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THE FORKS

SITE DEVELOPMENT PLAN



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June 2, 1986

Environment Canada - Parks
Prairie Region
4th Floor - 457 Main Street
Winnipeg, Manitoba
R3B 3E8

Attention: Mr. Douglas Harper

Director

RE: THE FORKS - SITE DEVELOPMENT PLAN

Dear Sir,

We are pleased to submit our final report and Site Development Plan for the Forks National Historic Park. Our efforts were greatly assisted by your staff, particularly Mr. Tim Sookocheff who provided the necessary direction and guidance throughout the planning process.

In addition, our thanks are extended to the members of the ARC Management Board, the ARC Public Advisory Council and the Forks Technical Advisory Committee for their valuable input without which the Site Development Plan for the Forks would not have been possible.

We have appreciated the opportunity of becoming involved in this most important project and look forward to the development phase.

Yours truly,

LOMBARD NORTH GROUP LTD.

Ross McGowan, M.A.L.A., C.S.L.A.
President

RM/tw
Encl.

1.0 INTRODUCTION

The Site Development Plan for the Forks National Historic Park represents the concluding stage of the project sponsored by Parks Canada through the Canada-Manitoba ARC Agreement. The first phase examined the constraints and opportunities for development of the 5.5 h. site in addition to evaluating program options and conceptual development alternatives. The output of Phase I established the direction and development criteria for detailed site planning, the contents of which are presented in this report.

The junction of the Red and Assiniboine Rivers has long been recognized as a valuable cultural, recreational and historic resource within the City of Winnipeg. The "Forks" is a place of national historic significance due to its role as a major rendez-vous, settlement and transportation centre in the opening of the Canadian West. The Forks was first recognized as a significant resource in 1925 by the Historic Sites and Monuments Board and again in 1974 noting that irrespective of its structural resources from various periods, it is the junction itself, physically and symbolically, which is the resource to be commemorated.

In 1978, the Forks was included within the Canada-Manitoba Agreement for Recreation and Conservation on the Red River Corridor (A.R.C.) which has subsequently led to the

initiation of the preparation of a master development plan for the Forks Site.

2.0 OBJECTIVES

The primary objective of the Forks study "is to formulate a comprehensive site development plan to be utilized as the basis for the development of a National Historic Park at the Forks; and for such ancillary development as may be compatible with the ideas as have been put forth in the past for use of the East Yard lands."

The Forks Site Development Plan in addition to fulfilling the above, addresses a series of inherent, secondary objectives which are essential to the ongoing success of the Forks development. These objectives can be categorized as follows:

- .1 Systems Objectives
- .2 Regional Integration Objectives
- .3 Interpretation Objectives
- .4 Visitor Services Objectives
- .5 Historic Resource Protection Objectives
- .6 Site Operation Objectives

2.1 Systems Objectives

- .1 To develop a major national historic park at the junction of the Red and Assiniboine to commemorate the Forks

as a place of national historic significance.

.2 To emphasize the nationally significant historic themes which reflect the Forks' role as a rendezvous, settlement, and transportation centre in the opening of the Canadian West.

2.2 Regional Integration Objectives

.1 To plan and develop a national historic park in a manner that is complementary to adjacent development, to the extent that the present and anticipated future development is predictable, and yet maintains the integrity of historic resources and establishes a positive image for Parks Canada.

.2 To plan and develop an historic park at the Forks which will complement other projects undertaken by A.R.C. - Red River Master Development Plan.

.3 To prioritize and interpret the Forks' themes to complement rather than compete with historic programs, resources and facilities managed by other agencies in the region.

2.3 Interpretation Objectives

.1 To develop a means of housing interpretation media to permit year-round interpretation of the activities and

events that contribute to the Forks designation as an "historic place".

.2 To design and implement enclosed and open air interpretive programs and media to help make the public aware of the historic significance of the Forks and of the on-site historic resources.

.3 To provide vicarious interpretation for Parks Canada's more remote historic sites to which strong thematic connections exist.

.4 To provide the visitor with an orientation service to the A.R.C. - Red River Agreement, and its associated projects; and to other related historic and natural resources, and programs in the Red River corridor.

2.4 Visitor Services Objectives

.1 To ensure that basic visitor services are provided at the site or nearby.

.2 To plan and develop jointly the historic park's grounds with adjacent lands, to ensure that compatible and complementary recreational park space is provided.

.3 To enhance pedestrian circulation and access through connections to the City owned riverbank walkway

systems.

.4 To plan and develop the site in order to ensure that it is attractive to, and utilized by visitors year round.

2.5 Historic Resources Protection Objectives

.1 To identify and locate historic resources that relate to the Forks' nationally significant theme and sub-themes.

.2 Where possible, to preserve and/or leave undisturbed any nationally significant historic resources that are located at the Forks.

.3 To leave the option open for future efforts aimed at preservation, restoration or interpretation of historic resources located at the Forks.

.4 To examine the feasibility and desirability of recreating the period landscape(s), or portions thereof.

2.6 Site Operations Objectives

.1 To operate and maintain Parks Canada's land holdings, historic resources and visitor facilities in a manner appropriate to a major national historic park.

.2 To explore co-operative arrangements with outside organizations and other levels of government in order to contract out operating and maintenance functions and to share operating responsibilities.

3.0 PLANNING REVIEW PROCESS

The process of developing and evaluating site development alternatives has involved extensive research and analysis of the cultural, physical and natural resources both within and adjacent to the site. In addition, there have been numerous formal and informal meetings with, and presentations to, a wide range of interest groups and government agencies interested in the development of the Forks site and the adjacent C.N. East Yards. Among the groups consulted have been Parks Canada officials, and the Forks Technical Advisory Committee comprised of representatives of relevant Federal, Provincial and Municipal Governments including:

- Federal Department of Regional Industrial Expansion
- Provincial Department of Tourism
- Provincial Department of Urban Affairs
- City of Winnipeg Parks & Recreation
- City of Winnipeg Dept. of Environmental Planning
- City of Winnipeg Streets & Transportation Dept.
- Canadian National Railways
- Winnipeg Core Area Initiative
- Manitoba A.R.C. Authority

The purpose of the Forks Technical Advisory Committee was to provide input and guidance from the perspective of each of the affected agencies that may have a direct or indirect interest in the development of the Forks and adjacent East Yard lands.

After a thorough review of all known factors that may affect and influence present and future development at or adjacent to the Forks Site, it was agreed by all parties that the following principles would be used to guide the preparation of a detailed site development plan for the site.

1) That the Site Development Plan for the Forks retain sufficient flexibility at its western edge to accommodate complementary adjacent land uses.

2) That due to the limitations of the 3.5 million dollar Forks budget, the need for extensive remedial site work, arbitrary site configurations, absence of a detailed interpretive plan and the potential for an expanded waterfront development adjacent to the Forks Site, the proposed visitor interpretive centre would not be included in the present Forks Development. Further, the visitor interpretive centre would be included as a component of the broader initiative for the phased redevelopment of the CN East Yards should funds be allocated for such a purpose through a renewed Core Area or ARC Agreement.

3) That in the absence of a Visitor Interpretive Centre the Parks Canada/ARC development retain a significant historical/interpretive context through the preservation and commemoration of the Forks as a "place" of national significance.

4) That the timing of adjacent development may not coincide with the March 31/1988 expiration of the ARC Agreement and therefore the existing site boundary would define the area to be considered for the preparation of a detailed site development plan for the Forks.

5) That time is of the essence for the delivery of the Forks National Historic Park so as not to lose the significant momentum gained to date.

6) That a co-ordinating mechanism be established as a clearing house for information and complimentary planning interest on the adjacent lands.

7) That ARC proceed with the planning of the 5.5 h. Forks Site and that the Forks remain within ARC interests rather than waiting for decisions to be finalized related to the broader development.

4.0 ISSUES AFFECTING FORKS DEVELOPMENT

- 1) Site Configuration
- 2) Vehicular Access
- 3) Present Site Conditions
- 4) Shoreline Protection
- 5) Bank Stability
- 6) Historic Resources
- 7) Visitation Levels
- 8) Interpretive Program
- 9) Flood Protection Levels

1) Site Configuration

Present Site boundary restricts development at the junction of the Red and Assiniboine Rivers, which is the resource to be preserved, protected and commemorated under the present ARC Agreement.

2) Vehicular Access

Access and egress to and from the site for vehicular traffic is unacceptable at present and therefore temporary arrangements will be required should adjacent development not proceed within the time frame of A.R.C. Further, such access will require additional lands and funds with agreement and committment required beyond the present scope of the Forks

Site Development. A commitment from the Core Area Initiative has been secured for this purpose.

3) Present_Site_Conditions

The original flood plain of the Forks Site has, over the last 100 years of railway occupation, been filled with cinders, rubble, gravel and disposed railway paraphernalia, causing directly the severe elevation change at the river's edge. The depth of such fill ranges from 2.5 - 4.5 metres and poses a long term threat to the stability of the riverbank. More recently, the northern part of the site was used by B.A.C.M. as a concrete mixing plant of which rubble piles and loading ramp foundations are still evident. In addition, the excessive fill levels restrict visual access to the river, which is the major attribute of the site.

4) Shoreline_Protection

The existing shoreline is presently experiencing some undercutting due to erosion from wave action from both natural forces and increased water traffic. To preserve this most valuable resource, remedial measures will be required to protect the shoreline from further intervention.

5) Bank_Stability

Preliminary geotechnical investigations conducted during the course of the planning process suggests that the riverbank

between the C.N.R. Bridge and the Provencher Bridge is quite stable. However, the excessive fill material immediately adjacent to the vegetated riverbank must be removed to increase the factor of safety against probable instability. Given the nature of the proposed site development plan for the Forks, a detailed geotechnical assessment is essential during subsequent stages of the development process.

6) Historic_Resources

Known physical historic resources on the Forks site are extremely limited due to changes over time, flooding, original construction materials, alterations to land use and more recent intervention by the railway. Although historic resources may be located in the vicinity of the Forks site on adjacent lands, research and archaeological investigation undertaken by Parks Canada supports the notion of the Forks as a Place of National Significance irrespective of the time specific resources it may contain.

7) Visitation_Levels

The market assessment undertaken during this study suggests that a wide range of market potentials exist with visitation levels expected between a minimum 15,000/yr. for an interesting and distinctive independent development and a maximum of 400,000 in association with a major, complimentary adjacent development. The latter would be contingent upon

the provision of a significant visitor interpretive centre attraction as a component of a first class premium development of the adjacent East Yards Riverfront Area.

8) Interpretive Program

A detailed interpretive program is an essential component of the Forks Development and is anticipated to be completed by 1988. Parks Canada however, has completed the Interpretive Plan Framework which will form the basis for the final interpretive program. (Appendix 1) The interpretive plan framework, summarized in the following section, has therefore become a major program component intended to guide the preparation of the detailed site development plan.

9) Flood Protection Levels

The Forks Site lies within the jurisdiction of the Canada/Manitoba Flood Damage Reduction Program and consequently the regulation governing development along the riverbank will apply to this site. Generally, the program controls development within the Floodway and Floodway fringe areas. The site development plan recognizes the conditions of the program where applicable, specifically the requirement for habitable space to be located a minimum of 2' above the 160 year flood level. This requirement will affect only the use designation within the structures associated with the orientation node as it falls within the floodway fringe.

5.0 INTERPRETIVE PLAN FRAMEWORK

Given the lack of standing on-site historic resources the focus of the interpretive plan framework moved from the specific interpretation of site features, events and activities to concentrating efforts toward the preservation and commemoration of the Forks as a "place" of National Historic significance. Such an interpretative strategy is consistent with the objectives of ARC and the mandate of Parks Canada.

A two-phased framework is envisaged with the first phase concentrating on the thematic treatment that would be appropriate if Parks Canada were to limit its activities to the present site and is intended to act as a catalyst in transforming the Forks into a "People Place". The second phase would expand the interpretive program in concert with the proposed adjacent development and would focus on a visitor interpretive centre.

The site development plan incorporates the phase I opportunities with spaces provided for a wide range of programs, events and activities addressing the central theme and related sub-themes identified for the Forks as follows:

Central Theme - The Red/Assiniboine Junction and the transformation of the Canadian West.

- Sub-themes -
- 1) The junction and the pre-contact aboriginal trading systems.
 - 2) The Indian-Euro Canadian contact - The French Period 1734-1760.
 - 3) The Canadian-English Fur Trade Rivalry and Continental Expansion 1760-1821.
 - 4) The Hudson's Bay Company and the Northwest - The junction emerges as a settlement centre 1821-1850.
 - 5) The Hudson's Bay Company and the struggle for provincial status 1850-1887.
 - 6) Winnipeg and the junction - a metropolis in the making, 1870-1887.
 - 7) The junction and the advent of the railway.
 - 8) The junction and the immigrant experience.

In Phase 1, commemoration of the Forks will incorporate a combination of onsite interpretive media including display panels, publications and some guided events to deal with day to day interpretation of the sub-themes. However, in order to transform the Forks into a people place, a series of major theme-related events and activities is envisaged. It is crucial during Phase 1, therefore, that programming become a major element of future site operations.

At a minimum, the initial interpretive plan envisages five (5) major events and period demonstrations as follows:

EVENT #1 -- FUR TRADE PAGEANT

Possible components of this event include:

- re-enactment of arrival of La Verendrye
- re-enactment of early trading ceremonies
- York Boat/Canoe activities, including the pageantry involved with brigade arrivals
- boat repair or construction demonstrations
- voyageur and native encampments with associated activities
- period foods
- fiddling contests
- black powder demonstrations
- craft displays

EVENT #2 -- BIRTH OF A PROVINCE

Such an event would consist of a play or series of dramatic re-enactments of events leading up to and during the 1870 resistance.

Activities, presentations etc. could be scheduled at noon and in the evenings over a period of a few days in the summer. In addition, the open air presentations could be augmented with a number of period activities and craft displays.

EVENT #3 CHILDREN'S FESTIVAL

This event could consist of a variety of activities targetted at elementary school children. Perhaps structured on individual theme days, the festival could be incorporated into year-end field trips. Events might include:

- participatory period activities and food
(ie. - bannock making)
- re-enactment of trading ceremonies
- black powder demonstrations
- music events
- puppet shows
- dramatic vignettes
- films
- railway club demonstrations (ie. - short rides on
Prairie Dog Central, eventually streetcar rides from the
Forks to Point Douglas)
- model railroaders demonstrations

EVENT #4 ETHNIC PAGEANT

This pageant would focus on the ethnic roots related to the settlement of the west and the development of Winnipeg. It would be appropriate to schedule this as a component of Folklorama or in conjunction with some other major local event such as the Folk Festival. Components of this event

could include:

- craft displays
- music and dance performances
- re-enactments of immigrant experiences by such groups as the Jewish Historical Society, the Mennonites, etc.

EVENT #5 - WINTER PAGEANT

In conjunction with other winter celebrations such as Heritage Day or the Festival du Voyageur, this event could consist of a day or more of outdoor period activities such as:

- horse races on the river
- cariole races
- sleigh races
- skating

As other festivities, events and demonstrations will likely occur either through Parks Canada or other interest groups, the spatial requirements of the events dictate the need for a wide range of spaces within the site development plan. At a minimum, the following are required:

- 1) large, multi-use open area(s) for period encampments and erection of temporary shelters
- 2) a formal, open-air staging area for dramatic productions, concerts and demonstrations
- 3) Special treatment of the river edge for

observation of and participation in the water related activities

- 4) Series of smaller, informal spaces for focused period demonstration and static interpretive displays

Given the complexities and uncertainties related to the adjacent land use, the constraints of the site, the economic realities associated with the Forks development and the needs of the interpretive framework focused on programmed festivities, the site development plan for the Forks must respond to the objectives of Parks Canada and ARC in addition to maintaining sufficient flexibility both within the project itself and at the edges to encourage sensitive and compatible integration of adjacent land use options. The Forks Site Development must also possess the ability to stand alone as a completed project should adjacent development not occur in the near future.

The following sections illustrate the major components of the site development plan for the Forks, consistent with objectives, constraints and opportunities outlined previously.

6.9 SITE DEVELOPMENT PLAN

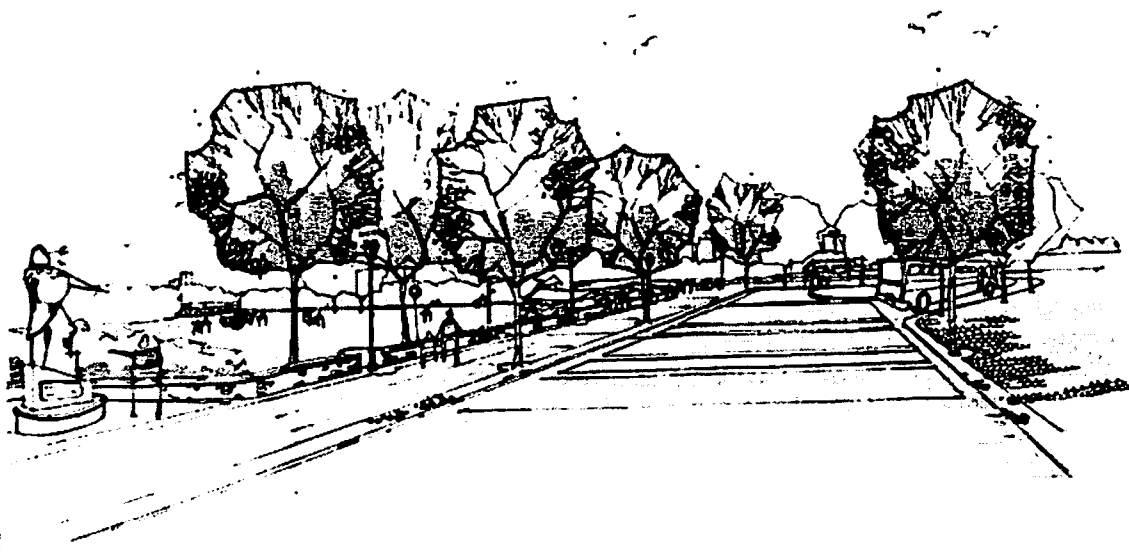
In keeping with the objectives of Parks Canada and the historical importance of the Forks as a place of national significance, the development concept for the 5.5 h. site reflects the commemoration and preservation of this most valuable resource as the first phase of the redevelopment of the CN East Yards. Given the relative unknowns related to the adjacent lands, a degree of flexibility is warranted to ensure that the opportunities associated with a broader development are not lost. The site development plan therefore is intended as a catalyst for future adjacent development through the provision of first class treatment of specific features, edges, paving, lighting etc. Extending the site treatment beyond the present boundaries will contribute significantly to the overall continuity necessary for long term success in the area.

For the purposes of orientation and explanation, the site development plan can be divided into several major areas.

- 1) Site access and parking
- 2) Visitor Orientation Node
- 3) Amphitheatre/Interpretive Overlook
- 4) Promenade/Boat Dock
- 5) North Point Commemorative Node
- 6) Roundhouse Archaeological Dig
- 7) Stephen Juba Park Linkage

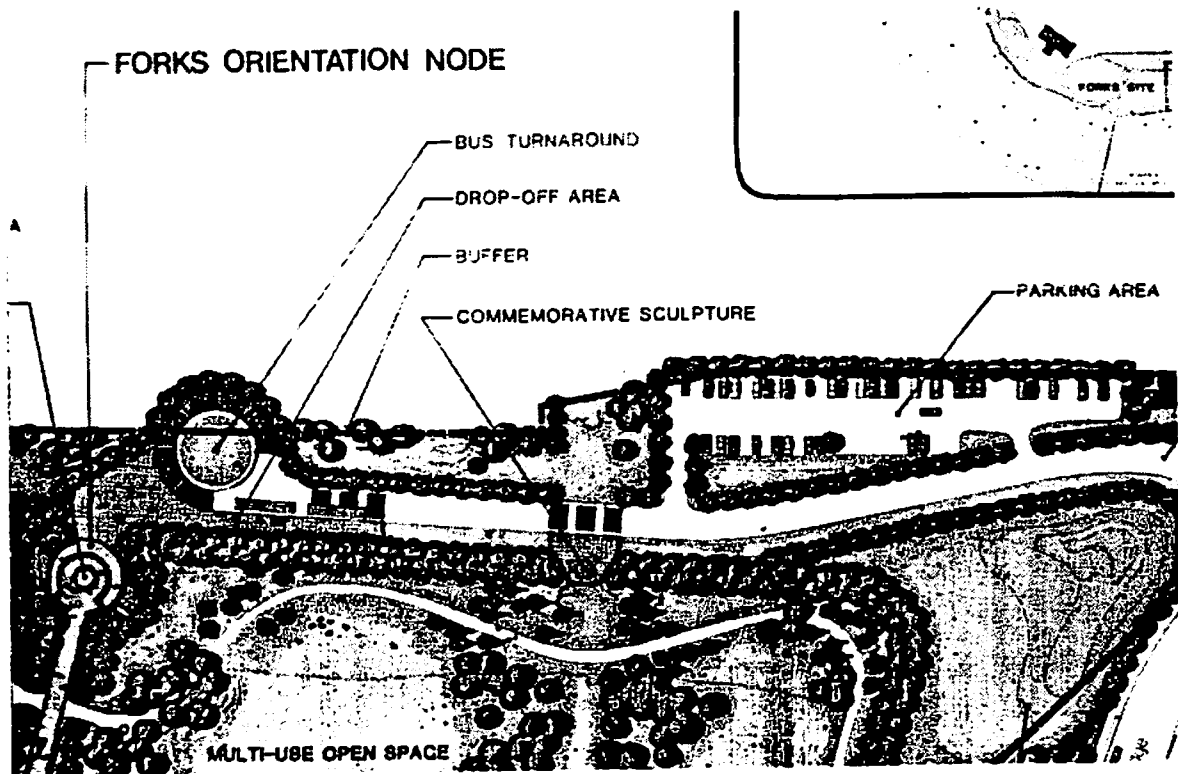
1) Site Access/Parking

Present site access is inadequate to accommodate public access into the area, necessitating the need for an improved circulation system for safe entry and exit from the site. Utilizing the existing Cass Street R.O.W., it is envisaged that in the short term, until the need for the York/St.Mary extension is confirmed, access for the Forks site will be via the extreme North East section of the C.N. East Yards. It is anticipated that at a minimum, asphalt surfacing, plantings, signage and buffer screening of the East Yards would be incorporated into this entrance feature. Sensitive site treatment is essential in that the temporary access is the "front door" for the Forks site and therefore must visually appear to be linked to the Park and convey to the public a sense of permanence.



ENTRANCE TO THE PARK

Given the extent of programmed activities and events proposed for the Forks site, vehicular parking for approximately 75 cars and a bus turnaround and standing area have been incorporated into the site development plan. Again, such facilities may prove to be temporary in nature depending on the timing and priorities for the East Yard development.



PLAN VIEW OF PARK ENTRANCE

In order to minimize disruption to the Park in the event that redevelopment occurs, the boundary of the Park has been adjusted to coincide with the west R.O.W. requirement of the potential Assiniboine Avenue extension. Although the extension of Assiniboine may not materialize in the foreseeable future, a more appropriate park boundary is warranted that provides a logical break point with future

development. The redefined park boundary, with its smooth flowing alignment, provides the opportunity for complementary extension to Main Street, containing within both the Forks National Historic Park and the proposed festive waterfront development along the Assiniboine River frontage.

In addition, little permanent development is proposed adjacent to the existing Provencher Bridge. As is illustrated on the site plan, approximately 80 m is required for the future bridge redevelopment resulting from the York/St. Mary Extension. Again, it is not prudent to expend large amounts of funds on areas that may ultimately change in the future.

As a consequence of the need for temporary access and parking coupled with the undefined land use in the core of the East Yard, the permanent park boundary in its physical form has been adjusted to accommodate potential transportation corridors that may impact the park in the future. In the event that this does not occur, a smooth and more appropriate boundary has been established which allows for a continuation of the edge treatment along the north boundary of the proposed waterfront development and on to Main Street, thereby unifying the riverbank lands and providing the necessary "Front Door" image at Main.

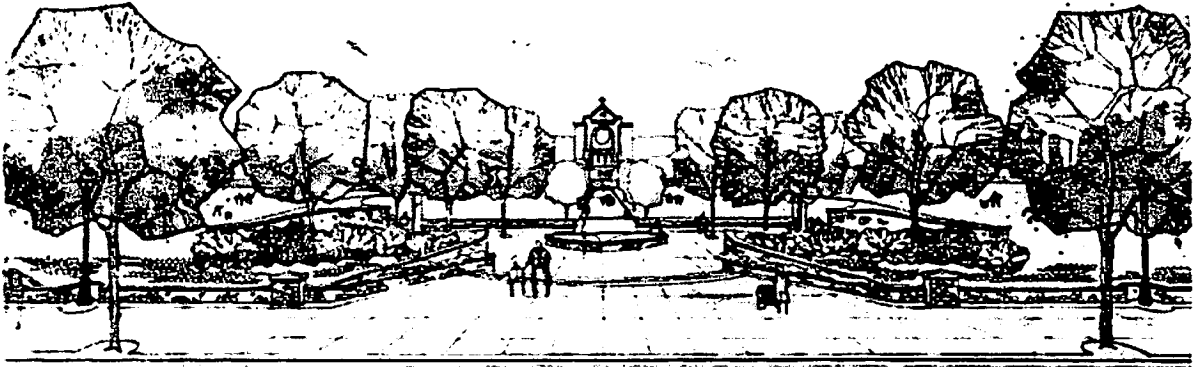
The adjusted boundary is reinforced by a 45 cm high limestone wall which not only establishes the character for the

national park but assists and controls pedestrian circulation from the parking and access areas to the orientation node, the primary entrance to the park.

2) Orientation Node

The orientation node is intended as the primary entrance to the Forks Park. Here the visitor will be exposed to the initial interpretive displays, commemorative sculpture, and visitor services personnel. The circular space provides a sense of enclosure as the visitor experiences the overview of the historical significance of the site. The commemorative sculpture, located in the centre space, is envisaged to be of bronze, symbolically expressing the major historical theme and sub-themes for the park.

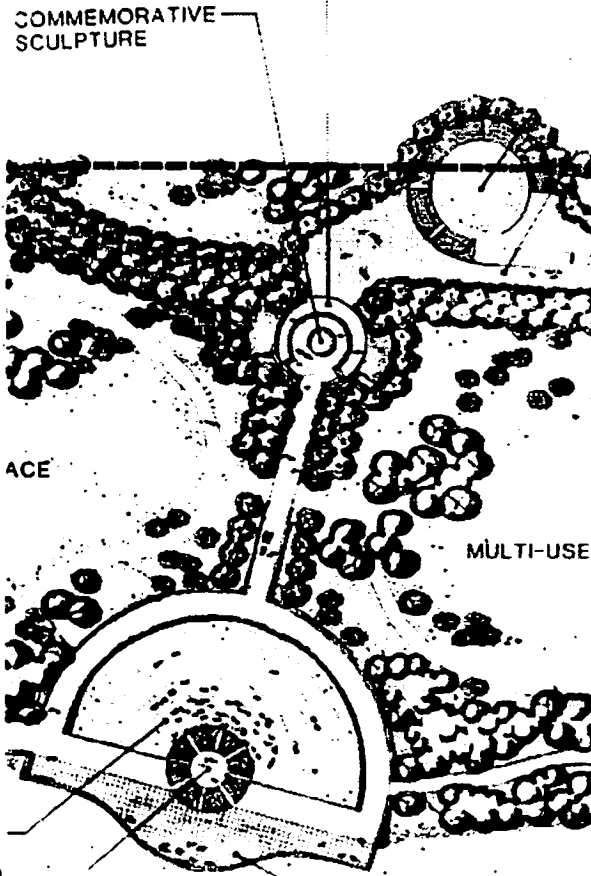
Within the confines of the orientation node will be storage facilities and the potential for public washrooms. The backdrop for the orientation node is the Red River and the St. Boniface Basilica. Selective removal of the excessive fill material will facilitate the exposure of these prominent site attributes, providing the visual continuity and linkage between the Forks Site and Old St. Boniface.



VIEW THROUGH THE ENTRY PLAZA

3) Amphitheatre/Interpretive Overlook

Proceeding east from the orientation node on direct axis with the Basilica, the visitor will descend a gently sloping walkway toward the water's edge. Here a soft amphitheatre and staging area will be provided, intended to service the multitude of staged reenactments of the numerous historical events and activities that are presently being programmed for the site. Again, the low stone walls provide a unifying element linking the various components of the site.



**PLAN OF ENTRY PLAZA
AND AMPHITHEATRE**

The interpretive overlook, adjacent to the amphitheatre, encourages the visitor to experience uninterrupted views across to the St. Boniface Dock and Basilica area in addition to the activities of the Red River. Interpretive panels will be located at this point depicting the present and past relationship between the Forks site and St. Boniface. The amphitheatre and Interpretive overlook also serve to

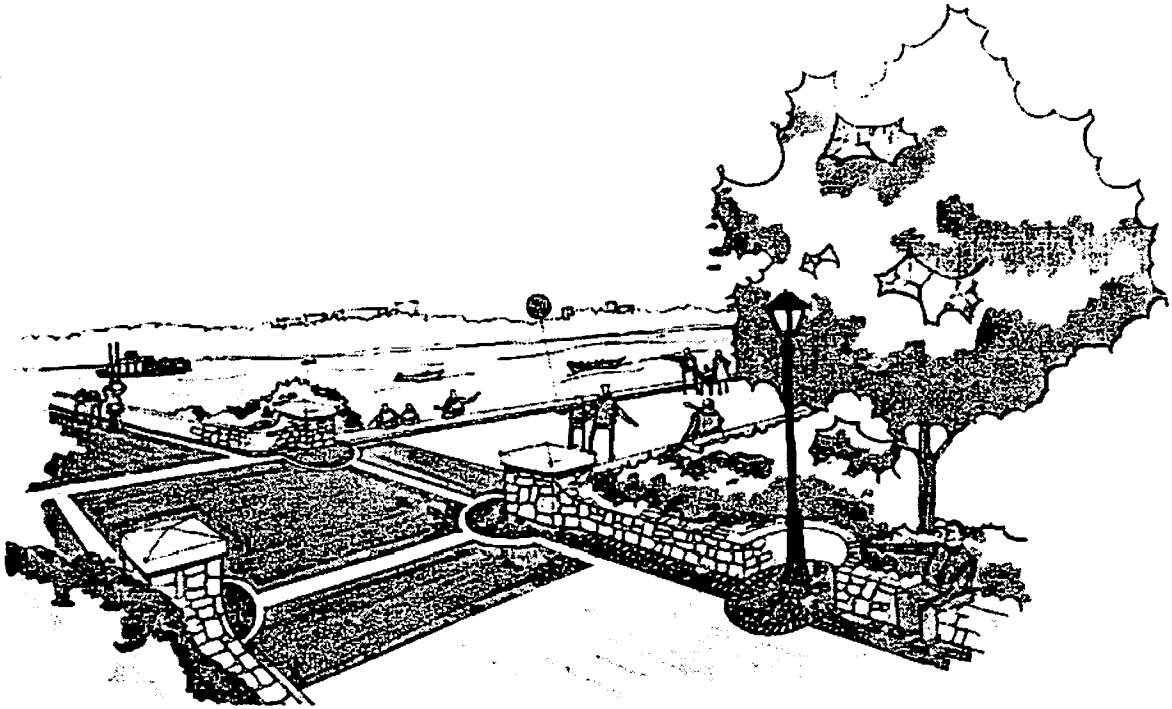
introduce the visitor to the promenade which extends along the river's edge to the south portion of the site.



VIEW OF AMPHITHEATRE AND INTERPRETIVE OVERLOOK

4) Promenade

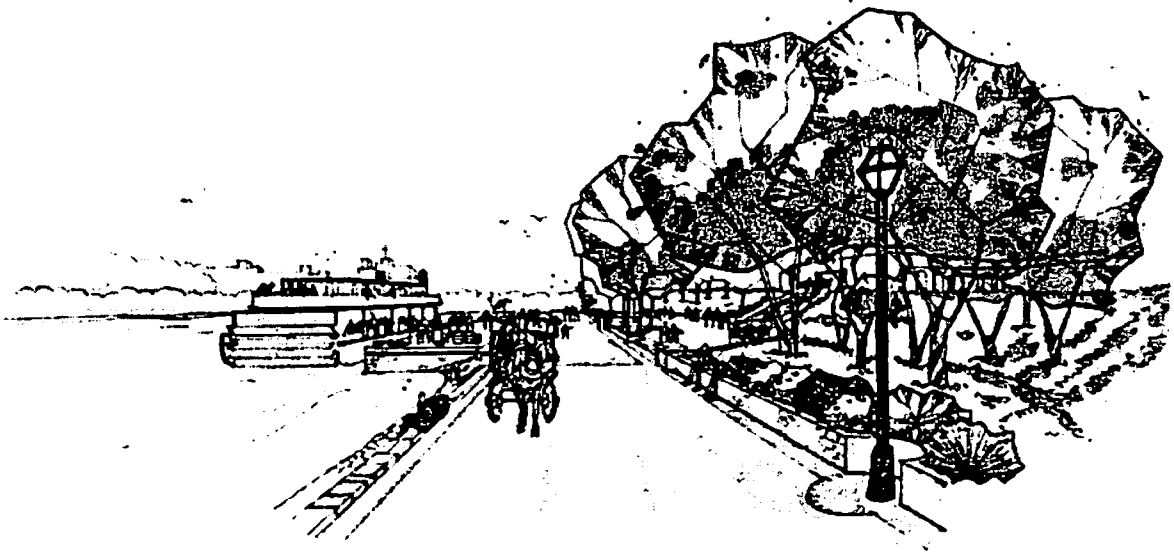
The formalized promenade, a 6 m wide walkway, is intended to bring the visitor in direct contact with the water in addition to providing ample space for viewing the pageants, York boat races and winter events associated with the river.



VIEW APPROACHING THE PROMENADE

The width of the promenade accommodates a wide range of movement from pedestrian use and bicycles to possibly horse-drawn carriages and guided tours. Its exposure to the summer suns and protection from winter winds provides a comfort area in keeping with the importance of the site and desired impact as a national historic park. The hard edge treatment of this portion of the riverbank places the site within its urban context without jeopardizing the natural

serenity of the site. An appropriate balance has been struck between the "hard" and "soft" elements of the park.

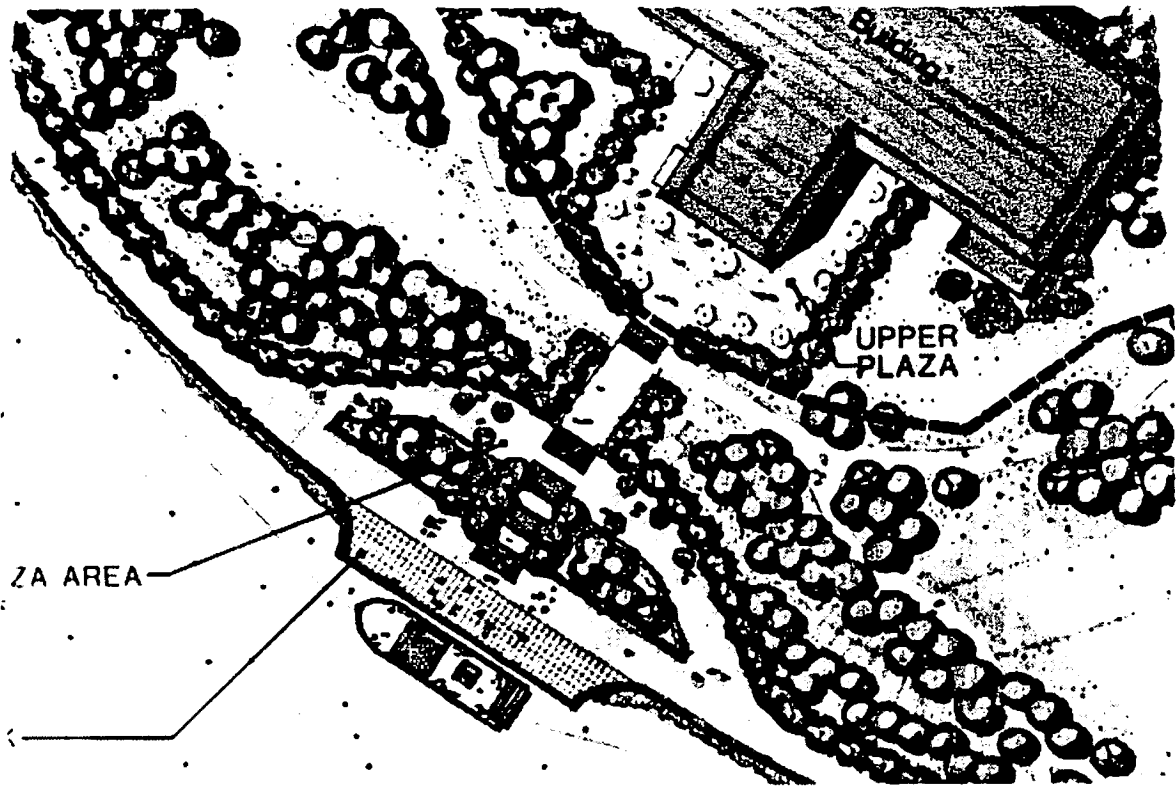


VIEW ALONG THE PROMENADE

Proceeding south along the promenade, the stone wall defines the extent of the formal pedestrian way, separating the promenade from the upper portions of the site, intended as informal, multi-use open areas for period encampments and large gatherings, picnics and festive celebrations. Along the river edge, some provision will be made for short term tie ups of private boats and canoes.

A boat docking facility is proposed along the promenade immediately adjacent to the B & B building. Although this building and surrounding environs are not within the capital development of the Forks Site, their importance and

relationship to the Park cannot be ignored. The interface with the park has been acknowledged in the site development plan and allows sufficient flexibility for determining future assessment of land use options for this structure or the space it contains.

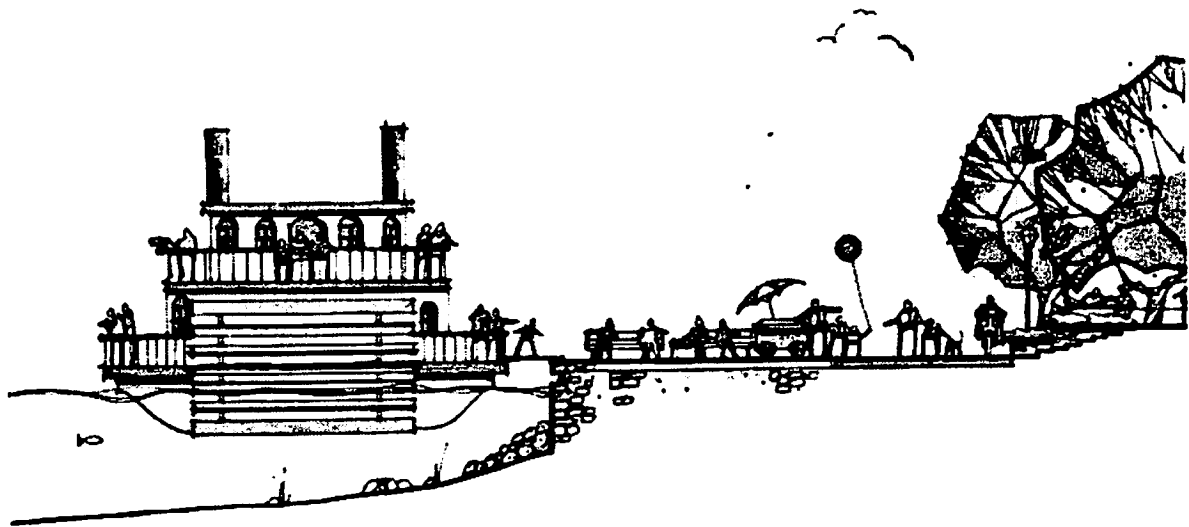


PLAN VIEW OF DOCK, UPPER PLAZA AND LOWER PLAZA

As the site narrows significantly at this location and the possibility of removing quantities of fill is limited, it is proposed that a wide staircase be provided between the promenade and the B & B building. Such a feature would unify the upper and lower terraces in a manner which respects the opportunities for enhanced activity in the vicinity of the B & B building. Handicapped access will also be incorporated in the design.



CROSS-SECTION THROUGH THE DOCK AND B&B BUILDING



CROSS-SECTION OF THE DOCK



CROSS SECTION OF THE UPPER PLAZA

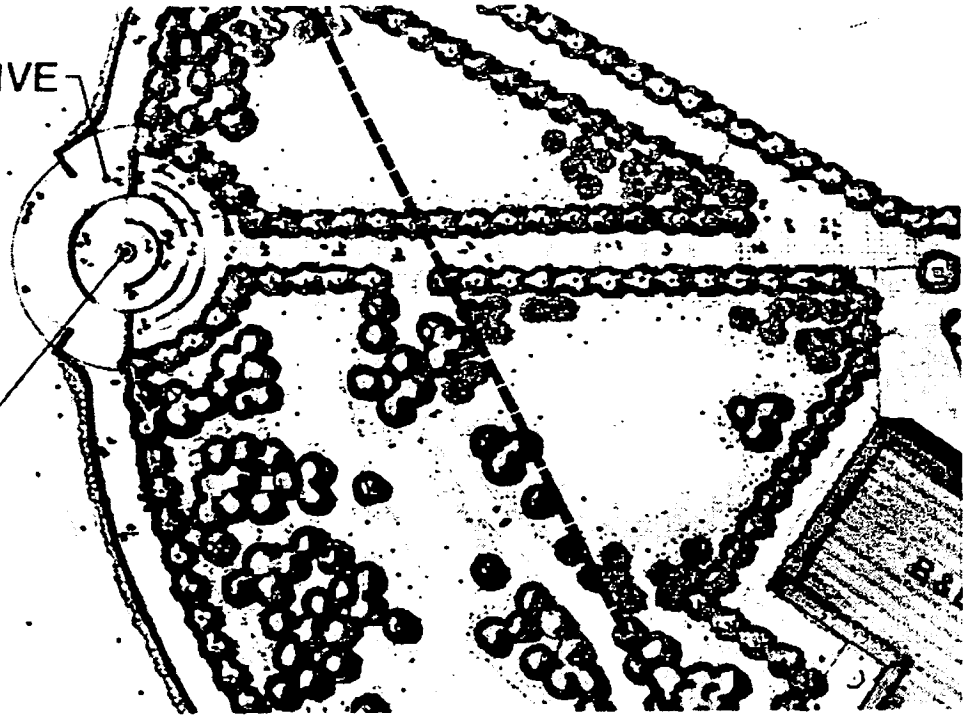
Extensive attention to the detailing of the staircase, edges, promenade etc., will guide and influence how the adjacent lands are developed. It is essential that continuity and compatibility be encouraged between the Forks site and subsequent developments. Opportunities for extending the promenade, up the Assiniboine to Main Street should be considered in subsequent development stages.

5) North Point Commemorative Node

Immediately to the south of the boat dock/staircase lies the North Point Commemorative Node, the culmination of the visitor's experience to the Forks. Located at the junction of the Red and Assiniboine, the commemorative node provides the visitor with an expanded interpretive message describing the significant events and themes that demonstrate the importance of the Forks as a place of national significance.

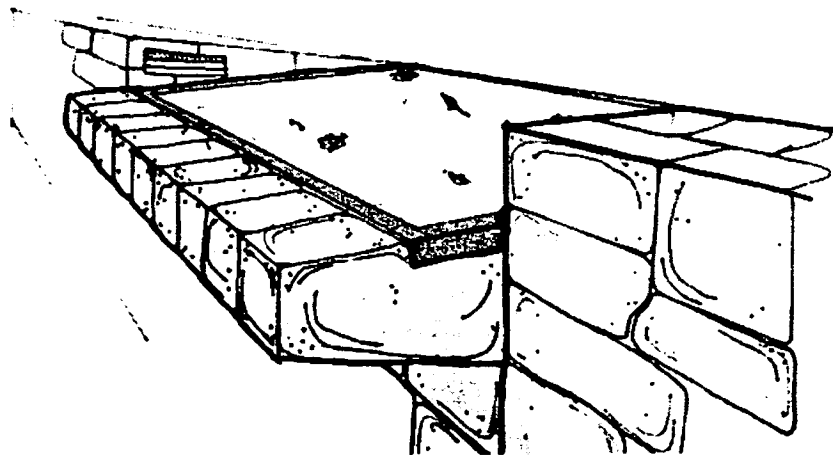
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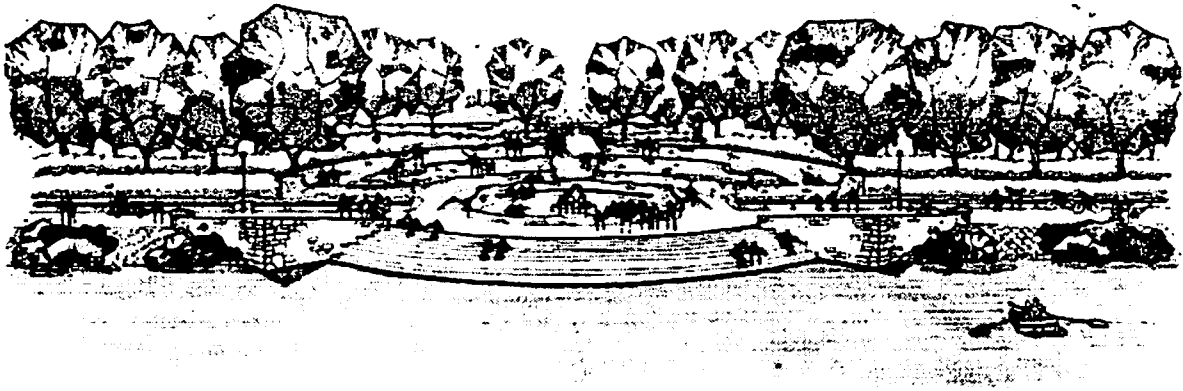
PLAN VIEW OF THE NORTH POINT COMMEMORATIVE NODE

The form for the commemorative node facilitates a symbolic unification of land and water as the two primary geographical features which influenced the historical evolution of human contact over the last 7,000 years. Interpretive media would be installed along the circular walls which are terraced into the existing embankment.



DISPLAY PANEL SET IN THE STONE WALL

As the visitor is physically moving from the lower areas up the walkway, the chronology of historical themes would be unveiled through time to the present with the final sequence dealing with the emergence of Winnipeg as a metropolis. The backdrop in this case would be the city skyline in the distance.



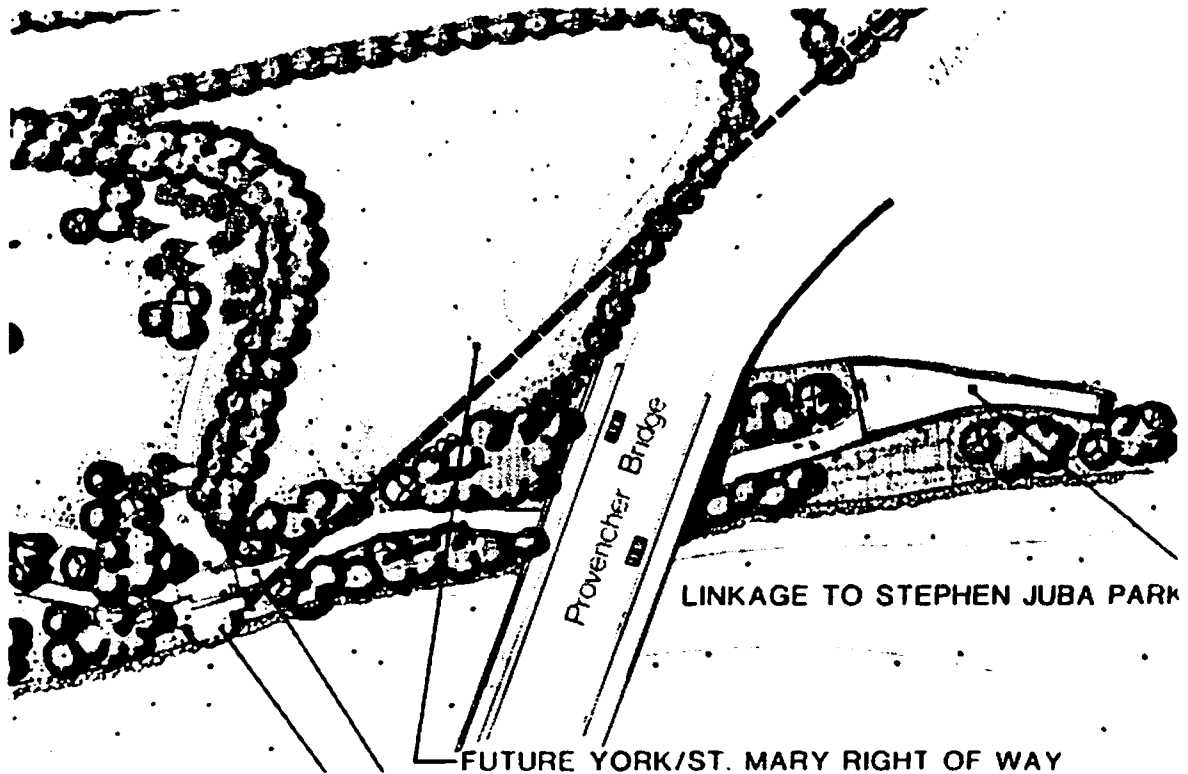
VIEW OF THE NORTH POINT COMMEMORATIVE NODE

6) Archaeological Interpretive Area

As the visitor moves up through the commemorative node and along the return path to the orientation node, the opportunity to experience an archaeological investigation is provided in the vicinity of the old roundhouse foundation immediately north of the B & B building. Beyond the archaeological dig, the visitor would complete the circuit arriving back at the orientation node, the starting point for the experience.

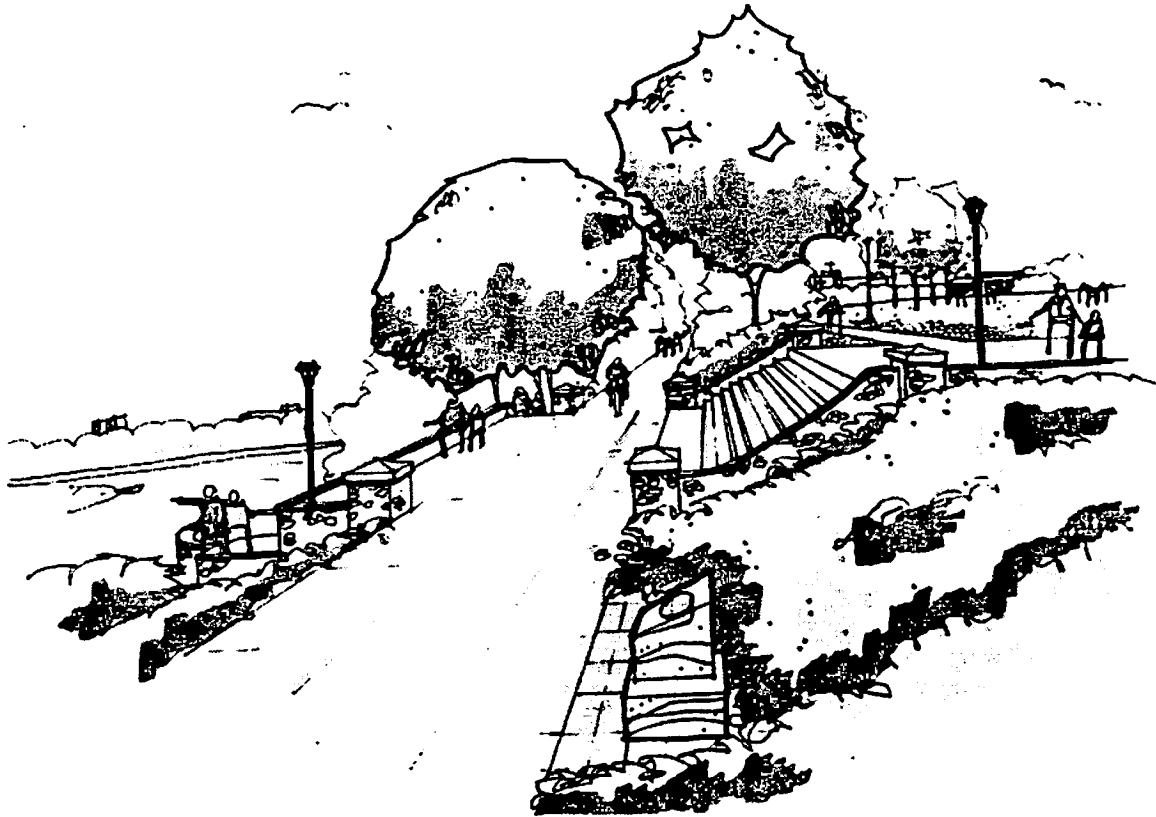
7) Stephen_Juba_Park/Forks_Connection

The Forks is intended, in part, as an extension of the City of Winnipeg lineal riverbank park system. The ARC program has recently completed Stephen Juba Park which lies immediately north of the Forks site beyond the existing Provencher Bridge. It is therefore incumbent to provide the necessary pedestrian connections at this location. Access will be provided under the bridge with a gently sloping ramp appending to the existing dyke in Stephen Juba Park.



PLAN VIEW OF LINKAGE TO JUBA PARK

Approaching the Forks from Stephen Juba Park will be quite different from that of the visitor who has arrived by car or bus. Pedestrian and bicycle movement are the primary means of transport within Stephen Juba Park and therefore the width of walkway joining the two sites will be of similar scale and proportion. The narrower walkway (3 m) will gradually widen as one approaches the amphitheatre, and thus will require less intervention with the natural vegetation which more closely resembles the treatment along the river's edge at Stephen Juba Park.



VIEW APPROACHING THE FORKS FROM JUBA PARK

Landscape_Consideration

The foregoing highlights the major components for the Forks National Historic Park. While attention has been directed to addressing the broader issues of the site development, consideration must be given at the detailed design level to ensure that first class materials, plantings, lighting etc. are incorporated to complete the image that has developed throughout the planning process.

Therefore the following cost estimates reflect a high level of finish in keeping with the importance of the Forks as a place of National Historic significance.

Capital_Development_Estimates

The cost estimate for the Forks Development is based on an upset budget of 3.5 million. The cost of providing temporary access and parking, estimated at \$500,000.00, is not included within the 3.5 million. The total cost, therefore is approximately 4.0 million. In addition, the development illustrated adjacent to the B & B building to the west of the denoted property boundary is not part of the Forks development in the short term.

A. INTERPRETIVE/COMMEMORATIVE ELEMENTS

- interpretive media	160,000
- promenade	1,187,500
- dock area	62,700
- site furniture	50,000
- commemorative node	
. walls	24,500
. paving	52,500
- lower plaza	
. paving	65,625
. furniture	30,000
- amphitheatre	
. paving	15,000
- entry plaza	
. paving	6,000
. stone walls	22,500
. ancillary rooms	40,000
- Juba Park entrance	
. paving	10,800
. walls	17,500

Sub-Total	\$1,744,625

B. ANCILLARY SITE IMPROVEMENTS

- fill removal	160,000
- bank stabilization	50,000
- pathways (asphalt)	63,000
- stone wall	375,000
- site preparation & grading (note: this is not fill removal)	100,000
- lighting	160,000
- trees	201,500
- grass (sod)	146,250
- irrigation	75,000
- site service (sewer & water)	100,000

Sub-Total	\$1,430,750

A & B TOTAL \$3,175,375

**C. PROJECT MGMT/SITE DESIGN/
MISC PROJECT ADMINISTRATION COSTS** -----317,538

ARC PROJECT COSTS \$3,492,913

D. ACCESS/PARKING -----500,000

TOTAL PROJECT COSTS \$3,992,913

Operations & Maintenance Implications

Consistent with the interpretive plan framework which concentrates on programmed events and activities for the Forks site, Parks Canada has prepared a detailed operations plan which examines a wide range of options for the implementation of site activities, concessions, security etc. As with the interpretive plan, the operations plan will be refined over time as the project is nearing completion. However, it is estimated that the annual operating and maintenance costs will be in the magnitude of \$500,000.000.

Parks Canada's maintenance responsibilities will be limited to the 10 acres being transferred from CN. Responsibility for the 4.5 acres presently administered by the Core Area Initiative will remain with the City or Province.

Appendix 1.

THE FORKS - INTERPRETIVE PLAN FRAMEWORK

Parks Canada
Prairie Region
November 1985

THE FORKS - INTERPRETIVE PLAN FRAMEWORK**1. INTRODUCTION**

At a meeting on October 21, 1985, Mr. Harper indicated that an interpretive plan, at least in framework form, should be prepared by PRO to guide subsequent site development planning efforts by the consultant, Lombard-North (ref. Memo to File, dated October 23, 1985 - file 4870-102-4-2). In carrying out this task, the approved Themes and Objectives document was reviewed to confirm theme-resource relationships and existing theme coverages. A two-phase interpretive plan framework was then developed. The first phase was based on the thematic treatments that would be appropriate if Parks Canada was to limit its focus strictly to the existing 14-acre site. This, in essence, is a "fall-back" position that could be pursued in the event that the anticipated adjacent development on the south end of the East yards does not materialize. The second phase is predicated on the assumption that adjacent development will occur and that Parks Canada's efforts accordingly should be integrated with this.

2. THEME STRUCTURE

The theme structure developed for the Forks consists of a central theme - The Red/Assiniboine Junction and the transformation of the Canadian West - with 8 sub-themes. In chronological order, these are:

A. The Junction and Pre-Contact Aboriginal Trading Systems

FIGURE 1 - THE FORKS: THEME-RESOURCE RELATIONSHIPS

THEME	RELATED SITE RESOURCES	REGIONAL/NATIONAL REPRESENTATION OF THEME THROUGH EXISTING COMMEMORATION PROGRAMS
<p><u>Top Priority Themes</u></p> <p>C.* Canadian-English fur trade rivalry and Continental Expansion: 1760-1821</p>	<p>- Archaeological remains of Forts Gibraltar I & II. No extensive resource identification has taken place</p>	<p>- Theme treated in minor way in Lower Fort Garry VRC</p> <p>- Forts Rouge, Garry and Gibraltar commemorated at ARC project at Upper Fort Garry Gate.</p> <p>- Major provincial commemoration is Ontario's Fort William</p> <p>- Same theme identified by HSPB for commemoration at Cumberland House, Fort Chipewyan, Fort Prince of Wales, York Factory.</p>
<p>E. The Hudson's Bay Company and the struggle for Provincial status: 1850-1870</p>	<p>There are no extant or non-extant physical resources representative of this theme at the proposed Parks Canada Forks site</p>	<p>- This theme is given peripheral attention at federal historic sites such as Lower Fort Garry, Riel House and St. Andrew's Rectory.</p> <p>- The theme is given minor interpretive coverage at the Museum of Man and Nature and at the independent St. Boniface Museum.</p>
<p>F. Winnipeg and the Junction: A Metropolis in the Making: 1870-1887</p>	<p>- There are no identified extant or non-extant resources representative of this theme at the proposed Parks Canada Forks Site. On adjacent property may be found relevant archaeological resources such as farm buildings, warehouses and a major H.B.C. mill.</p>	<p>- The only surviving physical resource in the area pertinent to this theme is the north gate of Upper Fort Garry which has an outdoor display covering some aspects of this theme.</p> <p>- The Museum of Man and Nature has a major urban gallery but it concentrates on the 1896-1914 period.</p> <p>- The historical development of urban centres is not well represented in the Parks Canada system in Western Canada.</p>
<p>G. The Junction and the Advent of the Railway: 1880-1923</p>	<p>The 1889 Northern Pacific and Manitoba Engine House is the major representative historic resource but it is not on Parks Canada's proposed site. The archaeological remains of the original engine house turnabout may be on Parks Canada property.</p>	<p>- Federal commemoration of the railway theme does not extend beyond plaques at Union Station and Miami, Manitoba</p> <p>- The Museum of Man and Nature interprets the railway theme but focuses on the CPR.</p> <p>- The Winnipeg-based Midwestern Rail Association operates a small railway museum at Miami.</p>

*NOTE: The theme lettering corresponds to that used in the Themes and Objectives document for the Forks.

is that the development recently proposed for the south end of the East Yards would not proceed in the foreseeable future, leaving Parks Canada as the only drawing card in the area. As indicated in the June, 1985 Preliminary Market Assessment carried out for Lombard North by Intergroup, anticipated visitation in this scenario would be minimal - 7,000 to 15,000 per year. In an effort to augment such low levels, it is important for the interpretation program to incorporate elements that will encourage interest and repeat visitation. The proscription on a VRC and the requirement for low O&M preclude hi-tech state-of-the-art media presentations. Yet something is required that will produce an image and a profile for the Forks as a landmark in Winnipeg.

The emphasis of this phase will be towards commemoration of the Forks as a place rather than detailed interpretation of sub-themes. A combination of a high profile commemorative symbol with a series of interpretive nodes specific to individual sub-themes is envisaged. This approach could be augmented with visitor elements including such things as theme-related play structures and site furniture (benches, picnic tables, water fountains) incorporating a common design motif and subtle interpretive elements.

In addition to the above features, provision must also be made for theme-related events and activities. Given the relative paucity of hard development in this phase, it is crucial that programming becomes a significant element of future

site operations. It is anticipated that a series of events/activities will be the major factor in transforming the largely vacant Forks area into a people place.

In this phase, a considerable amount of mixing and matching is possible in terms of the media and programming that could be utilized. What is presented below is suggested as a suitably varied mix and recognizes the realities facing the site - that the site will be operated with minimal, and at times no, on-site presence and that interpretive elements must be hardy and relatively unsophisticated given their exposure to the elements and the possibility (probability) of vandalism. Accordingly, the use of artifacts, models, and mini-dioramas should be limited to situations which require this approach. However, any such approaches require lighting, humidity and temperature controls as well as security. These factors and maintenance requirements must be weighed relative to the budget.

4.1.1 Site Orientation and Circulation

Site orientation and circulation are integral components of any interpretive plan. By definition, site orientation must be at the point of access - in this case, a location adjacent to the parking area associated with vehicular access from the north end of the site. Pedestrian/bicycle connections to Stephen Juba Park should also be tied to this orientation location. The elements required for

orientation include a sign identifying the area as the Forks National Historic Park, a panel illustrating the layout of the site and a pamphlet providing a thematic overview. While pamphlet distribution could be from a free-standing coin operated dispenser, it would be preferable to carry this out from a modest structure (not a VRC) incorporating an entrance kiosk/staff shelter function as well as washrooms and site maintenance storage.

Site circulation would essentially be circular, beginning at the entrance area, connecting all the interpretive/commemorative elements and returning to the entrance. It is not crucial that the interpretive nodes be visited in any particular order. While a chronological sequence is possible in the site brochure, the characteristics of the site and location of theme related resources renders this impossible on the ground.

4.1.2 Site Programming

In order to establish the Forks as a place of excitement and interest, a variety of theme-related participatory events and period demonstration activities will be programmed. The suggestions which follow are by no means all-inclusive. At this stage they are intended largely to illustrate the need for space and special facilities which must be recognized in the site development plan.

At the moment, five major events are envisaged.

Event 1 - Fur Trade Pageant

A series of activities associated with the fur trade could be scheduled over a period of several days during the summer. The event would involve Manitoba South staff and a number of special interest groups such as the Manitoba Historical Society. The possibility of developing a cyclical interchange with Old Fort William should also be explored given the HBC-Northwest Company rivalry and the fact that several activities would be of the competitive variety. Possible components of this event include:

- re-enactment of arrival of La Vérendrye party
- re-enactment of early trading ceremonies
- York Boat/Canoe activities
 - the pageantry involved with brigade arrivals
 - races
 - boat/canoe repair or construction demonstrations
- voyageur and native encampments with associated activities
 - period foods
 - entertainments - footraces, fiddling
 - black powder demonstrations
 - craft displays

Event 2 - Birth of a Province

This event would consist of a play(s) or a series of dramatic re-enactments or vignettes of events leading up to and during the 1870 Resistance (ie. - the Foss-Pelly Trial). These presentations could be scheduled, perhaps at noon and in the evenings, over a period of a few days during the summer. This

approach at open air theatre could involve drama groups such as the Manitoba Theatre Company, which previously expressed interest in such a concept at Lower Fort Garry, as well as staff from both Lower Fort Garry and Riel House. The dramatic presentations could be augmented with a number of ancillary period activities - craft displays, demonstrations and the like.

Event 3 - Children's Festival

This event would consist of a variety of activities targetted at children in the elementary school level. Perhaps structured on individual theme days - ie. - one day each for native peoples, the fur trade, the railroads, etc. - this event could be scheduled near the end of the school year when field trips are in vogue. Possible components of this event include:

- participatory period activities and food stuffs (ie. - bannock making)
- re-enactment of trading ceremonies
- black powder demonstrations
- music events
- puppet shows
- dramatic vignettes
- films
- railway club demonstrations (ie. - short rides on Prairie Dog Central, eventually streetcar rides from the Forks to Point Douglas)
- model railroaders demonstrations

Event 4 - Ethnic Pageant

This event would focus on the ethnic roots underpinning the settlement of the west and the

development of Winnipeg. It would be appropriate to schedule this as a component of Folklorama or in conjunction with some other major local event such as the Folk Festival. Components of this event could include:

- craft displays
- music and dance performances
- re-enactments of immigrant experiences by such groups as the Jewish Historical Society, the Mennonites, etc.

Event 5 - Winter Festival

Tied to some other winter celebration such as Heritage Day and/or the Festival du Voyageur, this event could consist of a day or more of outdoor period activities such as:

- horse races on the river
- cariole races
- sleigh rides
- skating

The events described above would require some specific site design treatments. First, a large multi-use open area would be needed for the holding of many of the period activities, the installation of period encampments and the erection of temporary shelter (canvas marquees as headquarters for the children's festival, for instance). Second, a formal open air stage and seating area, perhaps with temporary canvas roofing over the stage, is required for the drama productions. Third, the river-based events will require some hard-edged treatment of the riverbank. Finally, one or two smaller areas could

be identified for focussed period demonstrations. As a suggestion, these could be semi-circular, bermed "doughnuts", perhaps located in conjunction with one or two of the theme nodes discussed below.

4.1.3 Specific Theme Treatments

4.1.3.1 Central Theme - The Red-Assiniboine Junction and the Transformation of the Canadian West

The central Forks theme deserves major, high-profile commemorative treatment at the Forks itself. This would become a recognized landmark in the city and would serve as the major focus in attracting people to the site. The suggested treatment is a bronze sculpture, either free-standing or bas-relief, with associated fountain(s) and stonework and perhaps incorporating sculpted elements related to the individual sub-themes.

4.1.3.2 Sub-Themes

The requirement to treat all the themes on site to an extent lessens the priority breakdown suggested in the Themes and Objectives document. Nevertheless, for the sake of consistency, the sub-themes will be discussed in the currently reorganized order of priority.

1st Priority ThemesTheme C - Canadian-English Fur Trade Rivalry and Continental Expansion

Since this is one of the few themes represented by actual on-site resources, it is appropriate that this theme treatment be in close proximity to the sites of Forts Gibraltar I and II. Given the interpretation of this theme elsewhere (see Figure 1), it is felt that on site interpretation could be limited to a few lines to provide a background context for a more detailed explanation of the forts themselves. This would be a static display incorporating ground signage focussed on the forts with a mounted display panel to illustrate the geographic context of the theme (map of North America showing respective areas of control, main trade routes etc.).

This node could be augmented with an adventure playground based on a "fort" theme - use of vertical logs and different play levels to illustrate palisades, bastions, etc.

As well, the node could benefit from some "programming" in the form of an ongoing archaeological dig. This would be a relatively short term site feature but would assist in attracting people to the site in the initial years of operation.

Theme E - The Hudson's Bay Company and the Struggle for Provincial Status: 1850-1870

Although not represented by any on-site resources,

the nature of this theme lends itself to a commemorative treatment at a location near the river with a view across to St. Boniface. A ground panel with a few lines explaining the birth of the province with a bronze sculpture would be appropriate.

Theme F - Winnipeg and the Junction: A Metropolis in the Making: 1870-1887

The nature of this theme lends itself to being treated at a location with a view towards the centre of the city. One or two display panels could contain a chronology of events, a sequence of maps and some period photographs. It might also be possible to incorporate a see-through three-dimensional display showing a sequence of skyline profiles circa 1850, 1887, 1900, 1953 etc. superimposed on the existing skyline.

Theme G - The Junction and the Advent of the Railway: 1888-1923

The treatment of this theme should be located on the north side of the B and B building in order to incorporate the exposed remains of the original roundhouse as well as viewing planes to the adjacent East Yards railway resources and activities. Interpretive panels, illustrated with historic photos, could briefly describe the evolution of railway development. A playground with a railway theme could also be incorporated in this node.

2nd Priority ThemesTheme A - The Junction and Pre-contact Aboriginal Trading System

With no known on-site resources and with the interpretation provided at the ARC Lockport VRC and at the Museum of Man and Nature, it is suggested that interpretation of this theme be limited to references related to the theme's role in the chronological evolution of the Forks. This would be accommodated in the site brochure and perhaps as a sculptural component of the Forks commemoration feature.

Theme B - Indian-Euro-Canadian Contact: The French Period 1734-1760

With no known on-site resources associated with this theme but with the site of Ft. Rouge suspected on the south point, it would be appropriate to mount a simple interpretive panel or ground sign on the bank of the Assiniboine looking across to the south point area. An alternative would be to relocate the HSMB plaque commemorating La Vérendrye, currently located in Bonnycastle Park.

Theme D - The H.B.C. and the Northwest: The Junction Emerges as a Settlement Centre: 1821-1850

The interpretation of this theme is already comprehensively covered at Lower Fort Garry and at other regional sites. Since this theme is related to Upper Fort Garry I, suspected of being superimposed on the site of Fort Gibraltar II, it is appropriate

to integrate the treatment of this theme as an adjunct to the treatment proposed for Forts Gibraltar I and II (Theme C).

Theme H - The Junction and the Immigrant Experience

Given the lack of on site resource representation and the interpretation already available at the Museum of Man and Nature, it is appropriate to treat this theme as an adjunct to the treatment proposed for the railway theme (Theme G).

4.1.3.3 Phase I - Summary of Specific Theme Treatments

The interpretive/commemorative treatments are summarized below and are illustrated generally on Figure 2.

<u>Location</u>	<u>Theme</u>	<u>Treatment</u>
1. Entrance	Site Orientation	- orientation site map - pamphlet providing theme overview
2. The Forks	Central Theme	- major sculptural element
3. Node north of B & B -Fort Gibraltar I	Theme C-Canadian-English Fur Trade Rivalry & Continental Expansion	- ground signage - display panel - adventure playground - archaeological dig

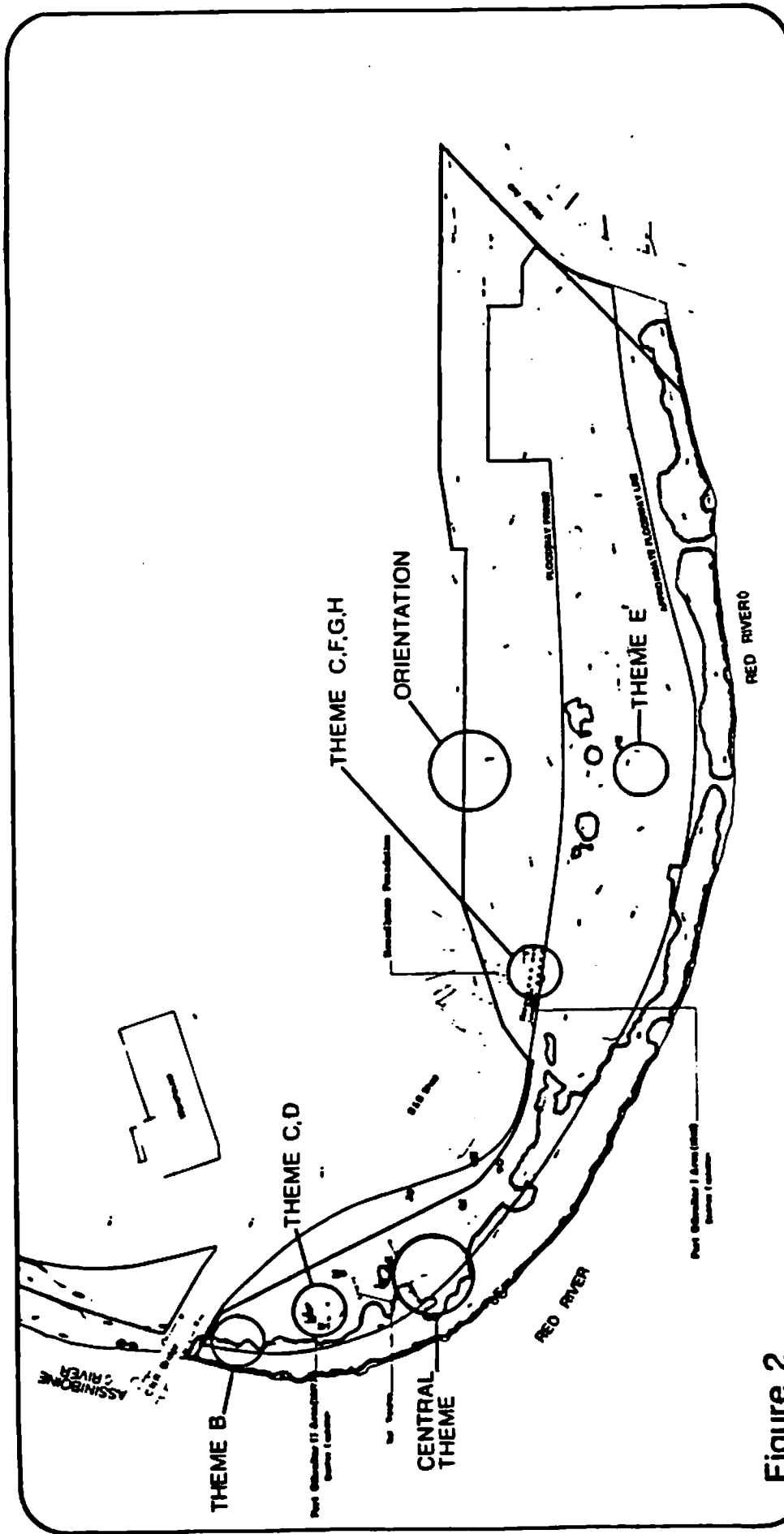
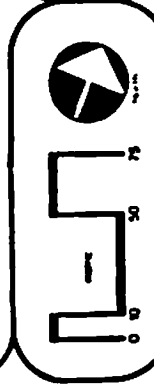


Figure 2

THE FORKS

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INTERPRETIVE PLAN FRAMEWORK PHASE ONE



<u>Location</u>	<u>Theme</u>	<u>Treatment</u>
View to city centre	Theme F-Winnipeg and the Junction-A Metropolis in the Making: 1870-1887	- display panels - skyline profile display
round-house remains	Theme G - The Junction and the Advent of the Railway: 1884-1923	- interpretive panels - adventure playground
"	Theme H - The Junction and the Immigrant Experience	- interpretive panel
4. Viewpoint to St. Boniface	Theme E - The Hudson's Bay Company and the Struggle for Provincial Status: 1850-1880	- ground panel - sculpture
5. Ft. Gibraltar II	Theme C-Canadian-English Fur Trade Rivalry and Continental Expansion	- ground signage - display panel

<u>Location</u>	<u>Theme</u>	<u>Treatment</u>
"	Theme D - The HBC and the Northwest: The Junction Emerges as a Settlement Centre: 1821-1850	- ground signage - display panel
6. Viewpoint to South Point	Theme B-Indian-EuroCanadian Contact: The French Period: 1734-1760	- ground signage or HSBM plaque to La Vérendrye

4.1.4 Phase I - Opportunities and Constraints

The opportunities afforded by this approach are:

- completion of the Forks project in accordance with Red River ARC agreement (within budget and time constraints)
- coverage of themes identified in Themes and Objectives
- would contribute a commemorative landmark to the city's attractions
- would contribute to city's riverbank park system
- relatively little O&M requirement
- the programming of events would help to establish the Forks as a "people place".

The constraints are:

- The overall impact as an attraction in its own right would be relatively low. In this regard, the intent in the Themes and Objectives of developing a "major" park would be only partially met.
- Would not meet the perception of the public, the city and the province of what this project should be in the context of the overall Red River ARC program (ie. - no major VRC facility).
- Programming archaeological activity as an attraction could be perceived as a threat to remaining resources.

4.2 PHASE II

This alternative is based on the assumption that the development proposed for the south end of the East Yards will proceed and that this development will contain a major visitor orientation facility. Parks Canada would have space in this facility for comprehensive theme treatments through the use of displays and audio-visual means. As well, such an arrangement would permit comprehensive orientation to other related Parks Canada parks and sites and to other Red River ARC program components.

With the mix of development components providing a "critical mass" of attractions in the area

engendering high levels of visitation, the need for Parks Canada to provide a more comprehensive interpretive program than that suggested in Phase I is warranted. The development approach for the existing 14-acre Parks Canada site will still emphasize the commemoration of the Forks as a place of national historic significance. It should be noted that Parks Canada's responsibilities entailed with this approach would extend beyond the time and budget parameters of the current ARC project.

4.2.1 Site Access and Circulation

Access to the site would be gained through the East Yards visitor orientation centre. According to the current development concept, this facility is to be located between the Johnson Terminal building and the B & B building. Parks Canada's orientation function in this facility would provide comprehensive coverage to the Forks and the Forks themes, to other parks and sites in the west and north with an emphasis on those thematically related to the Forks, and to other components of the Red River ARC program.

It is recognized that no time frames have yet been established for the conceptual development in the East Yards and that it could, and likely will be, a number of years before the visitor orientation centre becomes a reality. With this in mind, management may wish to consider as an interim orientation measure, a temporary facility performing similar functions to the entrance kiosk suggested in Phase I.

As with Phase I, site circulation would be in some form of circular pattern. This would accommodate start/stop points at either the proposed East Yards orientation centre or at a temporary entrance facility.

4.2.2 Site Programming

The programmed events identified in Phase I would be retained. The addition of the orientation centre in Phase II would add a great degree of flexibility by providing alternative accommodation for outside events in the case of inclement weather, by enabling a wider range of programming throughout the year and by allowing a greater level of sophistication in drama productions.

4.2.3 Theme Treatments

4.2.3.1 Central Theme - The Red Assiniboine Junction and the Transformation of the Canadian West

If anything, the competing attractions in the East Yards area will increase the need for a high-profile commemorative treatment of the central theme at the Forks. More than anything else, the development of a landmark at this location will create a Parks Canada identity in the area.

The central theme should also set the tone for the interpretation program in the East Yards orientation centre. In the main, this is envisaged as a major A/V presentation providing a thematic overview of the

Forks' historic significance. This would be augmented by a series of ancillary A/V presentations devoted to individual priority themes. As well, a display could be developed with artifacts illustrative of the various sub-themes.

4.2.3.2 Sub-Themes

1st Priority Themes

Theme C - Canadian-English Fur Trade Rivalry and Continental Expansion: 1760-1821

Given this theme's fundamental role in opening up the west and its thematic relationship to several other sites, it deserves a major audio-visual treatment in the East Yards orientation centre.

Theme E - The Hudson's Bay Company and the Struggle for Provincial Status

Given the theme's significance and the intense local interest in the story of the early Métis resistance, this theme lends itself to a major audio-visual presentation in the East Yards orientation centre.

Theme F - Winnipeg and the Junction - A Metropolis in the Making: 1870-1887

The story of the establishment and development of the city would be of great interest, particularly on the part of local residents, and is worthy of a separate audio-visual presentation. This could be augmented by a separate display incorporating a model, or a

series of models, illustrating the evolution of the metropolis.

**Theme G - The Junction and the Advent of the Railway:
1888-1923**

The current concept for the development of the East Yards identifies the B and B building as an appropriate facility for a railway museum. This idea, which is yet to be developed, would likely proceed with the involvement of special interest groups, such as the Midwest Rail Association. The building has the potential for housing active maintenance functions and standing displays of period rolling stock such as the Prairie Dog Central. Ample space is available for displays of other railway artifactual material, models and associated interpretive panels. Parks Canada's involvement would rest with the latter.

2nd Priority Themes

Theme A - The Junction and the Pre-contact Aboriginal Trading System

Again, given this theme's treatment at the ARC Lockport visitor reception centre and the Museum of Man and Nature, no concentrated interpretation of this theme is proposed. The theme would be referenced in the audio-visual and display presentations of the Central Theme in the orientation centre.

**Theme B - Indian-EuroCanadian Contact: The French
Period: 1734-1760**

Since the current concept for East Yards development incorporates the south point area, it is proposed to concentrate the treatment of this theme at that location. Earlier research has indicated the presence of native historic resources as well as the possibility of the remains of the original Fort Rouge on the south side of the mouth of the Assiniboine. In addition to relocating the La Vérendrye plaque as suggested in Phase I, the on-site treatment could consist of an interpretive display panel augmented, at least initially, by archaeological investigations.

**Theme D - The H.B.C. and the Northwest: The Junction
Emerges as a Settlement Centre: 1821-1850**

Given the comprehensive treatment of this theme at Lower Fort Garry and elsewhere, the treatment at the Forks will be limited to a reference in the ground signage at Fort Gibraltar II to the effect that the site was also the location of Fort Garry I.

Theme H - The Junction and the Immigrant Experience

As with the approach in Phase I, it is appropriate to incorporate the treatment of this theme as an adjunct to the railway theme (Theme G).

4.2.3.3 Phase II - Summary of Specific Theme Treatments

The interpretive/commemorative components of Phase II are summarized below and are illustrated generally on Figure 3.

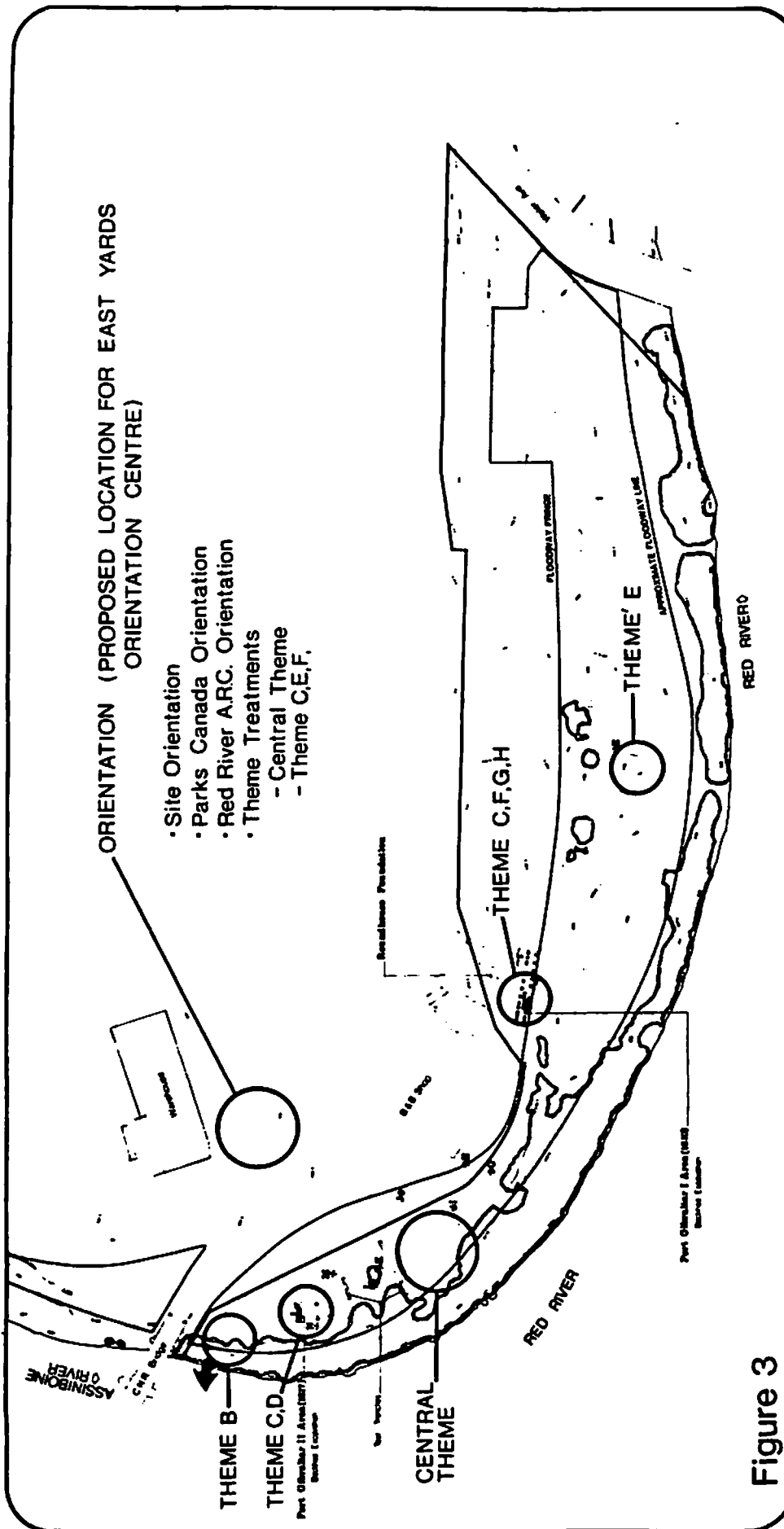
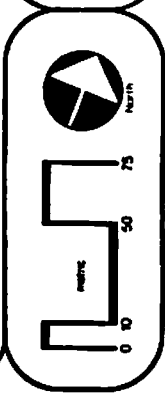


Figure 3

THE FORKS
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**INTERPRETIVE PLAN
 FRAMEWORK
 PHASE TWO**



<u>Location</u>	<u>Theme</u>	<u>Treatment</u>
1. Entrance	Site Orientation	- orientation site map
a) interim entrance kiosk		- pamphlet providing theme overview
b) East Yards Orientation Centre	- Site orientation - Orientation to Parks Canada System (emphasis on thematically related sites) Central Theme - Orientation to Red River ARC Components	- as above - maps - brochures - occasional A/V presentations of Parks Canada's program, parks and sites - major A/V presentation - sequence of displays
	Theme C-Canadian-English Fur Trade	- major A/V presentation
	Theme E - The Hudson's Bay Company and the Struggle for Provincial Status	- major A/V presentation
	Theme F - Winnipeg and the Junction: A Metropolis in the Making: 1870-1887	- A/V presentation - model display

<u>Location</u>	<u>Theme</u>	<u>Treatment</u>
2. The Forks	-Central Theme	- major sculptural element
3. Forts Gibraltar I & II	-Theme C-Canadian- English-Fur Trade Rivalry and Con- tinental Expansion: 1760-1821 -Theme D - The HBC & the Northwest: The Junction Emerges as a Settlement Centre: 1821-1850	- ground sign - display panel - adventure playground - ground sign (Ft. Gibraltar I - Ft. Garry I) - display panel
4. Viewpoint to St. Boniface	-Theme E - The Hudson's Bay Company and the Provincial Status: 1850-1870	- ground panel - sculpture
5. South Point	Theme B-Indian- EuroCanadian Contact: The French Period: 1734-1760	- relocate HSMB plaque - display panel - archaeological activity

4.2.4 Phase II - Opportunities and Constraints

The opportunities afforded by Phase II are as follows:

- complementary and fully integrated with proposed adjacent development

- full compliance with Themes and Objectives document
- the final development would fully meet the original intent for the area as conceptualized in the ARC Master Development Plan

The constraints are:

- the integration of the Parks Canada project with adjacent development will not occur within the current extended time frame for the Red River ARC agreement
- the initial impact of the limited on-site development in Phase I as a visitor attraction could be relatively minor. It is possible that this could negatively influence the public's perception in the future of the site as a place to visit.
- if the idea of an interim entrance kiosk is pursued, some duplication of effort and resource expenditure will occur. This could be minimized if the kiosk could be recycled in some capacity (maintenance storage?) after the East Yards orientation facility becomes operational
- the full Parks Canada program will not be accommodated within the existing ARC project budget. All of the integrative elements falling beyond the March, 1988 ARC deadline would require funding out of Parks Canada program resources. This includes the involvement in the orientation centre, in the B & B building and on the South Point lands.

5. CONCLUSION

Phase I is characterized by low key on-site theme treatments combined with the programming of several high profile events to establish the Forks as a people place. Phase I will be accomplished within the time and dollar parameters of the Red River ARC agreement.

Phase II encompasses Parks Canada's direct participation in the development and operation of the visitor orientation facility which has been proposed as a component of the larger East Yards development. This phase will be post-ARC and is predicated on Parks Canada committing internal resources.