





# The Campus at the City Scale

4



Queen's is an urban University centrally located in Kingston. Decisions made by the University have an impact on adjacent neighbourhoods, and the state and health of adjacent neighbourhoods affect the image of Queen's and its ability to attract future students and faculty. There is a need for co-ordinated planning to ensure mutual benefit between the City and the University.

In addition, as a University with two campuses, the neighbourhoods between these campuses becomes a daily part of the Queen's experience. There is a need to think holistically about the relationship between campuses and the neighbourhoods surrounding them and how campus-wide systems can be co-ordinated to better integrate the two campuses.

This section provides a framework for campus systems and networks – such as movement, parking and street character – at the city scale. It also provides guidance regarding the physical aspects of the University that have an impact on surrounding neighbourhoods and the city-at-large, such as housing.

Building on existing University and City initiatives, the recommendations put forward in this section are intended to complement the vision and policies prepared by City staff and the Kingston community who have been consulted throughout the study process. While this chapter's content has been developed in consultation with City staff, it has not been officially endorsed. Realization of the recommendations in this section will require continued co-operation between Queen's, the City, and the community. Our intent is to clarify objectives and provide direction, rather than present prescriptive design solutions.









## 4.1 City Initiatives

The City's vision for the University and surrounding lands can be ascertained through a number of City plans, studies and capital projects. These initiatives help the University understand the City's goals and intent for various areas around campus. Understanding the City's priorities will help foster a spirit of co-operation between both parties and, through continued consultation and co-operation, provide opportunities for mutual benefit.

The City policy and projects illustrated in Figure 4-1 to the right can be understood in three categories:

### Appropriate places for change

These are lands that are envisioned to be put to a better use, or that require significant physical improvements. These include the Williamsville portion of Princess Street, a corridor envisioned for mid-rise intensification, and the area north of Main Campus between Earl Street and Princess Street, an area anticipated in the City's Official Plan for University expansion in the form of buildings that are sympathetic to the low-rise character of the residential neighbourhoods. Both areas are considered appropriate locations for new student housing in a form consistent with the City's intentions (this is further described in Section 4.4).

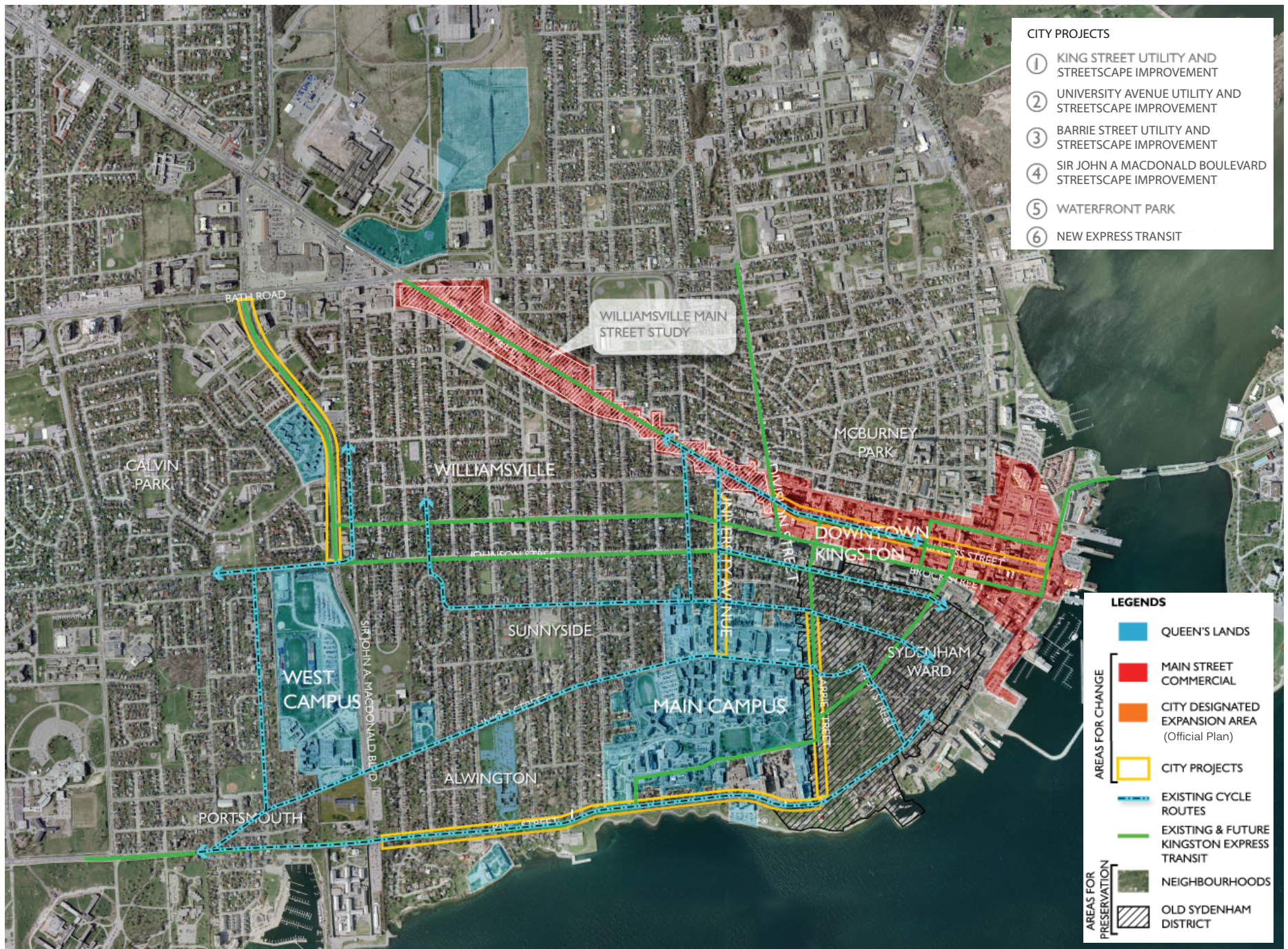
### Areas for preservation and modest change

Areas for preservation and modest change are areas of stability such as the City's residential neighbourhoods, as well as Heritage Conservation Districts, such as the Old Sydenham Heritage Area. If new development is located adjacent to or within these areas, special consideration will be made to ensure it transitions sensitively to fit with the existing context (a further discussion regarding heritage can be found in Section 5.2)

### City Projects

In addition to plans and policies, a number of capital projects are planned for parts of the City within and near the University. These include streetscape enhancements along Sir John A. Macdonald Boulevard, and utility upgrades along Union Street. As the City moves forward with plans for these major projects, the University should seek opportunities to partner with City staff to ensure new streetscape and public realm improvements associated with the upgrades are consistent with the objectives of this Plan.





▲ Figure 4-1  
City Initiatives



## 4.2 Movement Between Campuses and Parking Strategy

As more development occurs on West Campus, the University will require an expanded transportation system to carry the Queen's community between campuses.

Improving the ease and speed of getting between campuses will decrease the real and psychological separation between Main and West Campus, and make West Campus a more desirable place to be. With bus passes included in all student's tuition costs, Kingston Transit currently provides an important role in moving people between campuses, and to other parts of Kingston. But with more people moving between Main and West Campus, the University may also be required to supplement Kingston Transit with its own transportation services.

In addition to more development activity on West Campus, the likely relocation of parking spaces from Main to West Campus will increase demand for





frequent transportation. As it exists today, parking for Queen's staff, faculty, and visitors is located across both campuses as both surface and underground parking, with the majority of all-day parking for staff and faculty on West Campus. A University-operated parking shuttle assists movement from those parking on West Campus to Main Campus and vice versa. As illustrated in Section 5.3, many of the larger potential development sites on Main Campus are surface parking lots. As these sites are redeveloped, the University will need to develop a comprehensive strategy to manage parking demand, either with the replacement of parking spots or strategies to reduce parking demand. This strategy is consistent with sustainability objectives and makes good financial sense.

### Campus Circulator

The University should explore the implementation of a campus circulator shuttle (an evolution of the existing parking shuttle service) that will be open to all Queen's students, staff and faculty. Planned as a continuous loop, bringing rapid transit service to Union Street, the circulator should provide regular service between campuses and stop at high traffic areas, such as surface parking lots on West Campus and the proposed West Campus Square (see page 158).

Figure 4-2 illustrates a proposed alignment of the circulator. The routing of the circulator must consider and supplement City transit routes to avoid any duplication. The route should also consider general principles regarding effective transit routes to ensure broad ridership. Movement to and from the Isabel Bader Centre for the Performing Arts should also be considered when determining a preferred route.



### 4.2.1 Recommendations

1. The University should revise its parking management strategy with the objective to identify clear priorities and supporting policies regarding parking supply across all land holdings. The strategy should consider campus sustainability objectives to reduce private vehicle trips as a transportation mode to and from campus. The strategy should examine:
  - Parking space supply caps or reduce parking ratios in relation to enrolment growth;
  - Costs for parking on both campuses considering demand versus supply;
  - Circulation patterns between West Campus parking and Main Campus.
2. The University should conduct a feasibility study for the campus circulator. Considerations should include preferred routing options as well as development yields on West Campus that will trigger the need for initiating the circulator service
3. The University will continue to consult with Kingston Transit in determining future routes that best serve the needs of Queen's students, faculty, and staff.
4. Transit stops and waiting areas should be considered priority areas for public realm improvements. The design of these spaces should include comfortable waiting areas, weather protection, and appropriate wayfinding signage.





▲ Figure 4-2  
Movement Between Campuses and Parking Strategy



## 4.3 Cycling Network

A key component of the University's broader objective to create a sustainable campus is developing a safe, inviting, and convenient active transportation network. Cycling provides a quick and fun way to get to and around the University in a way that is good for both personal health and the environment.

A comprehensive cycling network plan ensures Queen's cyclists are supported by infrastructure and facilities that prioritizes cycling in an equal manner to the private vehicle and pedestrians.

**Existing cycling routes** are on-street bike lanes located on City streets, including Union and King Street. While these exist today, the University will encourage the City to bring forward design enhancements and provide ongoing

maintenance of these routes to ensure safely demarcated, maintained continuous bike lanes.

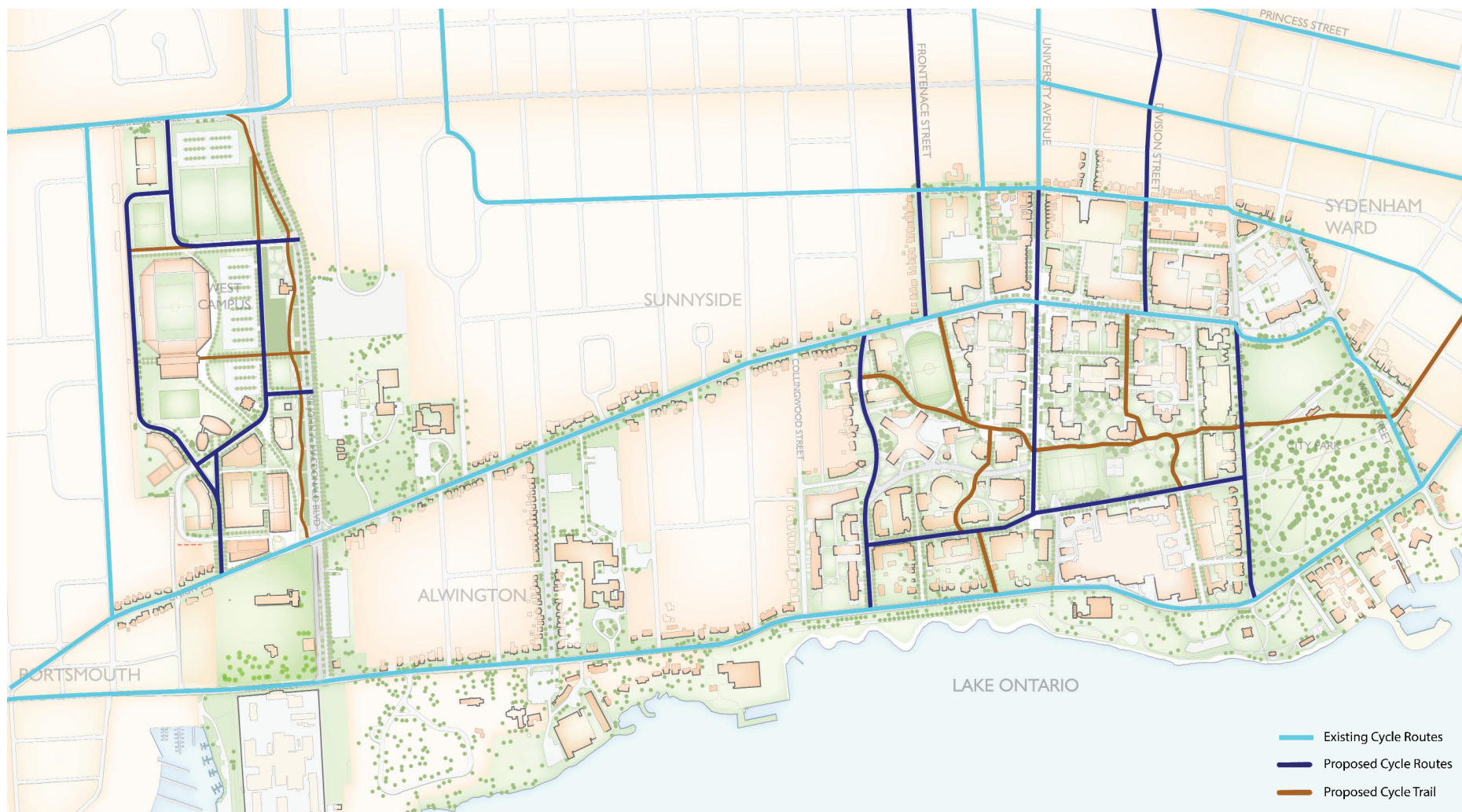
**Proposed routes** are proposed on-road cycling routes that can be implemented as either dedicated lanes or "sharrows" (street markings that indicate cyclists may use a traffic lane).

**Proposed cycling trails** consist of off-street routes, that may be integrated with pedestrian trails. For the most part, these provide diagonal direct routes that dissect the Queen's Open Space Network. As shared spaces with pedestrians that also intersect with vehicular traffic, the design of these routes must integrate design and signage that facilitates safe movement.

Recommendations regarding the overall cycling network and partnerships with the City of Kingston are listed to the right. Further University specific recommendations are found in Section 5.5.4 for Main Campus, and Section 6.5.4 for West Campus.

### 4.3.1 Recommendations

1. Advocate cycling lane improvements for Existing and Proposed Cycling Routes (as indicated on Figure 4-3) with the City of Kingston.
2. Consider design features to mitigate conflict between cyclists and pedestrians in the design of Walks and Pathways indicated as Proposed Cycling Trails on Figure 4-3.
3. Develop a cycling parking strategy to provide co-ordinated parking opportunities across both West and Main Campus. The strategy should locate cycling parking to areas that are weather protected, areas with good surveillance, and that do not obstruct pedestrian movement patterns.



▲ Figure 4-3  
Cycling Network



## 4.4 Housing

Currently, a lack of appropriate housing in adjacent neighbourhoods has caused stress on nearby communities and wear and tear on much of the historic housing stock. The University supports the preservation and restoration of stable residential neighbourhoods and promotes housing that is of the appropriate form and in the appropriate location.

While the University guarantees residence housing to first-year students, capacity constraints and potential growth necessitate an expanded, multi-faceted approach to housing, working in partnership with the City and local developers. Appropriate types of housing for students, staff and faculty come in different forms, and these different types belong in different areas.

Figure 4-4 indicates different places on and near the campuses that are considered appropriate for different types of housing.

**Campus Residences:** These are multi-unit buildings owned and maintained by the University. They will be focused to areas with an existing concentration of residence buildings and University-owned lands bordering residential communities. On West Campus, opportunities for market housing to be constructed in conjunction with new residences should be considered as a revenue tool to leverage capital costs of new residences. The prioritization of new residences will be driven by strategic enrolment planning on a case-by-case basis.



**Main Street Revitalization:** This refers to store-top, mid-rise apartments located along Princess Street. Consistent with the Williamsville Main Street Study, this portion of Princess Street is considered an appropriate location for market or privately-partnered rental units. Campuses elsewhere have begun to recognize nearby Main Streets as appropriate environments for students. The physical and economic presence of a student population contributes to lively streets and shops, away from neighbourhoods consisting of single family homes.



**Neighbourhood Infill:** Neighbourhood infill, in the form of low-rise buildings complementary to surrounding housing character, is appropriate in the areas between Main Campus and Princess Street. Housing here should be designed as mixed housing that is attractive to students and others. Complementary design will be realized through compatible heights, design detail or the possible retention of historically significant buildings. The University may explore opportunities with private partners to develop this type of housing.



#### 4.4.1 Recommendations

1. Prepare a comprehensive housing strategy outlining policy regarding student residences and a plan to guide and support decision making and prioritization for both the short and long term provision for housing for students. The strategy should comply with the principles described in this subsection.
2. Continue to engage with the City of Kingston, Near-Campus Neighbourhoods Advisory Committee, and other stakeholders to realize opportunities for meeting mutual University and city-building goals.
3. Explore opportunities for non-residences housing on West Campus. These should be located near the southern edge of campus with access to City streets.



▲ Figure 4-4  
Campus Housing



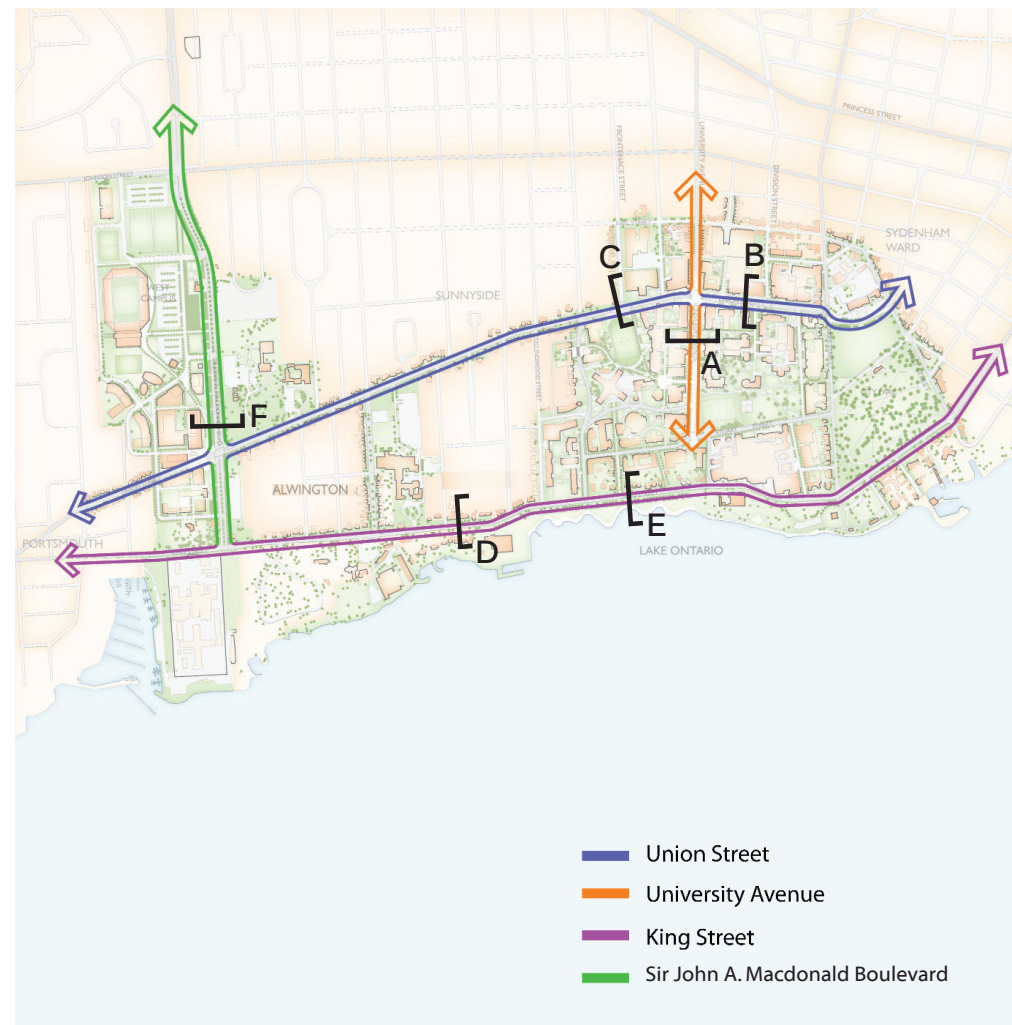
## 4.5 City Streets

In addition to carrying people and traffic, streets are places and destinations in themselves. They are the gateways to the campus and one of the key components of the campus experience.

Most streets on Queen's Campus are owned and maintained by the City of Kingston. To ensure the design of streets evolve in a manner that is consistent with the University's movement and placemaking objectives, Queen's must work closely with City staff to ensure future streetscape improvements satisfy common design objectives. This section contains cross-sections for the four main streets that border and run through both campuses, as well as descriptions as to how they ought to evolve.

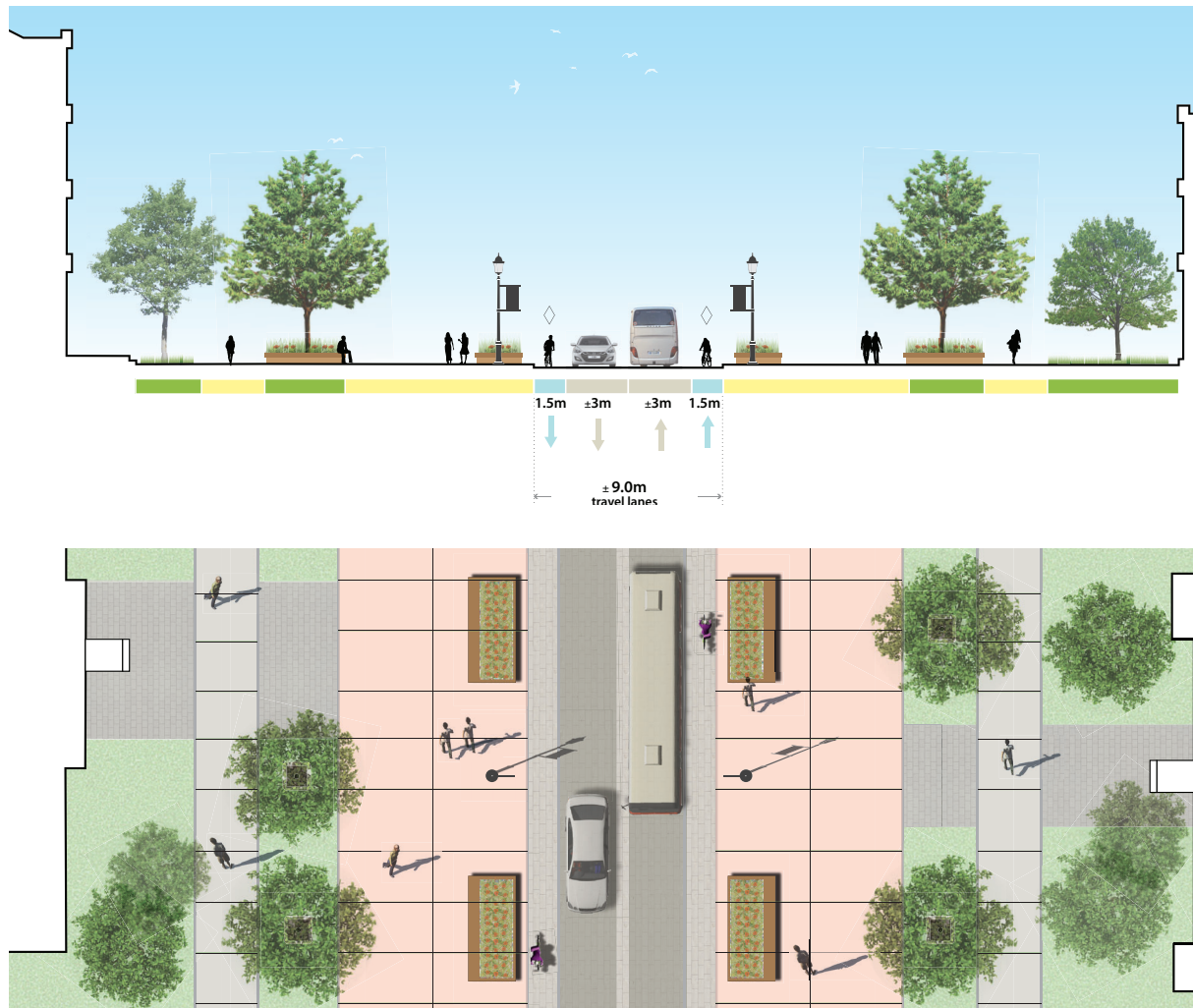
The strategies illustrated and described in this section reflect the objectives of Queen's. While they have been developed in consultation with City of Kingston staff, they have not been officially endorsed by the City.

All required travel movement can be accommodated within the existing pavement area, meeting City standards for bicycle and vehicle travel lanes.



# University Avenue

## Cross-section A University Avenue at Ellis Hall / Ontario Hall



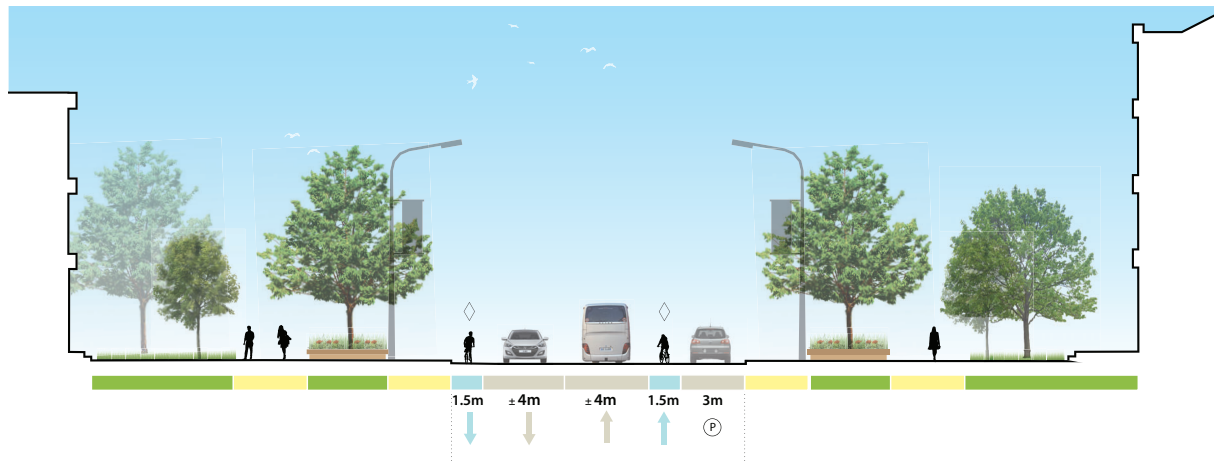
University Avenue will continue its role as Queen's ceremonial avenue, most closely associated with the image of Queen's. Building on recent improvements, small-scale design enhancements, described in more detail on page 92, seek to create an environment that reduces traffic speed, improves the public realm, and allows for safer crossings and cycling movement. Cycling lanes, at the minimum City standard of 1.5 metres, are illustrated, though wider lanes of 2.0 metres should also be explored. Design treatments such as planters and new public seating will be located on either side of sidewalks to buffer pedestrians from traffic, and create places to rest, meet with friends, and read. The introduction of traffic tables at key crossings will prioritize the pedestrian.

◀ Figure 4-5  
Proposed University Avenue Design

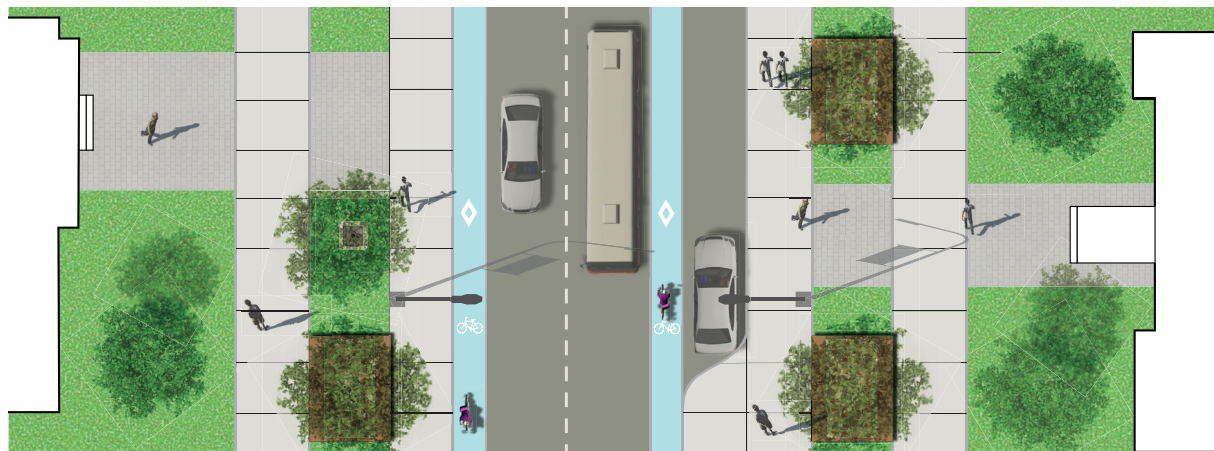


# Union Street

## Cross-section B Union Street between University Avenue and Division Street

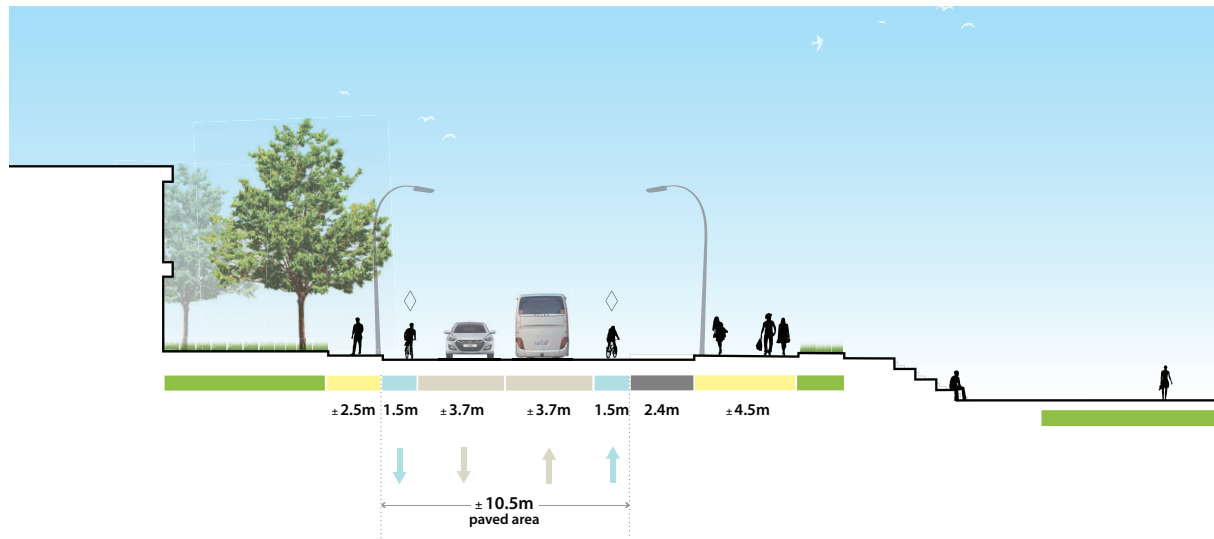


As the primary connector of West and Main Campus, rights of way for all modes of transportation on Union Street should be accommodated. Design should consider ways to minimize disruption to adjacent neighbourhoods. The proposed cross-section provides for continuous, separated cycling lanes along the length of the entire street. To implement this cross-section between University Avenue and Division Street, one lane of on-street parking would need to be removed.



◀ Figure 4-6  
Proposed Union Street Design (between University Avenue and Division Street)

### Cross-section C Union Street between Albert and University Avenue



The cross-section to the left provides design detail for portions of Union Street where on-street parking doesn't exist, and illustrates the design treatment for cycling lanes where bus bays might interfere with cycling movement.

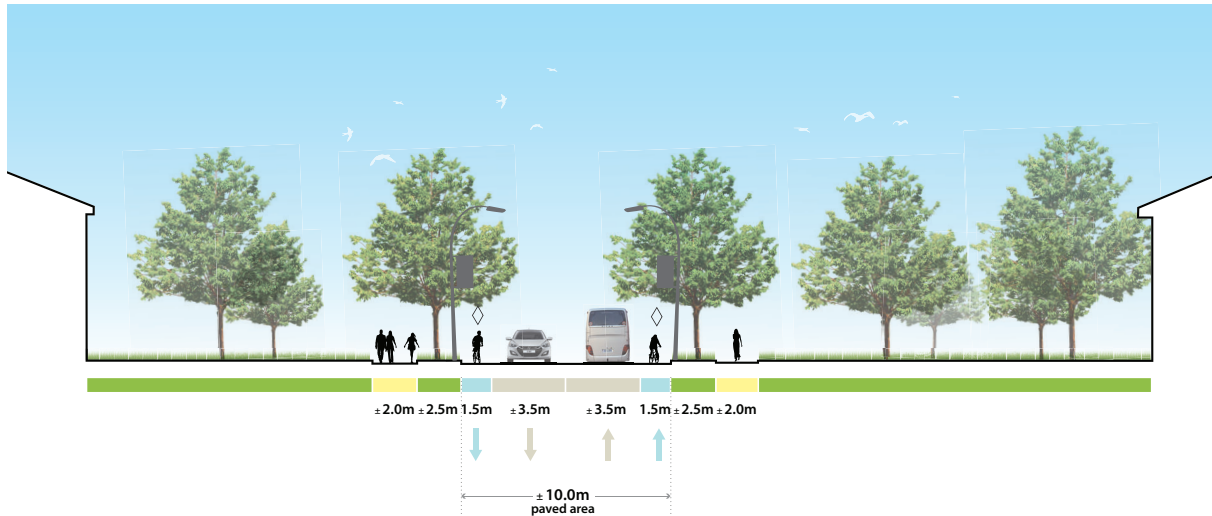


◀ Figure 4-7  
Proposed Union Street Design (between Albert Street and University Avenue)



# King Street

## Cross-section D King Street between Sir John A. Macdonald Boulevard and Beverley Street

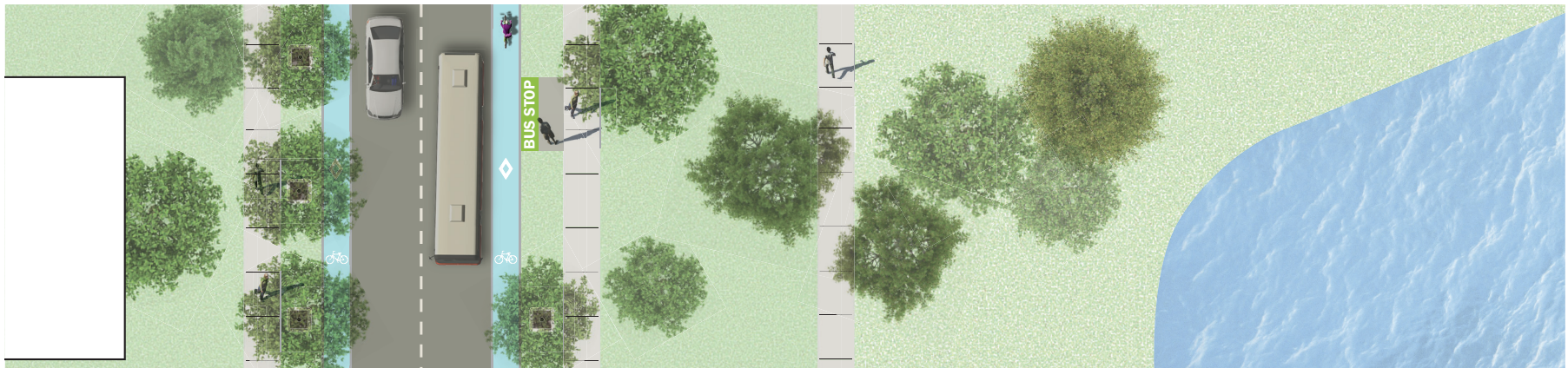
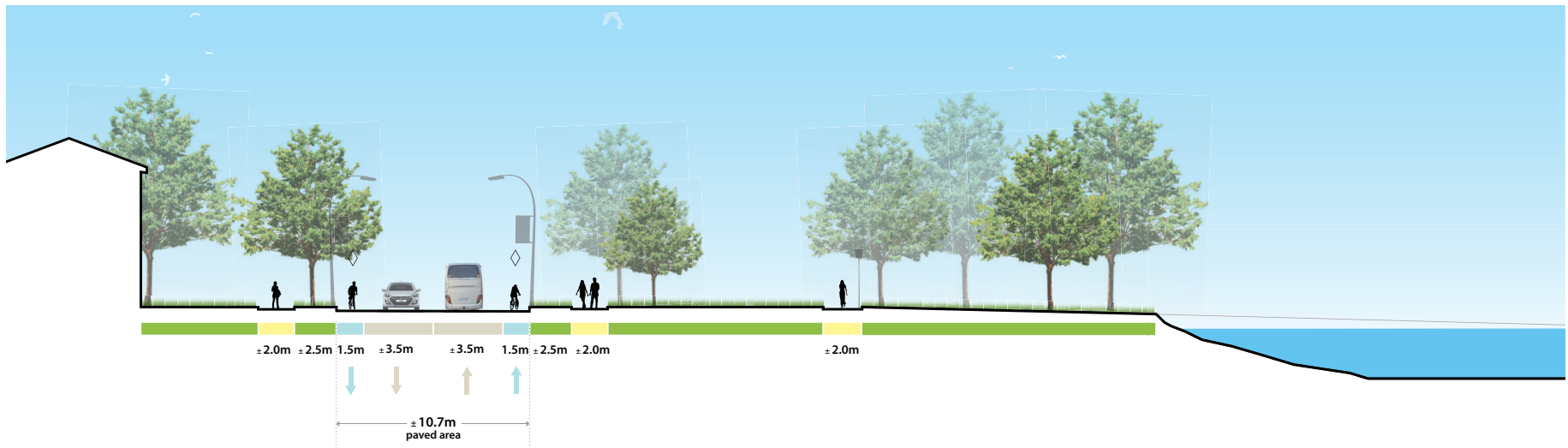


King Street connects some of Kingston's most historic places as well as connecting Main Campus to the Isabel Bader Centre for the Performing Arts. To complement its setting as a cultural landscape, it will be designed with a higher level of design detail and amenity than most streets. To increase safety for cyclists and pedestrians, the proposed cross-section integrates traffic lanes with continuous cycling lanes on King Street between Sir John A. Macdonald Boulevard and Beverly Street. On King Street between Beverly Street and King Street, a multi-use trail through City Park may be incorporated into the cross-section. For both cross-sections, sidewalks are proposed on the south side of the road to provide safe and comfortable pedestrian routes.

◀ Figure 4-8  
Proposed King Street Design between Sir John A. Macdonald Boulevard and Beverley Street

▶ Figure 4-9  
Proposed King Street Design between Beverley Street and Barrie Street

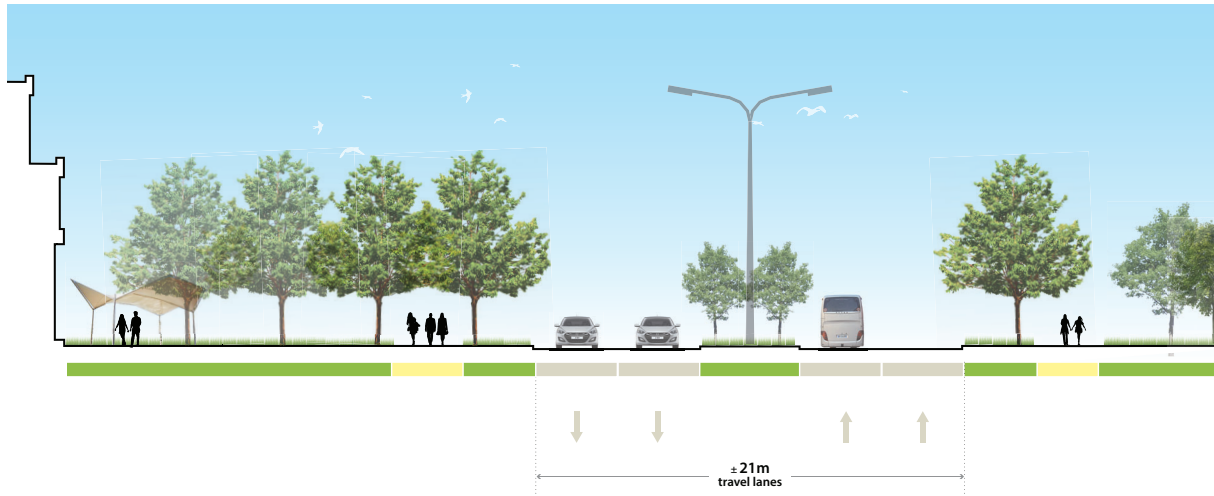
Cross-section E King Street between Beverley Street and Barrie Street





# Sir John A. Macdonald Boulevard

## Cross-section F Sir John A. Macdonald Boulevard



Building on the City's plans for streetscape improvements north of Johnson Street, Sir John A. Macdonald Boulevard is envisioned as a grand, green street extending from Highway 401 to the waterfront. Its design will reflect its role as a major gateway to Queen's, featuring new, lush landscaping and design details. While travel widths will remain the same, the proposed cross-section will enhance the public realm with new street trees and wider sidewalks on both side of the street.



◀ Figure 4-10  
Proposed Sir John A. Macdonald Boulevard design

### 4.5.1

## Recommendations

1. Design improvements to City streets should consider their specific role, function and character and contribute to University placemaking objectives and the open space network.
2. The cross-sections contained in this chapter should be considered the University's preferred design for any future reconstruction of City streets. If the City's preferred rights-of-way do not comply, they should demonstrate how they achieve the form, function and character as described in this document.
3. Prioritize pedestrian, bicycle and transit activity in improvements to all campus streets.