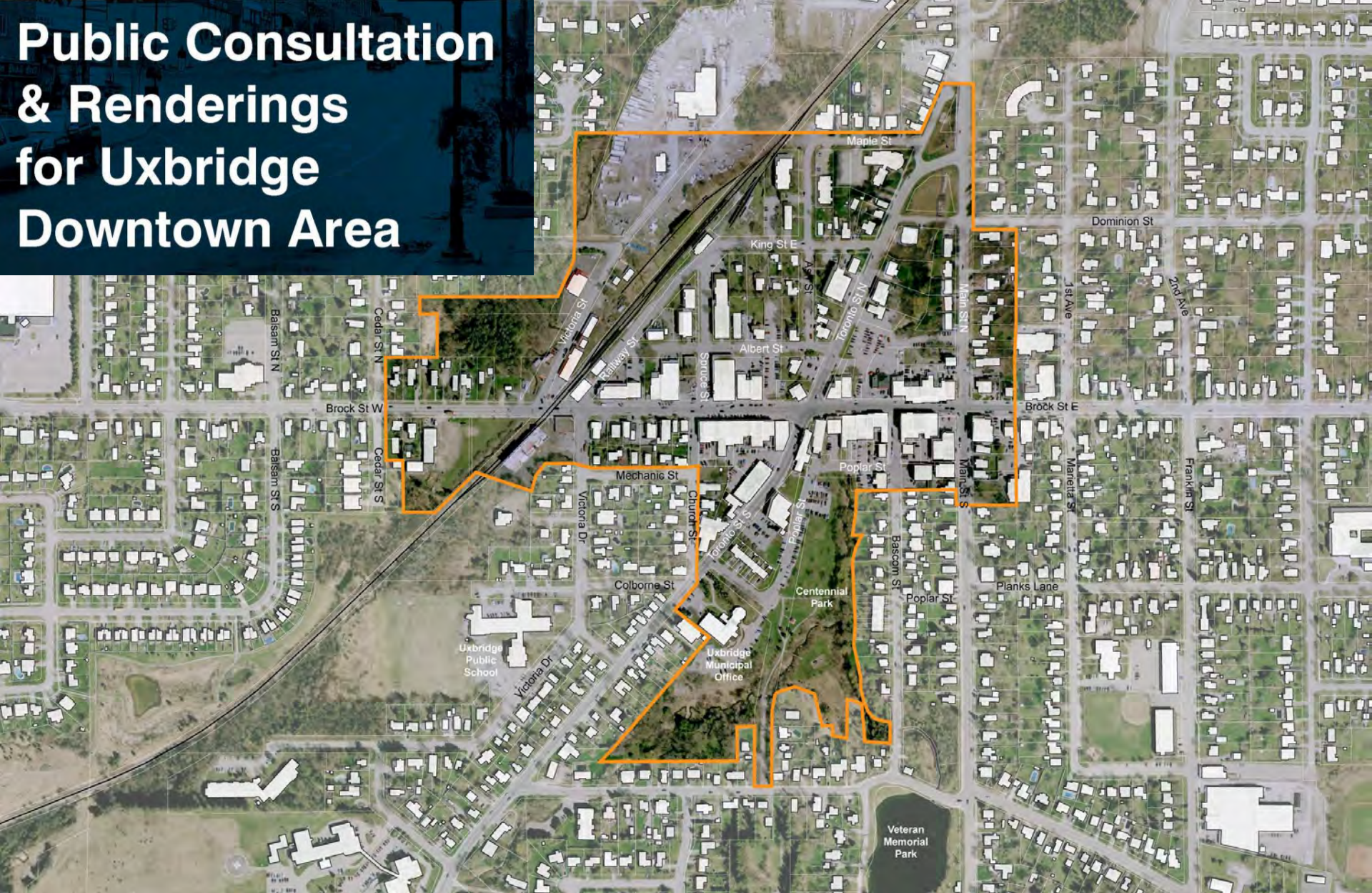
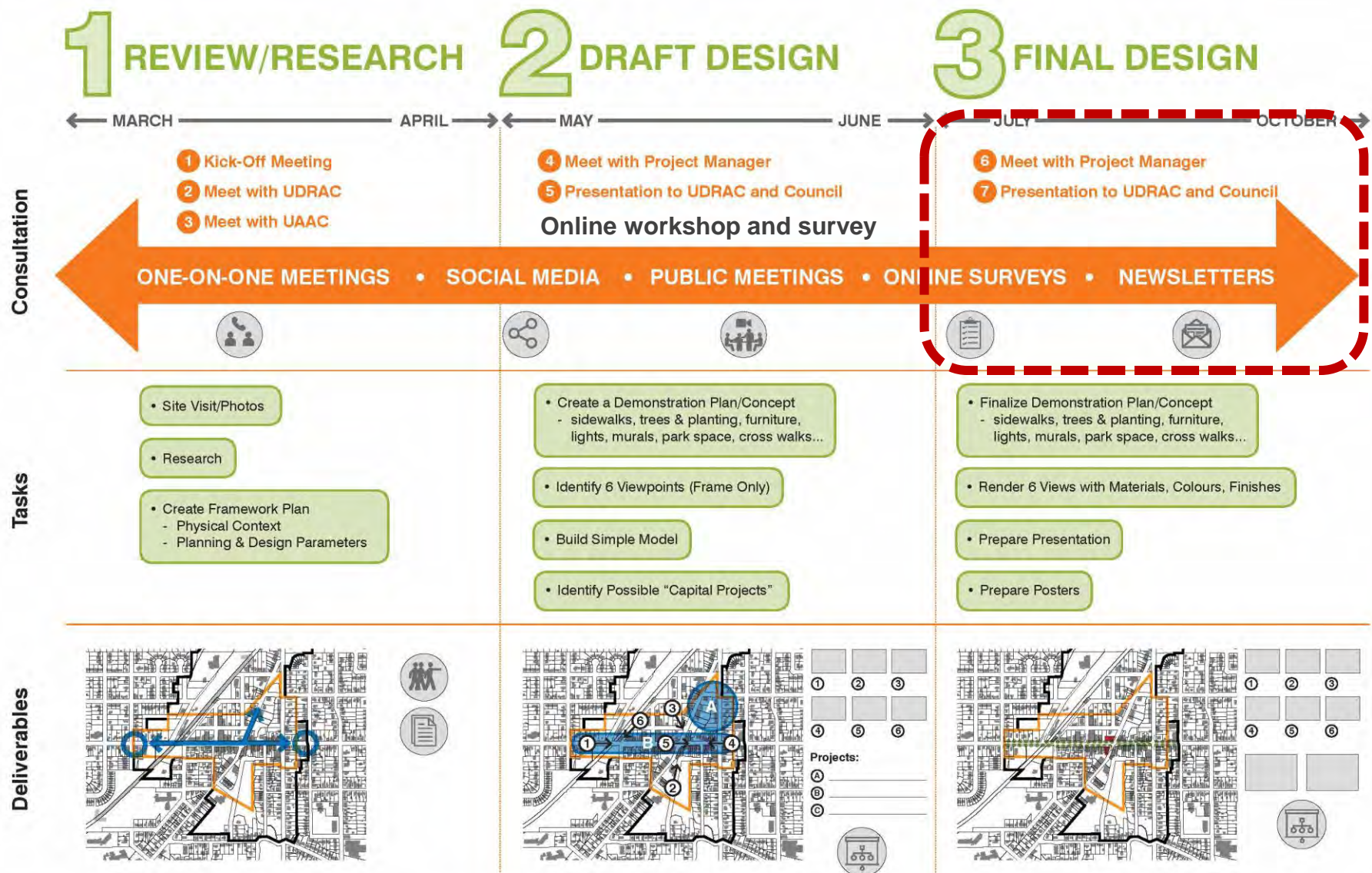


Public Consultation & Renderings for Uxbridge Downtown Area



Township of Uxbridge – Public Open House
November 24, 2021

Work Plan



Uxbridge Downtown
Community Improvement
Plan Area

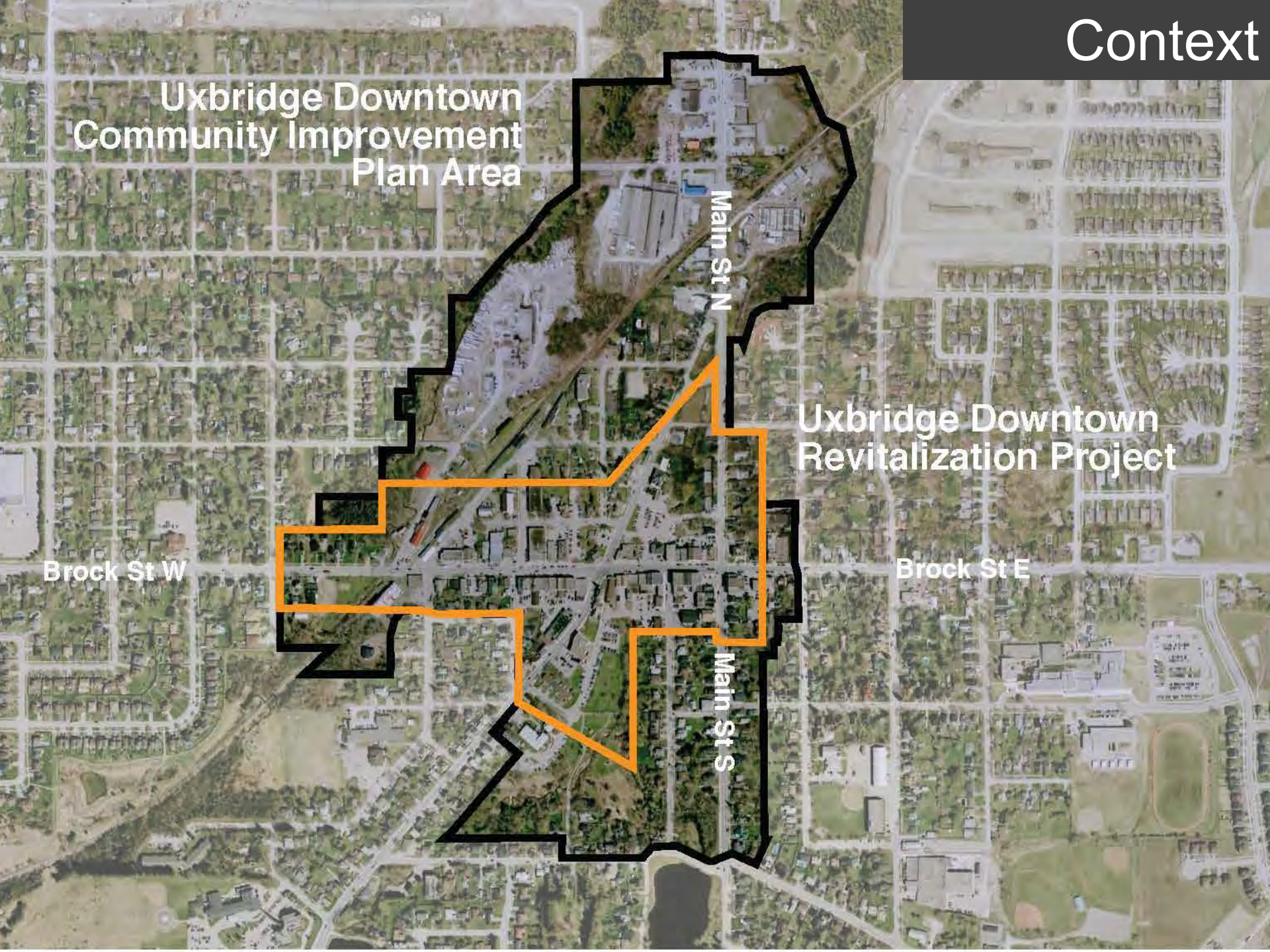
Main St N

Uxbridge Downtown
Revitalization Project

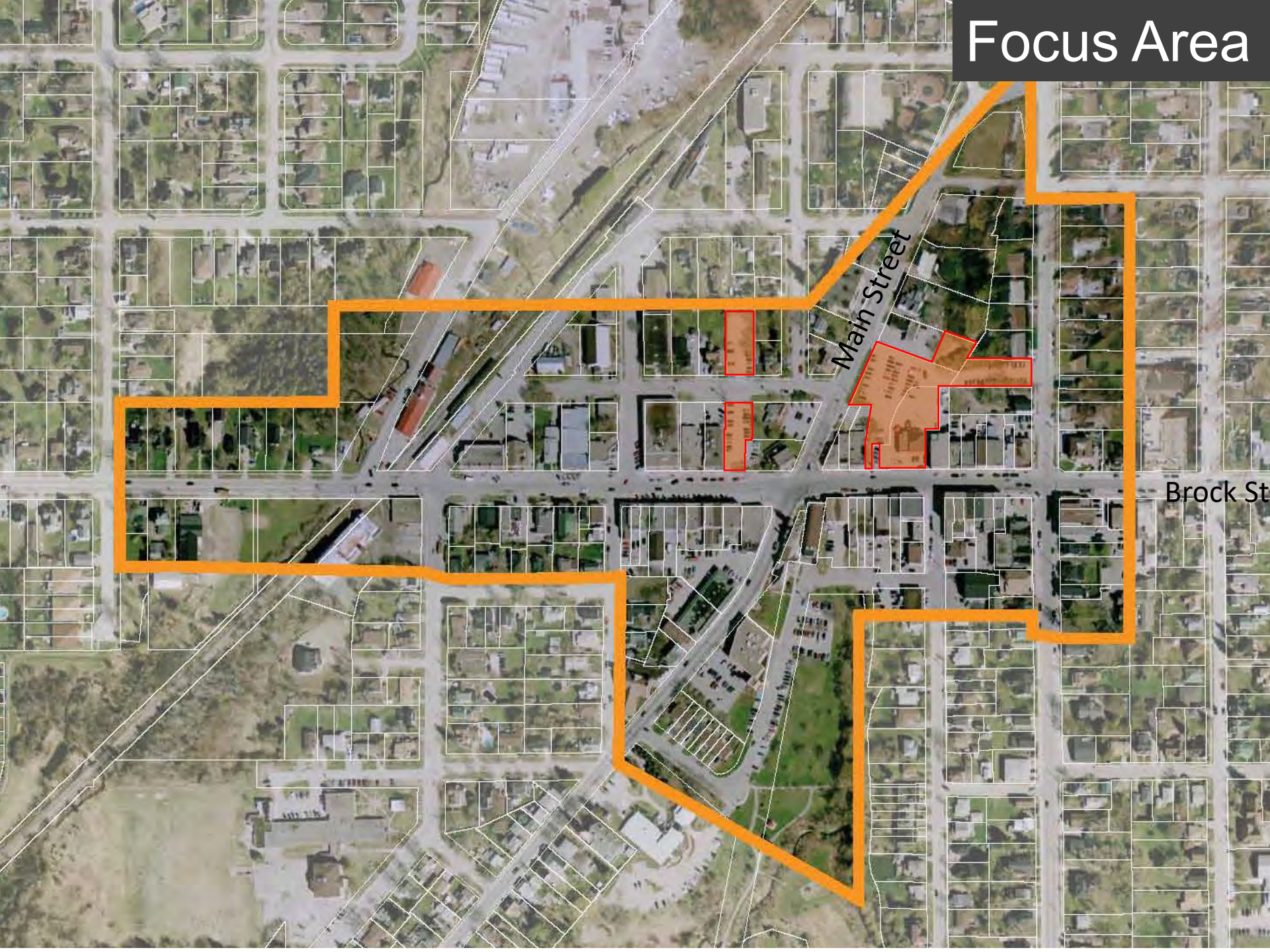
Brock St W

Brock St E

Main St S



Focus Area



Main Street

Brock St

20

One-on-one conversations

500

Minutes of insight, thoughts, ideas, concerns



507 respondents to the on line survey



2 public workshops June 28, 2021 (65 people)

3.1 Priority Ranking: What's Most Important to You?

Priority Ranking — Summary



More Places to Live



Town Square



Buildings Respecting Heritage



Safe Sidewalks



Variety of Places to Shop



Streets with Lots of Trees



Lots of Parking



Connections to Trails

Survey Results

507 Respondents

July 20 – August 20, 2021

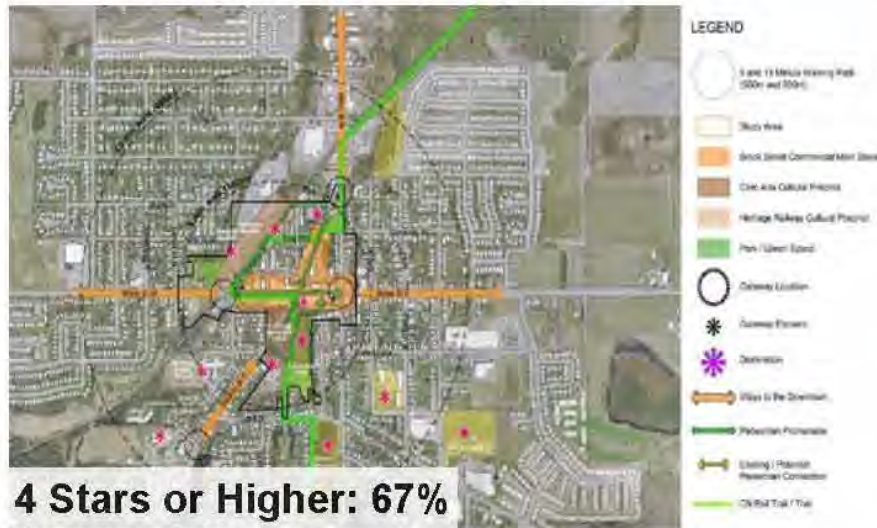
Most were 35-50 years old

Most visit Downtown a few times a week

Most live within a 10 minute walk of Downtown

Only a few respondents were business owners

3.2 Scenario Rating: Ideas to Explore — The Framework and District Plans



Establishes an organizational structure for the downtown based on three character districts, a pedestrian promenade linking the three areas, locations that mark gateways to the downtown and locations for potential development.

- Accessibility, places to go and visual appeal are essential.
- The sidewalks on Mill Street are too narrow, the pedestrian promenade is a great idea.
- Parks, green spaces, amenities and opportunities to appreciate public art are important.



Improves streets and parks to support business/create a pedestrian place. Multi-storey buildings framing the streets with commercial uses in the ground floors and residential uses above. An enhanced streetscape with traffic calming, trees and on-street parking. Redevelopment on Township-owned property (outlined in red) includes a new public square.

- Consideration should be given to mixed income housing.
- On-street parking makes the Downtown more accessible.
- More trees and improved building facades.

Survey Results



1. Poplar St. Woonerf
2. Amphitheatre / stepped seating
3. Performance / gathering space
4. Relocate parking
5. Library accessible parking
6. Expanded parking
7. Heritage trail
8. Tree lined promenade (New trail / bridges)
9. Park pavilions
10. Playground
11. Naturalized open space

4 Stars or Higher: 75% Civic Cultural District

Some parking is relocated to the Municipal offices, accessible/priority parking is maintained behind the library. Poplar Street is redesigned as a shared street to also function as an urban square for events and gatherings. Stepped seating on the slope beside the library to create an informal performance area. New walkways, bridges, playground and pavilions in the park.

- The addition of community gardens would be a great addition to the Town's park system.
- More greenspace is good, but parking availability must be considered.
- A central community space is much needed!



1. Mixed use development
2. Pedestrian promenade
3. Pedestrian walkway / connections
4. Enhanced streetscape
5. Parking
6. Pocket parks

4 Stars or Higher: 67% Heritage Line District

Redevelopment brings more diverse uses, including residents to the area. Buildings front the streets, landscaped pedestrian promenades run the length of Victoria and Railway, small parks are created where redevelopment occurs and traffic calming ensures cars, trucks, bikes and pedestrians share the space.

- Enhanced streetscape and pedestrian walkways will help make this area more appealing.
- Safe areas for pedestrians and small parks are a great idea.
- Redeveloping this area will preserve our history while connecting it more to Downtown.

Survey Results

3.3 Image Rating: The Various Parts of the Concept Plans

Downtown Promenade



👍 94%

Promenade

A walking circuit should be clearly defined to access and animate the entire Downtown.

- The sidewalks downtown are too narrow.
- It would be awesome if we could bring more life to the shops downtown, using heritage buildings as focal points.
- More space is better, providing opportunities for seasonal activities and artists.



👍 98%

Street Trees

Sidewalks should be defined with street trees and other shrubs and ground covers.

- There should be focus on native species.
- Love trees and planters!
- As long as things are maintained.
- Trees with lights are a great feature.
- Trees provide needed shade and should compliment the local trail system.



👍 74%

Brock Street

Travel lanes on Brock Street should be narrowed to have more space to widen sidewalks for pedestrians, street trees and space for outdoor patios.

- Allow sidewalk / street patio areas.
- Angled parking should be removed from Brock Street.
- Large truck traffic should be rerouted away from Brock Street.
- More sidewalk space is needed.



👍 84%

Key Pedestrian Connection

A continuous pedestrian walkway, connecting Toronto Street to Railway Street should be provided.

- Bike and pedestrian friendly, please!
- Crosswalks are important and clear signage.
- Absolutely, connecting the pedestrian walking trails to other parts of Uxbridge will encourage more foot traffic flowing to different areas of the Town.

Survey Results

Image Rating: The Various Parts of the Concept Plans



Wayfinding

Maps and signs (prints and digital) should clearly define where you are and what's within a short walk.

- Signs should be small, discrete and in keeping with the heritage feel.
- Signs should be accessible to all residents.
- Signs are important for tourists.
- Signs are not needed.

Gateways and Green Space



Gateway Buildings

Gateway buildings are located on key Downtown sites, such as on entrances and at key intersections. Design gateway to address both public streets and include special features to identify the importance of their location.

- Gateway buildings should fit in with the historic character of Uxbridge.
- Building facades should keep the Town's built heritage.
- Current historic buildings should be maintained.
- Keep the small town charm.



Public Art

Locations at gateways are ideal locations for public art.

- Current art is in need of repair.
- Should support local artists and recognize the Town's history.
- Public art at key locations and added to the way finding.
- More flexibility in where public art is located.
- Public art can liven building facades.



Town Square

Redevelopment of the Township-owned property at Toronto and Brock should include a town square for outdoor patios, seating, a fountain, etc. that enables year round use.

- Yes!
- This will support local businesses, give people space to sit and provide an opportunity for integrating public art.
- The Town Square should be used year-round.
- This space should be designed to allow different civic activities, ceremonies, special events, leisure areas, etc.
- The Town Square should create a sense of community while providing a natural gathering space.

Survey Results

Image Rating: The Various Parts of the Concept Plans



Library Amphitheatre

The slope beside the library should be redesigned to incorporate stepped seating to enable its use for events and celebrations.

- Great idea!
- Seating should be easily accessible.
- The hillside should be accommodating to children.
- Consider the impact on parking availability.

Streets and Parking



Albert Street

Albert Street should be the location for Downtown parking in lots and along the street.

- With safe, enjoyable pedestrian routes between parking areas and Brock.
- The intersection at the railroad is hazardous.
- Parking should be close to downtown, but not immediately visible.
- Great idea, easy access to downtown without congesting Brock Street.



Brock Street Parking

Angled parking on Brock should be replaced with parallel parking.

- This would make it easier for cars to get out of parking spaces.
- Yes, the diagonal parking is dangerous.
- Parking should be moved away from the main street to accommodate wider sidewalks.
- Would the number of available parking spaces be effected?



Poplar Street

Poplar Street should be redesigned as a shared street to give priority to pedestrian use.

- Consider how redesigning Poplar Street will effect parking availability and access to Centennial Drive and the medical centre.
- Love this!
- Incorporate 4-season access to Brock Street.

Survey Results

Image Rating: The Various Parts of the Concept Plans



Parking at the Municipal Building

The parking lot at the Municipal building should be expanded to provide more public parking close to Downtown and next to Centennial Park.

- Parking should be expanded only if it will be used.
- Parking should not encroach into existing parkland.
- Any negative impacts on the surrounding natural environment should be minimized.
- The park needs more light at night.

Buildings



Township-owned Property

The Township-owned property (outlined in red) should be redeveloped with a Town Square as the focus and include buildings (pink colour on the drawing) with commercial uses on the ground floor, residential uses above the parking. See Scenario Rating for numbers.

- Terrific idea, a town square will give focus, identity and create a natural gathering / event space.
- Redevelopment should be compatible with existing buildings and character.
- The Town Square should have seating, space for events and open space.



Mixed Use

All new development in the Downtown should include mixed-use buildings, with commercial uses at the ground level and residential units in upper levels.

- Residential units need to be affordable.
- Buildings should be kept in a good state of repair.
- Some mixed use buildings would be helpful, but maybe not everywhere.
- New development should maintain the historic look of the area.
- This is a good idea for providing more housing options.



Building Height

In order to encourage redevelopment, new buildings should be 4-6 storeys with housing and commercial uses.

- 6 Storey buildings would detract from downtown's character.
- 4 storeys would be a more appropriate maximum building height.



Mid Block Pedestrian Connections

On larger redevelopment sites landscaped mid-block pedestrian connections should be provided that have 'eyes on the space'.

- Yes, we need greenspace!
- Community safety is important, consider eyes on the street, lighting and lockable bike racks.
- Consider how local businesses can benefit, such as permitting outdoor patios.

Parking

Project for Public Spaces is a central hub of global place-making connecting people to ideas and resources. For 40 years they have helped to transform places in 3000 communities in 47 countries.

nobody goes to a place because it has parking

the current obsession with parking is one of the biggest obstacles to achieving livable cities and towns

As long as the myth persists that economic prosperity depends on parking, local governments will continue to waste public money and distort the public planning process.

number of surface lots and parking structures has choked out the very reason people drove there in the first place

Parking: Keep it Simple

Uxbridge may implement many innovative solutions for parking:

- ✓ Parking Ambassador
- ✓ Parking is well distributed in locations Downtown and within a short walk of Downtown
- ✓ Variety of parking: on-street, off-street
- ✓ Shared parking: Municipal offices, banks, religious institutions, schools, other businesses
- ✓ Public parking in association with private development

Parking: Keep it Simple

Some easy things to implement:

- ✓ Visible Parking signs at all intersections
- ✓ Parking signs at all public parking lots
- ✓ Standardized signs for public and owner/tenant parking
- ✓ Community Parking Map in key locations downtown “You are here”
- ✓ Print maps of parking and have maps available in every store and at the Municipal offices

If we paid the actual cost of parking, Canadians would drive about 16% less or about 500 billion fewer miles a year...

*Removing cars from downtown streets actually increased trade by attracting pedestrians and cyclists and a new study of Queen Street West in **Toronto's** Parkdale neighbourhood has the numbers to prove it.*

A Modest Proposal to Eliminate 11,000 Urban Parking Spots

FEARGUS O'SULLIVAN MAR 29, 2019

Amsterdam plans to systematically strip its center of parking spaces in the coming years, making way for bike lanes, sidewalks, and more trees.

Cities

Lots to lose: how cities around the world are eliminating car parks

It's a traditional complaint about urban life: there's never anywhere to park. But in the 21st century, do cities actually need less parking space, not more?

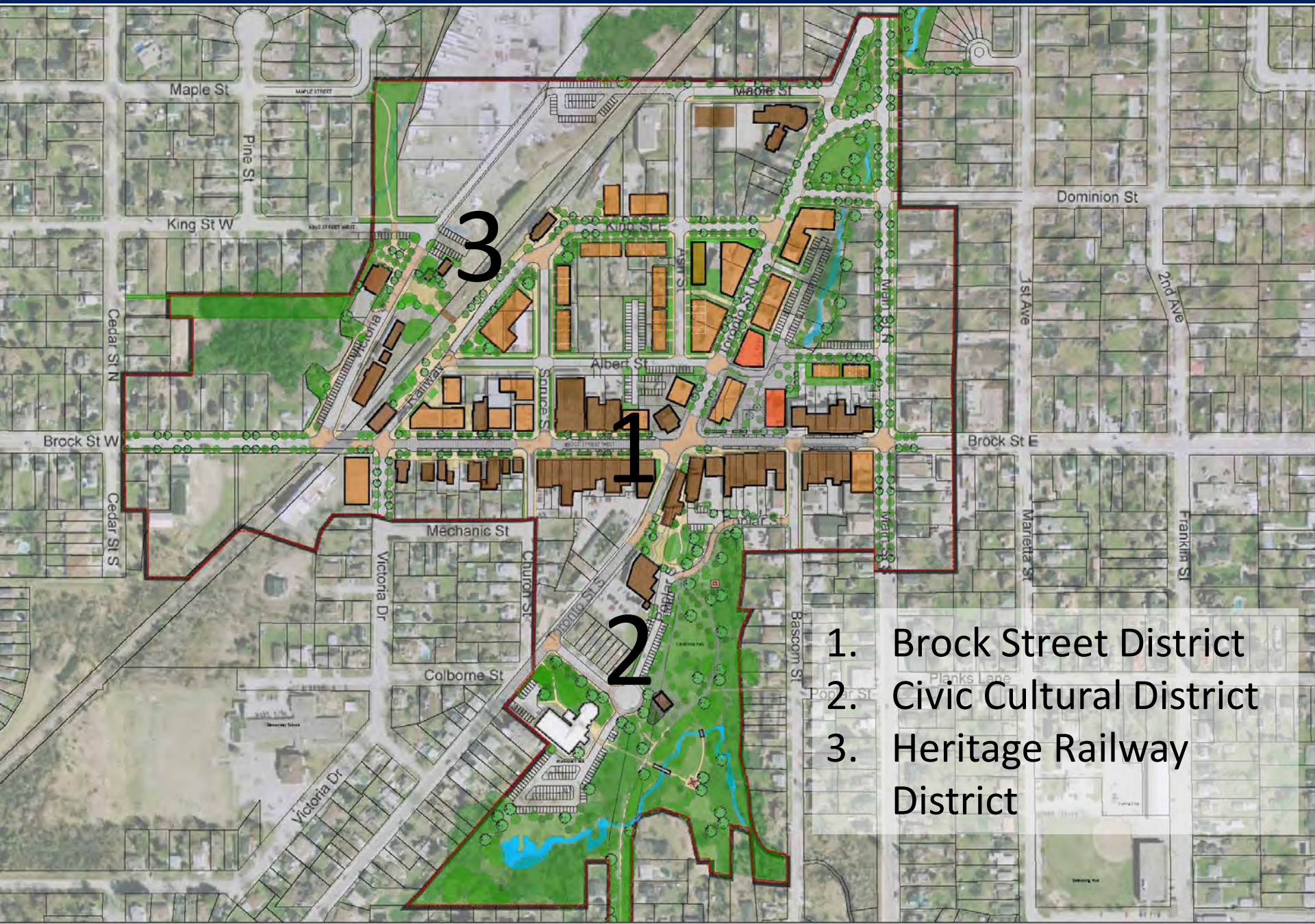


Freeing up the huge areas set aside for parking can transform our cities

October 29, 2017 3.10pm EDT

Lots of parking: the extraordinary amount of valuable land used to park cars in most cities could soon be freed up for other uses. Antonio Gravante/Shutterstock

The Downtown Plan



3

1

2

1. Brock Street District
2. Civic Cultural District
3. Heritage Railway District

Brock Street District



1. Mixed-use development | Ground Floor Retail
2. Enhanced streetscape - widened sidewalks, landscaping, lay-by (parallel) parking
3. Traffic calming (bump outs, special paving)
4. Parking behind buildings
5. A new Town Square
6. New building that are sympathetic to the historic character, height and massing of the Downtown

Brock Street District



Upper Brock Street



Pedestrian Crossing



Streetscape | Pedestrian Zone

Town Square



Town Square



Town Square



Upper Brock Street



Upper Brock Street



Lay By Parking

Brock Street

Streetscape | Pedestrian Zone

Brock Street | Toronto Street



Brock Street | Toronto Street





Albert Street | Toronto Street







Brock Street

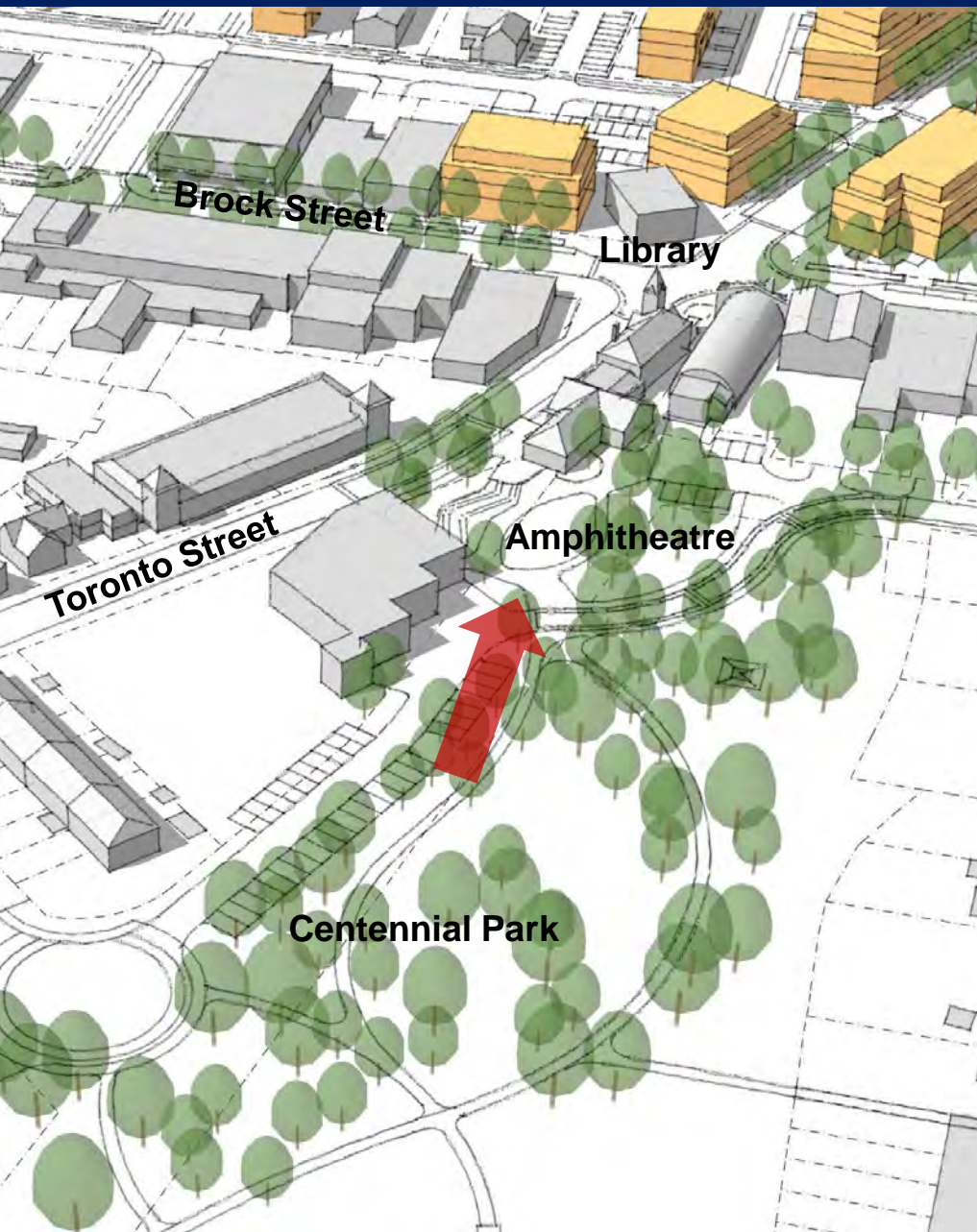
Albert Street

Civic Cultural District



1. Poplar St. woonerf
2. Amphitheatre | Lawn
3. Relocate parking to Town offices
4. New trails and heritage trail
5. Washroom building
6. Park pavilions
7. Playground

Amphitheatre | Lawn



Streetscape | Pedestrian Zone

Centennial Park



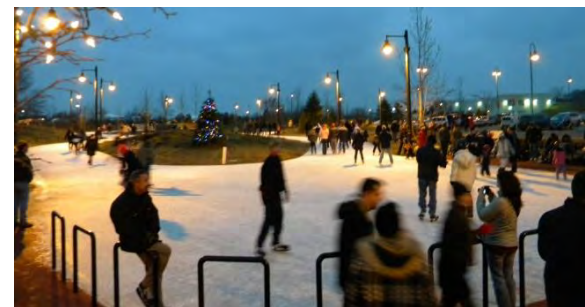
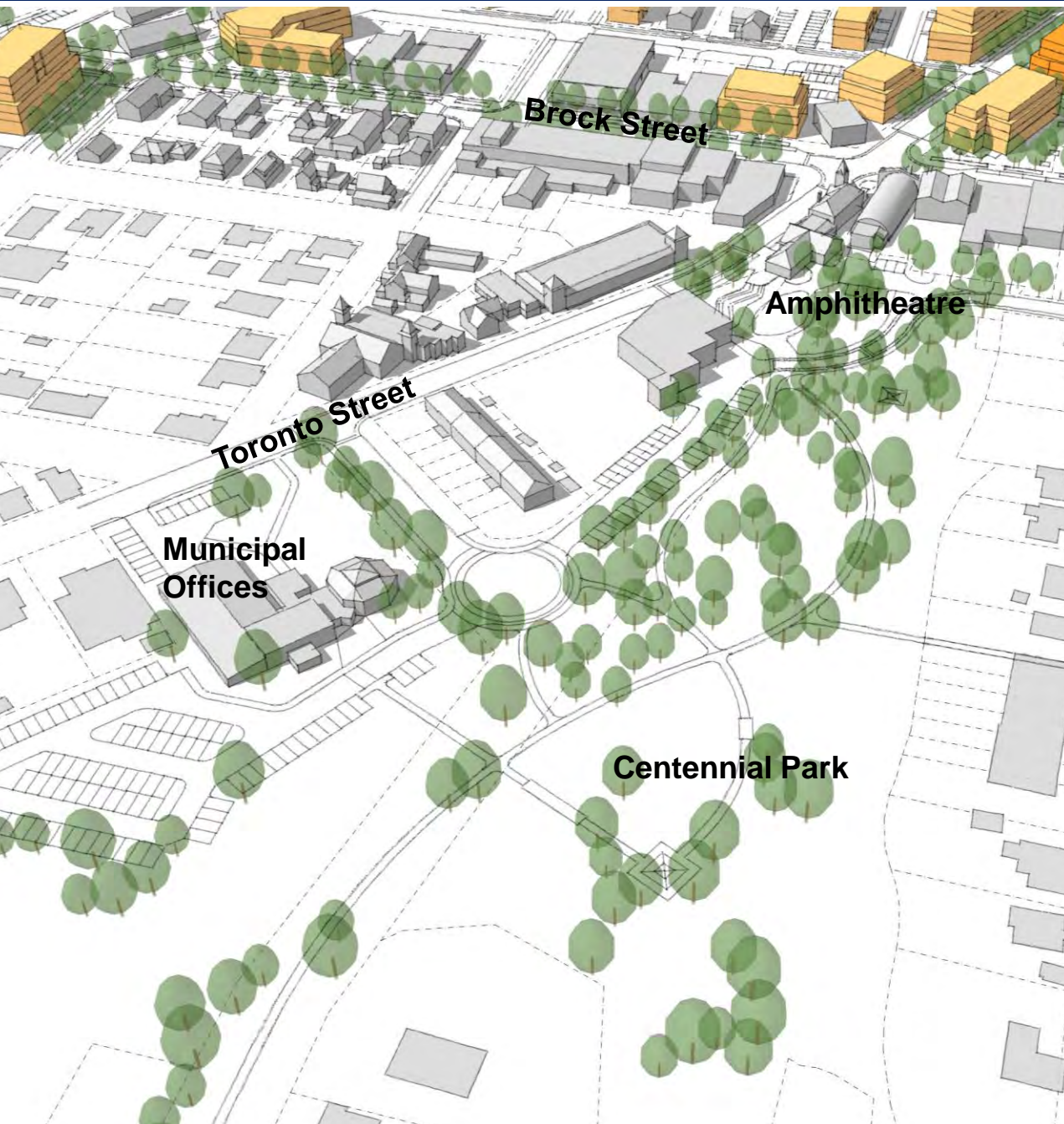
Amphitheatre | Lawn



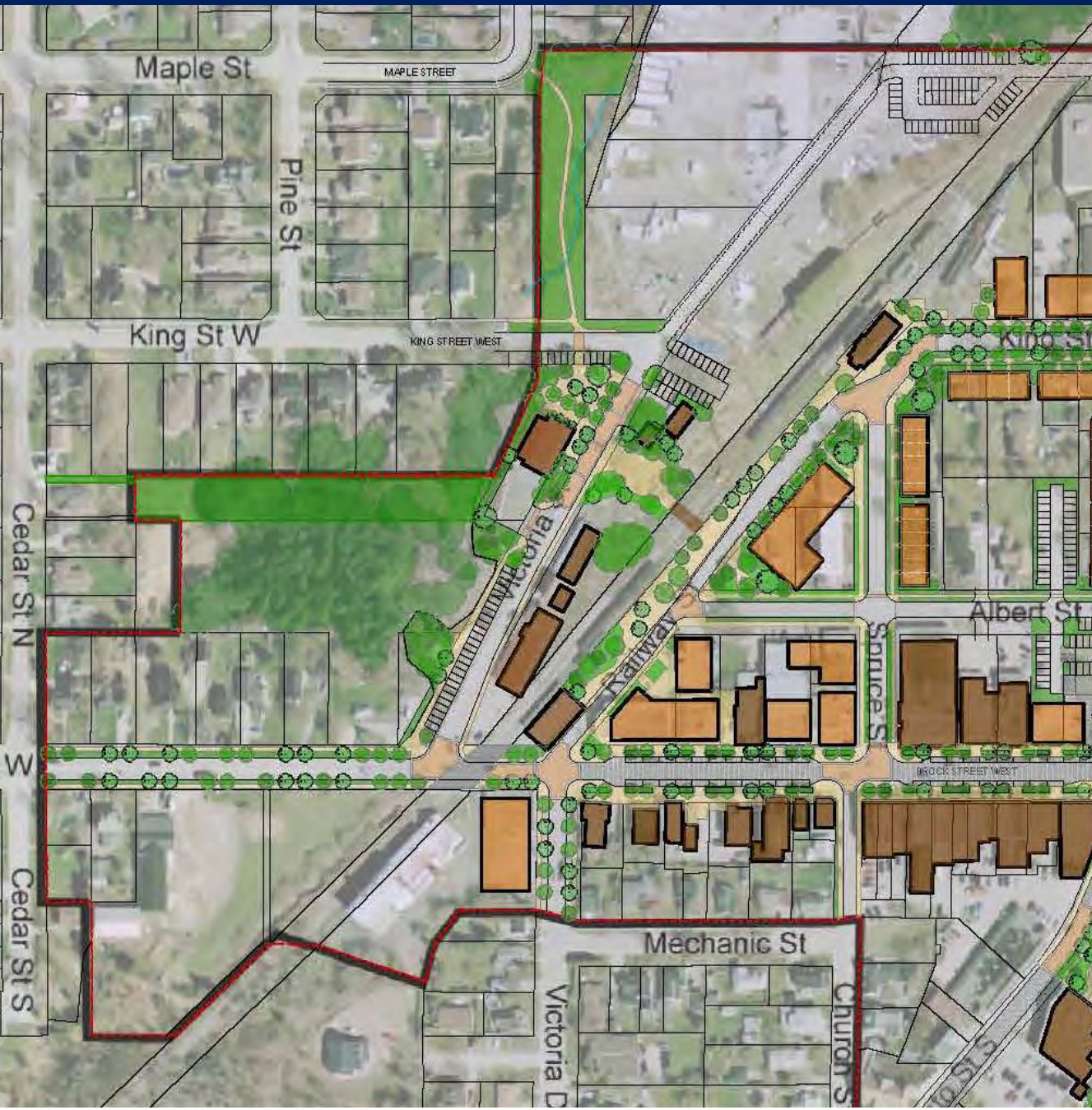
Civic Cultural District



Civic Cultural District

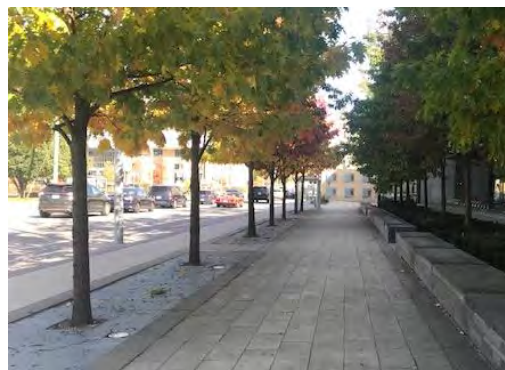
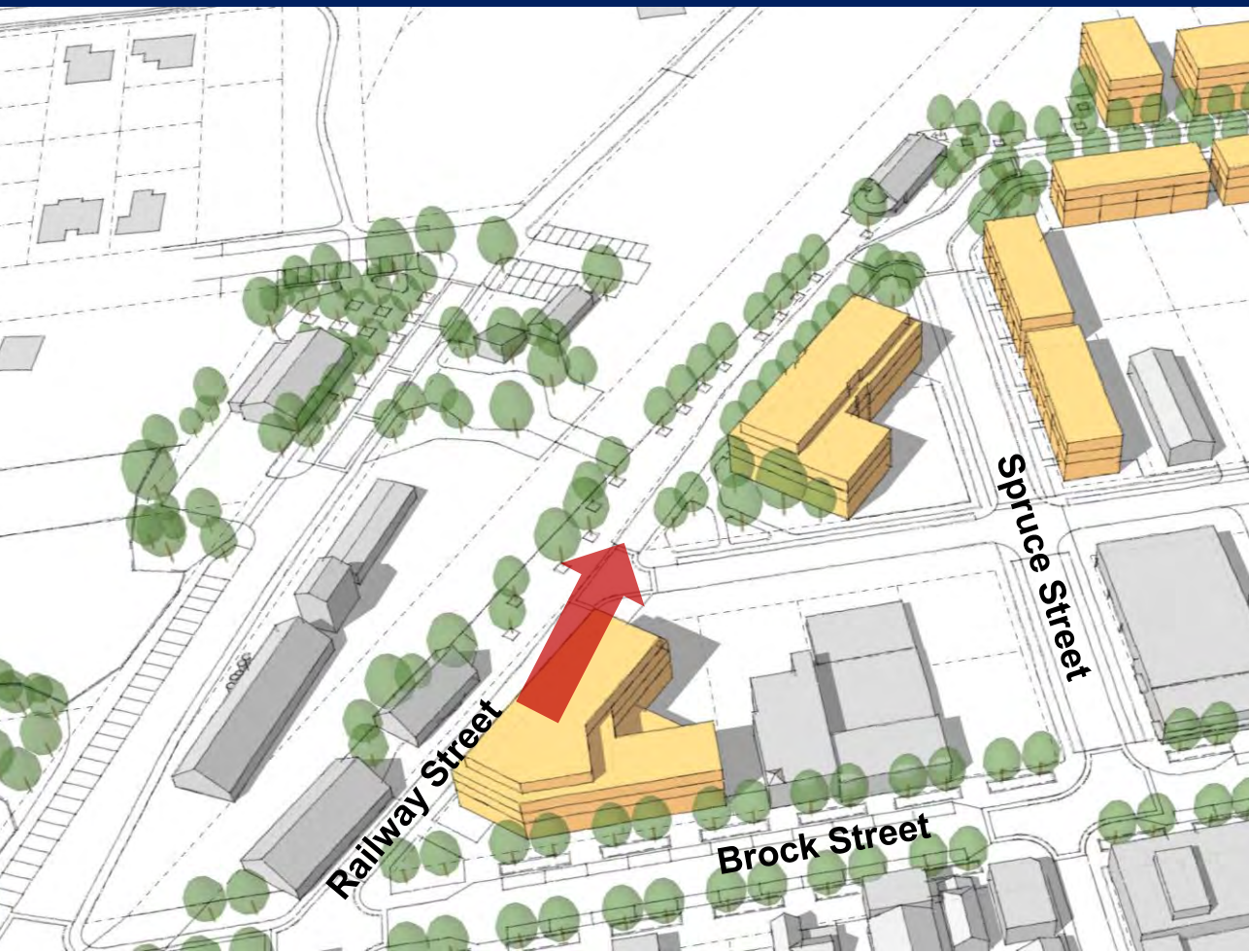


Heritage Railway Line District



1. Mixed use development
2. Pedestrian promenade with seating, landscaping and special paving
3. Pedestrian crossing connecting east and west sides of the tracks
4. Bus lay-by maintained
5. Patio space
6. Market space

Heritage Railway District



Railway Street



Railway Street



Streetscape | Pedestrian Zone

Railway Street

The Downtown Plan

