



North King's Town Secondary Plan Open House + Workshop #1

February 28, 2018

DIALOG

ARUP

BRAY
HERITAGE
Curt Bray & Associates Ltd.



JLR J.L. Richards
ENGINEERS - ARCHITECTS - PLANNERS



HEMSON
Consulting Ltd.

event agenda

30 min

Panel Review + Discussion

30 min

Presentation + Q&A

75 min

Workshop Session

15 min

Report Back + Next Steps

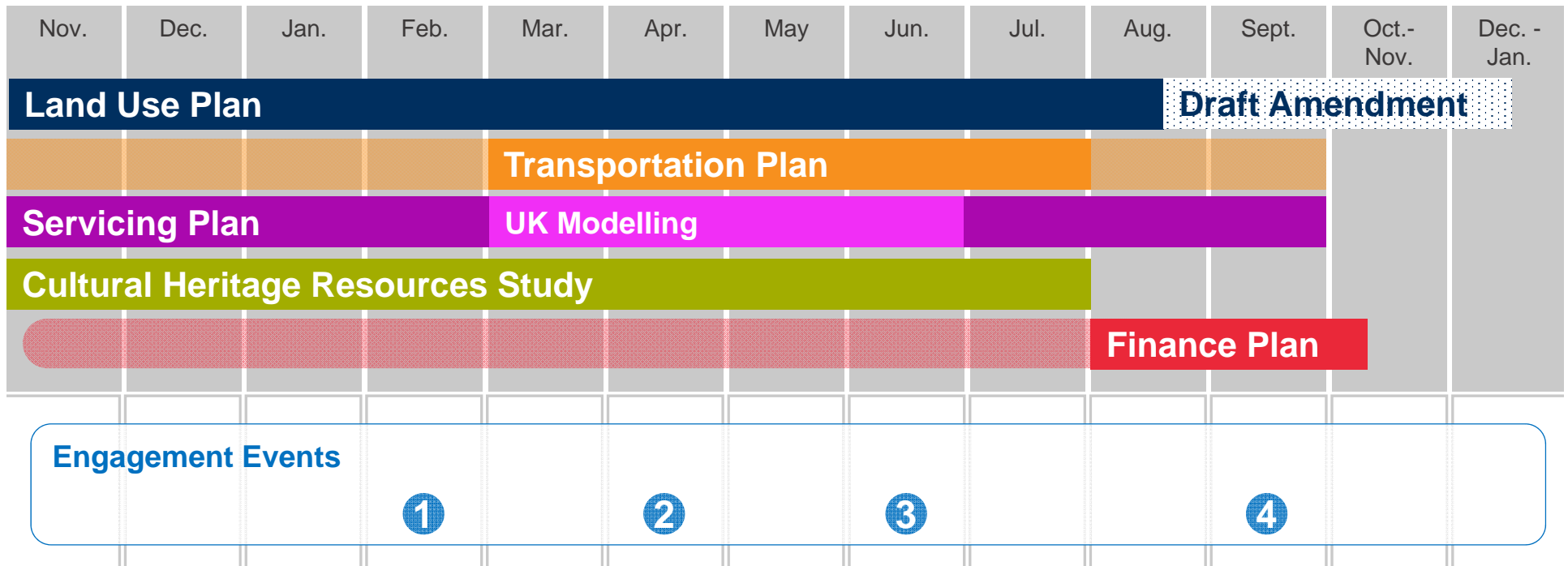
presentation overview

- 1 Secondary Plan Process**
- 2 Phase 1 Refresh**
- 3 Cultural Heritage**
- 4 Draft Land Use Plan**
- 5 Draft Open Space Framework**
- 6 Multiple Account Evaluation Criteria**

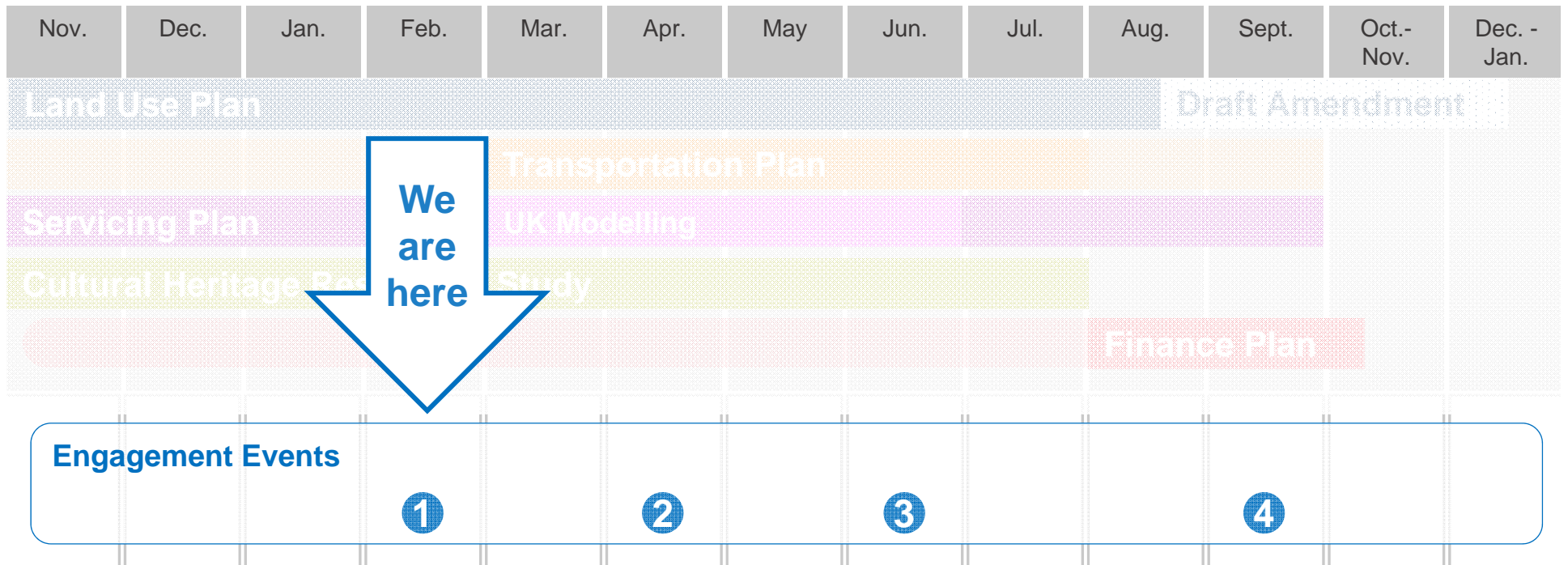


Secondary Plan Process

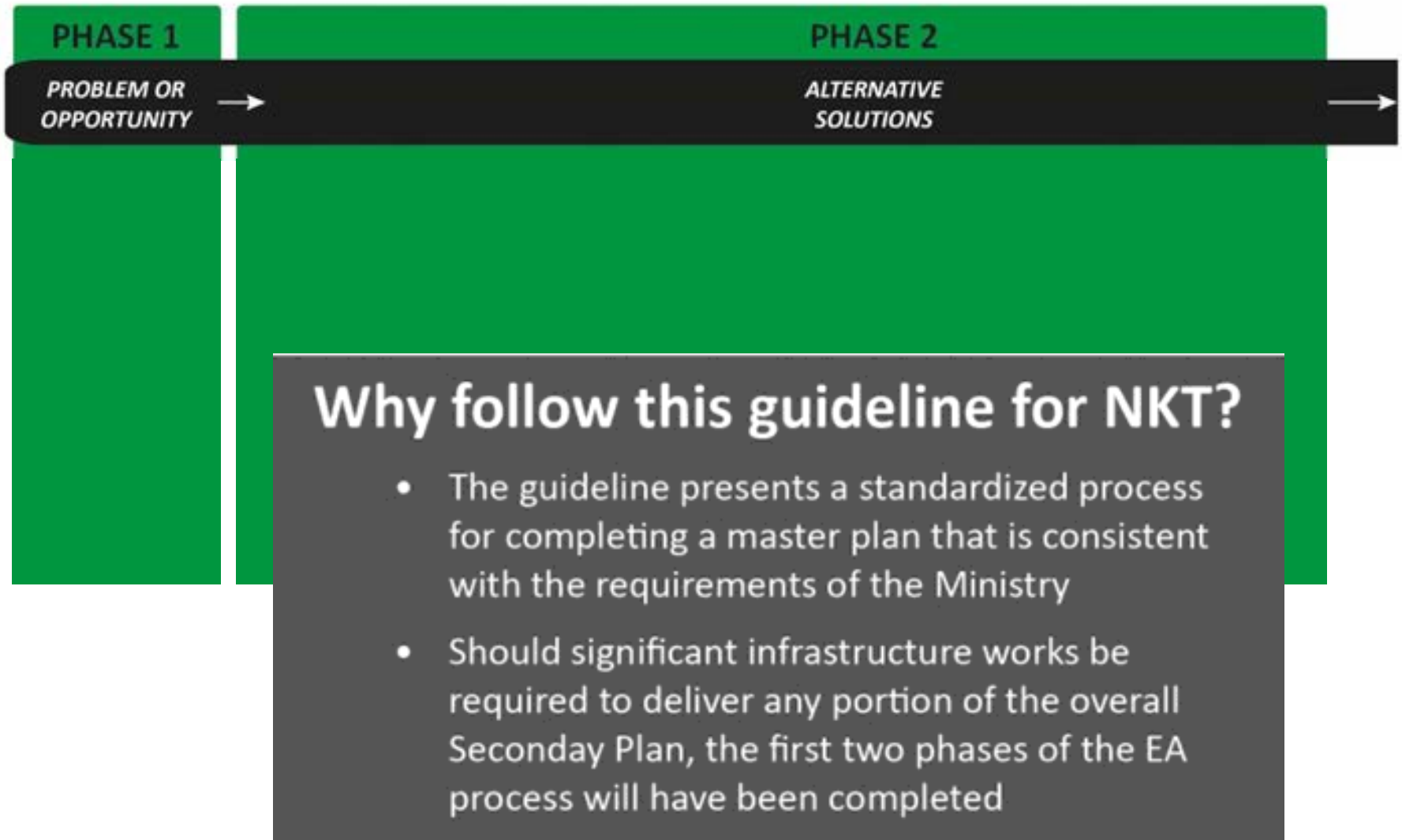
Process Overview



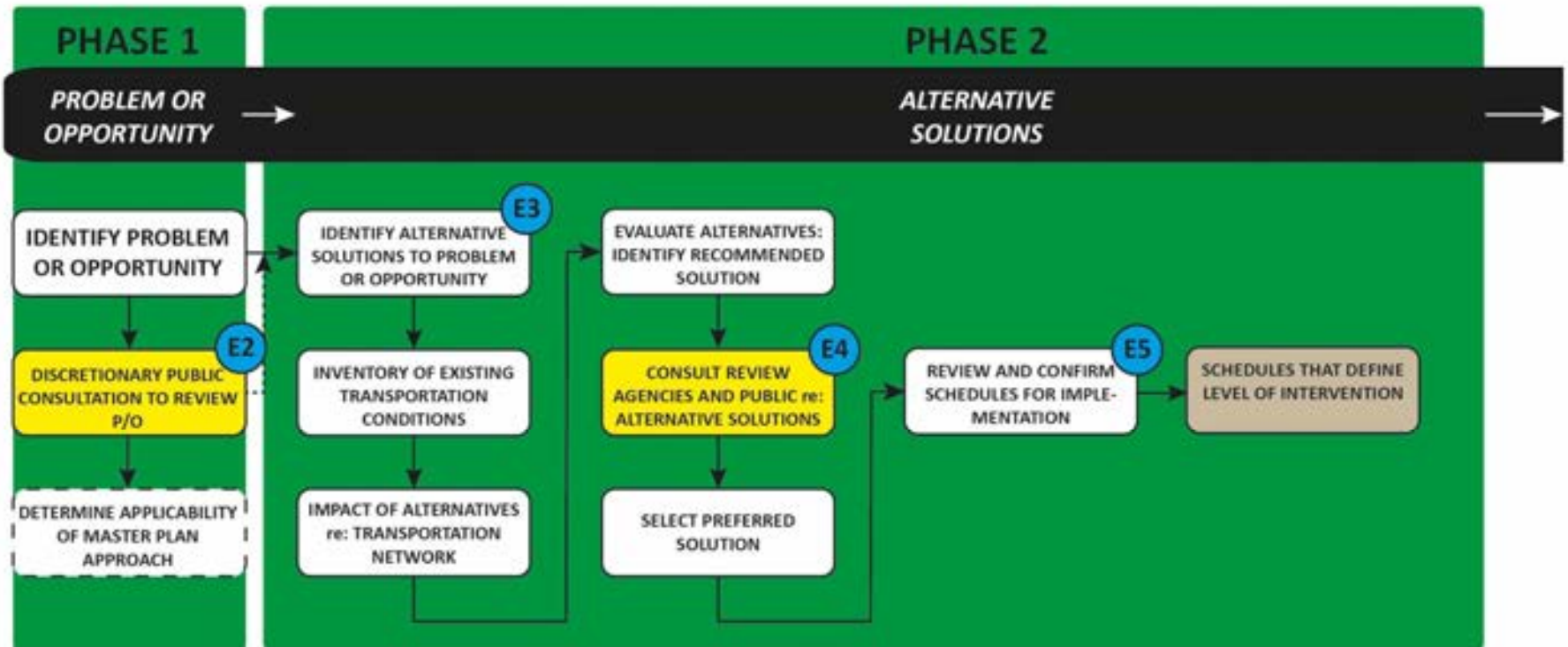
Process Overview



Transportation Plan MOE Guidelines



Transportation Plan + MOE Guidelines



Legend

STEP IN THE PROCESS

PUBLIC CONSULTATION

PROPOSED CONSULTATION

LEVELS OF INTERVENTION



Phase 1 Refresh

Consultation



Phase 1 Vision + Principles





Cultural Heritage Study

Heritage Study

Indigenous Territory + History (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



Heritage Study

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)

- Rideau Canal completed, Inner Harbour dockyard expanded
- Molly Brant's descendants develop Johnsonville flanking Montreal Street north of North Street



Heritage Study



Heritage Study

Railway and Urban Expansion (1850s-1900)

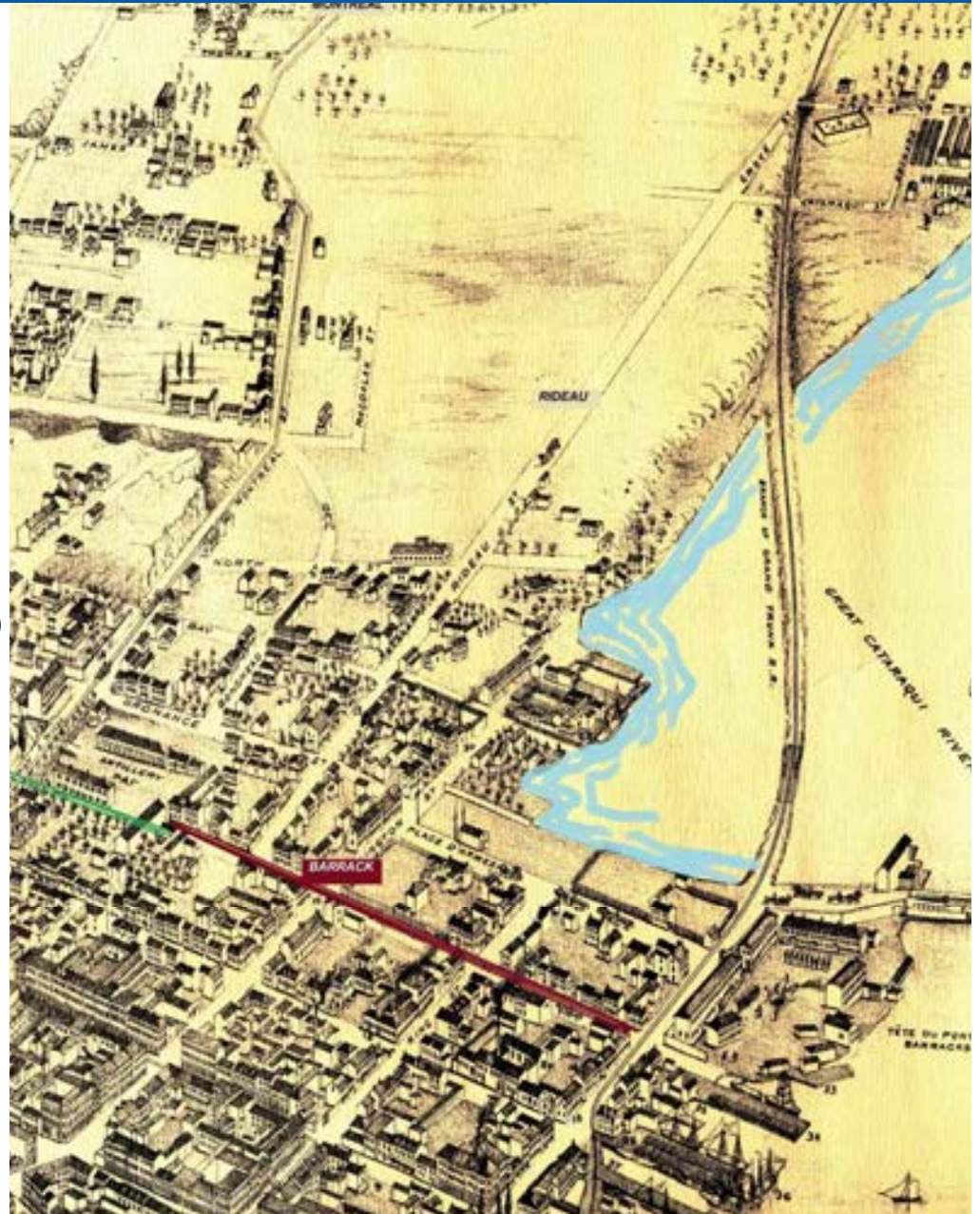
- Northern part of study area is farmland until Grand Trunk Railway main line and depot (1856)
- Outer Station hamlet develops (1860s)

Industrial Development (1860s-1960s)

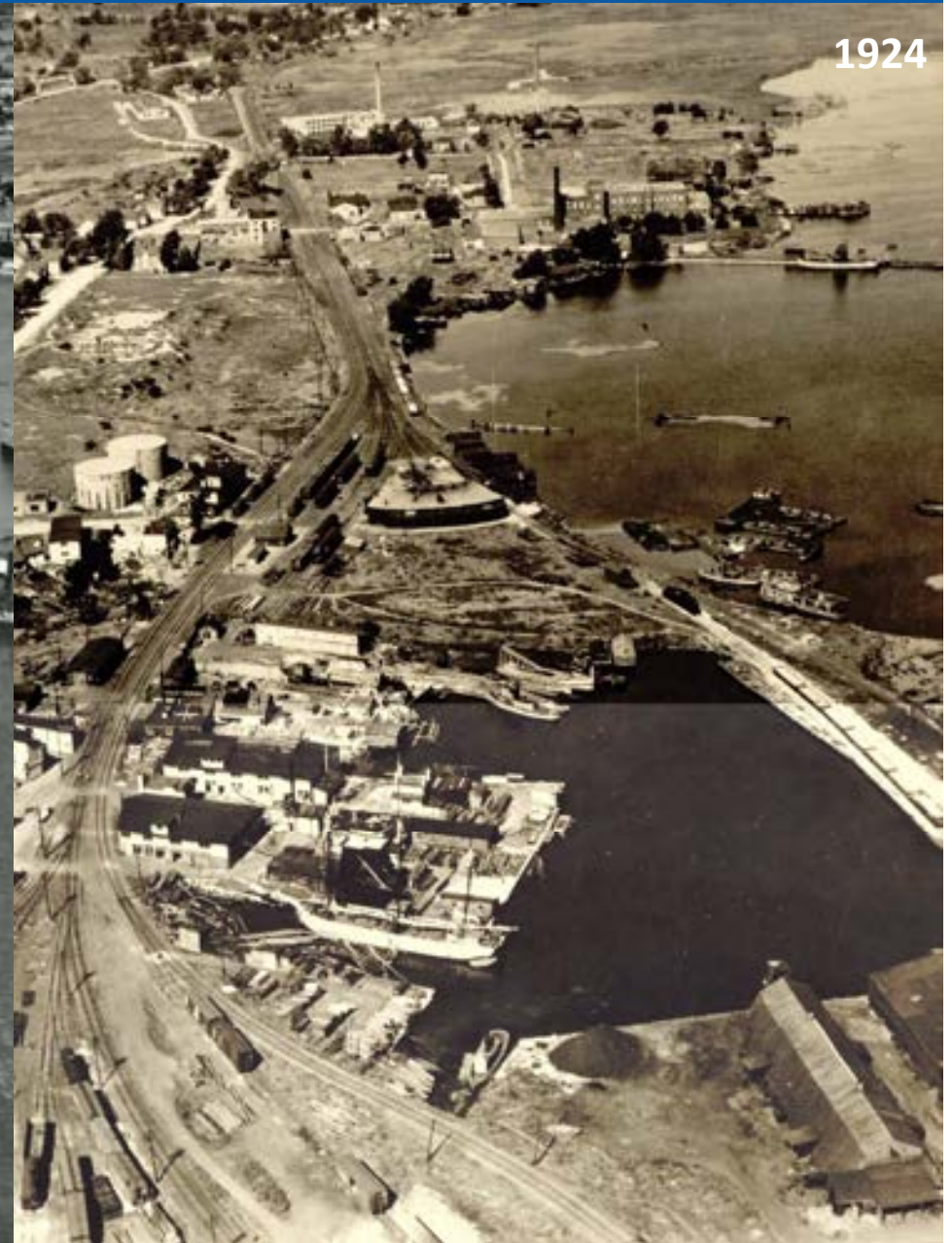
- Anglin Harbour sawmill and wharves (1860s)
- Davis Dry Dock built (1880s)
- Kingston Cotton Mill (now Woollen Mill) built (1880s)
- Bailey Broom factory, Davis Tannery built (early 1900s)

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
- City dump develops between mainland and Belle Island (1950s; Belle Park, 1970s)



Heritage Study



Heritage Study – Intangible Heritage

Intangible Cultural Heritage

- Secondary Plan is documenting themes of intangible cultural heritage
- Plan policy may be used to enhance, promote, and protect intangible cultural heritage

“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

Heritage Study – Intangible Heritage

Some key themes so far....



Indigenous people have lived on this land for thousands of years. **Indigenous cultures and cultural practices** have a historic and ongoing 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 maritime and 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

Phase 1 Community Vision

Vision and Planning Principles

Design Directions + Opportunities

Preliminary Market Analysis



Secondary Plan

Land Use Plan

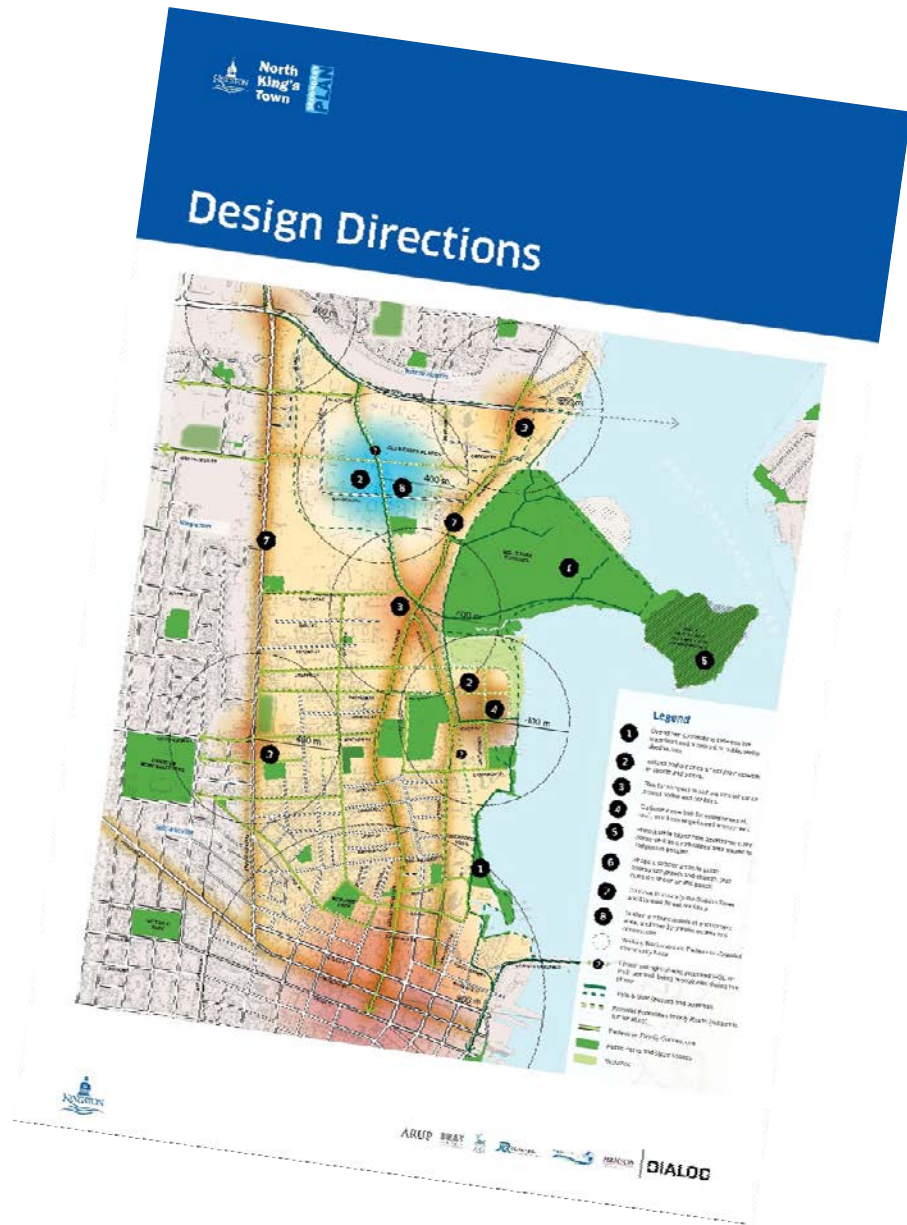
Cultural Heritage Study

Transportation Plan

Servicing Plan

Finance + Implementation Plan

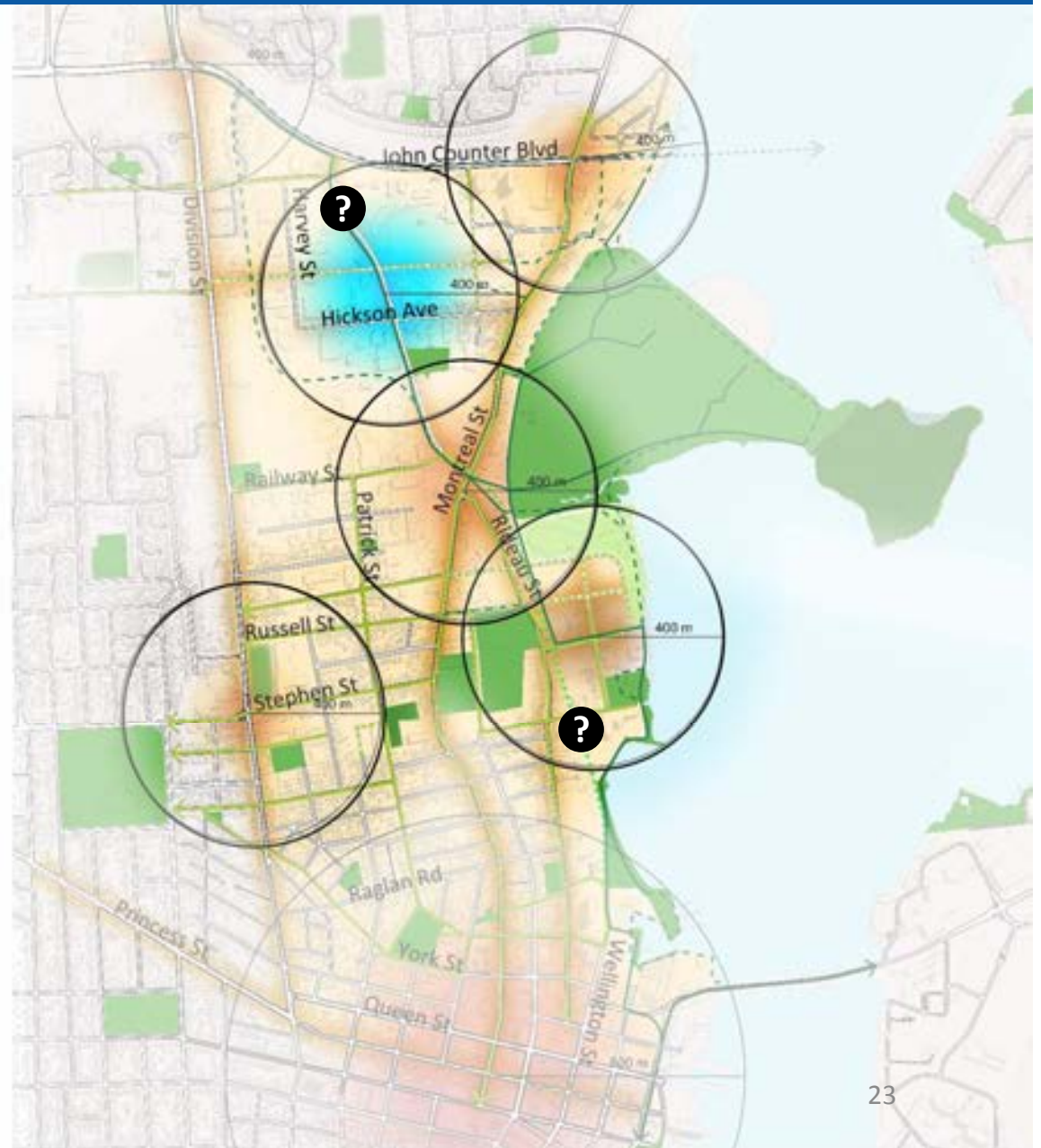
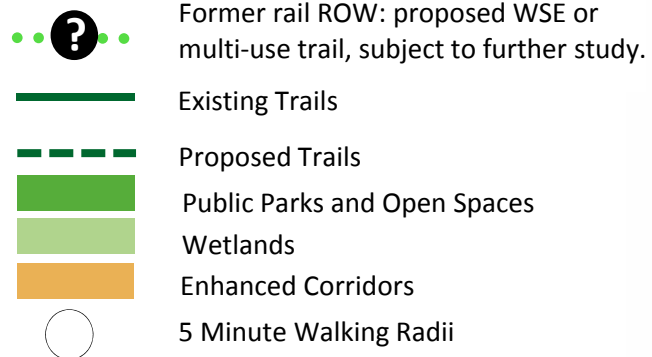
Phase 1 Design Directions



...some key inputs
for the **Draft Land
Use Plan**...

Phase 1 Design Directions

Plan for **compact mixed use intensification** around nodes and corridors



Phase 1 Design Directions

**Cultivate a new hub
for entrepreneurial,
craft and knowledge-
based employment**



Former rail ROW: proposed WSE or multi-use trail, subject to further study.



Existing Trails



Proposed Trails



Public Parks and Open Spaces



Wetlands



Enhanced Corridors

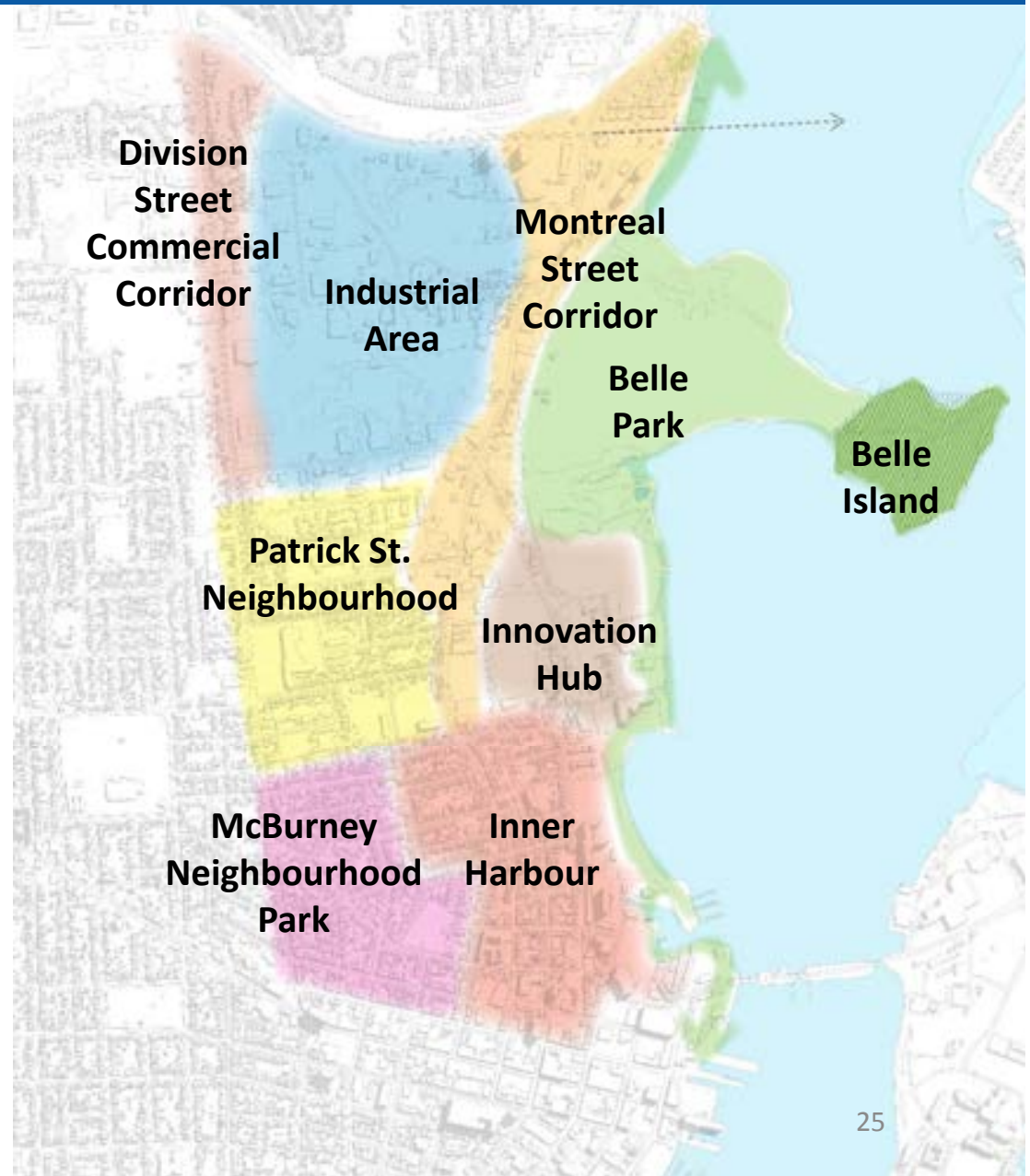


5 Minute Walking Radii



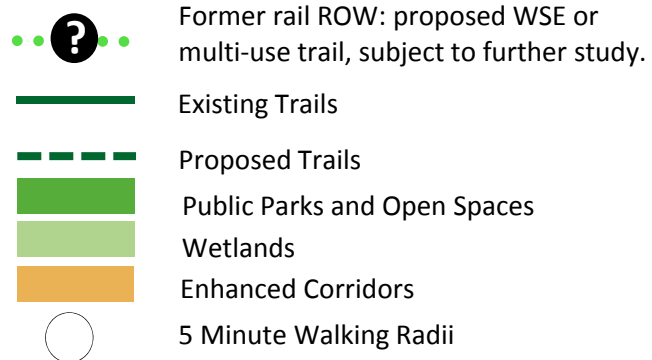
Phase 1 Design Directions

Shape character areas
to guide appropriate
growth and change



Phase 1 Design Directions

Continue to Intensify Division Street and Montreal Street Corridors



Phase 1 Design Directions

Create a vibrant industrial employment area, anchored by greater access and connections



Phase 1 Design Directions

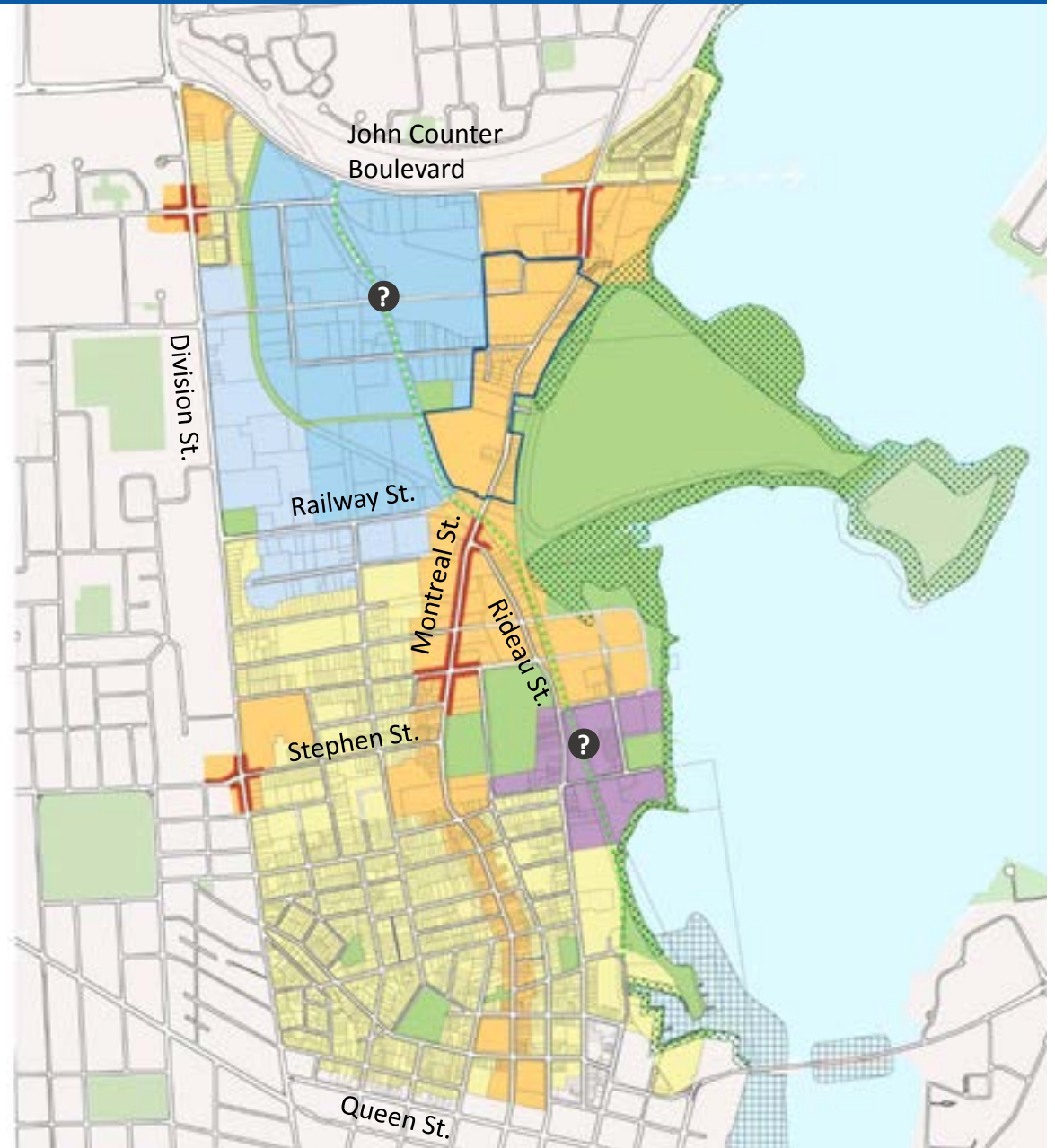
Conserve and promote the area's cultural heritage resources



Draft Land Use Plan + Structure

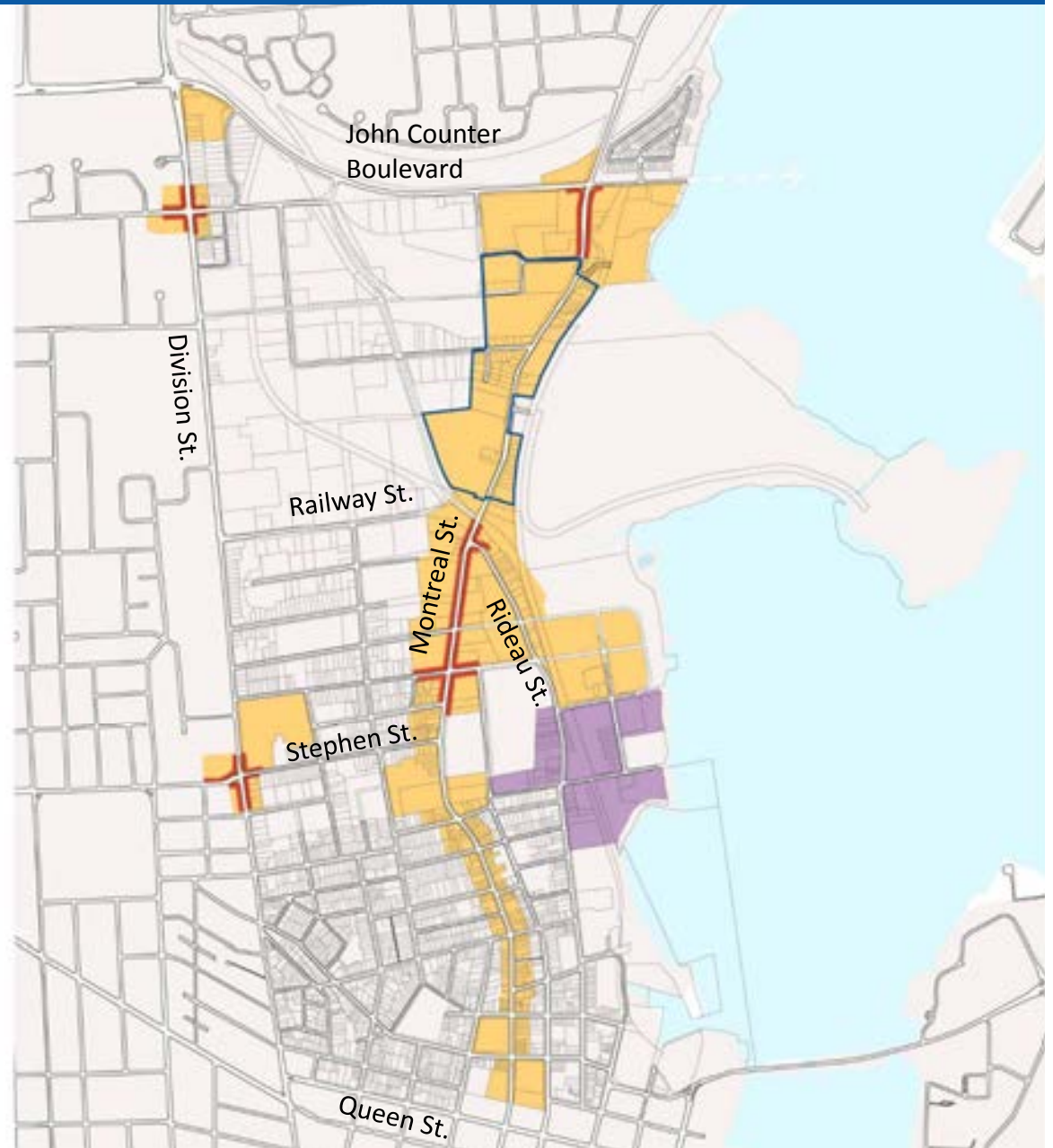
LAND USE PLAN

- RESIDENTIAL
- URBAN VILLAGE
- BUSINESS PARK INDUSTRIAL
- GENERAL INDUSTRIAL
- INNOVATION HUB
- OPEN SPACES
- EMPLOYMENT CORRIDOR
- ENVIRONMENTAL PROTECTION AREA
- HARBOUR AREA
- ACTIVE FRONTAGES
- FORMER RAIL RIGHT-OF-WAY, PROPOSED WSE OR MULTI-USE TRAIL



Draft Land Use Plan – New Uses

-  URBAN VILLAGE
-  INNOVATION HUB
-  ACTIVE FRONTAGES
-  EMPLOYMENT CORRIDOR



Draft Land Use Plan - Residential

Intent:

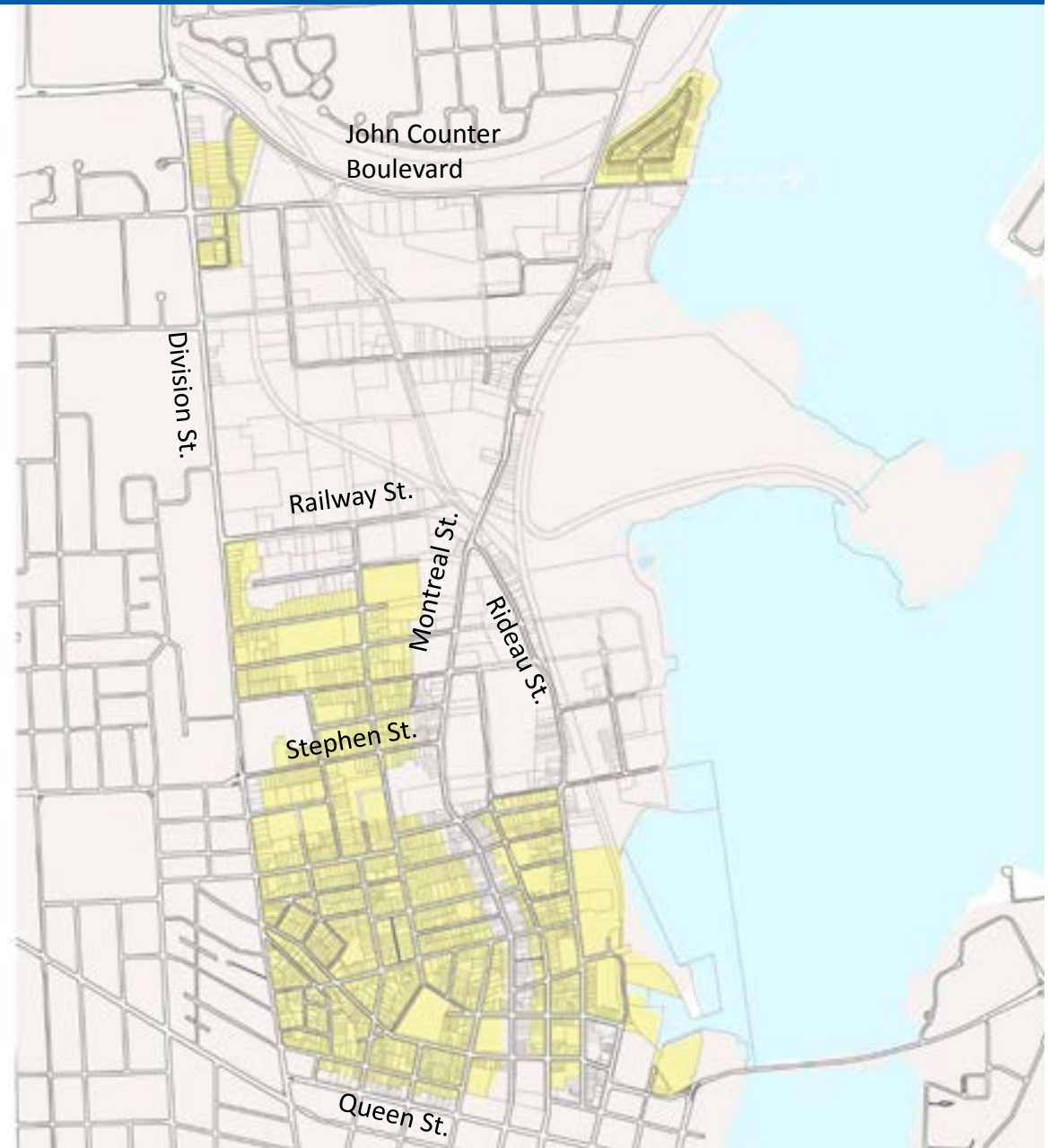
- Accommodate residential uses
- Provide a more diverse range of housing, including townhouses, and apartments of various types
- Facilitate modest intensification and infill
- Manage change in established residential areas

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

Target Land Use Ratios:

R: 80 – 100%

C: 0 – 20%



Draft Land Use Plan – Urban Village

Intent:

- Facilitates a wide range of land uses in compact development forms
- Support intensification and redevelopment

Height: 2-6 Storeys

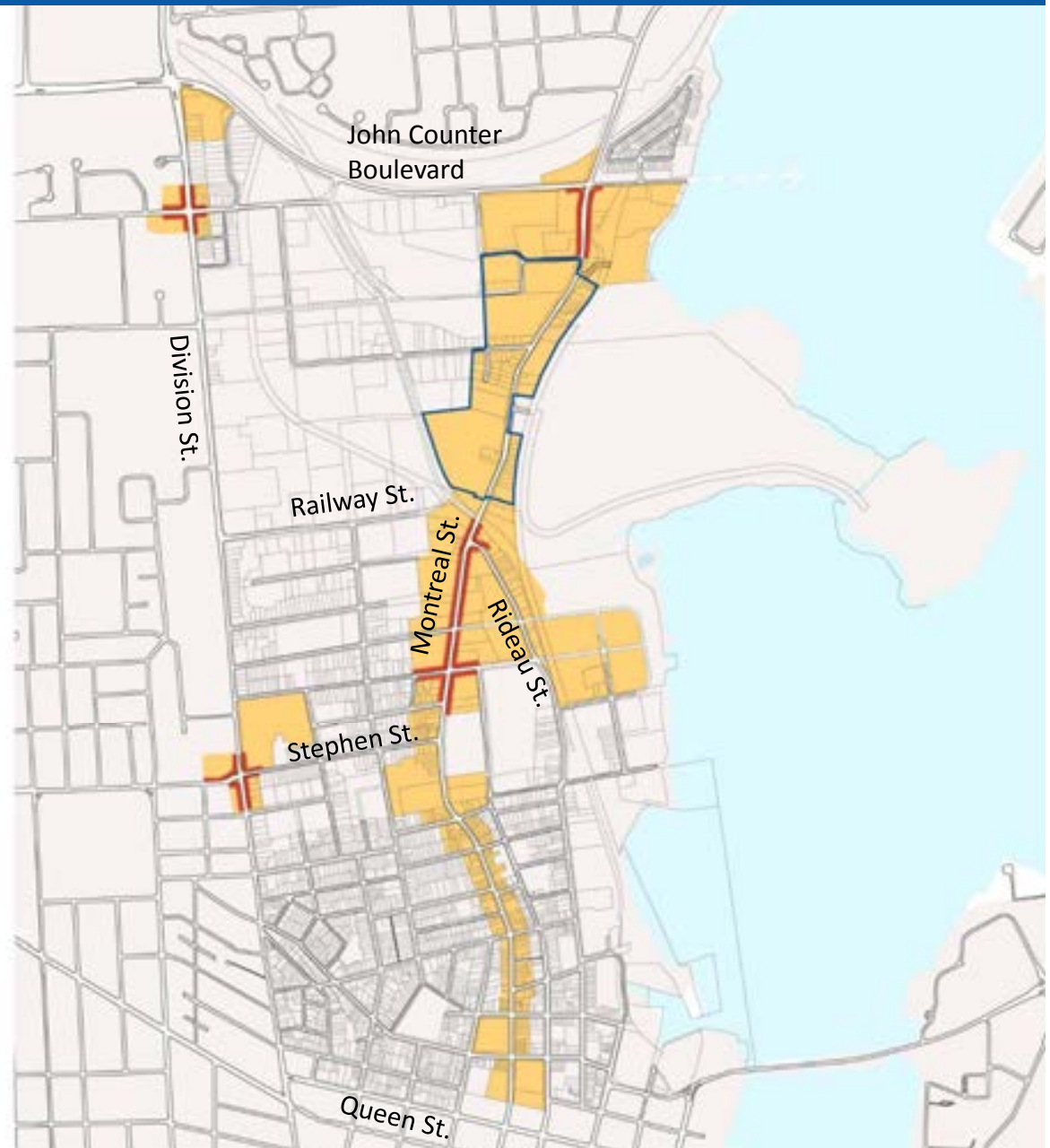
Target Land Use Ratios:

R: 0 – 100%

C: 0 – 60%

Active frontages: areas where grade-related commercial frontages will be encouraged to create an active pedestrian-oriented retail node

Employment Corridor: allows for a mix of employment, commercial, and some residential uses that are compatible with each other



Draft Land Use Plan – Business Park Industrial

Intent:

- Provide locations for offices, research, and development, advanced manufacturing, fabricating, and assembly
- Buildings should be attractive, with high-quality architectural treatment and landscaping
- 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

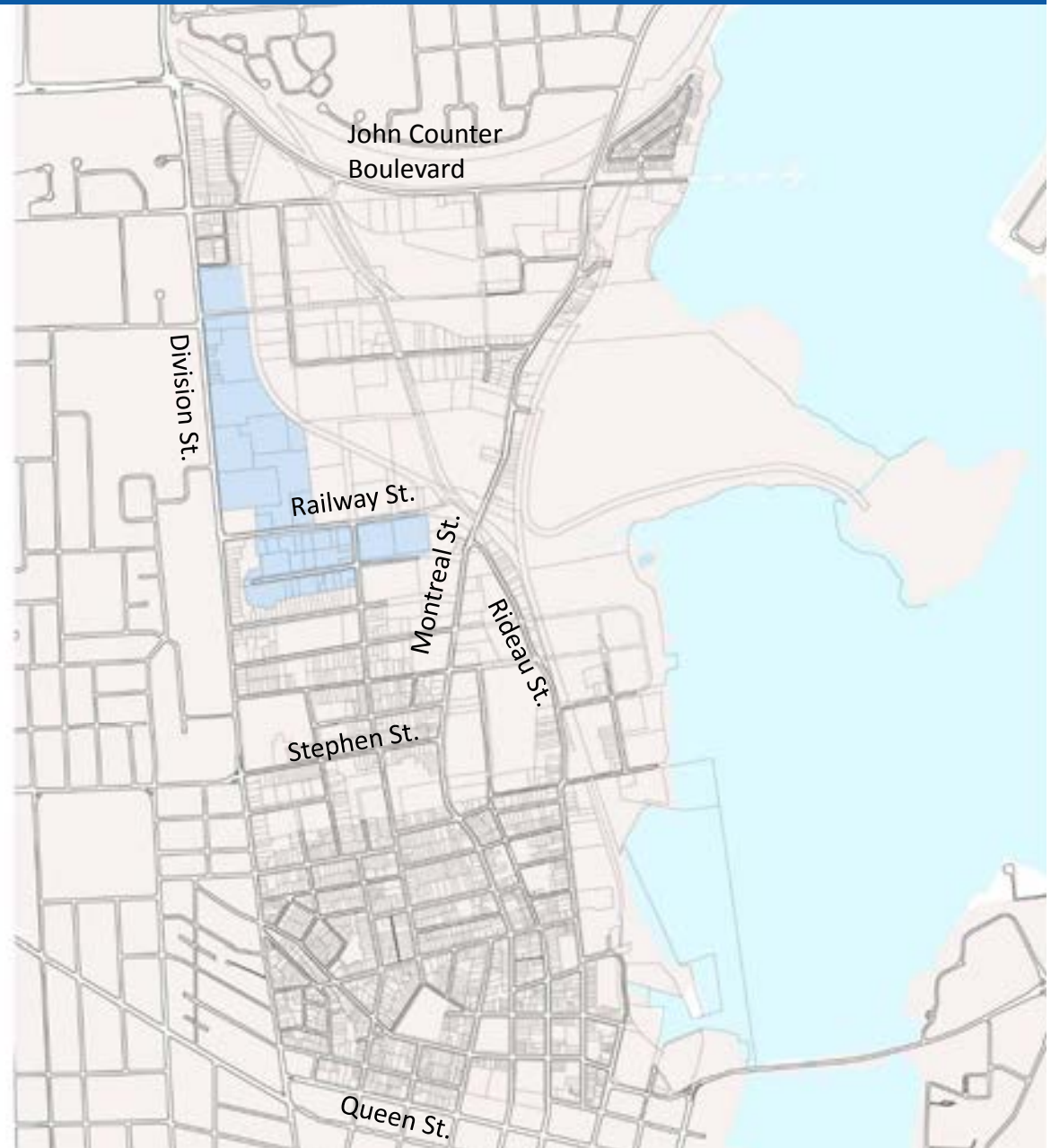
Target Land Use Ratios:

E: 75 – 100%

C: 0 – 25%



FORMER RAIL RIGHT-OF-WAY, PROPOSED
WSE OR MULTI-USE TRAIL



Draft Land Use Plan – General Industrial

Intent:

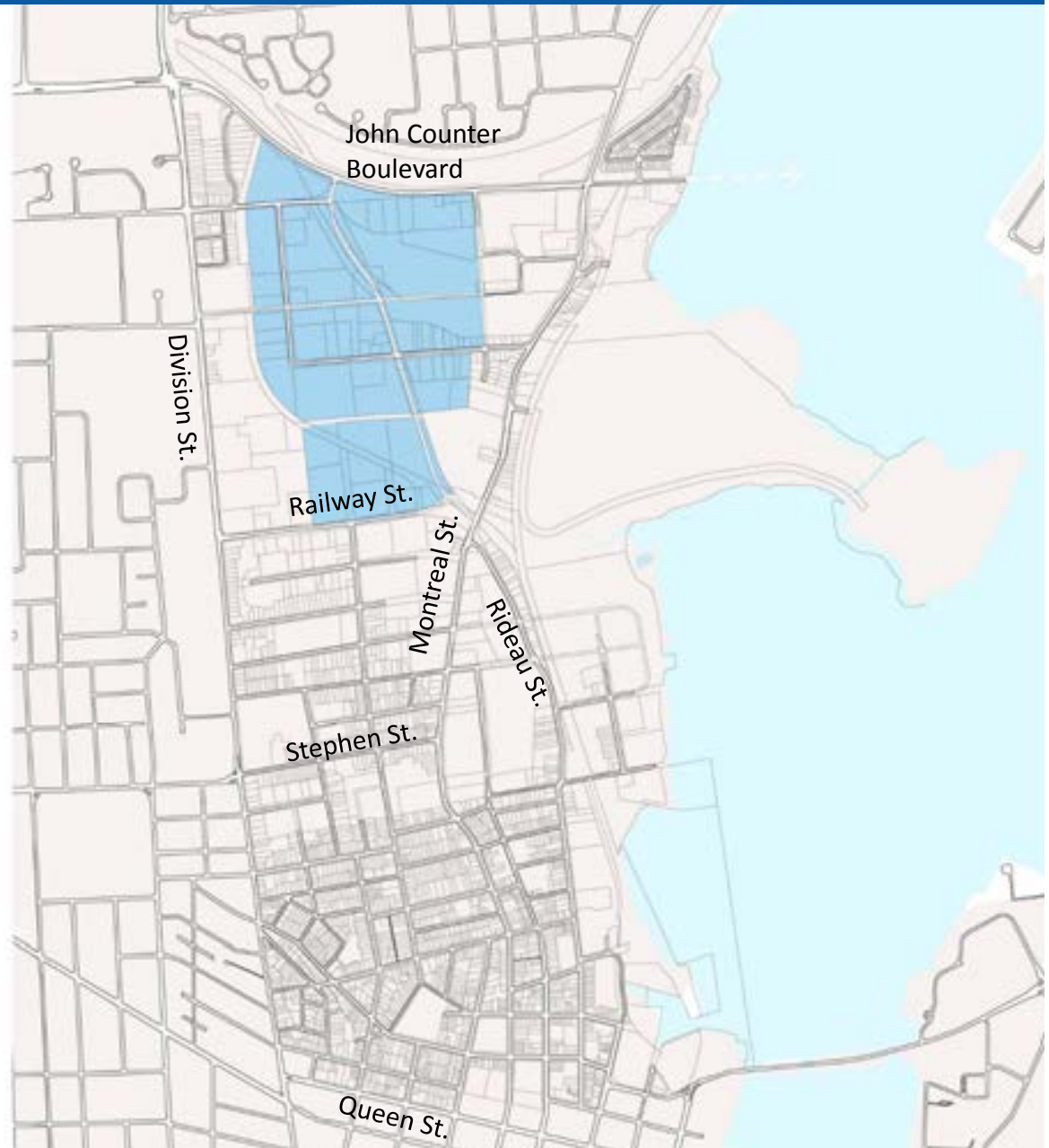
- Provide an employment area suitable for manufacturing, wholesale, construction, transportation, storage, communications, and similar uses
- Commercial uses are only permitted as complementary services and functions, such as restaurants and convenience retail
- Residential uses are not permitted

Height: 1-4 Storeys

Target Land Use Ratios:

E: 80 – 100%

C: 0 – 20%



Draft Land Use Plan – Innovation Hub

Intent:

- Accommodate a wide range of uses, including live-work, professional services, craft, light manufacturing, arts and cultural uses, and production employment uses
- Allow for some residential development, but balanced with employment and commercial uses

Height: 2-6 Storeys

Density: 1.25 FSI

Target Land Use Ratios:

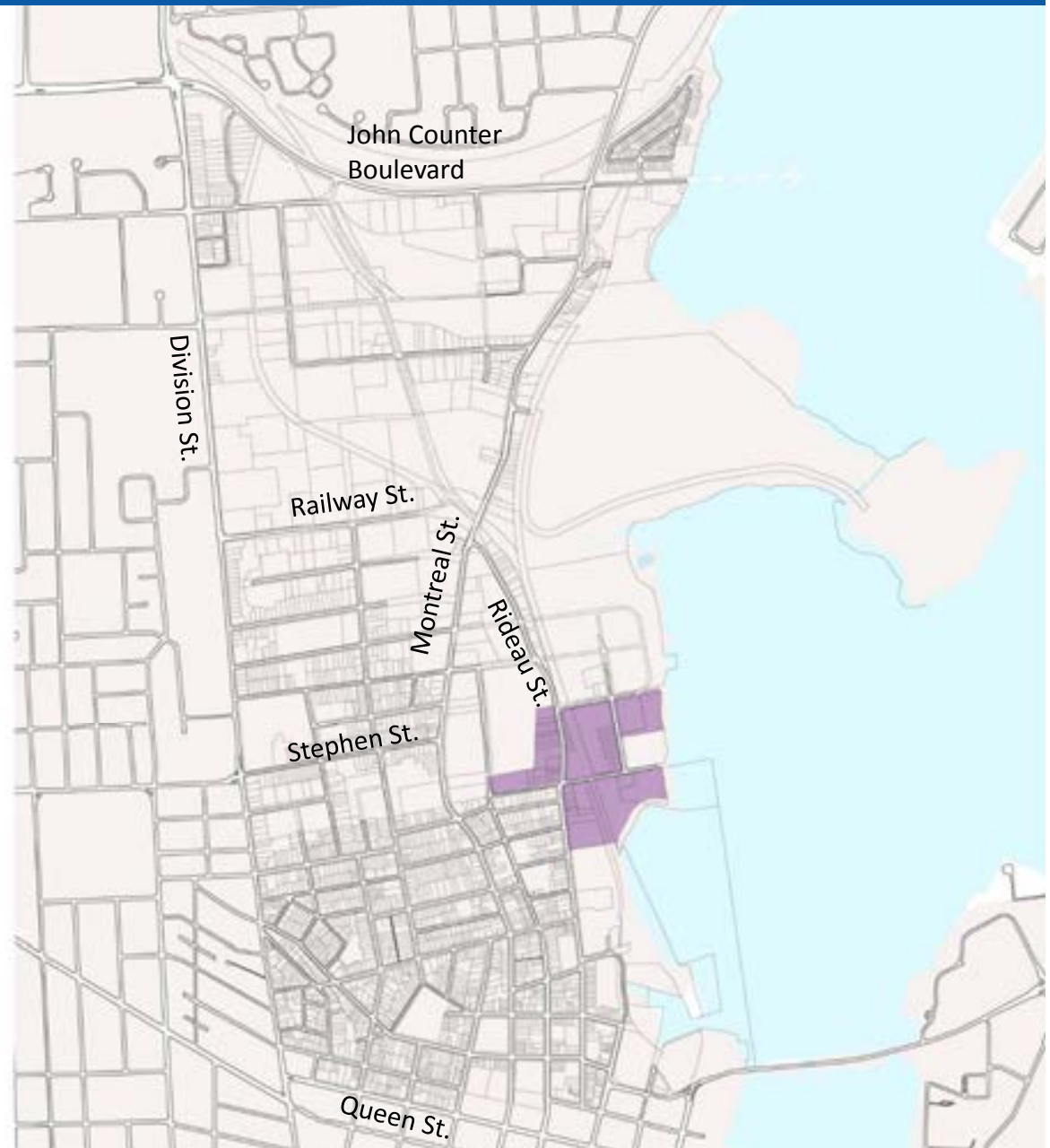
E: 25 – 50%

R: 25 – 50%

C: 25 – 50%



FORMER RAIL RIGHT-OF-WAY, PROPOSED
WSE OR MULTI-USE TRAIL



Draft Land Use Plan – Open Spaces

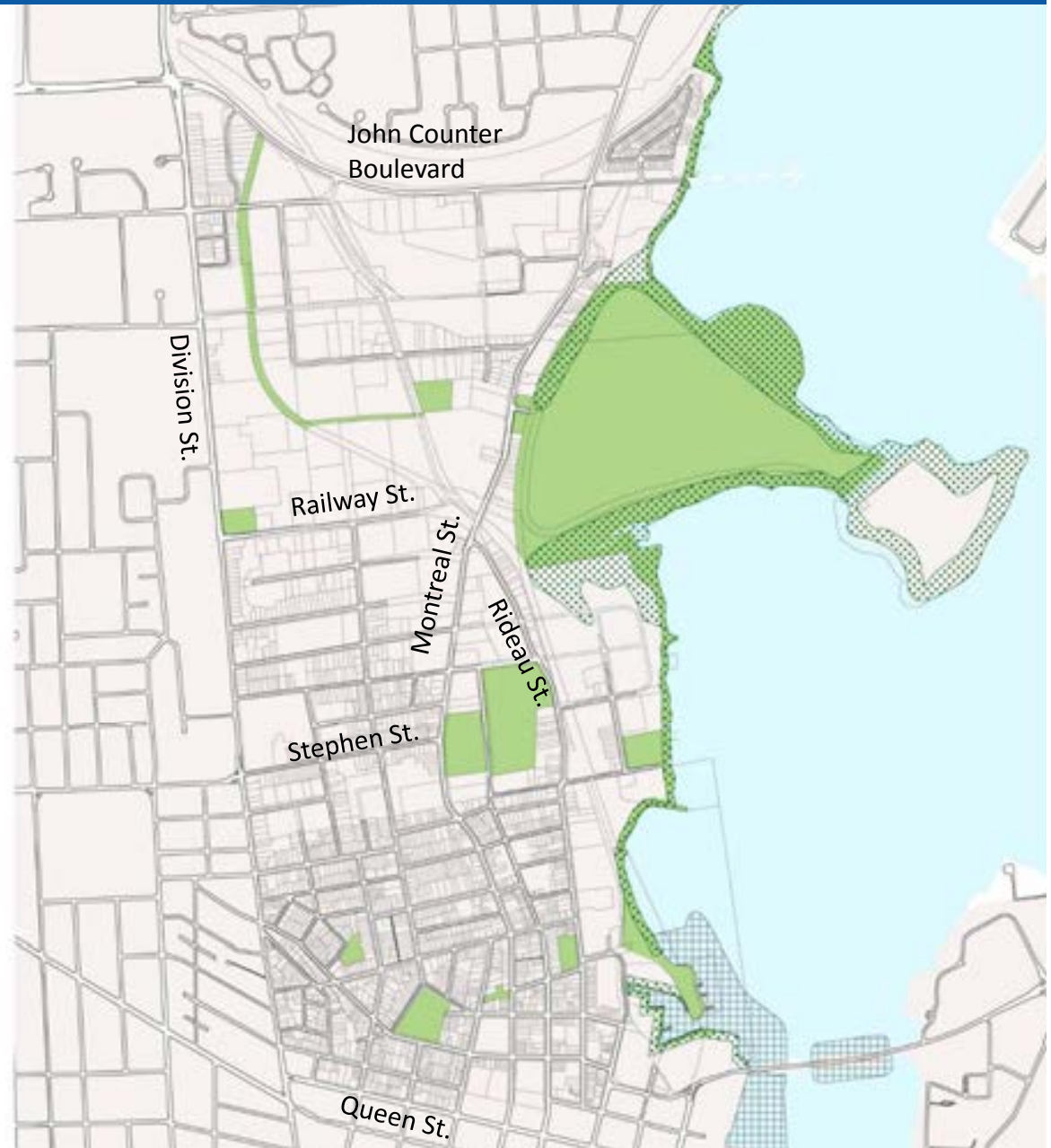
Intent:

- Accommodate a range of open spaces that meet diverse needs for active and passive recreation
- Includes a range of park spaces, trails, water front areas and other open spaces provide opportunities for rest, recreation, leisure, public gathering, sports, and other activities
- Also include conservation lands, naturalized areas, and areas of ecological sensitivity, where development opportunities are limited (not shown on map)

Environmental Protection Area:

provides special policies to conserve natural habitat along the shoreline

Harbour Area: provides special policies for harbourfront and water related uses, such as docks and boat launches





Draft Open Space Framework

Draft Open Space Framework

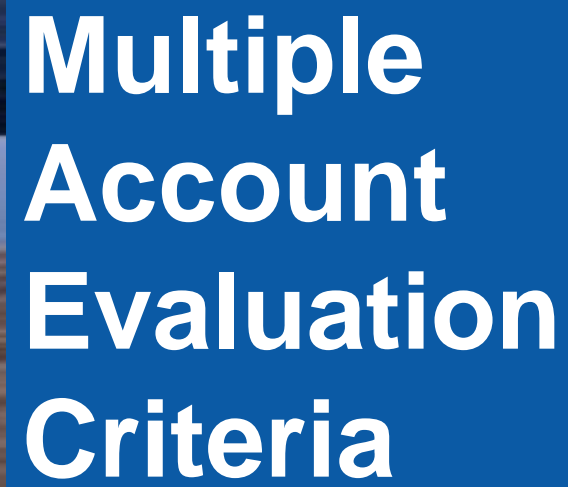
Key Updates

Open Space Typologies

Trail Type: Mid- block connection

Typologies for Pedestrian- Priority Streets





Multiple Account Evaluation Criteria

Draft Multiple Account Evaluation Criteria

QUANTITATIVE:

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

- 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:

- Flexibility to add capacity over time
- Consistency with plans
- Increased transportation choice
- Improved safety
- Walkability
- Supportive of sustainability goals



Workshop Session



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