

DOWNTOWN UXBRIDGE

Public Consultation and Visualization Report

January, 2022

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Downtown Uxbridge Study Area (orange) and current Township owned parcels/subject of this study (red)

1 Introduction

The Uxbridge Downtown Revitalization Project (UDRP) was launched in August of 2020 to develop a cohesive long-term vision for the downtown area.

The Project will deliver a Strategic Plan and an Action Plan that will focus on the longer-term economic development and social well-being of the downtown.

The project objective is to renew and improve the economic, physical and social well-being of Uxbridge's town centre by:

- Strengthening local business and encouraging investment by property owners;
- Creating enjoyable public streets and spaces animated by a variety of creative and civic activities;
- Enhancing accessibility and inclusion, and,
- Providing work and living opportunities that fulfil people's needs across a spectrum of ages and interests.

The Downtown Revitalization Plan will provide Council and staff with a strategic plan to guide future decisions, actions and investment that will improve the historic Downtown area for residents, business owners and visitors.

The Planning Partnership was hired to assist with Stage 2 of the Project - Initial and Final Design of a Visualization Plan.

The purpose of the visualization exercise was to create a visual plan and graphics to demonstrate the vision for the Downtown. The exercise also sets a 'Framework' and 'Key Directions' for future detailed planning and development decisions by staff and Council for specific projects and sites.

The visualization exercise was undertaken with broad based community outreach and public engagement.

Study Area

The study area for the Visualization Plan is outlined in orange on the facing page and generally extends from Maple Street on the north and includes Centennial Park on the south, from Cedar Street North on the west to just east of Main Street South. The intersection of Brock Street West and Toronto Street North is in the centre of the study area.

The study was to focus on the Township owned lands outlined in red on the facing page.

This report is organized to provide:

- A summary of the consultation and engagement activities and what we heard;
- A description of the existing context and conditions;
- The overarching vision and principles;
- The framework plan and three character areas; and,
- Seven recommendations.



UDRP process timeline

Starting Point for the Visualization Exercise

The point of departure for the exercise was the vision statement established in Stage 1 of the UDRP and, in particular, statements related to physical aspects of the Downtown.

As such, the visualization of possibilities for Downtown was explored through three lenses looking at streets and parking, public spaces and buildings. The overall framework for the Downtown results from looking through all three lenses.

Furthermore, through a desktop review of the study area, background document and mapping, it became clear that the Downtown had three

distinct, yet related, character areas that provided the opportunity to highlight and enhance the attributes that make the Downtown special and unique. They are:

- Brock Street District, as the Town's commercial Main Street;
- The Centennial Park, Municipal Offices, Library Area as a 'Civic / Cultural' District; and,
- Railway Street and Victoria Street as a 'Heritage Railway' District.

Together, these three districts form Downtown Uxbridge.

UDRP Vision Statement

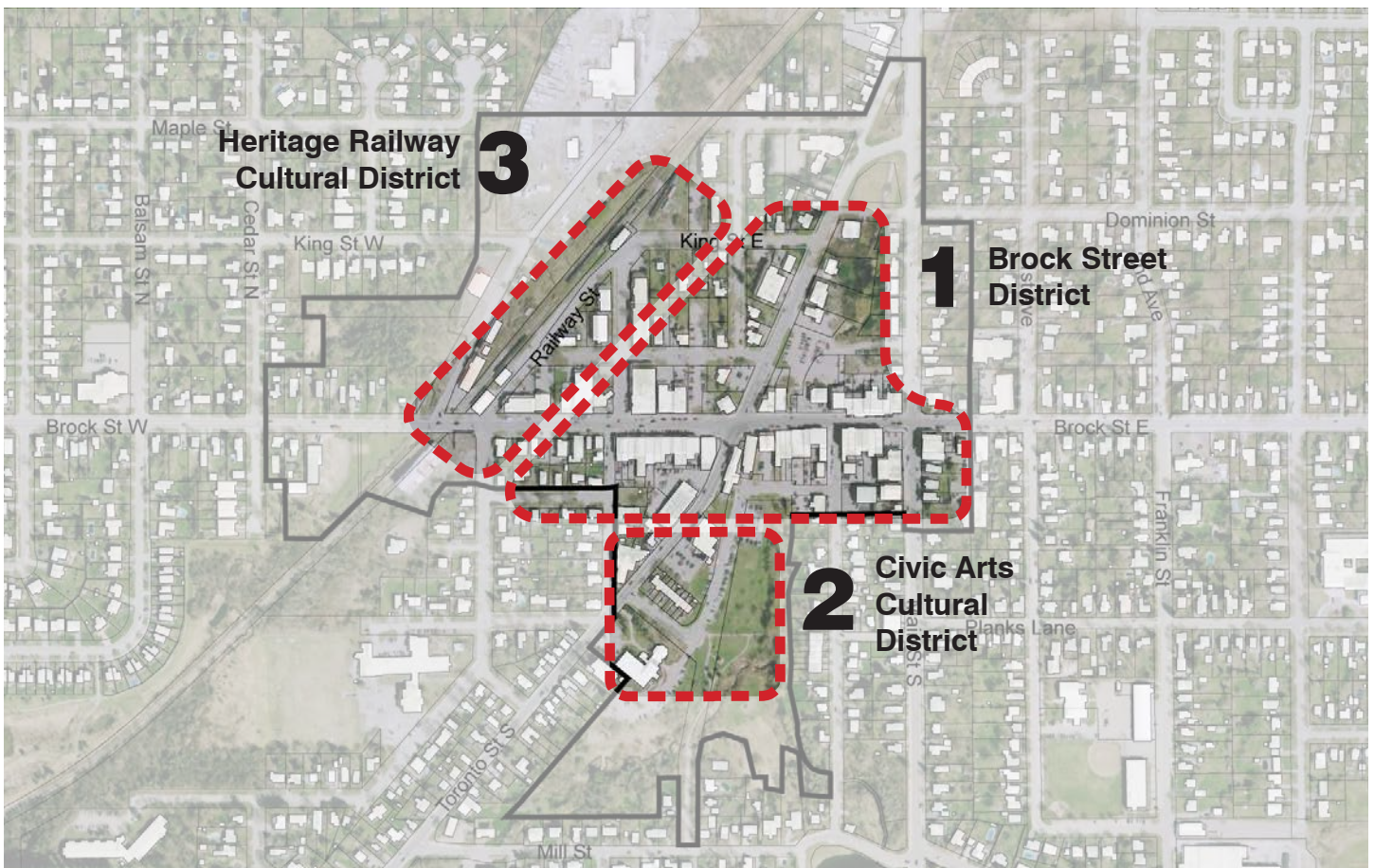
Uxbridge is a vibrant and thriving downtown that is rich in history and recognized as an inclusive and accessible community.



3 Lenses

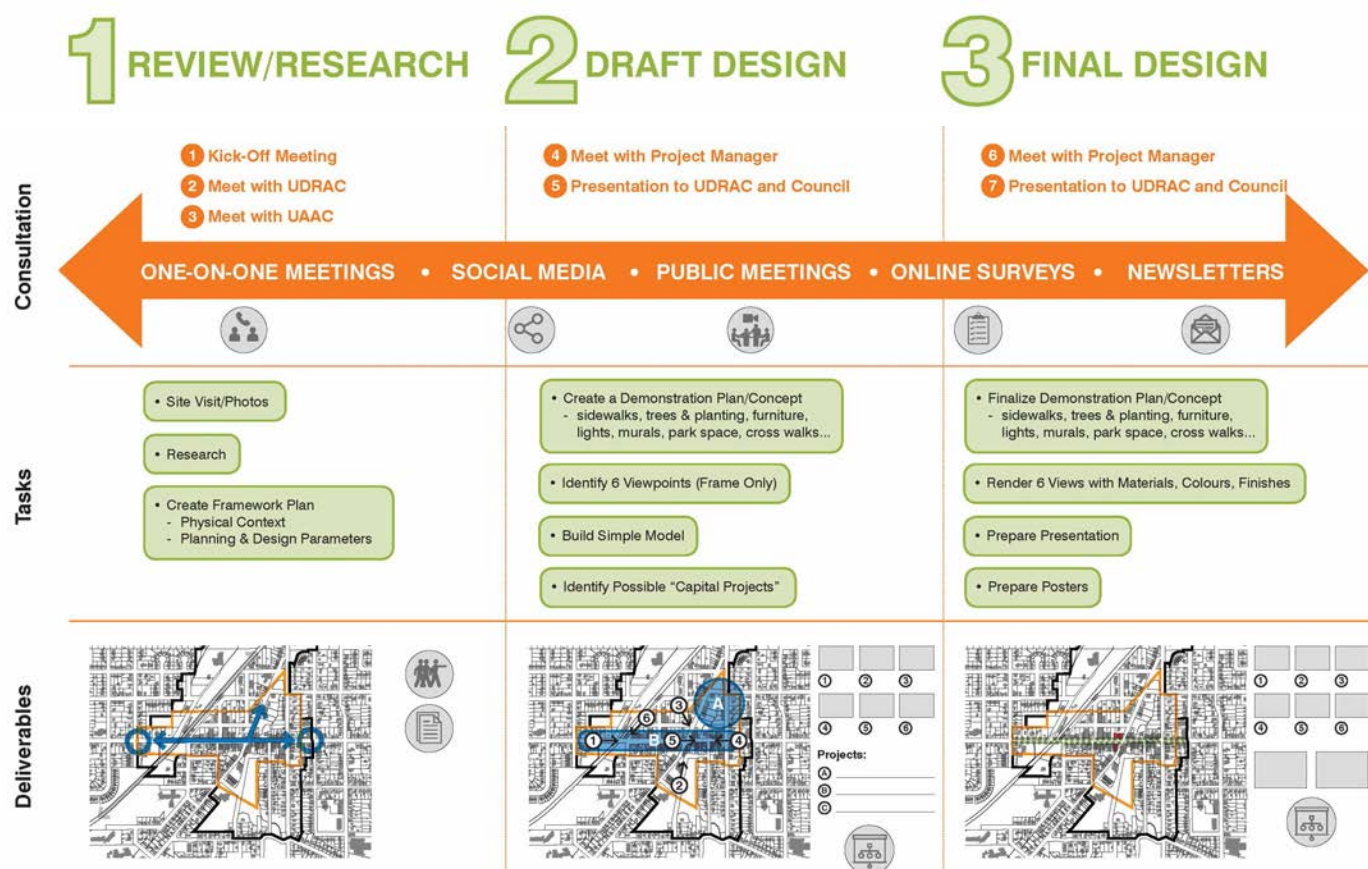


3 Character Areas/Districts



2 Study Process

The visualization exercise was undertaken in three phases beginning in March of 2021, and concluding in January 2022. The work was undertaken within the framework of consultation and engagement summarized in the following chapter.



The **first phase** focused on a review of existing reports and studies in order to compile an understanding of existing context and conditions as summarized in Chapter 2. The understanding of existing conditions enabled the team to introduce fundamental principles and key directions that formed the foundation of the early thinking on the concepts.

The **second phase** included the development of a draft concept plan that demonstrated opportunities for new buildings, improvements/additions to parks and open space and enhancements to streets, parking, pedestrian and cycling routes.

The **third phase** included finalizing the concept plan and the preparation of six illustrations to visualize the enhancements to Downtown Uxbridge.

3 Consultation & Engagement

The visualization exercise was undertaken through broad based consultation and engagement using a variety of tools and forums to seek input.

Uxbridge Downtown Revitalization Advisory Committee (UDRAC)

The UDRAC was formed in Stage 1 of the UDRP process and served as an advisory body that promotes opportunities for engagement and collaboration in support of the Revitalization Project. Membership was determined by the Terms of Reference and is comprised of 9 community members, three members of Council and one representative each from:

- Uxbridge Business Improvement Area (BIA);
- Uxbridge Chamber of Commerce;
- Economic Development Advisory Committee (EDAC);
- Tourism Advisory Committee (TAC);
- Uxbridge Public Library Representative; and,
- Representative for Accessibility for Ontarians with Disabilities Act (AODA).

The Committee also includes resources from the Township of Uxbridge Public Works, Development Services, Treasury and Communications staff, Ontario Ministry of Agriculture, Foods and Rural Affairs (OMAFRA), Durham Region Economic Development, Durham Region Transportation Planning and the Lake Simcoe Region Conservation Authority.

The UDRP provided invaluable direction, input and insights to the visualization exercise.

Meetings were held with the UDRAC to regularly report out on the team's work in the progress and to receive input at every step. Meetings were held on:

- March 25, 2021
- April 29, 2021
- May 17, 2021
- May 27, 2021
- June 24, 2021
- October 7, 2021
- October 28, 2021
- November 25, 2021

One-On-One Conversations

One-on-one conversations were held with individual councillors, residents and business owners from March to July 2021. The purpose was to learn about individual perspectives on the opportunities and challenges for change in Downtown Uxbridge.

The following is a summary of the common themes heard during the one-on-one conversations held early in the exercise.

What we heard in Phase 1: Common Themes

Buildings

- Getting the right businesses
- 6 storeys may be too high
- Higher density is ok, it is compatible, without losing too much of what they have
- Mix of contemporary and heritage is ok
- Want an eclectic approach where there's something for everyone
- What makes Downtown a destination
- Could it have the municipal building? Sell the current municipal building site
- A lot of buildings are owned by absentee owners, don't look after their properties
Disincentive to bring in tenants
- Opportunity to do something spectacular with the scale of development on the town owned property
- Too many vacancies

Active Transportation

- Would prefer to have people access Downtown on foot or on bike, need a complete system of trails, well signed

Destinations

- Need more people living Downtown – 10 minute walk to Downtown
- Feet on the street
- Need to have a “hook” something to attract people to Uxbridge
- Something to attract people to Uxbridge 12 months a year: Port Perry has the lake, Stouffville is close to Markham
- Need to be able to see people on the street – activity
- Opportunity for pop up shops, trucks, cafes Better mix of shops
- Don't want it to be overly commercialized

Implementation

- Clear direction with goals
- Achievable/measurable outcomes
- A good road map
- Can the municipality go after specific types of businesses they want Downtown – curate the types of businesses
- Previous studies didn't include visualizations – people need to understand the change
- No results from previous projects
- Councillors need to “stay the course”, stay committed
- Without the political will, the project will flounder

Parking

- Demand for parking will change in the future, so don't plan for too much now
- Need to maintain parking in the right locations
- A lot of seniors who want to park in front of stores
- Eliminate most of parking, leaving accessible spaces and space for loading, turn into more pedestrian space
- Keep parking to the edge of Downtown
- Get rid of angle parking
- One way street system to accommodate more parking
- There's lots of parking, that's not the downfall
- We don't have enough parking
- Parking is poorly signed

Trucks

- Town has no control
- Truck route is signed, but truckers don't obey
- Trucks disrupt the enjoyment of Main Street

Parks/Green Space

- Need urban park space associated with any new development – a place for farmers market, visitors – communal space
- Most of the Town owned property should be green space – otherwise we are squandering a once in a lifetime opportunity
- Parking needs to be incorporated into development
- Need places where people can linger and stay Downtown
- Enhance Centennial Park – more activities, better attraction, exercise stations
- Figure out what draws children, parents will bring them Downtown – playgrounds, ice cream, splash pad
- Greener streets, make them more appealing
- Need a Town Square – stage, water feature, seating
- Centennial Park was the town dump – this restricts some uses

York Durham Heritage Route

- How to capitalize on people coming to town
- Themed trails

Public Workshop

A virtual community workshop was held on June 28, 2021 to provide an overview of the context, the team's understanding of current conditions, what we've heard in early conversations, and an overall framework plan laying out opportunities for change and five key directions.

The community workshop included an afternoon and an evening session each with identical presentations. Following the presentations, there was an open facilitated discussion with all those on the call. Both sessions were recorded and posted to the project web page. Approximately 65 people attended the workshop.

With respect to the area around Brock Street, there were comments relating to the reality of rebuilding Upper Brock Street given the streetscape work was done 10 years ago, interest in having public washrooms Downtown, clarification on building heights and the opportunity for more outdoor patios and pop up retail.

There were several comments with respect to parking including concern over the loss of parking for users of the GO bus, removal of the angle parking in favour of parallel parking, interest in understanding plans of GO re: rail service, concern about pedestrian crossing of the rail line and interest in having more pedestrian connections from parking at the rear of shops.

The central town square illustrated on the framework plan was of much interest. People understood the importance of a town square and some thought the entire town owned property should be used for the town square. Some felt the configuration of the town square as illustrated would be unsuccessful given it's size.

With respect to the library, there was concern about the loss of parking at the lower level, there was support for the idea of an amphitheatre, and a interest in maintaining access to the library.

There was support for enhancing cycling and pedestrian connections through Downtown to build on Uxbridge's designation as the Trail

Capital of Canada. There was significant concern with trucks coming through the Downtown and not using the alternative truck route.

Other comments related to the vision for the farmer's market, time frame for implementation, possibility of the municipal offices moving, acknowledgement of Indigenous communities, more public art and the implications of existing servicing capacity on redevelopment.



Downtown Uxbridge Visualization MyUxbridge Downtown

Vision Statement
Uxbridge is a vibrant and thriving downtown that is rich in history and recognized as an inclusive and accessible community.

Three Lenses
Streets, Buildings, Framework Plan, Public Spaces

Conceptual Plan

Key Directions
1 Downtown Promenade
2 Gateways/Transition
3 Albert Street Parking
4 Residential Infill, Mixed Use/Live Work
5 Character Districts

Upcoming Online Community Workshop
Please join us for one of the two sessions at the upcoming community workshop to learn about ideas being explored as part of a long term vision for Downtown Uxbridge. Register for the workshop on the Eventbrite site.

Monday June 28th
1:00pm to 2:30pm
6:30pm to 8:00pm

Register
eventbrite.ca

Contact
905-852-9181
Project Webpage
uxbridge.ca

Poster used to promote the online community workshop

Online Survey

Following the workshop, the workshop material was used to create an online survey to seek further community input. This report provides a summary of the survey results. The survey was live from July 20, 2021 to August 20, 2021 and was promoted by the Town on their social media, web page and through emails.

The survey was organized with three components:

- To get an indication of the overall support for the framework plan and the three district plans;
- To understand the most important considerations for revitalization; and,
- To gather an indication of support for various key directions being explored in the district plans.

In total, 507 people completed the survey. The following is a summary of the survey respondents:

Most respondents were between 35 and 50 years old:

- 2% were between 0 and 18 years old
- 17% were between 19 and 34 years old;
- 40% were between 35 and 50 years old;
- 28% were between 51 and 65 years old; and,
- 13% were older than 66 years old.

Most respondents live within walking distance of Downtown:

- 29% were within a 5 minute walk
- 28% were within a 5 to 10 minute walk
- 15% were within a 15 minute walk
- 28% usually drive Downtown

Most respondents visit Downtown a few times a week or every day:

- 50% visit a few times a week
- 24% visit every day
- 18% visit a few times a month

- 5% visit a few times a year
- 3% visit rarely.

Only a few respondents own a Downtown business:

- 95% said they do not own a business; and,
- 5% said they did own a business.

Township of Uxbridge Committees of Council

The draft recommendations and visualizations were presented to the committees of Council on November 22, 2021. The presentation included the demonstration plan and recommendations for streets, pedestrian network/trail connections, parking, buildings and public spaces, and focal points. Following the presentation, the conversation focused on the amount and location of parking, the need for pedestrian level lighting in parks and on the streets, opportunities to extend the trail network on publicly owned lands, the size of the Town Square being illustrated on the concepts, and clarification of lands owned by Metrolinx

Public Open House

The draft recommendations and visualizations were also presented at a public open house on November 24, 2021. Following the presentation, the conversation focused on the location and amount of parking, the capacity of infrastructure to accommodate intensification, the strategy for implementation of the vision, opportunities for more affordable housing, need to invest in transit and bike routes, concern about flooding, and interest in having more seating and gardens.

Township of Uxbridge Council

The draft recommendations and visualizations were presented to Council on December 6, 2021. The presentation included the demonstration plan and recommendations for streets, pedestrian network/trail connections, parking, buildings and public spaces and focal points.

Part 2 of the survey - choose the top 3 considerations for revitalizing downtown

The survey revealed that the top rated considerations for revitalizing downtown were more places to live, a town square and development that respected the area's heritage.



1

More Places to Live



2

Town Square



3

Buildings Respecting Heritage



4

Safe Sidewalks



5

Variety of Places to Shop



6

Streets with Lots of Trees



7

Lots of Parking

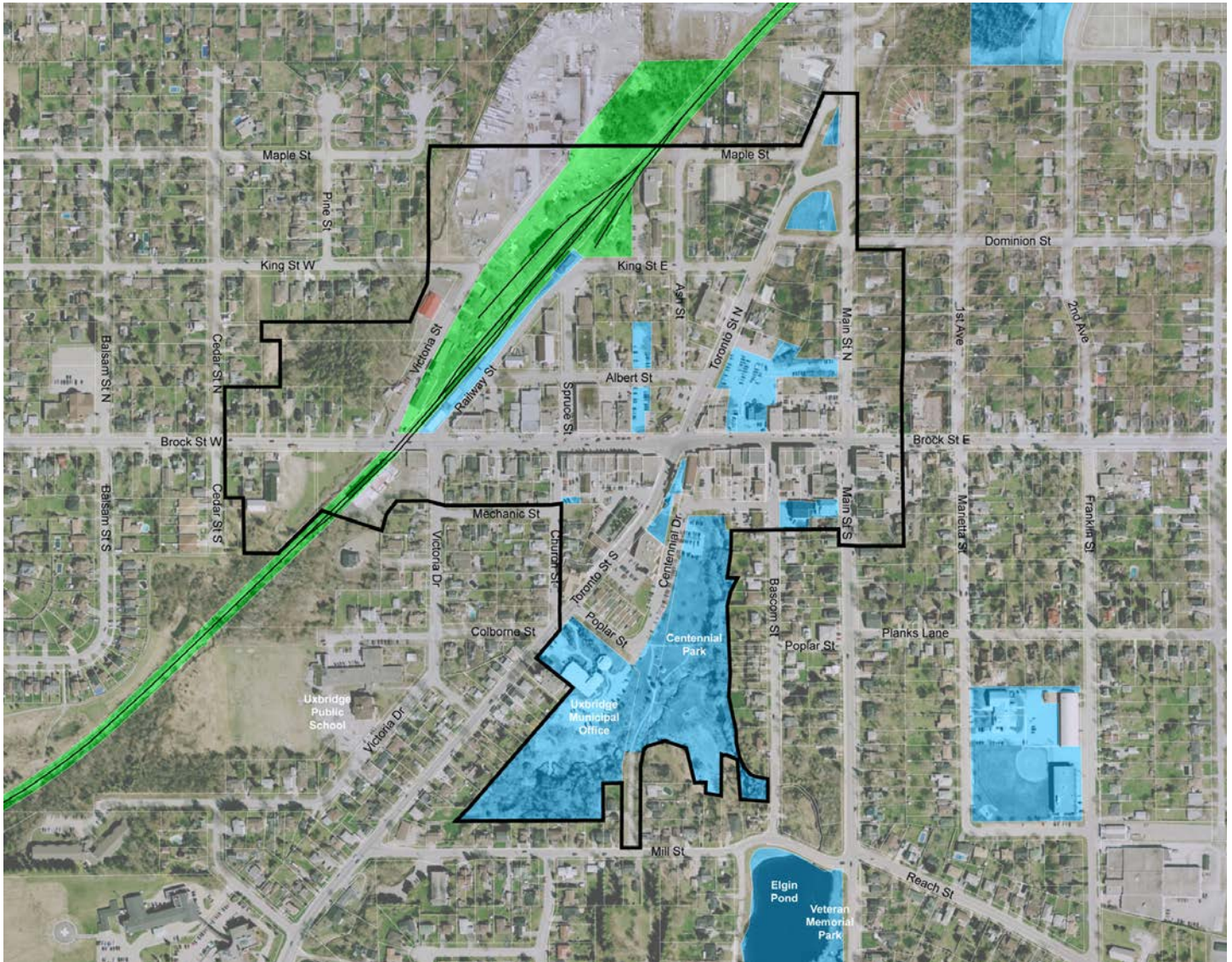


8

Connections to Trails




4 Context

Publicly Owned Properties in Downtown Uxbridge

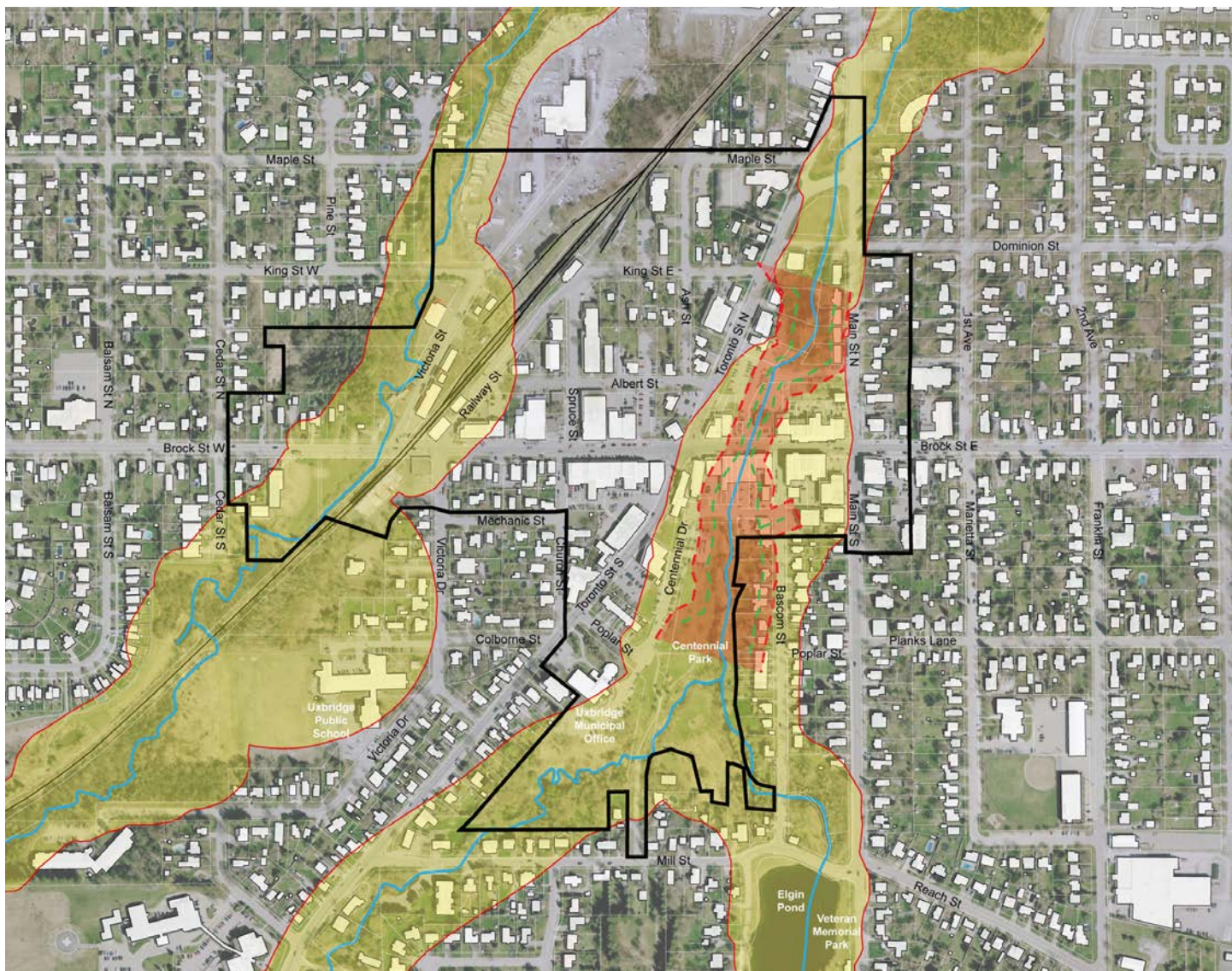


Township owned properties (at the time of the study) are shown in blue. These properties provide the focus of the exercise for redevelopment and other opportunities for enhancement to parks and streets.

Legend

-  Study Area
-  Township Owned Properties
-  Metrolinx Owned Properties

Floodplain - Draft Mapping



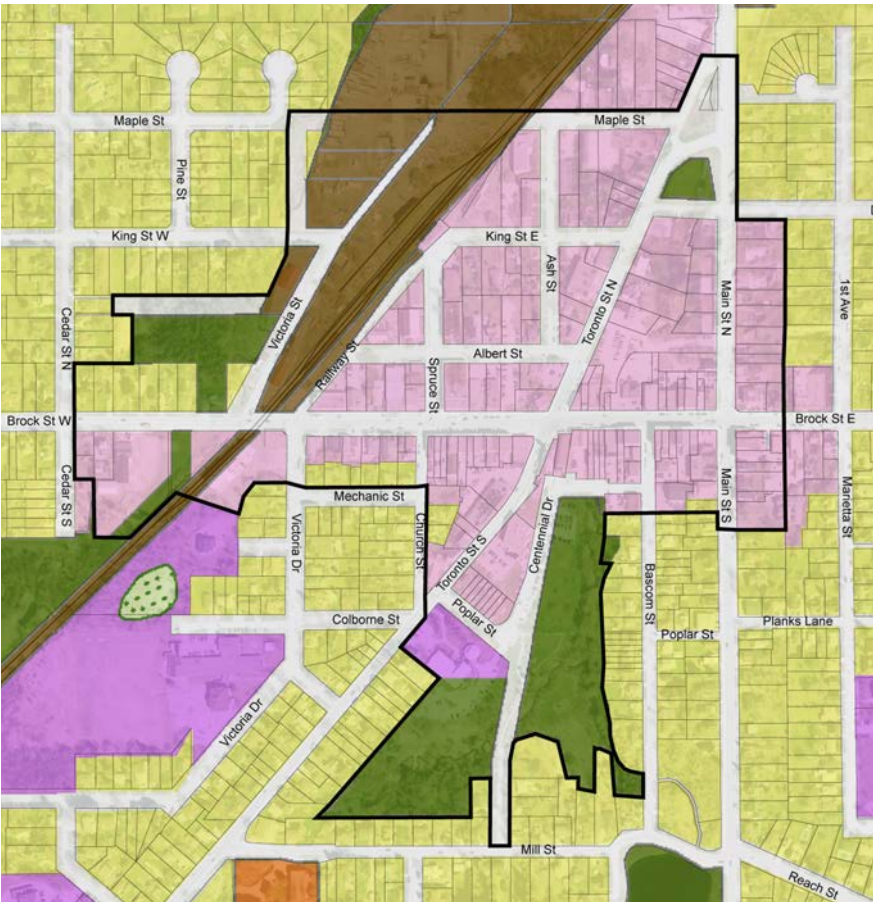
Completion of the Brock Street culvert will lift much of the downtown out of the floodplain. Final floodplain mapping will be confirmed by the Lake Simcoe Region Conservation Authority (LSRCA). The Conservation Authority requires that future development must maintain access to the culvert.

The recommendations of this study maintain access to the culvert while illustrating potential development in areas outside of the floodplain.

Legend

- Study Area
- LSRCA Regulation Areas
- LSRCA Approximate New Regulation Limit
- LSRCA Approximate New Floodplain
- Water courses

Official Plan Land Uses (from Official Plan Schedule A)



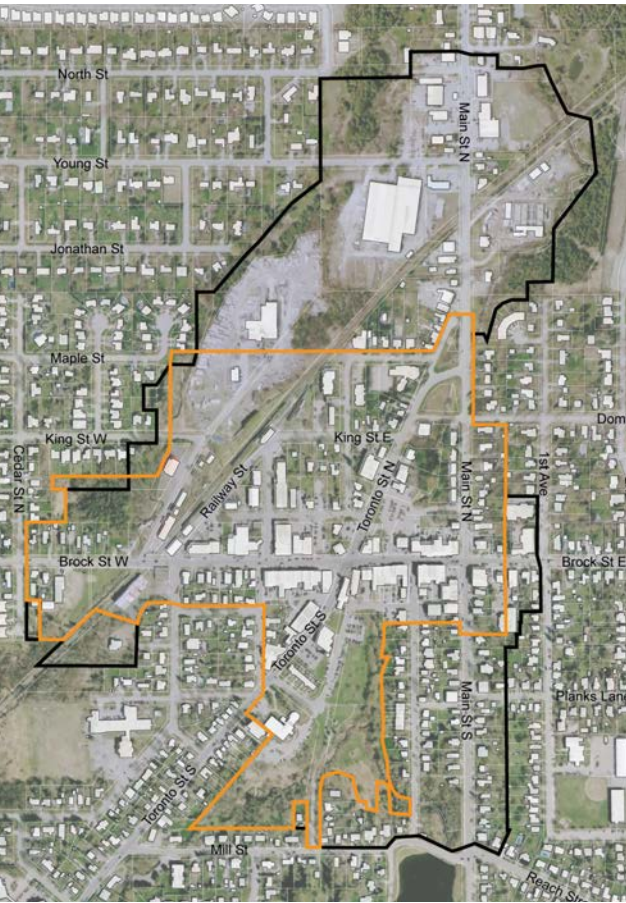
Most of the study area is designated at Main Central Area providing for a fully integrated array of community, office, service and shopping, recreational and residential uses. The area along and north of the rail corridor is designated as Employment Area.

The recommendations of this study aim to enhance the role of the Main Central Area.

Legend

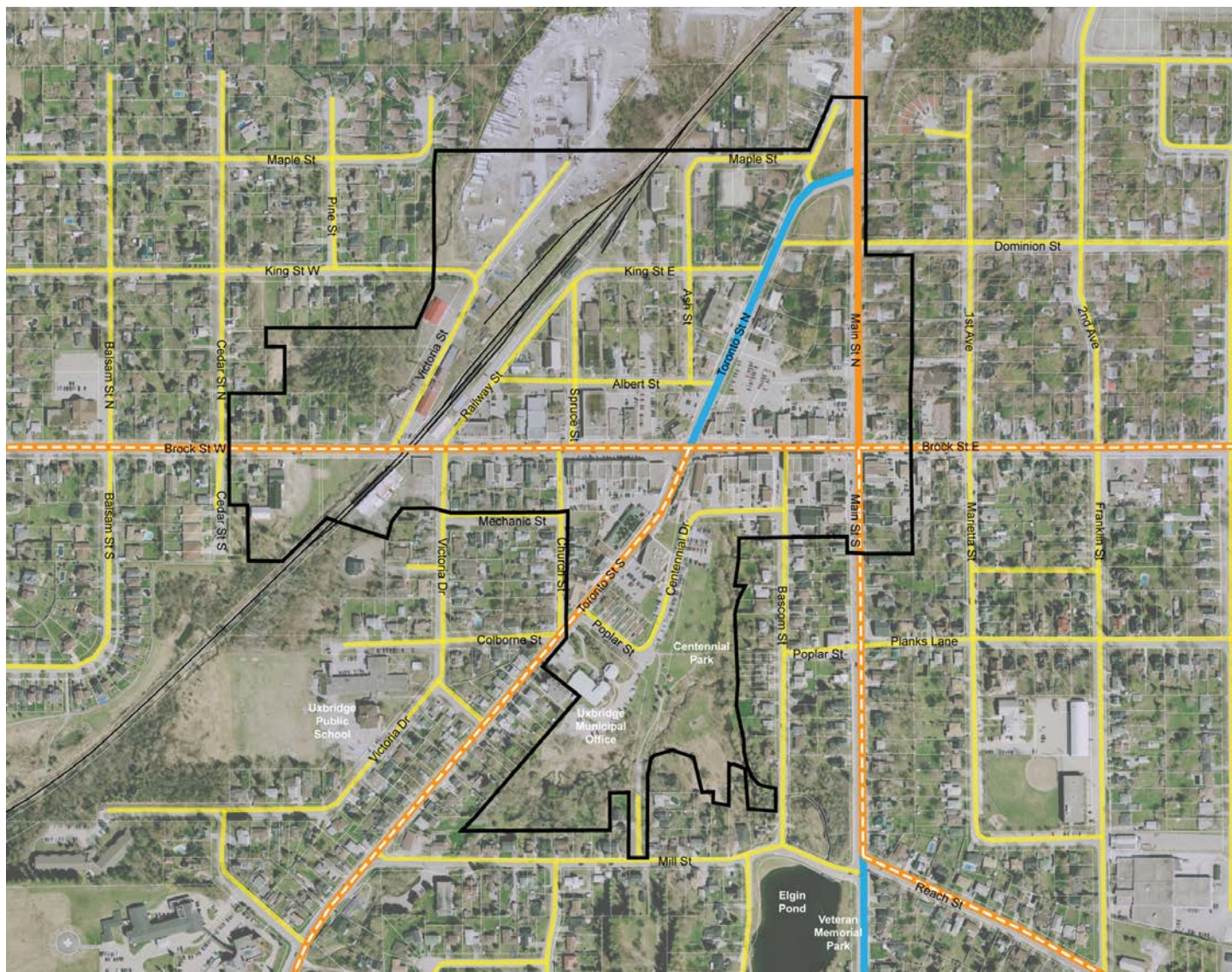
- Study Area
- Main Central Area
- Institutional Area
- Employment Area
- Residential Area Higher Density
- Residential Area
- Park & Open Space Area
- Private Open Space Area

Downtown Uxbridge Community Improvement Plan



The Downtown Uxbridge Community Improvement Plan area (shown in black in map above) is larger than the Downtown Uxbridge study area (shown in orange).

Official Plan Transportation (from Official Plan Schedule A)



The Official Plan identifies Brock Street as a Type B Arterial and a Transit Spine. It is also a Regional road. Toronto Street N is a Collector Road and all others are identified as Local Roads. At the time of this study, Durham Region had approved a curb bump out design at the intersection of Main Street and Brock Street, as well as reduced traffic speeds along Brock Street.

The recommendations of this study reinforce the Township's and the Region's directions on traffic calming and making safer, pedestrian oriented streets. They also help to discourage truck traffic through the core area.

Legend

- Study Area
- Type B Arterial
- Collector
- Local Roads
- Transit Spine

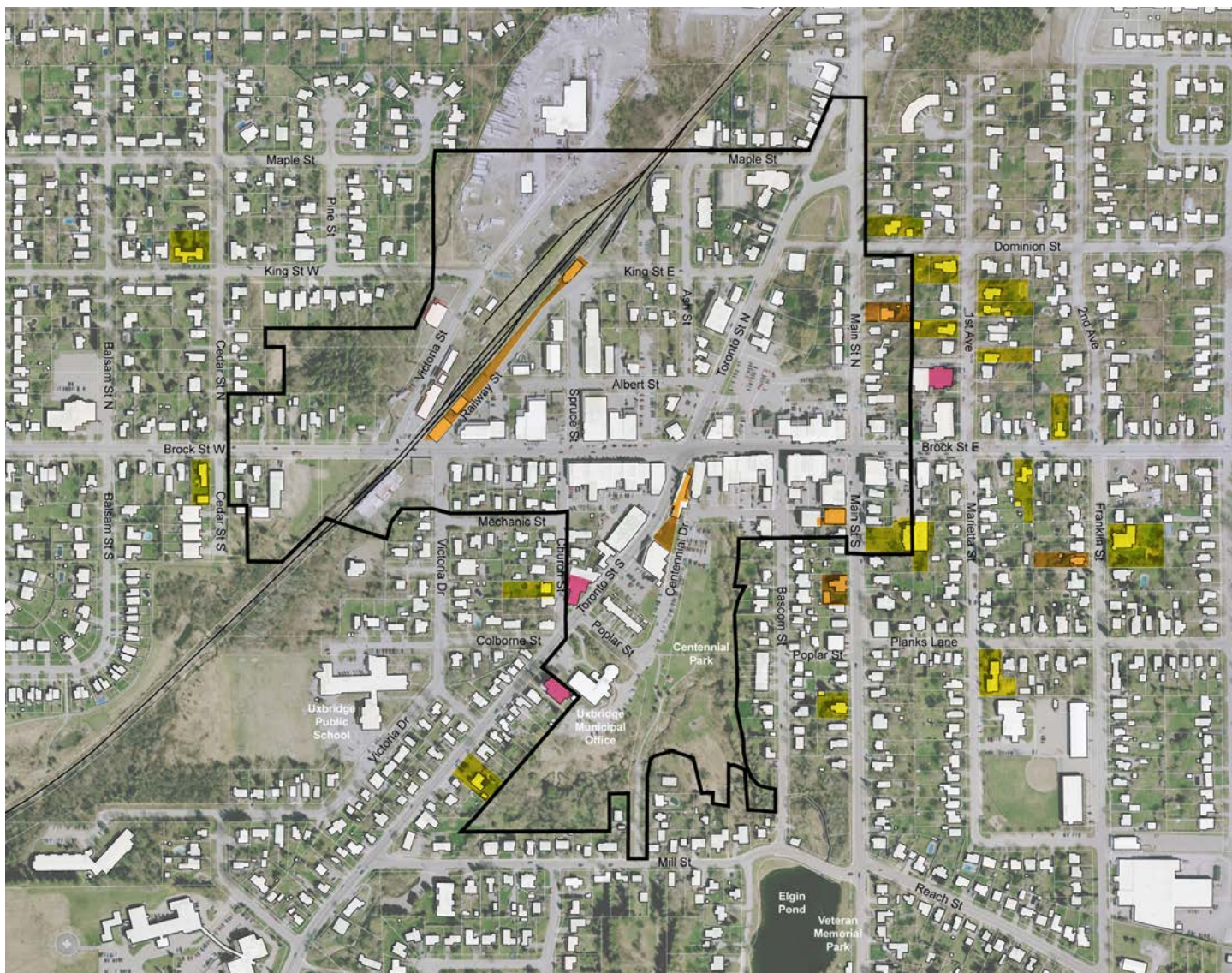
Trails

Uxbridge Town Trails



Uxbridge is designated as the “Trail Capital of Canada.” The trail network extends through Downtown. The recommendations of the study seek to connect the pedestrian network through Downtown with the trail network.

Heritage Buildings



Although there are few designated and/or listed heritage buildings in the Downtown, the study recognizes the historic importance of Brock Street and the community's desire to respect the scale and character of the street.

The recommendations of this study aim to balance opportunities for new development with maintaining the general character of the historic streetscape.

Legend

- Study Area
- Part IV Designated Heritage Buildings
- Listed Heritage Buildings
- Other (Non-Listed) Significant Heritage Buildings

5 Framework Plan & Three Districts

Framework Plan

The Framework Plan builds upon the “Existing Community Structure” (Official Plan 2.5.2.1) and establishes an overall urban design structure for the future development and beautification of the Downtown. The Framework Plan aims to enhance the sense of place and create a beautiful, accessible, inclusive and functional Downtown.

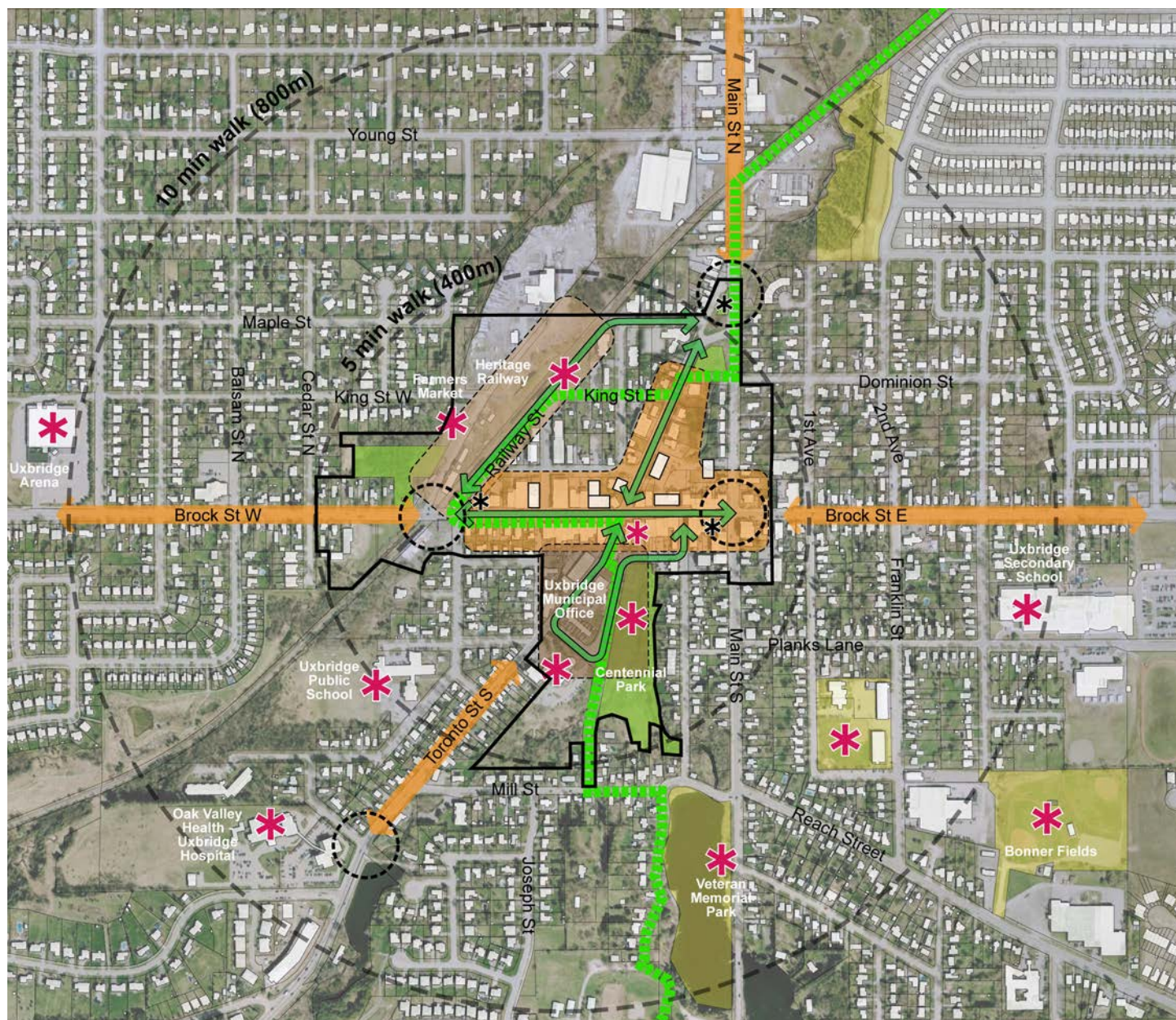
The Framework Plan sets the overall strategy for:

- The development of character precincts that build upon and highlight special areas;
- Creating a vibrant, animated places through new mixed use developments;
- A system of pedestrian walking routes or promenades to enhancing the way people arrive and move around the Downtown;
- Landmarking at gateway locations, which may includes special buildings or landscapes that contribute to overall character of the Downtown, while improving wayfinding; and,
- Unifying the different parts while highlighting their unique qualities, elements and functions.

The combination of these strategies will make the Downtown more livable and attractive for residents, as well as visitors throughout the year.

The drawings for each district illustrate one scenario for redevelopment that demonstrates the location and form of new buildings, streetscape improvements, circulation and parking. Demonstrations of new buildings on private property will only occur when and if land owners are interested in redeveloping.

Framework Plan



Legend

- 5 and 10 Minute Walking Radii (500m and 800m)
- Study Area
- Brock Street Commercial Main Street
- Civic Arts Cultural Precinct
- Heritage Railway Cultural Precinct
- Park / Green Space
- Gateway Location
- Gateway Element
- Destination/Landmark
- Ways to the Downtown
- Pedestrian Promenade
- Trans Canada Trail

Part 1 of the Survey: Rate Framework and District Plans on a scale of 1-5 stars with 5 stars being the highest.

The key directions, the Framework and District Plans were posted online to solicit feedback from the public. The online survey revealed strong support for the key directions and the Framework and District Plans.



4 Stars or Higher: 67%

Framework Plan

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.



- | | | |
|--|-------------------------------|----------------------|
| 1. Mixed-use development | 4. Albert Street parking zone | 7. Landmark building |
| 2. Enhanced streetscape, widened sidewalk, landscaping, parallel parking | 5. Parking behind buildings | 8. Pedestrian Mews |
| 3. At-grade animated facades | 6. Gateway location | |

4 Stars or Higher: 74%

Brock Street District

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.



1. Centennial Drive Shared Street
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.



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.

Brock Street District

The Brock Street character area is illustrated as a retail focused district with multi-storey buildings with commercial uses in the ground floor and residential uses above. Front doors and shop windows of commercial uses face the sidewalk. The encouragement of residential uses in the Downtown, including in upper storeys of new developments, will contribute to revitalizing the Downtown.

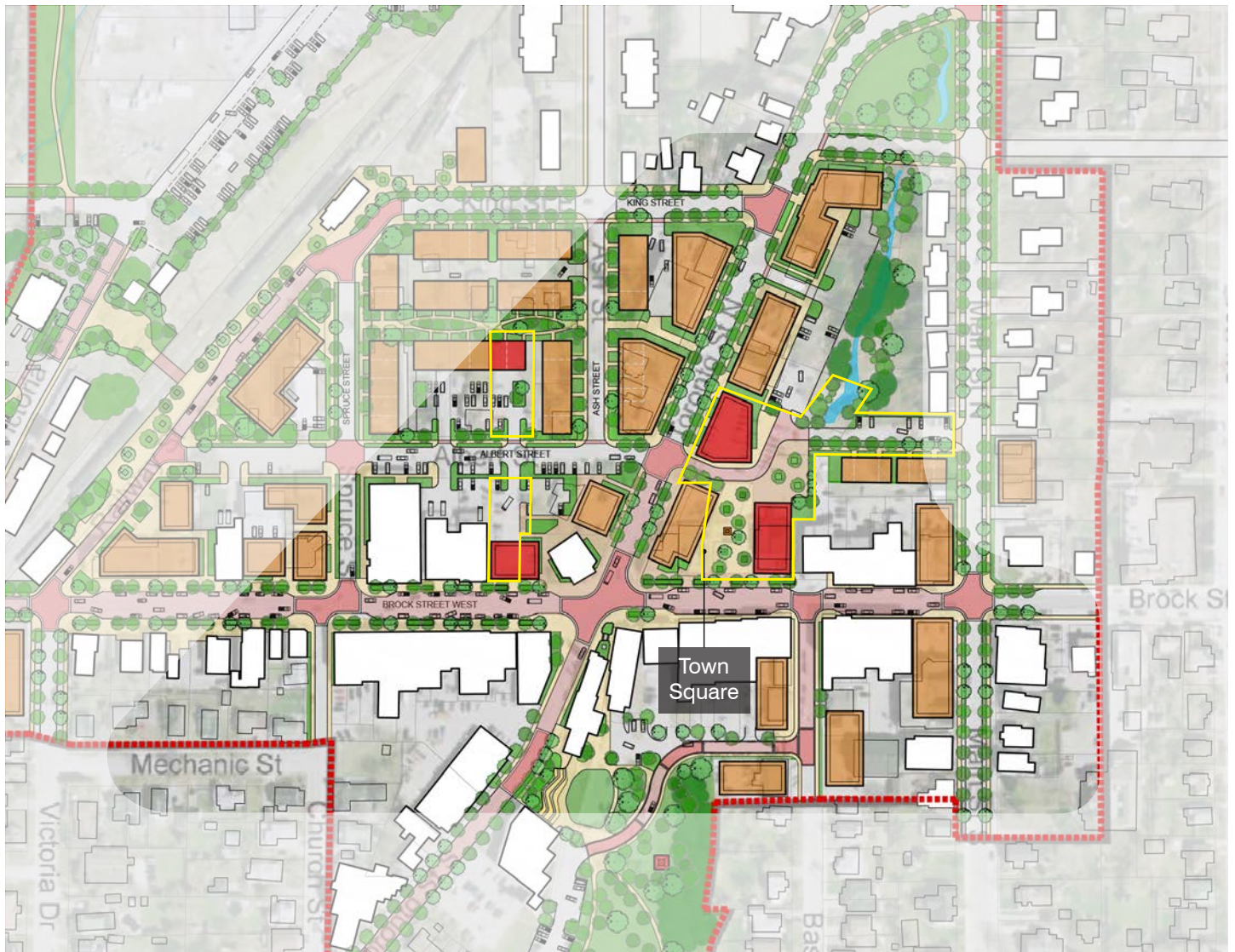
An enhanced pedestrian realm includes trees, shrubs and other planting and spill out areas for businesses. A new Town Square is illustrated. It is envisioned as an open and inviting flexible space and framed with buildings with shop fronts and cafes on the ground floor. The Town Square is comparable in size to urban squares in downtown Oakville, Guelph and Kitchener. In the long term, there is an opportunity to enhance connections between the new urban square and Centennial Park.

The presence of heritage buildings are a key feature of the Downtown. These should be maintained, restored and/or incorporated into new developments, wherever possible.

While parking is important to the function of the Downtown, it should not dominate the character of the main commercial street(s). Consistent on-street parking and traffic calming measures should be implemented to make the street safer and more comfortable for pedestrians, while accommodating parking and traffic.

One scenario to prioritize safe, active and animated pedestrian streets along Brock Street, Toronto Street and Railway Street, is to direct the majority of parking, whether at-grade or in structures, to the rear of lots and along Albert Street.

Concept Plan for Brock Street District



Legend

- Study Area
- Township-owned Properties
- Potential redevelopment opportunities
- Redevelopment on municipal property
- Special paving

Brock Street West Looking South



This portion of Brock Street is a treasured portion of Downtown Uxbridge, lined with retail uses. The angled parking should be replaced with parallel parking; this would create consistency along the street, enhance safety for cars and pedestrians and enable more space in the right-of-way to be allocated to the streetscape and pedestrians.

The illustration shows parallel parking, enhanced planting with pedestrian amenities in between planted areas. It also shows a pavement treatment for a pedestrian crossing that will enhance accessibility and safety. Its design should be consistent with others identified in the Downtown (see page 26).



Brock Street and Toronto Street

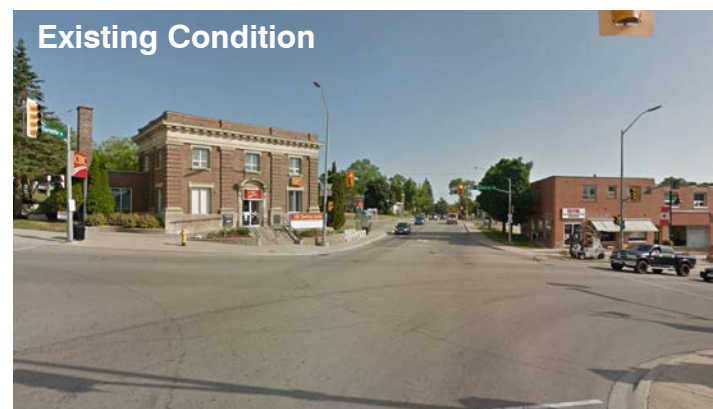


A mix of uses within buildings is essential to provide the opportunity for more housing and people living Downtown – an important theme that we heard many times.

All new buildings should be designed and located to front onto Downtown streets with windows, doors and active internal spaces to contribute to the activity and vibrancy of the Downtown.

There is an opportunity to create beautiful landmark buildings at all of the corner locations in the Downtown. The intersection of Toronto Street North and Brock Street is an ideal location for intensification that protects and incorporates the existing CIBC building.

The illustration shows new buildings on both corners with commercial uses on the ground floor, a building step back to residential uses on upper floors. The illustration shows more 'traditional' windows, materials and colours in the design. The height and massing of new buildings around the historic four corners

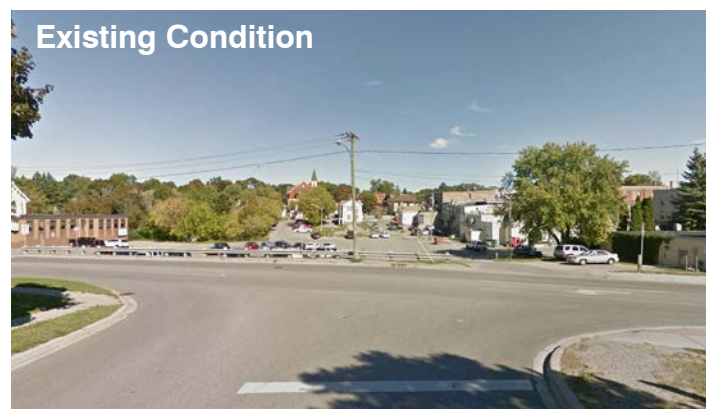


should generally be kept to 4 to 5 storeys. It also shows an enhanced pavement treatment within and defining the intersection to promote traffic calming and make pedestrian crossing safer. This treatment should be consistent with others identified in the Downtown.

Albert Street and Toronto Street



This illustration is the view looking east from Toronto Street North at the end of Albert Street. The development scenario shows a modest transition of greater height in buildings located north of the intersection of Toronto Street North and Brock Street. Commercial and retail uses are suggested on the ground floor with upper floors of residential. Separation between buildings enables access to rear parking. The illustration also shows special paving at the intersection of Toronto Street North and Albert Street to enhance traffic calming and make pedestrian crossing safer.



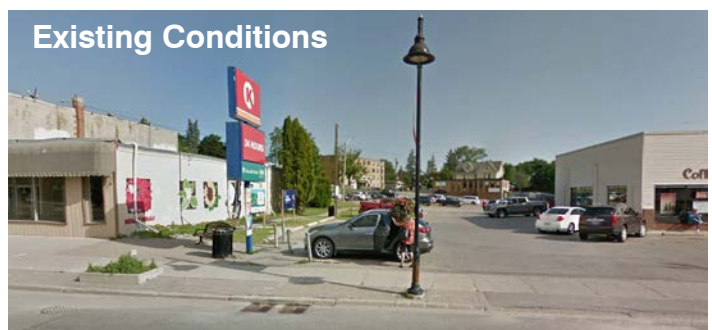
New Town Square



Brock Street

The redevelopment of the Brock Street property provides the opportunity to create a Town Square as a public space focus for the historic main shopping street, and an amenity for businesses and future residents in the downtown. The objectives for the design of a new Town Square are to:

- **Create a flexible space** that may accommodate small and large events. The concept shows a new Town Square, approximately 1,200 square metres in size or 0.3 acres, which will accommodate 150 to 200 persons (socially distanced). This is similar to the other urban public spaces such as in downtown Oakville (1,000 square metres), downtown Guelph (1,800 square metres) and downtown Kitchener (1,250 square metres).
- **Balance visibility from the public streets with enhancing pedestrian safety.** The concept shows a 'front door' along Brock Street, allowing clear views and access to the space and a new building along Toronto Street creating a buffer between this space and traffic along that roadway.
- **Frame the space and defining its edges.** The



illustrated concept shows active uses, storefronts, cafe spill out areas and building entrances that create the edges of the Town Square and contribute to the daily activity and animation of the space.

- **Connect to future development.** The concept shows the continuation of the space to the north and the east through a series of pedestrian walkways and the extension of a similar plantings and pavement to enhance accessibility and the pedestrian experience in the downtown.
- **Create a design that melds architecture and landscape architecture.** To achieve a beautiful and functional space, the design of the Town Square and the 'framing' buildings should be coordinated.

Survey results showed strong support for the key directions explored for the Brock Street District. There was concern for building height.



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.



Albert Street

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



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.



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.



Brock Street Parking

Angled parking on Brock should be replaced with parallel parking.



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.



Promenade

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



Building Height

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



Public Art

Locations at gateways are ideal locations for public art.



Mid Block Pedestrian Connections

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



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.

Civic/Cultural District

The area around the library and Centennial Park is envisioned as a Cultural/Civic district. The redesign of the area, with a focus on pedestrians, community amenities and green space will help to enhance this role. With the exception of a small number of accessible parking spaces at the rear of the library to service library users, the parking at the north end of the Park should be relocated to the municipal office site, in favour of creating more green space.

Centennial Street should be redesigned as a shared street or “woonerf”, with special pavement and features to allow for a formal public gathering space at the base of the existing slope. The slope

itself will be transformed into a stepped seating area as part of an informal ‘performance’ area.

New tree-lined pathways will be added to the park, complementing the existing ‘Heritage Trail’, including pedestrian bridges that cross the watercourse in Centennial Park in two locations. A new adventure playground should be considered for the Park where the new and existing paths intersect. Its design should take design cues from the natural surroundings and incorporate both natural materials and forms. A series of park pavilions are suggested along the trail system and may be shade structures by themselves, or combined with washroom facilities. It will be important to consider the environmental and site conditions in the Park during detailed planning and design of improvements.

Centennial Park Amphitheatre



Concept Plan for Civic/Cultural District



Legend

- Study Area
- Potential redevelopment opportunities
- Redevelopment on municipal property

Survey results showed strong support for the key directions explored for the Civic/Cultural District.



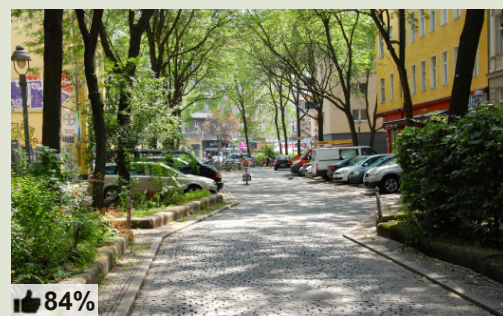
Library Amphitheatre

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



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.



Poplar Street

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

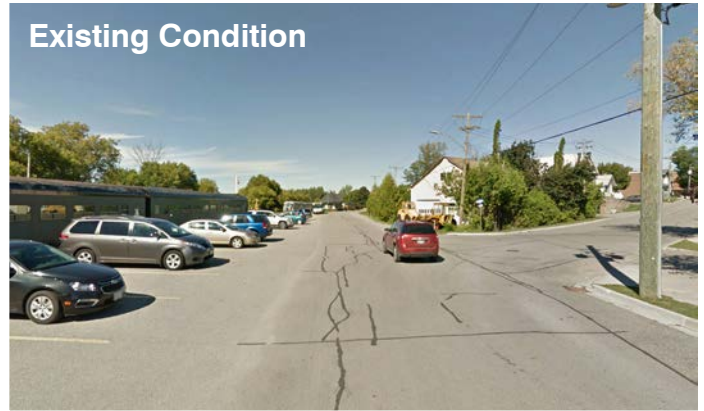
Heritage Railway District

The Railway Street and Victoria Street area is envisioned as a 'Heritage Railway' district. The redesign of the area focuses on creating safe, connected pedestrian areas, along both streets as well as across the tracks, where possible. It will also promote the redevelopment of sites that will bring more diverse uses, including residents to the area. In this scenario, buildings front the streets, landscaped pedestrian promenades run the length of Victoria and Railway, small pocket parks are created where redevelopment occurs and traffic calming, in the form of special intersection treatments, encourage all modes of transportation to share the space.

Railway Street



Existing Condition



Concept Plan for Heritage Railway District



Legend

- Study Area
- Potential redevelopment opportunities
- Redevelopment on municipal property
- Special paving
- Public open space

7 Recommendations

1 Streets

All of the streets in the Downtown should be designed as safe, beautiful and pedestrian-oriented places. Streetscapes should be designed to help cars and people share the space and enhance the way residents and businesses function in the downtown.

In particular, Brock Street is envisioned to be lined with multi-storey mixed use buildings that frame the street, with commercial uses in the ground floor of the buildings, and front doors and shop windows facing the sidewalk.

- Curb bump outs should be applied at all the intersections along Brock Street.
- The angled parking along Upper Brock Street should be converted to parallel parking.
- Additional space for pedestrians, patios and site furnishings should be accommodated on widened sidewalks.
- A family of high quality, durable site furnishings should be provided.
- Traffic calming measures should be implemented.

Survey results revealed strong support for adding more street trees.



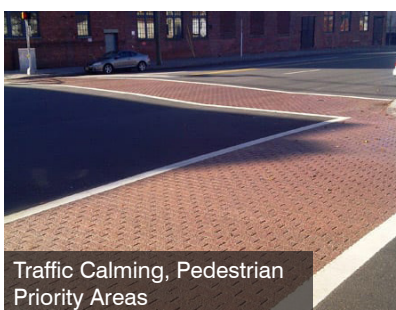
👍 98%

Street Trees

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



High Quality, Coordinated Family of Street Furnishings



Traffic Calming, Pedestrian Priority Areas



Spill Out Areas / Patios



2 Pedestrian Network & Trails

Enhancements and redesign of the streets should incorporate trails, trail linkages and promenades to physically and thematically connect the various parts of the Downtown.

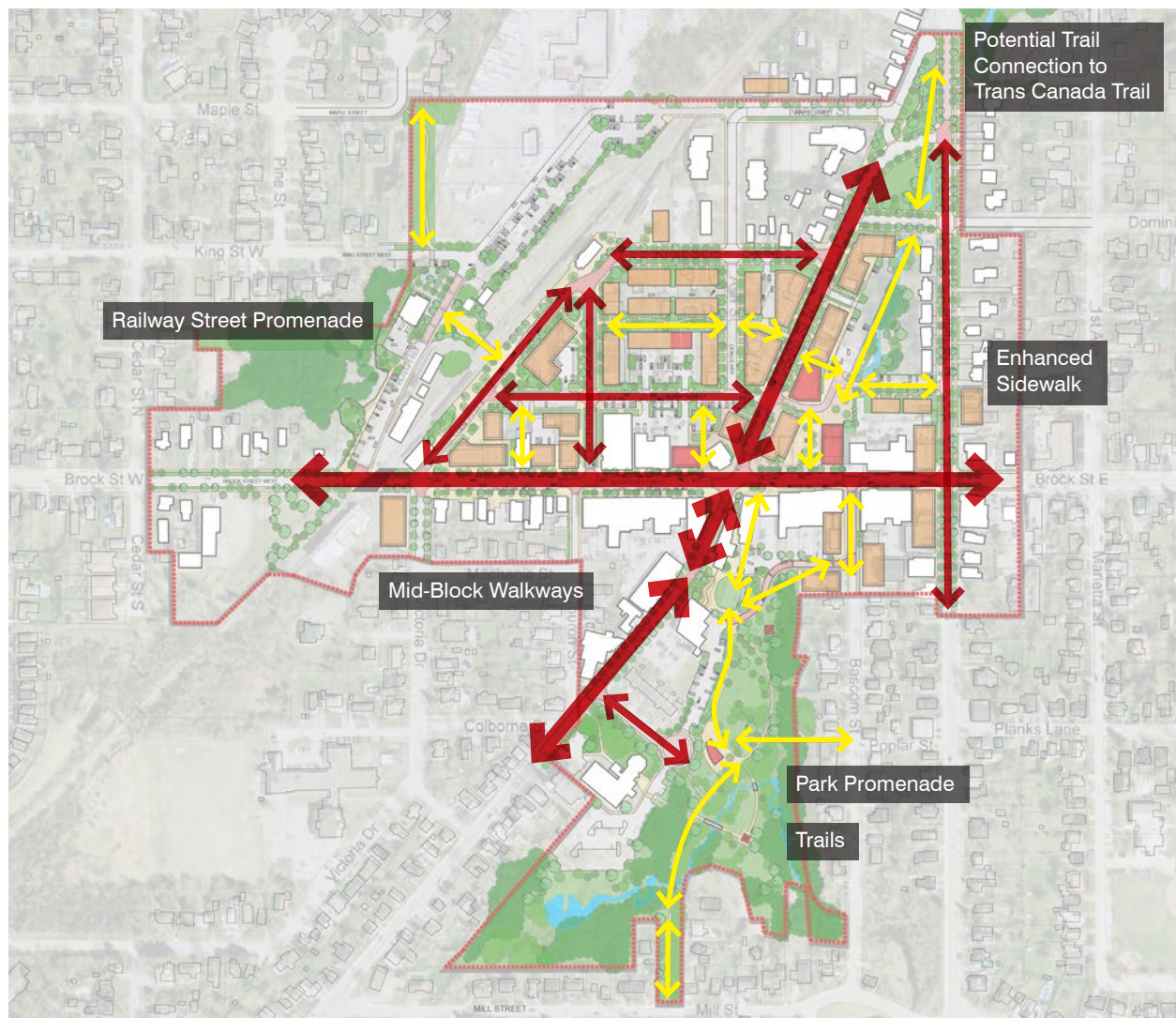
A highly connected and permeable system of different types of pedestrian routes is recommended. The red lines on the map below are urban walks or promenades along streets and the yellow arrows are existing trails and future trails through parks, open space areas and blocks, as mid-block walkways.

Survey results revealed strong support for enhancing pedestrian connections



Key Pedestrian Connection

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



3 Parking

Parking is always the first item to come up in any conversation about an urban area. There is never enough parking and there's never enough in the "right" location. Finding the correct balance of parking is the challenge as choices are required in determining the best allocation of the limited space in a right-of-way for pedestrians, landscape planting and cars. There are choices to be made in Uxbridge as streets area improved in the coming years.

The visualization exercise aims to put pedestrians first in Downtown Uxbridge. Interesting to note, that when asked on the online survey about the top 3 considerations for revitalizing Downtown, lots of parking was ranked 7th out of 8.

There are a few days over the course of the year when parking is in high demand, particularly on some of the summer weekends. There is no question that parking supports business. However, it is also important to consider the role of safe pedestrian routes, public space for families and friends to meet in creating a attractive Downtown destination. .

The strategy for parking includes twelve actions:

1. Locating parking behind buildings, within a short walk of Brock Street – focusing parking along Albert Street would allow Brock, Toronto, King and Railway Streets to be developed as lively, animated streets with front doors and shops.
2. Relocating some of the parking in Centennial Park to the Municipal offices to allow more green space for park users.
3. Organize parking along Victoria Street to allow green space and a pedestrian walkway along the woodlot.
4. Work in association with Metrolinx to provide parking.

5. A long term parking solution would be to explore the possibility of a parking lot on Upper Brock Street.
6. A short term change would be to replace the angled parking with parallel parking to create consistency along the street, enhance safety for cars and pedestrians and allocate more space for the streetscape.
7. Encourage shared parking in private off street parking areas and improve the design and layout of spaces to maximize parking.
8. Enhance wayfinding and signage to identify the direction to and location of public parking, the surrounding amenities and walking distance.
9. Provide maps showing parking available in all businesses.
10. Provide information to explain the intentional priority given to pedestrians, healthy active living and generally encouraging walking.
11. Identify opportunities to secure public parking when redevelopment of larger parcels occurs by working in partnership with private developers and property owners.
12. Identify areas that could be used for temporary/event parking on the few days when car parking is in high demand.
13. Ensure accessible parking is located throughout Downtown, as well as bicycle parking and EV charging stations.

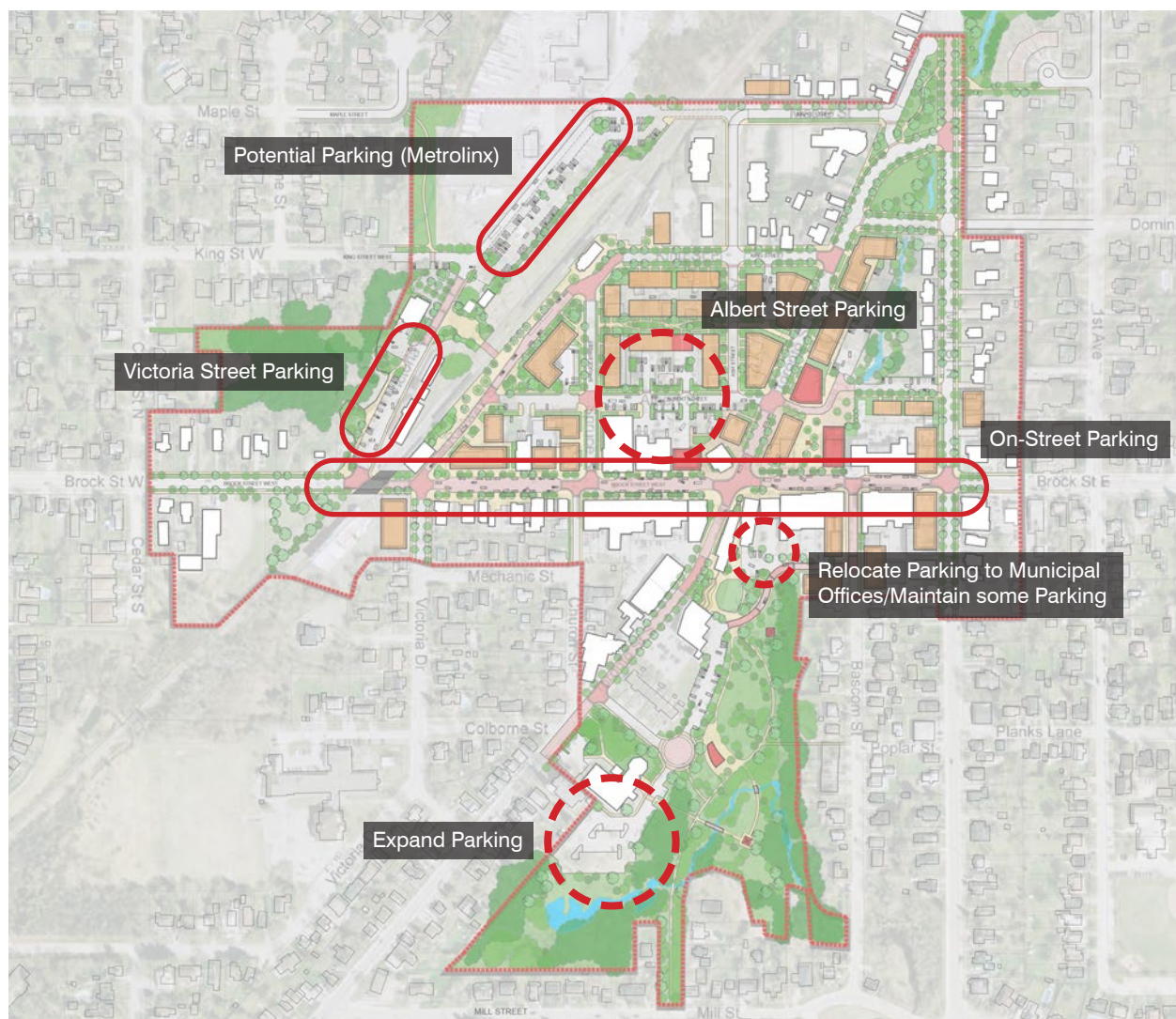


Survey results revealed support for enhanced wayfinding



Wayfinding

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



4 Buildings

A mix of uses within buildings is essential to provide the opportunity for more housing and people living Downtown. All new buildings should be designed and located to front onto Downtown streets. They should have windows, doors and active internal spaces that can contribute to the activity and vibrancy of the Downtown.

There is an opportunity to create beautiful landmark buildings at all of the corner locations in the Downtown (see map on this page), including along Brock Street and most importantly at the Gateways that book end the main street.

Any new buildings should be designed to be compatible and sympathetic to the context of the Downtown:

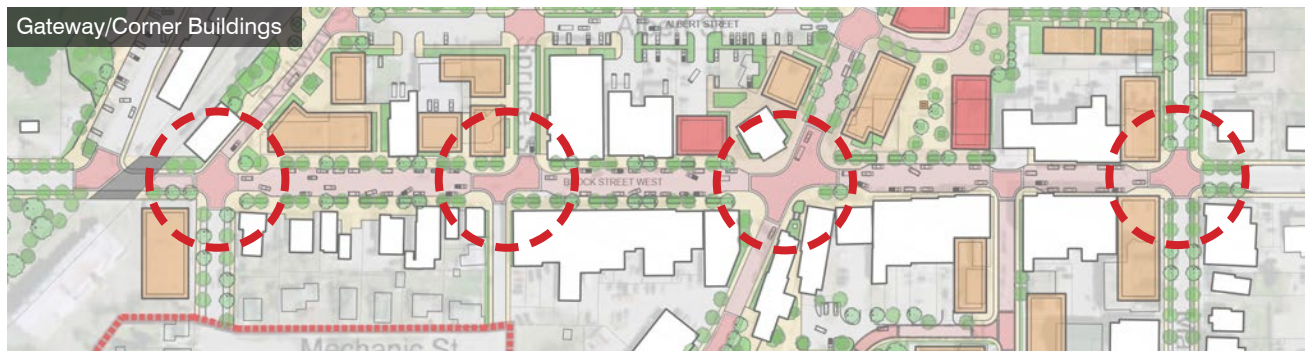
- Taller buildings should be stepped back to maintain a consistent pedestrian scaled street wall.
- Transition should be provided to taller, larger buildings.
- The height and massing of new buildings around the historic four corners should generally be kept to 4 to 5 storeys.
- Consider distinct architectural characteristics of historic buildings into new buildings.
- The presence of heritage buildings are a key feature of the Downtown; these should be maintained, restored and/or incorporated into new developments wherever possible.



Illustration of integration of heritage / historic buildings with a possibility for the CIBC building at Toronto Street North and Brock Street West.

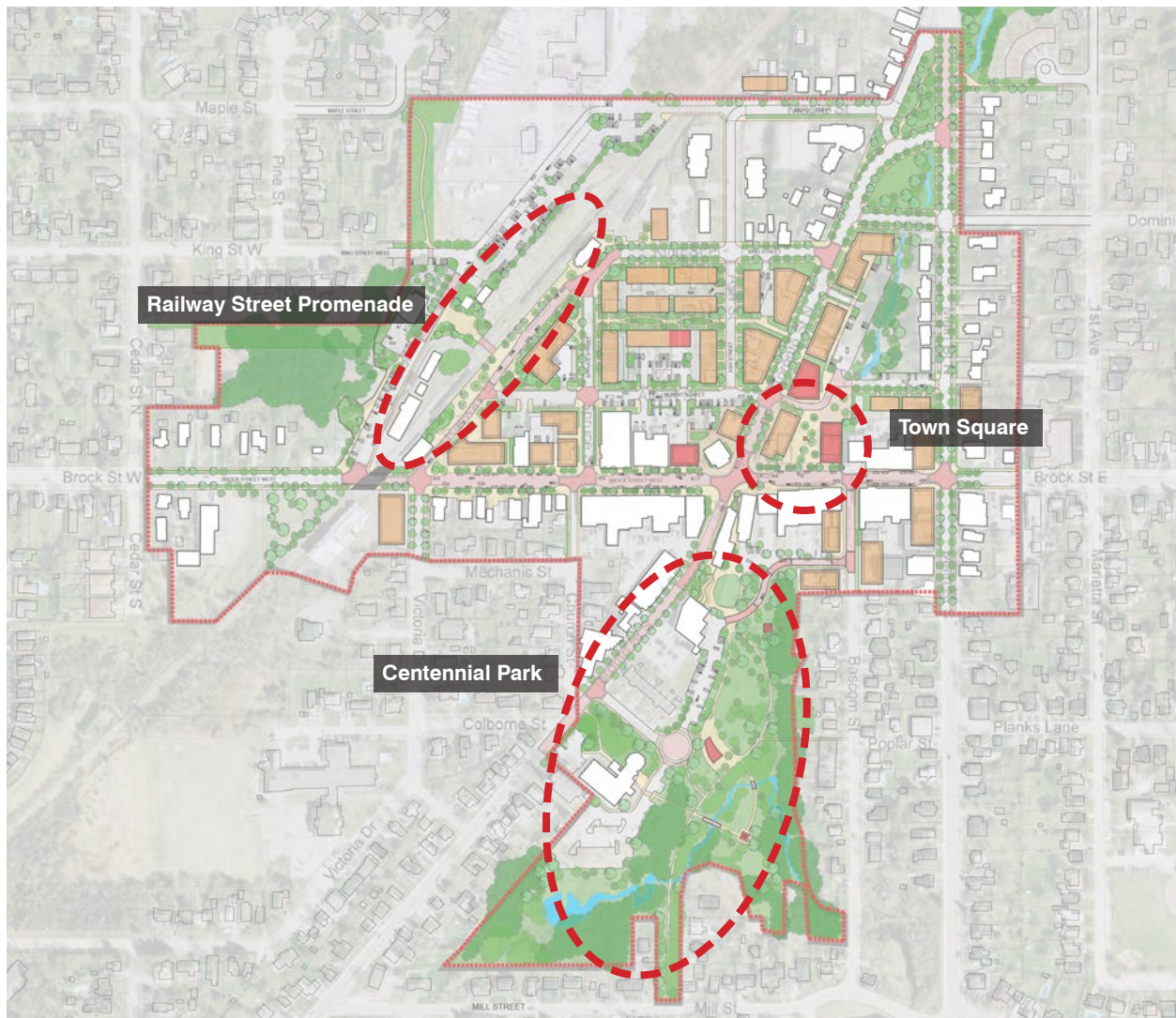


Illustration of transition in building height and massing showing possibility for redevelopment on east side of Toronto Street, north of Brock Street



5 Public Spaces and Focal Points

Downtown Uxbridge is a compact and walkable place. There is a tremendous asset in the existing Centennial Park, a unique attraction and industrial landscape focused around the Heritage Railway Line and the opportunity with the redevelopment of the Township owned lands, to create a new Town Square.



Centennial Park is a gem of a green space located in the heart of the Downtown. Consideration should be given to its redesign and promotion as an urban oasis. There is tremendous opportunity to:

- Incorporate amenities and facilities to support year round events and activities.
- Promote ecological landscapes including enhancement and re naturalization of the creek.
- Enhance the urban tree canopy.
- Provide more walking trails.
- Create a unique natural playground and interpretive landscape.
- As a major public park the Downtown, it should have amenities such as washrooms and shade structures.

The most transformative element is the creation of a central gathering space where the library, theatre and park come together



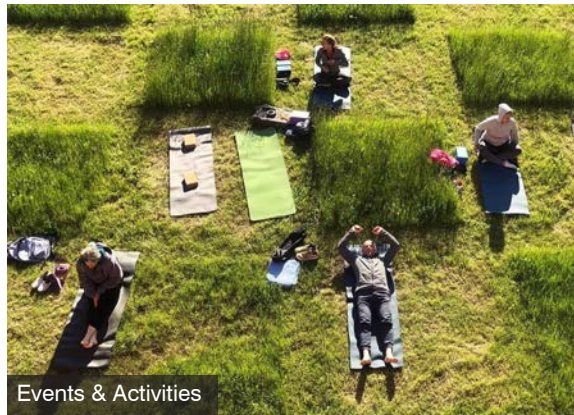
Provide Washrooms & Pavilions



Create an amphitheatre behind the library, fronting onto Centennial Park



Events & Activities



Events & Activities



Events & Activities



Trails & Nature Interpretation



Four Seasons



Four Seasons



Play



Play

A new **Town Square** is one of the key directions of the visualization. A new Town Square should be created in conjunction with the redevelopment of the Township's Brock Street property. With this, we also recommend that it should be designed to:

- Ensure that the front door of the space is along Brock Street.
- Frame and animate the space with commercial uses.
- Provide pedestrian connections to adjacent existing and future developments.
- Ensure that detailed design achieves a balance of paved plaza area, plantings, site furnishings and other park features that will accommodate and support a broad range of activities, functions and events.



The **Railway Street** area is an important part of the Downtown that needs to be better integrated and connected. As another destination in the Downtown, it's important that the area have a safe and comfortable pedestrian environment, including a pedestrian promenade along Railway Street, with trees, benches and special paving, space for markets and events, traffic calming elements and a pedestrian connection across the tracks.



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