

Township of Uxbridge

# PARKING STRATEGY STUDY

June 2025  
25148



## Disclaimer

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## EXECUTIVE SUMMARY

The Township of Uxbridge's downtown area is currently undergoing revitalization to renew and improve its economic, physical, and social environment. To support revitalization, The Downtown Revitalization Strategic Plan & Action Plan (2022) identified the need to undertake a Parking Strategy Study to address existing and future parking issues and leverage opportunities to improve policies, operations, and monitoring of parking within the Township of Uxbridge. Key recommendations from the Strategic Action Plan included relocating some of the parking in Centennial Park to the Municipal offices, redeveloping the 23 Brock Street (Coffee Time) Parking Lot into a town square, and replacing the angled parking on Brock Street with parallel parking.

The goal of this Parking Strategy Study is to review the recommendations from the Downtown Revitalization Strategic Plan & Action Plan and develop a comprehensive plan for Downtown Uxbridge with recommendations to amend existing parking policies and regulations for on- and off-street parking. The study will also recommend strategies to improve the Town's parking operations and enforcement approach. The Parking Strategy Study is centred on the key goal of enhancing and revitalizing the Township's Downtown Revitalization Area.

## BACKGROUND DOCUMENT REVIEW

The background document review revealed that the Township of Uxbridge has some planning framework to help guide parking-related decisions. The Official Plan's overarching parking objective is to alleviate existing challenges in the Main Central Area and work with business owners and operators to provide more efficient parking to support development. The Downtown Revitalization Strategic Plan & Action Plan introduces several parking strategies and initiatives to further support the parking environment and encourage active transportation within the Downtown Revitalization Area.

## EXISTING PARKING CONDITIONS

Public parking is predominantly located within the Downtown Revitalization Area through a mixture of on-street parking and off-street municipal parking lots. A total of 307 off-street parking spaces were documented across eight (8) municipal lots and 162 on-street parking spaces were documented for a total of 469 municipal parking spaces within the Downtown Revitalization Area. Approximately 4% of the off-street parking supply and 3% of the on-street parking supply is accessible. An additional 749 spaces, including 18 accessible spaces, are available across 51 off-street private parking lots. One (1) bike rack was documented within the study area along Brock Street.

Within the study area, the maximum time limit for on-street parking along Brock Street and Main Street is 2 hours whereas the maximum time limit for on-street parking along Township streets is 3 hours, unless otherwise posted. Parking on Township streets is not permitted between the hours of 2AM and 7AM from November 1<sup>st</sup> to April 1<sup>st</sup>. The maximum time limit for off-street parking in municipal lots is 3 hours, unless otherwise posted; however, there are several lots that offer 10-hour parking.

Overnight parking permits are offered at both the Centennial Park Lot and Albert Street Lot (north side). No overnight parking is permitted from November 1<sup>st</sup> to April 30<sup>th</sup>; however, this excludes overnight permit holders.

Parking utilization surveys were conducted on two (2) days in mid-October 2024. Peak parking demand for all municipal parking was observed on Thursday October 17<sup>th</sup>, 2024 at 2PM with 259 spaces occupied.



During this time, the observed demand was lower than the available supply by 210 spaces. The observed peak utilization rate was 55%. A parking turnover survey was also conducted along Brock Street to determine whether users are abiding by the posted parking time limits. 87% of vehicles parked were observed to abide by the 2-hour limit, while 13% were observed to stay beyond the time limit. These results indicate that most vehicles currently follow the permitted parking time limits.

## PUBLIC AND STAKEHOLDER CONSULTATION

Public and stakeholder consultation was conducted throughout the study to introduce the public to the study's goals and objectives and allow community members to provide feedback on parking issues and their personal experiences. An online survey was launched for four (4) weeks in October 2024 and an in-person Public Information Centre (PIC) was held on February 5<sup>th</sup>, 2025 to gain a better understanding of the parking experiences of residents, businesses, and visitors in Downtown Uxbridge. In addition, three (3) key stakeholders (Downtown Uxbridge BIA, Durham Region, Downtown Revitalization Committee) were consulted between September 2024 to January 2025 to get preliminary commentary on the existing conditions and desired guiding principles of the Parking Strategy Study. **Table E-1** outlines the key consultation events and meetings during the study.

Table E-1: List of Consultation Events and Meetings

Consultation Event	Date
Online Public Survey	September 27 to October 27, 2024
Downtown Uxbridge BIA Representative	September 18, 2024
Durham Region	September 20, 2024
Downtown Uxbridge BIA	October 11, 2024
Downtown Revitalization Committee	October 11, 2024
Downtown Revitalization Committee	October 28, 2024
Downtown Uxbridge BIA	January 27, 2025
Downtown Revitalization Committee	January 27, 2025
Durham Region	January 31, 2025
Public Information Centre	February 5, 2025

## BEST PRACTICE REVIEW

A review of municipal best practices from comparable municipalities was conducted to identify key takeaways for the Township of Uxbridge. The City of Orillia, Township of Scugog, community of Newcastle, Clarington, Town of Collingwood, and Town of Whitchurch-Stouffville were examined as part of the best practices review. Topics reviewed include vehicular zoning requirements, accessible parking requirements, parking stall sizes, parking time limits, winter overnight parking, parking enforcement, paid parking, cash-in-lieu, and electric vehicle parking. A summary of the best practice review is provided in **Table E-2**.

Table E-2: Summary of Best Practice Review

Parking Topic	Best Practice Review Findings
Vehicular Parking Zoning Requirements	<ul style="list-style-type: none"> <li>The Township of Uxbridge was found to have comparable parking rates for non-residential uses. However, it is recommended that a by-law review be undertaken by the Township to update the residential apartment rate and consider including a dedicated visitor parking requirement.</li> </ul>
Accessible Parking Requirements	<ul style="list-style-type: none"> <li>The Township of Uxbridge was found to have lower accessible parking requirements that do not match AODA standards.</li> </ul>

Parking Topic	Best Practice Review Findings
Parking Stall Size	<ul style="list-style-type: none"> <li>The required parking dimensions for the Township of Uxbridge are smaller than the average parking dimensions for regular, angled, and parallel parking.</li> </ul>
Time Limits	<ul style="list-style-type: none"> <li>On-street time limits within the Downtown Revitalization Area are comparable with other municipalities.</li> </ul>
Winter Overnight Parking Restrictions	<ul style="list-style-type: none"> <li>Winter overnight restrictions within the Downtown Revitalization Area are comparable with other municipalities.</li> </ul>
Parking Enforcement	<ul style="list-style-type: none"> <li>All comparable municipalities have full-time or part-time officers involved in parking enforcement. The Township employs part-time parking enforcement officers and full-time by-law officers who assist in parking complaints.</li> </ul>
Paid Parking	<ul style="list-style-type: none"> <li>Paid on- and off-street parking are available in the comparable municipalities. The Township of Uxbridge does not have paid municipal parking.</li> </ul>
Cash-in-Lieu	<ul style="list-style-type: none"> <li>The Township of Uxbridge's cash-in-lieu cost is significantly lower than comparable municipalities.</li> </ul>
Electric Vehicle Parking	<ul style="list-style-type: none"> <li>Majority of the comparable municipalities have publicly owned electric vehicles charging stations, while the Township of Uxbridge does not.</li> </ul>

## FUTURE PARKING DEMAND

Future parking demand was forecasted to determine if the existing municipal on- and off-street supply is sufficient to accommodate future growth in Downtown Uxbridge and if the supply can support the Downtown Revitalization Strategic Plan & Action Plan's recommendation of redeveloping the 23 Brock Street (Coffee Time) Parking Lot into a town square. The future parking demand forecast considered population growth, Downtown Revitalization Area infill growth, mode split changes, and business vacancies.

Based on the most conservative scenario (Scenario 1: Linear Population Growth), downtown municipal parking demand is expected to increase by 42 spaces by 2031, 78 spaces by 2041, and 114 spaces by 2051, resulting in a future parking demand of at most, 357 spaces. Based on the peak observed demand, the removal of all 71 spaces at the 23 Brock Street (Coffee Time) Parking Lot would result in a current residual supply of 139 spaces (68 off-street and 71 on-street). Even under the most conservative demand growth forecast, a residual supply of at least 25 spaces would remain by 2051 after the removal of the 23 Brock Street Parking Lot.

## SUMMARY OF RECOMMENDATIONS & IMPLEMENTATION PLAN

A review of the existing conditions and consultation with the public and key stakeholders has highlighted several emerging challenges and opportunities to be addressed by this study. **Table E-3** summarizes the study's recommendations and implementation plan.

Table E-3: Summary of Recommendations and Implementation Plan

Recommendation		Timing	Cost Type	Cost Category
<b>Parking Optimization &amp; Asset Management</b>				
<b>Repurposing the 23 Brock Street (Coffee Time) Parking Lot</b>				
#1	Repurpose the 23 Brock Street (Coffee Time) Parking Lot for higher and more effective use. Include public parking as part of the redevelopment plans and maintain at least four (4) accessible parking spaces in accordance with AODA standards.	Medium-Term	Capital	Medium

Recommendation		Timing	Cost Type	Cost Category
<b>Municipal On- and Off-Street Parking Supply</b>				
#2	Leverage residual parking supply through the following initiatives: <ul style="list-style-type: none"> <li>Convert from angled to parallel parking</li> <li>Support infill development through the cash-in-lieu program</li> <li>Redevelop a portion of an additional underutilized municipal parking lot (up to 25 spaces)</li> <li>Maintain status quo but do not add any additional municipal parking</li> </ul>	Medium-Term / Long-Term	Capital	Medium
#3	Delineate parking into short-term, medium-term, and long-term parking needs and update time-limits for on- and off-street spaces.	Short-Term	Capital	Low
#4	Improve the streetscape on Railway Street, including re-doing pavement markings for parking stalls.	Medium-Term / Long-Term	Capital	Medium
#5	Implement clear wayfinding signage to alternative off-street parking lots. Additionally, municipal parking should be added to Google Maps.	Short-Term	Capital	Low
<b>On-Street Accessible Parking</b>				
#6	Adjust existing municipal off-street facilities to comply with AODA standards for stall quantity and size.	Medium-Term / Long-Term	Capital	Low
#7	Undertake a review of the Township's existing parking by-law requirements for accessible parking to ensure full compliance with AODA standards regarding both quantity and size.	Short-Term	Program	Medium
#8	Address existing coverage gaps by adding accessible parking spaces at the following locations: <ul style="list-style-type: none"> <li>1 accessible parking space along Railway Street</li> <li>1-2 accessible parking spaces between Victoria Drive and Toronto Street along Brock Street</li> <li>1 accessible parking space along Toronto Street between King Street W and Dominion Street W</li> <li>4 accessible parking spaces within the vicinity of the 23 Brock Street Lot (as redevelopment will lead to a loss in existing accessible parking supply)</li> <li>2 additional accessible parking spaces within the Centennial Park Drive lot</li> </ul>	Short-Term	Capital	Low
#9	Develop a contact page to receive new requests to add accessible parking and provide clear evaluation criteria for determining their suitability	Short-Term	Program	Low
<b>Cash-in-Lieu</b>				
#10	Increase the existing cash-in-lieu to \$5,250 and index the cost based on the Statistics Canada Non-Residential Price Index.	Short-Term	Program	Low

Recommendation		Timing	Cost Type	Cost Category
#11	<p>Restrict the use of cash-in-lieu to avoid overuse and ensure an appropriate number of parking spaces remain on-site. The following restrictions are recommended:</p> <ul style="list-style-type: none"> <li>Limit cash-in-lieu to smaller residential developments or to obtain relief from non-residential or residential visitor requirements;</li> <li>Limit cash-in-lieu to 20% of the required parking supply; and</li> <li>Exempt accessible parking from the cash-in-lieu program, where feasible.</li> </ul>	Short-Term	Program	Low
<b>Parking Management &amp; Enforcement</b>				
<b>Parking Enforcement Personnel</b>				
#12	Increase frequency of patrols for illegal parking to alleviate seasonal localized parking pressures.	Short-Term	Program	Low
#13	By-law department to consult with the BIA regarding the existing enforcement protocols.	Short-Term	Program	Low
<b>Overnight Residential Parking Permits</b>				
#14	Maintain the existing residential parking permit program while introducing a policy that limits future applicants to residents living downtown without access to a private parking space.	Short-Term	Program	Low
#15	Develop a variety of permit options and a user-friendly online platform.	Short-Term	Program	Low
#16	Adjust the monthly fee of \$20 to better reflect the actual costs of managing overnight parking and to ensure the program remains sustainable.	Short-Term	Program	Low
<b>On-Street Time Limits</b>				
#17	Implement a uniform 2-hour parking limit for all on-street parking.	Short-Term	Capital & Program	Low
<b>Monitoring Program</b>				
#18	Implement a parking utilization survey program every 5-10 years based on industry standards, carried out 1-2 days per week over at least 2 weeks during a two-month period to capture peak demand.	Medium-Term / Long-Term	Program	Low
#19	Undertake supplementary surveys (e.g., Parking Turnover Surveys or Parking Trace Surveys) to better understand parking demand and trends within the Downtown.	Medium-Term / Long-Term	Program	Low
<b>Parking By-Law Requirements Review</b>				
#20	<p>Conduct a comprehensive review of the Township's existing parking by-law requirements, taking the following factors into consideration:</p> <ul style="list-style-type: none"> <li>Introduce residential visitor parking requirements</li> <li>Update commercial/retail requirements based on best practice findings and community needs</li> <li>Update accessible parking requirements to adhere to AODA guidelines</li> </ul>	Short-Term	Program	Medium

Recommendation		Timing	Cost Type	Cost Category
	<ul style="list-style-type: none"> <li>Review parking stall sizes for regular, angled, parallel, and accessible spaces</li> </ul>			
#21	Consider guidelines for EV charging, bike parking, and TDM initiatives.	Short-Term	Program	Medium
<b>Brock Street On-Street Parking</b>				
<b>Angled Parking</b>				
#22	In the short term, implement signage directing users to park up to the curb and increase enforcement of vehicle overhang. If required, restrict the parking spaces to a maximum length of 5.4m (i.e., compact car or small car signage).	Short-Term	Capital	Low
#23	In the long-term, as part of future roadway reconstruction, remove up to eight (8) angled spaces as part of a future redesign to accommodate a total of 14 parallel parking spaces. Removal of parking spaces will allow for other features including landscaping, active transportation facilities, and street furniture. To accommodate the remove of parking spaces, direct users to nearby off-street lots with clear signage.	Long-Term	Capital	Medium
<b>Brock Street Time Limits</b>				
#24	Improve on-street signage and wayfinding to better direct drivers to available off-street parking lots with longer time limits.	Short-Term	Capital & Program	Low
#25	Provide 15-minute loading zones for 2-3 spaces along Brock Street to facilitate high turnover activity.	Short-Term	Capital & Program	Low
<b>EV Charging &amp; Active Transportation</b>				
<b>EV Charging</b>				
#26	Implement 2-3 public EV charging spaces, equipped with Level 2 charging capabilities in off-street municipal lots. Charging prices should be consistent with other jurisdictions, such as \$2 per hour.	Short-Term	Capital	Medium
#27	Apply to Zero Emission Vehicle Infrastructure Program (ZEVIP) and Electric Vehicle (EV) ChargeON Programs grants to recoup capital costs.	Short-Term	Capital	Medium
<b>Bike Parking</b>				
#28	Install an additional bike rack and repair tools along Brock Street, similar in size and capacity to the existing rack at 23 Brock Street, to encourage more residents and visitors to choose cycling as a mode of transportation.	Short-Term	Capital	Low
#29	Install additional bike racks and repair tools at Centennial Park to accommodate the increasing number of cyclists visiting the park, promote sustainable transportation, and enhance the overall parking experience.	Short-Term	Capital	Low



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# 1 INTRODUCTION

The Township of Uxbridge is a lower-tier municipality within the Regional Municipality of Durham, located on the Oak Ridges Moraine. Uxbridge is recognized for its small-town character, a full range of housing and employment opportunities, and a diverse natural landscape. Known as the *Trail Capital of Canada*, Uxbridge features over 300 kilometers of managed trails for activities such as hiking, cycling, and horseback riding. With a rich cultural history spanning over 200 years, the Township includes both urban and rural areas and has a population of over 20,000 residents. Uxbridge experiences a seasonal influx of visitors and residents during the summer months and provides recreational and entertainment services to a larger population from neighboring areas.

Downtown Uxbridge is currently undergoing revitalization to renew and improve its economic, physical, and social environment to accommodate the existing and future needs of its community. With the goal of revitalizing the Downtown, the Township has identified the need to undertake a Parking Strategy Study to address existing and future parking issues and leverage opportunities to improve policies, operations, and monitoring of parking within the Township of Uxbridge.

## 1.1 STUDY PURPOSE AND BACKGROUND

The Downtown Revitalization Strategic Plan & Action Plan (2022) calls for the development of a parking study to identify and address parking issues that may arise as a result of the planned revitalization. Key recommendations from the Strategic Action Plan included relocating some of the parking in Centennial Park to the Municipal offices, redevelop the 23 Brock Street (Coffee Time) Parking Lot into a town square, explore the possibility of a parking lot on Upper Brock Street, replace the angled parking on Brock Street with parallel parking, and identify areas for temporary/event parking. The goal of this Parking Strategy Study is to develop a comprehensive plan for Downtown Uxbridge to optimize the existing parking supply while meeting the future needs of residents. The Parking Strategy Study provides recommendations to amend existing parking policies and regulations for on- and off-street parking. The study also provides recommendations to improve the Town's parking operations and enforcement approach. The Parking Strategy Study is centred on the key goal of enhancing and revitalizing the Township's Downtown Revitalization Area.

The Parking Strategy Study for the Township of Uxbridge was undertaken through three (3) main phases, as further detailed below.

### 1.1.1 Phase 1: Existing Conditions, Facilities, and Utilization

Phase 1 laid the groundwork to formulate the study recommendations, including the identification of context-specific challenges related to parking as well as opportunities for improvement. Guiding principles were subsequently developed to better address the unique challenges observed within the community. Detailed below is a summary of the key tasks completed:

#### Existing Policy and By-law Review

- Reviewed current policy documents and zoning by-law parking standards that guide parking provisions for on- and off-street parking in the Township to establish an existing parking and transportation policy context.

## Municipal Best Practice Review

- ▶ Reviewed best practices in parking policy, management, and enforcement strategies employed by comparable municipalities in Ontario with a focus on parking demand issues.

## Existing Parking Inventory and Parking Demand/Utilization within the Downtown

- ▶ The project team undertook a site visit to confirm existing conditions, identify potential obstructions/parking infractions, and compile an inventory of all public on-street and off-street parking within the Downtown Revitalization Area.
- ▶ Parking demand data was collected within the Downtown Revitalization Area over a two-week period in October 2024. Parking demand was captured by staff circulating the on and off-street parking spaces and recording the observed demand.
- ▶ In addition, private lot parking spaces were inventoried, which included the number, location, time limit, and hours of service, capacity and usage of existing parking facilities within the Downtown Revitalization Area.

## Active Transportation Facilities, Accessible Parking, and EV Charger Supply Inventory Review

- ▶ The supply of bicycle, accessible, and EV parking spaces were also reviewed, which evaluated the current state of active transportation facilities, EV charging, and accessible parking within the Downtown Revitalization Area. This included an inventory of all existing bicycle parking, accessible parking, and EV charger facilities and a qualitative assessment of the convenience or usability of the existing infrastructure.

### 1.1.2 Phase Two: Future Parking Forecasting

Phase 2 involved forecasting future demand and recommending strategies to optimize existing parking. Phase 2 tasks built upon the review of existing conditions and best practices from comparable municipalities to develop recommendations for future parking improvements and parking policy direction. Detailed below is a summary of the tasks completed:

#### Forecast Future Intensification

- ▶ The project team forecasted the Township's future parking demand for municipal parking, which was informed by the projected intensification in the Downtown Revitalization Area. Planning and policy documents including regional growth plans were examined to understand population and employment growth, and municipal and regional transportation plans were reviewed to forecast travel demand trends based on short-, medium-, and long-term horizon years of 2031, 2041, and 2051, respectively. Additionally, with the use of transportation demand management strategies, opportunities to reduce parking ratios for new developments were examined.

#### Recommend Strategies to Optimize Downtown Parking

- ▶ Identified opportunities to optimize parking supply, specifically for the off-street lot at 23 Brock Street West (Coffee Time Lot). Developed recommendations using a cost-benefit analysis which consider opportunities to manage parking demand over the short-term and medium-term to accommodate various activities within the Township.

### Time-Restricted Parking Zone Strategy

- Identified opportunities for 15-minute, 2-hour, and 3+-hour precinct areas that focus on managing parking demand based on the need for short term, medium term, and longer-term parking.

### EV Infrastructure and Active Transportation Facility Parking and Design Considerations

- Developed appropriate policy and by-law language along with an optimal number and location of EV charging spaces in the study area. Additionally, the feasibility of converting existing parking spaces into space for active transportation facility was examined.

#### 1.1.3 Phase Three: Review Parking Policy/Regulation, Administration and Governance and Funding Options

Phase 3 involved reviewing parking management and enforcement procedures in the Township for implementation of recommended parking policies. Detailed below is a summary of the tasks completed:

##### Parking Management and Enforcement Procedures Review

- Reviewed current Township operation/enforcement strategies to develop a baseline understanding of on- and off-street parking regulations and enforcement standards. Relevant enforcement practices from comparative communities with downtown areas were also reviewed to determine potential improvements.

##### Parking Management Funding Review

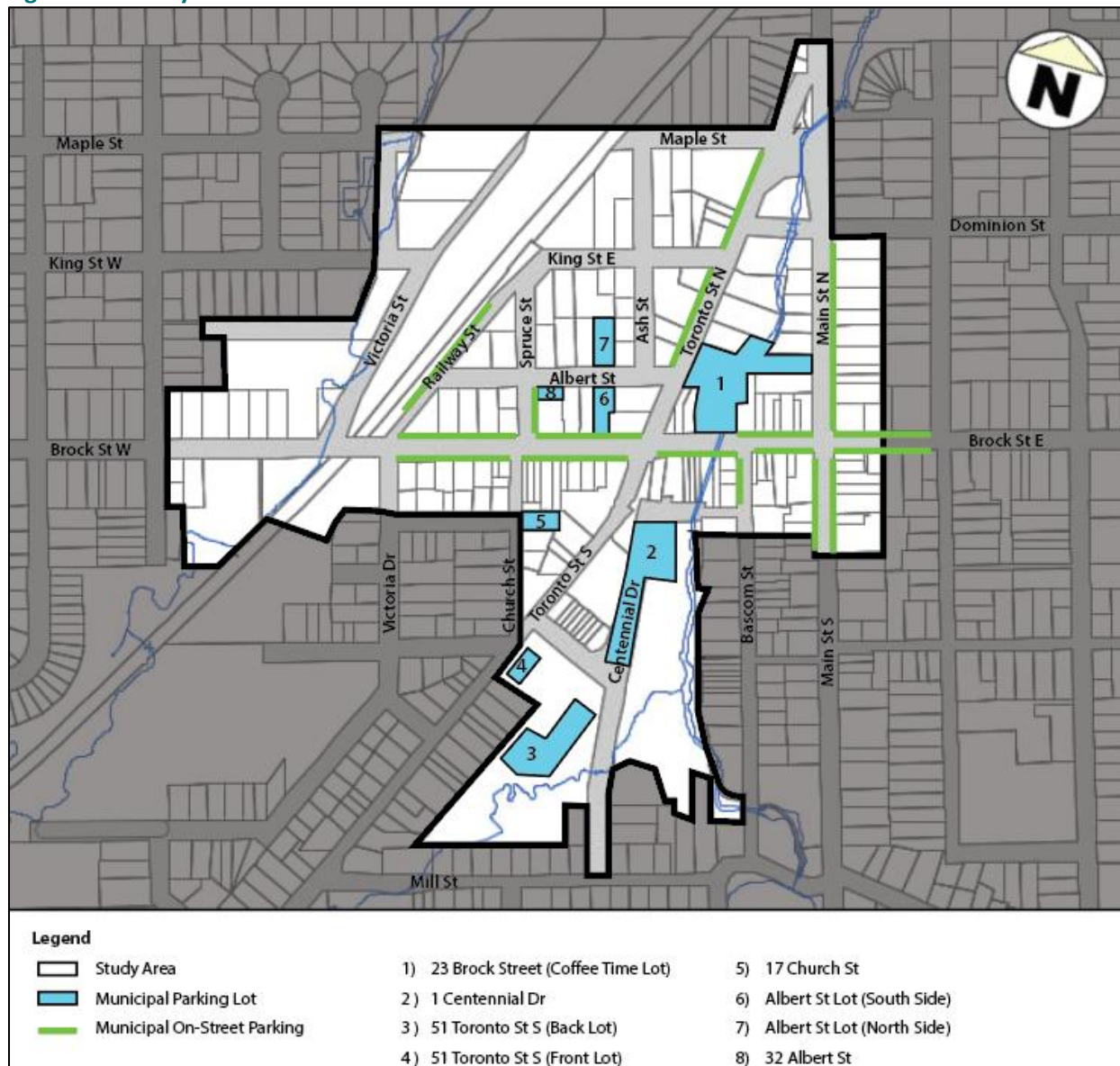
- Reviewed funding for parking-related capital projects (development charges, cash-in-lieu payment).

## 1.2 STUDY AREA

The Parking Strategy Study focuses on the Township of Uxbridge's Downtown Revitalization Area. On-street parking along Brock Street, Main Street, Bascom Street, Toronto Street, Spruce Street, and Railway Street, along with eight (8) municipal lots throughout the Downtown Revitalization Area are captured within the study limits. The study area is illustrated in **Figure 1-1**.



Figure 1-1: Study Area



## 2 BACKGROUND PLANNING & POLICY REVIEW

A review of provincial and municipal planning and policy documents was conducted to provide a greater understanding of the Township of Uxbridge's transportation and parking landscape. Through this examination, general and area-specific transportation goals, parking policy directions, and parking demand within the Township of Uxbridge were identified.

The policy review was subsequently used to identify current challenges, deficiencies in parking policies, and opportunities to optimize parking and enhance parking management.

### 2.1 PROVINCIAL POLICY REVIEW

#### 2.1.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) outlines the Ontario government's policies on land use planning and provides direction in ensuring the development of healthy and sustainable communities with a thriving economy. Under Section 3 of the Planning Act, all decisions affecting land use planning matters "shall be consistent with" the PPS.

The PPS includes policies that guide the development of transportation systems within the province (Section 3.2). According to the PPS, transportation systems should be designed to address projected needs, and support the use of zero and low-emission vehicles. This can be further supported through the use of transportation demand strategies to promote the efficient use of existing and planned transportation infrastructure.

Moreover, intensification and a mix of uses should be encouraged to minimize the length and number of vehicle trips and support the current and future use of transit and active transportation. Connectivity between transportation systems and modes including transit and active transportation is encouraged by the PPS to create an effective multimodal transportation system.

### 2.2 REGIONAL POLICY REVIEW

#### 2.2.1 Envision Durham Regional Official Plan (2024)

The Envision Durham Regional Official Plan was approved on December 13, 2024. The Regional Official Plan provides a comprehensive land use policy framework to guide growth and development within the Region up to the year 2051. This Plan provides a range of policies to meet the objectives of the region, including policies to promote Transportation Demand Management, and intensifying strategic growth areas.

**Section 8.3.4** states that the Region's policy is to encourage municipalities to implement parking management policies and zoning by-laws, in consultation with the Region and relevant agencies, to support the application of Transportation Demand Management (TDM) measures such as:

- a) minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;
- b) shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend and monthly basis;
- c) on-street parking requirements;

- d) site designs that orient main building entrances to face the public street, provides a pedestrian-friendly urban form and discourages the placement of surface parking spaces between the main building entrance and the major street, where appropriate;
- e) the design of surface parking lots to enable further development; and
- f) preferential locations for carpooling and car-sharing spaces and bicycle storage requirements.

**Section 3.3.4** the Regional Official Plan also states that municipal official plans and secondary plans must also include the parking management policies and standards listed above. In addition, the Regional Official Plan includes policies related to supporting bicycle parking and EV charging infrastructure. Key policies include:

#### **Bicycle Parking**

- 3.2.11 d) encourage new developments to support active transportation by providing safe and sheltered bicycle parking and storage.
- 3.2.18 b) encourage area municipalities to include sustainable design elements, exterior sustainable design, landscaping, permeable paving materials, bicycle parking, bird-friendly design, electric vehicle charging and street furniture through the site plan approval process.
- 5.2.23 I, iii) require area municipal official plans to include detailed policies for each Protected Major transit Station Area, which will include adequate and secure long-term and short-term bicycle parking and end-of-trip facilities.
- 8.2.8 c) encourage area municipalities to enhance active transportation environments, and to ensure that bicycle parking is incorporated into new developments and existing public facilities.

#### **EV Charging**

- 3.2.6 a) promote the uptake of zero-emission, hybrid or alternative fuel vehicles through the pre-installation of electric vehicle charging conduits and/or the provision of public charging infrastructure on Regional and area municipal owned properties.
- 3.2.11 a) encourage new developments to include electric vehicle charging facilities, or at a minimum, pre-install conduits and other infrastructure to support future charging facilities.

#### **2.2.2 Durham Region Transportation Master Plan (2017)**

The Durham Region Transportation Master Plan (TMP) is a strategic planning document used to manage anticipated transportation demands to the year 2031 and beyond. The Regional TMP focuses on all modes of transportation, including walking, cycling, public transit, autos and goods movement. The TMP outlines several goals and recommended actions to support its implementation. Notably actions it pertains to parking and active transportation include:

- Goal 42: Collaborate with area municipalities to explore the feasibility of providing secure bicycle parking at major hubs and public bike share systems where local interest is expressed.
- Goal 79: Create a TDM-supportive development strategy that would require new developments to support transit, active transportation and carpooling. Actions include reviewing and updating zoning by-laws and development agreement checklists.

- Goal 80: Create guidelines that support a Regional parking strategy for strategic nodes and corridors. Actions could include amendments to zoning by-laws (e.g., to reduce parking minimums, set maximums and allow shared parking).

## 2.3 LOCAL POLICY REVIEW

### 2.3.1 Township of Uxbridge Official Plan 2014/Uxbridge Urban Area Secondary Plan

The Township of Uxbridge Official Plan outlines the community's vision for the future and establishes land use and development guidelines for the Township. **Section 2** of the Township of Uxbridge Official Plan outlines policies for the Uxbridge Urban Area Secondary Plan. This section provides guidelines and land use policies pertaining to the development of the Urban Area, including guidelines for parking. Notably in **Section 2.4.4**, the Plan provides design guidelines for parking in gateway areas, including Brock Street, Toronto Street, Main Street North, and Reach Street. **Section 2.5.25**, provides land use policies specifically for the North and South sides of Brock St, ensuring their function as a gateway corridor. Policies pertaining to parking include having no parking areas located between the main building and the street.

**Section 2.6.6** discusses the Town's general plan for enhancing parking within the Township. **Section 2.6.6.1** discusses general parking requirements which states that the Township shall encourage the retention and expansion of on-street parking in areas where it does not impede the efficient flow of traffic. In an effort to alleviate the challenges of providing on-site parking in the Downtown area, especially in the Main Central Area, the Official Plan aims to provide flexible regulations and increase collaboration with business owners and operators to provide more efficient parking and support development.

In **Section 2.6.6.2**, the Secondary Plan states that the Town will collaborate with the Business Improvement Area and local businesses, either as part of the Downtown Vision and Action Plan or separately, to update parking studies and develop off-street parking programs using funds from sources such as cash-in-lieu payments. Additionally, the Township will encourage building owners or operators who cannot satisfy the Zoning By-law parking requirements to seek alternative off-street parking solutions through agreements with the Township. The Township will also consider agreements to accept cash-in-lieu of all or part of the Zoning By-law parking requirements and may allow reduced parking standards for new developments, provided these do not significantly worsen the parking shortage or where common parking facilities or additional on-street parking spaces are available. Furthermore, **Section 2.6.6.3** states that the Township may permit the temporary use of vacant lands for off-street parking to overcome any existing parking shortages. This authorization requires that the temporary use of the vacant lands for off-street parking will not negatively impact nearby residential neighbourhoods or create any constraints for pedestrian or vehicular traffic.

### 2.3.2 Township of Uxbridge Downtown Community Improvement Plan (June 2022)

The Township adopted By-law 2009-145 to establish a Downtown Uxbridge Community Improvement Area and adopt a supporting Community Improvement Plan. Uxbridge recognizes their downtown area as a vibrant community that is rich in history. The Improvement Plan outlines a goal to ensure that traffic flow and parking within the Downtown embraces active transportation and minimizes the flow of heavy vehicles. The Plan's vision also includes the revitalization of Lower Brock to become part of a vibrant downtown that offers both residential and commercial opportunities and provides a sense of community with inclusion of a Town Square.



The Community Improvement Plan also aims to address several issues through financial incentive programs. For transportation and parking related improvements, financial incentive programs can be used to support the expansion of parking supply at strategic locations, improve the layout of existing parking lots on private lands, encourage the development of rear laneways and related parking, and create trails or other linkages as needed.

Examples of financial incentive programs include the Building Façade and Signage Improvement Grant Program which may provide grants for building, façade, and signage improvements, including enhancements for accessibility, parking, boulevards, and landscaping features. In addition, the Fee and Reduced Securities Equivalent Grant Program offers full or partial exemptions or one-time grants equivalent to certain Township fees to encourage development within the Downtown Uxbridge Community Improvement Project Area. This includes cash-in-lieu of parkland, cash-in-lieu of parking, development charges, building permit fees, and planning application fees.

### 2.3.3 Downtown Uxbridge Public Consultation Visualization Report (2021)

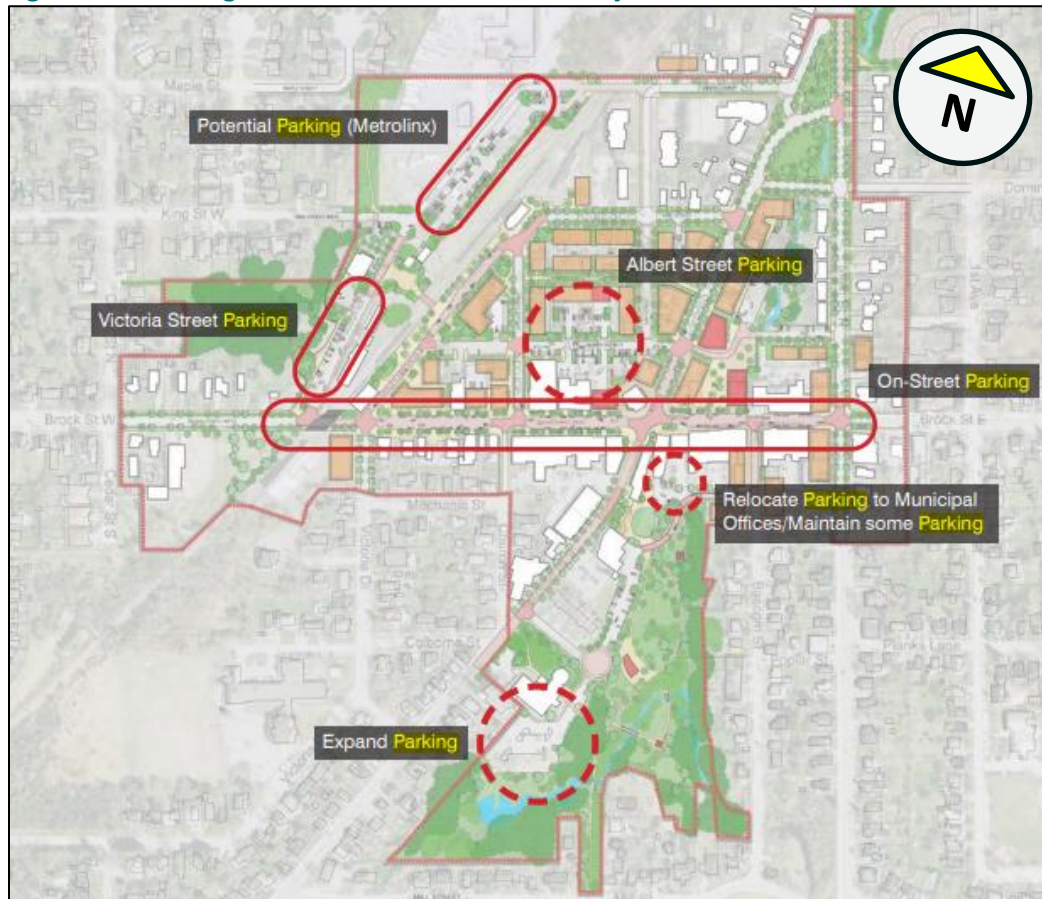
The Uxbridge Downtown Revitalization Project (UDRP) was launched in August of 2020 to develop a long-term vision for the downtown area. As part of Stage 2 of the project, The Planning Partnership (TPP) was retained by the Township of Uxbridge to assist with the Initial and final Design of a Visualization Plan. The purpose of the visualization exercise was to create a visual plan to demonstrate the vision for the Downtown and set key directions for future detailed planning and development. The work resulted in the identification of three (3) districts for the revitalization project: the Brock Street District, the Civic /Cultural District, and the Heritage Railway District.

The Brock Street District encompasses majority of the study area. A notable recommendation from the UDRP is the development of a new Town Square at Brock Street & Toronto Street, which would replace the existing off-street municipal lot (Coffee Time lot). While it is recognized that parking is important to the function of the downtown area, the Visualization Report notes that parking should not dominate the character of the main commercial street(s). As such, to better accommodate parking and create a more comfortable pedestrian environment, Section 3 of the Visualization Report outlines the UDRP team's recommended parking strategy which includes 12 key actions aimed at creating a more accessible, pedestrian-friendly downtown.

Key recommendations from Section 3 include replacing angled parking on Brock Street with parallel parking and relocating parking behind buildings, focusing parking along Albert Street to increase the vibrancy of Brock, Toronto, King, and Railway Streets. Furthermore, to enhance the pedestrian realm, the UDRP team suggests shifting some parking from Centennial Park to the Municipal Offices and organizing parking along Victoria Street to allow for more green space and walkways.

Other parking-related recommendations include exploring opportunities for a parking lot on Upper Brock Street, promoting shared use of private off-street parking, redesigning current parking layouts to maximize parking, partnering with Metrolinx and developers to secure public parking with the redevelopment of larger parcels, identifying areas for temporary/event parking, and enhancing wayfinding and signage to existing parking facilities. **Figure 2-1** illustrates the parking-related recommendations of the UDRP.

**Figure 2-1: Uxbridge Downtown Revitalization Project**



Source: TPP Downtown Uxbridge Public Consultation and Visualization Report, 2021

### 2.3.4 Downtown Revitalization Strategic Plan & Action Plan (March 2022)

The Township of Uxbridge's Downtown Revitalization Strategic Plan & Action Plan is the resulting deliverable from Stage 3 of the Uxbridge Downtown Revitalization Project. The Action Plan presents the strategic direction to facilitate redevelopment of the Downtown and outlines the four (4) main goals to achieve its vision:

- **Goal #1:** Committed leadership for the Uxbridge Downtown Revitalization Strategic Goals and Action Plan.
- **Goal #2:** Lower Brock will become part of a vibrant downtown that offers both residential and commercial opportunities, preserves our heritage buildings and provides a sense of community with the inclusion of a Town Square.
- **Goal #3:** Establish a downtown that is pedestrian focused, and that actively supports inclusion and accessibility.
- **Goal #4:** Create a downtown that incorporates the Brock Street District, the Civic Cultural District, and the heritage Railway District into a cohesive downtown that is recognized as a year-round destination for residents and tourists.

A key action as part of Goal #2 is the creation of a permanent downtown Town Square in conjunction with the redevelopment of the Township's 23 Brock Street property which would replace the existing municipal off-street lot.

A key action as part of Goal #3 is to undertake parking study(s) to plan for future intensification in the Downtown and incorporate TPP's recommendations from Stage 2 into a parking strategy. Notably, the Action Plan recommends replacing angled parking on Brock Street with parallel parking for greater street consistency, pedestrian safety, and additional streetscape space. It is understood that this recommendation was identified as having high priority. Other recommendations from Stage 2 of the UDRP include ensuring appropriate accessible parking, bicycle parking, and EV charging stations throughout Downtown, along with improved wayfinding and signage to guide visitors to public parking, nearby amenities, and walking distances. Maps showing the walking distance and directions to public parking, and retail parking should also be considered to further support the parking environment.

### 2.3.5 Uxbridge Strategic Plan 2023-2026

The Uxbridge Strategic Plan 2023-2026 focuses on the long-term economic development and social well-being of the downtown area. This plan lists a series of objectives that align with the Township's vision statement, including enhancing partnerships with various stakeholders, improving community accessibility and safety, and identifying opportunities to enhance community facilities and active transportation. These objectives align with the Town's vision of fostering a vibrant and livable community. Although this Plan is not directly related to the development of parking policy recommendations, the Uxbridge Strategic Plan aligns with the same objectives of the Community Improvement Plan and Official Plan to collaborate with building owners and operators and use municipal property and assets to help revitalize the downtown area.

### 2.3.6 Development charges background study (2024)

The Town of Uxbridge completed a Development Charges Background Study in 2024 which provides the basis to update the Township's Development Charges to address the servicing needs of future development. The Development-Related Capital Program outlines planned services over a 10-year period (2024–2033). The gross costs amount to \$67.48 million after grants and subsidies, and \$25.64 million of this is eligible for recovery through development charges. The study indicates that the road-related capital costs would total to \$14.91 million, which includes the development of roadwork, sidewalks, streetlights, bridges, active transportation, and other growth-related projects. No dedicated funding is allocated for parking-related projects in the Background study or DC Bylaw. However, it is mentioned that parking is included in the DC calculations for Parkland Development. Development charge rates are set according to the rules of the Development Charges Act (DCA). A township-wide uniform cost recovery approach is used to calculate development charges for all services.

## 2.4 DURHAM REGION TRAFFIC BY-LAW

### 2.4.1 Consolidated Traffic By-law 03-2021

By-law 03-2021 consolidates the regulation of traffic and parking on highways under the jurisdiction of the Region of Durham including provisions for parking, stopping, and standing. Of note, Brock Street and Main Street are under the jurisdiction of the Region.

### Accessible Parking Regulations

Section 3 of By-law 03-2021 regulates accessible parking along Regional highways. Per Section 3.1, where official signs are displayed, the highways or portions listed in **Schedule XXII** are designated as accessible parking spaces. Within the study area, accessible parking spaces exist along Regional Road 8 (Brock Street) between Regional Highway 47 (Toronto Street) and Centre Road on either side of the road, and Regional Road 1 (Main Street) between Regional Road 8 (Reach Street) and North Street on either side of the road.

Per Section 3.2, no person shall park, stand, or stop a vehicle in a designated parking space, or benefit from an exemption under this by-law, unless a valid permit is issued and displayed on or in the vehicle in accordance with the Highway Traffic Act and this by-law.

### Stopping and Parking Regulations

Section 4 of By-law 03-2021 outlines regulations regarding stopping and on-street parking offences. No person shall park or stop a vehicle on any highway except for where there is a curb, with the vehicle's wheels parallel and within 0.15 meters of the curb, or where there is no curb, with the wheels as close to the limit of the highway as practicable without obstructing sidewalks, footpaths, or boulevards (Section 4.1 and 4.2). Of note, Sections 4.1 and 4.2 do not apply where angle parking is permitted (Section 4.3).

Per Section 4.5, no person shall stop a vehicle in the following locations: on or over a sidewalk or footpath; within an intersection or crosswalk; within 10 meters of a crosswalk; in a manner that interferes with traffic movement, snow clearing, or highway cleaning; alongside a stopped or parked vehicle; on bridges, elevated structures, tunnels, or underpasses; on median strips or adjacent areas; near excavations or obstructions that impede traffic flow; or within a roundabout (Section 4.5).

As for parking on Regional highways, no person shall park any vehicle on any highway in the following situations: within 6 meters of a driveway on roads with speed limits over 50 km/h; within 2 meters of a driveway on roads with speed limits of 50 km/h or less; near a fire hydrant; within 10 meters of an intersection; for displaying the vehicle for sale; for washing, greasing, or repairing the vehicle (except in emergencies); near railway crossings; obstructing other parked vehicles; for longer than 3 hours unless indicated by signs; between 3AM and 6AM from December 1st to April 1st; on or over boulevards unless improved for parking; on narrow two-way roads; opposite another parked vehicle on narrow roads; or within intersections, including roundabouts (Section 4.6).

Where official signs are displayed, no person shall stop any vehicle on a highway within 30 meters in advance of, and 15 meters beyond, a pedestrian crossover; adjacent to a school; within 30 meters of a Regional road on an intersecting highway; within 60 meters of an intersecting highway on the Regional road; or within 60 meters of the yield line of a roundabout (Section 4.9). Additionally, no person shall park any vehicle within these same distances, near public entrances to buildings, adjacent to fire halls, parks, playgrounds, within cul-de-sacs, or at the end of dead-end highways (Section 4.10). Of note, these restrictions do not permit stopping or parking where otherwise prohibited (Section 4.11).

### Parking Restrictions on Certain Highways

As per Section 6 of by-law 03-2021, where official signs are displayed, no person shall park a vehicle on a highway at the side and between the limits set out in **Schedule II** during the prohibited times or days. Within the study area, parking is prohibited along Regional Road 1 (Main Street) between Regional Road 8 (Reach Street) and Plank's Lane, between Regional Highway 47 (Brock Street) and 45 meters north of North Street, and between Toronto Street and 15 meters north of Harvey Street, prohibited at all times.

Similarly, no person shall park a vehicle on a highway at the side and between the limits set out in **Schedule III** during the prohibited times or days listed for longer than the period specified. Within the study area,



parking is prohibited beyond a maximum of two (2) hours along Regional Road 1 (Main Street) between Plank's Lane and Regional Highway 47 (Brock Street) and between Regional Highway 47 (Brock Street) and Toronto Street. Similarly, parking is prohibited beyond a maximum of two (2) hours Regional Road 8 (Brock Street) between Victoria Drive and Regional Highway 47 (Toronto Street) and between Railway Street and Regional Highway 47 (Toronto Street).

### Angle Parking

As per Section 8 of by-law 03-2021, where official signs to that effect are displayed, angle parking is permitted on Regional highways at the sides and between the limits set out respectively in **Schedule V** (Section 8.1). Within the study area, angled parking is permitted along Regional Road 8 (Brock Street) between Railway Street and Spruce Street and between Spruce Street and Regional Highway 47 (Toronto Street).

Where angle parking spaces are designated by painted lines, no person shall park a vehicle except entirely within the designated space (Section 8.2). Where angle parking is permitted but not designated by lines, vehicles must be parked at an angle between 40 and 50 degrees from the curb or edge of the roadway, with the front end of the vehicle at the curb or edge (Section 8.3).

## 2.5 TOWNSHIP OF UXBRIDGE ZONING BY-LAW STANDARDS

### 2.5.1 Consolidated Traffic By-law 2013-184

By-law 2013-184 consolidates the Traffic/Parking and Use of Highway Regulations to manage the use of highways as well as on-street and off-street parking in the Township of Uxbridge including provisions for parking, stopping, and standing.

#### Parking Offences

Section 5 of By-law 2013-184 outlines regulations regarding on-street parking offences. No person shall park a vehicle on any roadway between the hours of 2AM and 7AM between November 1<sup>st</sup> in any year until April 1<sup>st</sup> of the following year (Section 5.1(n)). Section 14.3 further confirms that where official signs to that effect are displayed, no person shall park a vehicle on any highway during periods of snow removal.

Per Section 5.2, no person shall park a vehicle immediately adjacent to a park or playground, or between hours and days set in official signs adjacent to a school (Section 5.2 (a & d)). However, a person may obtain a valid Township Parking Permit that exempts these regulations. Furthermore, unless otherwise displayed, no person shall park a vehicle on any roadway in excess of three (3) hours (Section 5.1(i)).

#### Parking Restriction and Prohibitions

Section 14 sets restrictions on parking a vehicle on any highway at the side and between the limits set out in Schedule "II" of By-law 2013-184. Designated no parking locations have been identified in the study area as illustrated in **Table 2-1**.

Table 2-1: No Parking Locations within Study Area (Schedule II - By-law 2013-184)

Road	Side	Between	Prohibited Times or Days
Toronto Street North	West	Brock Street to Albert Street	Any time
	East	Brock Street to south entrance of municipal lot; north entrance of municipal parking lot to intersection of Main Street & Toronto Street	Any time

Road	Side	Between	Prohibited Times or Days
Ash Street	East	Albert Street to Maple Street	Any time
Spruce Street	West	Railway Street and Albert Street; Albert Street south 21.8m	Any time
Spruce Street	East	30m north of Brock Street to Railway Street	Any time
Dominion Street	Both	West end of bridge and Main Street N	At all times
Victoria Drive	West	Peel Street to a point 57m south (southwest corner of school)	8:50-9:00AM AND 3:30-3:45PM
Victoria Drive	East	#97 Victoria Drive and Toronto Street S	8:00AM to 7:00PM Monday to Friday
Victoria Drive	Both	Brock Street to Mechanic Street	Any time
Centennial Park Drive	Both	60m south of library on west side of road; 20m along east side of road just north of municipal parking lot (along curve in road)	At all times
Albert Street	North	Toronto Street N to Railway Street	Any time
Bascom Street	East	Brock Street E to Mill Street	Any time
Church Street	East	Brock Street to Toronto Street South	Any time

### On- and Off-Street Parking Time Limit Restrictions

Furthermore, several parking areas with restricted periods have been set out in Schedule “III” of By-law 2013-184 and areas that have been identified in the Downtown area are illustrated in **Table 2-2**. Of note, 3-hour time limits are instilled, unless otherwise posted, for most on and off-street parking.

Table 2-2: Parking and Restricted Periods (Schedule III - By-law 2013-184)

Road	Side	Between	Times or Days	Max. Time Permitted
Bascom Street	West	Brock St West to Centennial Park Drive	Everyday	2 hours

### Paid Parking Regulations

Per Section 6 of By-law 2013-184, paid parking is in effect in Permit Parking Zones, as defined in Schedule IV, where no person shall park in the recognized zones, unless the driver holds a valid Parking Permit, designated for the Permit Parking Zone and has registered and/or paid the prescribed fee as set out in the Township’s Fee’s By-law. People who have purchased a Parking Permit for the Downtown Permit Parking Area shall be given a color-coded tag to hang from the rear-view mirror and the tag shall display the license number of the vehicle for which it was issued (Section 6.3).

The Parking App (HotSpot) shall be maintained and made available for the Fields of Uxbridge Permit Parking Area, for the purpose of controlling and regulating the parking of any vehicle in such zone and measuring and recording the duration of such parking; on those streets, parts of streets and sides of streets and parking lots, named or described in Schedule IV parking shall be allowed for the time indicated on the Parking App (Section 6.4). It is also unlawful to permit a vehicle to remain parked in a parking space in the Permit Parking Zone for a period of time in excess of the time indicated as allowed by the Parking App. The driver of a vehicle who commits a breach of the provisions outlined in Section 6 of this By-law and the owner of the vehicle shall be guilty of an offence and shall be liable to the penalty under Section 30.1 of By-law 2013-184.

**Table 2-3** provides the permit parking zones within the study area, as identified by Schedule IV. Of note, there are other paid permit lots located outside of the study area intended for the use of the trailheads that have not been included below.

Table 2-3: Township Permit Parking Zones (Schedule IV - By-law 2013-184)

Municipal Parking Lot
Albert Street (By Permit Only – 5PM – 7AM)
Centennial Park Drive (By Permit Only – 5PM – 7AM)

It should be noted that Section 6.11 notes that Township, during any emergency or special circumstances deemed sufficient therefore, may by the use of appropriate signs or signals suspend the movement of any or all vehicular traffic on any street or portion thereof in the Paid Parking Zone and/or may suspend any or all parking thereon by authorizing the affixing of "No Parking" signs.

### Accessible Parking Regulations

Section 7 of By-law 2013-184 regulates accessible parking. The minimum number of designated accessible parking spaces required as per By-law 2013-184 are shown in **Table 2-4**.

Table 2-4: Minimum Accessible Parking Required (By-law 2013-184)

Total Number of Parking Spaces in a Lot	Number of Designated Parking Spaces to be Provided
1-50	1
51-100	2
101-150	3
201-400	4
401-800	5
800+	8 plus 1 for every additional 200 spaces

Each accessible parking space shall be provided in accordance with Section 7.7 of By-law 2013-184, where each parking space should have a minimum width of 4m and a minimum length of 5.3m. Accessible parking spaces should be located so sidewalks, paths or walkways will be accessible to disabled persons whether via ramps, aisles, depressed curbs, or other appropriate means without requiring a person to pass behind parked cars or cross a traffic lane.

Furthermore, as per Section 22 of By-law 2013-184, **Table 2-5** provides a list of roadways designated as Accessible Permit only parking spaces.

Table 2-5: Township Road Accessible Permit Parking spots (Schedule XV - By-law 2013-184)

Street	Locations for Designated Parking	Designated Person(s)
Bascom Street	West side between Brock Street East and Centennial Park Drive	Accessible Permit Only
Railway Street	West side between Albert Street and Brock Street	
Parkside Drive	West of Franklin in front of Uxpool	
Toronto Street North	West side between Albert Street and King Street	
First Avenue	West side between Dominion Street and Brock Street, directly in front of Trinity Manor	

### 2.5.2 Comprehensive Zoning By-law 81-19

Zoning By-law 81-19 implements policies of the Township of Uxbridge Official Plan. General parking provisions and off-street parking standards are provided in this By-law and include policies regarding the required supply and design of parking spaces.

## Parking Dimension Requirements

Parking space dimension requirements are provided in Section 1.119 of Zoning By-law 81-19. Each parking space should have a minimum width of 2.7m and a minimum length of 5.7m. Accessible parking space requirements are mandated by By-law 2013-184, as detailed above.

## Residential Parking Requirements

The minimum number of residential parking spaces required for new developments is indicated in Section 5.15 of Zoning By-law 81-19. The parking requirements for various residential developments are shown in **Table 2-6**. An exhaustive list of parking standards is provided in Section 5.15 of Zoning By-law 81-19.

Table 2-6: Zoning By-law Parking Requirements – Residential Uses

Residential Land Use	Minimum Parking Spaces Required
Apartment, Triplex, Fourplex or converted Dwelling House	1.50 parking spaces for each dwelling unit.
Boarding or Lodging House	1.0 parking space for each dwelling unit plus one parking space per guest room
Single Detached, Semi-Detached, Link, Duplex, Triplex and Row dwelling House (Approved after April 24, 2017)	2 parking spaces per Link, Duplex, Triplex and Row dwelling unit and 0.5 visitor parking spaces per row house dwelling unit
Senior Citizens' Housing	1.0 parking space for each two dwelling units or fraction thereof
Residential other than specified herein	1.0 parking space per dwelling unit.

## Non-Residential Parking Requirements

The minimum number of non-residential parking spaces required for new development is indicated in Section 5.15 of Zoning By-law 81-19, with notable requirements for common uses shown in **Table 2-7**. An exhaustive list of parking standards is provided in Section 5.15 of Zoning By-law 81-19.

Under a special parking provision for the General Commercial (C3) Zone, the required parking may be provided in another lot within 90 meters of the site. The by-law also requires that when a building accommodates more than one type of use, the required parking for the whole building shall be the sum of the requirements for the separate uses of the building occupied by the separate types of use.

Table 2-7: Zoning By-law Parking Requirements – Non-Residential Uses

Land Use	Minimum Parking Spaces Required
Shopping Plaza, Department Store, Food Supermarket	5.5 parking spaces for each 100 m <sup>2</sup> of leasable GFA
Eating Establishment, Tavern	1 parking space for each 9 m <sup>2</sup> of GFA, or 1 parking space for each 4 person or fraction thereof, legal capacity, whichever is greater.
Business and/or Professional Office, Financial Establishment, Retail Commercial Establishment, Personal Service Shop	1 parking space for each 20 m <sup>2</sup> of GFA

## Bicycle Parking Requirements

Quantitative bicycle parking standards are not listed in Zoning By-law 81-19. Of note, there are also currently no guidelines provided by the Township or the Region pertaining to bicycle parking standards.

### 2.5.3 Fees By-law 2023-011

By-law 2023-011 consolidates the Fees and Charges to establish the payment of fees in the Township of Uxbridge including cash-in-lieu of parking spaces.

#### Cash-in-Lieu of Parking Spaces

Per By-law 2023-011, a payment of \$3,000 (\$2,500/space plus \$500 of administrative fees) can be made by applicants in respect to a Cash-in-Lieu of a required parking spaces per the applicable Zoning By-law (81-19).



### 3 EXISTING PARKING CONDITIONS

To provide an understanding of the existing parking conditions within the Downtown Revitalization Area, a desktop review and parking inventory was undertaken of the existing parking supply and operations. This exercise was completed to establish the base conditions for parking within the existing policy framework and to confirm challenges and opportunities to be addressed by this study.

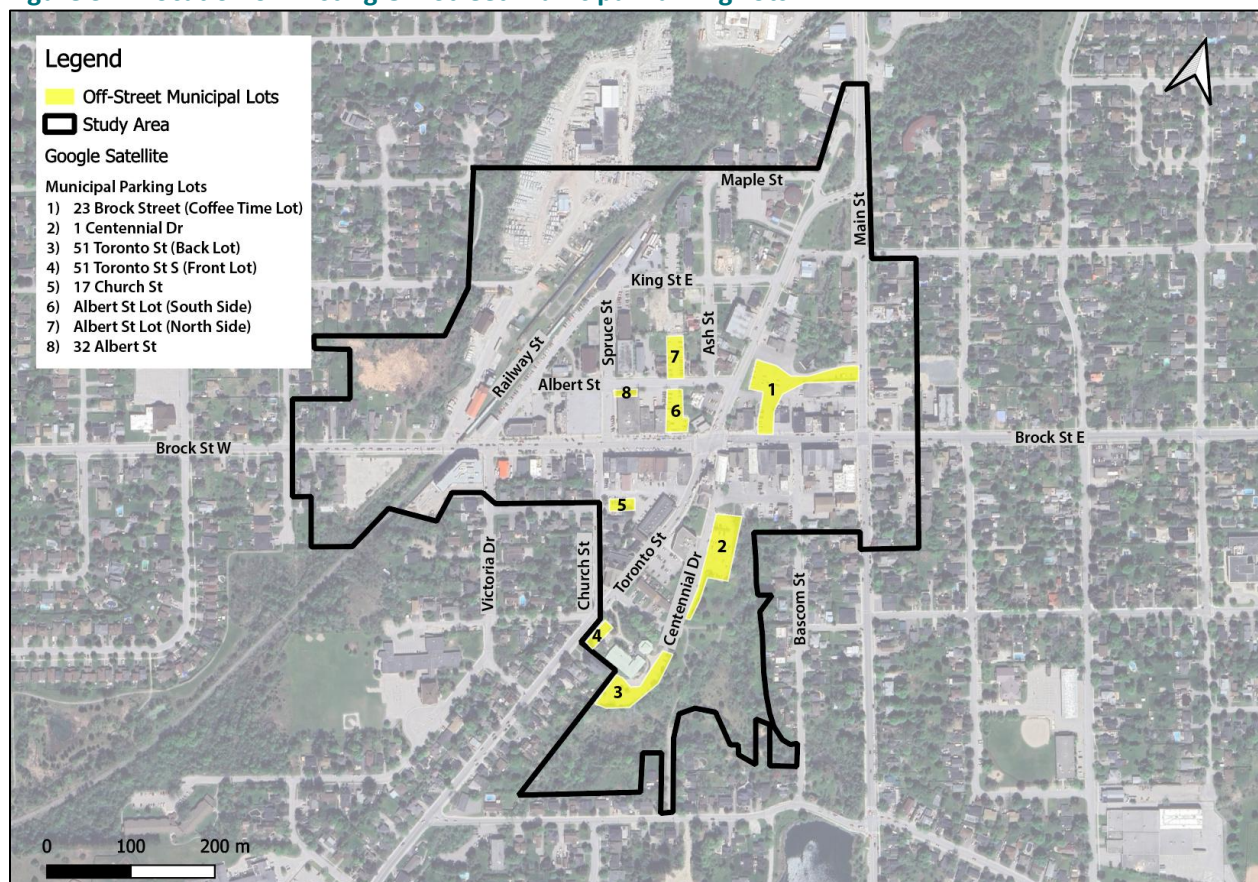
#### 3.1 PARKING ASSET MANAGEMENT REVIEW

Public parking is predominantly located within the Downtown Revitalization Area through a mixture of on-street parking and off-street municipal parking lots. The following section reviews the existing inventory of off- and on-street parking owned and operated by the Town in the study area.

##### 3.1.1 Municipal Off-Street Parking Lots

Several off-street municipal parking lots are available within the Downtown Revitalization Area to support the Township's businesses and recreational facilities. Eight (8) main off-street parking lots were identified within the study area. The existing municipal lots are illustrated in **Figure 3-1**.

**Figure 3-1: Location of Existing Off-Street Municipal Parking Lots**



Based on a site visit conducted by LEA, 307 spaces were counted across the eight (8) municipal parking lots. **Table 3-1** summarizes the existing parking supply including regular and accessible parking spaces

along with each lot's parking restrictions/permissions. All off-street municipal parking is free in the study area, with three (3) hours limits, unless otherwise posted. Overnight parking is permitted at the Centennial Park and Albert Street parking lots, for a monthly cost of \$20, with a minimum purchase of three (3) months.

Table 3-1: Off-Street Municipal Parking Inventory

Parking Lot	Supply (Spaces)			Parking Restrictions / Permissions
	Regular	Accessible	Total	
23 Brock Street (Coffee Time Lot)	67	4	71	<ul style="list-style-type: none"> <li>maximum 10 HR parking anytime; no overnight parking from Nov. 1 to Apr 30</li> </ul>
1 Centennial Drive	91	2	93	
51 Toronto Street S (Township Office – Back Lot)	43	1	44	<ul style="list-style-type: none"> <li>2 HR parking limit; no overnight parking</li> </ul>
51 Toronto Street S (Township Office – Front Lot)	12	2	14	
17 Church Street	16	1	17	<ul style="list-style-type: none"> <li>maximum 10 HR parking anytime; no overnight parking from Nov. 1 to Apr 30</li> </ul>
Albert Street (South Side)	32	1	33	<ul style="list-style-type: none"> <li>maximum 2 HR parking anytime; no overnight parking from Nov. 1 to Apr 30 &amp; CIBC client parking; 30-minute parking limit</li> </ul>
Albert Street (North Lot)	29	1	30	<ul style="list-style-type: none"> <li>maximum 10 HR parking anytime; no overnight parking from Nov. 1 to Apr 30</li> </ul>
32 Albert Street	5	-	5	<ul style="list-style-type: none"> <li>3 HR parking limit; no overnight parking</li> </ul>
<b>Total</b>	<b>295</b>	<b>12</b>	<b>307</b>	

Note: Overnight parking permits are offered at both the Centennial Park Lot and Albert St Lot (North Lot)  
No overnight parking is permitted from November 1st to April 30th (excluding overnight permit holders)

### 3.1.2 Private Off-Street Parking Lots

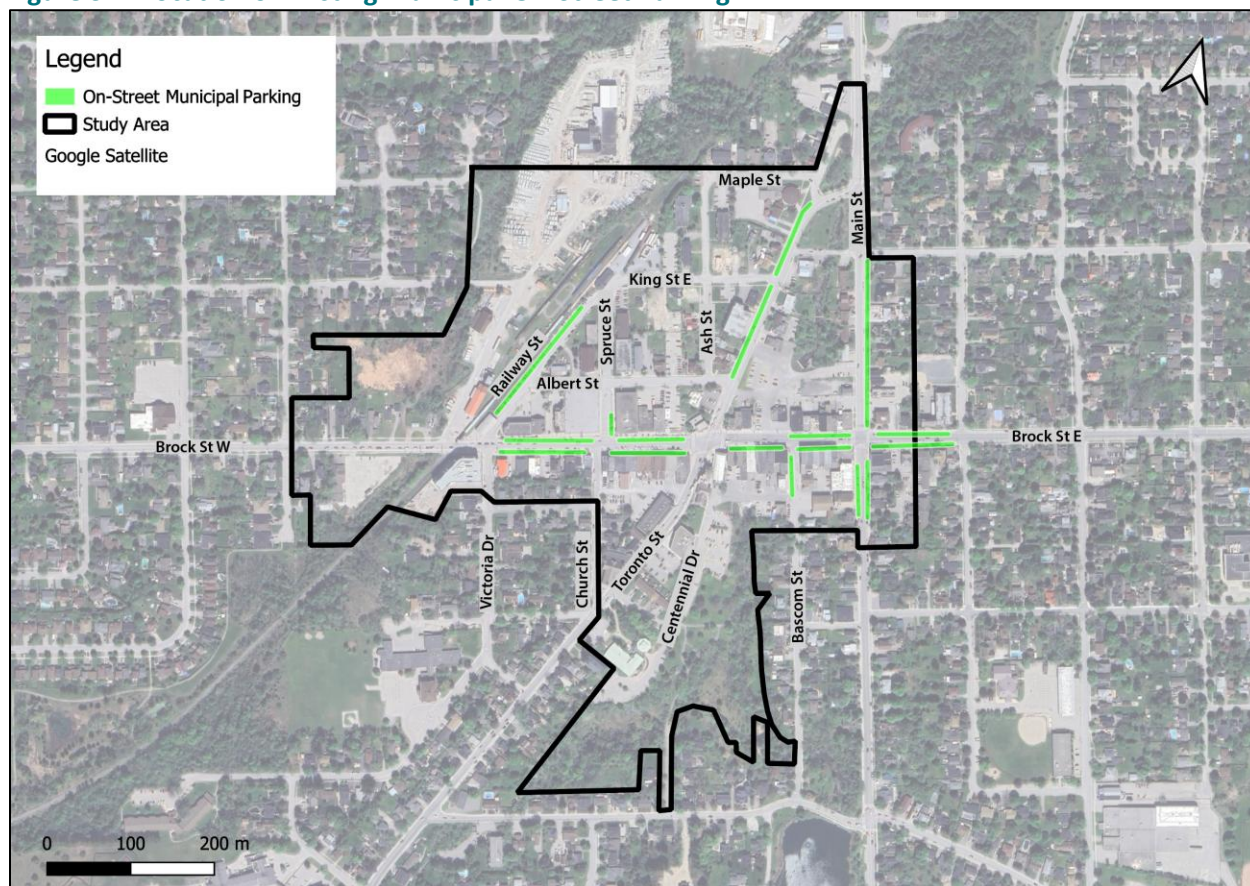
Several off-street private parking lots are available within the Downtown Revitalization Area to support the Township's businesses including commercial and retail uses. Based on a site visit conducted by LEA, 774 spaces, including 18 accessible spaces were counted across 51 lots. Detailed parking data can be found in **Appendix A**.

### 3.1.3 Municipal On-Street Parking

The location and supply of on-street municipal parking was documented along Brock Street, Main Street, Bascom Street, Toronto Street North, Spruce Street, and Railway Street. The on-street parking locations are illustrated in **Figure 3-2**.



Figure 3-2: Location of Existing Municipal On-Street Parking



Approximately 162 on-street spaces are provided across the Downtown Revitalization Area. **Table 3-2** summarizes the existing parking supply including regular and accessible parking spaces along with each street's parking restrictions/permissions. For all on-street parking, no person shall park a vehicle on any roadway between the hours of 2AM and 7AM between November 1<sup>st</sup> of any year until April 1<sup>st</sup> of the following year.

Table 3-2: On-Street Municipal Parking Inventory

Street	Section	Side of Street	Supply			Parking Restrictions / Permissions
			Regular (Angled)	Accessible (Angled)	Total	
North-South	Railway Street	Brock Street W to Spruce Street	E <sup>(1)</sup>	-	-	3 hours
			W	25	-	
	Spruce Street	Simcoe Street to Robert Street E	E	(6)	(1)	
			W <sup>(1)</sup>	-	-	
	Toronto Street	Brock Street W to Albert Street	E <sup>(1)</sup>	-	-	
			W	11	1	
	Bascom Street	Brock Street W to Centennial Drive	E <sup>(1)</sup>	-	-	2 hours
			W	6	1	
	Main Street N	Dominion Street to Brock Street E	E	16	-	
			W <sup>(1)</sup>	-	-	
			E	7	-	

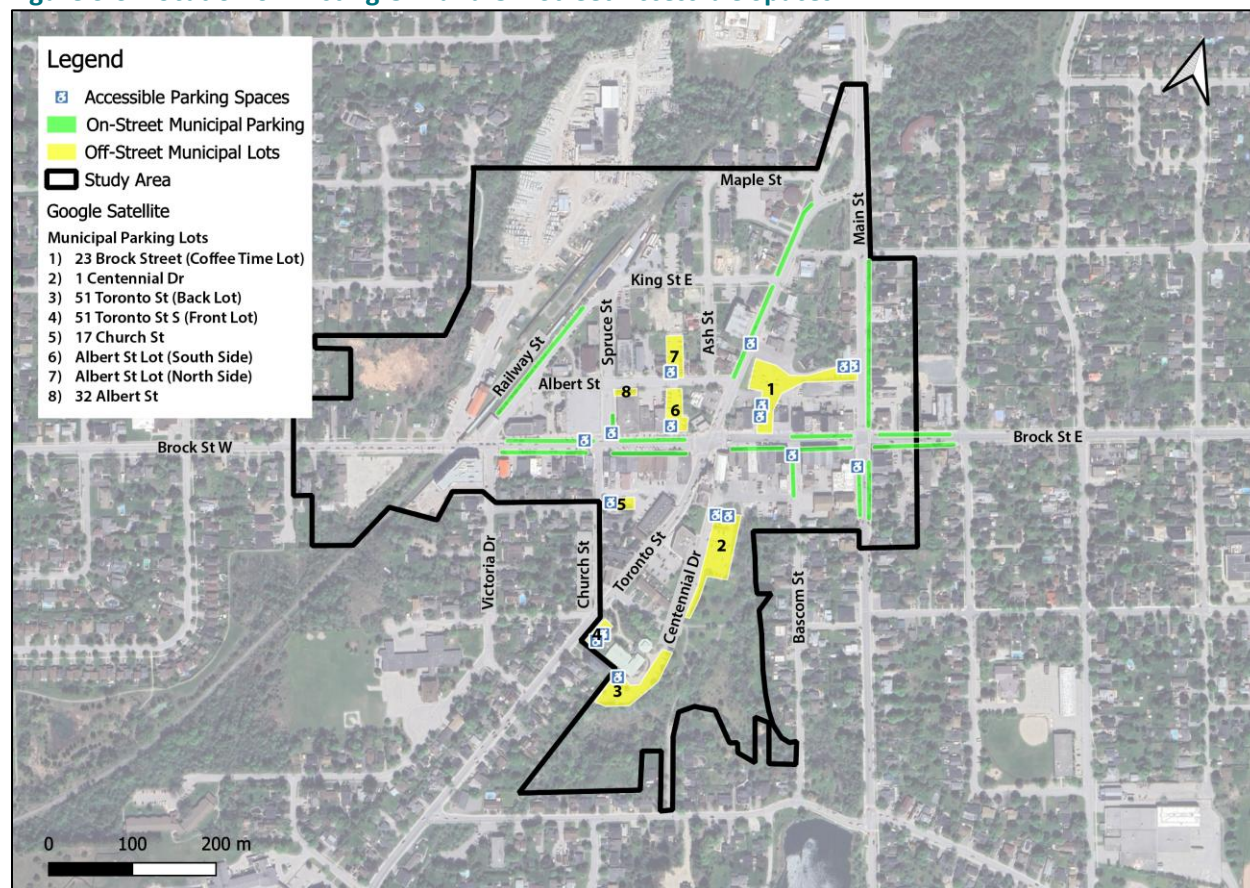
Street		Section	Side of Street	Supply			Parking Restrictions / Permissions
				Regular (Angled)	Accessible (Angled)	Total	
		Brock Street E to 16 Main Street S	W	4	1	5	
East-West	Brock Street E	Railway Street to 1 <sup>st</sup> Avenue	N	32 (5)	(1)	38	2 hours
			S	29 (16)	-	45	
Total				157	5	162	-

Note: (1) – No parking permitted on this side of the street

### 3.1.4 Municipal Accessible Parking

As detailed in **Table 3-1**, approximately 4% of the off-street parking supply is accessible. All municipal lots within the study area include at least 1 accessible parking space, with the exception of the 32 Albert Street parking lot. As detailed in **Table 3-2**, approximately 3% of the on-street parking supply is accessible. **Figure 3-3** illustrates the existing on- and off-street accessible parking supply.

**Figure 3-3: Location of Existing On- and Off-Street Accessible Spaces**



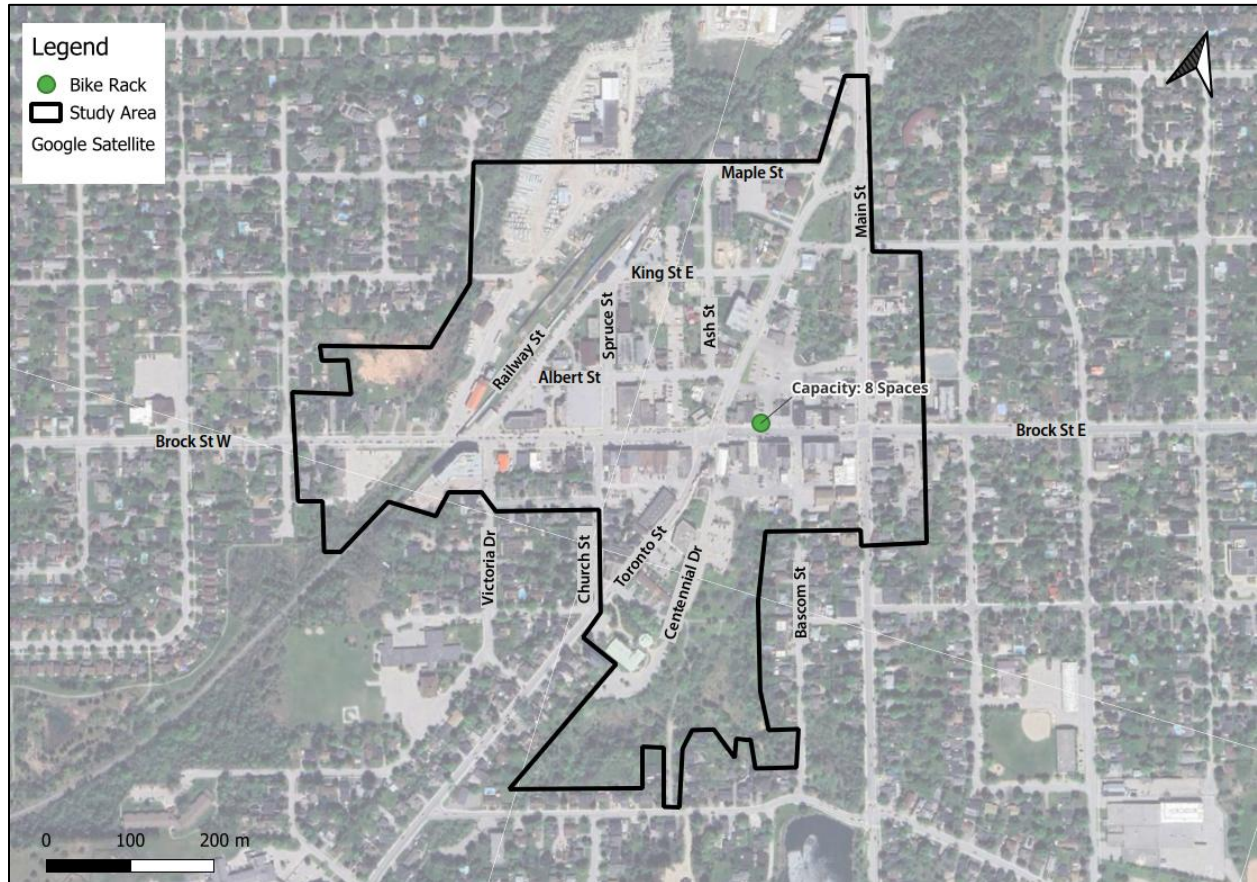
### 3.1.5 Municipal Bike Parking

There is currently a limited supply of publicly accessible bike parking facilities in the Downtown Revitalization Area. One (1) municipal bike rack with a capacity of eight (8) parking spaces is provided



along Brock Street, approximately 55m east of Toronto Street. A bike repair station equipped with tools is also provided adjacent to the bike rack. **Figure 3-4** illustrates the existing bike parking rack.

**Figure 3-4: Location of Existing Publicly Accessible Bike Parking Spaces**





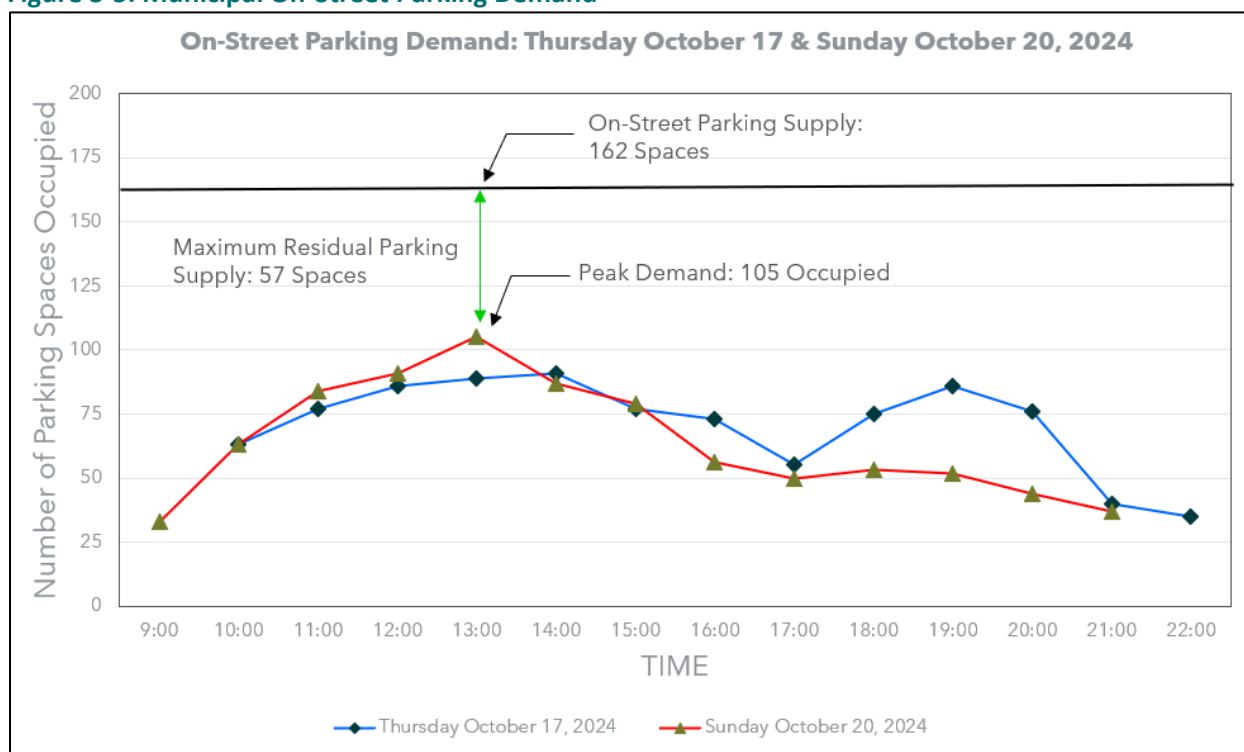
## 3.2 EXISTING PARKING UTILIZATION AND TRENDS

The following sections summarize the parking utilization survey results for on- and off-street municipal parking spaces. Surveys were conducted on two (2) days in mid-October 2024, specifically Thursday and Sunday. These specific days were selected based on direction from members of the Uxbridge Business Improvement Association (BIA) and to capture activity associated with the Uxbridge Farmers Market taking place on the surveyed Sunday. During each survey, a LEA staff member circulated parking areas, recording all vehicles parked on-site. Survey data was collected at 1-hour intervals. The peak demand for municipal parking was subsequently calculated. Key findings from the parking utilization surveys are summarized below. Supporting documents and data are provided in **Appendix A**.

### 3.2.1 Municipal On-Street Parking Demand

A summary of the observed on-street parking demand is illustrated in **Figure 3-5**. Detailed parking data can be found in **Appendix A**.

**Figure 3-5: Municipal On-Street Parking Demand**

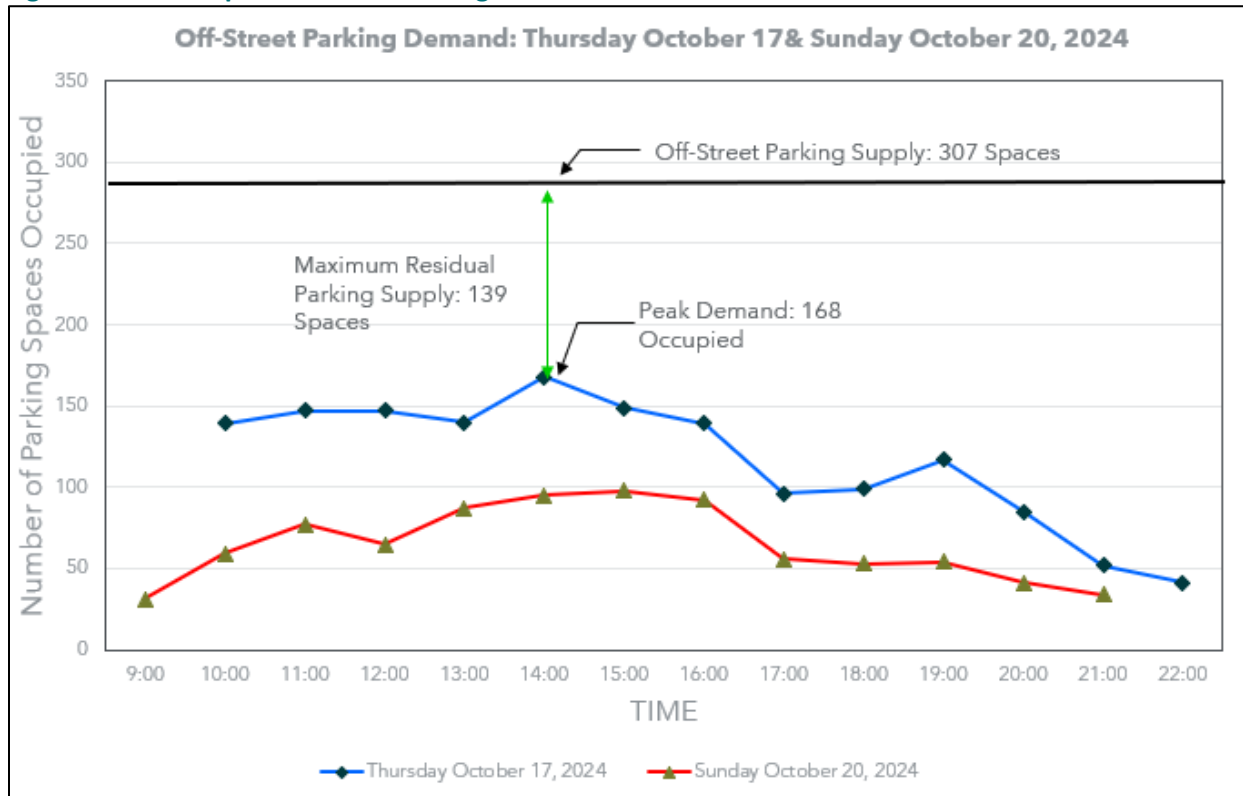


Peak parking demand for on-street parking was observed on Sunday October 20<sup>th</sup>, 2024 at 1:00 PM with 105 spaces occupied. During this time, the observed demand was lower than the available supply by 57 spaces. The observed peak utilization rate was 65%.

### 3.2.2 Municipal Off-Street Parking Demand

A summary of the observed off-street parking demand is illustrated in **Figure 3-6**. Detailed parking data can be found in **Appendix A**.

Figure 3-6: Municipal Off-Street Parking Demand

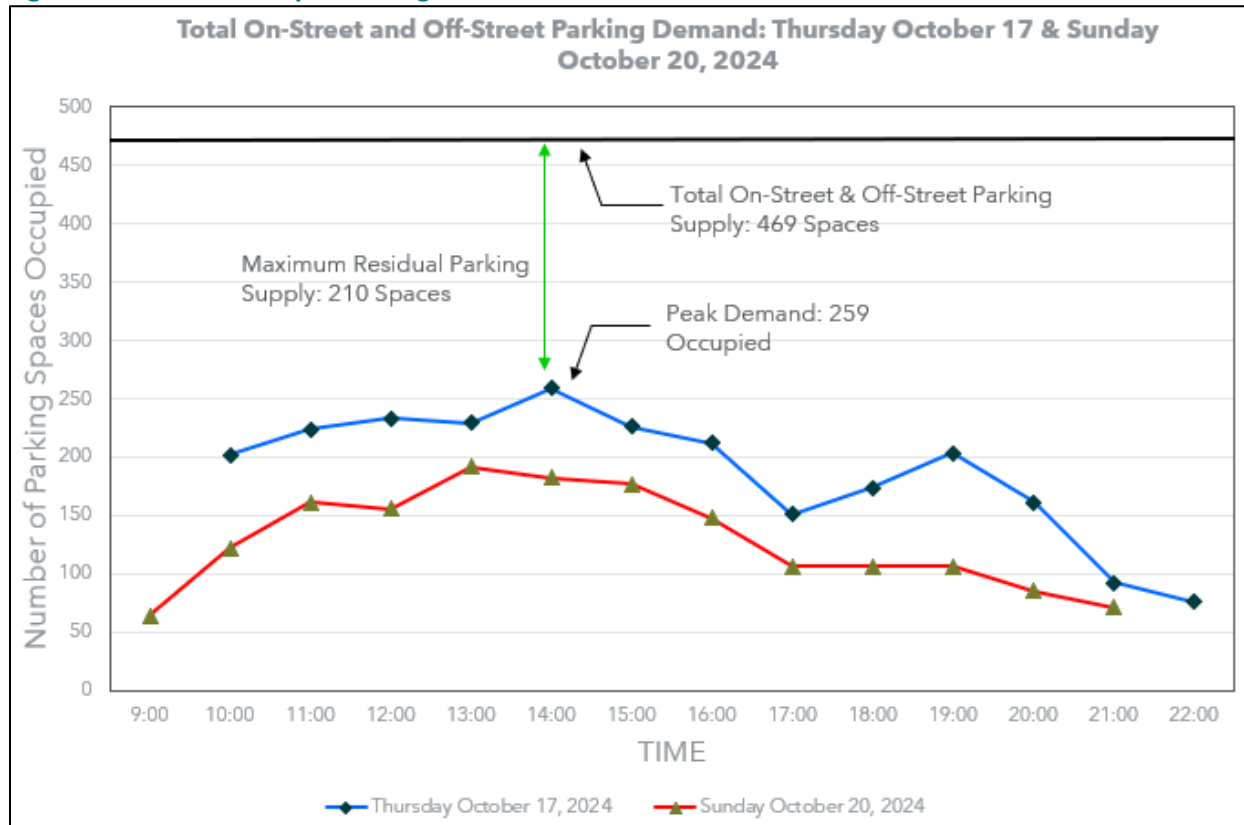


Peak parking demand for off-street parking was observed on Thursday October 17<sup>th</sup>, 2024 at 2:00 PM with 168 spaces occupied. During this time, the observed demand was lower than the available supply by 139 spaces. The observed peak utilization rate was 55%.

### 3.2.3 Municipal Total On- and Off-Street Parking Demand

A summary of the observed parking demand for all municipal parking spaces is illustrated in **Figure 3-7**.

Figure 3-7: Total Municipal Parking Demand



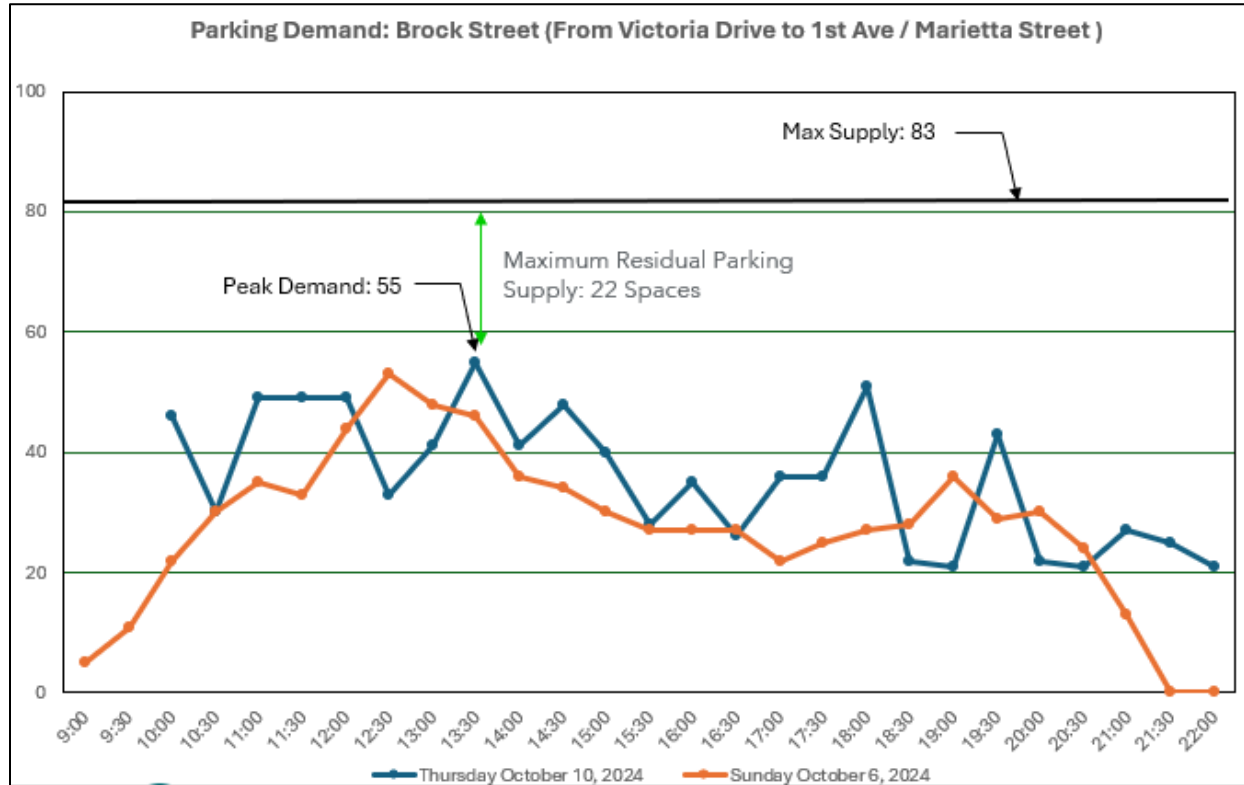
Peak parking demand for all municipal parking was observed on Thursday October 17<sup>th</sup>, 2024 at 2:00 PM with 259 spaces occupied. During this time, the observed demand was lower than the available supply by 210 spaces. The observed peak utilization rate was 55%.

Based on the observed peak parking demand, the existing Downtown Revitalization Area parking supply significantly exceeds typical parking demand for both on- and off-street parking locations. These findings indicate that there are opportunities to optimize and repurpose existing off-street lots for other uses. Further details on optimizing existing parking are provided in **Section 6.1.1**.

### 3.2.4 Parking Space Turnover Results

To determine whether users are abiding by the posted parking time limits and to understand parking turnover, partial license plates were recorded and monitored for parking spaces along Brock Street. A summary of the observed parking demand for on-street parking spaces along Brock Street is illustrated in **Figure 3-8**, while the turnover summary is provided in **Table 3-3**. Peak parking demand for parking spaces along Brock Street was observed on Thursday October 17<sup>th</sup>, 2024 at 1:30 PM with 55 spaces occupied. During this time, the observed demand was lower than the available supply by 22 spaces. The observed peak utilization rate was 66%.

Figure 3-8: Brock Street On-Street Parking Demand



Peak parking demand for parking spaces along Brock Street was observed on Thursday October 17<sup>th</sup>, 2024 at 1:30 PM with 55 spaces occupied. During this time, the observed demand was lower than the available supply by 22 spaces. The observed peak utilization rate was 66%.

Table 3-3: Brock Street Parking Space Turnover Summary

Parked Time	Sunday October 6, 2024		Thursday October 10, 2024	
	Counts	%	Counts	%
30 mins	126	45%	184	51%
1 Hour	60	21%	82	23%
1.5 Hour	35	12%	31	9%
2 Hours	23	8%	17	5%
Sum		86%	-	87%
2.5 Hours	12	4%	14	4%
3 Hours	7	2%	8	2%
3+ Hours	19	7%	23	6%
Sum		14%	-	13%

Based on the turnover results for on-street parking along Brock Street, 87% of vehicles were observed to abide by the 2-hour limit, while 13% were observed to stay beyond the time limit. These results indicate that most vehicles currently follow the permitted parking time limits.

### 3.3 PARKING MANAGEMENT AND ENFORCEMENT

Based on discussions with Township staff, key stakeholders, and members of Council, it is understood that parking enforcement is generally conducted on an ad-hoc basis and is typically reactive and complaint-driven. Enforcement officers are called to the location when parking infractions or violations are reported. It is also understood that Uxbridge residents and business owners are largely aware that enforcement is infrequent; given the lack of proactive enforcement, some vehicles are parked in the Downtown Revitalization Area for extended periods of time in violation of the prescribed time limits.

Having proactive enforcement year-round would provide a more consistent approach for the Township to help alleviate perceived pressures on parking demand, increase parking turnover and promote economic activity in the Downtown Revitalization Area, and increase revenue through ticketing to help offset the cost of additional enforcement. Additional details on parking management and enforcement recommendations are provided in **Section 6.2**.



## 4 PUBLIC AND STAKEHOLDER CONSULTATION

Public and stakeholder consultation was conducted throughout the study to introduce the public to the study's goals and objectives and allow community members to provide feedback on parking issues and their personal experiences.

The following sections provide an overview of the consultation undertaken and feedback received from members of the public and the Township's interest groups. Public consultation was undertaken through meetings with key stakeholders, a public online survey, and an in-person public meeting.

### 4.1 STAKEHOLDER ENGAGEMENT

Three (3) key stakeholders (Downtown Uxbridge BIA, Durham Region, Downtown Revitalization Committee) were consulted by LEA between September 2024 to January 2025 to get preliminary commentary on the existing conditions and desired guiding principles of the Parking Strategy Study. All meetings with the above-mentioned stakeholders groups were completed virtually. **Table 4-1** summarizes the comments and concerns from the key stakeholders.

Table 4-1: Summary of Comments or Concerns (Key Stakeholders)

Stakeholder	Date	Summary of Comments or Concerns
Downtown Uxbridge BIA	September 18, 2024, October 11, 2024 & January 27, 2025	<ul style="list-style-type: none"> <li>Concerns with reducing parking supply, especially at the 23 Brock Street (Coffee time) parking lot.</li> <li>Concerns with parking during the summer and seasonal events; event vendors want more parking instead of directing visitors to off-street lots further away.</li> <li>Parking stalls are small compared to other towns.</li> <li>The angled parking on Brock Street causes safety concerns when reversing onto a sloped hill.</li> <li>Perceived supply issues for on-street parking.</li> <li>Some individuals exceed the three-hour parking limit despite being aware of the restriction; this reduces parking availability for downtown visitors.</li> <li>Overnight on-street parking occurs in some areas.</li> <li>The committee supports reducing time limits to 1–2 hours on Brock Street to improve turnover, encouraging longer-term parking in off-street lots.</li> <li>Implementing paid parking could discourage local residents from parking downtown.</li> <li>Accessible parking is limited, and existing locations may be inconvenient for individuals with mobility challenges.</li> <li>There is openness to expanding bicycle parking given Uxbridge's bicycle culture.</li> <li>There is a significant presence of electric vehicles; the Township would benefit from dedicated electric vehicle charging stations.</li> <li>Delays in snow removal by the Region reduce parking availability and create challenges for angled parking.</li> </ul>
Durham Region	September 20, 2024 &	<ul style="list-style-type: none"> <li>Truck traffic is an issue, especially along Brock Street</li> <li>Angled Parking could be an issue for cyclists and seniors who have slower response times.</li> </ul>

Stakeholder	Date	Summary of Comments or Concerns
	January 31, 2025	<ul style="list-style-type: none"> <li>• Visibility concerns with angled parking on Brock Street.</li> <li>• The Region currently doesn't have short term plans for reconstruction of angled parking. Short term improvements can include signage to limit large vehicles.</li> <li>• Changing the angled parking to parallel parking would cause the loss of 8 spaces. This could lead to slower traffic from parallel maneuvering. As there are no supply issues, suggested parking spaces on the steepest slope could also be removed.</li> <li>• Suggested adding EV charging stations in off-street lots and side streets, likely to add 2-3 EV charging spots in Centennial. Should avoid adding to Brock and Main Street since it takes up boulevard space and has long charge times.</li> <li>• Suggested showing municipal lots on Google Maps.</li> </ul>
Downtown Revitalization Committee	October 11, 2024, October 28, 2024, & January 27, 2025	<ul style="list-style-type: none"> <li>• Angled parking is listed in the strategic action plan as a medium to high priority improvement; large trucks/cars extend into the roadway causing safety issues</li> <li>• Suggested EV parking on Albert Street</li> <li>• Suggested to consider Hot Spot paid parking</li> </ul>

## 4.2 ONLINE SURVEY

An online survey was launched using SurveyMonkey™ and posted on the Township's website and advertised through several media outlets. The survey ran for four (4) weeks in October 2024. The online survey aimed to gain a better understanding of the parking experiences of residents, businesses, and visitors in Downtown Uxbridge, and identify parking issues and concerns. Topics discussed in the online surveys are shown in **Table 4-2**.

Table 4-2: Online Survey Topics

Parking Topics Discussed	Parking Initiatives Discussed
<ul style="list-style-type: none"> <li>• Parking Demand &amp; Utilization</li> <li>• Parking Accessibility &amp; Utilization</li> <li>• Angled Parking on Brock Street</li> <li>• Overnight Parking</li> <li>• Signage &amp; Wayfinding</li> </ul>	<ul style="list-style-type: none"> <li>• 15-minute parking on Brock Street</li> <li>• Paid Parking</li> <li>• Active transportation improvements</li> <li>• Parking Challenges &amp; Improvements</li> </ul>

The online survey had a total of 207 responses. The survey results are summarized below; a detailed summary of the online survey results is provided in **Appendix B**. Key survey findings include:

- **Parking Demand & Utilization:** The majority of respondents park in public on-street parking spaces (66%), followed by public off-street parking spaces (25%). 28% of respondents indicated difficulties with finding parking spaces, while 23% of respondents indicated occasional difficulties. Overall, the majority of respondents park for less than 1 hour (54%), followed by 1-2 hours (28%). Less than 10% of respondents park in Downtown for more than 3 hours. The majority of respondents believe that the existing 2-hour time limit for on-street parking, and 3-hour time limit for off-street parking is sufficient (75% and 65%, respectively).

- ▶ **Parking Accessibility & Location:** The majority of respondents typically park less than 1 minute away from their destination (51%) followed by 2-3 minutes away (38%). 49% of respondents indicated that they are willing to walk 2-3 minutes to their destination, while 35% of respondents indicated they are willing to walk 4-5 minutes. The majority of respondents indicated that they do not have any mobility challenges that would require them to park close to their destination (83%).
- ▶ **15-minute Parking on Brock Street:** Mixed responses were received when asked about converting spaces along Brock Street and Main Street to 15-minute parking. Approximately half of respondents indicated they were unsupportive of this idea (18% somewhat unsupportive, 31% very unsupportive). 15% of respondents are somewhat supportive, and 15% of respondents are highly supportive.
- ▶ **Angled Parking on Brock Street:** 60% of respondents indicated issues with the angled parking on Brock Street, including sightline issues, reversing challenges, and large trucks impeding driving lanes.
- ▶ **Centennial Parking Lot Parking Demand & Utilization:** Approximately 60% of respondents occasionally or often park in the Centennial Park Drive Parking Lot, and usually park for less than 2 hours (80%). Of these respondents, 87% responded they do not experience parking challenges here. Common reasons for parking at this lot include to shop and use the services provided in the Downtown (72%).
- ▶ **Centennial Parking Lot Improvements:** Mixed responses were received when asked which improvements the respondents would like to see. Common responses included a more efficient layout of the parking lot (31%), and enhanced pedestrian infrastructure and lighting for improved safety (45%). 30% of respondents indicated a need to increase the number of parking spaces, while 18% indicated a need to decrease the number of parking spaces to include more pedestrian infrastructure and amenities.
- ▶ **23 Brock Street Parking Demand & Utilization:** 50% of respondents indicated they occasionally or often park at the 23 Brock Street lot, and typically park for less than 2 hours (82%). The most common purpose of parking at this lot is to shop and use the services provided in the Downtown (86%).
- ▶ **Overnight parking:** Only 1% of respondents use the overnight parking permit system, while 90% of respondents answered that this permit would not apply to them. 60% of respondents believe that the current allowance of overnight parking is sufficient, and 62% of respondents believe the current overnight parking permit fee of \$20 is appropriate. 89% of respondents answered they would not be interested in purchasing this permit for their household.
- ▶ **Paid Parking:** The majority of respondents answered they are not in favour of paid on-street or off-street parking within the Downtown (84% for on-street, 81% for off-street). However, other common responses included they would be in favour depending on costs, how the revenue would be used, and for extended hours only.

- ▶ **Signage & Wayfinding:** When asked about additional or improved signage to enhance the parking experience, only 9% of respondents answered it would significantly improve their experience. 40% of respondents indicated slight to moderate improvements, while 32% indicated it would not improve their experience at all. The majority of respondents indicated rarely or never needing additional guidance to locate available parking spaces (81%).
- ▶ **Active Transportation:** When asked how safe they feel using active transportation within the Downtown, 33% of respondents indicated they feel very safe, while 20% of respondents only feel somewhat safe. Only 5% of respondents indicated feeling very unsafe when using active transportation. Most respondents have neutral opinions on the available bike parking infrastructure (44%). Common suggested improvements include improved pedestrian crossings and signals (18%), increased traffic enforcement (16%), and public education on safe active transportation practices (14%). Other common responses include wider sidewalks, reducing truck traffic to improve perceived safety for active transportation, and removing angled parking.
- ▶ **Electric Vehicle Parking & Charging Infrastructure:** 28% of respondents answered that EV charging spaces are not required. 25% of respondents indicated the need for 1-4 EV charging spaces, while 25% indicated the need for 5 or more EV charging spaces. Therefore, approximately 50% of respondents believe there is a need for additional EV charging spaces in the Downtown.
- ▶ **Parking Challenges:** The top three most prominent parking challenges experienced in the Downtown include: lack of available parking spaces within a desirable distance (47%), unsafe on-street or off-street parking lots (37%), and unclear/lack of signage regarding parking restrictions (14%). During special events, common responses for improvements include designated vehicle parking for event/festival use (40%), and improved wayfinding/signage to available parking near the event (26%). However, 42% of respondents indicated they do not experience challenges with parking when attending special events or festivals.

### 4.3 IN-PERSON PUBLIC INFORMATION CENTRE (PIC)

An in-person public information centre (PIC) was held at the Township of Uxbridge municipal office (51 Toronto Street S) between 5PM and 7PM on Wednesday, February 5<sup>th</sup>, 2025. The in-person event consisted of information boards to inform stakeholders, community members, and the public of the vision, guiding principles, goals, recommendations, and progress of the Parking Strategy Study.

Presentation boards were utilized to provide an overview of the Parking Strategy Study and showcase findings. This included the existing supply and utilization of on-street, and off-street parking, existing challenges, and the forecasted future demand. Furthermore, preliminary recommendations that would target specific issues/opportunities were presented.

A comment board was provided to engage feedback from the public on how parking can be improved in the Downtown. Sticky notes were provided for participants to write their comments and/or concerns on the comment board. Images from the public event are provided in **Figure 4-1**. Staff from the Township of Uxbridge and LEA Consulting were present during the consultation event to answer any inquiries and provide further information for the participants.

Figure 4-1: Photos from the In-Person Public Information Centre



The in-person PIC was attended by 15+ people including BIA representatives, Township staff, Downtown Revitalization committee members, and members of the general public. A total of 8 comments were posted on the comment board. Suggestions from the public included increasing the number of permits/spaces for overnight parking, with complaints on the existing waitlist for overnight parking permits. Other comments included increasing the supply of parking spaces on Brock Street, updating the existing accessible parking supply, and improving signage and wayfinding, particularly for municipal lots. Comments to both increasing and reducing angled parking were also received. Comments related to active transportation included providing wider boulevards and improving pedestrian connections to the Centennial parking lot. A concern that was raised amongst participants was the recommendation to increase the monthly fees for overnight parking.

These responses were used to inform the Parking Strategy Study's parking management and policy recommendations in **Section 6**.



## 5 BEST PRACTICE REVIEW

A review of municipal best practices for parking management, enforcement strategies, and funding methods from comparable municipalities has been conducted to identify key takeaways for the Township of Uxbridge. The following municipalities were examined as part of the best practices review:

- ▶ The City of Orillia;
- ▶ The Township of Scugog;
- ▶ The community of Newcastle, Clarington
- ▶ The Town of Collingwood; and
- ▶ The Town of Whitchurch-Stouffville.

The municipalities included in the best practices review were selected based on their similar geographical contexts, population size, and built form compared to the Township of Uxbridge. The best practices review began with a comprehensive desktop review of the general existing conditions, current bylaws, and the parking systems for each municipality. This initial phase involved gathering information from municipal websites and official documents. Following this, the project team reached out to transportation and enforcement staff in each municipality to confirm findings. The collected data was then analyzed to identify common practices, challenges, and innovative solutions.

### 5.1 PARKING MANAGEMENT AND ENFORCEMENT

#### 5.1.1 Vehicle Parking Zoning By-law Review

The Zoning By-law requirements for parking standards were examined across all comparable municipalities. Minimum parking rates refer to the ratio of parking spaces required for different land uses. The examination of the Zoning By-law requirements of comparable municipalities is a benchmarking exercise that will assess the appropriateness of the Township of Uxbridge Zoning By-law's parking rates.

##### 5.1.1.1 Residential Land Uses

The residential parking rates between comparable municipalities and the Township of Uxbridge are shown in **Table 5-1**. All rates are calculated per dwelling unit.

Table 5-1: Zoning By-law Requirements for Comparable Municipalities – Residential Uses

Land Use	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Average	Uxbridge
Single-Detached	2 sp.	2 sp.	2 sp.	2 sp. + 1 sp./ additional unit	2 sp.	2 sp.	2 sp.
Semi-Detached							
Townhouse							
Apartment	1.5 sp.	1 BR: 1 sp. 2 BR: 1.25 sp. 3(+) BR: 1.5 sp.	0.5 – 1 sp.	1.5 sp. <sup>(1)</sup>	1.25 sp.	1.25 sp.	1.5 sp.
Apartment Visitor	N/A	0.25 sp. (10% for accessible)	0.25 sp.	25% of res requirement	0.25 sp.	0.28 sp.	N/A

Land Use	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Average	Uxbridge
Total Apartment	1.5 sp.	1.25 – 1.75 sp. (10% for accessible)	0.75 – 1.25 sp.	1.5 sp.	1.5 sp.	1.5 sp.	1.5 sp.

Note: (1) – includes visitor parking ratio

Based on the benchmark exercise, the Township of Uxbridge has a higher parking rate for apartments but is comparable to the combined rate for apartment plus residential visitors. It should be noted that with the exception of Scugog and Uxbridge, all municipalities have a separate visitor rate.

To further identify the appropriateness of existing parking requirements, data from the Transportation Tomorrow Survey (TTS) 2022 from zones 1317 and 1318 were used to assess vehicle ownership for different dwelling types in Uxbridge. The results of this data are summarized in **Table 5-2**. Detailed TTS results are provided in **Appendix C**.

Table 5-2: Vehicle Occupancy by Dwelling Type (TTS 2022)

Dwelling Type	Number of Vehicles Owned					
	0	1	2	3	4	5
House	1%	25%	58%	9%	6%	1%
Apartment	23%	69%	8%	0%	0%	0%
Townhouse	0%	68%	32%	0%	0%	0%

As described above, the majority of those living in an apartment unit or a townhouse in Uxbridge own at least one (1) vehicle. It should also be noted that for apartment units, 23% do not own a private vehicle. The current parking rates are 1.5 spaces per apartment unit. Based on the results of the TTS data, only 8% of residents have more than one (1) vehicle, suggesting that a lower parking rate of 1 or 1.25 spaces/unit can be accommodated. This presents an opportunity to reduce the parking rates for these dwelling types.

#### 5.1.1.2 Non-Residential Land Uses

The non-residential parking rates between comparable municipalities and the Township of Uxbridge are shown in **Table 5-3**. Of note, the non-residential parking rates between municipalities are calculated inconsistently in which the unit of measurement varies between Gross Floor Area (GFA), number of seats, and number of people. The rates and units have been maintained from the respective By-laws for the purpose of this benchmarking exercise.

Table 5-3: Zoning By-law Requirements for Comparable Municipalities – Non-Residential Uses

Land Use	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Uxbridge
Restaurant	1 sp./10m <sup>2</sup> GFA	10 sp. + 1 sp./5m <sup>2</sup> GFA accessible to the public	8 sp./100m <sup>2</sup> GFA	1 sp./9m <sup>2</sup> GFA	1 sp./4 persons or 11 sp./100m <sup>2</sup> GFA	1 sp./9m <sup>2</sup> GFA or 1 sp./4 person or fraction thereof of legal capacity
Retail	1 sp./30m <sup>2</sup> GFA	1 sp./30m <sup>2</sup> GFA	4 sp./100m <sup>2</sup> GLA	1 sp./30m <sup>2</sup> GFA	3 sp./100m <sup>2</sup> GFA or 2 sp./100m <sup>2</sup> GFA of greater than 1,200m <sup>2</sup> GFA	1 sp./20m <sup>2</sup> GFA

Land Use	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Uxbridge
Office			5 sp./100m <sup>2</sup> GFA		5 sp./100m <sup>2</sup> GFA	
Industrial	1 sp./30m <sup>2</sup> Office NFA + 1 sp./100m <sup>2</sup> Building NFA	1 sp./100m <sup>2</sup> GFA up to 2,000m <sup>2</sup> + 1 sp./500m <sup>2</sup> GFA over 2,000m <sup>2</sup>	1 sp./100m <sup>2</sup> GFA	1 sp./30m <sup>2</sup> GFA for the first 30m <sup>2</sup> + 1 sp./ 100m <sup>2</sup> GFA between 1,000m <sup>2</sup> and 5,000m <sup>2</sup> + 1 sp./200m <sup>2</sup> GFA exceeding 5,000m <sup>2</sup>	1.6 sp./100m <sup>2</sup> GFA for the first 300m <sup>2</sup> + 1 sp./100m <sup>2</sup> GFA in excess of 300m <sup>2</sup>	1 sp./100m <sup>2</sup> GFA
Institutional	1 sp./30m <sup>2</sup> GFA	1 sp./40m <sup>2</sup> GFA	3 sp./100m <sup>2</sup> GFA	1 sp./30m <sup>2</sup> GFA	4 sp./100m <sup>2</sup> GFA	1 sp./4 persons that may be legally accommodated at any one time.
Hotel	1 sp./Guest Room	1 sp./Guest Room	1 sp./Guest Room	1.25 sp./Guest Room	1 sp./Guest Room + 10 sp./100m <sup>2</sup> GFA excluding guest suites and hallways	1 sp./Room
Recreation Facility	1 sp./10m <sup>2</sup> GFA	The greater of: 1 sp./ 5 fixed seats or 3m of bench seating, 1 sp./ 9m <sup>2</sup> GFA, 1 sp./4 persons	1 sp./ 4 persons of building occupancy	1 sp./ 3 occupants	6 sp./100m <sup>2</sup> GFA + 6sp./Raquette Court	1 sp./4 persons that may be legally accommodated at any one time.

For non-residential land uses, the Township of Uxbridge generally has similar parking rates compared to the other municipalities. However, for retail land uses, the Township of Uxbridge has a slightly higher parking rate than in Scugog, Newcastle, and Orillia.

There is an opportunity for the Township of Uxbridge to revisit current parking rates to ensure requirements appropriately reflect existing conditions and emerging trends. In particular, it is recommended that the Township explore the addition of a visitor requirement for apartments. Furthermore, the Township of Uxbridge does not have a specific parking minimum for sites located in its Downtown to support its stated goals of promoting densification and revitalization.

### 5.1.2 Accessible Parking Zoning By-law Review

The Zoning By-law requirements for accessible parking were examined across all comparable municipalities. The accessible parking requirements for the Township of Uxbridge refers to the Township of Uxbridge Traffic By-law 2013-184. Examining the required accessible parking rates between the comparable municipalities will serve as a benchmark exercise to assess the appropriateness of the current accessible parking requirements. The accessible parking requirements between comparable municipalities and the Township of Uxbridge are shown in **Table 5-4**.

Table 5-4: Zoning By-law Requirements for Comparable Municipalities – Accessible Parking

Number of Required Spaces	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Uxbridge
1-25	1 (until 19)	1 sp.	1 sp.	1 space (up to 12 sp.)	1 sp.	1 sp.
26-50	2 sp. (20-200)	2 sp.	2 sp.	4% of required parking	4% of total required parking	2 sp.
51-100		3 sp.(until 75) 4 spaces (until 100)	3 sp.			
101-150		5 sps.	2% of the total required parking space	1 sp. + 3% of required parking	1 sp. + 3% of total required parking	3 sp.
151-200		6 s.		2 sp. + 2% of total required parking	2 sp. + 2% of total required parking	4 sp.
201-250		5 sp.				
256-300	8 sp.					
301-350						
351-400						
400+	2 sp. up to 40 additional spaces (for each additional 400)	9 sp. (up to 500) 2% of total (500-1000)	2% of the total required parking space			5 sp. (until 800)
1000+		21 sp. + 1 sp. for every additional 100 spaces exceeding 1000.		11 sp. + 1% of total required parking	11 sp. + 1% of total required parking	8 sp. + 1/additional 200 sp.

Based on this benchmarking exercise, the Township of Uxbridge has a similar accessible parking rate compared to other municipalities for buildings with 1-50 required parking spaces. However, past 50 spaces, the Township of Uxbridge has a lower parking requirement. Between 51-100 spaces, the Township requires 2 spaces while the others require 3-4 spaces (assuming 4% of 100 required spaces for Orillia and Scugog). Additionally, between 100-150 spaces, the Township requires 3 spaces while other municipalities such as Newcastle, Orillia, and Scugog require 4-5 spaces. This trend continues as the number of required parking spaces increases. The current accessible parking rates in Orillia and Whitchurch-Stouffville align with the recommendations of the Accessibility for Ontarians with Disabilities Act, 2005 (AODA). It is recommended that the Township of Uxbridge update its parking requirements to align with comparable municipalities and ensure compliance with AODA standards for accessible parking supply.

To further identify the appropriateness of existing accessible parking requirements, **Table 5-5** summarizes the population distribution for those 65 years or older and the average population age for the Township of Uxbridge, for each of the municipalities, as well as the Provincial average as a baseline comparison. Detailed census results are provided in **Appendix C**.

Table 5-5: Senior Population Distribution (2021 Census of Population)

2021 Census Data	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Average	Ontario Average	Uxbridge
% of population 65+	27.2%	17.5%	34.3%	30.5%	20.1%	25.9%	18.5%	24.3%
Average Age	45.8	38.8	47.9	45.8	40.8	43.8	41.8	44.2

As shown above, the Township of Uxbridge has a higher senior population (65+) distribution and average age compared to the Provincial average, indicating a larger senior population. When compared to other municipalities, the Township has a higher senior population than Newcastle and Whitchurch-Stouffville, but lower than Scugog, Collingwood, and Orillia. Overall, the senior population for the Township of Uxbridge aligns with the average of the comparable municipalities. Given this similarity, there is an opportunity for the Township of Uxbridge to revisit their accessible parking requirements to align with those of comparable municipalities. This adjustment would help ensure adequate parking availability for individuals with accessibility needs.

### 5.1.3 Parking Stall Size

Parking space dimensions were reviewed for all comparable municipalities. The examination of the parking space dimensions for all comparable municipalities was used to assess the appropriateness of the existing parking sizes in the Township of Uxbridge. Regular, angled, and parallel parking space dimensions for each municipality are shown in **Table 5-6**.

Table 5-6: Parking Space Dimensions for Comparable Municipalities

Parking Space	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Average	Uxbridge
Regular	6m x 3m	5.7m x 2.75m	6m x 2.8m	6m x 2.7m	6.7m x 2.75m	6m x 2.8m	5.7m x 2.7m
Angled	7m x 4m	N/A	7m x 2.8m	6m x 2.7m	5.5m x 2.75m	6.3m x 3m	
Parallel	NA/	N/A		7m x 2.4m		6.6m x 2.7m	

When compared to other municipalities, the required parking dimensions for the Township of Uxbridge are smaller than the average parking dimensions for regular, angled, and parallel parking. Notably, the required length of a parking space is significantly lower, with differences ranging between 0.3m to 0.9m. There is an opportunity for the Township of Uxbridge to update the current parking dimensions to align with the standards of comparable municipalities. This change is recommended to reduce the potential for overhanging vehicles and increase visibility.



## 5.2 PARKING MANAGEMENT AND ENFORCEMENT

### 5.2.1 Time Limits

Implementing parking time limits promotes turnover and business activity by increasing the number of people who can use a parking space in a given time period. The parking time limits of comparable municipalities were examined to identify what time limits are most commonly used in their commercial cores, as shown in **Table 5-7**.

Table 5-7: On-Street Parking Time Limits

Parking Time Limits	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Uxbridge
15-Min.	N/A	N/A	N/A	✓ <sup>(1)</sup>	N/A	N/A
30-Min.	N/A	N/A	N/A	N/A	N/A	N/A
1 Hour	N/A	N/A	✓	✓	N/A	N/A
2 Hours	N/A	✓	✓	✓	N/A	✓
3 Hours	✓	✓	✓	N/A	✓	✓
4 Hours	✓	N/A	N/A	N/A	✓	N/A
24 Hours	N/A	N/A	✓	✓	N/A	N/A

Note: (1) – Minimum 15-min payment required

Overall, the on-street time limits within Downtown Uxbridge are comparable with the other municipalities. A parking time limit of 2-3 hours is the most common. Orillia and Collingwood have a maximum on-street parking time limit of 24 hours when signage indicating parking overnight is permitted.

Based on the results of the online survey, the majority of respondents (75%) indicated they never or rarely require more than 2 hours of parking. The Township of Uxbridge's parking time limits align with standard regulations of similar municipalities and do not create any concerns with residents.

### 5.2.2 Winter Overnight Parking Restrictions

Section 5 of By-law 2013-184 states that parking on Township streets is not permitted between 2AM and 7AM, from November 1<sup>st</sup> to April 1<sup>st</sup>. However, overnight parking is permitted at the Centennial Park Drive Lot and the Albert Street Lot (North Side) with the purchase of overnight parking permits.

Winter overnight parking restrictions were examined across the comparative municipalities to identify when vehicles are prohibited from parking on-street. Restrictions for winter overnight on-street parking are summarized in **Table 5-8**.

Table 5-8: Winter Overnight On-Street Parking Restrictions

Time	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Uxbridge
11PM – 12AM	N/A	N/A	N/A	N/A	N/A	N/A
12AM – 1AM	N/A	N/A	N/A	✓	N/A	N/A
1AM – 2AM	N/A	N/A	✓	✓	N/A	N/A
2AM – 3AM	✓	N/A	✓	✓	✓	✓
3AM – 4AM	✓	✓	✓	✓	✓	✓
4AM – 5AM	✓	✓	✓	✓	✓	✓

Time	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Uxbridge
5AM – 6AM	✓	N/A	✓	✓	✓	✓
6AM – 7AM	N/A	N/A	✓	✓	N/A	✓
7AM – 8AM	N/A	N/A	N/A	N/A	N/A	N/A
8AM – 9AM	N/A	N/A	N/A	N/A	N/A	N/A

The comparative municipalities have overnight parking restrictions ranging from a start time of 12AM to 2AM and an end time of 6AM to 7AM. These time restrictions are comparable to the Township of Uxbridge. As such, it is recommended that the Township maintain its existing overnight parking restrictions to facilitate the efficient removal of snow during the winter months.

### 5.2.3 Number of Parking Enforcement Officers

The Township of Uxbridge currently has two (2) part-time parking enforcement officers and two (2) full-time by-law officers who assist with parking complaints. It is understood that these officers monitor and enforce parking violations to help ensure adherence to regulations. Increasing the number of patrols can increase parking revenues through the issuance of parking tickets and ensure that desired parking turnover is achieved in commercial areas. The number of full-time officers and summer seasonal officers involved in parking enforcement has been examined across the comparative municipalities to identify how parking enforcement is conducted and is summarized in **Table 5-9**.

Table 5-9: Parking Enforcement Staff by Municipality

Parking Enforcement	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Uxbridge
# of Full-Time Officers	2 Full-Time Parking Officers	9 Full-Time Officers	1 Full-Time Parking Officer	5 Full-Time Officers	2 Full-Time Officers	2 Full-Time By-law Officers
# of Part-Time Officers	1 Part-Time Officer	4 Part-Time Officers	4 Rotational Parking Officers	N/A	7 Part-Time Officers	2 Part-Time Parking Enforcement Officers
# of Summer Seasonal officers (May-Sept.)	N/A	N/A	2 Students	5 Students	N/A	N/A

All of the examined comparative municipalities have full time officers involved in parking enforcement. The number of full-time officers involved in parking enforcement ranges from one (1) to nine (9) across the municipalities, although it should be noted that staff are not hired exclusively for parking enforcement. The number of summer seasonal officers involved in parking enforcement varies across the surveyed municipalities. Summer seasonal officers in Orillia are hired exclusively for parking enforcement. Other comparative municipalities including Collingwood have summer seasonal officers who spend the majority of their time enforcing parking.

A common theme observed from most municipalities is that population growth is increasing parking pressures which necessitate additional resources to effectively conduct parking enforcement. Based on the online survey responses, there is a recognized need for improved parking enforcement. It is recommended that the Township of Uxbridge consider increasing the number of patrols done for illegal parking.

## 5.3 FUNDING METHODS

### 5.3.1 Paid Parking

User fees from paid parking can be used for the recovery of capital and operating costs associated with on-street and off-street public parking. The paid parking rates of the comparative municipalities are indicated in **Table 5-10**.

Table 5-10: Paid Parking User Fees by Municipality

Type	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Uxbridge
On-Street	No paid on-street parking	\$1/hour (Max. 2 hours metered parking)	\$1.75-3/hour (Max. 2 hours metered parking)	\$10/hour or a max of \$50/day along Waterfront	No cost	No cost
Off-Street	Municipal lot at Old Rail Lane is \$15/day Monday-Friday, and \$18/day on weekends and holidays. All other municipal lots have free vehicle parking.	\$1/hour to a daily maximum of \$5	\$1-3/hour	\$1/ hour (no Max. time) in Downtown	\$8/day \$24/week \$54/month	No cost
Overnight Parking Permit	NA	\$11.30/week minimum	Overnight Permit is Free	\$1,250/year	\$6.75/day \$20/week \$45/month	\$20/ minimum of 3 months

Across the comparative municipalities, parking fees range from \$1.75/hour to \$10.00/hour for on-street parking and \$1/hour to \$5.00/hour for off-street parking. By comparison, there is no paid on and off-street parking within the Township of Uxbridge. In terms of daily and monthly rates, Collingwood provides a maximum on-street parking at a rate of \$50/day, and Whitchurch-Stouffville has some municipal lots with a monthly fee of \$45/month.

For overnight parking, on average, the comparable municipalities charge around \$66.05 per month. Based on the existing overnight rates, Orillia has the highest monthly rate of \$104.17 (\$1,250/12 months), and Whitchurch-Stouffville has the lowest monthly rate of \$45. By comparison, Uxbridge has a much lower overnight rate of \$20 for a minimum of three months.

Given the current residual parking supply and feedback received in consultation with key stakeholders and through the online parking survey, there is limited interest or need for paid parking. As such, it is recommended that the Township of Uxbridge continue to retain free parking in the Downtown area.

### 5.3.2 Cash-in-Lieu

Cash-in-lieu is a financial contribution model where developers are given the option of monetarily compensating the municipality to address a by-law deficiency and offset the construction of public infrastructure, such as public parking or other initiatives. With the exception of Newcastle, Clarington, all other comparative municipalities have cash-lieu policies within their Official Plan that allow cash-in-lieu to be accepted when a development proposal is unable or does not wish to provide all of the required off-street parking spaces. Between the municipalities reviewed, cash-in-lieu generally ranges between \$5,000 and \$11,000 per space at a fixed rate and is limited to downtown and central areas. A comparison of the cash-in-lieu pricing is summarized in **Table 5-12**.

Table 5-11: Cash-in-Lieu Pricing by Municipality

Category	Scugog	Collingwood	Orillia	Whitchurch-Stouffville	Newcastle	Average	Uxbridge
Cash-in-Lieu (Cost per space)	\$5,195/sp.	\$6,205/ sp.	\$11,000/ sp.	\$7,902/sp.	-	\$5,101	\$2,500/sp. + \$500 admin fees
Notes	For non-residential uses only	Downtown Core designated areas	Downtown Area only	Core Area, Main Street Designed areas	-	-	Downtown and Main Central Areas

The Township of Uxbridge's cash-in-lieu cost of \$2,500 per space is significantly lower than comparative municipalities, where the average cost per space is almost double the current price. There is an opportunity to update the current cash-in-lieu price to align with comparative municipalities and ensure the Township is receiving sufficient funding to construct and maintain public parking infrastructure. Updating cash-in-lieu prices periodically can also ensure the Township stays in line with current economic conditions for land and construction costs.

## 5.4 ELECTRIC VEHICLE PARKING

### 5.4.1 Electric Vehicle Parking Supply

The Township of Uxbridge currently does not have any publicly owned electric vehicle (EV) charging stations nor are there EV charging station requirements in the Zoning By-law. However, the Township of Uxbridge's Downtown Revitalization Strategic Plan & Action Plan (2022) recommends that emerging trends such as electric vehicles be considered. Of note, there is one (1) publicly accessible EV charging station at Second Wedge Brewing Co. on Victoria Street, which is not provided by the Township. A comparison of the existing supply and charging rates for all the comparable municipalities is shown in **Table 5-12**.

Table 5-12: Electric Vehicle Parking and Rates by Municipality

Parking Space	Scugog	Newcastle	Collingwood	Orillia	Whitchurch-Stouffville	Uxbridge
Number of Spaces	4 spaces	None	10 spaces	4 spaces	4 spaces	None
Parking Rate	\$1.70/hr, \$4.52/hr after 3 hr	NA	Funded through NRCan and Rt07 grant	\$2/hr flat rate	\$2/hr flat rate	

As shown above, many comparable municipalities such as Scugog, Collingwood, Orillia, and Whitchurch-Stouffville currently provide publicly owned EV charging stations. Municipalities such as Orillia and Whitchurch-Stouffville charge a flat rate of \$2/hr, while Scugog has a rate of \$1.70/hr and \$4.52/hr after 3 hours. Based on the results of the online survey, approximately 50% of respondents believe there is a need for additional EV charging spaces in the Downtown. This indicates an emerging trend towards an increase in the use of electric vehicles and the need for public charging stations. The Township of Uxbridge has the opportunity to prepare for this emerging trend by providing facilities to accommodate electric vehicles and use the rates from the comparative municipalities as a benchmark.

## 6 PARKING CHALLENGES AND OPPORTUNITIES

The Township of Uxbridge Parking Strategy Study aims to develop effective parking strategies to meet the current and future needs of the local community. A review of the existing conditions and consultation with the public and key stakeholders has highlighted a number of emerging challenges and opportunities to be addressed by this study. This section outlines the identified challenges and opportunities to improve the Township's parking management and needs:

- Repurposing 23 Brock Street Parking Lot
- Municipal On- and Off-Street Parking Supply
- Perceived Lack of Parking Availability
- Brock Street – Angled Parking
- Gaps in Accessible Parking Network
- Parking Enforcement Personnel
- By-Law Parking Requirements
- Lack of Parking Signages
- Overnight Residential Parking Permits
- Parking Time Limits
- Cash In Lieu
- Bike Parking
- EV Charging

### 6.1 PARKING OPTIMIZATION & ASSET MANAGEMENT

Parking is an important asset within the Township of Uxbridge. The following sections detail recommendations to optimize the available supply and manage municipal parking within the Downtown Revitalization Area to accommodate existing and future demand.

#### 6.1.1 Repurposing 23 Brock Street (Coffee Time) Parking Lot

##### Existing Conditions

As discussed in **Section 1**, the purpose of this Parking Strategy Study stems from the Township's Downtown Revitalization Strategic Plan & Action Plan (2022), where a key recommendation from the Action Plan was to redevelop the 23 Brock Street (Coffee Time) Parking Lot into a town square. Based on the Downtown Revitalization Area parking utilization data, the existing total observed peak utilization rate for on- and off-street parking was 55%. Furthermore, parking utilization for all off-street parking lots was observed to be moderate, with municipal lots also having a peak utilization rate of around 55%.

Based on these results, there is an opportunity to support the redevelopment of the 23 Brock Street (Coffee Time) Parking Lot given that the Township does not experience significant parking demand issues. However, to ensure that future demand can be accommodated with the removal of the 23 Brock Street (Coffee Time) Lot, a future parking forecasting exercise was completed based on short-, medium-, and long-term horizon years of 2031, 2041, and 2051, respectively. These horizon years were chosen to align with municipal and regional planning documents. The following section details the future parking demand forecasting methodology and results.

##### Future Demand Forecasting

The following documents were reviewed to base the methodology:



- ▶ Uxbridge Official Plan (2014)
- ▶ Uxbridge Urban Area Housing Analysis Update (2024)
- ▶ Region of Durham Official Plan (2024)
- ▶ Region of Durham Transportation Master Plan (2017)

Future parking demand was determined based on the observed peak peaking demand from October 2024 over the busiest 4-hour survey period to provide a conservative assessment. In addition, the following factors were considered when developing the future parking demand estimates for each scenario:

- ▶ **Population Growth:** Based on the Region of Durham Official Plan (2024) growth projections, an urban population of approximately 19,000 people is anticipated for the Township of Uxbridge by the year 2051, representing an average annual growth rate (AAGR) of 0.0175 (or 1.75%) per year.
- ▶ **Downtown Revitalization Area Infill Growth:** Anticipated population growth within the Downtown Revitalization Area through infill development is expected to have a negligible impact on municipal parking demand, as the analysis assumes that development sites will provide off-street parking for residents and visitors in accordance with the current by-law requirements. Infill residential development is not expected to generate significant demand for municipal parking during peak periods as future residents will be within convenient walking distance of local businesses and amenities.
- ▶ **Mode Split Changes:** The future mode split target for Uxbridge was adopted based on the Region of Durham Transportation Master Plan (2018). Parking demand is expected to proportionally decrease if the target auto driver mode split of 72% is achieved by 2031. This represents a 9% decrease from the 2011 base year, resulting in an average annual decline of 0.6% per year. To be conservative, no further mode split reductions were assumed beyond 2031 as the Region TMP does not provide any estimate.
- ▶ **Business Vacancies:** Parking utilization surveys were conducted in October 2024 where it is understood that a few downtown properties were either undeveloped or had vacant units. Based on data received from Durham Region, existing building vacancies were factored into the analysis. It was assumed that existing vacant lands would redevelop in accordance with current off-street parking requirements and that 95% of the existing vacant units would be occupied by the studied horizon years.

Based on the above assumptions, three (3) scenarios were assessed to provide a range of future parking demand estimates (Scenario 1 being the most conservative and Scenario 3 being the most aggressive):

- ▶ **Scenario 1 (Base Case):** Growth in future parking demand was determined based on linear population growth.
- ▶ **Scenario 2 (Base Case + Infill Growth Adjustment):** Growth in parking demand was determined based on linear population growth (Scenario 1), adjusted for planned infill residential development.
- ▶ **Scenario 3 (Base Case + Infill Growth Adjustment + Modal Shift):** Growth in parking demand was determined based on the factors outlined for Scenario 2, with a further adjustment to reflect the Region target mode split and an associated decrease in parking demand.

**Table 6-1** illustrates a summary of the Future Parking Demand. Supporting documents and data are provided in **Appendix D**.

Table 6-1: Downtown Revitalization Area Uxbridge Future Parking Demand Forecast

Scenario	Existing 85 <sup>th</sup> Percentile Demand (2024)	2031		2041		2051	
		Projected Demand	Difference (w/ existing)	Projected Demand	Difference (w/ existing)	Projected Demand	Difference (w/ existing)
Scenario 1: Base Case	243 sp.	285 sp.	+42 sp.	321 sp.	+78 sp.	357 sp.	+114 sp.
Scenario 2: Scenario 1 + Infill Growth Adjustment		273 sp.	+30 sp.	292 sp.	+49 sp.	310 sp.	+67 sp.
Scenario 3: Scenario 2 + Mode Shift		263 sp.	+20 sp.	263 sp.	+20 sp.	259 sp.	+16 sp.

Based on the Scenario 1 assumptions, downtown municipal parking demand is expected to increase by 42 spaces by 2031, 78 spaces by 2041, and 114 spaces by 2051, resulting in a future parking demand of 357 spaces under the most conservative scenario.

Under Scenario 2, parking demand is only expected to increase by 67 spaces by 2051 if downtown infill residential development results in more residents living within walking distance of its amenities and services. Under Scenario 3, parking demand is expected to increase by at most 16 spaces as population growth is offset by a shift to alternative modes in accordance with the Region TMP targets.

To be conservative, Scenario 1 results were used to determine future parking demand. As summarized in **Table 6-2**, based on the peak demand of 259 spaces, the removal of all 71 spaces at the 23 Brock Street (Coffee Time) Parking Lot would result in a future residual supply of 139 spaces (68 off-street and 71 on-street). Even under the most conservative forecast (Scenario 1), which requires up to 114 additional spaces, a residual supply of at least 25 spaces would remain after the removal of the 23 Brock Street (Coffee Time) Parking Lot. Based on this analysis, it can be concluded that the planned removal of the off-street lot at 23 Brock Street West can be accommodated, and no additional municipal parking is required to accommodate the needs of the Downtown Revitalization Area. **Figure 6-1** illustrates the residual parking supply in the study area.

Table 6-2: Existing and Future Residual Supply

Category	Spaces
Existing Supply	469 spaces
Existing Peak Demand	259 spaces
Residual Supply	210 spaces
Future Residual Supply (based on peak demand)	139 spaces
Additional Future Forecasted Demand (Scenario 1)	114 spaces
Future Residual Supply	25 spaces

**Figure 6-1: Downtown Revitalization Area Residual Parking Supply Under Existing Conditions**



As illustrated by the 200-meter buffer in **Figure 6-1**, numerous alternative municipal parking locations are accessible within a 2- to 3-minute walk from the 23 Brock Street (Coffee Time) Parking Lot. Notably, municipal lots include Centennial Park and Albert Street lots with residual capacity, while on-street parking along Brock Street, Main Street, Toronto Street, and Spruce Street also have residual capacity. This illustrates that there are many alternative municipal parking spaces within the Downtown Revitalization Area if the 23 Brock Street (Coffee Time) Parking Lot is removed.

### Recommendations

To optimize the use of land within the Downtown Revitalization Area, it is recommended that the Township repurpose the 23 Brock Street (Coffee Time) Parking Lot for a higher and more effective use. Utilization data and future demand forecasts indicate that the Township will have a sufficient parking supply to meet both current and future needs, making this lot an ideal candidate for redevelopment, given its central location.

However, it is important to address concerns from residents and local businesses who find the 23 Brock Street (Coffee Time) Parking Lot convenient. To mitigate these concerns, it is recommended that public parking be provided as part of the redevelopment plans. Details on type and quantity should be addressed through the subsequent development application process. It is recommended that the site provide at least four (4) Type A accessible parking spaces on site to offset the parking removal. Additional discussion



regarding accessible parking is provided in **Section 6.1.3**. Furthermore, should the redevelopment of 23 Brock Street affect the existing bike parking rings along Brock Street, it is recommended that at a minimum, the same number of publicly accessible bike parking spaces be maintained on-site.

The service lane used by businesses for deliveries should also be considered in the redevelopment plans. Engaging with local stakeholders during the planning process will help ensure that operational impacts are minimized, and the development meets community needs.

**Recommendation #1:** Repurpose 23 Brock Street (Coffee Time) Parking Lot for higher and more effective use. Include public parking as part of the redevelopment plans and maintain at least four (4) Type A accessible parking spaces in accordance with AODA standards.

## 6.1.2 Municipal On- and Off-Street Parking Supply

### Existing Conditions

As discussed in **Section 3.2**, parking utilization surveys revealed that the existing parking supply within the Downtown Revitalization Area significantly exceeds the observed demand at both on- and off-street municipal parking locations. While the area of Brock Street experiences higher on-street demand from commercial businesses when compared to other areas in the Downtown Revitalization Area, parking utilization shows that the observed peak utilization rate was only 64% for on-street parking. Furthermore, parking utilization for off-street parking lots was also observed to be moderate, with municipal lots having a peak utilization rate of around 55%. It is worth noting that counts were collected during fall, outside of the summer period, where demand may be higher due to seasonal influx.

While the Township experiences a moderate on-street parking utilization rate, a dual demand for on-street parking was identified between visitors, customers, and employees. Through consultation and based on the online survey, concerns were expressed that business owners and employees park along Brock Street, thereby limiting the available parking for visitors and customers. This behavior is evidenced by the survey results, as a number of vehicles were observed parked for 7+ hours. Respondents of the online survey and PIC attendees have also expressed interest in more dedicated staff parking.

Furthermore, while on-street parking is clearly marked and signed along Main Street and Brock Street, parking along Railway Street is poorly marked, and signage pertaining to time limits are missing on Spruce Street, Toronto Street, Bascom Street, and portions of Main Street.

There is an opportunity to optimize the existing parking supply and address existing inefficiencies within the Downtown Revitalization Area given that the Township does not have significant parking demand issues. Delineating the existing supply for employees, customers, and visitors alongside better wayfinding signage can help leverage the existing underutilized supply and facilitate access to local businesses.

### Recommendations

In addition to the planned redevelopment of the 23 Brock Street (Coffee Time) lot, the remaining residual parking supply can be leveraged by the Township for the following initiatives:

- a) Convert from angled to parallel parking (see **Section 6.3.1**);
- b) Support infill development through the cash-in-lieu program (see **Section 6.1.4**);
- c) Redevelop a portion of an additional underutilized municipal parking lot (up to 25 spaces); or
- d) Maintain the status quo but do not add any additional municipal parking

These recommendations should be implemented over the medium- and long-term, and it is recommended that any decisions regarding the significant removal or repurpose of additional municipal parking only be made once the 23 Brock Street (Coffee Time) lot has been completed and observed parking demand has been captured through the monitoring program (see **Section 6.2.4**).

Further, to enhance the Townships parking system, it is recommended that the municipal parking supply be delineated into a short-term, medium-term, and long-term parking with standardized time-limits based on its anticipated use and function. The hierarchy outlined in **Table 6-3** is recommended.

Table 6-3: Recommended Parking Delineation

Type of Parking	Use and Function	Recommended Location	Recommended Time Limit
Short-Term	<ul style="list-style-type: none"> <li>Customers of businesses or those making quick trips to the Downtown</li> </ul>	On-Street Parking	2 hours
Medium-Term	<ul style="list-style-type: none"> <li>Customers or visitors to Downtown Uxbridge who may require more than 2 hours but less than 3 hours of parking</li> </ul>	Off-Street Parking <ul style="list-style-type: none"> <li>51 Toronto Street S</li> <li>Albert Street Lot (south side)</li> <li>32 Albert Street</li> </ul>	3 hours
Long-Term	<ul style="list-style-type: none"> <li>Customers or visitors of Downtown Uxbridge who anticipate staying longer than 3 hours</li> <li>Business owners and employees who require parking for majority of the day</li> </ul>	Off-Street Parking <ul style="list-style-type: none"> <li>17 Church Street</li> <li>Albert Street Lot (north side)</li> <li>Centennial Park Lot</li> </ul>	10 hours

As outlined in the table above, all on-street parking spaces should accommodate short-term parking needs for those making quick trips to the Downtown. A standardized 2-hour time limit is recommended on both local and regional roads (see **Section 6.2.3** for additional details on-street time limit recommendations). Those who require more than 2 hours of parking should be encouraged to use the Township's off-street parking supply. To accommodate medium-term parking needs, it is recommended that the Township increase the off-street parking time limits for 51 Toronto Street S and Albert Street Lot (south side) to 3 hours. Those with long-term parking needs, including visitors who anticipate staying longer than 3 hours or business owners and employees who require parking for majority of the day, should be encouraged to use the existing 10-hour off-street lots at 17 Church Street, Albert Street Lot (north side), and the Centennial Park Lot. Signage pertaining to time limits should be updated and/or added to streets that currently lack signage.

While additional parking is not required to meet the needs of the Downtown area, it is recognized that on-street parking spaces along Railway Street are currently poorly marked and uninviting. As part of the future redesign of the Heritage Railway District, it is recommended that streetscape improvements be made, including re-doing pavement markings to formalize the parking supply and improve the quality of the public realm.

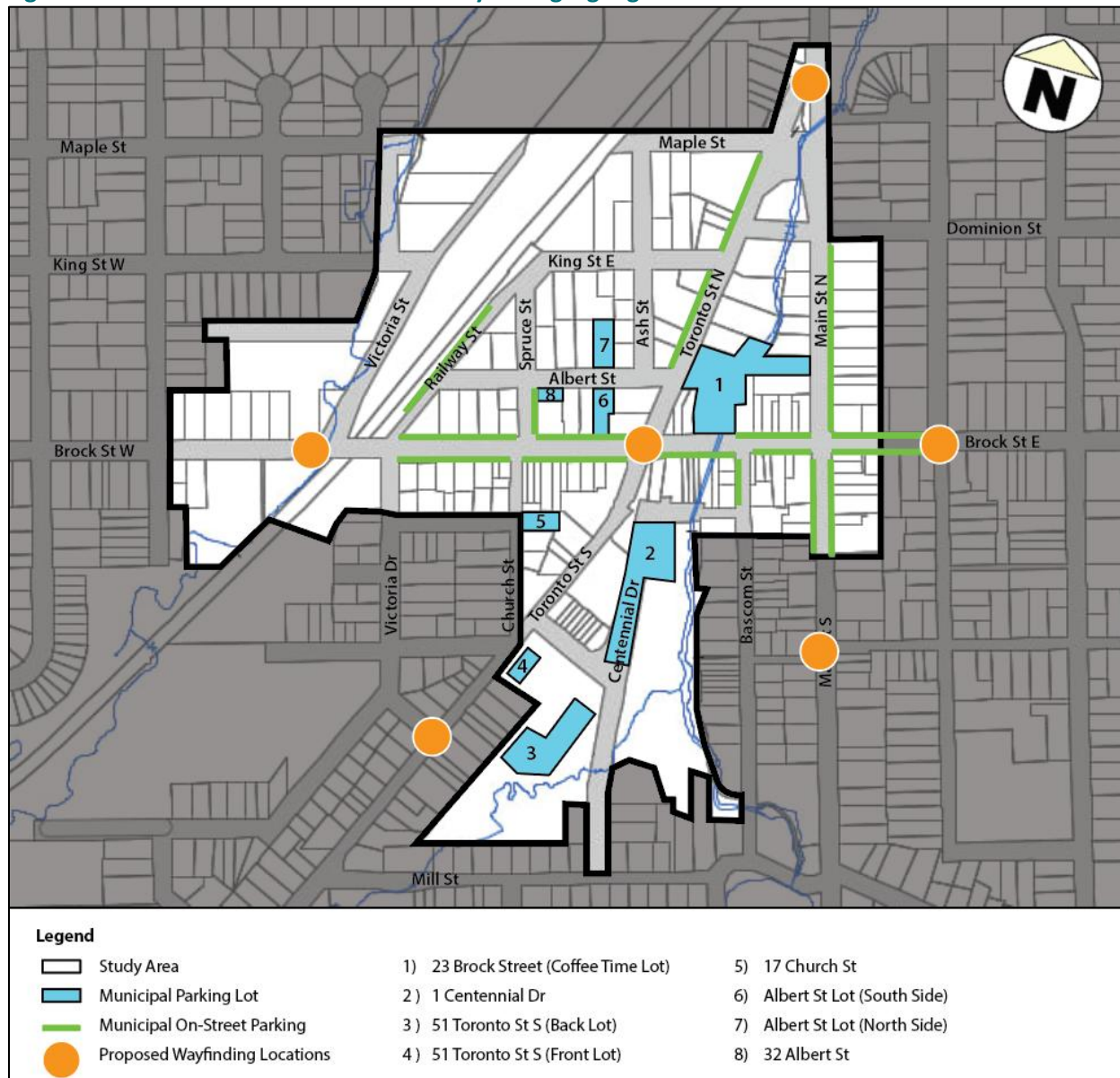
Implementing clear-wayfinding signage to short, medium, and long-term parking can help direct Downtown patrons to the appropriate on- and off-street parking supplies. Wayfinding signage should include the location of available parking as well as the designated time limit. Directing Downtown patrons to the appropriate location will help address existing inefficiencies and optimize the existing parking supply as there are many lots operating with a high number of residual spaces.



It is also recommended that the Township adds municipal parking lots as destinations on Google Maps, which will allow users to find parking destinations with ease when obvious municipal parking facilities are occupied. Additionally, installing clear, strategically placed signs that guide drivers to these alternative parking lots will help minimize confusion, redistribute parking demand, better utilize existing parking resources, and reduce the occasional seasonal demand pressure for on-street spaces.

This approach not only optimizes parking availability but also supports a more organized and accessible town environment. **Figure 6-2** provides recommended locations of wayfinding signage within the study area.

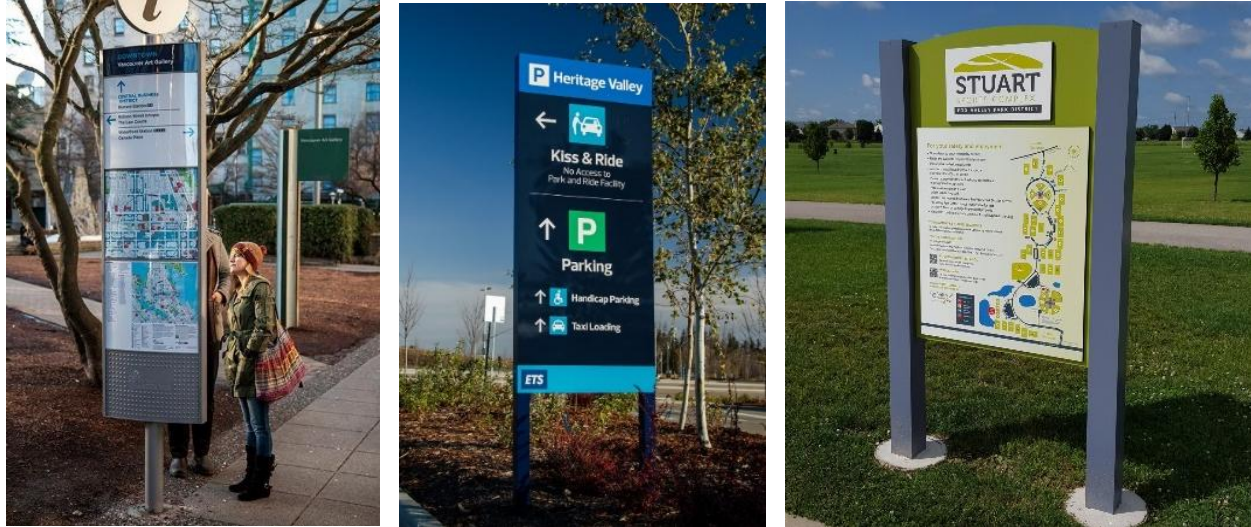
**Figure 6-2: Recommended Locations of Wayfinding Signage**



As illustrated above, wayfinding signage should be provided throughout the Downtown Revitalization Area to allow drivers to easily find municipal parking lots, particularly along the main travel routes taken.

Signage can either be provided as an illuminated or digital screen illustrating a map of the available off-street parking locations or directional signs with arrows pointing to municipally owned lots (**Figure 6-3**). Wayfinding signage can also be installed along sidewalks and walkways for pedestrian navigation. A QR code linking the Township’s parking map can also be provided to better direct users.

**Figure 6-3: Examples of Wayfinding Signage**



To support the removal of the 23 Brock Street lot and encourage people who normally park there to use the Centennial Park lot, it is recommended that the Township upgrade the existing laneway between Brock Street and the Centennial Park lot. Currently, this laneway is underutilized, poorly lit, and perceived as unsafe. Improving lighting, adding signage, and making the laneway more pedestrian-friendly will encourage its use and provide a safe and convenient connection between the parking lot and the main commercial area. It is also recommended that the Township prioritize snow clearing along this laneway for year-round accessibility. This enhancement will support the overall goal of optimizing parking resources and improving accessibility within the Downtown Revitalization Area.

**Recommendation #2:** Leverage the residual parking supply through the following initiatives:

- Convert from angled to parallel parking
- Support infill development through the cash-in-lieu program
- Redevelop a portion of an additional underutilized municipal parking lot (up to 25 spaces)
- Maintain status quo but do not add any additional municipal parking

**Recommendation #3:** Delineate parking into short-term, medium-term, and long-term parking needs and update time-limits for on- and off-street spaces.

**Recommendation #4:** Improve the streetscape on Railway Street, including re-doing pavement markings for parking stalls.

**Recommendation #5:** Implement clear wayfinding signage to alternative off-street parking lots. Additionally, municipal parking lots should be added to Google Maps / Apple Maps to assist with driver navigation.



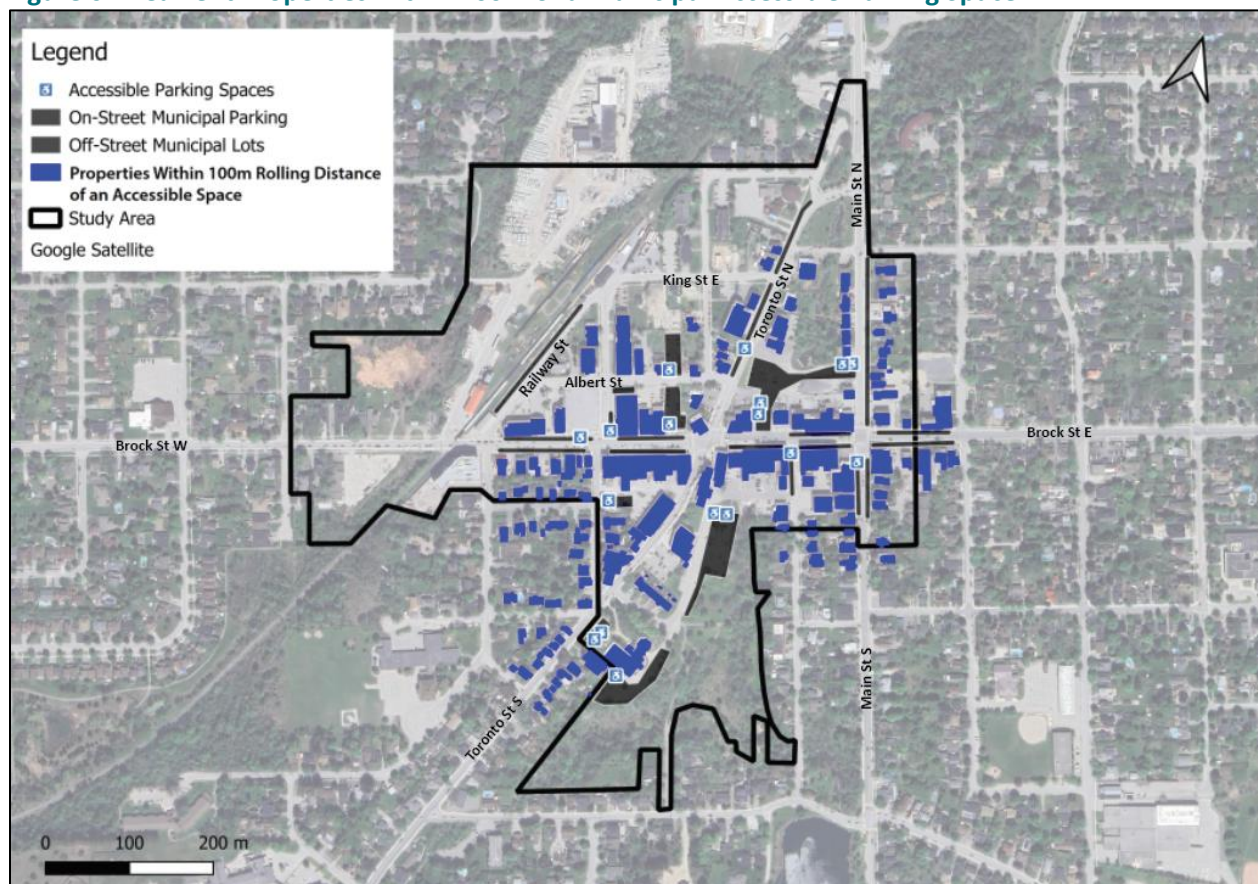
### 6.1.3 Accessible Parking

#### Existing Conditions

The Township's off-street parking supply does not meet AODA standards, which is primarily due to a rounding calculation as all municipal lots provide at least one (1) accessible parking space (AODA standards indicate that a fractional requirement should be rounded up to the nearest whole number). The only exception is at 32 Albert Street, which has a regular supply of five (5) spaces and no accessible stalls. Accessible parking stall sizes as per the zoning by-law also do not match AODA standards for Type A and Type B spaces.

Additionally, approximately 3% of the on-street parking supply is currently accessible. As illustrated in **Figure 6-4**, accessible parking spaces are provided along Spruce Street, Toronto Street, Bascom Street, and Main Street. However, Brock Street and Railway Street lack accessible on-street parking spaces, which limits access for individuals with mobility needs. Furthermore, respondents to the online survey indicated they have mobility challenges that require them to park close to their destination. Furthermore, per 2021 Census data, approximately 22% of Uxbridge's population is aged 65 and over, which is higher than the approximate provincial average of 19%. This demographic trend underscores the importance of expanding accessible parking to better serve the needs of senior citizens and individuals with mobility challenges.

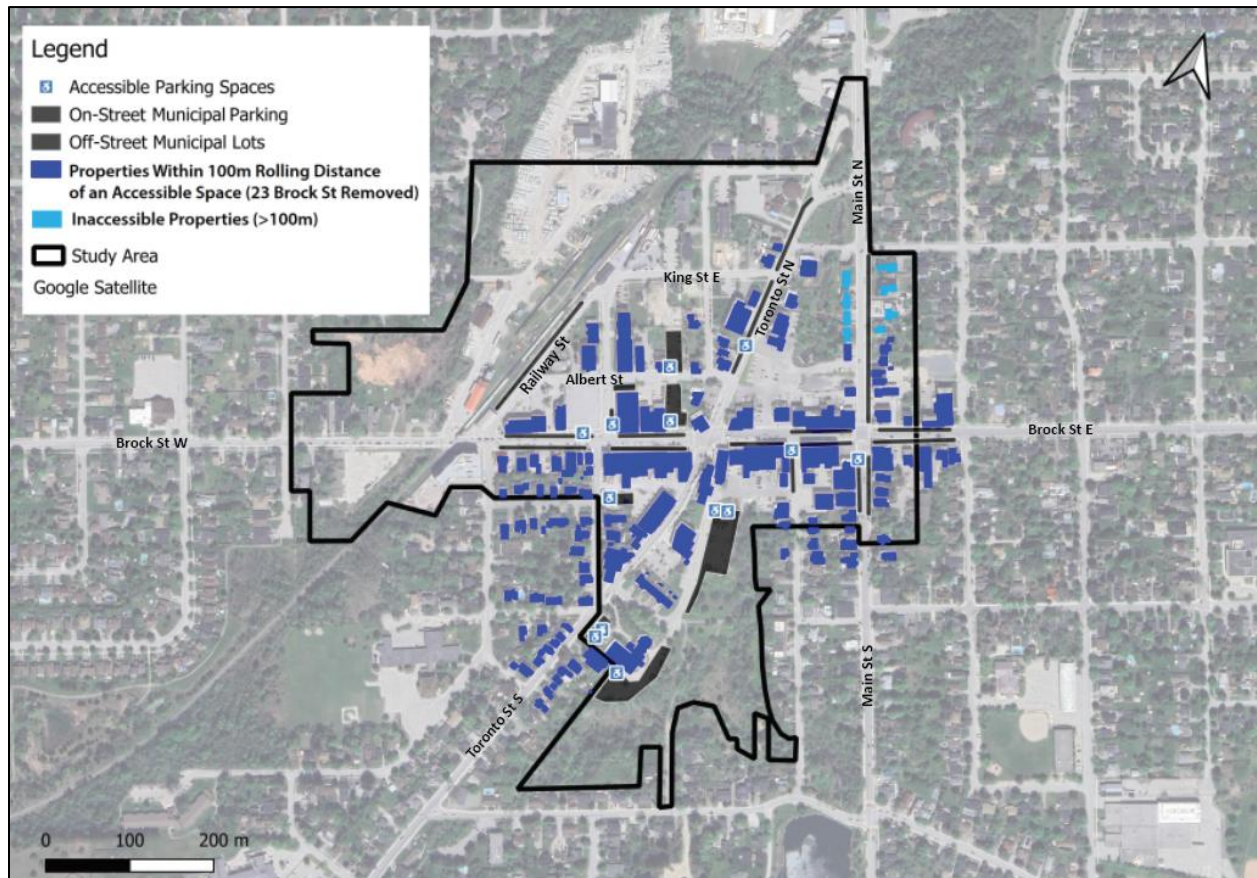
**Figure 6-4: Current Properties within 100m of a Municipal Accessible Parking Space**



## Future Conditions

As outlined in the Downtown Revitalization Strategic Plan & Action Plan (2022), there are plans to remove the existing municipal parking lot at 23 Brock Street (Coffee Time) and convert it into a town square. This change would result in the loss of four (4) accessible parking spaces. **Figure 6-5** illustrates how the removal of these spaces will impact accessibility to nearby properties in the Downtown Revitalization Area.

**Figure 6-5: Future Properties within 100m of a Municipal Accessible Parking Space after Removal of 23 Brock Street**



## Recommendation

It is recommended that the Township adjust its existing municipal off-street facilities to ensure compliance with AODA standards. While this may result in a loss of 1-2 spaces, as noted in **Section 6.1.2**, the Township has an excess supply of parking that can accommodate this conversion. To ensure future developments provide appropriate accessible spaces, it is recommended that the Township undertakes a review of its existing parking by-law requirements, including provisions for accessible parking, to ensure full compliance with AODA standards regarding both quantity and size. This review should address both on-street and off-street locations.

Furthermore, an expansion of the accessible parking supply is recommended given public feedback which noted a limited supply of accessible on- and off-street spaces in the Downtown Revitalization Area. The following locations are recommended based on existing coverage gaps:

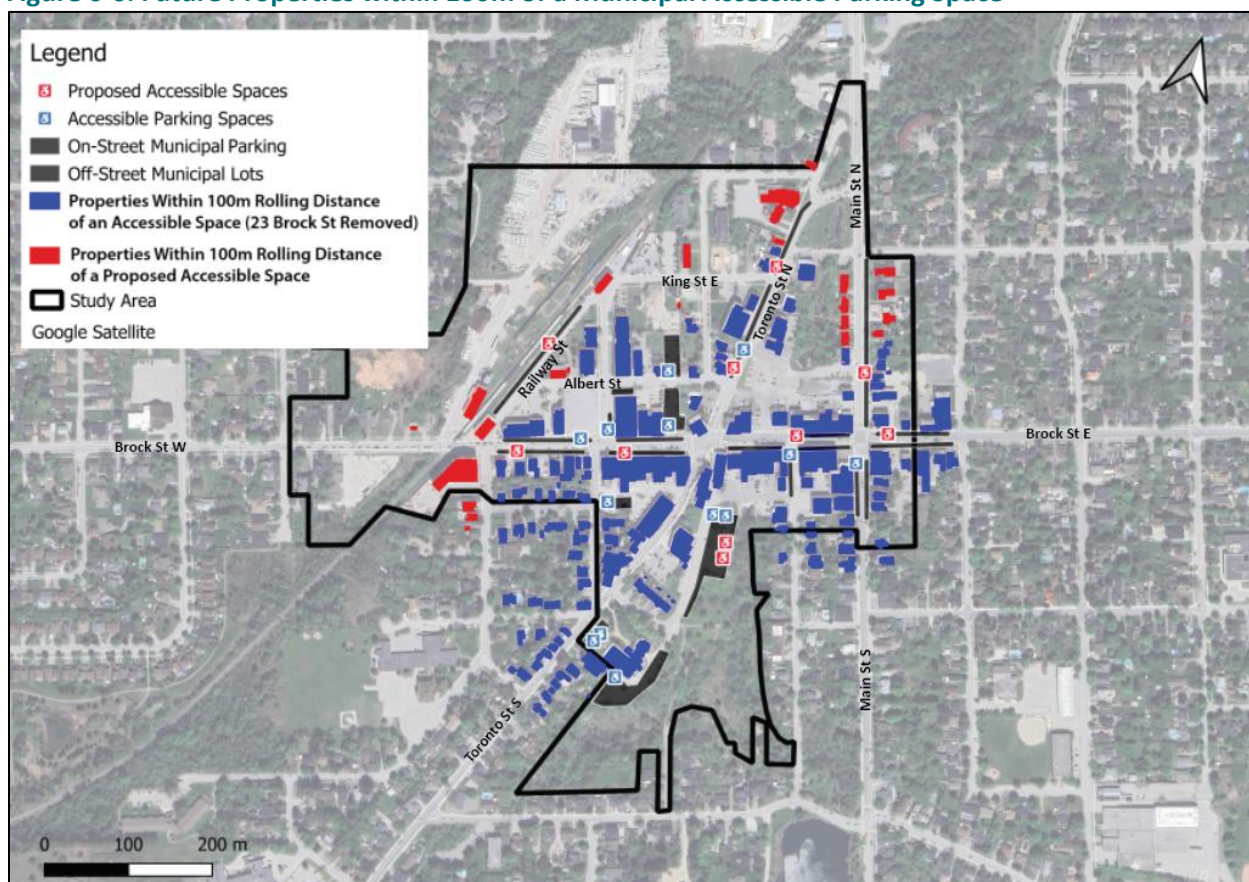
- 1 accessible parking space along Railway Street;



- 1-2 accessible parking spaces between Victoria Drive and Toronto Street along Brock Street;
- 1 accessible space along Toronto Street between King Street W and Dominion Street W;
- 4 accessible parking spaces within the vicinity of the 23 Brock Street Lot (as redevelopment will lead to a loss in existing accessible parking supply); and
- 2 additional accessible parking spaces within the Centennial Park Drive lot;

**Figure 6-6** illustrates the future properties within 100 meters of accessible parking spaces with the addition of the recommended spots above. Of note, accessible parking spaces along Brock Street and Main Street should be coordinated with the Region, including AODA compliance.

**Figure 6-6: Future Properties within 100m of a Municipal Accessible Parking Space**



The Township should also develop a system to receive requests for new accessible parking locations, such as a webpage or fillable form that can be submitted by interested residents or other stakeholders. As Uxbridge has a larger proportion of residents in the senior citizen category, considering a larger accessible parking supply is necessary. New accessible parking should be evaluated based on the existing coverage of municipal accessible parking, the location of major destinations, and other considerations pertaining to accessibility (e.g., terrain, available sidewalk connections). A 100 m walking/rolling distance from an accessible space should be used as the standard measure of reasonable access to a commercial or public destination. This approach would formalize the process of adding additional on-street accessible spaces and establish a method for individuals and businesses to request new spaces, forming an inclusive practice that will help meet the Town's accessible parking needs.



**Recommendation #6:** Adjust existing municipal off-street facilities to comply with AODA standards for stall quantity and size.

**Recommendation #7:** Undertake a review of the Township’s existing parking by-law requirements for accessible parking to ensure full compliance with AODA standards regarding both quantity and size.

**Recommendation #8:** Address existing coverage gaps by adding accessible parking spaces at the following locations:

- 1 accessible parking space along Railway Street
- 1-2 accessible parking spaces between Victoria Drive and Toronto Street along Brock Street
- 1 accessible parking space along Toronto Street between King Street W and Dominion Street W
- 4 accessible parking spaces within the vicinity of the 23 Brock Street Lot (as redevelopment will lead to a loss in existing accessible parking supply)
- 2 additional accessible parking spaces within the Centennial Park Drive lot

**Recommendation #9:** Develop a contact page to receive new requests to add accessible parking and provide clear evaluation criteria for determining their suitability.

#### 6.1.4 Cash in Lieu to Facilitate Infill Development

##### Existing Conditions

Cash-in-lieu is a financial contribution model that allows developers to provide monetary payment to the municipality as a way to address by-law deficiencies and offset the construction of public infrastructure, such as off-street public parking. The Township of Uxbridge Official Plan recognizes that providing on-site parking within the Downtown Revitalization Area and Main Central Area can be difficult and encourages building operators in the Downtown to provide payment of cash-in-lieu of all or part of the zoning by-law parking requirements that is not satisfied. Based on By-law 2024-104, the Township charges a flat rate of \$2,500 per space plus \$500 in administrative fees which is significantly lower than comparative municipalities, where the cost per space ranges between \$5,000 and \$11,000 per space at a fixed rate. There is an opportunity for the Township to update the current cash-in-lieu price to stay in line with economic conditions for land and construction costs.

##### Recommendation

As mentioned above, the Township currently charges a flat rate of \$2,500 per space plus \$500 in administrative fees for cash-in-lieu of parking. It is recommended that the Township keep their cash-in-lieu policies to assist in maintaining off-street parking; however, periodically update cash-in-lieu of parking fees to consider variables such as the cost of constructing a parking space and the cost to acquire land.

The Altus Group is a Canadian commercial real estate firm who issues an annual Construction Guide<sup>1</sup> to provide a comprehensive snapshot of construction costs in local markets across Canada. The Construction Guide is an effective tool for initial budgeting or benchmarking for the price of cash-in-lieu. **Table 6-4** summarizes the 2024 construction cost for surface parking in the Greater Toronto Area (GTA).

<sup>1</sup> [https://www.altusgroup.com/featured-insights/canadian-cost-guide/?utm\\_source=google&utm\\_medium=organic](https://www.altusgroup.com/featured-insights/canadian-cost-guide/?utm_source=google&utm_medium=organic)

Table 6-4: Parking Construction Cost Ranges in the GTA for Surface Parking (2024)

Type	Price per ft <sup>2</sup>		Cost of Parking Space (350ft <sup>2</sup> ) <sup>(1)</sup>	
	Low	High	Low	High
Surface Parking	\$15	\$30	\$5,250	\$10,500

Note: (1) – Based on typical parking dimensions and drive aisle dimensions

Based on **Table 6-4** above, the cost of a surface parking space in the GTA ranges between \$5,250 and \$10,500, which is in line with the rates offered by comparable municipalities reviewed in **Section 5.3.2**. It is recommended that the Township raise its existing cash-in-lieu rate to the low end of the cost range (\$5,250) and index the cost based on the Statistics Canada Non-Residential Price Index. Further adjustments to the cash-in-lieu rate should be considered if the actual cost of constructing and maintaining municipal parking in Uxbridge exceeds the proposed cash-in-lieu rate.

An appropriately priced cash-in-lieu rate will allow developers to address off-street parking deficiencies while encouraging context-appropriate intensification in the Downtown. Fees collected can also be used to fund Transportation Demand Management related measures or active transportation infrastructure improvements to help reduce reliance on parking.

In addition, the cash-in-lieu program should be restricted to avoid overuse and ensure an appropriate number of parking spaces remain on-site. It is recommended that cash-in-lieu be only permitted for smaller residential developments (<30 units) or to obtain relief from the zoning by-law non-residential or residential visitor parking requirements. Cash-in-lieu parking should not exceed 20% of the required parking supply, unless special circumstances require a higher proportion. It is also recommended that accessible parking be exempt from cash-in-lieu, where feasible. This is to ensure that accessible spaces are maintained in proportion to parking requirements in the Zoning By-law, rather than the number of parking spaces proposed after a cash-in-lieu adjustment. Consultation with the Accessibility Advisory Committee is also recommended to ensure an appropriate number of accessible spaces are provided.

Cash-in-lieu use should remain at the discretion of the Township and considered on a case-by-case basis given site constraints and other factors (e.g., the provision of affordable housing). Cash-in-lieu applications should also include supporting parking justification demonstrating why the by-law requirements cannot be met.

**Recommendation #10:** Increase the existing cash-in-lieu rate to \$5,250 and index the cost based on the Statistics Canada Non-Residential Price Index.

**Recommendation #11:** Restrict use of cash-in-lieu to avoid overuse and ensure an appropriate number of parking spaces remain on-site. The following restrictions are recommended:

- Limit cash-in-lieu to smaller residential developments or to obtain relief from non-residential or residential visitor requirements;
- Limit cash-in-lieu to 20% of the required parking supply; and
- Exempt accessible parking from the cash-in-lieu program, where feasible.

## 6.2 PARKING MANAGEMENT & ENFORCEMENT

It is acknowledged that the Township of Uxbridge experiences challenges with managing and enforcing parking requirements, regulations, and infractions. The following sections detail the recommendations to

improve parking enforcement of on- and off-street parking spaces and opportunities to implement and improve permit programs for daytime and overnight demand.

## 6.2.1 Parking Enforcement Personnel

### Existing Conditions

The Township of Uxbridge currently has two (2) part-time parking enforcement officers and two (2) full-time by-law officers who assist with parking complaints and patrols on a regular basis. However, based on consultation with Uxbridge's BIA and the public, parking enforcement remains a concern and many are supportive of increasing strategies to discourage illegal parking activity and better enforce existing parking time limits.

There is an opportunity to improve parking enforcement in the Township of Uxbridge. Having regular enforcement could help alleviate on-street pressure during the busier seasons and address issues with drivers parking longer than the permitted time limit.

### Recommendations

Through a review of comparable municipalities, it was noted that each of the examined municipalities had full-time officers as well as summer seasonal officers involved in parking enforcement. The number of full-time officers involved in parking enforcement ranges from 1-7 across the surveyed municipalities, although they are not always hired exclusively for parking enforcement. Seasonal officers in Orillia and Collingwood are hired specifically to enforce parking restrictions during the summer period.

Since the Township already employs full-time by-law officers and part-time parking enforcement officers, similar to other municipalities, it is recommended that rather than hiring an additional enforcement staff, the Township focus on increasing the frequency of patrols for illegal parking in the Downtown Core. Increasing enforcement frequency is especially important during the summer months (May to September) when the Township sees more activity in the Downtown area. This recommended approach could help to alleviate seasonal parking pressures in higher demand areas and address issues with drivers parking longer than the permitted time limit.

Additionally, it is advised that the By-law department consult with the BIA regarding the existing enforcement protocols to resolve the perceived lack of enforcement.

**Recommendation #12:** Increase frequency of patrols for illegal parking to alleviate seasonal localized parking pressures.

**Recommendation #13:** By-law department to consult with the BIA regarding the existing enforcement protocols.

## 6.2.2 Overnight Residential Parking Permit

### Existing Conditions

There are currently overnight on and off-street parking restrictions under By-law 2013-184 in which no person shall park a vehicle for more than 3 hours, unless otherwise posted. On Regional roads, including Brock Street and Main Street, By-law 03-2021 permits a maximum of two (2) hours. Furthermore, there are currently overnight parking restrictions during winter for snow clearing in which no person shall park

a vehicle on any roadway or municipal lot between the hours of 2AM to 7AM between November 1<sup>st</sup> in any year until April 1<sup>st</sup> of the following year.

The Township offers overnight parking permits at the Centennial Park Drive lot (23 spaces) and Albert Street lot (16 spaces) for \$20 per month, with a minimum purchase of 3 months. Although the website states a 10-hour limit, the Town has confirmed that permit holders can park for up to 24 hours and do not need to move their vehicles for snow clearing. Based on feedback from the public and a review of existing operations, a revision to the overnight permit structure to shorten the overnight time limits for new permit holders, along with expanding the number of spaces available apart of the residential parking permit program is recommended. Additionally, best practice findings indicate the current cost of overnight permits is inexpensive and there are opportunities to increase the permit fees to more appropriately cover the costs associated with administering the program.

### Recommendations

As it is currently observed, users can park their vehicles year-round for extended periods (24 hours) through the overnight permit program. This results in poor use of a municipal asset as these parking spaces are essentially always occupied and lost from the municipal parking supply. However, it is recognized that current permit holders are primarily residents living in multi-unit dwellings and rental properties without proper driveways or dedicated parking facilities. As such, it is recommended that the Township maintain the existing residential parking permit program while introducing a new policy that limits 24 hour permits to future applicants that are residents living in downtown without access to a private parking space.

Additionally, as the Downtown Revitalization Area undergoes redevelopment, it is further recommended that the Township re-evaluate the overnight parking permit program and explore additional parking where overnight parking may be permitted, if necessary.

This proactive approach will help ensure that future parking needs of the community are met as the area evolves. The program should also indicate where residents should park during snowfall periods (e.g. rotating to different municipal off-street lots) to allow for scheduled snow clearing.

To maximize accessibility and ease of use, it is recommended that the residential permit program be managed through a user-friendly online platform where residents and visitors can conveniently apply for and receive approval for overnight permits. A variety of permit options should be made available to accommodate both short-term and long-term needs (i.e., 1-3 days for short-term accommodation, 4-6 months for seasonal usage, annual for long-term residents).

Additionally, the current fee of \$20 per month for an overnight parking pass is relatively low compared to other municipalities. As seen in **Table 5-10**, comparable municipalities charge an average of \$66.05, while Uxbridge only charges \$20 for a minimum of 3 months. It is recommended to adjust this fee to better reflect the actual costs of managing overnight parking and to ensure the program remains sustainable. Increasing the fee would align the Township's rates with current standards and help support ongoing parking infrastructure and enforcement efforts. This adjustment would also contribute to the maintenance and improvement of parking facilities, benefiting all users.

**Recommendation #14:** Maintain the existing residential parking permit program while introducing a policy that limits future applicants to residents living downtown without access to a private parking space.

**Recommendation #15:** Develop a variety of permit options and a user-friendly online platform.

**Recommendation #16:** Adjust the existing monthly fee of \$20 to better reflect the actual costs of managing overnight parking and to ensure the program remains financially sustainable.

### 6.2.3 On-Street Time Limits

#### Existing Conditions

Currently, there are two different time limits for on-street parking restrictions in Uxbridge. Under By-law 2013-184, no person shall park a vehicle for more than 3 hours unless otherwise posted. However, on regional roads, specifically Brock Street and Main Street, By-law 03-2021 permits a maximum of 2 hours. This variation in permitted parking limits can cause confusion for users and complicates enforcement.

#### Recommendation

To address the inconsistency in on-street parking time limits, it is recommended that the Township, in consultation with the Region, implement a uniform 2-hour parking limit for all on-street parking. Standardizing the time limits will simplify enforcement and encourage parking turnover, promoting increased activity in the Downtown study area. This change will make it easier for visitors to understand and comply with parking regulations, enhancing the overall parking experience in Uxbridge.

**Recommendation #17:** Implement a uniform 2-hour parking limit for all on-street parking.

### 6.2.4 Monitoring Program

#### Existing Conditions

Currently, there is no monitoring program in place for the Township to understand trends in the Downtown Revitalization Area parking demand. This lack of data collection limits the Township's ability to make informed policy decisions regarding parking management. There is an opportunity to periodically undertake data collection and consider supplementary parking survey types to achieve a better understanding of parking demand, ultimately to help inform policy decisions.

#### Recommendations

To better understand and manage the Downtown Revitalization Area parking demand, it is recommended that the Township implement a parking utilization survey program based on industry standards. Regular surveys should be conducted every five years by Township staff or a qualified consultant to validate study results and determine if policy adjustments are needed. These surveys should be carried out 1-2 days per week over at least 2 weeks during a two-month period, capturing peak parking demand. Conducting surveys between Tuesday and Thursday will help capture weekday demand, while Saturday or Sundays will provide insights into weekend demand. Maintaining a consistent survey period and methodology will allow for historical comparison and trend analysis.

Additionally, the Township should consider supplementary surveys, such as user satisfaction surveys and observational studies, including *Parking Turnover Surveys/Dwell Time Surveys* which measures the rate of which parking spaces are used (i.e., frequency of vehicles entering and leaving parking spaces) or *Parking Trace Surveys* which focuses on the users of a parking space to provide insight into time limit requirements and peak parking demand for different user groups. This is to gather qualitative data on parking experiences and identify areas for improvement. The Township can gain valuable insights into parking



trends, optimize management strategies, and ensure that parking policies meet the needs of residents, businesses, and visitors.

**Recommendation #18:** Implement a parking utilization survey program every 5-10 years based on industry standards, carried out 1-2 days per week over at least 2 weeks during a two-month period to capture peak demand.

**Recommendation #19:** Undertake supplementary surveys (e.g., Parking Turnover Surveys or Parking Trace Surveys) to better understand parking demand and trends within the Downtown.

## 6.2.5 Parking By-Law Requirements Review

### Existing Conditions

The minimum off-street parking requirements for developments are currently dictated by the Township's Comprehensive Zoning By-law 81-19. A review of best practices, as discussed in **Section 5.1**, indicates that the Township requires a higher number of parking spaces for commercial uses and lacks a dedicated rate for apartment visitors compared to other municipalities. The review of best practices also revealed that the Township's parking stall dimensions are smaller than the average parking size for regular, angled, and parallel parking. Accessible parking supply requirements are also not AODA compliant. There is an opportunity to update parking standards to better align with contemporary requirements and community needs.

### Recommendation

It is recommended that the Township undertake a review of its existing parking by-law requirements to either reallocate some of the apartment parking split (1.5 sp./unit) to visitors or add a new separate visitor requirement for apartments. This will ensure that new residential developments can accommodate visitor demand on-site, without relying on municipal infrastructure.

A review should also be undertaken for commercial developments to modernize the requirement and ensure they align with best practice findings and community needs. By analyzing current requirements and comparing them with best practices, the Township can identify areas for improvement and develop a more effective parking policy. This review should consider the unique characteristics of Uxbridge and aim to create a balanced approach that supports both residential and commercial development.

As accessible parking requirements were observed to be lower in the Township compared to comparable municipalities, an update to the accessible parking standards is recommended to match or exceed the Accessibility for Ontarians with Disabilities Act (AODA) guidelines. This would be beneficial based on demographic trends and public concerns on the lack of accessible parking. The Township should also review parking stall sizes for regular, angled, parallel, and accessible parking.

The Township can also explore the possibility of implementing lower parking rates for certain sites in the Downtown Revitalization Area, provided that a detailed parking justification report is submitted. This is to ensure that requirements reflect existing conditions and emerging trends, where appropriate. Any adjustment to the parking rates could also be complemented by the Township's cash-in-lieu program, which allow developers to contribute financially instead of providing the required number of parking spaces in cases where this is not feasible, as further discussed in **Section 6.2.5**.

The Township should also review best practices in parking management, including considerations for requiring electric vehicle (EV) charging infrastructure and bike parking in residential developments, along

with other Transportation Demand Management (TDM) initiatives. The integration of these elements into the updated by-law will ensure that the Township can support sustainable transportation options and ensure that its parking policies are forward-thinking.

**Recommendation #20:** Conduct a comprehensive review of the Township’s existing parking by-law requirements, taking the following factors into consideration:

- Introduce residential visitor parking requirements
- Update commercial/retail requirements based on best practice findings and community needs
- Update accessible parking requirements to adhere to AODA guidelines
- Review parking stall sizes for regular, angled, parallel, and accessible spaces

**Recommendation #21:** Consider guidelines for EV charging, bike parking, and TDM initiatives.

## 6.3 BROCK STREET ON-STREET PARKING

The following sections detail recommendations to optimize and manage parking along Brock Street.

### 6.3.1 Brock Street – Angled Parking

#### Existing Conditions

Angled parking is currently provided along Brock Street between Toronto Street and approximately 60 meters west of Spruce Street. Based on public and stakeholder consultation, a number of participants have expressed concerns with the angled parking, which has created safety concerns due to sightline and maneuverability issues when backing out of the parking spaces. Residents and business owners have also noticed users parking outside of the designated lines due to the size and angle of the parking spaces. Furthermore, the size of the parking spaces does not easily accommodate longer vehicles (e.g., pick-up trucks) which causes overhang issues and occasionally impedes traffic along Brock Street. Conditions likely worsen during the winter months due to snowbanks overflowing into the parking space.

There are opportunities to address issues with angled parking both in the short-term and long-term. While vehicle overhang is a limiting factor in the short-term, long-term solutions can help address safety concerns, encourage users who are currently deterred from using the Brock Street angled parking, and help optimize the use of the existing parking supply.

#### Recommendation

To ease overhand and sightline issues, signage is recommended along Brock Street in the short-term to advise users to park up to the curb (see **Figure 6-7**). To avoid cluttering along the pedestrian streetscape, signage is recommended to be spaced out along the Brock Street angled parking and/or in locations where time limit signage currently exists. Furthermore, signage needs to be coupled with increased by-law enforcement to ensure that vehicles are not encroaching into the road travel lanes. If the overhang issue persists, a vehicle size restriction can be implemented through signage and enforcement limiting use to vehicles with a maximum length of 5.4m (i.e. small car only signage).

Figure 6-7: Example ‘Pull Forward’ and ‘Small Car Only’ Signage



In the long-term, converting the existing angled spaces to parallel spaces would improve sightline issues and increase the available boulevard space for uses such as restaurant patios, street trees, and wider sidewalks. Within this expanded boulevard space, the Township/Region could also consider installing a bike rack comparable in size and capacity to the existing rack at 23 Brock Street. Based on a preliminary design assessment (**Appendix E**), the existing 22 angled parking spaces can be converted into 14 parallel spaces. While this would result in a loss of 8 spaces, an additional 2-3m of boulevard width would be available for alternative uses. However, based on the October 2024 parking utilization surveys, the 85<sup>th</sup> percentile peak demand is 243 spaces out of an available 469 spaces, indicating that there is adequate residual capacity on nearby on-street and off-street areas to accommodate this reduction. The removal and reconfiguration of the angled parking will also create additional space for landscaping (e.g., bioswales) and other features including active transportation facilities (e.g., a bike corral) and/or street furniture to create a pedestrian-friendly environment for the Downtown Revitalization Area.

Additional recommendations pertaining to accessible parking and on-street parking limits for this roadway segment are discussed in **Section 6.1.3** and **Section 6.3.2**.

**Recommendation #22:** In the short term, implement signage directing users to park up to the curb and increase enforcement of vehicle overhang. If required, restrict the parking spaces to a maximum length of 5.4m (i.e., compact car or small car signage).

**Recommendation #23:** In the long-term, as part of future roadway reconstruction, remove up to eight (8) angled spaces as part of a future redesign to accommodate a total of 14 parallel parking spaces. Removal of parking spaces will allow for other features including landscaping, active transportation facilities, and street furniture. To accommodate the remove of parking spaces, direct users to nearby off-street lots with clear signage.

### 6.3.2 Brock Street Time Limits

#### Existing Conditions

Currently Brock Street has an on-street time limit of 2 hours which the majority of online survey respondents felt was sufficient and is supported by the turnover survey results discussed in **Section 3.2.4**.

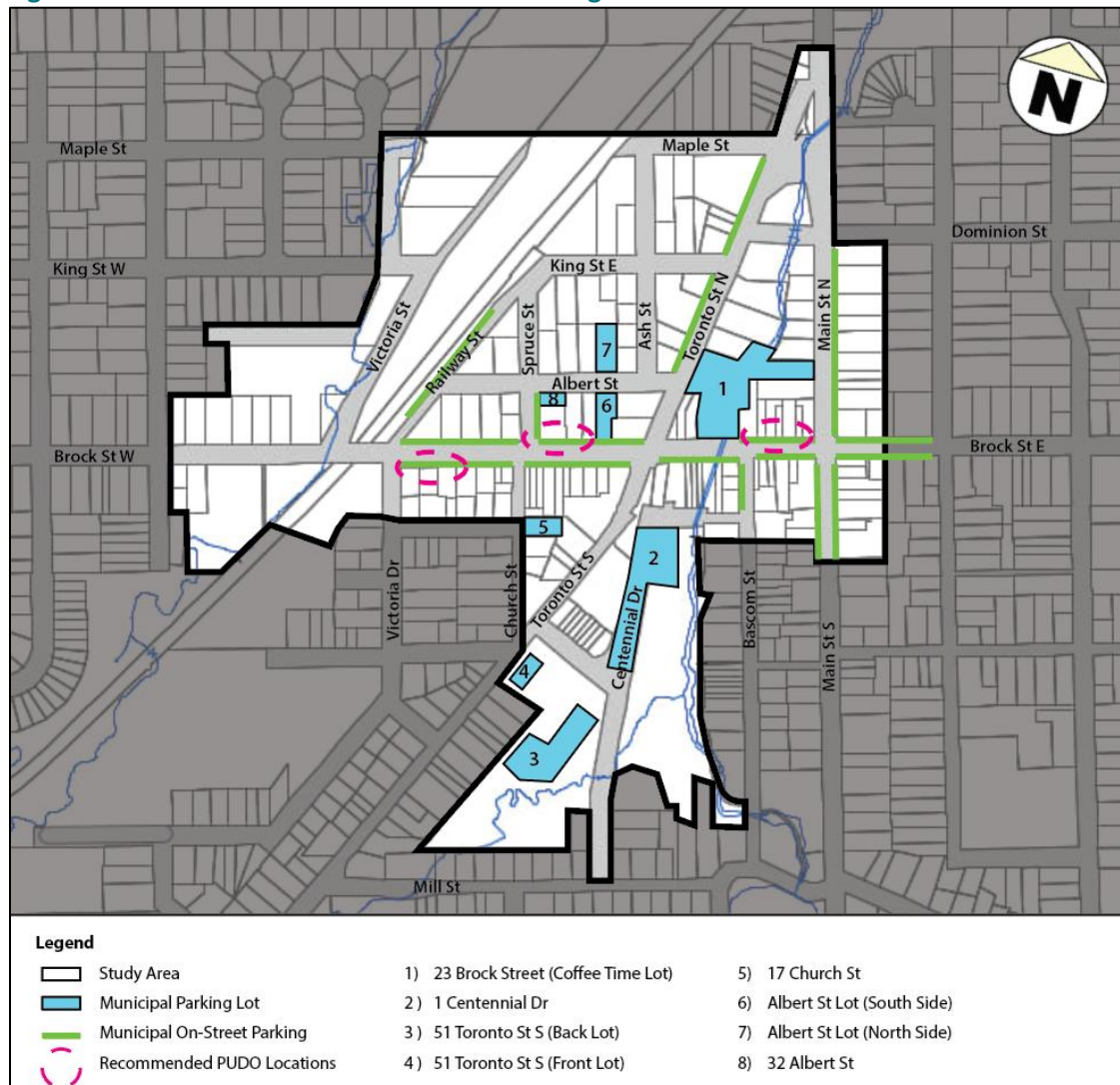
However, there is currently limited parking enforcement and several survey respondents indicated support for improved management of existing time limits.

## Recommendations

**Improve on-street signage and wayfinding to off-street lots:** In addition to increased enforcement (see **Section 6.2.1**), it is recommended that the Township improve on-street signage and wayfinding to better direct drivers to available off-street parking lots where 3 hour parking is permitted. Clear visible signage will raise awareness of the alternative parking options that are available and encourage patrons to use the off-street parking lots.

**Assess the feasibility of implementing 15-minute PUDO zones:** Given the excess parking supply within the Downtown Revitalization Area, there is an opportunity to convert 2-3 spaces along Brock Street to 15-minute loading zones. These 15-minute loading zones will facilitate higher turnover short duration trips (e.g., restaurant takeout, pick-up, and deliveries). **Figure 6-8** illustrates potential locations for implementing PUDO zones based on the existing business types along Brock Street.

**Figure 6-8: Recommended PUDO Locations along Brock Street**





**Recommendation #24:** Improve on-street signage and wayfinding to better direct drivers to available off-street parking lots with longer time limits.

**Recommendation #25:** Provide 15-minute loading zones for 2-3 spaces along Brock Street to facilitate high turnover activity.

## 6.4 EV CHARGING & ACTIVE TRANSPORTATION

The following sections detail recommendations to support emerging trends and active transportation.

### 6.4.1 EV Charging

#### Existing Conditions

There are currently no municipal electric vehicle (EV) charging spaces available in the Downtown Revitalization Area. The nearest public EV charging space is located at the Second Wedge Brewing Co., west of the railway tracks. As vehicles continue to electrify at a near exponential rate, EV charging space demand will continue to grow.

#### Recommendation:

To support the growing demand for EV infrastructure, it is recommended that 2-3 public EV charging spaces be installed in off-street municipal lots. It is recommended that installed stations be equipped with Level 2 chargers, as this is the typical standard for public charging facilities. These charging stations should be conveniently located to encourage EV adoption and usage. Charging user costs should be consistent with other jurisdictions, such as \$2 per hour, to ensure affordability and standardization.

The Centennial Park lot has been identified as the recommended location for charging stations due to its central location within the Downtown core and its ability to address coverage gaps. **Figure 6-9** identifies the recommended EV charging locations along with a 300m buffer to consider factors such as accessibility, visibility, and proximity to key destinations.

To reduce costs and accelerate the implementation process, it is recommended that the Township assess federal and provincial funding opportunities to support the installation of EV charging infrastructure. Programs such as the **Zero Emission Vehicle Infrastructure Program (ZEVIP)** provided by NRCan for Delivery Organizations (the Township) provide funding for the deployment of EV chargers across Canada. The ZEVIP grant will contribute to 50% of the total costs, up to \$5 million. Additionally, the **Electric Vehicle (EV) ChargeON Program** provided by the provincial government contributes up to 75% of the total project costs up to \$1 million. Per Hydro One estimates from 2022, the cost of installing EV charging stations is approximately \$20,000, including all capital costs such as designing, purchasing, and installing<sup>2</sup>. The Township is eligible to receive funding from both grant programs and is encouraged to pursue this opportunity.

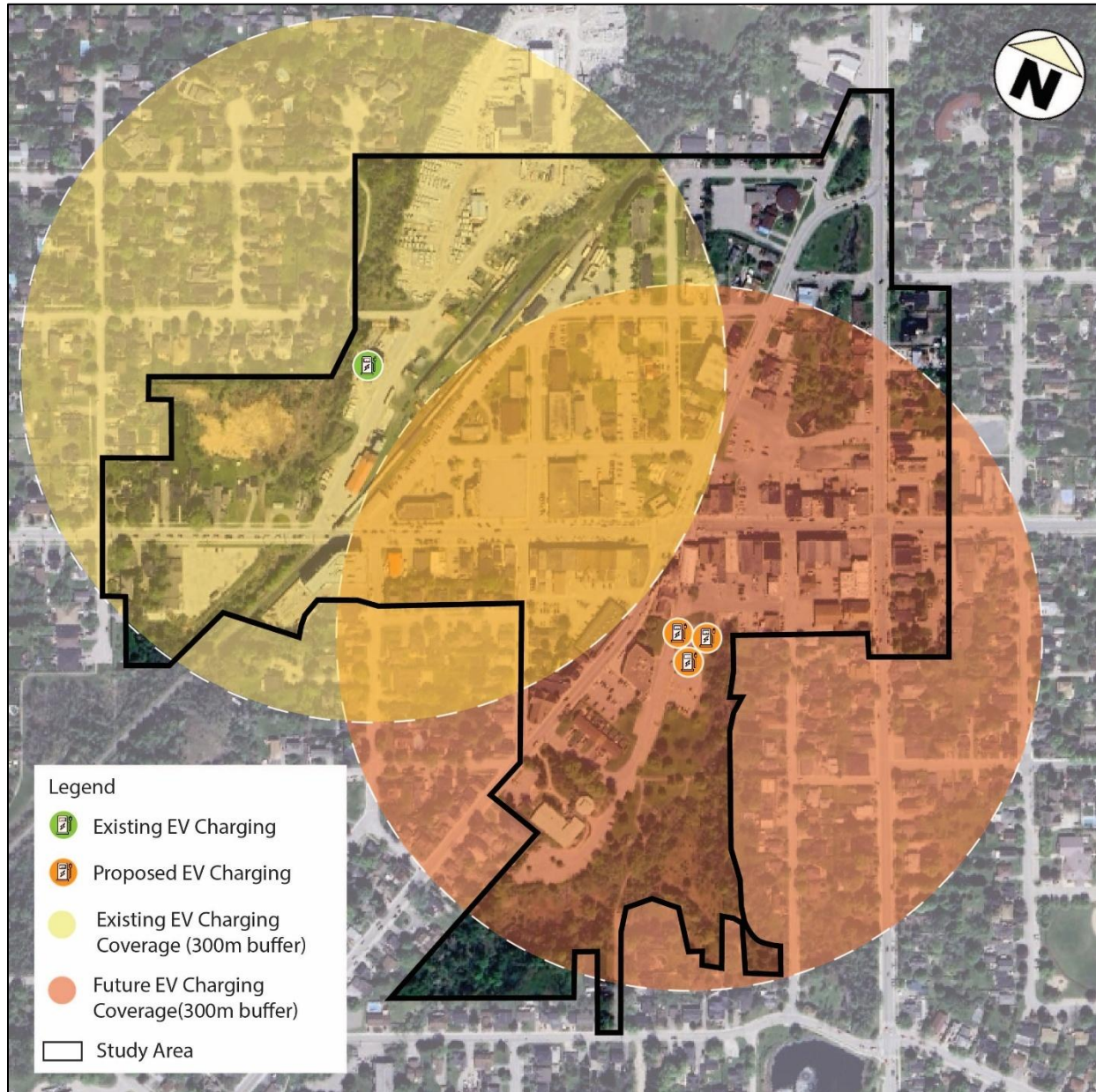
As EV charging will continue to grow in demand, the Township should explore the continued expansion of its EV charging network given that grants will subsidize a large portion of the costs. Demand should be monitored for the initial EV chargers, and if there is a positive response, more EV chargers can be installed.

<sup>2</sup> [On-Street Electric Vehicle Charging Stations - Pilot Conclusion and Next Steps](#)



throughout the Downtown Revitalization Area. Regular assessments will ensure that the infrastructure remains effective and responsive to the evolving needs of EV users.

**Figure 6-9: EV Charging Station Locations**



**Recommendation #26:** Implement 2-3 public EV charging spaces, equipped with Level 2 charging capabilities in off-street municipal lots. Charging prices should be consistent with other jurisdictions, such as \$2 per hour.

**Recommendation #27:** Apply to Zero Emission Vehicle Infrastructure Program (ZEVIP) and Electric Vehicle (EV) ChargeON Programs grants to recoup capital costs.

## 6.4.2 Bike Parking

### Existing Conditions

Currently, there is a limited supply of publicly accessible bike parking facilities in the Downtown Revitalization Area. One (1) municipal bike rack with a capacity of eight (8) parking spaces is provided along Brock Street, approximately 55m east of Toronto Street at 23 Brock Street.

Several online survey respondents have expressed concerns about safety, poorly placed bike racks, and a lack of enforcement of traffic laws. These issues highlight the need for improvements to support active transportation.

### Recommendations

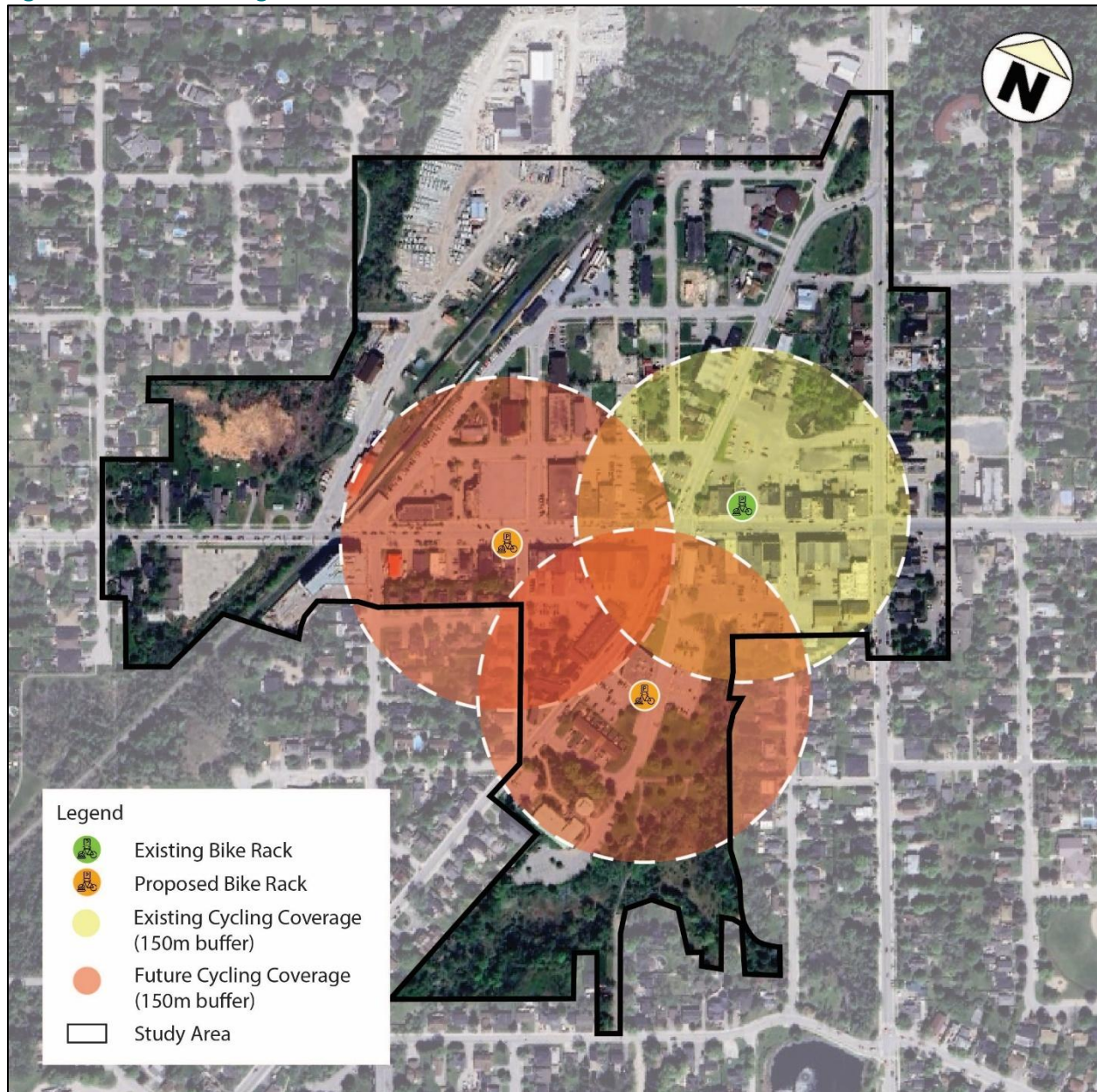
To better support active transportation within the Downtown Revitalization Area, it is recommended that the Township work with the Region to install an additional bike rack along Brock Street, similar in size and capacity to the existing rack at 23 Brock Street. As general practice, bike racks should be placed near pedestrian-friendly furniture such as benches and outdoor public waiting areas, allowing cyclists to feel more secure when leaving their bikes locked. Properly placed bike racks will not only enhance convenience but also encourage more residents and visitors to choose cycling as a mode of transportation.

As part of future design plans, it is also recommended that the Township consider adding bike parking stalls and bike repair stations at Centennial Park. This will accommodate the increasing number of cyclists visiting the park, promote sustainable transportation, and enhance the overall park experience by providing convenient and secure bike storage options. By integrating bike-friendly amenities, the park can become a more attractive destination for cyclists and support the Township's active transportation goals. Potential locations for additional bike parking have been identified in **Figure 6-10**, along with a 150m buffer to illustrate accessibility.

To address the safety concerns raised by survey respondents, it is important to ensure that bike racks are strategically placed in well-lit, visible areas. Additionally, the Township should work on improving the enforcement of traffic laws to create a safer environment for cyclists. This could include measures such as increased signage, dedicated bike lanes, and regular monitoring by local authorities.



Figure 6-10: Bike Parking Locations



**Recommendation #28:** Install an additional bike rack and repair tools along Brock Street, similar in size and capacity to the existing rack at 23 Brock Street, to encourage more residents and visitors to choose cycling as a mode of transportation.

**Recommendation #29:** Install additional bike racks and repair tools at Centennial Park to accommodate the increasing number of cyclists visiting the park, promote sustainable transportation, and enhance the overall parking experience.

## 7 SUMMARY OF RECOMMENDATIONS AND NEXT STEPS

The recommendations from this Parking Strategy Study have been informed by a comprehensive review of the existing parking policies and operations, a review of best practices in comparable municipalities, parking data collection, and through public and stakeholder consultation.

### 7.1 SUMMARY OF RECOMMENDATIONS

The recommendations of this study include those targeted towards parking policies and/or processes. The policy and process recommendations are summarized in **Table 7-1**.

Table 7-1: Summary of Recommendations

Recommendation		Type	Area of Impact
<b>Parking Optimization &amp; Asset Management</b>			
<b>Repurposing the 23 Brock Street (Coffee Time) Parking Lot</b>			
#1	Repurpose the 23 Brock Street (Coffee Time) Parking Lot for higher and more effective use. Include public parking as part of the redevelopment plans and maintain at least four (4) accessible parking spaces in accordance with AODA standards.	Process	Downtown Revitalization Area
<b>Municipal On- and Off-Street Parking Supply</b>			
#2	Leverage residual parking supply through the following initiatives: <ul style="list-style-type: none"> <li>Convert from angled to parallel parking</li> <li>Support infill development through the cash-in-lieu program</li> <li>Redevelop a portion of an additional underutilized municipal parking lot (up to 25 spaces)</li> <li>Maintain status quo but do not add any additional municipal parking</li> </ul>	Process	Downtown Revitalization Area
#3	Delineate parking into short-term, medium-term, and long-term parking needs and update time-limits for on- and off-street spaces.	Process & Policy	Downtown Revitalization Area
#4	Improve the streetscape on Railway Street, including re-doing pavement markings for parking stalls.	Process	Downtown Revitalization Area
#5	Implement clear wayfinding signage to alternative off-street parking lots. Additionally, municipal parking should be added to Google Maps.	Process	Downtown Revitalization Area
<b>On-Street Accessible Parking</b>			
#6	Adjust existing municipal off-street facilities to comply with AODA standards for stall quantity and size.	Process	Downtown Revitalization Area
#7	Undertake a review of the Township's existing parking by-law requirements for accessible parking to ensure full compliance with AODA standards regarding both quantity and size.	Policy	Downtown Revitalization Area
#8	Address existing coverage gaps by adding accessible parking spaces at the following locations: <ul style="list-style-type: none"> <li>1 accessible parking space along Railway Street</li> <li>1-2 accessible parking spaces between Victoria Drive and Toronto Street along Brock Street</li> </ul>	Process	Downtown Revitalization Area

Recommendation		Type	Area of Impact
	<ul style="list-style-type: none"> <li>1 accessible parking space along Toronto Street between King Street W and Dominion Street W</li> <li>4 accessible parking spaces within the vicinity of the 23 Brock Street Lot (as redevelopment will lead to a loss in existing accessible parking supply)</li> <li>2 additional accessible parking spaces within the Centennial Park Drive lot</li> </ul>		
#9	Develop a contact page to receive new requests to add accessible parking and provide clear evaluation criteria for determining their suitability	Process	Downtown Revitalization Area
<b>Cash-in-Lieu</b>			
#10	Increase the existing cash-in-lieu to \$5,250 and index the cost based on the Statistics Canada Non-Residential Price Index.	Policy	Downtown Revitalization Area
#11	Restrict the use of cash-in-lieu to avoid overuse and ensure an appropriate number of parking spaces remain on-site. The following restrictions are recommended: <ul style="list-style-type: none"> <li>Limit cash-in-lieu to smaller residential developments or to obtain relief from non-residential or residential visitor requirements;</li> <li>Limit cash-in-lieu to 20% of the required parking supply; and</li> <li>Exempt accessible parking from the cash-in-lieu program, where feasible.</li> </ul>	Policy	Downtown Revitalization Area
<b>Parking Management &amp; Enforcement</b>			
<b>Parking Enforcement Personnel</b>			
#12	Increase frequency of patrols for illegal parking to alleviate seasonal localized parking pressures.	Process	Downtown Revitalization Area
#13	By-law department to consult with the BIA regarding the existing enforcement protocols.	Process	Downtown Revitalization Area
<b>Overnight Residential Parking Permits</b>			
#14	Maintain the existing residential parking permit program while introducing a policy that limits future applicants to residents living downtown without access to a private parking space.	Policy	Downtown Revitalization Area
#15	Develop a variety of permit options and a user-friendly online platform.	Process	Downtown Revitalization Area
#16	Adjust the monthly fee of \$20 to better reflect the actual costs of managing overnight parking and to ensure the program remains sustainable.	Process	Downtown Revitalization Area
<b>On-Street Time Limits</b>			
#17	Implement a uniform 2-hour parking limit for all on-street parking.	Policy	Downtown Revitalization Area
<b>Monitoring Program</b>			
#18	Implement a parking utilization survey program every 5-10 years based on industry standards, carried out 1-2 days per week over at least 2 weeks during a two-month period to capture peak demand.	Process	Downtown Revitalization Area



Recommendation		Type	Area of Impact
#19	Undertake supplementary surveys (e.g., Parking Turnover Surveys or Parking Trace Surveys) to better understand parking demand and trends within the Downtown.	Process	Downtown Revitalization Area
<b>Parking By-Law Requirements Review</b>			
#20	Conduct a comprehensive review of the Township's existing parking by-law requirements, taking the following factors into consideration: <ul style="list-style-type: none"> <li>• Introduce residential visitor parking requirements</li> <li>• Update commercial/retail requirements based on best practice findings and community needs</li> <li>• Update accessible parking requirements to adhere to AODA guidelines</li> <li>• Review parking stall sizes for regular, angled, parallel, and accessible spaces</li> </ul>	Policy	Downtown Revitalization Area
#21	Consider guidelines for EV charging, bike parking, and TDM initiatives.	Policy	Downtown Revitalization Area
<b>Brock Street On-Street Parking</b>			
<b>Angled Parking</b>			
#22	In the short term, implement signage directing users to park up to the curb and increase enforcement of vehicle overhang. If required, restrict the parking spaces to a maximum length of 5.4m (i.e., compact car or small car signage).	Process	Brock Street
#23	In the long-term, as part of future roadway reconstruction, remove up to eight (8) angled spaces as part of a future redesign to accommodate a total of 14 parallel parking spaces. Removal of parking spaces will allow for other features including landscaping, active transportation facilities, and street furniture. To accommodate the removal of parking spaces, direct users to nearby off-street lots with clear signage.	Process	Brock Street
<b>Brock Street Time Limits</b>			
#24	Improve on-street signage and wayfinding to better direct drivers to available off-street parking lots with longer time limits.	Process	Downtown Revitalization Area
#25	Provide 15-minute loading zones for 2-3 spaces along Brock Street to facilitate high turnover activity.	Process & Policy	Downtown Revitalization Area
<b>EV Charging &amp; Active Transportation</b>			
<b>EV Charging</b>			
#26	Implement 2-3 public EV charging spaces, equipped with Level 2 charging capabilities in off-street municipal lots. Charging prices should be consistent with other jurisdictions, such as \$2 per hour.	Process	Downtown Revitalization Area
#27	Apply to Zero Emission Vehicle Infrastructure Program (ZEVIP) and Electric Vehicle (EV) ChargeON Programs grants to recoup capital costs.	Process	Downtown Revitalization Area
<b>Bike Parking</b>			
#28	Install an additional bike rack and repair tools along Brock Street, similar in size and capacity to the existing rack at 23 Brock Street, to encourage more residents and visitors to choose cycling as a mode of transportation.	Process & Policy	Downtown Revitalization Area

	Recommendation	Type	Area of Impact
#29	Install additional bike racks and repair tools at Centennial Park to accommodate the increasing number of cyclists visiting the park, promote sustainable transportation, and enhance the overall parking experience.	Process & Policy	Downtown Revitalization Area

## 7.2 IMPLEMENTATION STRATEGY FOR RECOMMENDATIONS

The implementation of the recommendations of this study should be undertaken in a logical manner that minimizes overall disruption to local residents and businesses; is clear and easily communicable for members of the public, stakeholders, and Township staff; and is feasible and effective for the Township in terms of timing, cost, and resources or further studies required. The implementation strategy for each recommendation is summarized in **Table 7-2**.

The following definitions are provided for timing and cost implications:

### Timing:

- Short-Term: Within 5 years (by 2030)
- Medium-Term: Within 10 years (by 2035)
- Long-Term: Longer than 10 years (2035+)

### Cost:

- Capital: Physical infrastructure with capital and maintenance costs.
- Program: Ongoing staff resources required.
- Cost/Time Required: a qualitative estimate based on typical projects/programs completed in other jurisdictions. A cost estimate will be required as part of future studies/design.

Table 7-2: Implementation Approach for Study Recommendations

Recommendation		Next Steps	Timing	Cost Type	Cost Category	Additional Staff Required?
<b>Parking Optimization and Asset Management</b>						
<b>Repurposing the 23 Brock Street (Coffee Time) Parking Lot</b>						
#1	Repurpose the 23 Brock Street (Coffee Time) Parking Lot for higher and more effective use.	<ul style="list-style-type: none"> <li>Design the Town Square</li> <li>Provide Public Parking</li> </ul>	Medium-Term	Capital	Medium	Yes – Site Plan Development
<b>Municipal On- and Off-Street Parking Supply</b>						
#2	Leverage residual parking supply	<ul style="list-style-type: none"> <li>If deemed feasible, explore the redevelopment of additional off-street municipal lot(s)</li> </ul>	Medium-Term / Long-Term	Capital	Medium	Yes – Site Plan Development
#3	Delineate parking based on parking needs and update time-limits for on- and off-street spaces.	<ul style="list-style-type: none"> <li>Delineate parking into short-term, medium-term, and long-term parking areas</li> </ul>	Short-Term	Capital	Low	No
#4	Improve the streetscape on Railway Street, including re-doing pavement markings for parking stalls.	<ul style="list-style-type: none"> <li>Consult with the Uxbridge Downtown Revitalization Committee on streetscape improvements to the Heritage Railway District.</li> </ul>	Medium-Term / Long-Term	Capital	Medium	Yes – Plan Development
#5	Implement clear wayfinding signage to alternative off-street parking lots.	<ul style="list-style-type: none"> <li>Design wayfinding and signage figures. Identify appropriate number and placement.</li> <li>Add municipal parking lots to Google Maps.</li> </ul>	Short-Term	Capital	Low	No
<b>On-Street Accessible Parking</b>						
#6	Adjust existing municipal off-street facilities to comply with AODA standards for stall quantity and size.	<ul style="list-style-type: none"> <li>Identify location and feasibility of adjusting existing municipal off-street locations. Assess potential loss in parking space(s) to accommodate accessible parking.</li> </ul>	Medium-Term / Long-Term	Capital	Low	No
#7	Undertake a review of the Township's existing parking by-law requirements for accessible parking to ensure full compliance with AODA standards regarding both quantity and size.	<ul style="list-style-type: none"> <li>Undertake a review of the Township's existing parking by-law requirements.</li> </ul>	Short-Term	Program	Medium	Yes – Consultant

Recommendation		Next Steps	Timing	Cost Type	Cost Category	Additional Staff Required?
#8	Address existing coverage gaps by adding accessible parking spaces	<ul style="list-style-type: none"> <li>Add 1-2 accessible parking spaces between Victoria Drive and Toronto Street along Brock Street</li> <li>Add 1 accessible parking space between King Street W and Dominion St W on Toronto Street N</li> <li>Add 4 accessible parking spaces within the vicinity of the 23 Brock Street Lot</li> </ul>	Short-Term	Capital	Low	No
#9	Develop a contact page to receive new requests to add accessible parking and provide clear evaluation criteria for determining their suitability	<ul style="list-style-type: none"> <li>Develop a contact page to receive accessible parking requests.</li> </ul>	Short-Term	Program	Low	No
<b>Cash-in-Lieu</b>						
#10	Increase the existing cash-in-lieu to \$5,250 and index the cost based on the Statistics Canada Non-Residential Price Index.	<ul style="list-style-type: none"> <li>Update cash-in-lieu pricing and encourage context appropriate intensification in the Downtown Revitalization Area.</li> </ul>	Short-Term	Program	Low	No
#11	Restrict the use of cash-in-lieu to avoid overuse and ensure an appropriate number of parking spaces remain on-site.	<ul style="list-style-type: none"> <li>Add the following recommendations to cash-in-lieu policies: <ul style="list-style-type: none"> <li>Limit cash-in-lieu to smaller residential developments or to obtain relief from non-residential or residential visitor requirements;</li> <li>Limit cash-in-lieu to 20% of the required parking supply; and</li> <li>Exempt accessible parking from the cash-in-lieu program, where feasible.</li> </ul> </li> </ul>	Short-Term	Program	Low	No
<b>Parking Management &amp; Enforcement</b>						
<b>Parking Enforcement Personnel</b>						
#12	Increase frequency of patrols for illegal parking to alleviate	<ul style="list-style-type: none"> <li>Increase frequency of patrols.</li> </ul>	Short-Term	Program	Low	No

Recommendation		Next Steps	Timing	Cost Type	Cost Category	Additional Staff Required?
	seasonal localized parking pressures.					
#13	By-law department to consult with the BIA regarding the existing enforcement protocols.	<ul style="list-style-type: none"> <li>By-law department consult with BIA</li> </ul>	Short-Term	Program	Low	No
<b>Overnight Residential Parking Permits</b>						
#14	Maintain the existing residential parking permit program while introducing a policy that limits future applicants to residents living downtown without access to a private parking space.	<ul style="list-style-type: none"> <li>Update the residential permit program with no policies for future applicants.</li> </ul>	Short-Term	Program	Low	No
#15	Develop a variety of permit options and a user-friendly online platform.	<ul style="list-style-type: none"> <li>Explore online platform options.</li> </ul>	Short-Term	Program	Low	No
#16	Adjust the monthly fee of \$20 to better reflect the actual costs of managing overnight parking and to ensure the program remains sustainable.	<ul style="list-style-type: none"> <li>Update the residential permit program fees.</li> </ul>	Short-Term	Program	Low	No
<b>On-Street Time Limits</b>						
#17	Implement a uniform 2-hour parking limit for all on-street parking.	<ul style="list-style-type: none"> <li>Revise parking time limits throughout the Township.</li> <li>Update the corresponding signage.</li> </ul>	Short-Term	Capital & Program	Low	No
<b>Monitoring Program</b>						
#18	Implement a parking utilization survey program every 5-10 years based on industry standards, carried out 1-2 days per week over at least 2 weeks during a two-month period to capture peak demand.	<ul style="list-style-type: none"> <li>Undertake parking surveys every 5-10 years based on industry standards.</li> </ul>	Medium-Term / Long-Term	Program	Low	Yes – Seasonal Staff



Recommendation		Next Steps	Timing	Cost Type	Cost Category	Additional Staff Required?
#19	Undertake supplementary surveys (e.g., Parking Turnover Surveys or Parking Trace Surveys) to better understand parking demand and trends within the Downtown.	<ul style="list-style-type: none"> <li>Undertake supplementary parking surveys every 5-10 years to assess parking turnover rates in the Downtown Revitalization Area.</li> <li>Confirm the appropriateness of proposed time restrictions and existing compliance.</li> </ul>	Medium-Term / Long-Term	Program	Low	Yes – Seasonal Staff
<b>Parking By-Law Requirements Review</b>						
#20	Conduct a comprehensive review of the Township's existing parking by-law requirements.	<ul style="list-style-type: none"> <li>Undertake a review of the Township's existing parking by-law requirements, taking into consideration, visitor, commercial, accessible, and stall dimensions requirements.</li> </ul>	Short-Term	Program	Medium	Yes – Consultant
#21	Consider guidelines for EV charging, bike parking, and TDM initiatives.	<ul style="list-style-type: none"> <li>Undertake a review of the Township's existing by-law requirements for EV charging and bike parking.</li> </ul>	Short-Term	Program	Medium	Yes – Consultant
<b>Brock Street On-Street Parking</b>						
<b>Angled Parking</b>						
#22	In the short term, implement signage directing users to park up to the curb and increase enforcement of vehicle overhang.	<ul style="list-style-type: none"> <li>Implement curb signage directing users to park up to the curb. Increase enforcement and if required restrict vehicle dimensions to reduce overhang issue.</li> </ul>	Short-Term	Capital	Low	Yes – Enforcement Staff
#23	In the long-term, remove angled spaces as part of a future redesign to accommodate a total of 14 parallel parking spaces.	<ul style="list-style-type: none"> <li>As part of future roadway reconstruction, remove up to 8 spaces as part of a future redesign to accommodate a total of 14 parallel parking spaces.</li> <li>Reallocate parking space to landscaping, active transportation facilities and/or street furniture</li> </ul>	Long-Term	Capital	Medium	No
<b>Brock Street Time Limits</b>						
#24	Improve on-street signage and wayfinding to better direct drivers to available off-street parking lots with longer time limits.	<ul style="list-style-type: none"> <li>Revise parking time limits and update the corresponding signage.</li> </ul>	Short-Term	Capital & Program	Low	No

Recommendation		Next Steps	Timing	Cost Type	Cost Category	Additional Staff Required?
#25	Provide 15-minute loading zones for 2-3 spaces along Brock Street to facilitate high turnover activity.	<ul style="list-style-type: none"> <li>Revise parking time limits and update the corresponding signage.</li> </ul>	Short-Term	Capital & Program	Low	No
<b>EV Charging &amp; Active Transportation</b>						
<b>EV Charging</b>						
#26	Implement 2-3 public EV charging spaces, equipped with Level 2 charging capabilities in off-street municipal lots. Charging prices should be consistent with other jurisdictions, such as \$2 per hour.	<ul style="list-style-type: none"> <li>Implement 2-3 public EV charging spaces.</li> </ul>	Short-Term	Capital	Medium	No
#27	Apply to Zero Emission Vehicle Infrastructure Program (ZEVIP) and Electric Vehicle (EV) ChargeON Programs grants to recoup capital costs.	<ul style="list-style-type: none"> <li>Explore funding options and programs for EV installation.</li> </ul>	Short-Term	Capital	Medium	No
<b>Bike Parking</b>						
#28	Install additional bike racks and repair tools at Centennial Park to accommodate the increasing number of cyclists visiting the park, promote sustainable transportation, and enhance the overall parking experience.	<ul style="list-style-type: none"> <li>Install bike parking and repair facilities along Brock Street.</li> </ul>	Short-Term	Capital	Low	No
#29	Install additional bike racks and repair tools at Centennial Park to accommodate the increasing number of cyclists visiting the park, promote sustainable transportation, and enhance the overall parking experience.	<ul style="list-style-type: none"> <li>Install bike parking and repair facilities at Centennial Park.</li> </ul>	Short-Term	Capital	Low	No



# APPENDIX A

## Parking Utilization Data

PARKING SURVEY SUMMARY

PROJECT NO.: 25148.200

DATE: Thursday October 17, 2024

WEATHER: Clear

SURVEYORS: AZ, TC

Street Name		Segment	Side of Street	Total Supply	Obstructed	Actual Supply	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	Notes, Parking Limits and Restrictions			Max Demand	Residual
EAST - WEST	Brock Street	Victoria Dr to Church St	N	12	0	12		3	5	4	8	9	4	4	2	5	11	10	5	4	2 HR parking	11	1		
		Church St to Spruce St / Church St	S	9	0	9		6	7	6	7	8	8	7	3	7	5	5	6	5	4	2 HR parking	8	1	
		Spruce St / Church St to Toronto St	N	12	0	12		7	10	8	10	8	9	7	4	10	10	8	1	3	2 HR parking	10	2		
		Toronto St to Bascom St	S	16	0	16		8	10	14	16	16	9	8	8	12	16	12	4	4	2 HR parking	16	0		
		Bascom St to Main St	N	0	0	0															No parking	0	0		
		Main St to 1st Ave / Marietta St	S	8	0	8		5	4	6	3	7	5	6	3	5	6	5	2	2	2 HR parking	7	1		
		Bascom St to Main St	N	9	0	9		1	2	3	2	2	2	1	1	2	3	4	2	2	2 HR parking	4	5		
		1st Ave / Marietta St to Main St	S	6	0	6		3	3	3	3	3	2	3	3	4	4	5	5	4	2 HR parking	5	1		
		Main St to 1st Ave / Marietta St	N	5	0	5		1	2	2	2	0	0	0	1	2	2	2	2	1	1	2 HR parking	2	3	
		Marietta St to Main St	S	6	0	6		2	3	3	3	3	2	1	3	4	3	3	4	0	0	2 HR parking	4	2	

Street Name		Segment	Side of Street	Total Supply	Obstructed	Actual Supply	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	Notes, Parking Limits and Restrictions		Max Demand	Residual
NORTH - SOUTH	Railway St	Spruce St to Brock St W	E	0	0	0															No parking	0	0	
			W	25	0	25		5	5	4	4	6	6	6	4	3	2	1	0	0		6	19	
	Spruce St	Albert St to Brock St W	E	7	0	7		1	2	4	7	6	4	3	3	5	7	4	1	0		7	0	
			W	0	0	0															No parking	0	0	
	Toronto St	Main St to Albert St	E	0	0	0															No parking	0	0	
			W	12	0	12		6	5	5	5	5	3	3	2	1	0	0	0	0		6	6	
	Bascom St	Brock St E to Centennial Dr	E	0	0	0															No parking	0	0	
			W	7	0	7		5	5	6	4	4	5	3	3	4	4	5	3	2	2 HR parking; 1 Accessible spot	6	1	
	Main St	Dominion St to Brock St E	E	16	0	16		2	3	6	4	4	5	8	7	3	2	1	1	1	1	8	8	
			W	0	0	0															No parking	0	0	
		Brock St E to 16 / 17 Main St	E	7	0	7		4	6	7	6	5	6	7	7	6	5	6	5	3	2 HR parking	7	0	
			W	5	0	5		4	5	5	5	5	5	5	4	4	4	4	4	4	2 HR parking	5	0	

PARKING LOT	Lot Provider	Address	No.	Total Supply	Obstructe d	Actual Supply	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	Notes, Parking Limits and Restrictions	Max Demand	Residual		
	Municipal	23 Brock St W	1	62	0	62		30	30	28	24	30	29	25	20	24	28	17	12	7	maximum 10 HR parking anytime: no overnight parking from Nov. 1 to Apr 30: 2 Accessible spots	30	32		
	Municipal	23 Brock St W	1A	7	0	9		3	4	5	5	6	3	4	5	6	7	6	1	1	2 Accessible spots; bicycle parking	7	2		
	Municipal	1 Centennial Dr	2	93	0	93		39	41	41	36	44	52	45	34	32	37	27	14	14	maximum 10 HR parking anytime: no overnight parking from Nov. 1 to Apr 30: 2 Accessible spots	52	41		
	Municipal	51 Toronto St S	3	45	1	44		25	26	23	23	22	23	22	2	0	0	0	0	0	2 HR parking limit: no overnight parking; 1 Accessible spot	26	18		
	Municipal	51 Toronto St S	4	14	0	14		5	8	6	3	5	2	3	0	0	2	3	3	0	2 HR parking limit: no overnight parking; 2 Accessible spots	8	6		
	Municipal	17 Church St	5	17	0	17		9	10	9	10	12	9	10	4	5	8	3	2	2	maximum 10 HR parking anytime: no overnight parking from Nov. 1 to Apr 30: 1 Accessible spot	12	5		
	Municipal	57 Brock St W	6	28	0	28		12	12	14	16	20	11	13	13	14	15	12	7	5	maximum 2 HR parking anytime: no overnight parking from Nov. 1 to Apr 30: 1 Accessible spot	20	8		
	Municipal	57 Brock St W	6A	5	0	5		1	2	2	3	5	3	4	2	2	2	2	1	1	CIBC client parking; 30 minute parking limit	0	28		
	Parksmart	59 Albert St	7	30	0	30		14	13	17	17	21	15	12	16	15	16	14	12	11	maximum 10 HR parking anytime: no overnight parking from Nov. 1 to Apr 30: 1 Accessible spot	0	30		
Parksmart	32 Albert St	8	5	0	5		1	1	2	3	3	2	1	0	1	2	1	0	0	3 HR parking	0	5			

Tuesday Surrounding Parking Utilization																
Supply	Parking Summary	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
162	On-Street Demand		63	77	86	89	91	77	73	55	75	86	76	40	35	
307	Parking Lot		139	147	147	140	168	149	139	96	99	117	85	52	41	
469	Total		202	224	233	229	259	226	212	151	174	203	161	92	76	
	Residual Spaces		267	245	236	240	210	243	257	318	295	266	308	377	393	
	On-Street Residual Spaces		99	85	76	73	71	85	89	107	87	76	86	122	127	
	Off-Street Residual Spaces		168	160	160	167	139	158	168	211	208	190	222	255	266	
															Min Residual	
															71	
															139	



PARKING SURVEY SUMMARY

PROJECT NO.: 25148.200

DATE: Sunday October 20, 2024

WEATHER: Clear

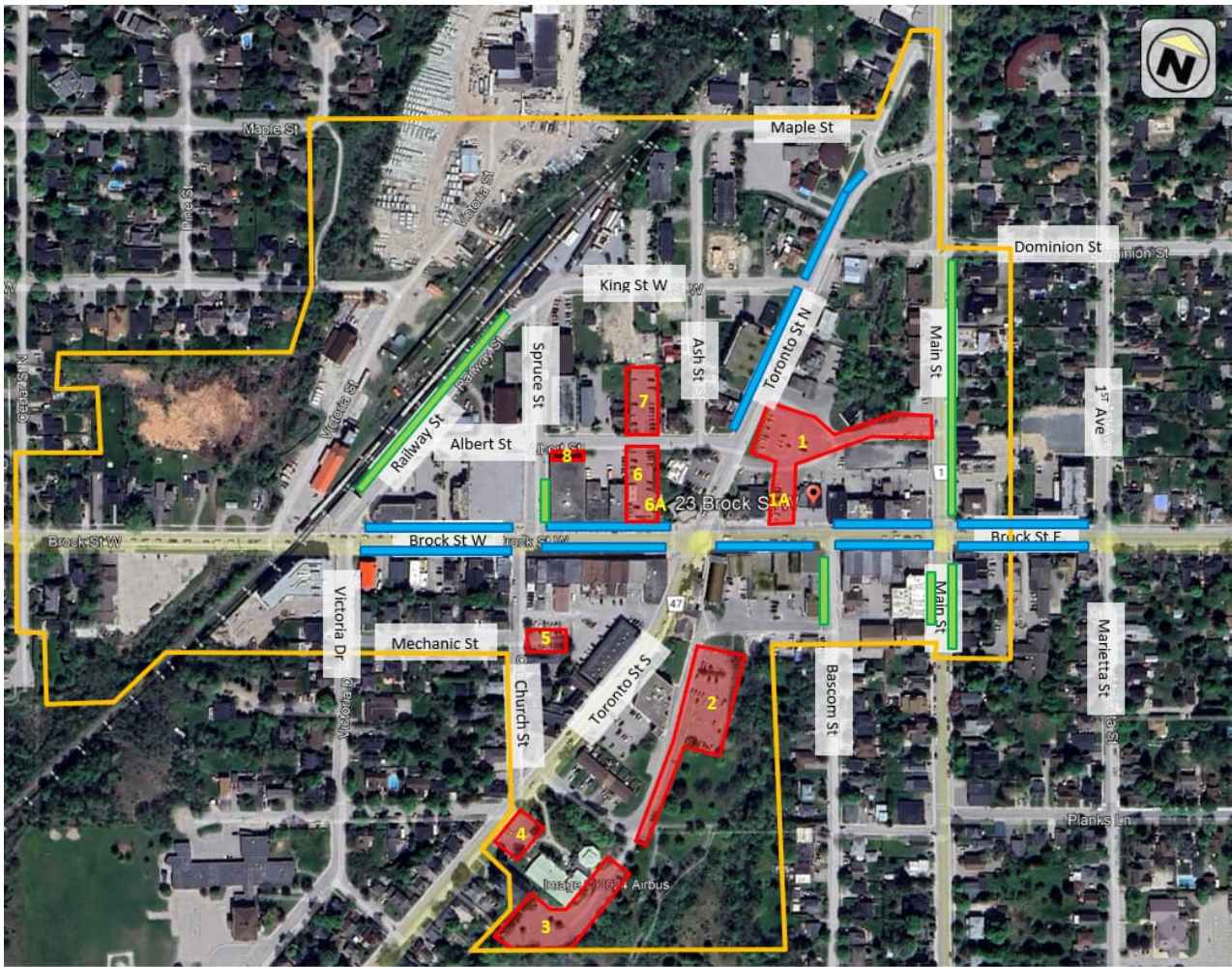
SURVEYORS: AZ, TC

Street Name		Segment	Side of Street	Total Supply	Obstructed	Actual Supply	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	Notes, Parking Limits and Restrictions	Max Demand	Residual
EAST - WEST	Brock Street	Victoria Dr to Church St	N	12	0	12	2	3	7	10	10	9	7	5	4	5	3	3	5		2 HR parking	10	2
		Church St	S	9	0	9	2	7	8	10	8	7	7	3	4			8	7		2 HR parking	10	1
		Spruce St / Church St to Toronto St	N	12	0	12	2	0	2	8	12	10	9	6	8	5	0	4	0		2 HR parking	12	0
		Toronto St	E	12	0	12	2	3	9	13	14	15	15	10	7			0	5	5	2 HR parking	15	0
		Toronto St to Bascom St	N	0	0	0															No parking	0	0
		Bascom St	S	8	0	8	4	6	4	4	6	6	3	3	2	3	4	6	5		2 HR parking	6	2
		Bascom St to Main St	N	9	0	9	2	6	6	6	6	3	6	4	3	3	4	1	1		2 HR parking	6	3
		Main St	S	6	0	6	1	5	2	3	5	5	2	2	2	1	0	0	0		2 HR parking	5	1
		Main St to 1st Ave / Marietta St	N	5	0	5	0	1	0	0	0	1	0	0	0	0	0	0	0		2 HR parking	1	4
		Marietta St	S	6	0	6	0	1	0	0	0	0	2	1	1	1	1	0	0		2 HR parking	2	4

Street Name		Segment	Side of Street	Total Supply	Obstructed	Actual Supply	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	Notes, Parking Limits and Restrictions	Max Demand	Residual
NORTH - SOUTH	Railway St	Spruce St to Brock St W	E	0	0	0															No parking	0	0
		St W	W	25	0	25	5	20	30	24	24	11	6	3	1		3	3	4			30	-5
	Spruce St	Albert St to Brock St W	E	7	0	7	0	0	0	0	1	4	3	3	1	0	0	0	0			4	3
		St W	W	0	0	0															No parking	0	0
	Toronto St	Main St to Albert St	E	0	0	0															No parking	0	0
		St	W	12	0	12	6	5	6	5	1	0	0	0	0	2	2	0	0			6	6
	Bascom St	Brock St E to Centennial Dr	E	0	0	0															No parking	0	0
		Dr	W	7	0	7	2	4	4	4	6	6	6	5	5	4	3	3	3		2 HR parking: 1 Accessible spot	6	1
	Main St	Dominion St to Brock St E	E	16	0	16	2	0	1	1	3	1	3	2	3	4	4	4	3			4	12
		Brock St E to 16 / 17 Main St	W	0	0	0															No parking	0	0
		16 / 17 Main St	E	7	0	7	3	2	2	2	6	6		5	5	5		5	2		2 HR parking	6	1
			W	5	0	5	0	0	3	3	3	3	4	4	4	4	4	2	2		2 HR parking	4	1

Lot Provider		Address	No.	Total Supply	Obstructed	Actual Supply	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	Notes, Parking Limits and Restrictions	Max Demand	Residual
PARKING LOT	Municipal	23 Brock St W	1	62	0	62	12	14	16	18	24	23	18	18	18	19	19	14	13		maximum 10 HR parking anytime: no overnight parking from Nov. 1 to Apr 30: 2 Accessible spots	24	38
	Municipal	23 Brock St W	1A	7	0	9	1	1	2	3	5	2	4	2	1	2	2	3	2		2 Accessible spots; bicycle parking	5	4
	Municipal	1 Centennial Dr	2	93	0	93	7	8	11	12	19	27	23	18	8	5		7	6		maximum 10 HR parking anytime: no overnight parking from Nov. 1 to Apr 30: 2 Accessible spots	27	66
	Municipal	51 Toronto St S	3	45	1	44	1	3	4	0	0	0	3	5	0	0	0	0	0		2 HR parking limit: no overnight parking. 1 Accessible spot	5	39
	Municipal	51 Toronto St S	4	14	0	14	0	9	13	9	7	10	12	12	3	2		1	1		2 HR parking limit: no overnight parking. 2 Accessible spots	13	1
	Municipal	17 Church St	5	17	0	17	0	9	14	5	11	11	14	15	5	3		0	0		maximum 10 HR parking anytime: no overnight parking from Nov. 1 to Apr 30: 1 Accessible spot	15	2
	Municipal	57 Brock St W	6	28	0	28	4	8	10	11	13	14	16	14	12	13		13	7	5	maximum 2 HR parking anytime: no overnight parking from Nov. 1 to Apr 30: 1 Accessible spot	16	12
	Municipal	57 Brock St W	6A	5	0	5	0	0	0	0	0	0	0	0	1		2	1	1		client parking: 30 minute parking limit	0	28
	Parksmart	59 Albert St	7	30	0	30	6	7	6	6	8	8	8	7	7	7		8	6		maximum 10 HR parking anytime: no overnight parking from Nov. 1 to Apr 30: 1 Accessible spot	0	30
	Parksmart	32 Albert St	8	5	0	5	0	0	1	1	0	0	0	1	1	1	1	0	0		3 HR parking	0	5

Tuesday Surrounding Parking Utilization																
Supply	Parking Summary	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	
162	On-Street Demand	33	63	84	91	105	87	79	56	50	53	52	44	37		
307	Parking Lot	31	59	77	65	87	95	98	92	56	53	54	41	34		
469	Total	64	122	161	156	192	182	177	148	106	106	106	85	71		
	Residual Spaces	405	347	308	313	277	287	292	321	363	363	363	384	398	Min Residual	
	On-Street Residual Spaces	129	99	78	71	57	75	83	106	112	109	110	118	125	277	
	Off-Street Residual Spaces	276	248	230	242	220	212	209	215	251	254	253	266	273	57	
															209	



Project # 25148.200  
Location: Brock Street West + Brock Street East (From Victoria Drive to 1st Ave / Marietta Street)  
City: Uxbridge, ON  
Surveyors: NW

[illegible]

ID	C4X	C5N	C4E	C10E	C4AS	B4E	A4E	Time								
								30 mins	1 hour	1.5 hours	2 hours	2.5 hours	3 hours	3+ hours		
100	CBU	CMC						1	1	2	0	0	0	0	0	0
101	CBU	CMC						0	2	1	0	0	0	0	0	0
102	CBW	AR22	CDK	CWPF				1	2	2	0	0	0	0	0	0
103	CBW	AR22	CDK					1	3	1	2	0	0	0	0	0
104	CBW	AR22	CWPF	CDK	BKRC	C3SD		2	3	1	2	4	3	0	0	0
105	CBW	AR22	CDK	BKRC				1	2	2	0	0	0	0	0	0
106	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
107	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
108	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
109	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
110	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
111	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
112	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
113	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
114	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
115	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
116	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
117	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
118	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
119	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
120	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
121	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
122	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
123	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
124	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
125	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
126	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
127	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
128	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
129	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
130	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
131	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
132	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
133	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
134	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
135	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
136	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
137	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
138	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
139	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
140	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
141	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
142	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
143	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
144	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
145	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
146	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
147	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
148	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
149	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
150	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
151	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
152	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
153	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
154	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
155	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
156	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
157	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
158	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
159	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
160	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
161	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
162	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
163	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
164	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
165	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
166	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
167	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
168	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
169	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
170	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
171	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
172	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
173	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
174	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
175	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
176	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
177	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
178	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
179	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
180	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
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182	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
183	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
184	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
185	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
186	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
187	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
188	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
189	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
190	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
191	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
192	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
193	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
194	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
195	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
196	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
197	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
198	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
199	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
200	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
201	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
202	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
203	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
204	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
205	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
206	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
207	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
208	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
209	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
210	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
211	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
212	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
213	CBW	AR22	CDK	CDK				1	3	1	2	2	0	0	0	0
214	CBW	AR22	CDK	CDK												

126	60	35	23	12	7	19	3
45%	21%	12%	8%	4%	2%	7%	

Project # 25148.200  
Location: Brock Street West + Brock Street East (From Victoria Drive to 1st Ave / Marietta Street)  
City: Uxbridge, ON  
Submitted: 11/11/2014

Side	$W > E$	
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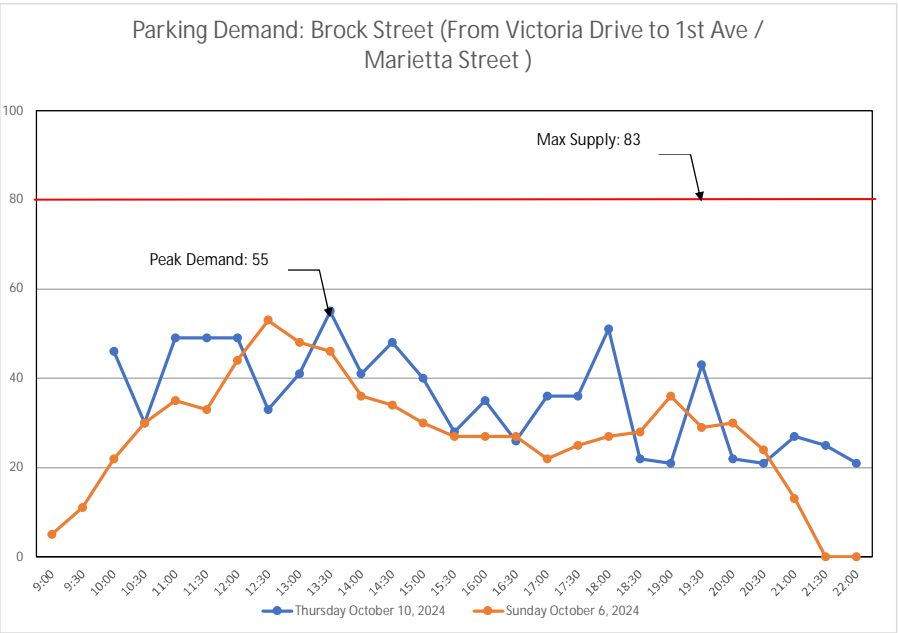
184	82	31	17	14	8	23	4
51%	23%	9%	5%	4%	2%	6%	



Time	# of Occupied		% of Occupancy	
	Thursday October 10, 2024	Sunday October 6, 2024	Thursday October 10, 2024	Sunday October 6, 2024
9:00		5		6%
9:30		11		13%
10:00	46	22	55%	27%
10:30	30	30	36%	36%
11:00	49	35	59%	42%
11:30	49	33	59%	40%
12:00	49	44	59%	53%
12:30	33	53	40%	64%
13:00	41	48	49%	58%
13:30	55	46	66%	55%
14:00	41	36	49%	43%
14:30	48	34	58%	41%
15:00	40	30	48%	36%
15:30	28	27	34%	33%
16:00	35	27	42%	33%
16:30	26	27	31%	33%
17:00	36	22	43%	27%
17:30	36	25	43%	30%
18:00	51	27	61%	33%
18:30	22	28	27%	34%
19:00	21	36	25%	43%
19:30	43	29	52%	35%
20:00	22	30	27%	36%
20:30	21	24	25%	29%
21:00	27	13	33%	16%
21:30	25	0	30%	
22:00	21	0	25%	

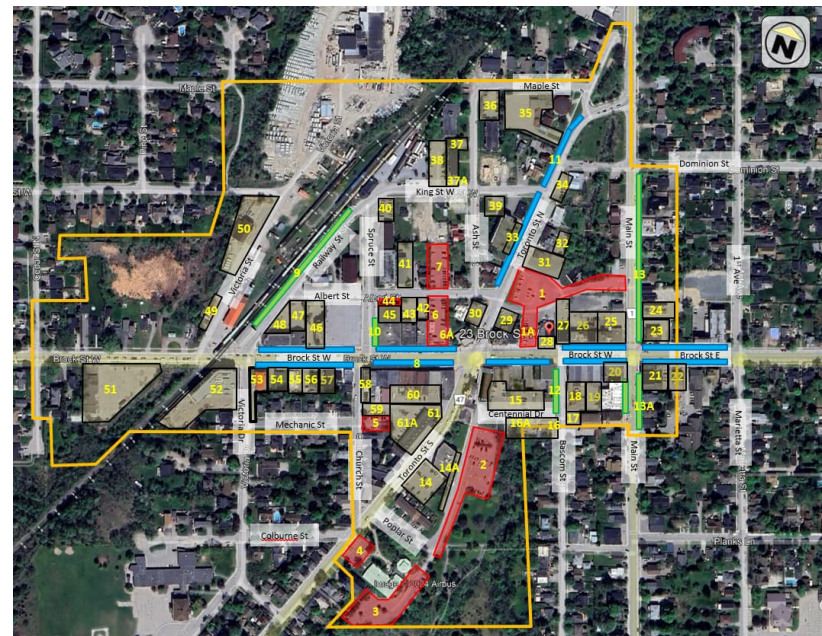
55

53



## DOWNTOWN UXBRIDGE PARKING INVENTORY

Ref. #	Location / Address	Type	Land Use	Parking Inventory					Notes	
				Regular	Accessible	Angled	Ad Access	Reserved		Visitors
2	23 Brock Street West	Off-street Lot	Municipal	60	2					maximum 10 HR parking anytime; no overnight parking from Nov. 1 to Apr 30
3	250 Dundas Street West	Off-street Lot	Commercial	10						2500 parking spaces
4	Township Office (Back Lot)	Off-street Lot	Municipal	43						2 HR parking limit; no overnight parking
4	Township Office (Toronto St)	Off-street Lot	Municipal	121	2					2 HR parking limit; no overnight parking
5	3400 Finch Street	Off-street Lot	Commercial	10						maximum 10 HR parking anytime; no overnight parking from Nov. 1 to Apr 30
6	Albert Street (CBE Lot)	Off-street	Municipal	275						maximum 2 HR parking anytime; no overnight parking from Nov. 1 to Apr 30
6A	Albert Street (CBE Lot)	Off-street	Municipal	51						CBE client parking, 30 minute parking limit
7	Albert Street (North Side)	Off-street Lot	Municipal	200						maximum 10 HR parking anytime; no overnight parking from Nov. 1 to Apr 30
7A	Albert Street (North Side)	Off-street Lot	Municipal	10						1 HR parking
8	Brock Street West (North Side)	On-street	Regional	32						2 HR parking
8	Brock Street West (South Side)	On-street	Regional	20			16			2 HR parking
9	Railway Street (East Side)	On-street	Municipal	04						No Parking
9	Railway Street (West Side)	On-street	Municipal	04						No Parking
10	Spence Street (East Side)	On-street	Municipal	05						No Parking
10	Spence Street (West Side)	On-street	Municipal	05						No Parking
11	Toronto Street North (East Side)	On-street	Regional	06						No Parking
11	Toronto Street North (West Side)	On-street	Regional	06						No Parking
12	Bacorn Street (East Side)	On-street	Municipal	06						No Parking
12	Bacorn Street (West Side)	On-street	Municipal	06						2 HR parking
13	Main Street North (East Side)	On-street	Regional	14						2 HR parking
13	Main Street North (West Side)	On-street	Regional	14						2 HR parking
13A	Main Street North (East Side)	On-street	Regional	09						2 HR parking
13A	Main Street North (West Side)	On-street	Regional	41						2 HR parking
14	29 Toronto Street South	Off-street Lot	Commercial	36						Medical Centre
15	1000 Dundas Street West (Back Lot)	Off-street Lot	Commercial	10						2500 parking spaces
16	16-18 Brock Street West	Off-street Lot	Commercial	09						2500 parking spaces
16	20 Bacorn Street	Off-street Lot	Commercial	05						2500 parking spaces
16A	20 Bacorn Street (Back Lot)	Off-street Lot	Commercial							123
17	17 Bacorn Street	Off-street Lot	Vacant Building							13
18	18-18 Bacorn Street	Off-street Lot	Retail Shops							13
19	8-16 Brock Street West	Off-street Lot	Retail Shops							102
20	2 Brock Street West	Off-street Lot	Commercial	133						102
20	16-18 Brock Street West	Off-street Lot	Commercial	09						102
22	10 Brock Street East	Off-street Lot	Retail Shops	16						102
23	1 Brock Street East	Off-street Lot	Vacant Building	108						102
24	11 Main Street North	Off-street Lot	Commercial	101						41
25	1 Brock Street West	Off-street Lot	Commercial	11						102
26	14-15 Brock Street West	Off-street Lot	Commercial	11						102
27	21 Brock Street West	Off-street Lot	Retail Shops	11						41
28	23-25 Brock Street West	Off-street Lot	Vacant Building	51						41
29	1-11 Brock Street West	Off-street Lot	Retail Shops	11						41
30	1 Toronto Street North	Off-street	Restaurant	188						Urban Pantry Restaurant
31	33 Toronto Street North	Off-street Lot	Retail Shops	01						14
32	135 Toronto Street North	Off-street Lot	Commercial	09						11
33	1000 Dundas Street West	Off-street Lot	Commercial	10						102
34	63-65 Brock Street North	Off-street Lot	Commercial	09						102
35	70 Toronto Street North	Off-street Lot	Church	322						102
36	40 Maple Street	Off-street Lot	Residential							201
37	404 Main Street	Off-street Lot	Commercial	10						102
37A	404 Main Street (Back Lot)	Off-street Lot	Commercial	10						102
38	55 King Street West	Off-street Lot	Residential	27						2
39	41 Ash Street	Off-street Lot	Residential	10						10
40	404 King Street West	Off-street Lot	Residential	10						10
41	69 Albert Street	Off-street Lot	Retail Shops	41						41
42	63-65 Brock Street West	Off-street Lot	Retail Shops	12						12
43	67 Brock Street West	Off-street Lot	Retail Shops	6						Canada Post
44	600 Progress Street West	Off-street Lot	Retail Shops	16						16
45	69 Brock Street West	Off-street Lot	Retail Shops	10						10
47	99 Brock Street West	Off-street Lot	Retail Shops	14						14
48	109 Brock Street West	Off-street Lot	Retail Shops	13						13
49	125 Brock Street West	Off-street Lot	Retail Shops	16						16
50	14 Victoria Street	Off-street Lot	Retail Shops	27						27
51	1168 Brock Street West	Off-street Lot	Vacant Building	60						60
52	Victoria Drive	Off-street Lot	Commercial	43						43
53	1714 Brock Street West	Off-street Lot	Retail Shops	4						4
54	108 Brock Street West	Off-street Lot	Retail Shops	4						4
55	104 Brock Street West	Off-street Lot	Retail Shops	2						2
56	96 Brock Street West	Off-street Lot	Retail Shops	2						8 Dentistry on Brock
57	80 Brock Street West	Off-street Lot	Retail Shops	2						2
58	62 Brock Street West	Off-street Lot	Retail Shops	2						2
59	74 Brock Street West	Off-street Lot	Retail Shops	12						Building Jewellery Shop
60	60-72 Brock Street West	Off-street Lot	Retail Shops	14						Low's Furniture
61	38 Toronto Street South	Off-street Lot	Retail Shops	10						10
61A	38 Toronto Street South (Back Lot)	Off-street Lot	Retail Shops	16						16





# APPENDIX B

## Detailed Online Parking Survey Results



# Uxbridge Parking Strategy Study **Community Engagement Findings**



# BACKGROUND

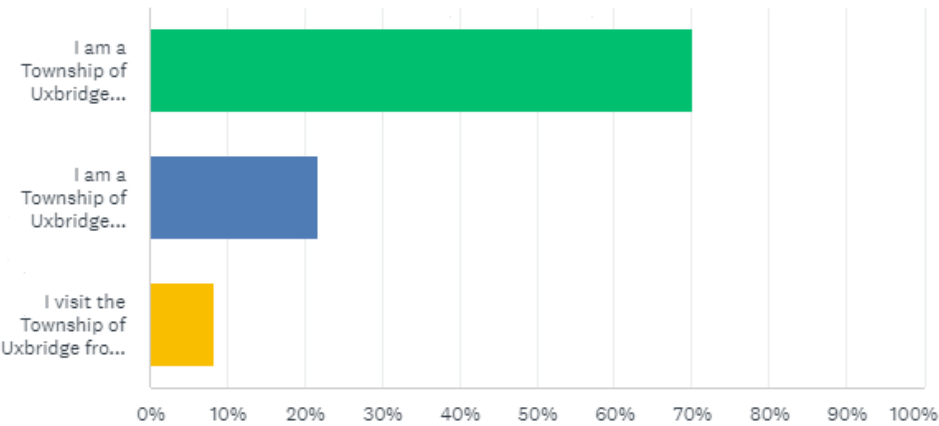
The Township of Uxbridge has retained LEA Consulting Ltd. to complete a Parking Strategy Study to assess the parking needs in the downtown area for on- and off-street parking locations to develop improved by-law regulations, recommend enhanced enforcement procedures, and optimize current parking supplies.

The Uxbridge Parking Strategy Study Survey ran for 4 weeks, and 207 responses were received. The key findings are summarized below.

# RESPONDENT DESCRIPTION

Which of the following option describes you?

Answered: 207    Skipped: 0

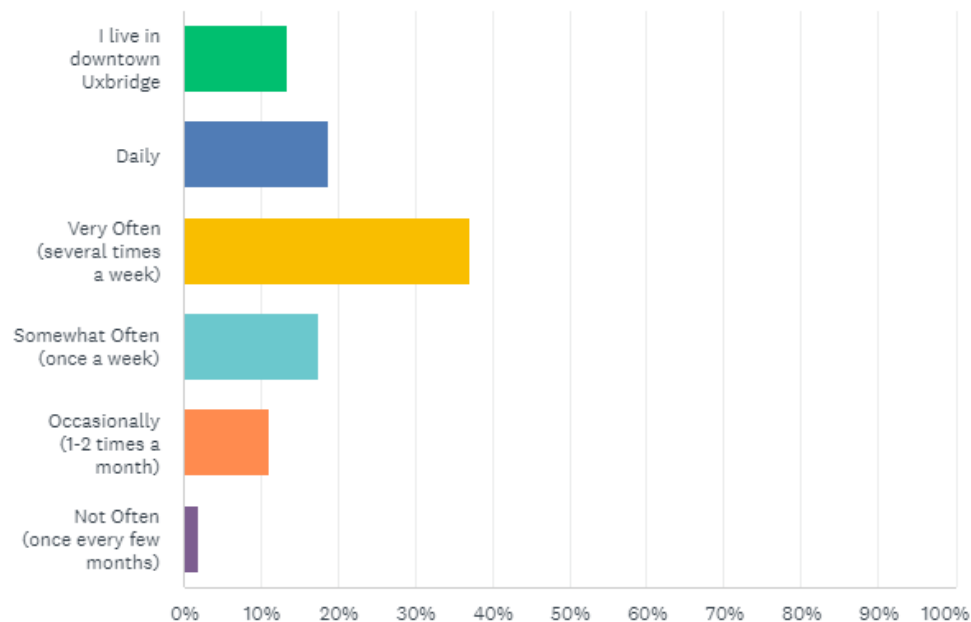


ANSWER CHOICES	RESPONSES	
I am a Township of Uxbridge resident and live in/near downtown (within a 10-15 minute walk)	70.05%	145
I am a Township of Uxbridge resident and live outside of downtown or in a rural area	21.74%	45
I visit the Township of Uxbridge from elsewhere for its amenities and services	8.21%	17
TOTAL	207	

# FREQUENCY OF DOWNTOWN VISITATION

How often do you visit downtown Uxbridge?

Answered: 207    Skipped: 0

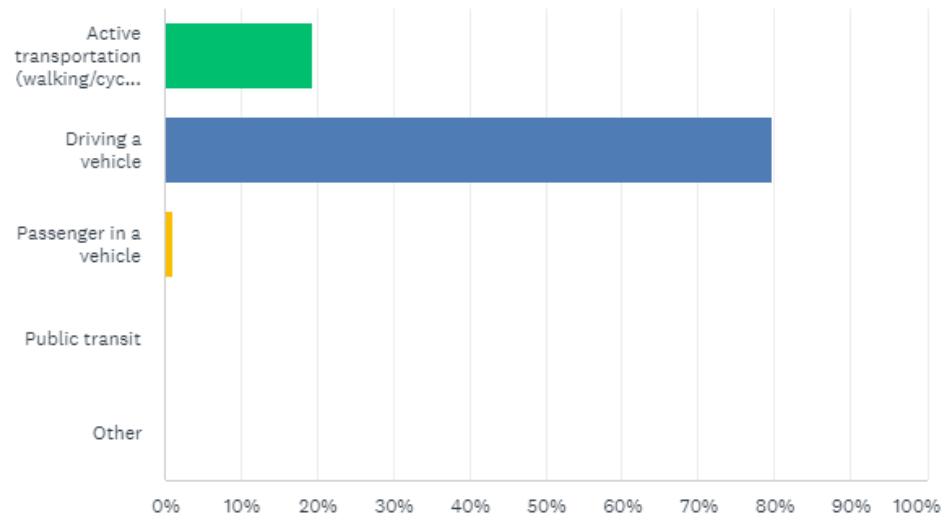


ANSWER CHOICES	RESPONSES	
I live in downtown Uxbridge	13.53%	28
Daily	18.84%	39
Very Often (several times a week)	37.20%	77
Somewhat Often (once a week)	17.39%	36
Occasionally (1-2 times a month)	11.11%	23
Not Often (once every few months)	1.93%	4
TOTAL		207

# TRANSPORTATION TYPE TO DOWNTOWN

How do you typically get to downtown Uxbridge?

Answered: 207    Skipped: 0

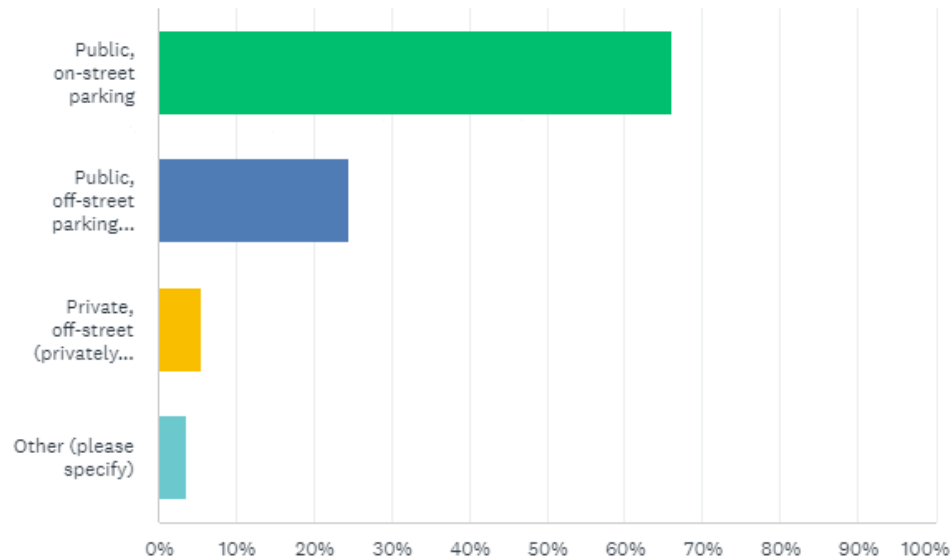


ANSWER CHOICES	RESPONSES	
▼ Active transportation (walking/cycling)	19.32%	40
▼ Driving a vehicle	79.71%	165
▼ Passenger in a vehicle	0.97%	2
▼ Public transit	0.00%	0
▼ Other	0.00%	0
TOTAL	207	

## TYPICAL PARKING LOCATIONS

Where do you typically park in downtown Uxbridge?

Answered: 195 Skipped: 12



ANSWER CHOICES	RESPONSES
Public, on-street parking	66.15% 129
Public, off-street parking (municipal lot)	24.62% 48
Private, off-street (privately owned lot)	5.64% 11
Other (please specify)	Responses 3.59% 7
TOTAL	195

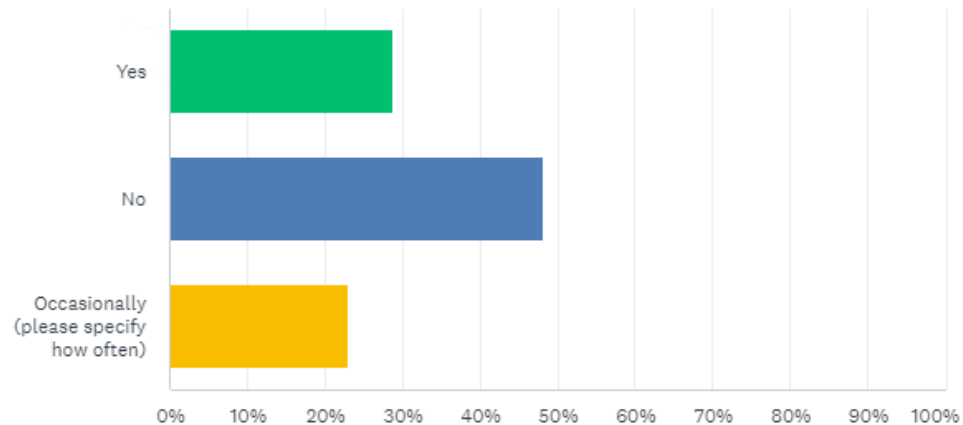
### Other Common Responses:

- Business parking lots
- Walking
- Both on-and-off-street parking

## DIFFICULTY LOCATING PARKING SPACES

Do you have trouble finding a space where you typically park?

Answered: 195 Skipped: 12



ANSWER CHOICES	RESPONSES	
▼ Yes	28.72%	56
▼ No	48.21%	94
▼ Occasionally (please specify how often)	Responses 23.08%	45
TOTAL		195

### Other Commons Responses:

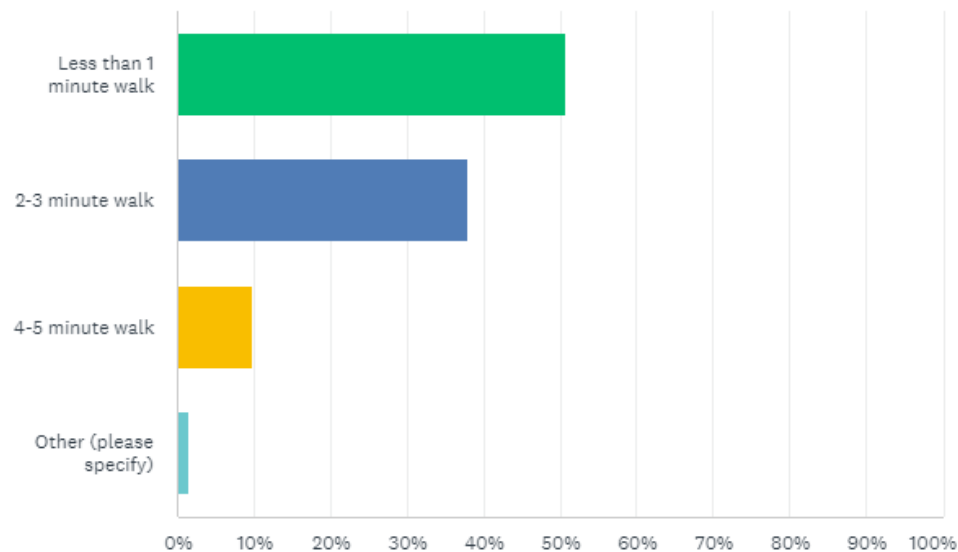
- 25% of the time
- 50% of the time
- Not often, but sometimes
- A couple times a month
- Once or twice a week
- On weekends
- Depends on the day and time
- Brock Street often full



## DISTANCE BETWEEN PARKING SPACE AND DESTINATION

During your last visit to downtown Uxbridge, how far was your typical parking space from your destination?

Answered: 195    Skipped: 12



ANSWER CHOICES	RESPONSES	
Less than 1 minute walk	50.77%	99
2-3 minute walk	37.95%	74
4-5 minute walk	9.74%	19
Other (please specify)	Responses 1.54%	3
TOTAL		195

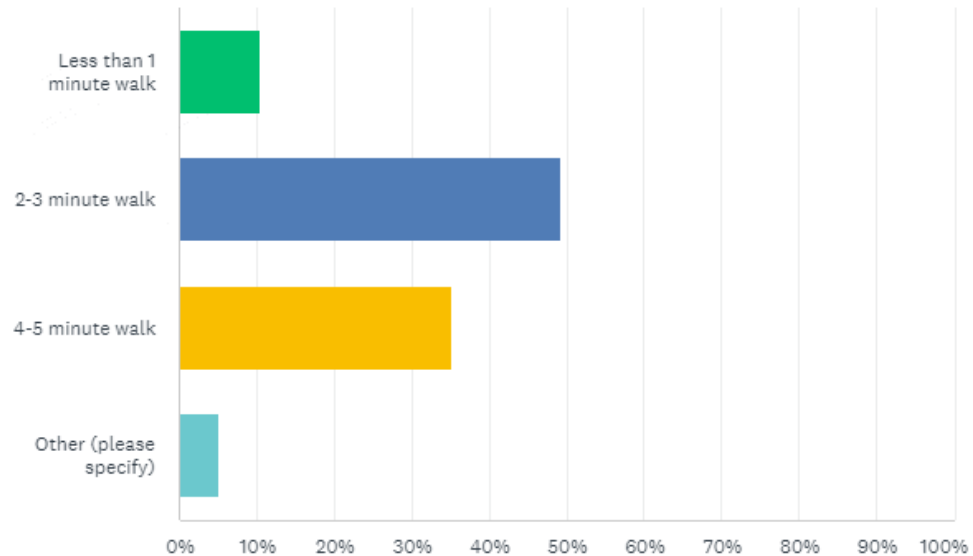
**Other Commons Responses:**

- I drive around until I find one closer

## MAXIMUM WALKING DISTANCE

What is the maximum distance you would be willing to walk from your car to your destination?

Answered: 193 Skipped: 14



ANSWER CHOICES	RESPONSES
Less than 1 minute walk	10.36% 20
2-3 minute walk	49.22% 95
4-5 minute walk	35.23% 68
Other (please specify)	Responses 5.18% 10
TOTAL	193

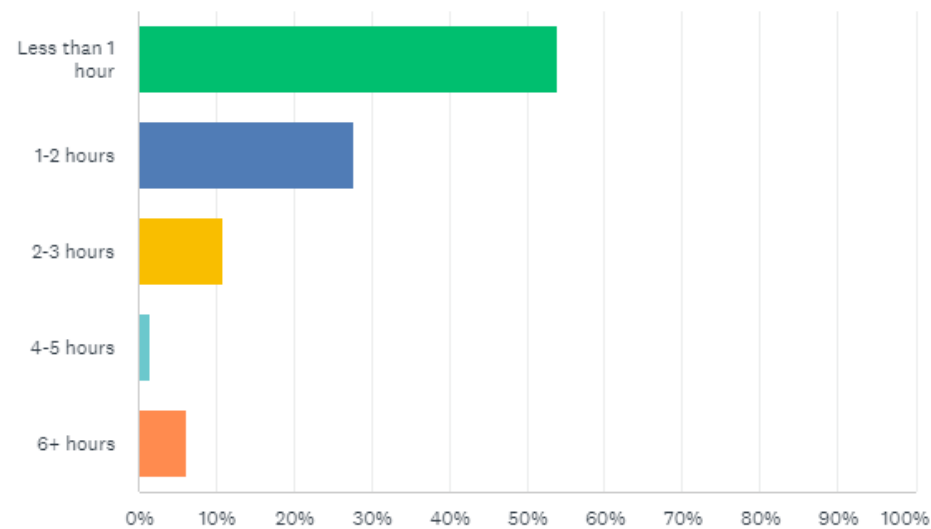
### Other Common Responses:

- Timing is weather dependent
- Timing is dependent on the reasoning for visit and if/what is being carried
- 10 minutes

## TYPICAL PARKING DURATION

How long do you typically park your car for in downtown Uxbridge?

Answered: 195    Skipped: 12

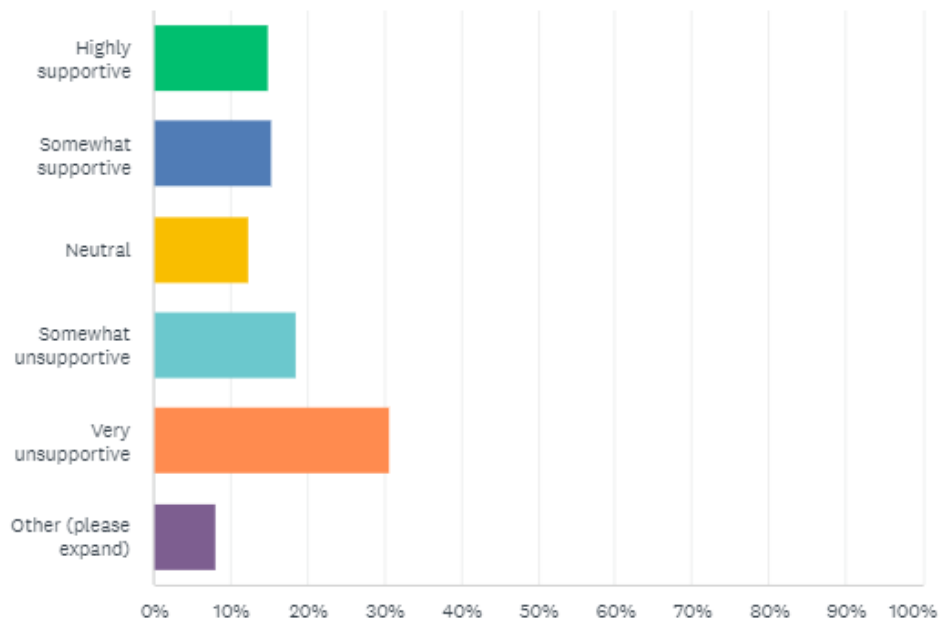


ANSWER CHOICES	RESPONSES	
Less than 1 hour	53.85%	105
1-2 hours	27.69%	54
2-3 hours	10.77%	21
4-5 hours	1.54%	3
6+ hours	6.15%	12
TOTAL		195

## PREFERENCES ON 15-MINUTE PARKING

Would you be in favour of converting some spaces along Brock Street and Main Street to 15-minute parking? These spaces would accommodate quick pick-up/drop-off activities and short shopping trips.

Answered: 195 Skipped: 12



ANSWER CHOICES	RESPONSES
Highly supportive	14.87% 29
Somewhat supportive	15.38% 30
Neutral	12.31% 24
Somewhat unsupportive	18.46% 36
Very unsupportive	30.77% 60
Other (please expand)	Responses 8.21% 16
TOTAL	195

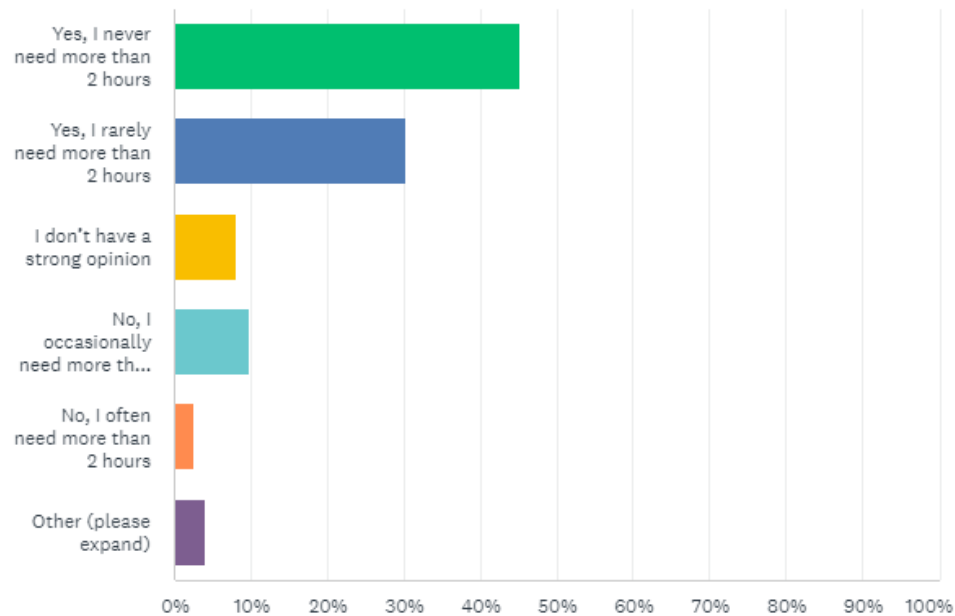
### Other Commons Responses:

- In support of converting 1 space per block
- Supportive, but needs proper enforcement
- Concerns with consistent enforcement
- Concerns it would detract people from businesses

## OPINIONS ON EXISTING 2-HOUR TIME LIMITS FOR ON-STREET PARKING

Are the existing 2-hour time limits sufficient for on-street parking spaces downtown?

Answered: 195 Skipped: 12



ANSWER CHOICES	RESPONSES	
▼ Yes, I never need more than 2 hours	45.13%	88
▼ Yes, I rarely need more than 2 hours	30.26%	59
▼ I don't have a strong opinion	8.21%	16
▼ No, I occasionally need more than 2 hours	9.74%	19
▼ No, I often need more than 2 hours	2.56%	5
▼ Other (please expand)	4.10%	8
TOTAL		195

### Other Common Responses:

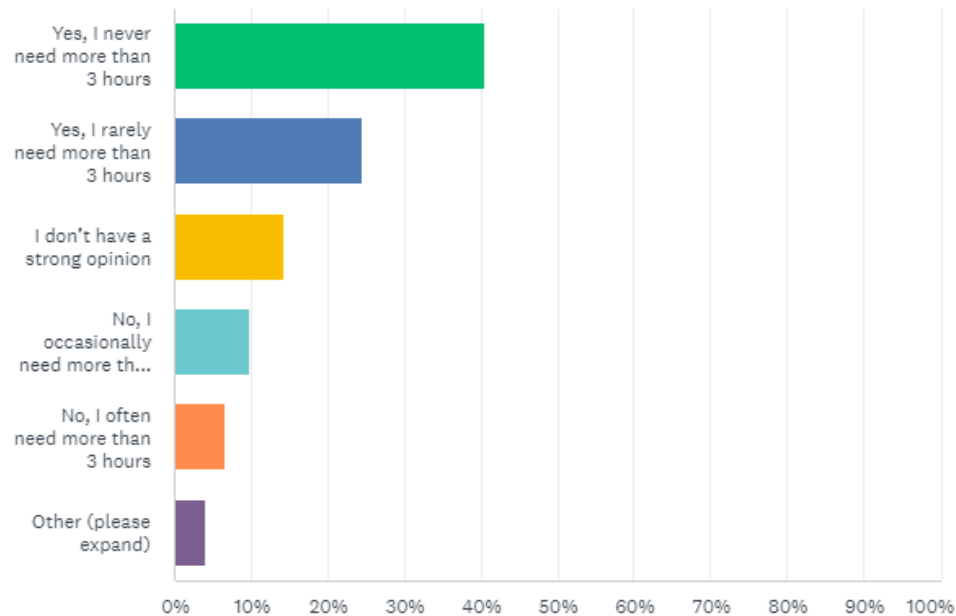
- Unaware of current time limits
- Confusion regarding enforcement
- More time needed for spots near Musical Hall and dining locations



## OPINIONS ON EXISTING 3-HOUR TIME LIMITS IN MUNICIPAL LOTS

Are the existing 3-hour time limits sufficient for off-street parking municipal lots within the downtown

Answered: 195 Skipped: 12



ANSWER CHOICES	RESPONSES	
▼ Yes, I never need more than 3 hours	40.51%	79
▼ Yes, I rarely need more than 3 hours	24.62%	48
▼ I don't have a strong opinion	14.36%	28
▼ No, I occasionally need more than 3 hours	9.74%	19
▼ No, I often need more than 3 hours	6.67%	13
▼ Other (please expand)	Responses 4.10%	8
TOTAL		195

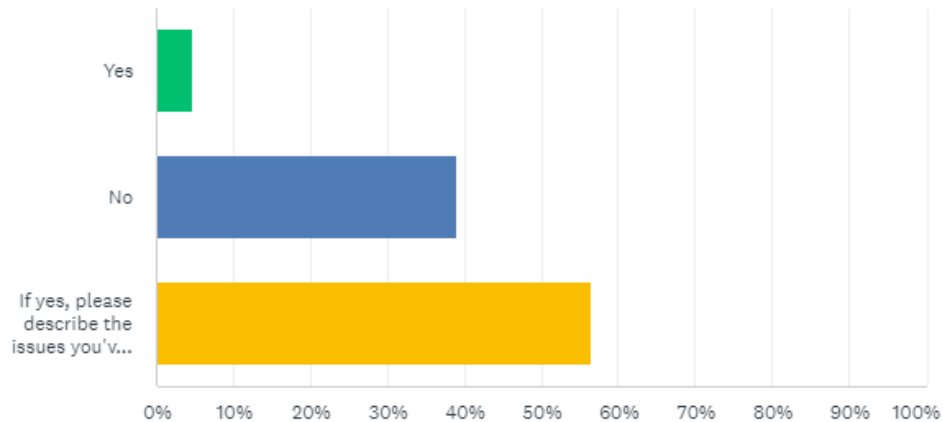
### Other Common Responses:

- Unaware of current time limits
- Overnight parking needed
- More enforcement required

## ISSUES WITH ANGLED PARKING ON BROCK STREET

Have you encountered any specific issues with the angled parking on Brock Street?

Answered: 195 Skipped: 12



ANSWER CHOICES	RESPONSES
▼ Yes	4.62% 9
▼ No	38.97% 76
▼ If yes, please describe the issues you've experienced	<a href="#">Responses</a> 56.41% 110
TOTAL	195

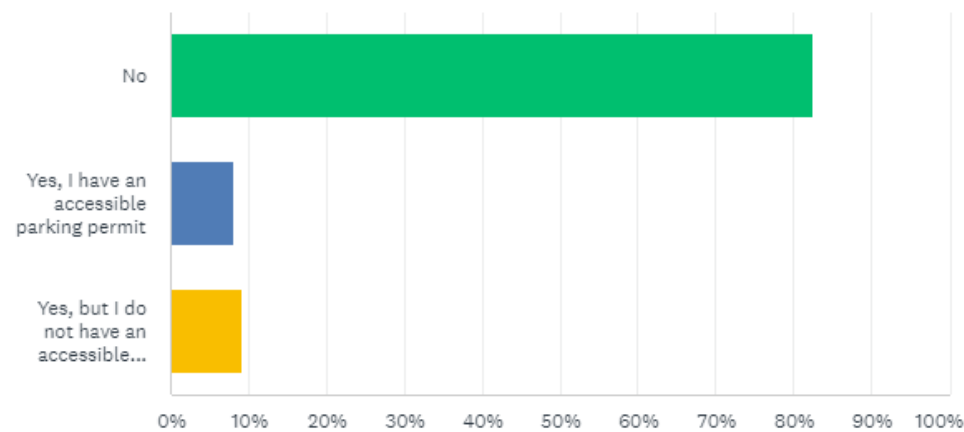
### Other Common Responses:

- Sightlines issues when backing out
- General reversing challenges
- Truck traffic create issues for parked cars
- Trucks and large vehicles impede the driving lanes
- Visibility difficulties for smaller vehicles
- Dangerous conditions created by speeding traffic
- Backed up traffic from Brock Street at Toronto Street prevents easy exit
- Overall safety concerns

# MOBILITY CHALLENGES

Do you have any mobility challenges that would require you to park close to your destination?

Answered: 195    Skipped: 12

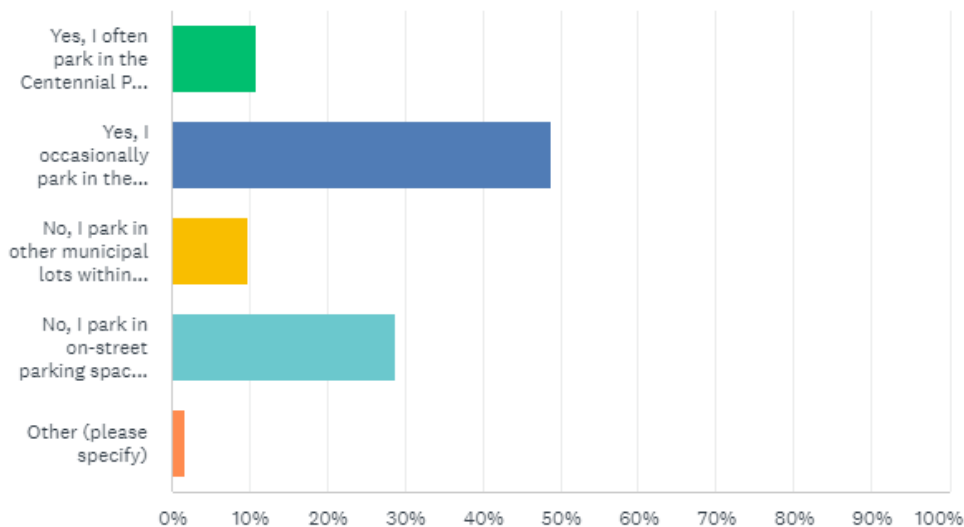


ANSWER CHOICES	RESPONSES	
No	82.56%	161
Yes, I have an accessible parking permit	8.21%	16
Yes, but I do not have an accessible parking permit	9.23%	18
TOTAL		195

# CENTENNIAL PARKING LOT USAGE

Do you park at the Centennial Park Drive lot when visiting downtown?

Answered: 184    Skipped: 23

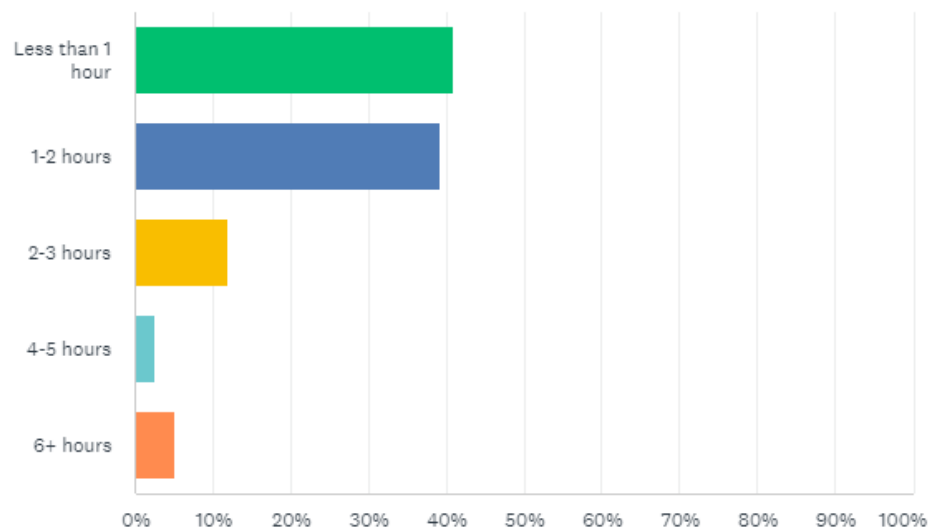


ANSWER CHOICES	RESPONSES	
Yes, I often park in the Centennial Park Drive lot	10.87%	20
Yes, I occasionally park in the Centennial Park Drive lot but depending on the purpose of my visit to downtown, I park elsewhere as well	48.91%	90
No, I park in other municipal lots within downtown	9.78%	18
No, I park in on-street parking spaces within the downtown	28.80%	53
Other (please specify)	Responses 1.63%	3
TOTAL		184

# TIME SPENT PARKED AT CENTENNIAL PARKING LOT

If you answered yes to the question above, how long do you typically park at the Centennial Park Drive lot?

Answered: 117    Skipped: 90



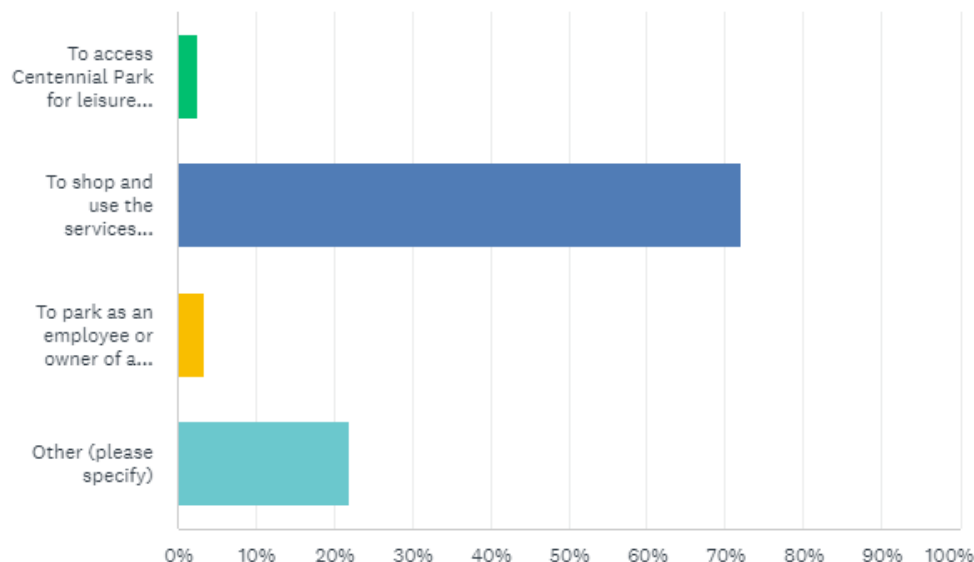
ANSWER CHOICES	RESPONSES	
Less than 1 hour	41.03%	48
1-2 hours	39.32%	46
2-3 hours	11.97%	14
4-5 hours	2.56%	3
6+ hours	5.13%	6
TOTAL		117



## REASONS FOR PARKING IN THE CENTENNIAL PARKING LOT

If you answered yes to question 14 above, what is your general purpose for parking at the Centennial Park Drive lot?

Answered: 118 Skipped: 89



ANSWER CHOICES	RESPONSES
▼ To access Centennial Park for leisure activities	2.54% 3
▼ To shop and use the services provided in the downtown	72.03% 85
▼ To park as an employee or owner of a business within downtown	3.39% 4
▼ Other (please specify) <a href="#">Responses</a>	22.03% 26
<b>TOTAL</b>	<b>118</b>

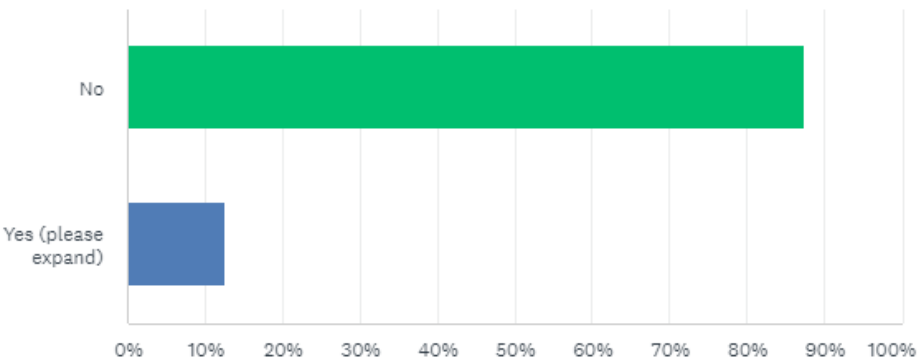
### Other Commons Responses:

- Visiting the medical building
- Visiting the Library
- Used as guests parking
- Visiting the Roxy Theatre
- Visiting the Music Hall

# PARKING CHALLENGES AT THE CENTENNIAL PARKING LOT

If you answered yes to question 14 above, have you experienced parking challenges at the Centennial Park Drive lot? If yes, please expand.

Answered: 120    Skipped: 87



ANSWER CHOICES	RESPONSES	
No	87.50%	105
Yes (please expand)	Responses 12.50%	15
TOTAL		120

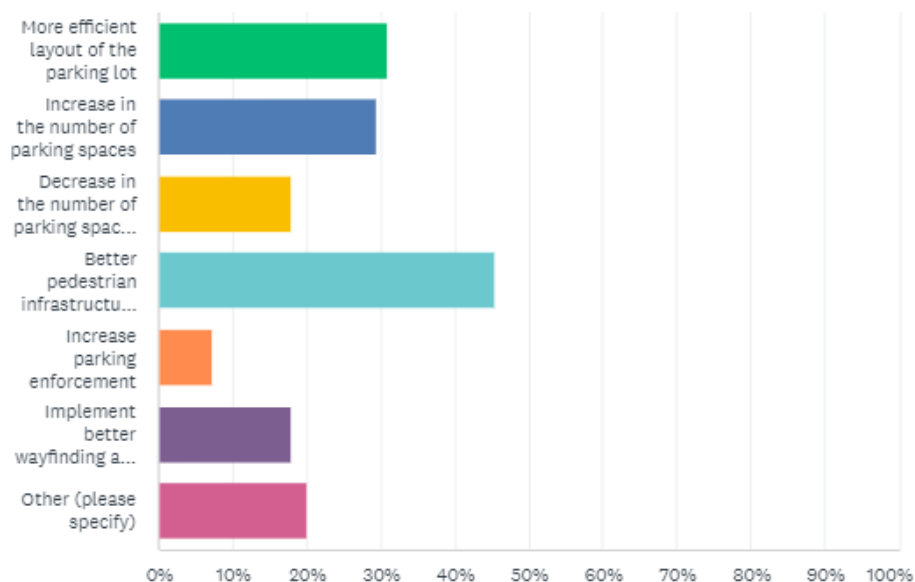
**Other Common Responses:**

- Parking tickets
- Spots are too small
- Lot can be full
- Walkway needed with good lighting to get to Brock Street
- The accessible parking spaces do not comply with the OADA

## IMPROVEMENTS NEEDED AT THE CENTENNIAL PARKING LOT

Which of the following improvements are important to you and would you like to see at the Centennial Park Drive lot? (select all that apply).

Answered: 139 Skipped: 68



ANSWER CHOICES	RESPONSES	
▼ More efficient layout of the parking lot	30.94%	43
▼ Increase in the number of parking spaces	29.50%	41
▼ Decrease in the number of parking spaces in place of better pedestrian infrastructure and new amenities	17.99%	25
▼ Better pedestrian infrastructure and street lighting to improve safety of the lot	45.32%	63
▼ Increase parking enforcement	7.19%	10
▼ Implement better wayfinding and signage	17.99%	25
▼ Other (please specify)	<a href="#">Responses</a> 20.14%	28
Total Respondents: 139		

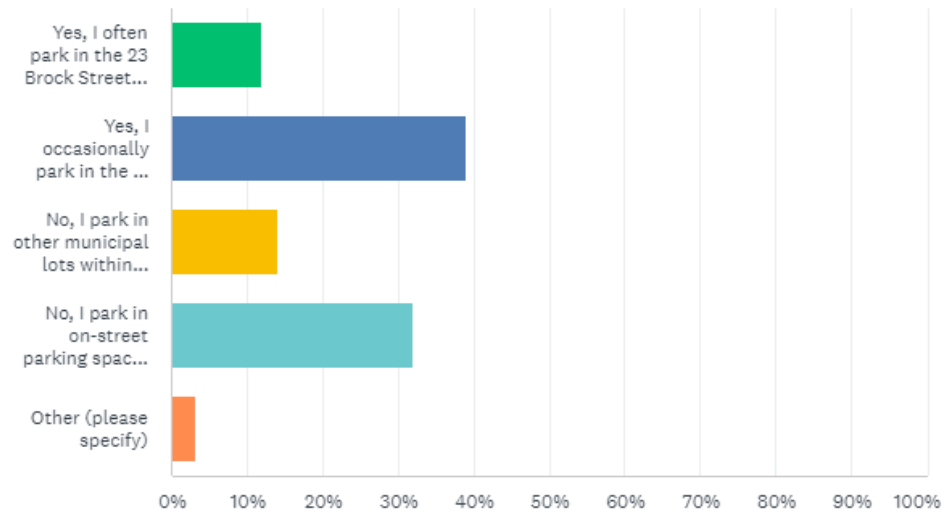
### Other Common Responses:

- Overnight parking
- Easier way to get to Brock Street
- Better pedestrian infrastructure
- More accessible parking spots

## PARKING FREQUENCY AT 23 BROCK STREET

Do you park at the 23 Brock Street W (Coffee time) lot when visiting the downtown?

Answered: 185 Skipped: 22



ANSWER CHOICES	RESPONSES
Yes, I often park in the 23 Brock Street W (Coffee Time) lot	11.89% 22
Yes, I occasionally park in the 23 Brock Street W (Coffee Time) lot but depending on the purpose of my visit to downtown, I park elsewhere as well	38.92% 72
No, I park in other municipal lots within downtown	14.05% 26
No, I park in on-street parking spaces within downtown	31.89% 59
Other (please specify) <a href="#">Responses</a>	3.24% 6
<b>TOTAL</b>	<b>185</b>

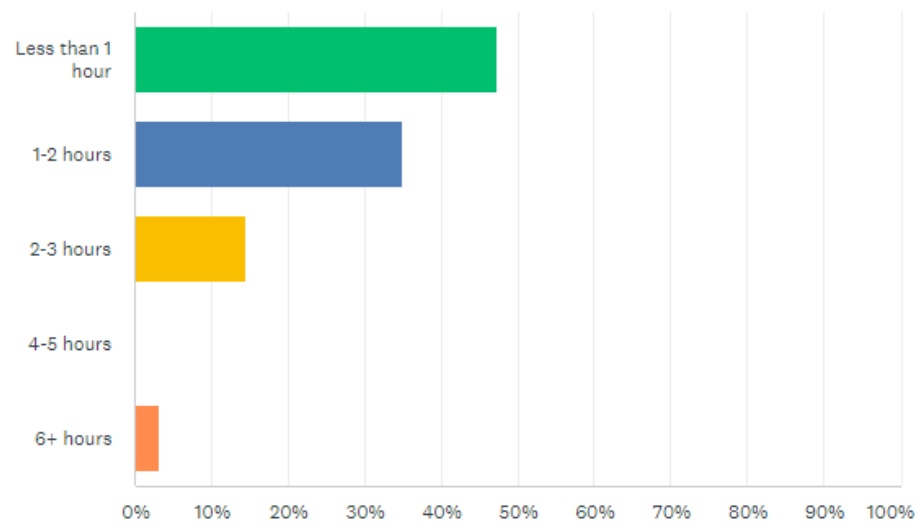
### Other Common Responses:

- Only parked there is no other parking spots are available

# TIME SPENT PARKED AT 23 BROCK STREET

If you answered yes to the question above, how long do you typically park at the 23 Brock Street W (Coffee time) lot?

Answered: 97    Skipped: 110



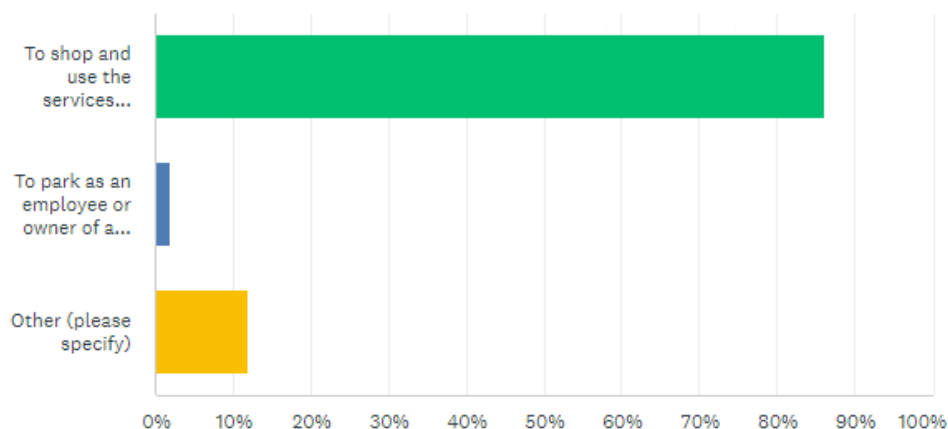
ANSWER CHOICES	RESPONSES	
Less than 1 hour	47.42%	46
1-2 hours	35.05%	34
2-3 hours	14.43%	14
4-5 hours	0.00%	0
6+ hours	3.09%	3
TOTAL		97



## REASONS FOR PARKING AT 23 BROCK STREET

If you answered yes to question 19 above, what is your general purpose for parking at the 23 Brock Street W (Coffee time) lot?

Answered: 101 Skipped: 106



ANSWER CHOICES	RESPONSES	
▼ To shop and use the services provided in the downtown	86.14%	87
▼ To park as an employee or owner of a business within downtown	1.98%	2
▼ Other (please specify) <a href="#">Responses</a>	11.88%	12
TOTAL		101

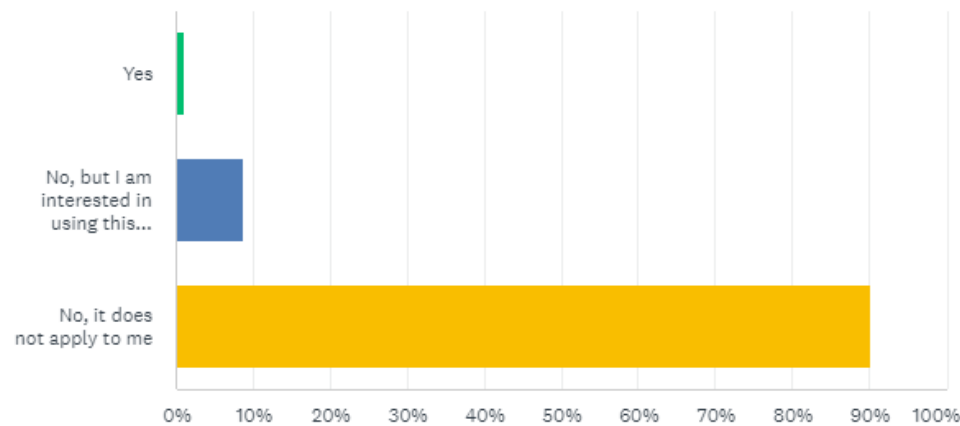
### ***Other Common Responses:***

- To visit the Roxy Theatre
- Use of trails
- To visit the Music Hall

# OVERNIGHT PARKING PERMIT PROGRAM USE

The Township of Uxbridge offers overnight parking permits at both the Centennial Park Drive lot and Albert Street lot (north side). Do you currently use this program?

Answered: 184    Skipped: 23

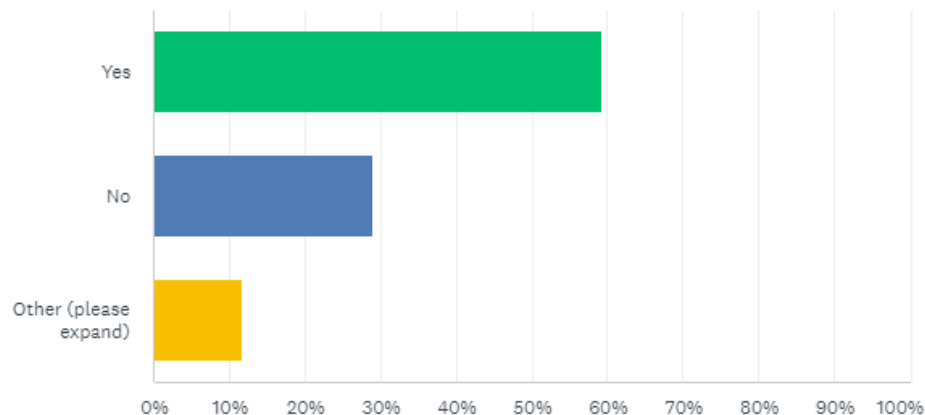


ANSWER CHOICES	RESPONSES	
Yes	1.09%	2
No, but I am interested in using this program	8.70%	16
No, it does not apply to me	90.22%	166
TOTAL		184

## OPINIONS ON THE DURATION PERMITTED FOR OVERNIGHT PARKING

Overnight parking permits allow for up to 10 hours of parking (including overnight) throughout the calendar year. Do you think the permitted duration of overnight parking sufficient?

Answered: 172 Skipped: 35



ANSWER CHOICES	RESPONSES	
Yes	59.30%	102
No	29.07%	50
Other (please expand)	Responses 11.63%	20
TOTAL		172

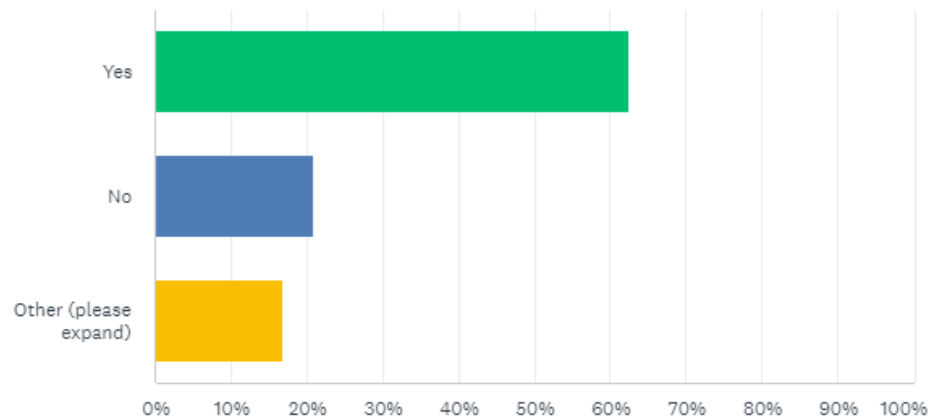
### Other Comon Responses:

- Overnight parking permits need to be increased
- Unaware of time limit
- 12 hours would be better

## OPINIONS ON OVERNIGHT PARKING PERMIT PROGRAM FEES

The fee for overnight parking permits is \$20 per month including taxes and must be purchased for a minimum of 3 months. Do you think this monthly fee is appropriate?

Answered: 173 Skipped: 34



ANSWER CHOICES	RESPONSES	
▼ Yes	62.43%	108
▼ No	20.81%	36
▼ Other (please expand)	<a href="#">Responses</a> 16.76%	29
TOTAL		173

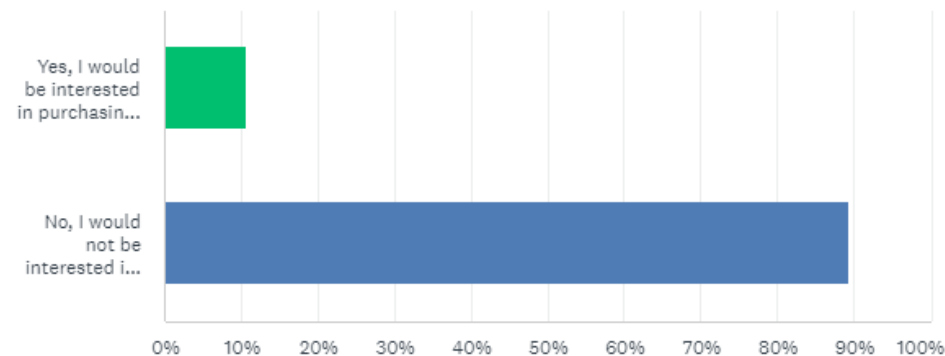
### ***Other Common Responses:***

- There shouldn't be a fee
- Too expensive
- Price seems reasonable
- Price is low if used consistently
- Price is low in comparison to other municipalities

# RESIDENT/PROPERTY OWNER INTEREST IN OVERNIGHT PARKING PERMIT USE

If you are a Township of Uxbridge property owner or resident, would you be in favour of purchasing resident permits for overnight parking downtown?

Answered: 161    Skipped: 46



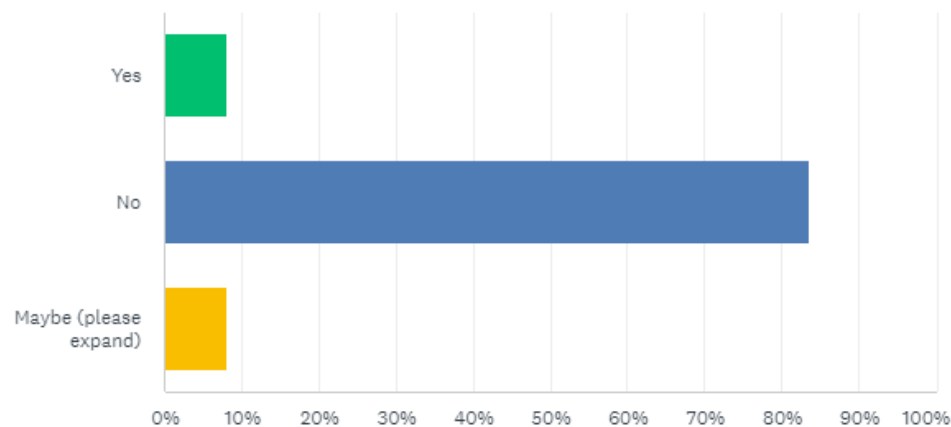
ANSWER CHOICES	RESPONSES	
Yes, I would be interested in purchasing a permit for my household	10.56%	17
No, I would not be interested in purchasing a permit for my household	89.44%	144
TOTAL		161



# PAID ON-STEET PARKING PREFERENCE

Would you be in favour of paid on-street parking within downtown?

Answered: 183    Skipped: 24



ANSWER CHOICES	RESPONSES	
Yes	8.20%	15
No	83.61%	153
Maybe (please expand)	Responses 8.20%	15
TOTAL		183

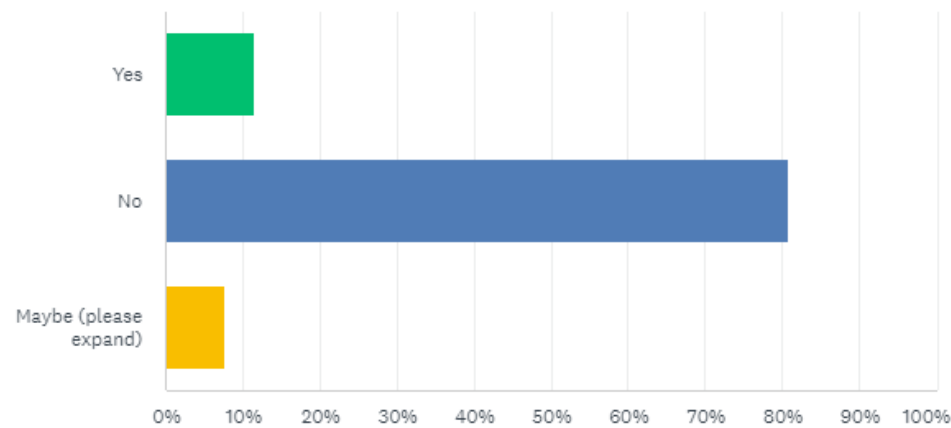
**Other Common Responses:**

- Depends on how the revenue is being used
- Extended hours only
- Depends on time limits
- Depends on cost

# PAID OFF-STEET PARKING PREFERENCE

Would you be in favour of paid off-street parking (eg. municipal parking lots) within downtown?

Answered: 183    Skipped: 24



ANSWER CHOICES	RESPONSES	
Yes	11.48%	21
No	80.87%	148
Maybe (please expand)	Responses 7.65%	14
TOTAL		183

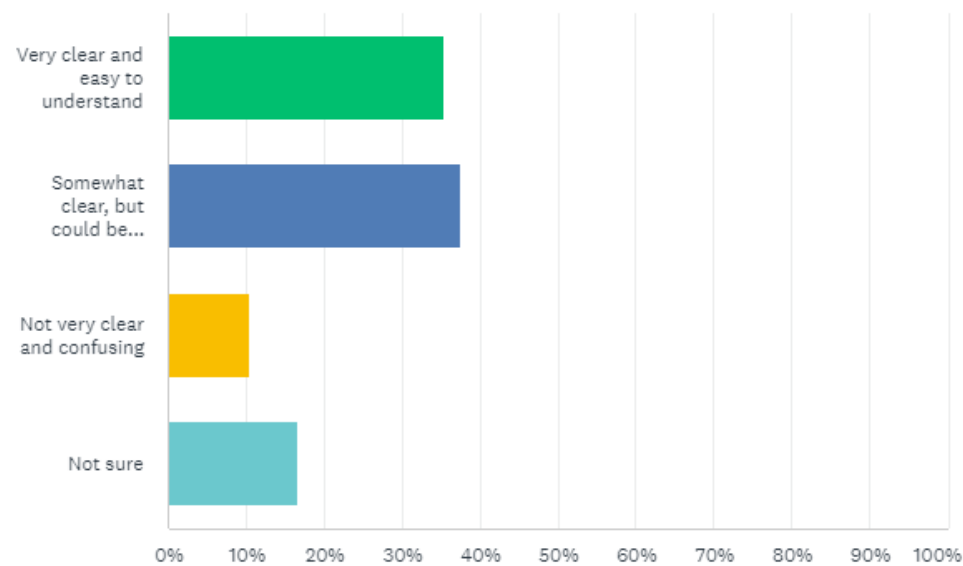
Other Common Responses:

- For extended hours only
- For non-residents only

# UNDERSTANDING OF CURRENT DOWNTOWN PARKING SIGNAGE

How clear and easy to understand are the current parking signs in the downtown?

Answered: 181    Skipped: 26

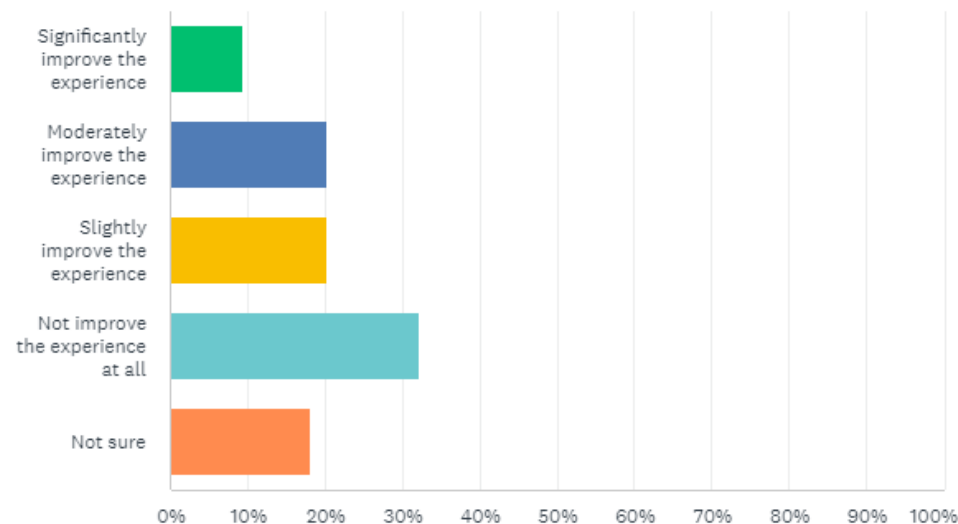


ANSWER CHOICES	RESPONSES	
Very clear and easy to understand	35.36%	64
Somewhat clear, but could be improved	37.57%	68
Not very clear and confusing	10.50%	19
Not sure	16.57%	30
TOTAL		181

# OPINIONS ON ADDITIONAL/IMPROVED SIGNAGE

To what extent do you think additional or improved signage would enhance your parking experience?

Answered: 183    Skipped: 24

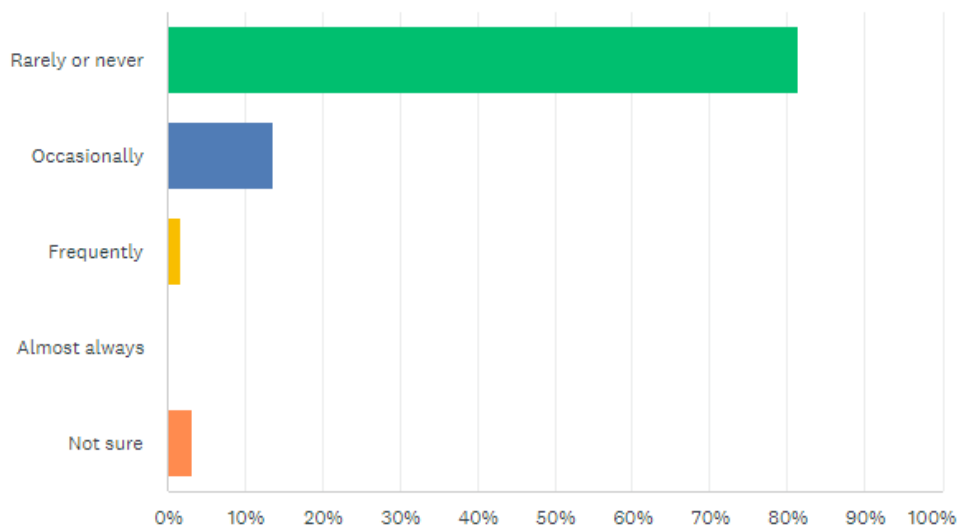


ANSWER CHOICES	RESPONSES	
Significantly improve the experience	9.29%	17
Moderately improve the experience	20.22%	37
Slightly improve the experience	20.22%	37
Not improve the experience at all	32.24%	59
Not sure	18.03%	33
TOTAL		183

# FREQUENCY OF ADDITIONAL GUIDANCE REQUIRED TO LOCATE AVAILABLE PARKING SPACES

How often do you find yourself needing additional guidance or assistance to locate available parking spaces?

Answered: 183    Skipped: 24



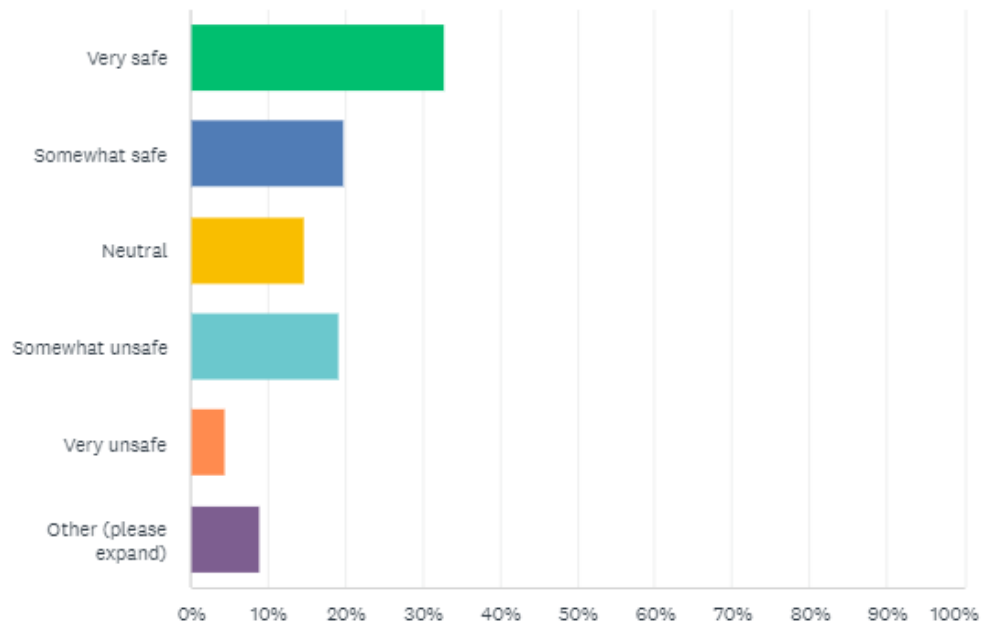
ANSWER CHOICES	RESPONSES	
Rarely or never	81.42%	149
Occasionally	13.66%	25
Frequently	1.64%	3
Almost always	0.00%	0
Not sure	3.28%	6
TOTAL		183



## ACTIVE TRANSPORTATION SAFETY OPINIONS

How safe do you feel using active transportation (e.g., biking or walking) within Uxbridge and the downtown?

Answered: 177 Skipped: 30



ANSWER CHOICES	RESPONSES	
▼ Very safe	32.77%	58
▼ Somewhat safe	19.77%	35
▼ Neutral	14.69%	26
▼ Somewhat unsafe	19.21%	34
▼ Very unsafe	4.52%	8
▼ Other (please expand)	<a href="#">Responses</a> 9.04%	16
TOTAL		177

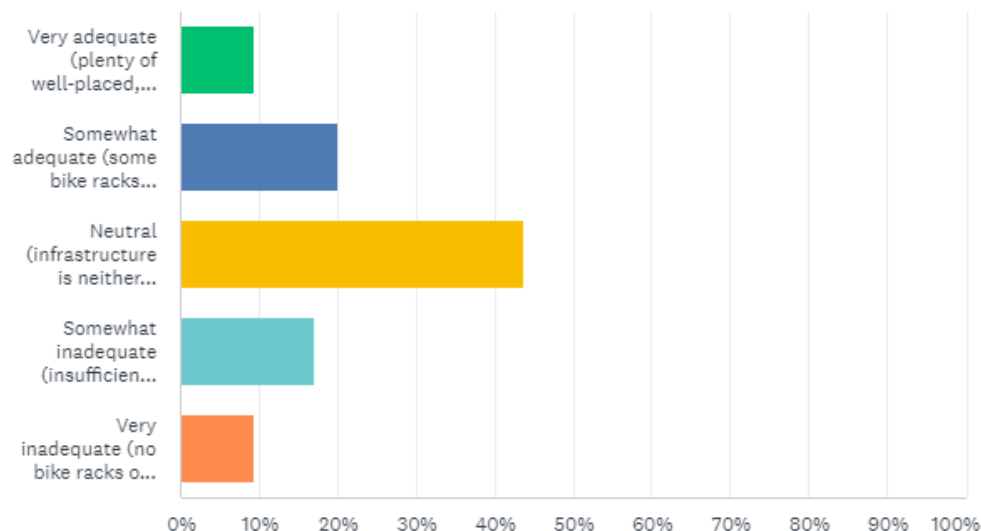
### Other Common Responses:

- Bike lanes needed
- Unsafe for biking
- Truck traffic creating safety concerns
- Depends on the area in downtown

# OPINIONS ON BIKE PARKING INFRASTRUCTURE

How adequate is the current bike parking infrastructure in the downtown?

Answered: 169    Skipped: 38

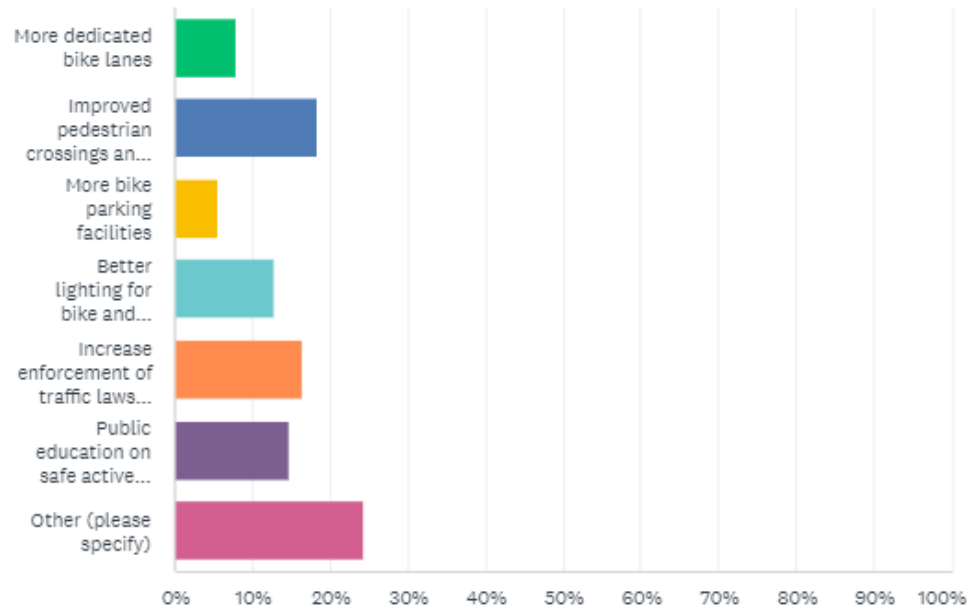


ANSWER CHOICES	RESPONSES	
Very adequate (plenty of well-placed, secure bike racks)	9.47%	16
Somewhat adequate (some bike racks available but could be improved)	20.12%	34
Neutral (infrastructure is neither adequate nor inadequate)	43.79%	74
Somewhat inadequate (insufficient or poorly placed bike racks)	17.16%	29
Very inadequate (no bike racks or very poorly placed)	9.47%	16
TOTAL		169

## SUGGESTED IMPROVEMENTS FOR ACTIVE TRANSPORTATION

What improvements would you suggest for enhancing active transportation in downtown?

Answered: 164 Skipped: 43



ANSWER CHOICES	RESPONSES
▼ More dedicated bike lanes	7.93% 13
▼ Improved pedestrian crossings and signals	18.29% 30
▼ More bike parking facilities	5.49% 9
▼ Better lighting for bike and pedestrian paths	12.80% 21
▼ Increase enforcement of traffic laws for safety	16.46% 27
▼ Public education on safe active transportation practices	14.63% 24
▼ Other (please specify)	<a href="#">Responses</a> 24.39% 40
<b>TOTAL</b>	<b>164</b>

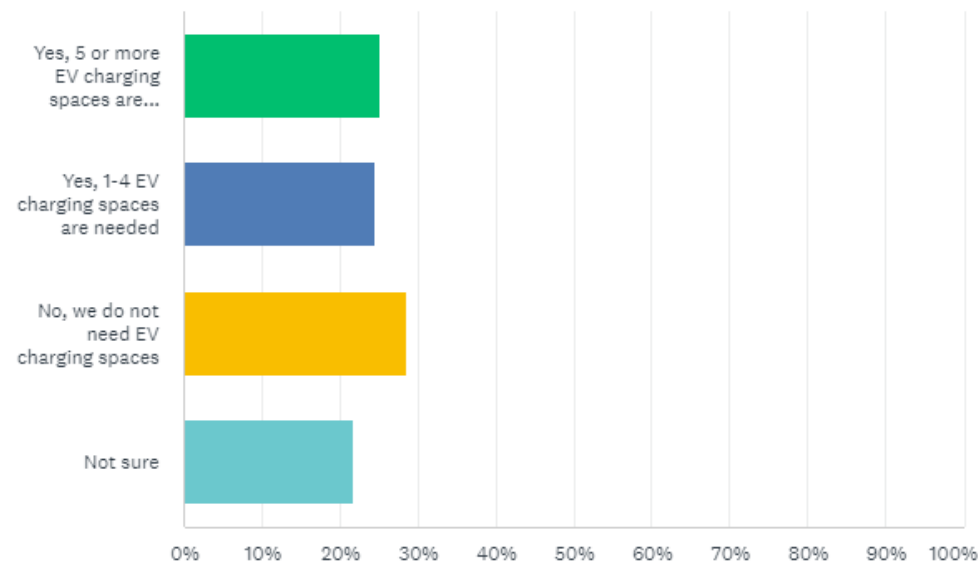
### Other Common Responses:

- Wider sidewalks
- Reduce truck traffic
- Remove angled parking
- All of the above

# NEED FOR EV PARKING AND CHARGING

Do you believe there is a need for EV (electric vehicle) parking and charging infrastructure in downtown?

Answered: 179    Skipped: 28

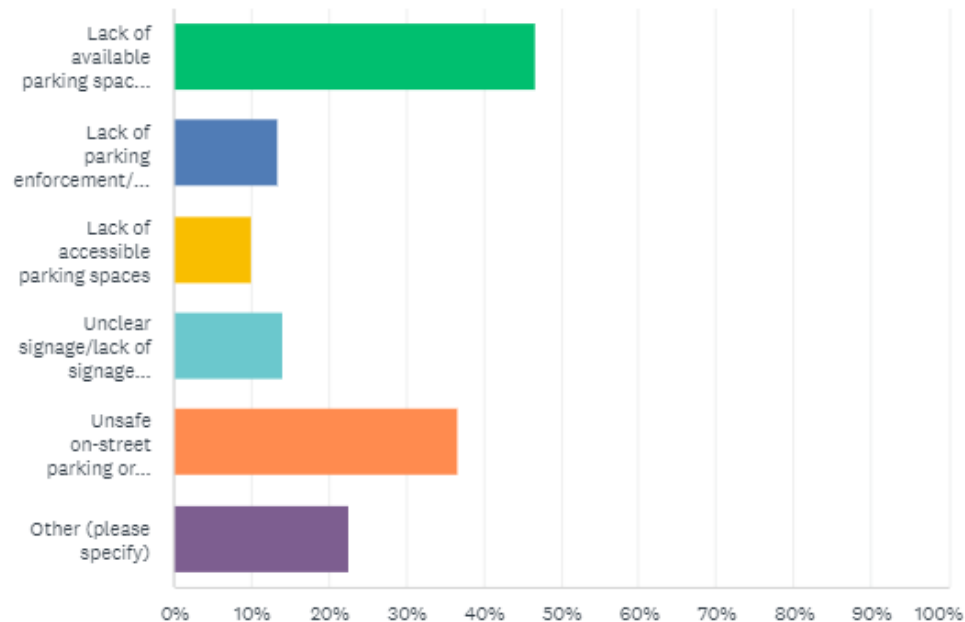


ANSWER CHOICES	RESPONSES	
Yes, 5 or more EV charging spaces are needed	25.14%	45
Yes, 1-4 EV charging spaces are needed	24.58%	44
No, we do not need EV charging spaces	28.49%	51
Not sure	21.79%	39
TOTAL		179

## PARKING CHALLENGES IN DOWNTOWN

What are the biggest parking challenges that you experience in downtown Uxbridge? (Select all that apply).

Answered: 150 Skipped: 57



ANSWER CHOICES ▼	RESPONSES ▼	
▼ Lack of available parking spaces within a desirable distance	46.67%	70
▼ Lack of parking enforcement/management	13.33%	20
▼ Lack of accessible parking spaces	10.00%	15
▼ Unclear signage/lack of signage regarding parking restrictions	14.00%	21
▼ Unsafe on-street parking or municipal parking lots (e.g., dimly lit, cracked pavement, non-pedestrian friendly, etc.)	36.67%	55
▼ Other (please specify) <a href="#">Responses</a>	22.67%	34
Total Respondents: 150		

### Other Common Responses:

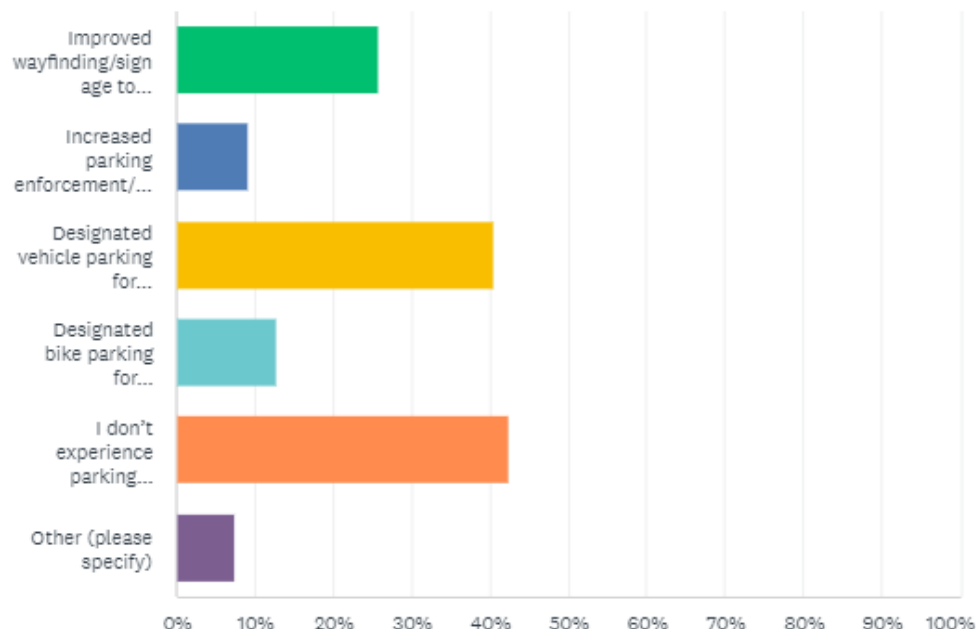
- Angled parking
- Not having single overnight parking permits



## PARKING CHALLENGES IN DOWNTOWN DURING SPECIAL EVENTS

Do you experience parking challenges when attending special events or festivals in downtown Uxbridge, and if so, what improvements would you like to see? (Select all that apply).

Answered: 163 Skipped: 44



ANSWER CHOICES	RESPONSES	
▼ Improved wayfinding/signage to available public parking near the event	25.77%	42
▼ Increased parking enforcement/management of existing time limits	9.20%	15
▼ Designated vehicle parking for event/festival use	40.49%	66
▼ Designated bike parking for event/festival use	12.88%	21
▼ I don't experience parking challenges when attending special events or festivals	42.33%	69
▼ Other (please specify)	Responses 7.36%	12
Total Respondents: 163		

### Other Comon Responses:

- Need shuttle service
- Not enough parking

## OVERALL PARKING-RELATED CONCERNS

- Large trucks shouldn't be allowed to park beside cars/SUVs
- Remove angled parking
- More overnight parking
- Expansion of sidewalks
- Not enough parking generally
- Cost-free parking should be available near the bus stops
- More enforcement required
- Enhanced bike and pedestrian emphasis needed
- Concerns with paid parking
- Dedicated parking for store employees needed

## ANALYSIS

Of the 207 respondents, 70.05% (145 respondents) live in or near the downtown area, 21.74% (45 respondents) live outside the downtown and 8.21% (8 respondents) are not residents, however they frequent the downtown for its amenities/services.

The most common frequency of downtown visitation was very often with 37.20% (77 respondents), followed by daily as the second most common frequency selected with 18.84% (39 respondents).

A majority of respondents, 79.71% (165 respondents) stated they get to downtown by driving a vehicle. No one stated they get downtown via public transit.

Public, on-street parking was the most common area of parking within the downtown, with 66.15% (129 respondents) selecting this option. Followed by public, off-street parking with 24.62% (48 respondents).

Most respondents do not have difficulty finding parking in downtown, with 48.21% (94 respondents) state they do not have any trouble at all.

Majority of respondents (50.77% or 99 respondents) were within a one-minute walk to of their destination last time they parked downtown and 37.95% (74 respondents) were within a 2-3-minute walk.

49.22% (95 respondents) would be willing to walk 2-3 minutes from their parking spot to their destination, followed closely by 4-5 minutes which received 35.23% (68 respondents) of the response.

Most respondents (53.85% or 105 respondents) typically spent 1 hour parked downtown.

15-minute parking received mixed-opinions with most being very unsupportive with 30.77% and somewhat unsupportive with 18.46%.

Most respondents believe the existing 2-hour time limit for on-street parking spaces and the existing 3-hour time limit for off-street municipal lot parking were sufficient, with 45.13% (88 respondents) and 40.51% (79 respondents) stating they never need more time.

Majority of respondents experience issues with angled parking with 56.41% (110 respondents) describing issues experienced, including:

- Sightlines issues when backing out
- Visibility difficulties for smaller vehicles
- Dangerous conditions created by speeding traffic

82.56% (161 respondents) of respondents do not experience mobility issues.

Majority of the respondents, 48.91% (90 respondents) occasionally visit the Centennial parking lot and spend between less than an hour to 1 hour at the lot, 41.03 (48 respondents) and 39.32% (46 respondents) respectively. 72.03% (85 respondents) who park there do so to shop and use the services provided in the downtown and 87.50 (105 respondents) do not experience any issues when parking in the Centennial parking lot. In terms of improvements, better pedestrian infrastructure was the most voted improvement with 45.31% (63 respondents).


Mixed responses received regarding parking at 23 Brock Street, with 38.92% (72 respondents) stating they occasionally park there depending on the purpose of their visit, followed by 31.89% (59 respondents) who stated they do not park there, because they park on the street instead. Those who do park in this lot spend less than an hour to 1-2 hours, with 47.42% (46 respondents) and 35.05 (34 respondents) respectively and are parked there mainly for the purpose of shopping and using the services provided in the downtown (86.14% or 87 respondents).

A clear majority (90.22% or 166 respondents) do not use the overnight parking permit program offered by the Township and 59.30% (102 respondents) believe 10 hours of parking is a sufficient duration for this program. Likewise, majority of respondents believe the existing \$20 per month fee for this program is appropriate with 62.43% (108 respondents). Lastly, 89.44% (144 respondents) of Township of Uxbridge property owners/residents are not interested in purchasing overnight parking permits for downtown.

In regard to paid on-street and off-street parking within downtown, majority are not in favour of either option with 83.61% (153 respondents) and 80.87% (148 respondents) respectively.

Most respondents find current parking signage easy to understand with 35.36% (64 respondents) stating it is very clear and another 37.57% (68 respondents) stating it is somewhat clear. Most respondents do not believe additional or improved signage would enhance the parking experience with 32.24% (59 respondents) stating it would not improve the experience at all. Majority of respondents also indicated that there is no need for additional guidance locating available parking spaces as 81.43% (149 respondents) rarely or never need assistance.

Majority of respondents indicated that they feel safe or somewhat safe using active transportation with 32.77% (58 respondents) and 19.77% (35 respondents) respectively.



43.79% (74 respondents) felt neutral about bike parking infrastructure in the downtown, followed by somewhat adequate (20.12% or 34 respondents) and somewhat inadequate (17.16% or 29 respondents).

Mixed responses were received for what suggestions would enhance active transportation in downtown, the other category receive most responses with 24.39% (40 respondents). Of that, respondents specified wider sidewalks, reduce truck traffic, removal angled parking as the most common suggestions.

The need for EV parking and charging also received mixed responses, with 28.49% (51 respondents) stating there is no need, 25.14% (45 respondents) stating yes, 5 or more EV charging spaces are needed, 24.58% (44 respondents) stating yes, 1-4 EV charging spaces are needed and 21.79% (39 respondents) stating they are unsure.

Respondents identified the lack of available parking spaces is the biggest challenge experience in downtown with 46.67% (70 respondents), followed by Unsafe on-street parking or municipal parking lots with 36.67% (55 respondents).

In regard to parking challenges during special events, 42.33% (69 respondents) stated they do not experience any challenges, closely followed by designated vehicle parking for event/festival use as an identified challenge by 40.49% (66 respondents).

Overall parking concerns provided included:

- Large trucks shouldn't be allowed to park beside cars/SUVs
- Remove angled parking
- More overnight parking
- Expansion of sidewalks
- Not enough parking generally
- Cost-free parking should be available near the bus stops
- More enforcement required
- Enhanced bike and pedestrian emphasis needed
- Concerns with paid parking
- Dedicated parking for store employees needed



# APPENDIX C

## Detailed TTS and Census Results



Cross Tabulation Query Form - Person - 2022

Row: Type of dwelling unit - dwell\_type

Column: No. of vehicles in household - n\_vehicle

Filters:

(2006 GTA zone of household - gla06\_hhld In 1317, 1318)

Persons 2022

Table:

Dwelling Type	Number of Vehicles Owned						Sum
	0	1	2	3	4	5	
House	4	90	209	33	22	5	363
Apartment	6	18	2	0	0	0	26
Townhouse	0	30	14	0	0	0	44

Dwelling Type	Number of Vehicles Owned						Sum
	0	1	2	3	4	5	
House	1%	25%	58%	9%	6%	1%	100%
Apartment	23%	69%	8%	0%	0%	0%	100%
Townhouse	0%	68%	32%	0%	0%	0%	100%

Census Profile, 2021 Census of Population

Uxbridge, Township (TP) [Census subdivision], Ontario					
		Counts			
Topic	Characteristic	Note	Total	Men+	Women+
Age characteristics	Total - Distribution (%) of the population by broad age		100	100	100
Age characteristics	0 to 14 years		15.2	16	14.4
Age characteristics	15 to 64 years		63.4	64.3	62.7
Age characteristics	65 years and over		21.4	19.8	23
Age characteristics	85 years and over		2.9	2.2	3.6
Age characteristics	Average age of the population		44.2	43	45.4
Age characteristics	Median age of the population		47.2	45.6	48.8

Census Profile, 2021 Census of Population

Ontario [Province]					
		Counts			
Topic	Characteristic	Note	Total	Men+	Women+
Age characteristics	Total - Distribution (%) of the population by broad age		100	100	100
Age characteristics	0 to 14 years		15.8	16.6	15.1
Age characteristics	15 to 64 years		65.6	66.2	65
Age characteristics	65 years and over		18.5	17.2	19.8
Age characteristics	85 years and over		2.4	1.8	2.9
Age characteristics	Average age of the population		41.8	40.7	42.8
Age characteristics	Median age of the population		41.6	40	42.8



# APPENDIX D

## **Future Parking Demand Analysis**

Uxbridge Growth Projections

SCENARIO 1 - BASE CASE

Region of Durham OP Growth Projections (OP 2024)

Municipality	Year (based on 2021 projections)						Avg Annual Growth Rate (AAGR)	Compound Annual Growth Rate (CAGR)
	2021	2026	2031	2036	2041	2051		
Uxbridge								
Urban Population	12520	13260	14170	15190	16260	17570	0.018	0.014
Rural Population	9860	10050	10250	10420	10540	10680	0.003	0.003
Total Population	22380	23310	24420	25610	26820	28250	0.011	0.010
Households	8020	8400	8830	9290	9780	10340	0.012	0.010
Employment	9530	9620	10120	10440	10810	11270	0.008	0.007

Growth in households

2920

SCENARIO 2 - CAR-FREE DOWNTOWN HOUSEHOLDS

Region of Durham OP Growth + Uxbridge Urban Area Housing Analysis

Forecasted Units (2021)	BUA	DGA	Rural	Total
2021-2051 Forecast	1440	1090	370	2900
2021-2024 est. growth	279	0	0	0
2024-2051 remainder	1161	1090	370	2900

From Uxbridge Housing Analysis

2900 is the rounded number of 2900 (the

difference between units in 2021 vs units in 2051)

Forecasted Units (2024)	Low Density	Medium Density	High Density	Total
Downtown	0	100	500	600
Rest of BUA	59	300	291	650
2024-2051 New Forecast	50	400	750	1200

From Uxbridge Housing Analysis

Assuming 50% of growth is in Downtown

Forecasted Population (2024)	Low Density	Medium Density	High Density	Total
Downtown	0	300	1000	1300
Rest of BUA	175	900	500	1575
2024-2051 New Forecast	175	1200	1500	2875

Assumptions

1200 units = 2875 ppl

1161 units = 2782 ppl

39 units = 93 ppl

2782

93

From 2024 to 2051, the projected base growth is 104 spaces (includes the 1300 new people in downtown)

104 spaces = 2875 ppl

47 spaces = 1300 ppl

47

From 2024 to 2051, the projected growth for 1300 downtown population is 47 spaces

27 years = 47 spaces

1 year = 1.74 spaces

1.74

Parking Projections based on observed demand	Additional Parking (AAGR)		
	Future Year (2031)	Future Year (2041)	Future Year (2051)
85th percentile of busiest 4-hours (Observed 2024)	243	243	243
Forecasted Parking Generation	30	72	115
Veh. Occ (retail) - 1.18 ppl/veh	25	61	97
Future Parking Demand	269	305	341
Projected Downtown Demand	12	30	47
Future Demand (without downtown demand)	256	275	294

SCENARIO 3 - CAR-FREE DOWNTOWN HOUSEHOLDS + MODE SHIFT

Region of Durham TMP (2018)

Municipality	Mode	2011 Mode Share	Target 2031 Mode Share	Avg Annual Growth
Rest of Durham Region	Auto (Driver)	81%	72%	-0.006
	Auto (Passenger)	13%	15%	0.01
	Transit (DRT and GO)	2%	7%	0.13
	Walk and Cycle	4%	6%	0.03

Parking Projections based on observed demand	Additional Parking (AAGR)		
	Future Year (2031)	Future Year (2041)	Future Year (2051)
85th percentile of busiest 4-hours (Observed 2024)	243	243	243
Forecasted Parking Generation	30	72	115
Veh. Occ (retail) - 1.18 ppl/veh	25	61	97
Future Parking Demand	269	305	341
Projected Downtown Demand	12	30	47
Future Demand (without downtown demand)	256	275	294
Project Mode Split Reduction	10	29	51
Future Demand (W/O Downtown and Mode Change)	246	246	243

VACANCIES

Existing Demand (85th of busiest 4 hrs)	243
Occupied Units (2024)	145
Vacant Units (2024)	18
Vacant Land (2024)	3
Estimated Demand in 2024 w 95% occupancy	280
Difference	17

SUMMARY

Scenario	Future Year (2031)	Future Year (2041)	Future Year (2051)
Existing Peak Demand	243	243	243
Estimated Existing Peak (95% occupancy)	260	260	260
Forecasted Demand (Scenario 1 - Base Case)	265	321	357
Forecasted Demand (Scenario 2 - Carless Downtown)	273	292	310
Forecasted Demand (Scenario 3 - Carless Downtown + Mode Shift)	263	263	259

Difference (existing - Forecasted)			
Forecasted Demand (Scenario 1 - Base Case)	42	78	114
Forecasted Demand (Scenario 1 - Carless Downtown)	30	49	67
Forecasted Demand (Scenario 3 - Carless Downtown + Mode Shift)	20	20	16



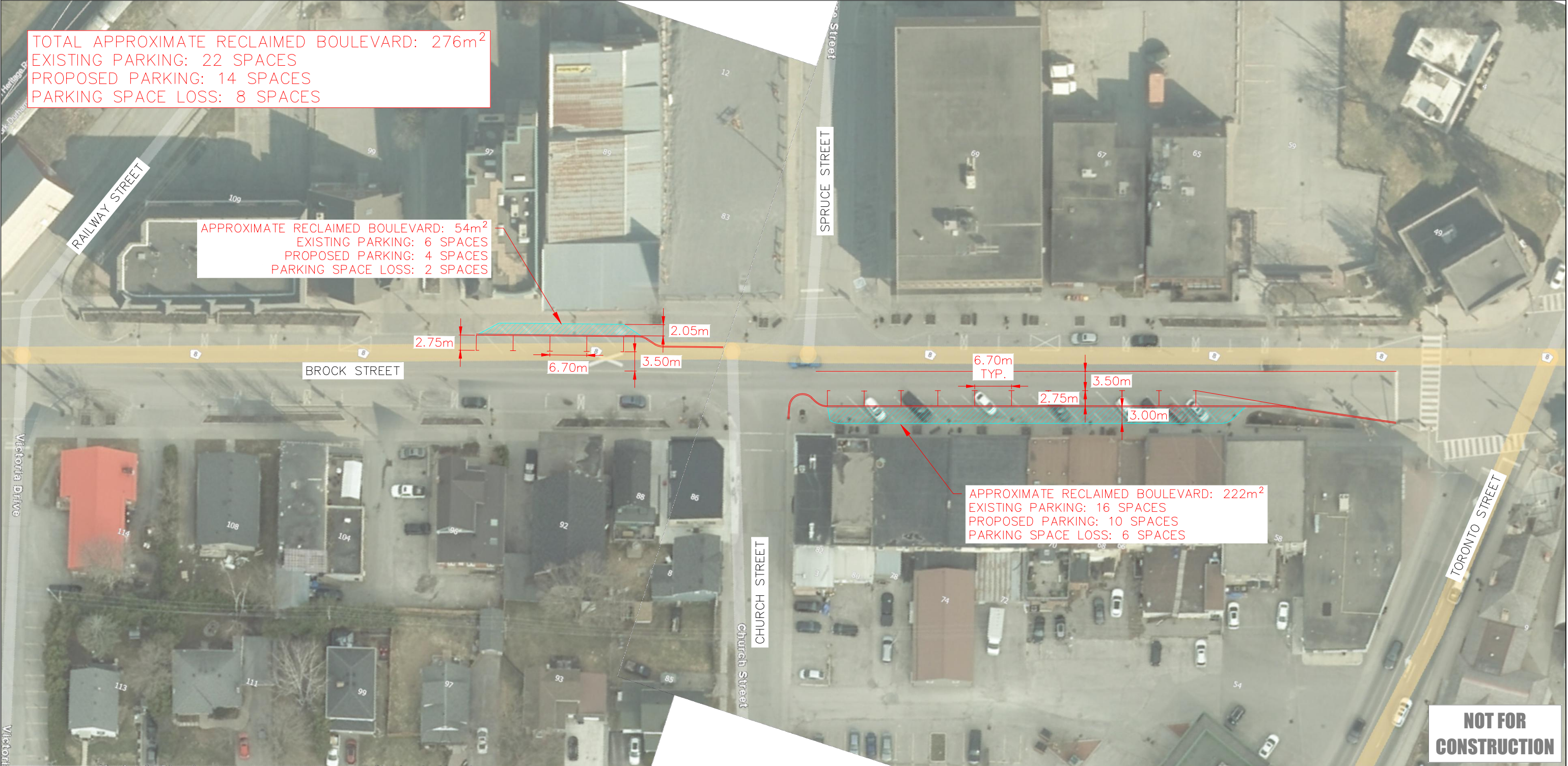
# APPENDIX E

## **Brock Street Parallel Parking Analysis**



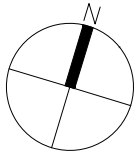
NOTES:

- 1. AS PER THE TOWNSHIP OF UXBRIDGE ZONING BYLAW 81-19 SECTION 4.16.7.3:
  - 1.1. PARKING SPACES SHALL HAVE A MINIMUM WIDTH OF 2.75m AND A MINIMUM AREA OF 14.85m<sup>2</sup>
- 2. 6.70m PARALLEL PARKING SPACE DIMENSION AS PER TOWN OF WHITBY BYLAW 6926-14



DRAWN BY: X.C. PLOT DATE: December 06, 2024

LEA Consulting Ltd.  
Consulting Engineers  
and Planners  
www.LEA.ca



Project No.  
25148

Date  
DEC 06, 2024

DRAFT  
FOR DISCUSSION

UXBRIDGE PARKING STUDY  
UXBRIDGE ONTARIO

1: 700

PARKING REVIEW

Drawing No.  
001



