

This Report aims at understanding just how accessible the waterfronts in the cities of Kingston and Belleville, Ontario, are to the public by focusing on the physical design of the waterfront walkways and evaluating them against criteria established through research. The ultimate objective is to use these results to propose design interventions in order to enhance the pedestrian environment and improve public access to the waterfronts.

In order to aid in the development of this thesis the following research questions are proposed:

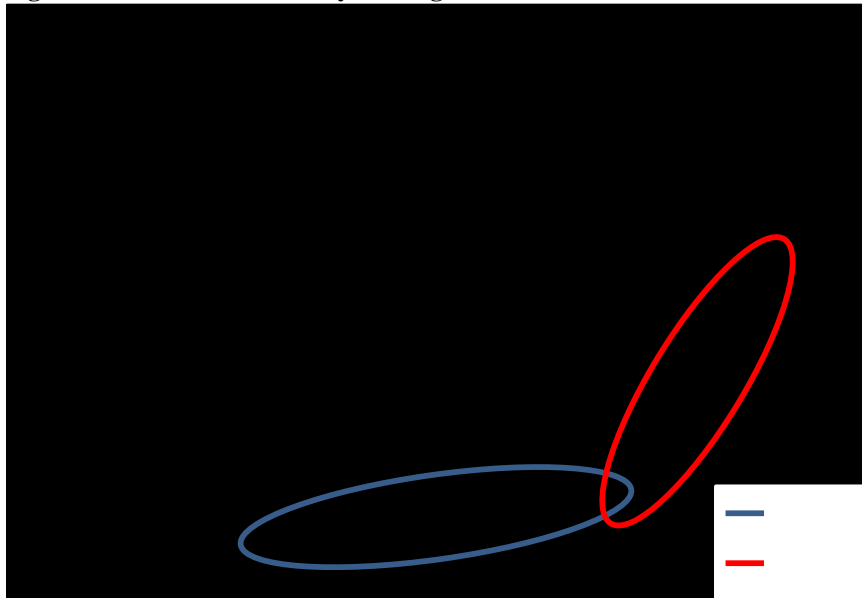
What specific design elements and guidelines have been incorporated into the design of the waterfront walkways in both Kingston and Bellville?

How has the design of the waterfront walkway affected public access to the waterfront?

What design interventions could be used to improve this environment?

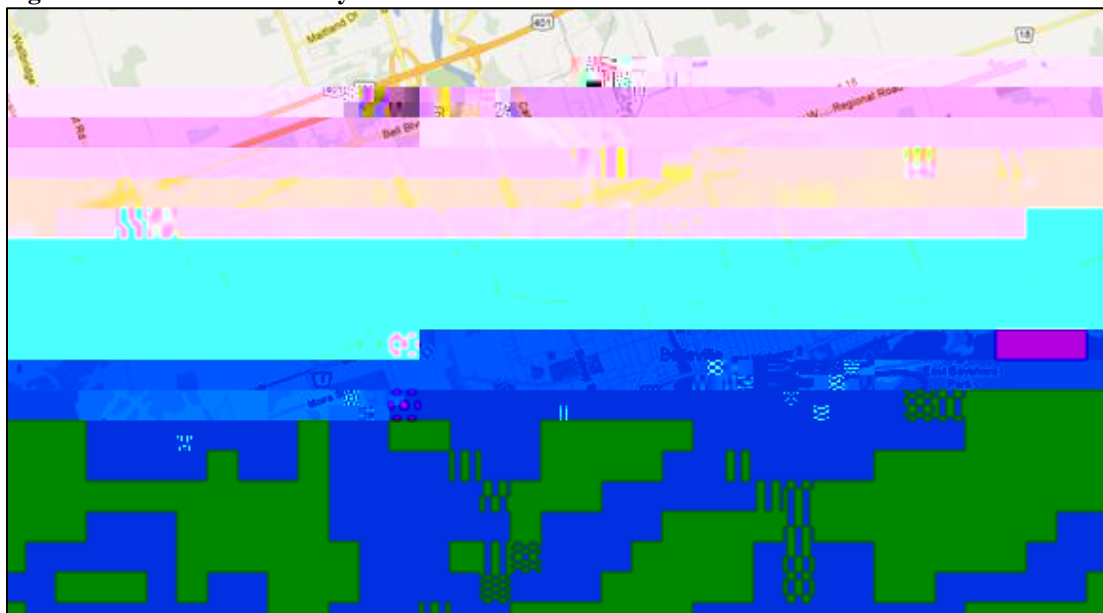
A subsection of the entire length of Kkp i uvqpøu" y cvgthtqp" y cnm y c {" y cu" e j qugp" kp" qt fgt" vq" cmq y " for detailed analysis. This subsection of the walkway was further divided into two sections: Part 1 consisting of the section from Breakwater Park to An Gorta Mor Park, and Part 2 stretching from An Gorta Mor Park to Brock Street. Part 2 denotes a more urban walkway while Part 1 has a more natural and insulated feel. For Belleville, analysis was conducted on the existing y cvgthtqp" y cnm y c {" cu" y gnn" cu" v j g" r t q r q u g f" y cnm y c {" f g u k i p" kp" D g n n g x k n n g ø u" Y cvgthront Master Plan.

Figure 1 Waterfront Walkway in Kingston



Source: Google Maps

Figure 2 Waterfront Walkway in Belleville



Source: Google Maps

Fifteen evaluation criteria were developed using design guidelines for waterfront n for

Kingston

In terms of the design of the walkway a number of factors lend themselves to increasing public access to the waterfront, including the fact that the walkway follows the shoreline closely, that it is wide enough to accommodate at least two-way pedestrian traffic along its length, that sightlin

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