



**City of Kingston
Report to Council
Report Number 14-231**

To: Mayor and Members of Council
From: Cynthia Beach, Commissioner, Corporate & Strategic Initiatives
Resource Staff: George Wallace, Senior Special Projects Manager
Date of Meeting: August 12, 2014
Subject: Block 4, North Block District, Design Guidelines

Executive Summary:

This report has been prepared in response to Council's direction to staff on December 17, 2013 to finalize necessary reports, such as the Design Guidelines, respecting the redevelopment of Block 4 in the North Block District. The Block 4 Design Guidelines, dated August 2014, are attached hereto as Exhibit A. These guidelines have been prepared for the City-owned property and only apply to the portion of the North Block described as Block 4.

The firms of CIMA and NORR were retained by the City to provide urban planning and architect consulting services that included the preparation of the Design Guidelines. Following consideration of several development scenarios for Block 4, Council passed a number of motions that provided staff with direction in terms of the future redevelopment of Block 4 in order to guide the preparation of the Design Guidelines and the issuance of a Request for Information (RFI) and Request for Proposals (RFP). A heritage consultant, retained to prepare a detailed inventory and set of criteria for preservation, restoration and integration of the heritage buildings at 19 – 23 Queen Street, worked with CIMA and NORR in the preparation of the Design Guidelines. The completed heritage assessment was approved by Council as the basis for evaluating proposals for the preservation of 19 – 23 Queen Street as part of the redevelopment of Block 4.

The Design Guidelines were presented for public review and comment at an Open House held on November 12, 2013. In response, one letter and three e-mails were received and three on-line surveys were completed. A summary of the public input is provided in the Background section of this Report.

On December 17, 2013, Council passed a motion to defer the issuance of the RFI and RFP until after the election of the new Council. Council's motion also directed staff to finalize the

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necessary reports respecting such matters as the Design Guidelines for the redevelopment of Block 4.

The purpose of the Design Guidelines is to provide a clear, concise outline of the desired design elements that are of the greatest importance to the City respecting the redevelopment of Block 4. The Guidelines will be used to: assist proponent design teams in preparing their concepts respecting the redevelopment of Block 4; assist the City in evaluating the proposals submitted in response to the RFI and RFP; and, encourage designs that fit into the context of downtown Kingston. In preparing the Design Guidelines, the findings and recommendations of a number of previous reports, studies and guidelines were considered.

The Design Guidelines address a number of considerations including: general site design; how the proposed development relates to the surrounding streets and existing heritage buildings; open space; protection of views; building massing and articulation; parking; and, sustainability. The Guidelines outline "High Priority" components that must be addressed by proponents in their submissions as well as "Desired" components that will be used, in part, to rank the proposal submissions.

The Design Guidelines and Heritage Preservation Guidelines will be included as part of the RFI and RFP to be issued by the City in early 2015 seeking submissions for the redevelopment of Block 4 in the North Block District. Although not required at this stage to finalize the Design Guidelines, prior to the issuance of either the RFI or RFP, further details will be refined respecting such matters as the provision of gallery space, the number of accessible parking spaces and the Walk of Fame.

Recommendation:

That the North Block District, Block 4 Design Guidelines dated August, 2014, prepared for the City of Kingston by CIMA and NORR, be accepted in fulfillment of the component of RFP F31-SGG-CO-2012-004 respecting the provision of consulting services to assist the City with the preparation of Design Guidelines for redevelopment proposals on Block 4; and

That the Block 4 Design Guidelines be used to inform the future Request for Information (RFI) and Request for Proposals (RFP) to be issued by the City in order to provide guidance to development proponents in their design of submissions for the redevelopment of Block 4.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

**Cynthia Beach, Commissioner,
Corporate & Strategic Initiatives**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

Gerard Hunt, Chief Administrative Officer

Consultation with the following Commissioners:

Lanie Hurdle, Community Services

Denis Leger, Transportation, Facilities & Emergency Services

Jim Keech, President and CEO, Utilities Kingston

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Options/Discussion:**Purpose**

The purpose of this Report is to:

- present the Block 4 Design Guidelines to Council;
- request Council's approval in principle for the Block 4 Design Guidelines; and
- request Council's direction to include the Design Guidelines and Heritage Preservation Guidelines as part of any Request for Information (RFI) and/or Request for Proposals (RFP) issued by the City seeking proponents for the redevelopment of Block 4 in the North Block District.

Background

On December 14, 2012 the City issued **RFP F31-SGG-CO-2012-004** seeking qualified firms to provide urban planning and architect consulting services to the City respecting the redevelopment of Block 4 in the North Block District. On February 5, 2013, Council received Report 13-083 and passed a motion to retain the firms of CIMA and NORR to provide the required consulting services to the City related to the following three matters:

- assist with the preparation of several development scenarios for Block 4;
- assist with the preparation of Design Guidelines for redevelopment proposals; and,
- coordinate the submission of a City-initiated rezoning application to assist with the sale of the property.

In accordance with the terms of the Contract, the development scenarios were to explore such things as the potential mix of uses, building massing, preservation of the existing heritage buildings, environmental remediation, the provision of public amenities and the financial viability of the redevelopment. The Design Guidelines were to be prepared and the re-zoning application initiated once the preferred development scenario had been selected by City Council.

On April 3, 2013, Council received **Report 13-150** which presented several possible development scenarios for Block 4 together with the results of the public consultation respecting the development scenarios. At the April 3rd meeting, Council passed a number of motions that provided some parameters for the redevelopment of Block 4. Council's motions provided staff with direction and guidance to assist with the preparation of Design Guidelines for redevelopment proposals and also provided a better understanding of any requirements or constraints to assist prospective proponents when responding to the City's Request for Information (RFI) and Request for Proposals (RFP). The motions included the following:

- that the permitted uses include a mix of residential type uses, a hotel with associated conference space and ground floor commercial uses;
- that the maximum building height be between six (6) and eighteen (18) storeys;

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- that parking ratios be within a predetermined range based on implementation of traffic demand management strategies;
- that forty (40) public parking spaces be provided;
- that the developer own and restore the heritage buildings at 19 – 23 Queen Street; and
- that a conference centre component may be included with the option for a limited municipal funding contribution.

Further to Council's April 3rd motions, a **heritage consultant** was retained to prepare a detailed inventory and set of criteria for preservation, restoration and integration of the heritage buildings at 19 – 23 Queen Street. The heritage consultant also worked with CIMA and NORR in the preparation of the Design Guidelines for Block 4 respecting the integration of the heritage buildings into redevelopment proposals. The completed heritage assessment and guidelines included the following four (4) components:

- Heritage Preservation Inventory;
- Preservation Design Guidelines;
- Technical Conservation Guidelines; and
- Integrative Guidelines for New Design.

The completed heritage assessment and guidelines, together with an initial draft of the Design Guidelines for Block 4, were presented to the Municipal Heritage Committee (MHC) on October 7th, 2013 (**Report MHC-13-012**). At that meeting, the MHC deferred comments on the Design Guidelines until the November 4th meeting. On November 5th, 2013, Council adopted the MHC recommendation from the October 7th meeting that the Block 4 Heritage Preservation Guidelines, dated September 13th, 2013, be approved as the basis for evaluating proposals for the preservation of 19 – 23 Queen Street as part of the redevelopment of Block 4.

On November 4th, 2013, the MHC received **Information Report MHC-13-014** respecting the Design Guidelines. It was noted in the Report that the Design Guidelines were prepared for the properties in Block 4 that are not designated but are adjacent to properties designated under the *Heritage Act*. As such, the Guidelines did not require MHC approval but were referred to the Committee for review and comment respecting the integration of the Heritage Preservation Guidelines into the Design Guidelines. On November 19th, 2013 Council received the Committee's comments on the Design Guidelines and passed a motion to take no further action respecting those comments.

The **North Block Public Open House** was held on November 12, 2013 to present the Design Guidelines for public review and comment. A copy of the Open House presentation can be viewed on the website, www.cityofkingston.ca/northblock under Project Links, Document Library, Design Guidelines (November, 2013). In response, one letter and three e-mails were received and three on-line surveys were completed, summarized below. The Design Guidelines were edited to incorporate clarification on these issues.

Letter from DTZ Eastern Ontario Limited (November 18, 2013)

Expressed concerns regarding potential impacts of the proposed Design Guidelines on Block 5

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development (south side of Queen Street) and requested clarification respecting the following specific matters:

- Open space, mid-block courtyard, mid-block pedestrian connection;
- Will there be flexibility in location of courtyard, if required?;
- Will mid-block pedestrian corridor be required through Block 5?;
- Will the view plane from Block 4 impact development on Block 5?;
- What is meant by “intensive green roof”?; and
- Can building towers extend beyond 18 storeys?

E-Mail from Paul Kelly (November 23, 2013)

Not in favour of any development on Block 4 – park would be a welcome addition to the downtown core and to soften starkness of K-Rock Centre. Would also save a lot of money.

E-Mail from Julian and Kaaren Brown (November 26, 2013)

Attached were photos of walkway near Byward Market in Ottawa that could be used as a model for a walkway through Block 4. The e-mail discussed how the Ottawa walkway was used for a 4-month art exhibition.

Second E-Mail from Julian and Kaaren Brown (November 26, 2013)

The e-mail trail discusses the potential operation and maintenance of art gallery space on Block 4 (i.e. public benefit, floor area, loading, ceiling height, climate controls, windows, electrical supply, retail component, operating costs, rental to user groups, operator for facility, conflict with art gallery at Tett Centre).

On-line Survey (Susan Bowers)

Responses to the survey questions requested and/or supported: no above ground parking; LEED certified buildings and green roofs, maintaining waterfront views; no high rises; maximum six storey building; greening of area where possible; retail facilities, art galleries/displays; maintain heritage building facades; building level with waterfront views; pedestrian walkways and bicycle paths; and streetscaping that is green.

On-line Survey (David Kielstra)

Responses to the survey questions requested and/or supported: underground parking; LEED building styles; maximum six storey buildings; preserving views of City Hall or other domed churches or steeples; no convention centre; focus on retail and office buildings; preserving character of downtown Kingston; use of local limestone as design element; link corner parkette to inner courtyard; pedestrian friendly and unique style. The response also indicated that the corner parkette was too small.

On-line Survey (Mike Cole-Hamilton)

Responses to the survey questions requested and/or supported: parking as prime consideration; appearance of above-ground parking structure should be similar to residential; emphasis on greening (courtyards, parkettes, trees, roof gardens, pedestrian access, sitting areas, bicycle-

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friendly); maximum 25.5 metre height limit; retail/cafes at street level with residential above; heritage preservation; pedestrian connection points, passageways, courtyards and parkettes; proposed building setbacks; 60% glass for retail facades; and patio/café frontages. The response also expressed concerns about the inclusion of a convention centre.

On December 17, 2013 Council received **Report 14-011** which presented the Feasibility Study on the potential for a conference centre as a component of redevelopment proposals for Block 4, provided an update on the status of the redevelopment of Block 4 and outlined the next steps respecting the issuance of a RFI and RFP. At the December 17th meeting, Council passed a number of motions including the following:

“THAT Council defer the issuance of the Request for Information (RFI) and the Request for Proposals (RFP) respecting the sale and development of Block 4 in the North Block District until after the election of the new Council in 2014: and”

“THAT Council direct staff to finalize the necessary reports respecting the conference centre component, the design guidelines for the development of Block 4 and the evaluation criteria for Proposals, together with an Updated Work Plan and Schedule, for submission to Council in January/February 2015 following a decision by the new Council respecting the conference centre component.”

Discussion

The Design Guidelines have been developed for the City-owned property in the North Block, described as Block 4 and do not apply to other privately owned properties in the North Block. The purpose of the Design Guidelines is to provide a clear, concise outline of the desired design elements that are of the greatest importance to the City respecting the redevelopment of Block 4 in the North Block District. The Design Guidelines will be used to:

- Assist proponents in preparing design concepts for Block 4 that take into consideration all of the information the City has about what the ideal development for Block 4 should be like;
- Assist the City in evaluating proposals that are submitted for the purchase and development of Block 4 by determining how closely the proposed design aligns with the Design Guidelines; and
- Encourage the private sector to submit designs that fit into the context of downtown Kingston and set the tone for future redevelopment in the balance of the North Block District.

The Design Guidelines are not intended to be a “stand-alone” document. Rather, the Guidelines reflect the findings and recommendations of other detailed planning documents that have been prepared and apply to the North Block District, including:

- The Downtown and Harbour Area Architectural Guidelines Study (2007);
- North Block District – Community and Business Enhancement Report (2009);
- Kingston Official Plan (2010); and,

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- Downtown and Harbour Zoning By-law No. 96-259 and the (H) C1-22 Site Specific Central Business System Zone.

The Guidelines are also intended to be read in conjunction with the Heritage Preservation Guidelines (Heritage Preservation Inventory, Preservation Design Guidelines, Technical Conservation Guidelines and Integrative Guidelines for New Design) respecting the existing heritage buildings as well as other studies that have been undertaken related to the redevelopment of Block 4, including:

- Environmental Assessment, Phase 1 and 2;
- Archaeological Assessment, Stage 1 and 2; and,
- Transportation Review and Analysis of Potential Development Opportunities for Block 4 (October, 2013).

In addition, the comments received at the public open houses on March 28th, 2013 respecting the various development scenarios and on November 12th, 2013 respecting the draft Design Guidelines, were considered in the development of the Design Guidelines.

The Design Guidelines address a number of considerations which are briefly outlined below. For each consideration, the Guidelines outline “High Priority” components that must be addressed by proponents in their submissions as well as “Desired” components that will be used, in part, to rank the proposal submissions.

Section 2 - Site Design Considerations – sustainability features, LEED certification, re-use of heritage buildings, safe and accessible design for pedestrian areas and interior courtyard, mixed-use design, and live-work spaces.

Section 3 - Street Level Interaction and Interface – building setbacks from Kingston Hydro sub-station and heritage buildings, arcade setback for new buildings, main entrances at grade, principal entries face a public street, use of glass for retail facades, residential lobby areas, and ground floor heights.

Section 4 - Open Spaces Interface – mid-block courtyard features, cross-block pedestrian connection features, use of former carriageway, public sidewalk features, parkette at n/e corner of Ontario Street and The Tragically Hip Way and private amenity areas.

Section 5 - Heritage Interface – preservation of heritage building envelope, setbacks from heritage buildings, height of new buildings adjacent to heritage buildings, and street wall design.

Section 6 - View Protection and Microclimate – protection of views of City Hall and waterfront, restriction on views to interior of Fort Frontenac, and requirements respecting shadow, wind and noise impact studies.

Section 7 - Building Massing and Articulation – separate requirements for low (4-6 storeys), medium (7-9 storeys) and high-rise (10-18 storeys) buildings, location and height of podium level, consideration for massing and height of heritage buildings, maximum floor space index,

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ground level uses, building setback above podium level (angular plane), building shape and use of materials, and height and density bonus.

Section 8 - Building Facades – requirements for walls, windows, materials, colours, and lighting.

Section 9 - Site Mobility Features – protected and co-ordinated pedestrian environment, public and private bicycle parking, and pedestrian connections to transit stops.

Section 10 - Site Parking – public parking spaces to be provided, design elements for underground, at grade and above grade parking spaces, requirements for indoor garbage/recycling, loading bays and delivery/maintenance vehicles.

Section 11 - Sustainability – sustainable design features for new buildings, potential as a component of a sustainable neighbourhood, green roof and green infrastructure elements.

The Design Guidelines and Heritage Preservation Guidelines will be included as part of the RFI and RFP to be issued by the City in 2015 or as prioritized by the next Council. Although not required at this stage to finalize the Design Guidelines, prior to the issuance of either the RFI or RFP, further details will be refined respecting such matters as:

- The provision of gallery space as part of redevelopment proposals in accordance with the Kingston Culture Plan;
- The number of accessible parking spaces based on consultation with the Municipal Accessibility Advisory Committee; and
- The Walk of Fame based on further discussions with the BIA and other community stakeholders.

Existing Policy/By-Law:

See Council Report 13-150.

Notice Provisions:

There are no required notice provisions.

Accessibility Considerations:

Not applicable. This report is available in an alternate format if so requested.

Financial Considerations:

Sufficient funds were included in the approved capital budgets to complete the Design Guidelines.

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Other City of Kingston Staff Consulted:

Not applicable.

Exhibits Attached:

Exhibit A – North Block District, Block 4, Design Guidelines, prepared by CIMA / NORR, dated August, 2014



NORTH BLOCK DISTRICT BLOCK 4 DESIGN GUIDELINES



Preface

Intent of the Document:

This document is meant to augment the *Kingston Residential Intensification/ New Community Design Guidelines* and *Kingston Downtown and Harbour Architectural Guidelines* as they relate to the future development of Block 4.

These Design Guidelines are to be read in conjunction with other studies and reports for Block 4 including:

- Heritage Preservation Guidelines (Inventory, Preservation Component, Design Guidelines and Technical Conservation);
- Pedestrian, Bicycle and Traffic Analysis; and,
- Environmental Assessments.

Purpose of the Document:

This document will act as the guiding document on the design of development proposals that will be prepared in response to the Request for Proposals from Purchasers/Developers of Block 4, and is organized into two parts: High Priority Components that should be strongly considered by proponent responses and; Desired Components that will be used, in part, to rank the design proposals submitted.

Previous Design Studies:

The North Block District Community and Business Enhancement Opportunities Study completed in 2009 for the City of Kingston provides several design scenarios for the North Block District and specifically Block 4. While these scenarios will not be used precisely as a basis for evaluation of proposals, many of the recommendations in this Study have been carried forward into the Design Guidelines.

Official Plan Height Requirements:

The Official Plan under Section 3.18.22 a. requires that any building proposals in excess of 25.5 metres (approximately 6 storeys) are subject to an urban design study. The study must show that the development will:

- Not overshadow surrounding buildings;
- Be compatible with the scale and massing of buildings in the surrounding built form context; and,
- Satisfies all other Official Plan policies.

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1.0 Context and Vision for Block 4

1.1 Site Context and Location

Block 4 is a feature block in the North Block District of downtown Kingston with close proximity to the waterfront and the northern gateway to the Downtown. The site context is as follows:

To the **North** of the site are The Tragically Hip Way and the Rogers K-Rock Centre. The Rogers K-Rock Centre is a 5700 seat arena which hosts the Kingston Frontenacs, concerts and other large events in the City. Slightly further north of the Rogers K-Rock Centre is the Great Cataraqui River, which is also the southern end of the Rideau Canal system, a UNESCO World Heritage Site.

To the **East** of the site are Ontario Street, the Wolfe Island ferry terminal and Fort Frontenac. Ontario Street is a key access into downtown Kingston with Block 4 serving as a gateway site into the historic downtown. The ferry to Wolfe Island is a free service and runs hourly.

To the **South** of the site are Queen Street and the Princess Street retail district. Princess Street and Market Square are located within 2 blocks to the south of Block 4 providing a strong retail market base for future development. Immediately to the south of Block 4 lies Block 5 of the North Block District, a privately owned property which has been identified for partial future site redevelopment.

To the **West** of the site are King Street and some large format retail. Adjacent to the King Street frontage are Food Basics grocery store, an LCBO store and Goodlife Fitness Centre. It is anticipated that this area will also be subject to further intensification as the North Block District is developed.



Photo 1: Wolfe Island Ferry



Photo 2: City Hall and Market Square

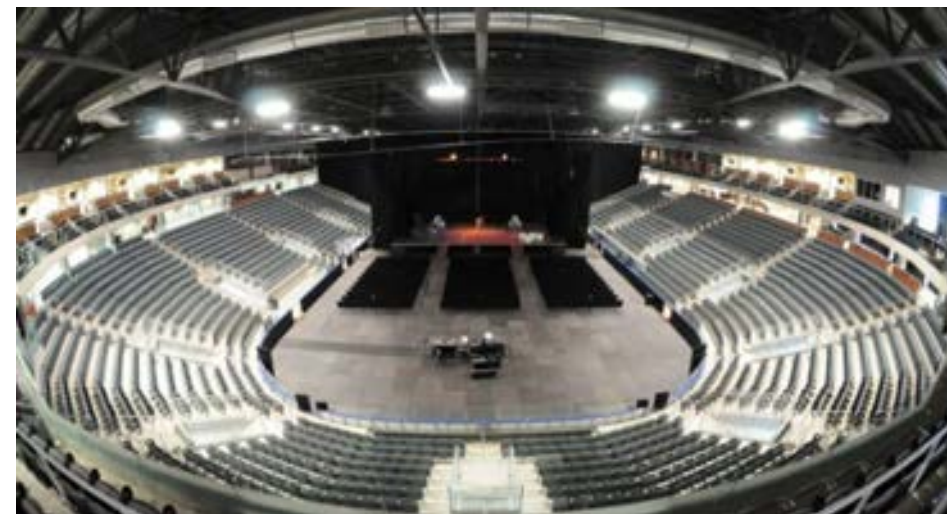


Photo 3: Rogers K-Rock Centre

1.2 Components of Block 4

Block 4 consists of three parcels of land; parcel 1 is a substation building owned by Kingston Hydro Corporation located at 27 Queen Street; parcel 2 includes protected heritage buildings located at 19-23 Queen Street; and parcel 3 is a City owned surface parking lot. Contaminated soils on site have been partially remediated by the City of Kingston. The property is approximately 0.82 hectares in area, or 2.02 acres and consists of three parcels (please refer to Image 1):

Parcel 1 – Electrical Substation, 27 Queen Street (owned by Kingston Hydro Corporation);

Parcel 2 – Heritage Properties, 19, 21, and 23 Queen Street to be sold to a developer proponent (owned by the City of Kingston); and

Parcel 3 – The Remainder of the site to be sold to a developer proponent (owned by the City of Kingston).

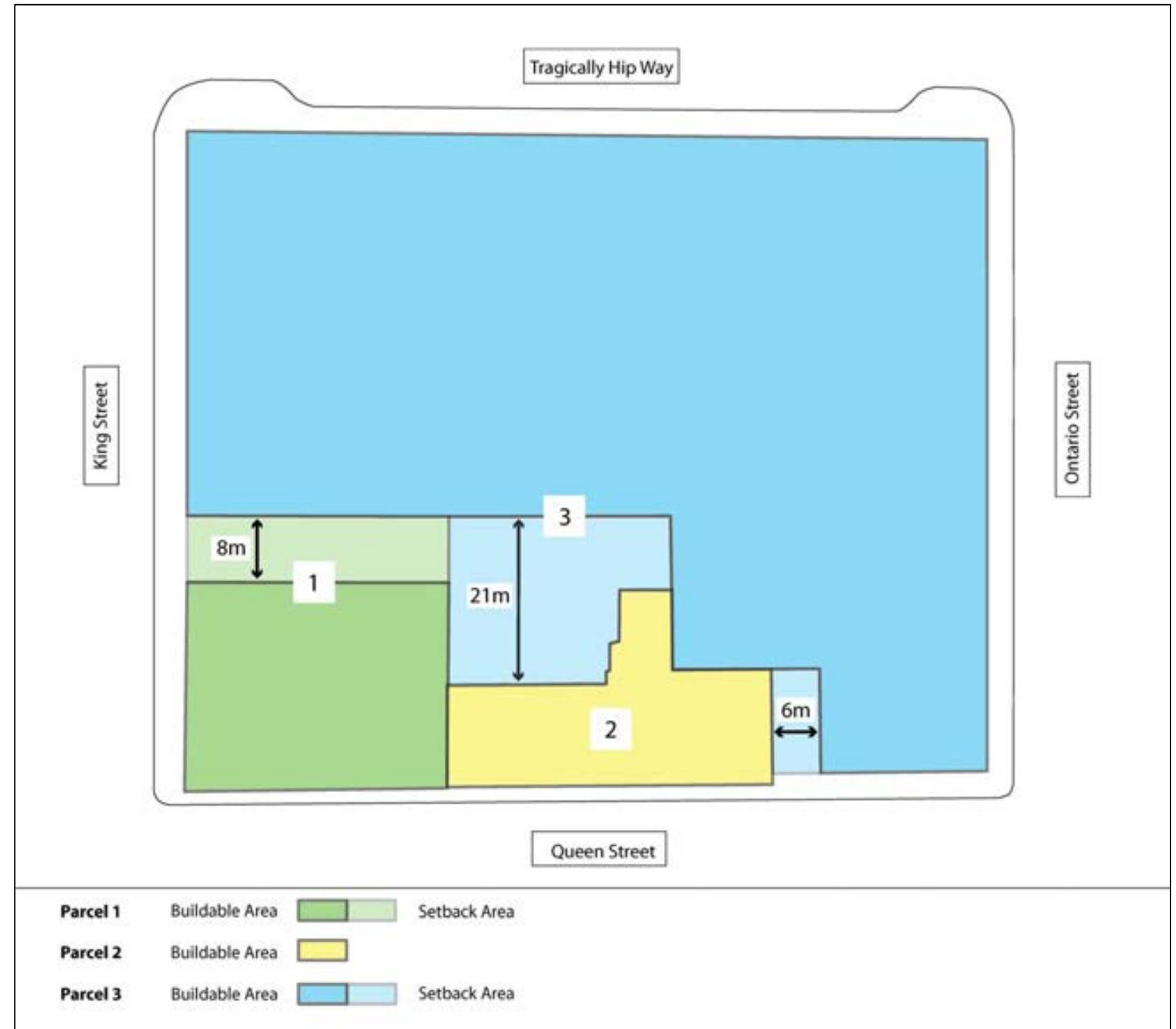


Image 1: The subject property is made up of three Parcels as listed above. Parcel 1 is to remain under the ownership of Kingston Hydro Corporation and requires an 8 m rear-yard setback. Parcel 2 is to be sold to a developer proponent and includes the built boundary of preserved heritage buildings on site. Parcel 3 is currently a public parking lot and is to be sold to a developer proponent along with Parcel 2. Parcel 3 contains several setbacks from the heritage buildings in Parcel 2 as shown above.

1.3 Current Policy Context

Block 4 is located within the City of Kingston's Central Business District Centre, which is intended to remain as the City's primary economic centre. Centre area policies with respect to intensification and heritage preservation are as follows;

"The Centre policies within the Central Business District apply to *infill* lots in the downtown core, including the North Block Area and recognizes the importance of maintaining and conserving the heritage buildings and character of the Lower Princess Street Heritage Character Area in accordance with Sections 7.3 and 10A of this Plan."

The North Block District is identified as **Site Specific Policy Area No. 22**. These policies recognize the special status of the North Block District and outline a number of provisions intended to guide the gradual intensification of the District. These provisions relate to such matters as: building heights; strengthening pedestrian access; ground floor building setbacks to allow for covered pedestrian walkways; amenity space requirements; maintaining waterfront views; replacement of surface parking with parking structures; requirements for traffic and parking impact studies; protection of heritage buildings; archaeological investigations and site remediation. The site is currently subject to the use of a Holding (H) Symbol for two aspects: i) All servicing issues have been resolved to the City's satisfaction and; ii) A Record of Site Condition must be completed.

The Official Plan provides more detailed policies for the **Downtown and Harbour Special Policy Area**. These policies are based on a number of other special studies, including: the Downtown Action Plan; Urban Growth Strategy; Downtown and Harbour Architectural Guidelines Study; Community Improvement Plan Brownfields Project Areas 1A, 1B and 1C; Kingston Transportation Master Plan; Cycling and Pathways Study; and, Core Area Transportation Review. The goal for the Downtown and Harbour Special Policy Area is: "To foster the continued prominence and function of the Downtown and Harbour Area as the principal mixed use business district or commercial "Centre" and civic focus within the City, for both residents and visitors".

A wide range of commercial use is permitted, including all levels of retailing, offices, professional and service uses, hospitality uses and tourist accommodation, cultural, entertainment and recreation uses. Medium and high density residential uses are also encouraged in the Area. New industrial, automotive and low density residential uses are prohibited. Large-scale commercial uses and automobile sales or gas bars that are not compatible with the massing of historic buildings may be prohibited.

Particular policies in the Official Plan that affect Block 4 include:

- Identification of the half block south of Queen Street and the half block on the north side of Queen Street between King and Wellington Streets as Major Development sites on Schedule DH-2;

- Identification of King Street, Ontario Street, Barrack Street (between Ontario and King Streets) and Queen Street (between Ontario and King Streets) as Prime Pedestrian Streets on Schedule DH-3;
- Identification of Ontario Street, King Street, Queen Street, The Tragically Hip Way (Formerly Barrack Street) and Wellington Street (between Queen and Barrack Streets) as requiring mandatory commercial frontage on Schedule DH-3;
- A maximum building height of 25.5 metres (after employing angular plane setbacks) – higher building heights may be considered subject to submission of a site specific urban design study to the satisfaction of the City;
- Preserving views to the water from Barrack (The Tragically Hip Way) and Queen Streets;
- Conservation and re-use of existing heritage buildings; and
- New development to be compatible with the built heritage fabric and street-oriented pedestrian function of the Area.

*Note: Official Plan policies referred to throughout this document will read as **OP 3.18.22**.*

1.4 Current Zone Provisions

The site is currently zoned (H) C1-22 – Central Business System Zone, which permits a wide range of commercial uses as well as mixed commercial/residential developments. Minimum lot coverage is 50%; maximum lot coverage is 100%. Maximum density is 123 dwelling units per net hectare. The maximum permitted building height is 17 metres (55 feet) at the street line (build-to-plane) and 25.5 metres (83 feet) along the required angular plane (upper floor step-back). Specific provisions are also included for parking structures.

The site specific zoning places a Holding (H) Symbol on the entire District that will not be removed until such time as: i) All servicing issues have been resolved to the City's satisfaction; and ii) A Record of Site Condition has been registered in accordance with Provincial regulations.

The current zoning on the subject property allows for 123 units per hectare. Based on the site area of Block 4, only 101 units would be permitted on site under the current regulations. This requirement is proposed to be amended to allow for increased density on Block 4.

1.5 Vision

Based on the previous design studies completed to date and the current initiative undertaken by Council, the following represents a vision for the future of Block 4;

Block 4 is a vibrant urban space for residential and commercial use that engages users of Kingston's waterfront, downtown Kingston and the K-Rock centre. The site is mixed-use and complements the existing heritage structures on site while creating a distinct built form.



Photo 4: Existing structures on Block 4 including the Kingston Hydro substation and heritage buildings at 19, 21 and 23 Queen Street

2.0 Site Design Considerations

2.1 General Design Objectives

2.1.1 Sustainability

- Inclusion of sustainability throughout the project;
- Provision of Leadership in Energy and Environmental Design (LEED) Certified buildings is preferred;
- Adaptive re-use of existing heritage buildings on site; and,
- Consideration to allow for the integration of Block 4 into a LEED Neighbourhood Development (ND) approach for the entire North Block District.

2.1.2 Crime Prevention through Environmental Design

- Safe and universally accessible design for pedestrian areas; and,
- Interior courtyard area and cross-block connection to be designed consistent with the principles of CPTED.

2.1.3 Live/ Work/ Play Component

- Complete mixed-use design to include uses such as housing, vibrant commercial areas and unique gathering places; and,
- Opportunities for artist or professional live-work spaces to animate ground floor.

2.1.4 Hotel/ Conference Centre

- May be provided in development proposals.

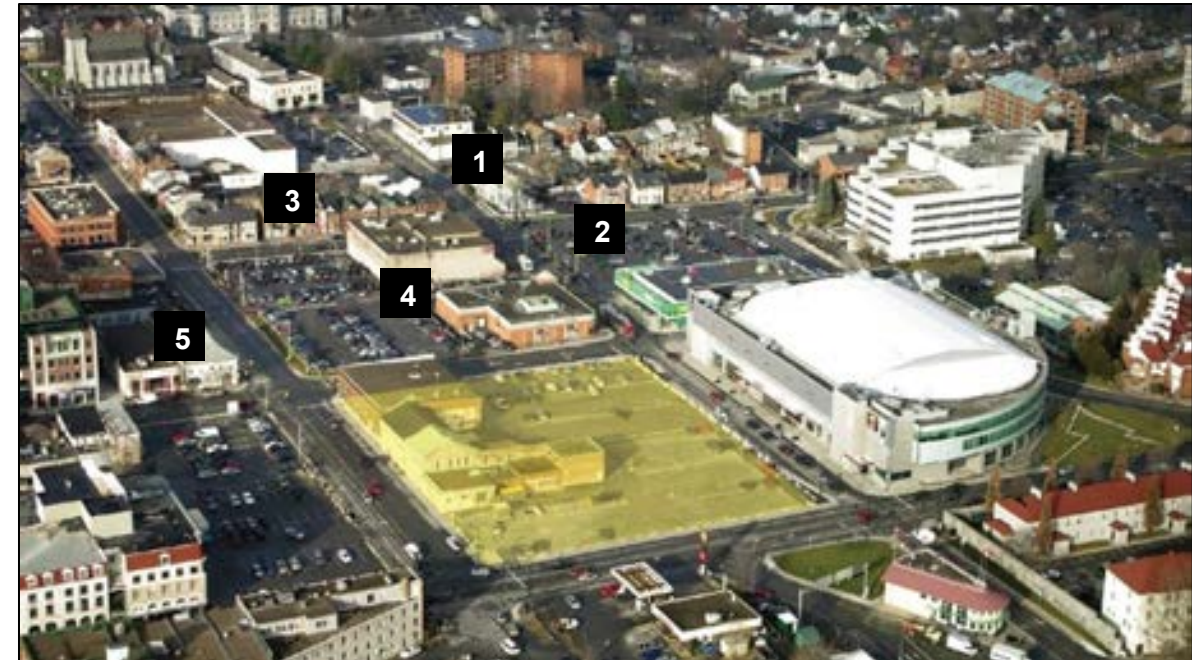


Photo 5: The North Block District (Blocks 1-5) presents a good opportunity for a LEED ND approach to development.



Photo 6: Artist live-work spaces at Artscape's Wychwood Barns in Toronto

3.0 Street Level Interaction and Interface

3.1 Building Setbacks

High Priority (please refer to Image 2 on following page)

- Minimum 8 m setback from the north side of the Kingston Hydro substation building;
- Minimum 21 m setback from the north façade of the preserved heritage buildings (21 to 23 Queen Street);
- Minimum 6 m side yard setback from preserved heritage buildings (19 Queen Street);
- Maximum 2 m arcade setback for new buildings; and,
- For buildings in excess of 10 storeys, public open space area at the intersection of Ontario Street and The Tragically Hip Way with a minimum area of 400 m² but having no required dimensions.

Desirable

- Increased setback from designated heritage buildings to allow for interior courtyard space; and,
- For buildings below 10 storeys, public open space area at the intersection of Ontario Street and The Tragically Hip Way with a minimum area of 400m² but having no required dimensions.

3.2 Building Entries

High Priority

- All main entrances at grade;
- Principal entry point for residential and retail space faces a public street;
- Clearly visible building entries from public sidewalks; and,
- Identification of parking and loading entries from King Street.

Desirable

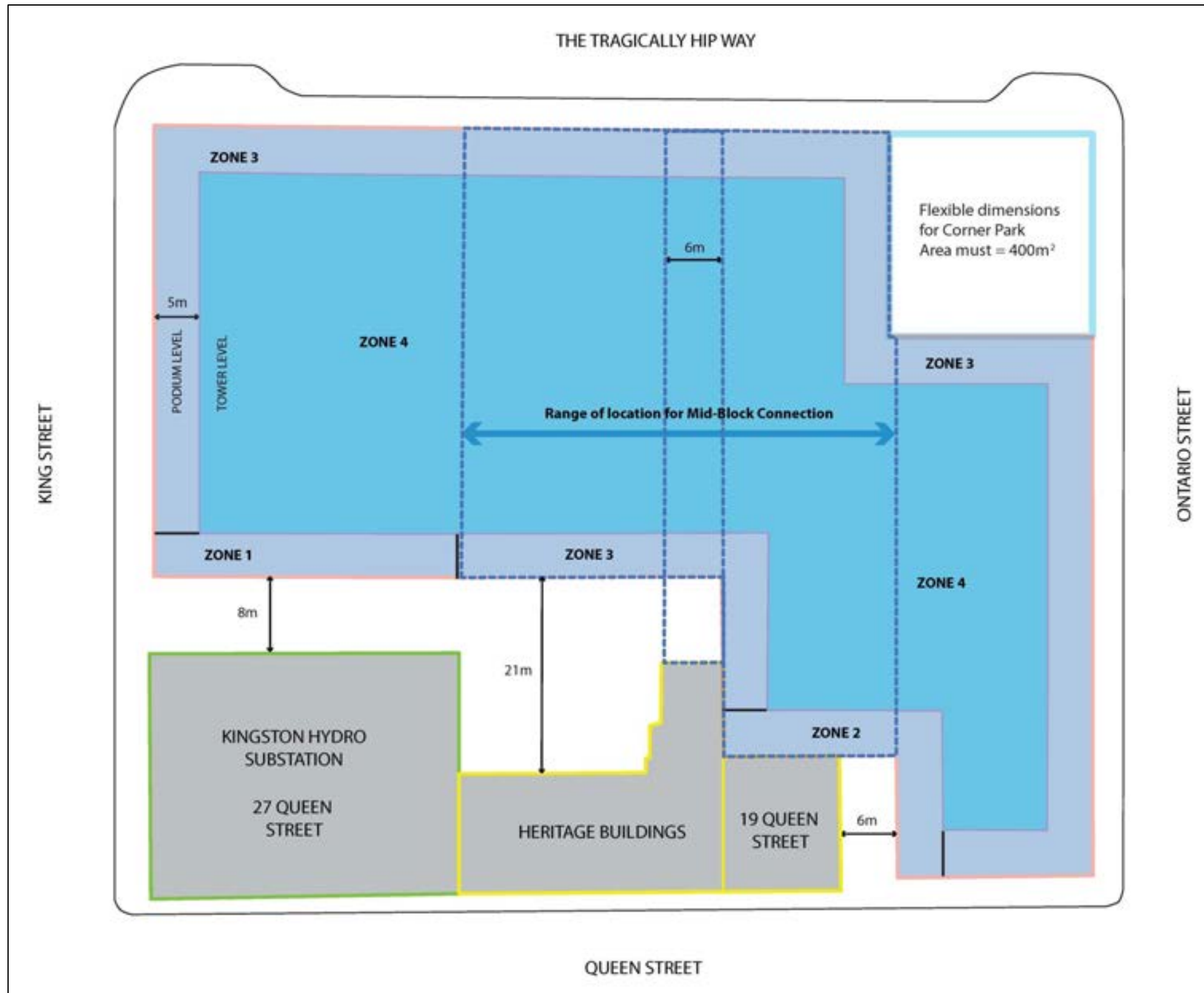
- Functional building entries occur at an average of 10-20 metres or less; and,
- Unique architectural/ landscape entrances for retail uses.



Photo 7: 'The Shops' development in Waterloo creates an engaging retail setting for pedestrians by providing active frontages and regular building entries.



Photo 8: Active retail frontages on Princess Street in Kingston with functional building entries at 10-20 metres or less



Height Zones

Zone 1 Maximum:
Height of 27 Queen Street

Zone 2 Maximum:
Height of 19 Queen Street

Zone 3 Maximum:
17 m

Zone 4 Maximum*:
25.5 m

*Current zoning for Zone 4 requires an angular plane setback of 39° from podium edge.

*Heights in excess of the current zoning (25.5m) in Zone 4 and changes to the angular plane in Zone 4 to be determined by future rezoning of the site.

Note: Podium edge has the same meaning as the build-to-plane.

Image 2: Tower and Podium Setback Requirements. The above image shows requirements for the 8 m Hydro setback, the 21 m rear yard heritage setback, the 6 m sideyard heritage lane setback and the 400 m² corner parkette at the corner of Ontario Street and The Tragically Hip Way. The image demonstrates a 5 m setback from podium edge (street wall) which applies for buildings in excess of 17.0 m.

3.3 Ground Level Retail Interface with street

High Priority

- Retail facades must include at least 60% glass between 1 and 2.4 metres above grade; and,
- Retail facade windows must be kept visible at night.

Desirable

- Patio or café uses where possible;
- Use of awnings to provide a sense of enclosure and human scale; and,
- Animated retail facing into courtyard where possible.

3.4 Ground Level Live-Work Interface with street

High Priority

- Clearly identifiable residential lobby areas; and,
- Residential lobby-accessible from street face.

Desirable Uses

- Differentiate residential lobby areas from commercial areas through architectural treatments;
- Provide space for live-work uses;
- Provide public art and/or gallery space; and
- Walk of Fame (subject to further discussions with BIA)

3.5 Ground Floor Heights

High Priority

- Minimum podium level of 10 m
- Maximum podium level of 17 m (subject to rezoning).

Desirable (please refer to Image 3)

- Raised ground floor ceilings for retail and lobby space (4.5 m preferred except for special architectural features such as atriums).

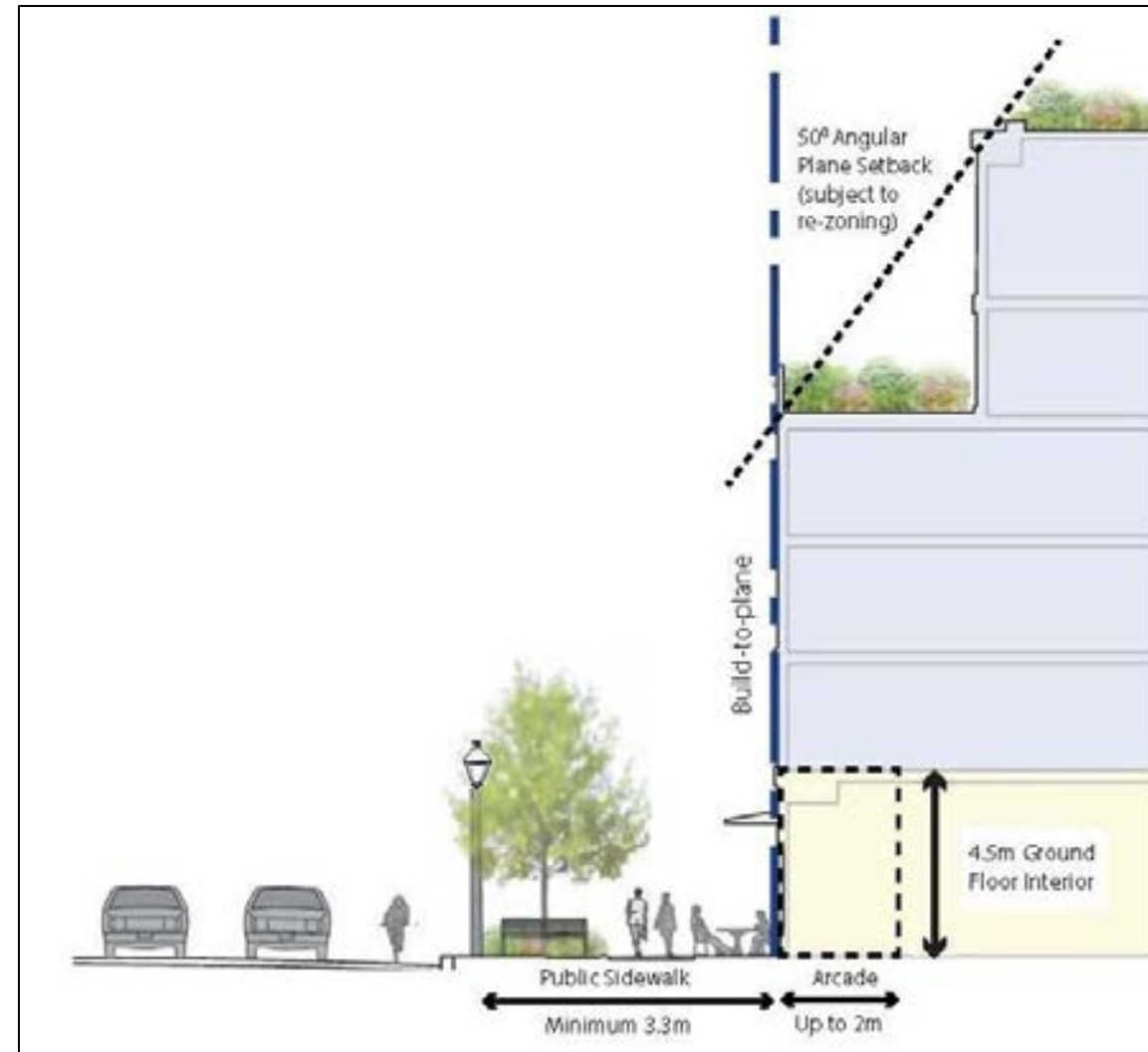


Image 3: Ground Level Retail Street Interface

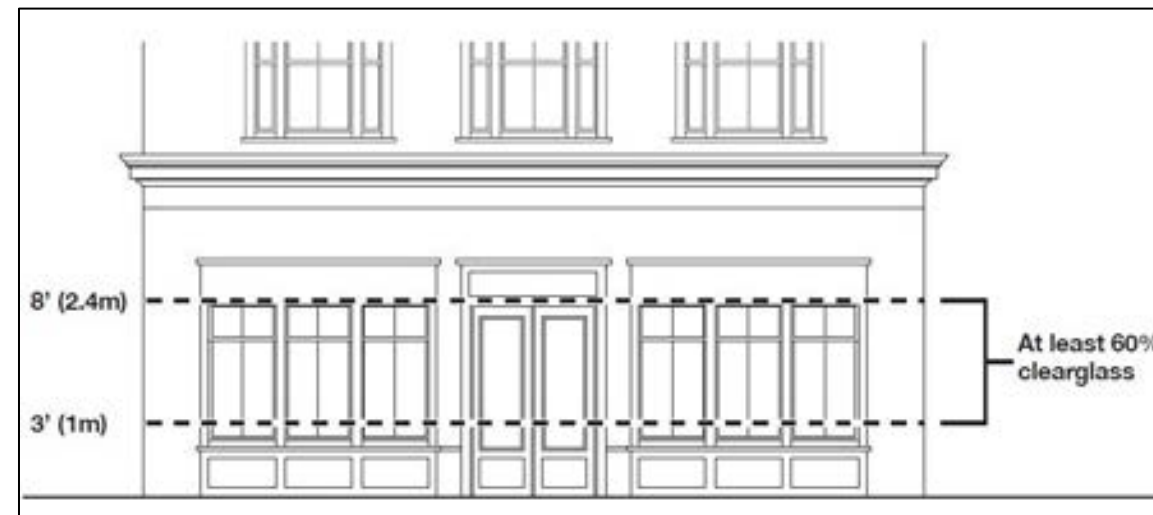


Image 4: Retail Façade Design

4.0 Open Spaces Interface

“Courtyards, as spaces and shortcuts, offer considerable texture to the pedestrian experience, as well as significant development frontages additional to the facing streets.” – Kingston Downtown Action Plan (2004).

4.1 Mid-Block Courtyard

High Priority (please refer to Image 2)

- Historic buildings minimum rear yard set-back of 21 m (69 ft.);
- Historic buildings minimum side yard setback of 6 m (20 ft.); and,
- Safe and accessible design.

Desirable

- 30% tree canopy coverage in mid-block courtyard;
- Hard surface ground treatment with border planting areas;
- Optimize sun exposure into mid-block courtyard through massing and setbacks;
- Connection to as many public streets/ sidewalks as possible;
- Inclusion of public art; and,
- Active space by design including inward facing retail/ restaurant uses.

4.2 Cross-Block Pedestrian Connection

High Priority

- Connection extends from Queen Street to The Tragically Hip Way;
- Provide rhythmic architectural/ landscape features along the cross-block connection (animated space);
- Minimum volume of 6 m (width) by 8 m (height) inside or out of buildings;
- Minimum 50% open to the sky;
- Connection of pedestrian route to central courtyard area; and
- Commercial access for interior portions of pedestrian connection.



Photo 9: Chez Piggy Courtyard in Kingston creates an intimate patio space with a physical connection to heritage buildings on-site. A mix of hard and soft landscaping features helps to break up the space.



Photo 10: Engaging pedestrian area through the use of landscaping features and lighting, Highline, New York City.

Desirable

- Residential access, commercial glass store fronts;
- Utilize at least one of the previous historical carriage way locations (please refer to Image 5) for the pedestrian connection (minimum 4 m in width);
- Designed in conjunction with the restored historical wall of the gas holder; and,
- Pedestrian connection 100% open to the sky.



Photo 11: Trinity Square Park in Toronto includes heritage structures with modern construction to create an intimate urban space. The area acts both as an urban courtyard and as a pedestrian connection to retail in the Eaton's Centre.



Image 5: Possible Carriage Way/ Pedestrian Connection Points. Identified above are two possible locations for an entrance point to the cross-block connection from Queen Street. Entrance 1 represents the most historically accurate location of a past carriage way within the heritage buildings on site. Entrance 2 is believed to have been a carriage way but has not been architecturally confirmed. The internal space behind entrance 2 is a large hallway space which may allow for the most simple construction/ engineering option.

4.3 Public Space and Sidewalks

Per the Official Plan 3.18.22 c) “In order to encourage a more pedestrian friendly form of retail *development* along King Street, the ground floor building face may be set back from the sidewalk to allow for an arcade form of *development*, characterized by a covered pedestrian walkway with supporting columns”.

High Priority

- The Tragically Hip Way; maintain 3.1 m (9.5 ft.) wide bus lay-by (will require a 1.1 m setback from the property line on The Tragically Hip Way);
- The Tragically Hip Way; sidewalk minimum of 3.3 m (10 ft.) unobstructed width from curb to building face;
- Tragically Hip Way; introduce right turn lane and stacking for two vehicles
- Ontario Street; sidewalk minimum 3.3 m (10 ft.) unobstructed width from curb to building face (will require up to a 1.1 m setback from the property line on Ontario Street);
- King Street sidewalk minimum of 3.3 m (10 ft.) unobstructed width from curb to building face;
- King Street Special surface treatment at vehicular crossing for hydro lay-by access
- Queen Street; maintain sidewalk as existing at 1.97 m (6.5 ft.) unobstructed width from curb to building face;
- Queen Street; widen portion of sidewalk not affected by heritage buildings to 3.3 m (10 ft.);
- Maximum 2 m (6.5 ft.) arcade recess on Ontario Street, The Tragically Hip Way and King Street
- Comfortable walking and seating conditions along streets and at appropriate courtyard and parkette locations; and,
- Locate trees and pedestrian lighting along public sidewalks to encourage pedestrian traffic.

Desirable

- Street furniture responds to the surrounding historic context.



Photo 12: Pedestrian focused streetscape including awnings and tree cover. The red brick demonstrates an optional arcade recess that could be utilised on Block 4

4.4 North-East Corner Parkette

High Priority

- For building heights above 35 m or when the building is 10 storeys or more;
- Located on the corner of Ontario Street and The Tragically Hip Way but may extend from the corner in a linear fashion along the Tragically Hip Way to provide a gathering place in front of the K-Rock Centre and/or a direct connection with the cross-block pedestrian connection;
- Minimum area of 400 m²; and,
- Primarily hard surface landscape.

Desirable

- Increased dimensions as appropriate;
- Incorporate public art elements; and,
- Design to support the role of Block 4 as part of the northern gateway into downtown Kingston.

4.5 Private Amenity Areas

Per the Official Plan 3.18.22 d) “Reduction of amenity space requirements as required in the Downtown and Harbour Zoning By-law may be considered, subject to the provision of alternate common amenity space, such as on rooftops, in internal courtyards, or mid-block walkways designed to improve pedestrian movement”.

High Priority

- Outdoor podium and roof top amenity space when building over 35 m or when the building is 10 storeys or more.

Desirable

- Green roof incorporating urban garden area; and,
- Increased amenity space with increased height.



Photo 13: Trinity Park in Toronto includes a pedestrian labyrinth and grade changes to create a unique space in the City.



Photo 14: Urban park with primarily hardsurface and extensive landscaping, Greenacre Park, New York City.

5.0 Heritage Interface

Please refer to the Block 4 Heritage Preservation Guidelines (consisting of the Heritage Preservation Inventory, Integrative Guidelines for New Design, Preservation Design Guidelines and Technical Conservation Guidelines) for a more detailed indication of required and desired measures with respect to designated heritage buildings on Block 4.

5.1 Integrative Guidelines for New Design

High Priority

- Preservation of the Queen Street designated heritage building envelope;
- New design recognizes and engages with historic context; and,
- New design shall not be faux historic but instead stand on its own merits.

Desirable

- New design should respect the heritage context through form, scale, proportion, and colour/material palettes.

5.2 Rear Setback/Courtyard

High Priority (please refer to Image 2)

- Minimum setback of 21 m from the rear wall of 21-23 Queen Street (less from the retained addition of 19 Queen Street);
- No new structures may be constructed directly above the heritage buildings;
- New structures adjacent to the rear wall of 19 Queen Street shall not exceed the height of the historic buildings; and
- The area to the rear of 21 and 23 Queen Street will form a courtyard with the Kingston Hydro building as its west wall and the retained portion of the addition to 19 Queen Street as the east wall.

Desirable

- Integration of courtyard area with the reopening of the original carriageways from Queen Street to provide an evocative and historically authentic access to the heart of the site and a link between the existing and the new design; and,
- Creation of an atrium/pavilion treatment of the courtyard area through the interface of the framing for such a structure with the existing heritage buildings.



Photo 15: Heritage street-wall with contextual infill: Jarvis St, Toronto



Photo 16: Heritage contextual infill development and rehabilitation, Terry Avenue Building, Seattle

Heritage Interface with Podium Design Elevations

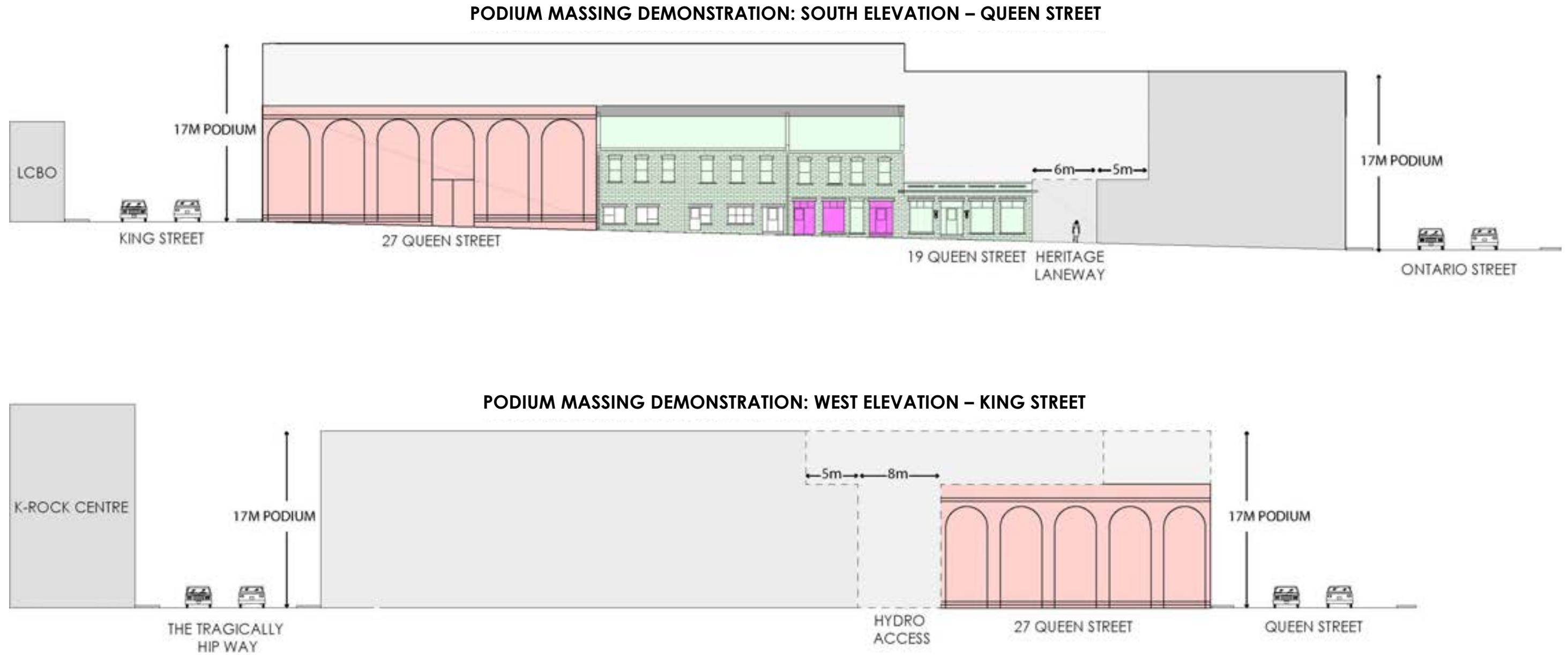


Image 6: Podium elevation views showing required setbacks for new infill development adjacent to the existing heritage buildings on site.

5.3 Street-Wall Design

5.3.1 Street-wall along Queen Street

(Described as the building face at zero setback from the property line)

High Priority

- Continue street-wall treatment at an appropriate scale and make use of materials which integrate visually with the existing historic architecture; and,
- Retain the historic lane access into the block adjacent to 19 Queen Street as a side yard setback. The lane space adjacent to 19 Queen Street must be a minimum of 6 m wide to allow the gable of 21 Queen Street to be able to still be viewed clearly from just south of the Ontario Street /Queen Street intersection.

Desirable

- New construction at the corner of Queen and Ontario Streets extends the historic street-wall along Queen Street and onto Ontario Street;
- New built form at the corner should reflect/extend the apparent floor heights and heights of window banding established at 21 and 23 Queen Street, or the Kingston Hydro Building;
- Re-establishment of carriage way; and,
- The rhythm of bays existing in the heritage buildings should be referenced but not duplicated.

5.3.2 Street-wall along KingStreet

High Priority

- Maintenance of the Kingston Hydro right of way and access from King Street.

Desirable

- The height at the street-wall could continue to be 4 storeys and potentially stepping up from that point either following the 39 degree angular plane already zoned (to 6 storeys) or possibly something taller with a steeper angular plane and the street wall forming the podium (subject to re-zoning);
- The rhythm of the bays and of the cornice/parapet height should be referenced in the new adjacent composition, but not duplicated;
- Visual connections from buildings to street; and,
- Screening of parking.

5.3.3 Northwest Corner

Desirable

- Inclusion of the corner park as required by height and density zoning; and,
- Recognition of historic elements from the adjacent Fort Frontenac.



Photo 17: Existing carriage way rehabilitation, Kingston



Photo 18: Retention of historic stone wall, Kingston

6.0 View Protection and Microclimate

6.1 Protection of Key Views (please refer to Image 7)

High Priority

- Protection of key views to City Hall along public streets;
- Protection of views to the waterfront along public streets;
- Orientation of building massing to allow for permeability and views to the sky from the street level;
- Restrict views to the interior of Fort Frontenac; and,

Desired

- Protection of elevated view planes;

6.2 Sun Access

High Priority

- Sun/ shadow study for the 4 seasons; and,
- Natural light provided for all residential units in mid-rise or high-rise development scenarios.

Desirable

- Southern sun exposure to new public space at the rear of the historic buildings along Queen Street;
- Minimum 50% sun exposure to mid-block courtyard; and,
- Sun exposure for the corner parkette where appropriate.

6.3 Reduction of Wind Effect

High Priority

- Pedestrian level wind study for comfortable walking conditions;
- Protected/ sheltered sitting areas;
- Integrate wind mitigation measures into building design; and,
- Measures to prevent venturi/ down draft effects at street level.

6.4 Noise Reduction

High Priority

- Noise impact study required if any low level generator or HVAC systems are proposed.



Image 7: Key views of waterfront and City Hall

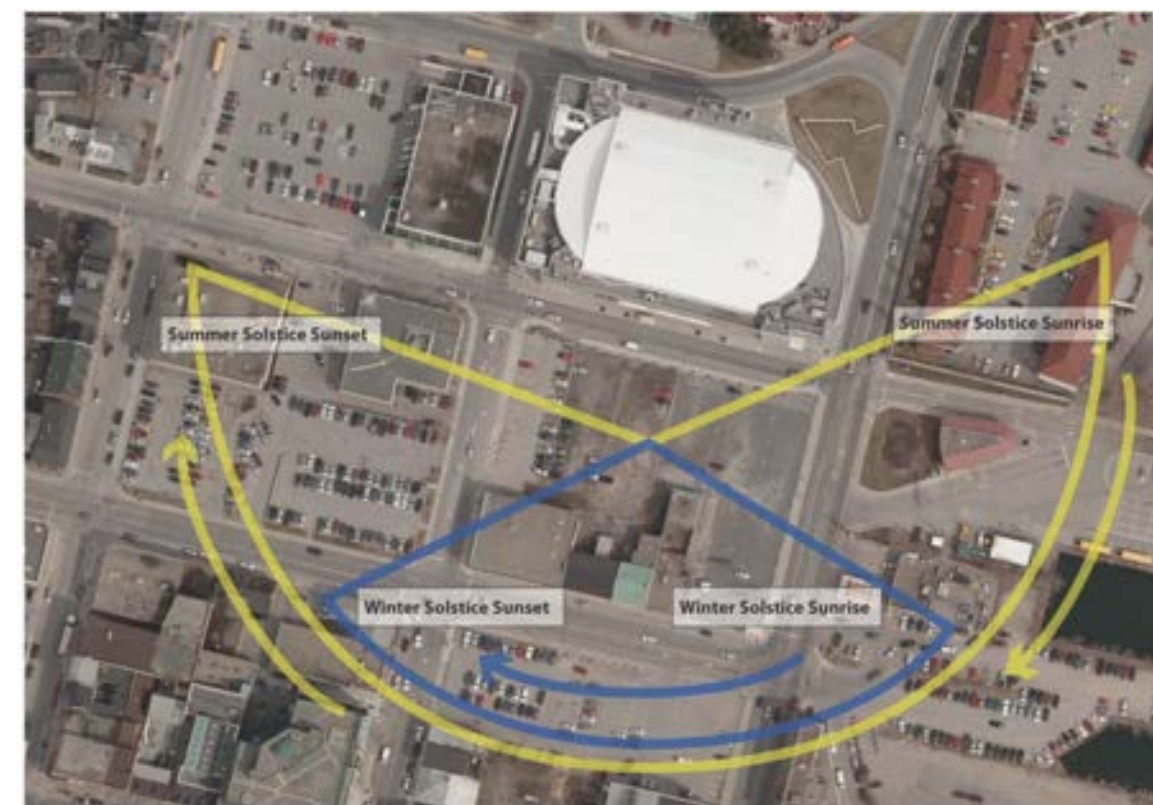


Image 8: Sun Exposure in winter and summer

7.0 Building Massing and Articulation

7.1 Podium Design and Activation

High Priority

- Locate podium levels parallel to the streets along the perimeter of the site;
- The maximum height of the podium levels shall be as shown on Image 2;
- Provide views/access from the podium levels into both the street and interior courtyard public realms; and,
- Respect the massing and height of existing heritage buildings on the site when designing the podium level.

Desired

- Design of podium to provide appropriate scale with neighbouring properties including low density residential and the Rogers K-Rock Centre; and,
- Materials – limestone, smooth and cut face, glass, aluminum curtainwall.

7.2 FSI Requirements

High Priority

- Site development must respect the following maximum FSI limits (subject to Zoning By-law amendment);
 - FSI of 5.5 based on the Gross Site Area; or
 - FSI of 7.0 based on the Net Site Area including underground parking;
- The intent of the FSI requirement is to encourage the following:
 1. Optimize public open space at grade;
 2. Minimize massive blocky building design; and,
 3. Encourage tall buildings to have smaller floor plates to promote slender towers.



Image 9: Active podium design in the Distillery District, Toronto

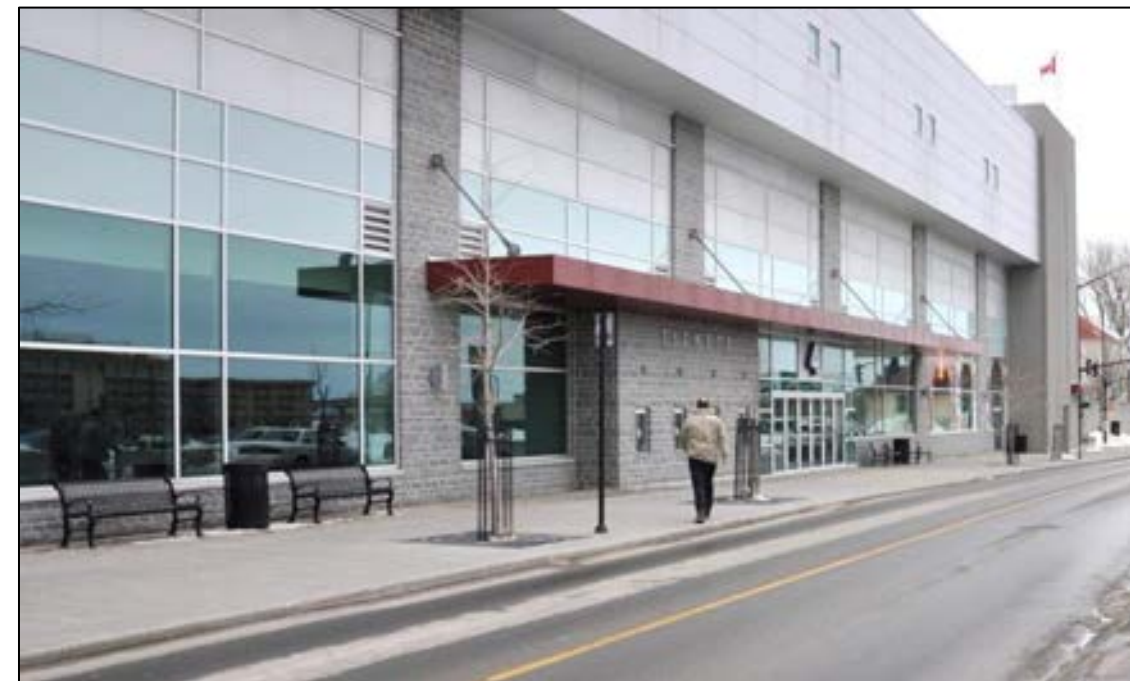


Photo 20: K-Rock Centre primary entrance and materials (limestone and glass), Kingston

7.3 Definitions FSI Calculation

“GROSS FLOOR AREA” (GFA)

means the sum total of the gross horizontal areas of all floors of all buildings or structures on a lot, measured from the interior faces of the exterior walls as defined by the City of Kingston Zoning By-law including any area used for parking structure above grade and mechanical/electrical uses above grade.

For the purposes of this Block 4 development, Floor Area, Gross includes any area below grade used for parking, storage or mechanical uses unless the height of the below grade use extends more than 600 mm above grade.

“NET LAND AREA” (NLA)

means the area of a lot owned by a proponent less any lands which have been or which will be dedicated to the City for public roads, public pathways, public open space, municipal parkland or public community facilities as defined by the City of Kingston Zoning By-law.

For the purposes of this Block 4 development, the Net Land Area includes Heritage Buildings sold as part of the development, and does not include the minimum land area dedicated for sidewalk widenings, the cross-block connection, and land dedicated as public open space at the corner of The Tragically Hip Way and Ontario Street for buildings over 9 storeys in height. For the purposes of the Block 4 development, net land area is calculated to be as follows:

- For buildings under 10 storeys (including mechanical penthouse): 6095 sq. m.
- For buildings of 10 storeys and up to 18 storeys (including mechanical penthouse) - 5695 sq. m.

“FLOOR SPACE INDEX“ (FSI)

as defined by the Kingston Zoning By-law means the ratio of gross floor area (GFA) permitted within a building or structure to the net land area of the lot on which the building(s) or structure(s) is (are) situated.

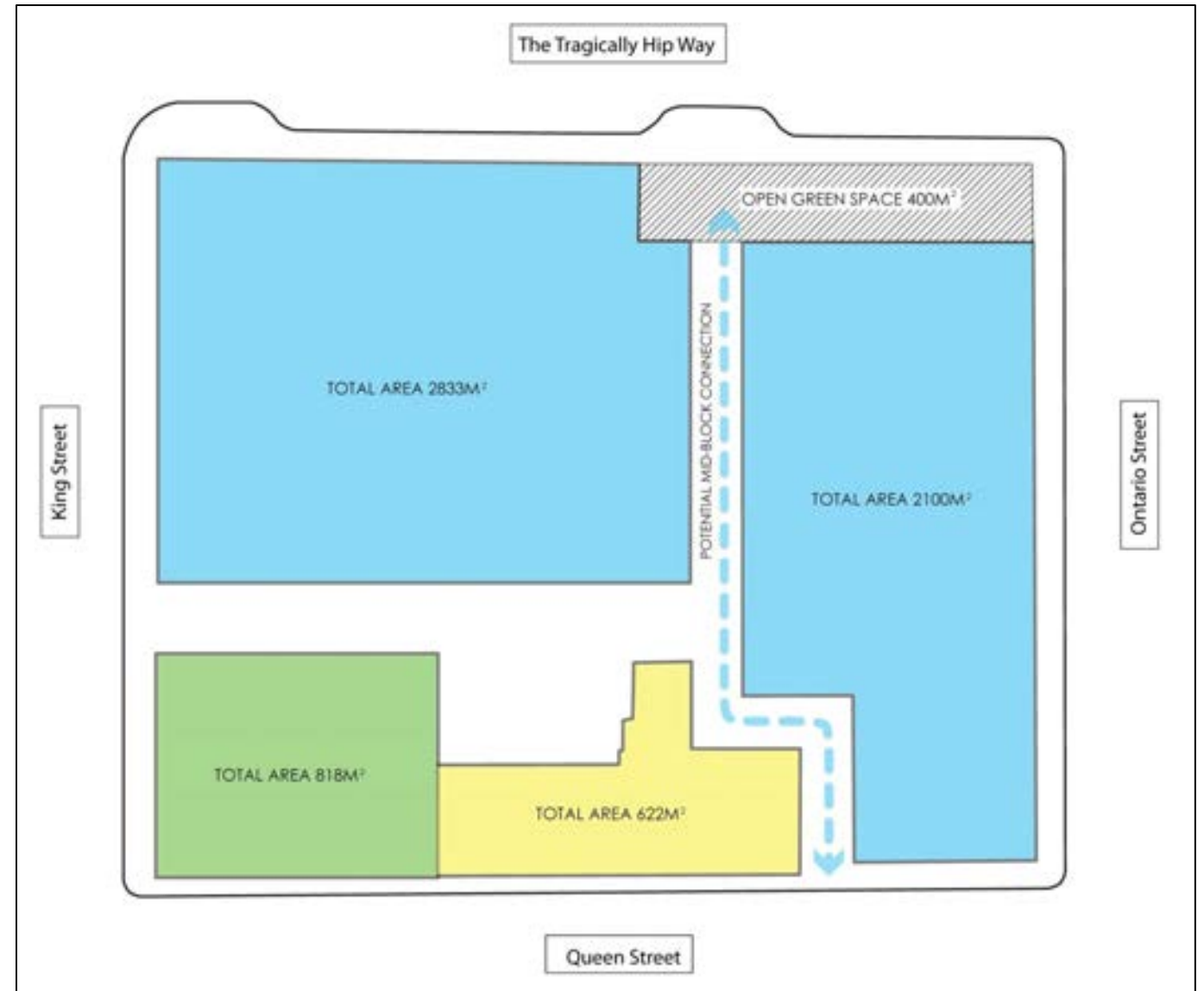


Image 10: Areas included in Gross Floor Area Measurement

7.4 Low-Rise Building (4 - 6 storeys)

High Priority

- Minimum 10m and maximum 17m podium level;
- Appropriate and compatible with waterfront exposure;
- Cross-block pedestrian connection;
- Ground level uses should be lively and engaging on all sides due to the building's exposure at both the street level and into the interior courtyard; and
- Setback of 5th and 6th storeys on a 50 degree maximum angular plane (subject to re-zoning) from build-to-plane (podium level).

Desirable

- Articulation of exterior façade (can be achieved through use of balconies, terraces, exterior shading, fenestration, etc.); and,
- No blank walls on the street facades or internal to the courtyard area.

7.5 Mid-Rise Building (7-9 storeys)

High Priority

- Minimum 10m and maximum 17m podium level;
- Appropriate and compatible with waterfront exposure;
- Cross-block pedestrian connection;
- Ground level uses should be lively and engaging on all sides due to the building's exposure at both the street level and into the interior courtyard; and,
- Towers setback from street edge of the podium level by a minimum of 5 m.

Desirable

- Refined shape and elegant use of materials;
- Maximize views along waterfront;
- Materials – glass and aluminum beyond 4 storey podium;
- Corner park located at Ontario Street and The Tragically Hip Way (minimum area of 400 m²);
- Articulation of exterior façade (can be achieved through use of balconies, terraces, exterior shading, fenestration, etc.); and,
- No blank walls on the street facades or internal to the courtyard area.



Image 11: Conceptual massing for 25 m (6 storeys) Low-Rise Building



Image 12: Conceptual massing for two 39 m (10 storeys) Mid-Rise Buildings

7.6 High-Rise Building (10-18 storeys)

High Priority

- Minimum 10m and maximum 17m podium level;
- Appropriate and compatible with waterfront exposure;
- Cross-block pedestrian connection;
- Ground level uses should be lively and engaging on all sides due to the building's exposure at both the street level and into the interior courtyard;
- Setback of towers a minimum of 5 m from the street edge of the podium level;
- Towers over 35 m or 10 storeys should have a distinctiveness in their design to provide new landmarks along Kingston's waterfront;
- Corner parkette measuring a minimum area of 400 m²; and
- Screening of mechanical uses.

Desired

- Refined shape and articulated use of materials;
- Maximize views along waterfront;
- Glass and aluminum materials beyond 17 m podium;
- Density split into two (2) towers. Any structure(s) above the currently zoned 25.5 m should be designed to allow for a sense of space and transparency through the site rather than appearing overly massive/ monolithic;
- Two tower proposals should separate towers by a minimum of 20 m and show a relationship between the two towers;
- Recognition of design context and architectural vocabulary surrounding the site;
- Design building floor plates to respect the dimensions and orientations of the site; and,
- Articulate massing of large floor plates to reduce the bulk of buildings on the site.



Image 13: Conceptual massing for two 65m (18 storeys) High-Rise Buildings



Photo 21: Refined shape of a High-Rise Building, One King West, Toronto

7.7 Height and Density Bonus

In accordance with Section 9.5.25 of the Official Plan, Council may approve a By-law to authorize an increase in height and/or density beyond that allowed by the existing zoning in return for facilities, services or matters benefiting the public. With respect to development proposals on Block 4, the City will be looking for the following public benefits in return for an increase in height or density.

High Priority

- 40 public parking spaces;
- Preservation and restoration of the heritage buildings at 19-23 Queen Street according to the mandatory requirements of the Heritage Preservation Guidelines;
- Provision of setbacks from the 19-23 Queen Street heritage buildings, including the courtyard;
- Provision of one cross-block pedestrian connection; and
- Provision of a corner parkette at the intersection of Ontario Street and The Tragically Hip Way with a minimum area of 400 m² for development with buildings over 9 storeys.

Desired

- Public parking in excess of 40 spaces or financial contribution towards the provision of additional public parking off site;
- Preservation and restoration of the heritage buildings at 19-23 Queen Street according to the desirable requirements of the Heritage Preservation Guidelines;
- Provision of public access through the former carriageway(s) in 19-23 Queen Street;
- Provision of additional cross-block pedestrian connections;
- Provision of the corner parkette at the intersection of Ontario Street and The Tragically Hip Way with a minimum area of 400 m² for development with buildings under 10 storeys;
- Public art;
- Public gallery/studio space;
- Reduced impact on infrastructure (better than regulated requirements for utility usage, traffic demand management strategies, bus stop shelter, cyclist facilities); and,
- Walk of Fame.



Photo 22: Interactive street furniture, Exploratorium, San Francisco



Photo 23: Indoor bike parking facility, Portland

8.0 Building Facades

New buildings on Block 4 must complement the existing character of the area through the integration of materials, lighting and signage where appropriate. Please refer to the Block 4 Heritage Preservation Guidelines for a more detailed indication of high priority and desired measures with respect to designated heritage buildings on Block 4.

8.1 Walls, Windows, Materials and Colour

High Priority

- All 4 sides of the building must be vibrant and include transparent windows/ active uses; and,
- Use of historic materials in combination with a variety of modern materials to form a contemporary expression at the podium level.

Desirable

- The palette of materials selected for the exterior cladding of the new construction should be appreciated as an integrated coherent composition including the heritage buildings;
- Inclusion of Kingston limestone in the podium level architecture through accents or building materials;
- Poured and /or precast concrete when used thoughtfully can 'stand in' for and/or work in concert with limestone walling; and,
- Use of copper, present as the roofing at 23 Queen Street, as an accent material.

8.2 Building Lighting

High Priority

- Pedestrian level interior courtyard lighting;
- Pedestrian focused lighting for public sidewalks;
- Reduction of spill over light; and,
- Night sky protection.

Desirable

- Use of lighting to express different levels of the building and highlight architectural features.

8.3 Building Signage

High Priority

- Refer to City of Kingston Sign By-law.

Desirable

- Create clear signage at the pedestrian level; and,
- Integration of heritage elements in signage.



Photo 24: Context sensitive signage, Kingston



Photo 25: Pedestrian scale lighting, Distillery Toronto

9.0 Site Mobility Features

9.1 Pedestrian

High Priority

- Protected pedestrian environment through the inclusion of weather protection measures.

Desirable

- Co-ordinated pedestrian canopies between retail stores;
- Inclusion of landscaped and architectural elements to create an engaging pedestrian realm; and,
- Pedestrian comfort areas including benches and public washrooms.

9.2 Bicycle

High Priority

- Public and private bicycle parking provided as per City of Kingston standards.

Desirable

- Provision of change room facilities;
- Provision of one secure enclosed bicycle storage space for each new residential unit constructed; and,
- Provision of one secure enclosed bicycle storage space for each new retail space.

9.3 Transit

High Priority

- Pedestrian connections to adjacent Express Bus stops.

Desirable

- Allocation of introductory transit passes for new residents; and,
- Car-share co-op membership/ support.



Photo 26: Engaging Pedestrian Connection, Ottawa



Photo 27: Kingston Transit, covered stop

10.0 Site Parking

A total of **40 Public Parking spaces** to be provided on Site. This provision may be completed by a combination of underground, at grade or above grade structures. The number of accessible parking spaces will be finalized following consultation with the Municipal Accessibility Advisory Committee.

Per the Official Plan 3.18.22 f) “As *redevelopment* takes place over time, the intent of these policies is to support the replacement of parking lots with above-grade parking structures, subject to the same build-to planes, minimum building height and minimum lot coverage provisions, as currently apply to other building forms in the area. Large structures such as a parking garage or a transportation terminal will be subject to design considerations in accordance with the policies of this Plan. Design considerations may include a façade treatment that will be harmonious with the intended massing and rhythm of design elements of the more traditional residential or office uses planned for the area”.

10.1 Underground Parking Design

High Priority

- Clear, 24 hour motion activated lighting;
- Access from King Street; and,
- Provision of a minimum of 100 parking spaces below grade.

10.2 At Grade Parking Design

High Priority

- Clear, 24 hour lighting with motion sensors;
- Only allowable if associated with Block 4 commercial or residential uses;
- At grade parking limited to a maximum of 25% of the block area; and,
- Access from King Street.

Desirable

- No at grade parking on-site.



Photo 28: Possible locations for underground parking entrance from King Street, Kingston, Block 4



Photo 29: Underground parking lighting, Germany

10.3 Above Grade Parking Design

High Priority

- Clear, 24 hour motion activated lighting;
- Screening of parking area by providing commercial uses at grade; and,
- Access from King Street.

Desirable

- Exterior surfaces to provide decorative screening using finished metal screen, plant material or other approved artistic expression;
- Housed in thoughtfully designed structures that fit contextually with the general architectural treatment. This can range from the unobtrusive well screened modest structure to a larger structure of a quality to work into the street wall with commercial below; and,
- Inclusion of an elevated enclosed walkway available for use during Rogers K-Rock Centre events.

10.4 Service Delivery

High Priority

- Indoor garbage/ recycling storage; and,
- Loading bays, delivery and maintenance vehicle access from King Street only.



Photo 30: Parking garage with architectural screening, Charleston

11.0 Sustainability

The development of Block 4 should be designed to minimize its impact on the environment and existing municipal infrastructure. Rating systems such as LEED can assist proponents in the consideration of various components of sustainable design. The implementation of many of the guidelines addressed within this report would assist the developer of the site in achieving Leadership in Energy and Environmental Design (LEED) Neighbourhood Development certification and LEED New Construction certification. The achievement of these designations is desirable as they would assist the City of Kingston towards reaching the goal of becoming Canada's most sustainable city.

11.1 Sustainable Design Features for New Development

Block 4 presents a unique location for the inclusion of a range of sustainable design features and project proposals that include LEED Certified buildings will receive more points in proposal evaluations. Proponents are encouraged to consider the following LEED categories when undertaking new building design:

- Natural Ventilation (i.e. exterior balconies, sliding glass doors, pivoting windows);
- Sustainable Sites;
- Water Efficiency;
- Energy and Atmosphere;
- Materials and Resources;
- Indoor Environmental Quality; and,
- Innovation and Design Process.

11.2 Block 4: A Component of a Sustainable Neighbourhood

Proponents should also consider opportunities for supporting a broader sustainable development strategy that incorporates the North Block District.

The North Block area is positioned to act as an integrated sustainable neighbourhood through design features including pedestrian linkages, renewable energy and an integrated network of open space. Possible certifications for the North Block District include:

- LEED for Neighbourhood Development; and,
- Formation of an Eco-District.



Photo 31: LEED Projects in Canada that have achieved Gold and Platinum Levels. The LEED ND logo represents a new category of LEED which includes a broader analysis to include several buildings and larger site areas.

11.3 Green Roof

High Priority

- Inclusion of extensive green roof on podium and roof levels for buildings over 35 m or when the building is 10 storeys or more;

Desirable

- Dedication of intensive green roof (i.e. permanent community garden space for residents) on podium and roof levels for buildings over 35 m or when the building is 10 storeys or more.

11.4 Green Infrastructure

Desirable:

- Green Infrastructure elements to improve the quality of the environment and contribute to reduced greenhouse gas emissions, clean water, and clean air and place less demand on existing infrastructure (roads, sewer, potable water, utilities) than conventional developments; and,
- Waste management strategy during construction and during building operation.



Photo 32: Mountain Equipment Co-op intensive greenroof, Toronto



Photo 33: Greenroof integration with residential tower, Dockside Green, Vancouver