

Walton Street Reconstruction

ACO commentary

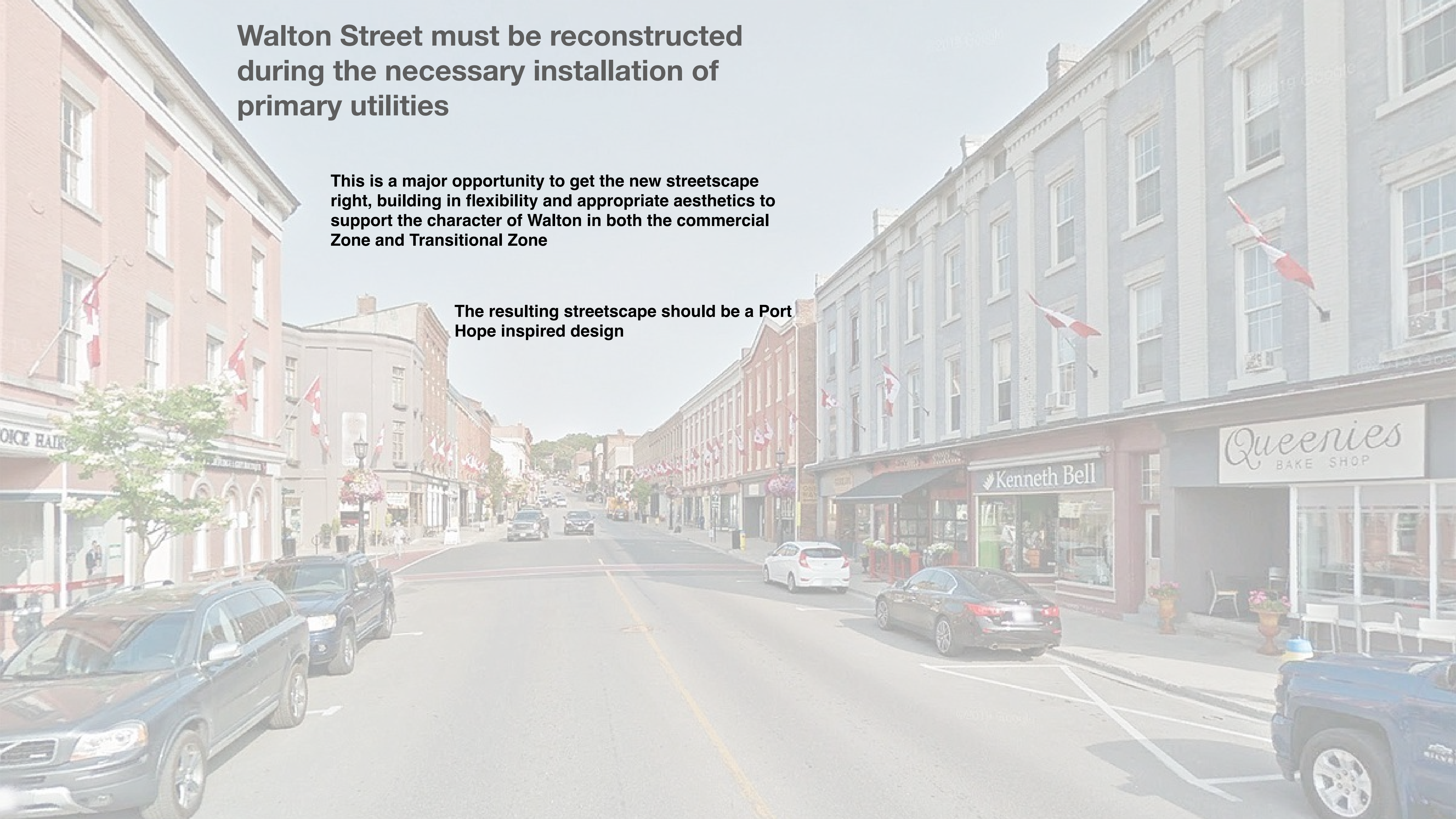
5 July 2022

Street images by Google

Walton Street must be reconstructed during the necessary installation of primary utilities

This is a major opportunity to get the new streetscape right, building in flexibility and appropriate aesthetics to support the character of Walton in both the commercial Zone and Transitional Zone

The resulting streetscape should be a Port Hope inspired design

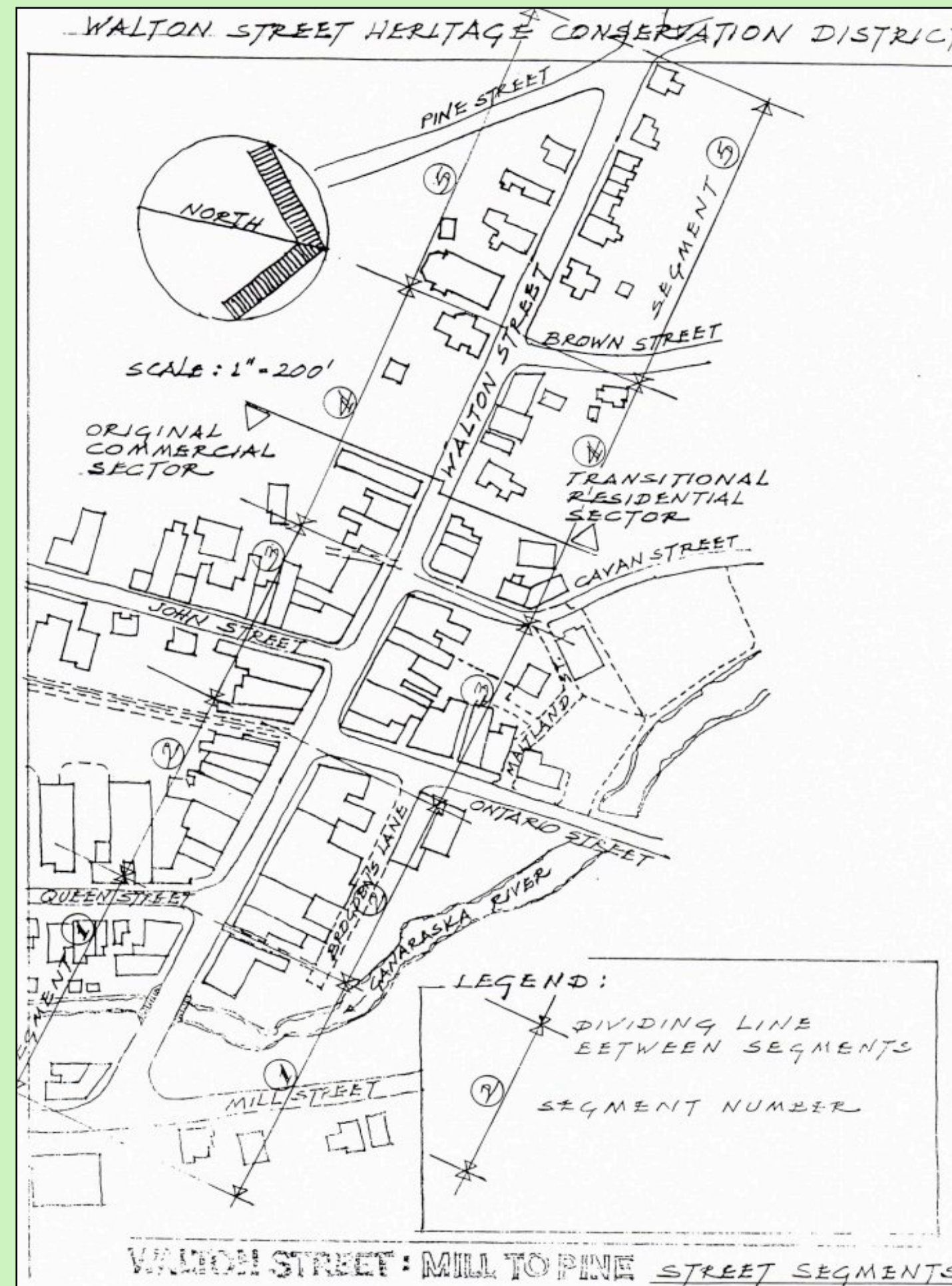


The TOWN of PORT HOPE
 WALTON STREET
 HERITAGE CONSERVATION
 DISTRICT PLAN



July 1995

Peter John Stokes
 Consulting Restoration Architect



Walton is an HCD, the HCD Plan should guide the design, it recognizes

Principal Commercial Zone character-east of Brown Street

Transitional zone character- between Pine St and Brown St

and creates subdivisions within these areas into character "blocks"

An HIA could be required as this is a recognized cultural heritage landscape

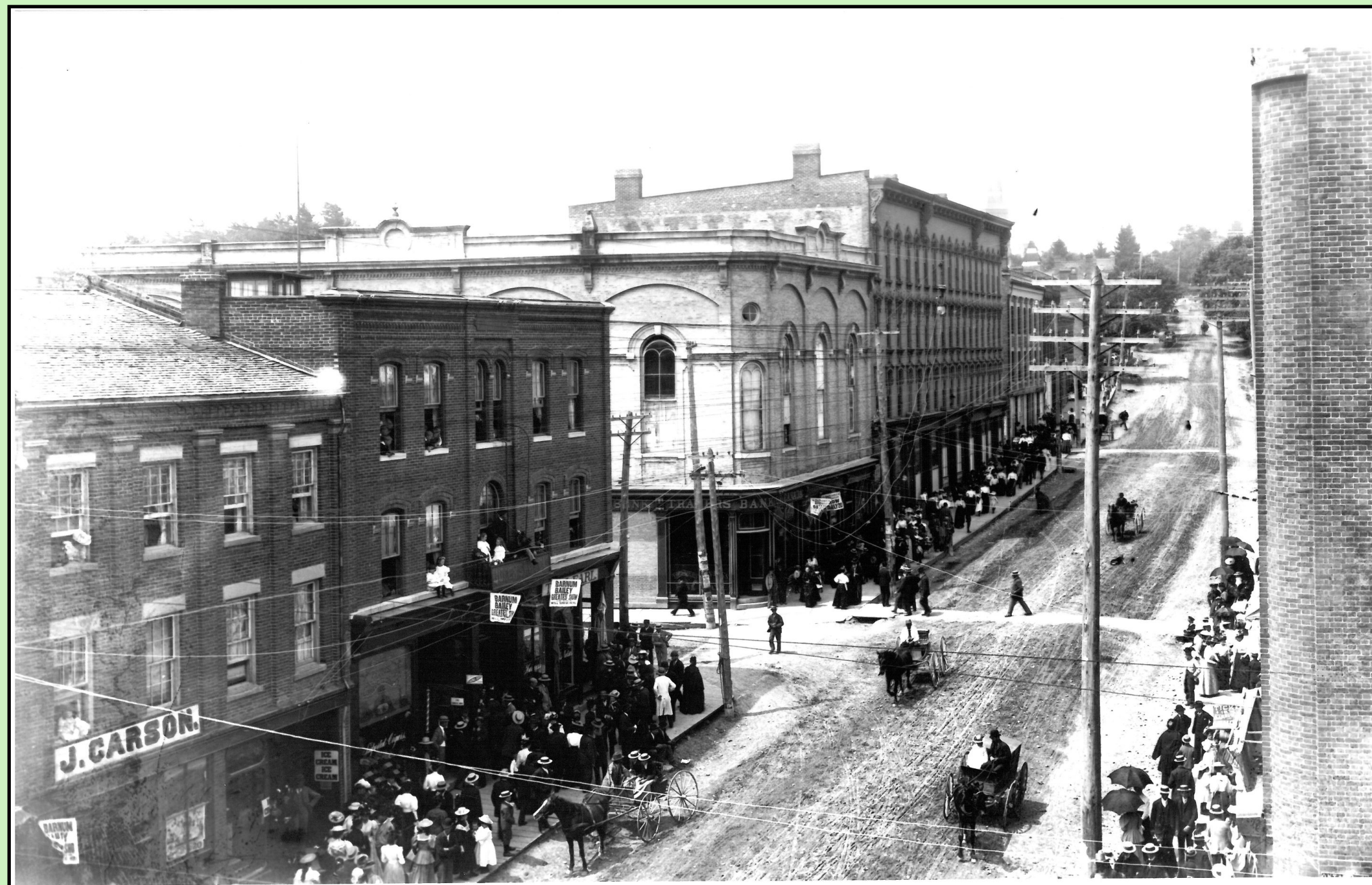
An HIA would:
 highlight history and attributes of streetscape
 and
 consider design approaches that reduce impacts and are appropriate within the HCD

To date we have not heard an HIA referenced

Part V of the Act provides guidance to the Town itself in its treatment of public spaces, principally Walton Street itself, but also public lanes and other public access. The concerns here are with street lighting and furniture, street surfaces and sidewalks, plantings and decorative landscape as well as the disposition of private paraphernalia like newspaper boxes. Regrettably some public utilities have shown a reluctance to be advised as to where their services may be placed, and persuasion must still be relied on here. (HCD Plan)

Consistency with heritage conservation district plan (OHA 2020)

41.2 (1) Despite any other general or special Act, if a heritage conservation district plan is in effect in a municipality, the council of the municipality shall not,
 (a) carry out any public work in the district that is contrary to the objectives set out in the plan; or
 (b) pass a by-law for any purpose that is contrary to the objectives set out in the plan. 2005, c. 6, s. 31.



The HCD Plan references using historic evidence when considering restoration, alteration or additions. This applies to the cultural landscape as well as any building renovations

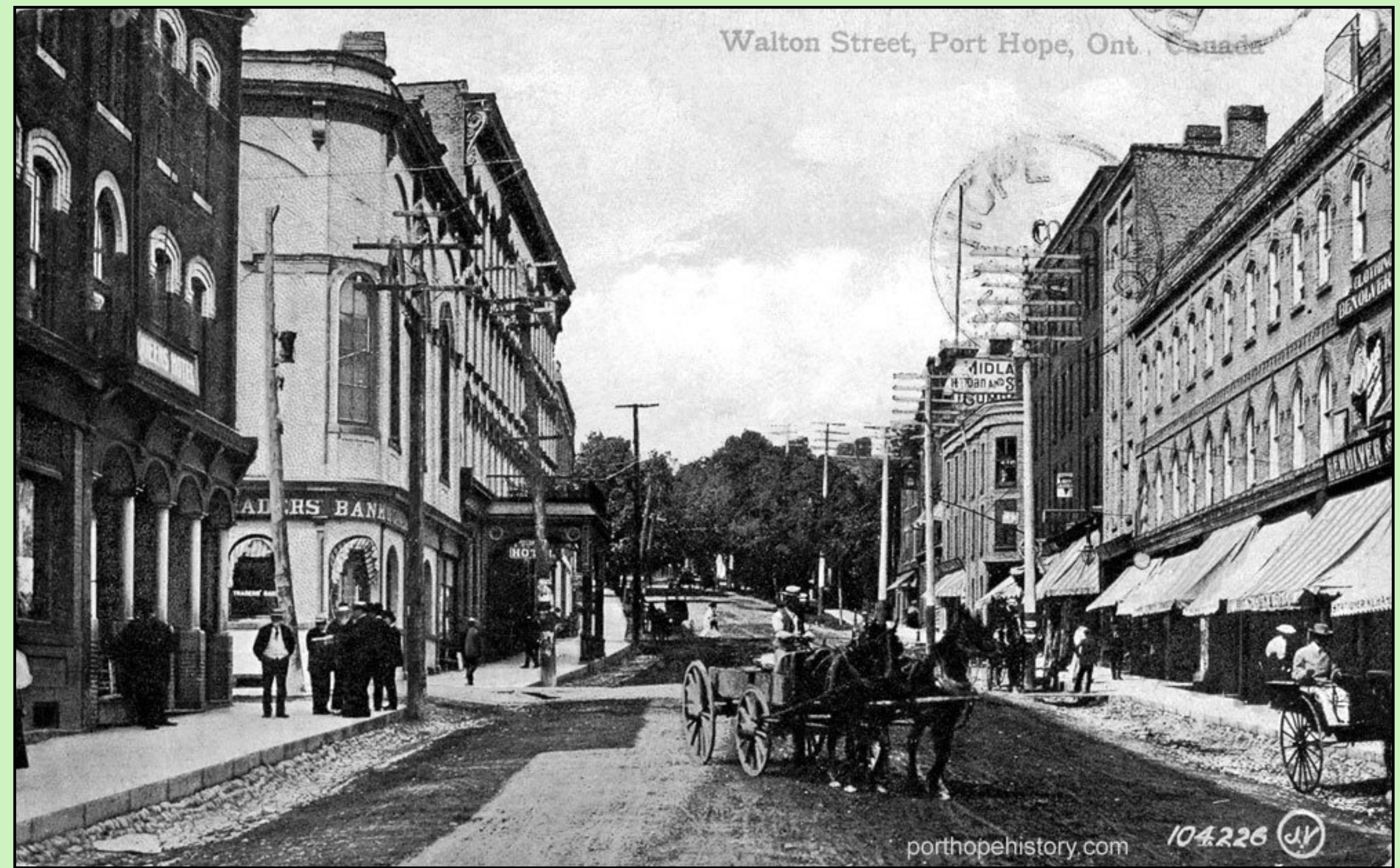
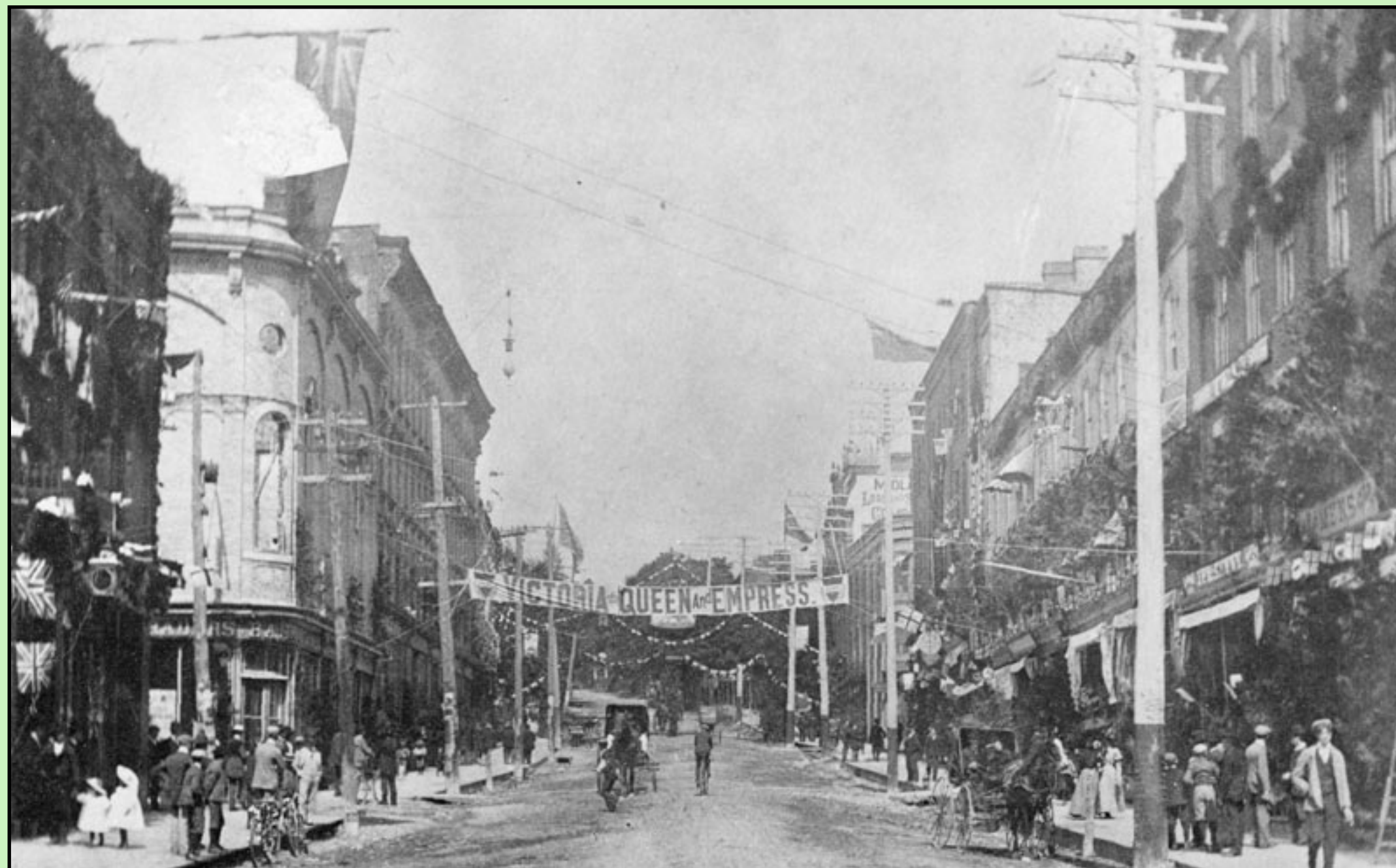
Walton is our main thoroughfare, the connecting spine of downtown and our principal commercial “Main Street”

From the Reasons for Designation:

“Walton Street and its accompanying side streets in the downtown core, form the most significant and complete nineteenth century landscape in the regularly designed development of contiguous and grandly conceived building blocks” (HCD Plan)

“Whereas a Heritage Conservation District Part V designation concerns itself with the exterior of buildings it also can guide the treatment of streetscape elements and both public and private open space.” (HCD Plan)

19th Century photos of Walton (source; web)



The HCD Plan notes Walton Street is Hwy 2, the main scenic highway east of Toronto linking many small towns and cities for transit, servicing and tourism.



Newcastle



Cobourg



Colborne



Brighton

Cars will be with us for a long time to come, they may become electric but Ontario's entire history and land use design includes vehicle traffic: horse and buggy, automobiles, trucks of various sizes, bicycles and motorcycles, and soon electric cars and trucks

Accessibility - some people need cars to get to shops, shops need parking.

Caution-not to pinch the street to much and prevent traffic flow and parking.

Traffic, right and left turn lanes help traffic flow at peak times reducing back ups and idling on Walton

Bridges mean there are not a lot of reasonable alternatives to Walton Street in Port Hope



Horse and buggy parking on Walton



Huge cars of the 1970s



Compact cars of today



Electric cars of the near future

Design should allow for flexibility looking to the future

Future balance of cars, bikes and pedestrians is unclear we should assume continuity but allow for change

Parking, drop off and pick up is essential. We should limit the number of parking spaces lost

The parking zone could have distinctive paving allowing for parking but also a **flexible zone** for other uses.

Bump outs restrict patio or pedestrian uses to small areas and at time obstruct other uses and flexibility, any bump out patio is anchored to a specific store or location, a flexible zone allows for summer patios to move as stores change location or need.

During festivals the flexible zone could host small market stalls or displays seating - eating areas or places for temporary planters

Parades and parade crowds can use the flexible zone in part as clear width and in part for pedestrian crowds

Special events sometimes take place such as the Critical Mass Slide Street, a flexible zone allows for a clearer street allowance for such events.

Trees are not an historic complement of the Original Commercial Sector and should be confined to pavement bays where proper soil can be provided, but replanted along the roadway and/or sidewalks in the Transitional Residential Sector.” (from Pine to Brown St.) (HCD Plan)



Street Enhancements

Paving types and textures, sidewalk, flex zone, street paving

Roll up awnings add shade and decorative interest

Return the “Port Hope” light fixtures

Restrict large items that block pedestrian walking area, trees!

Return benches at key locations, opening to Lents Lane

The HCD Plan references importance of side streets and building rear sides supportive to the “main street” with a commercial character that could be transitional, more pedestrianized creating more of a 3D core to Port Hope, also reflective of history; Queen St, John St, Ontario St, Lents Lane, Brewery Lane and Brogdan’s Lane

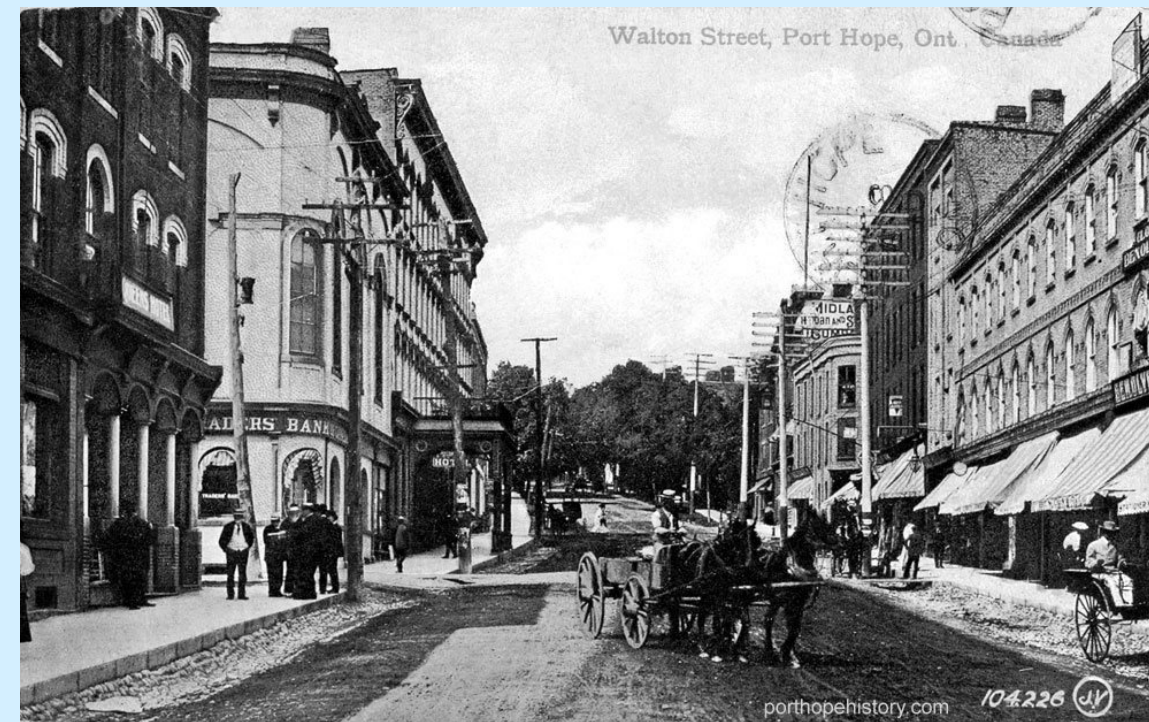
Design should consider the larger side street and lane context possible contributions to a core area with a mix of high street, quiet mews, gathering spaces, charming outdoor patios, pedestrian walks and flexible zones which could periodically be a pedestrian only zone.

Side streets and lanes offer ideal places for tree planing

Public space could be made in new areas such as Brewery and Brogdan’s lane, the later with unrealized riverside potential

Parking should be located on street and in public lots discretely located but easily accessed.

Use thematic design based on Port Hope precedent, eg. Lents Lane design should not be generic but inspired by Port Hope RR History, Ontario Street had a RR running along it which could be reflected, and both meet at Walton Street where the HCD Plan suggests commemoration



Walton Street Awnings



Lents Lane



Brewery Lane



Brogdan’s Lane and Ontario Street



John Street



The HCD Plan references the value of trees. Consider their placement on side streets lanes, and the many open spaces in the transitional zone ideal for reconsideration as treed public places



The transitional zone east of Pine St with many ideal locations for trees

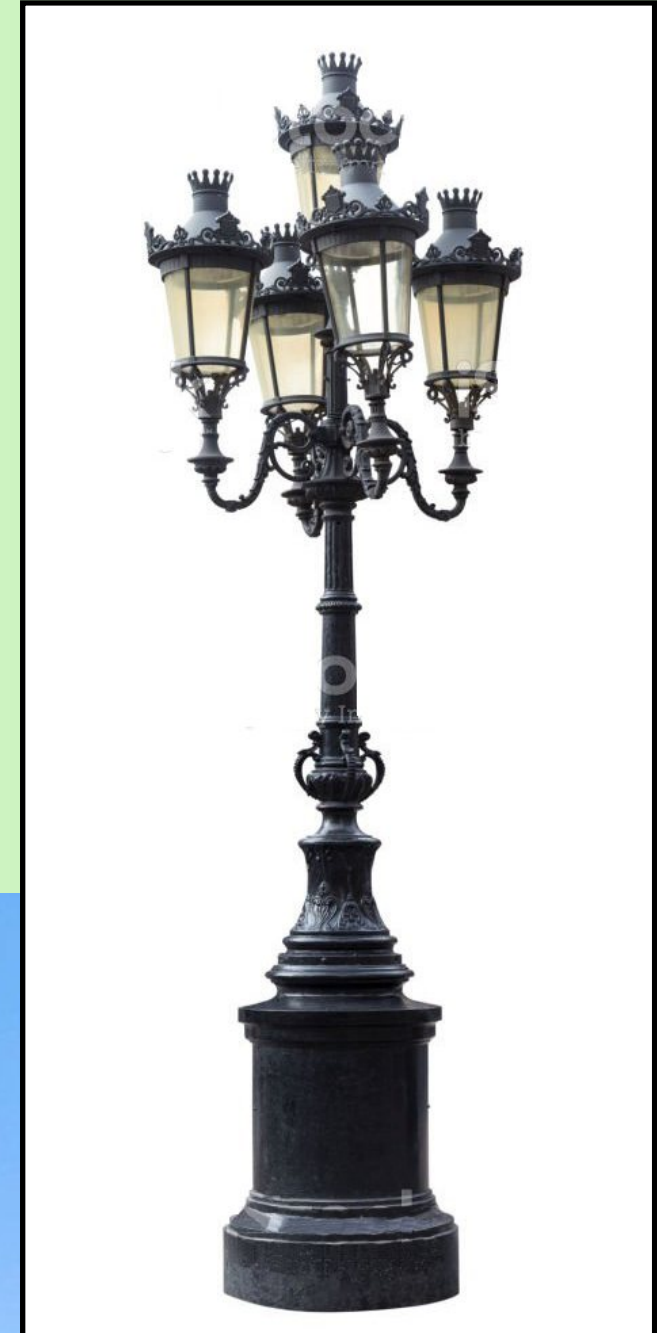


Queen St c 1930, note the lovely mature trees



Queen St today

The HCD Plan references gateways to the HCD Area but NOT signage or bump outs - it suggests more subtlety to signal the entrance to the HCD, such as a special lamp or obelisk. There are ideal green spaces both at the intersections of Mill St (NW Corner) and Pine St (SE Corner) for obelisks and two special lights could frame the end of the bridge on Walton St.





Paving type and pattern, not formal bump outs can define a flexible zone between the roadway and sidewalk

In Conclusion

We agree this is an opportunity to design a Port Hope centred streetscape that will see us way into the future. However any streetscape design should reference our HCD Plan's objectives, draw inspiration to our own history, built, landscape and social, be attractive, accommodating, maintainable and include maximum flexibility for both a multiplicity of current uses and possible future shifting priorities. This suggests the use of good materials, careful design, historic appropriateness, continuity and generally simplicity.