

Belleville City + Riverside Improvements

Visioning Plan
2018



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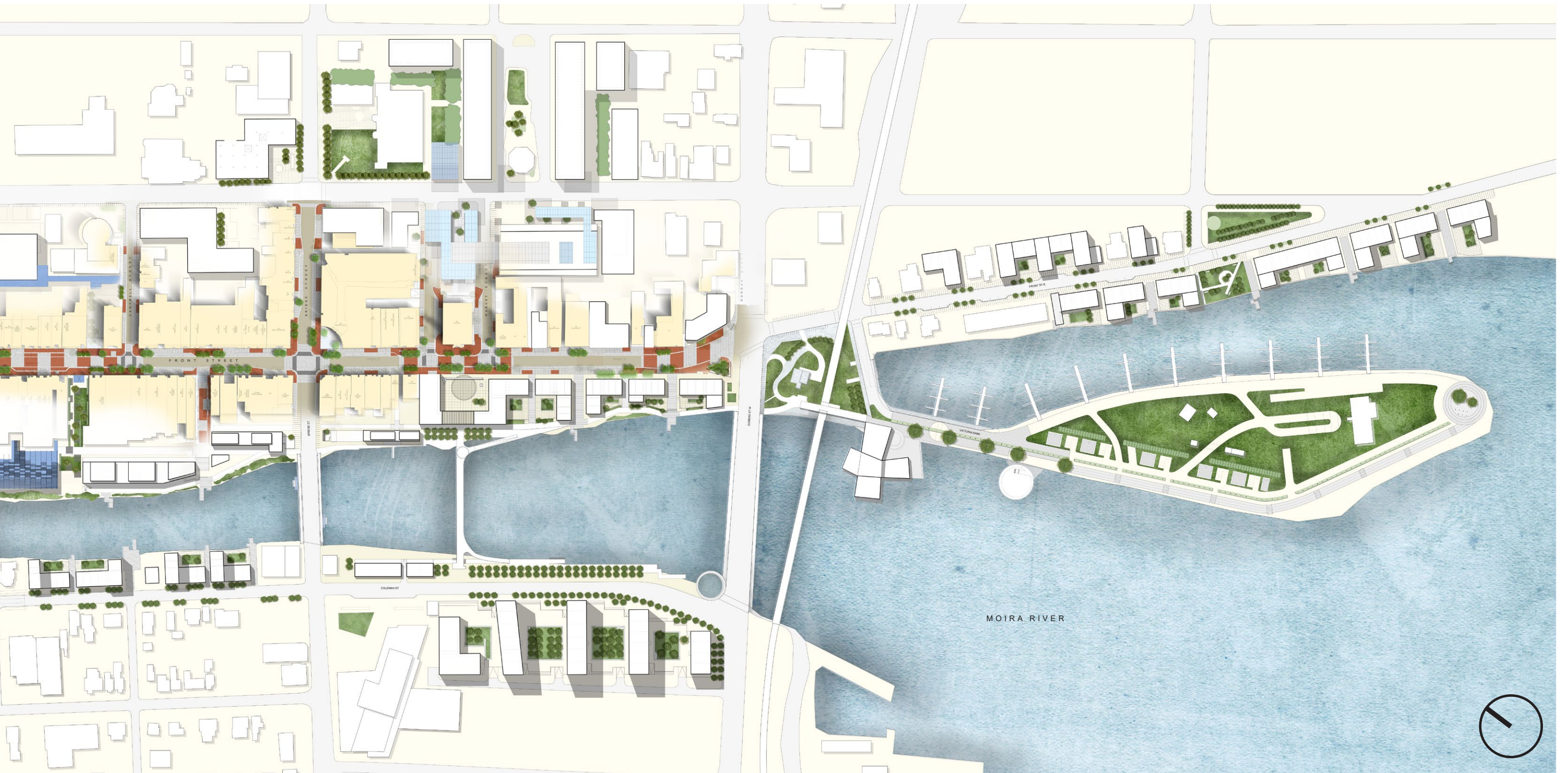
Site Plan
Aerial Views
River Section

The city of Belleville offers great potential to build with in its downtown and waterfront edges. Historically Belleville's most significant asset its waters edges was ignored, the city turned its back to its waterfront utilizing this asset for car storage and the service sides of building that only faced onto Front Street. This historic scenario is not untypical for many other small towns, with founding views and waterways. Their situation is reversed itself and a new civic consciousness see this 'proximate possible' as an area for expansion, new development, public space and new residential accommodation for people to live and enjoy its downtown. This intensification is clearly a change from the suburban expansion that have tended to abandon 'Downtowns' in favour of car-centric and suburban lifestyle.

Specific to Belleville's expansion and internal intensification as a combined potential strategy of building on both sides of the Moira, it allows the water way an equal partner in the urban river setting that makes and could further improve Belleville distinctive hasting and potential. Belleville's view within a large territorial perspective and has become more prominent and attractive to a growing culture of being interested in more lifestyle choices. The park waterfront environments of Belleville and the Quinte Bay region as well as accessibility to neighbourly cities are important assets that will encourage investing into these expanding areas of interest and development. Belleville and its waterfront city assets have the potential to address these new economic and social trends by building and intensifying its residential and civic spaces within its downtown and precincts.



Detailed Site Plan



Vision for Belleville City + Riverside



Focus Areas

- 01 City Hall Commons
- 02 Riverfront Commons
- 03 Coleman St Development
- 04 Hub Area South of Dundas
- 05 Development on Front St S
- 06 Marina Development

Aerial view looking North along river

There are six precincts, the City Hall commons, Riverfront commons, Coleman Street development, the Hub area, Front Street development and Marina development. These six unique precincts have their own distilled identities and characteristics, they are strategically all tied into strengthening the city waterfront relation. Front Street, the main civic space of Belleville has and is undergoing a series of phases that made streets cooperate with new public services, infrastructure and street civic improvements, make it the common precinct improving to build into and expand outwards from. Front street has captured the enthusiasm of its citizens and has given them the confidence to buy into the new image of Belleville and its benefits that extend across all scales, retail, civic space, public space and tourist destination.

Across all the six precincts, we are proposing new typologies and new civic intensities that have been strategically employed to accomplish a number of goals that reinforce streets, residential and commercial areas as well as to act in a responsive environmental and social manner. The typologies created enclose and partially enclosed spaces that strengthen the ground relations, access, social space as courtyards and a variety of mixed used residential buildings of various height. This on the ground responsiveness means creating and strengthening street edges, consider height of adjacent heritage buildings, respective heights and yet at the same time creating more opportunities improve contribution to civic environments and landscape. This potential attracts the developer, who can contribute to the overall economics of the city of Belleville by strengthening street businesses, create a lively liveable city, and re-investing people back to Belleville's downtown with a new invigorating public realm that gains the confidence of the city's citizens. The buildings 'in the sky' serve as an urban counterpart to the on the ground responsiveness and to their immediate surroundings. These taller structures stretch across large distances and form virtual connections between the various sub focus areas and focus areas that are relatively close to each other, nevertheless can create virtual linkages between the higher storey towers. Moreover, their building alignments are visible across each side of the Moira river making these bridging linkages real and contribute to a large urban whole established across the different focus areas.

Vision

The building interactions will establish groupings of buildings that have collective capacities to strengthen civic edges and boundaries that are important in forming a strong civic presence and imageability. Rather than a single building that act autonomous we are suggesting that the building take on greater responsibilities, that they extend their footprints, reinforce urban cohesion, strengthen local and large-scale patterns, contribute to the identity of streets and public space. This can initiate new patterns that can act as a catalyst for further improvement and exemplars of good architecture and urban design.

We are also advocating for public space in its many forms and applications through open spaces, parks, linear pathways, edges and public boundary reinforcement. These landscapes are inviting opportunities to temper local environments and create micro oasis moments in the city as well as creating places to stop and enjoy. They create opportunities for large collective space, foster social cohesion and civic identity, that provoke and invite civic involvement at all scales of assembly. These places in turn create other opportunities for civic art, allowing artists to contribute, and enable economic opportunity.

Tourism

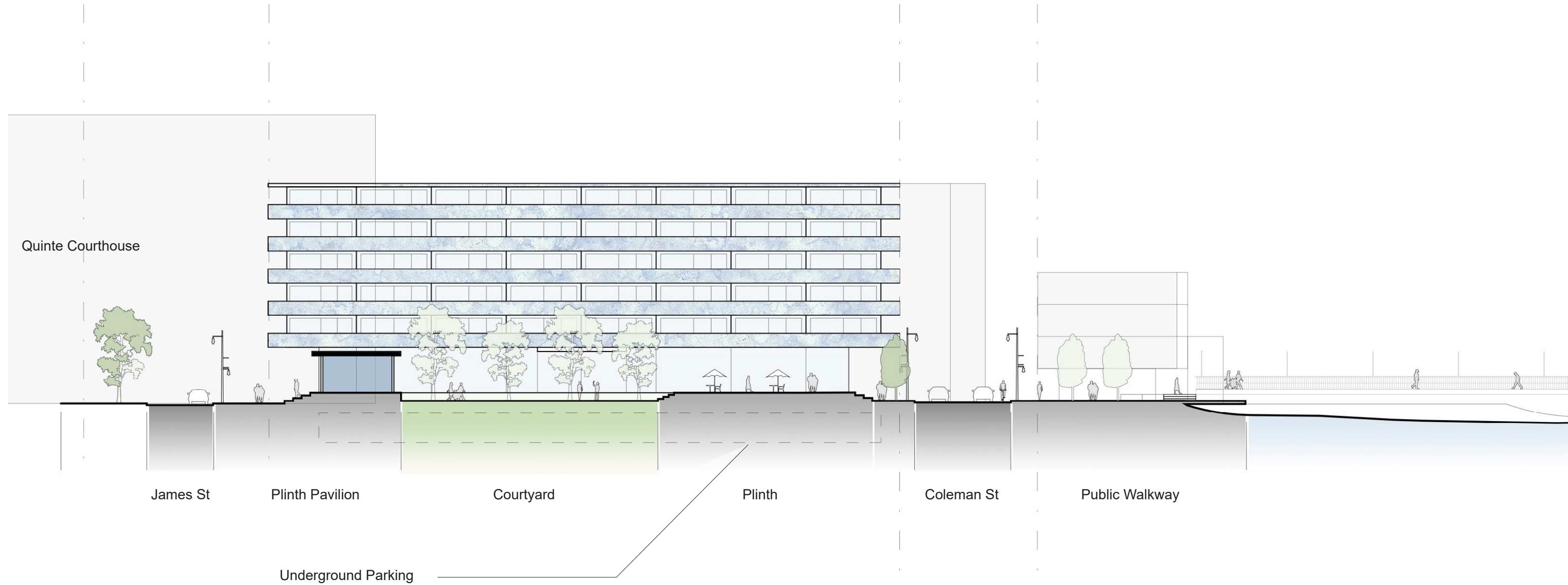
The importance of tourism for Belleville is vital to strengthen and nurture the city, from the waterways of the Bay of Quinte, to Belleville riverfronts, parks and environmental preserves, these public assets are important economic drivers of Belleville. Tourists are 'shoppers' that want to purchase and buy local specialties, enjoy restaurants and explore the many recreation opportunities available. Local tourists will attract adjacent neighbourhoods which enables them to rediscover the downtown.

Tourism must be taken seriously. Tourists seek different experiences, they are looking for quality environments, well designed public space and provided this, it will be a worthwhile investment that pays premiums in the long run.



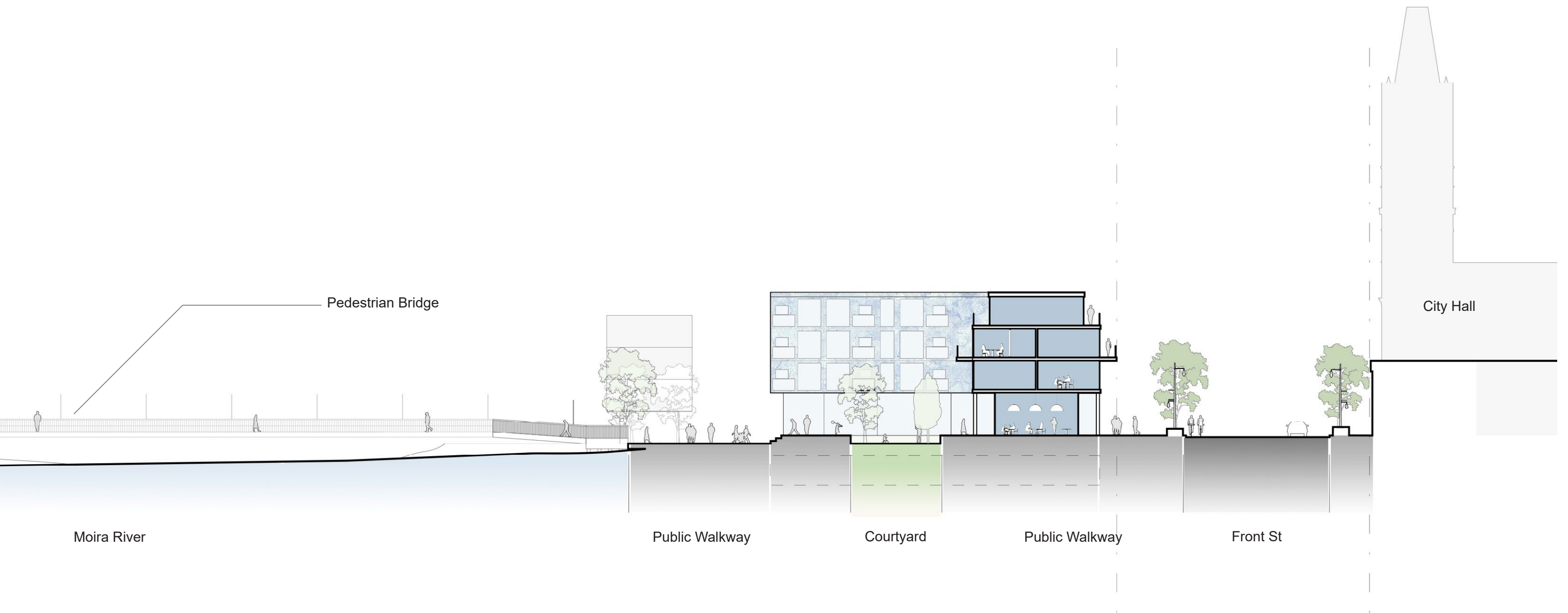
Looking North

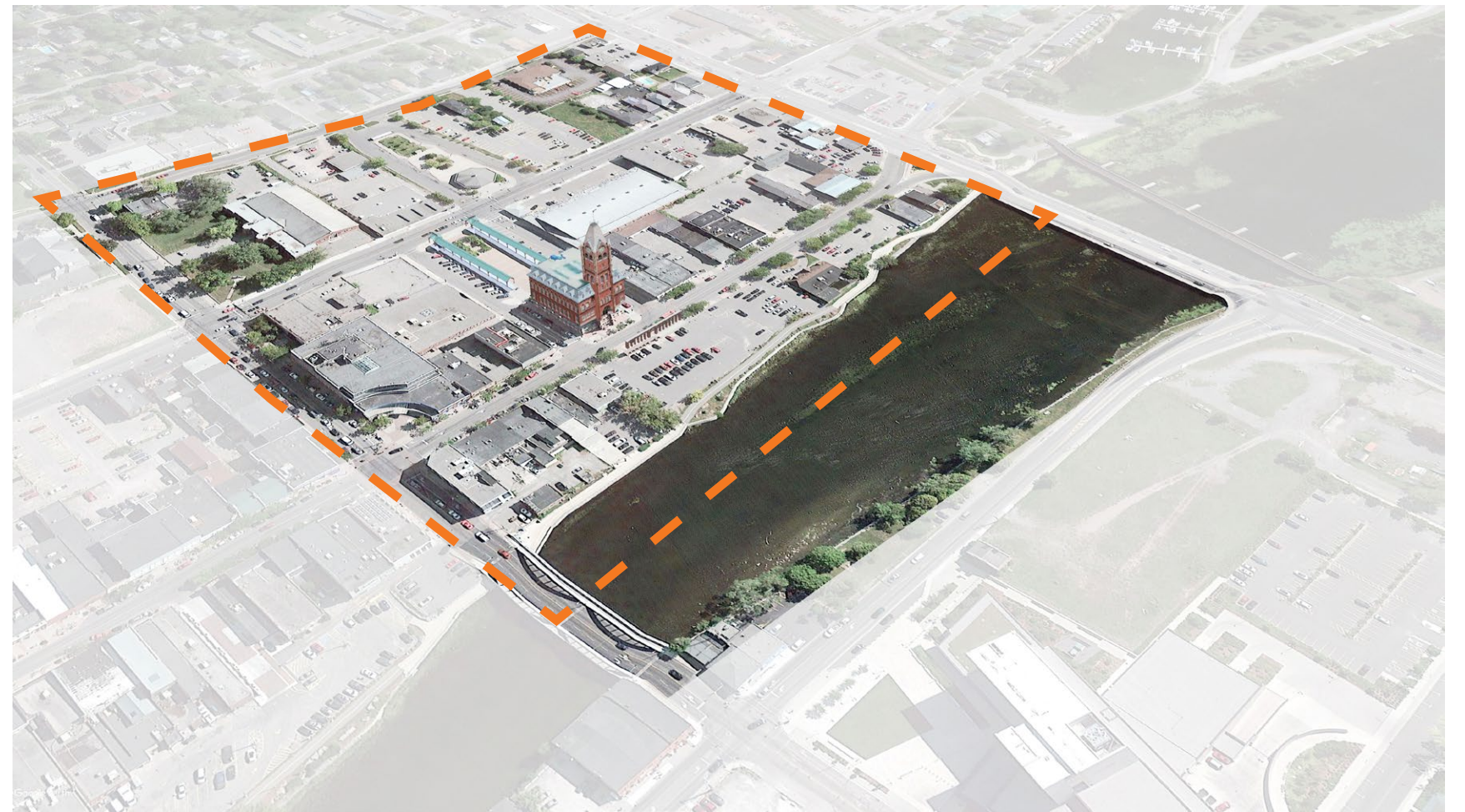
Site Sections



River Section Looking North

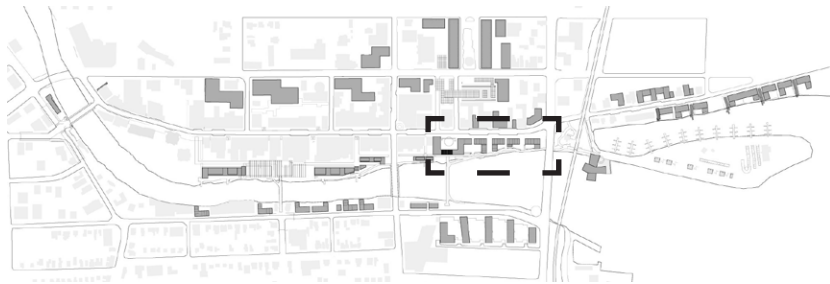




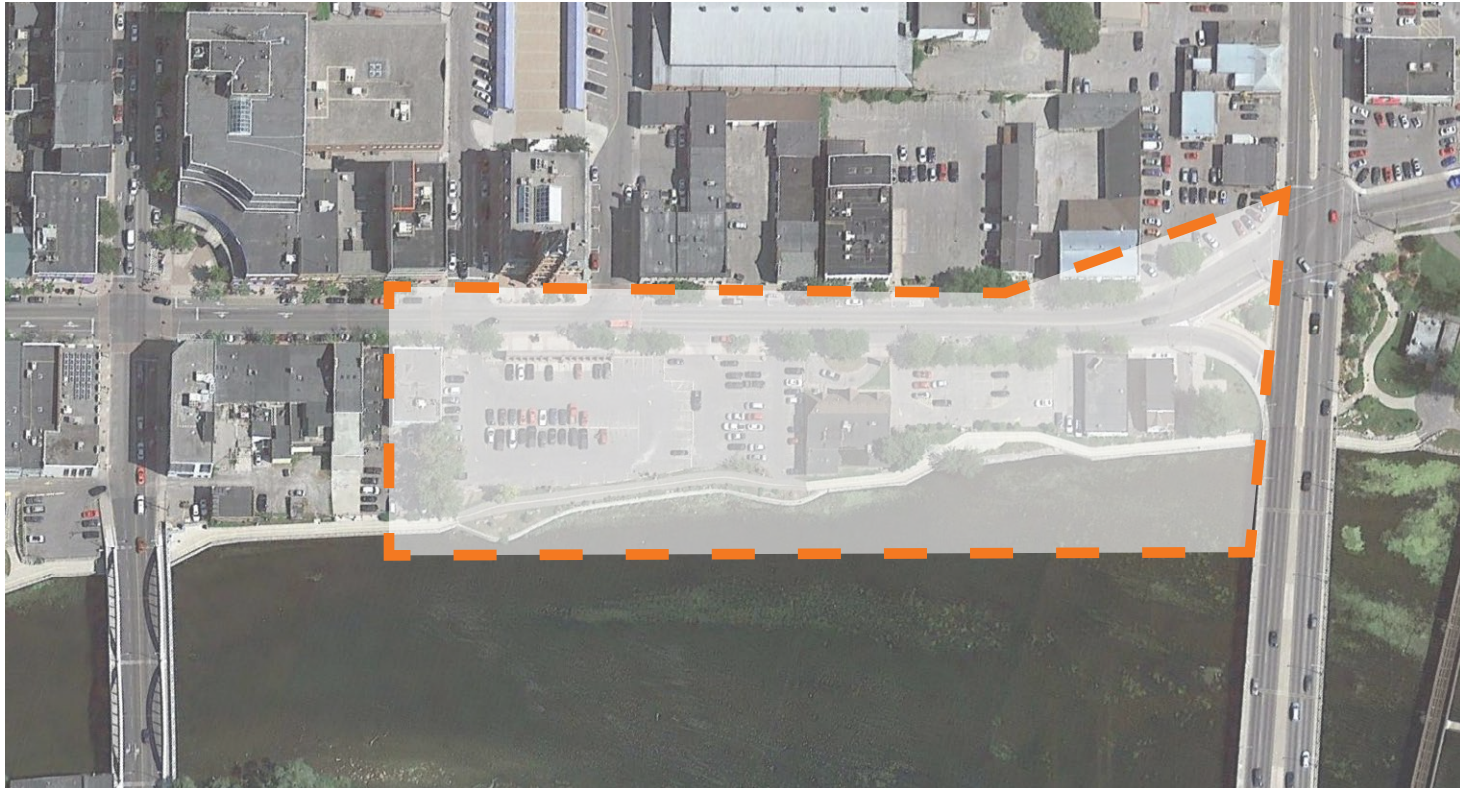


02 City Hall Commons

Detailed Site Plan
Building Types
Existing Views
Proposed Views



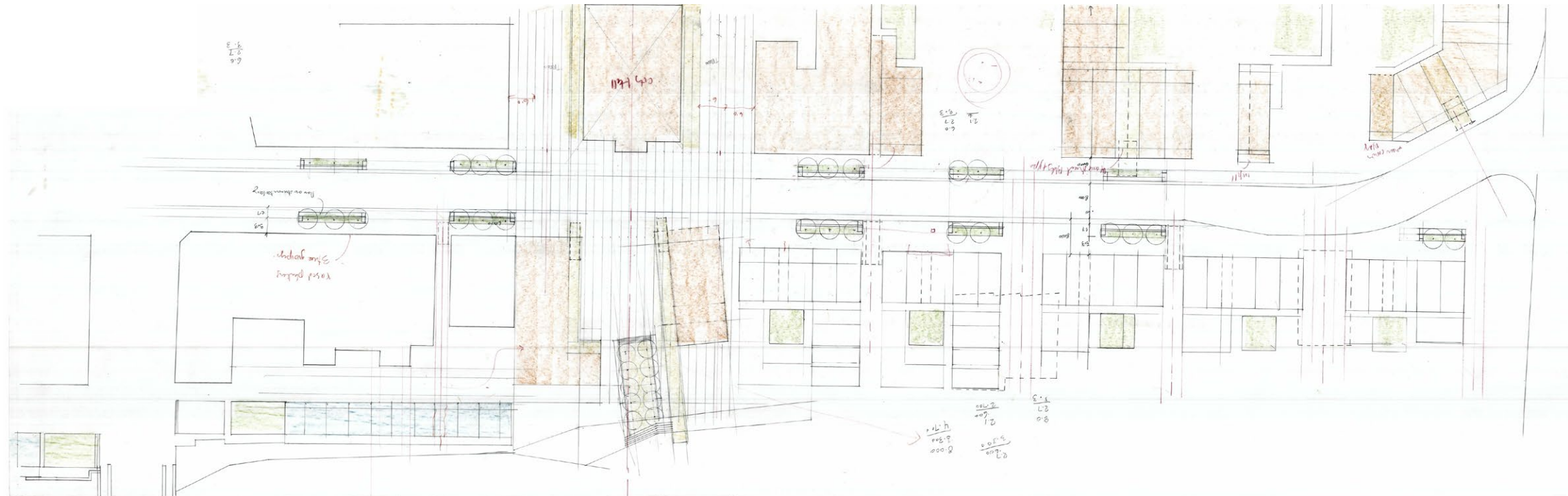
Vision for Front Street



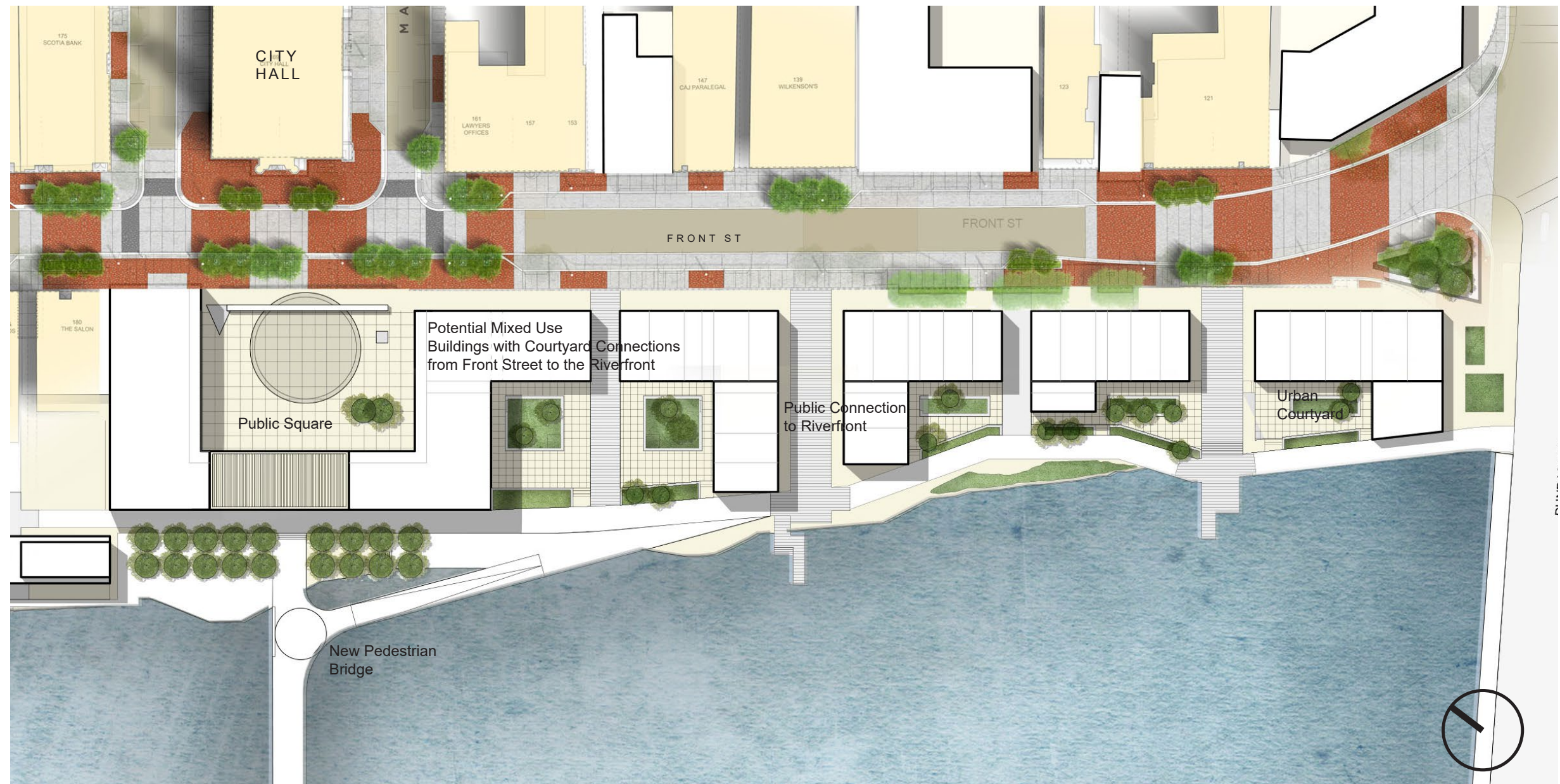
Focus Area #1

The new City Hall Commons links a major new cultural precinct with Belleville's premier landmark building: City Hall. The City Hall Commons extends the reach and physical influence of the City Hall and its adjacent outdoor Market from Pinnacle Street to the Riverfront Trail in a cultural and historical precinct that brings within its edges several landmark buildings all re-emphasized and integrated through the new public space of the Commons.

New low-rise building sites – mixed use retail and residential with parking at grade - are suggested south of the City Hall Commons to create an interconnected set of buildings and courtyards onto the Riverfront. These building types are suggested as versatile forms that open up views to the river from Front Street and have interconnected open spaces that create a series of public passages from Front Street to the Riverfront Trail.



Preliminary Sketch of Front Street

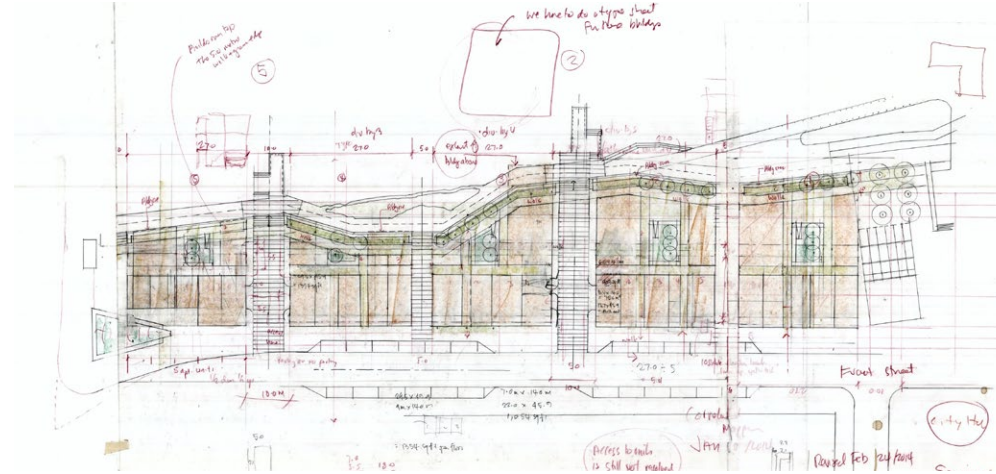


Detailed Plan

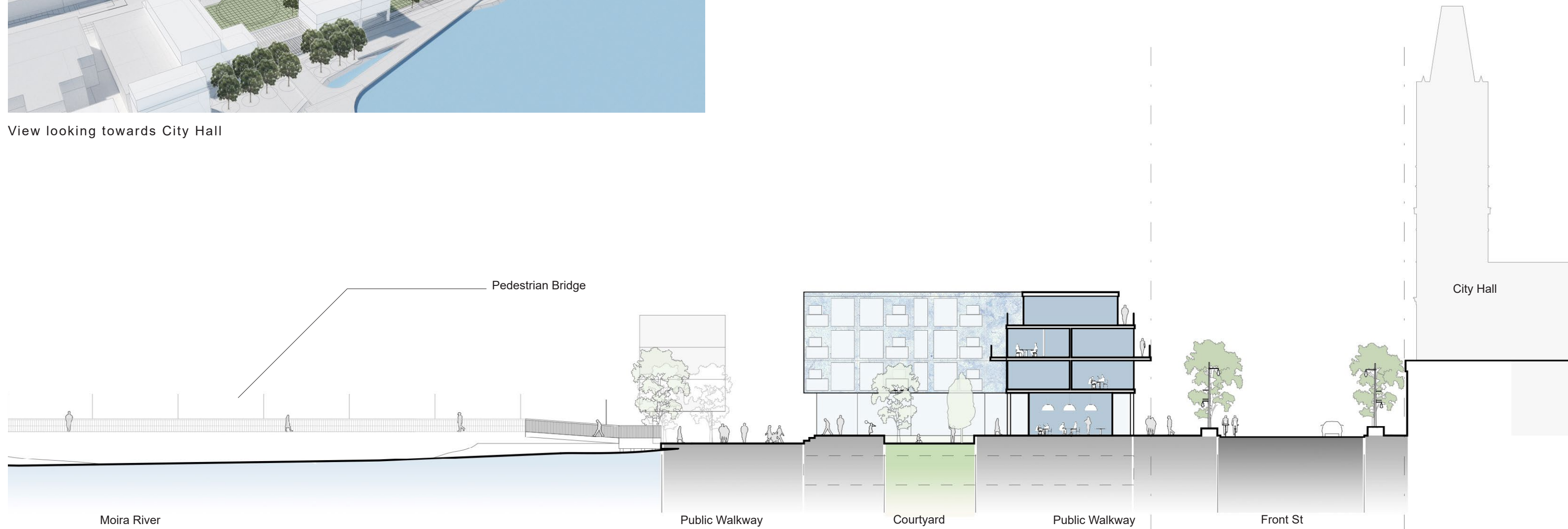
Urban Courtyards



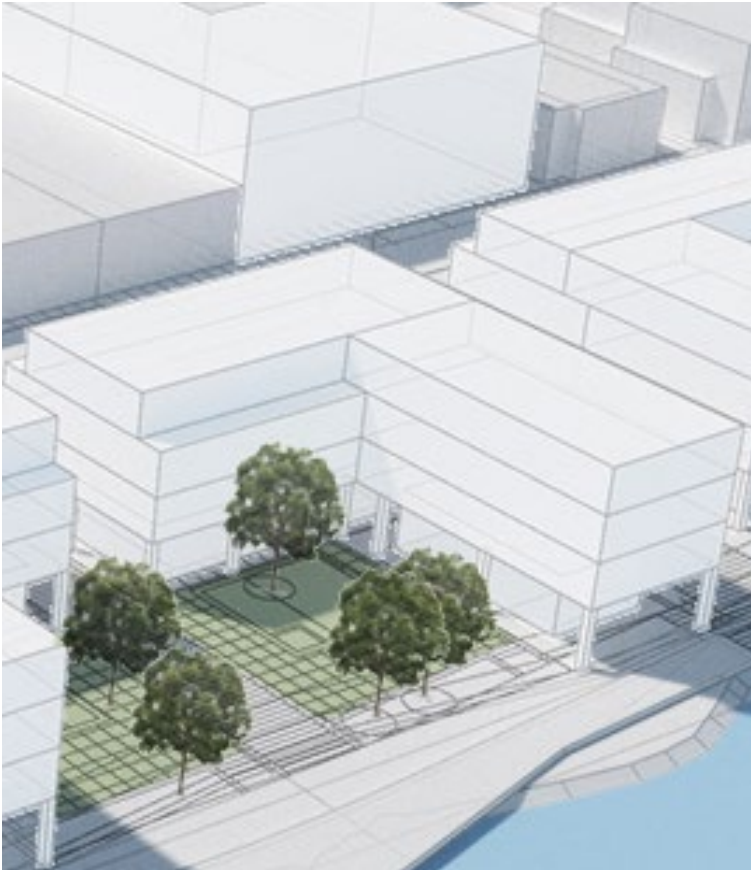
View looking towards City Hall



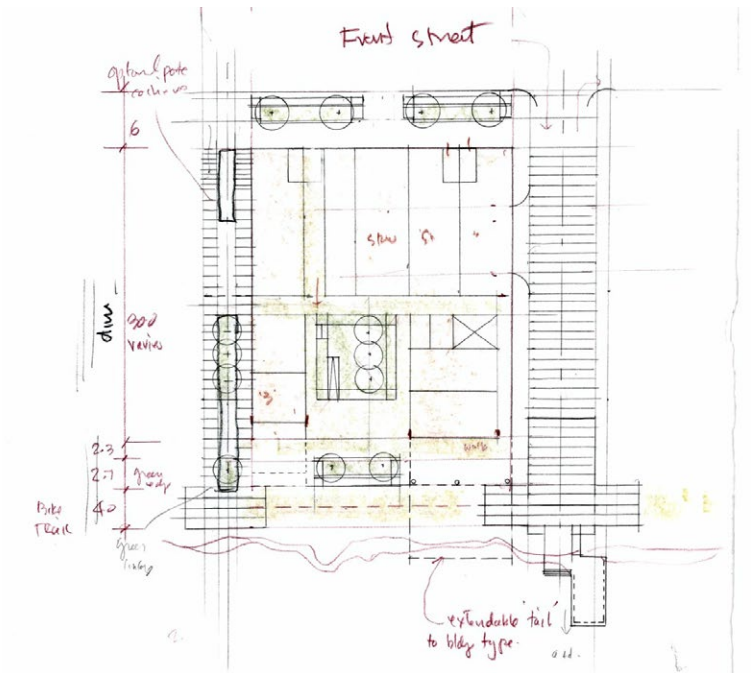
Preliminary Sketch for Front Street



Courtyard Building

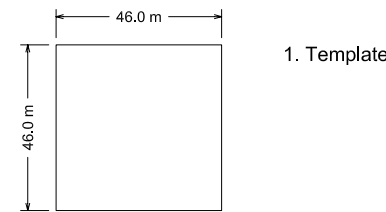


Courtyard Building Type

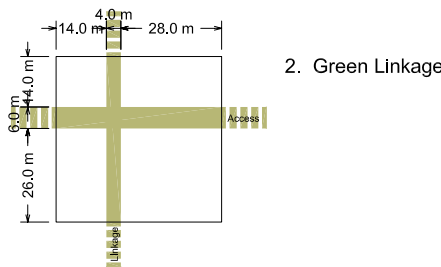


Preliminary Sketch of Courtyard Building Type

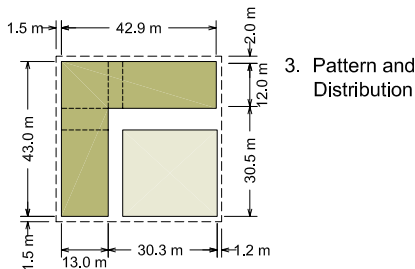
Phasing and Development



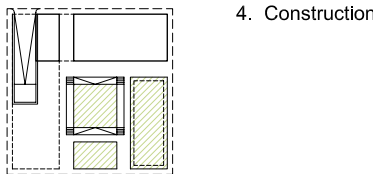
1. Template



2. Green Linkage



3. Pattern and Distribution



4. Construction

Organizational Infrastructure

Autonomous Agents

Interactions

Pattern Generation

User

Mixity

Work

Pattern Interaction

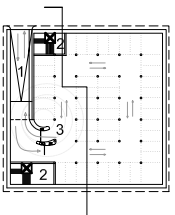
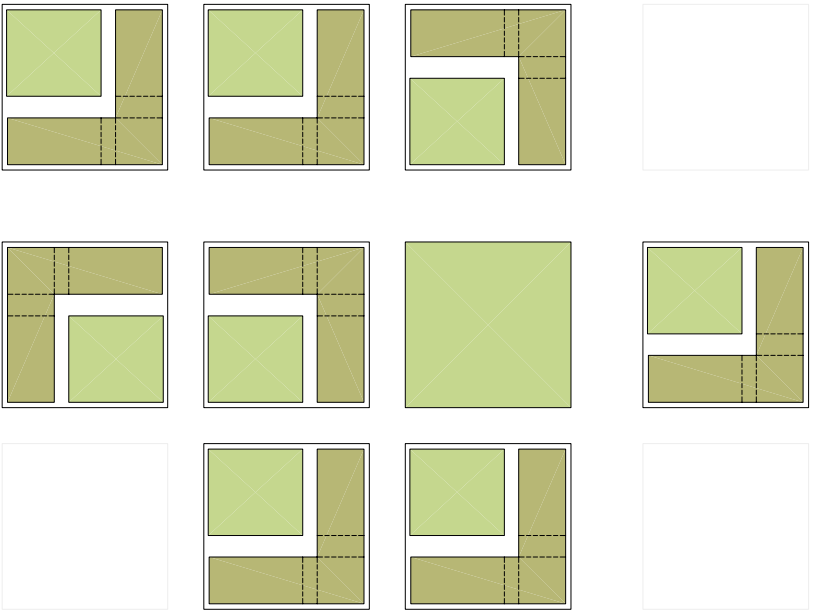
Robust Constructability

Density

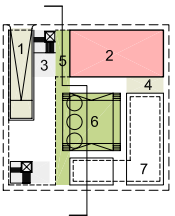
Emergence

Reverse Drift

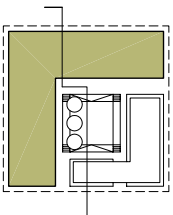
Potential Configuration



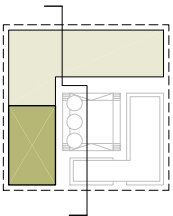
- Parking Level**
1. Vehicle Access to Surface
 2. +/- 40 Parking Spaces
 3. Elevators/Stairs



- Ground Level**
1. Entrance to Parking
 2. Retail Space
 3. Elevators/Stairs
 4. Service
 5. Pedestrian Linkage
 6. Courtyard
 7. Potential Support Buildings, Trellis, Planting, etc.



- Low-Rise Levels**
1. Three+ Storey
 2. Courtyard Belc



- Mid-Rise Levels**
1. Six+ Storey To
 2. Three+ Storey
 3. Courtyard Belc

Vision for City Hall Commons



Looking West on Front St towards river



Detailed Plan + Viewpoint Indicator

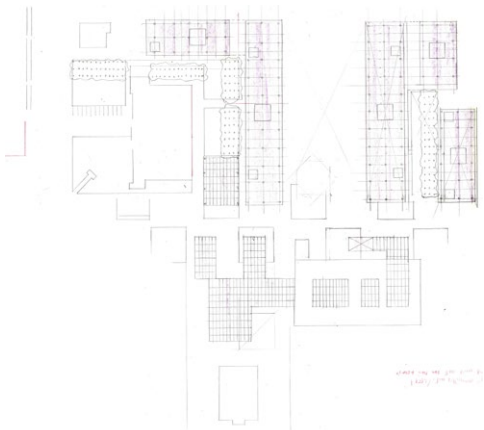


Looking West on Front St towards river

Vision for North market + Pinnacle Street



Focus Area #2



Sketch of North Market + Pinnacle Street



Phase One Plan

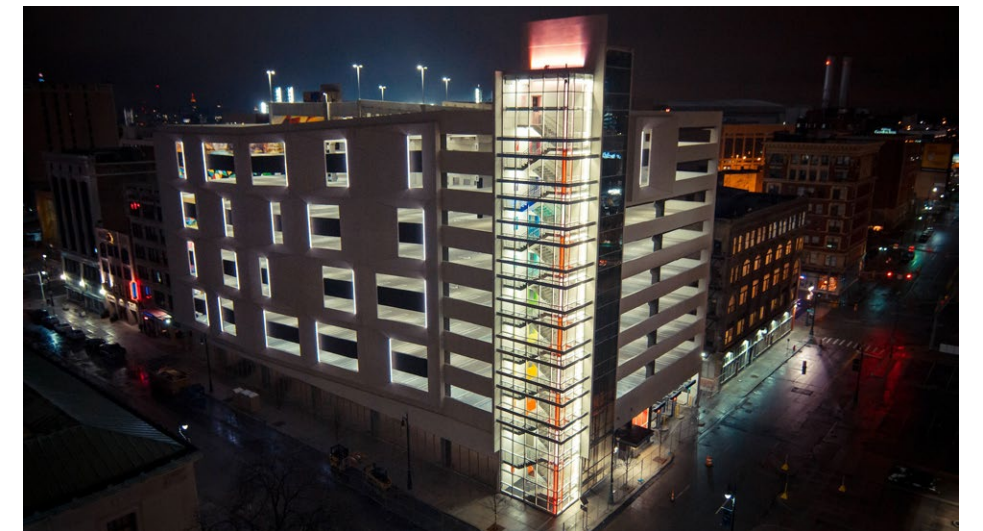
To the east beyond Pinnacle Street, a new green lawn and public space adjacent to the imposing Armouries Building is created flanked by a new parking / retail / residential potential building site. The new open space both connects to the present green lawn facing at the entrance to the Armoury on Bridge Street, and creates a new tableau for public amenities like skating, water feature, and play areas.

In the present Market area, an upper canopy / built structure extends over Market Street and McAnanny Street to create a north-south cross-direction, while incorporating the existing Market structures, that brings the Memorial Arena and Registry Building into the cultural and heritage precinct. The pavement in the central City Hall block creates a varying pattern of special pavements that breaks down the linearity of the space, allowing the streets to become part of the public space, and the Market to co-exist within a significant public space that is used when the Market is not operating, instead of the asphalt expanse that presently exists. Potential connected uses of related all-season markets, residential uses and parking buildings are shown inter-penetrating with the Memorial Arena building, bringing new life and uses to its monumental volume, and flanking both Pinnacle Street and central parts of the City Hall Commons.

To the west, the influence of the City Hall landmark building is extended to the Riverfront Trail and new pedestrian bridge. This new plaza is enclosed by the original ground floor Front Street façade carefully preserved and flanking building sites both direct the new public plaza to the water's edge and also direct the space to the south, deflecting the direction of the space to underline the connection to the Riverfront and Bay of Quinte beyond. The pedestrian bridge works with the present pedestrian bridge to the north to create a new pedestrian looping Riverfront walk, and begins to knit the east and west sides of the Moira River together, with access to the newest Belleville landmark, the Courthouse.



Detailed Plan



Parking Structure Precedents



Street Parking Precedents



03 Riverfront Commons

Detailed Site Plan
Building Types
Existing Views
Proposed Views

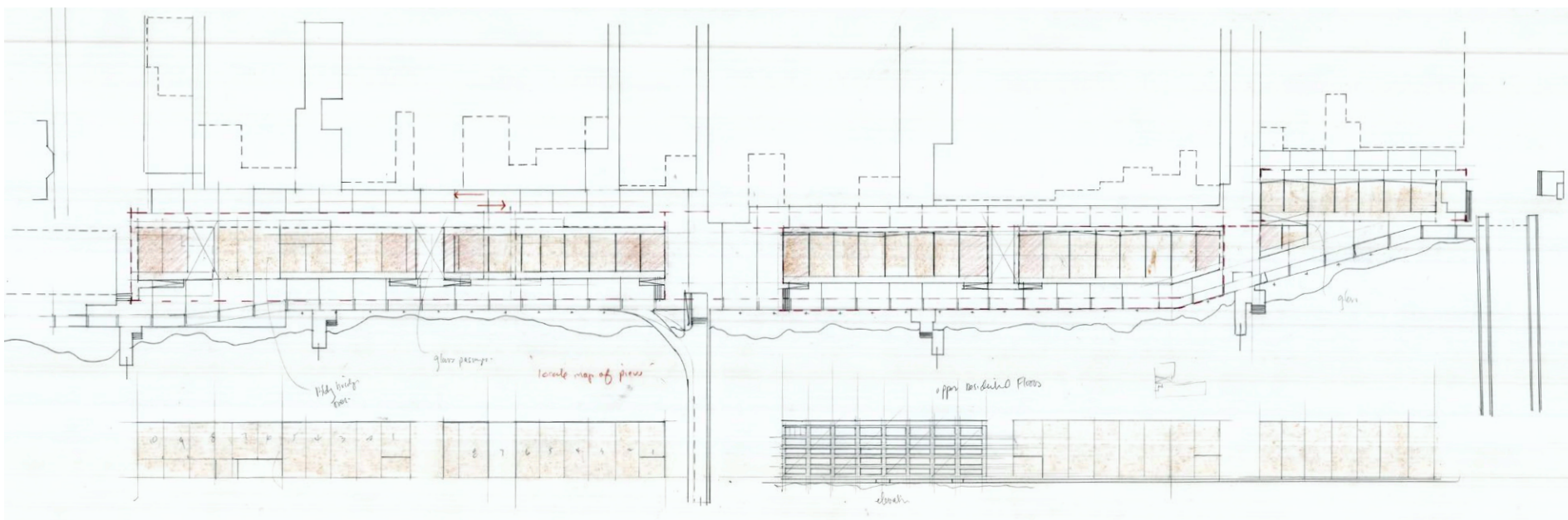


Key Plan

Vision for Riverside Along Front Street



Focus Area #1



Waterfront Development Sketch

The connection of Belleville's downtown to the Moira River is a key goal of the revitalization plan. The rediscovery of this resource has been partially achieved by the Riverfront Trail, a direct gateway to the Bay of Quinte and its array of waterfront parks. The Design Directions Plan suggests a phased transition of the re-organized parking lots to a series of new public amenities - the Riverfront Commons - stretching north of the Lower Bridge, bordering the Riverfront Trail, up to the McNabb Towers apartment buildings. At this north end, a landscaped terrace links the River Commons back to Front Street.

Riverfront Commons is achieved in stages. Its first stage is a re-organized and consolidated parking area that will serve the downtown during the construction of the Revitalization work. As part of this parking system, well-lit connections will lead from the parking lots to Front Street through the set of carriageways - a unique Belleville urban network. However, the parking area must evolve into a park - a unique Riverfront Commons provided for the entire City of Belleville - that brings together a vibrant downtown, a regional Riverfront Trail, and a set of public spaces that connect to the Bay of Quinte facilities to the south. The Riverfront Commons is organized in a way that allows co-existing uses of cars and recreational uses, with vehicular access and off-season parking areas.

The elements of the Riverfront Commons - skating rink, children's playground, park space, dog-walking zones - have been advocated by many people over several years and will become an organization of spaces that further integrates Belleville's downtown core with the Riverfront Trail, providing benefits for the entire city.

Vision for Waterfront Along Front Street



Detail Plan



Existing View of riverside walkway



Precedents for dog park, children's play area, trellises and water feature.



Proposed view

Vision for Waterfront



Looking South East along river



Proposed Winter View

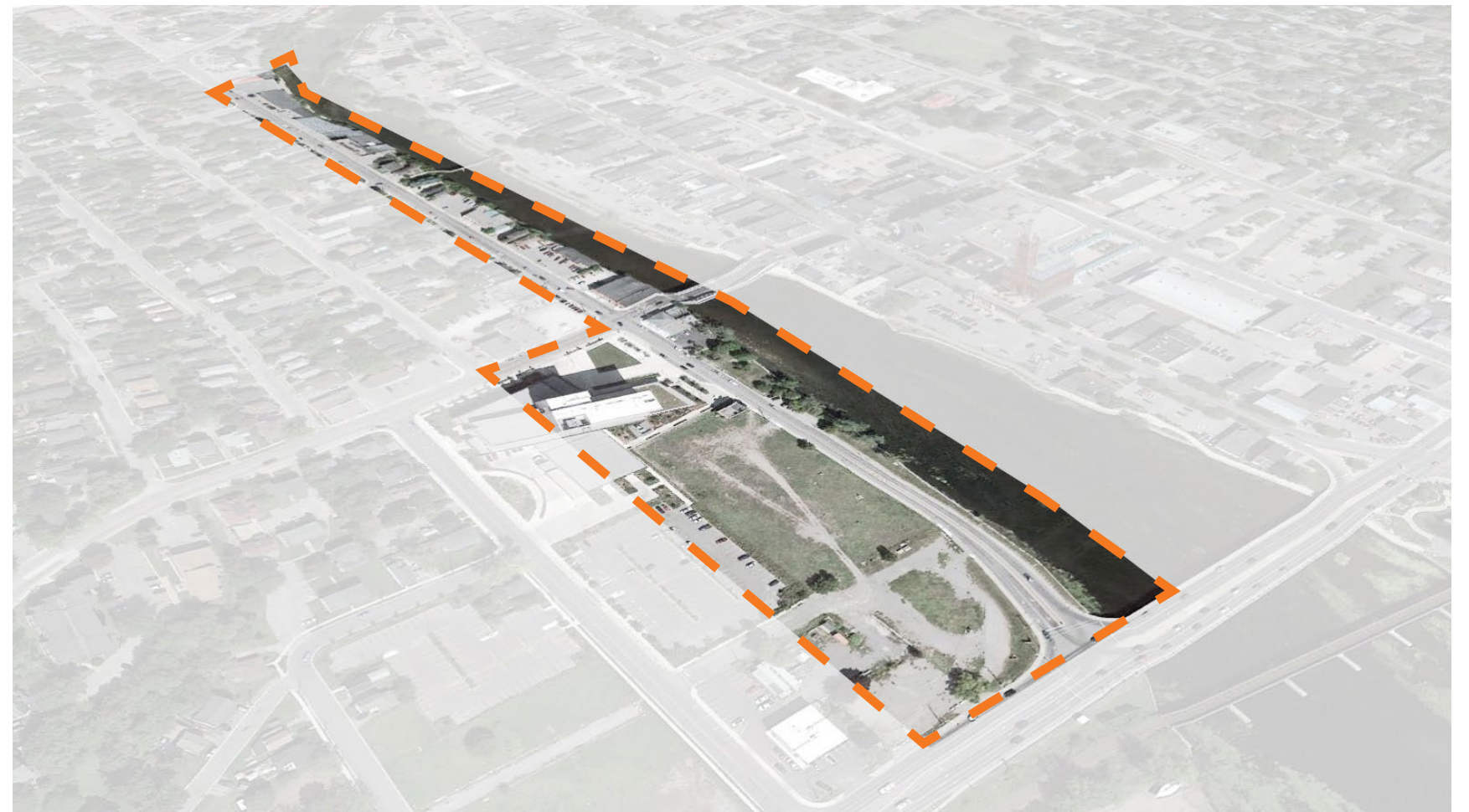


Waterfront Precedents



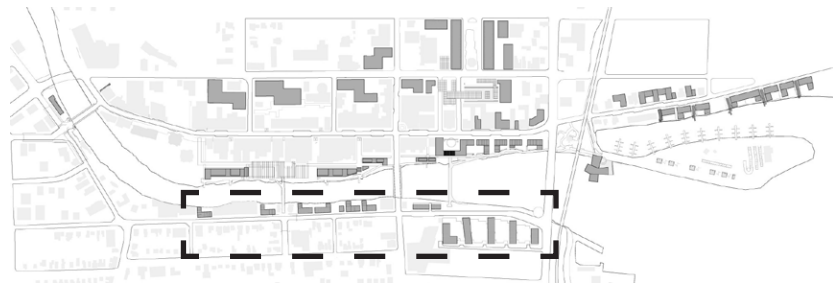


Proposed Summer View



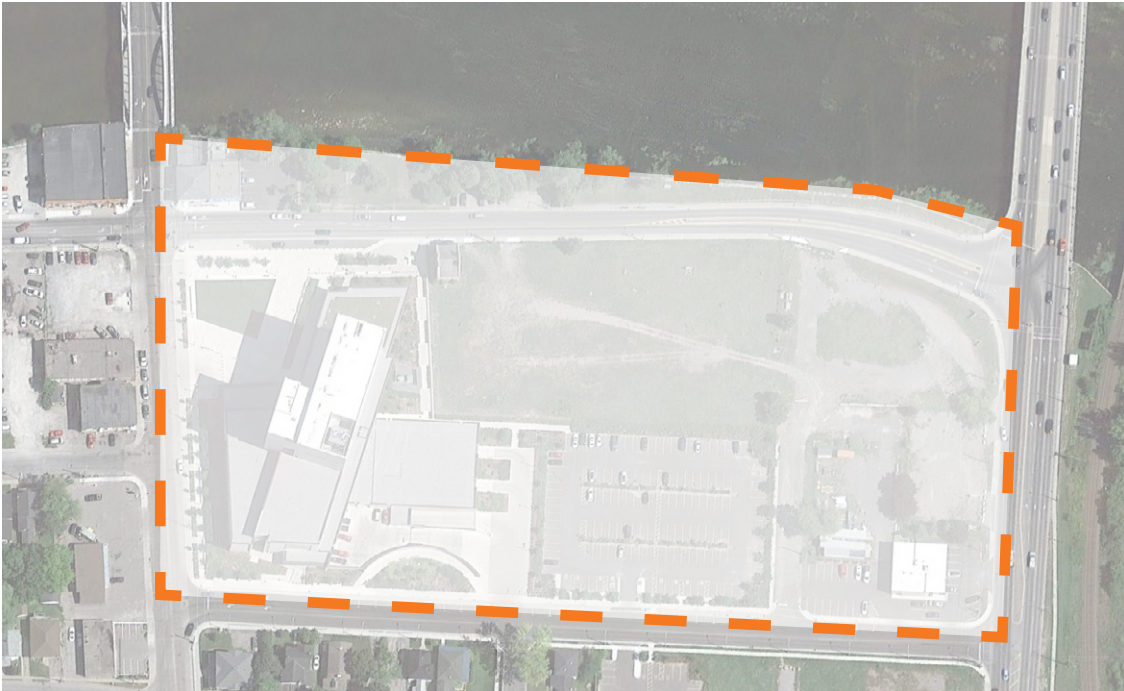
04 Coleman Street Development

Detailed Site Plan
Existing Views
Proposed Views

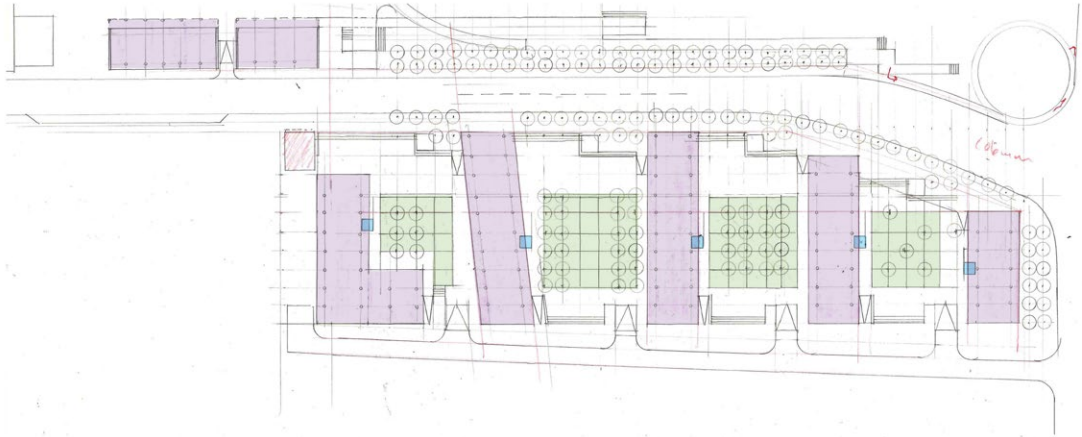


Key Plan

Vision for Coleman Street

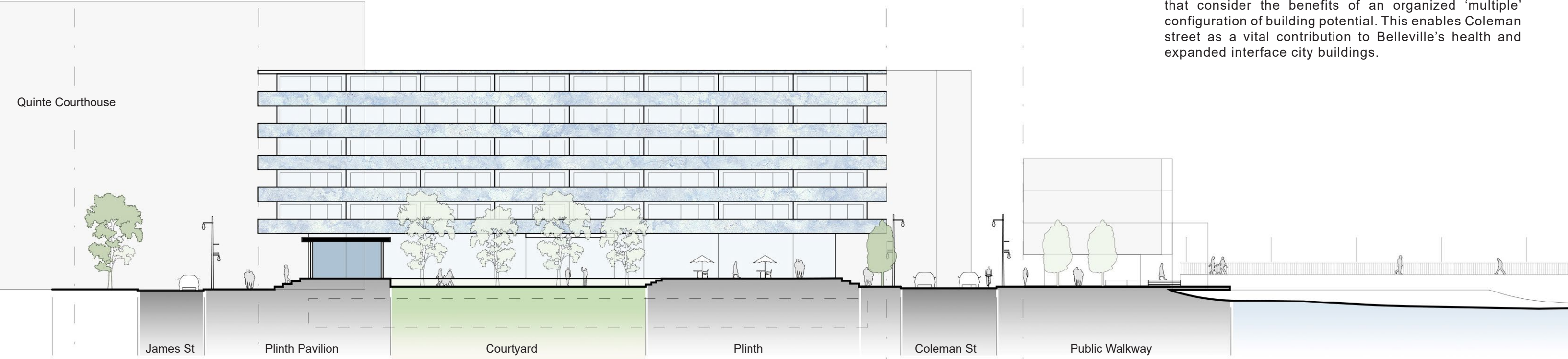


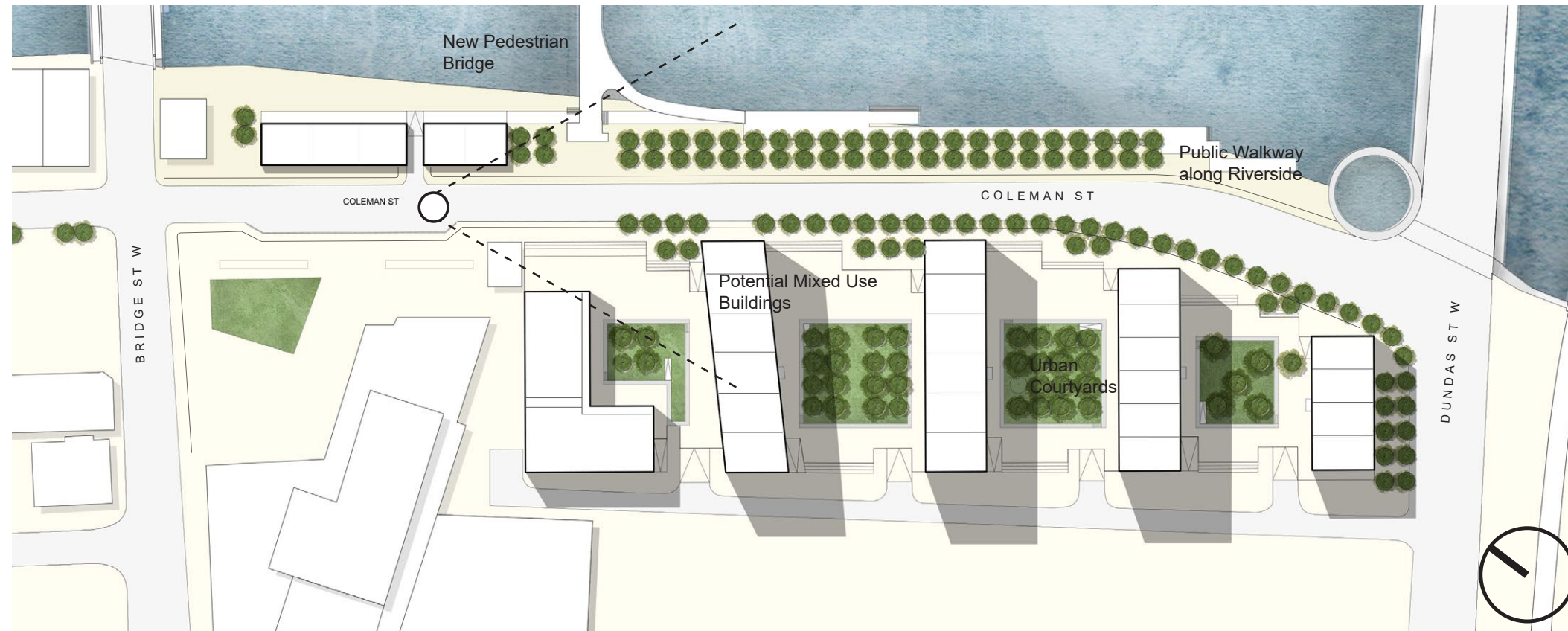
Focus Area #1



Preliminary sketch of Coleman Street

Coleman street represents a unique opportunity to expand and build Belleville's relationship to its founding natural land and waterfront, the Moira River. This opportunity for intensification, notably the 'Water Front Property', facing directly onto the waters edge and Coleman Street. To reinforce the natural water edge and increase accessibility to public it is the other side to the river that needs both sides built. This opportunity has multiple scales and allows for good city building. The restoration of existing industrial properties can go hand in hand with selective new sites for intensification and improvement. We are suggesting that new buildings 'do more', that they must include social and public spaces that improve the appearance of the water edge by creating ecological potential and livable social spaces that include people and the river environment into their everyday lives; consequently, we are advocating, buildings with closed and partial courtyards that face onto the river and create new amenities. The 'courtyard as garden' creates opportunities that respect the river vicissitude of summer and winter as well as many degrees of summer enjoyment. These new typologies form a new foundation moment for Belleville to build on its efforts thus far, its relationship to its waterfront would be an exemplar of good civic building and responsibility to the natural environment. These new building opportunities as well, represent an exemplar architecture and design that consider the benefits of an organized 'multiple' configuration of building potential. This enables Coleman street as a vital contribution to Belleville's health and expanded interface city buildings.

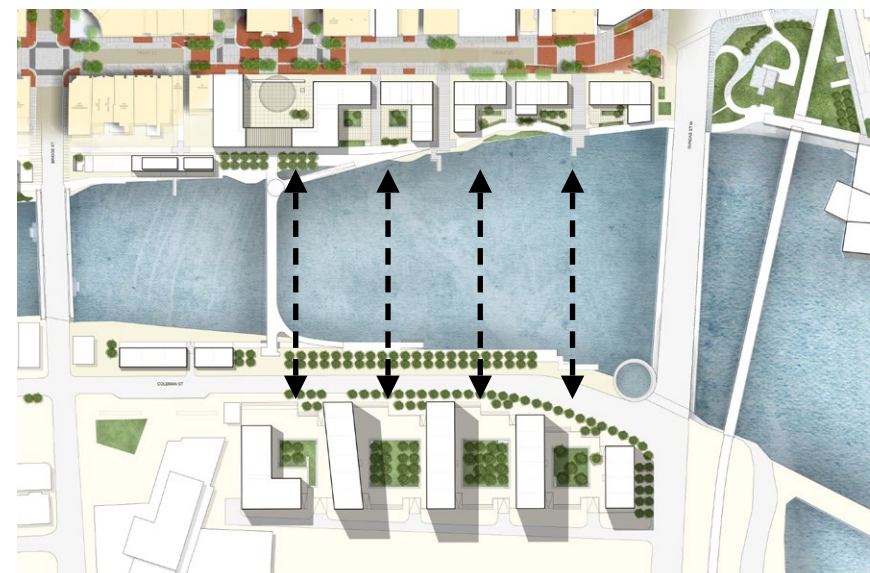




Detailed Plan + Viewpoint Indicator



View looking along Coleman Street



Showing visual connections across river



Existing view looking along Coleman Street

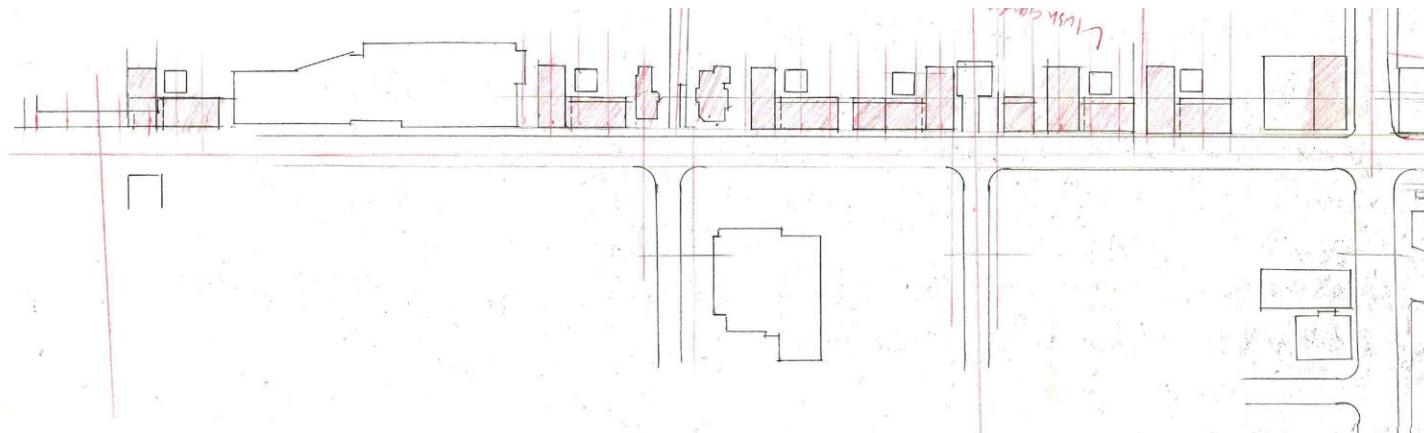


Proposed view looking along Coleman Street

Vision for Coleman Street



Focus Area #2

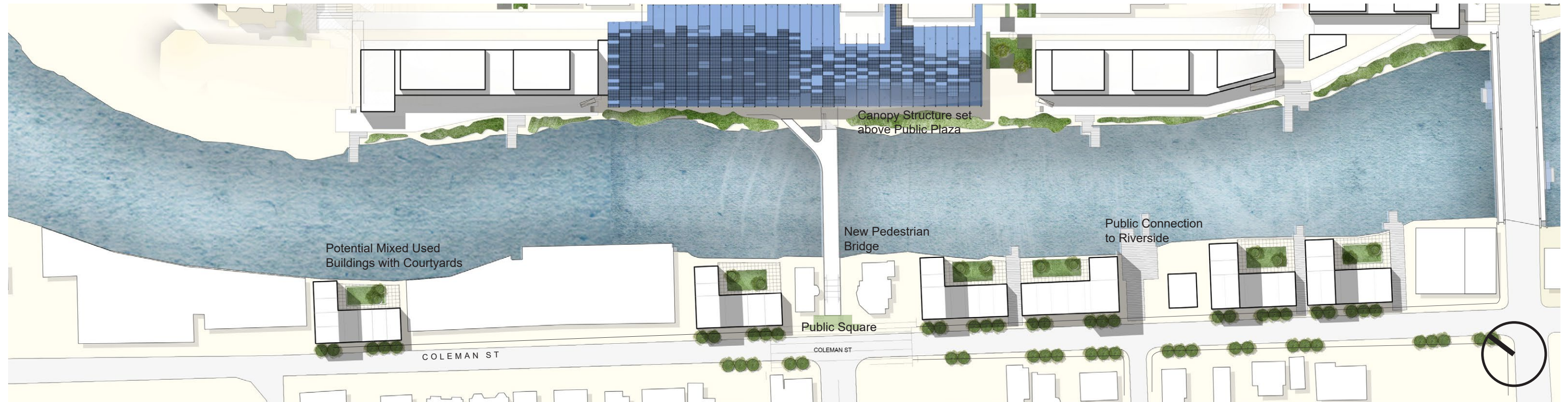


Preliminary sketch of Coleman Street, North of Bridge Street

Coleman street presents itself to the western face of the Moira River as well as to urban counterpart Belleville's Front Street. Our strategy is to strengthen Belleville relationship to its founding natural water edge and in this respect, requires strengthening on both sides of the river. Historically the waters edge of many small towns and even larger metropolitan cities turned their backs to the river quite literally, treating the waters edge as service area, parking and or hack grounds.

Coleman street runs parallel to the Moira River and has its main frontage on Coleman, the two sides of the street are different with opportunities for intensification mainly located on the riverside. In contrast to the historic pattern, we are proposing new building typologies on both the North end of Coleman Street and its South end. The North side includes new shallow courtyard buildings that have double frontages to the Moira river and Coleman Street. These new courtyard buildings insert themselves into available sites as a new prototype, the courtyards are gardens and green spaces that that are intended to enhance the quality of the river frontage as natural edges. The new exemplar of garden and bio diversity focused ecology allow these courtyards to also represent social spaces that belong to those living in the stacked apartments further adding a cultural presence to the waters edge. The building form of the courtyard typology is comprised of two-part structure with a lower and higher building component that reinforces the line of Coleman Street, as well faces towards the historic Front Street and waters edge. The presence of these new typologies along the North side of Coleman Street will revive as well as improve its street infrastructure as a co-player in Belleville's expanded City Vision, a city connected to both sides of its historic Moira River.

In a quite similar way to Coleman Street South's intensification on both its street and water edge, Coleman Street North offers an equally significant opportunity to intensify and hold a stronger relationship to the larger city. This section of Coleman street stretches between Bridge street and Dundas Street West, adjacent to Belleville's new courthouse. A series of parallel and linear building typologies are proposed that reference and face into the views. The building types are medium scale buildings with green courtyards between them, the open nature of these buildings frame space creating views both to the east and west, rather than creating a solid wall they structure open spaces. The courtyards create social spaces that belong to the people living there, a slightly raised courtyard provides access and parking off Dundas street leaving Coleman Street unhampered by vehicle access. A series of stepped entrance stairs and ramps contribute to the public face of the street, the lines of trees and punctuated river edge walks that transition to walkways extended out the Dundas Street buildings.



Detailed Plan



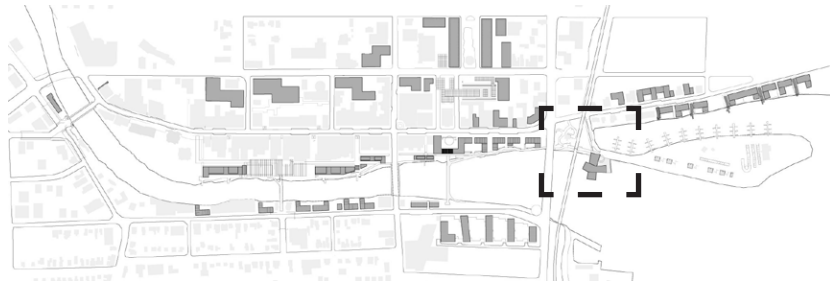
Looking West along Riverside

The composition of the five new buildings and courtyards reinforce a very compact corner and establishes an edge on Belleville's waterfront. Their formal alignment makes a unified public edge to the Moira River and most importantly, refer to the east side of the river, to city hall and to the intensification efforts on the Front Street side of the river as well to areas further east. The three bridges that include, the railway bridge, the Dundas bridge and the new pedestrian bridge form a new opportunity to strengthen both sides of the city across the Moira River, further improved by punctuated and marked public space at the pedestrian bridge that forms along within new tree foundations that creates a formal and public edge and promenade walkway. These collective buildings, green courtyards and waters edge responsiveness to the Moira River is an exemplar of good city building and environmental consciousness that improves and respects the river city edge.



05 Hub Area South of Dundas

Detailed Site Plan
Existing Views
Proposed Views



Key Plan

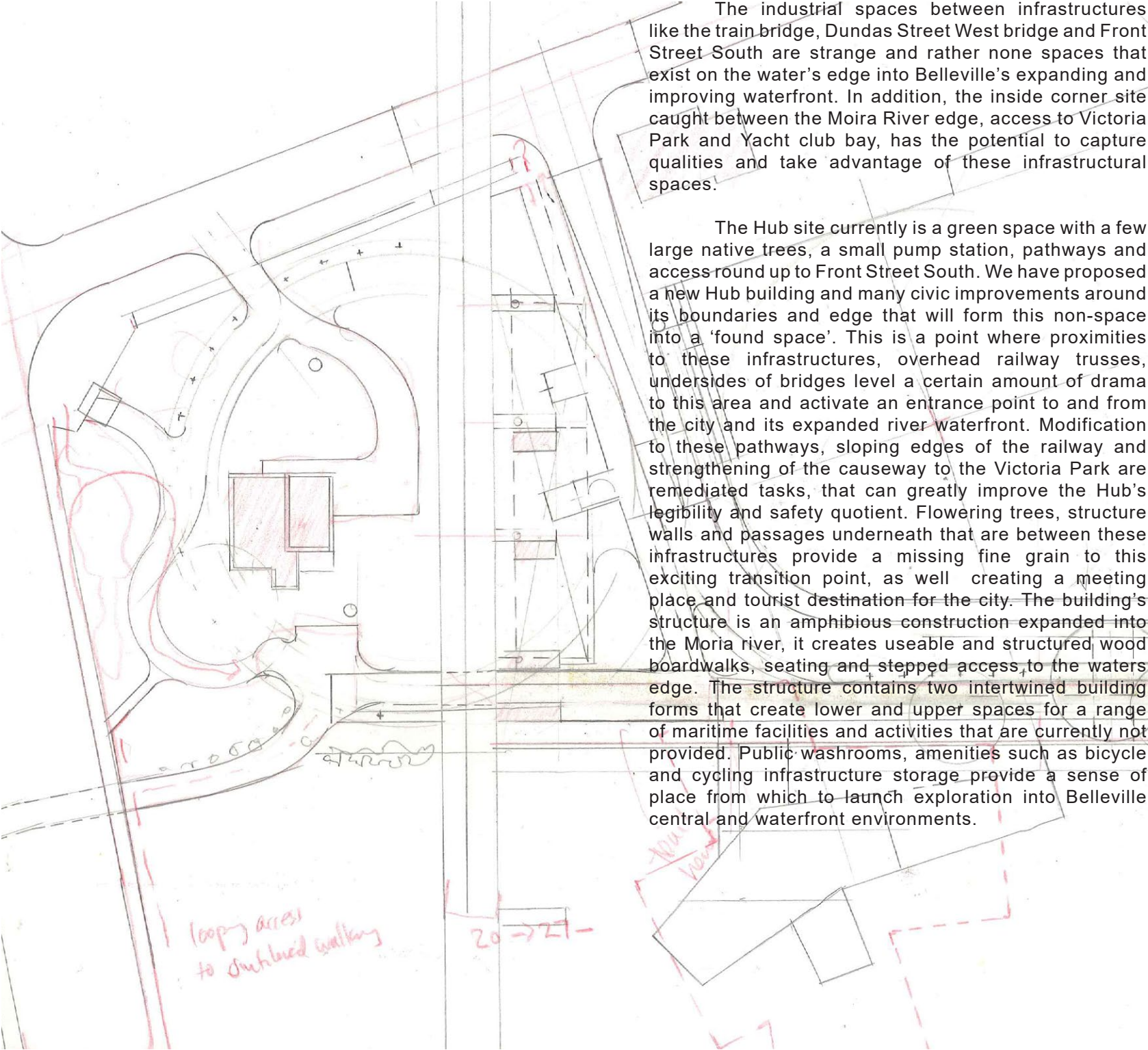
Vision for Hub Area



Focus Area



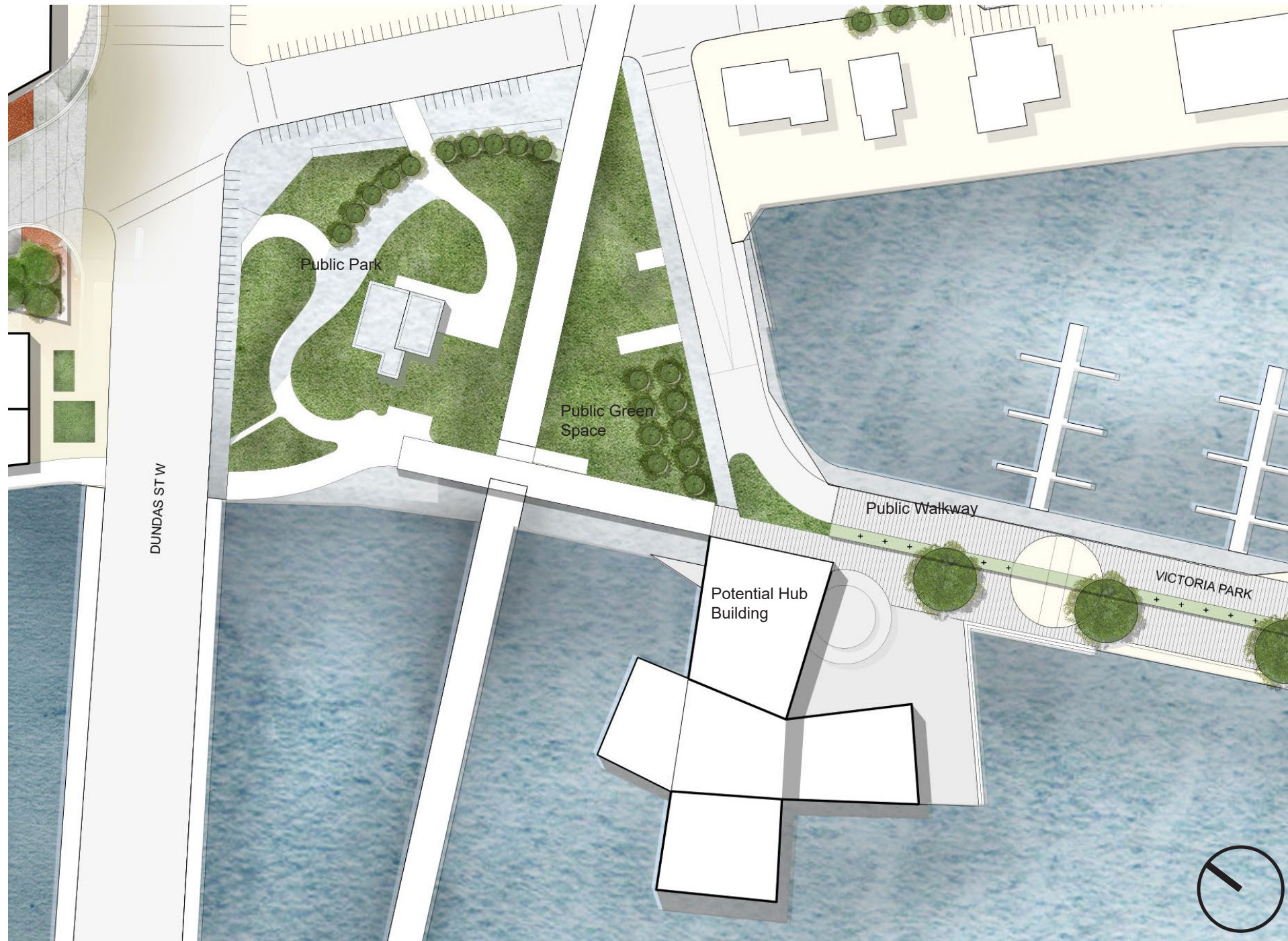
Existing View



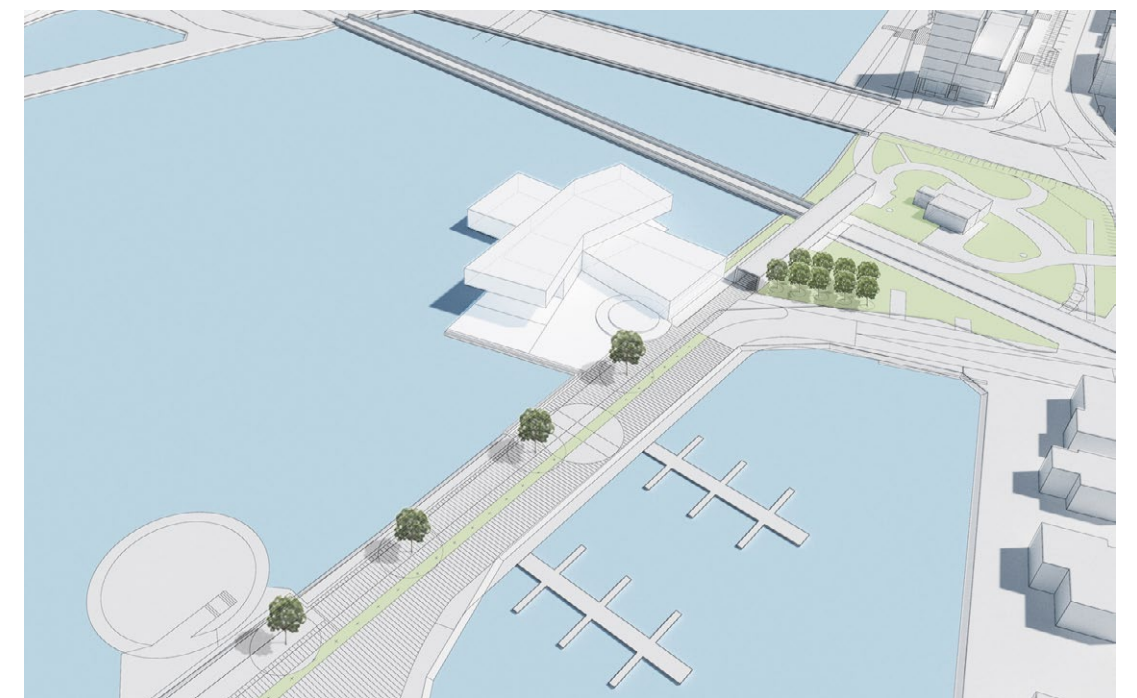
The industrial spaces between infrastructures like the train bridge, Dundas Street West bridge and Front Street South are strange and rather none spaces that exist on the water's edge into Belleville's expanding and improving waterfront. In addition, the inside corner site caught between the Moira River edge, access to Victoria Park and Yacht club bay, has the potential to capture qualities and take advantage of these infrastructural spaces.

The Hub site currently is a green space with a few large native trees, a small pump station, pathways and access round up to Front Street South. We have proposed a new Hub building and many civic improvements around its boundaries and edge that will form this non-space into a 'found space'. This is a point where proximities to these infrastructures, overhead railway trusses, undersides of bridges level a certain amount of drama to this area and activate an entrance point to and from the city and its expanded river waterfront. Modification to these pathways, sloping edges of the railway and strengthening of the causeway to the Victoria Park are remediated tasks, that can greatly improve the Hub's legibility and safety quotient. Flowering trees, structure walls and passages underneath that are between these infrastructures provide a missing fine grain to this exciting transition point, as well creating a meeting place and tourist destination for the city. The building's structure is an amphibious construction expanded into the Moria river, it creates useable and structured wood boardwalks, seating and stepped access to the waters edge. The structure contains two intertwined building forms that create lower and upper spaces for a range of maritime facilities and activities that are currently not provided. Public washrooms, amenities such as bicycle and cycling infrastructure storage provide a sense of place from which to launch exploration into Belleville central and waterfront environments.

Preliminary Sketch of Hub Area



Detailed Plan



View looking North along causeway

Vision for Hub Area

The structure for the Hub is loosely organized with covered terraces that could accommodate a large range of functions and potential, this loose and seemingly generic structure accommodates many different functions within its capacity to respond to seasonal uses, small retail, community clubs and or special events that have a need for predicted space and potential for economic venture.

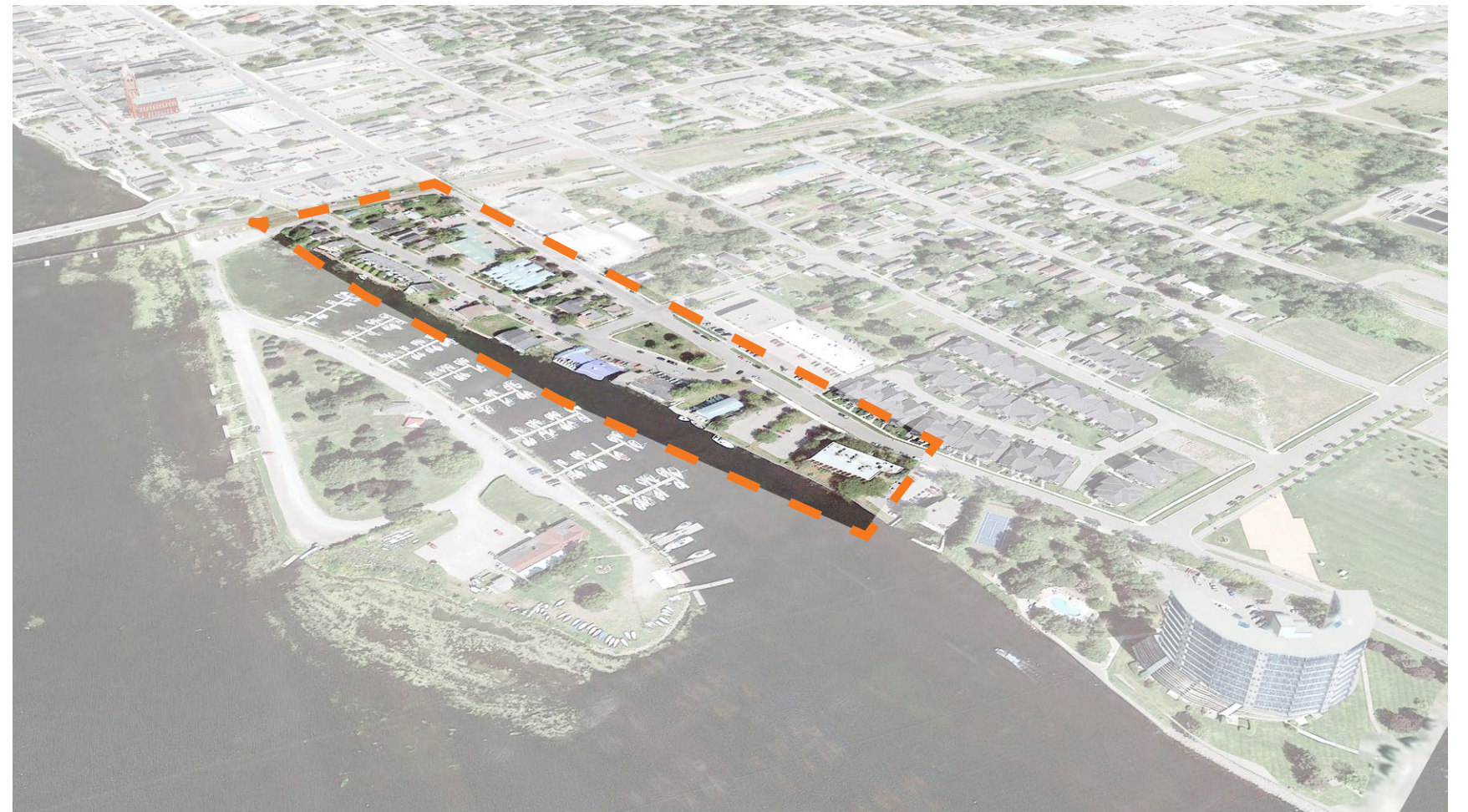
The Hub then is more than a building in the sense that it improves and extends outwards to its surrounding, while creating an improved and more responsive support structure and public space. The Hub's architecture and site make it a perfect candidate for 'potential' new uses and functions, its openness to new uses, community events, summer and winter changes, represents a new land of facility and a new mix of potential at a pivotal site on Belleville's waterfront and trance into its city proper.



Existing View



Proposed View



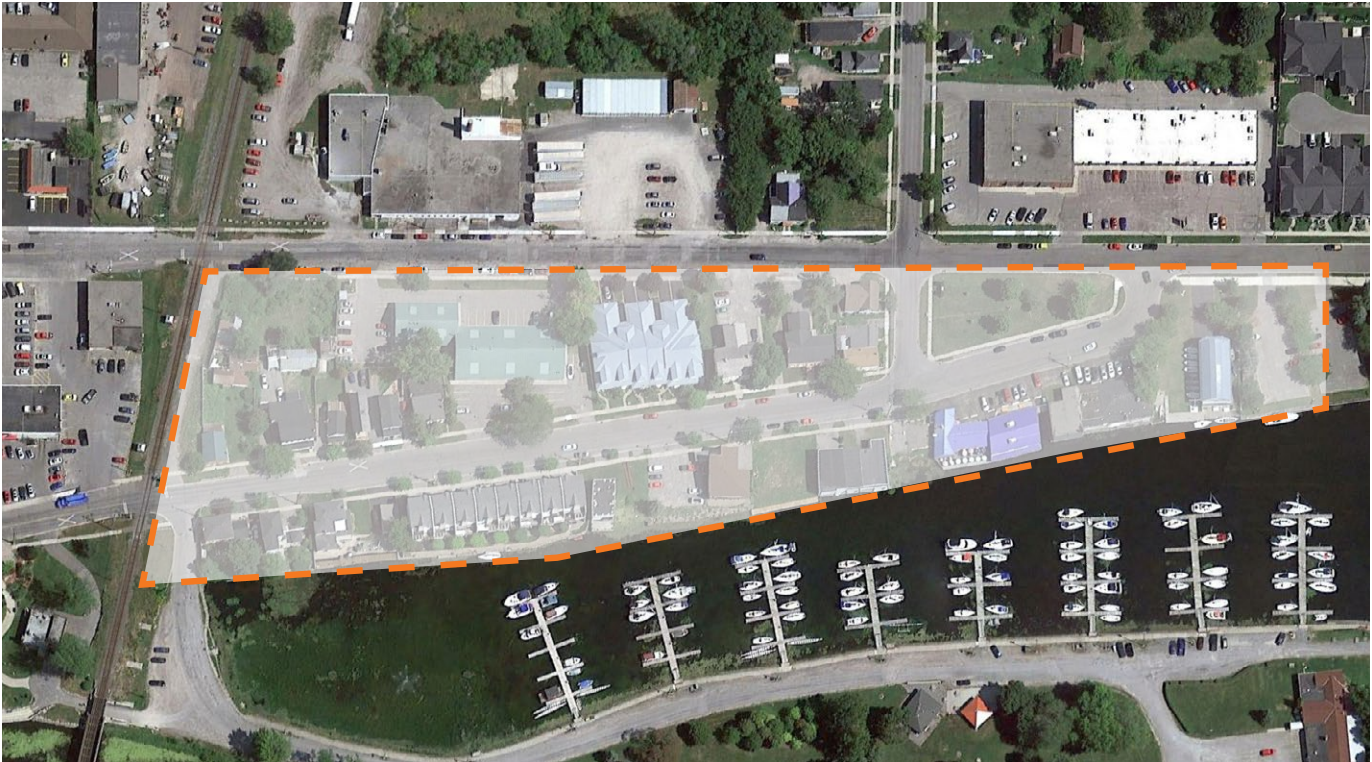
06 Development on Front St South

Detailed Site Plan
Existing Views
Proposed Views

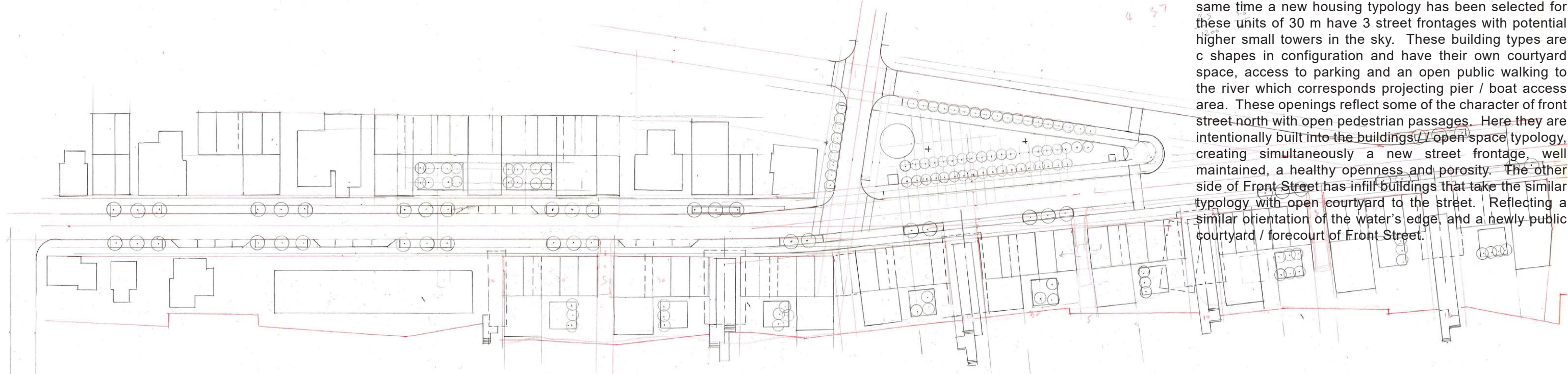


Key Plan

Vision for Front St South



Focus Area



Preliminary sketch of Front Street South

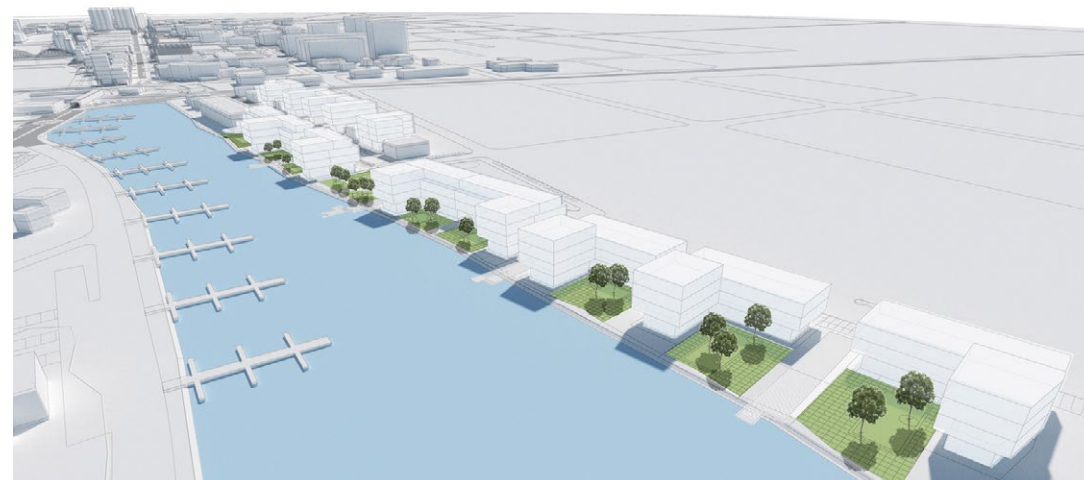
Front Street South converges with Pinnacle street forming a wedge-shaped block with a small park at the convergence of the two streets. Front Street South has two sides - one that has a waterfront edge currently behind the street-facing buildings and its opposite street side lined with small houses. Both sides of the street are marked by breaks in the street frontages, missing buildings, along with commercial use, small restaurants and clubs with hard surface parking reducing the quality of what exists as streetscapes.

Front Street itself is unnecessarily wide in places with parks on both sides and a green verge. The building stock currently along the river-side hides the presence up the water slip / bay behind in; these buildings suggest a second class area, looking and lack a proper identity. In any case, selective relation of some of the better residential structures could reveal potential future sites for a more respective housing typology that can create double frontage on the street and the water's edge.

Front Street made more uniform in with a better realignment to Pinnacle Street and Front Street. We have suggested a number of improvements to the street that would reintroduce a connective boulevard on both sides of the street length and a pattern of trees that punctuates the street. At the same time a new housing typology has been selected for these units of 30 m have 3 street frontages with potential higher small towers in the sky. These building types are c shapes in configuration and have their own courtyard space, access to parking and an open public walking to the river which corresponds projecting pier / boat access area. These openings reflect some of the character of front street north with open pedestrian passages. Here they are intentionally built into the buildings. An open space typology, creating simultaneously a new street frontage, well maintained, a healthy openness and porosity. The other side of Front Street has infill buildings that take the similar typology with open courtyard to the street. Reflecting a similar orientation of the water's edge, and a newly public courtyard / forecourt of Front Street.



Detailed Plan



Looking North along river

Vision for Front St South

The small park that forms the point of convergence between front street and pinnacle street has been slightly extended and reinforced with better lines of trees and park supported infrastructures to result in both pinnacle / front street frontages are strengthened by the new park edges redefinition.

Incremental or a more robust approach to the housing quality on Front Street, can be instituted as discrete typology groupings or reassembled land with a potential to position a new structure along its frontage. The existing water's edge as it looks has more or less been respected given the lot depths available. The potential existing for a water's edge public walk, would require more substantial changes to the current water's edge of the inlet, keeping in more the access and water space to accommodate the boat bays, amenities of the island and yacht club location that is currently around 20 m between the water's edge properties and the pier / boat docks.



Existing street view



Existing View



Proposed View



07 Marina Development

Detailed Site Plan
Existing Views
Proposed Views

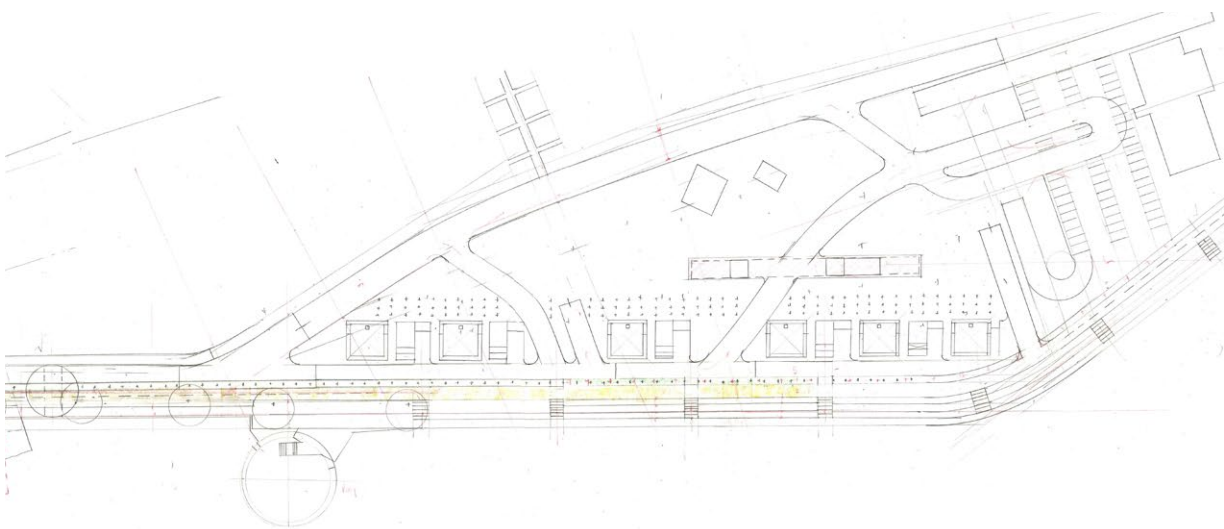


Key Plan

Vision for Marina



Focus area



Preliminary sketch of Marina

The existing public river's edge walk and trail that follows the current shoreline, passes under the Dundas Street Bridge and the rail bridge in a strictly utilitarian fashion. However, there is an opportunity for both of these bridge infrastructures to create unique spaces for the trail to interact with, fostering views and contact between each other. The trail between these two bridges also encounters a mechanical site, an existing pumping station, and the head of the water slip serving the yacht club docks. Complicating matters further, the space is a pinch-point for access to Front Street moving upwards on an inclined slope, as well as having to navigate under the bridge and across the causeway to access the adjacent island. This area is organizationally and metaphorically the head and body of the island, while the causeway forms the neck that connects the head and body. While we are not working on the island site, it became apparent how the current overall organization works and affects all parts equally. In any case, we indulged in an exercise to coordinate the fronts of the island circulation.

Linear Water Park Connection and Bicycle Pedestrian Path

Re-imagining the Moira River as a public edge compatible with water-uses such as a Dragon Boat course and 'reach' suggest the need to improve the infrastructure of the water's edge in a more deliberate and structured way. A new profiled and softer edge has been suggested with a new 4 metre extension into the water. The elevational difference between the water's edge and the top surface that forms the current longer loop road within the island is approximately at a 2 metre difference in elevation. We are proposing a surface of 4 steps ranging from 1-2 m to a new top surface with a 4 metre wide bike and pedestrian path, a 2 metre treed verge and a 5 metre wide access road that forms part of the larger island loop. This stepped edge continues to the tip of the island and forms a lookout and new public space. These new hard surface steps form public viewing points, places to sit and walk along. Perched points every 40 metres, create finer grain steps between the larger public steps.

The existing aquatic condition causing a stagnant water flow, suggests a break and opening in the water system. This would allow fresh water and movement into the current 'back water' to re-enter the large Moira River.

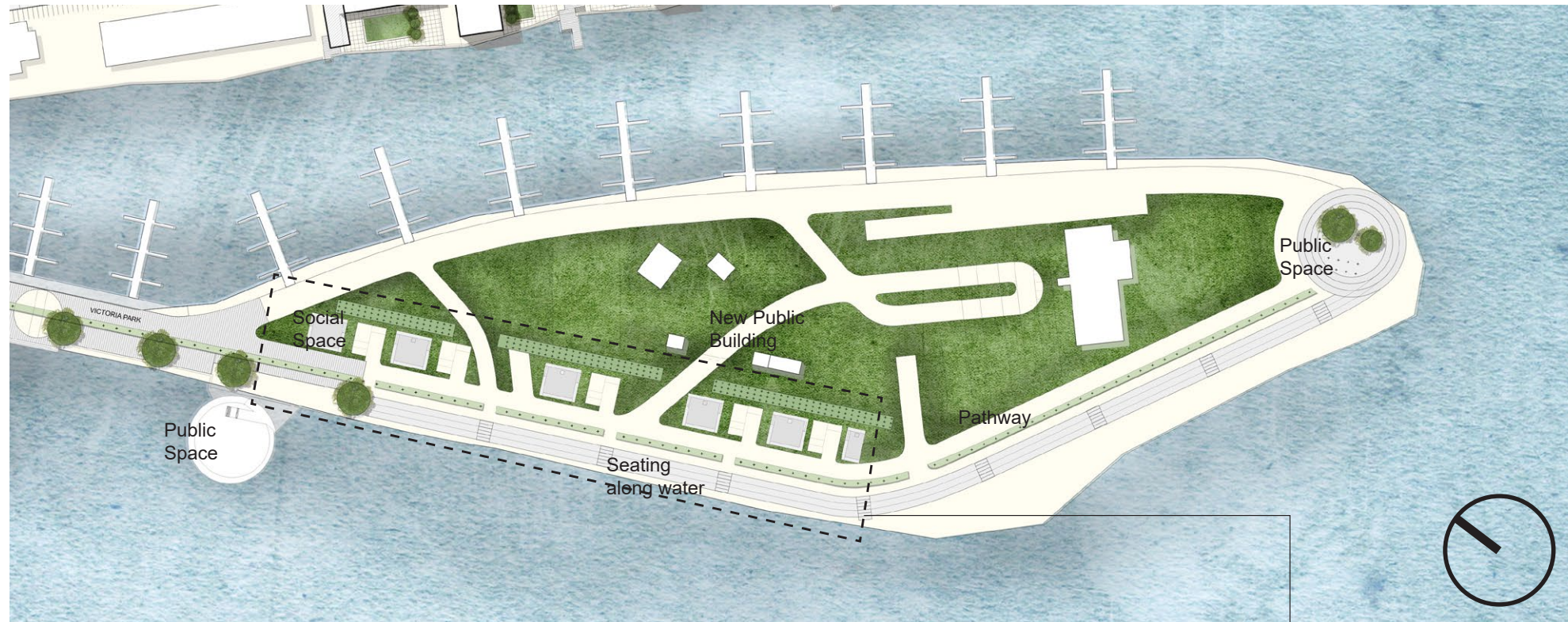
A circular duct like plate with a control valve flow channel is located and articulated as a significant visual point on the causeway. In a similar vein, the head of the current channel has been modified in its geometry with co-ordinated pathways and roads. This area could as well re-use the small railway abutments as a base for a structure or light canopy that could in turn locate an information area trail head, for cyclist's and/or pedestrians who want to explore the larger regional trail.

This location between infrastructures and the adjacent water, seems like an idea - an orientation moment for visitors and outdoor enthusiasts. Hence the water's edge being solely situated. Stair access to the water could also include other 'support' infrastructure for seasonal use.

We have further suggested a series of 'eggs' located against the existing sea wall / river's edge. These eggs cantilever into the water and have the potential to be built onto piers. A pair of these run along the city fronting further north and another one at the transition point of the causeway. These eggs can be utilized as small islands, embedded into the river, creating a real contact with the river environment. In this way, central possibilities are created as these are small parks on their own.

Furthermore, these egg locations could take on ceremonial and civic functioning and given sports and recreational themes currently promoted within the city - the argument to be made in that they have real tourist value and add a more complex experience to the trail, sites to stop at, and group activities to partake in.

The island edges are not explored enough to sustain the island nature itself. The yacht club side of the island, creates access to the yachts and piers and also leads up to the yacht club side of the island, creating access to the yachts and piers and finally returns via a cul -de -sac like to where it started. Currently, it does not often interact with the island and is organized in a looping manner as if its sole purpose is to serve the yacht club exclusively. While it is used by joggers to access the point, it could be rethought in a more intensive way, through the adding of public uses and the adjacent 'dragon boat' course and other rituals. A more open and exploratory road, access and public route could restructure the current large patch nature of the park into smaller more discrete areas that is more



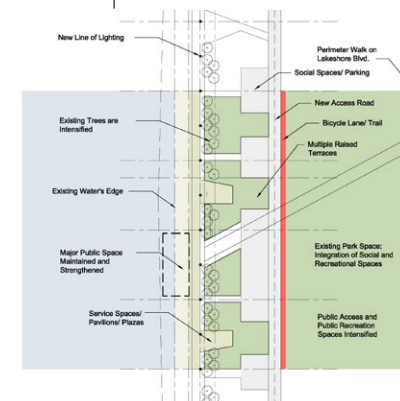
Detailed Plan



Looking North towards Marina



Example plans and view of Dragonboat Course



appropriate for other groups and commuters, hence the new roads providing more access. Here dead-ends can become discontinuous, creating conditions to stop and enjoy the park rather than only simply moving through it. In a functional and simple manner, the road becomes a place - it stops discontinuously, and forms adjacencies explores the park and creating a structured yet open system, rather than a single-functional system that is exemplified in the existing organization – more a road than a park.

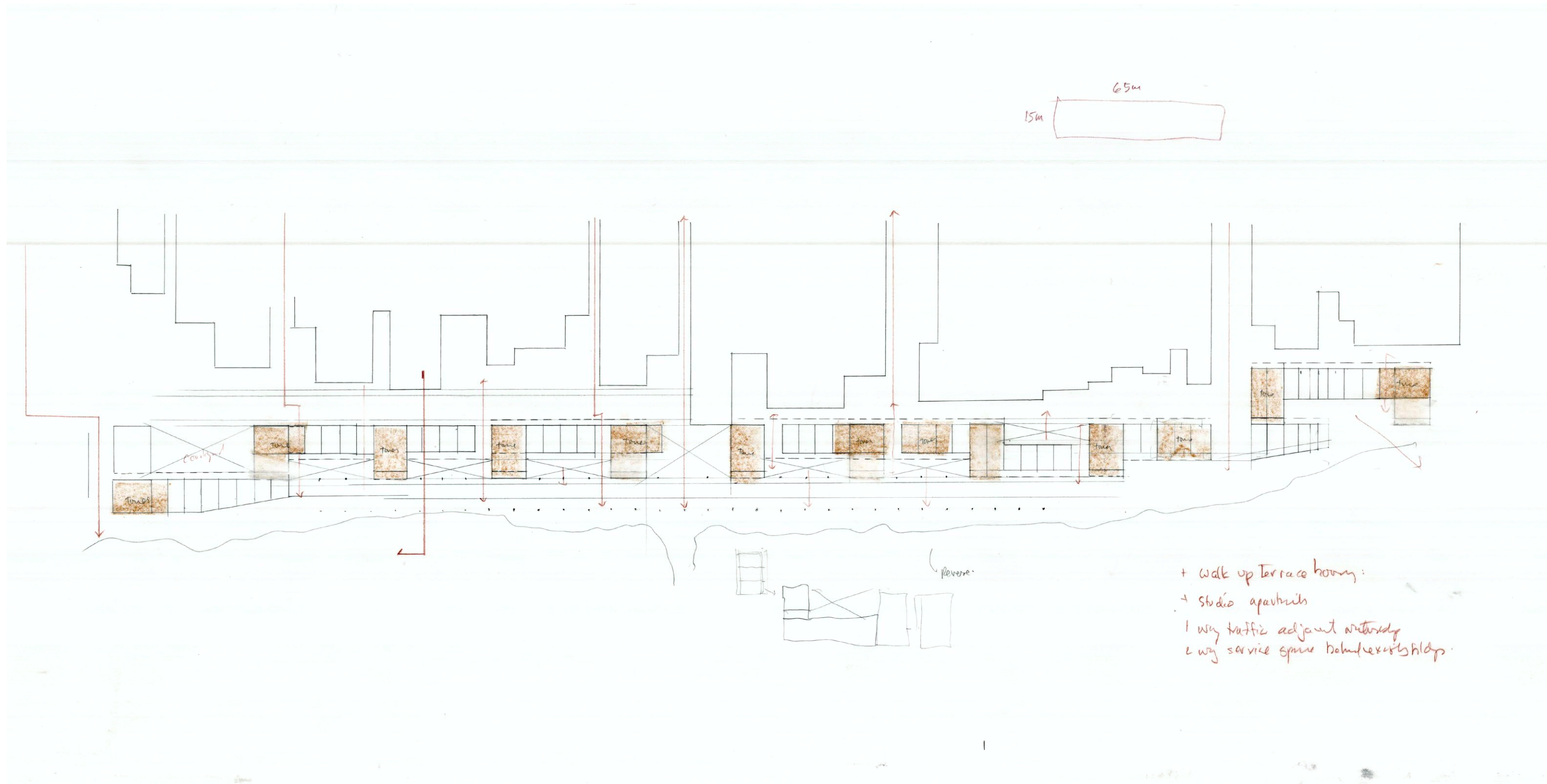
The newly suggested looping system is more multiple, serving the existing park to the yacht club and gives it a new symmetry and prominence without overly responding to it as a singular braiding. In this way, these non-loops strengthen the park to its perimeter and edges as well as explore the middle of the park.

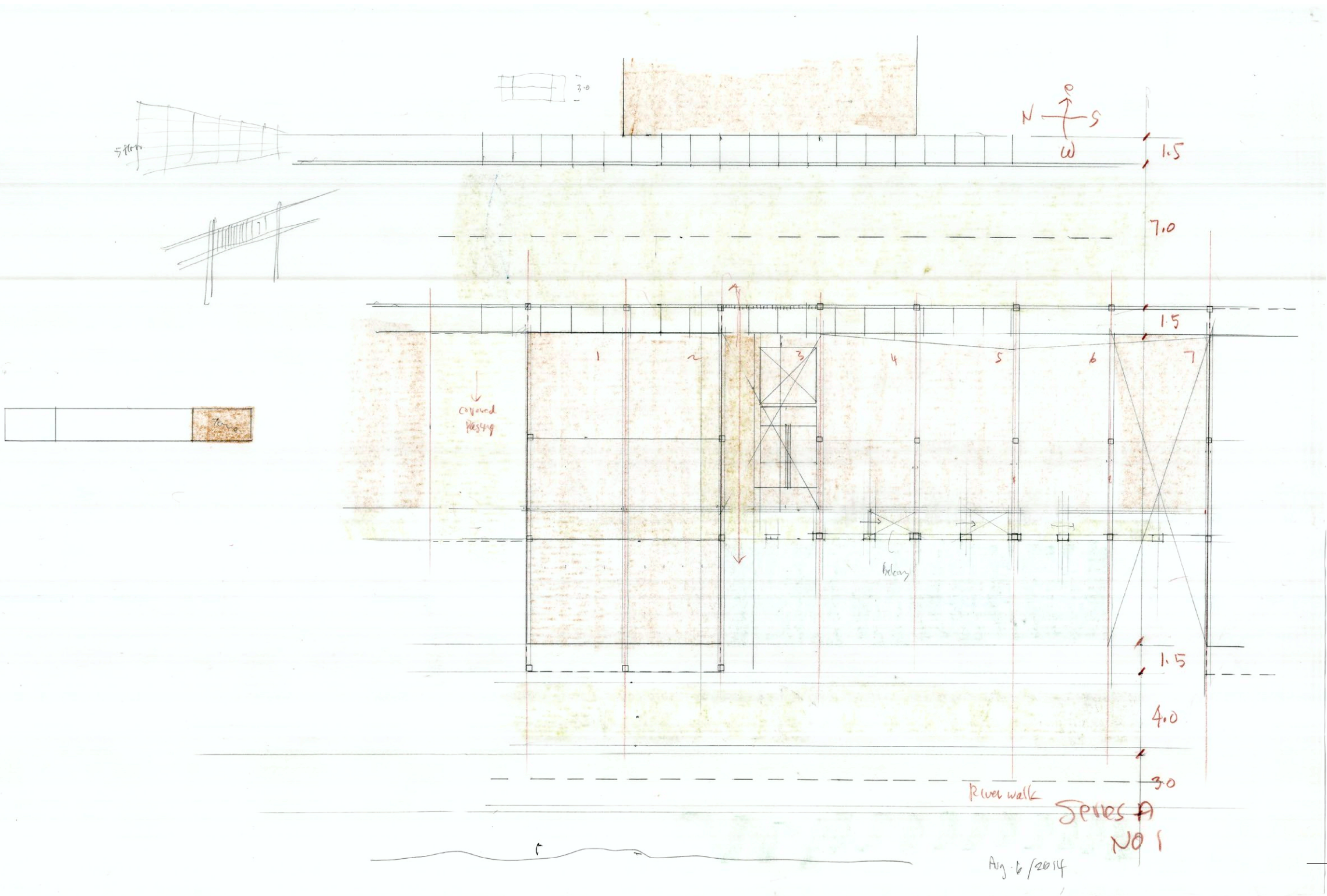
The dragon boat communities are like 'tribes' travelling from site to site and event to event. These 'tribes' bring with them lights, cars, equipment and are extremely communal in nature. They are competitive and reflect a large cross-section of people from disparate professions. In this way, we are proposing a 'support' infrastructure. Swell encampments / emplacements built into the water's edge that face onto the dragon boat course. These 12m x 12m sites are slightly indented into the landscape, and complete with stair or ramp access allowing for small individual sites for each 'tribe'. Six sites have been located with separate frontage and access. This strip of sites is reinforced by a precise three-planting strip creating openings that frame the new road configuration. Thus, the park in a similar gesture has a bisecting line that passes through the main looping road, forming a new park structure.

08 Appendix

Preliminary Concept Sketches & Analysis

- Series A - Riverside Park Development
- Series B - Waterfront Development
- Series C - Front Street Development
- Series D - Hub Area + Marina Development
- Series E - Front Street South Development

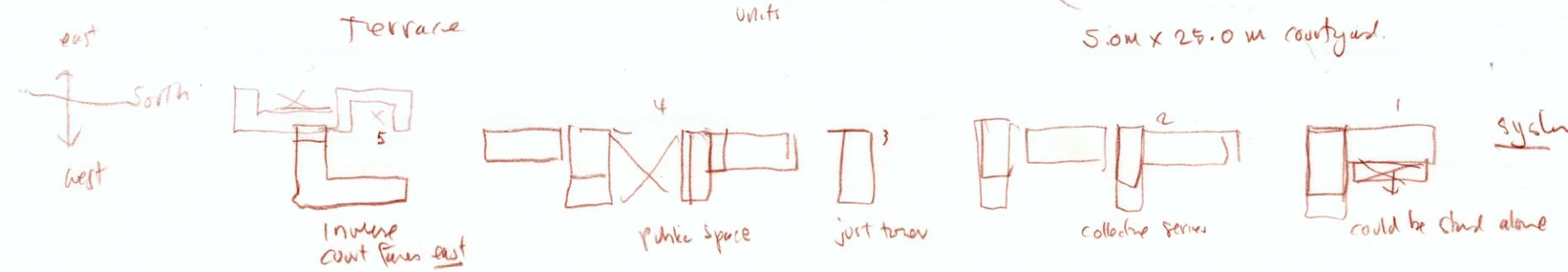
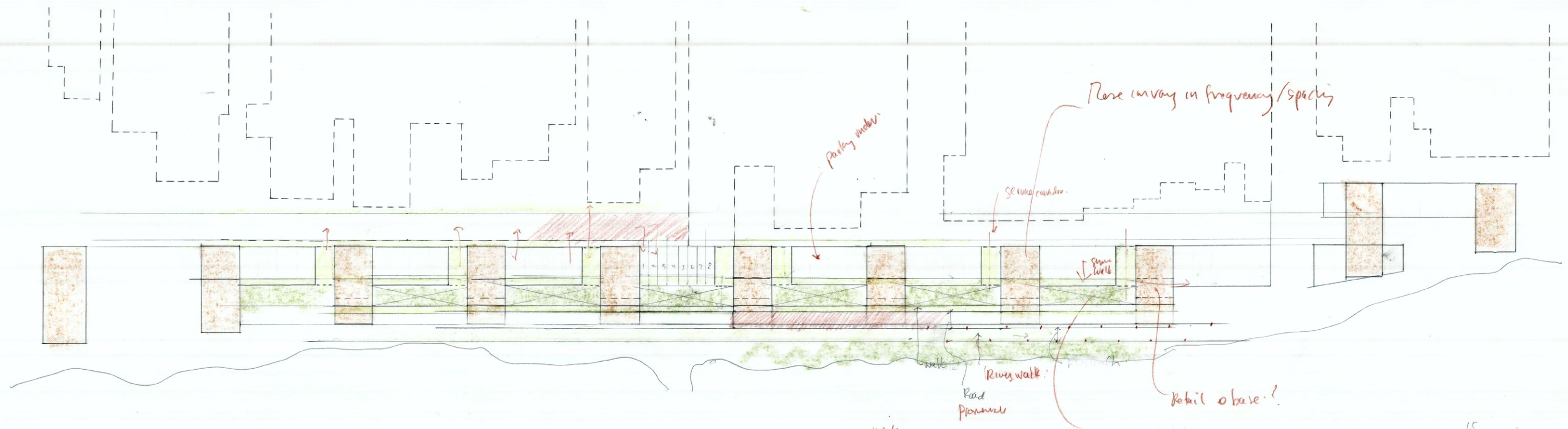




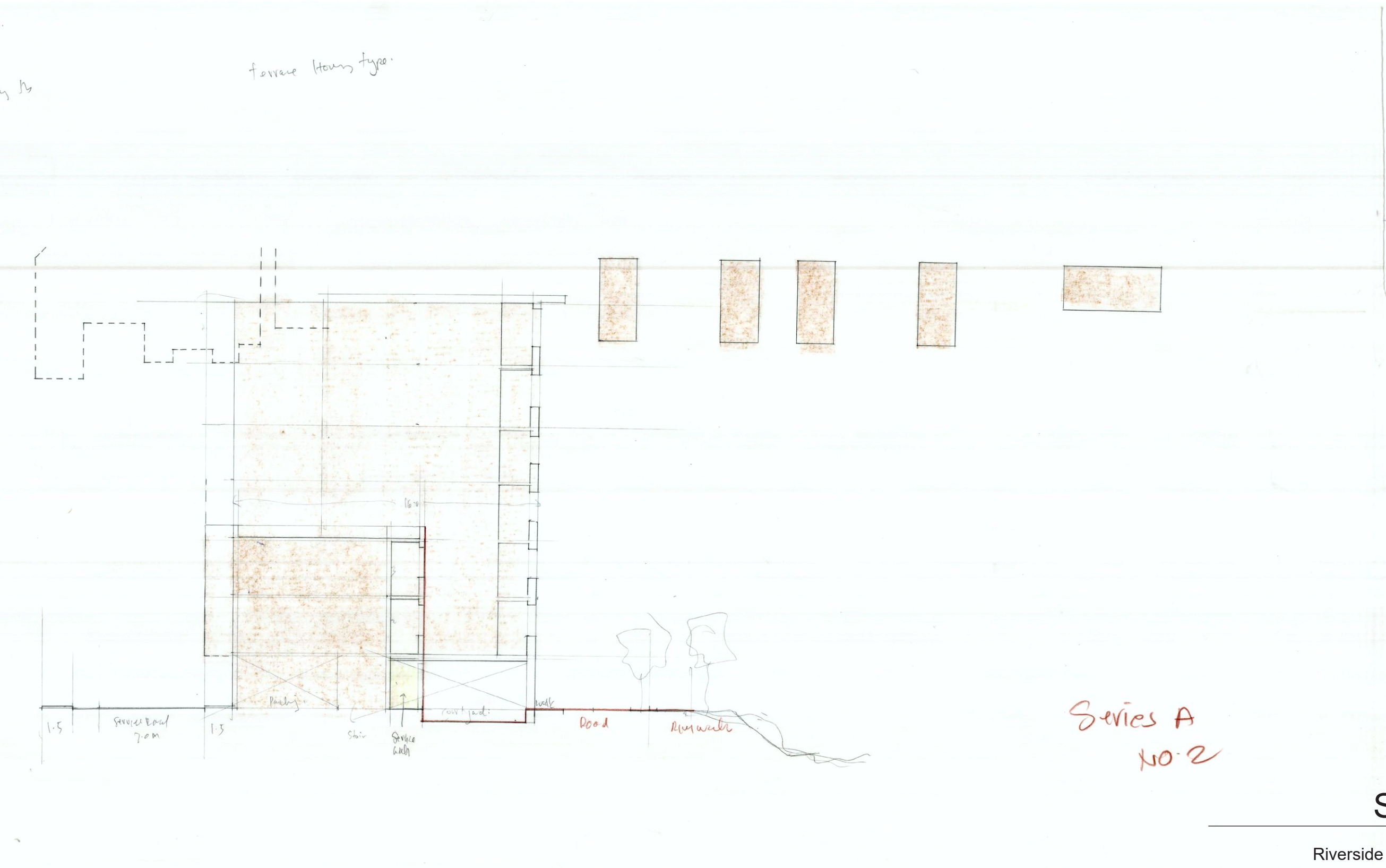
Series: **A**

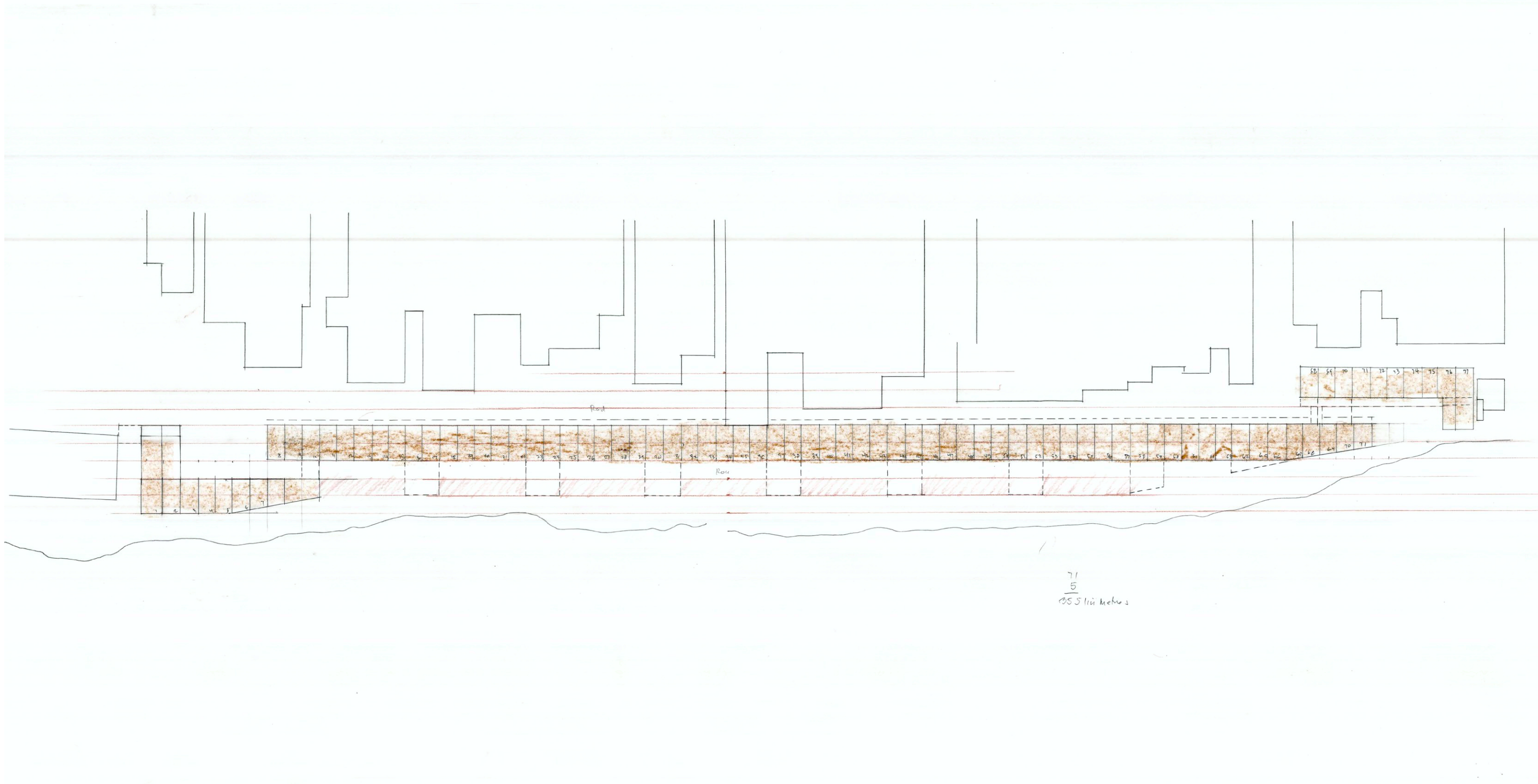
Riverside Park - Drawing 1

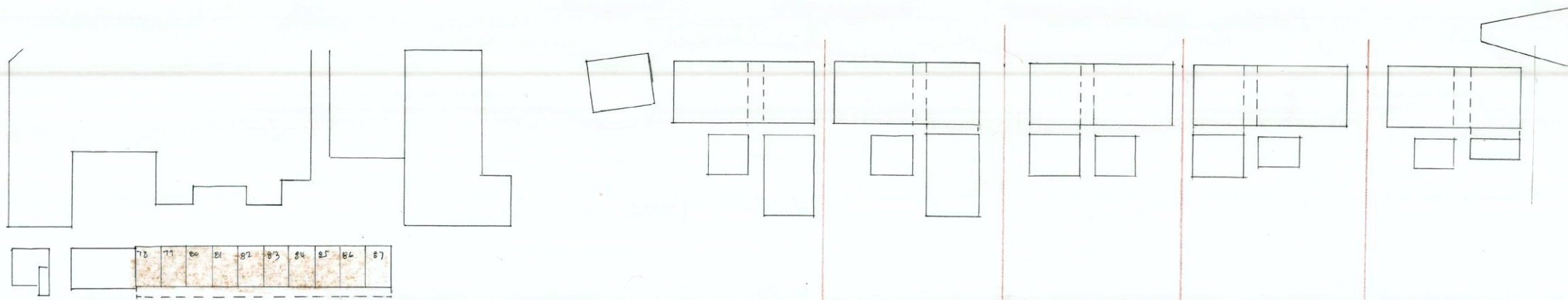
to develop architect and urban form type at
riverside
courtyards
residential studio loft



15
10
150m
courtyard = 1500 sq. ft.
terraces 3 @ 500
towers 2 @ 750



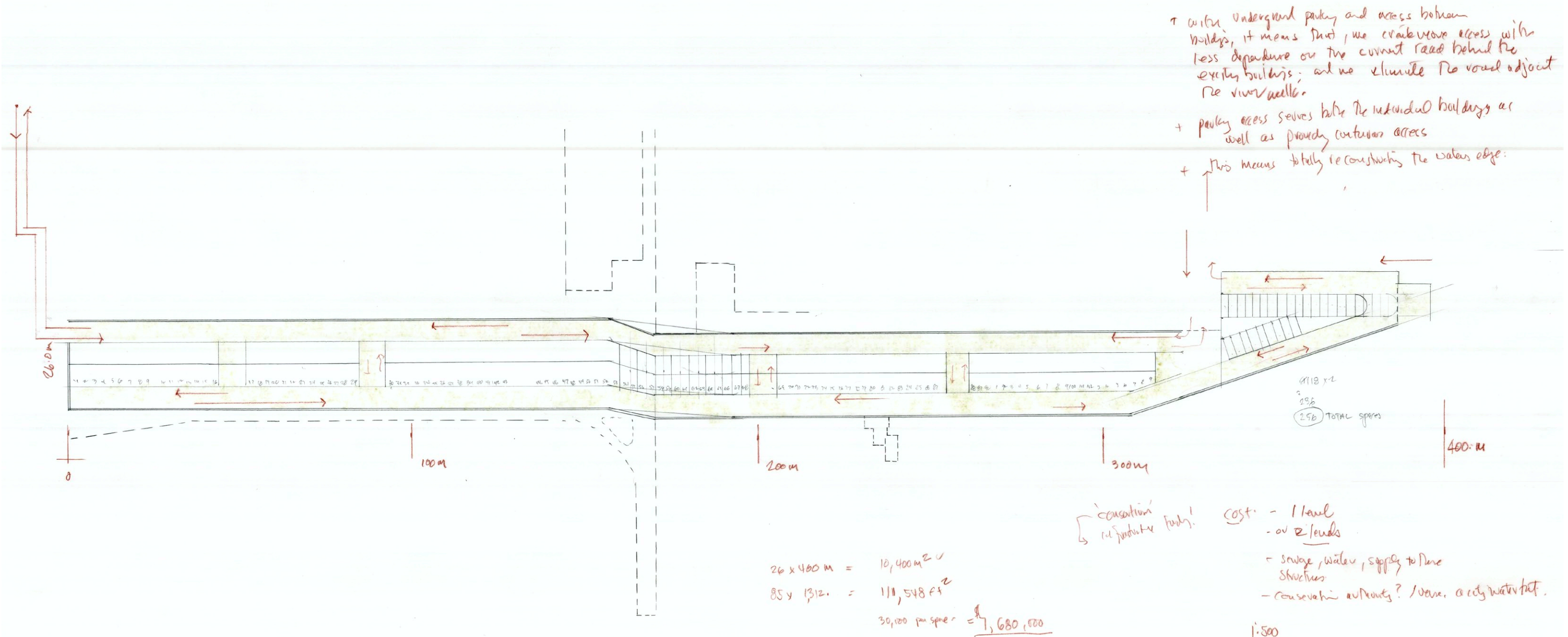


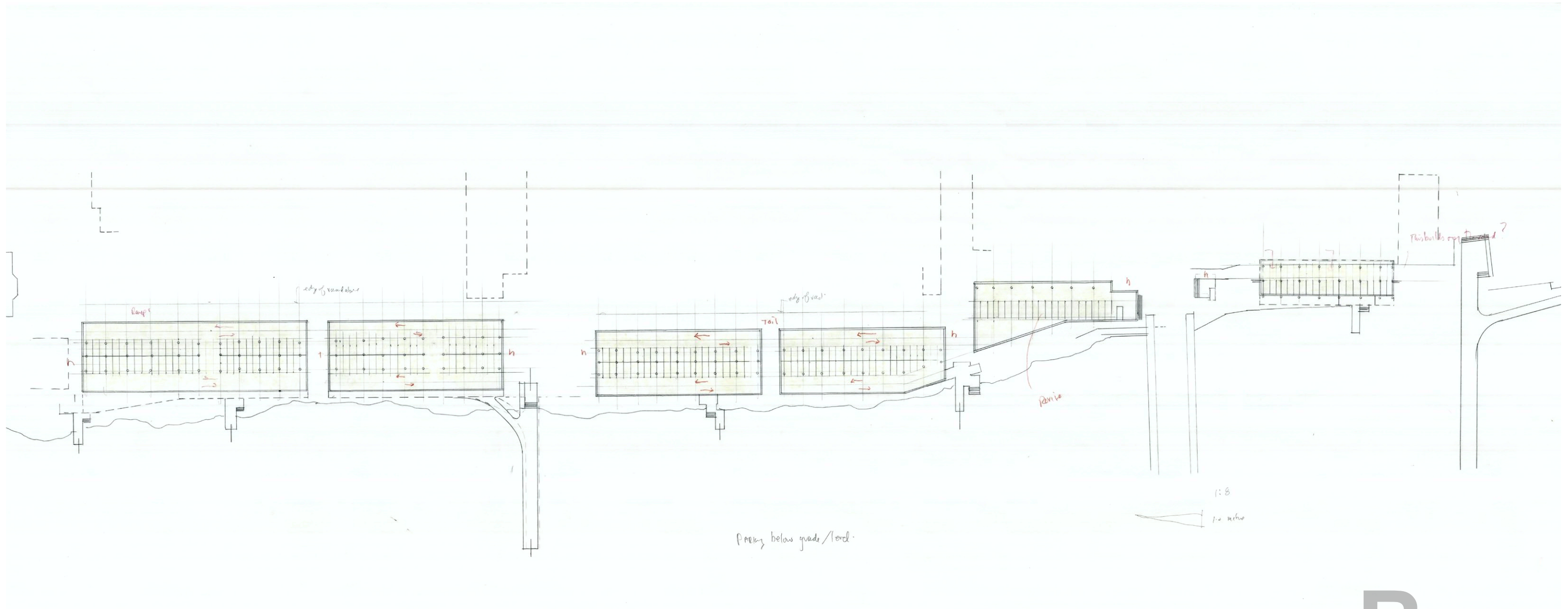


Series A
no. 3

Series: **A**

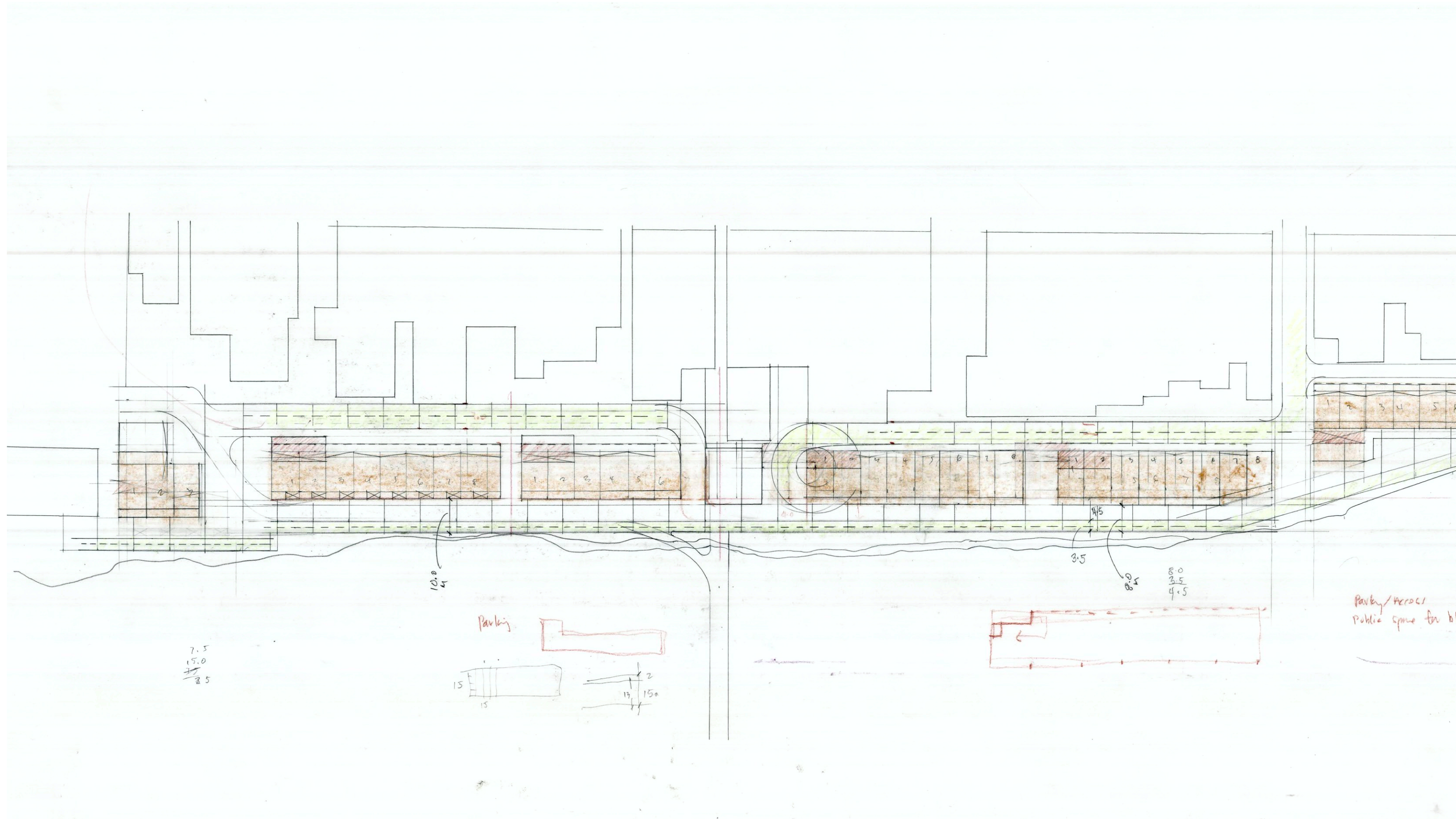
Riverside Park - Drawing 3

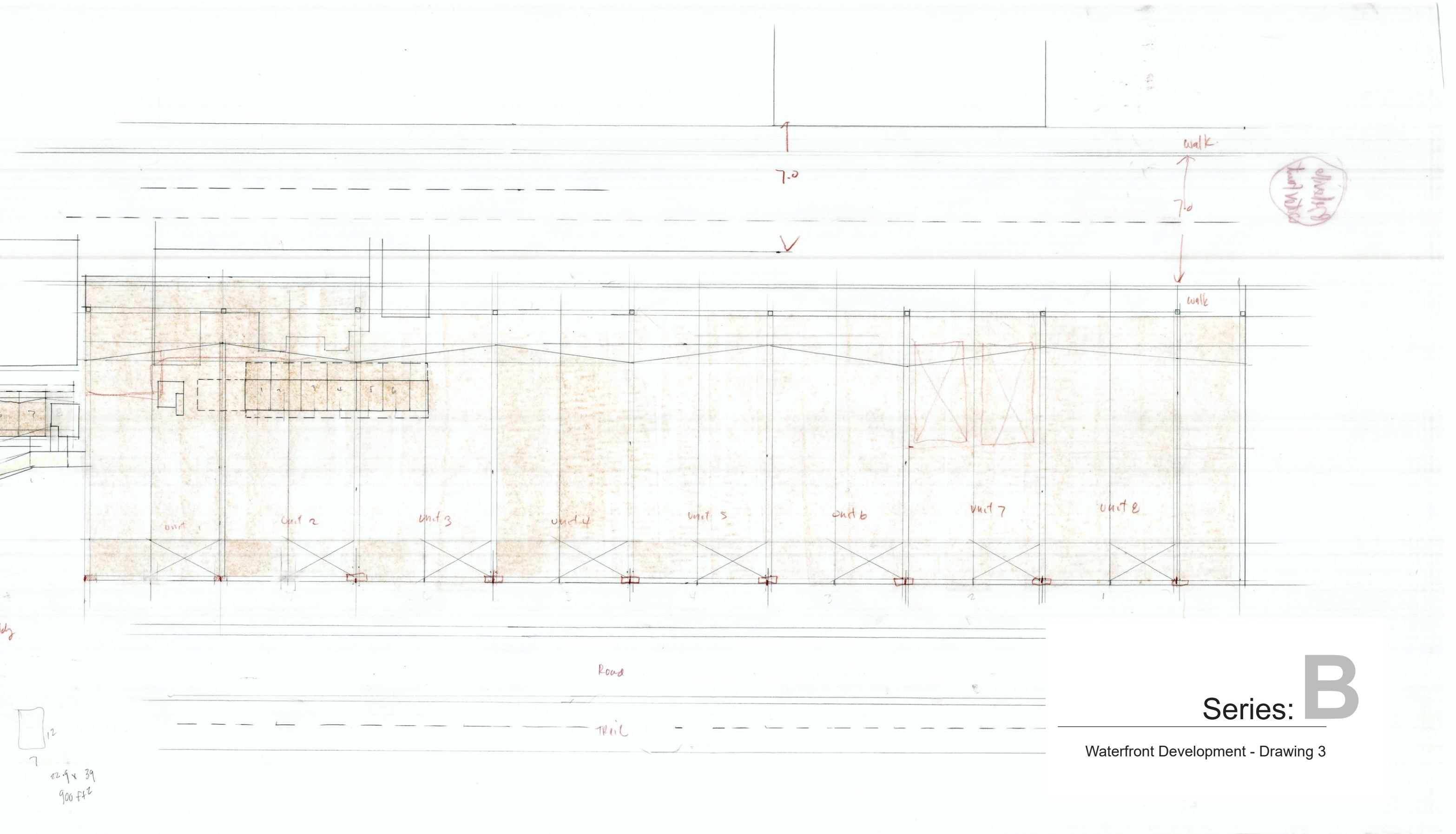




Series: **B**

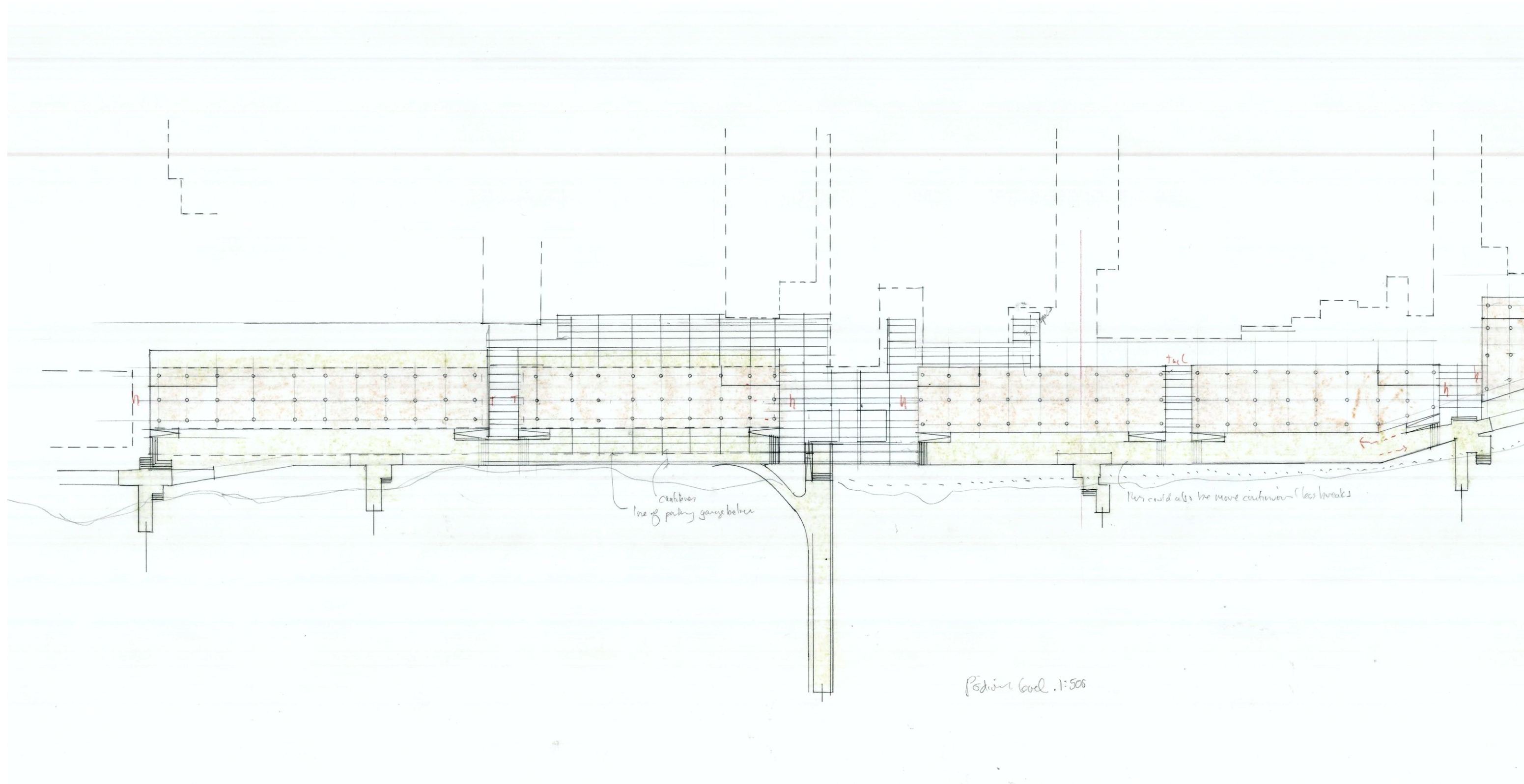
Waterfront Parking Plans - Drawing 1 & 2

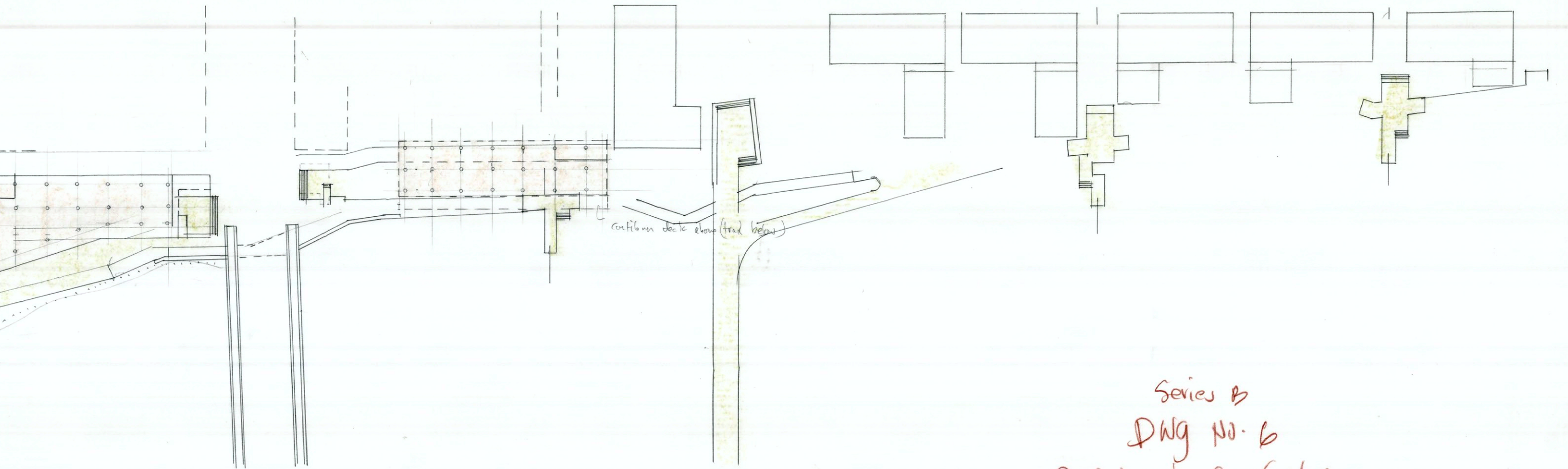




Series: **B**

Waterfront Development - Drawing 3

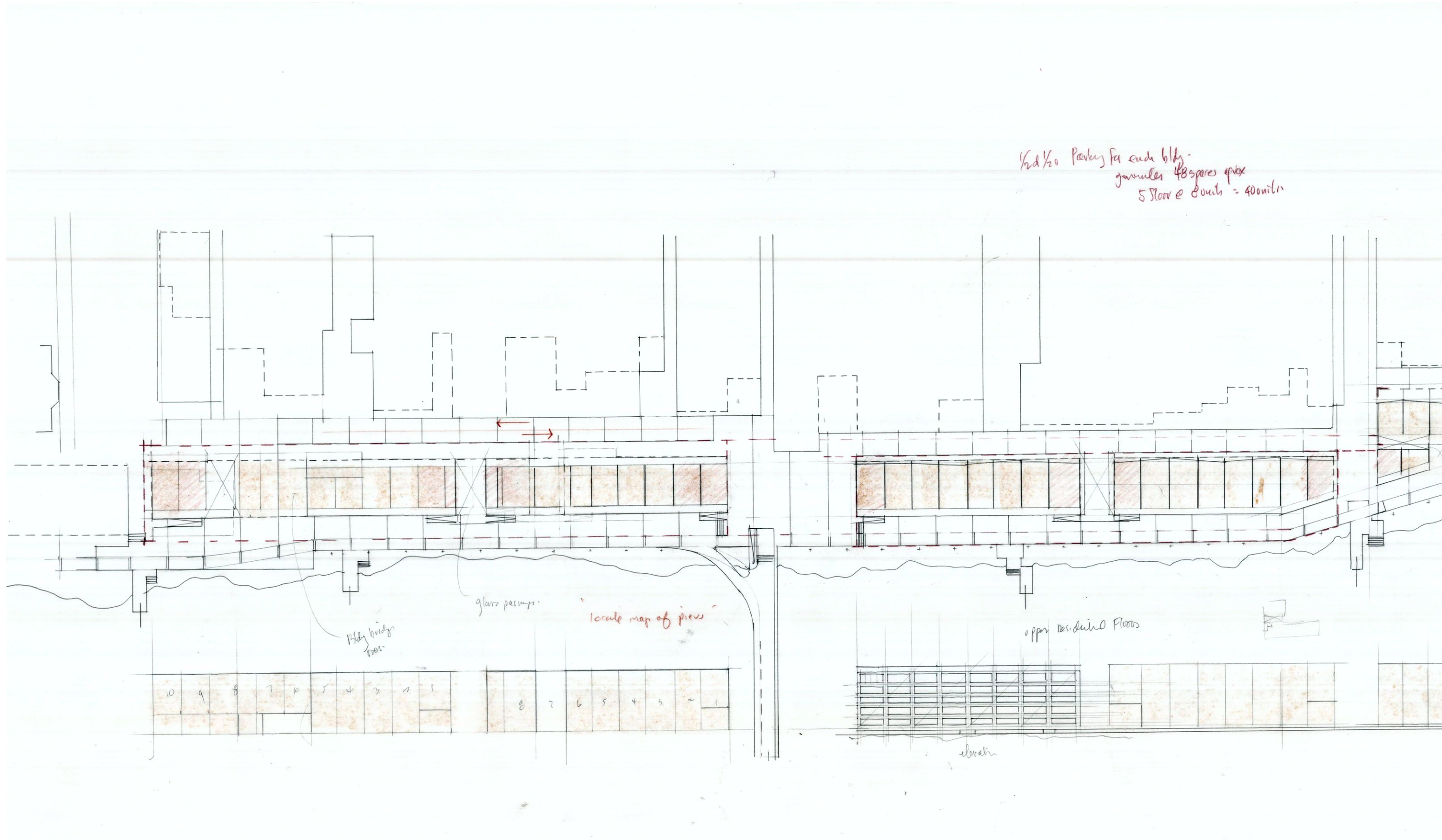




Series B
DWG NO. 6
Pedestrian Level / Study

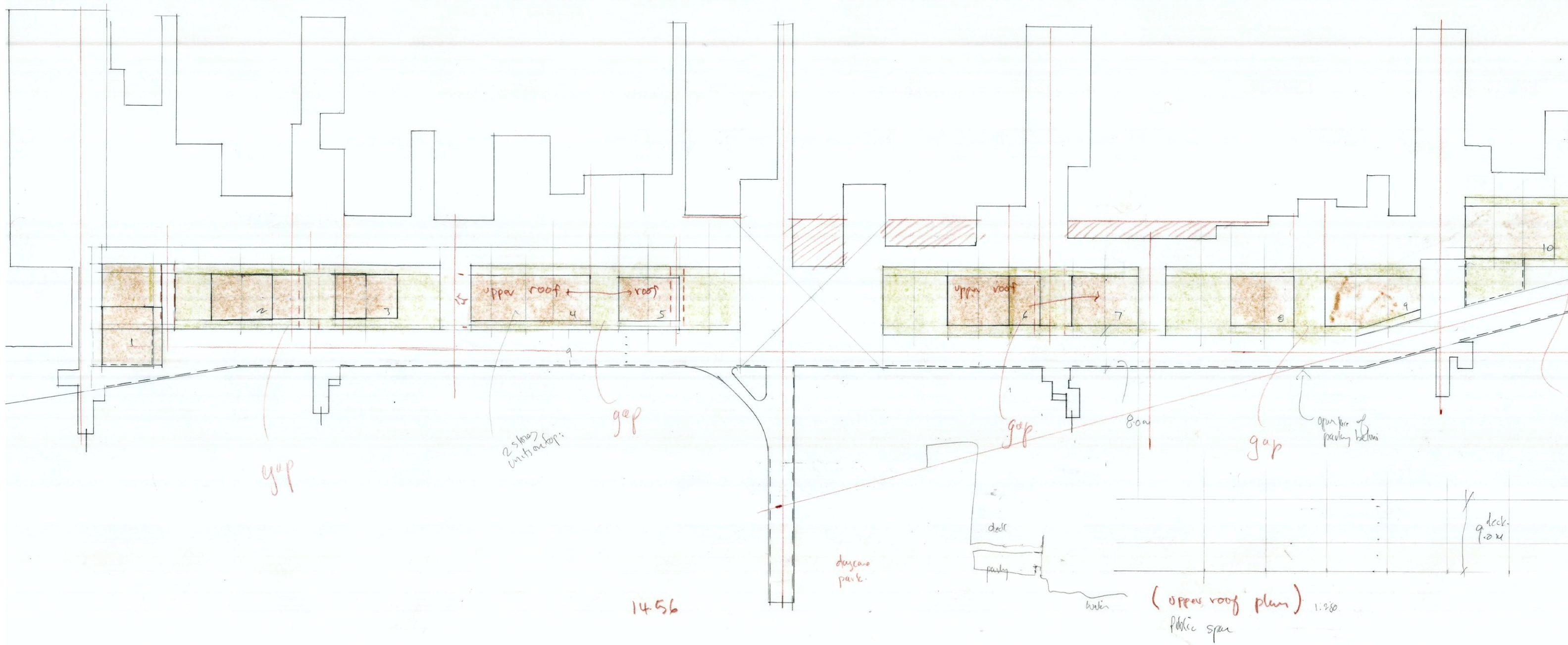
Series: **B**

Waterfront Development - Drawing 6





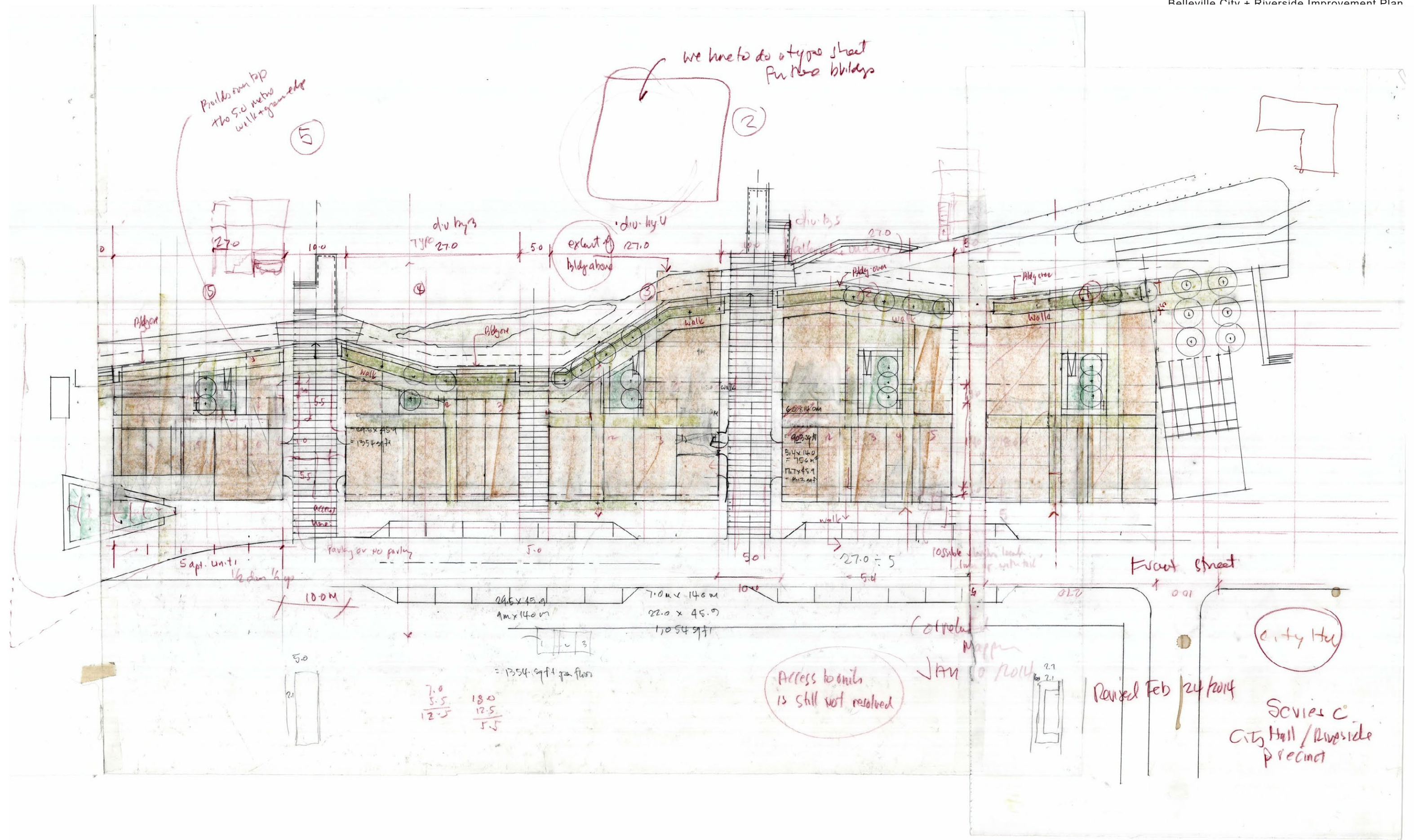
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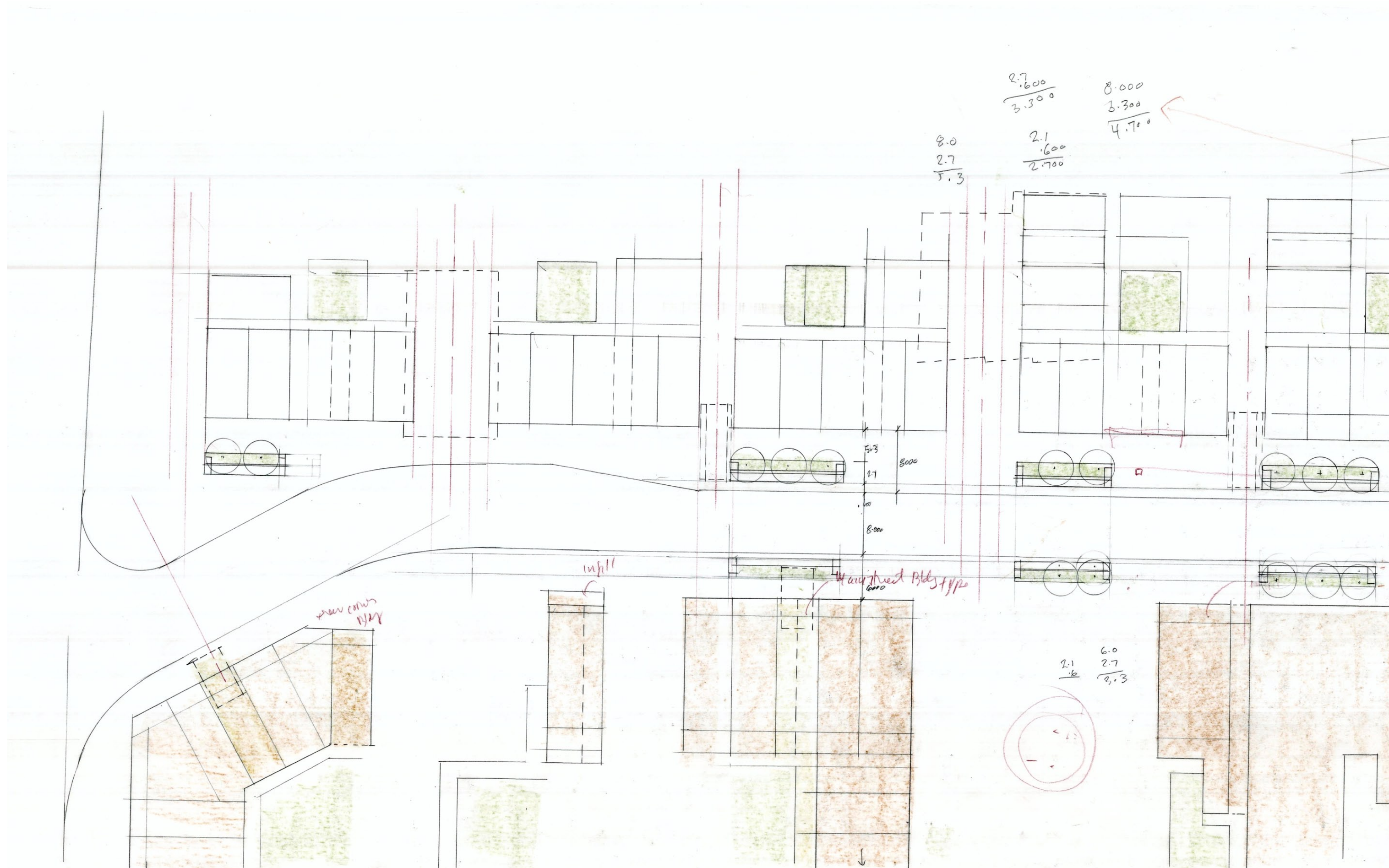
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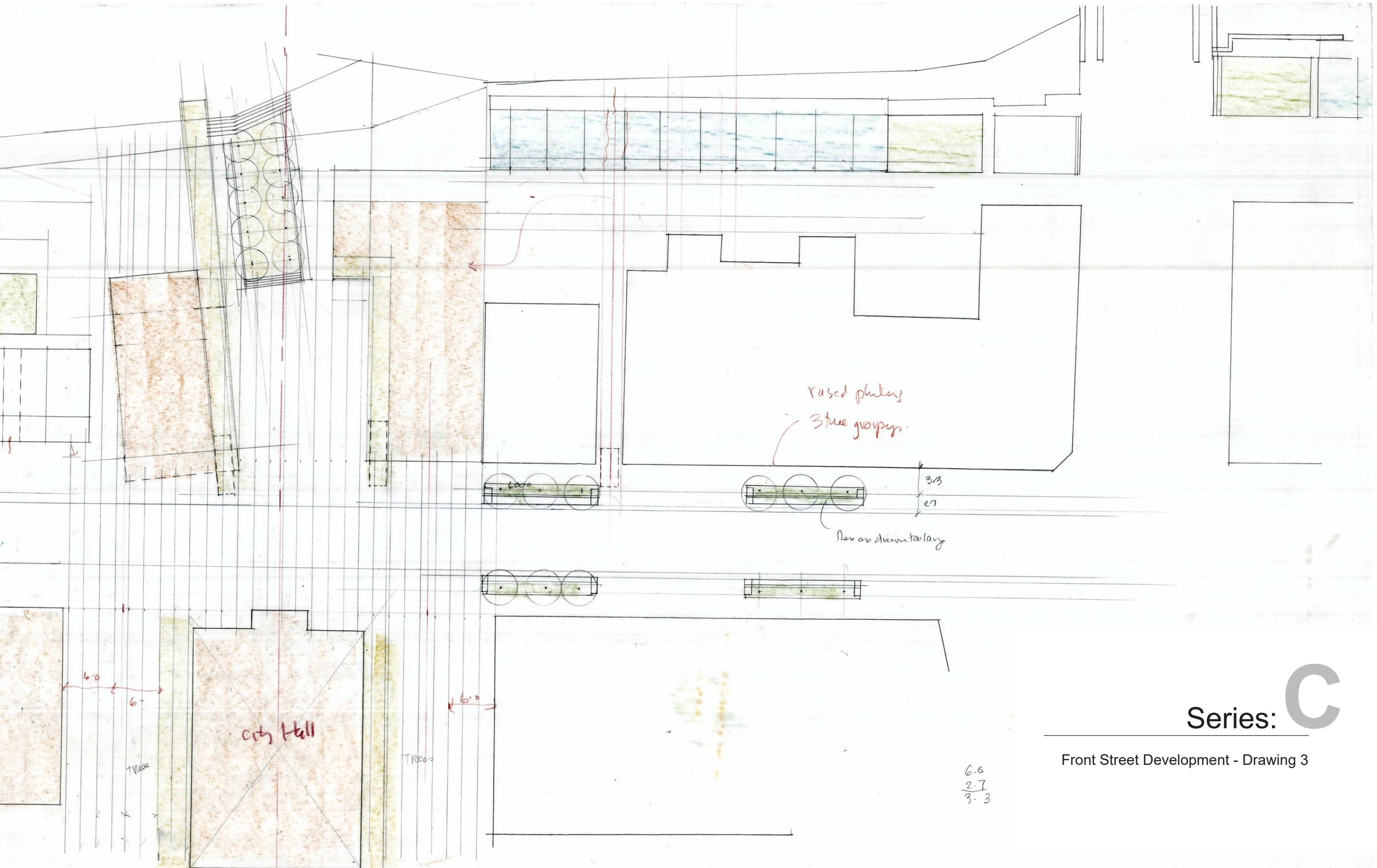
Waterfront Development - Drawing 8





Front Street Development - Drawings 1 & 2



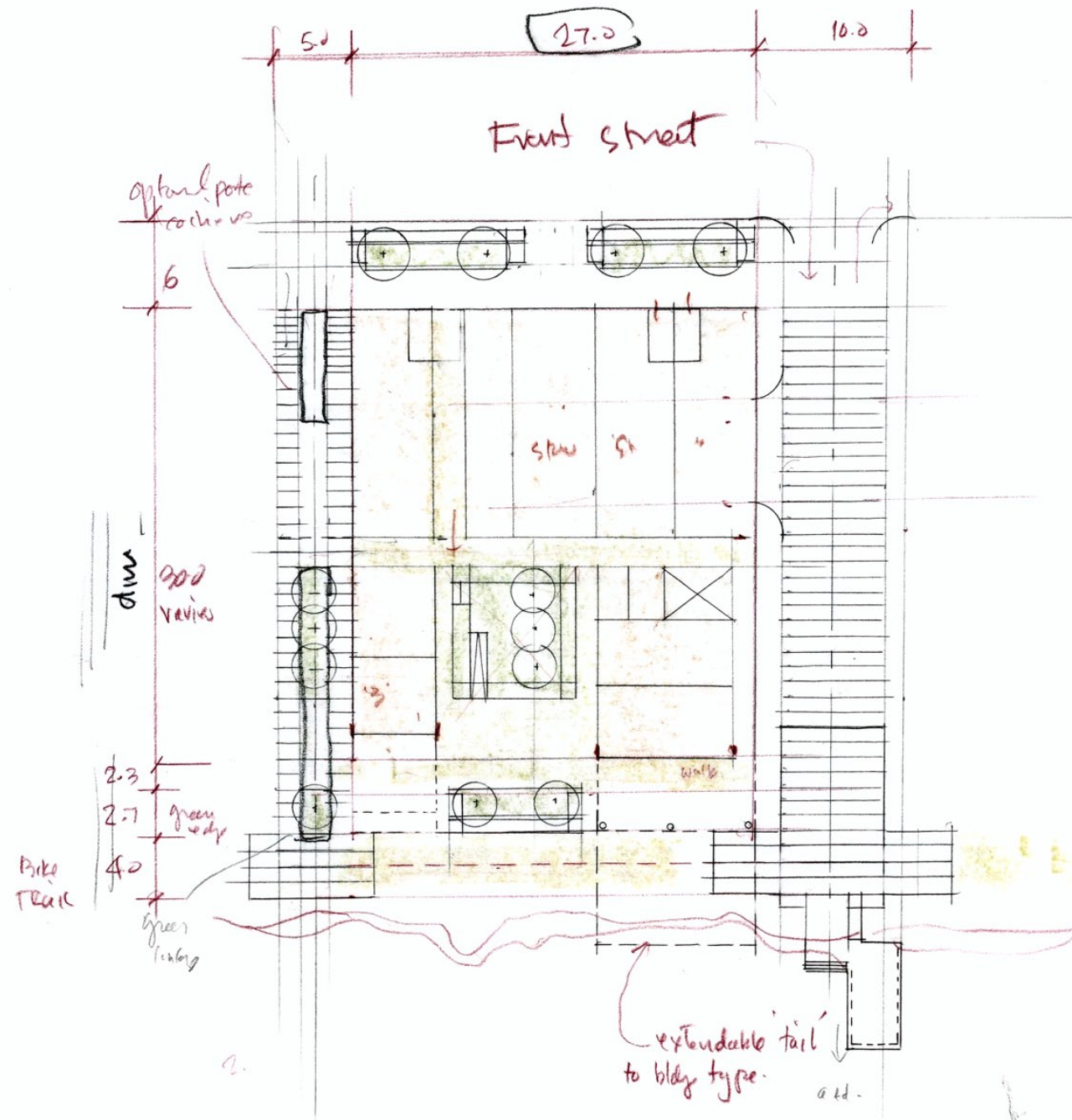


Series: **C**

Front Street Development - Drawing 3

6.6
2.7
3.3

Apartment retail typology



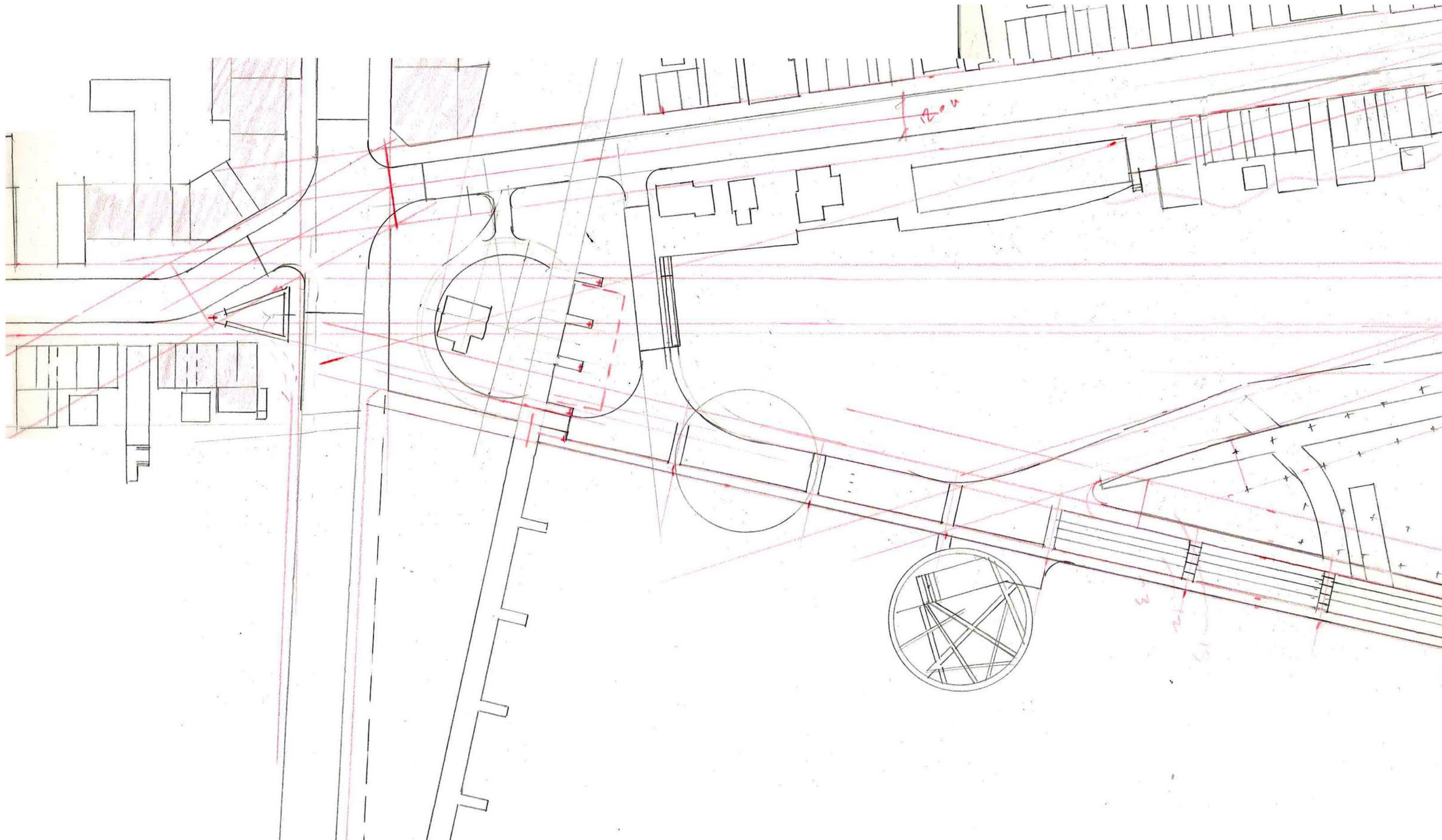
Revised Plan 1:250

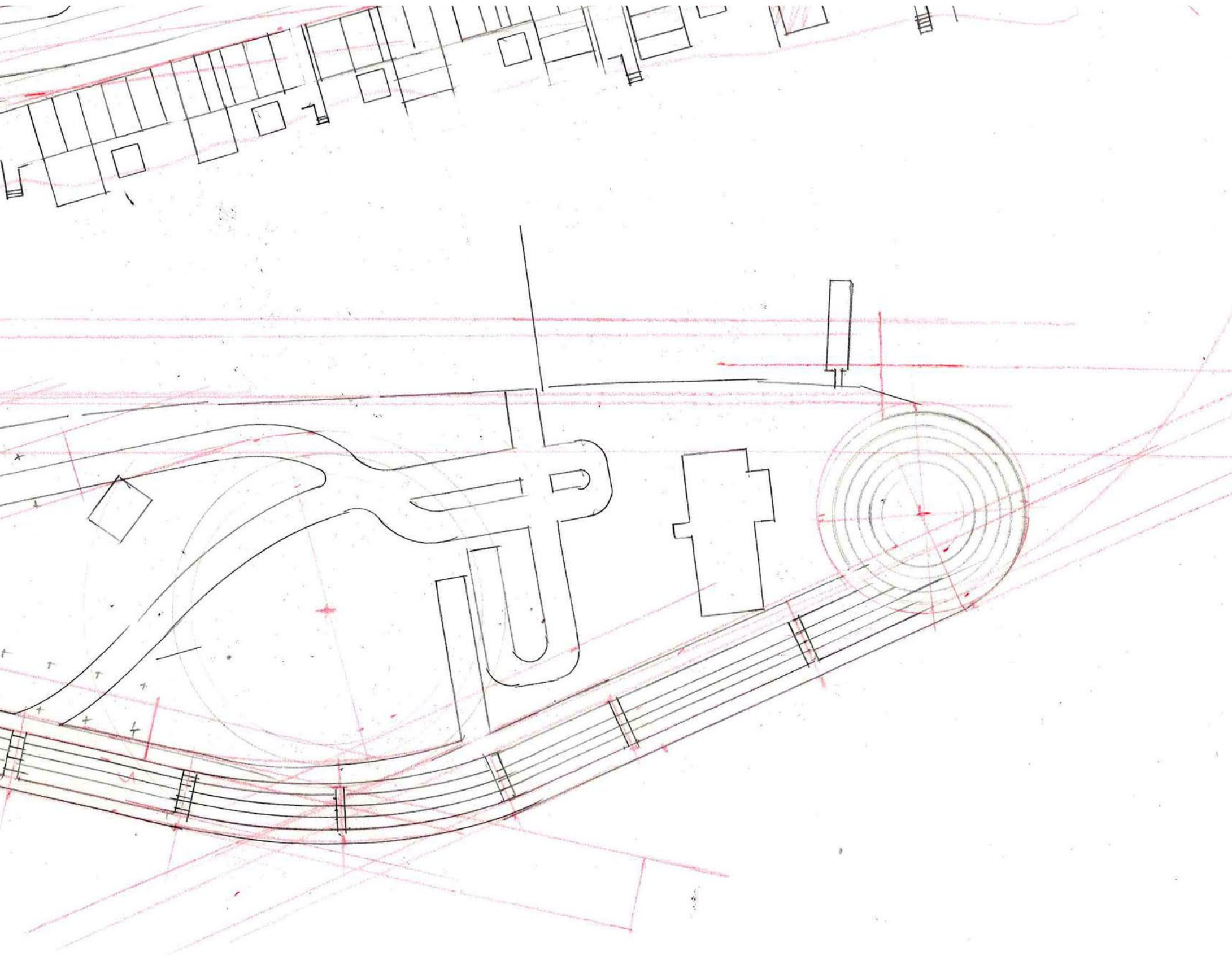
Feb. 24 / 2014

Series C

Series: **C**

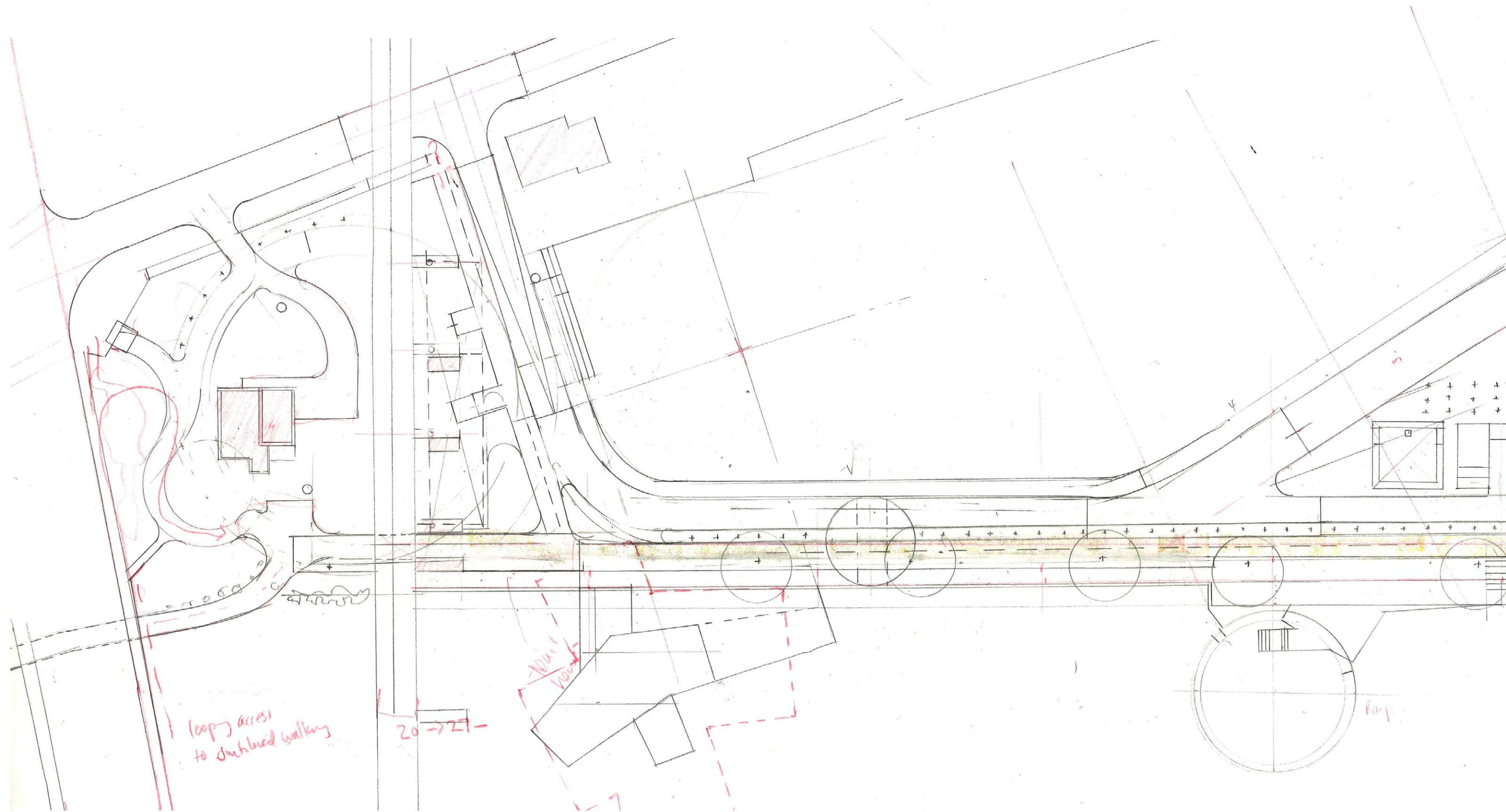
Front Street Development - Drawing 4

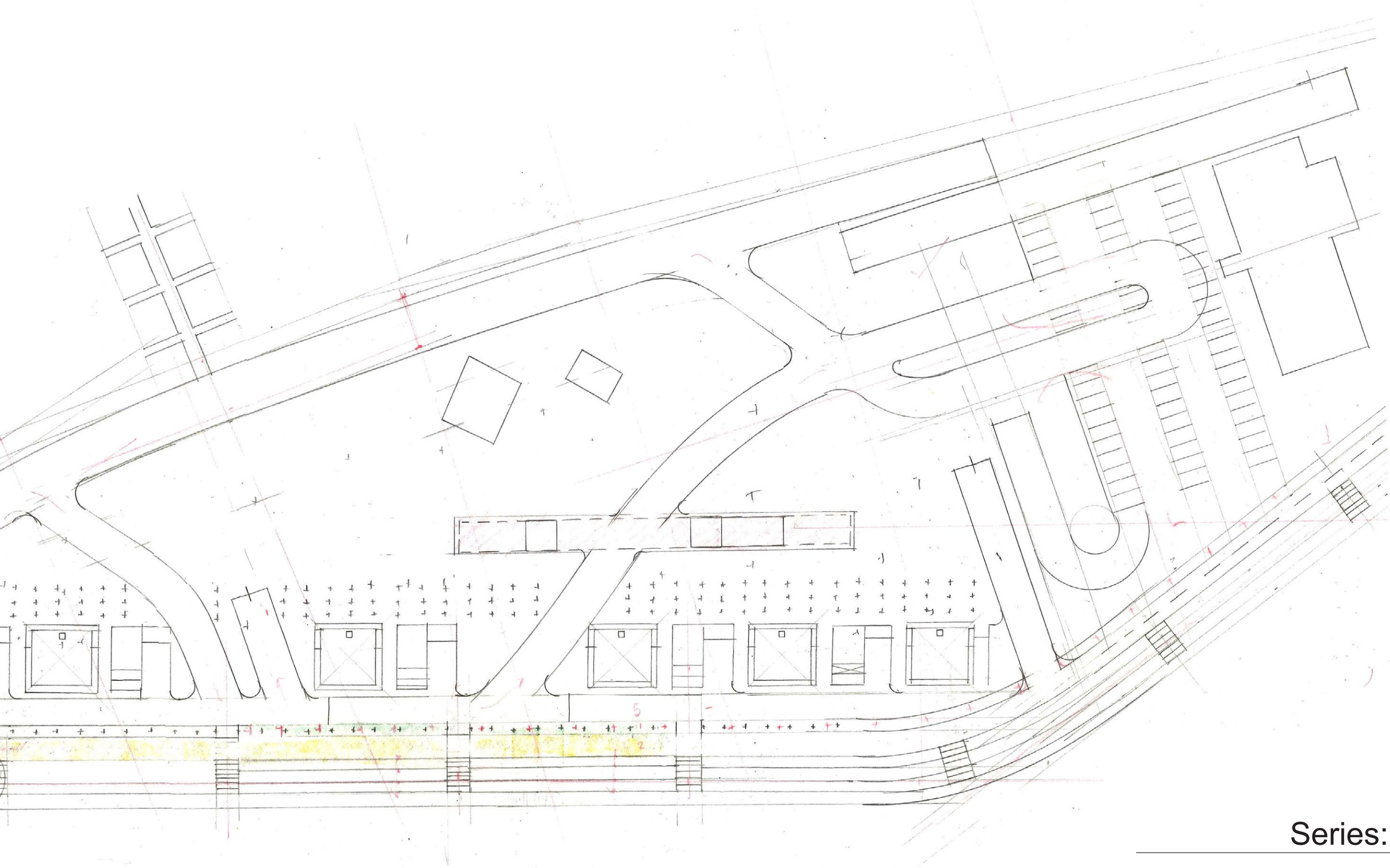




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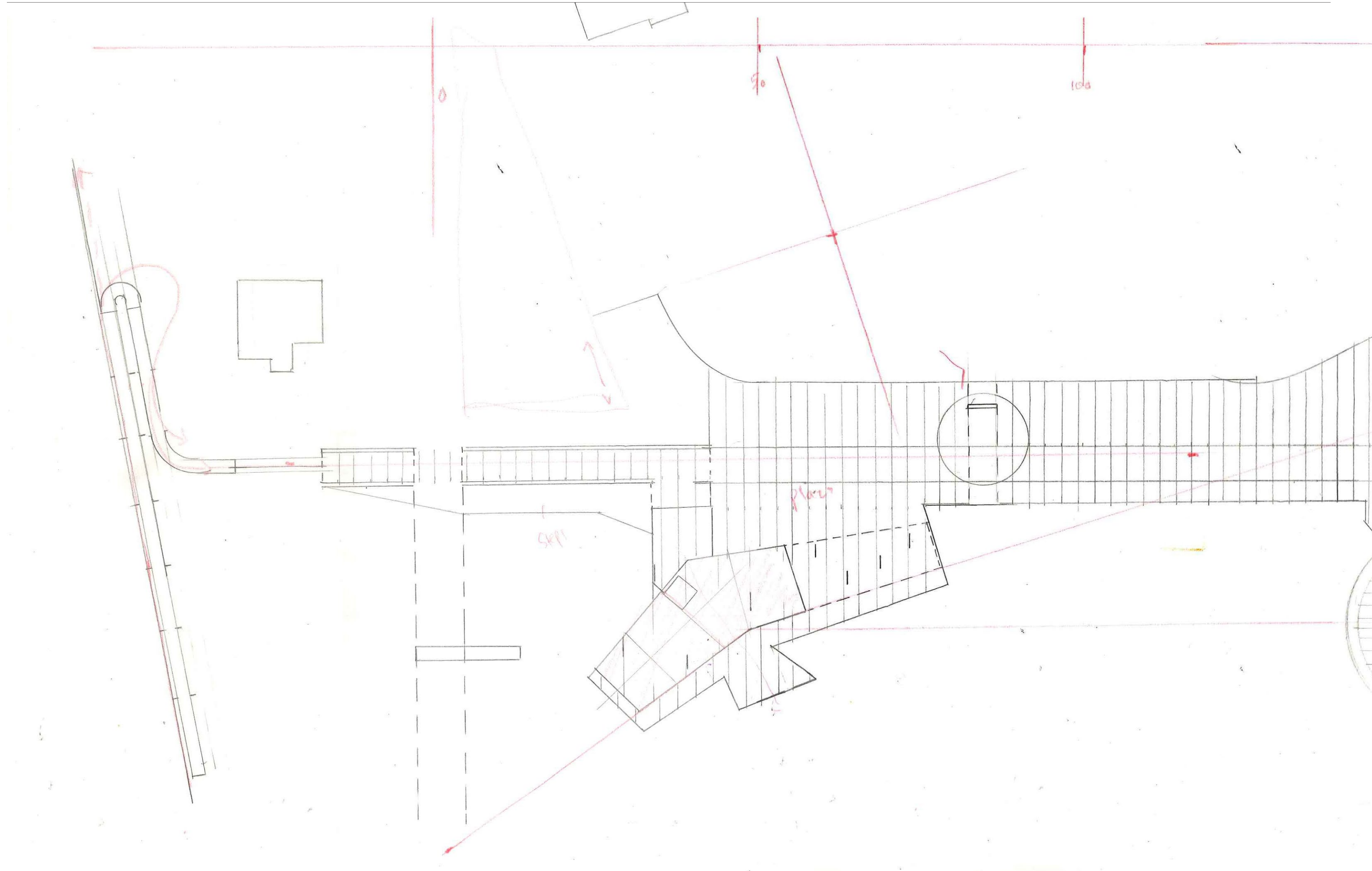
Hub Area + Marina Development - Drawing 1

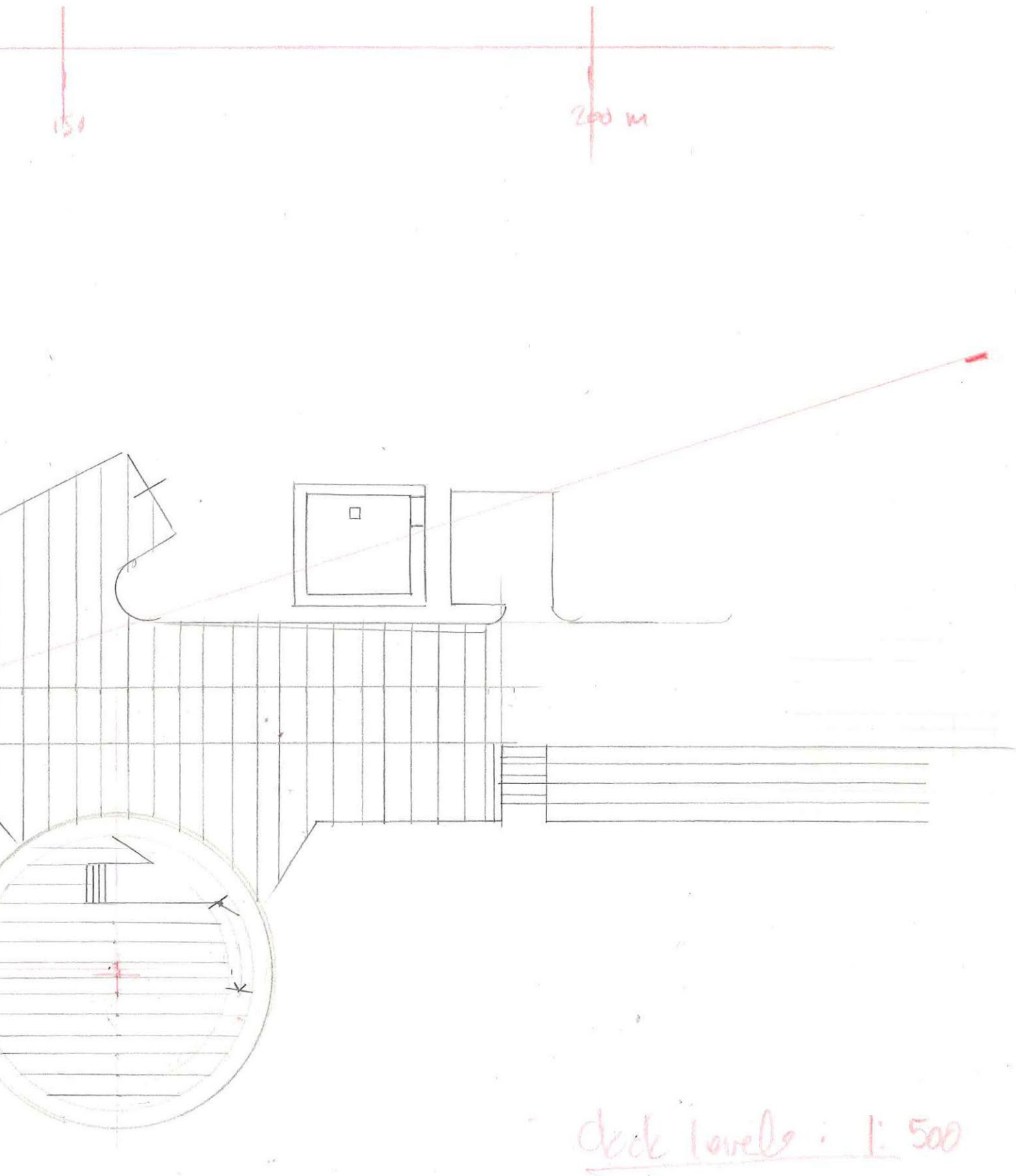




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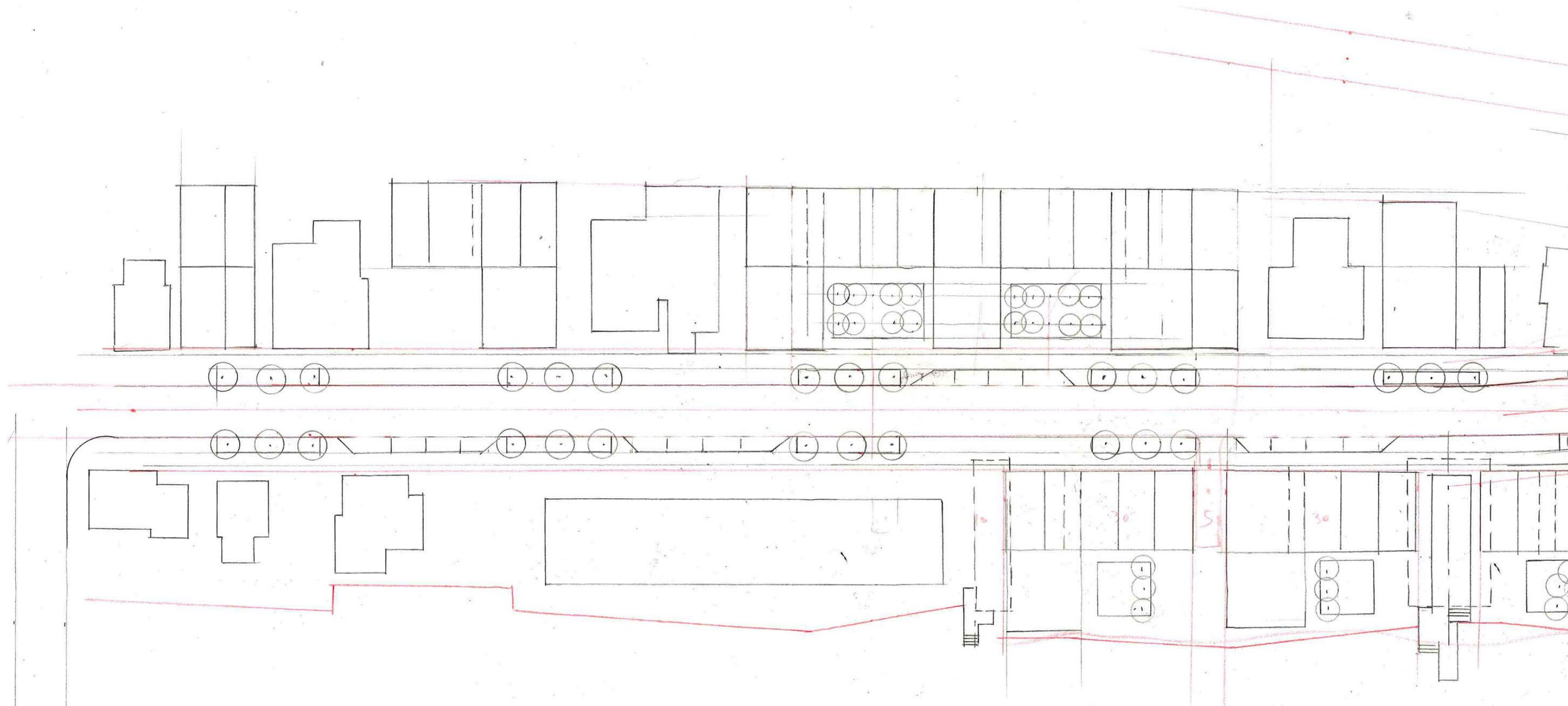
Hub Area + Marina Development - Drawing 2

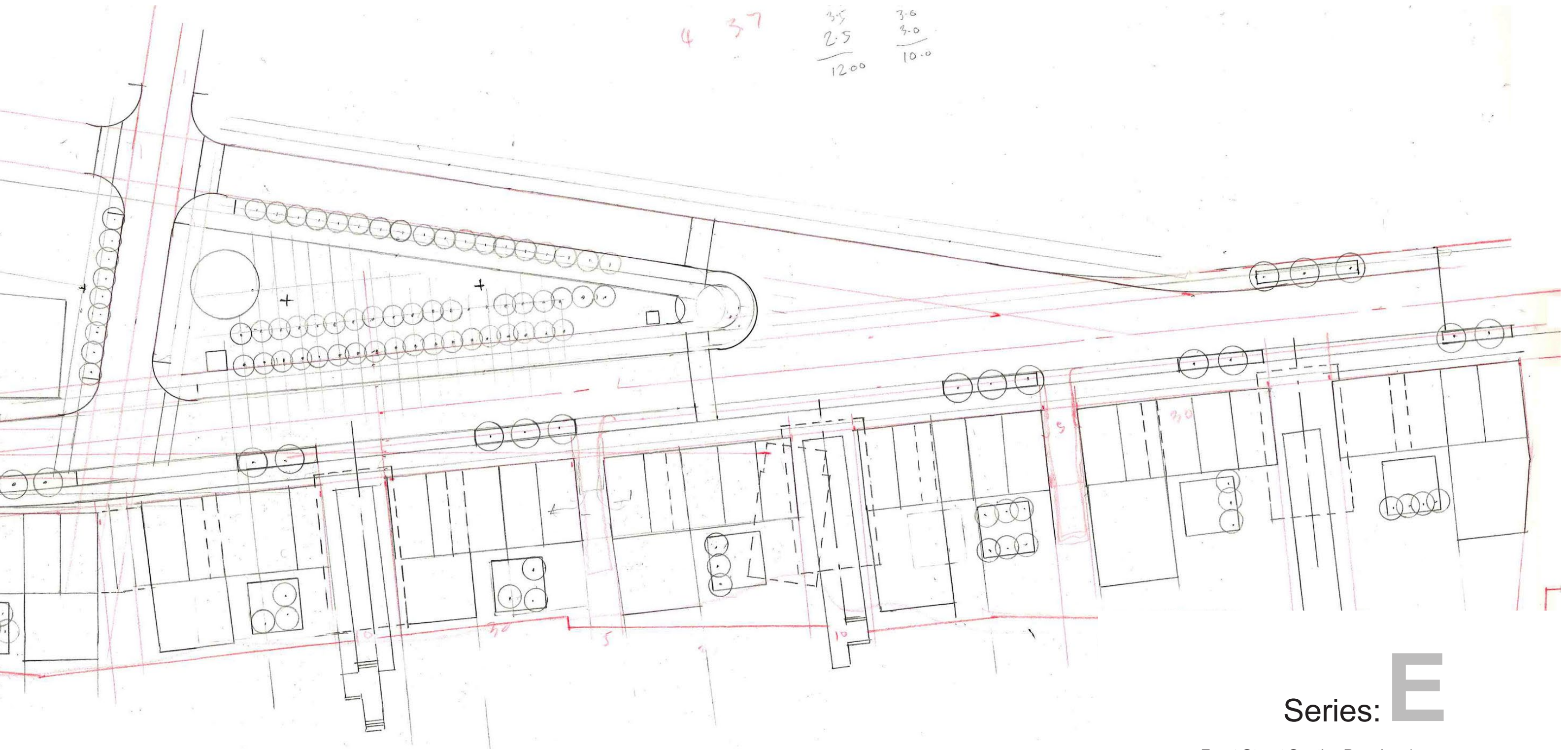




Series: **D**

Hub Area + Marina Development - Drawing 3





Series: **E**

Front Street South - Drawing 1