



Project Sheets

# appendix B



# Projects

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

Each project sheet provides a concept sketch and information regarding:

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

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

## **Archaeological**

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

## **Ontario Regulation 148/06**

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

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

### **Canada Fisheries Act**

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

### **Parks Canada**

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

### **Phasing**

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

## Waterfront Awareness and Wayfinding Strategy

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

Key consideration of this first project include:

### Awareness

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

### Education

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

### Signage and Wayfinding

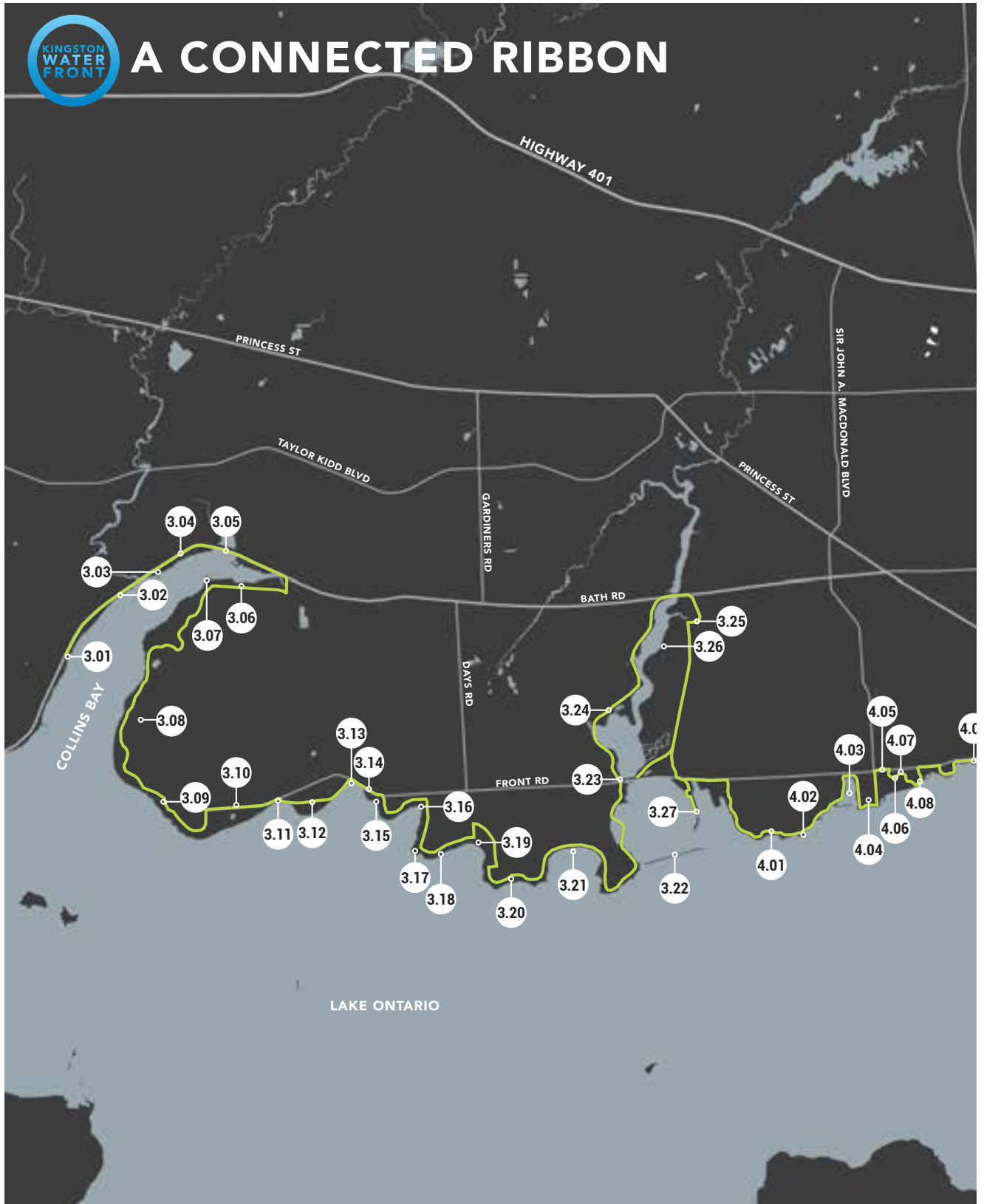
- Coordinated signage and wayfinding strategy for the entire waterfront which links key destinations;
- Branding strategy for the waterfront;

### Partnerships

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



# A CONNECTED RIBBON



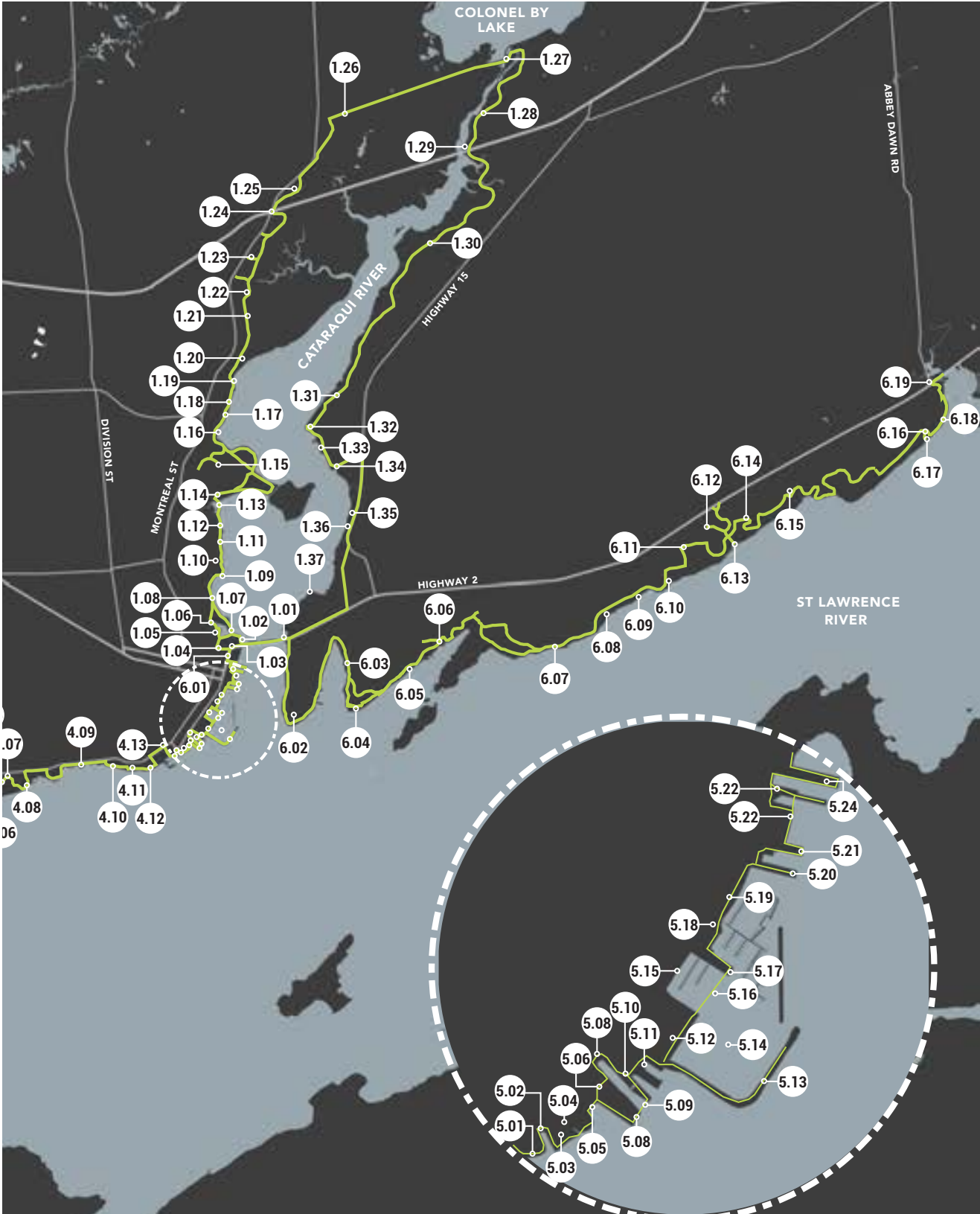
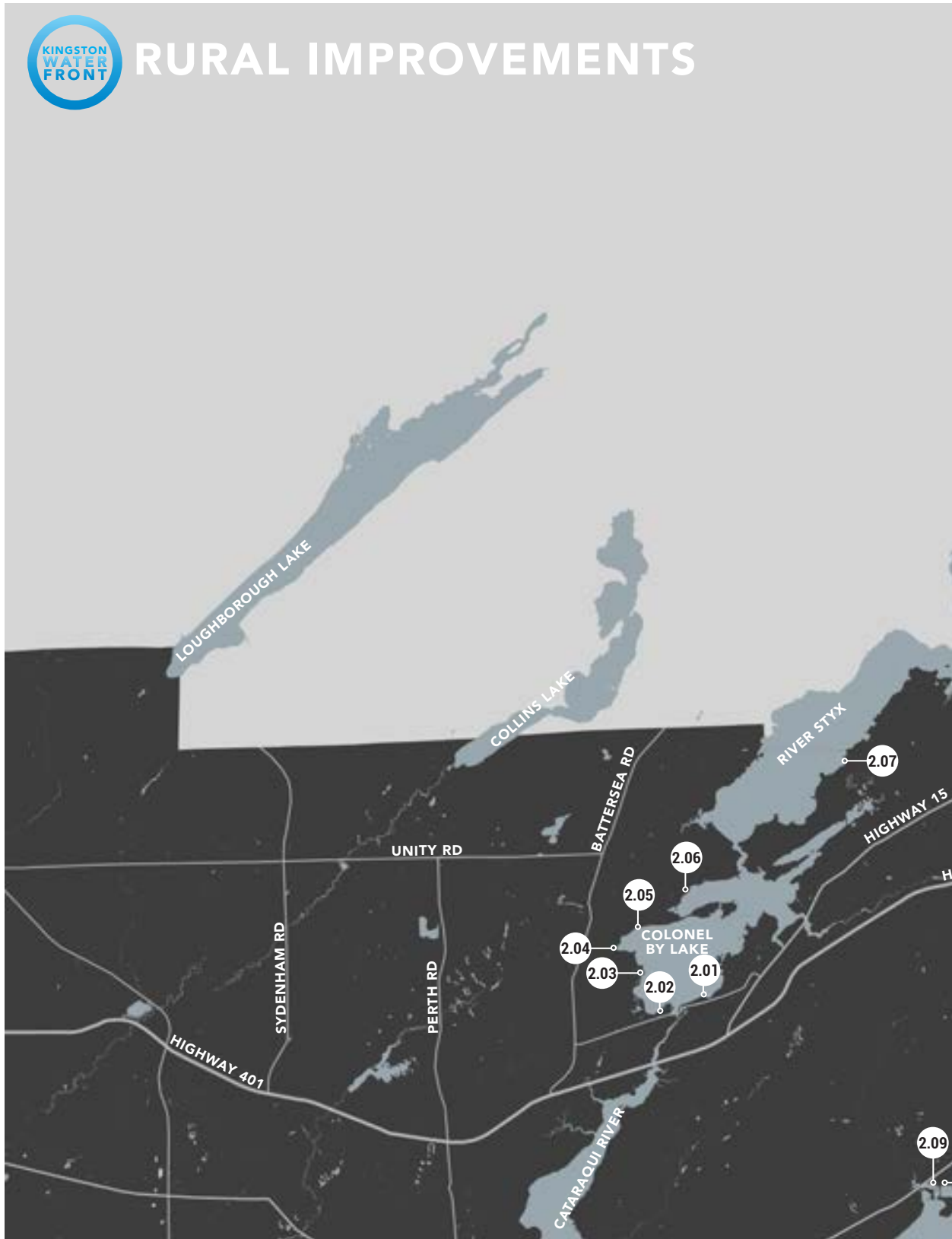


Figure 181: Location of proposed urban project



# RURAL IMPROVEMENTS





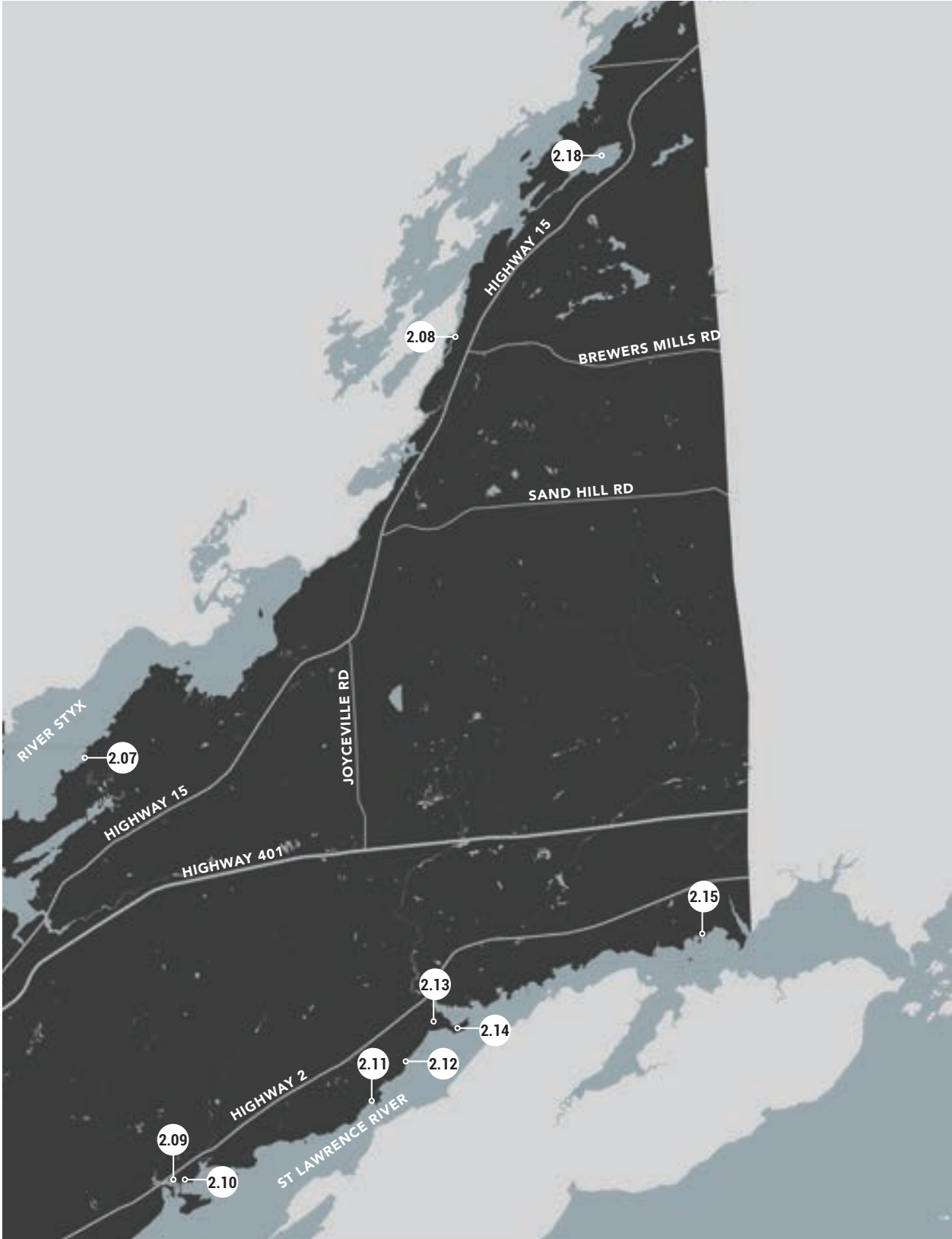


Figure 182: Location of proposed rural project



# Focus Area 1 Projects

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

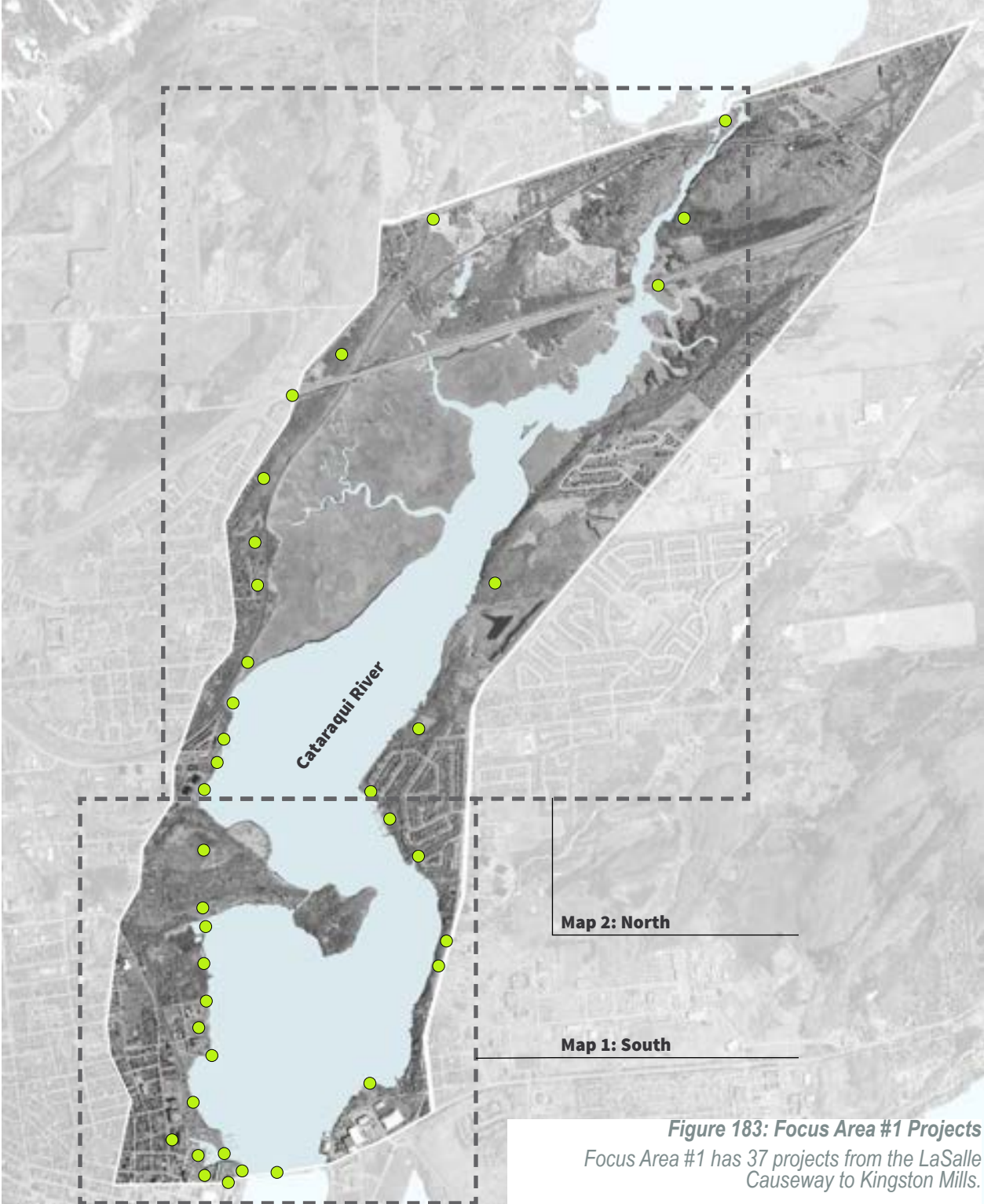
The projects in this Focus Area focus on creating a connected waterfront pathway network linking a series of parks and public open spaces to provide waterfront access. Some of the key waterfront destinations in this focus area include Douglas R. Fluhrer Park and Belle Park. Highway 401, the rail line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

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

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**Figure 183: Focus Area #1 Projects**  
Focus Area #1 has 37 projects from the LaSalle Causeway to Kingston Mills.

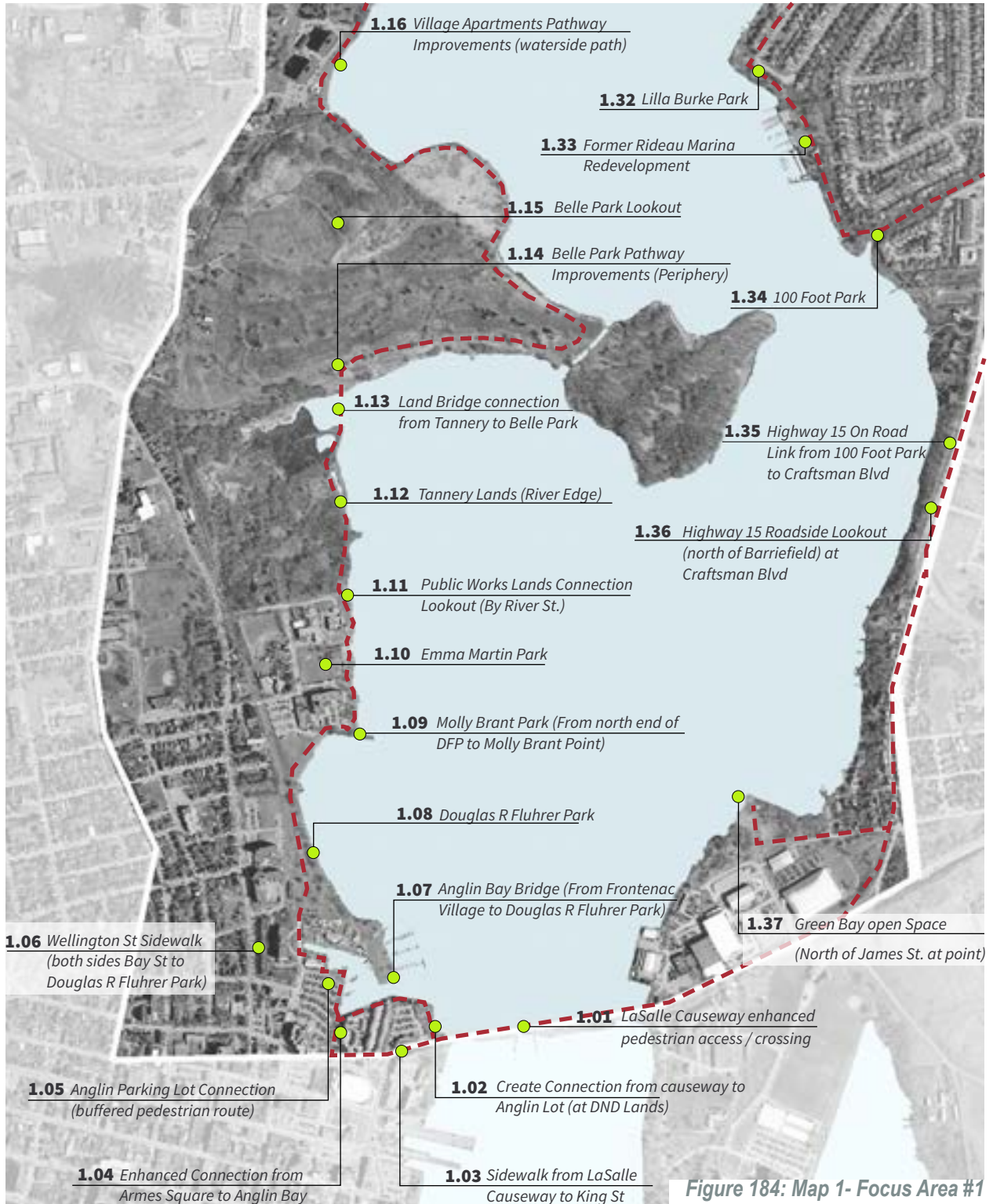


Figure 184: Map 1- Focus Area #1

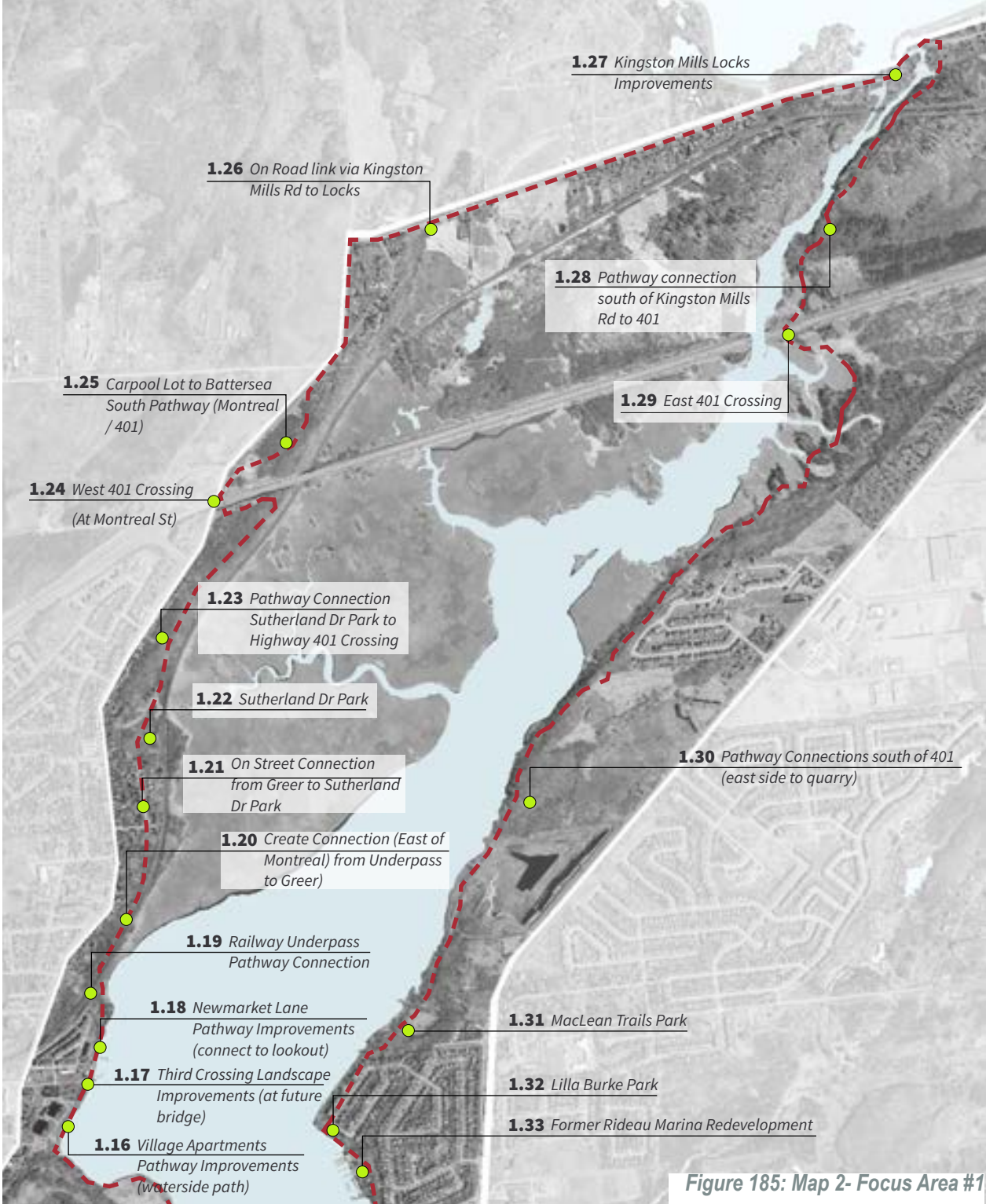


Figure 185: Map 2- Focus Area #1







## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

2.5 ha

### ownership

Public Works and Government Services Canada

### project partners

Public Works and Government Services Canada

### estimated budget

\$ 200,000

### priority ranking

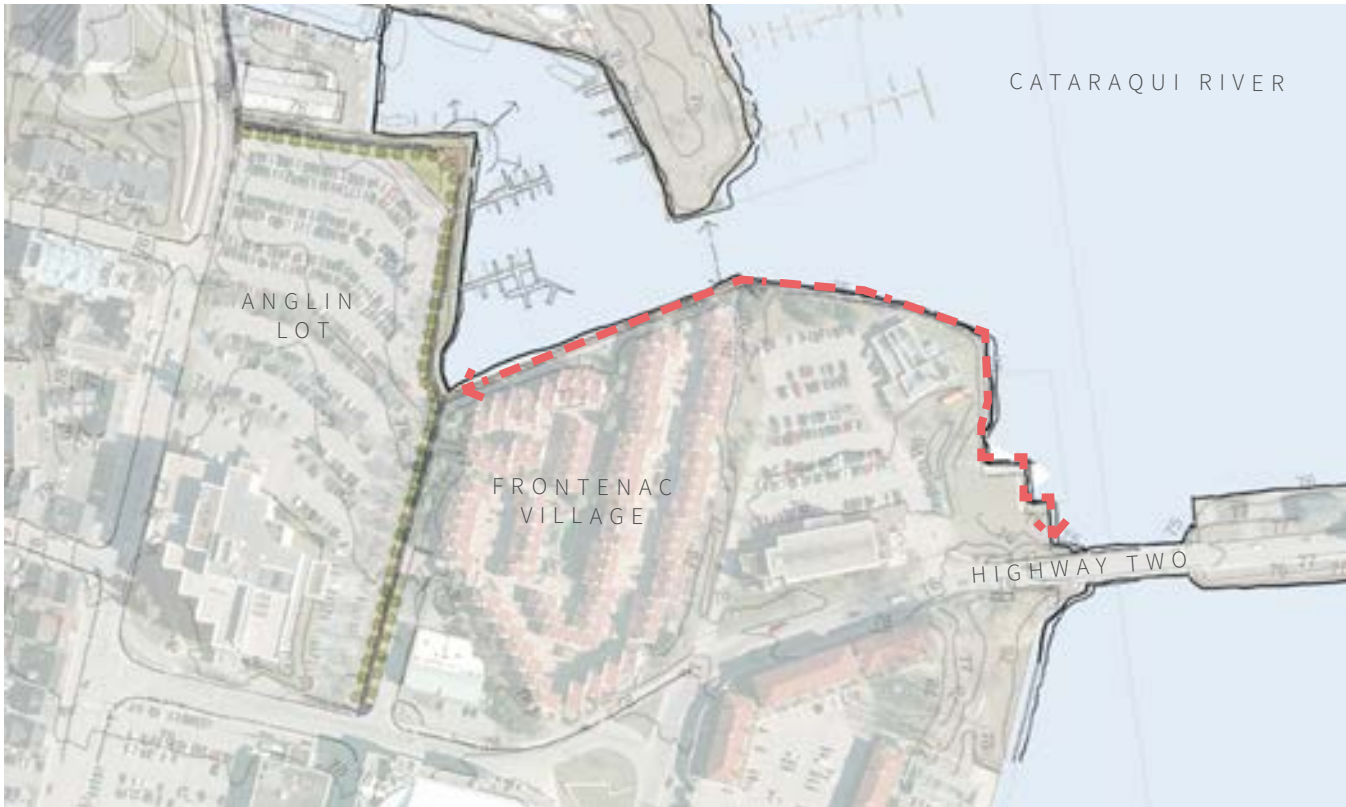
82 /137

### associated initiatives

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

6.01 Wolfe Island Ferry to LaSalle Causeway

# Create Connection from Causeway to Anglin Lot (at Department of National Defense Lands)



## Description

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

### Recommended improvements

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

### Project Risks and Challenges

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

## Details

### size / area

400 lm

### ownership

City of Kingston  
Department of National Defence

### project partners

Department of National Defence

### estimated budget

\$ 350,000

### priority ranking

80/137

### associated initiatives

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

# Sidewalk from LaSalle Causeway to King St. 1.03



## Description

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

### Recommended Improvements

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

### Project Risks and Challenges

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

## Details

### size / area

308 lm

### ownership

City of Kingston

### project partners

City of Kingston Public Works

### estimated budget

\$ 120,000

### priority ranking

93/137

### associated initiatives

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



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

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

## Details

### size / area

217 lm

### ownership

Private (easement)

### project partners

### estimated budget

\$ 140,000

### priority ranking

106/137

### associated initiatives

1.03 Sidewalk from LaSalle Causeway to King St.

1.05 Anglin Parking Lot Connection (buffered pedestrian route)



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

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

## Details

### size / area

200 lm

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 430,000

### priority ranking

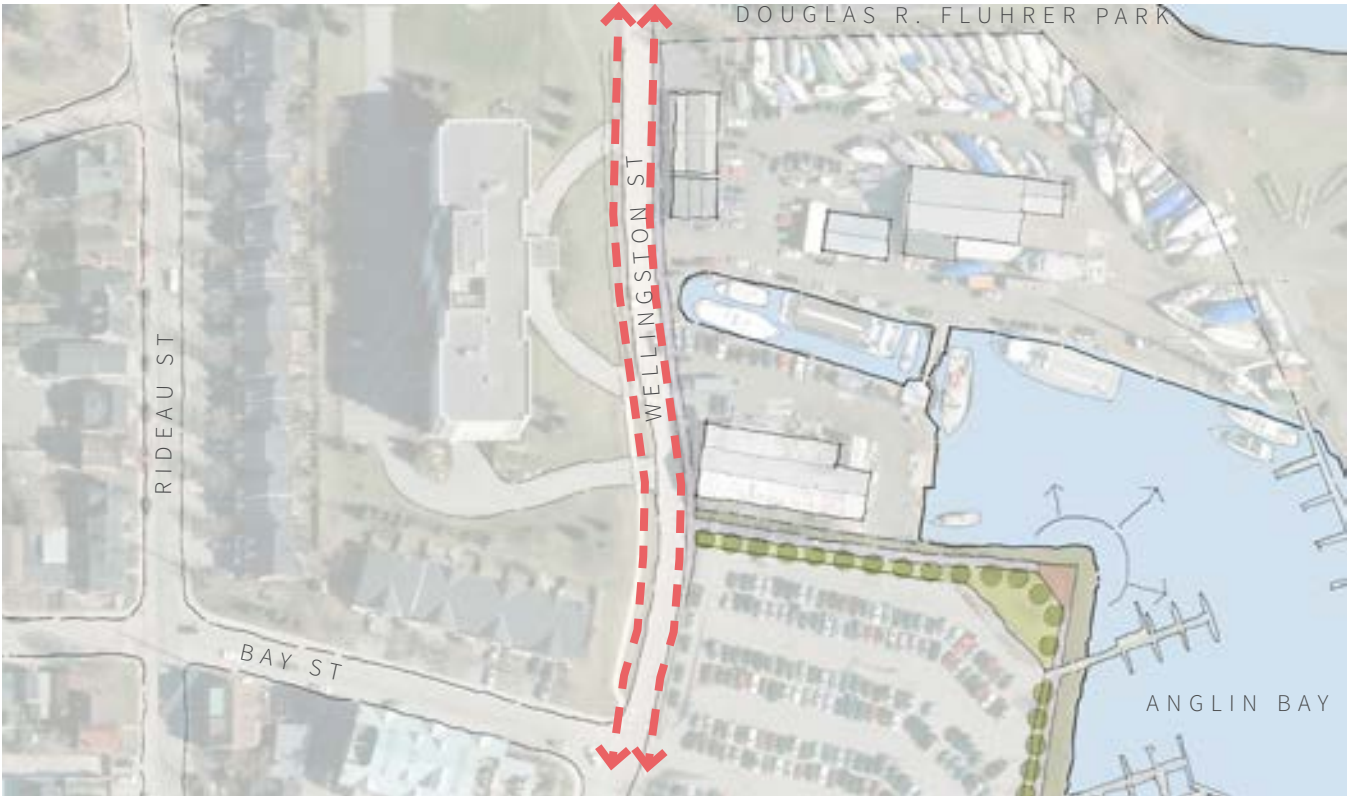
106/137

### associated initiatives

1.04 Enhanced Connection from Armes Square to Anglin Bay

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

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



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

- Coordination with Wellington Street Extension (if implemented)

## Details

### size / area

400 lm

### ownership

City of Kingston

### project partners

### estimated budget

\$ 185,000

### priority ranking

89/137

### associated initiatives

1.05 Anglin Parking Lot Connection (buffered pedestrian route)

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

# Anglin Bay Bridge

(From Frontenac Village to Douglas R. Fluhrer Park)

1.07



## Description

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

### Recommended improvements:

- ▷ Pedestrian bridge
- ▷ Lookout

### Project Risks and Challenges

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

## Details

### size / area

45 lm

### ownership

Other

### project partners

Adjacent Land-Owners

### estimated budget

\$ 560,000

### priority ranking

69/137

### associated initiatives

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

1.08 Douglas R. Fluhrer Park

## 1.08 Douglas R. Fluhrer Park



### Description

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

#### Recommended improvements as per the 2014 Master Plan include:

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

#### Project Risks and Challenges

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

### Details

#### size / area

3.00 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 2,684,000

#### priority ranking

3/137

#### associated initiatives

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

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



# Molly Brant Park 1.09

(from north end of DFP to Molly Brant Point)



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

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

## Details

### size / area

0.90 ha

### ownership

City of Kingston  
Private

### project partners

Adjacent Land-Owners

### estimated budget

\$ 460,000

### priority ranking

18/137

### associated initiatives

- 1.08 Douglas R. Fluhrer Park
- 1.10 Emma Martin Park

## 1.10 Emma Martin Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges

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

### Details

#### size / area

1.70 ha

#### ownership

City of Kingston

#### project partners

Stakeholder Groups  
Adjacent Land-Owners

#### estimated budget

\$ 490,000

#### priority ranking

37/137

#### associated initiatives

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

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

# Public Works Lands Connection Lookout (By River St. Pumping Station)

1.11



## Description

This is an improvement at the end of River Street.

### Recommended improvements:

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

### Project Risks and Challenges

- ▷ Integration with Tannery Lands development

## Details

### size / area

0.90 ha

### ownership

City of Kingston

### project partners

Stakeholder Groups  
Adjacent Land-Owners

### estimated budget

\$ 160,000

### priority ranking

101/137

### associated initiatives

1.10 Emma Martin Park  
1.12 Tannery Lands (River Edge)

## 1.12 Tannery Lands (River Edge)



### Description

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

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

#### Recommended improvements:

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

#### Project Risks and Challenges

- ▷ Soil contamination and site remediation

### Details

#### size / area

2.90 ha

#### ownership

Private

#### project partners

Land-Owner / Developer

#### estimated budget

\$ 1,310,000

#### priority ranking

11/137

#### associated initiatives

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

1.13 Land Bridge Connection from  
Tannery to Belle Park

# Land Bridge Connection (from Tannery to Belle Park)

1.13



## Description

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

### Project improvements will include:

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

### Project Risks and Challenges

- ▷ Soil contamination and existing remediation measures

## Details

### size / area

1.50 ha

### ownership

Other

### project partners

Cataraqui Region Conservation Authority  
Adjacent Land-Owners

### estimated budget

\$ 910,000

### priority ranking

42/137

### associated initiatives

1.12 Tannery Lands (River Edge)  
1.14 Belle Park Pathway Improvements (Periphery)

## 1.14 Belle Park Pathway Improvements (Periphery)



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges

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

### Details

#### size / area

45.00 ha

#### ownership

City of Kingston

#### project partners

Friends of Belle Park

#### estimated budget

\$ 350,000

#### priority ranking

29/137

#### associated initiatives

1.13 Land Bridge Connection from Tannery to Belle Park

1.15 Belle Park Lookout

1.16 Village Apartments Pathway Improvements (waterside path)



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

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

## Details

### size / area

0.35 ha

### ownership

City of Kingston

### project partners

Friends of Belle Park

### estimated budget

\$ 340,000

### priority ranking

53/137

### associated initiatives

1.14 Belle Park Pathway Improvements (Periphery)

## 1.16 Village Apartments Pathway Improvements (waterside path)



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges

- ▷ Coordination with Village Apartments

### Details

#### size / area

300 lm

#### ownership

Private

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 190,000

#### priority ranking

103/137

#### associated initiatives

1.14 Belle Park Pathway Improvements (Periphery)

1.17 Third Crossing Landscape Improvements (at future bridge)



# Third Crossing Landscape Improvements (at future bridge abutments)

1.17



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

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

## Details

### size / area

1.50 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

TBD

### priority ranking

57/137

### associated initiatives

1.16 Village Apartments Pathway Improvements (waterside path)

1.18 Newmarket Lane Pathway Improvements (connect to lookout)

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



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges

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

### Details

#### size / area

400 lm

#### ownership

Private

#### project partners

Parks Canada (Rideau Canal)  
Adjacent Land-Owners

#### estimated budget

\$ 280,000

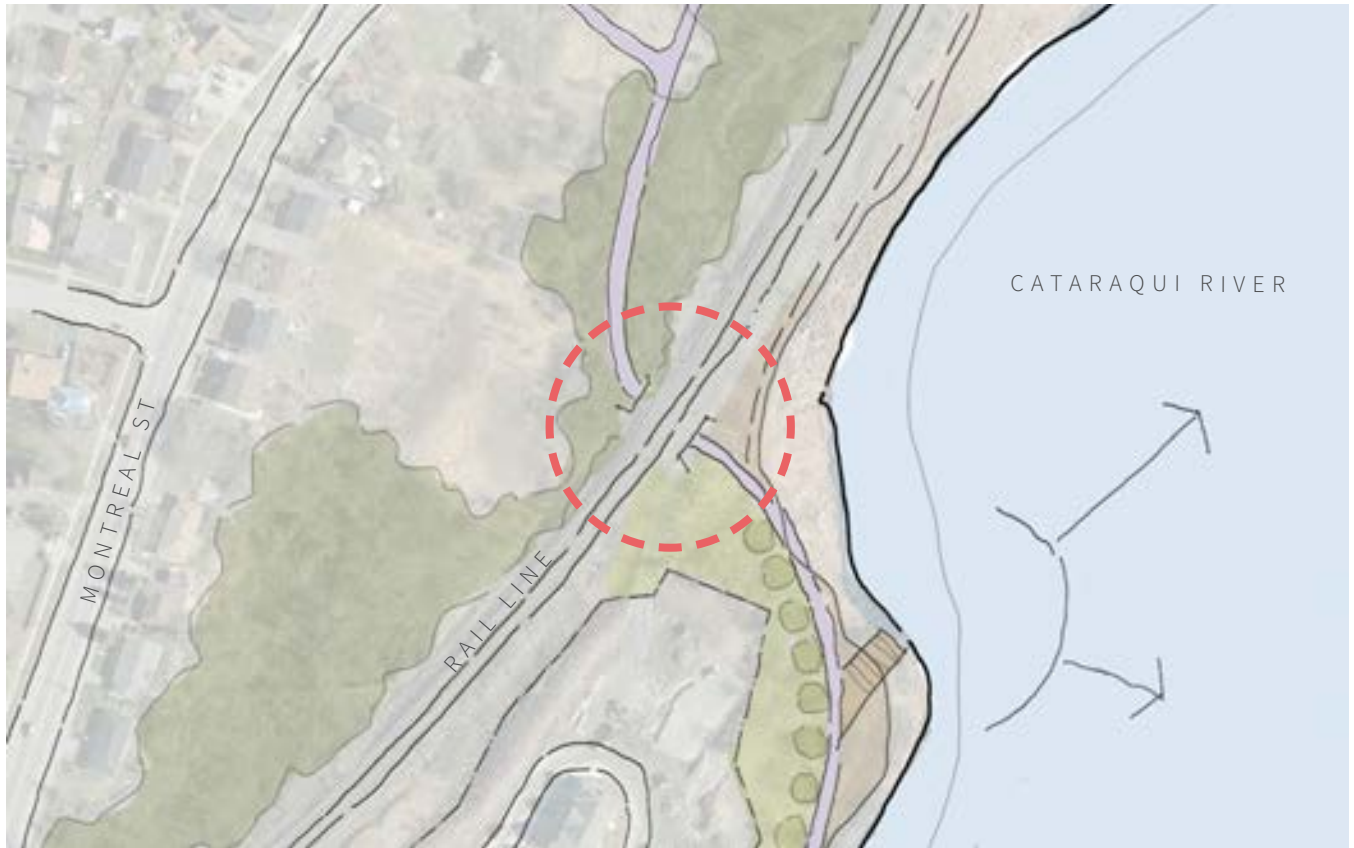
#### priority ranking

86/137

#### associated initiatives

1.17 Third Crossing Landscape Improvements (at future bridge)

1.19 Railway Underpass Pathway Connection



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

- ▷ Coordination / Permission from railway

## Details

### size / area

0.15 ha

### ownership

Canadian National Railway

### project partners

Canadian National Railway

### estimated budget

\$ 310,000

### priority ranking

102/137

### associated initiatives

1.18 Newmarket Lane Pathway Improvements (connect to lookout)

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

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



### Description

This connection passes through the lands behind Montreal Street.

#### Recommended improvements:

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

#### Project Risks and Challenges

- ▷ Coordination with property owners and stakeholder groups

### Details

#### size / area

700 lm

#### ownership

Private  
City of Kingston

#### project partners

Land-Owners

#### estimated budget

\$ 410,000

#### priority ranking

100/137

#### associated initiatives

1.19 Railway Underpass Pathway  
Connection

1.21 On Street Connection from  
Greer to Sutherland Dr. Park



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

- ▷ Coordination with property owners and neighbourhood groups

## Details

### size / area

270 lm

### ownership

City of Kingston

### project partners

Engineering

### estimated budget

\$ 115,000

### priority ranking

134/137

### associated initiatives

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

1.22 Sutherland Drive Park

## 1.22 Sutherland Drive Park



### Description

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

#### Recommended improvements:

- ▷ Park Enhancements / upgrades
- ▷ Playground improvements

#### Project Risks and Challenges

- ▷ Coordination with property owners and stakeholder groups

### Details

#### size / area

1.00 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 310,000

#### priority ranking

113/137

#### associated initiatives

1.21 On Street Connection from Greer to Sutherland Dr. Park

1.23 Pathway Connecting Sutherland Dr. Park to Highway 401 Crossing

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



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges

- ▷ Coordination with developers, owners and stakeholder groups

### Details

#### size / area

1800 lm

#### ownership

Private

#### project partners

Land-owners

#### estimated budget

\$ 660,000

#### priority ranking

114/137

#### associated initiatives

1.22 Sutherland Drive Park

1.24 West 401 Crossing (at Montreal Street)

## 1.24 West 401 Crossing (at Montreal Street)



### Description

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

#### Recommended improvements:

- ▷ Signage
- ▷ Pavement markings

#### Project Risks and Challenges

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

### Details

#### size / area

140 lm

#### ownership

Other

#### project partners

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

#### estimated budget

\$ 50,000

#### priority ranking

135/137

#### associated initiatives

1.23 Pathway Connecting  
Sutherland Dr. Park to Highway 401  
Crossing

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



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

1.25



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

- ▷ Coordination with Engineering

## Details

### size / area

650 lm

### ownership

Private

### project partners

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

### estimated budget

\$ 160,000

### priority ranking

133/137

### associated initiatives

1.24 West 401 Crossing (at Montreal Street)

1.26 On Road link via Kingston Mills Rd. to Locks

## 1.26 On Road link via Kingston Mills Rd. to Locks



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges

- ▷ Coordination with property owners and stakeholder groups

### Details

#### size / area

550 lm

#### ownership

Other/Provide

#### project partners

Engineering  
Adjacent land owners

#### estimated budget

\$ 370,000

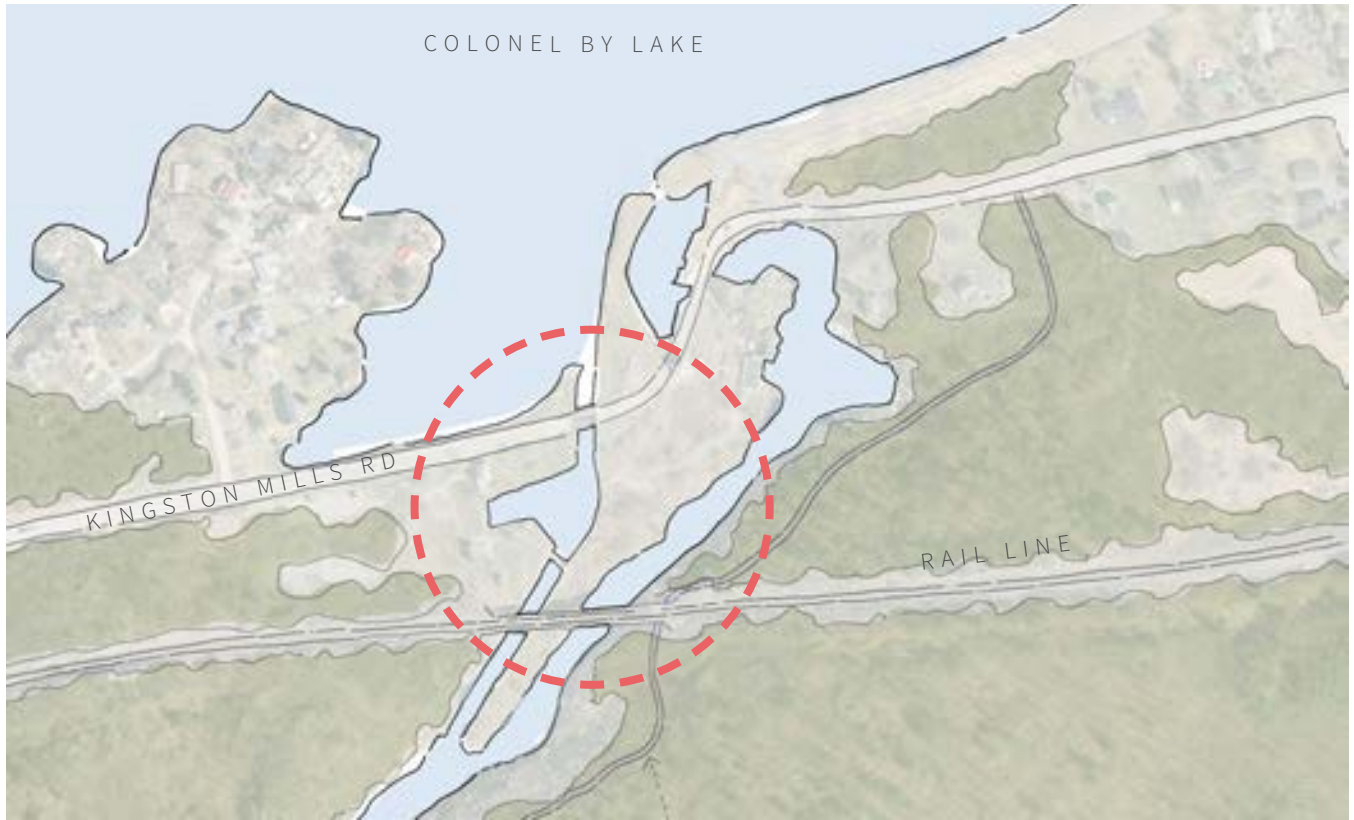
#### priority ranking

137/137

#### associated initiatives

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

1.27 Kingston Mills Locks Improvements



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

- ▷ Coordination and cooperation with Parks Canada

## Details

### size / area

2.50 ha

### ownership

Other

### project partners

Parks Canada

### estimated budget

\$ 225,000

### priority ranking

67/137

### associated initiatives

1.26 On Road link via Kingston Mills Rd. to Locks

1.28 Pathway connection south of Kingston Mills Road to 401



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

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

## Details

### size / area

2250 lm

### ownership

Other

### project partners

Parks Canada

### estimated budget

\$ 690,000

### priority ranking

68/137

### associated initiatives

1.27 Kingston Mills Locks Improvements

1.29 East 401 Crossing



## Description

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

### Recommended improvements:

- ▷ Secondary trail
- ▷ Lookout opportunities

### Project Risks and Challenges

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

## Details

### size / area

0.65 ha

### ownership

Other

### project partners

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

### estimated budget

\$ 1,350,000.00

### priority ranking

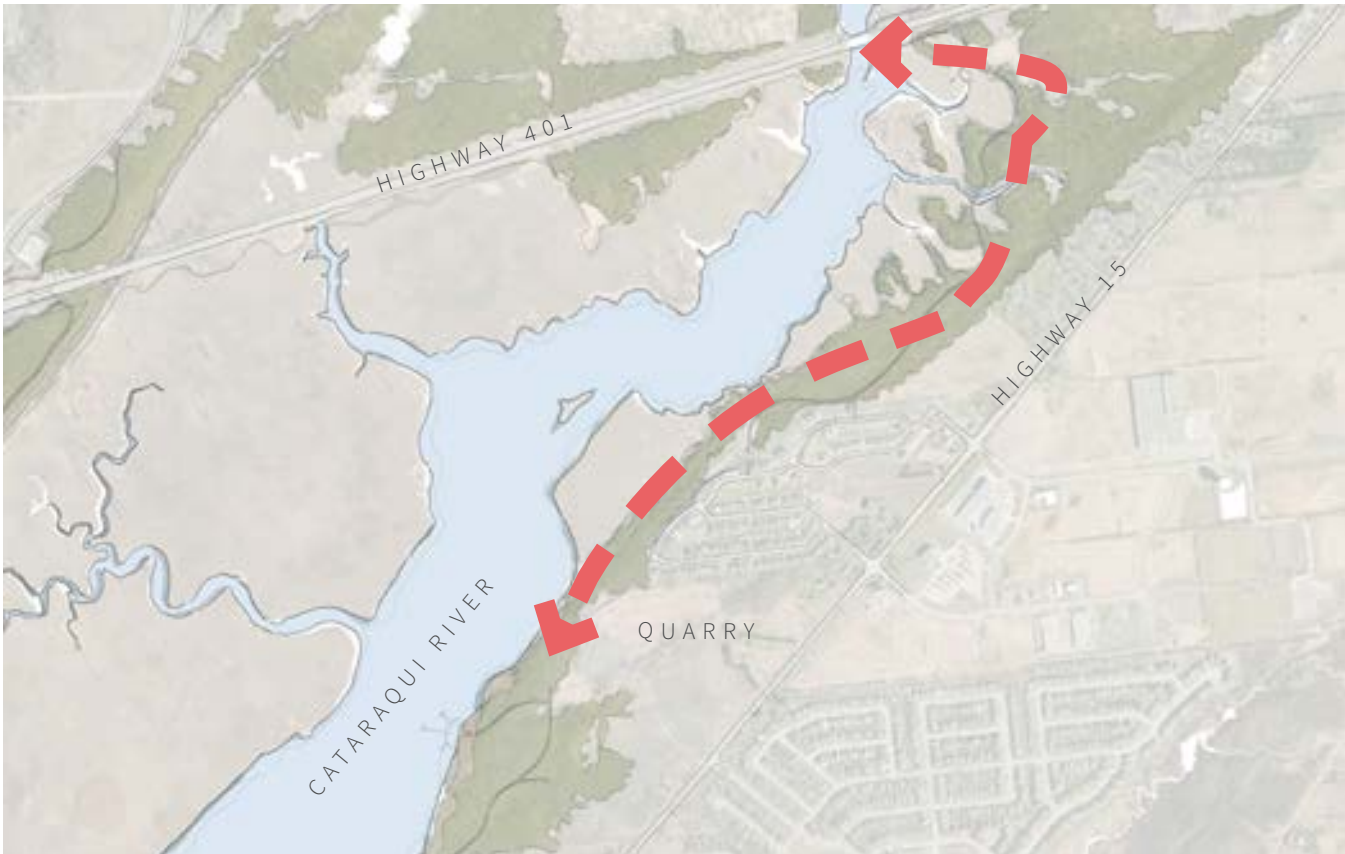
130/137

### associated initiatives

1.28 Pathway connection south of Kingston Mills Road to 401

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

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



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges

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

### Details

#### size / area

5000 lm

#### ownership

Private

#### project partners

Land owners

#### estimated budget

\$ 1,210,000

#### priority ranking

58/137

#### associated initiatives

1.29East 401 Crossing



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

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

## Details

### size / area

2.62 ha

### ownership

City of Kingston

### project partners

Engineering

### estimated budget

\$ 470,000

### priority ranking

46/137

### associated initiatives

Stand Alone

## 1.32 Lilla Burke Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges

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

### Details

#### size / area

1.15 ha

#### ownership

City of Kingston

#### project partners

Stakeholder Groups  
Adjacent Land-Owners

#### estimated budget

\$ 310,000

#### priority ranking

97/137

#### associated initiatives

1.33 Former Rideau Marina  
Redevelopment





## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

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

## Details

### size / area

1.65 ha

### ownership

Private

### project partners

Landowner / Developer

### estimated budget

\$ 490,000

### priority ranking

68/137

### associated initiatives

1.32 Lilla Burke Park

## 1.34 100 Foot Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges

- ▷ Coordination with neighbourhood stakeholders

### Details

#### size / area

1 .50 ha

#### ownership

City of Kingston

#### project partners

Cataraqui Region Conservation Authority

#### estimated budget

\$ 350,000

#### priority ranking

90/137

#### associated initiatives

Stand Alone

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

1.35



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges

- ▷ Coordination with Transportation Services

## Details

### size / area

2000 lm

### ownership

City of Kingston

### project partners

Engineering

### estimated budget

\$ 150,000

### priority ranking

95/137

### associated initiatives

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

1.36

## Highway 15 Roadside Lookout (north of Barriefield) on west side @Craftsman



### Description

This project proposes two overlooks over the Cataraqui River.

#### Recommended improvements:

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

#### Project Risks and Challenges

- ▷ Coordination with Engineering

### Details

#### size / area

1.30 ha

#### ownership

City of Kingston

#### project partners

Engineering

#### estimated budget

310,000

#### priority ranking

104/137

#### associated initiatives

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



## Description

Provide connection through Barriefield Heritage District

### Recommended improvements:

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

### Project Risks and Challenges

- ▷ Coordination with Department of National Defence

## Details

### size / area

2.65 ha

### ownership

City of Kingston

### project partners

Department of National Defence

### estimated budget

\$ 360,000

### priority ranking

83/137

### associated initiatives

Stand Alone



## Focus Area 2 Projects

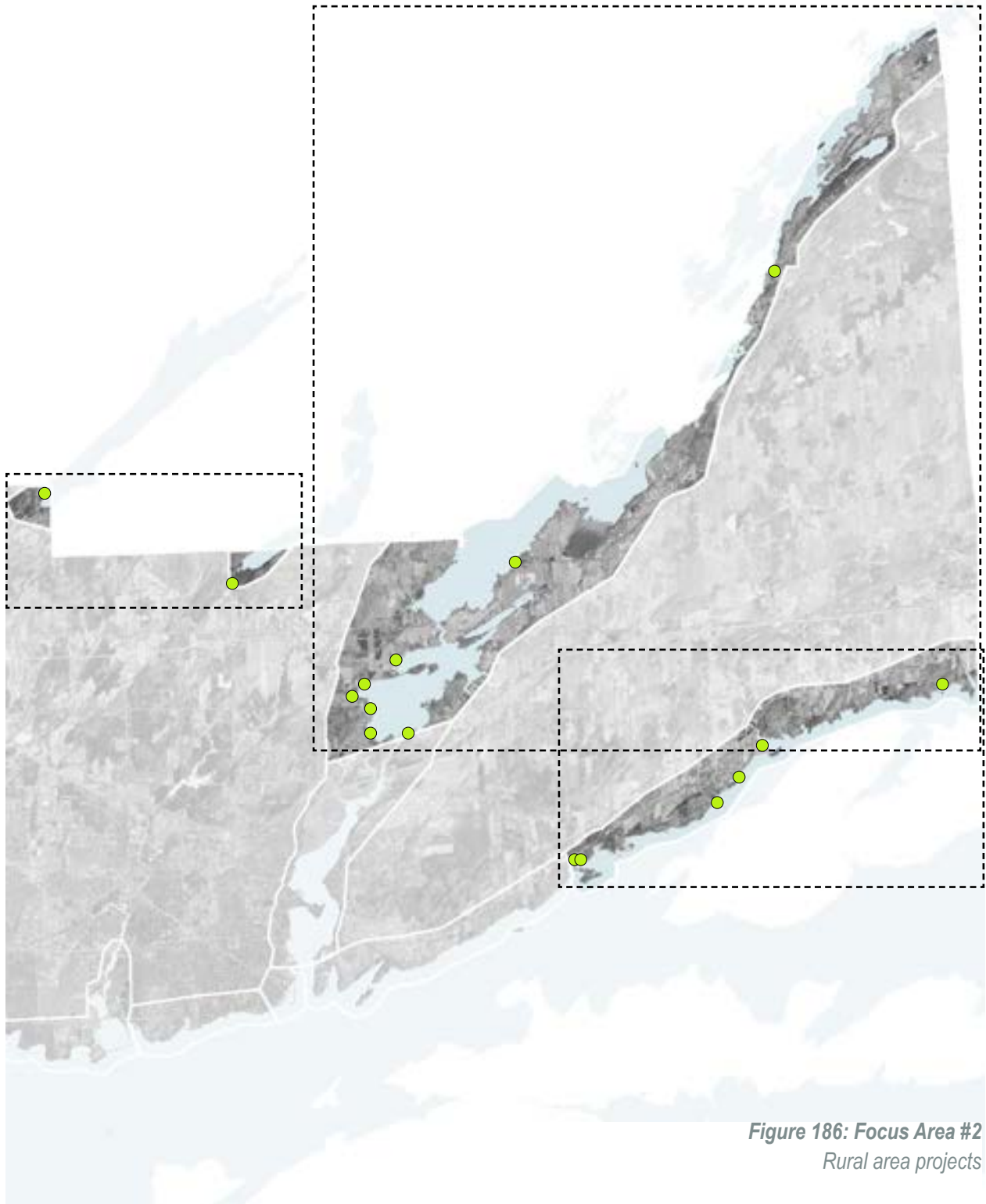
Eighteen projects have been identified in Focus Area 2 extending from Kingston Mills Locks north of the Rideau Canal to Little Cranberry Lake, and from Treasure Island East to the eastern boundary of Kingston. Little Collins Lake and Loughborough Lake are also included in this Focus Area which is centred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

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

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

### Projects

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



*Figure 186: Focus Area #2  
Rural area projects*



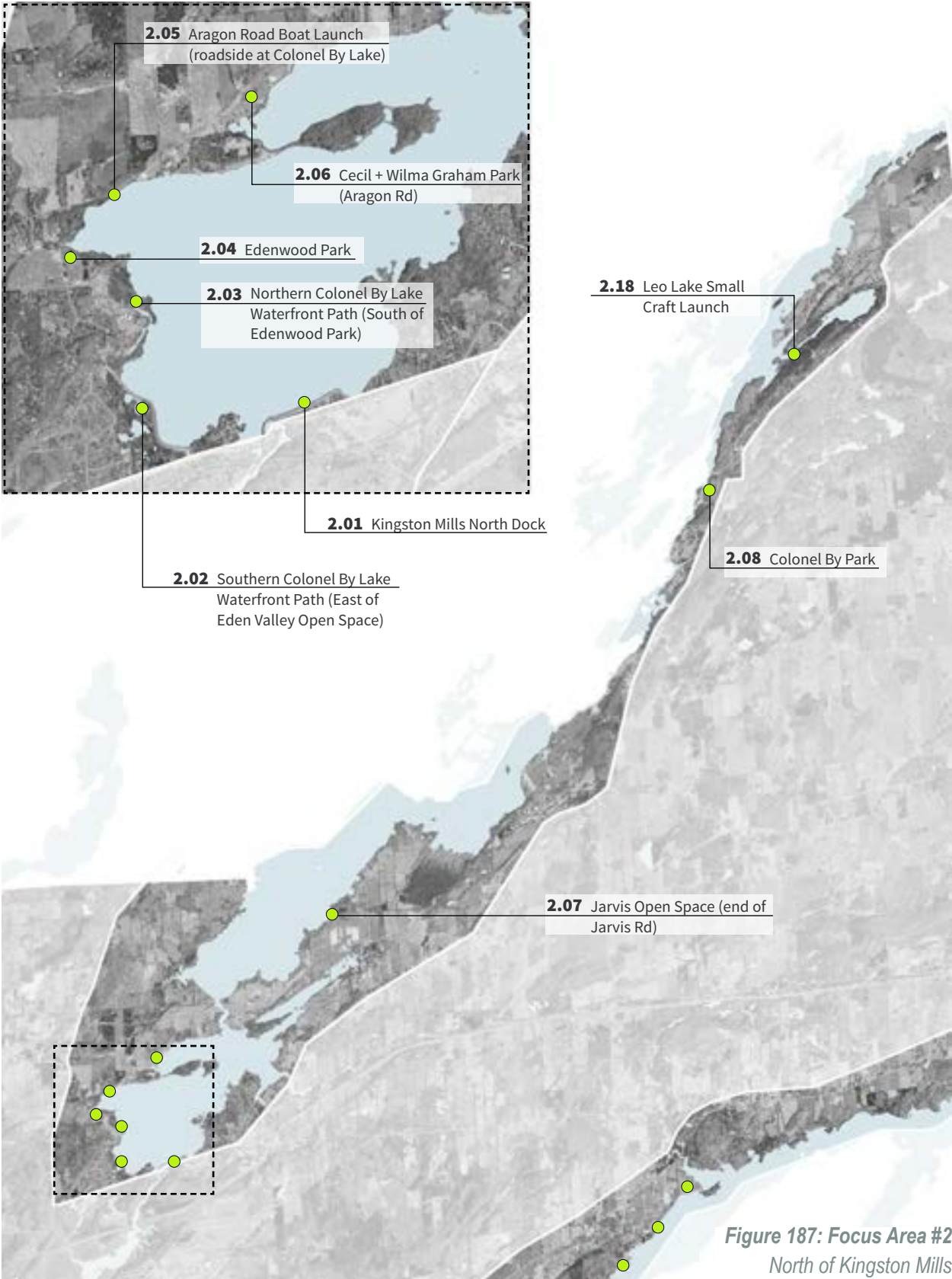
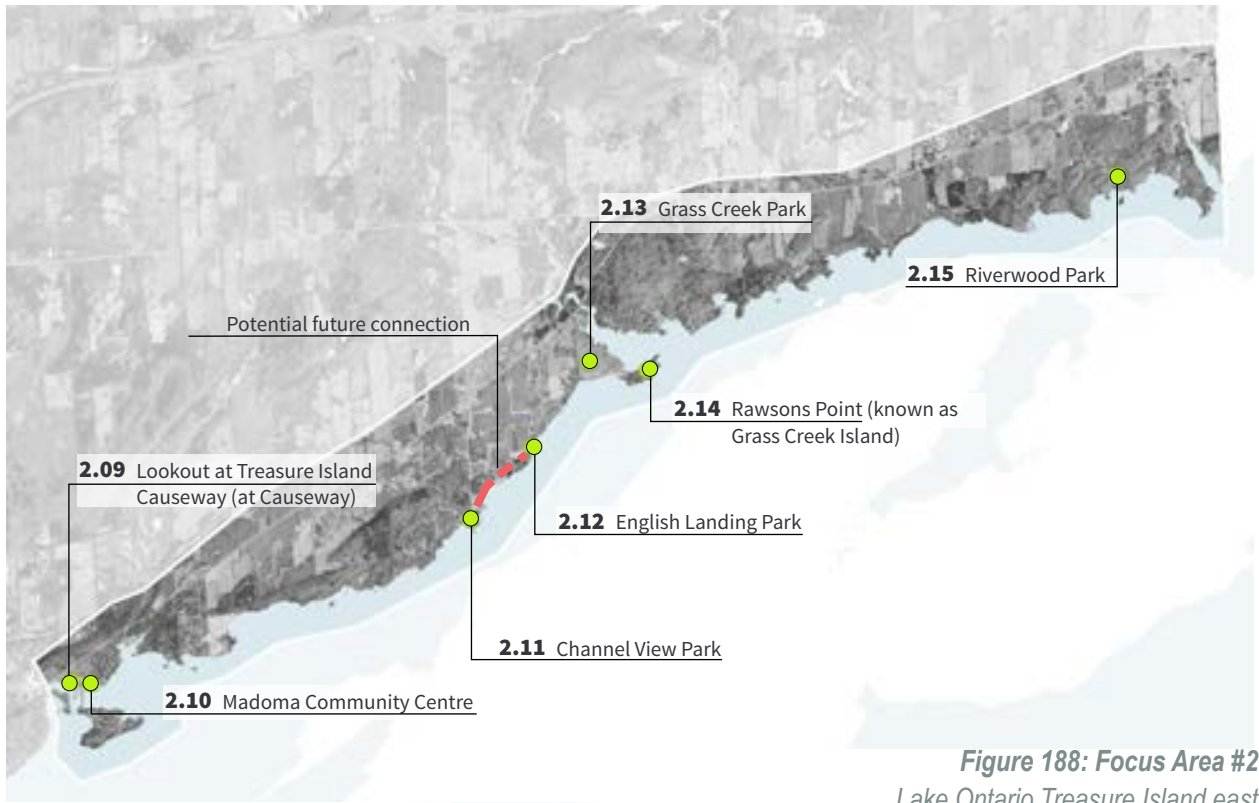


Figure 187: Focus Area #2  
North of Kingston Mills



**Figure 188: Focus Area #2**  
 Lake Ontario Treasure Island east



**Figure 189: Focus Area #2**  
 Little Collins Lake and Loughborough Lake



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with Parks Canada

## Details

### size / area

600 lm

### ownership

Other

### project partners

Parks Canada

### estimated budget

\$ 245,000

### priority ranking

123/137

### associated initiatives

Stand Alone



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

1700 lm

#### ownership

Private  
City of Kingston

#### project partners

Community Association  
Land-Owners  
Parks Canada

#### estimated budget

\$ 370,000

#### priority ranking

107/137

#### associated initiatives

2.04 Edenwood Park



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

1350 lm

### ownership

Private

### project partners

Community Association  
Land-Owners

### estimated budget

\$380,000

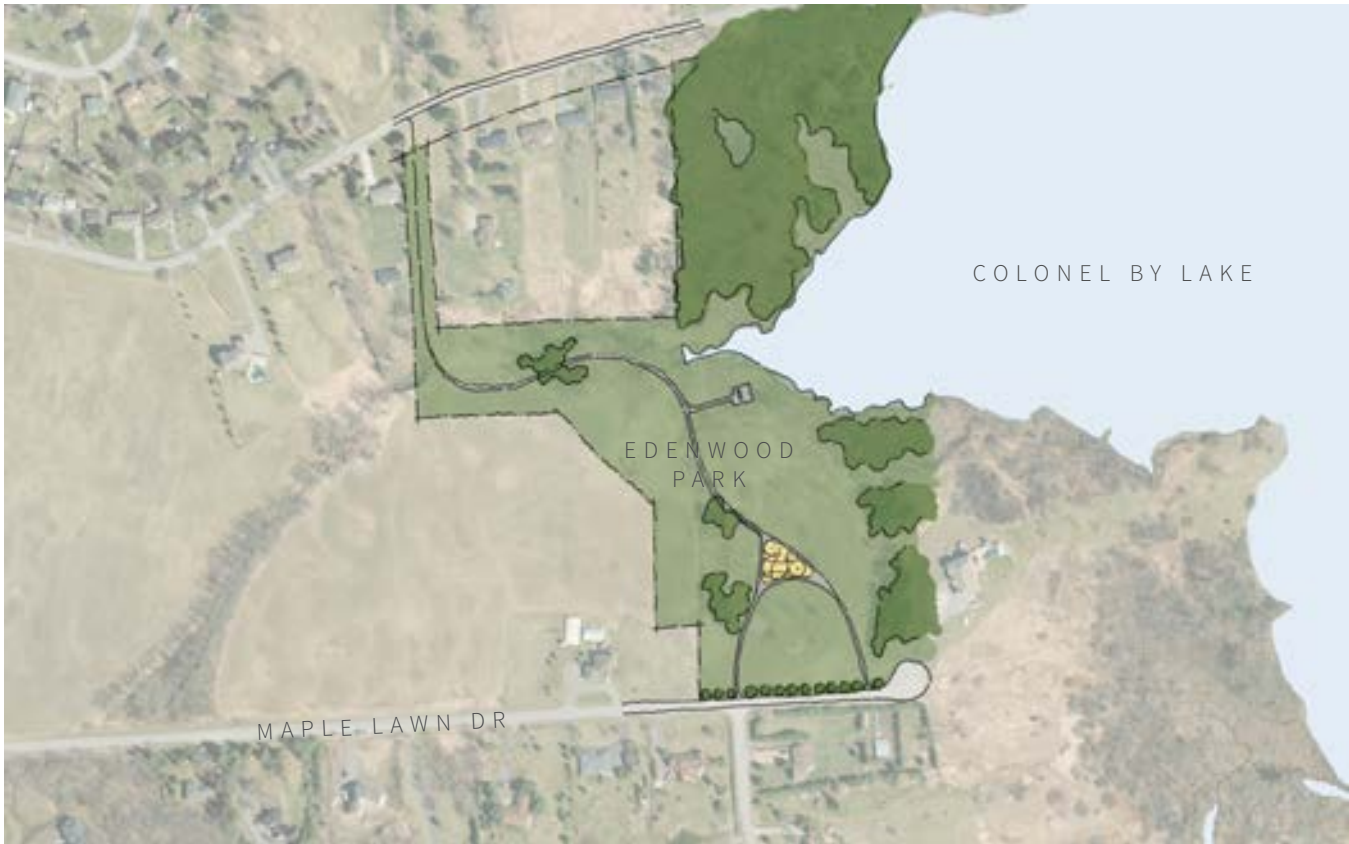
### priority ranking

99 /137

### associated initiatives

2.04 Edenwood Park

## 2.04 Edenwood Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

6.00 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 450,000

#### priority ranking

129/137

#### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.25 ha

### ownership

Private

### project partners

Land Owner

### estimated budget

\$ 133,000

### priority ranking

110/137

### associated initiatives

Stand Alone

## 2.06 Cecil + Wilma Graham Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

11.25 ha

#### ownership

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

#### project partners

Private Land Owner  
Ministry of Natural Resources  
Adjacent Land-Owners

#### estimated budget

\$ 2,215,000

#### priority ranking

23/137

#### associated initiatives

Stand Alone





## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

1.55 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 313,000

### priority ranking

94/137

### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

2.15 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 410,000

### priority ranking

96/137

### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Sensitivity of the adjacent Madoma Marsh Provincially Significant Wetland

## Details

### size / area

20 lm

### ownership

City of Kingston

### project partners

City of Kingston Engineering

### estimated budget

\$ 160,000

### priority ranking

136/137

### associated initiatives

Stand Alone

## 2.10 Madoma Community Centre



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

2.15 ha

#### ownership

City of Kingston

#### project partners

#### estimated budget

\$ 350,000

#### priority ranking

121/137

#### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.50 ha

### ownership

City of Kingston

### project partners

Howe Island Ferry

### estimated budget

\$ 250,000

### priority ranking

98/137

### associated initiatives

Stand Alone

## 2.12 English Landing Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.15 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 250,000

#### priority ranking

112/137

#### associated initiatives

Stand Alone



## Description

Grass Creek Park is a 38.4 ha community park located at 2991 Highway 2 in the east end of the City. This park functions as a community park as well as a regional park for major cultural events. It has water frontage on both the Bateau Channel of the St. Lawrence River and along the bay at the mouth of Grass Creek. This park contains a very active sand beach, picnic areas, play equipment, a pavilion, parking, washrooms, a boat launch, open fields, an 'Off-Leash Area' pilot project, rolling hills and trees.

### Recommended improvements:

- As per the 2013 Park Master Plan

### Project Risks and Challenges:

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

## Details

### size / area

22.50 ha

### ownership

City of Kingston

### project partners

### estimated budget

\$ 2,375,000

### priority ranking

15/137

### associated initiatives

Stand Alone

## 2.14 Rawsons Point (Known as Grass Creek Island)



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ Currently under private ownership

### Details

#### size / area

5.65 ha

#### ownership

Private

#### project partners

Land Owner

#### estimated budget

\$250,000

#### priority ranking

105/137

#### associated initiatives

2.13 Grass Creek Park





## Description

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

### Recommended improvements:

- ▷ Park Development
- ▷ Trails
- ▷ Lookout

### Project Risks and Challenges:

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

## Details

### size / area

0.85 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 320,000

### priority ranking

117/137

### associated initiatives

Stand Alone

## 2.16 Little Collins Lake Small Craft Access



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.25 ha

#### ownership

City of Kingston  
CRCA

#### project partners

Conservation Authority

#### estimated budget

\$ 133,000

#### priority ranking

125/137

#### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- Coordination with neighbouring residents
- Sensitive Trout Lake

## Details

### size / area

0.50 ha

### ownership

Private

### project partners

Adjacent Land-Owners  
City of Kingston Engineering

### estimated budget

\$193,000

### priority ranking

111/137

### associated initiatives

Stand Alone

## 2.18 Leo Lake Small Craft Access



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.25 ha

#### ownership

Private

#### project partners

Land Owner  
Parks Canada  
Conservation Authority

#### estimated budget

\$143,000

#### priority ranking

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

#### associated initiatives

Stand Alone

## Focus Area 3 Projects

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

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

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



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

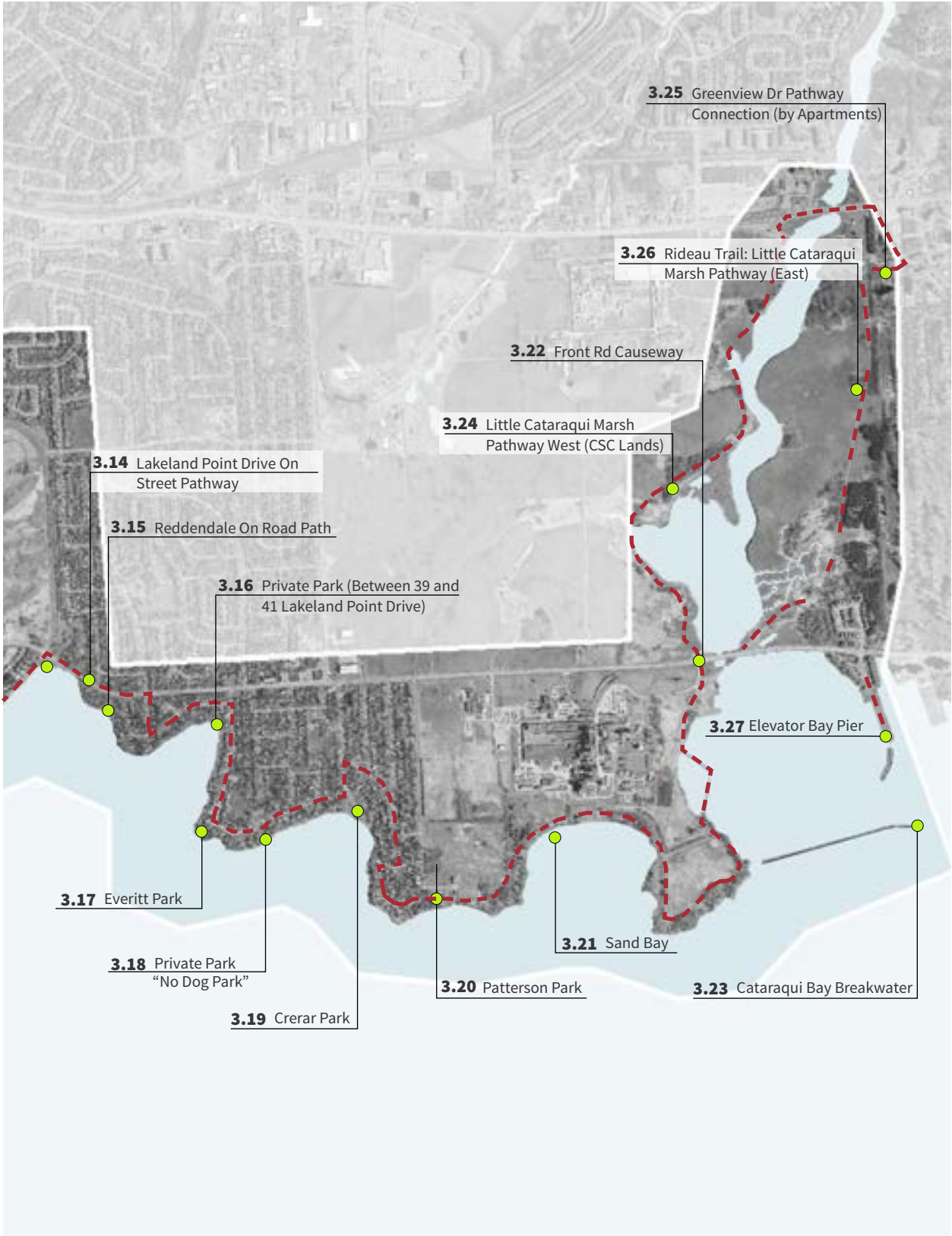


Figure 191: Map 2 – Focus Area #3 – East Side

## Projects

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





## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.75 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 340,000

### priority ranking

109/137

### associated initiatives

Stand Alone

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



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.70 ha

#### ownership

City of Kingston

#### project partners

City of Kingston Engineering

#### estimated budget

\$200,000

#### priority ranking

108/137

#### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.35 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$300,000

### priority ranking

52/137

### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

- ▷ Improvements for waterfront access/viewing

### Project Risks and Challenges:

- ▷ Coordination with adjacent landowners

## Details

### size / area

0.30 ha

### ownership

City of Kingston

### project partners

City of Kingston Engineering

### estimated budget

\$160,000

### priority ranking

128/137

### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with Engineering

## Details

### size / area

2450 lm

### ownership

City of Kingston

### project partners

City of Kingston Engineering

### estimated budget

\$ 505,000

### priority ranking

120/137

### associated initiatives

3.06 Coverdale Dr On Street Pathway (Southside)

## 3.06 Coverdale Dr On Street Pathway (Southside)



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ Coordination with Engineering

### Details

#### size / area

1850 lm

#### ownership

City of Kingston

#### project partners

City of Kingston Engineering

#### estimated budget

\$ 520,000

#### priority ranking

127/137

#### associated initiatives

3.05 Bath Rd Bridge Connection (Bayridge Drive)



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with Cataraqui Region Conservation Authority

## Details

### size / area

3.25 ha

### ownership

City of Kingston

### project partners

Cataraqui Region Conservation Authority

### estimated budget

\$ 340,000

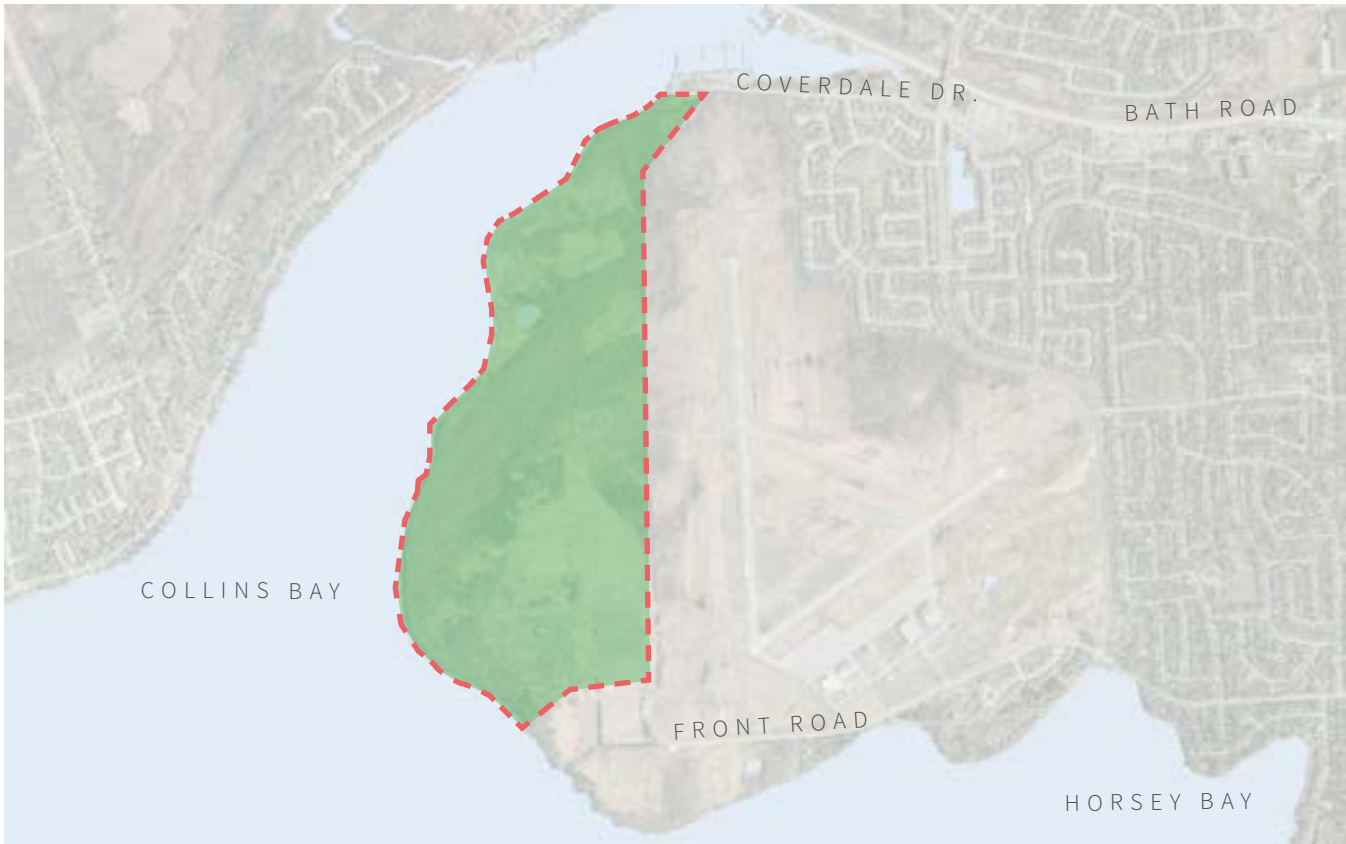
### priority ranking

41/137

### associated initiatives

Stand Alone

## 3.08 Lemoine Point Conservation Area



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

140.00 ha

#### ownership

Other

#### project partners

Cataraqui Region Conservation Authority

#### estimated budget

\$ 550,000

#### priority ranking

31/137

#### associated initiatives

Stand Alone





## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

2650 lm

### ownership

Private

### project partners

Private Land-Owner

### estimated budget

\$ 1,040,000

### priority ranking

30/137

### associated initiatives

3.08 Lemoine Point Conservation Area

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



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ Coordination with Engineering

### Details

#### size / area

1425 lm

#### ownership

City of Kingston

#### project partners

City of Kingston Engineering

#### estimated budget

\$ 400,000

#### priority ranking

116/137

#### associated initiatives

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

3.11 Smugglers Cove (Old Front Rd  
and Front Rd)



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Land access
- ▷ Shoreline erosion

### Other:

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

## Details

### size / area

1.00 ha

### ownership

Utilities Kingston  
Private (beach)

### project partners

Utilities Kingston

### estimated budget

\$ 155,000

### priority ranking

132/137

### associated initiatives

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

## 3.12 Old Front Rd On Street Pathway



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ .

### Details

#### size / area

1600 lm

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 460,000

#### priority ranking

126/137

#### associated initiatives

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

# Horsey Bay Parkette (at Bayridge and Front Rd)

3.13



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.60 ha

### ownership

City of Kingston

### project partners

City of Kingston Engineering

### estimated budget

\$ 250,000

### priority ranking

91/137

### associated initiatives

Stand Alone

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



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with Engineering

## Details

### size / area

1.2 km

### ownership

City of Kingston

### project partners

City of Kingston Engineering

### estimated budget

\$345,000

### priority ranking

119/137

### associated initiatives

3.12 Old Front Rd On Street Pathway

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

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

3.15



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with Engineering

## Details

### size / area

2.1 km

### ownership

City of Kingston

### project partners

City of Kingston Engineering

### estimated budget

\$ 590,000

### priority ranking

122/137

### associated initiatives

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



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ Land Access

### Details

#### size / area

0.35 ha

#### ownership

Private

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 100,000

#### priority ranking

124/137

#### associated initiatives

Stand Alone





## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with community and neighbourhood

## Details

### size / area

0.55 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 220,000

### priority ranking

81/137

### associated initiatives

Stand Alone

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



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ Land Access

### Details

#### size / area

0.75 ha

#### ownership

Private

#### project partners

Land owner  
Adjacent land owners

#### estimated budget

\$ 160,000

#### priority ranking

115/137

#### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.35 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 410,000

### priority ranking

70/137

### associated initiatives

Stand Alone

## 3.20 Patterson Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

1.85 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners  
Utilities Kingston  
City of Kingston Heritage

#### estimated budget

\$ 280,000

#### priority ranking

39/137

#### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

8.50 ha

### ownership

Private

### project partners

Adjacent Land-Owner

### estimated budget

\$ 1,670,000

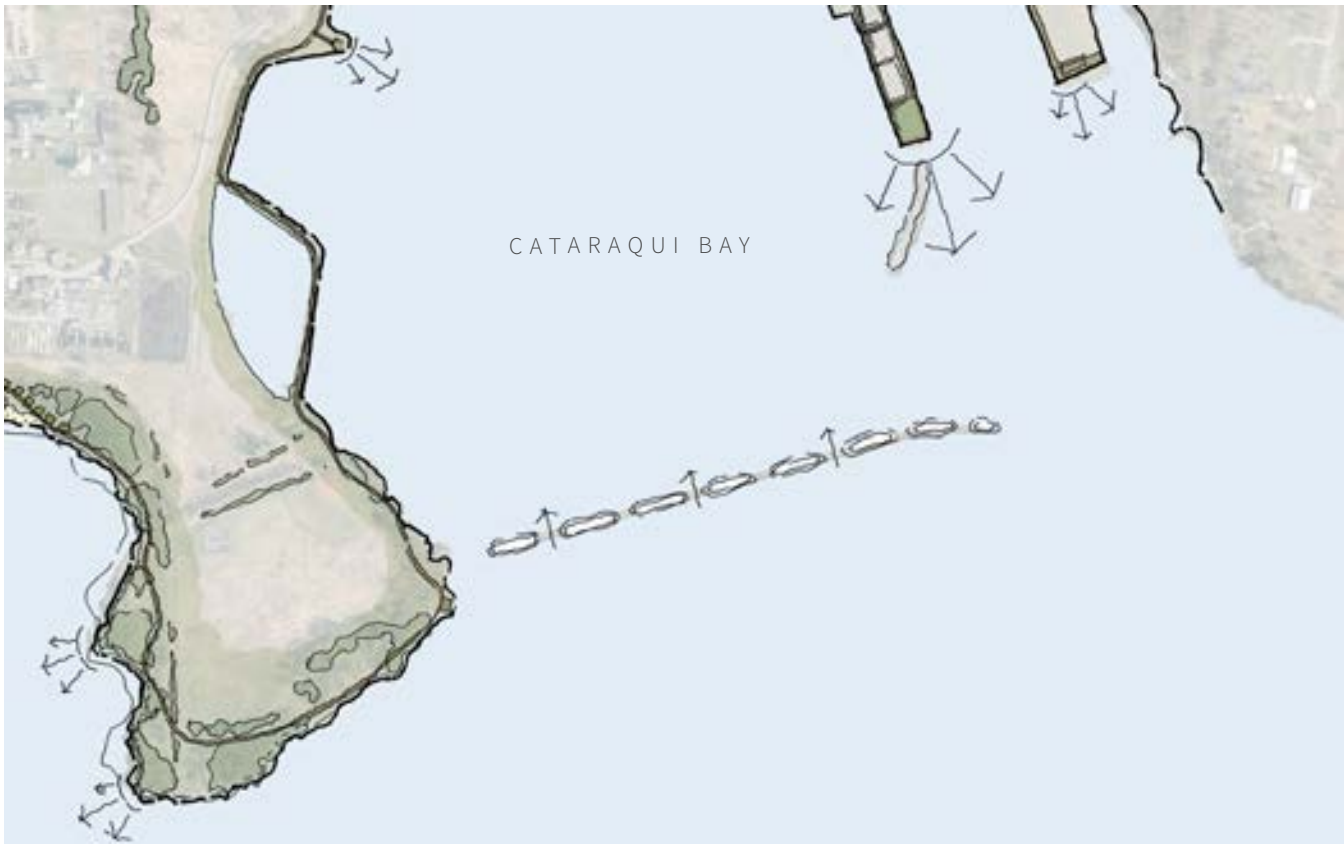
### priority ranking

8/137

### associated initiatives

3.20 Patterson Park

## 3.22 Cataraqui Bay Breakwater Study



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

1400 lm

#### ownership

Other

#### project partners

Cataraqui Region Conservation Authority  
Fisheries and Oceans Canada

#### estimated budget

\$ 310,000

#### priority ranking

131/137

#### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with Community and adjacent landowners

## Details

### size / area

2.85 ha

### ownership

City of Kingston

### project partners

### estimated budget

\$ 340,000

### priority ranking

92/137

### associated initiatives

3.21 Sand Bay (Behind Invista)

## 3.24 Little Cataraqui Marsh Pathway (CSC Lands)



### Description

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

#### Recommended improvements:

- ▷ Pathway along west edge of Little Cataraqui Marsh

#### Project Risks and Challenges:

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

### Details

#### size / area

5000 lm

#### ownership

Correctional Services of Canada

#### project partners

Correctional Services of Canada  
Cataraqui Region Conservation Authority

#### estimated budget

\$1,210,000

#### priority ranking

72/137

#### associated initiatives

3.25 Greenview Drive Pathway  
Connection (By Apartments)

3.26 Rideau Trail: Little Cataraqui  
Marsh Pathway (East)





## Description

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

### Recommended improvements:

- ▷ Connection to / access from Greenview Drive

### Project Risks and Challenges:

- ▷ Coordination with Cataraqui Region Conservation Authority and local community

## Details

### size / area

200 lm

### ownership

Private

### project partners

Land Owner  
Cataraqui Region Conservation Authority

### estimated budget

\$ 150,000

### priority ranking

85/137

### associated initiatives

3.24 Little Cataraqui Marsh Pathway (CSC Lands)

3.26 Rideau Trail: Little Cataraqui Marsh Pathway (East)



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

2750 lm

### ownership

Cataraqui Region Conservation Authority  
City of Kingston

### project partners

Cataraqui Region Conservation Authority

### estimated budget

\$ 1,120,000

### priority ranking

76/137

### associated initiatives

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



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.25 ha

### ownership

Private

### project partners

Future developer

### estimated budget

\$ 680,000

### priority ranking

79/137

### associated initiatives

Stand Alone



# Focus Area 4 Projects

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

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

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

## Projects

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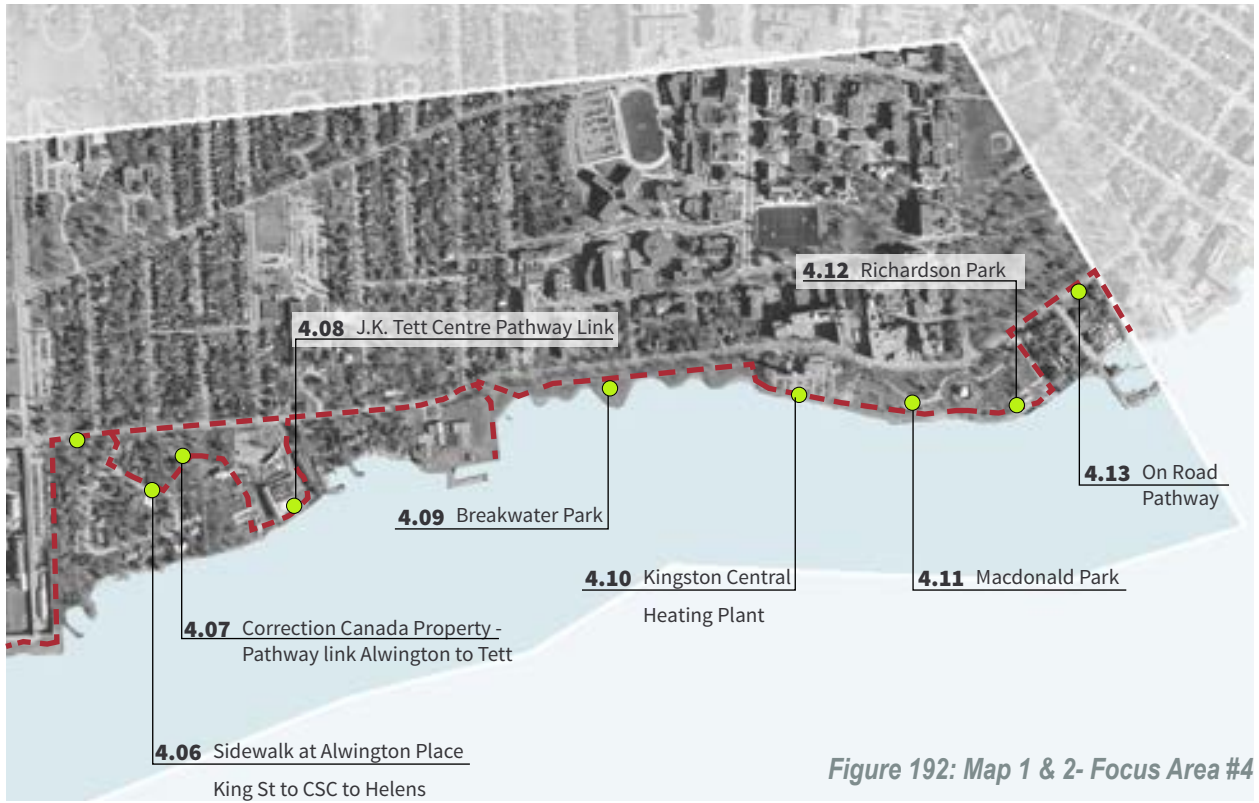
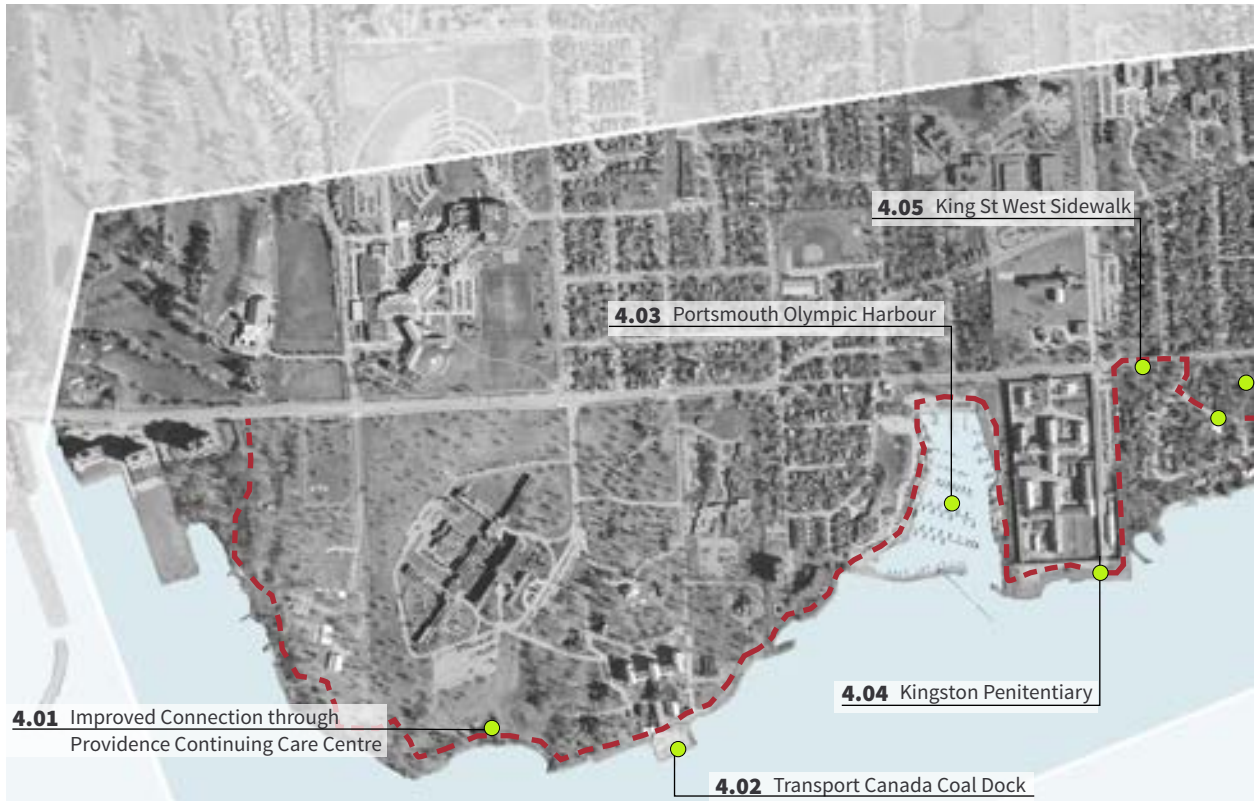


Figure 192: Map 1 & 2- Focus Area #4

# Improved Connection through Providence Continuing Care Centre (Behind Hospital)

4.01



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with Province of Ontario

## Details

### size / area

1400 lm

### ownership

Province (Infrastructure Ontario)

### project partners

Province

### estimated budget

\$ 670,000

### priority ranking

25/137

### associated initiatives

Stand Alone

## 4.02 Transport Canada Coal Dock (at Lakewatch Lane)



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.65 ha

#### ownership

Transport Canada

#### project partners

Transport Canada

#### estimated budget

\$ 356,000

#### priority ranking

65/137

#### associated initiatives

Stand Alone





## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

6.75 ha

### ownership

Federal Government

### project partners

Federal Government

### estimated budget

To be determined

### priority ranking

14/137

### associated initiatives

Stand Alone

**4.04** Kingston Penitentiary  
(Foot of Sir John A. Macdonald Blvd)



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

1.50 ha

### ownership

Private

### project partners

Future Developer

### estimated budget

\$ 1,425,000

### priority ranking

16/137

### associated initiatives

4.03 Portsmouth Olympic Harbour

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

4.05



## Description

This is an on street connection along King Street West.

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

1750 lm

### ownership

City of Kingston

### project partners

City of Kingston Engineering  
Adjacent Land-Owners

### estimated budget

\$ 660,000

### priority ranking

7/137

### associated initiatives

Stand Alone



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

375 lm

### ownership

City of Kingston

### project partners

City of Kingston Engineering  
Adjacent Land-Owners

### estimated budget

\$ 150,000

### priority ranking

61/137

### associated initiatives

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

# Correctional Services Canada Property - Pathway link Alwington to J.K. Tett (through St. Helen's Complex)

4.07



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

1.0 ha

### ownership

Other

### project partners

Corrections Services Canada  
Adjacent Land-Owners

### estimated budget

\$ 170,000

### priority ranking

33/137

### associated initiatives

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

## 4.08 J.K. Tett Centre Pathway link



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ Coordination with CSC and Tett Centre.

### Details

#### size / area

1.95 ha

#### ownership

Queen's University

#### project partners

Queen's University

#### estimated budget

\$240,000

#### priority ranking

28/137

#### associated initiatives

4.07 Correctional Services Canada  
Property – Pathway Link



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with Engineering and Utilities Kingston

## Details

### size / area

3.0 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 4,880,000

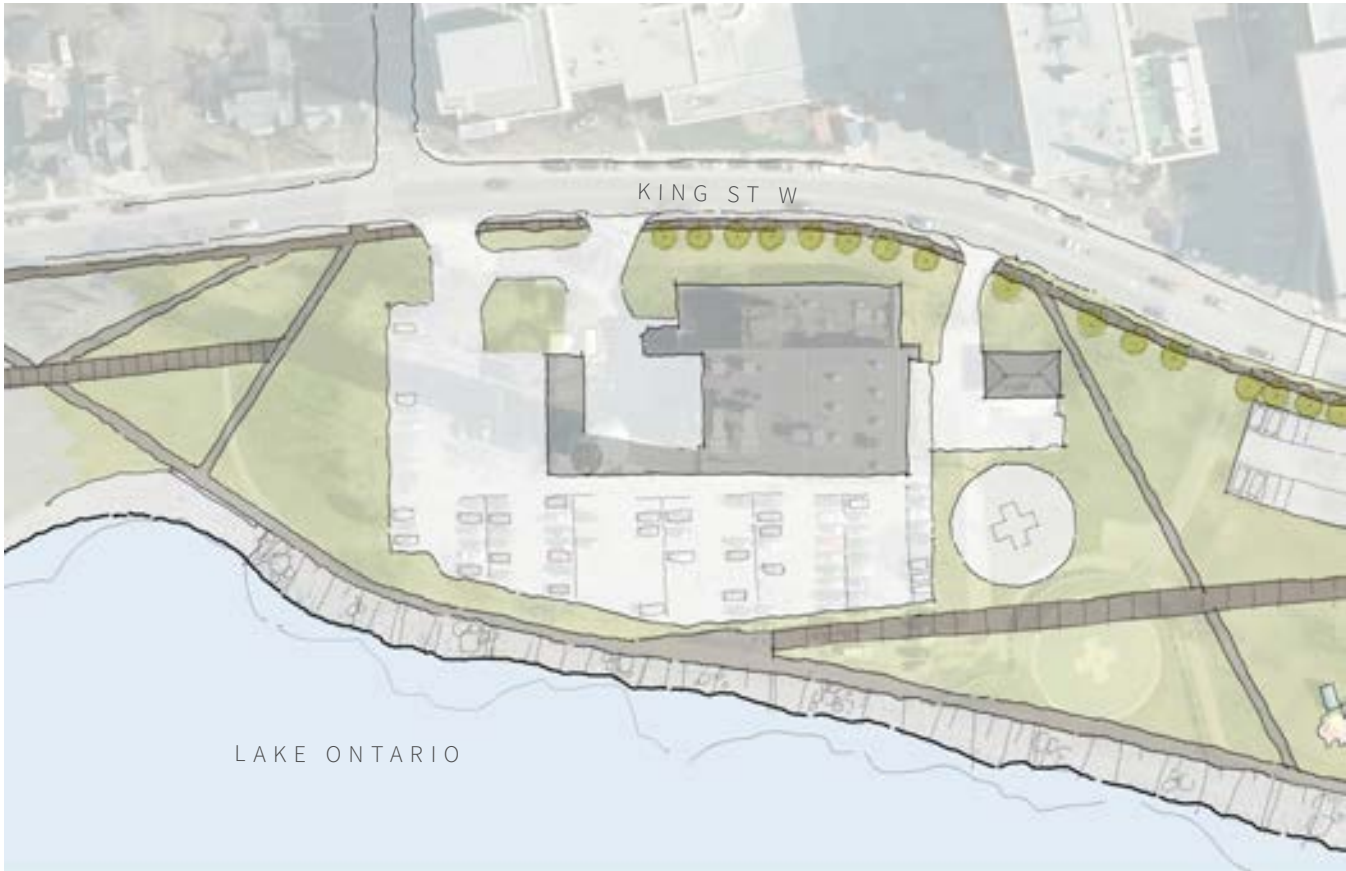
### priority ranking

2/137

### associated initiatives

Stand Alone

## 4.10 Kingston Central Heating Plant (southside)



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

1.45 ha

#### ownership

Other

#### project partners

Province (Hospital)

#### estimated budget

\$ 685,000

#### priority ranking

38/137

#### associated initiatives

4.11 Macdonald Park





## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

2.85 ha

### ownership

City of Kingston

### project partners

Kingston Heritage

### estimated budget

\$ 2,680,000

### priority ranking

4/137

### associated initiatives

4.10 Kingston Central Heating Plant

4.12 Richardson Beach

## 4.12 Richardson Beach



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.35 ha

#### ownership

City of Kingston

#### project partners

Kingston Heritage

#### estimated budget

\$1,340,000

#### priority ranking

1/137

#### associated initiatives

4.11 Macdonald Park



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

385 lm

### ownership

City of Kingston

### project partners

City of Kingston Engineering

### estimated budget

\$ 150,000

### priority ranking

34/137

### associated initiatives

Stand Alone



# Focus Area 5 Projects

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

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

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

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Figure 193: Focus Area #5

# Waterfront Pathway Connection

## Simcoe St to West St

5.01



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

200 lm

### ownership

City of Kingston

### project partners

### estimated budget

\$300,000

### priority ranking

48/137

### associated initiatives

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

## 5.02 West Street Boat Launch



### Description

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

#### Recommended improvements:

- ▷ Boat launch improvements

#### Project Risks and Challenges:

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

### Details

#### size / area

0.5 ha

#### ownership

City of Kingston

#### project partners

Stakeholder Groups  
Adjacent Land-Owners

#### estimated budget

\$440,000

#### priority ranking

32/137

#### associated initiatives

5.01 Waterfront Pathway  
Connection Simcoe St to West St.

5.03 An Gorta Mor Park





## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.75 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 490,000

### priority ranking

26/137

### associated initiatives

5.02 West Street Boat Launch

5.04 Pump House Steam Museum  
Pathway Improvements

## 5.04 Pump House Steam Museum Pathway Improvements



### Description

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

#### Recommended improvements:

- ▷ Improve entrance / access to Museum from waterfront

#### Project Risks and Challenges:

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

### Details

#### size / area

0.35 ha

#### ownership

City of Kingston

#### project partners

#### estimated budget

\$250,000

#### priority ranking

22/137

#### associated initiatives

5.03 An Gorta Mor Park

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

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

5.05



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

160 lm

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$310,000

### priority ranking

54/137

### associated initiatives

5.04 Pump House Steam Museum Pathway Improvements

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



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.30 ha

#### ownership

City of Kingston

#### project partners

City of Kingston Engineering

#### estimated budget

\$ 440,000

#### priority ranking

51/137

#### associated initiatives

5.07 Lower Union Pier  
Enhancements (Vacant)



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.55 ha

### ownership

Private

### project partners

Adjacent Land-Owners

### estimated budget

\$970,000

### priority ranking

36/137

### associated initiatives

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

## 5.08 Navy Memorial Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.25 ha

#### ownership

City of Kingston

#### project partners

#### estimated budget

\$ 350,000

#### priority ranking

55/137

#### associated initiatives

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



## Description

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

### Recommended improvements:

- ▷ Bridge connection between piers
- ▷ Small craft accessible

### Project Risks and Challenges:

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

## Details

### size / area

0.05 ha

### ownership

Private

### project partners

### estimated budget

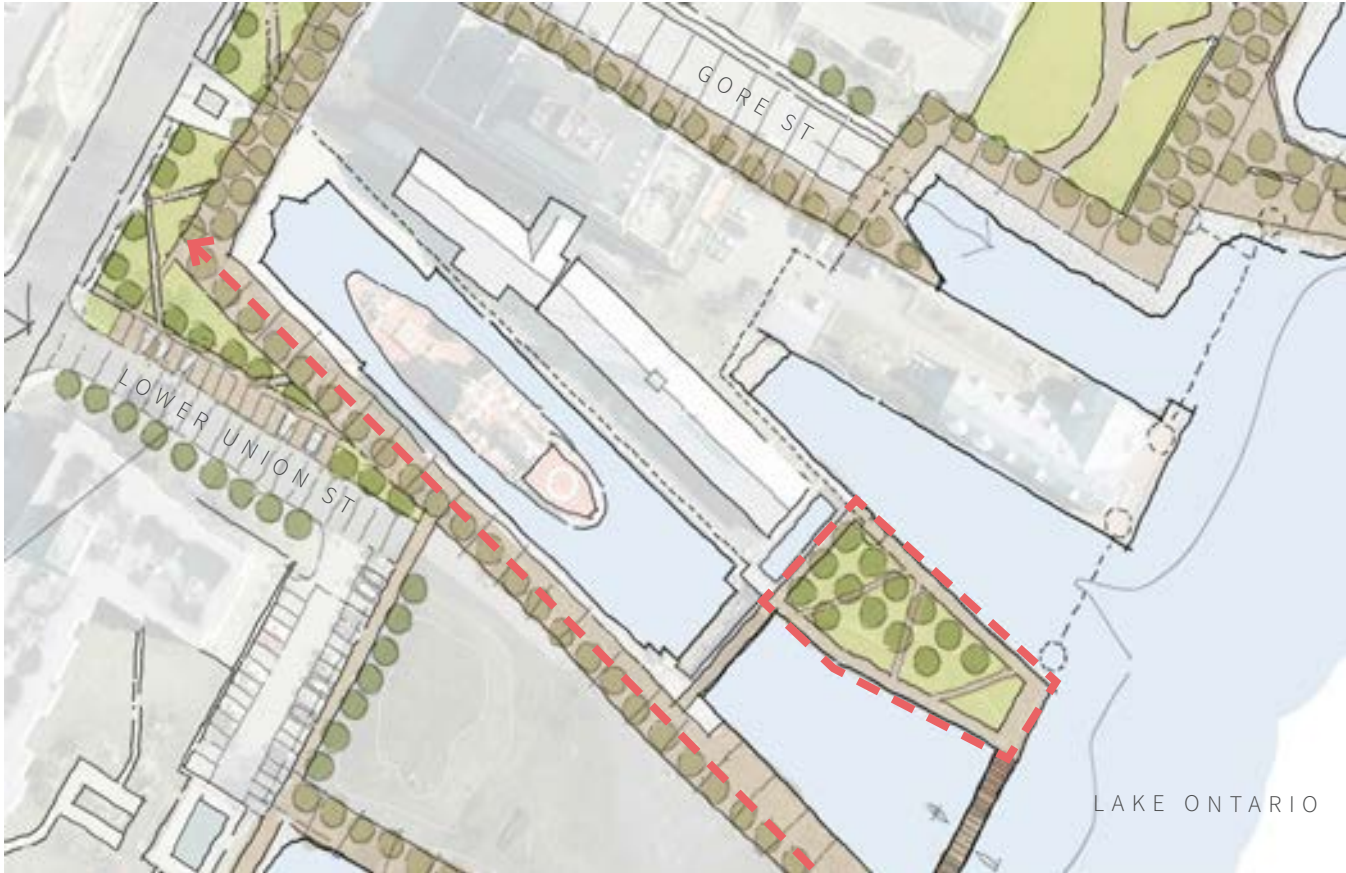
\$ 490,000

### priority ranking

47/137

### associated initiatives

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



## Description

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

### Recommended improvements:

- ▷ Waterfront promenade

### Project Risks and Challenges:

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

## Details

### size / area

0.20 ha

### ownership

Private

### project partners

### estimated budget

\$ 600,000

### priority ranking

50/137

### associated initiatives

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



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

5.11



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.10 ha

### ownership

City of Kingston

### project partners

City of Kingston Engineering

### estimated budget

\$ 350,000

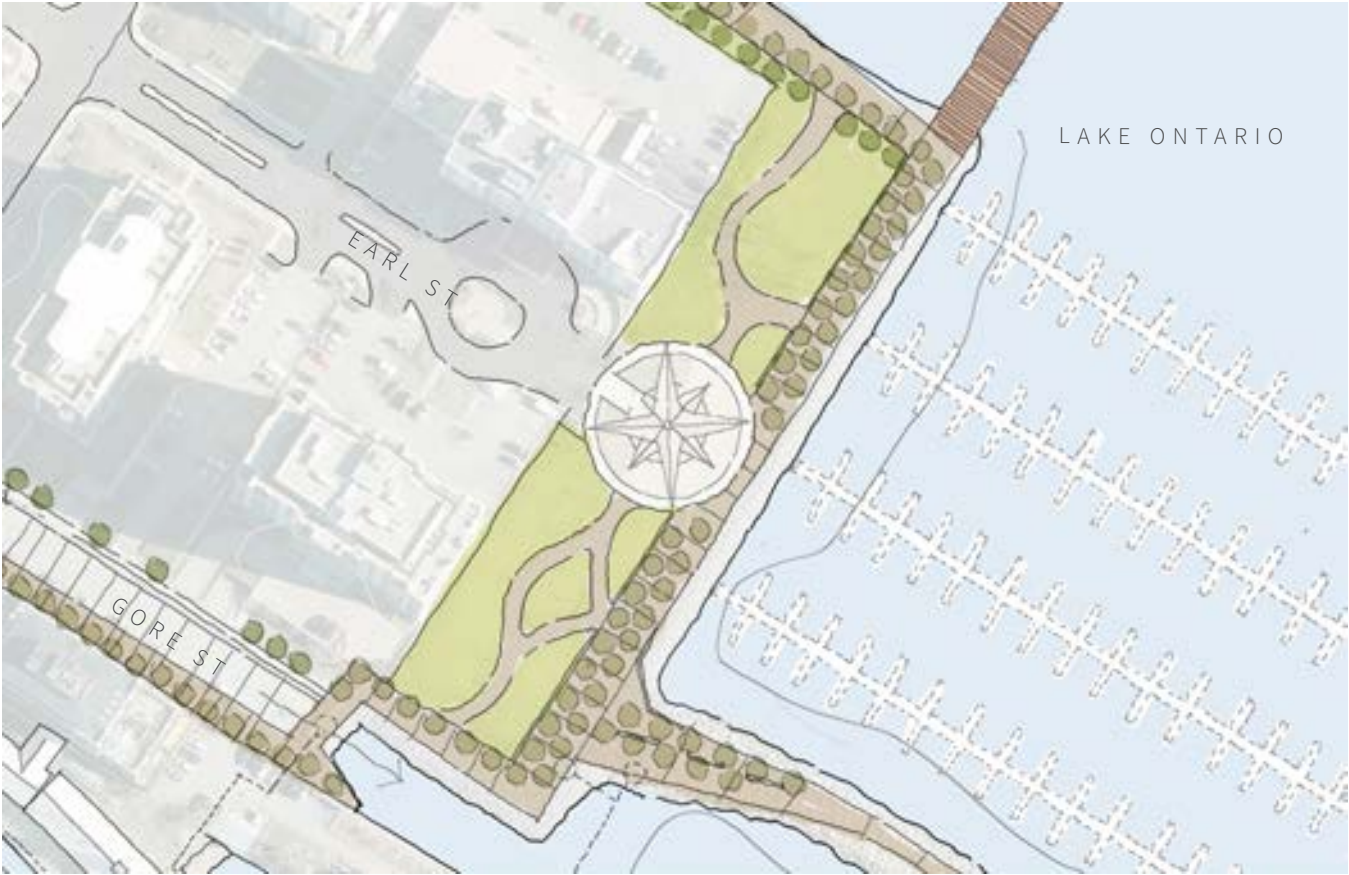
### priority ranking

35/137

### associated initiatives

Stand Alone

## 5.12 Battery Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.85 ha

#### ownership

City of Kingston

#### project partners

#### estimated budget

\$ 440,000

#### priority ranking

43/137

#### associated initiatives

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

5.13 Confederation Basin Breakwater



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

1.15 ha

### ownership

### project partners

Department of Fisheries and Oceans

### estimated budget

\$1,190,000

### priority ranking

5/137

### associated initiatives

5.12 Battery Park

5.14 Confederation Basin Marina

## 5.14 Confederation Basin Marina



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

6.25 ha

#### ownership

City of Kingston  
Future private operation

#### project partners

#### estimated budget

\$785,000

#### priority ranking

6/137

#### associated initiatives

5.13 Confederation Basin  
Breakwater

5.12 Battery Park

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

5.15



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.40 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 490,000

### priority ranking

40/137

### associated initiatives

5.16 Pedestrian Feature Bridge  
(Battery Park to Delta Hotel)

5.17 Delta Hotel Perimeter Walkway  
Enhancements

## 5.16 Pedestrian Feature Bridge (Battery Park to Delta Hotel)



### Description

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

#### Recommended improvements:

- ▷ Pedestrian bridge connection between Battery Park and Delta Hotel

#### Project Risks and Challenges:

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

### Details

#### size / area

0.25 ha

#### ownership

Other

#### project partners

Delta Hotel

#### estimated budget

\$ 792,000

#### priority ranking

21/137

#### associated initiatives

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

5.17 Delta Hotel Perimeter Walkway Enhancements



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.15 ha

### ownership

Private

### project partners

Delta Hotel

### estimated budget

\$ 1,750,000

### priority ranking

19/137

### associated initiatives

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

5.16 Pedestrian Feature Bridge (Battery Park to Delta Hotel)

## 5.18 Clarence Street Enhancements (Parking and Sidewalk Enhancements)



### Description

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

#### Recommended improvements:

- ▷ Streetscape enhancements for pedestrian waterfront access
- ▷ Waterfront edge lookout

#### Project Risks and Challenges:

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

### Details

#### size / area

0.30 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 370,000

#### priority ranking

27/137

#### associated initiatives

5.17 Delta Hotel Perimeter Walkway Enhancements

5.19 Confederation Park





## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

1.25 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 6,150,000

### priority ranking

11/137

### associated initiatives

5.18 Clarence Street Enhancements (Parking and Sidewalk Enhancements)

5.20 Crawford Wharf (Tour Boat Area)

## 5.20 Crawford Wharf (Tour Boat Area)



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.40 ha

#### ownership

City of Kingston

#### project partners

Lease Holder

#### estimated budget

\$980,000

#### priority ranking

9/137

#### associated initiatives

5.19 Confederation Park

5.21 Holiday Inn



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.25 ha

### ownership

Private

### project partners

Adjacent Land-Owners

### estimated budget

\$780,000

### priority ranking

24/137

### associated initiatives

5.20 Crawford Wharf (Tour Boat Area)

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

# Waterfront Promenade

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



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

450 lm

### ownership

Private

### project partners

Property owner  
Adjacent land owners

### estimated budget

\$ 820,000

### priority ranking

44/137

### associated initiatives

5.21 Holiday Inn  
5.23 Queen Street Pier Promenade



## Description

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

### Recommended improvements:

- ▷ Waterfront promenade

### Project Risks and Challenges:

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

## Details

### size / area

185 lm

### ownership

Private

### project partners

Property owner  
Adjacent land owners

### estimated budget

\$ 680,000

### priority ranking

56/137

### associated initiatives

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

5.24 Wolfe Island Ferry Terminal

## 5.24 Wolfe Island Ferry Terminal Dock



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.75 ha

#### ownership

City of Kingston

#### project partners

#### estimated budget

\$ 490,000

#### priority ranking

49/137

#### associated initiatives

5.23 Queen Street Pier Promenade

# Focus Area 6 Projects

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

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

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

## Projects

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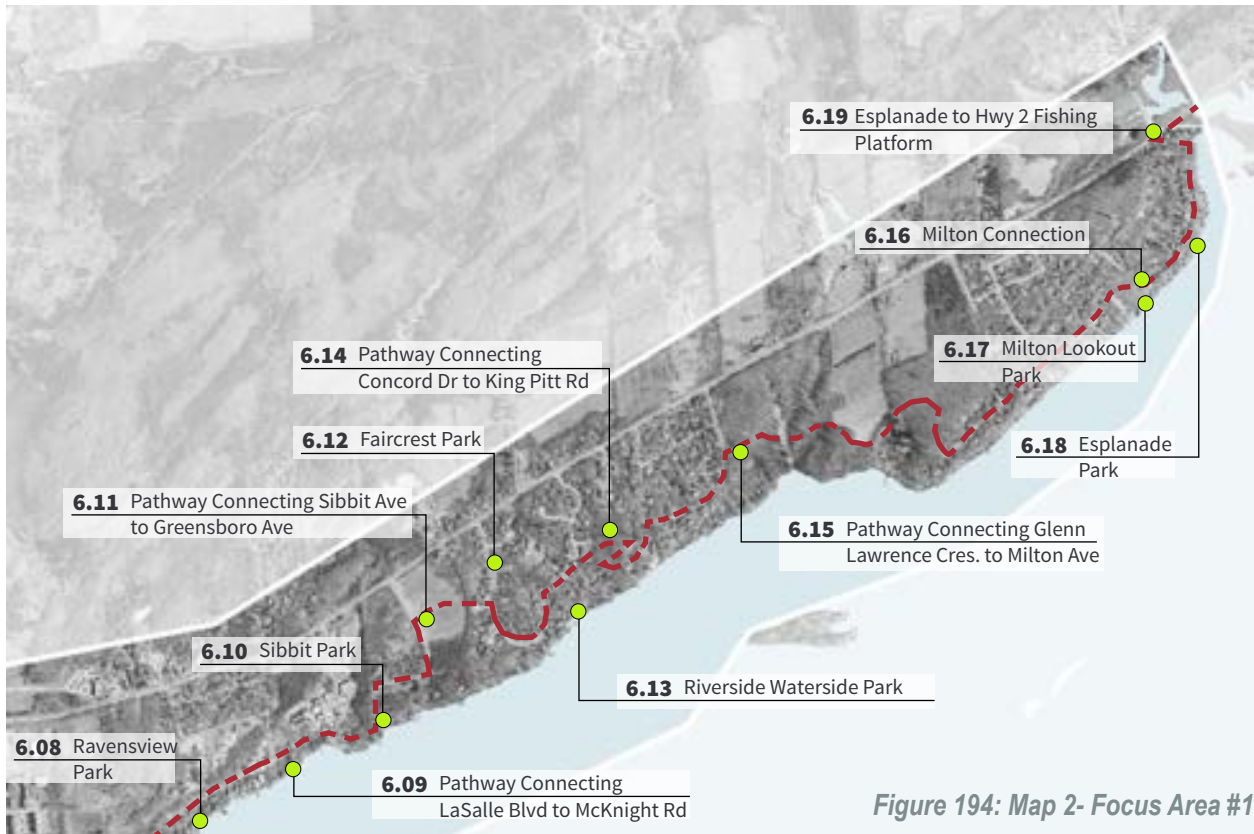
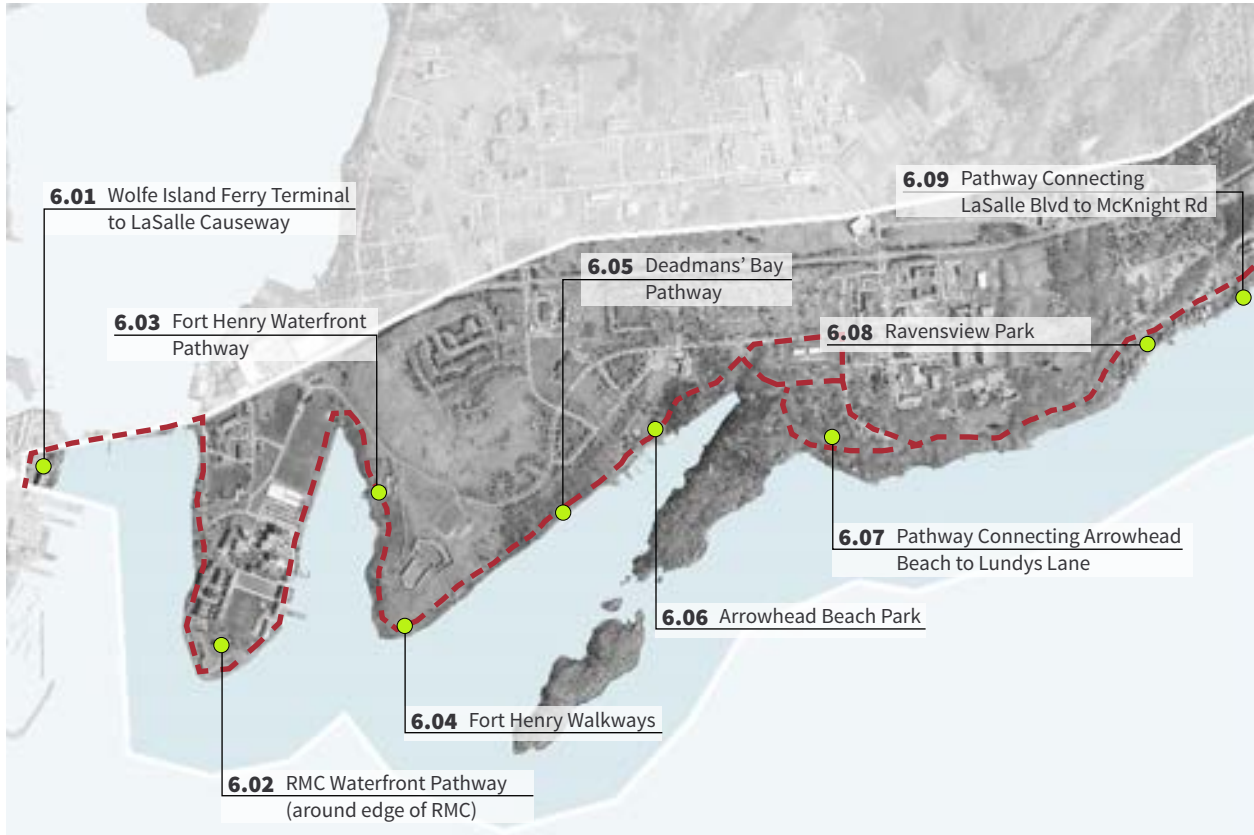


Figure 194: Map 2- Focus Area #1





## Description

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

### Recommended improvements:

- ▷ On road pedestrian route
- ▷ Signage / Wayfinding

### Project Risks and Challenges:

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

## Details

### size / area

600 lm

### ownership

Other

### project partners

City of Kingston Engineering

### estimated budget

\$ 150,000

### priority ranking

84/137

### associated initiatives

1.01 LaSalle Causeway - enhanced pedestrian access / crossing

5.24 Wolfe Island Ferry Terminal

## 6.02 RMC Waterfront Promenade (Around Edge of RMC)



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

2750 lm

#### ownership

Department of National Defense

#### project partners

Royal Military College (RMC)

#### estimated budget

\$ 1,270,000

#### priority ranking

17/137

#### associated initiatives

1.01 LaSalle Causeway - enhanced pedestrian access / crossing

6.03 Fort Henry Waterfront Pathway (around Navy Bay)

# Fort Henry Waterfront Pathway (Around Navy Bay)

6.03



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

1750 lm

### ownership

Department of National Defense

### project partners

Royal Military College  
St. Lawrence Parks Commission

### estimated budget

\$ 540,000

### priority ranking

14/137

### associated initiatives

6.02 RMC Waterfront Promenade  
(around edge of RMC)

6.04 Fort Henry Walkways (by Fort  
on point)

## 6.04 Fort Henry Walkways (By Fort On Point)



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

5.75 ha

#### ownership

Department of National Defense

#### project partners

Royal Military College  
St. Lawrence Parks Commission

#### estimated budget

\$ 790,000

#### priority ranking

13/137

#### associated initiatives

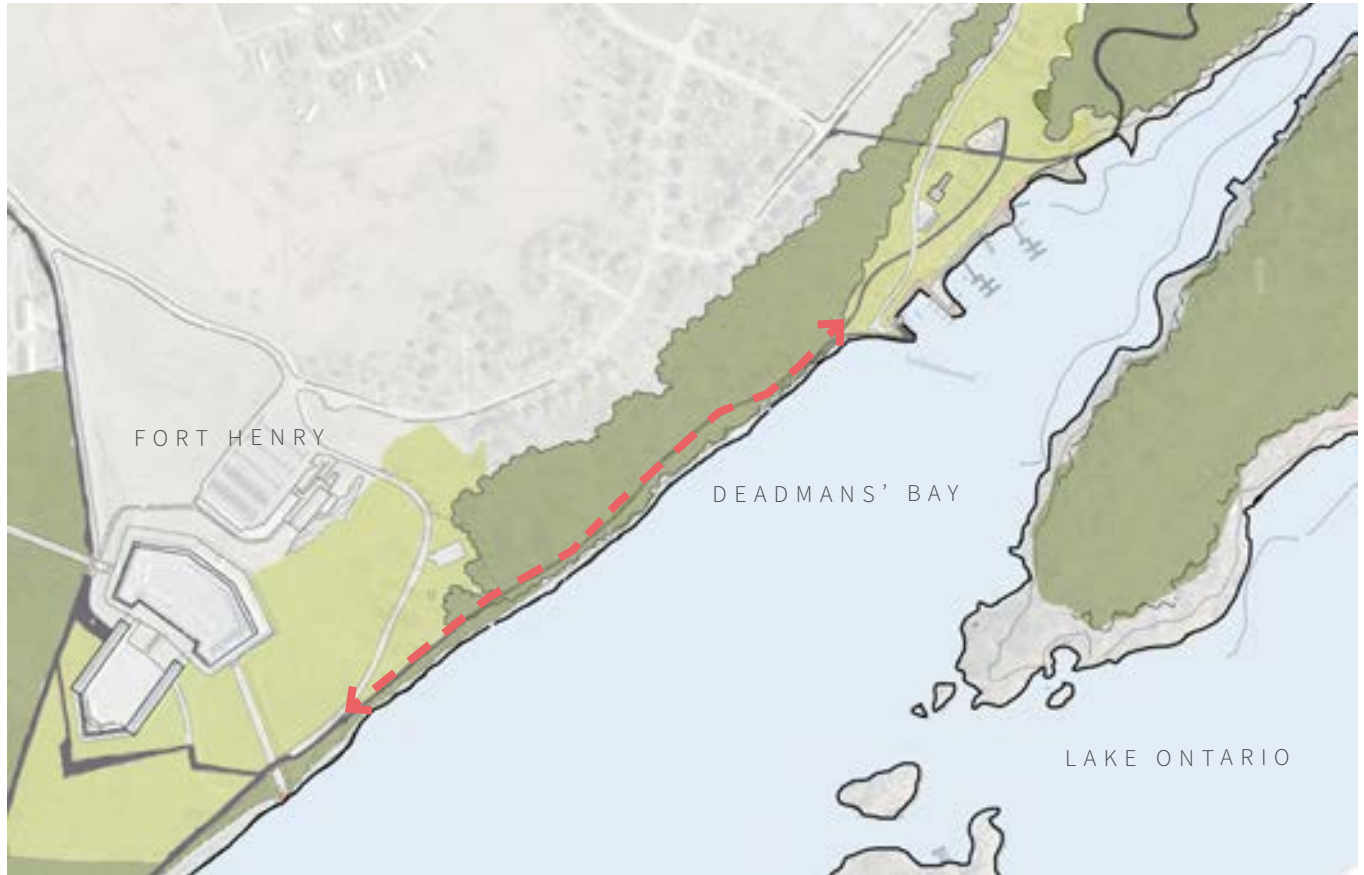
6.03 Fort Henry Waterfront Pathway  
(around Navy Bay)

6.05 Deadmans' Bay Pathway  
(Martello to DND lands)

# Deadmans' Bay Pathway

(Martello to DND lands)

6.05



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with Department of National Defense

## Details

### size / area

1350 lm

### ownership

Department of National Defense

### project partners

Department of National Defense  
St. Lawrence Parks Commission

### estimated budget

\$410,000

### priority ranking

20/137

### associated initiatives

6.04 Fort Henry Walkways (by Fort on point)

6.06 Arrowhead Beach Park

## 6.06 Arrowhead Beach Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

3.75 ha

#### ownership

Department of National Defense

#### project partners

Department of National Defense

#### estimated budget

\$ 430,000

#### priority ranking

45/137

#### associated initiatives

6.05 Deadmans' Bay Pathway  
(Martello to DND lands)

# Pathway connecting Arrowhead Beach to LaSalle Blvd 6.07



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with community and stakeholders

## Details

### size / area

3150 lm

### ownership

Private

### project partners

Department of National Defense  
Adjacent Land-Owners

### estimated budget

\$980,000

### priority ranking

59/137

### associated initiatives

6.06 Arrowhead Beach Park

## 6.08 Ravensview Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ Coordination with community and stakeholders
- ▷ Accessibility

### Details

#### size / area

0.25 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 160,000

#### priority ranking

71/137

#### associated initiatives

Stand Alone



## Pathway connecting LaSalle Blvd to McKnight Rd

6.09



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

850 lm

#### ownership

Private

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 330,000

#### priority ranking

87/137

#### associated initiatives

Stand Alone

## 6.10 Sibbit Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.45 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners

#### estimated budget

\$160,000

#### priority ranking

73/137

#### associated initiatives

6.09 Pathway connecting LaSalle Blvd to McKnight Rd

## Pathway connecting Sibbit Ave to Greensboro Ave

6.11



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ Coordination with development of site

### Details

#### size / area

475 lm

#### ownership

Private

#### project partners

Land owner  
Adjacent Land-Owners

#### estimated budget

\$180,0000

#### priority ranking

88/137

#### associated initiatives

Stand Alone

## 6.12 Faircrest Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ Coordination with community and stakeholders

### Details

#### size / area

2.25 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners

#### estimated budget

\$190,000

#### priority ranking

76/137

#### associated initiatives

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



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

- ▷ Coordination with community and stakeholders

## Details

### size / area

0.55 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 310,000

### priority ranking

63/137

### associated initiatives

6.12 Faircrest Park

## 6.14 Pathway connecting Concord Dr. to King Pitt Rd



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

- ▷ Coordination with community and stakeholders

### Details

#### size / area

0.55 ha

#### ownership

Private

#### project partners

Land owner  
Adjacent Land-Owners

#### estimated budget

\$240,000

#### priority ranking

78/137

#### associated initiatives

Stand Alone

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

6.15



## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

3000 lm

### ownership

Private

### project partners

Land owner  
Adjacent Land-Owners

### estimated budget

\$1,220,000

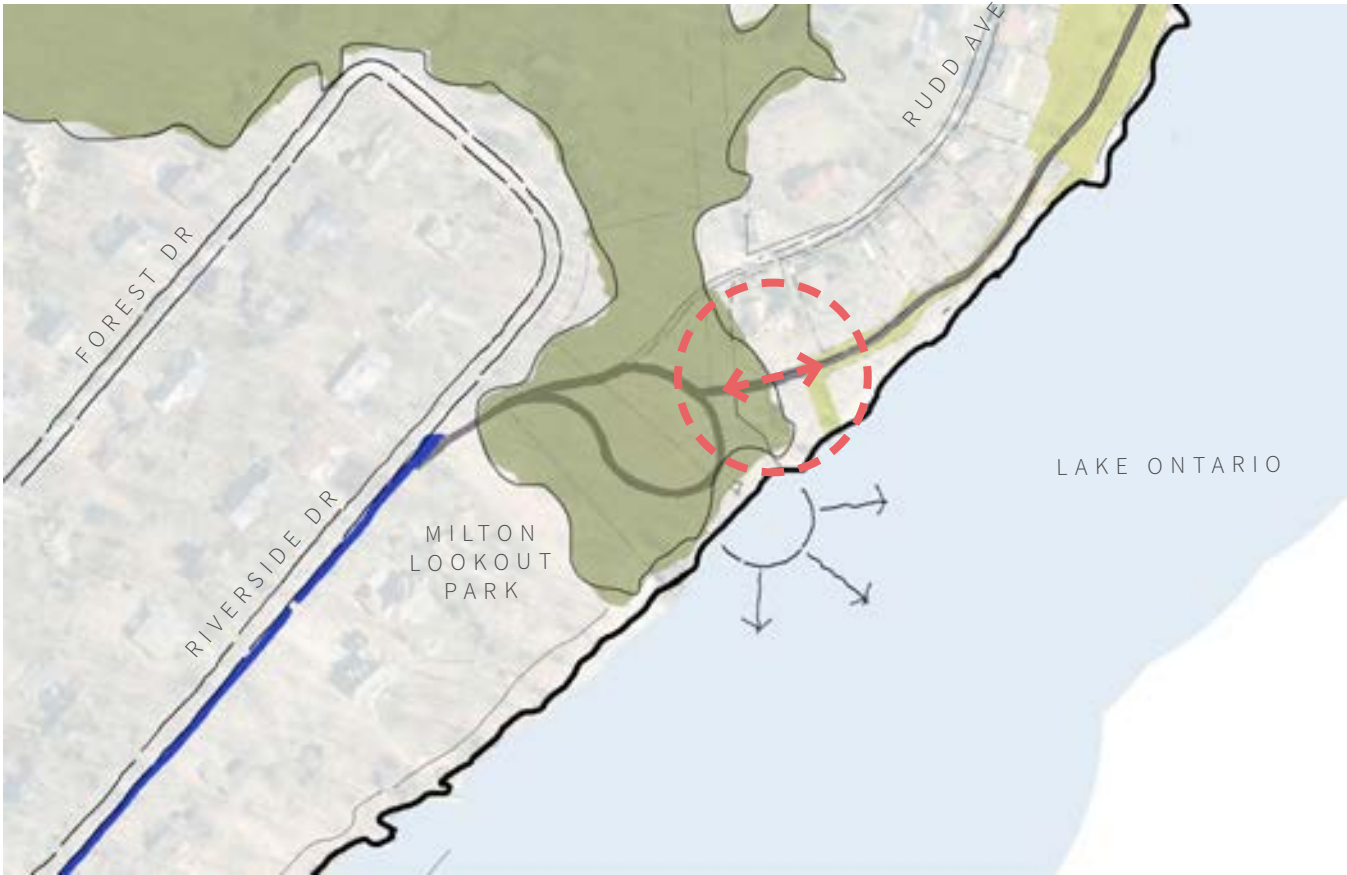
### priority ranking

74/137

### associated initiatives

Stand Alone

**6.16 Milton Connection**  
(Vacant Subdivision Lot / Woodlot)



**Description**

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

**Recommended improvements:**

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

**Project Risks and Challenges:**

- ▷ Coordination with community and stakeholders

**Details**

**size / area**

250 lm

**ownership**

Private

**project partners**

Land owner  
Adjacent Land-Owners

**estimated budget**

\$210,000

**priority ranking**

74/137

**associated initiatives**

Stand Alone





## Description

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

### Recommended improvements:

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

### Project Risks and Challenges:

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

## Details

### size / area

0.75 ha

### ownership

City of Kingston

### project partners

Adjacent Land-Owners

### estimated budget

\$ 330,000

### priority ranking

64/137

### associated initiatives

6.16 Milton Connection (vacant subdivision lot / woodlot)

## 6.18 Esplanade Park



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

2.00 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners

#### estimated budget

\$ 530,000

#### priority ranking

60/137

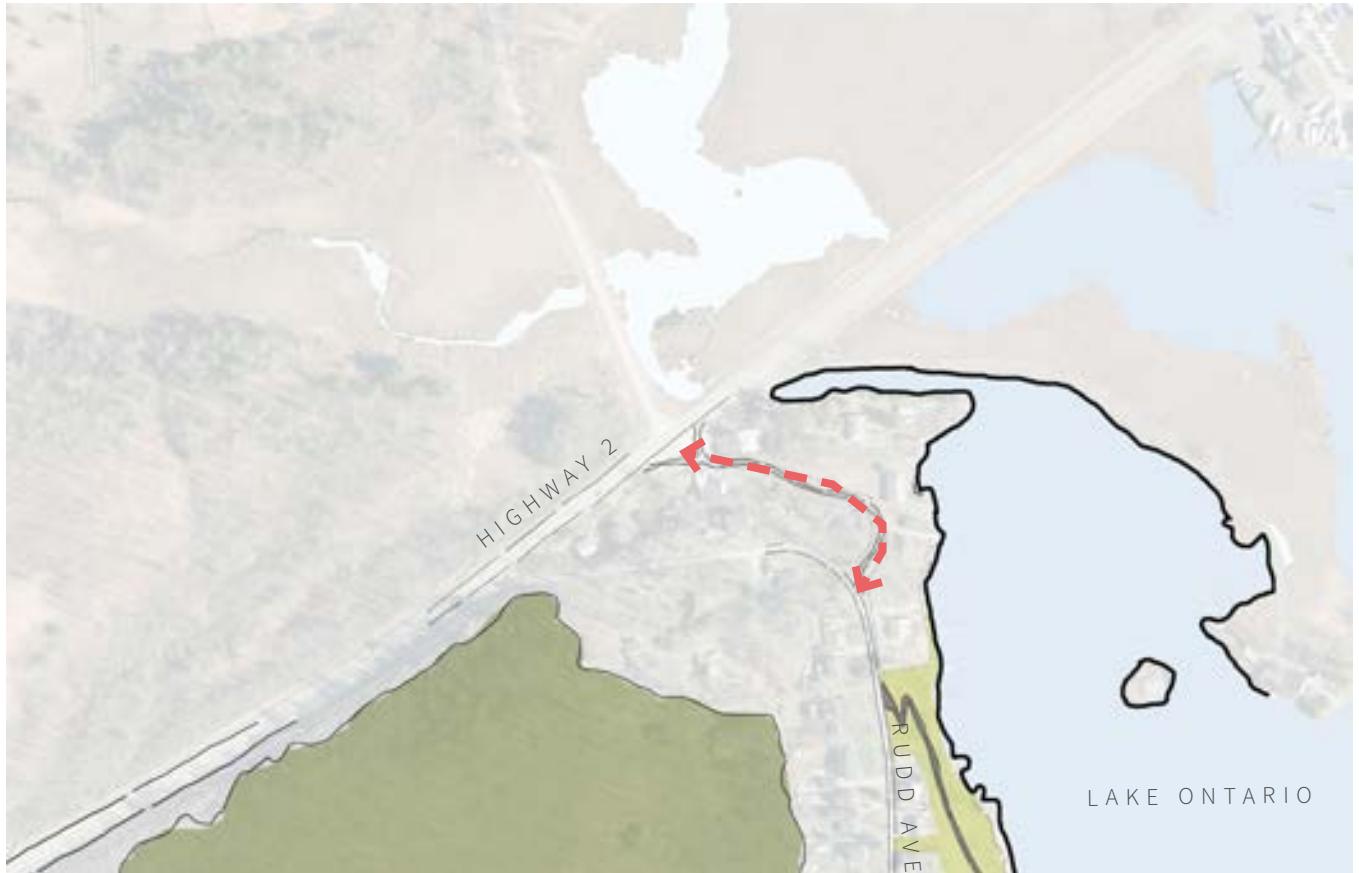
#### associated initiatives

Stand Alone

# Esplanade to Hwy 2 Fishing Platform

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

6.19



### Description

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

#### Recommended improvements:

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

#### Project Risks and Challenges:

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

### Details

#### size / area

0.05 ha

#### ownership

City of Kingston

#### project partners

Adjacent Land-Owners  
CRCA

#### estimated budget

\$ 150,000

#### priority ranking

62/137

#### associated initiatives

Stand Alone

