

4.0 STREETScape RECOMMENDATIONS

Consistent with the observations that there are distinct character areas within downtown Kingston, the boulevards and street furnishings should reinforce and enhance the intrinsic function and value of each district. Apart from their location relative to the character areas, the downtown streets have differing roles and functional requirements which should influence streetscape design.

Clearly, Princess Street as the retail spine, and the streets within the Heritage District, should support the pedestrian relationship inherent in the retail, restaurant and tourist uses along those blocks. As such, they require an appropriate quality and intensity of design. Ontario Street functions as a scenic drive, along which tourists naturally find their way to the water's edge and City Hall. King Street is the expedient route, and serves to bring drivers familiar with the city to or through the core. It passes through several character areas and should facilitate pedestrian use, but may not be able to provide boulevard space for street furniture in order to maintain traffic and parking capacity. Queen and Brock Streets, north of Bagot Street, serve as urban arterials and provides access to the rear blocks of Princess Street for parking and loading. These should be transition streets with good light quality, ample sidewalks and boulevard planting, where possible, but do not warrant signature streetscape treatment.

The waterfront Esplanade is a pedestrian street. While its design approach is described as a separate section in this report, the visual and pedestrian connections between the Esplanade and all of the streets leading to the waterfront is critical to the Esplanade's success.



Circa 1910



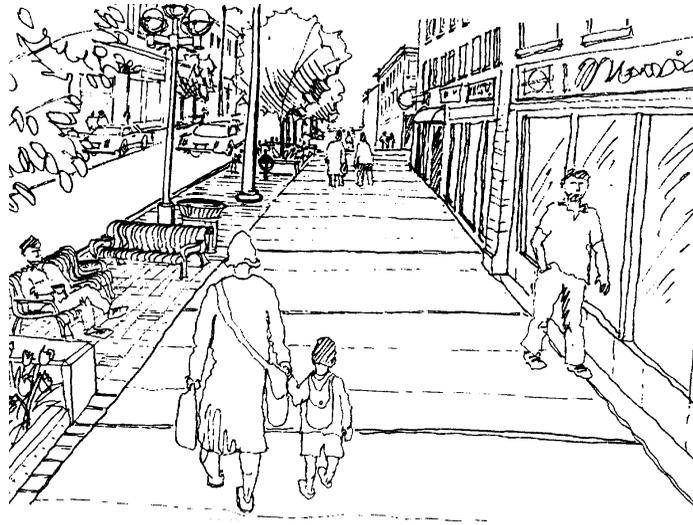
Princess Street has been the retail spine of Kingston for more than a century.

Prototypical block designs for the two main types, Princess Street and the Historic District, were developed and costed. Enlarged plans and detailed descriptions of the Princess Street and Historic District street prototypes have been included in Appendix 'A'.

4.1 Princess Street

Princess Street is a vibrant retail main street that has continuity in terms of building height and general character. Despite its 1.2 kilometre length, the consistency of cross-section, architectural fabric, existing street furnishings, and pedestrian lamps, give it continuity. This consistency, combined with the street's length, requires some visual punctuation to help draw pedestrians beyond conventional 600 m walking distances. It is recommended that landmark elements be created at the intersections of Ontario and Division Streets so as to signal the beginning of Main Street. Similarly, landmark elements at the Bagot Street intersection will identify the street's midpoint, and provide a valuable reference point for visitor orientation.

The various cross streets offer wider boulevards that may be seen as eddies just off the pedestrian flow of the street. Extension of the proposed Princess streetscape pattern, some 30 metres along these side streets, is intended to provide additional seating areas and encourage retail viability a short distance along the side streets. These locations lend themselves to sidewalk patios and cafes, as some boulevards can be wider than on Princess Street, yet are still visible from the main pedestrian route. Sydenham Street is unique in its 'T' configuration and corresponding lower traffic volumes. The Princess streetscape should extend the entire length of Sydenham Street to Queen Street.



Princess Street

The Princess streetscape design concept is based on several key principles:

- Princess Street remains as a one-way street with two travel lanes. This eliminates the need for turning lanes at intersections, which keep crosswalks shorter;
- a generous clearway and smooth sidewalk that provides for large numbers of pedestrians and clear snow plowing movements;
- pedestrian lights, streetlights, tree planters and street furnishings be centered in the boulevard to maximize the sense of pedestrian clearway and to minimize damage from snow plowing;
- and, enhance the legibility of crosswalks for pedestrians and drivers by the use of extending concrete crosswalks across the driving lanes.

The Princess streetscape design concept was developed for the Bagot to Wellington Street block to illustrate these principles and as a basis for cost estimates. This block was selected because the Bagot Street intersection has the highest pedestrian volumes along Princess Street. Additionally, Bagot Street extends south and aligns with the apex of the Clarence and Brock Streets which is a key location within the Historic District. As a key intersection on Princess Street, Bagot Street should be expressed as a node to punctuate Princess and recognize the connection to the Historic District as a landmark intersection.

The design concept is built-up with the following streetscape elements:

- 3.0 metres wide concrete sidewalks with an architectural quality of concrete finish;
- 2.4 - 2.6 metres wide, textured boulevards, paved with large coloured precast units set on a concrete slab to eliminate settling;
- granite curbs;
- pedestrian and streetlights as a complimentary system;
- open planters;
- street furnishings - benches, trash receptacles, bike racks;
- signal poles/node markers with integrated street name signs;
- granite pavers on concrete as special nodal treatment at Bagot intersection;
- lay-bys for parking and loading (pay and display);
- and, smooth, high quality asphalt road surface.

Refer to Plan Eight, Princess Street between Bagot and Wellington.

4.2 Historic District

The Historic District is characterized by the fine and consistent fabric of the architecture. This character area has an intrinsic quality and continuity, and as such, the streetscapes need not create a special identity. Rather, the streetscape role would be to support the function of organizing and separating pedestrians from vehicles, provide lighting and punctuate intersections, in a subtle manner that would not distract or compete with the buildings.



Brock Street

The streetscape design concept for the Historic District is based on several key principles:

- traffic directions and lanes are not to change with the exception of the modifications to Brock, King and Market Streets which are associated with the Market Square project;
- on-street parking is to be retained (the diagonal parking on Clarence Street should be changed to parallel spaces in order to increase the pedestrian sidewalk);
- provide generous, smooth sidewalks continuously along the building faces;
- locate trees and gas lamps in boulevard ‘bulbs’ at intersections so that the building facades are not screened by trees in mid-block, while articulating block corners for pedestrians and drivers; and
- encourage use of shop front awnings to strengthen character, provide shade and rain protection for pedestrians.

A prototype streetscape design was developed for the Wellington to King Street block of Brock Street. This block was selected as representing a ‘typical’ block within the Historic District. There are some special conditions within this district such as the perimeter of Market Square, Ontario Street at City Hall, Clarence Street, and the apex of the gore at Brock and Clarence Streets. The streetscape pattern at these locations should be adjusted to reflect those conditions, as illustrated on the Open Space Master Plan (Plan Five) and on the Confederation and Boucher Park drawings. Refer to Plan Nine, Brock Street Demonstration Block

The design concept for the prototype block is built-up with the following streetscape elements:

- 2.4 m wide concrete sidewalks with architectural quality concrete finish;
- 0.6 textured median through mid block, with 3.0 m wide bulbs at intersections containing tree planters and space for benches, waste receptacles, pay and display parking ticket dispenser etc.;
- 2.4 m concrete parking stalls;
- ‘acorn head’ streetlights with integrated street signs and traffic signals on poles at intersections;
- gas lamps at intersections;
- concrete crosswalks;
- smooth, high quality asphalt roadway; and
- granite curbs.



Historic District Streetscape

4.3 Ontario Street

Design drawings were not advanced for Ontario Street, however, conceptual treatment is illustrated on the Open Space Master Plan and in more detail on the Confederation Park Concept Plan. The approach illustrated is based on the intent that Ontario Street functions as a scenic drive. The existing character of Ontario Street can be reinforced by the creation of gateways at each end, a generous pedestrian sidewalk on the eastside and enhancing clear views and pedestrian connections to Lake Ontario and the Waterfront Esplanade. While there are some constrained sections adjacent to existing buildings, the ability to provide a

broad, tree-lined pedestrian edge is possible along the Block 'D' lands and at the Fort Frontenac ruins. Ontario Street is different from Princess and the Historic District streets in that it passes through three of the character areas. It is not necessary that Ontario Street be consistent in terms of cross-section and streetscape elements as it passes through downtown. The changes to streetscape elements, in particular the functional gates/columns and gas lamps at City Hall and Confederation Park, will serve to communicate that this location is the centre or key destination downtown.

