



North
King's
Town

SECONDARY
PLAN

WELCOME!

to the North King's Town Secondary Plan Process

Your participation and input will help to shape how growth and change are managed across North King's Town over the coming decades.

We encourage you to speak with any member of the project team for information on how to stay involved.



ARUP

BRAY
HERITAGE



JLR
J.L. Richards
CONSULTANTS AND DESIGN SERVICES

Aquafor Beech
CONSULTANTS

HEMSON
Consulting Ltd

DIALOG™

Project Process

The City of Kingston is creating a **Secondary Plan for North King’s Town** that will help to implement the Vision for the area that was developed with the community. We need your input to create the Secondary Plan. Please share your thoughts and ideas to direct the Plan.



Project Process

The North King's Town Secondary Plan is being undertaken in two phases. During the first phase, a review of the area, research, interviews, and numerous conversations and consultations were held with a wide range of voices in the community as part of the development of a vision for what the future of North King's Town could be. We are now in phase two, which includes development of a Land Use Plan, along with a review of the area transportation system, city infrastructure, local cultural heritage, and economic and financial analysis which will inform the Secondary Plan.

You are encouraged to share ideas and thoughts throughout the Secondary Plan development process. New opportunities will be available over the coming months to give you the ability to highlight valuable features in the study area, or indicate which aspects you would like to see change. Your input will provide the City of Kingston with direction as they proceed with the North King's Town Secondary Plan Study.

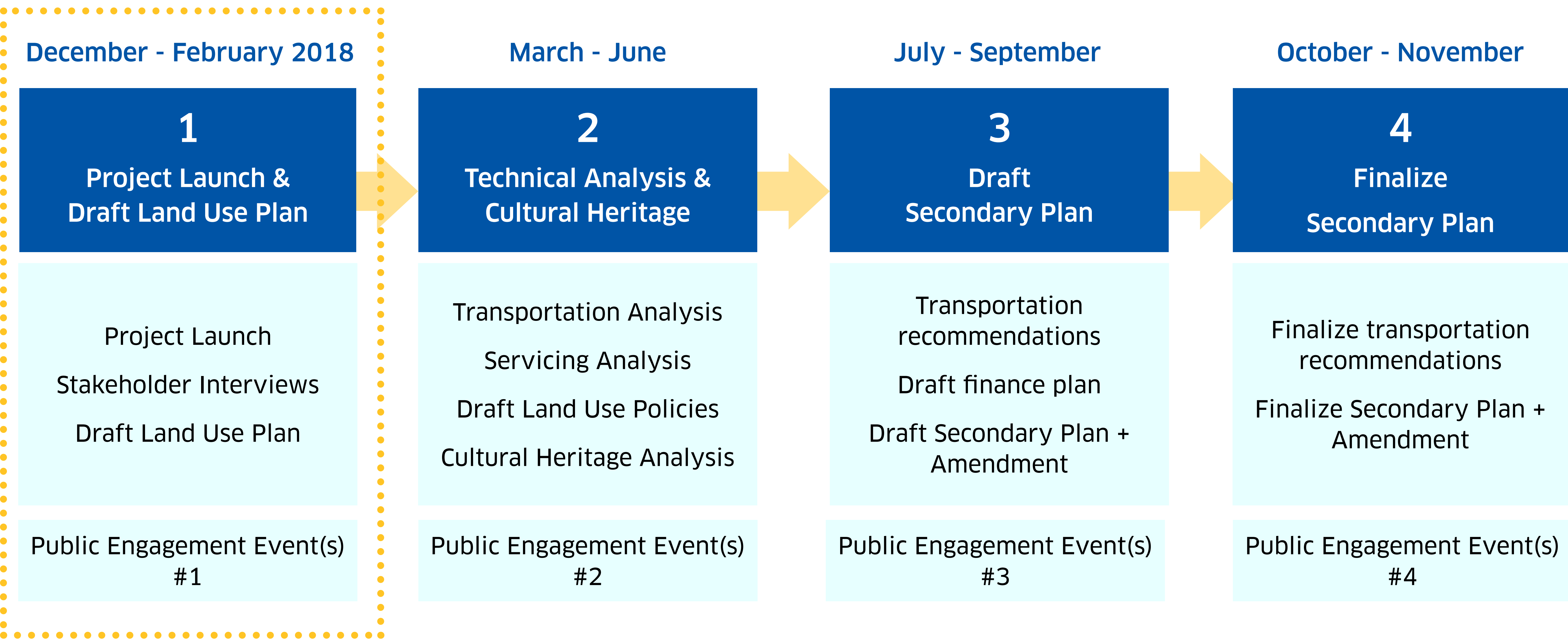
Project Team

The City of Kingston has retained a consultant team led by DIALOG to support the development of the Secondary Plan for North King's Town. DIALOG is providing expertise in master planning, urban design, and engagement. The Secondary Plan will be informed by a series of technical documents and for that, DIALOG has teamed up with experts in all relevant fields: ARUP for transportation, BRAY Heritage for cultural heritage, ASI for archeology, J.L.Richards for civil infrastructure, Aquafor Beech for stormwater management and sustainability, and Hemson Consulting Ltd. for economic analysis.

What is a Secondary Plan?

A Secondary Plan is a policy tool that helps to manage growth and change within a community. It acts as a second layer to the city-wide Official Plan that guides Kingston's overall growth and development over the long-term planning horizon. Adopted as an amendment to the Official Plan, Secondary Plan policies adapt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit a local context.

WE ARE HERE!



Policy Framework

The North King’s Town Secondary Plan integrates and aligns with a range of planning goals and policy directions outlined in the policy framework. This includes provincial and regional policies, municipal policies, and technical studies and reports.



Provincial Policy Statement

(2014)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development.

The policies of the PPS are complemented by locally-generated planning and development policies in municipal official plans, and provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term.

The PPS requires that decisions affecting planning matters in Kingston shall be consistent with its policies.

Rideau Heights Regeneration Strategy

(2015)

Located directly to the north of NKT this strategy aims to address challenges and opportunities associated with the aging neighbourhood housing, in a manner that promotes quality of life and well-being in the community. The NKT Plan represents a key opportunity to integrate with this initiative, with particular attention to strengthening connections to the surrounding community context.

Kingston Water and Wastewater Master Plan

(2017)

The Water & Wastewater Master Plan provides servicing strategies for water and wastewater infrastructure for the next 20 years in Kingston. The Plan identifies projects to address servicing needs to meet planned growth and development, and identifies general locations for future infrastructure to support the City’s development plans until 2036.

Belle Island Accord

The Accord is a joint ownership agreement between the City of Kingston and the Mohawk Nation Council of Chiefs that recognizes historical use of the Island by indigenous communities. Management and improvements to the island are subject to the Accord and are not proposed under this plan.

Official Plan

(Last update 2017)

The Kingston Official Plan (OP) is a high level document that guides overall development and redevelopment within the city. The purpose of an OP is to facilitate decisions related to planning challenges faced by the city. The intent and direction of all Secondary Plans should align with the general objectives of the Official Plan.

The North King’s Town Secondary Plan will act as a second layer to the city-wide Official Plan, and will be adopted as an amendment to the Official Plan.

Kingston Transportation Master Plan

(2015)

The Transportation Master Plan (TMP) provides an analysis of current and anticipated transportation needs for the city, and includes a variety of recommendations for future transportation systems and infrastructure. For North King’s Town, the TMP provides recommendations, including the Wellington Street Extension, but recognizes that the outcomes of the Secondary Plan process may change the assumptions that were made through the TMP.

North King’s Town Secondary Plan: Visioning Report + Preliminary Market Analysis

(2017)

As part of Phase 1 of the Secondary Plan, this report establishes a long-term Vision, Planning Principles, and conceptual design directions to guide physical growth and change in NKT over the coming decades. The Vision, Planning Principles, and Design Directions will inform the second phase of the Secondary Plan for the area, including the preparation of detailed policies, and a plan for implementation.

Zoning By-Law

Two Zoning By-laws operate within NKT. Zoning By-law 8499 covers the majority of the relevant lands and Zoning By-law 96-259 applies to a small area in the southeast of the Plan area along Wellington Street and Place D’Armes.

The Employment Land Strategy and the Commercial Land Review, both recently approved, make a series of recommendations that encourage the re-zoning of lands to be more compatible to surrounding urban uses. This would increase the marketability and opportunity for land in the NKT Plan area.

Brownfields Community Improvement Plan

(2017)

Community Improvement Plans are used by cities to direct policy initiatives and funding to a particular area. Kingston’s Brownfields Community Improvement Plan is a road map to assist the municipality to remediate and eventually plan for new opportunities on large areas of affected lands.

Successes from Kingston’s previously implemented Brownfields programs include Belle Park and Emma Martin Park. Moving forward, a key challenge is to find ways to address industrial properties in the NKT Plan area that fail to meet the current provincial standards for soil, groundwater, and/or other sediment conditions suitable for most redevelopment proposals.

North King’s Town Community Inventory and Background Report

(2016)

The Inventory and Background Report provides an understanding of the existing characteristics of the study area, and basic planning information to provide context for the Secondary Plan.

The Report examined a range of area conditions, including history, demographics, existing land uses, transportation, servicing, cultural heritage and archeology, natural heritage, parks and open spaces, as well as current social services and public facilities.

Vision and Planning Principles

Vision

“ North King’s Town is at the **heart** of Kingston’s 21st century community, building on a **legacy of providing great places** for people to **live, work, and play**, and fostering **innovative growth** that continues to **diversify** the city’s economy and enhance its quality of life.

It is a place for the **arts and industry**; a hub for **recreation** and **community services**, supporting **active and accessible daily life**; and home to **walkable** neighbourhoods, with strong **connections** to jobs, amenities, open spaces, the waterfront, and neighbouring communities so residents from a variety of backgrounds and income levels can **grow, thrive, and age** in place.

North King’s Town is a **resilient** and **sustainable** community that values and protects the **urban wilderness** adjacent to the Great Cataraqui River, and honours its **rich and diverse cultural heritage**, including the **spiritual connections** that Indigenous Peoples have with the **land**. ”

Phase 1 Outcomes

The Vision and Planning Principles were developed in the first phase in collaboration with the community and stakeholders. They set the foundation for our work in phase 2, and give direction for the detailed policy recommendations of the Secondary Plan.

The report from Phase 1 “NKT Community Visioning and Preliminary Market Analysis,” also set out a number of opportunities, public realm improvements, and policy ideas that are being tested and refined during this phase of work.

Planning Principles



1 Create a welcoming and inclusive setting for people to gather, recreate, work, and live.



2 Enhance options for movement within North King’s Town to the waterfront, and surrounding neighbourhoods, with an emphasis on active transportation.



3 Cluster new development to create hubs of activity and investment, and a compact, walkable, built form.



4 Diversify the economic and employment base and enhance customer access to businesses.



5 Conserve natural and cultural heritage resources and protect public access to open spaces and the waterfront.



6 Respect Indigenous traditions, and use of the land, and honour the Belle Isle accord.



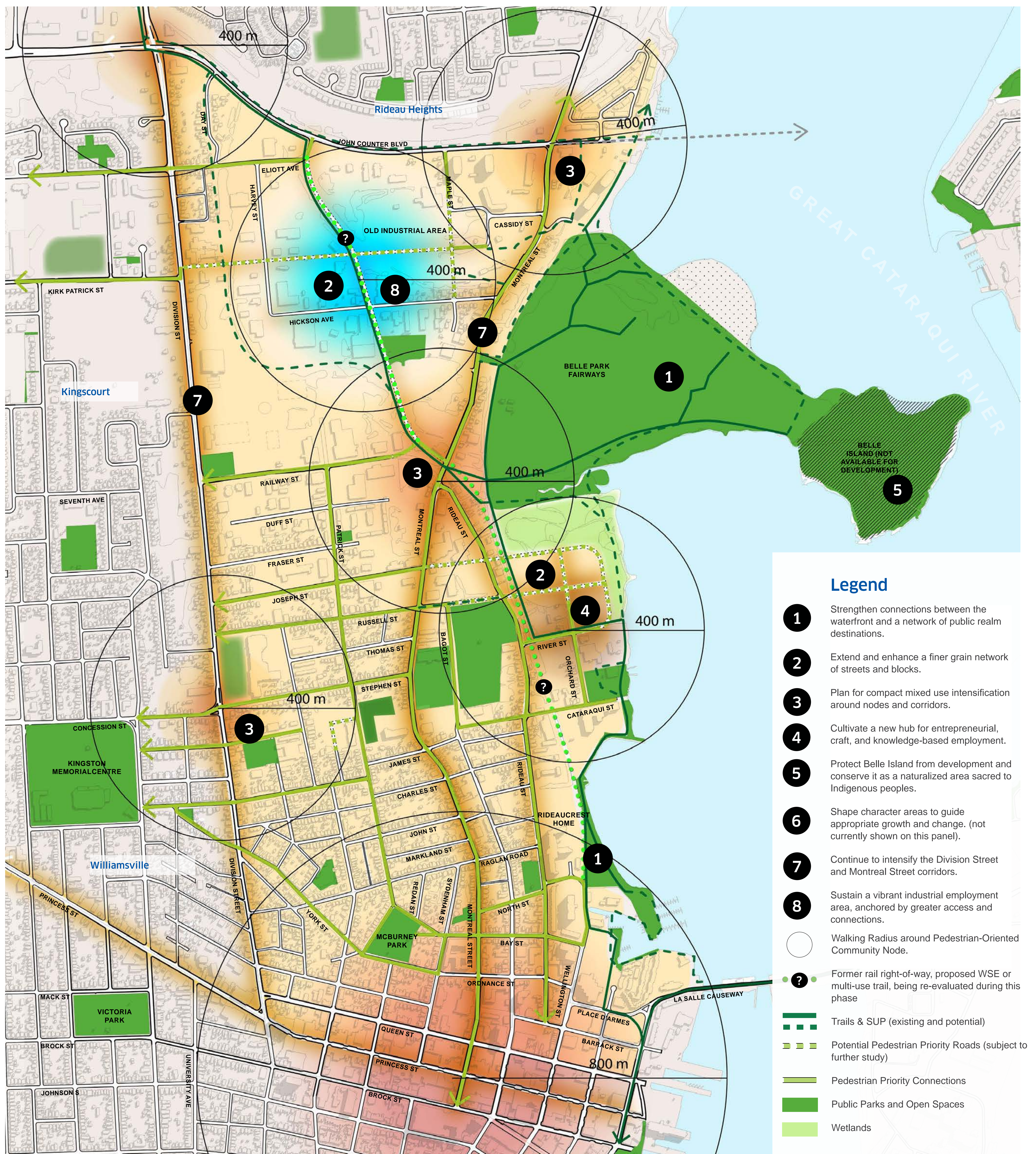
7 Support arts and cultural uses and activities.



8 Implement sustainable and resilient plans, technologies, and design approaches.



Design Directions





Cultural Heritage Study

Cultural Heritage Analysis

The Cultural Heritage Study is being prepared in order to help inform the policy recommendations of the Secondary Plan. Specifically it will identify areas of cultural heritage significance within NKT and strategies to conserve resources of significant value. The first step in this work is understanding the history

of the study area. Thus far, a historical analysis has been completed and a thematic historical timeline developed. The timeline lists significant events that have contributed to the character of NKT, including its physical form today.

What properties, and areas, of NKT are critical to defining its physical character?

What words would you use to define that character?

Add your comments



Ordnance Plan from 1869, comprised of 4 parts, showing the extent of development in NKT at that time.



Cultural Heritage Study

Thematic History

Before the Europeans (10,000 BCE-1600)

- Area originally composed of forested terraces sloping down to the river shoreline, cut with small creeks
- Post-glacial Indigenous occupation of the Kingston area
- Marshland and Belle Island are hunting and fishing grounds

Early European and Loyalist Settlement (1670s-1790s)

- French fort (Fort Frontenac) and Inner Harbour dockyard
- British military survey and street plan, Loyalist settlement begins below North Street
- Southern part of study area laid out in town plots (including grant to Molly Brant), the rest undeveloped farmland

Early Subdivisions and the Military (1790s-1850s)

- Royal Artillery Park begins construction
- Lower and Upper Burial Grounds established
- War of 1812 fortifications (picket fence, blockhouse and Commandant's house)
- Place d'Armes area developed after the war
- Rideau Canal completed, Inner Harbour dockyard expanded
- Lots offered for sale in Picardville
- Molly Brant's descendants develop Johnsonville flanking Montreal Street north of North Street
- McLean's Grove subdivision developed (1850) in the Cataraqui and Rideau Street area
- Clergy Reserve between North, Montreal, Raglan and Division Streets developed for cemetery and land for future fortifications
- Charles Stuart Sr. and his family develop Charlesville (1840s onwards)
- Markland family subdivision (1840s)
- Elliot family owns much of the farmland in the north part of study area (1850s)

Railway and Urban Expansion (1850s-1900)

- Northern part of study area is farmland until Grand Trunk Railway main line and depot (1856)
- Outer Station hamlet develops (1860s)
- GTR spur line to downtown, embankment across Inner Harbour (by 1860)
- Sisters of Providence develop institution on Montreal Street (1870s onwards)
- Schools built (Depot, Cataraqui, St. John's, Central, St. Patrick's, 1860s and 1870s)
- Churches built (Methodist, Congregational, Presbyterian, Anglican, Chapel at House of Providence, 1880s)
- Montreal and Bagot Streets extended through Artillery Park (1870s)
- House of Industry (later Rideaucrest Home for the Aged) built on Montreal Street (1870s)



Kingston Aerial showing portions of NKT, looking north, 1924. notice City Hall in the foreground.

- Kingston & Pembroke Railway constructed (1875), extends to downtown (1880s)
- Study area street network extended (1880s)
- School construction (Frontenac, 1890s)
- McBurney Park conversion of former cemetery (1890s)
- Roundhouse built (1890s)
- Street railway extended north into the study area (ca. 1900)

Industrial Development (1860s-1960s)

- Anglin Harbour sawmill and wharves (1860s)
- Bajus Brewery built (ca. 1860)
- Quarries and lime kilns developed north of North Street
- Ford's Tannery built on Cataraqui Street (1870s)
- Smelter built on Orchard Street (1870s)
- Davis Dry Dock built (1880s)
- Kingston Cotton Mill (now Woolen Mill) built (1880s)
- Oil storage built on North Street (1890s and early 1900s)
- Bailey Broom factory, Davis Tannery built (early 1900s)
- Tile works constructed north of GTR depot (ca. 1910)

Changes in the 20th Century

- Schools built (Macdonald, Regiopolis, Robert Meek, 1910s-1920s)
- LaSalle Causeway opens, plans for expansion of Inner Harbour as Great Lakes terminus
- Ordnance building on Cataraqui Street (WWI)
- Millard & Lumb Welding opens (1920s)
- Commercial operations fully developed on Montreal and Rideau Streets (by 1920s)
- Schools built (St. John's, 1930s; St. Patrick's, 1940s, Regiopolis Notre-Dame, 1970s)
- Churches built (Free Methodist, 1900s, St. John the Apostle, 1940s)
- Megaffin Stadium Baseball Park (1940s)
- City dump develops between mainland and Belle Island (1950s; Belle Park, 1970s)
- River Street pumping station built (1950s)
- Montreal Street connects to Highway 401 (1950s)
- Hickson Avenue and vicinity industry develops (1960s)
- Main rail line diverted north, Outer Station closes (1970s)
- Railway system removed from study area, opening sites for redevelopment (1980s)
- OHIP building, Frontenac Village and Doug Fluhrer Park developed (1980s)
- Rideaucrest Seniors' Home built (1990s)
- New residential developments on Wellington and Montreal Streets (early 2000s)
- City institutional development on Division Street (Police, Public Works, Children's Aid, 2000s-2010s) and City recreational development at Artillery Park (2010s)



Kingston Aerial showing portions of NKT, looking north, 1924. Notice the rail lines generally following Rideau Street, and the rail spur terminating in what is now known as Doug Fluhrer Park.



Intangible Cultural Heritage

Intangible Heritage and NKT

The Secondary Plan presents an opportunity to safeguard intangible cultural heritage (ICH) value associated with NKT. This refers to cultural practices, expressions, or representations that communities identify as significant to them. The United Nations Educational, Scientific and Cultural Organization (UNESCO, 2003) recognizes several ways of safeguarding ICH, including identification, documentation, promotion, and enhancement through formal and non-formal education.

Through the planning and engagement process we will consider if there is ICH value that can be protected and enhanced through the Secondary Plan.

"Intangible cultural heritage includes practices, representations, expressions, knowledge and know-how that communities recognize as part of their cultural heritage. Passed down from generation to generation, it is constantly recreated by communities in response to their environment, their interaction with nature and their history, providing them with a sense of identity and continuity." - UNESCO, 2011

Are there cultural practices or expressions in North King's Town that are important to you?

What is your impression of the emerging themes? Are there other activities or practices in NKT that are culturally significant to you?

Write your answers on a post-it note, put it on the map of NKT where these activities take place.

Add your comments

Emerging Themes

A preliminary analysis of intangible cultural heritage has been completed for NKT. The work of local historians including the Swamp Ward and Inner Harbour History project and Friends of the Inner Harbor were referenced in this exercise. Several themes related to intangible cultural heritage have been identified, as set out below.



Indigenous Peoples have lived on this land, including NKT, for thousands of years. Their cultures and cultural practices have a historic connection to the land.



Industrial activity (tanneries, mills, warehouses, and ship yards) is a key theme in NKT's history. There is a legacy of **water related activities**, including ship building, that continues to this day.



There is a legacy of **commercial activity** throughout NKT, particularly along key streets such as Montreal Street, that have served as commercial hubs.





Draft Land Use Plan

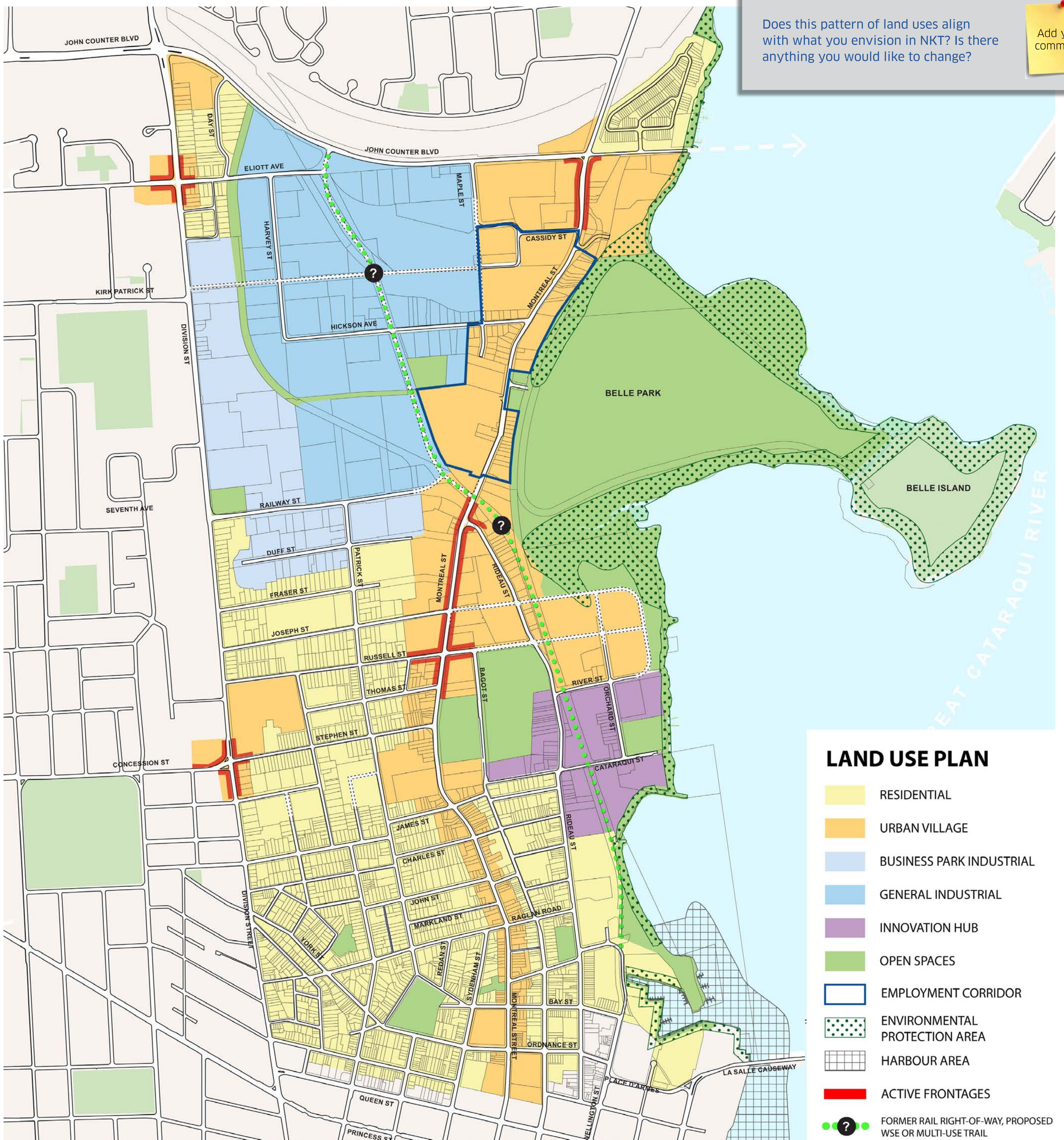
The Land Use Plan accommodates a range of uses and activities, supporting a diverse, vibrant, and healthy NKT. In **residential zones**, a range of housing options are supported, to meet the needs of varying household types and lifestyles. At key nodes, **mixed-use areas** support a pedestrian oriented public realm, with street fronting commercial and retail spaces, and

residential on upper floors. Along Rideau St., east of Montreal St., the **Innovation Hub** supports a broad mix of uses, including live/work units, apartments, office space, lighter industrial uses, and other employment uses along with commercial spaces that support these activities. **Industrial areas** accommodate employment opportunities, including manufacturing, storage,

construction, and wholesale trade. **Business park** areas support offices, lighter industrial uses, and services to support them. These areas are tied together through a variety of **open spaces**, including parks, multi-use trails, waterfront areas, and naturalized areas offering a range of recreation and leisure opportunities.

Does this pattern of land uses align with what you envision in NKT? Is there anything you would like to change?

Add your
comments





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Draft Density Plan

What do you envision as the character of new buildings in NKT? Where are the opportunities for growth?

Write your answers on a post-it note

Add your comments

Density + The Secondary Plan

The Secondary Plan will manage growth and change in NKT by regulating what type of land uses are allowed in certain areas and by dictating the density of those uses. Certain areas within NKT, such as major corridors, have been identified as potential locations for additional density and overall intensification. These areas of change are anticipated to redevelop over the long-term planning horizon. Other areas, such as around McBurney Park and Patrick Street, are not anticipated to undergo significant change, apart from some modest infill development.

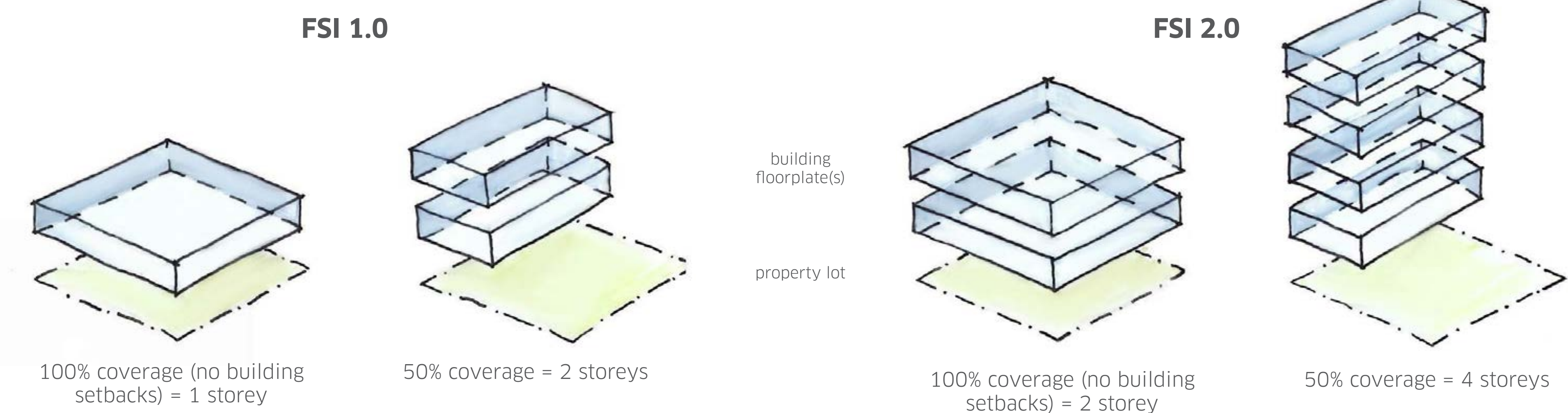
What is density?

Density refers to the amount of people who are living and working in an area; high-density neighbourhoods have a lot of people in an area, low-density neighbourhoods have fewer.

Floor Space Index

Densities for land uses in North King's Town are provided through a Floor Space Index ("FSI") measurement. The FSI represents the ratio of building floor area (counting all of the floors) to the property area a building is developed on.

$$\text{FSI} = \frac{\text{total building floor area}}{\text{property area}}$$



Existing Density

The case studies below provide a reference for existing densities across typical blocks in NKT.



John Counter & Montreal St.

- Mix of highrise apartments, townhomes.
- Large setbacks and open areas



Old Industrial Area

- Low rise, typically 1 storey
- Large open areas and vacant lots



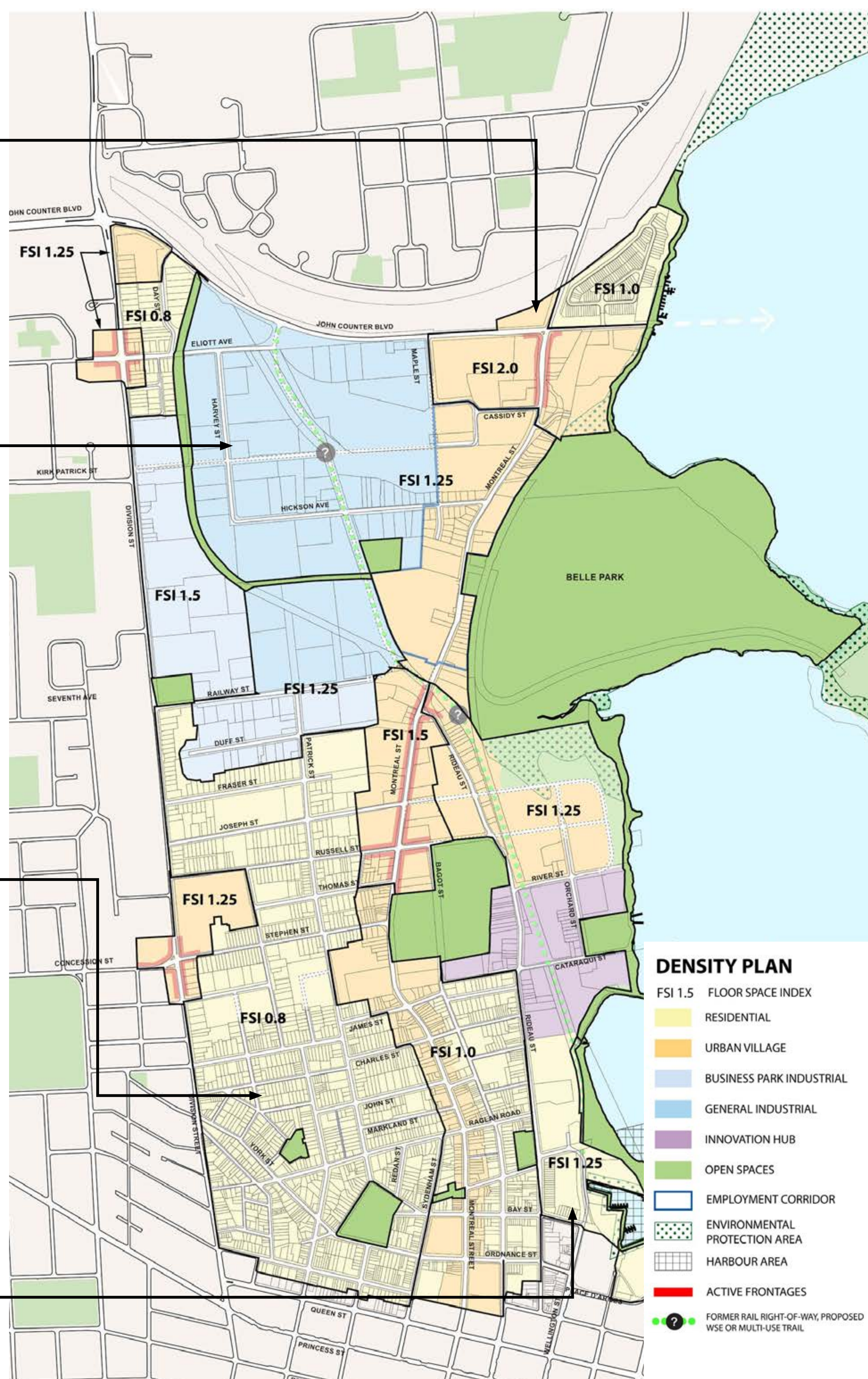
McBurney Park

- Low-rise, typically 2 storey detached homes with some small apartments
- Small lots, tightly packed blocks



Inner Harbour

- Mix of built form, some low-rise homes, townhomes, & apartments



Proposed Density

FSI 2.0

Higher Density

Built form generally ranges from 6 - 8+ storeys



FSI 1.5

Mid - high Density

Built form includes mixed-use buildings around 2 - 6 storeys in height



FSI 1.25

Medium Density

Built form ranges from 2 - 6 storeys in height, includes live/work units, townhouses



FSI 1.0

Low - Medium Density

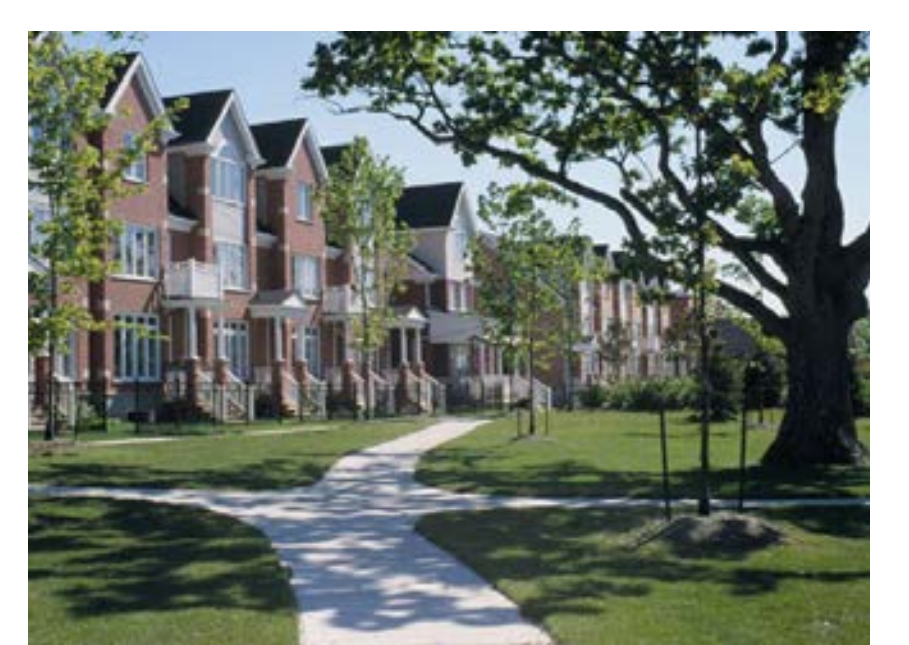
Built form generally ranges from 2 - 4 storeys, with townhouses, and low-rise apartments



FSI 0.8

Low Density

Built form generally ranges from 1 - 3 storeys, and includes detached and semi-detached houses, as well as townhouses



Land Uses

Do these land uses align with what you envision in NKT? Is there anything you would like to change?

Add your comments

RESIDENTIAL

Areas designated for residential uses are intended to provide a range of housing, including detached, semi-detached or duplex dwellings, townhouses, and apartments of various types, tenure, and density that respond to a wide range of housing needs.

Height: 1-3 Storeys (low density); 2-6 Storeys (med. density); 6+ Storeys (high density)

Density: Low - 0.8 FSI; Medium - 1.5 FSI; High - 2.0 FSI



Low Density Residential



Medium Density Residential

URBAN VILLAGE

The 'Urban Village' area is intended to facilitate a wide range of land uses in compact development forms along key corridors in NKT. They support intensification and redevelopment along these corridors and the creation of hubs of commercial services, and community-oriented uses. Buildings have commercial spaces integrated at-grade, oriented towards the street, supporting pedestrian friendly areas, with apartments and/or offices above.

Height: 2-6 Storeys

Density: 1.25 - 1.5 FSI



Mixed-use with retail on the street (6 storeys)



Mid-rise mixed-use (4 storeys)

ACTIVE FRONTAGES

Within NKT there are pedestrian-oriented development nodes that will foster activity and animation of the street. In these areas, active frontages will be provided at grade, to facilitate street-level activity and a visual connection between the public realm, and spaces within buildings. Front facades of buildings will be pedestrian-oriented, located close to the front property line with main entrances and generous transparency. Breaks between buildings along the block are minimized to create a more consistent street wall. Surface parking lots are not permitted in front of buildings.



Active pedestrian streets

EMPLOYMENT CORRIDOR

Within the Urban Village area along Montreal Street, north of Railway Street, and parallel to the Old Industrial Area, there is potential to integrate some employment uses alongside residential and commercial. The Employment Corridor overlay is used in conjunction with the Urban Village designation to foster a compatible mix of uses and employment and commercial opportunities in NKT.

Height: 1-4 Storeys

Density: 1.25 FSI



Offices with retail on the street (5 storeys)



Mixed-use - institutional and commercial (4 storeys)

Land Uses

Do these land uses align with what you envision in NKT? Is there anything you would like to change?

Add your comments

BUSINESS PARK IND.

The Business Industrial area is intended to provide locations for offices, research and development, or advanced manufacturing, fabricating and assembly. Buildings within the area should be attractive, with high-quality architectural treatment and landscaping that reflects their prominent location within the city. Commercial uses are only permitted as complementary services and functions, such as restaurants and convenience retail. Residential uses are not permitted.

Height: 1-4 Storeys

Density: 1.25-1.5 FSI



Offices (2 storeys)



Street oriented office building (4 storeys)

GENERAL INDUSTRIAL

The General Industrial designation is an area of employment intended to provide locations for manufacturing, wholesale, construction, transportation, storage, communications, and similar uses. These uses are grouped into distinct employment areas to foster economic synergy, and avoid or mitigate adverse effects on residential uses or other sensitive uses. Commercial uses are only permitted as complementary services and functions, such as restaurants and convenience retail. Residential uses are not permitted.

Height: 1-4 Storeys

Density: 1.25 FSI



Manufacturing/warehouse/office



Manufacturing/warehouse

INNOVATION

The Innovation Hub is a modern live-work district that provides flexible and adaptable space for new, knowledge-based, and craft or production employment uses, as well as arts and cultural uses. This area supports existing and potential innovative uses, with a focus on employment related development, with some allowance for residential development.

Height: 2-6 Storeys

Density: 1.25 FSI



Mixed commercial, business and residential node



Mixed-use building (The Woolen Mill)

OPEN SPACE

Across NKT, a range of park spaces, trails, waterfront areas and other open spaces provide opportunities for rest, recreation, leisure, public gathering, sports, and other activities. Open space uses also include conservation lands, naturalized areas, and areas of ecological sensitivity, where development opportunities are limited. The design and function of open spaces varies, from programmed and designed spaces with sports fields and baseball diamonds, to dirt trails and unstructured and naturalized waterfront areas.

Height and Density are not applicable for Open Space.



Open spaces for recreation



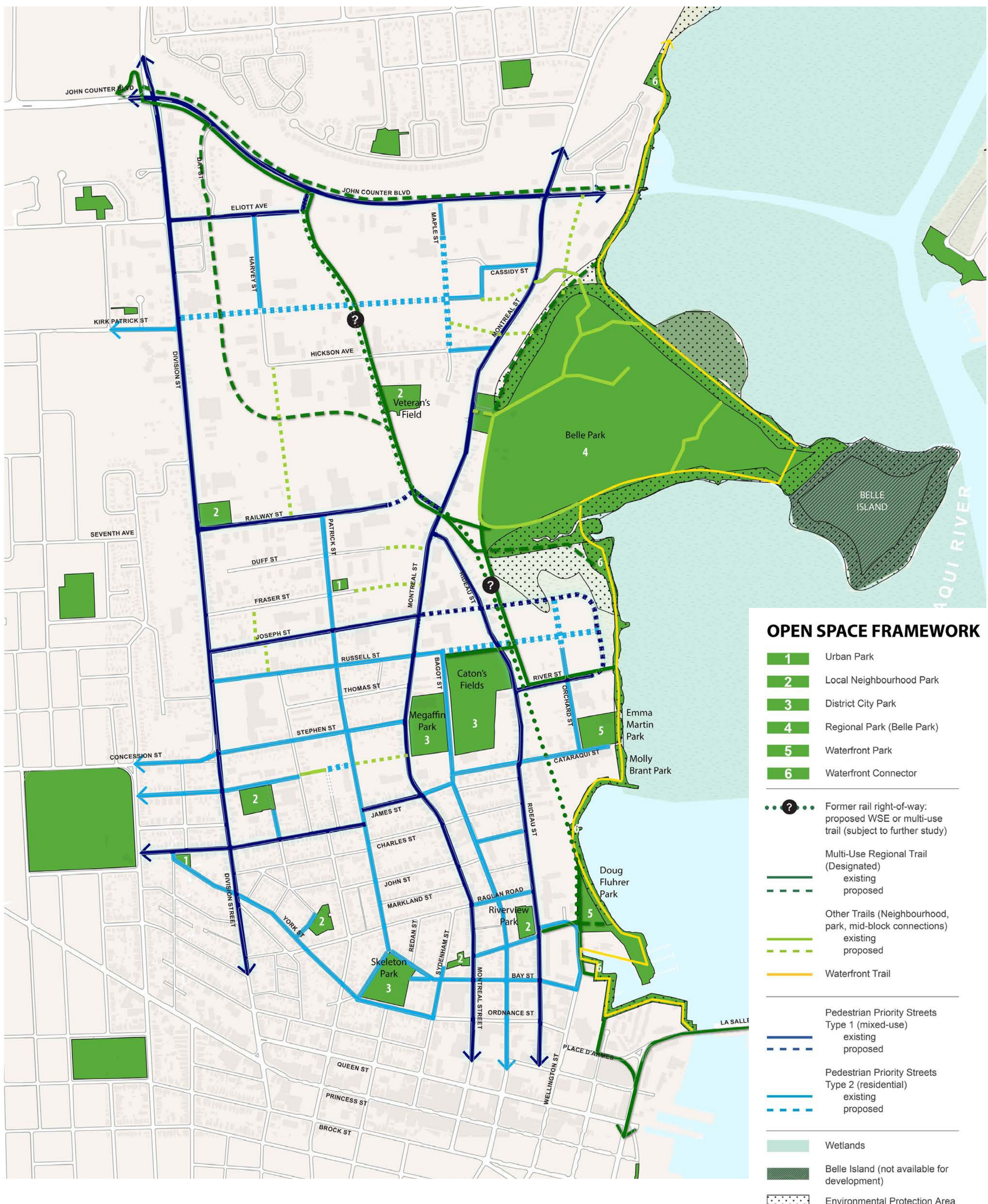
Waterfront trail



Open Space Framework

What do you think of the structure and function of open spaces in NKT? Does this align with what you had envisioned for NKT?

Add your comments



Open Space Framework

What do you think of the structure and function of open spaces in NKT? Does this align with what you had envisioned for NKT?

Add your comments

PARK TYPOLOGIES

1	Urban Park	<ul style="list-style-type: none">Characterized by intense and all-season usesGenerally contains more hard surface than softscape (grass)Flexible programExamples: plazas, parkettes, civic squaresLocations for new urban parks can be identified on a case-by-case basis as development proposals are brought forward			
2	Local Neighbourhood Park	<ul style="list-style-type: none">Serves primarily residents within a walking radius of 800mContains a large proportion of softscape, with trails and open green areasAmenities may include playgrounds, water features, trails, and seating, sports fields, among othersExamples include: Riverview Park and Veteran's Field			
3	District City Park	<ul style="list-style-type: none">Larger in size, attracting residents and visitors from the wider communityOffer more amenities, such as washrooms, seating, bike amenities, and possibly concession standsCan accommodate indoor and outdoor recreational facilities, including a community centre, play fields, skate parks or water play, picnic areas, and otherExamples include: Megaffin Park, Caton's Fields			
4	Regional Park (Belle Park)	<ul style="list-style-type: none">A regional park attracts residents from the wider regional areaBelle Park is the subject of an ongoing master planning exerciseServes as a significant ecological area with natural heritage assetsGenerally has a mix of open areas that serve different needs (informal and/or programmed) and forest areasAccommodates large gatherings and seasonal festivals			
5	Waterfront Park	<ul style="list-style-type: none">Shares similar features and function as a District Park, with a unique character, relating to the waterfrontFacilities, amenities, and programs often cater to water-related activitiesPlanning for these parks follows the new Waterfront Master Plan and Doug Fluhrer Park Master PlanExamples includes Doug Fluhrer Park and Emma Martin Park			
6	Waterfront Connector	<ul style="list-style-type: none">An open space buffer of 30m along the water's edgeProtects and enhances the rich ecology and biodiversity at the river's edgeEnables people to access the waterfrontCan serve an active recreation and movement function as part of an interconnected system of trails, with supporting facilities and amenities			

Key Parks in Areas of Change

The following parks have been identified as potential areas for public improvements because they are located close to areas of NKT that are anticipated to undergo redevelopment and change. This presents an opportunity to re-evaluate the function and role of these spaces and consider how they can be improved to serve the needs of the community.

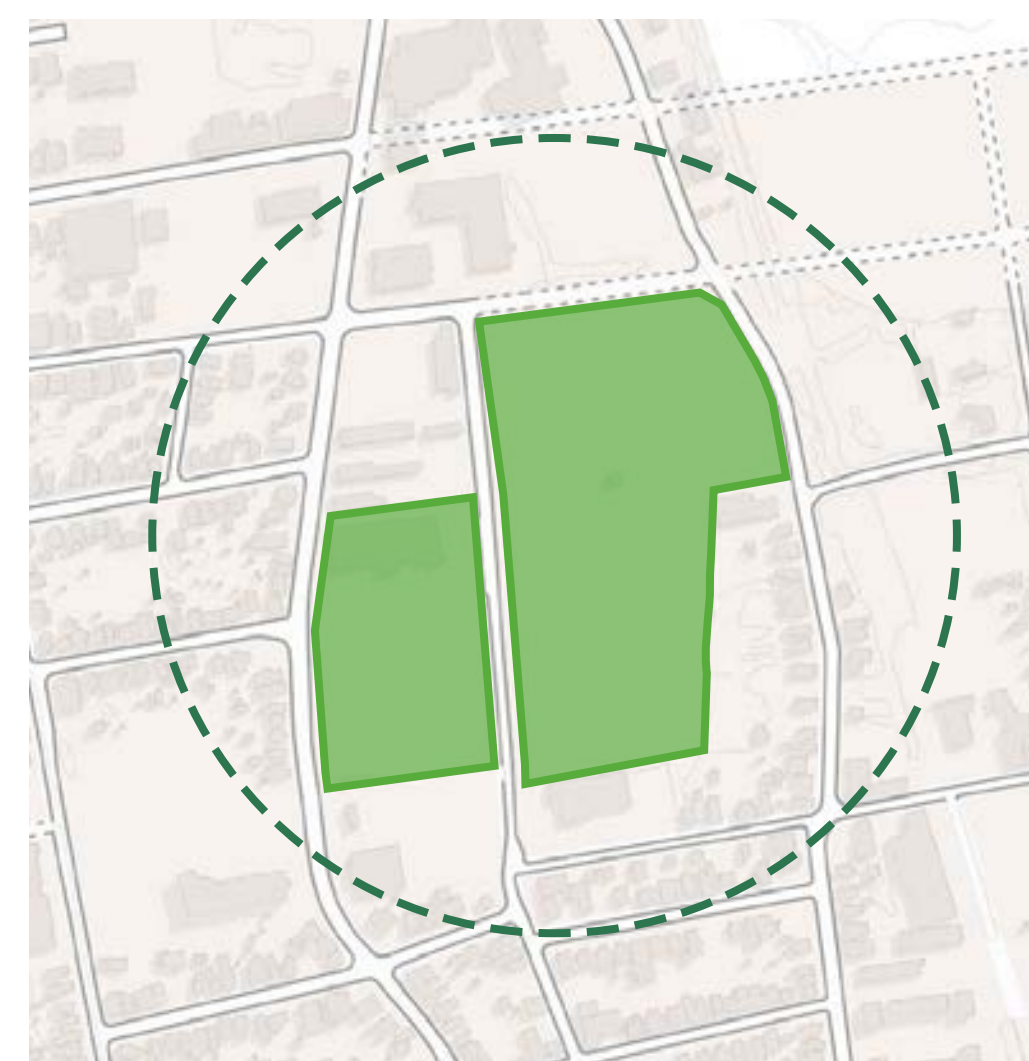
Doug Fluhrer Park

Could be improved by implementing the Doug Fluhrer Park Master Plan.



Megaffin Park + Caton's Fields

Recent work has brought improvements to the sports fields. Further work could relate to new mixed-use areas beside it, and support a densifying community.



Veteran's Field

Could evolve to respond to the needs of the adjacent employment area, providing a multi-purpose open space.



Belle Park Interface

Currently the subject of a dedicated master planning exercise. Its frontage could be improved by more mid-block connections to Belle Park.



Consider...

What should the park's function be?

What type of programming would you like?

What type of amenities would you like?

Is there enough lighting in the park?

Is there an opportunity to accommodate a cycling path and amenities?

Is the park accessible from the neighbourhood?

Is there a need for better maintenance of the park?

Is there a need for more trees/shade?

Can we improve the connection to the water's edge?

How can we improve these parks?

Open Space Framework

What do you think of the structure and function of open spaces in NKT? Which parks are most in need of improvement?

Add your comments

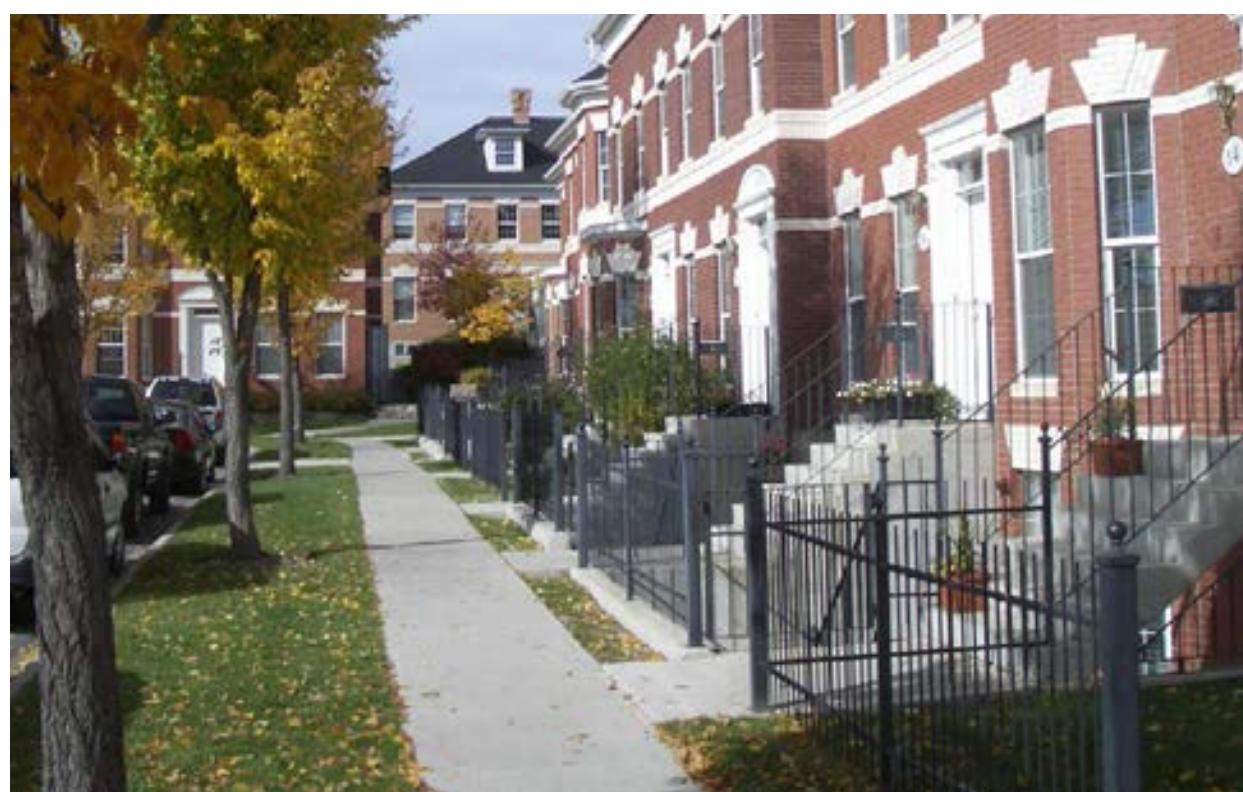
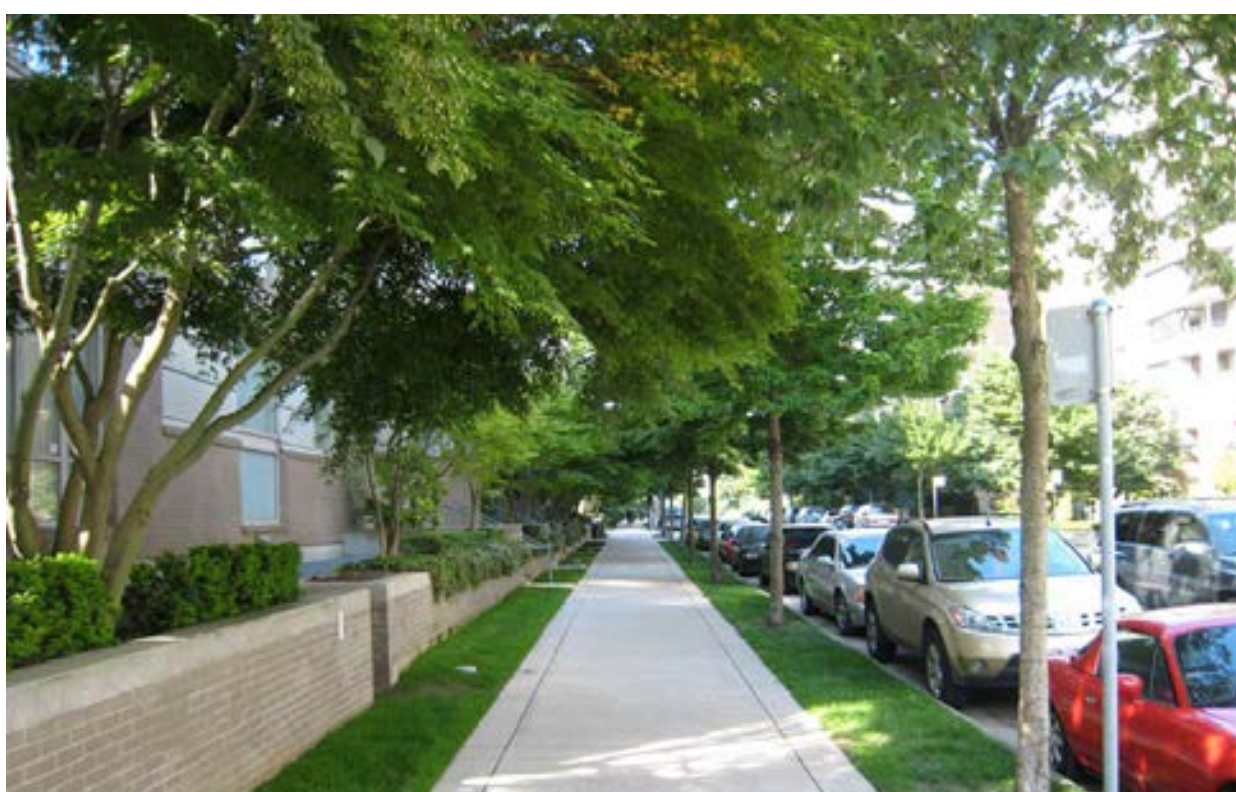
TRAILS

<div><div>••●••</div><div>Former rail right-of-way: proposed WSE or multi-use trail (subject to further study)</div></div>	<ul style="list-style-type: none">follows a former rail corridor in North King's Townthe need for the WSE is being re-evaluated during this phase of work through the Transportation Master Plan
<div><div><div>—</div>Multi-Use Regional Trail (Designated)</div></div>	<ul style="list-style-type: none">a wider trail, ideally at least 3m in widthaccommodates cycling, roller-blading and other forms of travel, alongside the pedestrianis typically bordered by plantings on either side (grass, trees, shrubs, etc)paving material is safe for different travel modes
<div><div><div>—</div>Neighbourhood Trail / Mid-block Connection</div></div>	<ul style="list-style-type: none">pathways, ideally of at least 1.5m, accommodating mostly pedestrian trafficact as connectors between neighbourhoods, streets, and parkscan vary in design based on the context
<div><div><div>—</div>Waterfront Trail</div></div>	<ul style="list-style-type: none">a unique trail that runs along the waterfront and can function as a destination in its own rightusually has open views to the water, but can meander through forested areas and marshlandaccommodates multi-modal travel (walking, cycling, etc.) and can facilitate a higher volume of movement



STREETSCAPES

<div><div><div>—</div>Pedestrian Priority Streets Type 1 (mixed-use)</div></div>	<ul style="list-style-type: none">located along mixed-use corridorsintimate in scalenarrower road widthwider pedestrian zone, unified paving and amenity zonecan accommodate spill-over cafe spacegenerally allows on-street parkingslower vehicular trafficaccommodates cycling
<div><div><div>—</div>Pedestrian Priority Streets Type 2 (residential)</div></div>	<ul style="list-style-type: none">located along residential streets, lighter industrial areas, and innovation zonedesignated sidewalk, separated from the roadway by green amenity spacestreet trees on one or both sides of the sidewalkslower vehicular trafficplanted furnishing zone, opportunity for rain gardenscan accommodate cycling



NATURAL SYSTEMS

<div><div><div>—</div>Wetlands</div></div>	<ul style="list-style-type: none">uses along the waterfront should be sensitive to adjacent wetlands
<div><div><div>—</div>Belle Island (not available for development)</div></div>	<ul style="list-style-type: none">Belle Island is subject to the Belle Island Accord and is not available for developmentmanagement and improvements to the island are subject to the Belle Island Accord, and no changes are proposed as part of the NKT Plan.
<div><div><div>—</div>Environmental Protection Areas (EPA)</div></div>	<ul style="list-style-type: none">areas required to be protected for their natural and cultural features, and biodiversityprovide opportunities for compatible recreationimportant areas for scientific research and environmental monitoring, and education





Transportation Master Plan Multiple Account Evaluation

Movement Network Analysis

The Transportation Master Plan for NKT will be developed based on the draft Land Use Plan that is being discussed and refined during this event. In order to inform a more detailed analysis of the movement network, we need your input on your priorities for movement where there is the most need for improvement and the greatest areas of concern. For example, if there are particular intersections where you feel unsafe crossing as a pedestrian or streets that are especially congested.

Your input will be used to refine our multiple account evaluation criteria, which are introduced in a draft version on this panel.

Which of the numbered intersections do you find the most congested?



Which streets are most often congested?

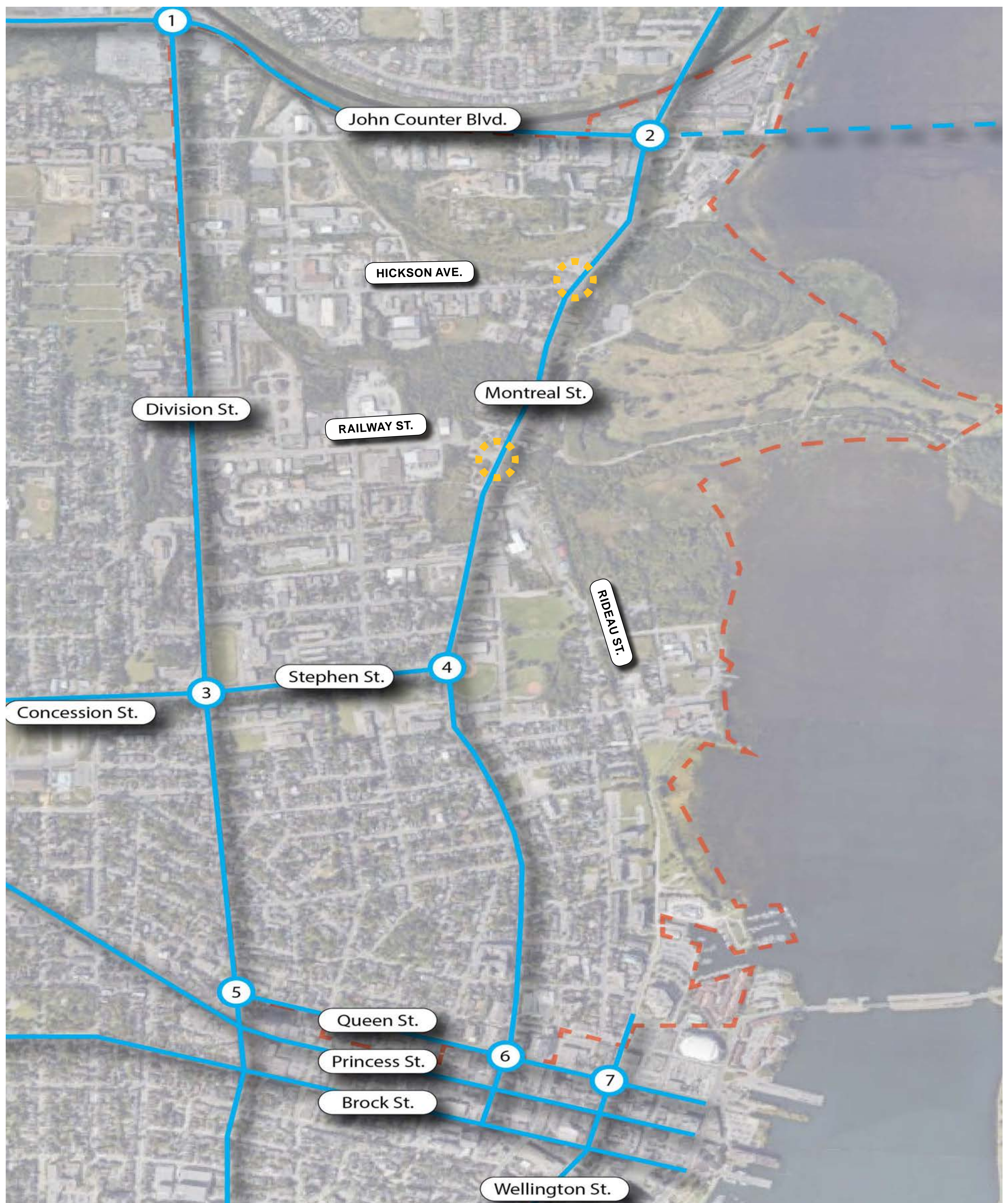


Intersections of known concern



If one of the numbered intersections could be upgraded, which would it be and what upgrade?

Add your comments



Is it more important to reduce vehicular congestion and delay, or to encourage a switch to other travel modes?

Add your comments

Transportation Master Plan

Multiple Account Evaluation

Multiple Account Evaluation Criteria

These criteria have been developed based on the Vision developed during Phase 1 of the project. They will be used to evaluate the merits of different options for configuring the road network in NKT.

Which criteria is the most important to you?

Are there other criteria we should consider?

Add your comments

Quantitative:

These are aspects of the movement network in NKT that we can quantify and measure using traffic counts and computer generated models:

- less important

most important
- Level of service (intersections)
 - Congestion (delay)
 - Network connectivity
 - Modal integration
 - Speed of implementation

Qualitative:

These are qualities of the movement network in NKT that describe its functionality, service, and alignment with the Vision:

- less important

most important
- Flexibility to add capacity over time
 - Consistency with existing plans
 - Increased transportation choice (cycling/transit)
 - Improved safety
 - Walkability
 - Supportive of sustainability goals

Transit and Parking

- Are your wait times for transit reasonable?
- Do you find it challenging to find a parking spot?
- Is reliable transit more important than reducing congestion?
- Would you prefer to park on-street or off-street?

Networks and Implementation

- Do you regularly switch modes during your typical journey (ie. to work)? If so, which modes do you use?
- How important to you is it that any improvements can be implemented quickly?
- Which mode causes you the most delay on your journey (ie. to work)?
- What are some 'quick wins' that you would like to see implemented?

Active Transportation

- Are there sufficient locations to lock your bike? Are they safe locations?
- What would make your movement, as a cyclist, more enjoyable and comfortable?
- Are your walking routes direct and largely unobstructed?
- What would make your movement, as a pedestrian, more enjoyable and comfortable?