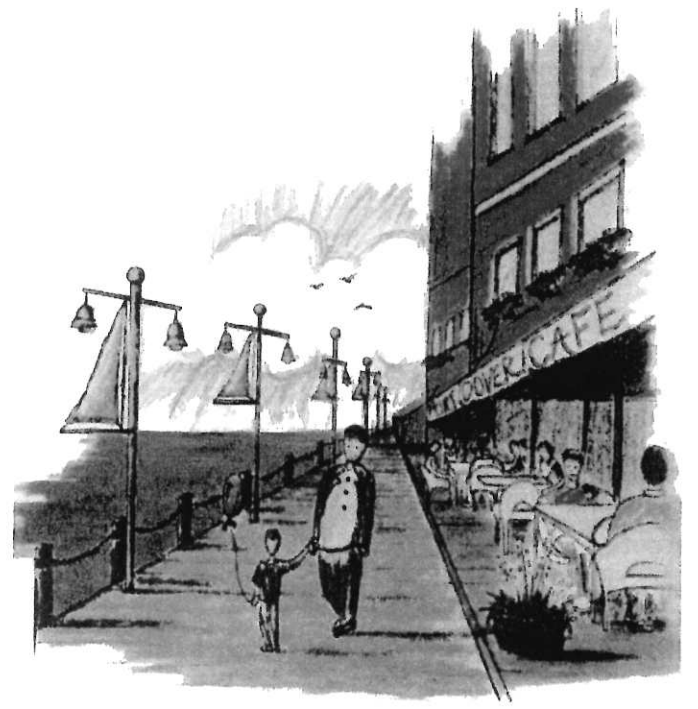
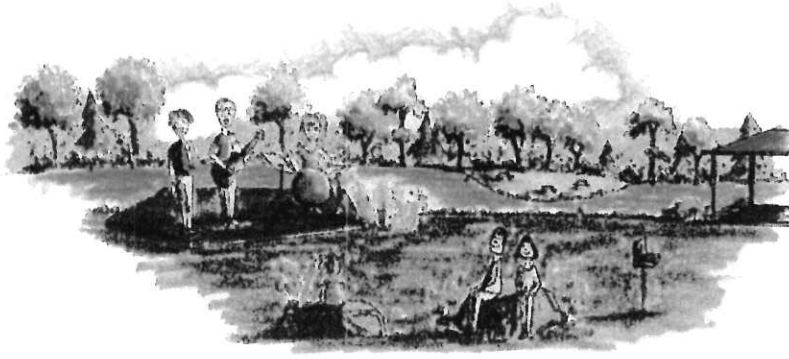
The working harbour and the adjacent recreational marina shall be recognized as a cohesive whole. They will be recognized as the West and East port. There will be the creation of a dense fishing village centered around the historic buildings of the old harbour. The shore line will be pulled outwards as to allow the viewing of ships from the pier. The working harbour will be open for pedestrians and will provide opportunities for viewing of harbour activities. The working harbour will be centered around the new extended "break wall" and will be cut off from public vehicular traffic. A central port building in the shape of a ship will act as the hub of the whole harbour. A main restaurant, event space and offices will be found in this facility. Possible suggested mixed-use village amenities include: cafes, restaurants, stores for recreation boats, hostels and residential units. The possible working harbour amenities include: stock-up stores, fish refinery/canning factory, offices for fishing companies. The harbour is accessible from the rest of the town via the existing road, suggested boardwalk and cross canal boating service water trail or by the cross-canal boat service. Floating hydrosphere can also be seen from the harbour in the water.

ripple

COHESION

a plan for infrastructure redevelopment

port dover, ontario



splash

