

10A. DOWNTOWN & HARBOUR SPECIAL POLICY AREA

The Downtown and Harbour Area of Kingston, as shown on Schedule DH-1, is the oldest, most diverse area of the City where the Market Square Heritage Conservation District features prominently. Its heritage continues to be a defining element of its character and is intrinsically linked to its continued form and function as a mixed use, commercial node with retail, office and tourist focus, resident population, and civic prominence.

The harbour, as an extension of the downtown, has changed its focus over the years and now has a greater public emphasis that includes boating, hospitality uses, and ferry service to Wolfe Island. The area is largely developed but there are some opportunities for sensitive *infill* or *development* and there is *development* potential on the *brownfield sites* in the North Block area. The Provincial Policy Statement recognizes that “the long-term prosperity of a community is achieved, in part, by maintaining and enhancing the viability of its downtown”. Thus, particular attention is warranted to ensure that the health of the Downtown and Harbour Area is maintained and enhanced.

The basis of many policies pertaining to the Downtown and Harbour Area are from special studies, including:

- Focus Community Strategic Plan;
- Downtown Action Plan;
- Urban Growth Strategy;
- Downtown and Harbour Architectural Guidelines Study;
- Community Improvement Plan Brownfields Project Areas 1A & 1B;
- Kingston Transportation Master Plan;
- Cycling and Pathways Study; and,
- Core Area Transportation Review.

10A.1 STRATEGIC INTENT AND FUNCTION

The strategic intent and function of the downtown is to be the prime, multi-faceted “centre” of the city and surrounding region. The downtown area and related harbour sub-area, while not land-use designations, signify the civic focus of the city with City Hall, Market Square and Confederation Park as the nucleus of historic public activity, and linkage to the harbour. The Central Business District commercial land use designation in the downtown is intended to contain the broadest range of commercial uses, tourist and hospitality facilities, and civic activity within a context that preserves human scale, historic amenity and vibrant pedestrian activity.

The harbour area is also intended to contain a mixture of uses with an emphasis on tourist and open space uses that provide a mutually supportive relationship with harbour activities and public access along the waterfront. In addition to the commercial, civic and harbour activities that characterize the Downtown and Harbour Area, higher density residential uses and prominent buildings, such as City Hall and St. George’s Cathedral, are important components of both the downtown and harbour areas that enhance their vitality and contribute to their unique “sense of place” within the municipality.

Goal:

To foster the continued prominence and function of the Downtown and Harbour Area as the principal mixed use business district or commercial “Centre” and civic focus within the City, for both residents and visitors.

Policies:

Range of Uses

10A.1.1. A broad mix of uses will be encouraged in the Downtown Area and in much of the Harbour Area (shown on Schedule DH-1), including the widest range of commercial use, as well as civic, institutional, open space, *recreation* and higher density residential use provided that such uses are supportive of the vitality, human scale, pedestrian activity, historic fabric and function of this Centre.

10A.1.2. While a mixture of uses is permitted in the Harbour Area, its focus will be related to public open space, *recreation*, and water-based tourist commercial uses such as marine transportation.

Accessibility

10A.1.3. Accessibility to, and within, the Downtown and Harbour Area will be improved, with emphasis on creating an environment in the Area in which automobiles play a balanced role in the provision of all modes of travel.

10A.1.4. To add to the accessibility and vitality of the area, new and improved pedestrian linkages to the waterfront and between blocks in the Downtown will be promoted in accordance with Schedule DH-3.

Views

10A.1.5. Protected views of the water as shown on Schedule 9, and the view planes to the cupola of City Hall as identified on Schedule DH-4, are intrinsic components of the character of the Downtown and Harbour Area that will be preserved in the consideration of additional *development or redevelopment*.

Cultural Heritage Resources

10A.1.6. *Cultural heritage resources* are a valued legacy of the City and constitute character-defining elements of the Downtown and Harbour Area that are intended to be *conserved*. New *development* must protect, enhance, support or adaptively re-use these resources.

Parking

10A.1.7. Parking will be managed in a manner that is supportive of the function of the Downtown and Harbour Area and also of its pedestrian focus. New parking structures will be located, where possible on the fringe of the Downtown and Harbour Area, and will be designed to complement the historic character, and the neighbouring buildings and adjacent streetscapes or walkways through design, massing and streetscape features. New surface parking lots will be discouraged.

Infrastructure Improvements

10A.1.8. Road, streetscape, and *infrastructure* improvements within the Downtown and Harbour Area will be undertaken by the City to enhance

its function and amenity. Other forms of renewal and enhancement by private or government initiatives will be encouraged.

Waterfront Pathway

10A.1.9. The Waterfront Pathway will be extended and enhanced along Lake Ontario within the Harbour Area through public actions and public-private partnerships or easements.

10A.2**LAND USE**

As the City's prime Centre, the widest range and mixture of land use is permitted with an emphasis on commercial uses that are supportive of the pedestrian orientation, historic character and related scale of the Downtown and Harbour Area. Civic and public institutions, marine and open space activities along the harbour, and medium to high density residential uses all contribute to the vitality, and pedestrian focus of the area and are encouraged in this location in a form that maintains human scale and historic context.

Goal:

To support the historic, commercial and civic function of the Downtown and Harbour Area by providing for a full and integrated range of commercial, hospitality, civic, and community uses as well as open space, and higher density residential uses that are compatible in scale and type to the historic core.

Policies:**Permitted Uses**

10A.2.1. In accordance with its priority function as the City's prime Centre on Schedule 2, and the apex of the Commercial hierarchy of Section 3.4 of this Plan, a wide range of commercial use is permitted including all levels of retailing, offices, professional and service uses, hospitality uses and tourist accommodation, cultural, entertainment and *recreation* uses in accordance with the Central Business District designation in Section 3.4.A of this Plan.

10A.2.2. Within the Harbour Area as shown on Schedule DH-1, tourist and hospitality, marine transportation and *recreation*, and public open space uses are particularly encouraged in accordance with Section 3.4.A and 3.9 of this Plan.

Prohibited Uses

10A.2.3. New industrial, automotive, or low-density residential uses are not permitted.

Restricted Uses

10A.2.4. Large-scale commercial uses that are not *compatible* with the massing of historic buildings in the Downtown may be restricted to the periphery of the Central Business District land use designation. Automobile related uses such as auto sales or gas bars will be required to locate on the periphery of the Downtown and Harbour Area, and may be prohibited.

- Prime Pedestrian Streets** **10A.2.5.** Commercial uses that attract and serve residents from throughout the City and broader region are encouraged to locate in the Downtown and Harbour Area, particularly on Prime Pedestrian Streets as shown on Schedule DH-3.
- Ground Floor Commercial** **10A.2.6.** Ground floor commercial use is required along street frontages identified for Mandatory Commercial Frontage on Schedule DH-3. Retail use is preferred on these streets, but commercial activity also includes offices, hospitality uses, services and professional uses.
- Office Use** **10A.2.7.** Office use will be encouraged in the Downtown Area, either as independent buildings, or as ground floor or upper storey uses. In recognition of the importance of office use to the support of the Downtown, Council may limit the size or extent of such uses in other locations in the City.
- Priority Functions** **10A.2.8.** Commercial, hospitality, cultural, *recreation* and entertainment uses will be encouraged. Hotels, restaurants, theatres, cinemas, art galleries and other venues that contribute to the attraction and amenity of the Downtown and Harbour Area for both residents and tourists of the City are a priority function of the Central Business District designation.
- 10A.2.9.** Commercial and community uses that support the residential population of the Downtown through the provision of necessary goods, including food, and services such as medical care are also a priority function and will be encouraged to develop or remain in the Downtown.
- 10A.2.10.** Community uses, particularly those that serve a broad area of the City, such as government offices, places of worship, libraries, museums, *recreation*, entertainment or cultural centres are permitted and encouraged in the Central Business District designation that applies to most of the Downtown and Harbour Area.
- City Hall Square** **10A.2.11.** City Hall Square consists of three inter-related civic and public elements: City Hall, Market Square and Confederation Park, all of which are protected by the Ontario Heritage Act. Together they form a nucleus of civic identity that has been fostered over the years through long term public endowment. The symbolic, functional and historic significance of City Hall Square and its component sites are recognized in Section 7 of this Plan and will be enhanced as follows:
- a. the City Hall building will be maintained in its external configuration with entryway links to both Confederation Park and Market Square;
 - b. the portico of City Hall and its linkage across Ontario Street with Confederation Park, will be preserved and enhanced as a ceremonial setting and place of outdoor public assembly in a park-like setting;
 - c. within City Hall, areas of municipal administrative function, public access, ceremony and display will continue to be maintained for public and private events;

- d. Market Square will continue to be enhanced as an outdoor public venue, continuing its historic market tradition and more recently completed winter skating function;
- e. any further *development* of Confederation Park will minimize buildings and recognize and incorporate in its design the significance of the Park as a forecourt to City Hall, a key node in the Waterfront Pathway, its landfall role with the adjacent marina, and its significance as a place of outdoor leisure and public assembly;
- f. public works will enhance the public use and historic significance of City Hall Square and its three inter-related elements;
- g. the safe and convenient movement of pedestrians, public transit and bicycles through City Hall Square will be assessed with respect to the transportation requirements for vehicles on streets within or adjacent to the Square; and,
- h. a parking strategy will be undertaken to address the needs of tour buses and parking for those attending public functions or using City Hall Square.

Medium and High Density Residential Uses

10A.2.12. Medium and High Density Residential uses are encouraged in the Downtown, either above commercial ground floor space as mixed use buildings in the Central Business District or as independent buildings on the periphery of the Central Business District, on streets where ground floor retail is not mandatory as shown on Schedule DH-3. Specialized residential uses including senior citizen accommodation, boarding houses, crisis care facilities, supportive housing, hostels, and similar uses are also permitted in the Central Business District in accordance with the above conditions.

Residential Buildings

10A.2.13. Where independent residential buildings are permitted in the Central Business District, (on streets where ground floor retail is not mandatory), they will contribute to the pedestrian amenity of the area through design that provides access and common areas adjacent to the street and avoids the creation of driveways crossing Prime Pedestrian Streets shown on Schedule DH-3. In addition, any residential use of the ground floor must be constructed to be physically capable of conversion to a commercial use in the future by providing access directly at the level of the sidewalk, having adequate ceiling height, stair locations, and partition wall layout that enables a future conversion of the ground level for commercial use.

Residential Development

10A.2.14. Residential *development* of upper storey commercial space or older one and two unit dwellings into multi-residential buildings in the Central Business District is permitted provided that matters of adequate light, separate access, sufficient floor space, *amenity area*, and appropriate parking can be satisfactorily addressed.

Open Space

10A.2.15. Confederation Park, Market Square and the Waterfront Pathway constitute major open space resources within the Downtown and Harbour Area that form *significant* elements of its identity and

pedestrian linkage through the area. Additional public areas and pedestrian linkages will be acquired, developed or enhanced as opportunities arise and may take the form of urban squares, courtyards or passageways between buildings.

View Corridors

10A.2.16. Retention of views across the harbour to Kingston Fortifications including Fort Henry and the Fort Frederick, Murney, Shoal and Cathcart Martello Towers, is required in consultation with Parks Canada. The design or site arrangement of new buildings or structures must conserve views to the water, and where feasible, contribute to the improvement of the Waterfront Pathway in accordance with the policies of this Plan.

Parking

10A.2.17. Above and below grade parking structures are permitted in the Downtown and Harbour Area but parking at grade is generally prohibited to encourage uses that animate the street to be built at ground level. It is the intent of this Plan that parking structures are designed in such a manner that the pedestrian function, streetscape facade, and views of the Downtown and Harbour Area are not impaired, in accordance with the Downtown and Harbour Area Architectural Guidelines, and other policies of this Plan.

10A.3

**INFRASTRUCTURE, TRANSPORTATION,
PARKING AND SERVICING**

As the oldest area of the City, the Downtown and Harbour Area contains aged *infrastructure*, much of which will be replaced or renewed over the lifetime of this Plan. As a centre of commerce and tourism, modern *infrastructure*, access and parking are critical elements of the downtown. A number of transportation improvements are designed to address parking and congestion issues while encouraging transit, cycling and pedestrian means of transportation in the Area. The Downtown Action Plan and the Kingston Transportation Master Plan recommendations provide guidance on this matter.

Goal:

To support the function and significance of the Downtown and Harbour Area through infrastructure renewal, and improvements to parking, access, transit and other modes of transportation with an emphasis on enhancing the pedestrian activity that is intrinsic to the character of this area.

Policies:

**Infrastructure
Renewal**

10A.3.1. The City must undertake necessary *infrastructure* renewal in the Downtown and Harbour Area during the course of this Plan to replace water and sanitary sewer mains, combined sewer *infrastructure*, storm sewers, and upgrade fibre optics and other underground utilities. The City intends to coordinate road and streetscape improvements with such construction.

- Road Improvements** **10A.3.2.** Planned road improvements that are within or related to the Downtown and Harbour Area include:
- a. an additional lane added to Place D'Armes to create two way traffic flow;
 - b. providing for the potential to close Ontario Street in front of City Hall for special events; and,
 - c. the extension of Wellington Street.
- Cycling Opportunities** **10A.3.3.** The City intends to enhance cycling opportunities in the Downtown through such means as:
- a. provision of additional bicycle parking;
 - b. provision of cycling routes on Ontario, Queen, Johnson and King Streets; and,
 - c. provision of intersection priority to cyclists in some locations.
- Transit Services** **10A.3.4.** Transit service is important to further growth and *development* within the Downtown and Harbour Area by increasing its accessibility for all residents of the City. It will be improved by implementing such measures as:
- a. increased service frequency on Princess Street and the La Salle Causeway;
 - b. *development* of a Downtown transit terminal;
 - c. establishment of "Park and Ride" parking areas on the periphery, particularly on the east side of the La Salle Causeway to encourage transit usage;
 - d. co-ordinated service with inter-city bus, ferry, train and *airport* passenger service;
 - e. concentration of *development* within 400 metres of a transit stop; and,
 - f. shuttle service within the Downtown for specific groups such as students and tourists.
- Pedestrian Activity** **10A.3.5.** Pedestrian activity is a priority means of active transportation in the Downtown and Harbour Area, providing animation to the streets and support for the historic function of the downtown and mixture of uses that are desired. Means of enhancing pedestrian activity, convenience, safety and amenity are encouraged.
- Priority Pedestrian Streets** **10A.3.6.** New drive-through facilities will not be permitted in the Downtown and Harbour Special Policy Area in order to protect and enhance the unique sense of place and the *cultural heritage resources* that characterize the Downtown and Harbour Special Policy Area as shown on Schedule DH-1. On Prime Pedestrian Streets, as shown on Schedule DH-3, vehicle crossings of the sidewalk may be limited or restricted, in order to enhance the safety and convenience of pedestrian movement. However, there may be exceptional circumstances where a

drive-through facility may be permitted where the intent of the Plan regarding the Downtown and Harbour Special Policy Area can otherwise be preserved. Applications for a new drive-through facility are subject to site plan control review and the policies of Section 9 and Section 10A.6.4 of the Plan.

- New Pedestrian Links** **10A.3.7.** Additional pedestrian linkages, as identified on Schedule DH-3, may be investigated and added to the pedestrian route system.
- Lanes and Courtyards** **10A.3.8.** Public and private laneways, courtyards, and other rights-of-way are important for delivery access and emergency service in the Downtown. Many laneways and some courtyards also contribute to the charm and unique character of the core, providing convenient pedestrian routes and exceptional commercial settings. The City intends to maintain and expand the system of pedestrian links and commercial use of courtyards in the *development* of new projects.
- Pedestrian Routes and Courtyards** **10A.3.9.** Further *development* of structured parking provides opportunities to extend this system of pedestrian routes and courtyard spaces. Potential opportunities are identified on Schedule DH-3.
- Parking Strategies** **10A.3.10.** Vehicle parking is vital to the health of the Downtown and Harbour Area, but its provision requires more flexibility, and greater sensitivity, than in other parts of the City to maintain the area's cultural heritage and pedestrian character. The City must continue to monitor the supply and demand of parking in the Downtown Area. As part of this ongoing review, the City intends to apply the following policies:
- a.** new commercial *developments* are encouraged to provide parking for their own use, and where feasible, to incorporate underground parking or parking structures as part of the proposal;
 - b.** commercial *developments* in, or renovations to, current buildings for commercial use may be exempted from providing parking spaces pursuant to the zoning by-law;
 - c.** residential *development*, including the conversion of upper storey commercial space to residential use, is required to provide necessary parking in accordance with the zoning by-law, but may be permitted to provide such space within 60 metres of the lot, through long term parking agreements if it is not possible to provide on-site parking;
 - d.** new medium and high density residential *developments* are encouraged to provide parking on site in either underground space or parking structures; and,
 - e.** in limited circumstances, cash-in-lieu of parking for residential uses may be accepted by Council in accordance with Section 9.5.11 of this Plan, where it is not feasible to provide on-site parking.
- Joint Ventures** **10A.3.11.** The City will encourage and promote the creation of additional structured parking through joint ventures with other public agencies and private companies.

10A.4

CULTURAL HERITAGE AND URBAN DESIGN

The Downtown and Harbour Area contains a wealth of *cultural heritage resources* including buildings and sites, heritage areas, *cultural heritage landscapes*, and *archeological resources*. The Area’s heritage components continue to be a major part of its character and quality of life. They are also intrinsically linked to the Downtown and Harbour Area’s economic function as a mixed use centre of commerce, civic activity, accommodation, and lake-based transportation as well as its attraction for tourism.

While an exceptional number of *cultural heritage resources* have survived, many have been compromised by insensitive renovation or by the influence of recent unsympathetic *development*. Section 7 of this Plan and the Downtown and Harbour Area Architectural Guidelines provide direction and opportunities for protection and enhancement of the *cultural heritage resources* and contain guidelines for further *development* that will be *compatible* with the heritage character of the area.

Goal:

To respect and foster the cultural heritage resources (including buildings, streetscapes, landscapes and archaeological resources) of the Downtown and Harbour Area and provide guidelines for new private development and public investment that will complement this heritage and enhance the use and enjoyment of the Downtown and Harbour Area.

Policies:

Architectural Heritage Elements

10A.4.1. The historic architecture of the Downtown and Harbour Area is part of the defining and valued character of the City that must be fostered and preserved as an endowment from the past. These rich resources contribute to the economy, as well as to the quality of life of its citizens.

Architectural Heritage Character

10A.4.2. The historic architecture of the downtown is best maintained by preserving, rehabilitating and restoring existing building stock that reflects the character of its sub-areas as described in the Downtown and Harbour Area Architectural Guidelines. The City will endeavour to ensure that any changes to existing buildings in the Downtown and Harbour Area will not detract from the character of the district.

Restoration of Character-Defining Buildings

10A.4.3. It is the City’s intent to preserve, rehabilitate and restore existing character-defining elements in accordance with Parks Canada’s manual, “The Standards and Guidelines for the Conservation of Historic Places in Canada”. Each property will be examined to determine its character defining elements and these will be part of a conservation plan in accordance with Section 7.1.6 of this Plan.

10A.4.4. The City encourages the restoration of character-defining elements such as facades and other exterior treatment where adequate documentation exists, but does not support the creation of a “false history” achieved through the addition of elements from other historic buildings or pseudo-historic elements that did not originally exist.

Infill Character

10A.4.5. Current gaps along the streetscape, created by demolished buildings are encouraged to redevelop with *infill* buildings which are consistent with the massing, widths and heights of existing buildings and with the prescribed planes of the zoning by-law, having regard to the more detailed provisions of Section 8 of this Plan and the Downtown and Harbour Area Architectural Guidelines.

New Buildings & Height Provisions

10A.4.6. While striving to maintain character-defining buildings, the City may support new buildings that are of a scale and massing complementary to buildings in the surrounding area. The following provisions will generally be required:

- a.** for the Market Square Heritage District as shown on Schedule 9:
 - existing building height will not be increased;
 - the maximum height of any new building must not be greater than the highest building on the same block in the District;
 - a minimum building height of approximately 8.5 metres with two storey height or the appearance of two storeys; and,
 - a height between ground floor and second floor of 4.25 metres or alignment with second floor of adjacent buildings if these are considered to reflect the character of the area as established in the Downtown and Harbour Area Architectural Guidelines;
- b.** for the Lower Princess Street Heritage Area and the Downtown portions of the St. Lawrence Ward Heritage Area and Old Sydenham Heritage Area which are shown on Schedule 9:
 - street wall buildings with a ‘build-to-plane’ up to 17 metres, to be specified in the zoning by-law;
 - a minimum building height of approximately 8.5 metres with two storey height or the appearance of two storeys; and,
 - a height between ground floor and second floor of 4.25 metres or alignment with second floor of adjacent buildings if these are considered to reflect the character of the area as established in the Downtown and Harbour Area Architectural Guidelines; and,
- c.** for the North Block and environs sub-area and the Harbour Area as shown on Schedule DH-1, in addition to the policies outlined in subsection b) above, a maximum height (after employing angular plane setbacks) of 25.5 metres.

Potential Exemption

10A.4.7. Notwithstanding the above provision related to height, if a site-specific urban design study, presented to the public, clearly indicates to the satisfaction of the City, that a taller building is *compatible* with the massing of surrounding buildings, does not create unacceptable

amounts of shadowing, and meets the land use compatibility policies of Section 2.7 of this Plan, a greater height within a specified building envelope may be approved.

Protected Views to Water

10A.4.8. The views to the harbour from Barrack, Queen, Princess, Brock, Clarence, Johnson, William, Earl and Gore Streets are character-defining elements of the area. It is the intent of this Plan to ensure that views of the water from any point along the public right-of-way of these streets within the Downtown and Harbour Area, as shown on Schedule 9, are protected.

Protected Views to City Hall

10A.4.9. Views of City Hall’s cupola as established on Schedule DH-4 must be protected in the approval of new *development*.

Above Grade Parking Structure Design

10A.4.10. Above grade parking structures in the Downtown will be encouraged to be complementary to the massing and treatment of related buildings along the streetscape through use of one or more of the following means:

- a. design of office or retail space that will wrap the parking structure along the street, particularly along Prime Pedestrian Streets or appropriate areas of the Waterfront Pathway as shown on Schedule DH-3;
- b. facade design which is *compatible* with elements and spacing of elements of adjacent buildings in order to provide a continued rhythm along the street;
- c. restricted or prohibited vehicular access from Prime Pedestrian Streets;
- d. pedestrian access to be encouraged from Prime Pedestrian Streets rather than a side street; and,
- e. any exterior face that abuts a pedestrian walkway or courtyard will have design elements that bring the structure into the pedestrian realm, to assist in the way in which it blends with the design elements and massing of surrounding buildings.

Component Sub-Areas

10A.4.11. The component sub-areas of the Downtown and Harbour Area shown on Schedule DH-1 each have distinctive characteristics as described in the Downtown and Harbour Architectural Guidelines. In determining future public works and in assessing the type of *development* that is *compatible* in the sub-areas of Lower Princess Street Retail Area, Historic Market Square Conservation District, the Historic Area Adjoining Market Square, North Block and Environs, and the Harbour Area, the City will refer to these Architectural Guidelines as well as to the Downtown Action Plan.

Market Square

10A.4.12. Market Square and the streets that abut it are priority locations for retail use that continues the historic function of the Square. Temporary retail uses, including a farmers market, will be encouraged to locate in Market Square. Further Heritage Conservation District policies relating to Market Square are found in Section 7.3.C.8 of this Plan.

Harbour Area

10A.4.13. The views of the water shown on Schedule 9, in addition to the view planes identified on Schedule DH-4, will be preserved to the greatest extent possible. Surface parking along the waterfront will be discouraged or prohibited. Parking structures in the Harbour Area that block views of the water will also be discouraged and may be prohibited. Such structured parking will be encouraged to locate below grade in a manner that poses minimal obstruction of water views.

Public Access to the Water

10A.4.14. Access to the waterfront will be enhanced wherever possible, particularly at the ends of public rights-of-way. Publicly accessible docks also form character-defining elements of the Harbour Area and provide informal open space that will be preserved.

Infrastructure Improvements

10A.4.15. Improvements to the *infrastructure*, streetscape and public open space elements of the Downtown and Harbour Area will have regard to recommendations of the Downtown Action Plan and the Downtown and Harbour Area Architectural Guidelines.

10A.5

GUIDELINES FOR DEVELOPMENT

A number of large sites within the Downtown and Harbour Area are vacant or under-developed and are expected to redevelop during the course of this Plan. Guidelines have been provided to guide the *development* of these sites in a manner that supports the character and function of the area.

Goal:

To guide the development or use of key sites within the Downtown and Harbour Area in a manner which supports or improves the amenity of the area with regard to the cultural heritage resources in the immediate vicinity of these properties.

Policies:

The following policies refer to major *development* sites shown on Schedule DH-2 and linkages shown on Schedule DH-3.

Northwest Corner of Queen and Bagot Streets (Site 1)

10A.5.1. The site at the northwest corner of Queen and Bagot Streets on the edge of the Lower Princess Street Retail Area is able to accommodate a new large-scale *development* that conforms to the current zoning. No heritage detailing is required.

South Side of Queen Street Between King and Ontario Streets (Site 2)

10A.5.2. This site on the south side of Queen Street between King and Ontario Street is part of the North Block Site Specific Policy Area shown on Schedule 3-D, and is potentially able to accommodate new large scale *development* that will maintain the character of the district if certain provisions are maintained. In addition to the policies of Section 3.18.22, proposals are encouraged to:

- a.** build at the street edges or align with the facade of existing character defining buildings, especially along Princess Street where a

continuous retail frontage at grade along the street is a character-defining and historic element of the street;

- b. limit vehicle access to the Queen Street frontage; and,
- c. explore the potential of creating an additional mid-block walkway and courtyard as set out in Schedule DH-3.

South Side of Princess Street Between King and Ontario Streets (Site 3)

10A.5.3. This site on the south side of Princess Street between King and Ontario Streets is able to accommodate new large scale *development* and maintain the character of the district if certain provisions are followed. In addition to the policies of Section 3.18.14 respecting the Quay *Development* Site Specific Policy, proposals will be strongly encouraged to:

- a. build at the street edges or align with the facade of existing character defining buildings, especially along Princess Street where a continuous retail frontage at grade along the street is a character-defining and historic element of the street;
- b. modify the angle of the Brock and Ontario Streets corner setback through a modification to the approved zoning in accordance with the recommendations of the Downtown and Harbour Architectural Guidelines to enable a view corridor to City Hall from farther north along Ontario Street;
- c. restrict vehicle access to Ontario Street; and,
- d. explore the potential of creating an additional mid-block walkway and courtyard as set out on Schedule DH-3.

North Side of Queen Street Between Wellington and King Streets (Site 4)

10A.5.4. This site is part of the North Block Site Specific Policy Area shown on Schedule 3-D, and is able to accommodate new large-scale *development* and maintain the character of the sub-area if the proposal conforms to current zoning heights, angular planes, and other provisions. Heritage detailing is not required. *Development* on this site is subject to the site specific policies of Section 3.18.22 of this Plan.

North Side of Clarence Street Between Wellington and King Streets (Site 5)

10A.5.5. This site is potentially able to integrate successfully a new large-scale *development* and maintain the character of the sub-area if certain provisions are followed and existing zoning standards are maintained. However, any proposal for this site is encouraged to:

- a. ensure that the design of any vehicle entrance from Clarence Street will preserve the Clarence Street streetscape of St. George’s Cathedral and its contiguous open space;
- b. explore the potential of creating an additional mid-block walkway and courtyard as set out on Schedule DH-3 in conjunction with the *development* of the site; and,
- c. recognize the heritage context of the area.

East Side of Ontario Street Between Princess and Queen Streets (Site 6)

10A.5.6. This site is potentially able to integrate successfully a new large scale *development* that maintains the character of the sub-area, provided that the following considerations are addressed by any proposal:

- a. building heights that generally conform to those within the triangle between Ontario Street and the right-of-way, with a maximum height of 17 metres;
- b. all vehicle access to be limited to an extension of Queen Street or from the right-of-way;
- c. any structured parking to be concealed by a retail wrapper at grade; and,
- d. a minimum waterfront setback of 5 metres, or greater, calculated in accordance with the recommendations of the Downtown and Harbour Architectural Guidelines, in addition to incorporation of a waterfront pathway and publicly accessible open space along the water as part of the proposal.

**Queen Street Dock
(Site 7)**

10A.5.7. Development on this site is subject to the policies of Section 3.18.36 of this Plan.

10A.6

IMPLEMENTATION

Implementation of this Special Policy Area will be undertaken in accordance with the policies of Section 9 of the Official Plan, and with regard to the recommendations of the Downtown Action Plan and the Downtown and Harbour Area Architectural Guidelines.

Goal:

To implement the policies of this Special Policy Area using tools of the Planning Act, the Municipal Act, and the Ontario Heritage Act, in addition to public actions and public or private incentives that promote the policies of this Special Policy Area.

Policies:

**Recommendation of
Studies**

10A.6.1. All public works in the Downtown and Harbour Area will have regard for the recommendations of the Downtown Action Plan, the Urban Design Guidelines for the North Block Central Business District (2004), and the Downtown and Harbour Area Architectural Guidelines Study (2007).

Zoning

10A.6.2. Zoning within the Downtown and Harbour Area will continue to reflect built form provisions as found in the Downtown and Harbour Zoning By-law, to ensure that the form of new *development* is *compatible* with the built heritage fabric and street-oriented pedestrian function of the Downtown and Harbour Area.

Ontario Heritage Act

10A.6.3. Conservation and re-use of existing heritage buildings will be encouraged and additional Heritage Conservation Districts may be created, pursuant to the Ontario Heritage Act.

**Site Plan Control &
Architectural
Guidelines**

10A.6.4. Any application for new *development* will be reviewed during the site plan control review process in terms of its compatibility with the architectural character of the sub-area in which it is located, having regard to the Downtown and Harbour Area Architectural Guidelines Study.

