

Development of a High Level Vision for
Douglas R. Fluhrer Park
City of Kingston

May 2014

Prepared by:
tocher heyblom design inc.
Landscape Architecture | Planning | Urban Design





Tocher Heyblom Design Inc.
1 Atlantic Avenue, Unit 201
Toronto, ON M6K 3E7
studio@thincdesign.ca
www.thincdesign.ca

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1.0 Introduction

1.1 Study Purpose

The purpose of this study is to prepare a high level vision (concept) for Douglas R. Fluhrer Park. The plan is to consider:

- Type of uses;
- Location and configuration of facilities;
- Improved access;
- Interpretation opportunities;
- Linkages to surrounding community;
- Shoreline Improvements; and,
- Greening Initiatives.

Working with city staff, community stakeholders (through a working group) and the public, the final concept of the park identifies improvement initiatives, a concept plan, and a preliminary cost estimate.

1.2 Study Area

As illustrated on the following page, the Douglas Fluhrer Park Study area includes:

- North boundary to just south of the Woolen Mill;
- South to Anglin Bay;
- West to Future Wellington Street Extension; and,
- East to the shore of the Cataraqui River.

The site is approximately 2.55 hectares (6.3 acres) with 540 metres (1770 feet) of shoreline. It varies in width from about five metres at the north end to over ninety metres at the centre.



*Top: View north from lawn
Middle: View south from north end
Bottom: View north from shore*

2.0 Site History

2.1 Pre Contact

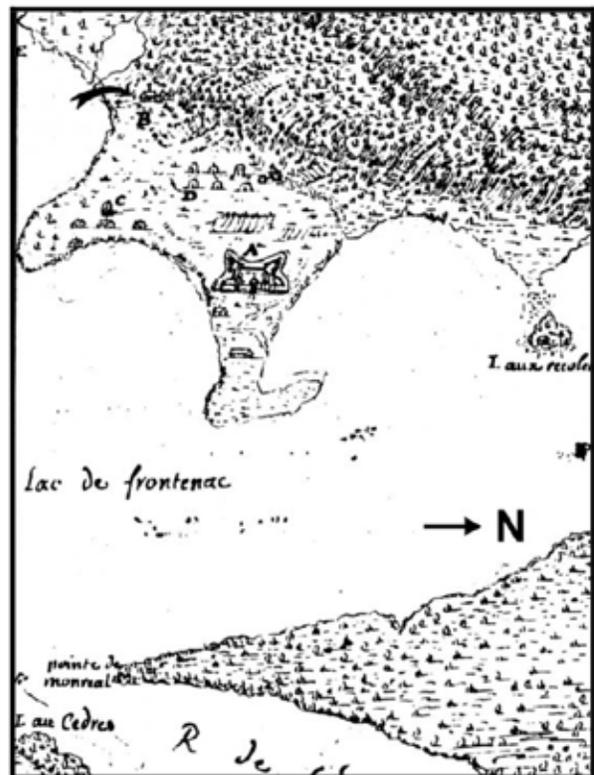
Anishinabe and Haudenosonee peoples used what is now known as the Cataraqui River and surrounding waterways for travel and fishing. These peoples would gather in this area to hunt, fish and gather according to the seasons. Although no major permanent settlements have been discovered in this area prior to 1673, the Kingston area was an important meeting place that allowed for the development of complex international trade between First Nations.

2.2 French - 1673

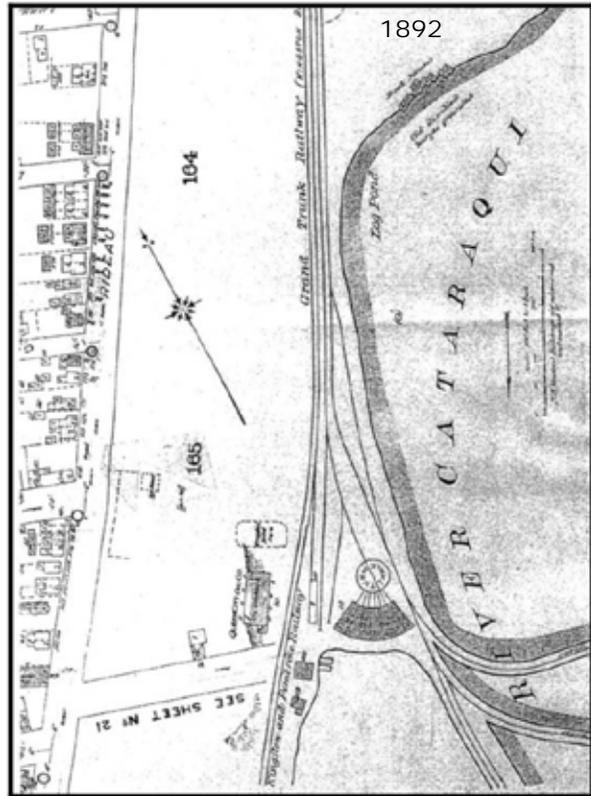
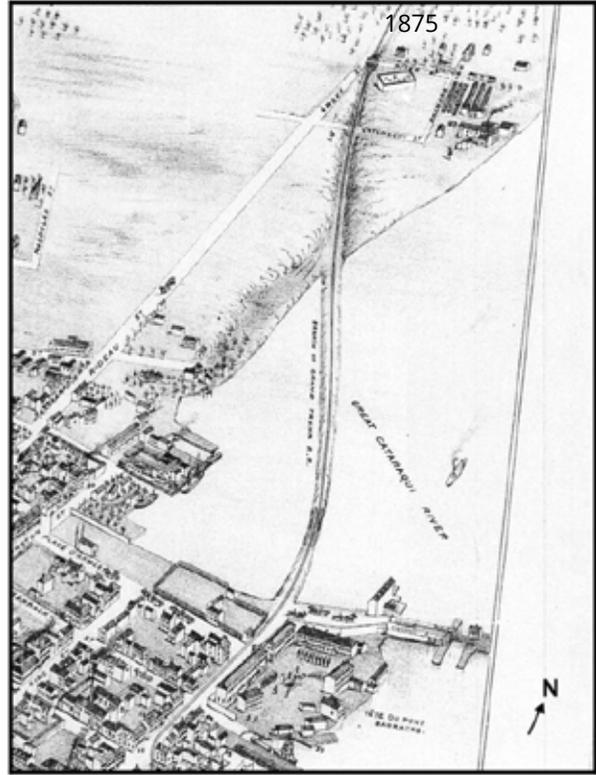
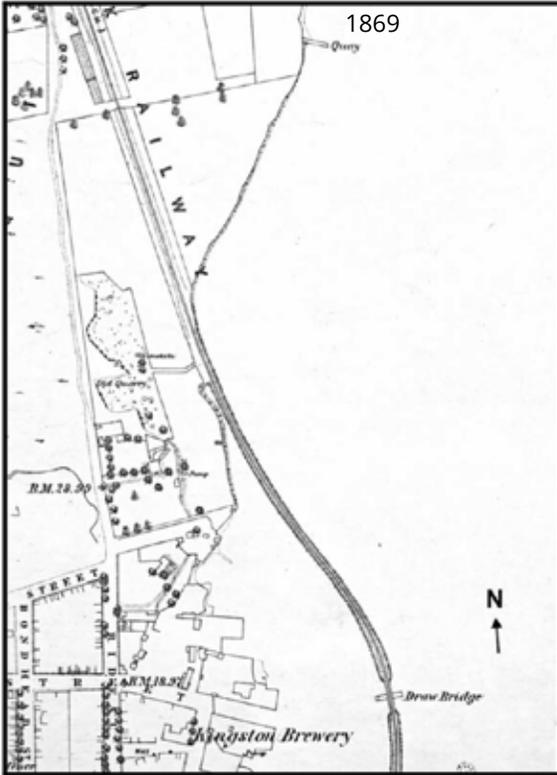
The French first settled in the area in 1673 and the site was part of New France until 1763. Fort Frontenac, a French trading post and military fort built by the French in 1673 is located just south of what is now Douglas Fluhrer Park.

2.3 British -

The British Military arrived in 1783. Molly Brant – the Sister of Mohawk leader Joseph Brant – settled north of the site. Ship building commenced in the area and gradually transitioned into industrial and commercial activities.



Top: Typical shelter for first nations in Kingston area
 Bottom: Location of Fort Frontenac 1673.



Industrial and railway evolution on park site

2.5 Park Planning

In 1983 a master plan for Kingston's waterfront was completed. However the plan provides little detail regarding the park site and only indicates that the area is in transformation and is "ripe" for redevelopment.

In 1987 the Nathaniel Lines House (c. 1784) which was the oldest documented building in Ontario was moved to the site. Unfortunately it was destroyed by vandalism a year later in 1988.

In 1993 the park was named Douglas R. Fluhler Park.

In 2004 the site was considered the potential location for the City's Large Venue Entertainment Complex (LVEC). This resulted in a number of studies being undertaken for the site to assess the locations feasibility. These studies have confirmed that the park is situated on fill material and there are various concentrations of petroleum and metals from past industrial activities throughout the site. Also, despite the land being primarily fill material some areas are considered to still have moderate archaeological potential and a Stage 2 Assessment will be required if disturbing these areas.

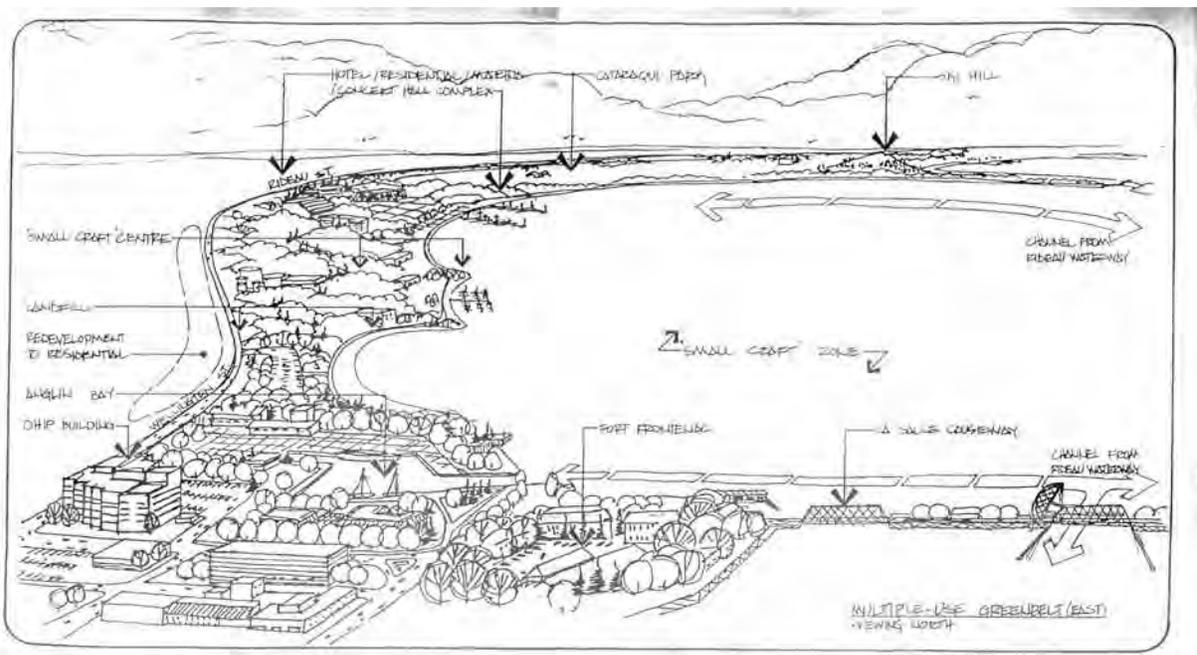


Image from 1983 Kingston Waterfront Master Plan

2.6 Shipwrecks

The area surrounding the park was a ship disposal location since the mid 19th Century. As a result 14 wrecks have been identified in the harbour with ten near the park. Some of these wrecks are visible from the park during low water periods.

2.7 Future Wellington Street Extension

The proposed Wellington Street Extension is a two lane arterial road with parkway characteristics including a planted median. The proposed design would have a 70km design speed with a posted speed limit of 50 km. If constructed, it would extend from John Counter Boulevard at the intersection with Elliot Avenue to Bay Street and pass along the western edge of the park. It has been identified in the 2006 Transportation Master Plan and the City's Official Plan. Current plans for the extension are outlined in the 2006 Environmental Assessment for the proposed road.

The preferred road configuration outlined in the final environmental assignment document includes:

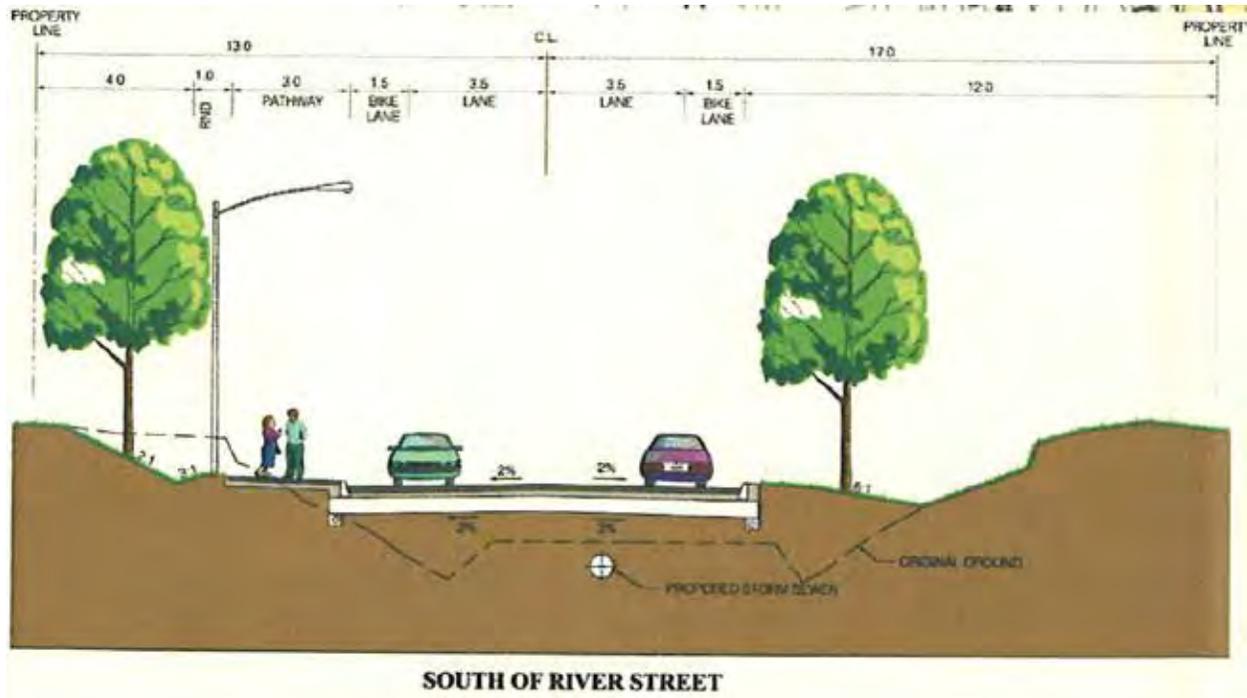
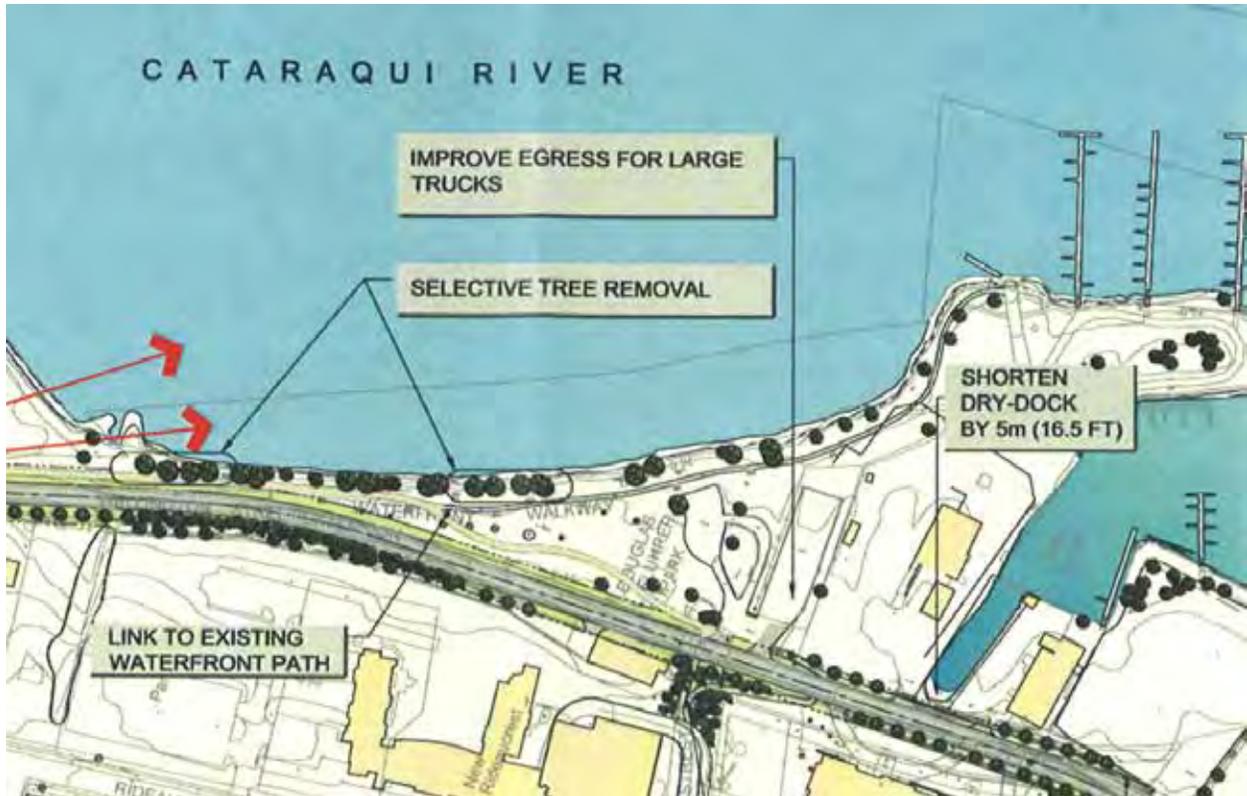
Preferred Road Configuration outlined in EA:

- Two lane cross section (3.5 metre lanes);
- On road bicycle lanes (1.5 m each);
- Off road 3.0 metre multi-use pathway (east side);
- 1.5 metre sidewalk on west side;
- Total ROW width as per Landscape Plan = 30 metres / 10 metres asphalt;
- Road to be constructed approx. 1 metre (+/-) above existing grade; and,
- Three metre pathway entering into park north of North Street for short section.

The motion of Council for the visioning exercise requires that the plans for the park accommodate the possibility of a future Wellington Street extension project.



Images of existing Wellington Street right of way which would accommodate the future Wellington Street extension.



Portions of Exhibit 8.2 – Landscape Concept Plan from Wellington Street Extension Environmental Study Report - April 2006. Plan Credit: Corush Sunderland Wright.

3.0 Inventory + Analysis

3.1 Access

Currently visitors can access the park from a number of locations:

- Waterfront Trail from Molly Brant Point;
- Parkette at the end of Dufferin Street;
- North Street (down hill);
- Wellington Street;
- Kingston Marina; and,
- Docks.

All of these access points need to be considered in the design of the park to ensure safe and accessible access to the park all year round.

3.2 Park Pathway

A 1.5 metre (approximately) asphalt path extends the length of the park from the north end (continuing to Molly Brant Point and the Woolen Mills) to the Kingston Marina's docks at the south end. The pathway is located approximately 10 metres from shore and is lined with park benches with views of the River. This pathway is an important connection to the North but dead ends at the south end. Opportunities for connections need to be considered. This includes a providing a connection to help complete the proposed network for the waterfront trail / Cataraqui River Heritage Trail. The trails through the park will need to be designed to be multiuse, accessible and safe.

3.3 Memorial Trees

The park has a number of memorial trees on the west side of the park path. These trees include a small plaque at their base with the dedication. Any proposed plans for the park needs to consider these trees either in their current location or to incorporate their relocation into another area of the park with the consent of the donors.



*Top: North access from Woolen Mill
Middle: North stormwater outlet
Bottom: South stormwater outlet*



Access and existing stormwater outlets

3.4 Stormwater Outlets

Two stormwater outlets pass through the park and outlet into the river. This project provides the opportunity to undertake improvements to these structures.

North Outlet

At the north end of the park is a storm water outlet with a concrete headwall. Erosion is occurring immediately around the wall and there are also concerns regarding the quality of the water as it enters the river. There is an opportunity to improve this outlet in terms of aesthetics, minimizing impacts on the shoreline, and improving water quality through sediment control.



South Outlet

Although this outlet structure is less visible to park users, there are similar concerns and opportunities related to the structure. Opportunities to control flows and sediment entering the river, along with aesthetic improvements should be investigated.



3.5 Parking

The park has two gravel parking lots accessible from Wellington Street. The larger lot is a permit lot managed by the city. North of this lot is a small driveway loop with a few spaces for park visitors.

While space for parking is always a consideration, the parking needs of the park, and the amount of space consumed by parking needs to be carefully considered. Parking is currently located in one of the park's premier spaces with easy access to a variety of facilities. Alternative locations and configurations should be investigated to maximize opportunities for park activities in the park.



3.6 Celtic Cross

Across from the existing parking lot east of the pathway is the Celtic Cross. Dedicated in 2002, this granite monument is dedicated to the workers who lost their lives in the building of the Rideau Canal. Like the Memorial

*Top: City of Kingston Permit Parking
Middle: North Stormwater Outlet
Bottom: South Stormwater Outlet*



Stormwater Outlets and Parking

trees, the monument will need to be incorporated into the design with approval for relocation in the park if required.

3.7 Shoreline

The park has 540 metres of shoreline consisting primarily of mown grass and large willow trees. Not only is the mown grass challenging to maintain, it encourages geese and reduced the park's biological diversity. This project provides an excellent opportunity to:

- restore the shoreline to a more natural state;
- improve water quality;
- enhance biological diversity;
- reduced maintenance requirements;
- improve aesthetics; and,
- provide physical and visual access to the water.

3.8 Kingston Marina and Leased Docks

At the south end immediately adjacent to the park is the Kingston Marina. The Marina's operations are west and south of the park (with access from Wellington Street) with leased finger docks and a boat launch on the east side of the park. Boaters are required to cross park property to access the docks and boat launch. There is also the challenge of parking in this area for boaters who need access to their boats and who need a spot to leave their car while boating. Those boaters who use the boat launch also need a spot to park their car and trailer while boating.



Top: Celtic Cross
 Middle: Typical view of park shoreline
 Bottom: Marina leased dock



Inventory & Analysis: Celtic Cross and Original Shoreline

4.0 Public Consultation

Consultation on the Vision for Douglas R. Fluhrer Park involved a close working relationship with a Working Group of members of the public, as well as meetings with the public. Meetings included:

Four Working Group Meetings

- May 29th, 2013
- July 10th, 2013
- September 25th, 2013
- February 5th, 2014

Three Public Meetings

- June 12th, 2013
- October 30, 2013
- February 24, 2014

In addition, park User surveys were undertaken on the weekend of July 20th & 21st, 2013.

Input received from these meetings and survey sessions was invaluable in identifying issues and setting the priorities for the vision. The following is a summary of the input received.

4.1 Public Meeting #1

On June 12, 2013 eighty-six participants signed into this meeting which was held at City Hall. The first half of the meeting was a presentation by City staff and the consulting team regarding identified key features of the park. The second half of the meeting divided participants into eight groups to answer four questions. Participants were also asked to identify key issues / locations on plans provided.

The input received was combined with input received from the working group on May 29th. The responses were analyzed and summarized in Word Clouds and presented at the second public meeting.



The first public meeting was May 29th at City Hall.

4.2 Word Clouds

Word Clouds are a tool which can be used to turn written answers into a graphic to understand frequently used words or terms in a response. The word clouds give greater prominence to words that appear more frequently allowing the viewer to quickly understand trends in answers.

Four questions were posed to the working group and public:

1. What do you like most about Douglas Fluhrer Park?
2. What do you like least about the park?
3. What activities do you participate in the park and where?
4. What are the top three improvements that could be made to Douglas Fluhrer Park?

Responses received were recorded and only edits for spelling and consistency in terms to ensure the word cloud tool would recognize similar answers. The responses, with a brief assessment are as follows:

4. What are the top three improvements that could be made to the Park?

The most popular responses include:

- Historical Interpretation;
- Pathway Improvements;
- Improve Connections; and,
- Lighting.



4.3 Plan Mark-Up Responses

The marked-up plans also provided input regarding suggesting park improvements in regards to park activities that should be supported, site improvements, adjacent (off-site) improvements, interpretation, parking, and improved access.

Park Activities

The following activities were suggested for the park. While many are currently occurring in the park, many of these activities would require additional amenities.

- Dogs (Off-Leash)
- Canoeing and Kayaking
- Skating
- Community Gardening
- Community Activities
- In-Line Skating
- Skateboarding
- Picnicking
- Slack Lining
- Aboriginal Water Ceremony
- Amphitheater / Performance Space
- Children's Playground + Splash Pad

Site Improvements

Suggested site improvements include:

- Park Planting and shoreline enhancements;
- Fill-in Shoreline to provide more park space around potential Wellington Street Extension;
- Lighting and additional litter receptacles;
- Washrooms;
- Dog off-leash area;
- Canoe and kayak access;
- Amenities for ice skating;
- Community gardens; and,
- Central activity area.



Top: Kayaker – Park design should provide water access for canoes and kayaks

Middle: Picnic table at south end - well used by park and marina visitors

Bottom: Grass areas used by schools and community events



*Public Feedback – Site Improvements
Vision should focus on these park improvements*

Adjacent Improvements

- Examine potential to use Rideaucrest Parking Lot;
- North Street – switch back for universal access;
- Mural(s) on retaining walls;
- Improvement of 9 North Street (bike + boat rentals, concession, washrooms);
- Improve water quality / upgrade stormwater outfalls; and,
- Expand park boundary to west (retaining wall).



*Top: Current access from North Street to park
Middle: 9 North Street building
Bottom: Rideaucrest Home retaining wall*



*Public Feedback – Adjacent Improvements
Plan will need to consider future potential improvements
adjacent to the park*

Interpretation

Participants identified a wide range of opportunities to celebrate and inform visitors for the park's past in regards to:

- Molly Brant;
- Railway;
- Ship wrecks;
- Ship building; and,
- General directional and wayfinding signage.

The plan of the facing page identifies an approximate location for these interpretation features based on community input gathered.



*Top: Roundhouse and railway in 1955
(source: www.kingstonhistoricalsociety.ca)*

Middle: Shipwreck site north of park

Bottom: Existing park sign at Wellington Street Entrance



*Public Feedback– Interpretation
Suggested opportunities for signage and interpretation*

Parking

The community made a number of suggestions on opportunities to improve parking. While there was some disagreement on whether there is sufficient, insufficient or appropriate amounts of parking, there appeared to be consensus that a better strategy regarding parking in terms of use and location was required. Key parking related suggestions include:

- Examine potential to use Rideaucrest parking lot;
- Manage marina parking;
- Relocate permit parking off-site; and,
- Manage temporary parking in existing Wellington Street right-of-way.



Improved Access

Providing safe and accessible routes into the park was a consistent request from the public. This includes:

- Improved access from North Parkette;
- Access to / from the river;
- Improved North Street access;
- Improved pedestrian access from Wellington Street; and
- Reinstating a connection at the south end using a swing bridge.



*Top: City of Kingston permit parking
Middle: Access to park from North Parkette
Bottom: View across Anglin Bay*



*Public Feedback – Improved Access
Plan needs to consider improved access from various
directions and locations*

4.4 Priorities

At the July 10th Working Group meeting, participants were asked to help prioritize suggested improvements. The top ten improvements suggested by the public and staff in priority sequence are as follows:

1. Lighting;
2. Improved maintenance;
3. Improved access;
4. Canoe, kayak + skating access;
5. Interpretation through emulation and signage;
6. Address parking;
7. Open space for gatherings;
8. Shoreline improvements;
9. Park greening; and,
10. Pathway improvements.

4.5 Park User Surveys

Park user surveys were undertaken on July 18, 19 and 21st, 2013. Over these three days 772 people were observed in the park ranging from children to seniors. Surveyors were stationed at designated locations where they could view and record their observations. This included information on approximate age of users, user activity, location of activity, time of day, and total time spent in location. The graphs on the following page show a sampling of this data.

On July 20th, park users were interviewed regarding their suggestions for Douglas Fluhrer Park. The information gathered from these discussions was mostly consistent with the input received from the first public meeting and further confirmed the list of park improvement priorities. While other respondent comments pertained to geese control, requests for amenities such as drinking fountains, barbecues and washroom facilities, and enhanced play opportunities.

Douglas R. Fluhrer Park

Make it your space

Join Us!
Kid friendly activities

IN PARK CONVERSATIONS

Saturday, July 20, 2013
10:00 a.m. - 2:00 p.m.

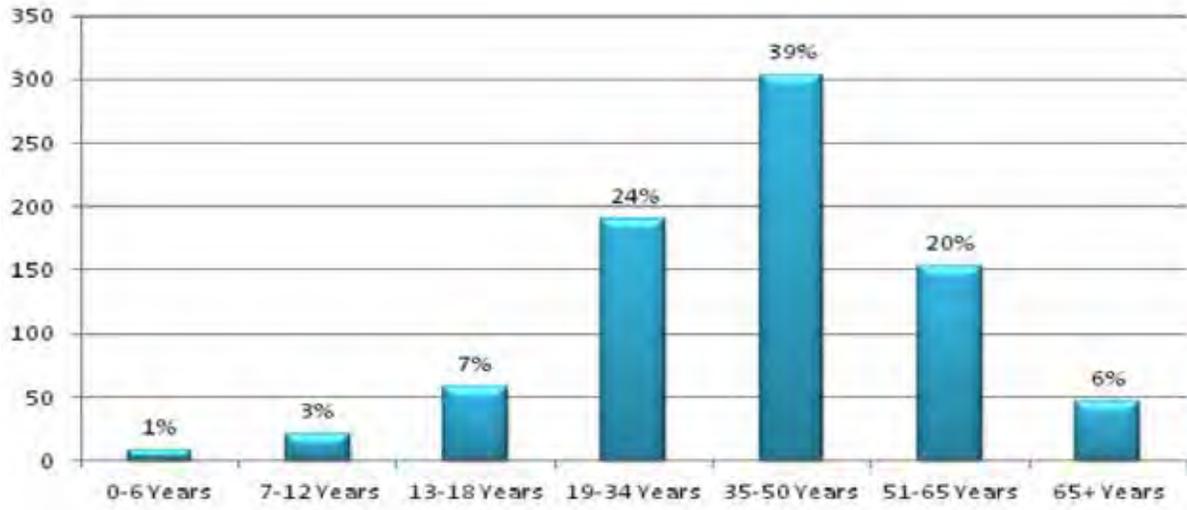
Douglas R. Fluhrer Park

Have your say

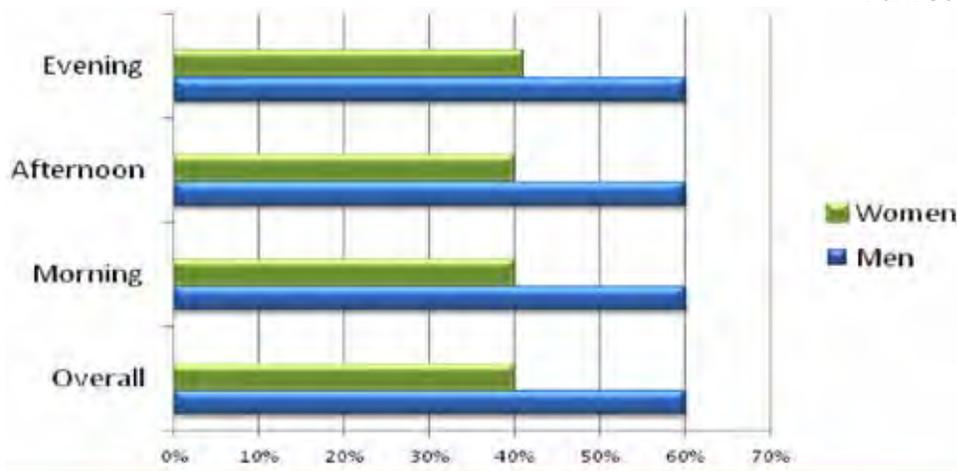
- What do you like about the park?
- Tell us what can be done to make this your space.



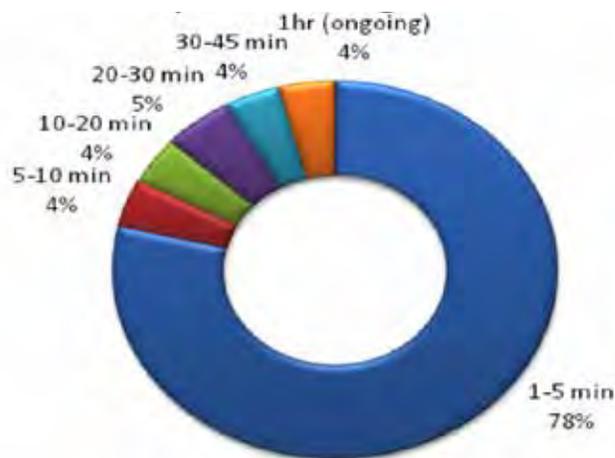
For more information:
 Kris Hebert, 613-546-4291, ext. 1256, khebert@cityofkingston.ca
 Stephanie Sciberras, 613-549-1232, ext. 1568
 Stephanie.Sciberras@kflpublichealth.ca | www.cityofkingston.ca/880cities



Park Users by Approximate Age



Time of Use by Gender



Park Activities

Graphed results from user surveys conducted in Douglas Fluhler Park on July 18th, 19th and 21st, 2013.

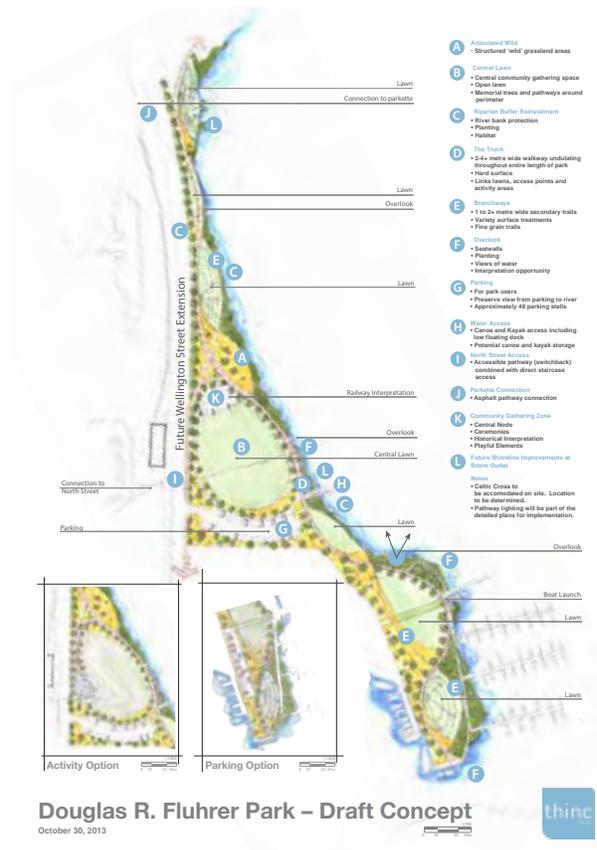
4.6 Public Meeting #2

Public meeting #2 was held on October 30, 2013. The results from the public's input received from public meeting #1 were presented including the Word Clouds, plan mark-ups and resulting priority improvements. Based on these, the preliminary concept plan for Douglas Fluhrer Park was presented. The plan included options for the proposed central activity zone and a proposal to introduce formal parking at the south end of the park to address the need to manage marina parking.

The public was then given the opportunity to comment on the plan at the meeting or online. While much of the discussion focussed on the potential for the proposed Wellington Street Extension, the general consensus from the input received was that the park concept was proceeding in the right direction.

4.7 Public Meeting #3

On February 24th, the final public meeting was held at the Central Branch library at 130 Johnston Street. At this meeting the final park plans were presented followed by a question and answer period. Comments on the plan could be made on line until March 14th, 2014.



Douglas R. Fluhrer Park – Draft Concept
October 30, 2013



Draft concept presented at Public Meeting #2



Proposed improvements to Douglas Fluhrer Park.

5.0 Concept

The concept for Douglas Fluhrer Park is organized into the following components:

- Articulated Wild;
- Lawns;
- Riparian Buffer;
- The Trunk;
- Branchways;
- Overlooks;
- Parking;
- Water Access;
- North Street Access;
- Parkette Connections; and,
- Community Gathering Destination.

Articulated Wild



The concept for Douglas Fluhrer Park is predicated on providing natural environment experience in a controlled urban setting. This means weaving native grasses and wildflowers throughout the park in a structured manner. The articulated wild landscape will provide wildlife habitat and all season interest with its edges defined by walkways and manicured lawns to create a clean and tidy aesthetic. Key characteristics include:

- Native grasses and wildflowers;
- Provides wildlife habitat;
- Clean / controlled edge;
- Low maintenance; and,
- All season interest.

Lawns



Contrasting the articulated wild are the open un-programmed mown grass areas which are framed by memorial trees and pathways. Some of the lawn areas are slightly raised and mounded to create opportunities for seating and views of the river. Key characteristics include:

- Sculpted lawns framed by pathways;



Top: Example of lawn, pathway and planting interface.

Middle: Example of 'articulated wild'

Bottom: Lawns for gathering and relaxation.



Top: Proposed view looking north of the Trunk (Main Pathway)
Bottom: Existing view looking north of park

- Berms provide opportunities for seating and views of river;
- Shade Trees; and,
- Memorial Trees.

Riparian Buffer C

Shoreline improvements are needed in various locations to assist in erosion control, enhance wildlife habitat and improve the overall aesthetics of the park. Key characteristics include:

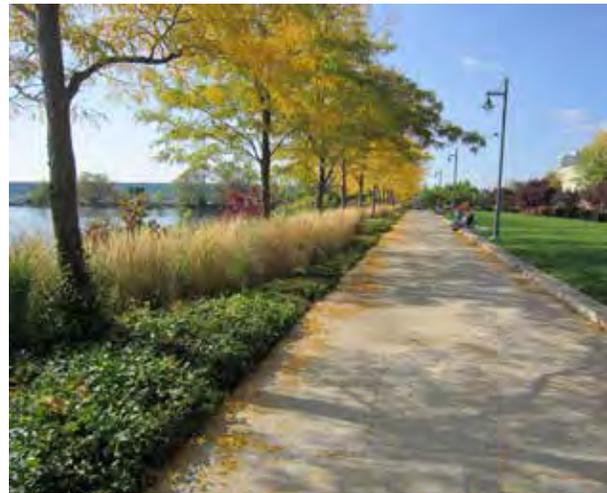
- Slope stabilization / erosion control;
- Wildlife habitat;
- Native plantings; and,
- Control access to water.



The Trunk D

Using a term that pays tribute to the railway activities that once occupied the site, the trunk is the central hard surface walkway which runs the entire length of the park linking lawns, access points, and activity areas. The walkway's alignment curves to extend and enhance the user's experience and varies in width from approximately 2 to 4 metres with the wider sections in gathering areas. Key characteristics include:

- Concrete walkway;
- Curved alignment to expand the user's experience and help manage traveling speed;
- Variable width;
- Lighting; and,
- Seating.



Branchways E

The rail term Branchway is used to describe the finer grained secondary and tertiary trails. These are one to two metres wide and may be of an alternative surface to help create a slower user experience connecting users with the landscape. Key characteristics include:

- Asphalt walkway 1 to 2 metres wide;
- Secondary route for slower travel; and,
- Provides viewing opportunities of the River.



*Top: Example of riparian zone.
Middle: Example of 'The Trunk'.
Bottom: Inspiration for 'The Trunk'.*

Proposed Park Concept

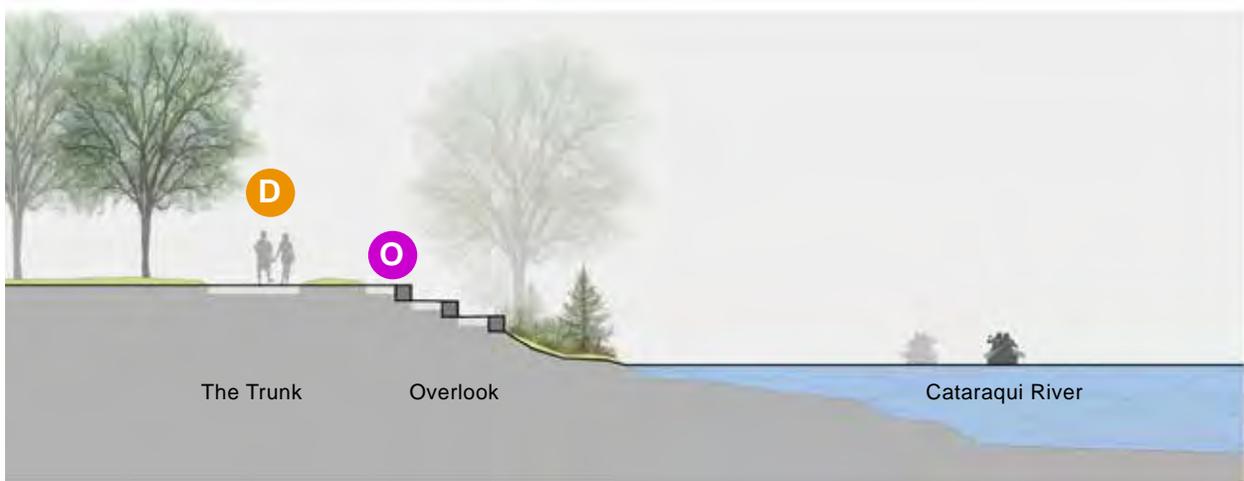
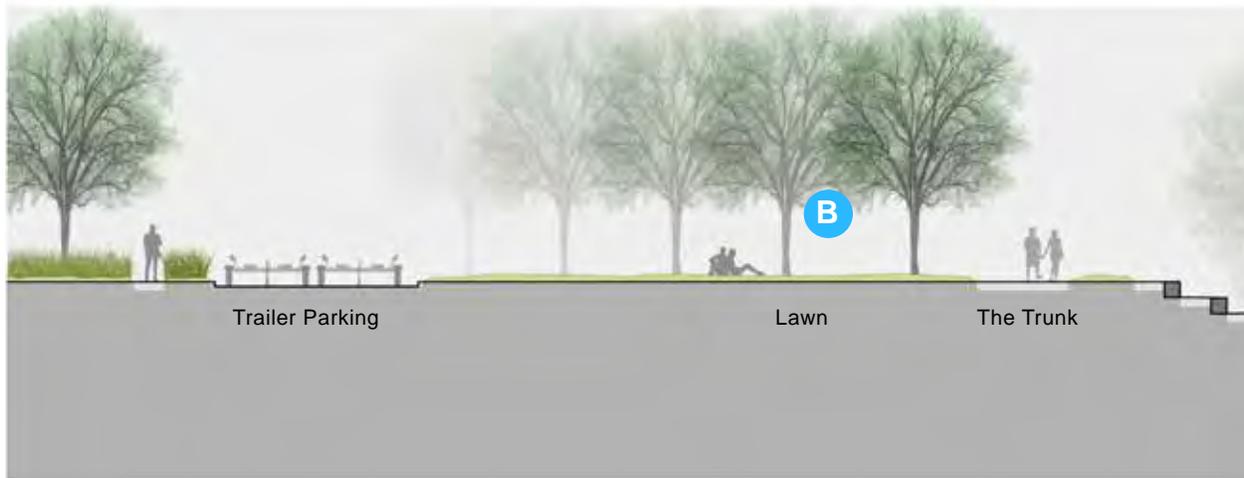


Proposed improvements to Douglas Fluhrer Park.

Overlooks O

A series of lookout opportunities are provided along the shoreline to provide park users with the opportunity to visually and spiritually connect with the river. These spaces provide seating and allow for gatherings and passive relaxation along the trail. Key characteristics include:

- Provide unobstructed view of Cataraqui;
- Unique paving pattern to create the sense of destination;
- Seating;
- Opportunity for interpretation (ship wrecks); and,
- Opportunity for ceremony.



Top: Steel lookout structure at the Brickworks, Toronto.
Bottom: Section A-A' through south peninsula



Top: Proposed view looking north of south Peninsula
Bottom: Current view looking north of south Peninsula

Parking **F**

Two parking lots are proposed: A main parking lot and a designated marina parking lot. The main parking lot is sized to accommodate approximately 29 cars and is design in an arc shape reminiscent of the round house and turn table that once inhabited the park. The lot is located in approximately the same location as the current permit lot and is centrally located to provide access to the park's primary activity areas including the small craft launch and central activity zone. Its location also allows it to be used as a potential event space. Key characteristics include:

- Public parking for approximately 29 cars;
- Close proximity to the small craft launch;
- Curved form to reflect form of railroad roundhouse and turn table;
- Asphalt with painted lines; and,
- Lighting.

The marina lot is sized for approximately 19 cars. To visually integrate into the landscape the use of turf stone is proposed. Key characteristics include:

- Designated marina parking for 19 cars;
- Two trailer parking stalls;
- Demarcation of pedestrian routes through lot;
- Turf stone to visually integrate into the park; and,
- Connection to walkway for pedestrian access to slips.



Top: Public parking for 29 cars
Bottom: Marina parking for 19 cars



Top: Proposed view of park adjacent to Marina
Bottom: Current view of park adjacent to Marina

Water Access J

Boat access to the river is provided for in two locations: Enhanced existing marina boat launch and a new small craft launch for canoes and kayaks. The marina boat launch will use a similar turf stone product to help blend the road from the ramp to the marina with the park landscape. While the small craft launch is provided to allow public access to the water to launch canoes and kayaks. The launch will consist of a small ramp integrated into the shoreline with and floating dock. Key characteristics of the Marina boat launch include:

- Turf stone driveway;
- Full compacted granular base to support the weight of the boat, trailer and towing vehicle; and,
- Curbing, bollards or both to keep vehicles on driveway.

Key characteristics of the small craft launch include:

- Gentle ramp / beach access into the river;
- Floating dock;
- Opportunity for boat storage rack in close proximity; and,
- Seating.



Images: Proposed paver for Marina parking and boat launch



Top: Proposed view of park from North Street
Bottom: Current view of park from North Street

North Street Access L

To provide safe and accessible access to the park from the west, a series of switchback ramps will be required to negotiate the grade change and provide a link between North Street and the park. The high point at North Street also provides an excellent vantage point of the park and the Cataraqui River. This access route should be combined with a courtesy crossing of Wellington Street (if necessary). Key characteristics include:

- Switchback ramps;
- Staircase for more direct route;
- Overlook with seating;
- Courtesy crossing across proposed potential Wellington Street Extension (if required); and,
- Specialty paving to help visually connect access to park.



The design of this access route will also need to consider 9 Street North and how the walkway interfaces with this building.



Top: Example of switch back ramp .
 Bottom: Proposed improvements to Douglas Fluhrer Park



*Top: Proposed view of access route to Parkette
Bottom: Current view of access route to Parkette*

Parkette Connections **K**

At the north end a formal link between the park and the small parkette / playground to the west is required. This will provide a second access point for the community to the park. Key characteristics include:

- Asphalt path;
- Approximately 4% slope to work with existing grades; and,
- Lighting.



Access route to parkette

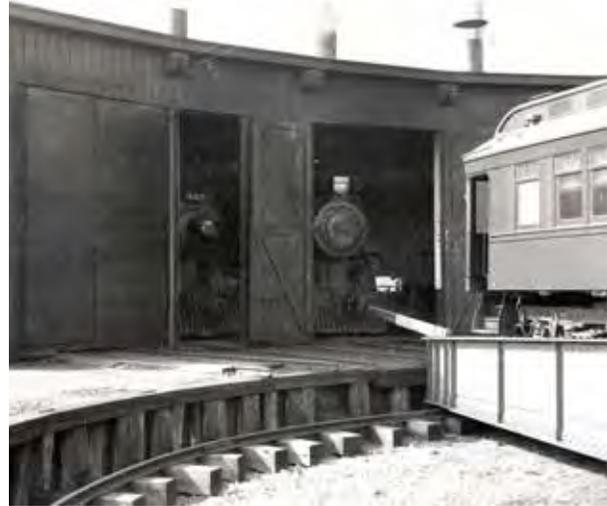


Top: Proposed activity area.
Bottom: example of playful elements in public space.

Community Gathering Destination **M** **N**

The focal point of the park is a large lawn surrounded by shade trees. On one side is a proposed shade structure and plaza space. This multi-functional space can be act as a gathering space, performance area, or offer protection from the elements. The design of the paving and structure provides an excellent opportunity for historical interpretation. Themes may include but are not limited to railway, industrial heritage and first peoples. The space should also incorporate playful elements/public art to create informal play experiences. Key characteristics include:

- Flexible space for gatherings, celebrations and performances;
- Central lawn frames with trees;
- Preserve existing trees in central lawn; and,
- Shade structure and plaza paving designed to celebrate railroad heritage.



*Top: Inspiration for form of community gathering destination.
Track pattern provides inspiration for paving pattern.
Bottom: Example of shade structure for park.*

Proposed Park Concept





Cross Section B-B' through Central Lawn



Cross Section C-C' through south peninsula



Cross Section D-D' at north end of site

Other Amenities & Design Considerations

Other park amenities, which need to be considered in the detailed design of the park, include:

Lighting

Lighting will need to be provided along the trunk (main pathway), parking areas and community gathering destination which provides a sufficient level of illumination while being relatively consistent, allowing for views of the water and minimizes disturbance of the natural environment. Fixtures selected should be dark sky compliant and – if possible – use LED technology.

Bicycle Parking

Opportunities for bike parking should be provided throughout the park to avoid park users from locking their bikes to trees or other inappropriate locations. Recommended locations for bicycle parking include:

- At parking lots
- At the small craft launch;
- At the overlooks; and,
- In close proximity to the central gathering space.

Seating

Formal benches and opportunities for informal seating should be provided throughout the park to provide opportunities to rest and to enjoy various locations throughout the park. Key locations for seating include:

- Community gathering destination;
- Overlooks;
- At the top and bottom of the proposed North Street Access; and,
- At regular intervals along the main pathway (on average approximately one bench every 100 metres).

Winter Maintenance

To ensure all season use and enjoyment of the park winter maintenance will need to be considered during the detailed design stage of the park. This will include working with the individuals responsible for winter maintenance to



*Top: Example of potential bench at overlook
Middle: Celtic Cross
Bottom: Example of a Memorial Tree at Douglas Fluhrer Park*

ensure the details of the park will be compatible with the City's equipment and maintenance practices.

Celtic Cross

During detailed design, an appropriate location for the Celtic Cross will need to be discussed with the donor / group responsible for this monument.

Memorial Trees

A number of memorial trees are located throughout the park. How to best incorporate these trees into the final design will need to be discussed with each donor.

Existing Habitat

Douglas Fluhrer Park already supports various wildlife seasonally and year round. Therefore, careful consideration needs to be taken of how improvements are made in the park and in particular along the shoreline. Therefore, healthy existing habitat areas should be preserved whenever possible to not impact this habitat.

Shoreline Clean-up / Hazardous structures

Given the industrial legacy of the site a number of areas of the park contain industrial remnants which should be removed. The old dock at the south end of the park is one area in particular which has been identified as an area of concern. During the detailed design phase of the project, these industrial remnants should be identified for removal and factored into the implementation of the park design.

Wellington Street Extension

Should the Wellington Street Extension be built, the design of the park and road will need to be considered together to ensure the two work together. This includes consideration of grades, sidewalk and pathway alignments, street tree planting (set back and salt tolerance), and the provision for a pedestrian courtesy crossing.



*Top: Remnants from former uses need to be removed to improve safety.
Bottom: Existing right-of-way for proposed Wellington Street Extension.*

6.0 Cost Estimate

The following two pages are presented as a high level Class D cost estimate (rough order of magnitude) based on one possible solution to deliver the design. The intent of the estimate is to assist staff in assigning a budget to park improvements based on the proposed park master plan.

During detailed design and preparation of contract documents, further refinement of the estimate will be required to more accurately reflect the actual design. The prices provided here are in 2014 dollars based on other park projects of similar size, scope and complexity throughout Southern Ontario. Consulting fees (8%), project overhead (10%) and a contingency (10%) have been included and are noted a separate line items. Further the costs for the two proposed pathway connections to the surrounding community – parkette connection and North Street connection – have been identified separately since these components are out side of Douglas Fluhrer Park.

Some of the key assumptions made in the cost estimate / quantity takeoff process include:

- Grading will achieve a balance of cut and fill with minimal material removed off site.
- Project will be undertaken as a single phase by one general contractor.
- Construction would begin in the spring with completion the following year.
- No significant shoreline work is required.
- No interim condition to accommodate the potential for a future Wellington Street Extension is required.
- Storm water outfall enhancements are not included.

The recommended park construction is budget is approximately \$2,188,557. The two connections are approximately \$385,402 for a total cost to implement the master plan being in the neighbourhood of \$2,573,959.

Proposed Park Concept

Part	Description	Qty.	Unit	Unit Price	Total
A Removals and Site Preparation					
A.1	Mobilization, Demobilization, Insurance			Allowance	\$10,000.00
A.2	Tree Protection Fencing	400	ln m.	\$15.00	\$6,000.00
A.3	Construction Fencing/ Site Hoarding	1035	ln m.	\$15.00	\$15,525.00
A.4	Shoreline Fencing	1010	ln m.	\$15.00	\$15,150.00
A.5	Rough Grading (Including Clearing/Grubbing)	7250	m3	\$16.00	\$116,000.00
subtotal					\$162,675.00
B Pathways					
B.1	Granular Trail	210	m2	\$50.00	\$10,500.00
B.2	Asphalt Trail	310	m2	\$65.00	\$20,150.00
B.3	Concrete Walkway	1470	m2	\$90.00	\$132,300.00
subtotal					\$162,950.00
C Main Parking					
C.1	Asphalt	1010	m2	\$ 65.00	\$65,650.00
C.2	Line Painting			Allowance	\$2,500.00
C.3	Concrete Curb	165	ln m.	\$ 85.00	\$14,025.00
subtotal					\$82,175.00
D Boat Parking					
D.1	Turfstone Grid Pavers (Including Seed)	1200	m2	\$ 100.00	\$120,000.00
D.2	Concrete Curb	250	ln m.	\$ 85.00	\$21,250.00
subtotal					\$141,250.00
E Plaza					
E.1	Concrete (Enhanced Finish)	230	m2	\$ 110.00	\$25,300.00
subtotal					\$25,300.00
F Proposed Planting Enhancements					
F.1	Canopy Trees	173	ea.	\$ 600.00	\$103,800.00
F.2	Articulated Wild (50% planting / 50% seeding incl. topsoil)	1690	m2	\$5 /\$85 resp.	\$76,050.00
F.3	Riparian Buffer (20% planting/ 80%seeding incl. topsoil)	4500	m2	\$5 /\$85 resp.	\$310,500.00
F.4	Sodding	2050	m2	\$ 8.00	\$16,400.00
subtotal					\$506,750.00
G Site Features					
G.1	Light Standards (Including Electrical)	20	ea.	\$ 5,000.00	\$100,000.00
G.2	Benches	25	ea.	\$ 2,000.00	\$50,000.00
G.3	Waste Receptacles	10	ea.	\$ 1,000.00	\$10,000.00
G.4	Armour Stone	100	ln. m	\$ 1,000.00	\$100,000.00
G.5	Bike Rings	30	ea.	\$ 1,500.00	\$45,000.00
G.6	Shade Structure			Allowance	\$300,000.00
subtotal					\$605,000.00
10% Contingency					\$168,610.00
Douglas R. Fluhrer Park		Sub Total Construction		\$1,854,710.00	
		Consulting Fees (8%)		\$148,376.80	
		Project Overhead (10%)		\$185,471.00	
		ESTIMATED COST		\$2,188,557.80	
+ Connections		Sub Total Construction		\$326,612.00	
		Consulting Fees (8%)		\$26,128.96	
		Project Overhead (10%)		\$32,661.20	
		ESTIMATED COST		\$385,402.16	
		TOTAL ESTIMATED COST		\$2,573,959.96	

Part	Description	Qty.	Unit	Unit Price	Total
H North Street Access					
H.1	Rough Grading			Allowance	\$10,000.00
H.2	Stairs (Concrete)			Allowance	\$100,000.00
H.3	Ramps (Concrete)	100	m2	\$ 150.00	\$15,000.00
H.4	Railings			Allowance	\$15,000.00
H.5	Planting			Allowance	\$10,000.00
subtotal					\$150,000.00
I Parkette Connection					
I.1	Rough Grading			Allowance \$	10,000.00
I.2	2.4m Asphalt Trail Connection	200	m2	\$ 600.00	\$120,000.00
I.3	Planting			Allowance	\$15,000.00
I.4	Sodding	240	m2	\$ 8.00	\$1,920.00
subtotal					\$146,920.00
10% Contingency					\$29,692.00
Sub Total Construction					\$326,612.00
Consulting Fees (8%)					\$26,128.96
Project Overhead (10%)					\$32,661.20
TOTAL ESTIMATED COST					\$385,402.16

Sources

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Appendix A: Public Meeting Panels

Public Meeting #1 Panels / Panel 1 of 4



Study Purpose

Prepare a high level vision (concept) for Douglas R. Fluhrer Park. Plan to consider (but not limited to): use and facilities (type, location and configuration); improved access; interpretation opportunities; linkages; shoreline improvements; and, greening initiatives.



Visioning Master Plan Douglas R. Fluhrer Park



Panel 1 of 4

Public Meeting #1 Panels / Panel 2 of 4

Site History



1682



1815



1850



1869



1878



1892



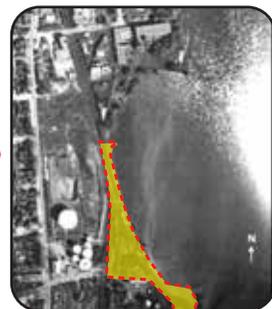
1900



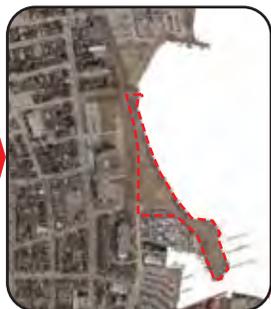
1924



1948



1955



Today



Future



Visioning Master Plan
Douglas R. Fluhler Park

Existing Conditions



Past Development



Original Shoreline



Shipwrecks



Access Points



Stormwater Outfalls



Parking



Visioning Master Plan Douglas R. Fluhrer Park

Public Meeting #1 Panels / Panel 4 of 4

Existing Conditions

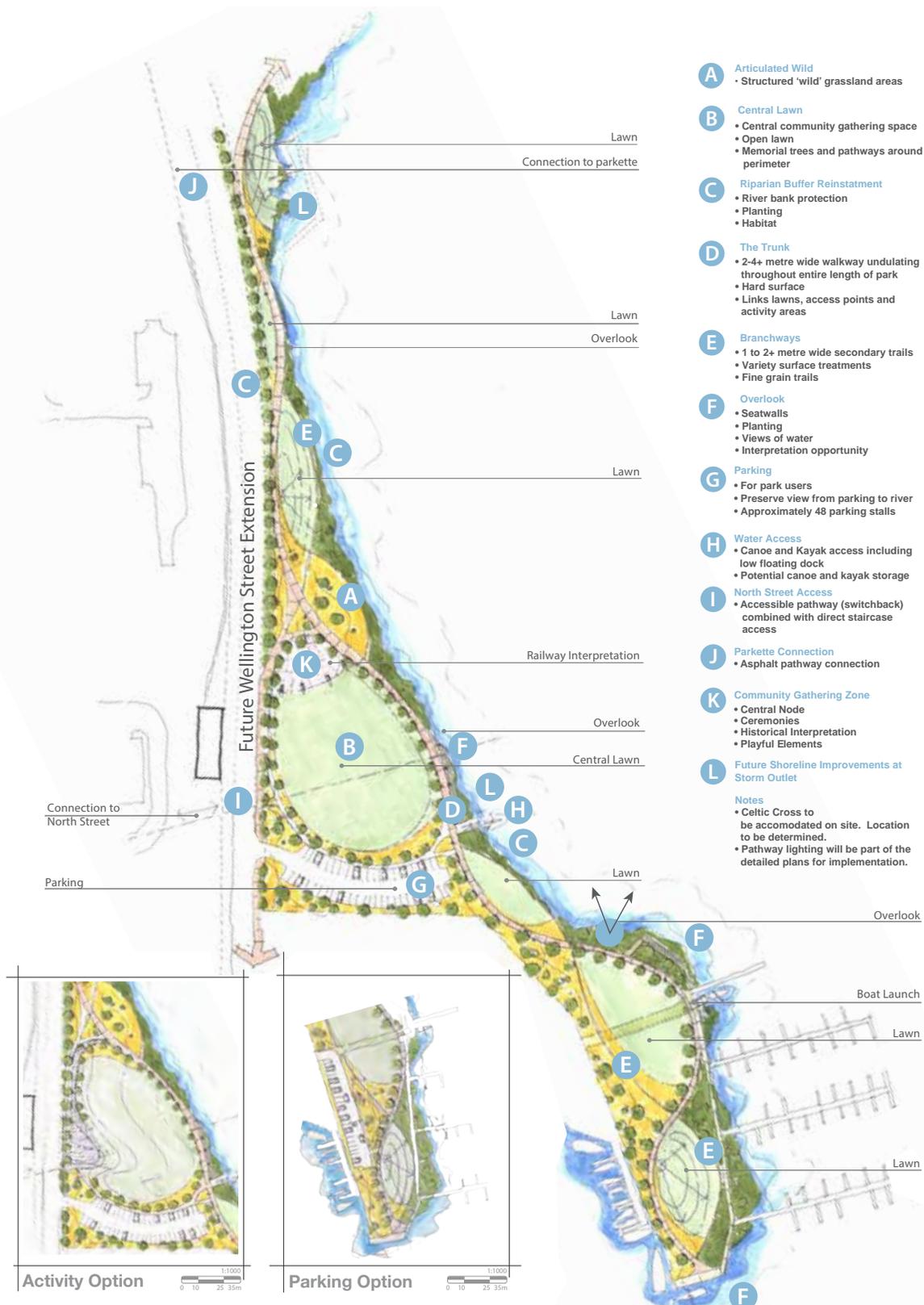


Visioning Master Plan
Douglas R. Fluhrer Park



Panel 4 of 4

Public Meeting #2 Panels / Panel 1 of 4



Public Meeting #2 Panels / Panel 2 of 4

Lawns

- Open unprogrammed mown grass areas
- Memorial trees and pathways around perimeter
- Slightly raised and mounded for seating and views of river



Articulated Wild

- Structured 'wild' grassland areas
- Native grasses and wildflowers
- All season interest
- Wildlife habitat



Community Gathering Destination

- Multi-functional gathering space/ central node
- Performance area
- Shade / covered structure(s)
- Historical interpretation (railroads, industrial heritage, First Peoples)
- Playful elements



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Public Meeting #2 Panels / Panel 3 of 4

Overlooks

- River viewing opportunity
- Seating
- Gathering
- Opportunities for ceremony
- Passive relaxation



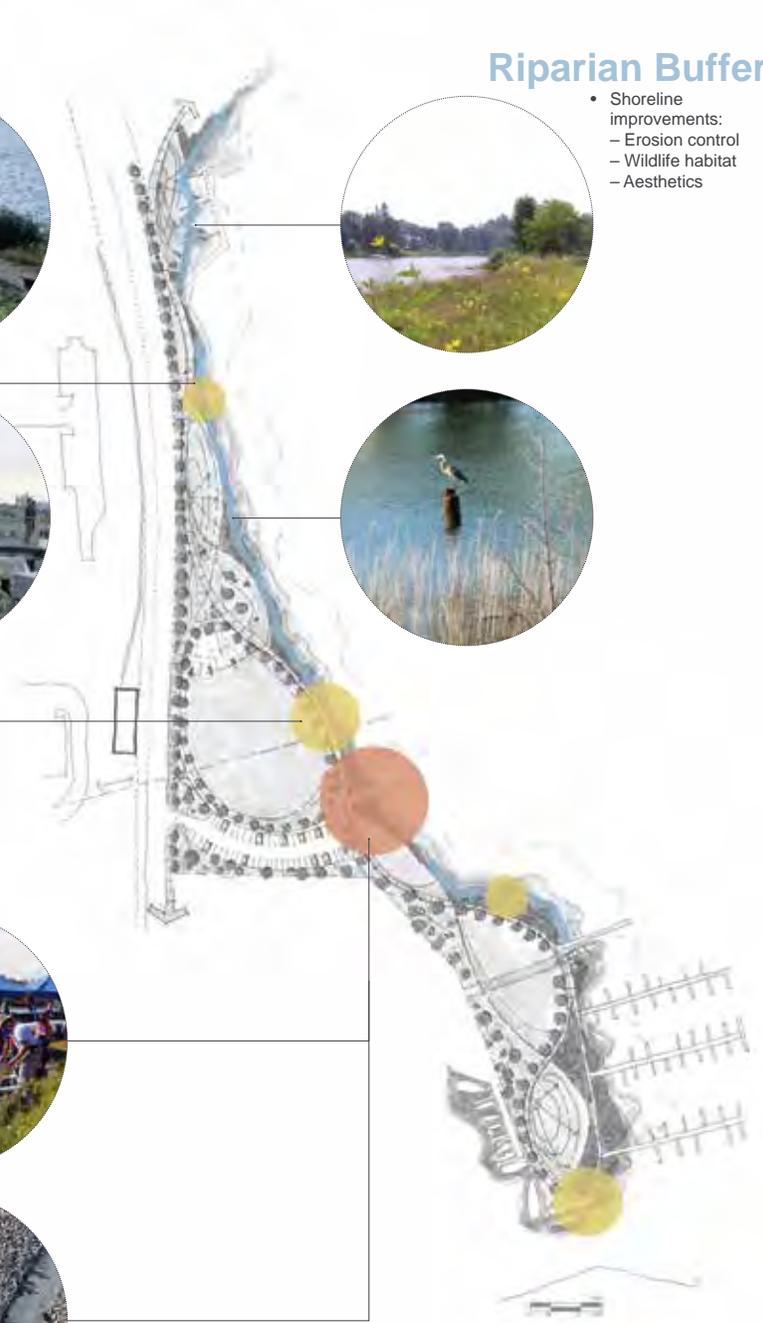
Riparian Buffer

- Shoreline improvements:
 - Erosion control
 - Wildlife habitat
 - Aesthetics



Water Access

- Small craft launch
- Viewing opportunity
- Marina access



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Public Meeting #2 Panels / Panel 4 of 4

Parkette Connection

- Formal link to community
- Pedestrian route
- Connection to children's playground



The Trunk

- 2-4+ metre wide primary walkway undulating through entire length of park
- Hard surface
- Links lawns, access points and activity areas
- Alignment extends and enhances the user's experience



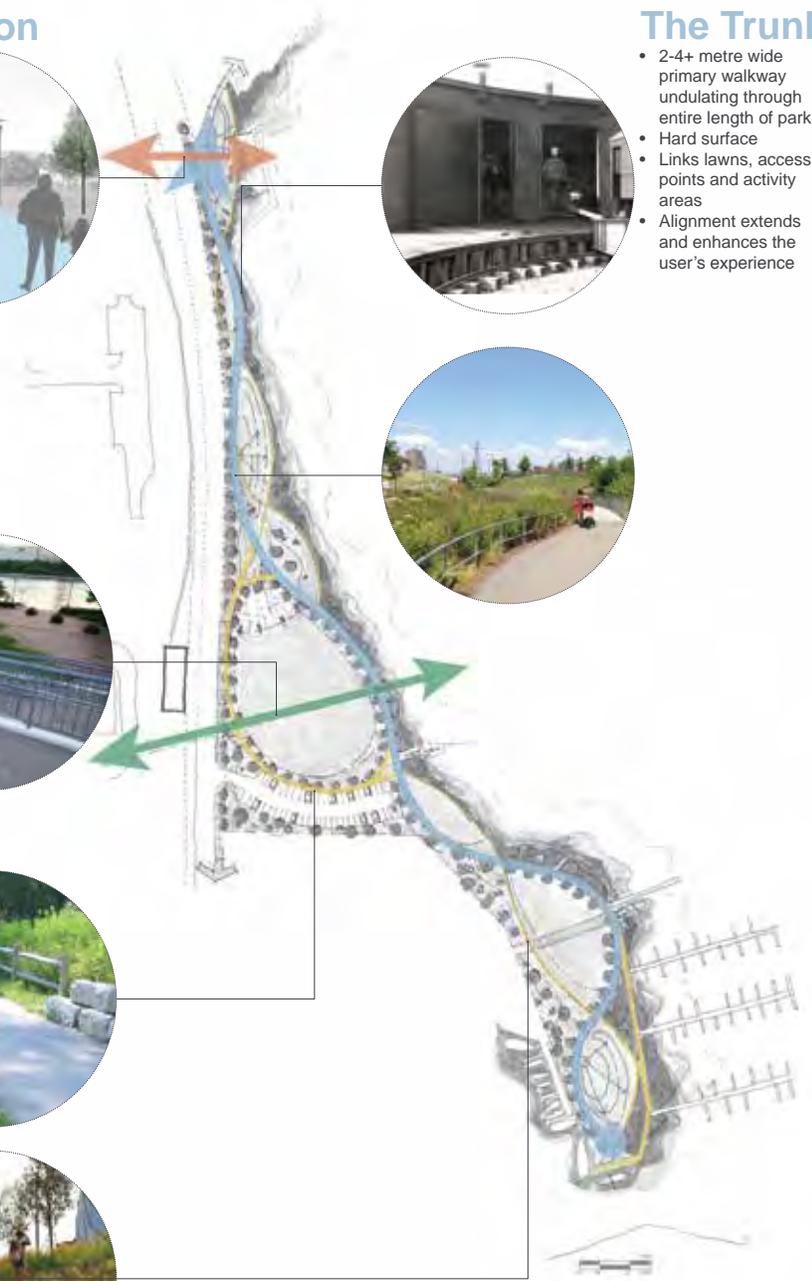
North Street Link

- Paved pedestrian route from North Street
- Switch back to negotiate grade change
- Opportunity for overlook



Branchways

- Fine grail trails
 - Secondary
 - Tertiary
- 1 to 2+ metre wide trails
- Mixed surface materials



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Context Plan



Legend

- A** Articulated Wild
 - Structured "wild" grassland areas
- B** Central Lawn
 - Central community gathering space
 - Open lawn
 - Bosque of trees around perimeter
 - Memorial trees to be relocated subject to discussions with donors
- C** Riparian Buffer Reinstatement
 - River bank protection
 - Planting
 - Habitat
- D** The Trunk
 - Walkway of varying widths (2-3+ meters) undulating throughout park
 - Lights spaced at 20-30 meter intervals
 - Hard surface
 - Links lawns, access points and activity areas
- E** Branchways
 - Fine grain trails
 - Minor width secondary trails
- F** Parking
 - For park and boat launch users
 - Preserve view from parking to river
 - Main parking: public access
 - South parking: for marina use
- G** Trailer Parking
 - Suitable for boat trailers, associated with marina
- H** Boat Launch
 - Associated with marina
- I** Potential Wellington Street Extension
 - Two-way traffic lane extension
 - Bike lanes, sidewalks and planted boulevards
- J** North Street Access
 - Accessible pathway (switchback) combined with direct staircase access
 - Potential courtyard crossing
- K** Parkette Connection
 - Asphalt Walkway Connection
- L** Water Access
 - Canoe and kayak access
 - Potential community floating dock
- M** Activity Zone + Plaza
 - Playful elements
 - Event space
 - Ceremonies
 - Historical interpretation (e.g. paving pattern inspired by railway tracks)
- N** Shade Structure
 - Metal shade structure to provide sun protection in activity zone
- O** Overlooks
 - Low seatwalls
 - Planting
 - Views of water
 - Interpretation opportunity
- P** Celtic Cross Relocation
 - New location subject to discussions with donor/group



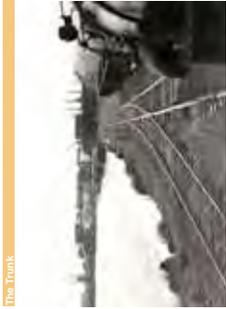
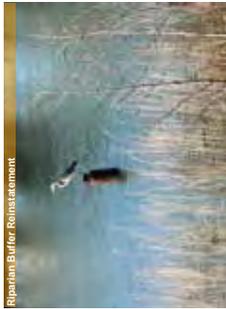
Masterplan



Douglas Fluhler Park / City of Kingston / thincdesign / 02-24-14

Public Meeting #3 Panels / Panel 2 of 4

North Parkette & Wellington St. Extension



precedents



Legend

- A** Articulated Wild
- B** Structured 'wild' grassland areas
- C** Riparian Buffer Reinstatement
- D** Pathway
- E** Planting
- F** Habitat
- G** The Trunk
- H** Walkway of varying widths (2-3+ meters) undulating throughout park intervals
- I** Hard surface
- J** Lines, lawns, access points and activity areas
- K** Branchways
- L** Plantings
- M** Fine-grained secondary trails
- N** Potential Wellington Street Extension
- O** Two-way traffic lane extension
- P** Bike lanes, sidewalks and planted boulevards



blow-up plan



Public Meeting #3 Panels / Panel 3 of 4

Activity Lawn & North St. Connection



Legend

- A** Articulated Wild
 - Structured 'wild' grassland areas
- B** Central Lawn
 - Central community gathering space
 - Bosque of trees around perimeter
 - Memorial trees to be relocated subject to discussions with donors
- F** Parking
 - For park and boat launch, users
 - Main parking: public access
 - South parking: for marina use
- L** Potential Wellington Street Extension
 - Two-way traffic lane extension
 - Sidewalk, sidewalks and painted boulevards
- J** North Street Access
 - Accessible pathway (switchback) combined with direct staircase access
 - Potential courtesy crossing
- K** Water Access
 - Canoe and kayak access
 - Accessible community floating dock
 - Activity zone plaza
 - Playful elements
- M** Ceremonies
 - Historical interpretation (e.g. paving streets inspired by railway tracks)
- N** Metal shade structure to provide sun protection in activity zone
- O** Overlooks
 - Low seatwalls
 - Planting
 - Water
 - Interpretation opportunity



Boat Launch Ramp & South Overlook



Legend

- A** Articulated Wild
 - Structured 'wild' grassland areas
- B** The Trunk
 - Walkway of varying widths (2-3+ meters) undulating throughout park
 - Spacing at 20-30 meter intervals
 - Hard surface
 - Links lawns, access points and activity areas
- C** Branchways
 - Fine grain trails
 - Minor width secondary trails
- D** Parking
 - For park and boat launch users
 - Main view from parking to river
 - South parking: public access
 - South parking: for marina use
- E** Trailer Parking
 - Suitable for boat trailers, associated with marina
- F** Boat Launch
 - Associated with marina
- G** Overlooks
 - Low seatwalls
 - Planting
 - Interpretation opportunity



