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URBAN LEGENDS

NANABOZHO AND THE FIERY EAGLE

Although there are no known records that indicate the city was founded on any particular *rites or ritual*, that is not to say that the Paleo-Indians (*Anishinabeg*, or *first man*) hadn't been influenced by their gods to once live off the lands now called Thunder Bay. There are legends that exist that may indicate that there were in fact some mystical influences in the early founding of the city, or at least to indicate that the land was not happened upon by complete chance.

The one legend that exists (in varying forms) is that of *Nanabozho*, the Sleeping Giant. Legend has it that there was a legendary Indian named Nanabozho who was credited with bringing fire to his people at a time when fire was believed to have been evil and was being kept from others by the guard of a magician. At a later age, Nanabozho was led to an area of land by his great spirit, *Gitche Manitou* (the spirit of the deep sea water), and upon arrival with his tribe they were confronted by *Animikie* (Thunderbird). Animikie was upset at the intrusion of his land and brought thunderous lightning and storm to the bay off the land where they had settled. While the tribe was frightened, Nanabizho befriended the Thunderbird and the two kept watch over the bay and the people, bringing deathening storm to the waters upon the sign of any threat.

It was soon after that Nanabozho discovered a shiny vein, *Shuniah* (silver) within the land. The Great Spirit warned Nanabozho to keep it secret and to protect his people. Nanabizho kept it secret until one day when outsiders tricked some tribesmen into leading them to the silver, Nanbizho was angered. A fierce storm developed that sank the canoe carrying the intruders, killing them. Gitche Monitou was angered that this had happened, and as punishment to Nanbizho he was turned to stone. Nanabizho (Nanna Bijou as it is known locally) lay across the bay as to keep watch over his people until the day that Gitche Monitou feels that his return is needed for his people and the land.

Although these legends may not suggest any certain evidence of the founding of place, they certainly allow us to consider a deeper and somewhat of a *spiritual* meaning to the presence of place. That we happen upon a place by mere chance, or that we are drawn to it by some mystical power, our choice to remain there only proves that it holds some special meaning to us that others will come to discover and appreciate.

FENG SHUI

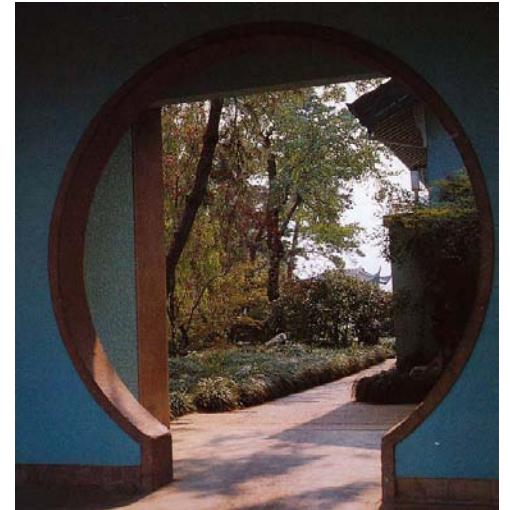
Feng Shui is an eastern cultural concept called, which originated as an environmental science. The principles of Feng Shui consist of the following: the philosophy of **Tao** or 'the way' - which involves the way that we order our lives to live in harmony with ourselves, the principles of **Yin and Yang** – representing the positive and negative forces that act together in order to create energy and the concept of **Chi** - the life force of all animate things, the quality of the sun, the moon and the weather systems and the driving force in human beings. The purpose of Feng Shui is to create environments in which the chi flows smoothly to achieve physical and mental health.

There are five elements of energy that exist in Feng Shui which arise from the interplay of yin and yang and represent the manifestations of chi. There should be a balance of the five elements in order to achieve chi. The five elements of energy are *Wood, Fire, Earth, Metal* and *Water*. Each of these elements have their related characteristics:

- Wood: symbolizes spring, growth, nurturing; people who are public-spirited and energetic, artistic yet impatient and angry.
- Fire: symbolizes summer, fire and heat, honor; people who are leaders and crave action, innovative yet impatient and exploit others.
- Earth: symbolizes the nurturing environment, wisdom; people who are supportive and loyal, dependable and patient yet obsessive and picky.
- Metal: symbolizes autumn and strength, justice; people are dogmatic and resolute, strong and intuitive yet inflexible and serious.
- Water: symbolizes winter and water, nurturing; people who communicate well, artistic and sociable yet sensitive and intrusive.

Feng Shui, the “*art of placement*”, prescribes certain rules for the proper design of all man-made objects. Feng Shui involves the “*interpretation of the natural world and the study of the movement of heavenly bodies in order to determine the passage of time.*”¹ There are three approaches to the art of Feng Shui;

- Environmental: determined by the forms of the land.
- Compass; determined by the energy of the cosmos.
- Intuitive; determined by the shape of the mountains and the watercourses.



PATTERN LANGUAGE

Another approach that has been explored in the western world of architecture is the theory of design for buildings and towns proposed by Christopher Alexander in his books *A Timeless Way of Building* and *A Pattern Language* - which, unlike Feng Shui, was developed through scientific methods using empirical research into patterns of collective experience. Alexander believes that the living structure, or order, in our buildings and towns depend on features that make a close connection with the human self and that the quality of the building is defined in its capacity to affect human growth and human well-being. He believes this to be the way that all the great buildings and towns of the past were built.

“It is shown that the towns and buildings will not be able to become alive, unless they are made by all the people in society, and unless these people share a common pattern language, within which to make these buildings, and unless this common pattern language is alive itself.”²

In his book *A Pattern Language*, Alexander develops 253 patterns that would create a philosophically based global context. The patterns describe a problem which occurs repeatedly in our environments, and then describes the core of the solution to that problem, in such a way that the solution can be used over differently every time. The patterns are broken down into three categories; *Towns, Buildings and Construction*.

- TOWNS: describes 94 large-scale patterns which structure the environment and from which a variety of individual acts help to create a larger global pattern. This category is based on the following criteria.
 - The region is made up of a hierarchy of social and political groups.
 - Each group makes its own decisions about the environment.
 - Each group takes responsibility for those patterns relevant to its own internal structure.
 - Each neighborhood, community or city is freed to find various ways of persuading its constituent groups and individuals to implement these patterns gradually.
 - Implementation should be loose and voluntary, based on social responsibility, and not on legislation or coercion.
 - Once a community has adopted patterns, groups wishing to build should follow these patterns.
 - Individual acts of building can work toward larger communal patterns before neighborhoods or communities are formed.

- BUILDINGS; describes patterns that can be designed or built to give shape to three dimensional individual and groups of buildings and the spaces between them. These are based on the following sequence of design.
 - Take the patterns in the order of sequence and let the form grow from the fusion of these patterns, the site and your own instincts.
 - It is essential to work on the site, inside the room and with the people, let the site tell you its secrets.
 - The form will grow gradually, becoming more complicated, more refined and more finished.
 - Take one pattern at a time.
 - Imagine how each pattern can be implemented on the particular site.
 - Complete each pattern before moving on to the next.
 - The sequence of the language will minimize the number of changes that need to be made as decisions are made.
 - Keep the design as fluid as possible while you go from one pattern to another.
 - While imagining how to establish a pattern, consider the other related patterns.

- STRUCTURE; describes how to make a buildable building from a rough scheme of spaces. These patterns present a physical attitude toward construction, presenting the principles of structure and material. These patterns lead to buildings that are unique and tailored to their sites.

E. RELPH – THE COMPONENTS OF PLACE

The last model worth noting is from a book written by geographer E. Relph entitled *Place and Placelessness*, in which Relph looks at the phenomena of the lived-world of immediate experience. In the first chapter, Relph notes the presence of ambiguity in the sciences concerning human thought in quoting the National Academy of Science in 1965, stating that “*not much is yet known of **sense of place** as its secrets are locked in our inadequate knowledge of nervous systems.*” This inadequacy of knowledge is what has been brought to the forefront in the first part of this thesis, in the hope of providing insight into the complex philosophical aspects of place that are often misunderstood when referring to place in architectural theory. Relph’s theory is written in a clear and easily understood fashion, focusing on place as a phenomenological basis for geography. In his book he begins by making reference to six major components of place that were defined by another geographer named *Lukerman* in 1964, which are used to evaluate the ability for a man-made environment to be experienced as a meaningful place.

- LOCATION; as it relates to other things and places.
- INTEGRATION; of the elements of nature and culture, distinguishing one place from the next.
- INTERCONNECTIDNOUS; concerning spatial interactions.
- LOCALIZATION; recognized as being part of a larger whole.
- BECOMING; ability to change with cultural or historical change.
- MEANING; characterized by the beliefs of man, giving meaning to a place.

The landscape is an “*extension of one self*”³, how we build upon it is an interpretation of our understanding of the world we live in. The understanding we have of our world develops from a basic relationship between man and nature. Nature has, as its name implies, natural qualities of place as well as its own physical structure. Through the addition of man-made place, we gather the meaning that exists within nature and interpret it for others through the act of building. The success by which a building develops an existential meaning is gauged by way of how well it addresses the human experience of place and in achieving a phenomenological understanding of the basic elements of architecture, structure and materials.

LOCAL HISTORY

A CITY DIVIDED

*"You have the railway on one side, and the water on the other, and with these two you must be a great city. You must be a wealthy city, and I am quite sure the enterprise of those men who have made this their home will be sufficient to make this town what God and nature has designed it to be."*⁴

This speech by Sir John A. MacDonald in 1886 is ironic in a sense that it not only captured the spirit of the progress which had been made in the two towns, it also exposes the mindset of the *enterprise of commerce* that has led to the dis-association and the inaccessibility between the City and its waterfront. The very heart of this speech, the existence of the *railway* and the *water*, has become one of the leading obstacles that must be observed, the other is a result of the two, that being *industry*.

Thunder Bay; or the *Twin Cities* as it was often referred to, has a history that dates back to the end of the fourth Ice Age - some 20,000 years ago. It was around 9350 BC when Paleo-Indians, hunting caribou as they migrated behind the melting glacier, settled along the Northern shores of Lake Superior (Minong, as it was known at that time). It wasn't long before silver and copper deposits were discovered by the Shield-Archaic culture (descendents of the Paleo-Indians), which were used to create tools and weapons for hunting and cooking.

By the late 1600's, voyageurs began utilizing the Kaministiquia River, off the northern shore of Lake Superior, to gain access to the West for purpose of trade. By 1804, the Fort William had been completed along the northern bank of the Kaministiquia River just upstream from its entrance off Lake Superior. The shores of Lake Superior became landing areas for the many items of trade that were being moved around by the waterways. The Fort began to take shape as the first post office was established in 1860, delivering mail between Fort William and Grand Portage (USA). The *Depot* was established northeast of the Fort William in 1868-1869.

The growing use of the Lake Superior route to the west led to the governing body of Lower Canada assigning the task of prospecting and surveying the Lake Superior region up to Saskatchewan River to one Simon Dawson and professor Hind. Dawson set up camp on the Lake Superior shoreline at a place then known as the *Landing*.



It wasn't until 1869, when Simon Dawson returned as superintendent of the construction of a road between the shores of Lake Superior and the Red River that structures began to appear and a community had been formed. In 1870 when Colonel Wolseley arrived with the 60th Rifles and asked that the *Landing* be named after visiting royalty to Canada, it became known as *Prince Arthur's Landing*. In 1871, the Government of Ontario completed its first official survey of the town site of Prince Arthur's Landing. The Landing was dubbed the 'silver city', and became the focal point of the mineral rich region.

Seven years later, the Transcontinental Railway began construction and the first steam engine rolled into Prince Arthur's Landing on May 4th, 1878, marking the beginning of the local rail and shipping traffic. It wasn't long before the first grain elevator appeared on the banks of the Kaministiquia River; in 1884, C.P.R. completed the second elevator on the banks of the Kam, dubbed the 'castles of commerce', by one Rudyard Kipling.

In 1883, William Van Horne affixed a sign to the train station that read 'Port Arthur', and when the town site was incorporated into a town, the name Port Arthur stayed with it. March 25, 1884 marked the official incorporation of the Town of Port Arthur (formerly Prince Arthur's Landing). Fort William followed in 1892. This was the beginning of a long dual of indifferences that still exists to this day between the towns of Port Arthur and Fort William. For me probably the most significant reminder of this indifference is the introduction of the electric streetcar in 1891. It was the aim of the town of Port Arthur to extend its electric railway service into Fort William that was met with great resistance. It wasn't until almost 2 years later that Port Arthur had, through the Ontario Legislature ruling, been granted access to extend the rail service into the Westfort community of the town of Fort William. In 1909, a roadway, later named Memorial Avenue, was built that also linked these two towns.

It wasn't until after the Trans-Canada Highway officially opened (July 31st, 1935), and World War 2 had ended (1945) that the two towns of Fort William and Port Arthur became the single lakehead City of Thunder Bay on January 1st, 1970. Bill 118 was passed by legislature to mark the beginning of a new City.

The waterfront, that once received the voyageurs of the North-West fur trade, welcomed the steam ship of Colonel Wolseley and set as backdrop to the celebration for the arrival of the transcontinental railway, was changing shape as the grain elevators and ship yards began to prosper during the wheat boom. By 1971 there were 71 industries operating from the Thunder Bay waterfront. These included grain elevators, flourmills, shipbuilding, shipping terminals and paper mills.



SETTLEMENT AND THE CITY

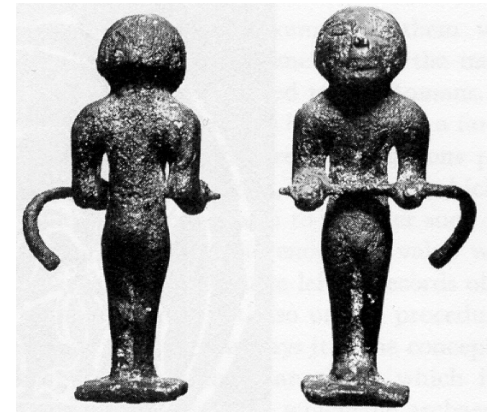
“The gods had demonstrated their benevolence towards the community, the site had been purified and marked out, and the auger had taken supernatural stock of it. The community had taken possession of the ground”.⁵

As early as 8,000 BC the cities of Jericho and Babylon were founded on human impulse to form and celebrate as a society. Society came together for religious ceremony, for commerce and to share in an interrelated human existence. The idea of town as Joseph Rykwert proposes in his book *‘The Idea of Town’*, did not come as just some arbitrary location. Instead, he finds that it followed some religious rite dating back to the times of Romulus and Remus and the founding of Rome.

This existential meaning behind the siting of ancient cities can also be found in the buildings of that time. The existential being of man is expressed in a society through the act of architecture. If the purpose of building is to gather what is known (meaning) and to represent the understanding man has of nature and of himself, then cities should also be founded on the concept of gathering. It must gather its locality and the meanings brought with man from other locations. This occurs through visualizing, complementing and symbolizing meaning, which can be found socially within different cultural groups. A city deliberately breaks down the separation of cultures and mixes them together.

Cities differ in what they gather and this represents an identity or image. Kevin Lynch proposes in his book *‘The Image of the City’* the presence of certain elements that are present that enable us to visualize and symbolize our existence and sense of place within our cities. He refers to this as the *‘imageability or legibility’* of our cities and it is represented by objects that give a high probability of evoking a strong memorable image in any given observer. This he reduces to five elements, consisting of paths, edges, districts, nodes and landmarks. These elements help us to define the *character* and *boundaries* of our communities.

“When a town pleases us because of its distinct character, it is usually because a majority of its buildings are related to the earth and the sky in the same way; they seem to express a common form of life, a common way of being on the earth.”⁶



PAST LAND USE STUDIES

There have, over the past 30 years, been several reports prepared from studies of the Thunder Bay waterfront. Of the more than ten major studies completed, the major themes focused on were; wetlands protection and conservation, local port industry, and recreation and tourism. The latest study completed; *'The Next Wave –Charting A Course for Thunder Bay's Waterfront'* by *The Planning Partnership and Moriyama & Toshima Architects and Planners*, was by far the most motivated attempt for the cities planners to put in place a 100 year plan for developing the Thunder Bay waterfront. The previous reports show the continued and consistent efforts of local planners and agencies over the years to improve and integrate the vast local waterfront with the urban city for environmental, economic and leisurely purposes. To date little, if anything, has been implemented.

Following is a synopsis of some of these studies, indicating their major focus and comments;

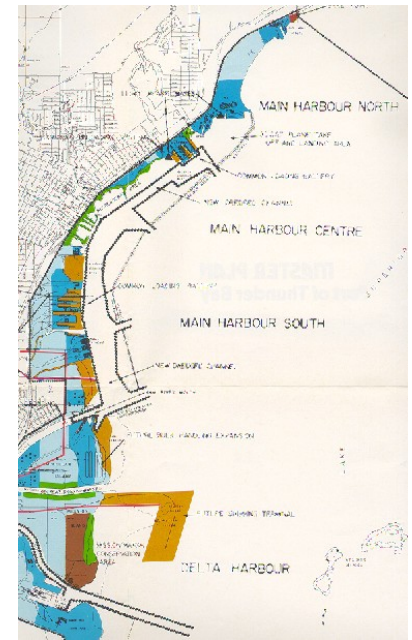
1967 – CITY OF PORT ARTHUR, Urban Renewal Plan. *Proctor & Redfern, Bousfield & Bacon, Read Voorhees & Associates, and A.E. Lepage Ltd.*

- The purpose of the report was to study the downtown Port Arthur core area for the purpose of redevelopment, rehabilitation and conservation.
- The plan included three areas of focus;
 1. FUTURE LAND USE: which was to accommodate Commercial Areas, Residential Areas, Open Space and Institutional Areas.
 2. TRANSPORTATION: which was to accommodate traffic flow, parking and transit over a 20-year forecast.
 3. SERVICING: considerations for extending and upgrading water, sanitary and storm sewer systems.
- Of importance to this thesis is the recommendation of this report for the development of a Lakefront Park, "which would be an attraction for the entire City and not just Port Arthur alone". The development of the park would "initially be a receiving area for fill from downtown reconstruction and ultimately as a major water-oriented recreation area serving the Downtown, City and the tourist trade". Today this park is known as Marina Park, the only public park on either of the downtown waterfronts.



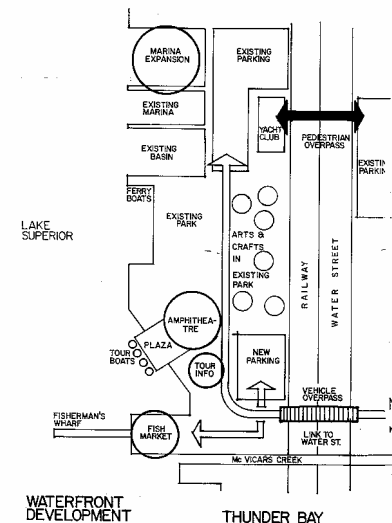
1982 – MASTER PLAN – PORT OF THUNDER BAY, *Lakehead Harbour Commission.*

- The purpose of the report was to study and assess the factors that have an impact on the Port of Thunder Bay and to develop a Master Plan to establish a guideline for the orderly and compatible development of the waterside port areas. It was stated that the public needs to become aware of the Port and its importance to the economic well being of the City and the nation.
- Recommendations included provision for recreation and conservation areas, continued improvements to road systems within the port, maintaining ship building and repair facilities, and improvements to facilitate vessel movement within the Main Harbour (Bearpoint to Richardson’s Elevator). The waterfront was still viewed mainly as heavy industrial use.
- Other recommendations were made for an area of lakefront named Main Harbour Centre (Richardson’s Terminal Elevator to Sakatchewan Wheat Pool #6) which includes the Marina Park area. The report recommended to reserve lands between the two elevators that define it for recreational use as a “buffer” and concluded that this land was not suitable for industrial use due to the lack of land depth that is often required.



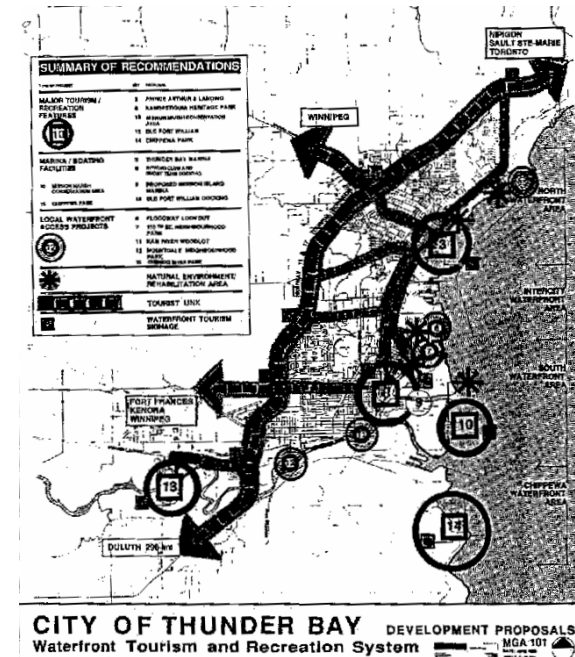
1983 – AN ACTION STRATEGY FOR TOURISM DEVELOPMENT, *Marshall Macklin Monaghan, Thorne Stevenson and Kellogg.*

- The purpose of the report was for preparation of a Tourism Master Plan.
- Recommendations were made to develop an image for the City as a tourism destination. Several waterfront attractions were proposed, including an overhead pedestrian access to Marina Park, an expansion of the existing marina facility, and additional park development



1990 – WATERFRONT TOURISM AND RECREATION PLAN, City of Thunder Bay. Moore George Associates Inc.

- The purpose of the report was to prepare an imaginative master plan for waterfront tourism and recreation development, which maximizes the year-round opportunities.
- Recommendations were made to integrate the waterfront into a recreation and tourism system to capitalize on the potential of Thunder Bay’s waterfront for such things as boating facilities, waterfront access projects, natural rehabilitation areas, heritage interpretation areas, and waterfront activity programs. It was believed that the City should be seen as a special waterfront place and should portray an image of re-establishing environmental quality.

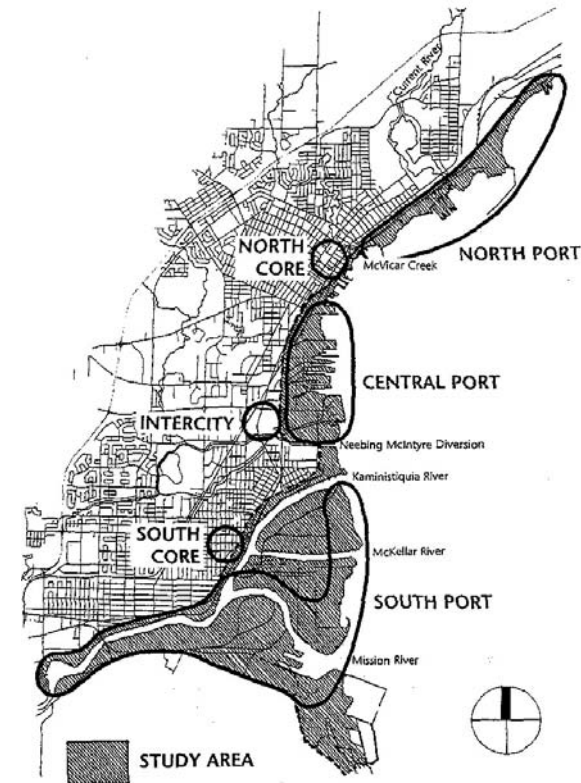


1993 – THUNDER BAY TOURISM – Developing a Competitive Edge for the 90’s, The Randolph Group.

- The purpose of this report was to evaluate and recommend a development strategy for tourism in Thunder Bay
- Recommendations were made to develop the waterfront as a major draw for tourism, identifying the lands between Marina Park and the Mission Islands as the development area. Suggestions were also made for streetscape improvements and the development of tourism oriented businesses within this area.

1996 – OFFICIAL PLAN REVIEW – WATERFRONT DEVELOPMENT, *Long Range Planning & Building Department.*

- The purpose of the review was to revise the City's Official Plan to make it consistent with provincial policy statements on land use planning. The key objective was to reflect in the Plan the current community values. The review involved workshops that provided for public input. Not surprisingly, some of the key issues arising from the early workshops included future development of the City's waterfront, adequacy of existing parkland, desire for greater control over urban design, and concern over environmental issues.
- Recommendations were made to provide for an appropriate mix of use of the waterfront. Heavy Industrial use would remain in areas that were appropriate over a long term. Residential development would be encouraged on the waterfront at desirable locations, provided they are appropriately separated from non-compatible uses. Mixed use development through a "Mixed-Use" land-use designation. It was proposed that a "Waterfront Commercial" land use designation be developed for certain areas of the waterfront.
- It had become quite clear by the outcome of the Plan Review that the community members had shown significant interest in redevelopment of the local waterfront for uses other than heavy industrial.



1996 – REVITALIZING THUNDER BAY'S WATERFRONT – *Creating a Vision and Opportunities for the New Millennium, Waterfront Development Advisory Committee.*

- This report was compiled from several workshops held locally which were a result of the establishment of the *Waterfront Development Committee* stemming from recommendations made in the 1990 *Waterfront Recreation and Tourism Master Plan Report*. The committee is responsible for assisting in the development of a long term vision for the waterfront.
- Two concluding recommendations arising from this report were for the development of a waterfront plan, and for a strengthened infrastructure.

1998 – THE NEXT WAVE – Charting a Course for Thunder Bay’s Waterfront, *The Planning Partnership, Moriyama & Teshima Architects and Planners.*

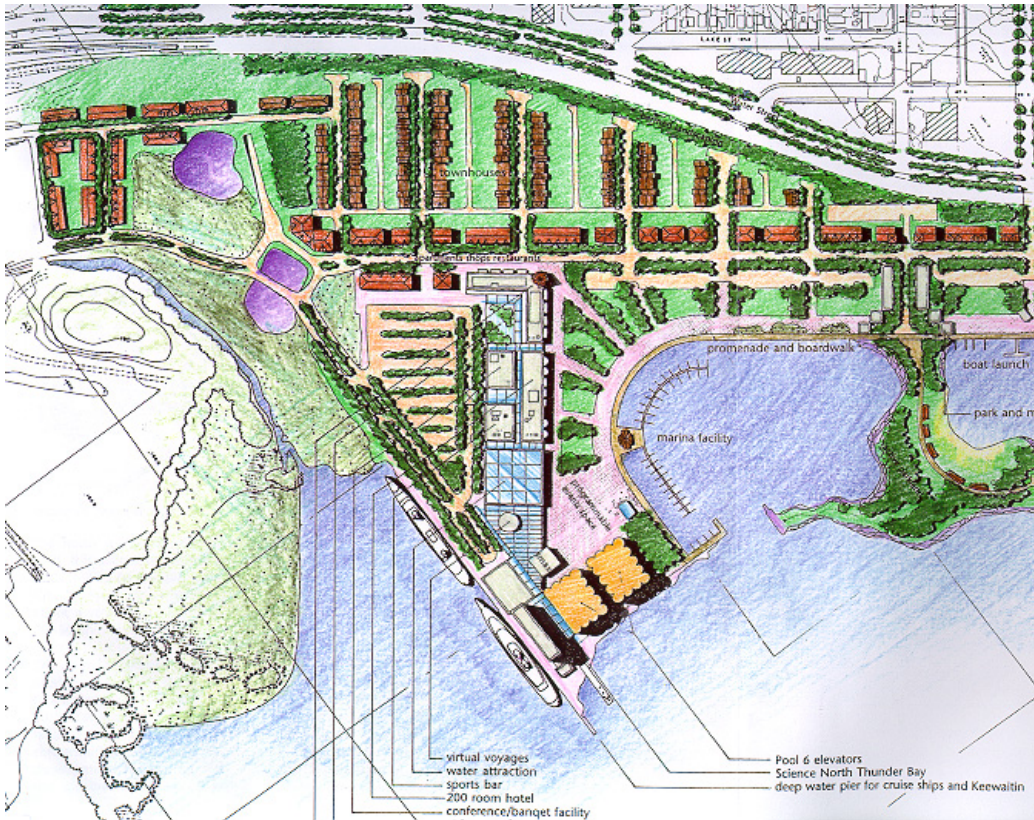
This leads me now to the latest and by far the most extensive, report on the local waterfront to date. I had the opportunity to attend the two local workshops that were held as part of the research for the report and following a thorough reading I am pleased to read that, generally, the majority of local residents hopes and aspirations for the waterfront have been recognized in the various components of the report.

- It was only a matter of time before the local enthusiasm toward renewed waterfront development strategies would lead to a more comprehensive study of the local waterfront potential for redevelopment. In keeping with the recommendations of previous reports, the City of Thunder Bay undertook a comprehensive Long Term Plan for the development of the Thunder Bay Waterfront for a mix of public and industrial land use.
- In summary, the main themes that were developed from this report were based on the development of distinct waterfront districts, a continuous waterfront drive and a healthy ecosystem. It was also recognized that Thunder Bay’s working port is a valuable addition to waterfront development as it sustains the local economy and provides an attraction for the waterfront.

The report follows similar directions of previous reports, in particular, the 1990 Moore George Report in stating that the waterfront need be developed lineally - along its entire length, as a system of public spaces with routes for hiking, biking and a scenic drive with supportive retail and commercial activity. This route would wind in amongst existing-active industry, creating live exhibits where feasible, with distinct waterfront districts, “*places where people can live, work, shop, eat, walk, cycle and play*”.

In keeping with the *1982 Master Plan for Port Arthur*, the waterfront is divided into three distinct districts; NORTH PORT, CENTRAL PORT, and SOUTH PORT. The focus of my thesis will be on the area defined as the *North Port*.

The Next Wave Report defines the North Waterfront District as being an area along the harbor known historically as Port Arthur, extending from the Howe Street overpass to just south of the Saskatchewan Wheat Pool 6 elevator. This district includes the existing Marina Park land and an extensive CN railyard. Through their research, the consultants found that CN has been looking at rationalizing their rail yards and the North Yard was to be eliminated, freeing up extensive land for development. The plan was to develop this land as residential, to give residents a waterfront location to live and to bring the year-round activity to the waterfront. It is believed that the residential development would utilize and facilitate expansion of the Marina Park land. The existing Saskatchewan Wheat Pool 6 elevator and site would become a multi-use tourism attraction, offering a Science Centre Complex, scenic cruises and cruise-line docking, as well as hotel and conference facilities.



ENDNOTES - APPENDIX

¹ Gill Hale, The Practical Encyclopedia of Feng Shui. Anness Publishing, 1999.

² Christopher Alexander, A Pattern Language, Oxford University Press, 1977.

³ Frances Halsbrand, The Inhabited Landscape, PLACES, Volume 4 No. 4. MIT Press, 1987.

⁴ Mauro, Joseph M. A History of Thunder Bay. 1981. Quoting a speech made by Sir John A. MacDonald on a stop in Port Arthur, September 3, 1886.

⁵ Rykwert, Joseph. "The Idea of a Town". MIT Press, 1995.

⁶ Christian Norberg Schulz, Genius Loci: Towards A Phenomenology of Architecture, Rizzoli International Publications, Inc., 1980.