



**City of Kingston  
Information Report to Council  
Report Number 16-218**

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**To:** Mayor and Members of Council  
**From:** Lanie Hurdle, Commissioner, Community Services  
**Resource Staff:** Luke Follwell, Director, Recreation & Leisure Services  
Paige Agnew, Director, Planning, Building & Licensing Services  
**Date of Meeting:** June 21, 2016  
**Subject:** Potential Relocation of the CN Train Station to Douglas R.  
Fluhrer Park – Next Steps

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**Executive Summary:**

In March 2015, City staff reported to Council on a proposal received from ABNA Investments Ltd. (ABNA), to relocate from Montreal Street and redevelop a part of the CN Rail Station structure, formerly the Grand Trunk Outer Station, in a part of Douglas R. Fluhrer Park and parking area. To compensate the City for the acquisition of land in the park for the Station's relocation, ABNA had proposed to exchange lands located on the waterfront at 6 Cataraqui Street, a neighbouring property owned by ABNA.

At that March meeting, Council directed staff to enter into discussions with ABNA for the proposed land exchange, to conduct appropriate public consultation and to make information available to the public.

A public meeting was held on May 16<sup>th</sup> to present information and respond to questions and inquiries. A public survey has also been posted on the City website to obtain input from members of the public that may not have been able to attend the public meeting.

A number of concerns were expressed at the public meeting, including the actual exchange of land, considering the current public access to the ABNA lands through an easement agreement, the actual proposed relocation of the Grand Trunk Outer Station and its heritage implication as well as the potential inclusion of this proposal/option in the North King's Town Visioning Exercise process.

The North King's Town Secondary Plan Working Group has recently been established and public consultation started in May. Following the review of public input and in discussion with

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and agreement from the proponent, staff believe that the potential relocation of the Grand Trunk Train station should be included within the context of the North King's Town Visioning Exercise which covers Montreal Street and Douglas R. Fluhrer Park.

**Recommendation:**

This report is for information purposes only.



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**Options/Discussion:****Grand Trunk Outer Station and CN Rail Station Development Proposal**

Kingston's former Canadian National Railways (CNR) station is made up of three attached structures. These three structures are linked by physical siting and in the complementary features of their designs. This stone station was the only one and a half storey "Road" or "Way Side" station built by the Grand Trunk Railway (GTR) when it constructed the first mainline in Canada. Kingston was the first station constructed on the centre section of the Montréal-Toronto line.

The CNR declared this station surplus in 1987. The property is designated under the federal Heritage Railway Stations Protection Act (HRSPA) as well as the Ontario Heritage Act. The City passed a designating by-law for this property in 1987; however, as it is owned by a federal agent (CN) the local designation is not in force until the property is sold to a party not subject to Federal regulation.

ABNA proposed to move the limestone portion of the Grand Trunk Outer Station (Outer Station) building from its Montreal Street location to a site in Douglas R. Fluhrer Park, adjacent to Kingston Marina and across from the 9 North Street building redevelopment that ABNA is also undertaking. ABNA is in negotiations with CN Rail for the purchase of the Outer Station lands and, as part of those negotiations, would require approvals to relocate the stone structure from the site.

As part of the agreement to allow the relocation of the Outer Station into the park, ABNA proposed to exchange waterfront land on the 6 Cataraqui Street property, formerly known as Harold's Demolition. In 1997, the City received a grant of easement from ABNA that provides for a 9.14 metre (30 feet) wide right-of-way for pedestrian access and use over a portion of this parcel. The offer from ABNA was to convey to the City a parcel of land approximately 15 metres (49.2 feet) wide with 160 linear metres (525 feet) of waterfront having an area of 0.26 hectares (0.64 acres) in exchange for 0.06 hectares (0.15 acres) of non-waterfront land in the park.

As directed by Council in March 2015, staff held a public meeting on May 16, 2016 to share information and respond to questions and inquiries as it relates to this proposal. Staff also provided information on the City website and invited the public to provide input through a survey. The most common feedback received so far on this project is listed below:

- Concern with the land exchange and that the City is not gaining much land since it already has access to part of the lands through an easement agreement;
- Concern with the relocation of the actual Grand Trunk Station from Montreal Street to Douglas R. Fluhrer Park and the impact on the heritage context of the Montreal Street location;
- If the Grand Trunk Station is relocated to Douglas R. Fluhrer Park, it should include some public benefits such as public washrooms, etc.; and
- The proposal should be reviewed within the context of the North King's Town Visioning Exercise that has been recently initiated.

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**North King's Town Visioning Exercise**

On May 5, 2015, Council passed a motion directing staff to prepare a secondary plan for the Old Industrial Area and Inner Harbour Area. Following this direction from Council, staff proposed the creation of a new secondary plan area that combined the existing Old Industrial Area and Inner Harbour Area and included the neighbourhoods that link the two areas, as well as the existing road network. The "North King's Town Secondary Plan" name was chosen as an initial project title to provide an identity to the project and new secondary planning area.

On December 1, 2015, Council approved the terms of reference for the first phase of the North King's Town Secondary Plan which involves a Community Visioning Exercise and Preliminary Market Analysis. The RFP for this first phase was issued on January 13, 2016 seeking the provision of professional services from qualified consulting firms with expertise in land use planning, urban design, real estate and market analysis, public consultation and community engagement. The RFP closed on February 10, 2016 with a total of 12 proposals received. On April 5, 2016, Council approved the selection of the consultant team for the first phase led by DIALOG.

Part of the work plan for the first phase (Visioning Exercise) of the secondary planning process includes the creation of a community working group to provide input into the development of the secondary plan. The community working group has been established and public consultation started in the last month.

**Next Steps**

Staff had the chance to review preliminary comments from the public and have discussions with the proponent regarding the relocation of the Grand Trunk Train Station to Douglas R. Fluhrer Park. Staff also considered the development of the North King's Town Visioning Exercise process, which had not yet been endorsed by Council, at the time that the relocation of the train station proposal was received. Considering all these factors, staff will be incorporating the potential relocation project of the Grand Trunk Train Station within the context of the North King's Town Visioning Exercise. The proponent is in agreement with this process.

**Existing Policy/By-Law:**

Not applicable

**Notice Provisions:**

Not applicable

**Accessibility Considerations:**

Not applicable

**Financial Considerations:**

Not applicable

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**Exhibits Attached:**

Not applicable