



Project Sheets

appendix B

Projects

The following pages describe the 138 projects that comprise the Waterfront Master Plan. These pages serve as a guide for the key considerations for each project.

Each project sheet provides a concept sketch and information regarding:

- recommended improvements;
- project risks and challenges;
- approximate size / area of project;
- ownership;
- project partners;
- estimated budget;
- priority ranking; and,
- associated initiatives.

Most of these projects will be required to undergo a typical design and community engagement process which will include design, community consultation, contract documents, tendering and construction. Projects requiring land access may require the additional step at the beginning of the project of negotiating access, and possibly permits and approvals. This includes but is not limited to:

Archaeological

Since all of these projects are along the waterfront they will need to be considered for archaeological potential as part of the design and approvals process.

Ontario Regulation 148/06

The CRCA administers a regulation under the Ontario Conservation Authorities Act with respect to development, interference with wetlands and alterations to shorelines and

watercourses. Ontario Regulation 148/06 applies throughout the master planning area. The intent of the regulation is to protect life and property from natural hazards and to avoid the degradation of waterbodies and wetlands. Permission from the Conservation Authority will be required for many of the waterfront projects that are envisioned by the Kingston Waterfront Master Plan.

Canada Fisheries Act

The Fisheries Act empowers Fisheries and Oceans Canada (DFO) to conserve and protect fish and fish habitat across Canada.

Parks Canada

Parks Canada Administers the Historical Canals Regulations under the Department of Transport Act. The Cataraqui Region Conservation Authority and Parks Canada staff work together to coordinate their review of development proposals in regulated areas along the Canal. Projects in Focus Area #1 would be subject to this review.

Phasing

Large projects may be broken into phases, while smaller projects immediately adjacent to one another should be combined whenever possible for efficiency and to avoid implementing the waterfront vision in a piecemeal fashion.

Waterfront Awareness and Wayfinding Strategy

A first step towards implementation is to carry forward the momentum of this waterfront master planning process with a Waterfront Awareness and Wayfinding Strategy. This strategy would be the first project in the plan's implementation and look at kick starting the implementation process. It would establish the framework for all projects across Kingston's waterfront and provide further guidance on public/private partnerships.

Key consideration of this first project include:

Awareness

- Waterfront awareness campaign to inform the public, agencies and stakeholders of the City's plans for the waterfront;
- Coordinated approach with Kingston, Frontenac and Lennox & Addington Public Health (KFLA) on water testing for swimming at City beaches and posting of information as part of the waterfront awareness strategy;
- Provision of web cams at key waterfront destinations to help promote the waterfront and waterfront associated activities;

Education

- Develop strategy to educate and promote importance of the water in regards to spirituality, and the natural environment.
- Incorporate education into the awareness campaign (online, social media, literature).

Signage and Wayfinding

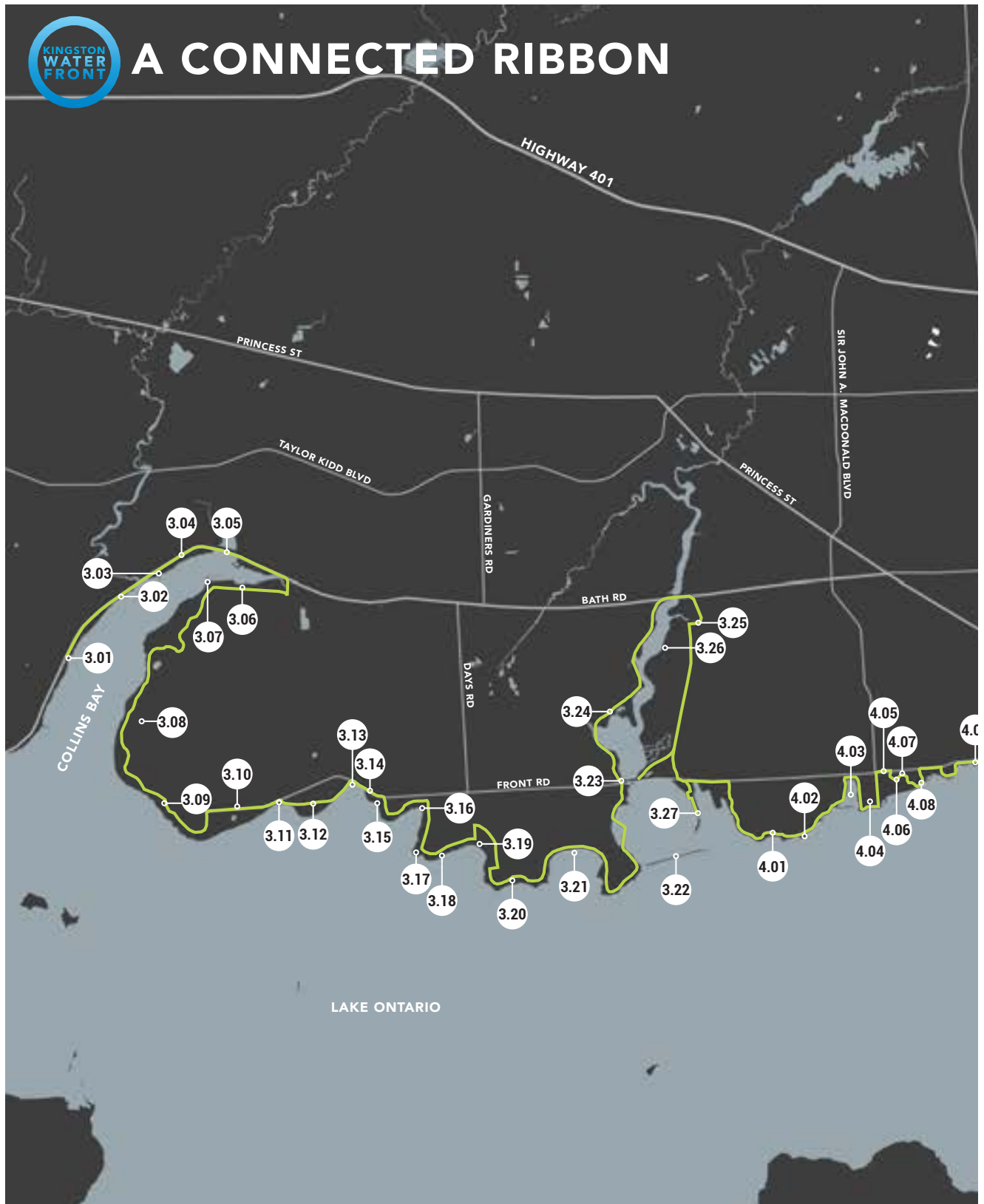
- Coordinated signage and wayfinding strategy for the entire waterfront which links key destinations;
- Branding strategy for the waterfront;

Partnerships

- Develop a strategy which establishes a formal approach for public / private partnerships to implement segments of the plan and implement land access strategy.
- Establish a partnership office as the point contact for public private partnerships on implementing the waterfront master plan.
- Develop literature to support partnership office in regards to the land access strategy.



A CONNECTED RIBBON



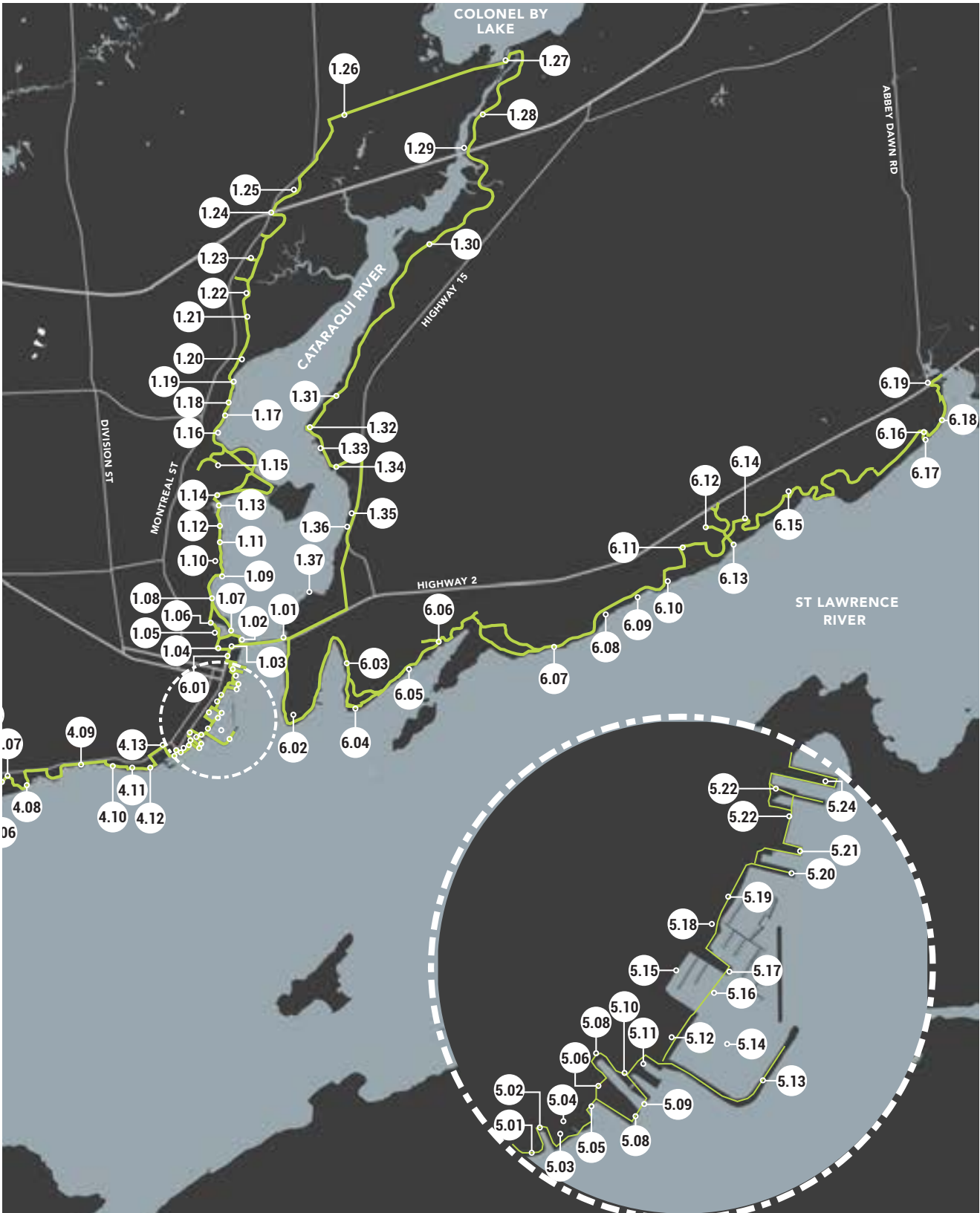
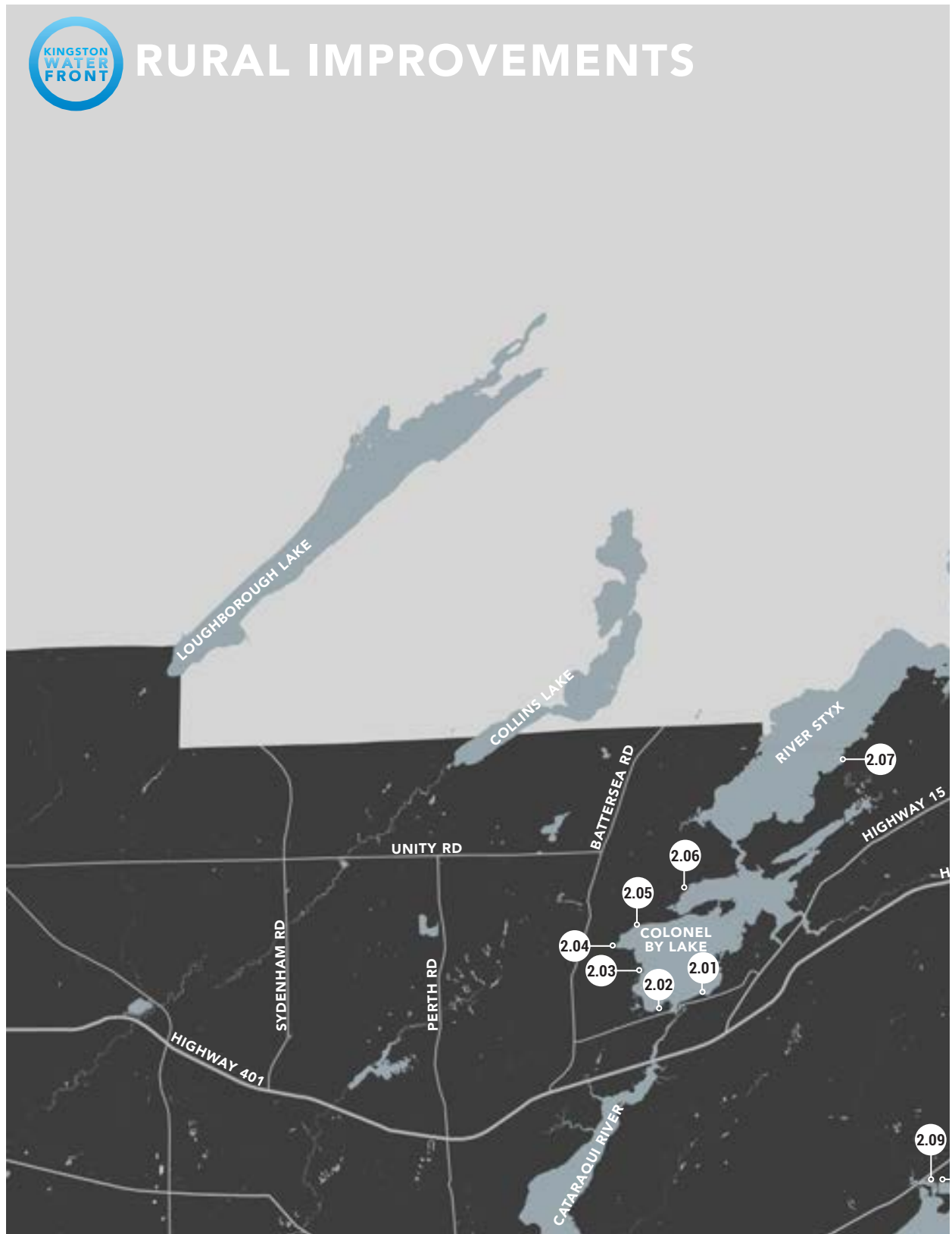


Figure 181: Location of proposed urban project



RURAL IMPROVEMENTS



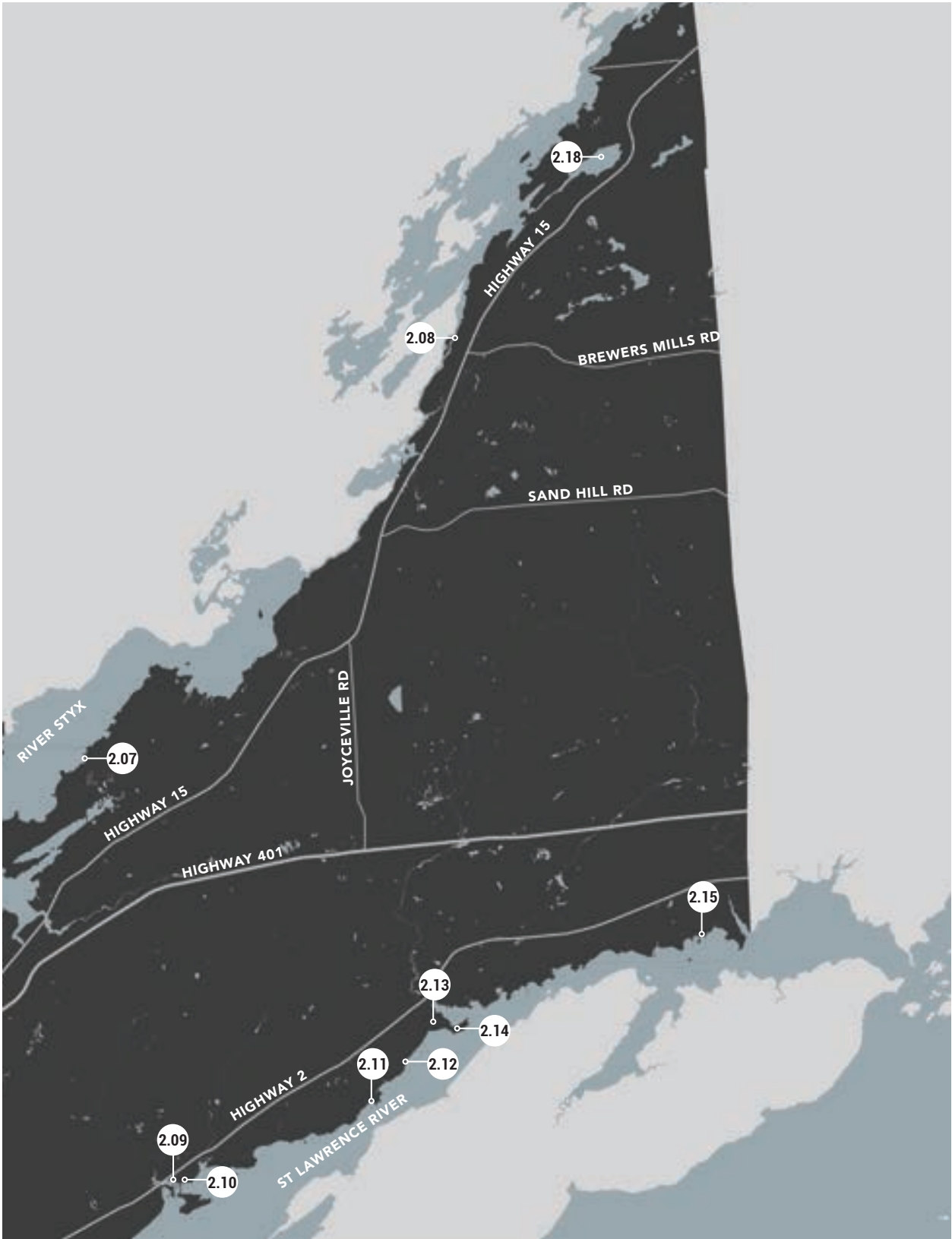


Figure 182: Location of proposed rural project

Focus Area 1 Projects

Thirty seven projects have been identified in Focus Area 1 which extends from the LaSalle Causeway north to Kingston Mills on both sides of the Cataraqui River.

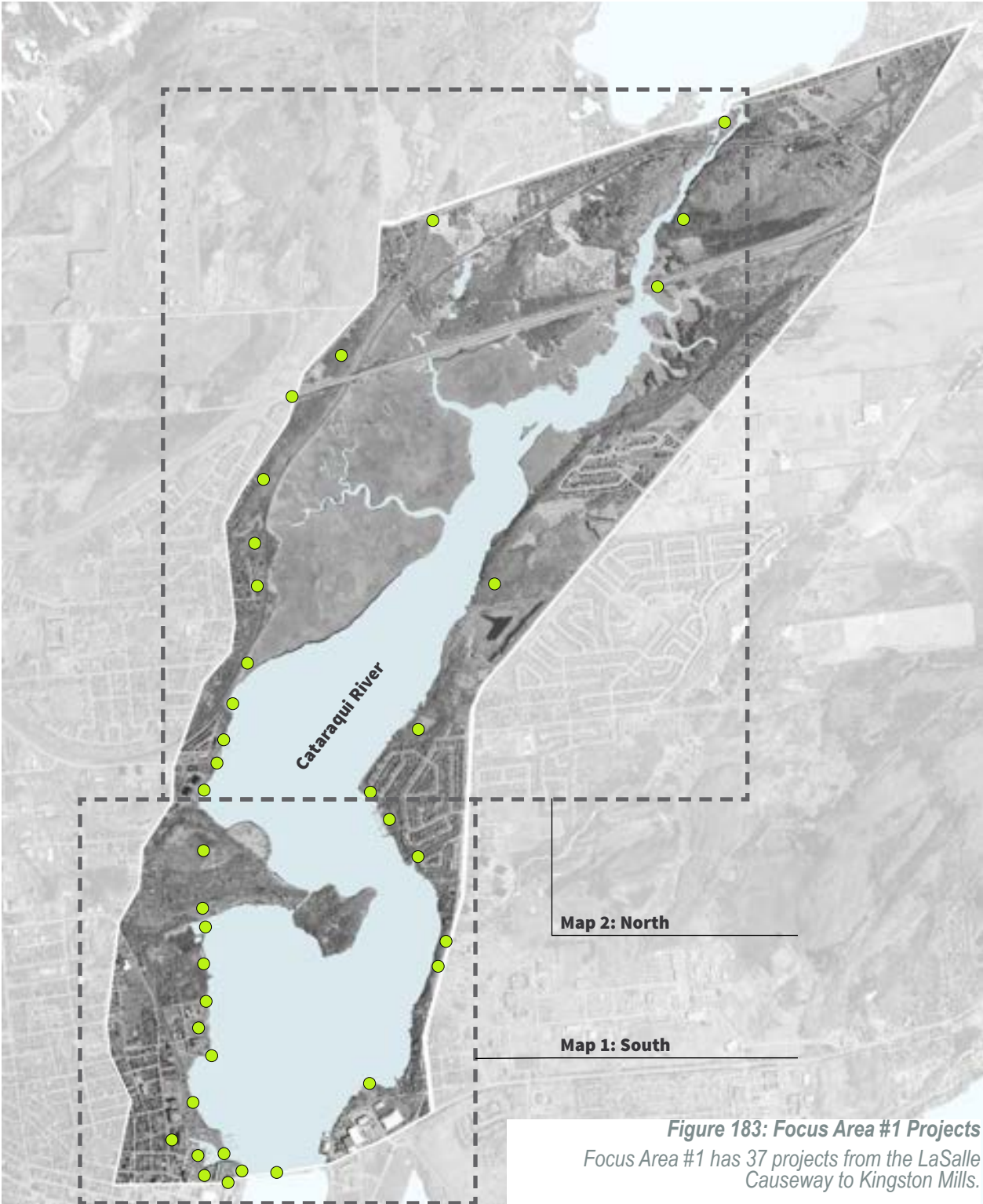
The projects in this Focus Area focus on creating a connected waterfront pathway network linking a series of parks and public open spaces to provide waterfront access. Some of the key waterfront destinations in this focus area include Douglas R. Fluhrer Park and Belle Park. Highway 401, the rail line and significant sections of privately owned waterfront are key obstacles in creating a complete waterfront pathway network.

Recommendations for each of these projects are provided on the following pages.

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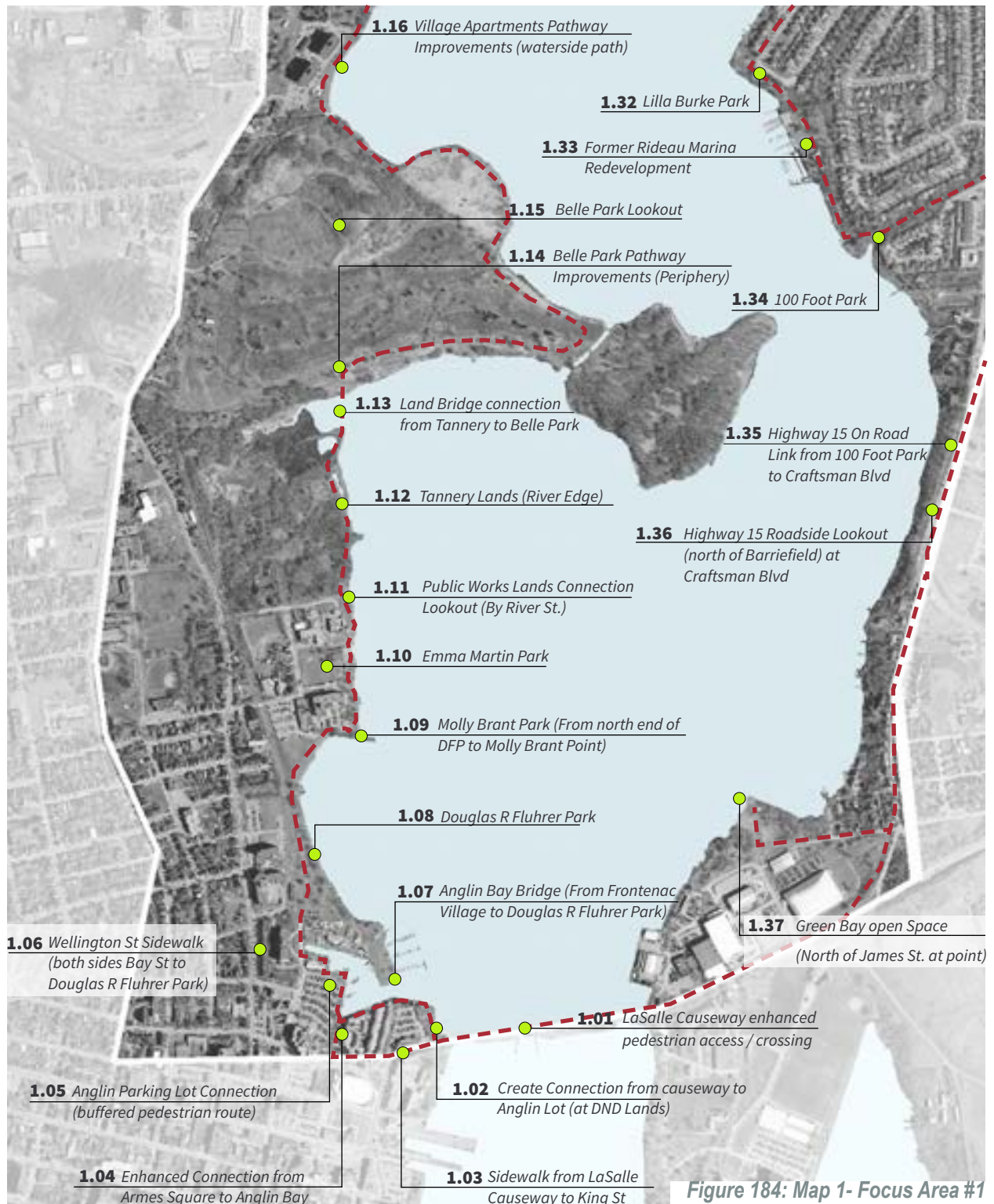


Figure 184: Map 1- Focus Area #1

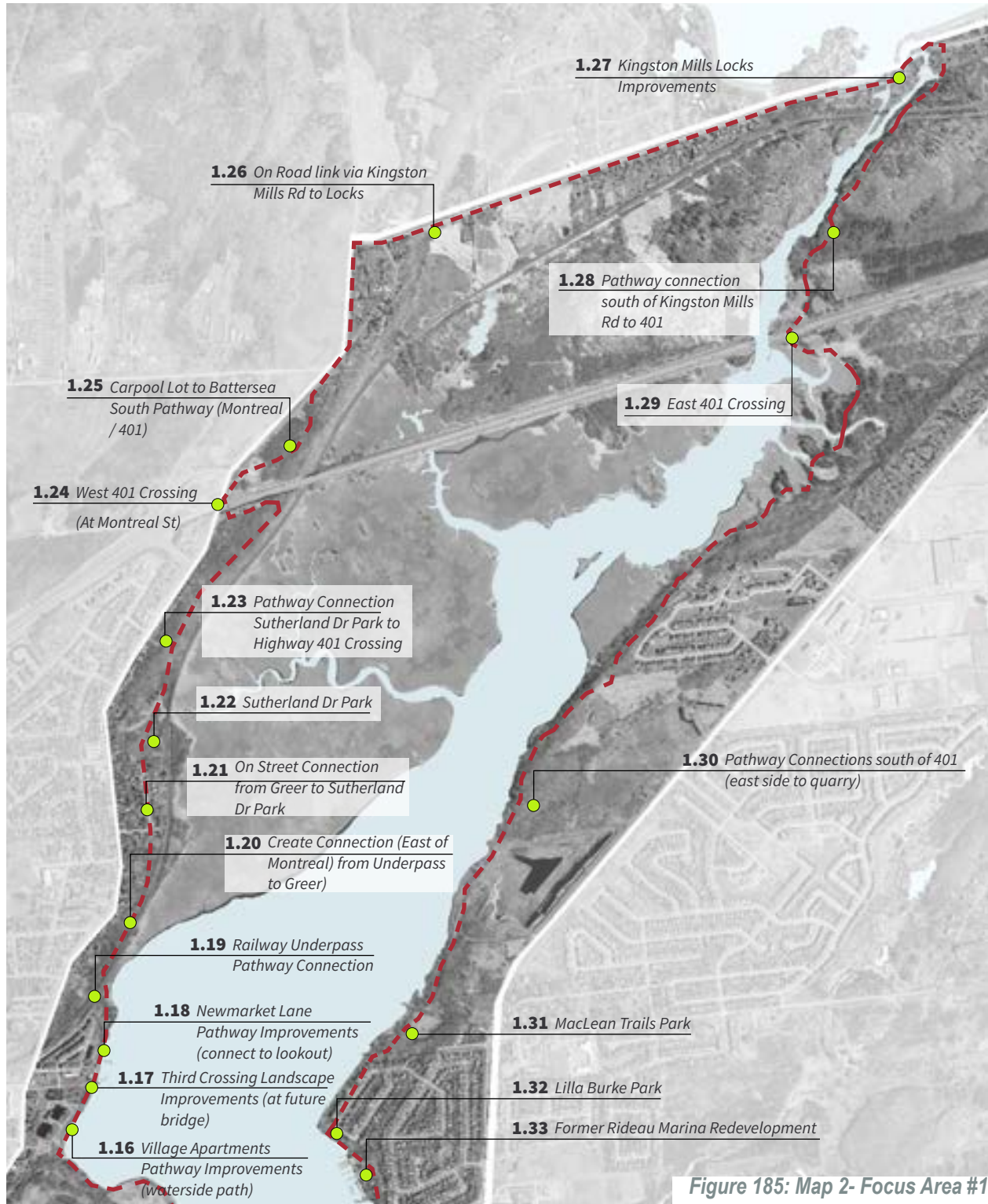


Figure 185: Map 2- Focus Area #1



Description

The LaSalle Causeway is a crucial link for the east west connection of Kingston's Waterfront.

Recommended improvements:

- Improvements for pedestrians and cyclists on Causeway
- Lookout area for Kingston Harbour
- Improved linkage to Royal Military College

Project Risks and Challenges:

- Given the narrow nature of the causeway, future development should include the incorporation of a segregated north and south pedestrian and bicycle lanes.

Details

size / area

2.5 ha

ownership

Public Works and Government Services Canada

project partners

Public Works and Government Services Canada

estimated budget

\$ 200,000

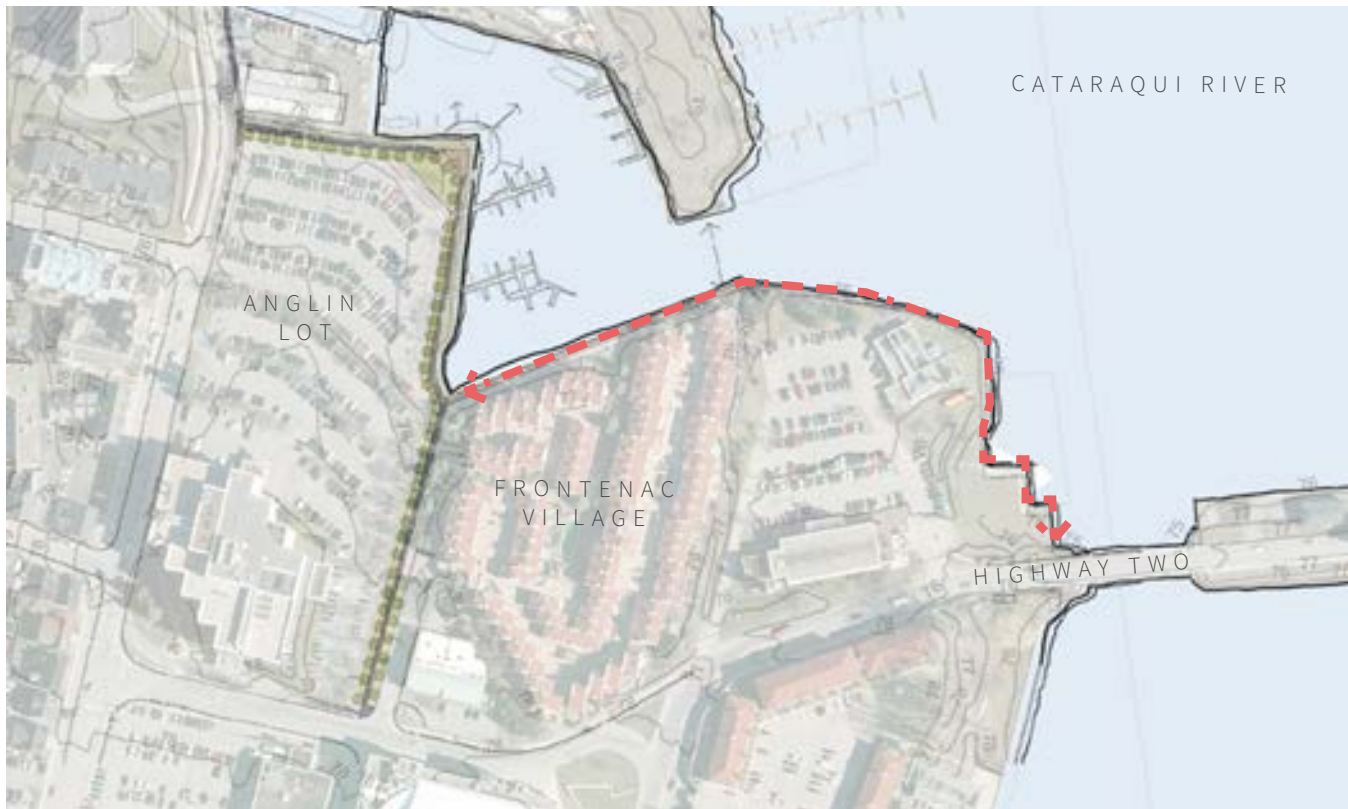
priority ranking

82 /137

associated initiatives

1.02 Create Connection from Causeway to Anglin Lot (at DND Lands)

6.01 Wolfe Island Ferry to LaSalle Causeway



Description

This connection links Highway 2 to the Anglin parking lot passing through the Department of National Defence property and to the north edge of Frontenac Village.

Recommended improvements

- 2.5 metre wide asphalt pathway
- Furnishings / amenities
- May require fencing / security
- Boardwalk along waterfront edge at Frontenac Village
- Enhanced dock wall

Project Risks and Challenges

- A significant portion of this walk passes through Department of National Defence lands. This connection is contingent on successful negotiation for land access.

Details

size / area

400 lm

ownership

City of Kingston
Department of National Defence

project partners

Department of National Defence

estimated budget

\$ 350,000

priority ranking

80/137

associated initiatives

1.04 Enhanced Connection from Armes Square to Anglin Bay
1.07 Anglin Bay Bridge (From Frontenac Village to Douglas R. Fluhrer Park)
6.01 Wolfe Island Ferry to LaSalle Causeway

Sidewalk from LaSalle Causeway to King St. 1.03



Description

This is a on street connection from the LaSalle Causway to King Street.

Recommended Improvements

- ▷ Sidewalk Improvements
- ▷ Continuous sidewalk from Causeway to King Street
- ▷ Overall streetscape and urban design enhancements
- ▷ Improved directional signage

Project Risks and Challenges

- ▷ This improvement will need to be coordinated with Public Works
- ▷ Coordinate improvement with overall urban design guidelines / streetscape standards

Details

size / area

308 lm

ownership

City of Kingston

project partners

City of Kingston Public Works

estimated budget

\$ 120,000

priority ranking

93/137

associated initiatives

- 1.02 Create Connection from Causeway to Anglin Lot (at DND Lands)
- 1.04 Enhanced Connection from Armes Square to Anglin Bay
- 6.01 Wolfe Island Ferry to LaSalle Causeway



Description

This project would connect Anglin Parking Lot with the on-street connection to downtown.

Recommended improvements:

- ▷ Tree lined boulevard along King Street E and behind Ministry of Health Building
- ▷ Pedestrian amenities (seating, etc.)
- ▷ Improved pathway and signage

Project Risks and Challenges

- ▷ Coordination with Frontenac Village and the Ministry of Health would be key to a successful project

Details

size / area

217 lm

ownership

Private (easement)

project partners

estimated budget

\$ 140,000

priority ranking

106/137

associated initiatives

1.03 Sidewalk from LaSalle Causeway to King St.

1.05 Anglin Parking Lot Connection (buffered pedestrian route)



Description

This pathway connects Frontenac Village to Wellington Street. It's connections passes behind the Anglin Bay to Municipal Parking. Currently the walk is directly adjacent to the parking lot.

Recommended improvements:

- Creation of a landscaped riparian buffer
- Creation of a lookout (view of working dockyard)
- Connection along waterfront
- Reconfigure parking to allow greater buffer

Project Risks and Challenges

- Coordination with existing dockside use
- Coordination with municipal parking lot to ensure required parking numbers are still maintained

Details

size / area

200 lm

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 430,000

priority ranking

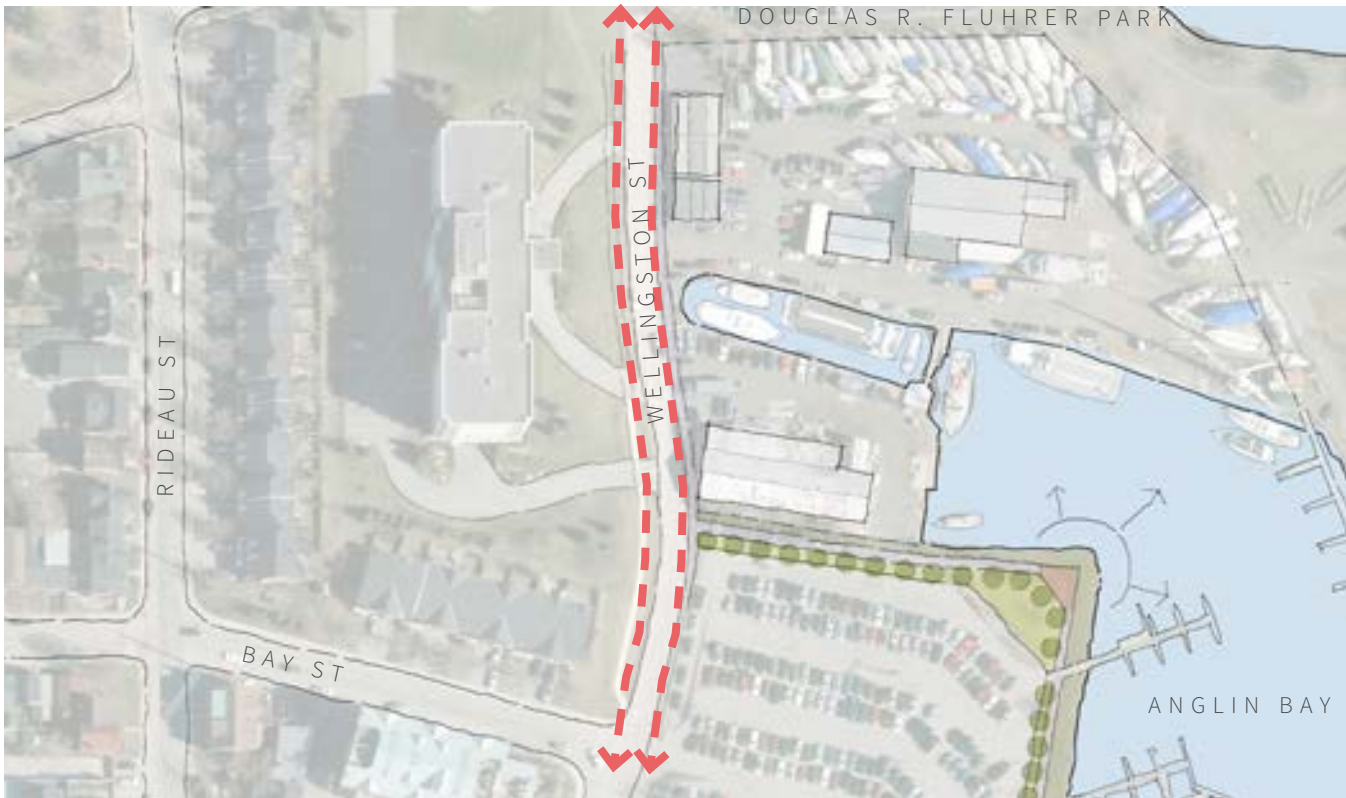
106/137

associated initiatives

1.04 Enhanced Connection from Armes Square to Anglin Bay

1.06 Wellington Street Sidewalk (Bay Street to Douglas R. Fluhrer Park)

Wellington Street Sidewalks (both sides Bay Street to Douglas R. Fluhrer Park)



Description

Sidewalks should be implemented on both sides of Wellington Street from Bay Street to Douglas Fluhrer Park to provide safe pedestrian access to the park.

Recommended improvements:

- Provide sidewalk on both sides of Wellington Street, north of Bay Street to Douglas Fluhrer Park
- Street tree planting, street furniture, upgraded lighting, and signage

Project Risks and Challenges

- Coordination with Wellington Street Extension (if implemented)

Details

size / area

400 lm

ownership

City of Kingston

project partners

estimated budget

\$ 185,000

priority ranking

89/137

associated initiatives

1.05 Anglin Parking Lot Connection
(buffered pedestrian route)

1.07 Anglin Bay Bridge (From
Frontenac Village to Douglas R.
Fluhrer Park)

Anglin Bay Bridge

(From Frontenac Village to Douglas R. Fluhrer Park)

1.07



Description

This link provides a pedestrian link over Anglin Bay connection between Douglas R. Fluhrer Park and Frontenac Village.

Recommended improvements:

- ▷ Pedestrian bridge
- ▷ Lookout

Project Risks and Challenges

- ▷ Providing a pedestrian link while maintaining boat access between Cataraqui River and Anglin Bay

Details

size / area

45 lm

ownership

Other

project partners

Adjacent Land-Owners

estimated budget

\$ 560,000

priority ranking

69/137

associated initiatives

1.02 Create Connection from Causeway to Anglin Lot (at DND Lands)

1.08 Douglas R. Fluhrer Park

1.08 Douglas R. Fluhrer Park



Description

Through a variety of design moves the design celebrates the railway and industrial heritage of the park while enhancing opportunities for the community to interact with the park's natural environment.

Recommended improvements as per the 2014 Master Plan include:

- Grassland/meadow areas
- General shoreline improvements and riparian buffer
- Car + trailer parking
- Marina and boat launch
- Potential Wellington Street extension
- Water access
- Shade structure
- Event and play spaces
- Look out opportunities
- Exploration of stormwater improvements

Project Risks and Challenges

- Park is currently designed with consideration of the possible future the Wellington Street extension

Details

size / area

3.00 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 2,684,000

priority ranking

3/137

associated initiatives

1.06 Wellington Street Sidewalk (Bay Street to Douglas R. Fluhrer Park)

1.07 Anglin Bay Bridge (From Frontenac Village to Douglas R. Fluhrer Park)

Molly Brant Park 1.09

(from north end of DFP to Molly Brant Point)



Description

Connecting Douglas Fluhrer Park to Molly Brant point, this walkway provides a gateway to the Woolen Mill and Tannery lands heritage district.

Recommended improvements:

- ▷ Shoreline and Waterfront Pathway Improvements
- ▷ Widening of pathway
- ▷ Asphalt surfacing
- ▷ Landscaping
- ▷ Shoreline restoration work
- ▷ Existing small craft launch enhancements
- ▷ Lookout improvements both at Molly Brant and Cataraqui Street

Project Risks and Challenges

- ▷ Coordination is required with Woolen Mill to provide seamless integration with improvements
- ▷ Coordination with any future development related to the proposed Wellington Street extension

Details

size / area

0.90 ha

ownership

City of Kingston
Private

project partners

Adjacent Land-Owners

estimated budget

\$ 460,000

priority ranking

18/137

associated initiatives

1.08 Douglas R. Fluhrer Park

1.10 Emma Martin Park

1.10 Emma Martin Park



Description

This park sits on lands previously used by tannery and smelting operations, but is now a public park beside the rowing/canoe club and the Woolen Mill

Recommended improvements:

- ▷ Park Enhancements
- ▷ Playground improvements
- ▷ Parking lot reconfiguration
- ▷ Rowing club improvements
- ▷ Existing small craft launch improvements
- ▷ General park improvements

Project Risks and Challenges

- ▷ Potential soil contamination and existing remediation measures
- ▷ Existing underground combined sewer overflow tank is located under the park

Details

size / area

1.70 ha

ownership

City of Kingston

project partners

Stakeholder Groups
Adjacent Land-Owners

estimated budget

\$ 490,000

priority ranking

37/137

associated initiatives

1.09 Molly Brant Park (from north end of DFP to Molly Brant Point)

1.11 Public Works Lands Connection Lookout (By River St.)

Public Works Lands Connection Lookout

(By River St. Pumping Station)

1.11



Description

This is an improvement at the end of River Street.

Recommended improvements:

- ▷ Lookout at end of River Street
- ▷ Minor work may be required to improve connections with adjacent trails
- ▷ Removable bollards

Project Risks and Challenges

- ▷ Integration with Tannery Lands development

Details

size / area

0.90 ha

ownership

City of Kingston

project partners

Stakeholder Groups
Adjacent Land-Owners

estimated budget

\$ 160,000

priority ranking

101/137

associated initiatives

1.10 Emma Martin Park
1.12 Tannery Lands (River Edge)

1.12 Tannery Lands (River Edge)



Description

The Davis Tannery Lands is a brownfield site of approximately 37 acres, along the shore of the Great Cataraqui River, on the northern edge of Kingston's downtown area.

This site has enormous potential for the redevelopment of the entire inner harbour neighbourhood. As part of this development a minimum 30m strip of parkland is proposed along the waterfront.

Recommended improvements:

- Waterfront Park / Connection
- Minimum 30m public space along waterfront
- Water's edge pathway with lookout opportunities
- Partnership with future developer
- Landscaping / park amenities
- Shoreline and riparian buffer restoration

Project Risks and Challenges

- Soil contamination and site remediation

Details

size / area

2.90 ha

ownership

Private

project partners

Land-Owner / Developer

estimated budget

\$ 1,310,000

priority ranking

11/137

associated initiatives

1.11 Public Works Lands Connection
Lookout (By River St.)

1.13 Land Bridge Connection from
Tannery to Belle Park

Land Bridge Connection (from Tannery to Belle Park)

1.13



Description

Continuing north from the Davis Tannery Lands this proposed land bridge would be constructed as a permanent link to Belle Park.

Project improvements will include:

- ▷ Pedestrian Connection from Tannery to Belle Park
- ▷ Physical connection for pedestrians
- ▷ Shoreline work / habitat restoration opportunity
- ▷ Opportunity to incorporate a lookout
- ▷ Soil/ water remediation

Project Risks and Challenges

- ▷ Soil contamination and existing remediation measures

Details

size / area

1.50 ha

ownership

Other

project partners

Cataraqui Region Conservation
Authority
Adjacent Land-Owners

estimated budget

\$ 910,000

priority ranking

42/137

associated initiatives

1.12 Tannery Lands (River Edge)

1.14 Belle Park Pathway
Improvements (Periphery)

1.14 Belle Park Pathway Improvements (Periphery)



Description

Belle Park is a landfilled marshland that extends into the Kingston Inner Harbour from the west bank of the Great Cataraqui River to Belle Island. This project proposes improvements to the circulation network.

Recommended improvements:

- Enhance network of pathways
- Close and realign trails as required to improve connections
- Narrow and wide trails
- Landscaping / planting enhancements
- Provide views from shoreline
- Opportunity for habitat restoration
- Work with First Peoples regarding sanctity of Belle Island site
- Remediation interpretation

Project Risks and Challenges

- Soil contamination and remediation measures
- Respect for First Peoples access to Belle Island

Details

size / area

45.00 ha

ownership

City of Kingston

project partners

Friends of Belle Park

estimated budget

\$ 350,000

priority ranking

29/137

associated initiatives

1.13 Land Bridge Connection from Tannery to Belle Park

1.15 Belle Park Lookout

1.16 Village Apartments Pathway Improvements (waterside path)



Description

This project capitalizes on the height of land in Belle Park by providing a seating and viewing area on the old landfill site.

Recommended improvements:

- ▷ Pedestrian pathway connection to formal lookout
- ▷ Pathway connection
- ▷ Gathering space / seating
- ▷ Landscaping/ habitat restoration
- ▷ Remediation interpretation

Project Risks and Challenges

- ▷ Soil contamination and remediation measures
- ▷ Respect for First Peoples access to Belle Island

Details

size / area

0.35 ha

ownership

City of Kingston

project partners

Friends of Belle Park

estimated budget

\$ 340,000

priority ranking

53/137

associated initiatives

1.14 Belle Park Pathway Improvements (Periphery)

1.16 Village Apartments Pathway Improvements (waterside path)



Description

This is an upgrade of the current pathway system behind the Village Apartments linking Belle Park to John Counter Blvd.

Recommended improvements:

- ▷ Connection from Belle Park to John Counter Blvd
- ▷ Small bridge connection
- ▷ Walkway widening and landscaping
- ▷ Seating / pedestrian amenities

Project Risks and Challenges

- ▷ Coordination with Village Apartments

Details

size / area

300 lm

ownership

Private

project partners

Adjacent Land-Owners

estimated budget

\$ 190,000

priority ranking

103/137

associated initiatives

1.14 Belle Park Pathway Improvements (Periphery)

1.17 Third Crossing Landscape Improvements (at future bridge)

Third Crossing Landscape Improvements (at future bridge abutments)

1.17



Description

This project would be part of the overall bridge work for the third crossing. In light of the third crossing uncertain timeline, an upgraded pathway may be proposed in the interim (allowing for future bridge development).

Recommended improvements:

- ▷ Enhancements associated with potential third crossing
- ▷ Enhancements to Elliot Ave. Park
- ▷ Land access / pedestrian route to be determined due to private land ownership

Project Risks and Challenges

- ▷ Alternative design can be proposed as an interim measure while the timeline of the third crossing remains undecided

Details

size / area

1.50 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

TBD

priority ranking

57/137

associated initiatives

1.16 Village Apartments Pathway Improvements (waterside path)

1.18 Newmarket Lane Pathway Improvements (connect to lookout)

1.18 Newmarket Lane Pathway Improvements (connect to outer station lookout)



Description

This is a pathway behind the Newmarket Lane development linking from John Counter Blvd. to the railway.

Recommended improvements:

- ▷ Waterfront Pathway
- ▷ Asphalt pathway
- ▷ Wetland lookout
- ▷ Interpretation

Project Risks and Challenges

- ▷ Coordination with First Peoples
- ▷ Sensitivity of the Cataraqui Marsh Provincially Significant Wetland
- ▷ Protection of Outer Station archaeological site

Details

size / area

400 lm

ownership

Private

project partners

Parks Canada (Rideau Canal)
Adjacent Land-Owners

estimated budget

\$ 280,000

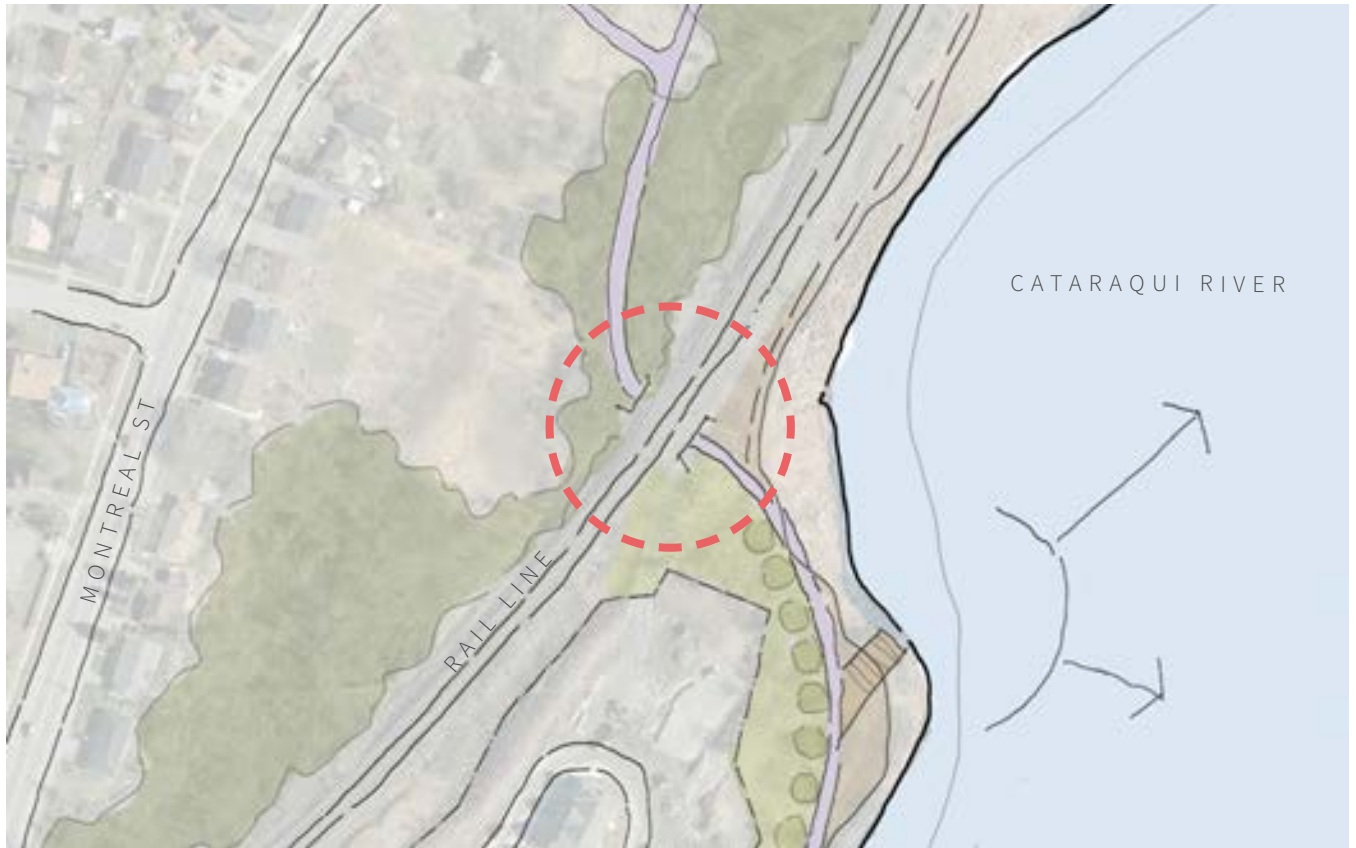
priority ranking

86/137

associated initiatives

1.17 Third Crossing Landscape Improvements (at future bridge)

1.19 Railway Underpass Pathway Connection



Description

This project uses the existing rail underpass to connect to the lands west of the railway tracks.

Recommended improvements:

- ▷ Pedestrian connection under railway
- ▷ Provide link to linear open space east of Montreal Street
- ▷ Investigate opportunity to use existing culvert (current pedestrian route)

Project Risks and Challenges

- ▷ Coordination / Permission from railway

Details

size / area

0.15 ha

ownership

Canadian National Railway

project partners

Canadian National Railway

estimated budget

\$ 310,000

priority ranking

102/137

associated initiatives

1.18 Newmarket Lane Pathway Improvements (connect to lookout)

1.20 Create Connection (East of Montreal) from Underpass to Greer.

1.20 Create Connection (East of Montreal) from Underpass to Greer



Description

This connection passes through the lands behind Montreal Street.

Recommended improvements:

- ▷ Pathway Connection
- ▷ From Briceland to Greer Street
- ▷ Link to MacCauley St
- ▷ Connection to Greer Street
- ▷ Land access / route to be determined due to private land ownership

Project Risks and Challenges

- ▷ Coordination with property owners and stakeholder groups

Details

size / area

700 lm

ownership

Private
City of Kingston

project partners

Land-Owners

estimated budget

\$ 410,000

priority ranking

100/137

associated initiatives

1.19 Railway Underpass Pathway Connection

1.21 On Street Connection from Greer to Sutherland Dr. Park



Description

This is a on road connection from Greer Street to Sutherland Dr.

Recommended improvements:

- ▷ Link connecting Greer to Sunderland Park
- ▷ Pathway signage

Project Risks and Challenges

- ▷ Coordination with property owners and neighbourhood groups

Details

size / area

270 lm

ownership

City of Kingston

project partners

Engineering

estimated budget

\$ 115,000

priority ranking

134/137

associated initiatives

1.20 Create Connection (East of Montreal) from Underpass to Greer

1.22 Sutherland Drive Park

1.22 Sutherland Drive Park



Description

This is a local park in the neighbourhood of Markers Acres in Kingston North.

Recommended improvements:

- ▷ Park Enhancements / upgrades
- ▷ Playground improvements

Project Risks and Challenges

- ▷ Coordination with property owners and stakeholder groups

Details

size / area

1.00 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 310,000

priority ranking

113/137

associated initiatives

1.21 On Street Connection from Greer to Sutherland Dr. Park

1.23 Pathway Connecting Sutherland Dr. Park to Highway 401 Crossing

Pathway Connection

Sutherland Dr. Park to Highway 401 Crossing (edge of escarpment)

1.23



Description

This project is a trail connection from Sutherland Park to Highway 401. This pathway would be explored in relation to any development opportunities in the area.

Recommended improvements:

- ▷ Land access / route to be determined due to private land ownership
- ▷ Opportunities for overlook into the Cataraqui Marsh
- ▷ Provides connection to lands to Kingston North

Project Risks and Challenges

- ▷ Coordination with developers, owners and stakeholder groups

Details

size / area

1800 lm

ownership

Private

project partners

Land-owners

estimated budget

\$ 660,000

priority ranking

114/137

associated initiatives

1.22 Sutherland Drive Park

1.24 West 401 Crossing (at Montreal Street)

1.24 West 401 Crossing (at Montreal Street)



Description

This is an on-street connection across the Highway 401 bridge.

Recommended improvements:

- ▷ Signage
- ▷ Pavement markings

Project Risks and Challenges

- ▷ Coordination with Engineering
- ▷ High volume traffic creates problems address safety of pedestrian and cycle traffic

Details

size / area

140 lm

ownership

Other

project partners

Ministry of Transportation (Highway 401 Right of Way)
Adjacent Land owners

estimated budget

\$ 50,000

priority ranking

135/137

associated initiatives

1.23 Pathway Connecting
Sutherland Dr. Park to Highway 401
Crossing

1.25 Carpool Lot to Battersea South
Pathway (Montreal / 401)

Carpool Lot to Battersea South Pathway (Montreal / 401)

1.25



Description

This pathway connects the 401 behind the carpool lot to Battersea Rd. There is an opportunity to provide a look out at the carpool lot.

Recommended improvements:

- ▷ Land access / route to be determined due to private land ownership
- ▷ granular walkway
- ▷ Lookout opportunity with possible interpretation

Project Risks and Challenges

- ▷ Coordination with Engineering

Details

size / area

650 lm

ownership

Private

project partners

Ministry of Transportation (Highway 401 Right of Way)
Land owners

estimated budget

\$ 160,000

priority ranking

133/137

associated initiatives

1.24 West 401 Crossing (at Montreal Street)

1.26 On Road link via Kingston Mills Rd. to Locks

1.26 On Road link via Kingston Mills Rd. to Locks



Description

This combination on and off-road route links Battersea Rd to Thompson Crescent, uses an unopened Road Allowance and private land to connect to Kingston Mills Road and then continue on to the locks.

Recommended improvements:

- ▷ Signage and line painting
- ▷ Granular pathway (unopened road allowance)

Project Risks and Challenges

- ▷ Coordination with property owners and stakeholder groups

Details

size / area

550 lm

ownership

Other/Provide

project partners

Engineering
Adjacent land owners

estimated budget

\$ 370,000

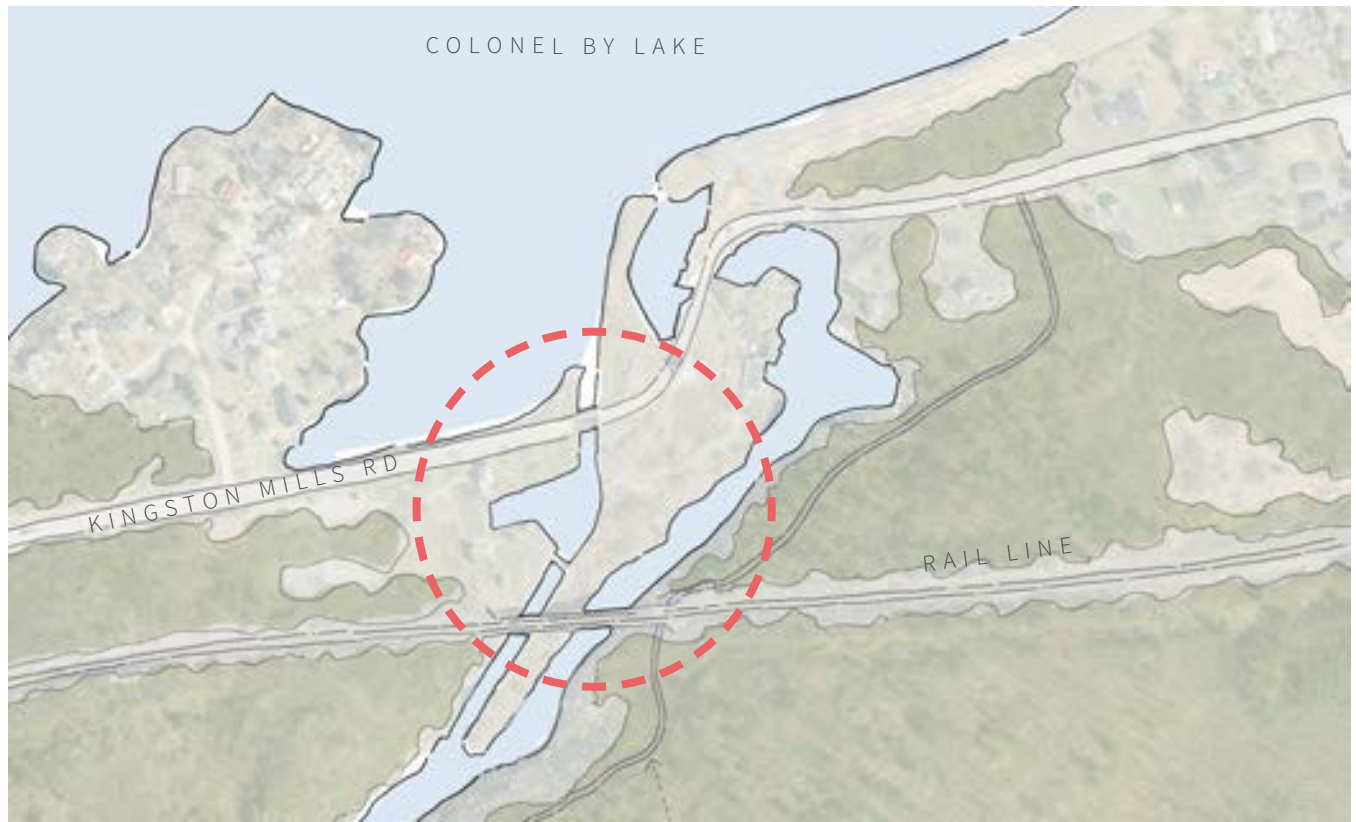
priority ranking

137/137

associated initiatives

1.25 Carpool Lot to Battersea South
Pathway (Montreal / 401)

1.27 Kingston Mills Locks
Improvements



Description

This project involves working with Parks Canada to promote a connected pathway experience through the historic site.

Recommended improvements:

- ▷ Improvements in conjunction with Parks Canada
- ▷ Parkland improvements
- ▷ Signage and wayfinding

Project Risks and Challenges

- ▷ Coordination and cooperation with Parks Canada

Details

size / area

2.50 ha

ownership

Other

project partners

Parks Canada

estimated budget

\$ 225,000

priority ranking

67/137

associated initiatives

1.26 On Road link via Kingston Mills Rd. to Locks

1.28 Pathway connection south of Kingston Mills Road to 401



Description

This secondary trail connection travels south from Kingston Mills through the Kingston Mills Gorge Environmentally Significant Area. Its path follows the shield topography capitalizing on heights of land and views of the Cataraqui River.

Recommended improvements:

- Secondary Trail Connection
- Bridge Crossings required
- Narrow sections to accommodate topography
- Hiking trail
- Lookout opportunities

Project Risks and Challenges

- Coordination and cooperation with Parks Canada
- Ideal route will need further tracking and study
- A high degree of accessibility might prove difficult for this secondary trail
- Area identified as a environmentally significant area

Details

size / area

2250 lm

ownership

Other

project partners

Parks Canada

estimated budget

\$ 690,000

priority ranking

68/137

associated initiatives

1.27 Kingston Mills Locks Improvements

1.29 East 401 Crossing



Description

Continuing south this secondary trail will use the under bridge connection at Highway 401 to continue south on the eastern portion of the river

Recommended improvements:

- ▷ Secondary trail
- ▷ Lookout opportunities

Project Risks and Challenges

- ▷ Coordination with private land owners
- ▷ Walkway around base of bridge may prove technically problematic and expensive

Details

size / area

0.65 ha

ownership

Other

project partners

Ministry of Transportation (Highway 401 Right of Way)
Land Owners

estimated budget

\$ 1,350,000.00

priority ranking

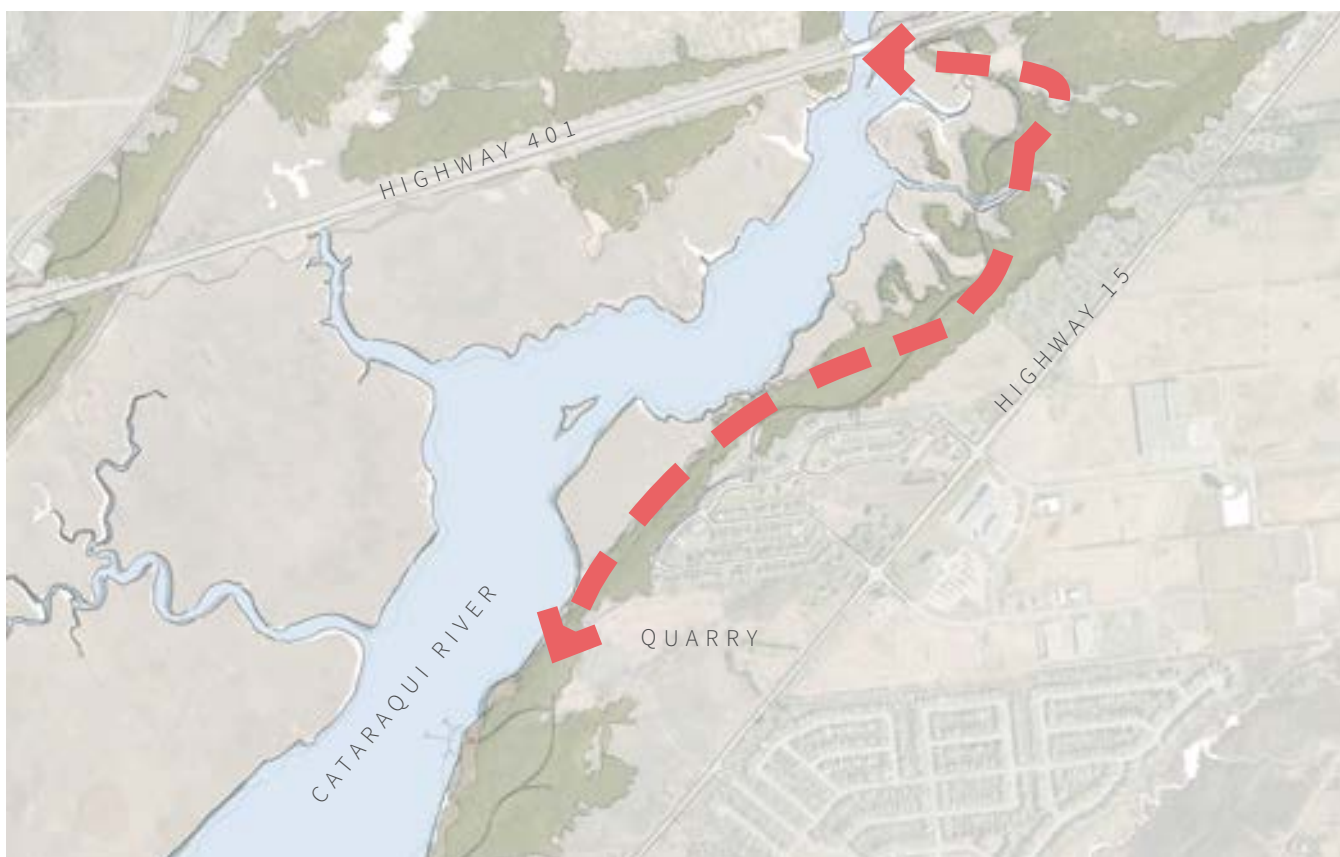
130/137

associated initiatives

1.28 Pathway connection south of Kingston Mills Road to 401

1.30 Pathway Connections south of 401 (east side to quarry)

1.30 Pathway Connections south of 401 (east side to quarry)



Description

This secondary trail connection continues south from Highway 401 across bridges and marshlands. It emerges on the eastern woodlands of the river basin and continues south connecting to the emerging neighbourhoods of Cataraqui River East. An appropriate trail alignment needs to be carefully considered due to the sensitivity of the Cataraqui Marsh Provincially Significant Wetland, Area of Natural Scientific Interest and Cataraqui Cliffs Environmentally Significant Area.

Recommended improvements:

- Secondary trail connection
- Bridge crossings required
- Narrow sections to accommodate topography
- Hiking trail
- Lookout opportunities

Project Risks and Challenges

- Area contains the cataraqui Marsh Provincially Significant Wetland and Area of Natural Scientific Interest and Cataraqui Cliffs Environmentally Significant Area
- Marsh areas will prove technically challenging to cross
- Ideal route will need further tracking and study
- A high degree of accessibility might prove difficult for this secondary trail

Details

size / area

5000 lm

ownership

Private

project partners

Land owners

estimated budget

\$ 1,210,000

priority ranking

58/137

associated initiatives

1.29 East 401 Crossing



Description

A book end for the eastern John Counter Blvd connection this development will hinge upon the third crossing development. In light of the third crossing uncertain timeline, an upgraded pathway may be proposed in the interim which allows for future bridge development.

Recommended improvements:

- ▷ General Park Improvements
- ▷ Shoreline access and viewing improvements
- ▷ Pathway enhancements

Project Risks and Challenges

- ▷ Coordination with Engineering
- ▷ Walkway around base of bridge may prove technically challenging and expensive
- ▷ Alternative design can be proposed as an interim measure while the timeline of the third crossing is undetermined

Details

size / area

2.62 ha

ownership

City of Kingston

project partners

Engineering

estimated budget

\$ 470,000

priority ranking

46/137

associated initiatives

Stand Alone

1.32 Lilla Burke Park



Description

Lilla Burke Park is a local neighbourhood park that would be improved as part of this project.

Recommended improvements:

- ▷ Park enhancements
- ▷ Views / seating at water's edge
- ▷ Shoreline enhancements / opportunity for habitat restoration
- ▷ Improved small craft access

Project Risks and Challenges

- ▷ Coordination with Transportation Services
- ▷ Walkway around base of bridge may prove technically problematic and expensive
- ▷ Alternative design can be proposed as an interim measure while the timeline of the third crossing remains undecided

Details

size / area

1.15 ha

ownership

City of Kingston

project partners

Stakeholder Groups
Adjacent Land-Owners

estimated budget

\$ 310,000

priority ranking

97/137

associated initiatives

1.33 Former Rideau Marina
Redevelopment



Description

From Lilla Burke Park, the waterfront pathway continues south along the proposed 30m frontage of the current marina site. The pathway would connect to Point St Mark Dr.

Recommended improvements:

- ▷ Open space as part of future redevelopment of Marina
- ▷ Minimum 30m public space along waterfront
- ▷ Water's edge pathway with lookout opportunities
- ▷ Partnership with future developer
- ▷ Landscaping / park amenities

Project Risks and Challenges

- ▷ Coordination with developer of current Marina site will be necessary

Details

size / area

1.65 ha

ownership

Private

project partners

Landowner / Developer

estimated budget

\$ 490,000

priority ranking

68/137

associated initiatives

1.32 Lilla Burke Park



Description

100 Foot Park is long linear connection direct connection to the waterfront. It follows a shallow water course and emerges with significant views to the River.

Recommended improvements:

- ▷ Park enhancements
- ▷ Erosion at shoreline / restoration required
- ▷ Waterfront access and viewing improvements
- ▷ Connection to neighbourhoods

Project Risks and Challenges

- ▷ Coordination with neighbourhood stakeholders

Details

size / area

1 .50 ha

ownership

City of Kingston

project partners

Cataraqui Region Conservation Authority

estimated budget

\$ 350,000

priority ranking

90/137

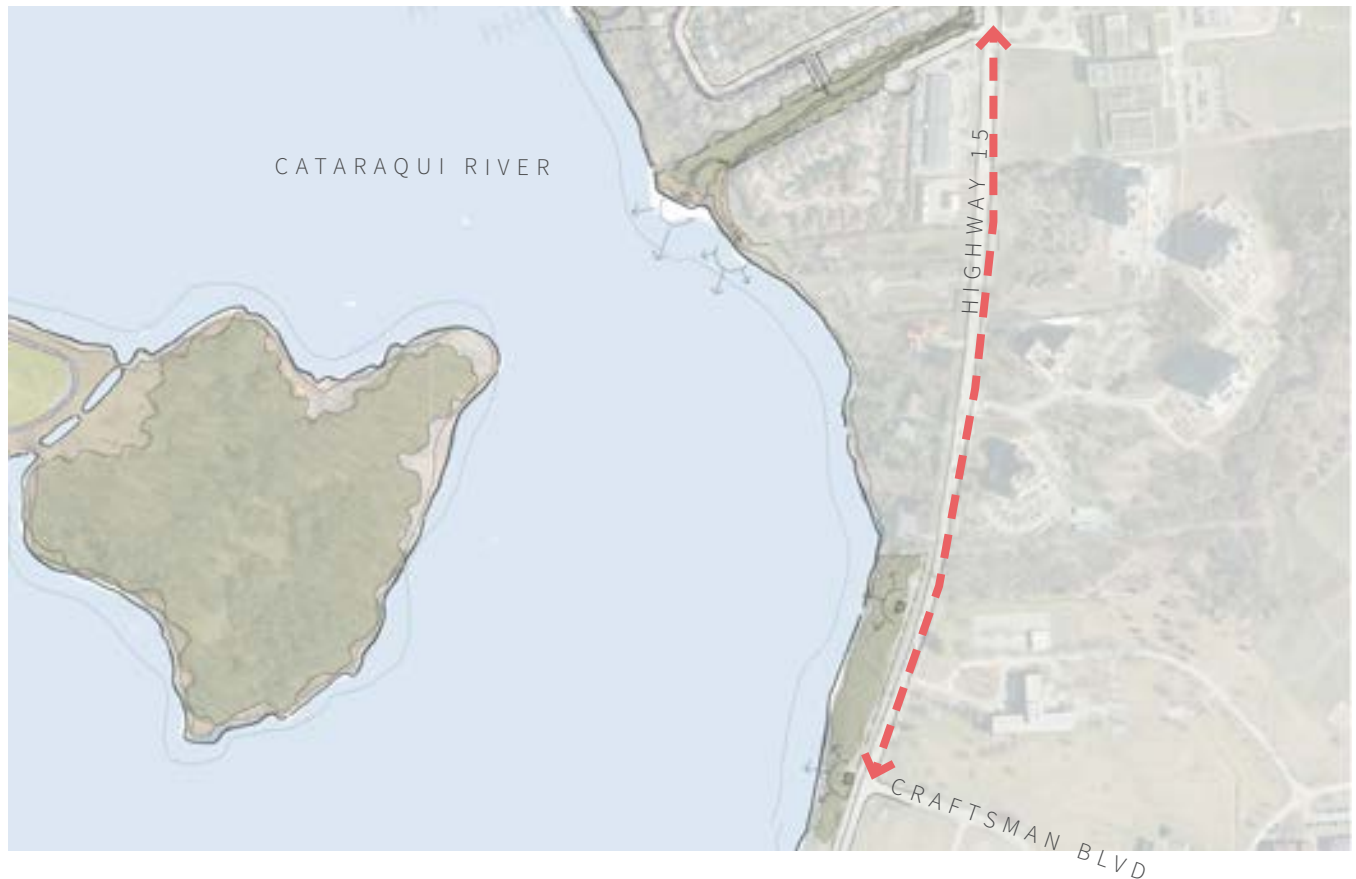
associated initiatives

Stand Alone

Highway 15 Onroad Link

from 100 Foot Park to Craftsman Blvd

1.35



Description

This on road link provides a clearly defined route to the Barriefield Heritage district.

Recommended improvements:

- ▷ On road link between 100 Foot Park and Green Bay Open Space
- ▷ Signage and line painting

Project Risks and Challenges

- ▷ Coordination with Transportation Services

Details

size / area

2000 lm

ownership

City of Kingston

project partners

Engineering

estimated budget

\$ 150,000

priority ranking

95/137

associated initiatives

1.36 Highway 15 Roadside Lookout
(north of Barriefield) at Craftsman



Description

This project proposes two overlooks over the Cataraqui River.

Recommended improvements:

- ▷ Overlook / view of Cataraqui River
- ▷ Seating and signage

Project Risks and Challenges

- ▷ Coordination with Engineering

Details

size / area

1.30 ha

ownership

City of Kingston

project partners

Engineering

estimated budget

310,000

priority ranking

104/137

associated initiatives

1.35 Highway 15 Onroad Link from
100 Foot Park to Craftsman Blvd



Description

Provide connection through Barriefield Heritage District

Recommended improvements:

- ▷ Park development
- ▷ Small craft access
- ▷ Lookout
- ▷ Stairs at the end of Regent Street
- ▷ Interpretation
- ▷ Signage

Project Risks and Challenges

- ▷ Coordination with Department of National Defence

Details

size / area

2.65 ha

ownership

City of Kingston

project partners

Department of National Defence

estimated budget

\$ 360,000

priority ranking

83/137

associated initiatives

Stand Alone

Focus Area 2 Projects

Eighteen projects have been identified in Focus Area 2 extending from Kingston Mills Locks north of the Rideau Canal to Little Cranberry Lake, and from Treasure Island East to the eastern boundary of Kingston. Little Collins Lake and Loughborough Lake are also included in this Focus Area which is centred around the rural waterfronts of Kingston.

Recommendations for each of these projects are provided on the following pages.

The projects in this Focus Area are centred around nodal access at key waterfront destinations. Most of the projects are focussed on improvements at existing City owned parcels to provide improved access to the waterfront.

Projects

2.01	Kingston Mills Locks North Dock	315
2.02	Southern Colonel By Lake Waterfront Path (East of Eden Valley Open Space)	316
2.03	Northern Colonel By Lake Waterfront Path (South of Edenwood Park)	317
2.04	Edenwood Park	318
2.05	Aragon Rd Boat Launch	319
2.06	Cecil + Wilma Graham Park	320
2.07	Jarvis Open Space	321
2.08	Colonel By Park	322
2.09	Lookout on Treasure Island Causeway	323
2.10	Madoma Community Centre	324
2.11	Channel View Park	325
2.12	English Landing Park	326
2.13	Grass Creek Park	327
2.14	Rawsons Point (known as Grass Creek Island)	328
2.15	Riverwood Park	329
2.16	Little Collins Lake Small Craft Access	330
2.17	Loughborough Lake Boat Launch	331
2.18	Leo Lake Small Craft Access	332



Figure 186: Focus Area #2
Rural area projects

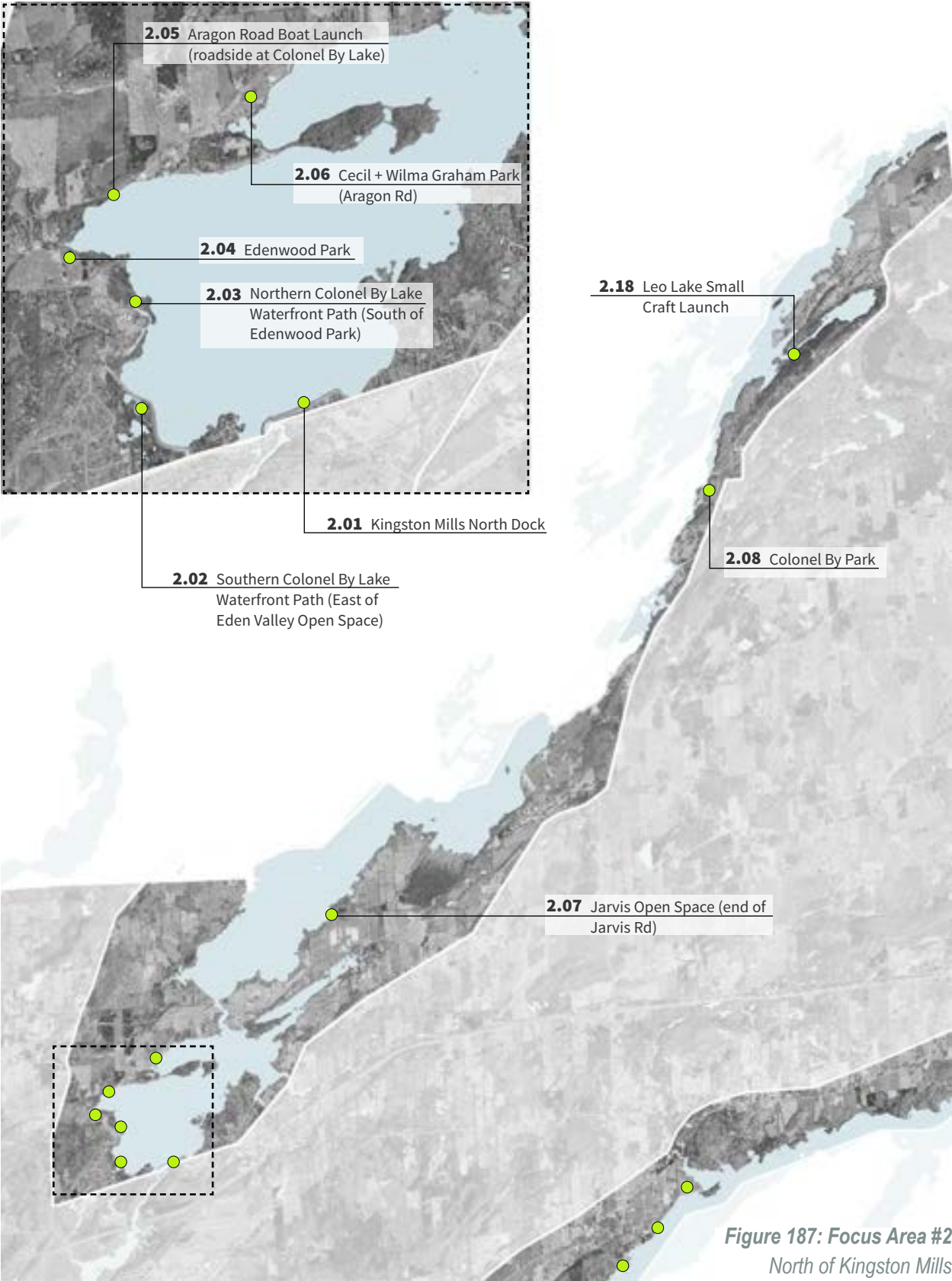
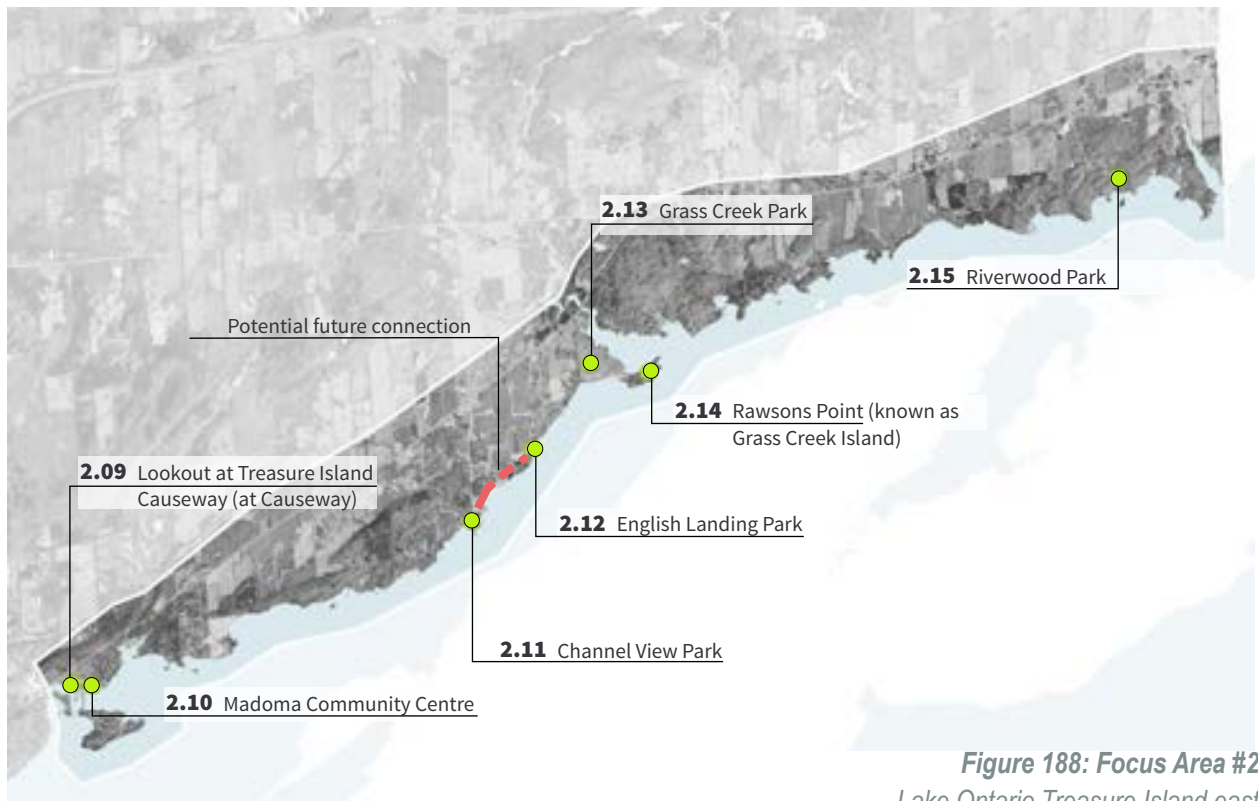


Figure 187: Focus Area #2
North of Kingston Mills





Description

Working with Parks Canada, a small craft dock and trail connection can be improved/created at the south shore of Colonel By Lake.

Recommended improvements:

- ▷ Lookout
- ▷ Improvements to small craft dock
- ▷ Pathway connection on south shore

Project Risks and Challenges:

- ▷ Coordination with Parks Canada

Details

size / area

600 lm

ownership

Other

project partners

Parks Canada

estimated budget

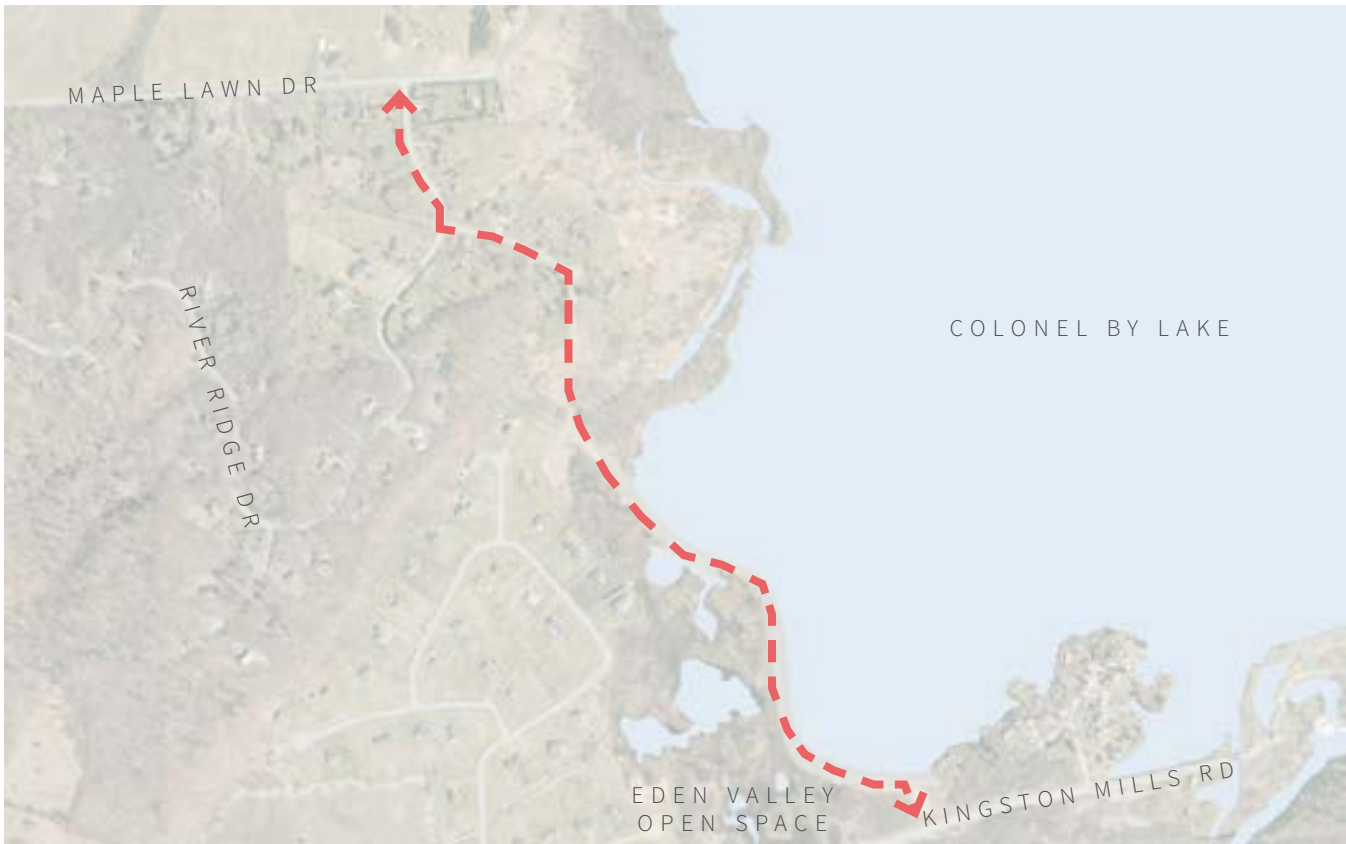
\$ 245,000

priority ranking

123/137

associated initiatives

Stand Alone



Description

This project creates a link with Eden Valley South and Edenwood Park. A portion of the pathway would be asphalt and a portion would follow the existing Heathcliffe Lane and River Ridge Drive Right-of-Way.

Recommended improvements:

- ▷ Asphalt or granular pathway connection
- ▷ Linking Eden Valley South to Edenwood Park
- ▷ Signage

Project Risks and Challenges:

- ▷ Coordination with residents and local owners
- ▷ Land not currently under city control

Details

size / area

1700 lm

ownership

Private
City of Kingston

project partners

Community Association
Land-Owners
Parks Canada

estimated budget

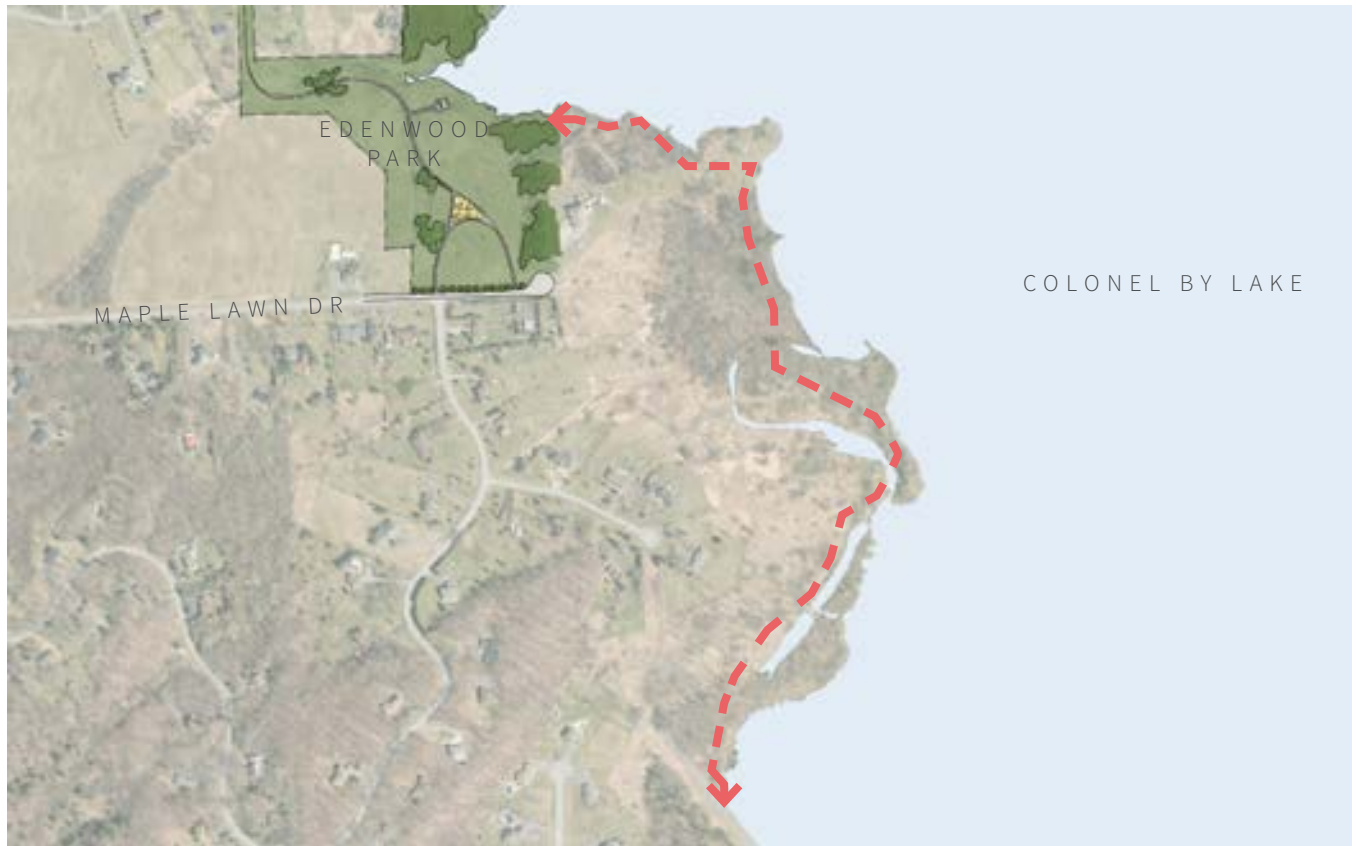
\$ 370,000

priority ranking

107/137

associated initiatives

2.04 Edenwood Park



Description

Connecting to 2.02, this is a secondary trail route that would follow the shore and provide a link to Edenwood Park.

Recommended improvements:

- ▷ Secondary waterfront route
- ▷ Boardwalks may be required
- ▷ Lookouts
- ▷ Land access / route to be determined due to private land ownership

Project Risks and Challenges:

- ▷ Coordination with residents and local owners
- ▷ Land not currently under city control

Details

size / area

1350 lm

ownership

Private

project partners

Community Association
Land-Owners

estimated budget

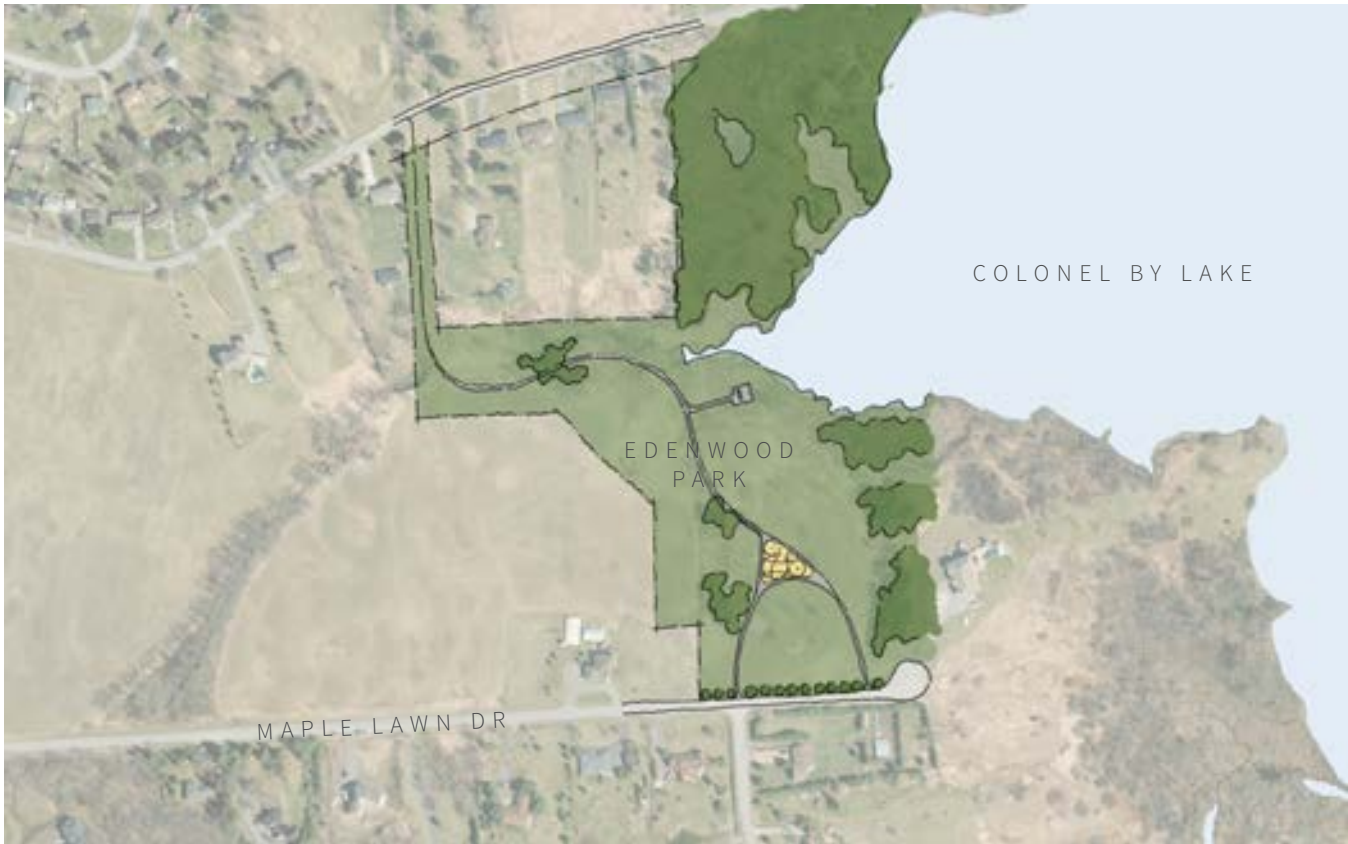
\$380,000

priority ranking

99 /137

associated initiatives

2.04 Edenwood Park



Description

Edenwood Park is a local neighbourhood park with an existing playground and connections to the water.

Recommended improvements:

- ▷ Park enhancements
- ▷ Play equipment
- ▷ Interconnected community trails
- ▷ Lookout
- ▷ Picnicking
- ▷ Community gathering

Project Risks and Challenges:

- ▷ Coordination with local residents to determine short and long term needs

Details

size / area

6.00 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 450,000

priority ranking

129/137

associated initiatives

Stand Alone



Description

Located on Aragon Road, this is an existing private boat launch that is currently used by the community to access Colonel By Lake.

Recommended improvements:

- Formalize parking on both sides
- Improved boat launch
- Work with existing land owner

Project Risks and Challenges:

- Need cooperation with current owner
- Coordination with Engineering for any work in road allowance
- Sensitivity of the adjacent Kingston Mills Provincially Significant Wetland
- Sight lines and emergency vehicle access along Aragon Rd.

Details

size / area

0.25 ha

ownership

Private

project partners

Land Owner

estimated budget

\$ 133,000

priority ranking

110/137

associated initiatives

Stand Alone

2.06 Cecil + Wilma Graham Park



Description

On the south side of Aragon Road, this park borders Esther March Bay. Donated to Kingston in 1994, this park provides a significant opportunity to create a regional waterfront park in North Kingston.

Recommended improvements:

- ▷ Park enhancements
- ▷ Small craft launch
- ▷ Trails
- ▷ Lookout
- ▷ Picnicking
- ▷ Community gathering
- ▷ Open lawn

Project Risks and Challenges:

- ▷ Coordination with local residents to determine short and long term needs
- ▷ Bathymetry of Esther Bay would need to be examined to determine best location of boat launch

Details

size / area

11.25 ha

ownership

City of Kingston
Private (portion)
Ministry of Natural Resources (south point)
Parks Canada (Rideau Canal)

project partners

Private Land Owner
Ministry of Natural Resources
Adjacent Land-Owners

estimated budget

\$ 2,215,000

priority ranking

23/137

associated initiatives

Stand Alone



Description

Located at the end of Jarvis Road, this small piece of parkland provides an opportunity to access the water with a small craft access.

Recommended improvements:

- ▷ Park Development
- ▷ Formal power boat launch
- ▷ Trails
- ▷ Lookout

Project Risks and Challenges:

- ▷ Coordination with local residents to determine short and long term needs

Details

size / area

1.55 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

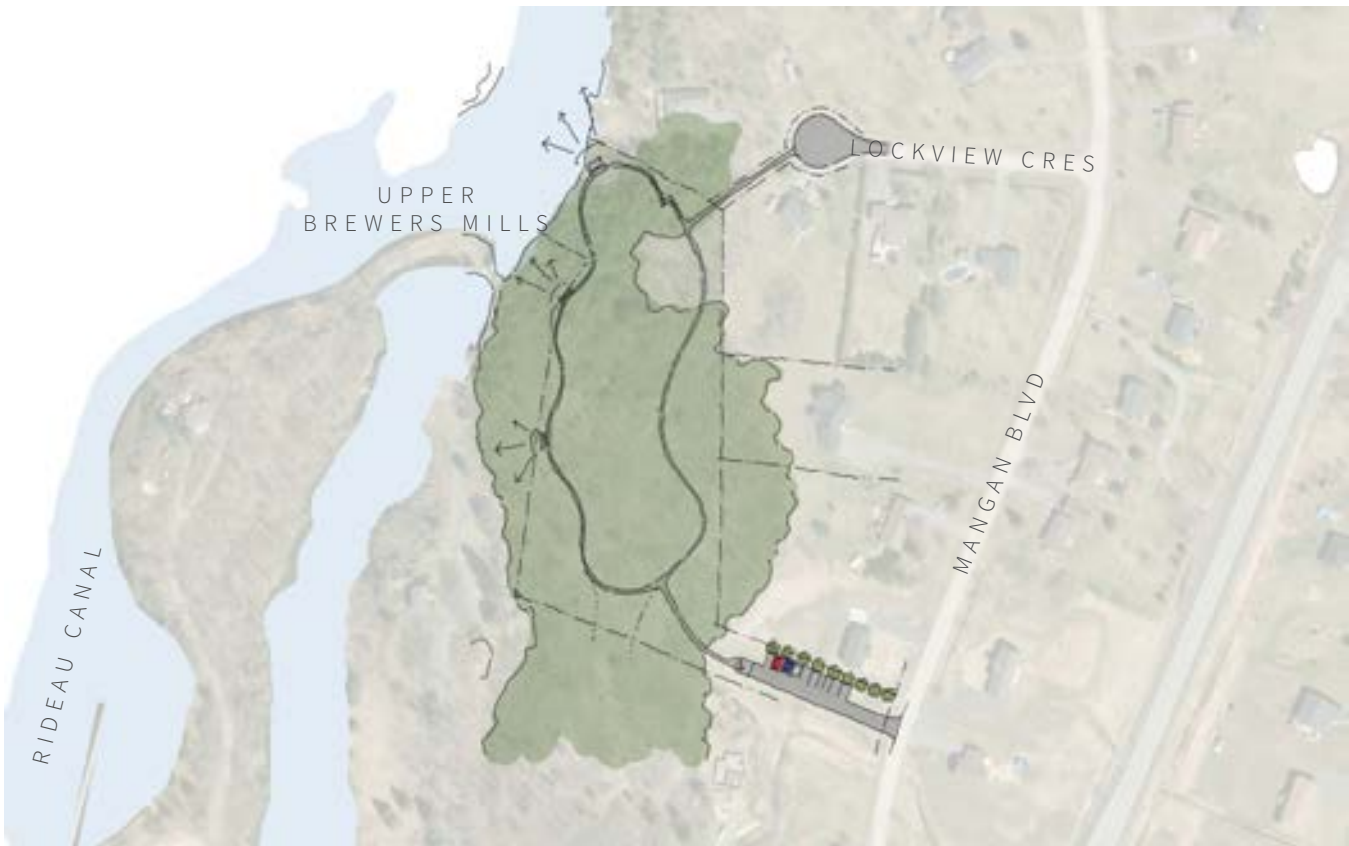
\$ 313,000

priority ranking

94/137

associated initiatives

Stand Alone



Description

Located on the historic Rideau Canal, this park offers an opportunity for exploration of the Upper Brewers Mills Lock area.

Recommended improvements:

- ▷ Park Development
- ▷ Hiking trails
- ▷ Seating
- ▷ Lookouts
- ▷ Interpretation

Project Risks and Challenges:

- ▷ Coordination with local residents to determine short and long term needs

Details

size / area

2.15 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 410,000

priority ranking

96/137

associated initiatives

Stand Alone



Description

This project includes expanding lookout opportunities on St. Lawrence Ave.

Recommended improvements:

- ▷ Lookout over St. Lawrence on east side of St. Lawrence Ave.
- ▷ Sized for 3 to 5 cars

Project Risks and Challenges:

- ▷ Sensitivity of the adjacent Madoma Marsh Provincially Significant Wetland

Details

size / area

20 lm

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$ 160,000

priority ranking

136/137

associated initiatives

Stand Alone

2.10 Madoma Community Centre



Description

Located on the site of the Madoma Community Centre (Hwy 2 and School Road), this location provides an opportunity to provide an renovated green space connected to the waterfront.

Recommended improvements:

- ▷ Park Development
- ▷ Renovated playground
- ▷ Renovated tennis courts
- ▷ Pathways

Project Risks and Challenges:

- ▷ Coordination with local residents to determine short and long term needs

Details

size / area

2.15 ha

ownership

City of Kingston

project partners

estimated budget

\$ 350,000

priority ranking

121/137

associated initiatives

Stand Alone



Description

Located adjacent to the Howe Island Ferry Dock, this plan offers a renovated neighbourhood park, while facilitating the use of the ferry terminal.

Recommended improvements:

- ▷ Park Development
- ▷ Trails
- ▷ Lookout
- ▷ Small craft launch
- ▷ Reorganized parking for the ferry
- ▷ Shoreline restoration
- ▷ Potential for connection through private land to east to connect to English Landing Park

Project Risks and Challenges:

- ▷ Coordination with local residents to determine short and long term needs
- ▷ Coordination with Howe Island Ferry (MTO)
- ▷ Consideration of regulatory floodplain which covers a significant portion of the site including the existing play area
- ▷ Emergent vegetation wetland along shoreline

Details

size / area

0.50 ha

ownership

City of Kingston

project partners

Howe Island Ferry

estimated budget

\$ 250,000

priority ranking

98/137

associated initiatives

Stand Alone

2.12 English Landing Park



Description

English Landing Park is located at 1200 Spinnaker Pl. off Conning Dr., English Way & Hwy 2. This wedge shape park provides an opportunity for a connection to the waterfront with a possible small craft launch.

Recommended improvements:

- ▷ Park Development
- ▷ Small craft launch
- ▷ Lookout
- ▷ Trails and pathways
- ▷ Potential for connection through private land to west to connect to Channel View Park

Project Risks and Challenges:

- ▷ Coordination with local residents to determine short and long term needs
- ▷ Accessibility challenges

Details

size / area

0.15 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 250,000

priority ranking

112/137

associated initiatives

Stand Alone



Details

size / area

ownership

project partners

\$ 2,375.000

15/137

Stand Alone

- ▷ As per the 2013 Park Master Plan

- Further Coordination with local residents to determine short and long term needs

2.14 Rawsons Point (Known as Grass Creek Island)



Description

This large privately owned point of land is located immediately south east of Grass Creek Park.

Recommended improvements:

- ▷ Pathway around shoreline edge
- ▷ Lookouts
- ▷ Signage

Project Risks and Challenges:

- ▷ Currently under private ownership

Details

size / area

5.65 ha

ownership

Private

project partners

Land Owner

estimated budget

\$250,000

priority ranking

105/137

associated initiatives

2.13 Grass Creek Park



Description

This green space at the end of McAlpine Rd. provides a linear park link to the waterfront.

Recommended improvements:

- ▷ Park Development
- ▷ Trails
- ▷ Lookout

Project Risks and Challenges:

- ▷ Coordination with local residents to determine short and long term needs

Details

size / area

0.85 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 320,000

priority ranking

117/137

associated initiatives

Stand Alone

2.16 Little Collins Lake Small Craft Access



Description

This is a potential small craft access off of Perth Rd. (Hwy 10.)

Recommended improvements:

- ▷ Improved small craft access and parking
- ▷ Roadside parking
- ▷ Water's edge access

Project Risks and Challenges:

- ▷ Cooperation with transportation services
- ▷ Collins Lake - Inverary Lake Provincially Significant Wetland
- ▷ Flooding hazard/potential
- ▷ Traffic volume and speed on Perth Road

Details

size / area

0.25 ha

ownership

City of Kingston
CRCA

project partners

Conservation Authority

estimated budget

\$ 133,000

priority ranking

125/137

associated initiatives

Stand Alone



Description

Located off Loughborough Dr. on Loughborough Lake, this is an improvement of an existing boat launch. Parking needs to be a key consideration in any improvements to the launch. Opportunities for roadside parking or parking on an adjacent parcel needs to be investigated.

Recommended improvements:

- Existing Boat Launch Improvements
- Repair ramp
- Formalize parking
- Requires additional land to accommodate parking lot expansion

Project Risks and Challenges:

- Coordination with neighbouring residents
- Sensitive Trout Lake

Details

size / area

0.50 ha

ownership

Private

project partners

Adjacent Land-Owners
City of Kingston Engineering

estimated budget

\$193,000

priority ranking

111/137

associated initiatives

Stand Alone

2.18 Leo Lake Small Craft Access



Description

Improvements to the existing informal small craft access accessed from Leo Lake Road.

Recommended improvements:

- ▷ Improved small craft access and parking
- ▷ Parking on east side of road
- ▷ Small wooden pier

Project Risks and Challenges:

- ▷ Private Ownership
- ▷ Area designated as Environmentally Sensitive Area in Official Plan
- ▷ Flooding hazard/potential
- ▷ Traffic volume and speed on Leo Lake Road

Details

size / area

0.25 ha

ownership

Private

project partners

Land Owner
Parks Canada
Conservation Authority

estimated budget

\$143,000

priority ranking

Not applicable. Was not identified as a project until after the June 24th meeting

associated initiatives

Stand Alone

Focus Area 3 Projects

Twenty seven projects have been identified in Focus Area 3 extending from Collins Bay to Elevator Bay along the western portion of Kingston's Waterfront. These projects are composed of a range of project types from improvements to existing City parks, connections through privately owned parcels, lands owned by public agencies, on road connections, and future development parcels.

Key projects in this Focus Area include Lemoine Conservation Area, Crerar Park, and Patterson Park to name a few. A series of on-road connections to link these and other public spaces found along the waterfront are proposed.

Recommendations for each of these projects are provided on the following pages.



Figure 190: Map 1 – Focus Area #3 - West Side

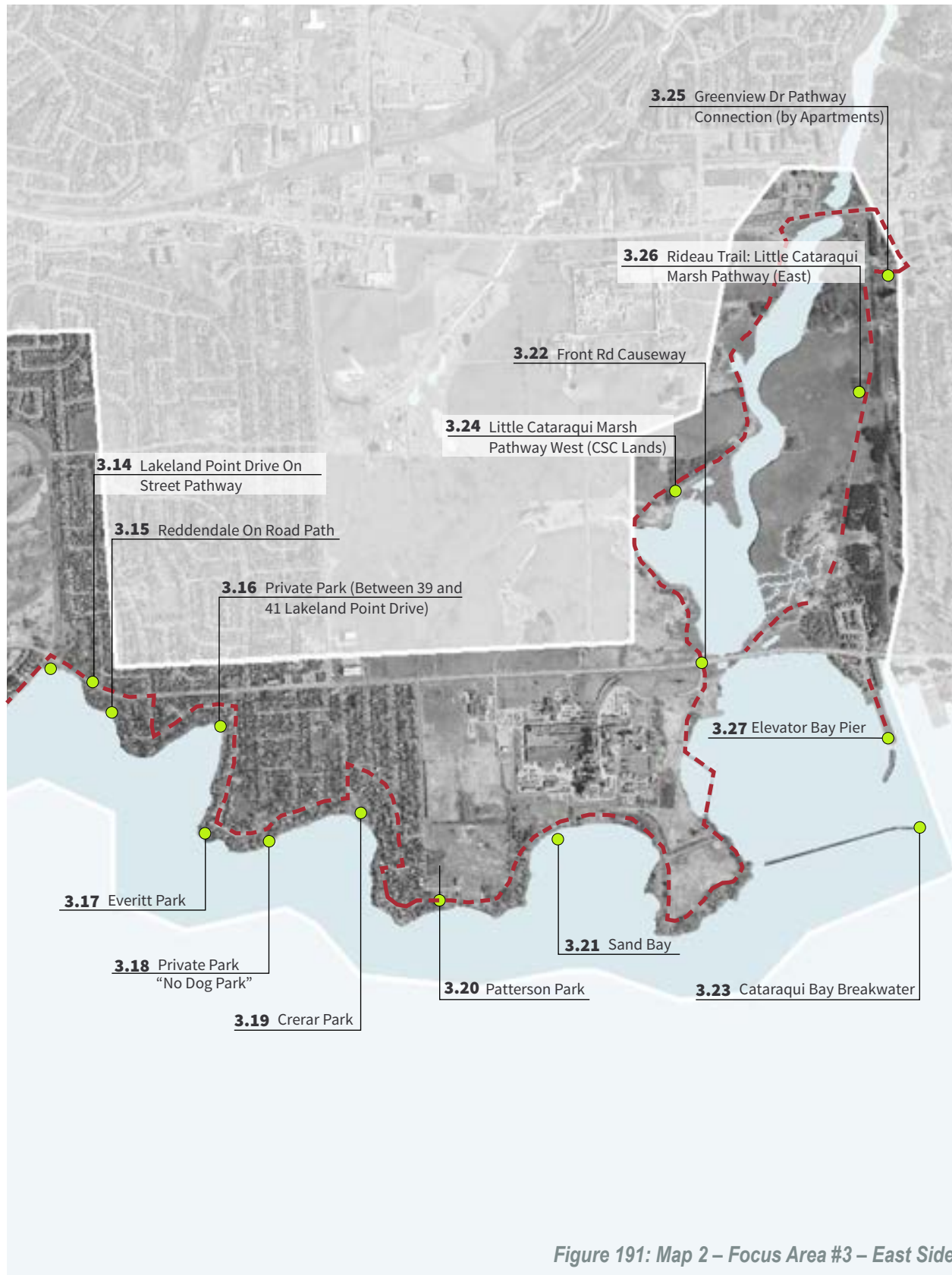


Figure 191: Map 2 – Focus Area #3 – East Side

Projects

3.01	Arthur Lower Park (at Homeward Ave and Bath Rd)	337
3.02	Collins Bay Open Space (At Rankin Cres and Bath Rd)	338
3.03	Collins Bay Boat Launch (Phase Two)	339
3.04	Collins Bay Road Right of Way Waterfront Access	340
3.05	Bath Rd Bridge Connection (Bayridge Drive)	341
3.06	Coverdale Dr On Street Pathway (Southside)	342
3.07	Rotary Park	343
3.08	Lemoine Point Conservation Area	344
3.09	Waterfront Pathway Connection -From Lemoine Point to Front Rd.	345
3.10	Front Rd On Street Pathway (Lemoine Point to Smugglers Cove)	346
3.11	Smugglers Cove (Old Front Rd and Front Rd)	347
3.12	Old Front Rd On Street Pathway	348
3.13	Horse Bay Parkette (at Bayridge and Front Rd.)	349
3.14	Lakeland Point Drive on Street Pathway (Bayridge to Lakeshore Blvd Via Wartmen Ave)	350
3.15	Reddendale On Road Path (Front Rd to Patterson Park)	351
3.16	Private Park (Between 39 and 41 Lakeland Point Drive)	352
3.17	Everitt Park	353
3.18	Private Park (18 Lakeshore Blvd) “No Dog” Park	354
3.19	Crerar Park	355
3.20	Patterson Park	356
3.21	Sand Bay (behind Invista)	357
3.22	Cataraqui Bay Breakwater Study	358
3.23	Front Road Causeway (West end by Invista)	359
3.24	Little Cataraqui Marsh Pathway (CSC Lands)	360
3.25	Greenview Drive Pathway Connection (By Apartments)	361
3.26	Rideau Trail: Little Cataraqui Marsh Pathway (East)	362
3.27	Elevator Bay Pier (South End)	363

Arthur Lower Park (at Homeward Ave and Bath Road)

3.01



Description

Located on Bath Road near Homeward Ave. Arthur Lower Park is 0.75 ha of natural waterfront with access to the water.

Recommended improvements:

- ▷ Park Enhancements
- ▷ Staircase connection to water
- ▷ Picnic area
- ▷ Lookout opportunity

Project Risks and Challenges:

- ▷ Coordination with local residents
- ▷ Coordination with Engineering for roadside parking

Details

size / area

0.75 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 340,000

priority ranking

109/137

associated initiatives

Stand Alone

3.02 Collins Bay Open Space (at Rankin Cres and Bath Rd)



Description

This open space is located at Rankin Crescent and Bath Road.

Recommended improvements:

- ▷ Park Enhancements
- ▷ Picnic area
- ▷ Opportunity for crosswalk over Bath Road connecting Tamarac Street

Project Risks and Challenges:

- ▷ Coordination with Engineering
- ▷ Lands designated Environmental Protection Area
- ▷ Limited Parking Access

Details

size / area

0.70 ha

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$200,000

priority ranking

108/137

associated initiatives

Stand Alone



Description

Collins Bay Boat Ramp is located on Highway 33, just west of Collins Bay Road. Phase one improvements are currently underway which includes improvements to the boat launch and dock. Further improvements will be required as part of a second phase.

Recommended improvements:

- Pier Improvements (project currently being implemented)
- Parking improvements

Project Risks and Challenges:

- Coordination with adjacent land owners to address parking at boat launch
- Turning movements will be required to be reviewed to ensure vehicles do not need to back out onto Bath Road

Details

size / area

0.35 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$300,000

priority ranking

52/137

associated initiatives

Stand Alone



Description

This right of way allowance located at the end of Collins Bay Road provides the opportunity to transform this space into a new waterfront space.

Recommended improvements:

- Improvements for waterfront access/viewing

Project Risks and Challenges:

- Coordination with adjacent landowners

Details

size / area

0.30 ha

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$160,000

priority ranking

128/137

associated initiatives

Stand Alone



Description

A portion of this improvement is an on street ROW connection extending from Bath Road Bridge to a pathway connection just prior to the Bayridge overpass. This connection continues on an existing pathway to Coverdale Drive.

Recommended improvements:

- ▷ On road pathway connection
- ▷ Signage/ wayfinding/ line painting

Project Risks and Challenges:

- ▷ Coordination with Engineering

Details

size / area

2450 lm

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$ 505,000

priority ranking

120/137

associated initiatives

3.06 Coverdale Dr On Street Pathway (Southside)



Description

This is an on street connection from the existing path at Bayridge Drive to Rotary Park.

Recommended improvements:

- ▷ Pedestrian Connection
- ▷ Provide pathway on south side of road
- ▷ Signage/ wayfinding/ line painting

Project Risks and Challenges:

- ▷ Coordination with Engineering

Details

size / area

1850 lm

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$ 520,000

priority ranking

127/137

associated initiatives

3.05 Bath Rd Bridge Connection
(Bayridge Drive)



Description

Rotary Park is a waterfront park located in the west end of the City, adjacent to the Lemoine Point Conservation Area. The proposed park improvements build upon the recent playground updates and improves connections to the adjacent Conservation Area.

Recommended improvements:

- ▷ Park Enhancements
- ▷ Water access
- ▷ Views
- ▷ Seating
- ▷ Small craft launch/dock (non-motorized)

Project Risks and Challenges:

- ▷ Coordination with Cataraqui Region Conservation Authority

Details

size / area

3.25 ha

ownership

City of Kingston

project partners

Cataraqui Region Conservation Authority

estimated budget

\$ 340,000

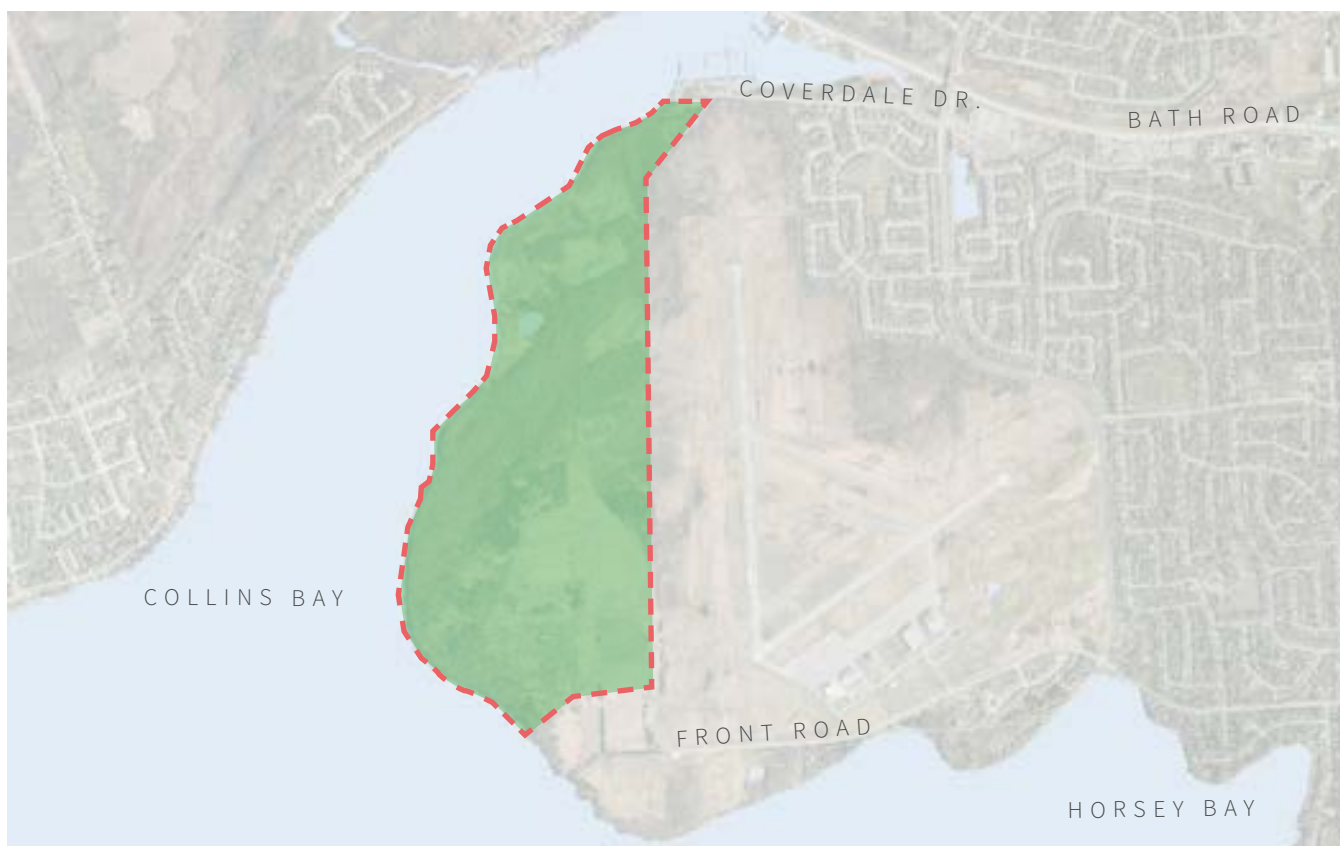
priority ranking

41/137

associated initiatives

Stand Alone

3.08 Lemoine Point Conservation Area



Description

Lemoine Point Conservation Area is a 140 hectare recreational conservation area at the west end of Kingston, Ontario. The area is bordered by Collins Bay on the north and west sides, Lake Ontario on the south and Kingston/Norman Rogers Airport on the east.

Recommended improvements:

- ▷ Park Enhancements
- ▷ Water access
- ▷ Views / lookouts
- ▷ Seating
- ▷ Pathway improvements

Project Risks and Challenges:

- ▷ Coordination with Cataraqui Region Conservation Authority
- ▷ Improvements should be consistent with past plans including the 1999 conceptual plan and the 2009 conservation plan.
- ▷ The CRCA anticipates an updated plan in the foreseeable future

Details

size / area

140.00 ha

ownership

Other

project partners

Cataraqui Region Conservation Authority

estimated budget

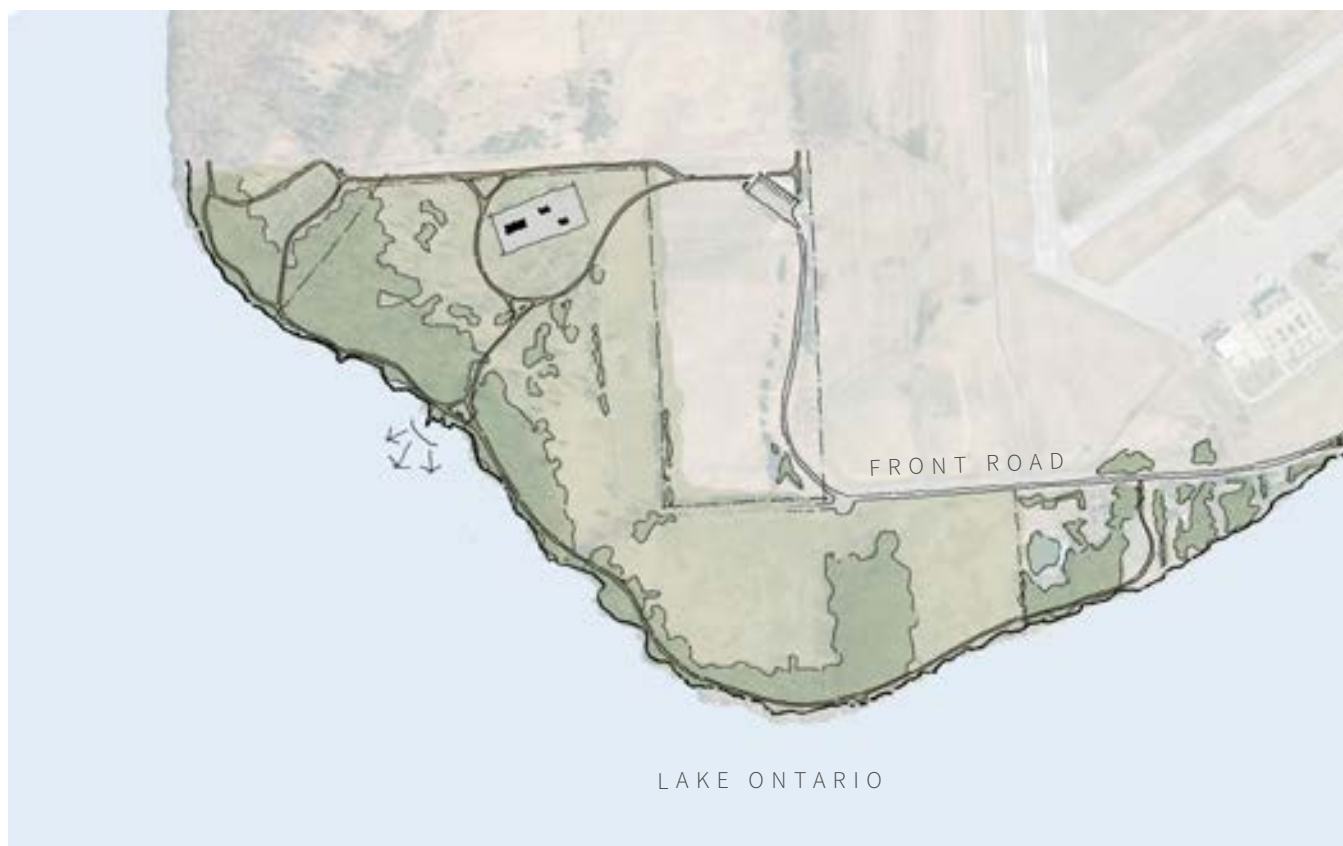
\$ 550,000

priority ranking

31/137

associated initiatives

Stand Alone



Description

Bordered to the north by Lemoine Point Conservation Area and to the east by Norman Rogers Airport, this parcel of private farmland offers a unique opportunity to connect an important segment of the west end waterfront.

Recommended improvements:

- ▷ Asphalt waterfront trail connection from Lemoine Conservation Area to Smuggler's Cove
- ▷ Pathways
- ▷ Water access
- ▷ Views / lookouts
- ▷ Seating

Project Risks and Challenges:

- ▷ Coordination with land owners, Land access / route to be determined due to private land ownership

Details

size / area

2650 lm

ownership

Private

project partners

Private Land-Owner

estimated budget

\$ 1,040,000

priority ranking

30/137

associated initiatives

3.08 Lemoine Point Conservation Area

3.10 Front Rd On Street Pathway (Lemoine Point to Smugglers Cove)



Description

This is an on street connection from Lemoine Point Conservation Area to Smugglers Cove.

Recommended improvements:

- ▷ On road pathway connection
- ▷ Signage/ wayfinding/ line painting

Project Risks and Challenges:

- ▷ Coordination with Engineering

Details

size / area

1425 lm

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$ 400,000

priority ranking

116/137

associated initiatives

3.09 Waterfront Pathway
Connection -From Lemoine Point
to Front Rd.

3.11 Smugglers Cove (Old Front Rd
and Front Rd)



Description

This is a small existing green space located at the intersection of Front Road and Old Front Road.

Recommended improvements:

- ▷ Parking
- ▷ Seating/ lookout
- ▷ Picnic area
- ▷ Land access / route to be determined due to private land ownership
- ▷ Water access

Project Risks and Challenges:

- ▷ Land access
- ▷ Shoreline erosion

Other:

- ▷ Opportunity for parking on lands north of Front Road; if established a pedestrian crosswalk could be installed to connect the parking area to a parkette/picnic area on south (waterfront) lands
- ▷ Low volume road, parking reconfiguration not likely to be an issue

Details

size / area

1.00 ha

ownership

Utilities Kingston
Private (beach)

project partners

Utilities Kingston

estimated budget

\$ 155,000

priority ranking

132/137

associated initiatives

- 3.10 Front Rd On Street Pathway
(Lemoine Point to Smugglers Cove)
- 3.12 Old Front Rd On Street Pathway

3.12 Old Front Rd On Street Pathway



Description

This is an on street connection on Old Front Road to Front Road.

Recommended improvements:

- ▷ On road pathway connection
- ▷ Signage/ wayfinding/ line painting

Project Risks and Challenges:

- ▷ .

Details

size / area

1600 lm

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 460,000

priority ranking

126/137

associated initiatives

3.10 Front Rd On Street Pathway
(Lemoine Point to Smugglers Cove)

Horsey Bay Parkette (at Bayridge and Front Rd)

3.13



Description

This is a small existing greenspace located at the intersection of Bayridge Road and Front Road.

Recommended improvements:

- ▷ Park Enhancements
- ▷ Seating/ lookout
- ▷ Armourstone walk
- ▷ Picnic area
- ▷ Shore connection
- ▷ Connection to on road link on Old Front Rd

Project Risks and Challenges:

- ▷ Dangerous intersection - parking opportunities should be evaluated with analysis of vehicle sight-lines and safe stopping distances

Details

size / area

0.60 ha

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$ 250,000

priority ranking

91/137

associated initiatives

Stand Alone

Lakeland Point Drive on Street Pathway

(Bayridge to Lakeshore Blvd Via Wartmen Ave)



Description

This is an on street connection in the Henderson neighbourhood from Bayridge Ave to Lakeshore Blvd. via Wartmen Ave.

Recommended improvements:

- ▷ On road connection
- ▷ Seating/views
- ▷ Signage/ wayfinding/ line painting

Project Risks and Challenges:

- ▷ Coordination with Engineering

Details

size / area

1.2 km

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$345,000

priority ranking

119/137

associated initiatives

3.12 Old Front Rd On Street Pathway

3.15 Reddendale On Road Path
(Front Rd to Patterson Park)

Reddendale On Road Path (Front Rd to Patterson Park)

3.15



Description

This is an on street connection in the Reddendale neighbourhood from Lakeshore Blvd. to Patterson Park.

Recommended improvements:

- On road connection
- Signage/ wayfinding/ linepainting
- Lakeland Point Drive / Lakeshore Blvd / Crescent Drive / Montgomery Blvd / Keyes St. to Sunny Acres Rd.

Project Risks and Challenges:

- Coordination with Engineering

Details

size / area

2.1 km

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$ 590,000

priority ranking

122/137

associated initiatives

3.14 Lakeland Point Drive on Street Pathway (Bayridge to Lakeshore Blvd Via Wartmen Ave)



Description

This is a private neighbourhood park with currently no access for the general public.

Recommended improvements:

- ▷ Park enhancements
- ▷ Land access / route to be determined due to private land ownership

Project Risks and Challenges:

- ▷ Land Access

Details

size / area

0.35 ha

ownership

Private

project partners

Adjacent Land-Owners

estimated budget

\$ 100,000

priority ranking

124/137

associated initiatives

Stand Alone



Description

This park is located at 70 Lakeshore Blvd off Front Rd. This park has waterfront, windsurfing access and significant views to Lake Ontario.

Recommended improvements:

- ▷ Park enhancements
- ▷ Walkway
- ▷ Seating/ views
- ▷ Naturalize sod areas adjacent to shoreline
- ▷ Signage

Project Risks and Challenges:

- ▷ Coordination with community and neighbourhood

Details

size / area

0.55 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 220,000

priority ranking

81/137

associated initiatives

Stand Alone

Private Park (18 Lakeshore Blvd) "No dog Park" Park



Description

This is a private neighbourhood park with currently no access for the general public.

Recommended improvements:

- ▷ Park enhancements
- ▷ Land access / route to be determined due to private land ownership

Project Risks and Challenges:

- ▷ Land Access

Details

size / area

0.75 ha

ownership

Private

project partners

Land owner
Adjacent land owners

estimated budget

\$ 160,000

priority ranking

115/137

associated initiatives

Stand Alone



Description

Crerar Park located at 50 Crerar Blvd. off Days Rd & Front Rd. currently contains 0.35 ha. of greenspace, a playground, and beach access.

Recommended improvements:

- ▷ Park Enhancements (renovated playground)
- ▷ Signage
- ▷ Seating views
- ▷ Path connection
- ▷ Small craft launch
- ▷ Reorganized parking
- ▷ Beach improvements and back beach

Project Risks and Challenges:

- ▷ Coordination with community and neighbourhood
- ▷ Cultural artifact on Knoll

Details

size / area

0.35 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 410,000

priority ranking

70/137

associated initiatives

Stand Alone



Description

This park at the elbow of Sunny Acres Road and Point Cres provides a cultural gateway to the Invista Lands. At the crest of the hill lies the historical Wartman House which with some vegetation, removal will give an unimpeded view of the Lake and will enhance the heritage value of the site.

Recommended improvements:

- ▷ Park Enhancements
- ▷ Heritage building
- ▷ Pathway connection
- ▷ Seating/views

Project Risks and Challenges:

- ▷ Coordination with Utilities Kingston
- ▷ Property was designated under Part IV of the Ontario Heritage Act in 2005 which limits the extent of changes that may be permitted to the park
- ▷ Approvals for any site improvements will be required from Heritage Staff and Municipal Heritage Committee

Details

size / area

1.85 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners
Utilities Kingston
City of Kingston Heritage

estimated budget

\$ 280,000

priority ranking

39/137

associated initiatives

Stand Alone



Description

Stretching from Patterson Park to Little Cataraqui Bay this pathway link follows the shoreline behind the Invista facility. This stretch of walkway passes through some significant beach areas.

Recommended improvements:

- ▷ Waterfront Pathway Connection
- ▷ Waterfront access
- ▷ Pathway
- ▷ Seating
- ▷ Land access / route to be determined due to private land ownership

Project Risks and Challenges:

- ▷ This is currently private lands and access would need to be negotiated.
- ▷ Permitting access without compromising security of the adjacent property

Details

size / area

8.50 ha

ownership

Private

project partners

Adjacent Land-Owner

estimated budget

\$ 1,670,000

priority ranking

8/137

associated initiatives

3.20 Patterson Park

3.22 Cataraqui Bay Breakwater Study



Description

This breakwater extends from the tip of the Invista lands and provides wave protection to Elevator Bay and associated developments.

Recommended improvements:

- Investigate opportunity to perforate breakwater to improve water flow into Cataraqui Bay

Project Risks and Challenges:

- Further assessment required to determine feasibility
- This work would need to be coordinated with shoreline engineers and Fisheries and Oceans Canada
- Need to ensure any modifications to the breakwater would not aggravate flooding hazards inside Cataraqui Bay and that the desired improvement to water quality would be achieved.

Details

size / area

1400 lm

ownership

Other

project partners

Cataraqui Region Conservation Authority
Fisheries and Oceans Canada

estimated budget

\$ 310,000

priority ranking

131/137

associated initiatives

Stand Alone



Description

This stretch of pathway connects the Invista Lands with Front Road. It also provides access the Little Cataraqui Marsh Pathway.

Recommended improvements:

- ▷ Roadside walkway
- ▷ Fishing opportunity
- ▷ Connections to Little Cataraqui Marsh

Project Risks and Challenges:

- ▷ Coordination with Community and adjacent landowners

Details

size / area

2.85 ha

ownership

City of Kingston

project partners

estimated budget

\$ 340,000

priority ranking

92/137

associated initiatives

3.21 Sand Bay (Behind Invista)

3.24 Little Cataraqui Marsh Pathway (CSC Lands)



Description

This section of pathway follows the western shore of the Little Cataraqui Creek from Front Road to Bath Road.

Recommended improvements:

- Pathway along west edge of Little Cataraqui Marsh

Project Risks and Challenges:

- Coordination with Correctional Services of Canada and Cataraqui Region Conservation Authority
- Sensitivity of the adjacent Little Cataraqui Creek Provincially Significant Wetland
- Flooding hazard

Details

size / area

5000 lm

ownership

Correctional Services of Canada

project partners

Correctional Services of Canada
Cataraqui Region Conservation Authority

estimated budget

\$1,210,000

priority ranking

72/137

associated initiatives

3.25 Greenview Drive Pathway
Connection (By Apartments)

3.26 Rideau Trail: Little Cataraqui
Marsh Pathway (East)

Greenview Drive Pathway Connection (By Apartments)

3.25



Description

This pathway connects the eastern shore of the Little Cataraqui Creek to 66 Greenview Drive.

Recommended improvements:

- Connection to / access from Greenview Drive

Project Risks and Challenges:

- Coordination with Cataraqui Region Conservation Authority and local community

Details

size / area

200 lm

ownership

Private

project partners

Land Owner
Cataraqui Region Conservation
Authority

estimated budget

\$ 150,000

priority ranking

85/137

associated initiatives

3.24 Little Cataraqui Marsh Pathway
(CSC Lands)

3.26 Rideau Trail: Little Cataraqui
Marsh Pathway (East)



Description

This pathway connects from Bath Road in the north to Front Road in the south along the Rideau Trail on the eastern shoreline of the Little Cataraqui Creek.

Recommended improvements:

- ▷ Pathway along east edge of marsh
- ▷ Link to existing Rideau Trail Pathway and Trailhead parking facility at the CRCA's Marshland Conservation Area

Project Risks and Challenges:

- ▷ Cataraqui River Conservation Authority, community group
- ▷ Sensitivity of the adjacent Little Cataraqui Creek Provincially Significant Wetland
- ▷ Flooding hazard
- ▷ Crossing railway spur line

Details

size / area

2750 lm

ownership

Cataraqui Region Conservation Authority
City of Kingston

project partners

Cataraqui Region Conservation Authority

estimated budget

\$ 1,120,000

priority ranking

76/137

associated initiatives

3.24 Little Cataraqui Marsh Pathway (CSC Lands)
3.25 Greenview Drive Pathway Connection (By Apartments)



Description

This Pathway connection travels along Front Road before turning south and following the old shoreline of the grain elevators. A portion of this project would be completed in conjunction with any proposed development of the grain elevator site.

Recommended improvements:

- ▷ Park development through development process
- ▷ Seating/lookout
- ▷ Waterside walk
- ▷ Walkway connections to adjacent community

Project Risks and Challenges:

- ▷ Coordination with development proposal
- ▷ Potential concern for impacted soil as a result of historical industrial use of site.
- ▷ Opening of breakwater may impact development potential

Details

size / area

0.25 ha

ownership

Private

project partners

Future developer

estimated budget

\$ 680,000

priority ranking

79/137

associated initiatives

Stand Alone

Focus Area 4 Projects

Thirteen projects have been identified in Focus Area 4 which extends from Elevator Bay to Emily Street.

The projects in this Focus Area focus on creating a connected waterfront pathway network linking a series of parks and public open spaces to provide waterfront access and a continuous waterfront pathway experience. Some of the key waterfront destinations in this focus area include Portsmouth Olympic Harbour, Breakwater Park, Macdonald Park and Richardson Beach. A number of privately owned waterfront parcels are key obstacles in creating a complete waterfront pathway network through this section along the Lake Ontario shoreline west of Downtown.

Recommendations for the Focus Area 4 projects are provided on the following pages.

Projects

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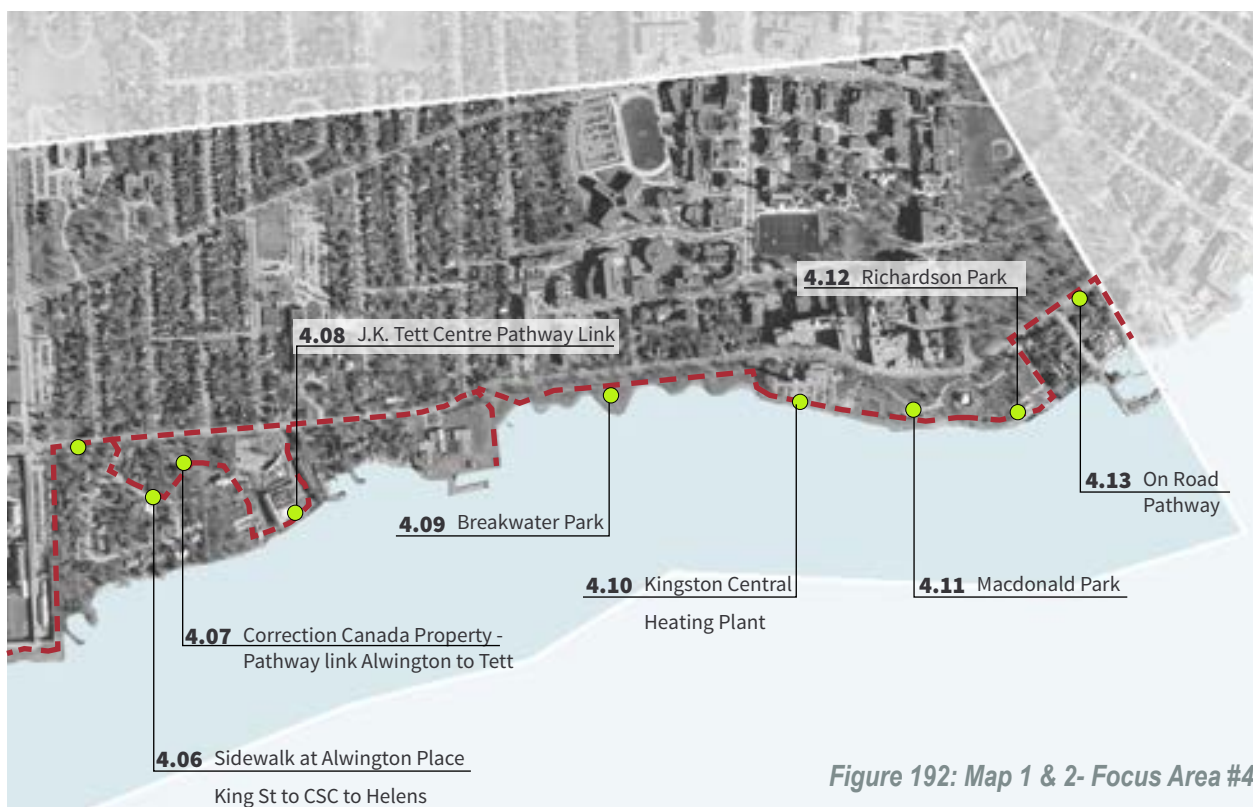


Figure 192: Map 1 & 2- Focus Area #4

Improved Connection through Providence Continuing Care Centre (Behind Hospital)

4.01



Description

This Pathway connection connects the recently improved Lake Ontario Park through the lands behind the Providence Continuing Care Centre to Mowat pedestrian bridge. The trail would also link up with the internal path system of the Centre.

Recommended improvements:

- Realignment of pathway to achieve maximum 4% grade
- Provide 3 m pathway along entire stretch
- Provide links to waterfront trail
- Increase seating opportunities
- Provide lookout opportunities

Project Risks and Challenges:

- Coordination with Province of Ontario

Details

size / area

1400 lm

ownership

Province (Infrastructure Ontario)

project partners

Province

estimated budget

\$ 670,000

priority ranking

25/137

associated initiatives

Stand Alone



Description

Improvements to pathway and future waterfront area if coal dock is removed, or rehabilitated by Transport Canada.

Recommended improvements:

- ▷ Pathway Improvements around coal dock
- ▷ Increase seating opportunities
- ▷ New pathway connection at Heakes Lane
- ▷ Improved on street pathway connection (line painting and signage)

Project Risks and Challenges:

- ▷ Coordination with Transport Canada
- ▷ Area in and around the former coal dock may be impacted.

Details

size / area

0.65 ha

ownership

Transport Canada

project partners

Transport Canada

estimated budget

\$ 356,000

priority ranking

65/137

associated initiatives

Stand Alone



Description

This pathway connection continues from the Pedestrian bridge along the located at the end of Mowat Street and continues through the POH lands. This POH lands are also slated for a future master plan. The trail continues around the harbour and connects to the Kingston Penitentiary lands. This area is also slated for a master plan development. The trail connects to a proposed park area at southern portion of the Penitentiary lands. From here the trail can either travel north back to King St. St. West or potentially connect with Alwington Place.

Recommended improvements:

- ▷ Future master plan / redevelopment
- ▷ Maximize community connections and views
- ▷ Improve connection to Waterfront Trail
- ▷ Creation of waterfront promenade around harbour
- ▷ Connection to future development on Penitentiary site

Project Risks and Challenges:

- ▷ Timing of Harbour Master Plan to be at same time as Kingston Penitentiary visioning
- ▷ Site may have locations of reclaimed land comprised of fill of unknown quality.
- ▷ Grounds between Portsmouth Olympic Harbour and Kingston Penitentiary are known to be impacted.
- ▷ Coordination with local residents and stakeholders

Details

size / area

6.75 ha

ownership

Federal Government

project partners

Federal Government

estimated budget

To be determined

priority ranking

14/137

associated initiatives

Stand Alone



Description

This is a proposed parkette at the southern end of the Kingston Penitentiary Lands and would work in conjunction with any master plan elements of the site.

Recommended improvements:

- ▷ Future Development Site
- ▷ Park space on waterfront
- ▷ Maximize views and connections
- ▷ Cost sharing with development
- ▷ Connection to King St W (sidewalk)

Project Risks and Challenges:

- ▷ Coordination with Engineering
- ▷ The long range objective is to connect the foot of Sir John A Macdonald Blvd to Alwington Place (road allowance) via an easement or a deeded right of way around or through the private park. The proposed connection will only happen if and when the neighbourhood association indicates a willingness to discuss and grant access for this linkage.

Details

size / area

1.50 ha

ownership

Private

project partners

Future Developer

estimated budget

\$ 1,425,000

priority ranking

16/137

associated initiatives

4.03 Portsmouth Olympic Harbour

King Street West Sidewalk (South Side from Penitentiary to Breakwater Park)

4.05



Description

This is an on street connection along King Street West.

Recommended improvements:

- ▷ Provide sidewalk on south side of King Street West
- ▷ Sidewalk from Kingston Penitentiary to Water Purification Plant
- ▷ Improved signage and wayfinding

Project Risks and Challenges:

- ▷ Coordination with right of way, and utility works
- ▷ The long range objective is to connect the foot of Sir John A Macdonald Blvd to Alwington Place (road allowance) via an easement or a deeded right of way around or through the private park. The proposed connection will only happen if and when the neighbourhood association indicates a willingness to discuss and grant access for this linkage.

Details

size / area

1750 lm

ownership

City of Kingston

project partners

City of Kingston Engineering
Adjacent Land-Owners

estimated budget

\$ 660,000

priority ranking

7/137

associated initiatives

Stand Alone

Sidewalk in Alwington Place

King St. to CSC St. Helen's



Description

This is an on street connection from King St. to CSC St. Helen's.

Recommended improvements:

- ▷ Provide sidewalk along Alwington Place
- ▷ Improved signage and wayfinding

Project Risks and Challenges:

- ▷ Coordination with CSC/Heritage
- ▷ Coordination with Community and Stakeholders

Details

size / area

375 lm

ownership

City of Kingston

project partners

City of Kingston Engineering
Adjacent Land-Owners

estimated budget

\$ 150,000

priority ranking

61/137

associated initiatives

4.05 King Street West Sidewalk
(South side from Penitentiary to
Breakwater Park)

Correctional Services Canada Property - Pathway link

Alwington to J.K. Tett (through St. Helen's Complex)

4.07



Description

This is a new pathway connection from Alwington Place to the CSC lands via St. Helen's Complex through to the Tett Centre. There should be consideration of a connection through to King Street West.

Recommended improvements:

- Provide pathway connection from Alwington Place and King Street West to J.K. Tett Centre

Project Risks and Challenges:

- Coordination with CSC/ Heritage/ J.K. Tett Centre

Details

size / area

1.0 ha

ownership

Other

project partners

Corrections Services Canada
Adjacent Land-Owners

estimated budget

\$ 170,000

priority ranking

33/137

associated initiatives

4.06 Sidewalk in Alwington Place
4.08 J.K. Tett Centre



Description

This pathway connection travels from the CSC/ St. Helen's lands to the J.K. Tett Centre. Circulation through the Tett would use the existing site circulation with only minor tweaks if necessary.

Recommended improvements:

- ▷ Provide pathway connections to waterfront pathway and King Street West
- ▷ Improved signage and way finding

Project Risks and Challenges:

- ▷ Coordination with CSC and Tett Centre.

Details

size / area

1.95 ha

ownership

Queen's University

project partners

Queen's University

estimated budget

\$240,000

priority ranking

28/137

associated initiatives

4.07 Correctional Services Canada
Property – Pathway Link



Description

The improvements to this park are part of the 2013 Breakwater Park Master Plan.

Recommended improvements:

- ▷ Improvements as per 2013 Master Plan
- ▷ Shoreline Improvements
- ▷ Urban Beach
- ▷ Water Access
- ▷ Pathway and Planting Improvements

Project Risks and Challenges:

- ▷ Coordination with Engineering and Utilities Kingston

Details

size / area

3.0 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 4,880,000

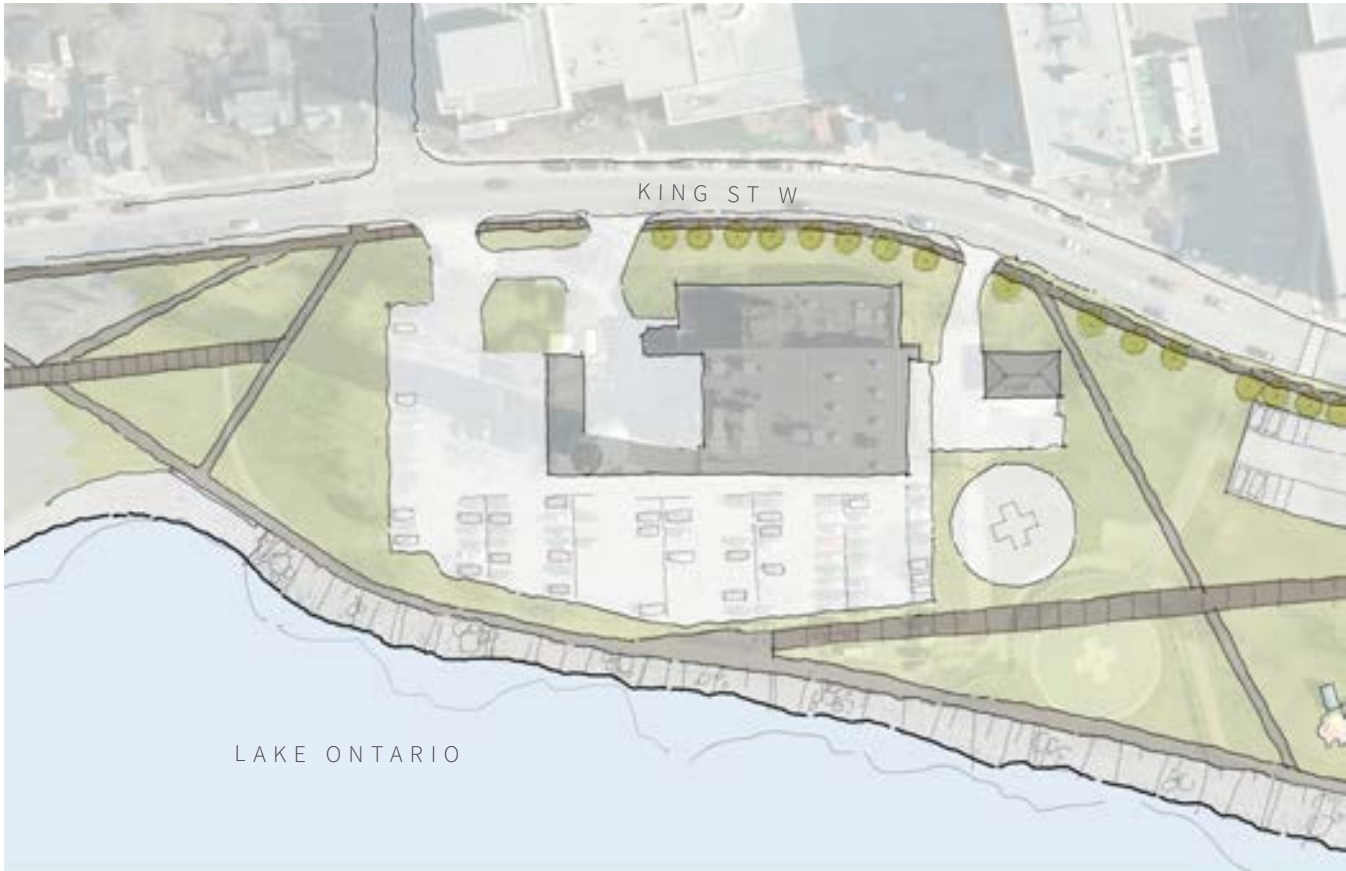
priority ranking

2/137

associated initiatives

Stand Alone

4.10 Kingston Central Heating Plant (southside)



Description

From Breakwater Park the next section of pathway would pass behind the Kingston Central Heating Plant. Reorganized parking and a shift of the helicopter pad would allow a increased buffer along the shoreline of the.

Recommended improvements:

- ▷ Increase parking buffer
- ▷ Reorganize parking to reduce overall footprint
- ▷ Relocate helicopter landing pad back from waterfront edge

Project Risks and Challenges:

- ▷ Operational Considerations
- ▷ Need to maintain the dynamic berm along the shoreline
- ▷ Coastal engineering study required

Details

size / area

1.45 ha

ownership

Other

project partners

Province (Hospital)

estimated budget

\$ 685,000

priority ranking

38/137

associated initiatives

4.11 Macdonald Park



Description

As part of waterfront revitalization, Macdonald Park would undergo a master plan process. This would provide a road map for future park improvements.

Recommended improvements:

- ▷ Park Revitalization
- ▷ Relocate/consolidate parking lot closer to King Street
- ▷ Waterfront pathway enhancements
- ▷ Pathway Improvements
- ▷ Views of waterfront
- ▷ Cross of Sacrifice Plaza
- ▷ Enhancement of cultural heritage aspects of park
- ▷ Streetscape improvements

Project Risks and Challenges:

- ▷ Heritage approvals
- ▷ Access to parking from King Street
- ▷ Archaeological (stage 2 required)

Details

size / area

2.85 ha

ownership

City of Kingston

project partners

Kingston Heritage

estimated budget

\$ 2,680,000

priority ranking

4/137

associated initiatives

4.10 Kingston Central Heating Plant

4.12 Richardson Beach

4.12 Richardson Beach



Description

The bathhouse and water connection at Richardson's Beach would be further Improved. The intent is to continue to improve this natural and rocky beach area and heritage building.

Recommended improvements:

- ▷ Site Improvements
- ▷ Improved access to beach / water's edge
- ▷ Concrete steps / access into water
- ▷ Concrete swim deck
- ▷ Shoreline improvements
- ▷ Lookout at end of Emily Street
- ▷ Relocate parking lot to street edge

Project Risks and Challenges:

- ▷ Coordination with community/stakeholders
- ▷ Coordination CRCA/DFO
- ▷ Dynamic nature of the shoreline must be considered in the design and engineering of the structures

Details

size / area

0.35 ha

ownership

City of Kingston

project partners

Kingston Heritage

estimated budget

\$1,340,000

priority ranking

1/137

associated initiatives

4.11 Macdonald Park



Description

This is an on street connection from the end of Emily Street to the end of Simcoe Street via King Street West.

Recommended improvements:

- On road route using existing sidewalk
- Signage and wayfinding improvements

Project Risks and Challenges:

- Consideration should be given to the long range objective to make the shoreline connection, from the foot of Emily to Simcoe Street. The physical feasibility of this linkage has been explore and is possible. Due to concerns regarding land access, the proposed connection will only happen if and when the properties in this area indicate a willingness to discuss and grant access for this linkage.

Details

size / area

385 lm

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$ 150,000

priority ranking

34/137

associated initiatives

Stand Alone

Focus Area 5 Projects

Twenty four projects have been identified in Focus Area 5 which is the Downtown Core of Kingston. This focus area extends from Simcoe Street to the Wolf Island Ferry Terminal. The projects in this Focus Area are linked along the existing waterfront pathway which is proposed for upgrades as part of a number of the projects. Some of the key proposed waterfront projects in this focus area include Confederation Basin

Breakwater, Delta Hotel Perimeter Walkway Enhancements, and Confederation Park.

Recommendations for each of these projects are provided on the following pages.

Projects

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Figure 193: Focus Area #5



Description

Continuing from the Simcoe Street the pathway follows the existing alignment until it reaches the dock at West Street boat launch.

Recommended improvements:

- ▷ Pathway upgrades
- ▷ Improved signage and wayfinding
- ▷ Updated seating opportunities

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

200 lm

ownership

City of Kingston

project partners

estimated budget

\$300,000

priority ranking

48/137

associated initiatives

4.13 On Road Pathway
 5.02 West Street Boat Launch
 5.03 An Gorta Mor Park
 5.04 Pump House Steam Museum
 Pathway Improvements
 5.05 Pathway Connecting Pump
 Steam Museum to Lower Union
 (Shipyards Apt)

5.02 West Street Boat Launch



Description

This boat launch is located at the end of West Street.

Recommended improvements:

- ▷ Boat launch improvements

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations
- ▷ Confirm turning radii to accommodate truck turning movements

Details

size / area

0.5 ha

ownership

City of Kingston

project partners

Stakeholder Groups
Adjacent Land-Owners

estimated budget

\$440,000

priority ranking

32/137

associated initiatives

5.01 Waterfront Pathway
Connection Simcoe St to West St.

5.03 An Gorta Mor Park



Description

This parkette development is located at the Pumphouse Museum and would include an updated site design incorporating and improving the existing uses of the site such as water sports rentals, parking and cultural heritage.

Recommended improvements:

- ▷ Park enhancements
- ▷ Reconfigured parking
- ▷ Trailer parking
- ▷ Picnic area
- ▷ Waterfront pathway enhancements

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations
- ▷ Confirm turning radii to accommodate truck turning movements
- ▷ The regulatory floodplain will be a key consideration of this relatively low-lying site

Details

size / area

0.75 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 490,000

priority ranking

26/137

associated initiatives

5.02 West Street Boat Launch

5.04 Pump House Steam Museum
Pathway Improvements



Description

These improvements includes the entrance of the Museum and it's connection to the waterfront.

Recommended improvements:

- ▷ Improve entrance / access to Museum from waterfront

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations
- ▷ Consideration of connecting these improvements to any building updates or additions.

Details

size / area

0.35 ha

ownership

City of Kingston

project partners

estimated budget

\$250,000

priority ranking

22/137

associated initiatives

5.03 An Gorta Mor Park

5.05 Pathway Connecting Pump Steam Museum to Lower Union (Shipyards Apt)

Pathway Connecting Pump Steam Museum to Lower Union (Shipyards Apt)

5.05



Description

From An Gorta Mor Park this pathway travels behind the Shipyards Apartment to Lower Union Street.

Recommended improvements:

- Pathway improvements from Pump House Steam Museum to Lower Union St
- Buffering of the pathway from apartments should be considered

Project Risks and Challenges:

- Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

160 lm

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$310,000

priority ranking

54/137

associated initiatives

5.04 Pump House Steam Museum Pathway Improvements

5.06 Lower Union Parking Reconfiguration (Marine Museum Ontario St.)



Description

The parking lot at Lower Union Street and Ontario Street would be reconfigured to facilitate a waterfront promenade along the Marine Museum shipyard.

Recommended improvements:

- ▷ Reconfigure parking at the foot of Union Street
- ▷ New park space on north side of Lower Union St
- ▷ Improved pedestrian access to waterfront
- ▷ Water's edge promenade

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

0.30 ha

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$ 440,000

priority ranking

51/137

associated initiatives

5.07 Lower Union Pier
Enhancements (Vacant)



Description

Lower Union Pier would be developed in association with potential development of the site. The Pier would include a waterfront promenade along the waterfront edge and facilitate a bridge connection to the Marine Museum.

Recommended improvements:

- ▷ Opportunity for deep water dock
- ▷ Water's edge promenade
- ▷ Park at foot of pier

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations
- ▷ Consideration of natural hazards (flooding and erosion)

Details

size / area

0.55 ha

ownership

Private

project partners

Adjacent Land-Owners

estimated budget

\$970,000

priority ranking

36/137

associated initiatives

5.06 Lower Union Parking
Reconfiguration (Marine Museum
Ontario St.)

5.08 Navy Memorial Park



Description

The Navy Memorial Park, the forecourt of the Marine Museum would be updated to include the waterfront promenade and improvements to the park.

Recommended improvements:

- ▷ Park enhancements
- ▷ Extension of water's edge promenade
- ▷ Improve relationship to Marine Museum

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

0.25 ha

ownership

City of Kingston

project partners

estimated budget

\$ 350,000

priority ranking

55/137

associated initiatives

5.06 Lower Union Parking
Reconfiguration (Marine Museum
Ontario St.)

Pedestrian Feature Bridge (Lower Union Pier to Marine Museum)

5.09



Description

This is the provision of a small pedestrian bridge from Lower Union Pier to the Marine Museum. The bridge would facilitate passage of small watercraft and should be a feature bridge demonstrating excellence in design and engineering.

Recommended improvements:

- Bridge connection between piers
- Small craft accessible

Project Risks and Challenges:

- Coordination with CRCA/DFO
- Consideration of heritage implications/integrations

Details

size / area

0.05 ha

ownership

Private

project partners

estimated budget

\$ 490,000

priority ranking

47/137

associated initiatives

5.06 Lower Union Parking
Reconfiguration (Marine Museum
Ontario St.)



Description

This is the extension of the waterfront promenade along the south edge of the Marine Museum. This improvement includes a park at the south end of the Museum Lands. This park would be connected to the east by the pedestrian footbridge.

Recommended improvements:

- ▷ Waterfront promenade

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

0.20 ha

ownership

Private

project partners

estimated budget

\$ 600,000

priority ranking

50/137

associated initiatives

5.09 Pedestrian Feature Bridge
(Lower Union Pier to Marine
Museum)

Gore Street Enhancement and Lookout

(Foot of Gore St at Battery Park)

5.11



Description

The waterfront pathway extends down Gore Street, terminating at the waterfront's edge. It continues to Battery Park. This road provides an opportunity to create a shared space approach for this connection.

Recommended improvements:

- ▷ Waterfront promenade
- ▷ Pedestrian friendly urban design of Gore Street integrated into public realm (consider shared space approach)
- ▷ Lookout opportunity at the end of Gore Street

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations
- ▷ Stormwater sewer outlet at end of Gore to be reviewed during detailed design

Details

size / area

0.10 ha

ownership

City of Kingston

project partners

City of Kingston Engineering

estimated budget

\$ 350,000

priority ranking

35/137

associated initiatives

Stand Alone

5.12 Battery Park



Description

Battery Park which recently had an updated would see a ‘light touch’ approach to improvements. Primarily this would include a wide treed waterfront promenade with seating opportunities.

Recommended improvements:

- ▷ Waterfront promenade with trees
- ▷ Expanded plaza to south on breakwater
- ▷ Bridge connection to the north

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

0.85 ha

ownership

City of Kingston

project partners

estimated budget

\$ 440,000

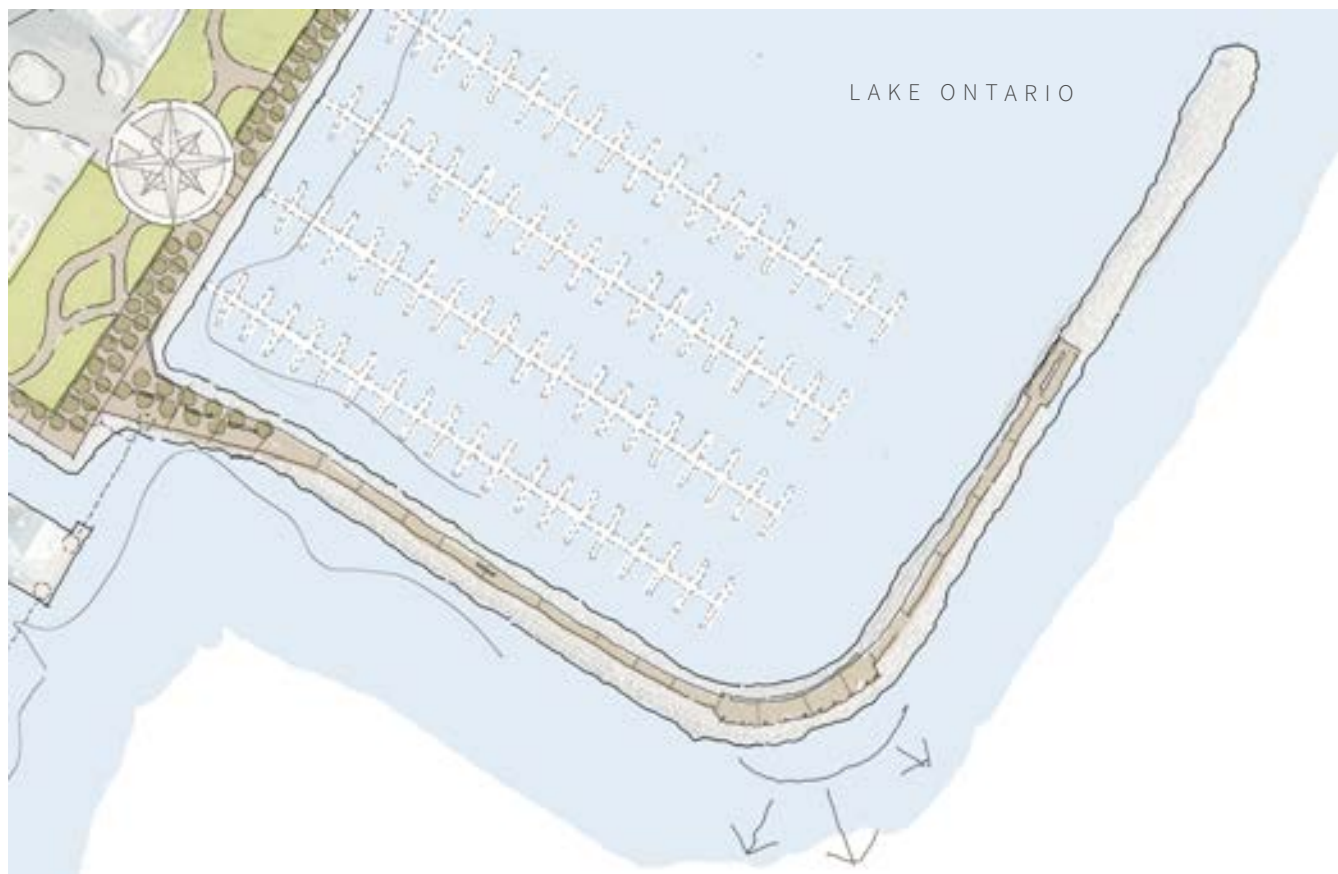
priority ranking

43/137

associated initiatives

5.11 Gore Street Enhancement and Lookout (Foot of Gore St at Battery Park)

5.13 Confederation Basin Breakwater



Description

Extending from Battery Park this breakwater provides an opportunity for a formal walkway with viewing opportunities.

Recommended improvements:

- ▷ Formal walkway on breakwater
- ▷ Lookout with seating at bend in breakwater
- ▷ Public art / gateway opportunity
- ▷ Marina expansion

Project Risks and Challenges:

- ▷ Permits / Approvals for alterations to pier
- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations
- ▷ Engineering design considerations to be determined; reclaimed land may present challenges with geotechnical design / deep foundation potential
- ▷ Wave uprush to be a key engineering design consideration

Details

size / area

1.15 ha

ownership

project partners

Department of Fisheries and Oceans

estimated budget

\$1,190,000

priority ranking

5/137

associated initiatives

5.12 Battery Park

5.14 Confederation Basin Marina

5.14 Confederation Basin Marina



Description

As part of any private partnership in operation or management of the marina, an overall strategy for reconfiguration and expansion must include future public access and improvements recommendations.

Recommended improvements:

- Reconfiguration of marina
- New public promenade along shoreline
- Exploration of additional public access to the Shoal Tower, the east breakwall and the reconfiguration of docking to allow for more public access in the basin.
- First three piers used for day dockage should be relocated elsewhere

Project Risks and Challenges:

- Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

6.25 ha

ownership

City of Kingston

Future private operation

project partners

estimated budget

\$785,000

priority ranking

6/137

associated initiatives

5.13 Confederation Basin
Breakwater

5.12 Battery Park

Waterfront Promenade Improvements (Williams St to Johnson St Behind Landmark)

5.15



Description

This is a pathway extending from Williams Street to behind the Landmark Building. Portions of the walkway would step down to the water. Alternate uses could be encouraged in the still waters of the Landmark Building basin (i.e. remote control boats etc.).

Recommended improvements:

- ▷ William St to Johnson St
- ▷ Pathway enhancements and landscaping
- ▷ Tree planting to soften back of building / brick wall

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations
- ▷ Stormwater sewer outlet at end of William and Johnson Street to be reviewed during detailed design.

Details

size / area

0.40 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 490,000

priority ranking

40/137

associated initiatives

5.16 Pedestrian Feature Bridge
(Battery Park to Delta Hotel)

5.17 Delta Hotel Perimeter Walkway
Enhancements

Pedestrian Feature Bridge (Battery Park to Delta Hotel)



Description

This is the provision of a pedestrian bridge from Battery Park to the Delta Hotel. The bridge would facilitate passage of small watercraft and should be a feature bridge demonstrating excellence in design and engineering.

Recommended improvements:

- Pedestrian bridge connection between Battery Park and Delta Hotel

Project Risks and Challenges:

- potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

0.25 ha

ownership

Other

project partners

Delta Hotel

estimated budget

\$ 792,000

priority ranking

21/137

associated initiatives

5.15 Waterfront Promenade Improvements (Williams St to Johnson St Behind Landmark)

5.17 Delta Hotel Perimeter Walkway Enhancements



Description

This is an improvement to the current pathway around the Delta Hotel. This would include an expanded walkway, with enhanced lighting, seating and waterfront viewing opportunities.

Recommended improvements:

- Expanded walkway around hotel
- Lookout at end
- Waterfront promenade enhancement to Clarence St

Project Risks and Challenges:

- Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations
- Cooperation with Delta Hotel

Details

size / area

0.15 ha

ownership

Private

project partners

Delta Hotel

estimated budget

\$ 1,750,000

priority ranking

19/137

associated initiatives

5.15 Waterfront Promenade Improvements (Williams St to Johnson St Behind Landmark)

5.16 Pedestrian Feature Bridge (Battery Park to Delta Hotel)



Description

Clarence Street provides an opportunity to become a shared space experience in the public realm. The design language would continue what has been developed around the City Hall. The terminus at the end of the street would also be improved with a possible lookout opportunity.

Recommended improvements:

- Streetscape enhancements for pedestrian waterfront access
- Waterfront edge lookout

Project Risks and Challenges:

- Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

0.30 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 370,000

priority ranking

27/137

associated initiatives

5.17 Delta Hotel Perimeter Walkway Enhancements

5.19 Confederation Park



Description

Confederation Park, in the heart of historic downtown Kingston, provides a key opportunity to not only update the connection of the central downtown to the waterfront, but also provide a rich vibrant setting for the many seasonal uses.

Recommended improvements:

- ▷ Space for festivals and gatherings
- ▷ Steps to water
- ▷ Recognition of cultural heritage
- ▷ Vendor stands
- ▷ Exploration of additional public access to the Shoal Tower, the east breakwall and the reconfiguration of docking to allow for more public access in the basin

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

1.25 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 6,150,000

priority ranking

11/137

associated initiatives

5.18 Clarence Street Enhancements
(Parking and Sidewalk Enhancements)

5.20 Crawford Wharf (Tour Boat Area)

5.20 Crawford Wharf (Tour Boat Area)



Description

This project envisions the wharf as a functional tourist destination while extending the vibrant waterfront space at Confederation Park.

Recommended improvements:

- ▷ Landscape improvements
- ▷ Pedestrian enhancements
- ▷ Drop off zone
- ▷ Interface between Confederation Park and wharf
- ▷ Explore potential for deep water access for larger vessels
- ▷ Feature at corner for viewing platform

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

0.40 ha

ownership

City of Kingston

project partners

Lease Holder

estimated budget

\$980,000

priority ranking

9/137

associated initiatives

5.19 Confederation Park

5.21 Holiday Inn



Description

This is an improvement to the existing walkway around the Holiday Inn Promenade. It includes a wider boardwalk and a treed promenade. Opportunities for improvement for vehicular access should be explored.

Recommended improvements:

- ▷ Improved building / pedestrian interface
- ▷ Widened walkways / waterfront promenade around building
- ▷ Access to water

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

0.25 ha

ownership

Private

project partners

Adjacent Land-Owners

estimated budget

\$780,000

priority ranking

24/137

associated initiatives

5.20 Crawford Wharf (Tour Boat Area)

5.22 Waterfront Promenade (Princess St to Queen St Pier/ Parking Lot at Holiday Inn)

Waterfront Promenade

(Princess St to Queen St Pier/Parking Lot at Holiday Inn)



Description

This is a continuation of the waterfront promenade between Princess St. and the Queen Street Pier. Buffering of existing parking lot should be include in overall design move.

Recommended improvements:

- ▷ Waterfront promenade connection from Princess St to Queen St Pier
- ▷ Buffering of parking lot

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations
- ▷ Coordination with Holiday Inn or any future development

Details

size / area

450 lm

ownership

Private

project partners

Property owner
Adjacent land owners

estimated budget

\$ 820,000

priority ranking

44/137

associated initiatives

5.21 Holiday Inn

5.23 Queen Street Pier Promenade



Description

This is a potential bridge connection and waterfront promenade at the visual terminus of Queen St. The bridge should be an architectural feature demonstrating design and engineering excellence. Given the extensive pavement along the waterfront edge, consideration should be given to pedestrianizing and consolidating the parking.

Recommended improvements:

- ▷ Waterfront promenade

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations
- ▷ Coordinate implementation with any future development of the Queen St. area.

Details

size / area

185 lm

ownership

Private

project partners

Property owner
Adjacent land owners

estimated budget

\$ 680,000

priority ranking

56/137

associated initiatives

5.22 Waterfront Promenade
(Princess St to Queen St Pier/
Parking Lot at Holiday Inn)

5.24 Wolfe Island Ferry Terminal

5.24 Wolfe Island Ferry Terminal Dock



Description

Wolfe Island Ferry Terminal should maintain the functional aspects of the ferry terminal, while creating a vibrant space for users and extending the waterfront promenade from Queen Street Pier.

Recommended improvements:

- ▷ Pedestrian walkway along terminal
- ▷ Pathway connection
- ▷ Lookout / views
- ▷ Gateway Plaza at Ontario St and Tragically Hip Way

Project Risks and Challenges:

- ▷ Potential for fill material of unknown quality - Phase 2 ESA will be required in support of future site alterations

Details

size / area

0.75 ha

ownership

City of Kingston

project partners

estimated budget

\$ 490,000

priority ranking

49/137

associated initiatives

5.23 Queen Street Pier Promenade

Focus Area 6 Projects

Nineteen projects have been identified in Focus Area 6 which extends west of downtown along the shoreline of Lake Ontario and the St. Lawrence.

Some of the key proposed projects in this Focus Area include the waterfront along the Royal Military College and Fort Henry.

Recommendations for each of these projects are provided on the following pages.

Projects

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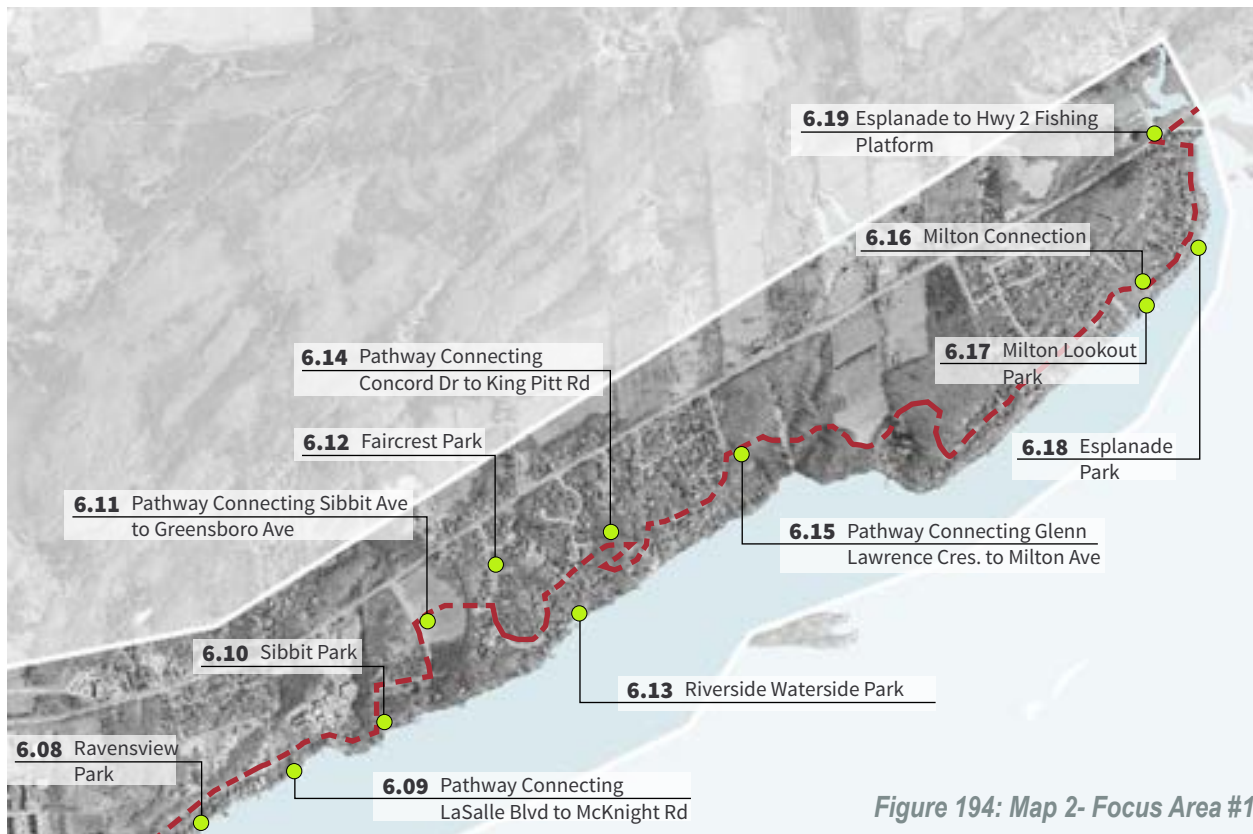
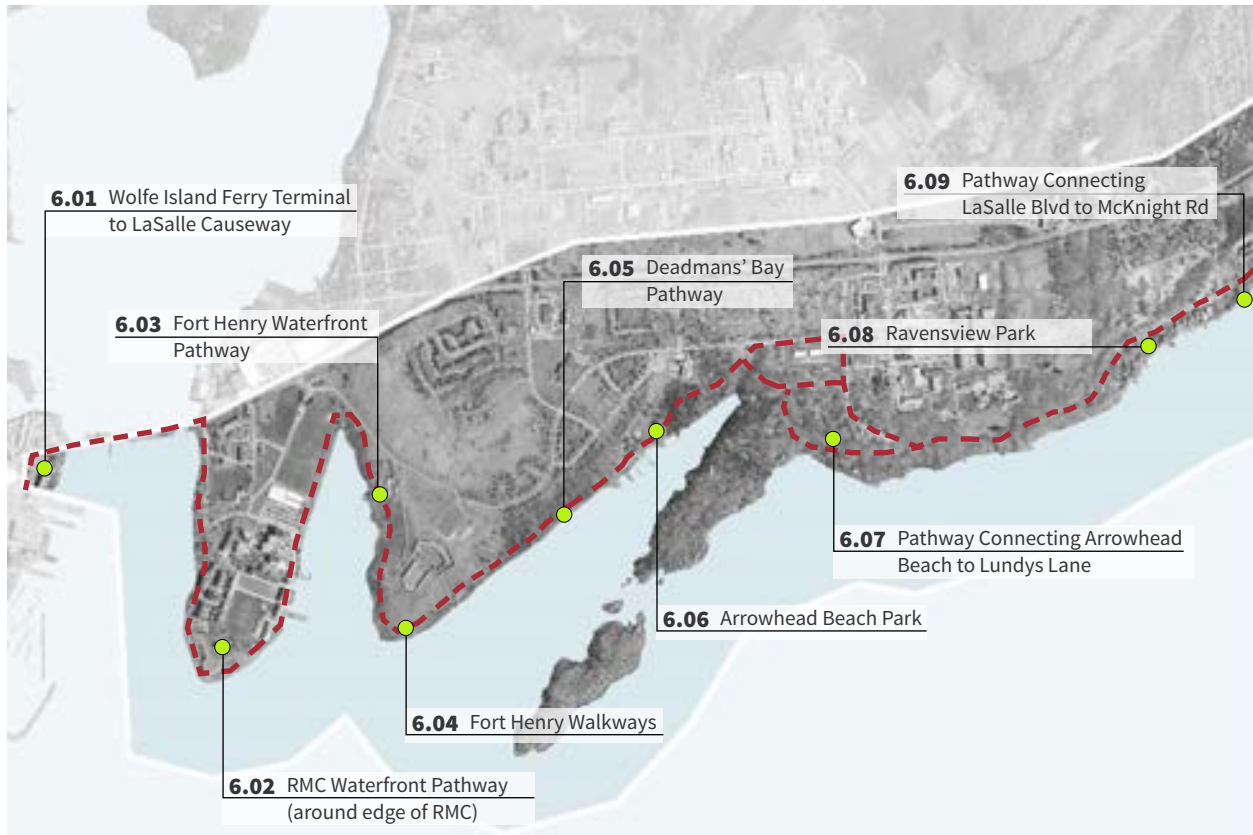


Figure 194: Map 2- Focus Area #1



Description

This is a public realm improvement from Wolfe Island Ferry to the LaSalle Causeway.

Recommended improvements:

- ▷ On road pedestrian route
- ▷ Signage / Wayfinding

Project Risks and Challenges:

- ▷ Providing for safe pedestrian crossing
- ▷ Consideration should be given to integrating a significantly improved LaSalle Causeway crossing (pedestrian and cyclists) with any future development

Details

size / area

600 lm

ownership

Other

project partners

City of Kingston Engineering

estimated budget

\$ 150,000

priority ranking

84/137

associated initiatives

1.01 LaSalle Causeway - enhanced pedestrian access / crossing

5.24 Wolfe Island Ferry Terminal

6.02 RMC Waterfront Promenade (Around Edge of RMC)



Description

This pathway extends from LaSalle Causeway to Fort Henry via the Royal Military College (RMC) lands. It builds upon significant green space along the waterfront edge. Consideration should be given that this route would be integrated into any long range Master Plans for the RMC campus.

Recommended improvements:

- ▷ Continuous waterfront promenade
- ▷ Lookout opportunities
- ▷ Removal of parking along waterside edge
- ▷ Connection to LaSalle Causeway and Fort Henry
- ▷ Integration of cultural heritage

Project Risks and Challenges:

- ▷ Ability to relocate parking or reduce parking on campus
- ▷ Security of grounds when required

Details

size / area

2750 lm

ownership

Department of National Defense

project partners

Royal Military College (RMC)

estimated budget

\$ 1,270,000

priority ranking

17/137

associated initiatives

1.01 LaSalle Causeway - enhanced pedestrian access / crossing

6.03 Fort Henry Waterfront Pathway (around Navy Bay)

Fort Henry Waterfront Pathway (Around Navy Bay)

6.03



Description

This proposed walkway extends from RMC around Navy Bay and connects to the Fort Henry Walkways.

Recommended improvements:

- ▷ Proposed pathway
- ▷ East shore of Navy Bay
- ▷ 1.5 to 3.0 metre wide pathway
- ▷ Granular trail
- ▷ Shoreline and habitat improvements

Project Risks and Challenges:

- ▷ Coordination with Parks Canada
- ▷ Steep slopes and the western moat of Fort Henry create technical challenges to this route

Details

size / area

1750 lm

ownership

Department of National Defense

project partners

Royal Military College
St. Lawrence Parks Commission

estimated budget

\$ 540,000

priority ranking

14/137

associated initiatives

6.02 RMC Waterfront Promenade
(around edge of RMC)

6.04 Fort Henry Walkways (by Fort
on point)

6.04 Fort Henry Walkways (By Fort On Point)



Description

Building upon the cultural heritage of the site, this project would introduce a top walkway with viewing opportunities and a lower pathway with access to the point. Both of these walkways would connect to pathway at Deadmans' Bay. Consideration should be made that this path development would be included in an overall Fort Henry Master Plan.

Recommended improvements:

- ▷ Proposed pathway
- ▷ Accessible walkway to follow natural contour of land to connect Fort to existing shoreline at point
- ▷ Perimeter walkway around south edge of Fort
- ▷ Picnic area / informal gathering area
- ▷ Cultural reference in design

Project Risks and Challenges:

- ▷ Steep grade/slopes in some areas of proposed trails
- ▷ Cultural heritage values of site

Details

size / area

5.75 ha

ownership

Department of National Defense

project partners

Royal Military College
St. Lawrence Parks Commission

estimated budget

\$ 790,000

priority ranking

13/137

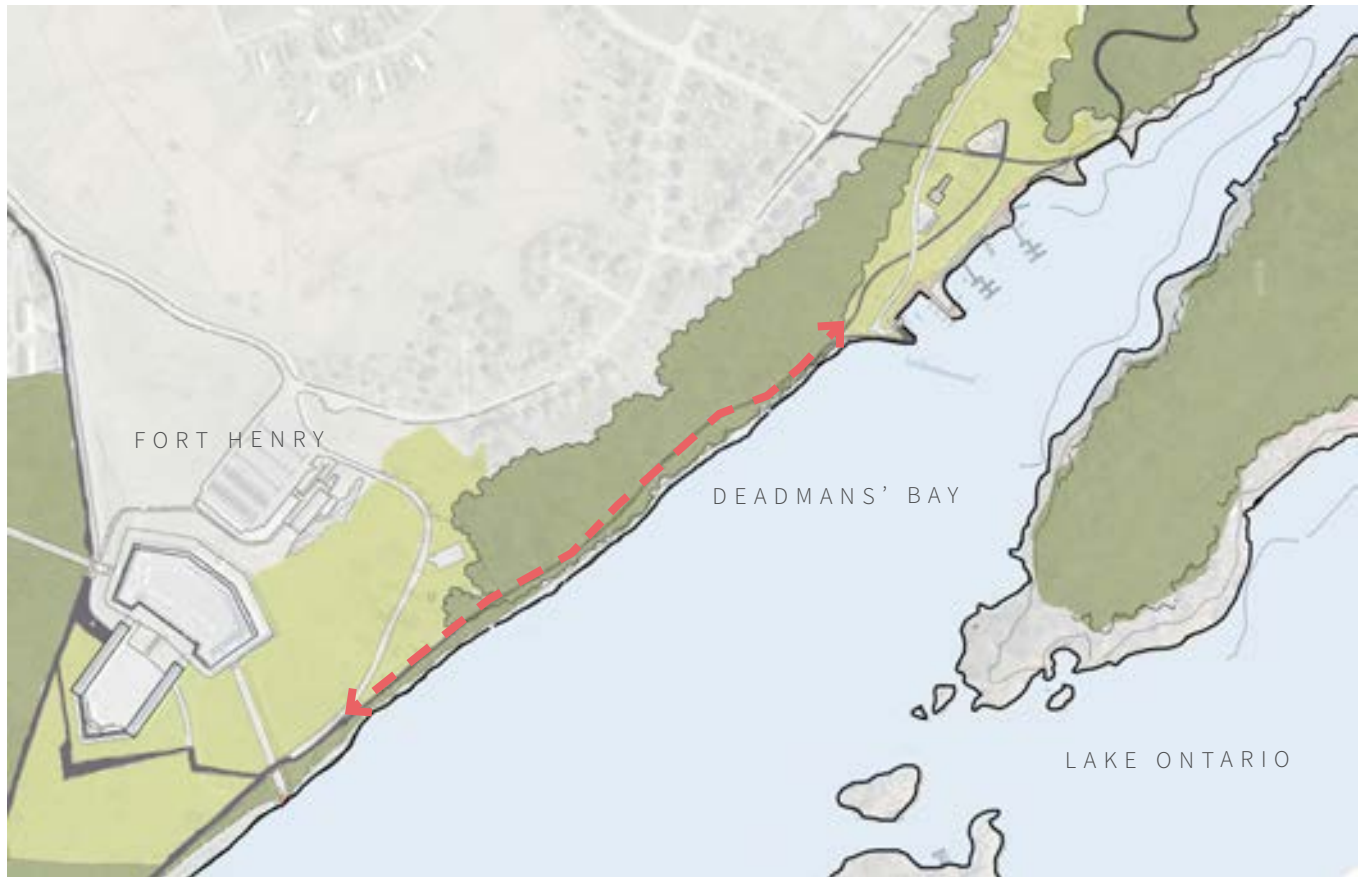
associated initiatives

6.03 Fort Henry Waterfront Pathway
(around Navy Bay)

6.05 Deadmans' Bay Pathway
Martello to DND lands)

Deadmans' Bay Pathway (Martello to DND lands)

6.05



Description

This informal pathway would continue from Fort Henry and connect to Arrowhead Beach Park.

Recommended improvements:

- ▷ Park improvements
- ▷ Formalize pathway connection between Fort Henry and Arrowhead Beach Park
- ▷ Security measures as required by Department of National Defense
- ▷ Access likely controlled depending on the time and day of the week

Project Risks and Challenges:

- ▷ Coordination with Department of National Defense

Details

size / area

1350 lm

ownership

Department of National Defense

project partners

Department of National Defense
St. Lawrence Parks Commission

estimated budget

\$410,000

priority ranking

20/137

associated initiatives

6.04 Fort Henry Walkways (by Fort on point)

6.06 Arrowhead Beach Park

6.06 Arrowhead Beach Park



Description

The Arrowhead Beach Park on Deadmans' Bay is accessed through the CFB Kingston Married Quarters.

Recommended improvements:

- ▷ Pathway connection
- ▷ Lookout opportunities
- ▷ Enhanced pedestrian connection along waterfront
- ▷ Improve playground / site furniture
- ▷ Improve building
- ▷ Improve parking / boat storage
- ▷ Shoreline erosion protection

Project Risks and Challenges:

- ▷ Environmental Impact study likely required for shoreline works
- ▷ Coordination with stakeholders and DND

Details

size / area

3.75 ha

ownership

Department of National Defense

project partners

Department of National Defense

estimated budget

\$ 430,000

priority ranking

45/137

associated initiatives

6.05 Deadmans' Bay Pathway
(Martello to DND lands)

Pathway connecting Arrowhead Beach to LaSalle Blvd 6.07



Description

This pathway connection travels from Arrowhead Beach Park to Lundy's Lane and Canal Du Nord Dr. User experience would be both natural and along existing streets. Consideration should be given for using the local roads of Cardinal Lane and Loon Lane.

Recommended improvements:

- ▷ Park improvements
- ▷ Links Arrowhead Beach Park to LaSalle Blvd
- ▷ Provides local community access to waterfront pathway network
- ▷ Connections at Loon Ln and Canal Du Nord Dr
- ▷ Signage and wayfinding

Project Risks and Challenges:

- ▷ Coordination with community and stakeholders

Details

size / area

3150 lm

ownership

Private

project partners

Department of National Defense
Adjacent Land-Owners

estimated budget

\$980,000

priority ranking

59/137

associated initiatives

6.06 Arrowhead Beach Park



Description

This is a short public connection to the waterfront from LaSalle Blvd.

Recommended improvements:

- ▷ Park enhancements
- ▷ Lookout opportunity
- ▷ Waterfront access
- ▷ Potential small craft access
- ▷ Signage and wayfinding

Project Risks and Challenges:

- ▷ Coordination with community and stakeholders
- ▷ Accessibility

Details

size / area

0.25 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 160,000

priority ranking

71/137

associated initiatives

Stand Alone

Pathway connecting LaSalle Blvd to McKnight Rd

6.09



Description

This pathway travels from LaSalle Blvd. behind the Ravensview Water Treatment Facility and connects to McKnight Road.

Recommended improvements:

- ▷ Park improvements
- ▷ Links LaSalle Blvd to McKnight Rd.
- ▷ Provides local community access to waterfront pathway network
- ▷ Signage and wayfinding

Project Risks and Challenges:

- ▷ Coordination with the Ravensview Water Treatment Facility
- ▷ Coordination with community and stakeholders

Details

size / area

850 lm

ownership

Private

project partners

Adjacent Land-Owners

estimated budget

\$ 330,000

priority ranking

87/137

associated initiatives

Stand Alone



Description

This is a narrow public connection from McKnight Road to the waterfront.

Recommended improvements:

- ▷ Park enhancements
- ▷ Lookout opportunities
- ▷ Waterfront access
- ▷ Small craft access
- ▷ Signage and wayfinding

Project Risks and Challenges:

- ▷ Coordination with community and stakeholders
- ▷ Shared access of entrance

Details

size / area

0.45 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$160,000

priority ranking

73/137

associated initiatives

6.09 Pathway connecting LaSalle Blvd to McKnight Rd

Pathway connecting Sibbit Ave to Greensboro Ave

6.11



Description

Following an on street connection this pathway links Sibbit Ave with Greensboro Ave. This link should be included in any potential development of plans for the site.

Recommended improvements:

- ▷ Links Sibbit Ave to Greensboro Ave
- ▷ Provides local community access to waterfront pathway network

Project Risks and Challenges:

- ▷ Coordination with development of site

Details

size / area

475 lm

ownership

Private

project partners

Land owner
Adjacent Land-Owners

estimated budget

\$180,0000

priority ranking

88/137

associated initiatives

Stand Alone

6.12 Faircrest Park



Description

This improvement formalizes a pathway system in Faircrest Park. This Park connects with Highway 2 and Riverside Waterside Park allowing for waterfront access.

Recommended improvements:

- ▷ Park enhancements
- ▷ Links Faircrest Boulevard and Highway 2 and Riverside Waterside Park
- ▷ Provides local community access to waterfront pathway network

Project Risks and Challenges:

- ▷ Coordination with community and stakeholders

Details

size / area

2.25 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$190,000

priority ranking

76/137

associated initiatives

6.11 Pathway connecting Sibbit Ave to Greensboro Ave
6.13 Riverside Wasterside Park



Description

This is a link from Faircrest Blvd to the waterfront through Riverside Waterside Park.

Recommended improvements:

- ▷ Park enhancements
- ▷ Lookout opportunities
- ▷ Waterfront access
- ▷ Small craft access

Project Risks and Challenges:

- ▷ Coordination with community and stakeholders

Details

size / area

0.55 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 310,000

priority ranking

63/137

associated initiatives

6.12 Faircrest Park

6.14 Pathway connecting Concord Dr. to King Pitt Rd



Description

This is a natural pathway connection from Concord Drive to King Pitt Road.

Recommended improvements:

- ▷ Pathway connection
- ▷ Links Concord Dr to King Pitt Road
- ▷ Provides local community access to waterfront pathway network

Project Risks and Challenges:

- ▷ Coordination with community and stakeholders

Details

size / area

0.55 ha

ownership

Private

project partners

Land owner
Adjacent Land-Owners

estimated budget

\$240,000

priority ranking

78/137

associated initiatives

Stand Alone

Pathway connecting Glenn Lawrence Cres. to Milton Ave (Through Woodlot)

6.15



Description

This is a natural pathway connection from Glenn Lawrence Cres to Milton Ave. This travels through an extensive area containing significant natural features as identified in the Central Cataraqui Region Natural Heritage Study (2006). The route would require a field work to establish a preferred route and should consider the Milton Cemetery as a connecting destination.

Recommended improvements:

- ▷ Pathway connection
- ▷ Links Glenn Lawrence Cres. at Starr Pl. to Milton Ave
- ▷ Provides local community access to waterfront pathway network

Project Risks and Challenges:

- ▷ These lands are currently privately owned and an agreement would need to be reached prior to any formal route development
- ▷ Significant woodlands as identified in the Central Cataraqui Region Natural Heritage Study
- ▷ Consideration for the Milton Cemetery in the trail alignment

Details

size / area

3000 lm

ownership

Private

project partners

Land owner
Adjacent Land-Owners

estimated budget

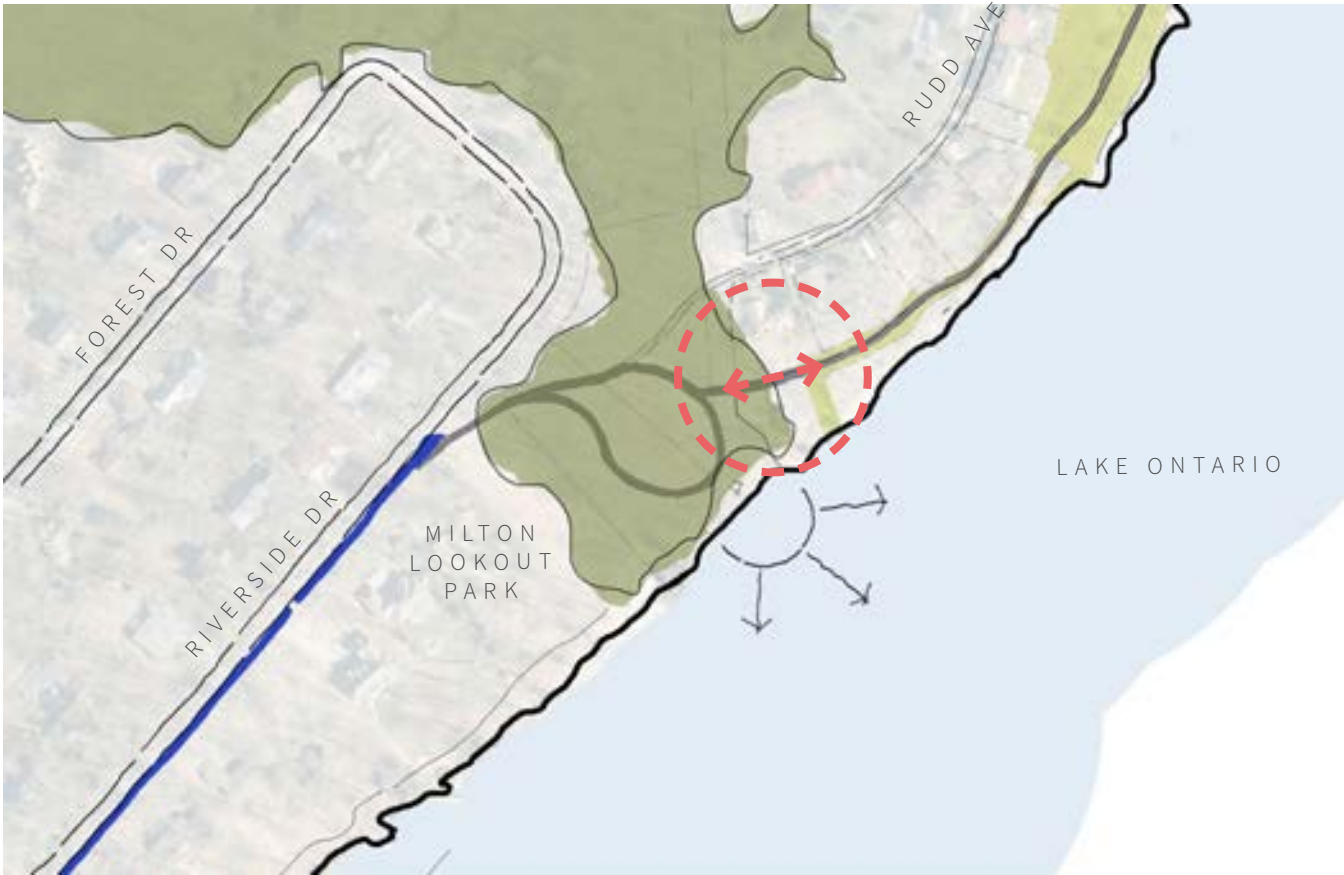
\$1,220,000

priority ranking

74/137

associated initiatives

Stand Alone



Description

From Riverside Dr. the pathway continues through a vacant wooded lot to connect to Milton Lookout Park.

Recommended improvements:

- ▷ Access improvements
- ▷ Connection to Milton Lookout
- ▷ Enhanced pedestrian connection along waterfront

Project Risks and Challenges:

- ▷ Coordination with community and stakeholders

Details

size / area

250 lm

ownership

Private

project partners

Land owner
Adjacent Land-Owners

estimated budget

\$210,000

priority ranking

74/137

associated initiatives

Stand Alone



Description

This is an improvement to the existing trail and lookout at Milton Lookout Park. The pathway would connect Riverside Drive and Esplanade Park.

Recommended improvements:

- ▷ Access improvements
- ▷ Structure improvements
- ▷ Connection to Milton Lookout
- ▷ Enhanced pedestrian connection along waterfront to Esplanade Park

Project Risks and Challenges:

- ▷ Structural review of existing structure
- ▷ There is a land access requirement to allow the connection from Milton Lookout to Esplanade Park. This connection cannot be made without negotiation with the current landowner. An alternate connection can be made to Rudd Ave in the interim.

Details

size / area

0.75 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 330,000

priority ranking

64/137

associated initiatives

6.16 Milton Connection (vacant subdivision lot / woodlot)

6.18 Esplanade Park



Description

An existing public ROW along the waters edge, Esplanade Park provides a linear connection from Riverside Lookout Park to Rudd Ave.

Recommended improvements:

- ▷ Park enhancements
- ▷ Lookout opportunities
- ▷ Enhance pedestrian connection along waterfront
- ▷ Connection to Milton Lookout

Project Risks and Challenges:

- ▷ Structural review of stairs and retaining wall required
- ▷ Coordination with community and stakeholders
- ▷ There is a land access requirement to allow the connection from Milton Lookout to Esplanade Park. This connection cannot be made without negotiation with the current landowner. An alternate connection can be made to Rudd Ave in the interim.

Details

size / area

2.00 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners

estimated budget

\$ 530,000

priority ranking

60/137

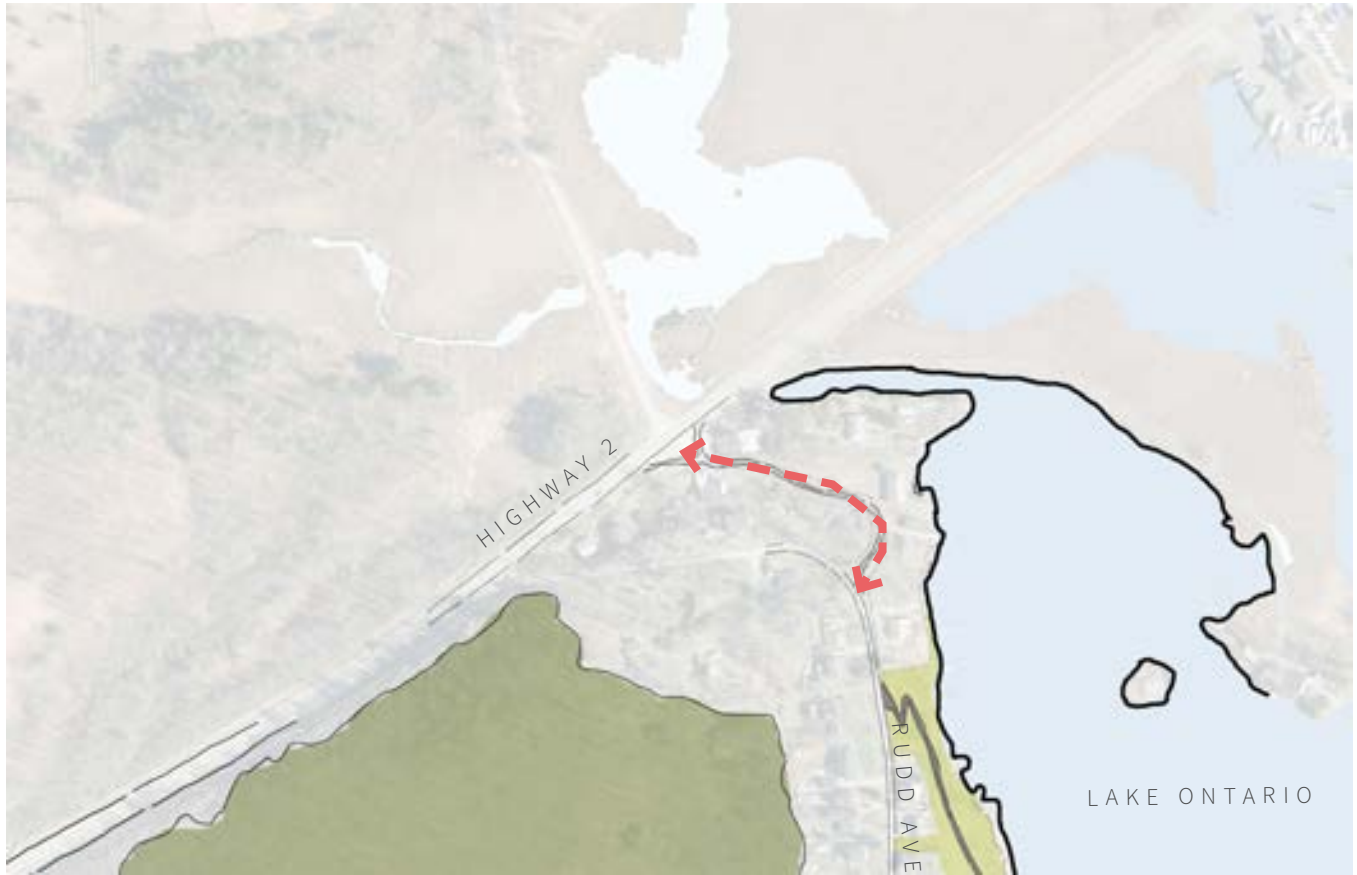
associated initiatives

Stand Alone

Esplanade to Hwy 2 Fishing Platform

Abbey Dawn and Highway 2 (N.E. Side)

6.19



Description

A pathway would follow an unused roadway allowance to connect from Rudd Ave (Esplanade Park) to Highway 2. Across Highway 2 would be a fishing platform.

Recommended improvements:

- ▷ Signage and wayfinding
- ▷ Fishing platform
- ▷ On or off road parking to be explored

Project Risks and Challenges:

- ▷ Coordination with Engineering (MTO)
- ▷ Coordination with community and stakeholders

Details

size / area

0.05 ha

ownership

City of Kingston

project partners

Adjacent Land-Owners
CRCA

estimated budget

\$ 150,000

priority ranking

62/137

associated initiatives

Stand Alone

