

UNION PARK KINGSTON URBAN DESIGN STUDY

FOTENN PLANNING + DESIGN

JUNE, 2021



View of the proposed development looking west from Sir John A. MacDonald Boulevard toward the former Prison for Women Administration Building.





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1.0 INTRODUCTION AND SITE CONTEXT

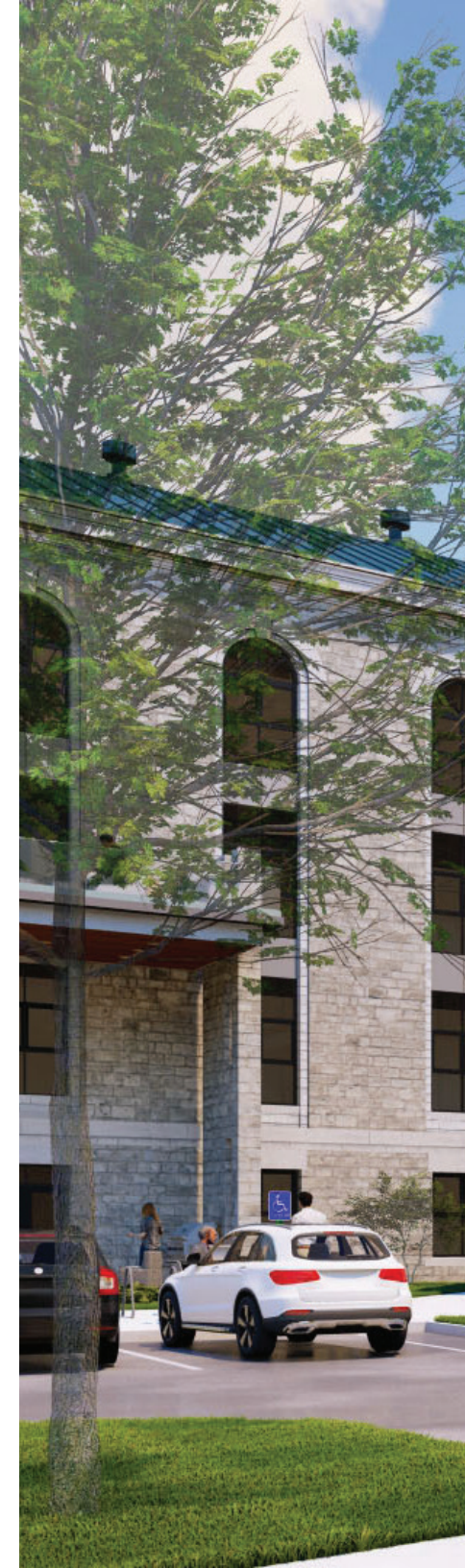
1.1 INTRODUCTION

The following Urban Design Study (the Study) has been prepared in support of Official Plan and Zoning Bylaw Amendments, and Draft Plan of Subdivision, for the redevelopment of 40 Sir John A. MacDonald Boulevard in the City of Kingston.

The Study provides an overview of the project, outlining the vision and guiding principles that informed the design. Equally important, the Study describes the historic and surrounding context that the plan seeks to respond to and enhance. Finally, the urban design merits of the project are

detailed and illustrated, exemplifying how the proposed development represents the optimal build out of the site, while reinforcing the intent of the City's urban design policies and directions, and the principles of good urban design.

The proposed development was informed by a Heritage Conservation Strategy (undertaken by Commonwealth Historic Resource Management, in conjunction with Barry Podolsky Associates) and reflects the historic nature of the Portsmouth Village.





A view of the proposed Annex Wing addition illustrating how new built form will integrate seamlessly with the established context of the former prison administration building.

A landmark complete community that seamlessly integrates a vibrant mix of uses within an attractive, high-quality, and transit-supportive public realm.

1.2 VISION

Through close collaboration with the City of Kingston, community groups, and heritage experts, the redevelopment of the former Prison for Women into Union Park acknowledges and builds on the historic significance of the site as a former Prison for Women.

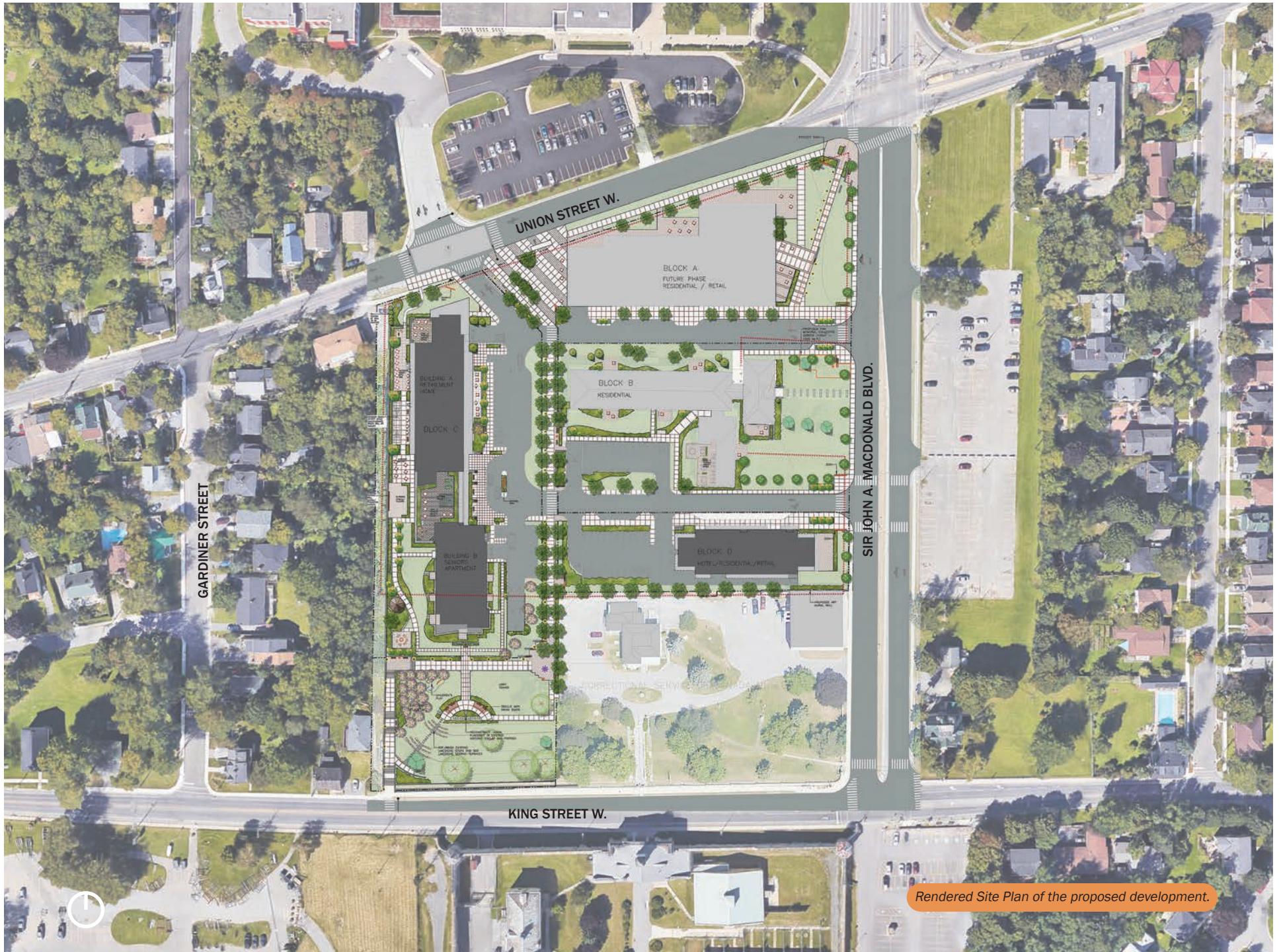
The limestone heritage building is proposed to be fully re-purposed as a vibrant residential building and community anchor. Modernizing this historic site, including sustainable building and site design, represents the significant revitalization of a brownfield site.

The vision for Union Park is that it becomes a landmark for residents, visitors and the City of Kingston. Located at the corner of Union Street and Sir John A. MacDonald Boulevard, the development will create a complete community by seamlessly

integrating a mix of residential, commercial, leisure, and hotel spaces into Portsmouth Village that allow residents to age in place within the neighbourhood.

As part of a collaborative process with the P4W Memorial Collective, the plan recognizes and honours those who spent time in prison, as well as the experience of their families and friends, including a memorial garden that will provide a quiet place for reflection.

A clearly-defined public realm (i.e. public parks and private areas that are open to the public) creates an attractive and vibrant destination that will promote active living. A series of internal streets will maximize permeability, reinforce safety and pedestrian-priority through traffic calming measures, and promote and prioritize alternative modes of transportation.



Rendered Site Plan of the proposed development.



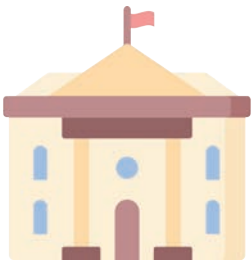
Axonometric view of the proposed development showing how new buildings are situated within a predominantly open site.



Rendering showing the high-quality level of landscaping proposed throughout Union Park.

1.3 GUIDING PRINCIPLES

The following Guiding Principles will help to achieve the vision in Section 1.2 and have been referenced regularly through the development of the plan in Section 3.1



PROTECT AND ENHANCE HISTORY

Adaptively re-use the former Prison for Women building, design new buildings to reflect historic features, and maintain the spacious character of the site. Maintain historic features throughout the site.



PROMOTE A COMPACT MIX OF USES

A mix of residential types and tenures, as well as supporting commercial, will augment the surrounding uses, optimize existing infrastructure, and allow residents to live, work and play in the neighbourhood.



ENCOURAGE ACTIVE TRANSPORTATION

A continuous and well-connected network of streets, combined with clearly defined pedestrian routes, maximize permeability and promote the use of active modes of transportation.



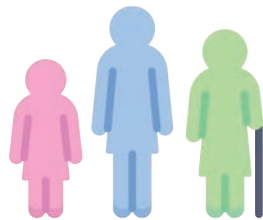
PRIORITIZE PEOPLE OVER CARS

Street designs that prioritize pedestrian use and ensure safe and seamless movement through traffic calming measures and the creation of 'side-friction' through on-street parking.



MINIMIZE IMPACTS ON NEIGHBOURHOODS

Minimize impacts on existing neighbourhoods, including the Queen's University West Campus and the Portsmouth Community, through the location of buildings on site, and the careful consideration of massing and height.



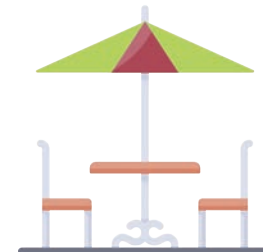
ALLOW RESIDENTS TO AGE-IN-PLACE

Provide a range of housing types and tenures to appeal to people of all ages and life stages, and to allow residents to age-in-place within the development and surrounding neighbourhoods.



CREATE UNIQUE AND LINKED OPEN SPACES

Provide a range of open spaces, from public parks and plazas, to private amenity spaces, accommodating a range of recreational activities on site that augment the broader open space network.



SUPPORT VIBRANT AND ACTIVE STREETSCAPES

Locate buildings to promote wide, tree-lined boulevards and plazas, while ensuring building designs provide vibrant and active uses at grade to animate the street and create safe and attractive public spaces.

1.4 SITE CONTEXT

Union Park is located at 40 Sir John A. MacDonald Boulevard in the City of Kingston. It is bounded by Union Street to the north, Sir John A. MacDonald Boulevard to the east, and King Street to the south. To the west, the subject site abuts the rear property lines of the houses on Gardiner Street.

CITY CONTEXT

Nestled within a rich setting of institutional uses, including Queen's University (West Campus), the former Kingston Penitentiary, and Portsmouth Olympic Harbour, the subject site is well-located along Lake Ontario in the City of Kingston's Portsmouth Neighbourhood.

Direct access to the downtown, as well as key institutional uses (i.e. Queen's University main campus, St. Lawrence College, Providence Care and Provincial Campus, Kingston General Hospital), is provided from King Street. In addition, a number of major conservation areas and parks are directly accessible along King Street, including Lake Ontario Park, the

Marshlands Conservation Area, City Park and the Lemoine Point Conservation Area.

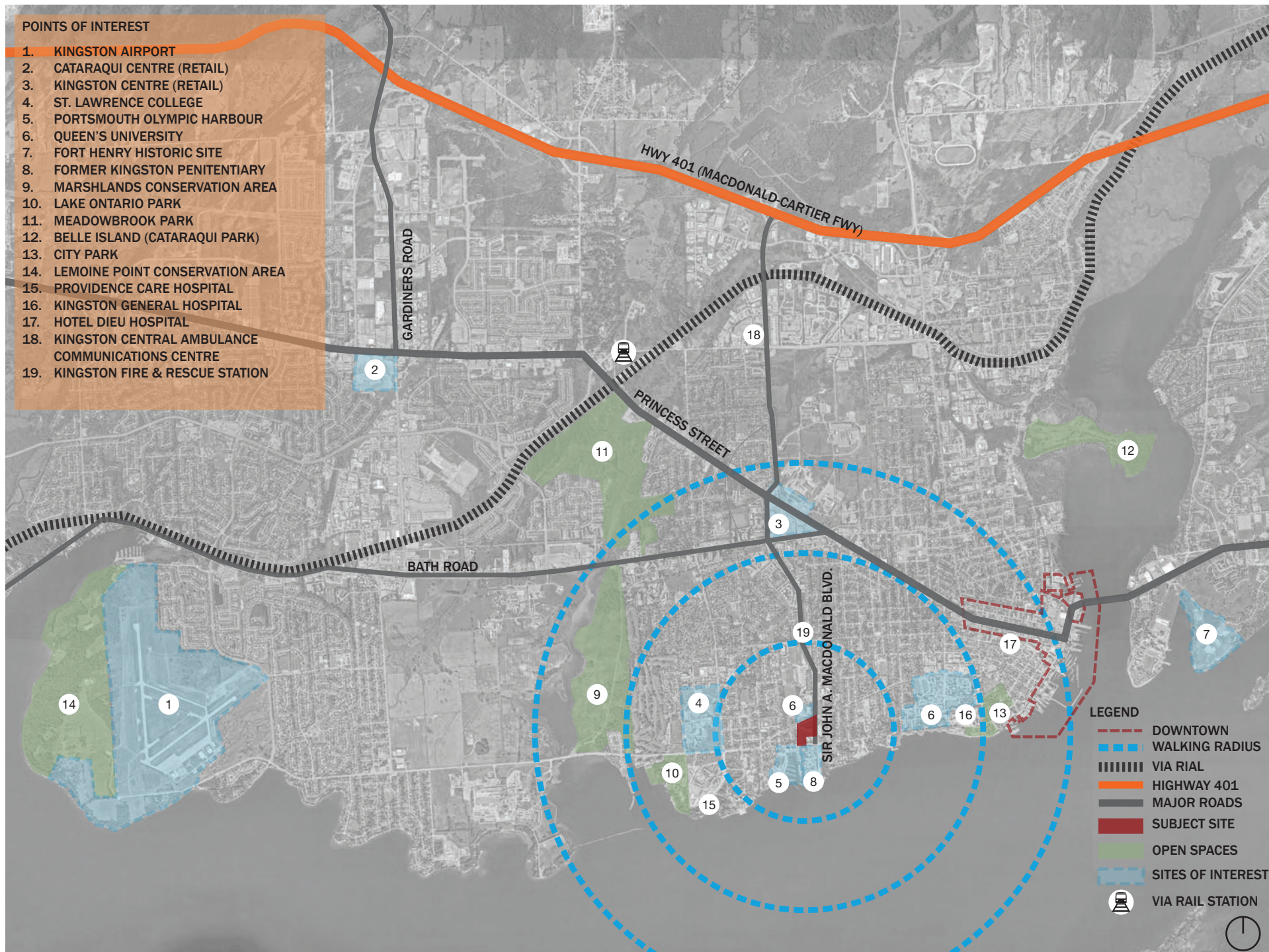
Sir John A. MacDonald Boulevard connects north to Princess Street, one of Kingston's most important commercial streets, and a focal point for growth and intensification through transit-supportive development.

Major retail anchors (i.e. the Kingston Centre and the Cataraqui Centre) are located along this route.

Both Sir John A. MacDonald Boulevard and Princess Street provide direct access to Highway 401 within a 10-12 minute drive, maximizing accessibility for those traveling to or from the subject site.

POINTS OF INTEREST

1. KINGSTON AIRPORT
2. CATARAQUI CENTRE (RETAIL)
3. KINGSTON CENTRE (RETAIL)
4. ST. LAWRENCE COLLEGE
5. PORTSMOUTH OLYMPIC HARBOUR
6. QUEEN'S UNIVERSITY
7. FORT HENRY HISTORIC SITE
8. FORMER KINGSTON PENITENTIARY
9. MARSHLANDS CONSERVATION AREA
10. LAKE ONTARIO PARK
11. MEADOWBROOK PARK
12. BELLE ISLAND (CATARAQUI PARK)
13. CITY PARK
14. LEMOINE POINT CONSERVATION AREA
15. PROVIDENCE CARE HOSPITAL
16. KINGSTON GENERAL HOSPITAL
17. HOTEL DIEU HOSPITAL
18. KINGSTON CENTRAL AMBULANCE COMMUNICATIONS CENTRE
19. KINGSTON FIRE & RESCUE STATION



LOCAL CONTEXT

There is a good mix of uses within a ten minute (1000m) walk of the subject site. To the west, along King Street, a small retail area fulfills a number of daily needs, including a drug store, a convenience store, restaurants and other services. To the east on Union Street, a small grocery store provides full food shopping services.

Institutional uses, including Queen's University (West Campus), the Tett Centre for Creativity and Learning, the Isabel Bader Centre for the Performing Arts, the former Kingston Penitentiary and the former Prison for Women, provide a strong foundation of cultural uses and experiences. The former penitentiary is used for educational tours,

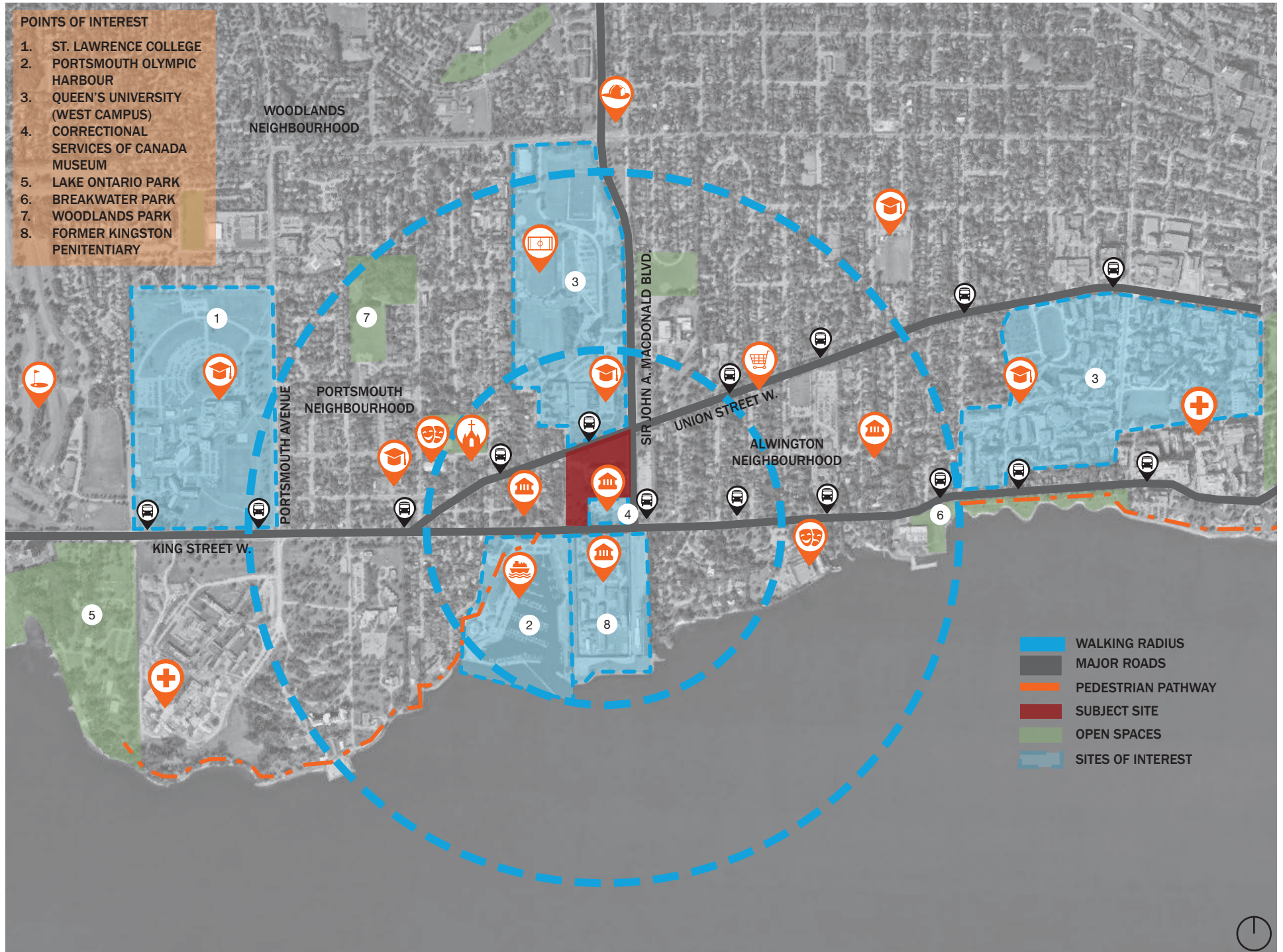
while the Correctional Service of Canada Museum is located within the former Warden's house, immediately south of the Union Park site.

There are multiple recreational facilities within walking distance of the subject site, including smaller neighbourhood parks (i.e. Woodlands Park, Oakridge Park) as well as the newly renovated Breakwater Park, which is a significant destination along the City of Kingston's waterfront. Directly south of the subject site, the Portsmouth Olympic Harbour provides a publicly-accessible marina and access to the waterfront walkway, which leads to Lake Ontario Park.

While the abovementioned destinations are generally within walking distance for most people, there is also regular transit service provided on both King Street West and Union Street West, providing convenient access to these amenities, as well as beyond to the downtown, Princess Street, and across the City.

POINTS OF INTEREST

1. ST. LAWRENCE COLLEGE
2. PORTSMOUTH OLYMPIC HARBOUR
3. QUEEN'S UNIVERSITY (WEST CAMPUS)
4. CORRECTIONAL SERVICES OF CANADA MUSEUM
5. LAKE ONTARIO PARK
6. BREAKWATER PARK
7. WOODLANDS PARK
8. FORMER KINGSTON PENITENTIARY



2.0 POLICY & REGULATORY CONTEXT

2.1 KINGSTON OFFICIAL PLAN (2019)

The City has a number of plans and policies that support strong urban design and the creation of healthy, active and vibrant communities. The City's Official Plan establishes high level design objectives, which are then implemented through more detailed and site-specific urban design guidelines and studies.

The sections that follow provide an overview of the urban design policies and guidelines that are applicable to the subject site.

The City of Kingston Official Plan manages and directs physical growth across the City, implementing matters of the Provincial Policy Statement, while establishing broad goals and objectives related to growth, protection of natural and cultural heritage, resource management and efficient use of infrastructure.

Section 8 of the Official Plan provides urban design directions with the goal of:

'provid[ing] a framework for the provision and maintenance of a safe, efficient, accessible, and harmonious environment, which recognizes, values and supports aspects of the built and

natural environment that contribute to an area's sense of place and significance to the community.'

This is further supported by the broad Sustainable Development policies provided in Section 2.1

Broadly, the policies and directions promote:

- The promotion of a mix of uses to reduce automobile trips and support active modes of transportation.
- Sustainable development in site, building and landscape design that minimizes impermeable surfaces,

integrates low-impact development, maximizes energy efficiency, and conserves and recycles materials.

- New buildings and structures that are sited and designed to reflect, complement and provide appropriate transitions to their context.
- Building heights and massing that promotes pedestrian-oriented, human scaled streetscapes.
- Site design that mitigates the impacts of parking, access and servicing on the public realm.

- Preserving special buildings, streetscapes and landscapes that have architectural or cultural heritage value.
- Preserving and enhancing key views to the water, and other significant buildings and landscapes.
- Comfortable pedestrian environments that provide ample access to sunlight and sky views while protecting from the elements.
- Providing clearly defined open spaces that encourage public use and link to a broader open space network.



Union Park is designated Major Institutional on Schedule 2 (City Structure) of the City of Kingston Official Plan.

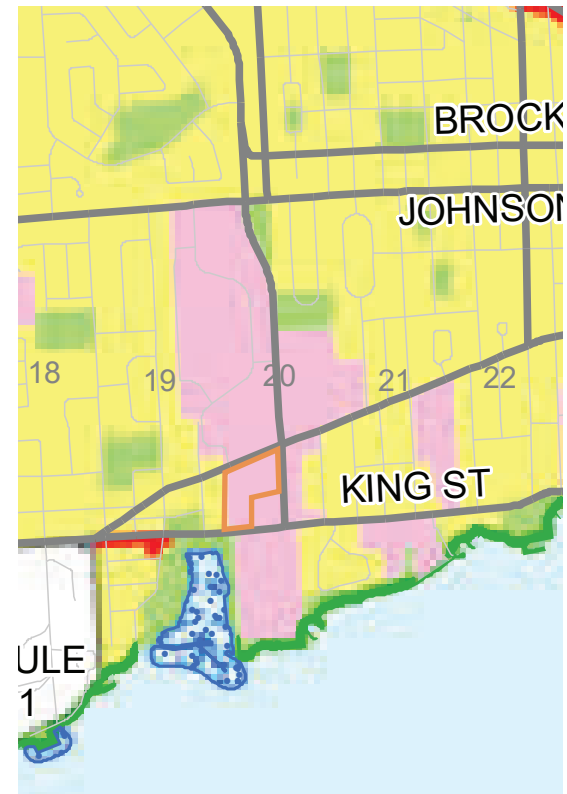
MAJOR INSTITUTIONAL
SUBJECT SITE

- Building and site design that supports active modes of transportation.
- Barrier-free access and safety for people of all ages and abilities.
- Safe environments through the principles of Crime Prevention Through Environmental Design (CPTED).

More specifically, the Official Plan identifies the subject site as a Major Institution (Schedule 2: Urban Structure) with an underlying Institutional land use designation (Schedule 3-A: Land Use). The supporting policies (Section 3.5.8) note that where development is proposed on an Institutional site, it will be assessed based on a series of criteria, including:

- Compatibility with existing institutional and adjacent residential buildings.
- The preservation of cultural heritage character.
- The creation of safe and convenient public open space and circulation routes.
- The provision of pedestrian and cycling facilities.

As proposed, the Development Concept in Section 4.0 will require an Official Plan Amendment to permit the proposed residential uses.



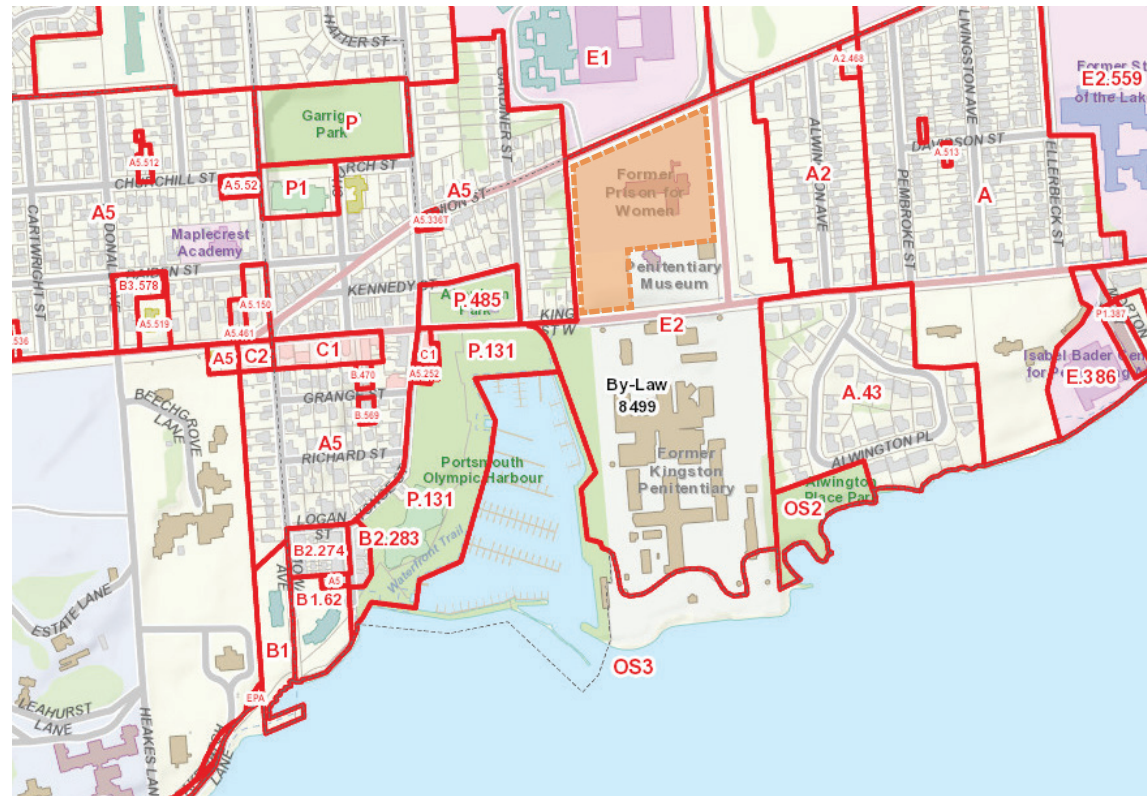
Union Park is designated Institutional on Schedule 3A (Land Use) of the City of Kingston Official Plan.

INSTITUTIONAL
 SUBJECT SITE

2.2 ZONING BY-LAW

The subject site is zoned Special Education and Medical Uses (E2) in Zoning By-Law 8499. A range of institutional uses are permitted, as well as accessory buildings and residences related to these uses.

As proposed, the Development Concept in Section 4.0 will require a Zoning By-Law Amendment.



Union Park is zoned Special Education and Medical Use (E2) in Zoning By-law 8499.

 SUBJECT SITE

2.3 DENSITY BY DESIGN

Density by Design is an ongoing City-led initiative to lay the groundwork for mid-rise and tall building policies across the City. While the process is still underway, and not yet policy, an Issues & Options Report was prepared in the spring and summer of 2019. The report represents a compilation of comments and opinions heard during the Density by Design public consultations, and looks to identify the Urban Design Issues that need to be considered in developing effective mid-rise and tall building design policies, which can help to support existing goals outlined in the Official Plan.

New policies for the Kingston Centre area are scheduled for completion in March, 2022, so no direct policies currently impact the subject site. However, a number of recommendations have emerged from the

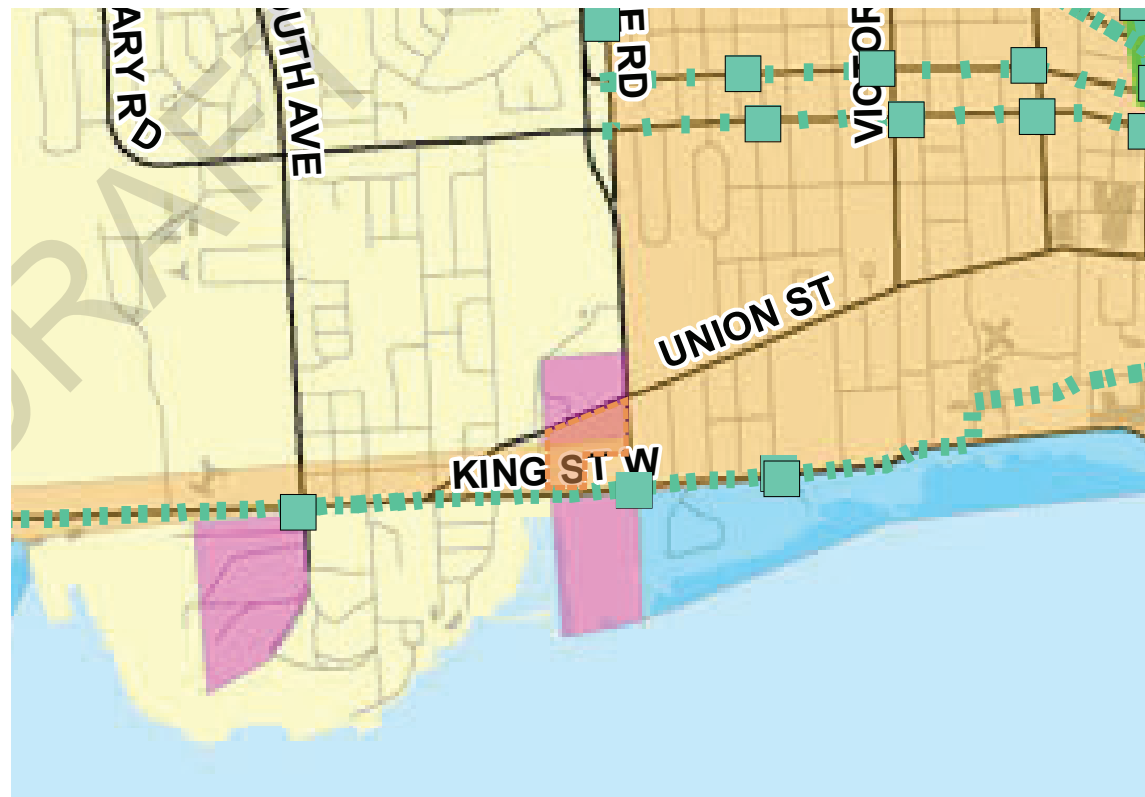
Issues & Options Report that may be useful as a starting point for understanding how the policies may evolve once drafted.

Notable recommendations that apply to the subject site include:

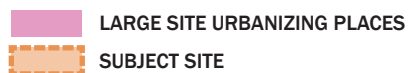
- Determine maximum height (outside the CBD) on a site specific basis using urban design analysis.
- Define mid-rise buildings as 4 to 6-storeys and tall buildings as greater than 7-storeys.
- Create six unique policy areas to reflect the various conditions across the City (the subject site is identified as a Large Site Urbanizing Place).
- Establish maximum floorplates of 800m² in Large Site Urbanizing Places (or 840m² for buildings less than 9-storeys).
- Establish minimum setbacks for concrete buildings between 7 to 9-storeys subject to negotiation and an economic analysis. Setbacks for slim towers above 9-storeys are not recommended.
- Create policies to ensure buildings frame and address adjacent streets.
- Mandate a minimum tower separation distance of 25m.
- Establish a maximum podium height of 6-storeys (with two setbacks) and a typical podium height of 3 to 4-storeys based on context.
- Create policies to support well animated streetwalls.

- Build less parking. Prioritize underground parking where feasible and screen surface parking where unavoidable.
- Consider a general policy aspiring to achieve more architectural beauty and design quality.

The above noted recommendations are those of the City's consultant, and are anticipated to change as specific policies are formulated. They have been used only as guidance in the evaluation provided throughout this report.



Union Park is identified as a Large Site Urbanizing Places in the Issues & Opportunities Report.



2.4 DESIGN GUIDELINES FOR COMMUNITIES (2015)

The Design Guidelines for Communities are a tool to guide neighbourhood development within the urban area of the City of Kingston, and should be read in conjunction with the Design Guidelines for Residential Lots.

The guidelines establish eight guiding principles to ensure the development of successful new communities:

1. Foster attractive communities and a sense of place;
2. Create compact, walkable, mixed-use communities;
3. Provide a variety of housing types;
4. Provide access and visibility to open spaces;

5. Create a sustainable natural heritage and open space system;
6. Encourage environmentally sustainable development;
7. Create a street network for active transportation including walking, cycling, and transit; and
8. Integrate and highlight cultural heritage resources.

To achieve these principles, a number of guidelines are provided and address: parks and open spaces; community design; streets; and, parking.

Key guidelines, relevant to the subject site, can be summarized as follows:

- Provide visual and physical connections to parks, open spaces and natural

heritage areas to reinforce a linked network of open spaces.

- Ensure open spaces are located on major streets, are both visually and physically accessible to the public, and are safe and comfortable (i.e. protected from the elements).
- Provide a mix of parks and open spaces to support diverse amenity needs with Parkettes being at least 0.2ha in size.
- Promote walkability, active transportation and transit-supportive design through compact, high-density development, site connections and permeability, and access to amenities.
- Provide a mix of building types and uses, and a diversity of housing options.

- Locate higher density buildings at corners.
- Orient buildings to frame and address adjacent streets.
- Provide wide, tree-lined and pedestrian-oriented boulevards framed by active building frontages.
- Provide convenient access to transit amenities.
- Locate parking underground, where possible, and limit surface parking to the rear or side yard where it can be screened from view.
- Where surface parking is required, it should be well landscaped and broken into smaller 'parking courts.'



The Design Guidelines for Communities encourage a mix of safe, accessible and vibrant open spaces.

2.5 DESIGN GUIDELINES FOR RESIDENTIAL LOTS (2015)

The Design Guidelines for Residential Lots are a tool to guide residential development and redevelopment, and should be read in conjunction with the Design Guidelines for Neighbourhoods.

The guidelines establish seven guiding principles to ensure the development of successful residential development:

1. Protect and preserve stable residential communities;
2. Develop guidelines that are context appropriate;
3. Foster attractive developments which add to the existing sense of place;

4. Provide a variety of housing types;
5. Ensure compact, walkable mixed-use development;
6. Encourage environmentally sustainable development; and
7. Integrate and highlight cultural heritage resources.

To achieve these principles, a number of guidelines are provided and address: sustainable building design; CPTED; universal design; site design and building orientation; built form, height and massing; building features and detailing; garages, driveways, parking and loading; amenity areas; and, landscaping and stormwater management.

Key guidelines, relevant to the subject site, can be summarized as follows:

- Maximize sustainable building design and flexibility to accommodate changing uses over time.
- Incorporate the principles of CPTED to maximize safety and security.
- Ensure all public spaces are accessible to people of all ages and abilities.
- Retain and restore protected and significant heritage properties and features while ensuring that new buildings promote a complementary scale, massing and height.

- Integrate heritage buildings and features as a key component of the site design.
- Locate taller buildings near transit stops, neighbourhood amenities and along arterials and collector roads.
- Orient and design buildings to frame and activate streets through active at-grade uses, high levels of glazing, taller ground floor heights (i.e. 4.5m), individual ground floor entrances, and weather-protection.
- Create a generally continuous streetwall on main streets, punctuated by open spaces, mid-block connections and/or building articulation and entrances that express individual commercial units.



The Design Guidelines for Residential Lots encourage active, at-grade uses (i.e. large, well-glazed lobbies in residential buildings) that frame and animate streets.

- Set buildings back from the street to create wide, pedestrian-oriented boulevards that respect their context.
- Ensure context-sensitive building heights and massing that reinforce neighbourhood character, respond to adjacent uses, and mitigate the impacts of shadows and overlook.
- Ensure buildings over 4-storeys are designed and massed (i.e. podiums and stepbacks) to maintain a human scale and provide appropriate height transitions to adjacent uses.
- Locate parking underground, where possible, and limit surface parking to the rear or side yard where it can be screened from view.
- Where surface parking is required, it should be well landscaped and broken into smaller 'parking courts.'
- Locate servicing and loading facilities internal to the building and where they can be screened from view.
- Provide an appropriate amount of high-quality, accessible and usable indoor and outdoor amenity space within higher density developments.
- Use low-maintenance landscaping to create an attractive public realm, while also capturing and maintaining stormwater on site through low-impact development.
- Minimize impervious hard surfaces and utilize porous pavement where possible.

2.6 CENTRAL KINGSTON GROWTH STRATEGY

The Central Kingston Growth Strategy is a policy and regulatory framework to guide infill and intensification in the central area of the city. It is intended that the regulatory framework recommended by the study will be incorporated into the next draft (Draft 2) of the new City-wide Zoning By-law, with a final draft intended for Council consideration in 2021.

The process is currently in Phase 2 (of 3) which has recently culminated with the submission of the Phase Two Strategic Directions Report which will form the basis of draft policies and guidelines in Phase 3.

While the subject site is not located within the designated study area, it should be noted that, through engagement with the public, Sir John A. MacDonald Boulevard

was identified as an appropriate site for residential intensification. Specifically, the section of Sir John A. MacDonald Boulevard that borders the subject site was identified for High Density Residential.

The study further outlines a series of Principles and Criteria that should be achieved as intensification occurs in the identified areas.

Key considerations include:

- Ensure intensification is appropriately designed and rooted in the history and character of the neighbourhood.
- Encourage density along neighbourhood edges which frame key corridors and provide transitions to mature neighbourhoods.

- Integrate a mix of amenities and land uses to promote walkability, provide housing choice and affordability, ensure positive public spaces, and support mixed-use development.
- Optimize existing infrastructure through compact built form in close proximity to transit and cycling routes.

3.0

DESIGN CONSIDERATIONS AND CONCEPT PLAN

3.1 CONCEPT PLAN OVERVIEW

The proposed development, which is intended to be subdivided into five blocks, consists of four buildings, including the adaptively re-used former Prison for Women.

At the corner of Sir John A. MacDonald Boulevard and Union Street, Block A consists of a residential/commercial building that will be implemented as part of a future phase. While the height and density have yet to be determined, it is anticipated that this building will be taller to create a strong gateway at this important intersection.

Within Block B, the former Prison for Women will be adaptively re-used as a 4-storey residential condo building. The general design intent is to restore the Administration Wing and the Range Wing

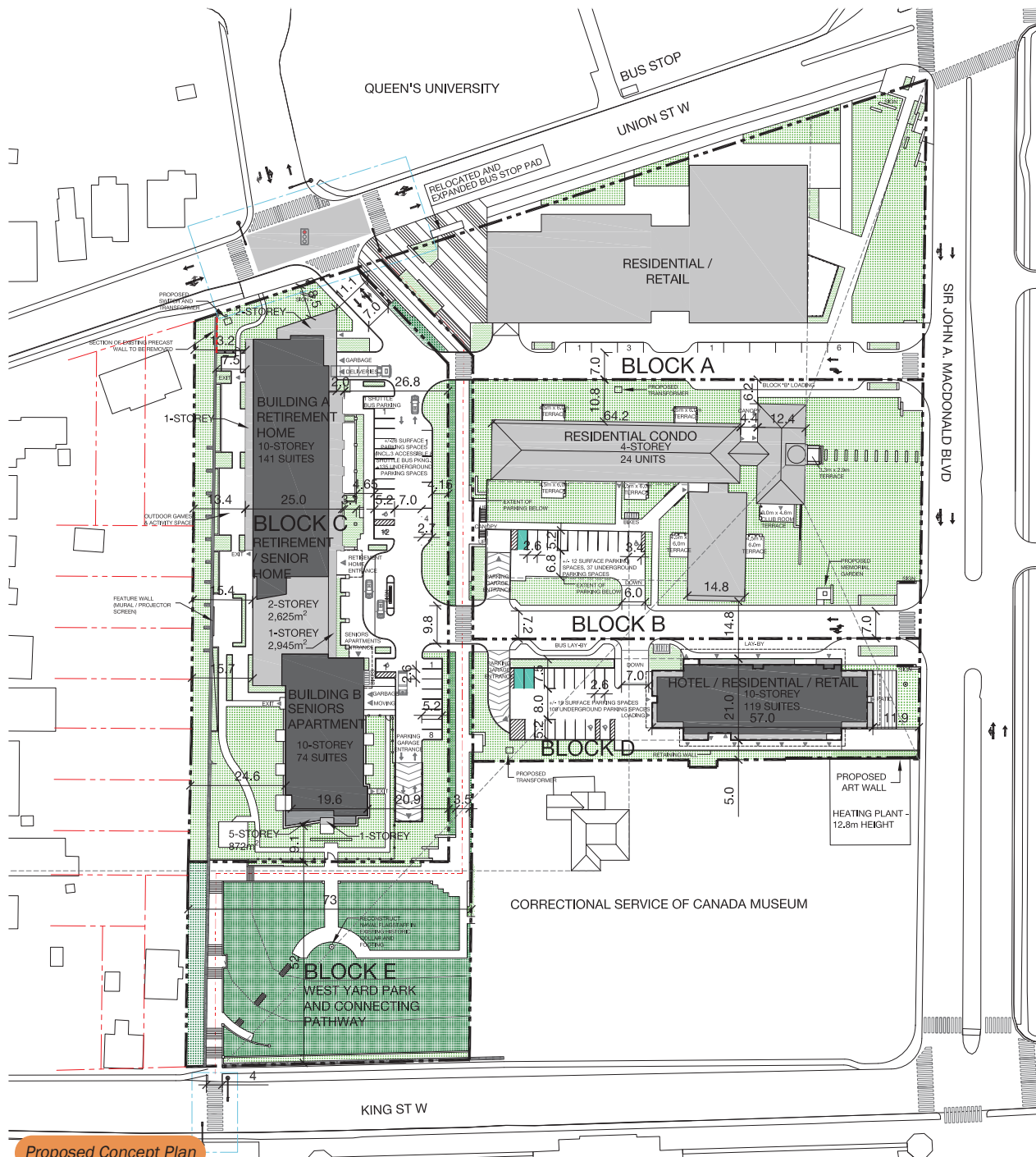
to their original “purity” while replacing the structurally obsolete Annex Wing with a new building that respects the scale, geometry and materiality, but does not ‘mimic’ the original building. This new addition will be reconnected to the original building in a more sensitive fashion, re-emphasizing the formal link connection between the original Administration and Range Wings.

Block C, located at the western edge of the site, will be occupied by a seniors housing continuum of care community, with two 10-storey taller components linked by a 2-storey base.

Block D, located directly south of the former Prison for Women, includes a new 10-storey hotel (or potentially a residential condominium with a similar form should a market study determine that a hotel is not feasible).

Block E includes a large open space (the West Yard) at the southern end of the site, adjacent to King Street, and is an important part of a continuous north-south pedestrian corridor from Union Street to King Street. This open space is complemented by a series of smaller plazas and courtyards to create a variety of public and private outdoor amenity areas.

Vehicle and pedestrian access to, and through, the site will be provided from both Sir John A. MacDonald Boulevard and Union Street. A series of internal streets will maximize permeability, reinforce safety and pedestrian-priority through traffic calming measures, and promote and prioritize alternative modes of transportation. Pedestrian access will also be provided from King Street.



Proposed Concept Plan

SITE STATISTICS

SITE AREA

Total Site Area	32,825 m ² / (3.28 ha)
*Commercial GFA	364 m ² / (3,918 sf)
*Residential GFA	29,163 m ² / (313,908 sf)
*Hotel/Residential GFA	8,335 m ² / (89,717 sf)
*TOTAL GFA	37,862 m² / (407,543 sf)

*Excludes Block A

SITE COVERAGE**

Built	25.6%
Roads	18.0%
Landscape/Sidewalks	56.4%

**An estimated building footprint was used for Block A

DEVELOPMENT BLOCKS

BLOCK A (FUTURE PHASE RESIDENTIAL/COMMERCIAL)

Severed Lot Area	7,144 m ² / (76,897 sf)
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BLOCK B (RESIDENTIAL CONDOMINIUM)

Severed Lot Area	7,737 m ² / (83,280 sf)
Total Residential GFA	7,108 m ² / (76,510 sf)
Total Units	24
Ground Floor Area	1,540 m ² / (16,576 sf)
Vehicle Parking	± 49 spaces (± 12 surface, ± 37 underground)
Bicycle Parking	24 spaces

BLOCK C (SENIORS HOUSING CONTINUUM OF CARE)

Severed Lot Area	9,526 m ² / (102,537 sf)
Total Residential GFA	22,055 m ² / (237,398 sf)
Total Units	215 (141 Retirement Units and 74 Seniors Apartments)
Ground Floor Area	2,813 m ² / (30,279 sf)
Vehicle Parking	± 161 spaces (± 26 surface, ± 135 underground)
Bicycle Parking	12 spaces
Shuttle Bus Parking	1 space

BLOCK D (HOTEL/RESIDENTIAL/COMMERCIAL)

Severed Lot Area	3,608 m ² / (38,836 sf)
Commercial GFA	364 m ² / (3,918 sf)
Hotel/Residential GFA	8,335 m ² / (89,717 sf)
Total GFA	8,699 m ² / (93,635 sf)
Total Units	119
Ground Floor Area	908 m ² / (9,773 sf)
Vehicle Parking	± 119 spaces (± 19 surface, ± 100 underground)
Bus Parking	1 space

BLOCK E (WEST YARD PARK/PATHWAY)

Severed Lot Area	4,820 m ² / (51,882 sf)
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TOTALS

Total # Residential Units	239
Total # Hotel Rooms	119
Total # Residential Units + Hotel Rooms (both excluding Block A)	358
Total # Vehicle Parking Spaces	± 329
- Surface	± 57
- Underground	272

3.2 LAND USE

The majority of parking is accommodated underground, with some priority parking provided at-grade. At-grade surface parking is generally located to minimize visual impacts on the public realm.

In achieving the vision outlined in Section 1.2, the Development Concept has evolved substantially through ongoing discussions and collaboration with the City of Kingston and heritage experts, and to better reflect the City's emerging vision for mid-rise and tall buildings.

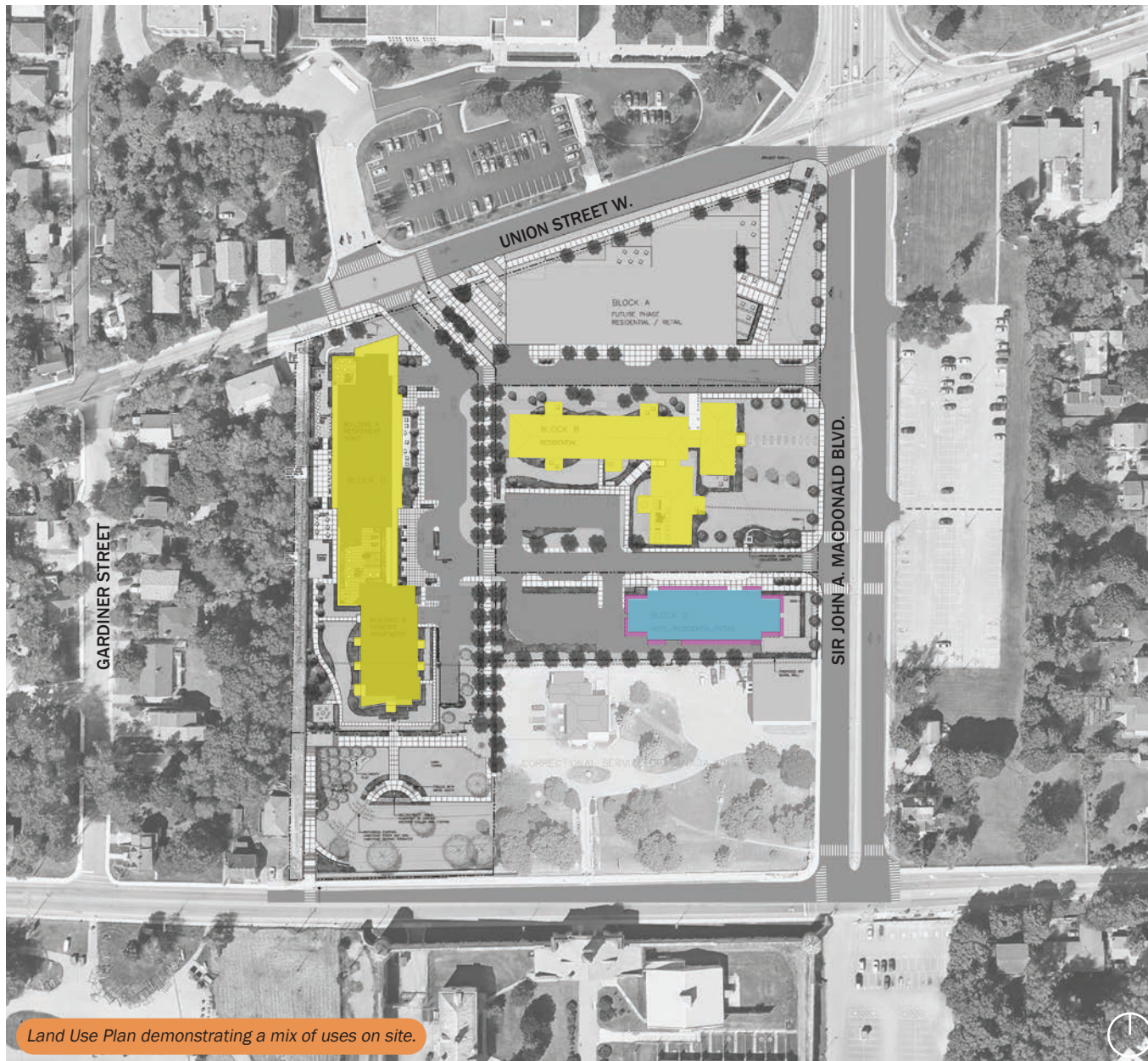
The proposed development includes a mix of residential, commercial and hospitality uses. Within the residential uses, a range of building types and housing options are proposed, including both condominiums and a seniors' continuum of care community that includes seniors' apartments and a retirement home.

This range of tenures supports a diverse mix of residents, and may appeal to young families, students, and seniors alike, while encouraging residents to age in place within this and the surrounding neighbourhoods.

At grade, commercial uses are proposed within both Blocks A and D (subject to market demand), with direct frontage on both Union Street and Sir John A. MacDonald Boulevard. This supports the

existing commercial uses on King Street and Union Street, promotes vibrant and active streetscapes, and allows residents to fulfill a number of their daily needs within immediate walking distance.

These uses, when combined with the public amenities on site, support the City's urban design policies and guidelines, providing a compact mix of uses that optimize existing infrastructure, reduce automobile dependency and support walkability and active transportation. The preservation and adaptive re-use of the former Prison for Women building celebrates the historic use of the site, while anchoring the new development with a strong character and sense of place.



LEGEND

- RESIDENTIAL
- HOTEL/RESIDENTIAL
- COMMERCIAL

Land Use Plan demonstrating a mix of uses on site.

AMENITY SPACE

The proposed development provides a combination of indoor and outdoor amenity space.

Within Block B, the former Prison for Women building provides ground-level internal amenity space at the eastern end of the building adjacent to the large, external front-yard area, with the opportunity for a patio 'spilling out' onto this space on the south end of the building.

On the fourth floor, additional amenity space (i.e. a fitness room) is provided. Adjacent to this space, a large outdoor roof deck provides private outdoor amenity space for residents of the building. Finally, individual amenity space (i.e. patios, balconies and terraces) is provided for each unit.

Within Block C, outdoor amenity space is provided at the rear (west and south) of the building, and includes outdoor dining/

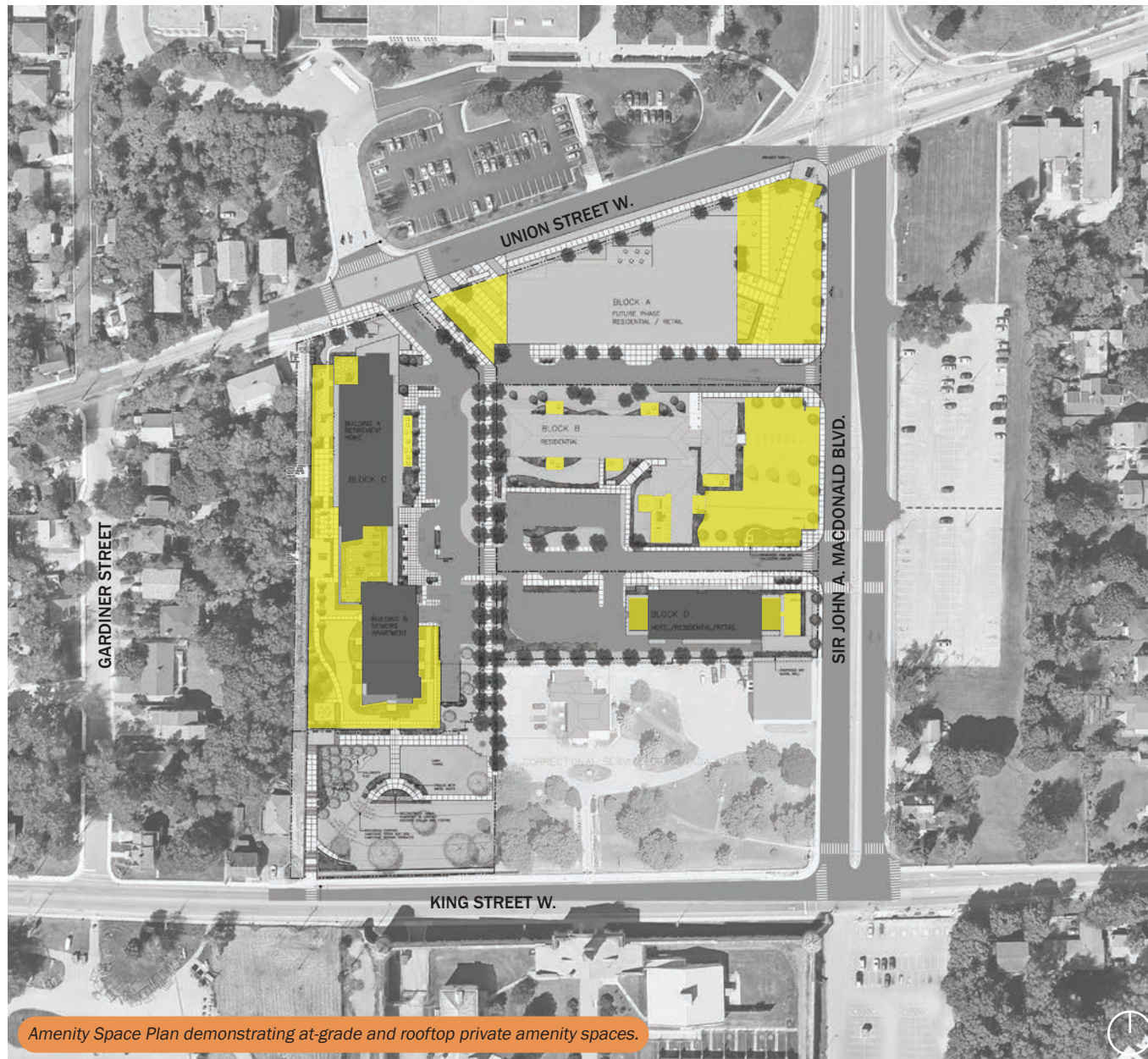
socializing areas, fitness areas, and informal open spaces both for communal and individual use by residents. This linear amenity space is linked by a pedestrian pathway that provides direct access to the broader pedestrian connection between Union Street and King Street. Internally, the entire ground floor is dedicated to amenity space for the residents, including communal dining, a bistro, a library, a games pub, a salon/spa, fitness and activity rooms, etc.

In addition, there is an outdoor amenity space along the east side of the north building for resident use which overlooks the historic administration building and surrounding gardens. This provides a venue for retirement home residents to engage visually with their neighbours while feeling protected and secure within their own outdoor patio space.

Between the north and south buildings, a private roof top terrace at the 3rd floor level offers not only a place for all residents to meet for a variety of activities but incredible views towards the Harbour and Lake Ontario.

These spaces provide premium and accessible amenity spaces, including indoors spaces that can be used throughout the year, that will support the proposed density while reflecting a diversity of residents. Though private, these amenity spaces augment the public open spaces on site, and will ensure ample recreational opportunities for residents.

Within Block D, a range of guest amenity space is proposed, including a fitness centre, laundry, meeting space, etc. as well as publicly accessible amenities, such as a restaurant (and outdoor patio) and a convenience store.



LEGEND

AMENITY (PRIVATE)

Amenity Space Plan demonstrating at-grade and rooftop private amenity spaces.

OPEN SPACE

Approximately 75% of the proposed development is devoted to open, non-built space, divided between parks/landscaping (57%) and roads/surface parking (18%).

Most notably, the proposed development provides a large privately-owned public park (West Yard Park) at the southwest corner, that reflects the historic use of the area as a recreational space associated with the warden's residence. West Yard Park has frontage on, and direct access from, King Street (via an entrance at the west wall). This park, with its stepped change in grade, provides a unique open space experience while preserving and enhancing views toward Portsmouth Olympic Harbour and the former Kingston Penitentiary. Framed by a public pathway on the north and west side, and fully visible from the south and east, West Yard Park provides a safe and comfortable place to rest, gather and socialize, including regular seating at the park edge (along the pathway).

West Yard Park includes a range of public amenities, including a lawn tennis area, a seating/viewing area for the reconstructed naval flagstaff, a children's play area, and amphitheatre-style seating in the hillside through the refurbishment of the existing limestone steps and new seating terraces.

In addition to West Yard Park, the proposed development provides a number of smaller plazas and open spaces to support the amenity needs of a diverse population.

Most notably, maintaining the large setback of the former Prison for Women provides a substantial front yard open space that reinforces the openness of the site, highlights the historic building, and provides opportunities for informal gathering and recreation. While mostly unstructured to maintain its historic character, a memorial collective garden is proposed to provide an entrance feature from Sir John A. MacDonald Boulevard.

Plazas integrated with the at-grade uses (Blocks A and D) provide additional space to gather and socialize, while helping to activate both Union Street and Sir John A. MacDonald Boulevard (the plaza in Block D provides views to a proposed art wall on the old prison wall which forms part of the steam plant building). At the corner of Union Street and Sir John A. MacDonald Boulevard, the proposed plaza helps to create an attractive and vibrant gateway.

These open spaces, combined with the aforementioned outdoor amenity spaces, reinforce the City's urban design policies and directions, providing a network of well-defined open spaces that connect to, and/or augment, elements of the City's broader open space network, including the Portsmouth Olympic Harbour and broader waterfront, as well as some of the smaller nearby parks (i.e. Garrigan Park, Oakridge Park).



3.3 SITE DESIGN

BUILDING LOCATION

The former Prison for Women building, located in Block B, maintains its historic location. The new Range Wing will sit directly adjacent to the more prominent Administration Building, in the same location as the current 1980's structure. However, because the prison wall has been removed, its relationship to the Administration Building becomes significantly more important.

As the historic anchor of the site, the former Prison for Women building plays a key reference point for how other buildings are situated on site. Specifically, ample separation distance (14.8-38.4m) is provided between all buildings to maintain the spacious character that historically defined the site, to protect key views to the bell tower of the historic building from the south, and to ensure the historic building is not overwhelmed by new development. New buildings on Sir John A. MacDonald Boulevard are set back substantially

(11.9-45.1m) to reflect the established setback of the former Prison for Women, but also to protect views of this historic building from the north and south on Sir John A. MacDonald Boulevard. This siting is consistent with the City's urban design policies and guidelines to locate buildings in a manner that reflects both their existing, and historic, context.

Notwithstanding the above setbacks, the proposed buildings further reinforce the City's urban design policies and guidelines by framing and addressing both Union Street and Sir John A. MacDonald Boulevard. Within Block A, future development will be generally located at the corner of Union Street and Sir John A. MacDonald Boulevard, reinforcing a strong gateway by locating density at the corner, along Arterial and Collector Roads, and in proximity to transit facilities (i.e. on Union Street).

On Union Street, future development will reinforce a wide pedestrian boulevard with ample opportunity for large street trees, spill out uses or other active programming.

Within Block D, the proposed hotel/residential building is generally located at the street edge (subject to the abovementioned setbacks), framing Sir John A. MacDonald Boulevard and supporting a vibrant and active streetscape.

Within Block C, the proposed seniors housing has a north-south orientation, maximizing the development potential of the site, and providing a strong backdrop to the overall development. At 13.1-24.6m from the west property line, the building is located to minimize overlook and privacy impacts on the established neighbourhood to the west, and to allow for the preservation of the majority of the remnants of the former prison walls.



LEGEND

- BUILDING ALIGNMENT
- HERITAGE VIEW ALIGNMENT
- KEY VIEWS FROM DEVELOPMENT

Building Location Plan demonstrating how buildings are carefully located to respond to and capture views.

ACCESS AND CIRCULATION

Vehicular access to the site is provided from Union Street, as well as two access points off of Sir John A. MacDonald Boulevard. On Union Street, the proposed access point is aligned with West Campus Lane (Queen's University) to the north, creating a regularized intersection and maximizing efficient travel by all modes.

On Sir John A. MacDonald Boulevard, the two access points frame both sides of the former Prison for Women Building, providing strong east-west linkages.

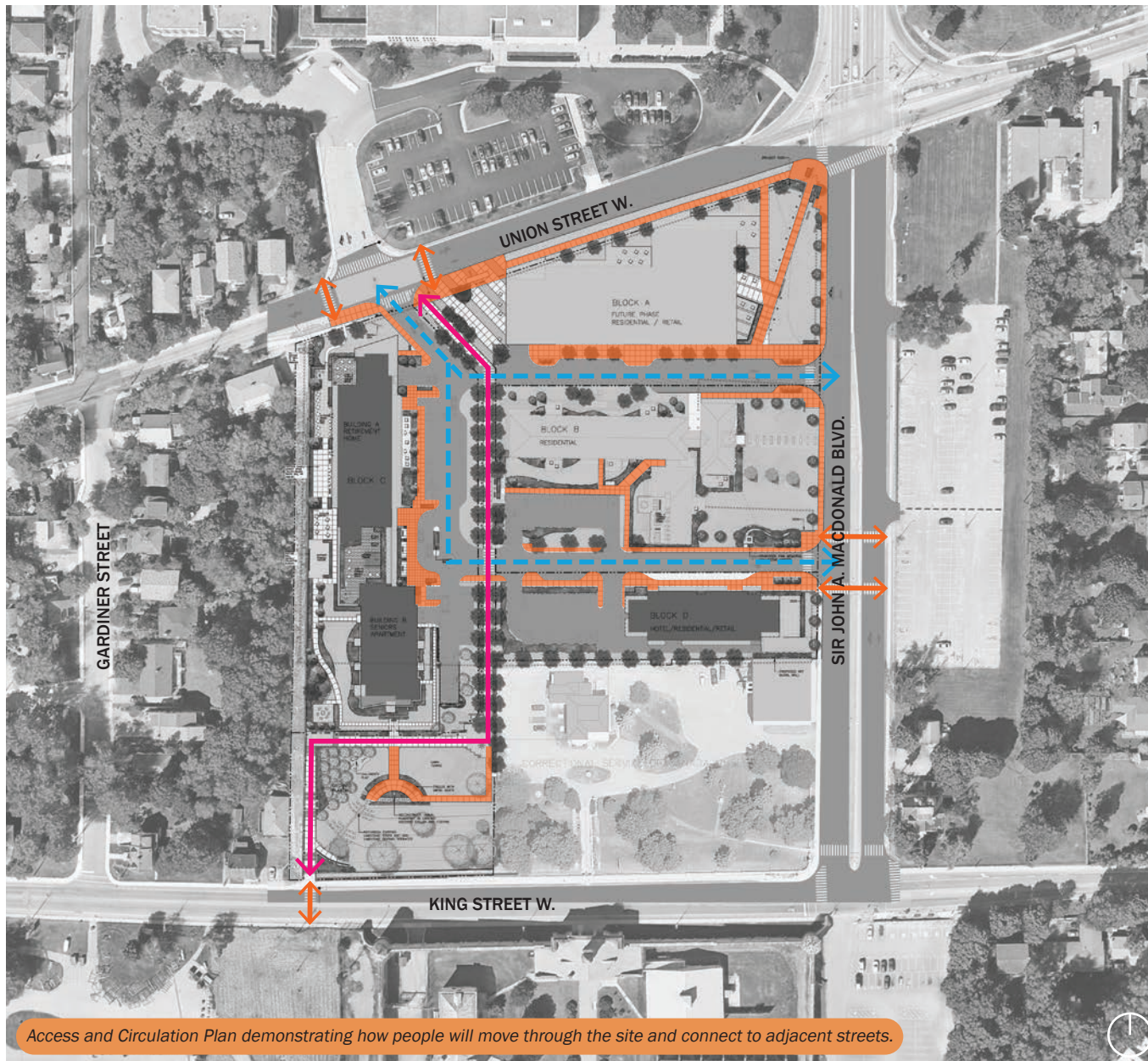
All streets within the proposed development accommodate on-street parking to slow traffic through 'side-friction' and ensure a safe and welcoming pedestrian environment.

These streets are complemented by a continuous network of safe and clearly defined pedestrian connections. Most notably, a 3.5m north-south pedestrian connection provides mid-block access directly through the site, from Union Street to King Street, and is in direct alignment with Queen's University to the north. Along the east-west streets, continuous sidewalks provide access to Sir John A. MacDonald Boulevard.

This grid-like street network, and the associated pedestrian connections, maximizes permeability through the site and supports the City's urban design policies and guidelines by promoting alternative modes of transportation, such as walking and cycling. Furthermore, the

proposed development seeks to relocate an existing bus stop on Union Street to the new intersection with West Campus Lane, prioritizing access for those utilizing transit to/from the site.

The proposed hotel/residential building, as well as the two buildings in Block C, have designated pick-up/drop-off areas off of the main internal road to facilitate transient traffic. Pedestrian circulation routes are designed and located to ensure drop-off areas do not cross sidewalks and that seamless pedestrian movement is maintained.



Access and Circulation Plan demonstrating how people will move through the site and connect to adjacent streets.

PARKING, SERVICING AND LOADING

A significant amount of the parking for the proposed development is located underground. Where surface parking is provided, it is designed and located to have minimal impacts on the public realm, consistent with the City's urban design policies and guidelines.

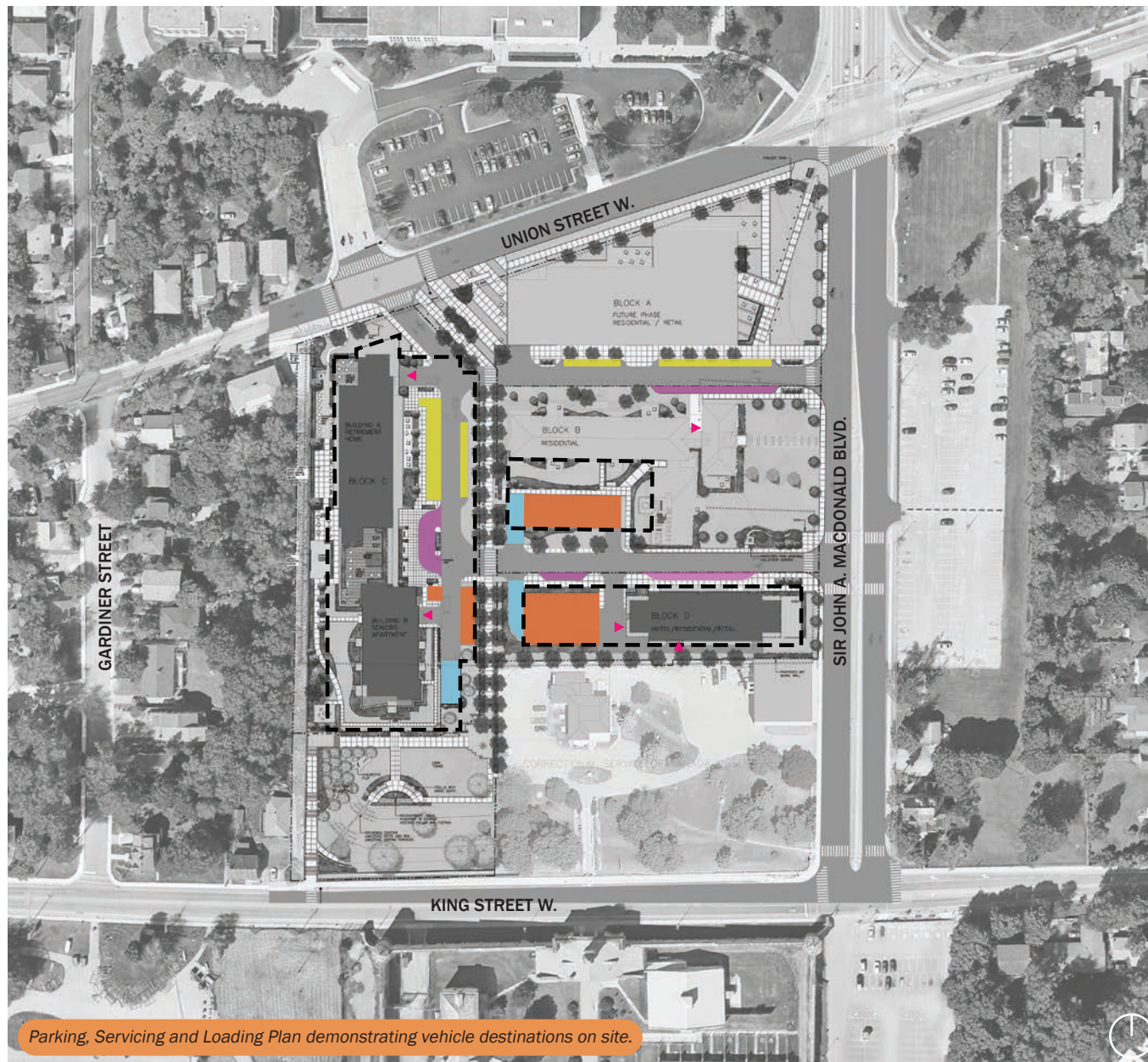
A small amount of surface parking in Blocks B, C and D provides convenient visitor and barrier-free parking. Within Blocks B and D, these surface parking lots are located to the rear of the former Prison for Women building and the proposed hotel/residential building, and are strategically located to minimize their visibility from Union Street and Sir John A. MacDonald Boulevard. Access to these lots, as well as the servicing facilities, is consolidated off the internal east-west street and will have minimal disruption on the public realm and

pedestrian circulation. Additional driveways provide access to the underground parking areas, but will similarly have minimal disruption on pedestrian circulation. In both cases, the proposed street trees and landscaping will further help to screen and buffer the driveways and parking from the public realm.

In Block A, limited street parking on the east-west street (immediately south of the building) will provide convenient parking in support of the potential commercial activities on Union Street, while providing 'side-friction' to reduce the speed of traffic entering the site and reinforce the area's pedestrian priority. Access to underground parking should be provided at the western end of the building as far as possible from the historic Sir John A. MacDonald Boulevard frontage.

At-grade parking in Block C includes 13 perpendicular spaces (plus 1 shuttle bus space) on the west side of the north-south street, and 4 parallel spaces on the east side. This will help to create 'side-friction' and slow traffic through the site adjacent to the proposed Retirement Residence and Senior Apartments.

As the north-south and east-west streets meet, the remainder of the at-grade parking in Block C is accommodated within a 9 vehicle lot adjacent to Building B. With the primary building entrance located at the termination of the east-west street, this surface lot is strategically located to feel as though it is nestled within the side yard and away from the primary public realm. Furthermore, both servicing and parking access is consolidated in this lot, minimizing impacts on the public realm.



LEGEND

- ON-STREET PARKING
- SURFACE PARKING
- DRIVEWAY/DROP-OFF
- UNDERGROUND PARKING
- U/G PARKING ENTRANCE RAMP
- LOADING ENTRANCE

Parking, Servicing and Loading Plan demonstrating vehicle destinations on site.

3.4 BUILDING MASSING

HEIGHT AND DENSITY

The proposed development represents the appropriate revitalization and intensification of an important brownfield site, while incorporating opportunities for its continued use and as a place to recognize and commemorate the women imprisoned on site, as well the experiences of their families and friends.

As the City's urban design policies and guidelines promote compact, high density and transit-supportive development that optimizes existing infrastructure, this site is a prime location to accommodate residential intensification. It is located at the corner of one of the City's most significant Arterial Roads (Sir John A. MacDonald Boulevard) and a key Collector Road (Union Street) that provides direct transit access between Queen's University's two primary campuses. Furthermore, this intersection defines a gateway to one of the City's most significant cultural heritage landscapes, encapsulating the Kingston

Penitentiary, Penitentiary Museum, Portsmouth Village, Portsmouth Olympic Harbour, and Lake Ontario.

This role is reinforced in the Central Kingston Growth Strategy (currently in Phase 2), which recognizes this section of Sir John A. MacDonald Boulevard for its potential to accommodate High Density Residential growth.

With a mix of residential uses, as well as supporting commercial uses, the proposed development will help to ensure this historic area develops to its full capacity. The increasing demand to the existing transit and active transportation routes on Union Street, as well as the active transportation facilities planned on Sir John A. MacDonald Boulevard align well with the City's Active Transportation Master Plan (Walk 'n' Roll Kingston, 2018).

The proposed development includes 10-storey buildings in Blocks C and D, with

additional height to be provided in Block A. The former Prison for Women building remains at 4-storeys. The buildings in Block A and D create gateway/landmarks that frame the heritage view of the former Prison for Women building looking head on from Sir John A. MacDonald Boulevard, while the building in Block C provides a strong backdrop, as recommended in the Heritage Conservation Strategy.

As the proposed development represents a departure from the previous institutional uses, no maximum height permissions have been identified for this site. However, the City's Zoning By-Law permits buildings up to 23 metres (approximately 7-storeys) within Special Education and Medical Use Zones (E2), and it can be reasonably expected that the subject site, and other major institutional areas across the City, would be anticipated as sites for additional height and density.

Furthermore, the City's Official Plan policies for redevelopment of an institutional area (and the subsequent amendments) requires assessment based on a number of criteria, including compatibility with existing institutional and adjacent residential buildings. This is further supported in the emerging directions of the City's Density by Design initiative, which advocates for maximum heights outside of the CBD to be determined on a site specific basis using urban design analysis.

As discussed further in the sections that follow, the significant area of the site ensures the proposed heights can be achieved while maximizing separation between taller building elements, maintaining the openness of the site, and ensuring appropriate transitions to adjacent institutional uses and neighbourhoods. Furthermore, the shadow studies in Section 3.5 illustrate that the buildings, as proposed, will have minimal shadow impacts on adjacent properties.

FORM AND MASSING

As prescribed in the City's urban design policies and guidelines, the proposed buildings are designed and massed to reflect their existing and historic context, promote and frame human-scaled streetscapes, and maximize comfort within the public realm while mitigating the impacts of shadow and overlook.

While the building in Block A will be further refined in a future phase, the proposed concept plan helps to illustrate that the block can accommodate a large, gateway building that creates a generally consistent streetwall on Union Street. Stepbacks can be accommodated above

the streetwall to define a clear podium of up to 4-storeys on both Union Street and Sir John A. MacDonald Boulevard which helps to frame the street and reinforce a human-scaled building from the adjacent boulevard. At a minimum of 1.5 metres, these stepbacks can also provide usable outdoor amenity space (i.e. patios). As recommended in the Heritage Conservation Strategy (Commonwealth Historic Resource Management, in conjunction with Barry Podolsky Associates, 2021), at 3 to 4-storeys in height, this podium reinforces the historic building height established by the former Prison for Women building.



Above the podium, Block A can accommodate up to two towers while maintaining the key design directions emerging from the City's Density by Design initiative, including a maximum tower floorplate of approximately 800 square metres and a separation distance of 25 metres between towers.

In Block C, the majority of the proposed building has a stepped podium, from 1 to 2-storeys, to frame, and reinforce, a human scale from the adjacent street while respecting the lower scale established by the former Prison for Women building. Above this podium, on the north side of the building, a linear tower is proposed. A second tower is proposed on the south side of the building. Both of these towers are proposed at 10-storeys.

At 1,233 square metres, the north tower is significantly larger than the 800 square metres emerging from the City's Density by Design initiative. However, as recommended through that study, buildings outside of the CBD should be evaluated on

a site-specific basis based on an analysis of urban design characteristics.

The footprint of the north tower reflects the internal requirements related to the design and programming of a Retirement/Senior Home. Considering this, the location of the building at the rear of the site, as far from Sir John A. MacDonald Boulevard as possible, as well as its north-south orientation, is preferred to mitigate the impacts of this mass by limiting its visibility and presence from adjacent streets, and

containing shadows internally to the site (where their impacts are minimal, as demonstrated in Section 3.5). In addition, the tower element of the building is located 15.4 metres from the rear property lines of the adjacent properties to the west, and well over 45 metres from the actual dwellings (with the exception of the dwelling on Union Street which is 18 metres), creating a significant separation while helping to mitigate concerns related to privacy and overlook.



View of the proposed development (Block C) looking east from Gardiner Street.



SOUTH
TOWER

NORTH
TOWER

Rendered view of Block C looking southwest from the internal street between Block A and Block B.

At 872 square metres, the south tower generally aligns with the 800 square metres emerging from the City's Density by Design initiative. However, while this tower responds to the podium on its north side, the remainder of the tower extends directly to grade. This tower creates a substantial presence anchoring views to the Administration building, framing the east surface parking and buffering the private outdoor amenity spaces of residents and the west neighbours. As it does not face onto a street, there is little/no impact to its extension directly to grade. In addition, at the 6th-storey, the building steps back on the south side to reduce the tower footprint to just under 800 square metres (not including balconies) and to further mitigate the mass of the tower from West Yard Park. On its west side, this tower is 24.6 metres from the rear property line of the adjacent properties, and approximately 55 metres from the nearest dwelling, creating a significant separation and helping to

mitigate concerns related to privacy and overlook.

The proposed towers on Block C have a separation distance of just over 15 metres. While less than the 25 metres emerging from the City's Density by Design initiative, their inclusion within the same block affords opportunities to mitigate impacts through careful design and location. Most notably, the vertical alignment of the towers, as well as their offset location from each other, means that only two units per floor (14 units total) have direct adjacency. On the third floor, there are no direct adjacencies due to the inclusion of a potting room (south tower) and party room (north tower). On the outer units, balconies have been strategically located on the west and east sides of the building to further mitigate privacy/overlook concerns. Furthermore, as demonstrated in Section 3.5, the vertical alignment of these buildings ensures that the collective shadow impacts of the towers are minimal.

In Block D, the proposed building has a 4-storey podium to frame, and reinforce a human scale on, Sir John A. MacDonald Boulevard, while respecting the lower scale established by the former Prison for Women building. Above this podium, the building steps back 1.5 metres to clearly delineate between the building base and tower, while providing opportunities for usable outdoor amenity space (i.e. patios).

The proposed tower element of the building has a floorplate of 884 square metres, which is generally in alignment with the 800 square metre recommendation emerging from the Density by Design initiative.

As illustrated by the Shadow Analysis that follows, this tower has minimal impacts on the adjacent uses.

3.5 SHADOW IMPACTS & ANALYSIS

This section demonstrates the shadow impacts of the proposed development during the Spring/Fall Equinox, and the Winter and Summer Solstice, illustrating that the strategic location and careful massing of the buildings successfully offset the shadow impacts of a development of this scale, containing shadows almost entirely internal to the site (particularly in Spring, Fall and Summer) while ensuring ample access to sunlight on all adjacent properties.

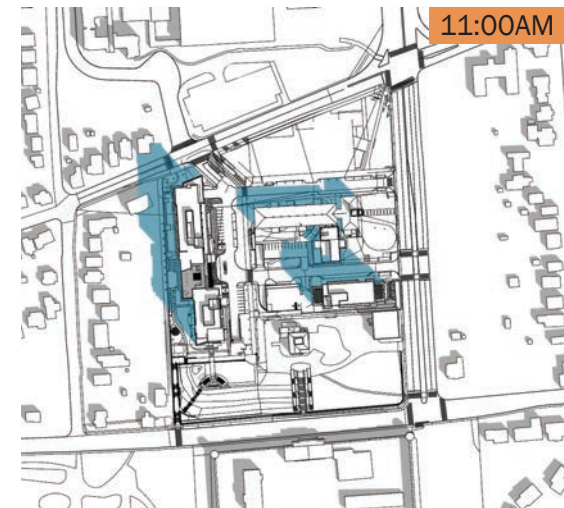
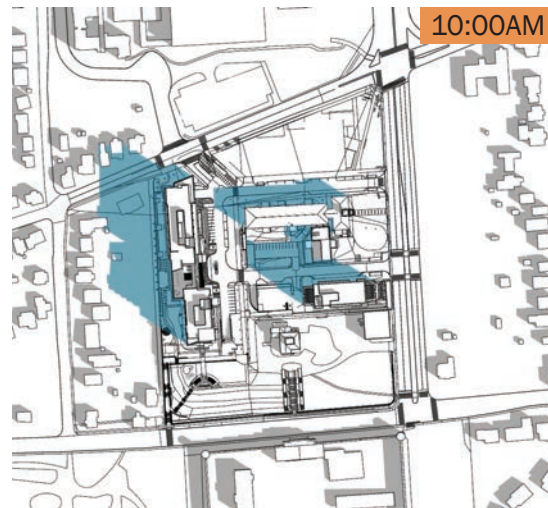
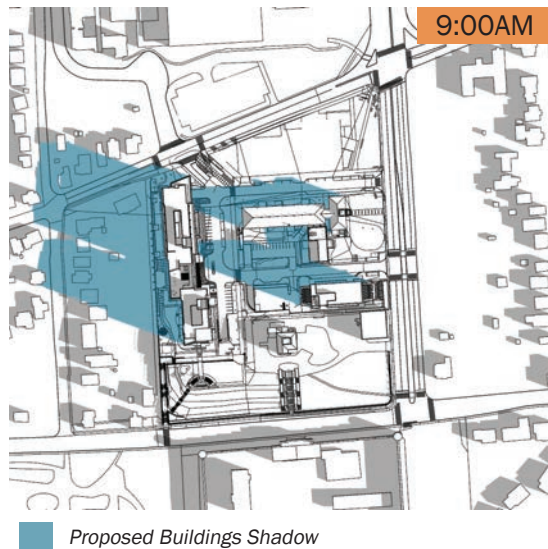
As Block A consists of a residential/commercial building that will be implemented as part of a future phase, its impacts have not been discussed in this analysis.

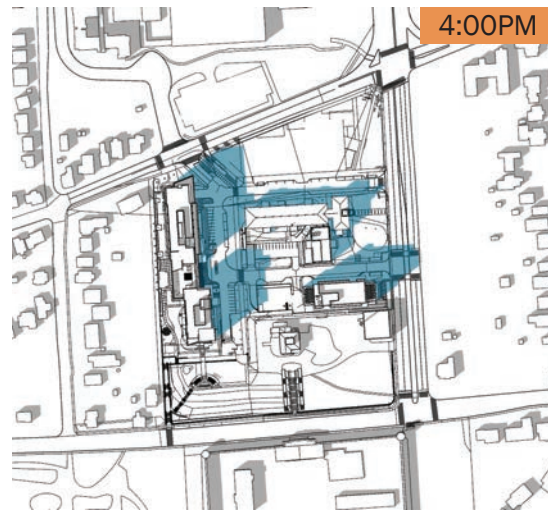
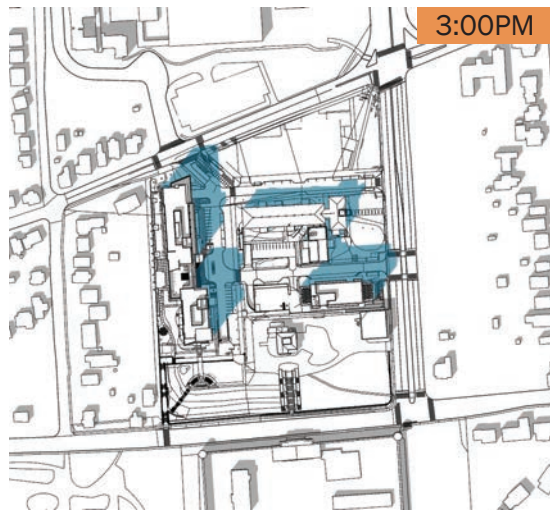
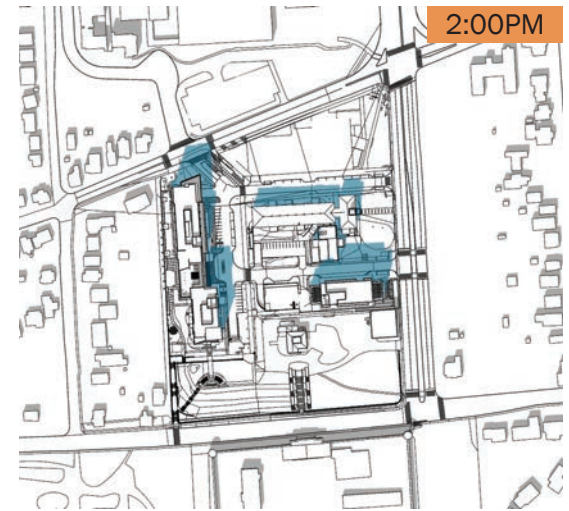
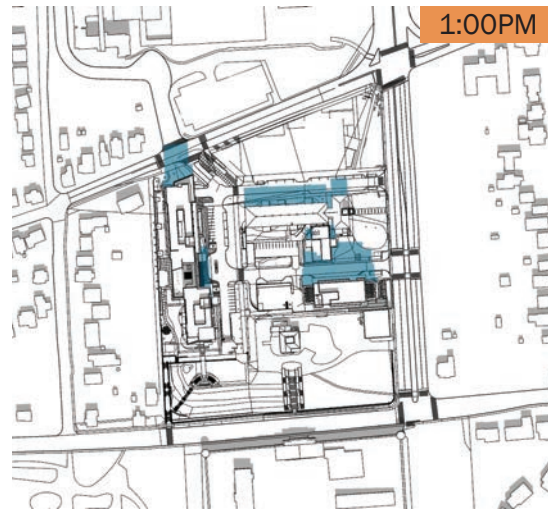
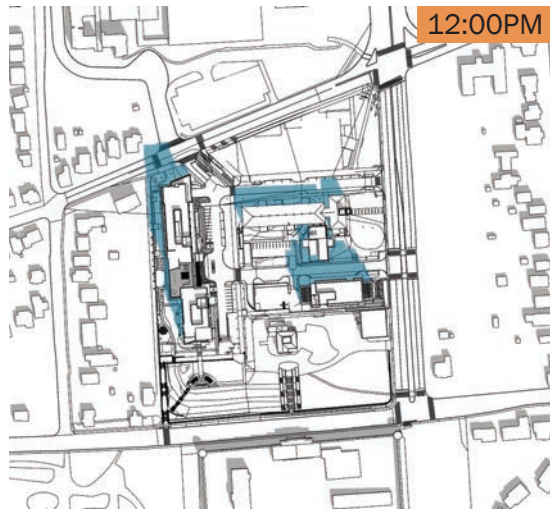


Rendered view of the proposed hotel/residential building looking northwest from Sir John A. MacDonald Boulevard.

MARCH/SEPTEMBER 21 (SPRING/FALL EQUINOX)

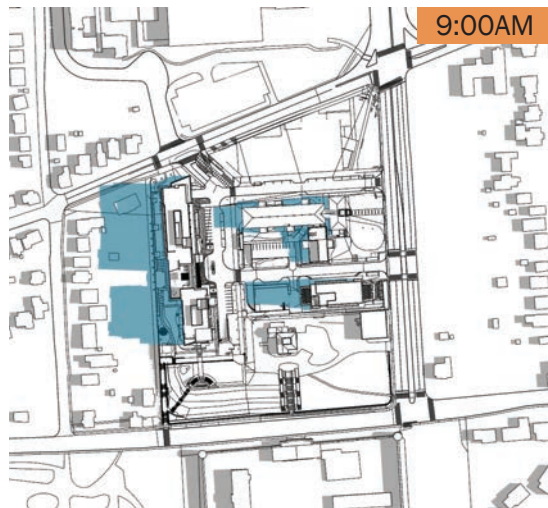
- On March/September 21, the proposed buildings on Blocks B and D have no impact on any buildings or adjacent properties.
- At 9:00am, there are shadow impacts from Block C onto the residential properties to the west of the development.
- These shadows quickly shift and by 10:00am, only a few properties are directly effected by shadows from Block C.
- By 11:00am, shadows have generally shifted entirely from the western neighbourhood, with the exception of a small sliver on two buildings.
- For the remainder of the day, Blocks B, C, and D have no shadow impacts on the adjacent properties.
- The site receives full and continuous sunlight access for 7 hours.
- Block B's shadows are contained within the site and have no impact on neighbouring properties.



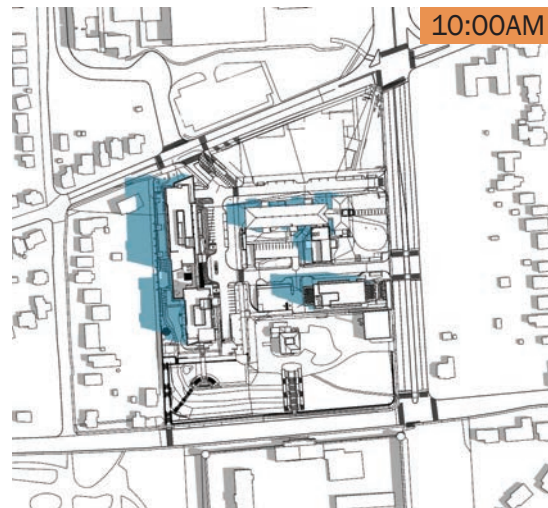


JUNE 21 (SUMMER SOLSTICE)

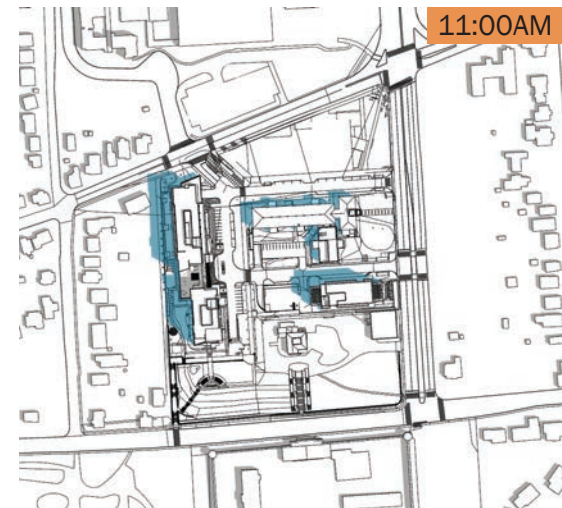
- On June 21, the proposed development has minimal impact on the surrounding properties, allowing for a lengthy period of sunlight throughout the day.
- At 9:00am, shadows from Block C impact one building directly to the west of the development as well as some of the rear yards.
- The shadows quickly shift and by 10:00am, the shadows are generally limited to a small area on the same adjacent building.
- By 11:00am, there is minimal to no shadow impact on the adjacent western properties.
- By 12:00pm, the shadow moves out of the western neighbourhood entirely, allowing for full sunlight access for the remainder of the day.
- Between the hours of 1:00pm to 5:00pm, the proposed development has no shadow impact on any of the surrounding properties.
- From 4:00pm to 5:00pm, the shadows from Block D start to impact Sir John A. MacDonald Boulevard. However, prior to this, the street has full sunlight throughout the day.
- Block B and Block D have no shadow impact on any neighbouring property throughout the day.



9:00AM

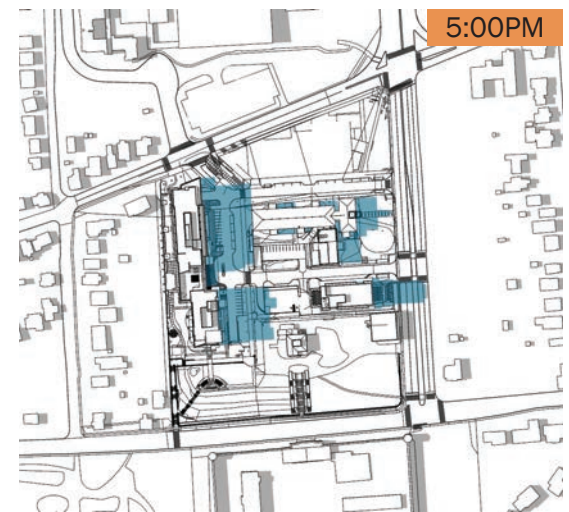
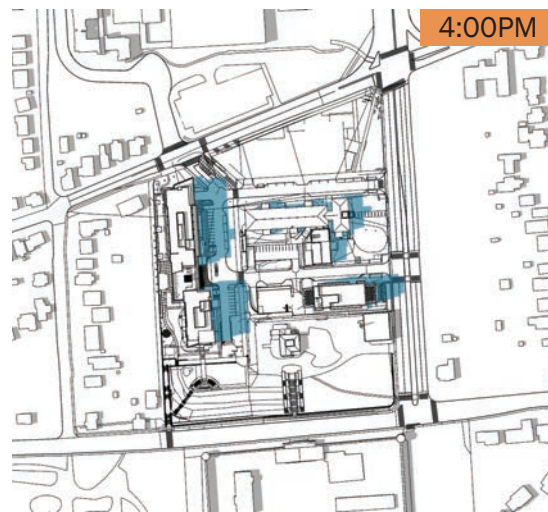
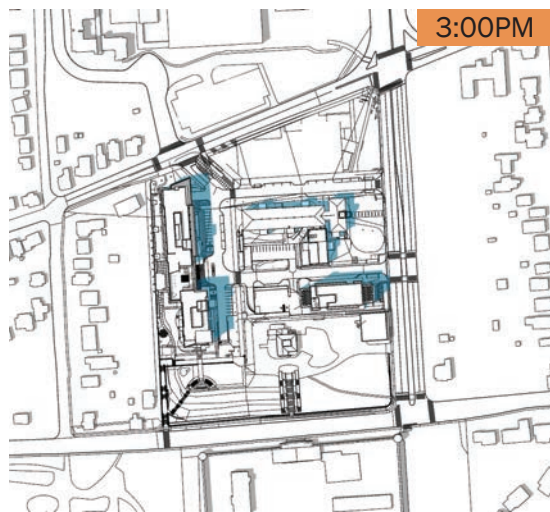
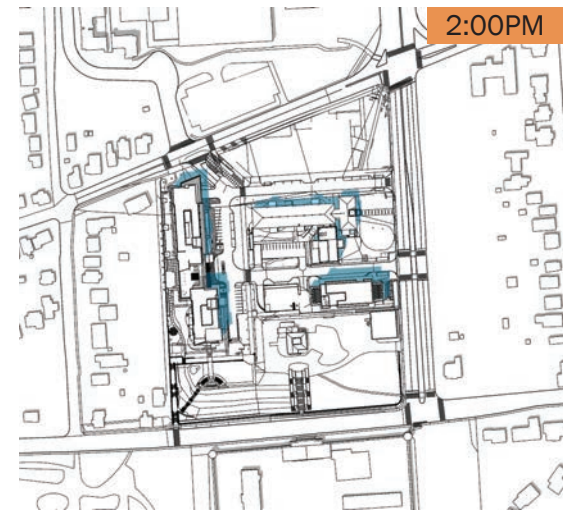
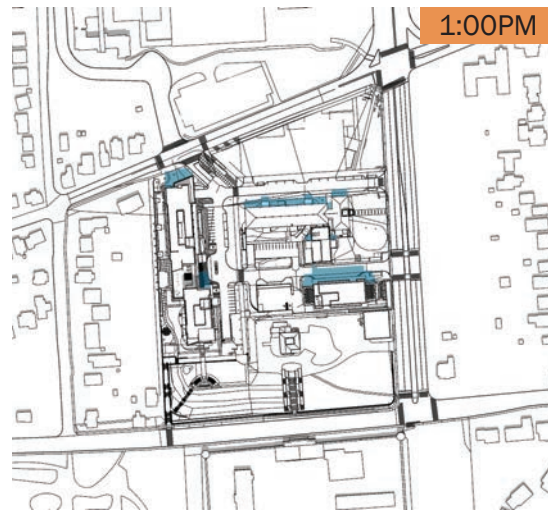
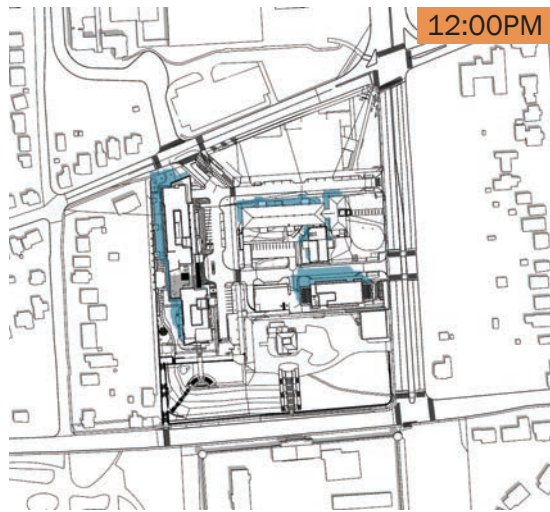


10:00AM



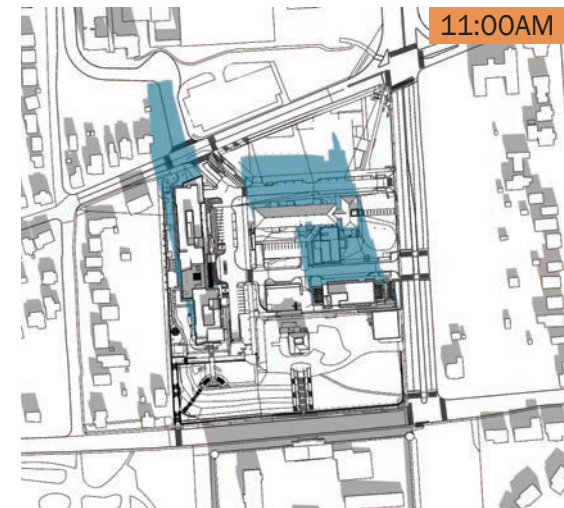
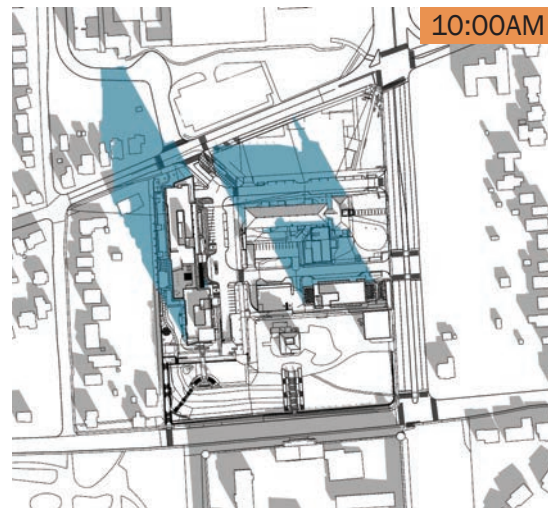
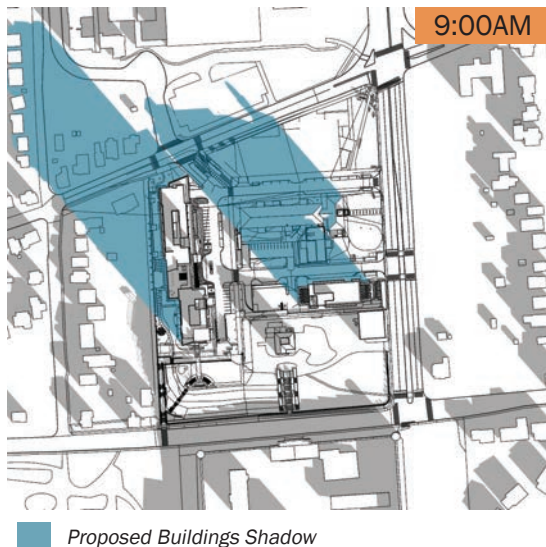
11:00AM

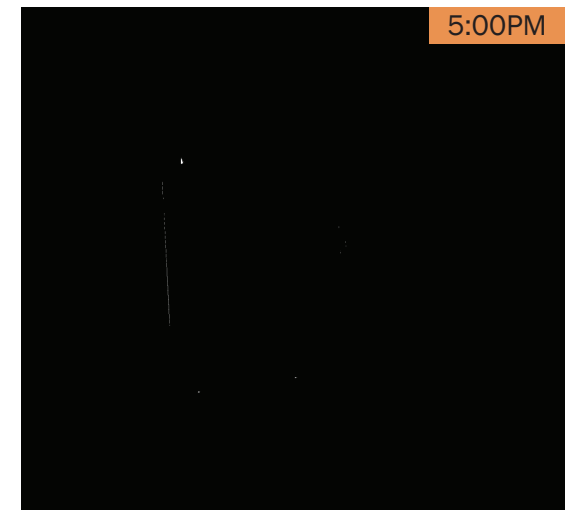
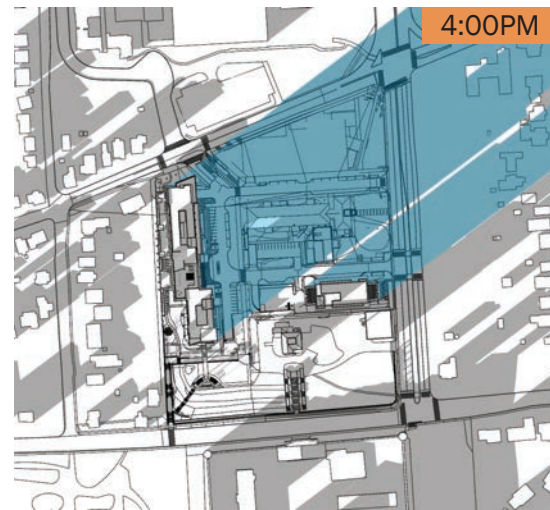
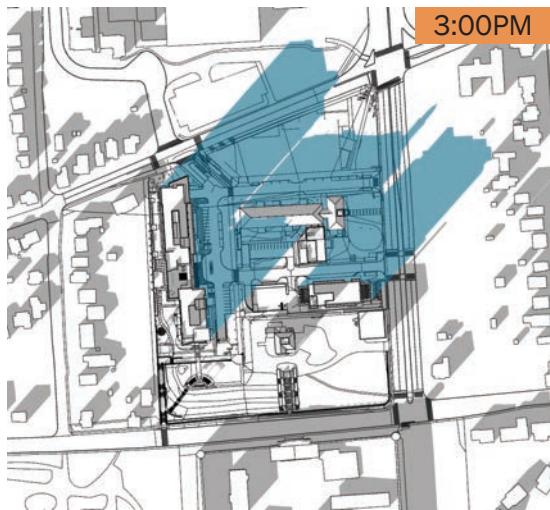
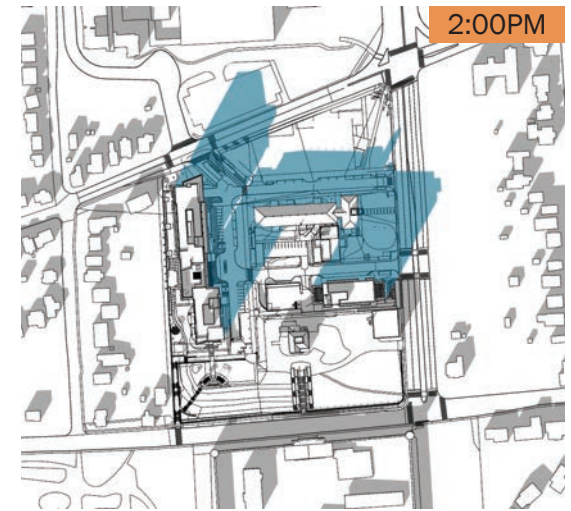
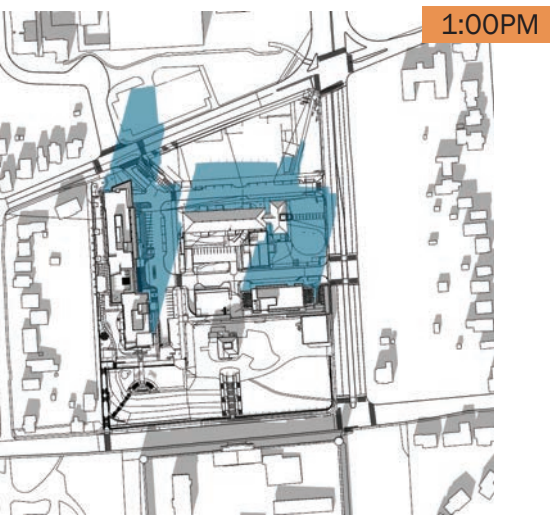
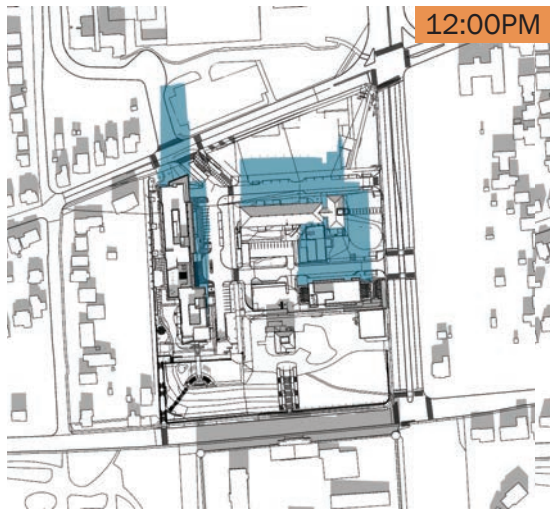
Proposed Buildings Shadow



DECEMBER 21 (WINTER SOLSTICE)

- On December 21, the proposed development has shadow impacts on the buildings immediately northwest of the site.
- At 9:00am, shadows from Block C impact the residential properties to the north-west. However, there are many shadows projected from the residential buildings themselves.
- At 10:00am, four of the adjacent north-west buildings are impacted by the shadows from Block C.
- At 11:00am, the shadows quickly subside and most of the north-west neighbouring buildings are no longer impacted by Block C.
- By 12:00pm, the western properties have no shadow coverage from Block C. These properties will have adequate sunlight throughout the day.
- At 12:00pm, the shadows from the proposed development have no impact on the surrounding buildings.
- At 1:00pm, shadows from Block D begin to project onto Sir John. A. MacDonald Boulevard and will continue to shift to the eastern parking lot by 3:00pm.
- Block B and Block D have no shadow impacts on any neighbouring buildings throughout the day until 4:00pm. By this time, the sun has almost completely set and shadow impacts are minimal.





3.6 BUILDING AND ARCHITECTURAL DESIGN

In addition to the broader massing elements outlined in Section 3.4, each of the proposed buildings on site have been carefully designed and articulated to complement each other and respond to the historic character of the site, while creating a unique and varied character that promotes an attractive and high-quality experience.

Architectural detail within Block A, including the façade, materiality, and overall building design, will be determined through future planning applications and a future Heritage Impact Statement. Although the design for Block A is at the conceptual preliminary stage at the time of writing this report, any future building to be located on Block A will rely on the same design intent of Blocks B, C, and D to ensure that

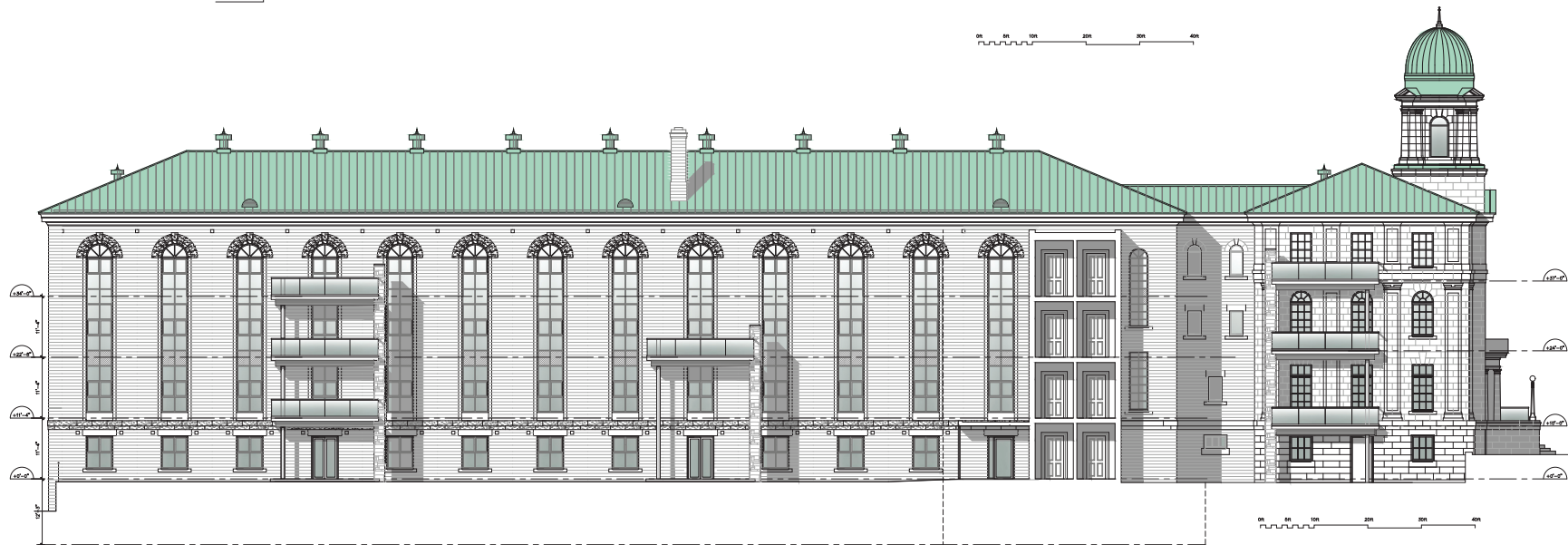
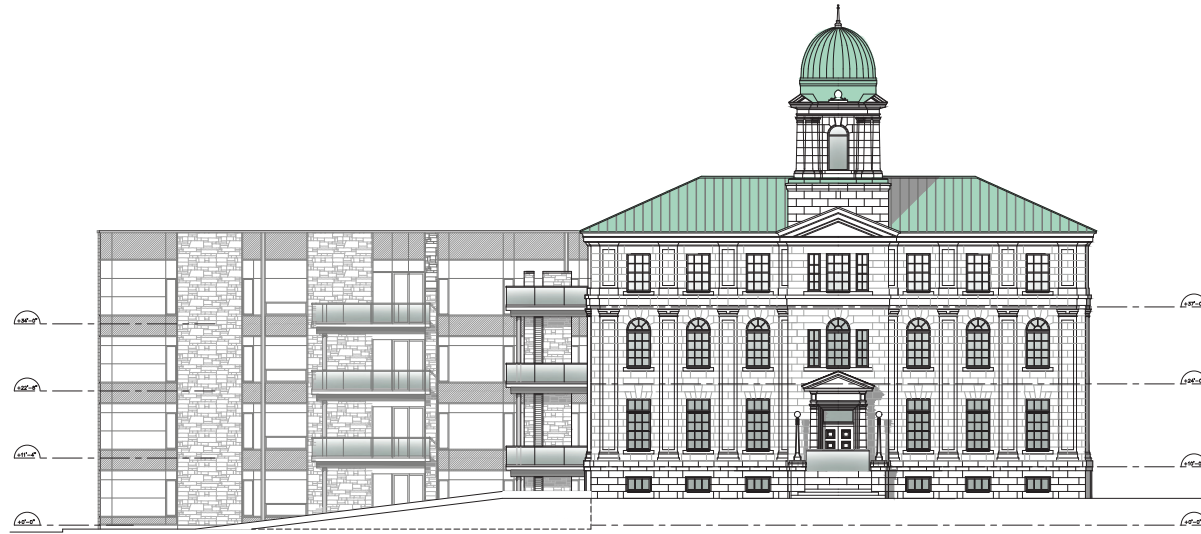
development frames the former Prison for Women, sightlines and setbacks are maintained to and from the Prison, and the block integrates high quality landscape open space and community amenity area. Further, any future building will adhere to the Strategies identified in this report.

In Block B, the east elevation is predominantly characterized by the existing and restored Prison for Women building. The new Range Wing of the building will “refer” to the adjacent Administration Building in scale, rhythm and materiality, but is intended to defer to the existing building with simpler detailing and less articulation. The geometry of the new Annex will follow a disciplined 11’-0” grid, as does the existing Administration Wing. It will be four storeys in height with floor elevations

and horizontal spandrels of the new façade in general alignment with those of the Administration Building. The horizontal spandrel at the top of the new façade will correspond to the 106m geodetic elevation of the cornice of the original building as well.

The new building facade will be composed of a limited “palette” of materials: local limestone, aluminum window frames, clear glass and pre-fabricated, prefinished aluminum panels. Detailing will appear to be simple, in contrast to the more articulated façade of the original building. This is a deliberate strategy to clearly define the Range Wing as a distinctly modern appendage.

Top: Block B (East Elevation).
Bottom: Block B (South Elevation).



The north, south and west elevations of the building have been generally restored to their original character, with general restorations and enhancements (i.e. window upgrades within existing openings), including the addition of strategically-located balconies that have been designed to touch the existing facades 'lightly' (i.e. stone privacy walls will not be connected to the building) to further break down the mass of the building.

Within Block C, the building is generally characterized by a mix of limestone, glass and pre-cast concrete treatment, reflecting the natural materials used on the former Prison for Women building, and found else where throughout the site. On the primary (east) elevation, the building has a predominantly limestone base on the ground floor (and second level at the north end of the building), providing a heavier material which helps to anchor the building's taller elements.

This limestone frames the windows on the ground floor creating a human-scale that reflects the active interior uses at grade level. Complementing the natural limestone material, wood and metal canopies, bridged with a wooden trellis, are used to highlight and clearly define the building entrances for each tower.

Within each tower, the grade-level limestone material carries all the way to the top of the building at key locations in the building massing to provide a sense of continuity, and to break the towers up vertically. The remaining mass of the building's towers contain a mix of brick veneer, metal panels, glazing and spandrel panels. While the significant glazing helps to reduce the perceived mass of the building, the brick veneer and metal panelization is used to create a strong 'frame' within the 3rd-9th storeys of the towers that is highly legible and breaks each tower down further both vertically and horizontally.

A significant portion of the north corner of the building, wrapping onto the north elevation, is clear glazed, providing a softer transition to Union Street while reinforcing the importance of the Union Street/West Campus Lane intersection. A similar corner treatment exists on the south side of the south tower adjacent to West Yard Park.

The west elevation, most visible from the adjacent neighbourhood, utilizes a more subtle approach, with a mixture of masonry and metal panels used to break the building into smaller components that are more enclosed, with clear glazing that reflects a more traditional apartment building, and respects the privacy between adjacent uses.

The hotel/residential building in Block D has its primary frontage on the internal street. Although significantly higher than the former Prison for Women building, the hotel/residential building will refer to the



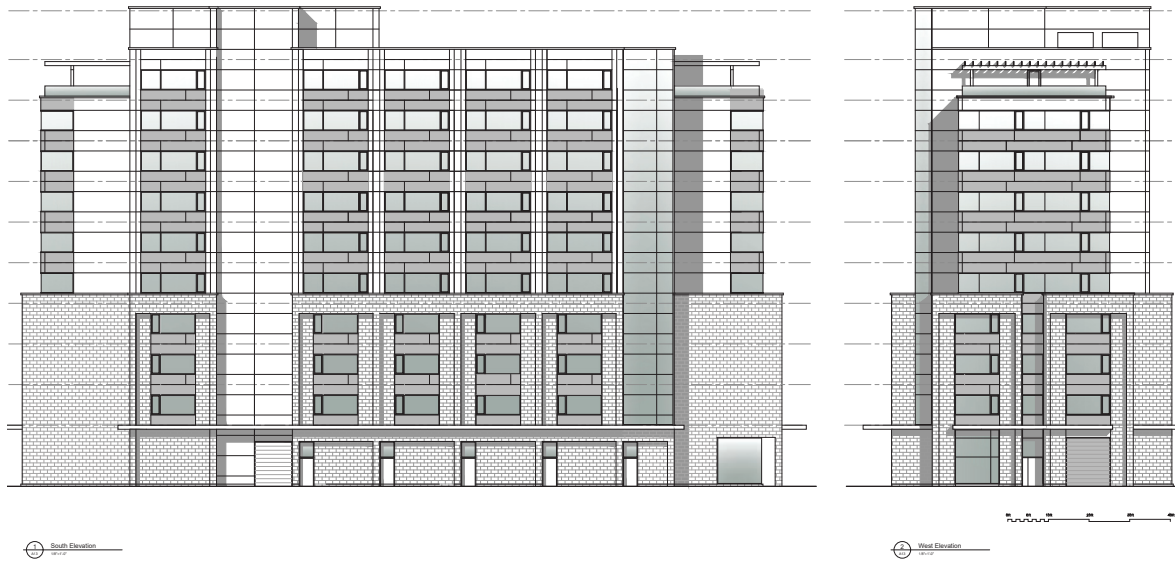
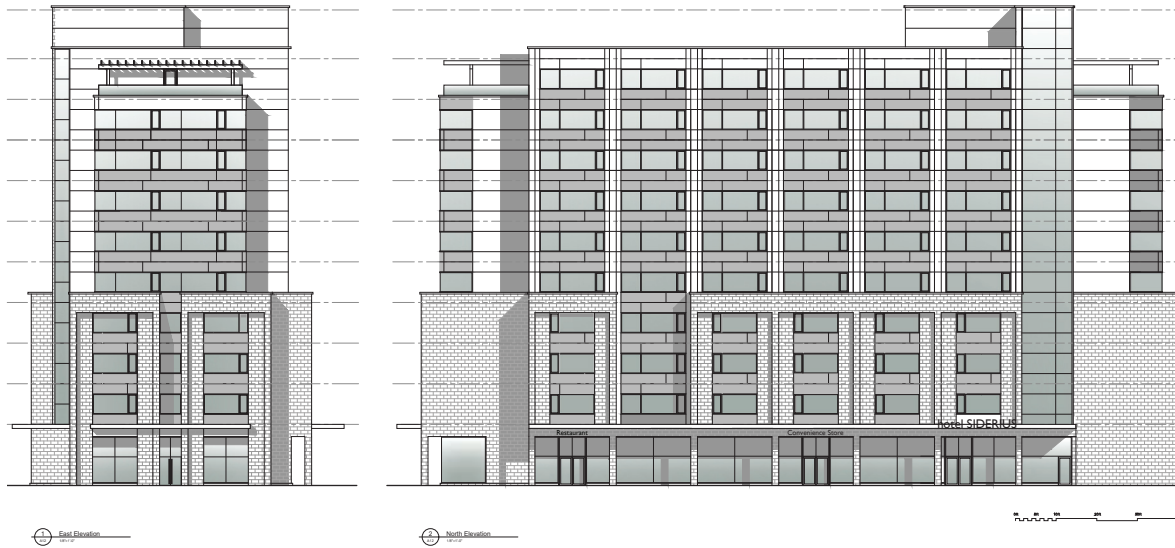
Block C (East Elevation).

existing building, and the new retirement home complex in Block C, with a four-storey limestone base. The top of this base will correspond to the cornice height of the original administration building. Upper storeys will be articulated using stepped façades and alternative, contrasting cladding systems. The upper building facades will recede from the stone base in a series of steps, culminating with the top floor and an integrated rooftop mechanical room. Room configurations on the upper floors have been established to provide the building with four fenestrated elevations. Horizontally, the building grid will be set at 10'0", similar to the existing administration building and the new annex wing.

The simple material palette will match the proposed Range Wing, including locally quarried limestone, clear glass, dark grey or black aluminum frame windows and a prefabricated aluminum panel cladding system.

At the ground floor, the limestone finishing is used sparingly to define smaller, human-scaled units at grade and to accommodate significant glazing in association with internal commercial uses (i.e. convenience store, restaurant, office). A built-in canopy across a majority of the frontage helps to highlight the entrance, and provide weather-protected access for hotel guests (and the broader public).

The character of the building generally carries through all elevations ensuring an attractive building from all directions. However, with less public internal uses, the heavier use of limestone carries to grade level on the east, south and west elevations. While the east elevation remains well glazed at grade (providing views to/from the restaurant patio), the south and west elevations have limited glazing to reflect more 'back-of-house' uses (i.e. loading, garbage).



Clockwise from top-left: Block D (East Elevation); Block D (North Elevation); Block D (West Elevation); Block D (South Elevation).

3.7 LANDSCAPE AND PUBLIC REALM

The approach to the conservation and redevelopment of the landscape at the former Prison for Women is to create a park-like setting in which new buildings are setback along the edge of the property to create internal circulation and open space designed to frame the Prison for Women. The overall concept plan, including the landscape, could be described as a very gentle intervention. Only 25% of the property is occupied by building footprints. Approximately 75% of the property is devoted to open space divided between roads/surface parking (18%) and landscaping (57%). The plan features extensive upgrading of the site with interventions carried out in line with best conservation principles.

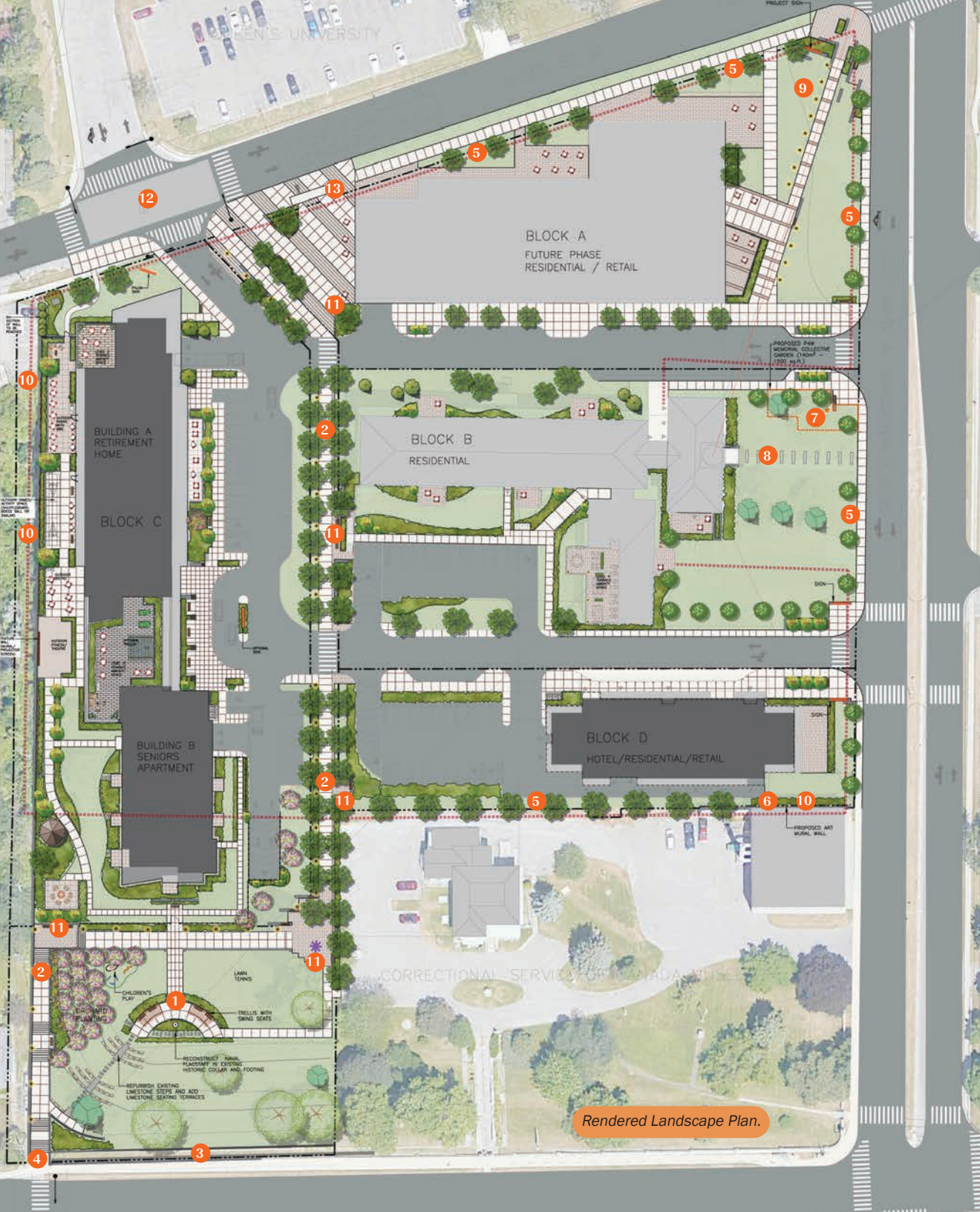
Highlights of the plan include a landscaped connecting pathway, that provides publicly accessible amenity space linking Union Street with King Street West. The tree lined walkway passes between the Prison for

Women and the seniors' continuum of care community leading to a terraced landscape overlooking Lake Ontario and Portsmouth Harbour. This linear park will include pedestrian scale lighting and seating nodes with interpretive information boards. These nodes provide the opportunity to pause and take in the surrounding views while gaining an understanding of the site's history and surrounding context.

The West Yard portion of the property fronting onto King Street West is included as part of the Kingston Penitentiary National Historic Site of Canada and is a valued part of the development lands. The reinterpreted park complements the setting of the (FHBRO "Recognized") former Warden's Residence and interprets a significant landscape constructed and maintained by inmates. It also creates a landscaped pedestrian forecourt to the former Prison for Women.

The design for the West Yard reflects the historic layout and uses of this area by the Warden's family and friends. The West Yard was used as a place of recreation and gathering for informal games such as lawn tennis and boules. The original design included open lawns framed by perimeter paths, orchard tree planting, a central flagpole and large swing structure. The existing broad terraces and mature trees along the south perimeter of the site will be retained and protected and the stone steps, existing historic flagstaff footing and collar will be repaired and refitted with a new flagpole.

The proposed design re-imagines the historic uses of the site and includes a new formal garden, seating area, and new orchard, centred around the flagpole. The seating area will include new trellis structures complete with hanging swing seats to take advantage of the panoramic



LANDSCAPE FEATURES

- 1 WEST YARD PARK
- 2 LANDSCAPED PATHWAY
- 3 WROUGHT IRON & MASONRY GARDEN WALL
- 4 WEST ENTRANCE (KING STREET)
- 5 FORMALIZED TREE PLANTING
- 6 PUBLIC ART WALL
- 7 MEMORIAL GARDEN
- 8 LIMESTONE PATHWAY
- 9 GATEWAY PLAZA
- 10 REMNANT PRISON WALL
- 11 INTERPRETIVE SIGNAGE
- 12 FULL SIGNALIZED INTERSECTION WITH CROSSWALK
- 13 EXPANDED BUS STOP

LEGEND

- PROPERTY LINE
- EXISTING TREES TO BE RETAINED
- DECIDUOUS TREE PLANTING
- CONIFEROUS TREE PLANTING
- FASTIGATE TREE PLANTING
- FRUIT TREE PLANTING
- SHRUB PLANTING
- RAISED PLANTER (STONE AND METAL)
- LIMESTONE SEATING WALL WITH BENCH SEATING
- LIMESTONE BLOCK TERRACE
- PEDESTRIAN SCALE LIGHTING
- UNIT PAVING
- CONCRETE PAVING
- APPROXIMATE LOCATION OF HISTORICAL WALL
- PROPOSED ART FEATURE
- INTERPRETIVE SIGNAGE

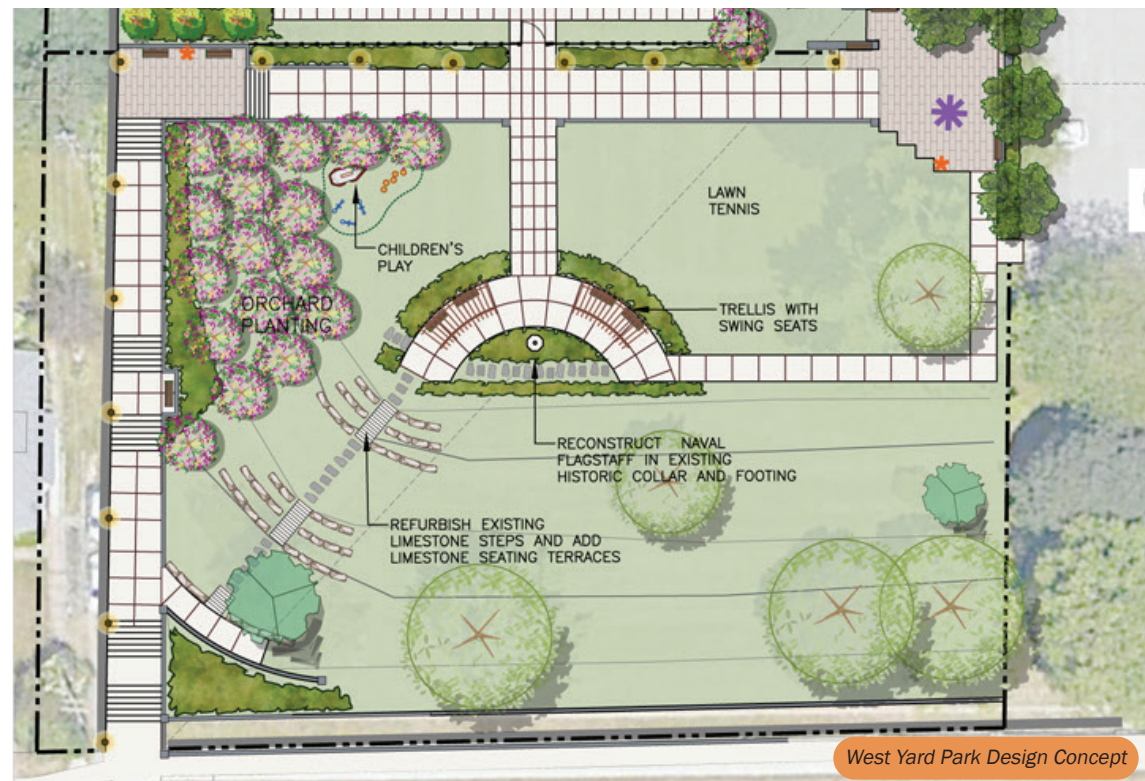
views to the South across Portsmouth Harbour. The gardens will be planted with low maintenance, flowering shrub and perennial species, indicative of the original planting carried out by the Warden and his family. There will be flexibility in the design to allow for (where desired) future annual planting beds to be cared for and maintained by a local 'Garden Club' formed by residents in the Union Park Community, bringing a sense of ownership and pride to this unique park space.

An area of orchard tree planting frames the view to the Prison for Woman cupola and provides shade for a small children's play area. A circular walking path frames a lawn tennis court that can be used for sports (i.e. lawn tennis, frisbee), recreation (i.e. picnics) or small ceremonies and community gatherings.

An attribute of the Warden's residence adjacent to the former Prison for Women is the wrought iron and masonry garden wall extending along King Street. At the west property line an entrance will be created to allow the public access to the

grounds. A series of gentle steps with regular landings and two seating areas will provide opportunities to stop and rest along the route. Axial views from this entrance, and from the entrance to the Warden's Residence, focus views looking north towards Union Park. The hotel/residential building (Block D) is sited to enhance these sightlines and views to the north.

One of the most significant and intimidating features of many prisons are the formidable perimeter walls which enclose the buildings and yards. Except for the surviving west wall and some localized fragments, the historic enclosing wall of the former Prison for Women complex were previously demolished. The landscape plan hints at this feature with tree planting that





Rendered view looking north from King Street toward West Yard Park and Block C.

reference the original enclosure. Along the South line of this perimeter wall, an avenue of trees will separate the former Warden's residence from the new hotel/residential building. At the southeast corner of this line of trees, a large public art feature will be located on the old prison wall which forms part of the steam plant building. The intent is to commission local, recognized artists to provide both indigenous art and heritage landscapes to be painted on the various panels and be visible from the road.

The most prominent views of the Prison for Women building are as you travel along Sir John A. MacDonald Boulevard, particularly as you approach the site from the north. The proposed design aims to enhance this view with a gateway (see image on opposite page) design which draws the eye and frames the view to the prison entrance and the building's Cupola. A series of low seating walls and planting provide a foreground to the view and the

diagonal paving pattern and pathway while pedestrian scale lighting directs the view to the prison building.

A series of columnar trees provide a pattern of planting along the line of the former prison wall while allowing views through to the historic property. The existing mature conifers on the front lawn will be retained and low shrub planting (less than 450mm height) along the buildings edge will anchor the building to the landscape while maintaining visibility of the stone building. A series of large limestone slabs will be set flush with the lawn to hint at the former pathway to the building's entrance. Planting around the perimeter of the building is intended to provide some privacy to the new occupants and enhance the park-like setting of the building.

As part of a collaborative process with the P4W Memorial Collective, a memorial garden is proposed to be developed on

the southeast side of the prison entrance to provide a quiet place for reflection and memorialization of the woman who spent time in prison, as well as the experiences of their families and friends. The garden will include a bench and plantings, developed in consultation with the P4M Memorial Collective, and a memorial sign and interpretive information.

At the Union Street junction, a new plaza space would be developed in conjunction with the future development of Block A that would also serve to direct views from the Union Street junction towards the west end of the prison building. An inviting plaza space at the north end of the pedestrian spine would animate this street corner, with opportunities for new cafés or restaurants to take advantage of the flow of students from Queen's University, neighbours, and the new residents of Union Park.



Rendered view of the northeast gateway looking toward the former Prison for Women from the corner of Sir John A. MacDonald Boulevard and Union Street.

3.8 HERITAGE

As part of this development process, a Heritage Conservation Strategy was undertaken by Commonwealth Historic Resource Management, in conjunction with Barry Podolsky Associates. The strategy identified the heritage attributes that define the site, including, but not limited to, existing massing and built form, architectural design and materiality, key views, and landscape features. To protect and enhance these features, the study outlined a series of design guidelines that informed the evolution of the Concept Plan in Section 3.1 and the complementing Landscape Plan in Section 3.7.

Specific design elements that reflect these guidelines include:

- The adaptive re-use of the former Prison for Women building in a manner that maintains its historic character.
- The spacing of the buildings on site permits key views through the site that maintain the historic open character of the site.
- Key views to/from the cupola of the former Prison for Women building from both Union Street and Sir John A. MacDonald Boulevard, as well as King Street and Portsmouth Olympic Harbour, are preserved through maintaining existing setbacks in Block B, and promoting wide setbacks through the future redevelopment of Block A.
- The setback of the future Block A building further highlights the former Prison for Women building by maintaining the established streetwall datum line.
- The hotel/residential building in Block D has a 4-storey podium that is clearly distinguishable and establishes a visual relationship to the historic former Prison for Women building. A similar podium height is recommended through the future redevelopment of Block A.
- In Blocks C and D, the proposed buildings utilize visual cues within the architectural articulation to strengthen this relationship to the former Prison for Women building.
- Within the podiums of new buildings in Blocks A and B, the scale, proportions and character of architectural features (i.e. recesses/projections, cornice lines, windows, etc.) reflect those at the former Prison for Women building.
- The proposed buildings utilize natural materials, including stone, masonry and glass, within their podiums to promote compatibility with the former Prison for Women building.
- The historic limestone wall and wrought iron fence that runs along King Street and the western property line has been protected and integrated into the development.



Rendered view looking toward the former Prison for Women from Sir John A. MacDonald Boulevard and Union Street.

4.0

CONCLUSION

This Urban Design Study has been prepared in support of Official Plan and Zoning Bylaw Amendments for the redevelopment of 40 Sir John A. MacDonald Boulevard in the City of Kingston.

The study aims to illustrate that the proposed development represents the optimal build out of the site through the transformation of a previously vacant and deteriorating brownfield into a vibrant, mixed-use neighbourhood.

The study demonstrates how the proposed development both encapsulates the history of the site while overcoming the stigma of the site as a former Prison for Women. In doing so, careful attention has been paid to ensure that the proposed development

reinforces the intent of the City's urban design policies and directions, and the principles of good urban design.

Most notably, the proposed development:

- promotes a compact mix of land uses and amenities to optimize infrastructure, reduce automobile dependency and support active transportation;
- Provides a mix of unit types and tenures to allow residents to age-in-place;
- Provides a mix of safe, well-connected open spaces that augment the broader open space network.
- Protects and enhances the historic character of the site through the design and location of new buildings,

the maintenance of key views, and the retention and adaptive re-use of heritage buildings and features;

- Maximizes permeability and prioritizes the safe and efficient movement of pedestrians and cyclists through dedicated pathways, mid-block connections, and streets with traffic calming (i.e. 'side friction');
- Reinforces a strong public realm through wide, tree-lined boulevards, outdoor amenity spaces, active ground floor uses, and the strategic location of access and servicing facilities to mitigate their impacts;
- Establishes building forms and massing that reflect the historic and gateway context, while transitioning

appropriately to adjacent residential neighbourhoods; and,

- Ensures the design and massing of buildings minimizes shadow impacts on adjacent sensitive uses.

As exemplified in the findings of this study, and further supported in the Heritage Conservation Strategy, the proposed development represents the optimal build out of the site, from a functional and aesthetic perspective, and would provide a strong addition to the adjacent Portsmouth and Alwington Neighbourhoods, while protecting and preserving an important City landmark.

Axonomic view of the proposed development including the former Prison for Women (foreground) and proposed seniors housing (background).



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