

The Corporation of the Town of Tillsonburg

Accessibility Advisory Committee Meeting

AGENDA



Tuesday, September 17, 2024

4:30 PM

Boardroom CSC

10 Lisgar Ave.

1. Call to Order

2. Adoption of Agenda

Proposed Resolution #1

Moved By: _____

Seconded By: _____

THAT the Agenda for the Accessibility Advisory Committee Meeting of September 17, 2024, be approved.

3. Disclosures of Pecuniary Interest and the General Nature Thereof

4. Adoption of Minutes of Previous Meeting

Proposed Resolution #2

Moved By: _____

Seconded By: _____

THAT the minutes of the March 19, 2024, Accessibility Advisory Committee Meeting be approved as presented.

5. Presentations

6. Information Items

7. General Business & Reports

7.1 Tillsonburg Community Centre Renovation Update - Andrea Greenway

7.2 Bridge Street Reimagining Project Update - Cephas Panschow

7.3 Intersection - Bridge Street and Rolph Street

7.4 Accessibility to Retail and Commercial Businesses Downtown

7.5 Disabled Washrooms Discussion

8. Next Meeting

8.1 Rescheduling of Third Annual Meeting

9. Adjournment

Proposed Resolution #3

Moved By: _____

Seconded By: _____

THAT the Accessibility Advisory Committee meeting be adjourned at _____ p.m.



The Corporation of the Town of Tillsonburg Accessibility Advisory Committee Meeting MINUTES

Tuesday, March 19, 2024
4:30 PM
Boardroom CSC
10 Lisgar Ave.

ATTENDANCE: Margaret McCrimmon
Yvonne Kearns
Michelle Wegg
Taylor Campbell
Mike Cerna
Mark Dickson
Karen Clipson
Chris Rosehart
Deb Gilvesy
Michael Brown
Christine Lamers

Regrets: Trevor Ford
Brittany Vaughan

Staff: Julie Ellis, Deputy Clerk
Emily Xuereb, Deputy Chief Building Official

1. Call to Order

The meeting was called to order at 4:30 p.m.

2. Adoption of Agenda

Resolution # 1

Moved By: Yvonne Kearns

Seconded By: Margaret McCrimmon

THAT the Agenda for the Accessibility Advisory Committee Meeting of March 19, 2024, be approved.

Carried

3. Disclosures of Pecuniary Interest and the General Nature Thereof

There were no disclosures of pecuniary interest.

4. Adoption of Minutes of Previous Meeting

Resolution # 2

Moved By: Karen Clipson

Seconded By: Mike Cerna

THAT the minutes of the December 12, 2024, Accessibility Advisory Committee Meeting be approved as presented.

Carried

5. Presentations

5.1 Carissa Vaccaro, Park and Water Re: Accessible Playgrounds

Carissa Vaccaro of Park and Water presented regarding the recent installation of three new/replacement parks in Tillsonburg and explained the accessibility features of each.

Committee members asked questions regarding locations of the new parks, playground surfaces, accessible parks and wheelchair accessible swings.

6. Information Items

7. General Business & Reports

7.1 Discussion - Closure of Restaurant Washrooms

The committee discussed the recent closure of washrooms in the Tim Hortons located in the mall in Tillsonburg. Emily Xuereb, Deputy Chief Building Official, provided the committee with information regarding the building code requirements of restaurants and confirmed that a restaurant

located in a mall is not required to have a washroom as long as there is one within 45m.

7.2 Other Business

The trail that goes from Tillson Avenue to Broadway has been paved and is now open.

8. Next Meeting

June 18, 2024 at 4:30 p.m.

9. Adjournment

Resolution # 3

Moved By: Mike Cerna

Seconded By: Michael Brown

THAT the Accessibility Advisory Committee meeting be adjourned at 5:32 p.m.

Carried

Tillsonburg Community Centre Construction Update

Accessibility Advisory Committee

September 17, 2024



Concept drawing



Exterior View



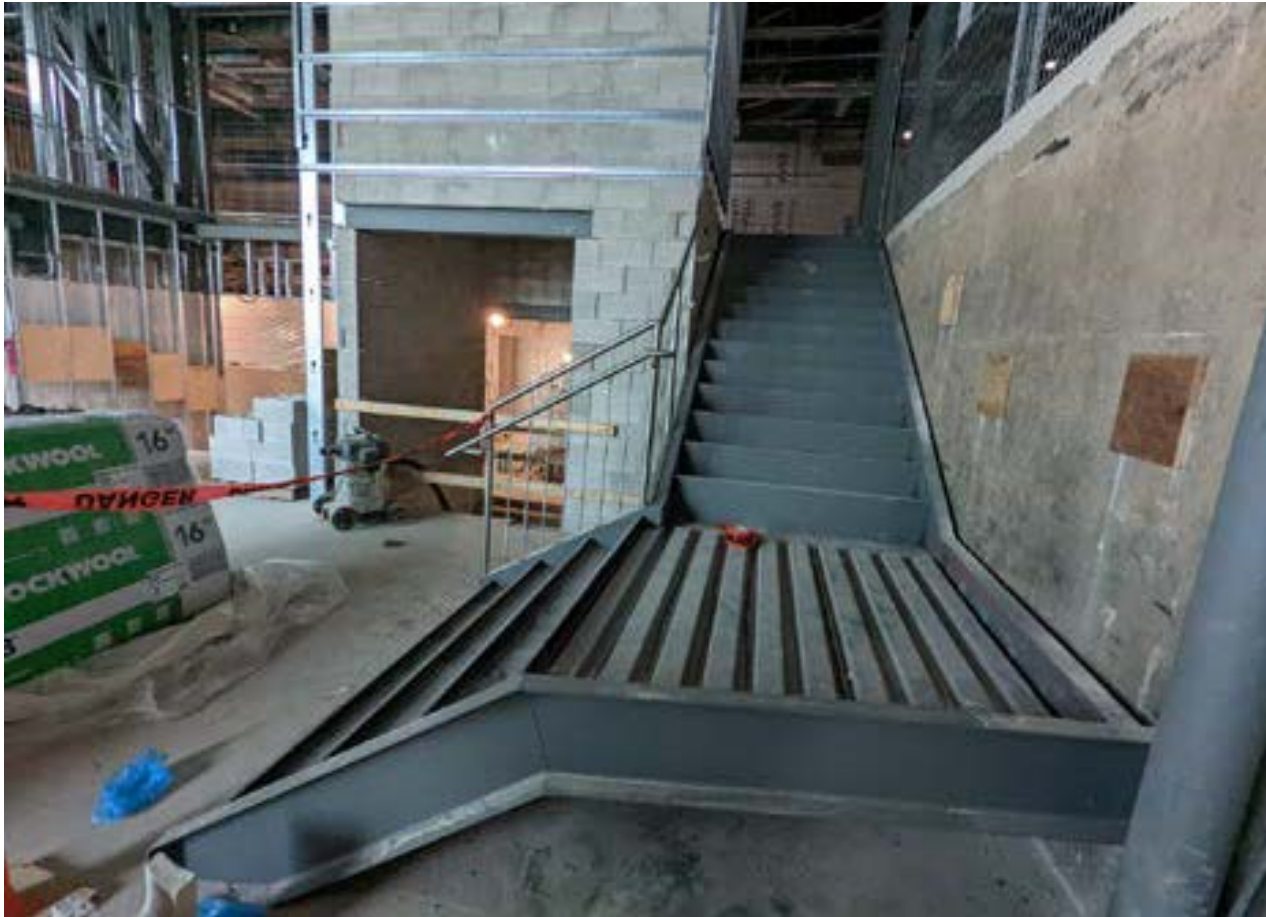
Pool Ramp



Looking towards Accessible Change Rooms



Elevator Shaft



South Entrance



BRIDGE STREET STREETScape PLAN

Town of Tillsonburg
August 2024



**Bridge Street Streetscape Plan, 2024
Town of Tillsonburg**

Prepared by SHIFT Landscape Architecture

Graphics and images by SHIFT Landscape
Architecture, unless noted otherwise.

CONTENTS

CONTENTS	II
ACKNOWLEDGEMENTS	IV
SUMMARY	V
EXECUTIVE SUMMARY	VII
1.0 INTRODUCTION	1
1.1 BACKGROUND & INTENT	3
1.1.1 INTENT OF THE BRIDGE STREET STREETScape PLAN	3
1.1.2 STUDY AREA	3
1.1.3 DEFINITIONS	4
1.2 PROCESS	6
1.2.1 STREETScape PLAN DEVELOPMENT	6
1.2.2 COMMUNITY ENGAGEMENT	7
1.3 GOALS	9
1.3.1 GOALS	9
1.4 ASSUMPTIONS & CONSTRAINTS	10
2.0 BACKGROUND	13
2.1 SITE CONTEXT	15
2.1.1 GEOGRAPHICAL CONTEXT	15
2.1.2 SITE HISTORY	16
2.1.3 HERITAGE ELEMENTS AND INFLUENCES	18
2.2 SITE IDENTITY	22
2.2.1 SITE IDENTITY	22
2.3 PLANNING & POLICY CONTEXT	23
2.3.1 COUNTY OF OXFORD OFFICIAL PLAN	23
2.3.4 TOWN OF TILLSONBURG ZONING BY-LAW	23
2.3.1 TILLSONBURG CENTRAL AREA STUDY (2012)	23
2.3.3 DOWNTOWN PARKING & ACCESSIBILITY STUDY (2018)	23
2.3.5 RELATED CONCURRENT PLANNING STUDIES	24
3.0 INVENTORY & ANALYSIS	25
3.1 CONNECTIONS	27
3.1.1 STREETScape CONNECTIONS	27
3.1.2 GATEWAY NODES	28
3.2 FUTURE DEVELOPMENT	29
3.3 EXISTING PARKING	31
3.4 EXISTING STREET COMPOSITION	33
OVERALL CHALLENGES	33
OVERALL OPPORTUNITIES	33
3.4.1 SECTION 1 - KINSMEN BRIDGE TO ROLPH STREET	34
3.4.2 SECTION 2 - ROLPH STREET AND BROADWAY	35
3.4.3 SECTION 3 - BROADWAY TO LISGAR AVENUE	36
3.4.4 SECTION 4 - HARVEY STREET, MALL PARKING AND ENTRY LANES	37

4.0 STREETScape VISION39

4.1 VISION 40

4.1.1 CONCEPT: THE CIVIC GREEN LINK40

4.2 BRIDGE STREET STREETScape - PROPOSED CONCEPT PLAN 41

4.2.1 SECTION 1:
VETERAN'S MEMORIAL WALKWAY AND MEMORIAL PLAZA (KINSMEN BRIDGE - ROLPH)42

4.2.2 SECTION 2:
PEDESTRIAN STREET & LINEAR PARK (ROLPH STREET TO BROADWAY)45

4.2.3 SECTION 3:
BRIDGE STREET LINEAR PARK (BROADWAY TO LISGAR AVENUE)56

4.2.4 SECTION 4:
PARKING IMPROVEMENTS (AT TOWN CENTRE PARKING AREA)59

4.3 PARKING 60

4.4 STREETScape DESIGN GUIDELINES 62

4.4.1 GREEN INFRASTRUCTURE63

4.4.2 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)65

4.4.3 NON-VEHICULAR CIRCULATION66

4.5 STREETScape DESIGN ELEMENTS 69

4.5.1 STREET FURNITURE69

4.5.2 PLACEMAKING71

4.5.3 SURFACE MATERIALS72

4.5.4 LIGHTING73

5.0 IMPLEMENTATION74

5.1 IMPLEMENTING THE PLAN 75

5.1 PROJECT PHASING 76

5.1.1 VETERAN'S MEMORIAL WALKWAY AND PLAZA78

5.1.2 BRIDGE STREET MARKET BLOCK80

5.1.3 GATEWAY PLAZA & CLOCK TOWER82

5.1.4 TOWN HALL CIVIC SPACE84

5.1.5 BRIDGE STREET LINEAR PARK – BIDWELL TO BROADWAY86

5.1.6 BRIDGE STREET LINEAR PARK – BROADWAY TO LISGAR88

5.1.7 TILLSONBURG TOWN CENTRE – PARKING IMPROVEMENTS90

5.2 NEXT STEPS AND RECOMMENDATIONS 92

ACKNOWLEDGEMENTS

In Tillsonburg, as we gather on the traditional territory of Indigenous peoples, dating back countless generations, we acknowledge the Anishinaabek, Haudenosaunee and Attawandaron peoples, showing respect for the long-standing relationships that Indigenous Nations have to this land, as they are the original caretakers.

This document was developed in collaboration with the Bridge Street Re-imagining Task Force. The Task Force is a community-based committee that, during the development of the Plan, acted as the steering group to help guide the process and provide direction to the consultant team.

TASK FORCE MEMBERS

Mike Bossy (Task Force Chair, BNG CPA)
 John Veldman (Task Force Vice Chair, Managing Partner, BMI Group)
 Tim Norris (Owner, Orange Door Acres Farm)
 Heather Cnockaert (Secretary, Station Arts)
 Hannah Domagala (Director, Land Development & Design, BMI Group)
 Vanessa Fortner (Events & Marketing Coordinator, Tillsonburg BIA)
 Lisa Gilvesy (Owner, Jenkins & Gilvesy Law Firm)
 Jesse Goosens (Partner, TGA LLP)
 Mark Renaud (Executive Director, Tillsonburg BIA)
 Autumn Simeays (Administrative Assistant, Station Arts)
 Tabitha Verbuyst (Executive Director/Curator, Station Arts)
 Mark Tedesco (Tillsonburg BIA)

TASK FORCE MEMBERS (TOWN OF TILLSONBURG STAFF)

Bob Parsons (Councillor)
 Cephias Panschow (Town Development Commissioner)
 Geno Vanhaelewyn (Town Chief Building Official)
 Jonathan Graham (Town Director of Operations and Development)

CONSULTANT TEAM

SHIFT Landscape Architecture

SUMMARY



Intentionally left blank

EXECUTIVE SUMMARY

INTENT OF THE PLAN

Bridge Street is an important link to downtown Tillsonburg that supports a variety of public spaces, commercial areas, and important cultural landmarks. The street is deeply connected to the history of the Town, and with anticipated new development, it will be a vital part of Tillsonburg's future.

The intent of the Streetscape Plan is to provide a vision for Bridge Street in response to the existing conditions, the needs of the community, and projected growth of the Town. This plan can act as a reference point and road map to help inform and guide future development within and around the Bridge Street Area. It is intentionally high-level but has been informed by and developed in coordination with Town processes and goals.

VISION

The location and historical significance of Bridge Street creates an opportunity to develop physical and historical connections for the residents of Tillsonburg. The streetscape plan integrates multiple design elements and guidelines to prioritize public safety and wellbeing, placemaking, and economic development. The streetscape plan contributes to the overall story of Tillsonburg through highlighting the history and heritage of Bridge Street.

Bridge Street was identified as a green street in previous planning studies. The purpose is to connect between existing and potential open spaces, and nearby multi-use trails. The street was also highlighted as potential for expanding the active transportation network through town.

DOCUMENT STRUCTURE

The document is comprised of five parts: Introduction; Background; Inventory and Analysis; Streetscape Vision; and Implementation. Each part speaks to a different aspect of the project process and outcomes.

The **Introduction** provides an outline to the project and the process that unfolded to realize the Streetscape Plan. As a foundation to the rest of the document, this part outlines the intent and vision for Bridge Street.

Part 2, **Background**, investigates the historical and geographical contexts of both the Town of Tillsonburg and Bridge Street, detailing characteristics, history, and heritage of the study area in context. The information presented in this part establishes the identity attributes that the Streetscape Vision responds to.

Part 3, **Inventory and Analysis**, investigates the existing conditions of the Bridge Street, detailing the physical characteristics of the study area. The information presented in this section establishes the existing conditions that the Streetscape Vision responds to.

Part 4, **Streetscape Vision**, presents the concept plan for Bridge Street, detailing the spaces, elements and features proposed for the study area.

The final part, **Implementation**, outlines the overall strategy for implementing the Streetscape Vision and directions to achieve it. This part also addresses potential phasing for the work and outlines next steps.

1.0 INTRODUCTION



Intentionally left blank

1.1 BACKGROUND & INTENT

The Bridge Street Streetscape Plan responds to the growth and the commercial, residential and institutional development in Downtown Tillsonburg. The plan follows guidance and recommendations from other official plans, including the County of Oxford Official Plan, Tillsonburg Central Area Design Study, and Downtown Parking and Accessibility Study.

1.1.1 INTENT OF THE BRIDGE STREET STREETScape PLAN

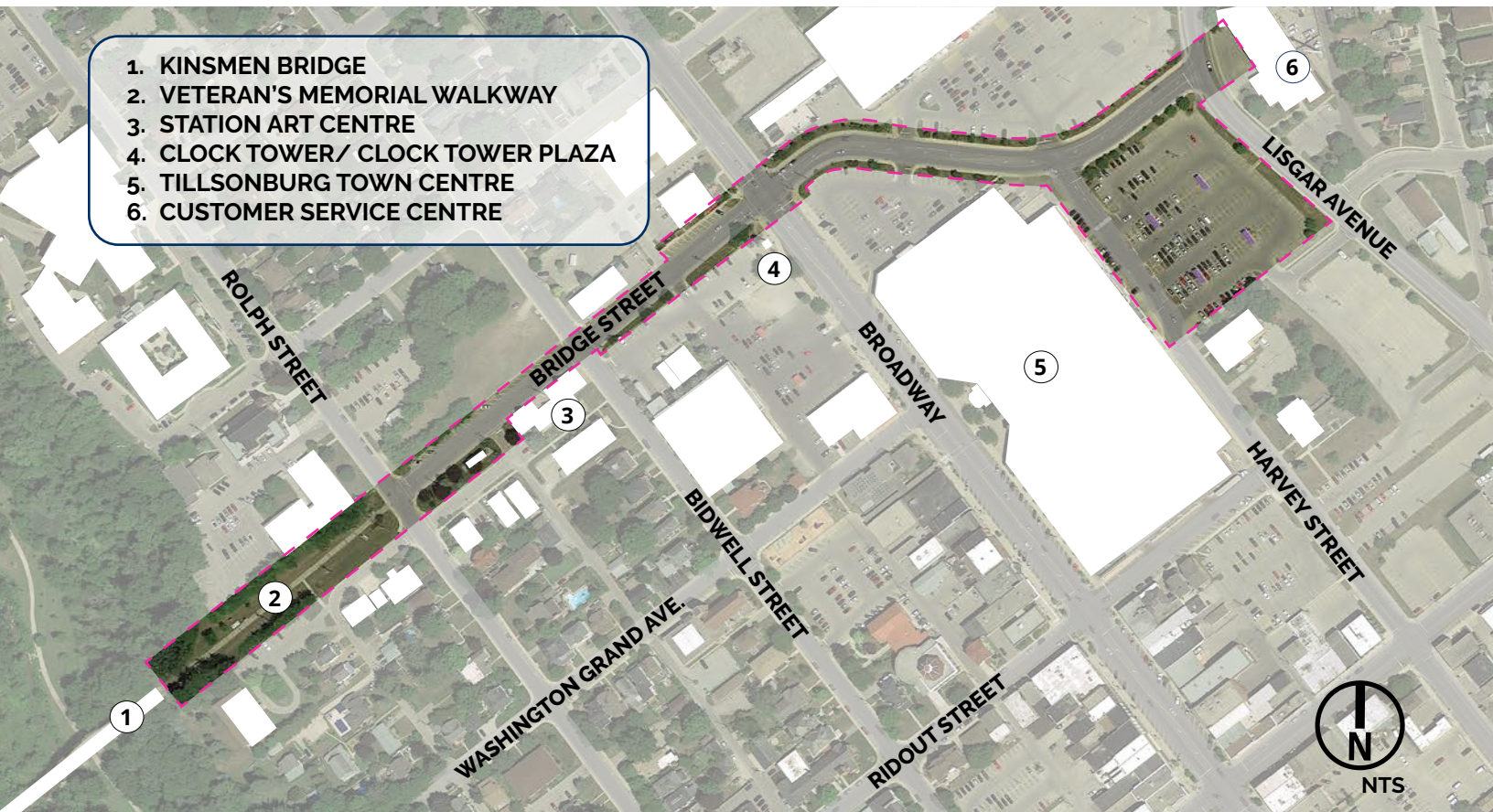
Initiated by the Bridge Street Re-imagining Task Force, the Streetscape Plan provides a cohesive and consistent vision for Bridge Street between the Kinsmen Bridge and Lisgar Avenue. It is not intended as a singular project, but a high-level road map that will guide future projects that may happen over time. By having a plan in place, the approach to the streetscape and public realm evolution can be consistent and avoid ad-hoc development.

Parts of the Streetscape Plan may be realized in tandem with regular maintenance (roadwork, etc.) or new development (residential, commercial, etc.).

Projects identified through this Streetscape Plan are only at a conceptual level and each will require specific studies and detailed design that will inform project-specific costs, timelines, and implementation.

1.1.2 STUDY AREA

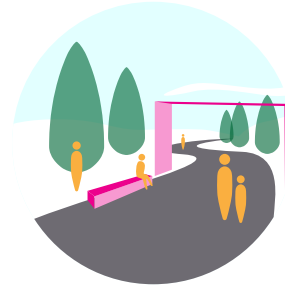
The project area includes public lands from the west end at the Kinsmen Bridge, and generally follows the path of Bridge Street to Lisgar Avenue in the east. The final section of the project area also includes the parking area at the back of the mall. The Bridge Street Streetscape vision includes exploring options for roads, sidewalks, boulevards and other spaces within the entire project area.



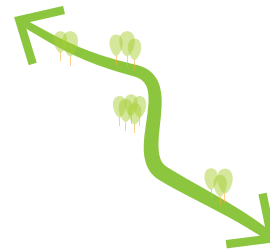
- 1. KINSMEN BRIDGE
- 2. VETERAN'S MEMORIAL WALKWAY
- 3. STATION ART CENTRE
- 4. CLOCK TOWER/ CLOCK TOWER PLAZA
- 5. TILLSONBURG TOWN CENTRE
- 6. CUSTOMER SERVICE CENTRE

1.1.3 DEFINITIONS

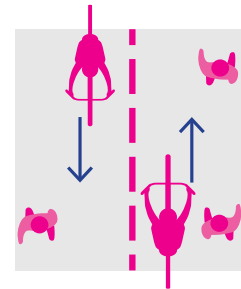
Public Realm: The publicly owned places and spaces that belong to and are accessible by everyone. These can include municipal streets, lanes, squares, plazas, sidewalks, trails, parks, open spaces, and civic buildings and institutions. It can be a passive environment, such as a small seating area, or an active environment, such as a bike lane, or a combination of both.



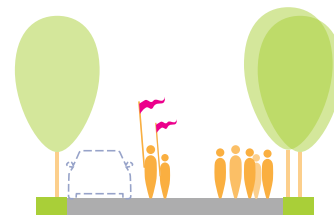
The Linear Park: A connected, continuous, and narrow band of public space that provides various amenities and functions along its length, including pathways, seating, and green space.



Multi-Use Path: A trail separated from road traffic that can accommodate shared use by a variety of active transportation users (i.e., walking, running, cycling, wheeling).



Pedestrian Street: A section of road that can be closed to vehicles and support pedestrian-focused activities and events. For example, a road may be open to vehicles throughout the week and closed to traffic on the weekends for a market.



Active Transportation: Using your own power to get from one place to another. This includes: walking, cycling, skateboarding, roller blading, jogging, using a non-motorized wheelchair, snowshoeing, and cross-country skiing, among other self-propelled modes of transportation.



Interactive Elements: Street features and furniture that can be used in multiple ways and promotes social interaction, creativity, and community engagement in the public realm. Examples could include tiered seating, cultural elements and art, urban ‘porch swings’, etc.



Low Impact Development (LID): An approach to manage stormwater runoff on site and minimize undesired effects such as flooding, erosion, and pollution. LID practices increase stormwater infiltration into the ground, and support water filtration and evapotranspiration. Examples of LID elements are bioretention and rain gardens, permeable pavement, green roofs, etc.



Traffic Study: A document prepared by traffic engineers to assess existing traffic and potential effects of proposed developments on traffic in a specific area. A traffic study would highlight and changed in traffic, identify potential issues, and make recommendations accordingly.



1.2 PROCESS

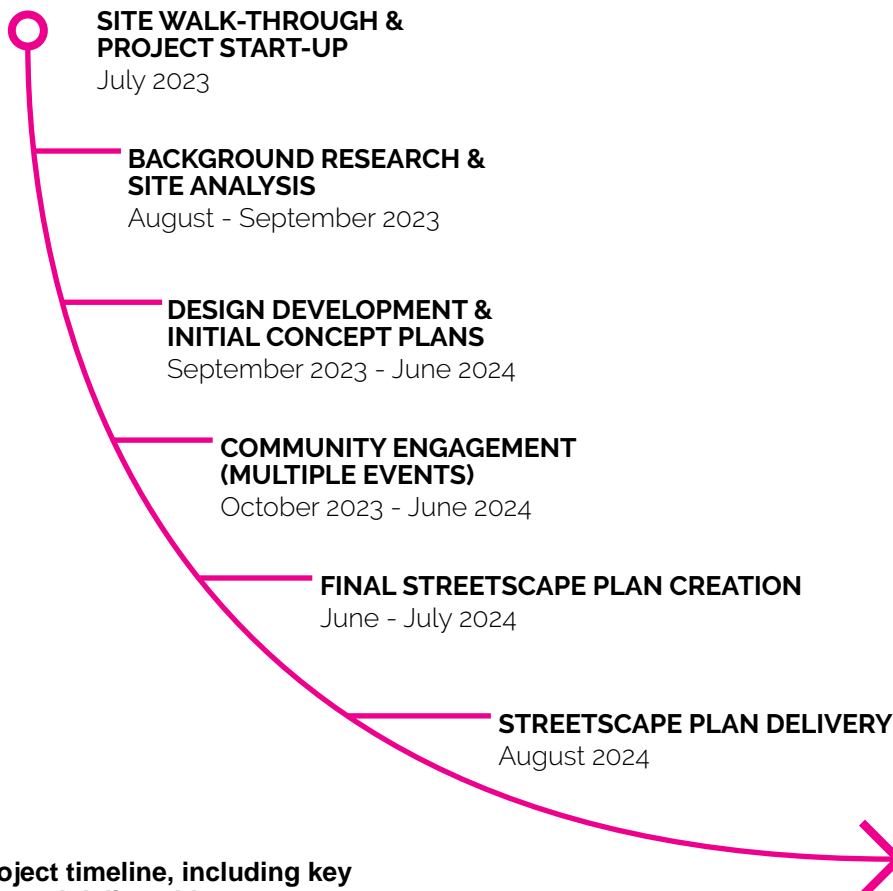
1.2.1 STREETScape PLAN DEVELOPMENT

The development of the Streetscape Plan began in July of 2023 with a start-up meeting and site walk-through with members of the Task Force. Early on, the Task Force shared information to help the project team gain an initial understanding of the study area and identify some of the major opportunities and constraints.

Building on the initial meetings, the project team gathered background information and conducted a thorough analysis to further understand the study area, including its history.

The background research and analysis phase led to subsequent brainstorm sessions with the Task Force, an information session with the public, and the initial streetscape concept plans. Multiple reviews with the Task Force, community engagement events with the public, and coordination meeting with the Town informed the development of the final Streetscape Plan.

Additional details about community engagement are discussed further in the next section.



Overall project timeline, including key milestones and deliverables.

1.2.2 COMMUNITY ENGAGEMENT

The consultant team worked closely with the Task Force in preparation of the Streetscape Plan and developing the strategy for community engagement. The Task Force provided important input, critique, and insight into community initiatives, ongoing development, property considerations, programming, and the overall direction of the potential streetscape design. Several community engagement events and activities, led by SHIFT and the Task Force are outlined below:

PUBLIC INFORMATION POP UP AT THE FARMERS' MARKET (OCTOBER 7, 2023)

In October 2023, the consultant team and members of the Bridge Street Re-imagining Task Force hosted a pop-up information event at the Farmers' Market. The purpose of the pop-up was to introduce the public to the Bridge Street Streetscape Plan, share the intent, and gather initial thoughts and ideas, prior to any design work commencing. The consultant team presented poster boards showing the overall study area, images of precedent projects and ideas to show what could be done, a project information sheet, and informal surveys. Notes and comment were recorded on post it notes, and visitors were encouraged to fill out surveys. but the majority did not.

PUBLIC INFORMATION CENTRE #1 (APRIL 17, 2024)

The preliminary design for the Bridge Street Streetscape was presented at a Public Information Centre (PIC), held at the Tillsonburg Town Centre in April 2024. The PIC focused on explaining the vision and concept for the Bridge Street streetscape and gathering feedback on the preliminary design. The PIC was held in person and all materials were made available online to offer community members different means to provide input.

At the event, poster boards detailed the intent of the plan and the design, and consultant team had the opportunity to discuss the project with many attendees. Along with the information presented at the event, an online survey launched through the Town website.



Task Force brainstorm session, September 2023



Public Information Pop-Up information session at the Tillsonburg Farmers' Market, October 2023



Display boards at the Public Information Centre held at the Tillsonburg Town Centre in April 2024

An estimated 200 people attended the event and 220 responses were collected through the online survey. The event was advertised through the Town’s website and shared widely through social media.

All feedback received as part of the PIC event and online engagement was reviewed, interpreted, and incorporated into the project decision-making process. A summary of input for PIC #1 is included in the appendices of this plan.

**PUBLIC INFORMATION CENTRE #2
(JUNE 8, 2024)**

In June 2024, a second PIC was held at the Tillsonburg Farmers’ Market, within the project study area. The event was hosted by the consultant team and the Bridge Street Re-imagining Task Force. The consultant team provided poster boards showing the updated Streetscape Plan (responding to community feedback from the previous PIC), and an online survey was launched to gather input on the plans. PIC #2 was held in person and all materials were made available online over a two-week period. An estimated 60 attendees stopped by the event to review the plans and 132 online surveys were completed.

The consultant team reviewed every piece of feedback received through PIC #2 and the online survey. The input was summarized and used to guide and inform the Streetscape Plan. A summary of input for PIC #2 is included in the appendices of this document.



Reviewing the preliminary streetscape concepts at the Public Information Centre in April 2024



Information about the updated concept at the Farmers’ Market as part of PIC #2 in June 2024



Public Information Centre 2 in June, 2024

1.3 GOALS

1.3.1 GOALS

In consultation with the Task Force and through community input, the following goals were established for the Bridge Street Streetscape Plan:

- Establish an identity for Bridge Street that creates a continuous experience across its entire length, from the Kinsmen Bridge to Town Hall.
- Create functional, adaptable, and comfortable meeting spaces which can accommodate large events and day-to-day, passive uses.
- Integrate historic and cultural elements into the streetscape, telling the story of Bridge Street and the Town through the public realm.
- Provide green spaces and planting throughout the entire street.
- Improve services and infrastructure to support future development and integration of sustainable technologies (e.g. low-impact design, stormwater management).
- Support accessibility, ensuring that Bridge Street is a safe and comfortable space for all users.
- Strategically provide appropriate resources, including parking, in locations that enhance rather than restrict the public realm and access to facilities.
- Explore how future development along the Bridge Street corridor can be integrated to enhance the public realm.



Sidewalk view along Bridge Street, looking toward the Station Arts Centre from Broadway.

1.4 ASSUMPTIONS & CONSTRAINTS

During the preparation of the Bridge Street Streetscape Plan, a number of assumptions and constraints were identified and are listed below. As this is a high-level plan and vision, these assumptions and constraints are expected to be addressed through detailed design and implementation phases.

1. Community engagement was a significant part of the Streetscape Plan work, with multiple engagement events, activities, and inputs taking place throughout the project process. Engagement to-date was done to inform the overall Streetscape Plan only, and project-specific engagement must be completed for any specific projects that comes out of plan. This work may include detailed design and planning for spaces, infrastructure, and transportation, among others. Engagement should include the public and specific stakeholders at a minimum.
2. A detailed topographic survey was not used to develop the conceptual plans for the project. As a high-level concept and vision, the plan is based on GIS data and aerial imagery, both provided by the Town and collected by the consultant team. GIS data included parcel information and location of some services such as stormwater, sanitary and water infrastructure. Dimensions and locations of other services and amenities, trees, street widths, lane widths, sidewalks and topography along Bridge Street were measured from best available sources. As any projects identified as part of the Streetscape Plan move forward to detailed design, specific data (topographic, spatial, utilities, etc.) will be required.
3. Traffic studies were not within the scope of the Bridge Street Streetscape Plan and were not completed as part of this work. At the time of publication of this plan, the Town's Transportation Master Plan (TMP) is underway, and this is expected to include detailed traffic information and other studies; the TMP should be read in coordination with this plan (along with other Town planning documents). As part of the detailed design, projects emerging from the Streetscape Plan will require specific traffic studies, such as traffic volume, truck movements, and cycling, among others.
4. Previously approved Town planning documents and studies were consulted while developing the Streetscape Plan. These are listed in section 2.3. It is important to note that while some recommendations from those studies were implemented by the Town, others remain outstanding. Where appropriate, recommendations from previously approved work were used to guide aspects of the Streetscape Plan. Others were noted as outdated with newer studies being required to reflect Town's ongoing growth.

5. The Bridge Street Re-Imagining Task Force includes Town staff but remains a community-based committee (not a Committee of Council). While Town staff provided comments on the project, the design, and progressive revisions, input was limited given the high-level nature of the plan. Holistic consultation with Town departments (Engineering, Parks and Recreation, Planning, etc.) will be required as the Streetscape Plan is implemented, and projects are selected to move to detailed design.
6. The Streetscape Plan was prepared in anticipation of future development along Bridge Street. Some information about potential future development projects is readily available as projects are underway, but other information was speculative and limited to highlighting potential projects, early conversations about development, or general ideas, all based on input from the Task Force. Wherever potential or possible development is noted in this document, it should be assumed as preliminary and high-level only, fully dependent on official planning and agreement processes not accounted for at the time of publication.

Intentionally left blank

2.0 BACKGROUND



Intentionally left blank

2.1 SITE CONTEXT

2.1.1 GEOGRAPHICAL CONTEXT

The Town of Tillsonburg is located in the south of Oxford County, it borders Norfolk County and Elgin County, and is 50 kilometers southeast of London, Ontario. The Town has a population of 18,615 people (StatCan 2021 Census), with an area of approximately 22 square kilometres.

A number of features that contribute to the broader County natural heritage system pass through Tillsonburg, adjacent to the Streetscape Plan study area, and highlight the importance for green space and ecological connectivity as part of the project.

Bridge Street is located at the north end of the downtown area and runs perpendicular to the main street, Broadway. The project area for the

Streetscape Plan extends from the Kinsmen Bridge at the west end to the Town’s Customer Service Centre/Lisgar Avenue at the east. The study areas is generally linear and oriented southwest-northeast.

Bridge Street falls within the Town’s Downtown Core Area (which generally coincides with the Business Improvement Area). The street is considered a vital connection that provides access to and across the downtown, especially for pedestrians.

Bridge Street itself was constructed on the footprint of the former Canada National Railway (formally Great Western Railway) and Canadian Pacific Railway corridor.



Context map of the Town of Tillsonburg highlighting Bridge Street Streetscape study area.

2.1.2 SITE HISTORY

The Town of Tillsonburg was named after George Tillson who settled the area in 1825. In 1872, it was incorporated as a town, and by then the population had grown to 1000 with a number of commercial stores. Shortly after, the Great Western Railway (GWR) and Station (later acquired by Canadian National Railway, CNR) were built (late 1870s). The station had an important role in the community serving both travelers and businesses, and connected the town to Brantford and Toronto.

In the late 1890s, The Tillsonburg, Fort Erie, and Pacific (TFE&P) line (later known as the Canadian Pacific Railway) was opened and the current Canadian Pacific Railway Station was built.

Both railway lines running through Tillsonburg operated for over 100 years and played an vital role in connecting the town to surrounding areas and cities, and primarily serving the coal and oil industries. Following the rise in automobile use, both railways declined and were eventually discontinued in the 1970s.

One memory of many people in the community is a very steep bridge where Broadway crossed over the railway. It was a spot where, with a little speed, drivers could catch some air or get a ticket from the waiting police!

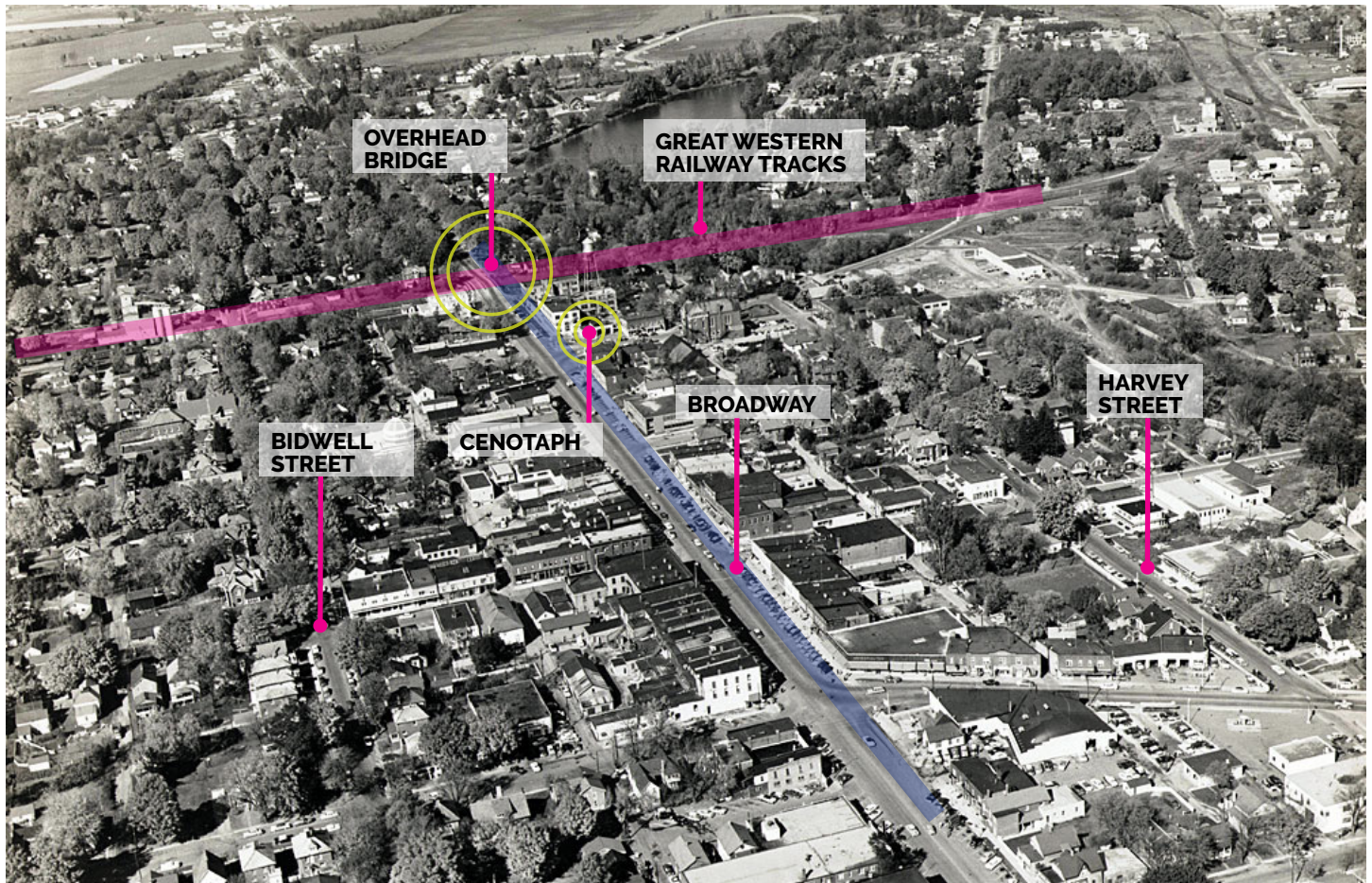


Photo courtesy of Annandale National Historic Site and Museum

Aerial photo of Downtown Tillsonburg, c.1950, highlighting Broadway, the former Canadian National Railway, and the overhead bridge on Broadway.

Bridge Street was built in place of the GWR when the rail tracks were lifted. The train station structures were left vacant and later repurposed as the current Station Arts Centre building. The rail history is a significant influence in the development of the study area.

Originally, Bridge Street ran perpendicular to Broadway from Rolph Street in the west to Tillson Avenue in the east. Tillsonburg Town Centre Mall was built to the east of Broadway between Bridge Street and Ridout Street and was opened in 1980. The new building replaced multiple key 'downtown' buildings and spaces on Broadway, including the Town Hall, post office, Market Square, and parts of Hale Street.

Another significant change took place in 2003, when Bridge Street was realigned to make way for commercial development, and the current Canadian Tire store was constructed. This change was intended to support commercial viability and keep people shopping close to Tillsonburg's downtown area.

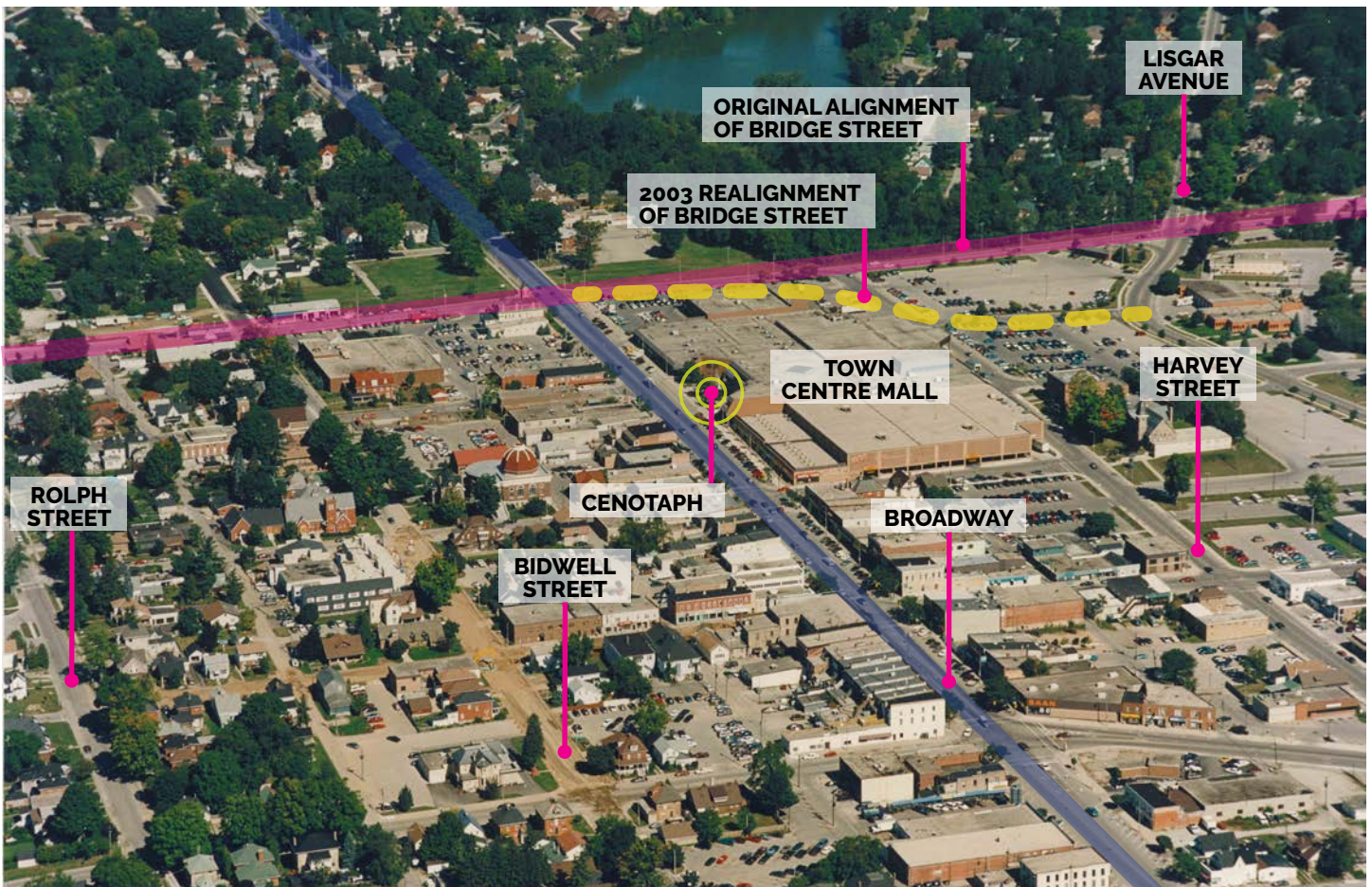


Photo courtesy of Annandale National Historic Site and Museum

Aerial photo of Downtown Tillsonburg, c.1990 highlighting Broadway, the original alignment of Bridge Street, and the path of the realignment from work in 2003.




2.1.3 HERITAGE ELEMENTS AND INFLUENCES

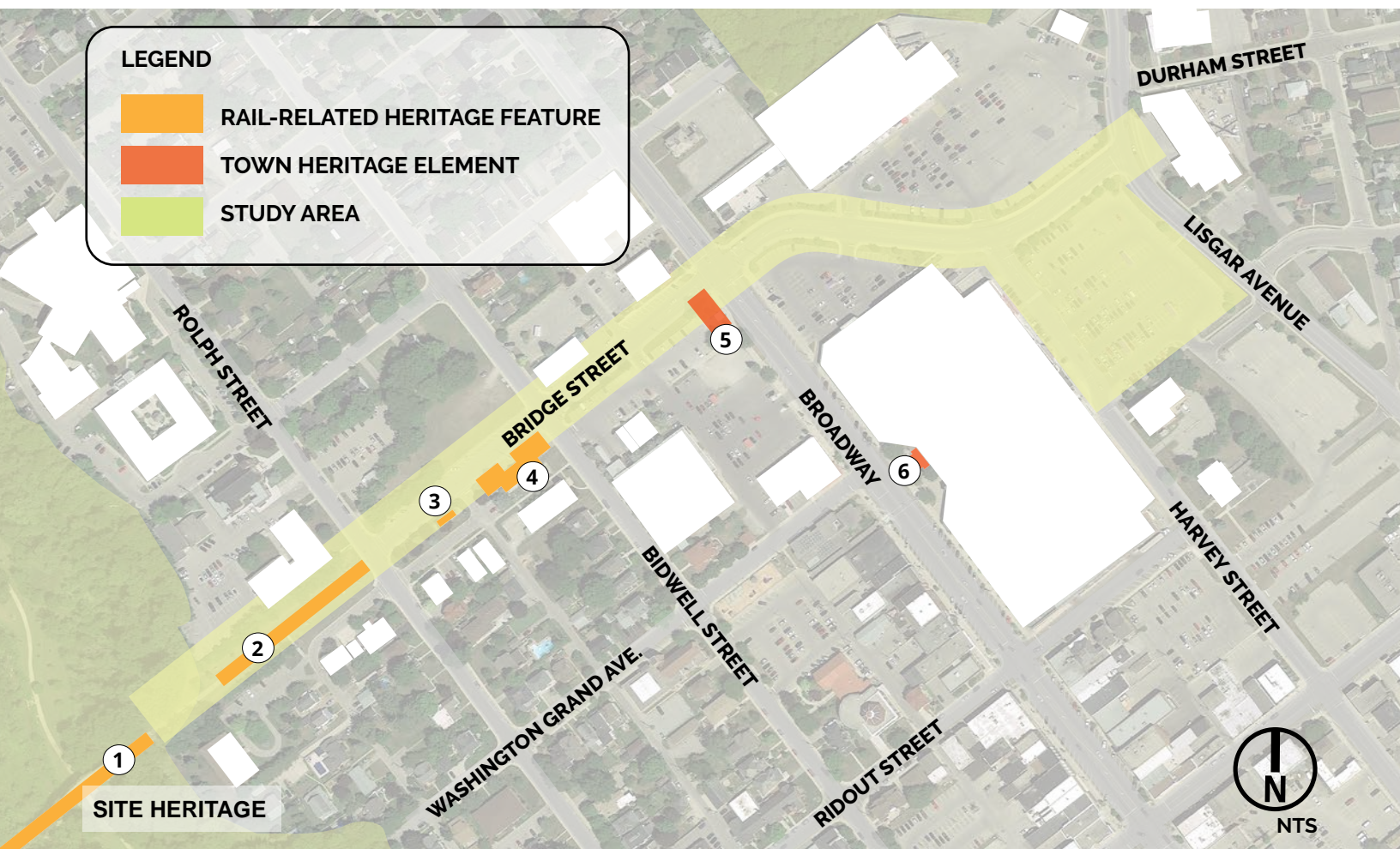
Given its location on a former rail line the context within the downtown area, there are a number of heritage elements and influences within the streetscape study area that still exist today. Each of these contribute to the character of the area and is tied into the history of Tillsonburg.

Through the Streetscape Plan, these elements and influences can be acknowledged, highlighted, or recognized to integrate them into the overall design and plan appropriately for their placement and protection over time.

1. KINSMEN BRIDGE
2. VETERAN'S MEMORIAL WALKWAY
3. CN CABOOSE
4. STATION ARTS CENTRE
5. CLOCK TOWER/CLOCK TOWER PLAZA
6. CENOTAPH

LEGEND

-  RAIL-RELATED HERITAGE FEATURE
-  TOWN HERITAGE ELEMENT
-  STUDY AREA



KINSMEN BRIDGE

The Kinsmen Bridge structure was a key crossing of the Great Western Railway and has been preserved as a walking bridge and connection to neighbourhoods west of the downtown area. The bridge is used daily by cyclists and pedestrians and connects to the Veteran’s Memorial Walkway. The Bridge structure is currently being reviewed for replacement as part of another Town project.

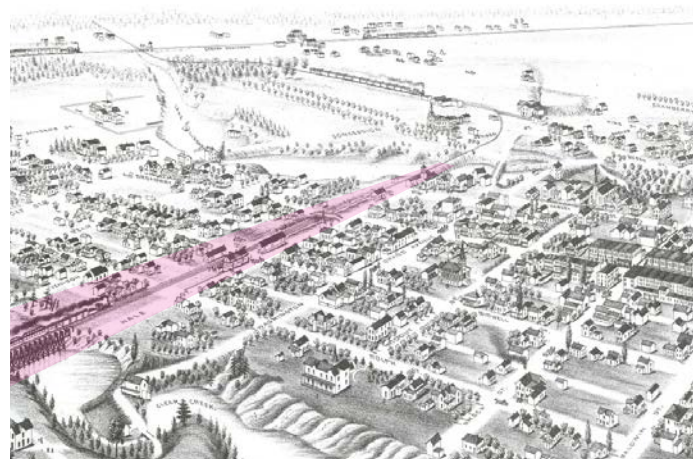
CN CABOOSE

The CN caboose sits adjacent to the Station Arts Centre along Bridge Street. The train car originally operated on the Great Western Railway and, when the railway service was discontinued in the late 1970s, many of the train cars were moved to other lines. To promote a sense of identity in town, the Tillsonburg Lions and Lioness Clubs purchased the caboose in the 1990s with the purpose of using it as a visitor information site. The caboose was originally located near the intersection of Bridge Street and Broadway but it was moved to its current site, where it is maintained by the Station Arts Centre.

The caboose is a legacy of the former rail line and along with the Station Arts Centre, represents an important landmark to the history of Bridge Street and the Town of Tillsonburg.



Aerial photo of Kinsmen Bridge



1881 Map of Tillsonburg showing Kinsmen Bridge over “Stoney Creek”. (Source: oxfordstates.ca)



The CN Caboose in its current location adjacent to the Station Arts Centre.

STATION ARTS CENTRE

The Station Arts Centre is made up of two former railway station structures: the Great Western Railway (GWR) Station and the Canadian Pacific Railway (CPR) Station. The Great Western Railway Station was built in 1879 with a design that was unique to the community. After the railway was decommissioned, the building was left vacant, and later designated under the Ontario Heritage Act in the early 1980s. Restoration work began following the construction of Bridge Street, in the path of the former rail line.

The shingling on the roof of the Great Western Railway Station displays the town's name missing an 'L', reading "Tilsonburg." This unique spelling was the result of a clerk's mistake when the town name was registered, coinciding with the building shingling. The town eventually re-registered with the proper name in honour of the founding Tillson family.

The Canadian Pacific Railway Station was previously located at the intersection of Concession Street and King Street. After being decommissioned and left unused, it was relocated to its current location and, similar to the other structure, is designated under the Ontario Heritage Act.

The current Station Arts Centre has embraced the heritage of the railway stations and displays original architectural features of the structures, a collection of historic photos and materials (tickets, etc.), and acts as an important community hub for residents and visitors to the Town. Station Arts offers gallery space and runs a variety of programs and community events throughout the year. Bridge Street, adjacent to the Station Arts Centre, is the home of the Tillsonburg Farmers' Market.



Illustration of the Station Arts Centre with the GWR Station on the left and the CPR Station on the right, by Tillsonburg artist, Ross Logan. Source: ontariosouthwest.com

THE ROTARY CLOCK TOWER AND BROADWAY INTERSECTION

The Rotary Clock Tower stands at the southwest corner of Bridge Street and Broadway, a gateway intersection to Downtown Tillsonburg. The tower was constructed in 1994, inspired by the architecture of the former Tillsonburg Post Office (demolished in the 1950s). The tower includes the clock salvaged from the post office as well as a 1300-kilogram bell reclaimed from the former Town Hall building (demolished in 1979). The project was funded through community fundraising and the plaza surrounding the tower includes bricks engraved with the names of various donors.

With the construction of Bridge Street, parts of Hale Street were also reconfigured, especially at the intersection with Broadway. Formerly, the area around this intersection was home to businesses including the shoe factory and the Imperial Hotel.

CENOTAPH

The Cenotaph (built in 1929) stands in its original place. While it previously stood in the former Town Hall Square, the Town Hall was removed and the Town Centre Mall now sits in its place. The cenotaph is located within a small plaza at the entrance to the mall. On Remembrance Day, a silent walk takes place along Bridge Street starting at Veteran’s Memorial Walkway and ending at the Cenotaph.



Aerial image of the Rotary Clock Tower in 2023



Postcard illustration of the post office on Broadway
Source: Oxford Historical Society



Photograph of the cenotaph, at Town Centre Mall
Source: Ontario War Memorials



Photograph of Cenotaph unveiling in 1929
Source: Ontario War Memorials

2.2 SITE IDENTITY

2.1.3 SITE IDENTITY

Building on the heritage elements and influences to the study area, Bridge Street also supports public spaces for important Town events as well as surrounding businesses. The day-to-day use, seasonal events, and other activities that take place on and around Bridge Street are all important to understand as part of the unique identity of the location. This will help ensure the proposed design can work to both support current uses as well as to anticipate future potential.

TILLSONBURG FARMERS' MARKET

The Tillsonburg Farmers' Market is a seasonal, outdoor market that runs from May through October. The event takes place on Bridge Street adjacent to the Station Arts Centre. The street is temporarily closed for the market between Rolph and Bidwell. It is a popular attraction to locals and tourists and hosts regular and rotating vendors with a variety of food offerings and handmade goods.

The market is a focal point that will be important to the activation and programming of Bridge Street and the area as part of the Streetscape Plan. Beyond the current use, there is a desire to improve the area to better accommodate the market as well as to provide potential options for a year-round space for vendors and community.

ROADS TO THE STATION QUILT

The 'Roads to the Station' quilt block installation is part of Oxford County Quilt Barn Trail and is located at the CN Caboose adjacent to the Station Arts Centre. The design of this quilt block is inspired by a railroad crossing, with each arm representing a function of Station Arts: arts programming, galleries, in-house groups and visitor information – all coming together at this heritage site.

Members of the Station Arts Centre assisted in the layout and painting of several of the quilt blocks displayed throughout Oxford County.



The Tillsonburg Farmers' Market in October 2023



The Roads to the Station quilt block and the CN Caboose. Source: tourismoxford.ca

2.3 PLANNING & POLICY CONTEXT

The Bridge Street Streetscape Plan draws upon a number of previous documents and studies that guide the Town's growth and development. Several relevant documents influencing Bridge Street and the Downtown Core are listed below.

2.3.1 COUNTY OF OXFORD OFFICIAL PLAN

The Official Plan provides a general direction and long-term planning framework for the development of the Town of Tillsonburg. Section 8.3.2 outlines a vision and a strategy for the Central Area in Downtown Tillsonburg that includes Bridge Street. The vision focuses on the Central Area as the most functionally diverse part of the Town that serves as the primary business, cultural, and administrative core. The vision aims at enhancing the pedestrian environment by regulating any new buildings to reflect human scale, encouraging the addition of public and private green space, an abundance of street trees, usable, sunlit pedestrian areas, and encouraging alternative modes of transport through streetscaping and functional and aesthetic improvements.

2.3.4 TOWN OF TILLSONBURG ZONING BY-LAW

The Zoning By-Law regulates all aspects of development within the Town. Related to the Streetscape Plan, it provides minimum standards for development and details building heights and massing, parking, setbacks, and the landscape of open spaces among others.

2.3.1 TILLSONBURG CENTRAL AREA STUDY (2012)

The Central Area Design Study provides urban design recommendations and establishes both private/public realm and architectural control guidelines. The study addresses the existing and future character of the built environment, streetscaping, landscape, and open spaces. It also addresses the scale and continuity of development, existing heritage elements, use of materials, and parking and transportation-related issues.

The Central Area Study identified Bridge Street as a potential 'green street' that provides improved connections between existing and potential open spaces. Bridge Street was also identified as a potential bicycle route. The study encourages streetscape design to be focused on pedestrians and cyclists.

The study also notes several opportunities for future development, including the Bridge Street and Broadway intersection as a major node with the potential to expand the Clock Tower Plaza.

2.3.3 DOWNTOWN PARKING & ACCESSIBILITY STUDY (2018)

This study outlines a parking strategy and long-term vision for parking within the downtown area with focus on accommodating users with accessibility needs. The strategy includes an action plan for the implementation of short, medium and long-term recommendations. It was noted that some of the recommendations outlined in the study have already been implemented.

Key parts of the study included evaluations of municipal off-street parking adjacent to Bridge Street as well as on-street parking. The study also speaks to usage of municipally-owned parking lots at various times.

2.3.5 RELATED CONCURRENT PLANNING STUDIES

TRANSPORTATION MASTER PLAN

At the time of publication of the Streetscape Plan, the Town is actively developing a Transportation Master Plan (TMP) to assess the existing transportation network in Tillsonburg, identify potential improvements, and provide a policy framework to support sustainable transportation practices. Where possible, the work of the Streetscape Plan has been coordinated with the TMP efforts.

PARKS AND RECREATION MASTER PLAN

As of June 2024, the Town has published the draft version of the Parks and Recreation Master Plan (PRMP). The PRMP was developed to guide the provision of parks, cemetery and recreation services over a ten-year period (2024-2034). The work of the PRMP is recognized in the development of the Bridge Street Streetscape Plan.

3.0 INVENTORY & ANALYSIS



The first phase of the project included a thorough inventory of the overall study area, including site visits, aerial drone surveys, reviews of previous studies and reports, as well as information provided by the Task Force. This inventory documented the existing conditions of the entire area, including physical features, current uses, planning and development impacts, site history, noted challenges (social, operational, etc.), and other considerations, allowing the project team to develop a strong understanding of the area. This inventory established a base for site analysis and contributed to identifying potential challenges and opportunities for the future of Bridge Street.

Given that the study area is large, there will continuously be change within it (new development, maintenance and servicing, etc.). As this Streetscape Plan is put into action and future work begins, additional detailed inventory and analysis will be required to ensure the plan is updated to reflect the most current conditions within the study area.



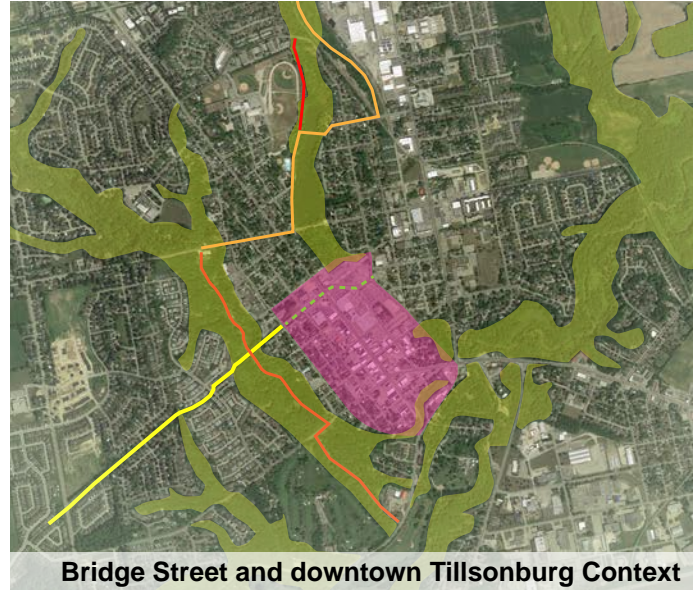
Aerial view of the Rotary Clock Tower Plaza at Broadway and Bridge Street
Previous page: View of Bridge Street, looking toward Lisgar Avenue

3.1 CONNECTIONS

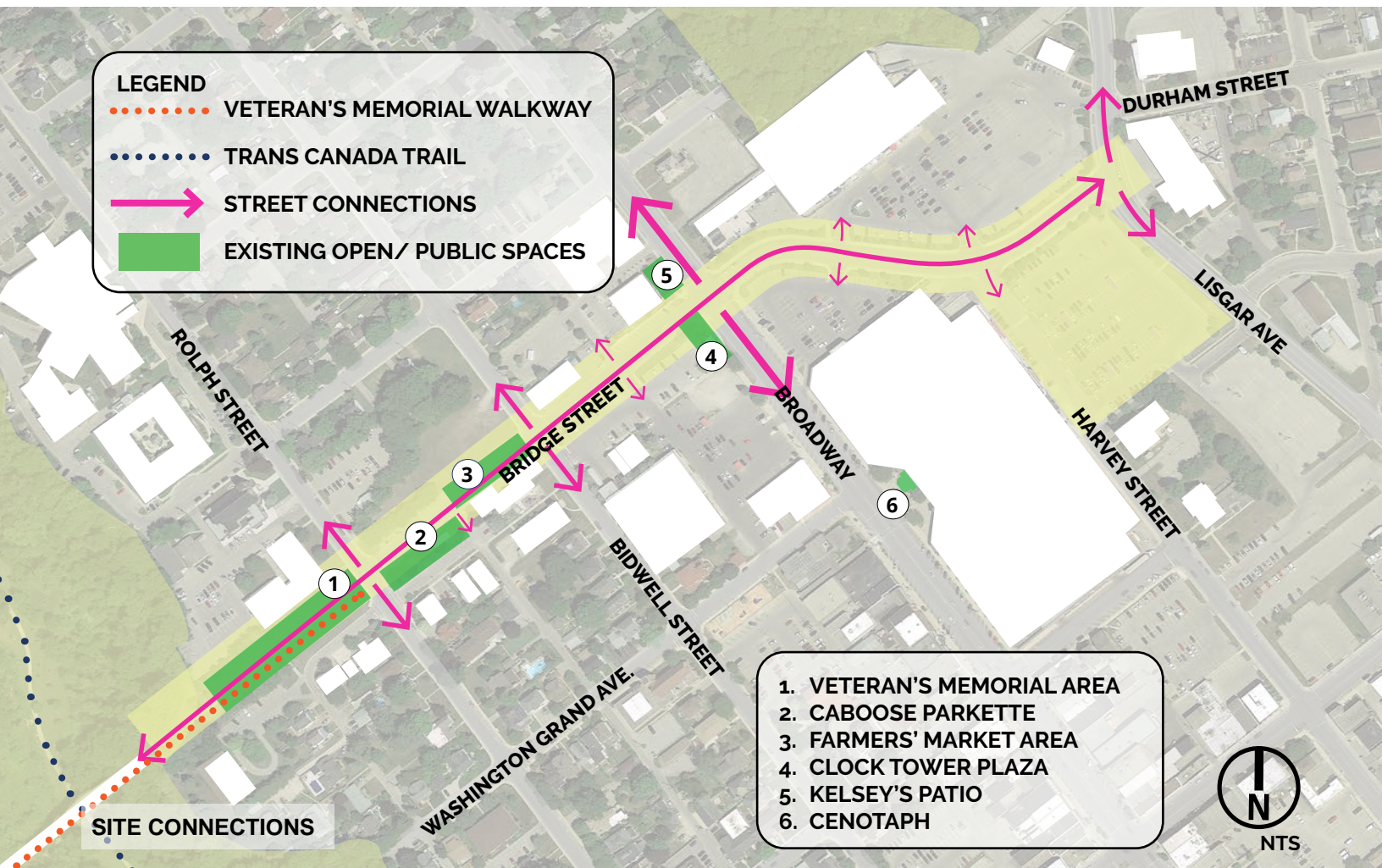
3.1.1 STREETScape CONNECTIONS

Bridge Street has an important role as an east-west connector across the downtown area. The street provides different access points and links to important commercial and residential areas and connects multiple existing and planned civic spaces.

In the 2012 Central Area Study, Bridge Street was identified as a 'green street' with the potential to link multiple existing and future open spaces. Building on this, the street can also build on and connect with the Town's existing trail and active transportation network. Through the Streetscape Plan, ensuring that multiple users (cyclists, pedestrians, vehicles, etc.) are supported will help to ensure connectivity and extend the community's existing transportation network.



Bridge Street and downtown Tillsonburg Context



3.1.2 GATEWAY NODES

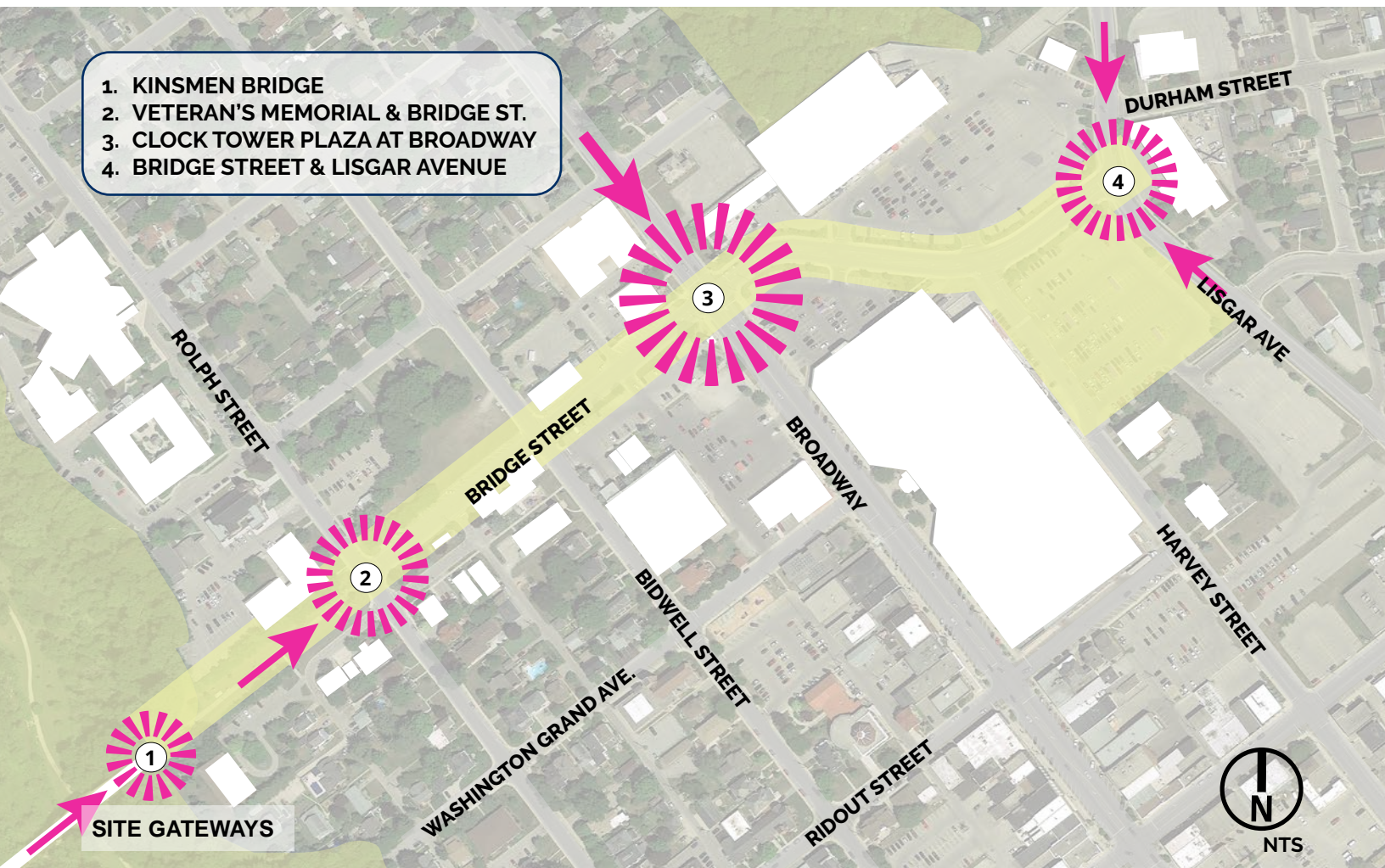
Along the Bridge Street Streetscape project area, major nodes/gateways are identified which create connections to the downtown and the streetscape.

The first noted gateway is the transition from the Kinsmen Bridge to the Veteran's Memorial walkway. This part of the project area is an important connection for people west of the bridge and acts as an extension of the streetscape.

The second gateway area is the Bridge Street and Rolph Street intersection, which forms the transition between the pedestrian-focused Veteran's Memorial Walkway and vehicle-focused Bridge Street. This area provides an opportunity for a transitional space that can help define the overall streetscape.

The Bridge Street and Broadway intersection is identified as the main gateway and access point to the downtown core, with the Clock Tower Plaza as a major landmark. This location is easily identifiable for vehicles and pedestrians moving into the downtown and entering central Tillsonburg, making it an important space in the streetscape.

At the east end of the project area, the Bridge Street and Lisgar Avenue intersection serves as a terminus for the project area and another access point to the downtown area. This location is the location of the future Tillsonburg town hall redevelopment and has potential for creating a prominent civic space.



3.2 FUTURE DEVELOPMENT

As part of the Streetscape Plan, a number of planned or potential future development projects were identified within and surrounding the study area. These developments have been noted in previous planning documents and studies, are under review by the Town, or are only in the preliminary discussion stages. In any case, as the Town of Tillsonburg continues to grow, these development projects will need to be coordinated with the public realm and streetscape work to maintain a cohesive, consistent approach. Each project also provides an opportunity for the Town to leverage development to improve public spaces (map on following page).

STATION VIEW MIXED-USE DEVELOPMENT

Station View is a mixed-use, medium density development planned for the block bordered by Bridge Street, Venison Street, Bidwell Street, and Rolph Street. The development is undergoing planning approvals at the time of publication, but initial plans include six-storey residential units along Bidwell Street and Rolph Street, with a commercial frontage on Bridge Street and town houses on Venison Street. Plans also include an central courtyard space and underground parking.

KINSMEN BRIDGE REPLACEMENT

A rehabilitation/replacement of the existing bridge structure is planned and under design at the time of preparation of this document. The scope will include improvements to improve function and safety of the bridge and improve accessibility. It is expected that the bridge work will impact Veteran's Memorial Walkway as an access point to the construction work but this will be determined through design.

BRIDGE AND BROADWAY INTERSECTION

The space around the Rotary Clock Tower was identified in previous studies as a potential site for expansion as a central public space in the downtown area. The 2012 Central Area Study envisions the site as both a commercial development and a renovated plaza. The Clock Tower itself is currently in need of structural repairs and is recommended to be removed, rehabilitated, or re-purposed.

BIA INITIATIVES ON HARVEY STREET

The BIA is actively engaged in beautification projects on Harvey Street and the downtown core area, connecting to the Bridge Street work.

NEW TOWN HALL LOCATION

A new town hall building is proposed to be constructed at the site of the current Tillsonburg Customer Service Centre (the intersection of Bridge Street and Lisgar Avenue). The building is currently being designed, but initial concepts include possible retrofits to the current building or a complete replacement. Through the development of the new building, there is an opportunity to include a public space integrated with the town hall campus.

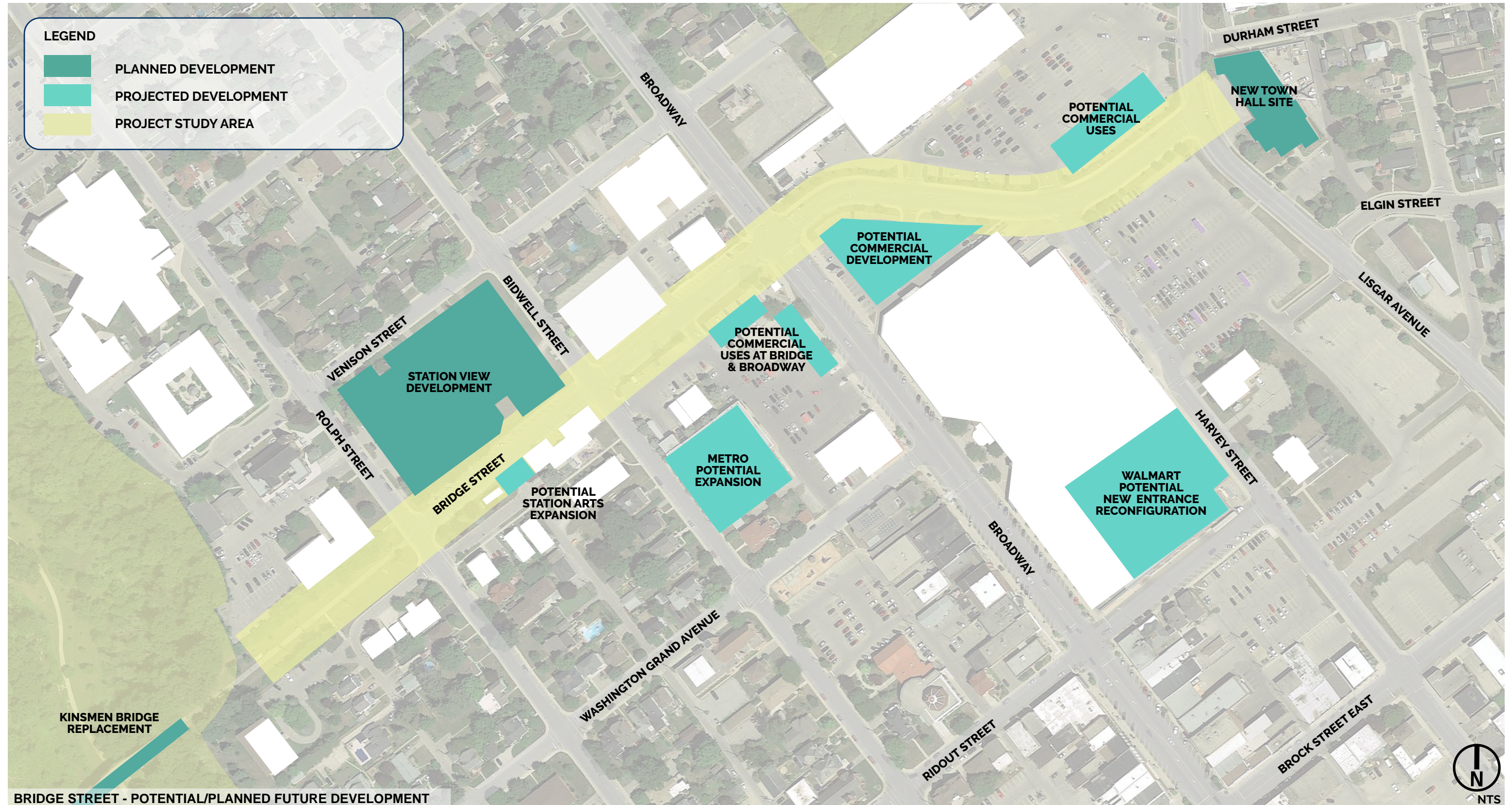
TILLSONBURG TOWN CENTRE PARKING LOT

In 2018/19, the Town completed conceptual design for a reconfiguration of the Town Centre Parking Lot. This was done in response to the 2018 Downtown Parking & Accessibility Study. As part of Bridge Street Streetscape Plan, the 2018-2019 parking concepts were reviewed to integrate them into the project concept. The parking lot is planned for redevelopment (no timeline) and will need to address several noted factors, including pedestrian safety, reducing traffic, and restoring the parking surface, among others.

OTHER PROJECTED DEVELOPMENT

The following developments were contemplated as future possibilities during the creation of this plan.

- Future expansion of the Station Arts Centre.
- Development of the Tillsonburg Town Centre north parking lot.
- Potential commercial development at various locations along Bridge Street.
- Possible expansion of Metro store.
- Possible dedicated entrance to Walmart.



3.3 EXISTING PARKING

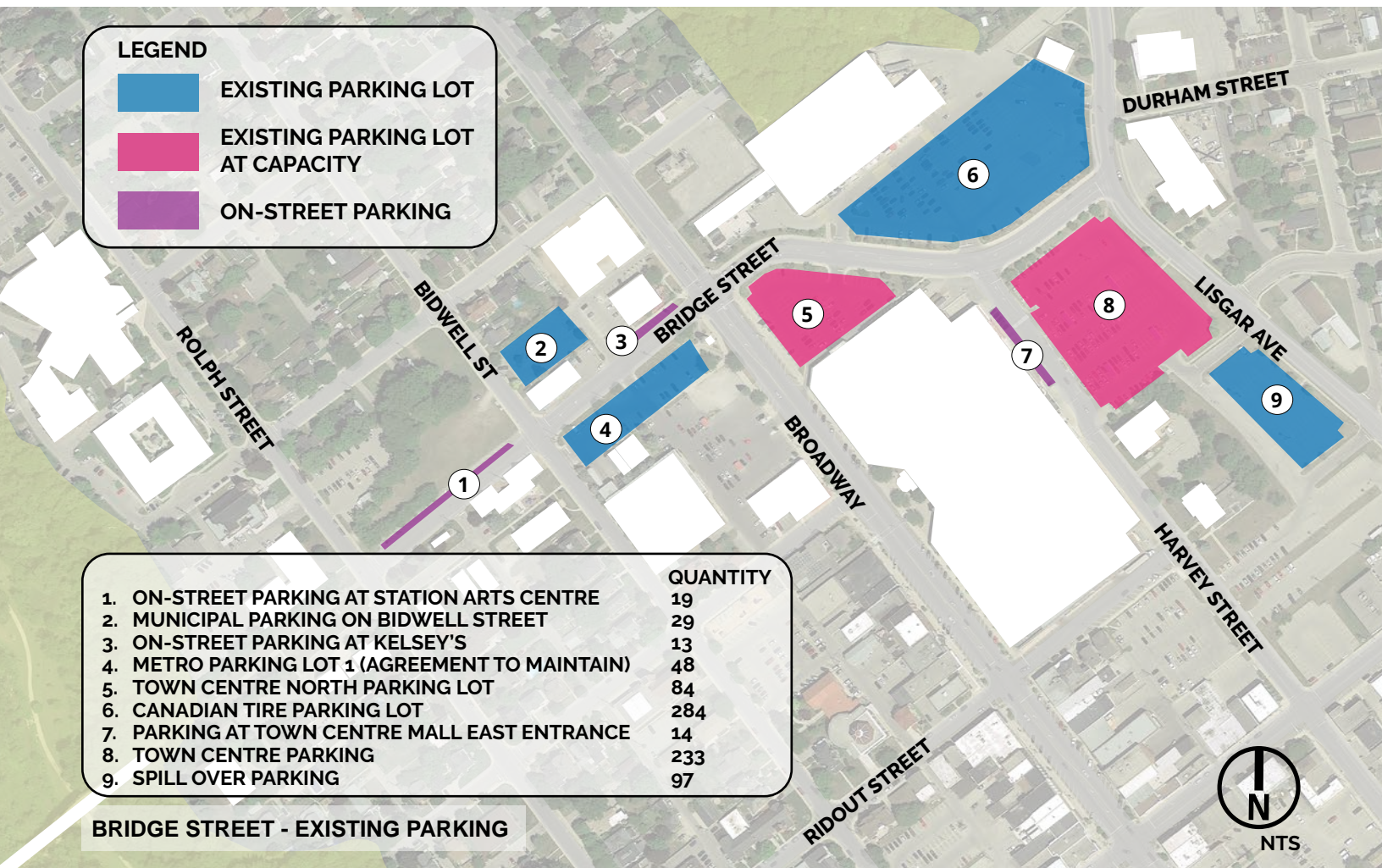
The 2018 Downtown Parking and Accessibility Study noted municipal parking improvements and recommendations, including redirecting parking from lots at capacity to underutilized locations; adding accessible spaces to municipal lots; and metred parking areas. While the Town has implemented some recommendations, the demand for parking in the downtown has increased since 2018.

In preparing the Bridge Street Streetscape Plan, the 2018 parking study served as a source of information, while recognizing the need for an updated parking study to reflect the current parking conditions as well as the possible impacts associated with the Streetscape Plan.

Within and adjacent to the study area, existing parking should be considered in relation to future

development and the need to improve active transportation routes through the downtown and along Bridge Street. Some examples include:

- Street parking across from the Station Arts Centre is partially on private land and will be lost with the construction of the Station View Development. There is an opportunity to relocate these parking spaces.
- Street parking at Kelsey’s does not meet Town standards and should be redesigned.
- Parking configurations at the Town Centre Mall east entrance create conflicts between vehicles and pedestrians. The 2018 study recommended lay-by parking in place of existing perpendicular parking and this should be explored.



BRIDGE STREET - EXISTING PARKING

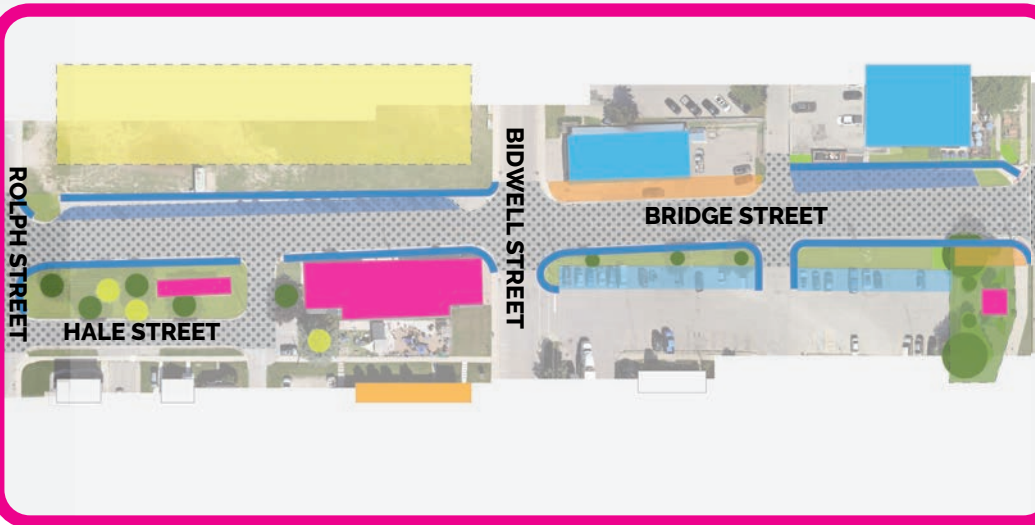
blank page

3.4 EXISTING STREET COMPOSITION

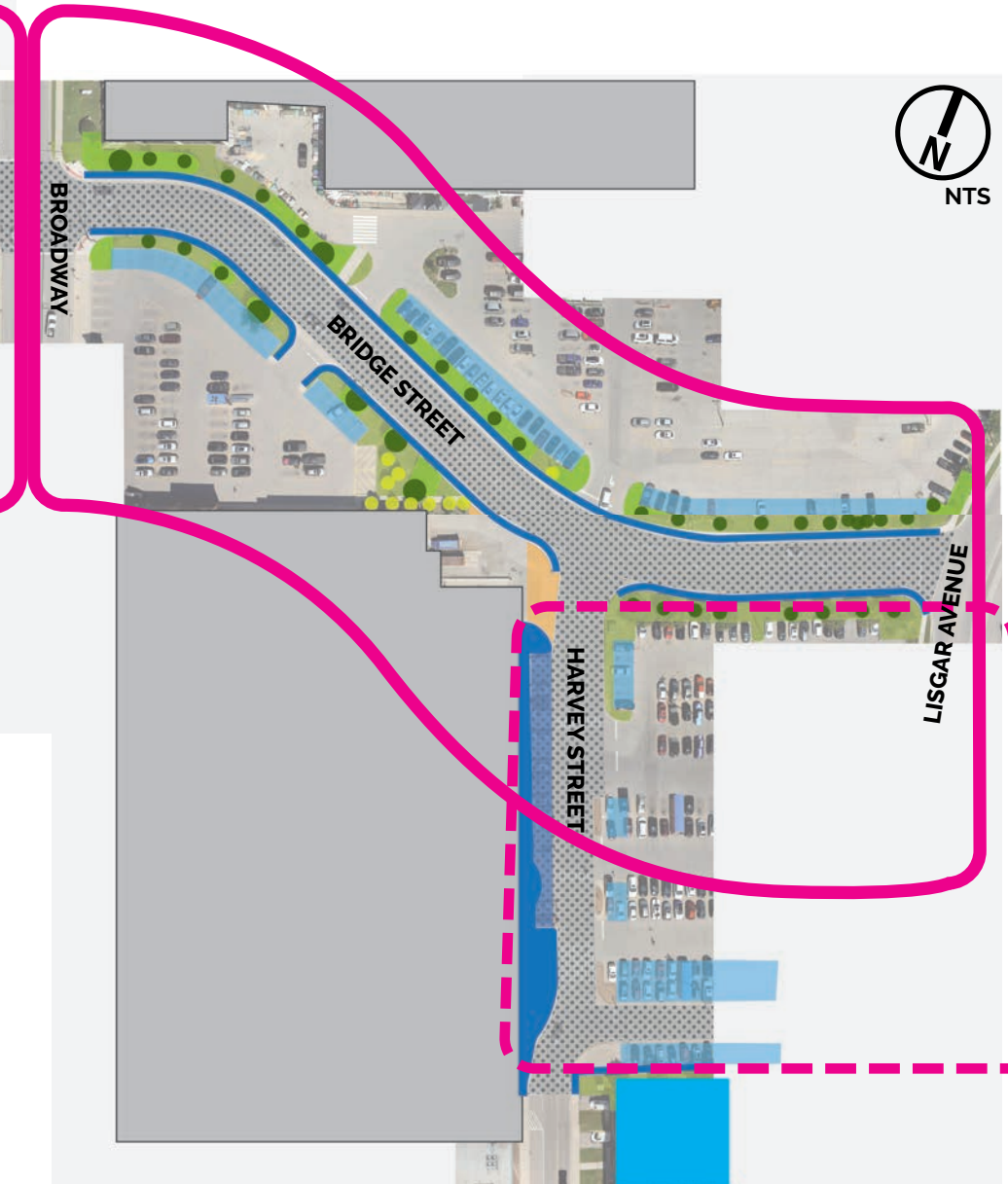
SECTION 1: KINSMEN BRIDGE - ROLPH STREET



SECTION 2: ROLPH STREET - BROADWAY



SECTION 3: BROADWAY - LISGAR AVENUE



SECTION 4: TILLSONBURG TOWN CENTRE PARKING AREA (MALL PARKING AND ENTRY LANES)

This part of the Streetscape Plan provides an overview of the existing conditions of the study area (in 2024), highlighting surrounding influences as well as noted challenges and opportunities along Bridge Street.

The map above shows the arrangement of each section in the overall study area, and the following pages provide more detailed descriptions. For the purpose of this document, the study area along Bridge Street was divided into 4 sections:

- Section 1 includes the area between the Kinsmen Bridge and Rolph Street, including Veteran’s Memorial Walkway.
- Section 2 comprises of the portion of Bridge Street between Rolph Street and Broadway.
- Section 3 covers Bridge Street between Broadway and Lisgar Avenue.
- Section 4 is adjacent to Bridge Street and includes a portion of Harvey Street at the east side of the Town Centre Mall, as well as the mall parking area and driveway.

Some of the overall challenges and opportunities that were noted throughout the entire project study area are listed below. Additional, area-specific details are noted in the following pages.

OVERALL CHALLENGES

- A lack of bicycle infrastructure on downtown streets.
- Vehicle focused roads with safety concerns for pedestrians accessing important commercial areas.
- Maintain access for businesses.
- A need to support vehicle movement while providing safer spaces along Bridge Street.
- Improve safety and recognize social considerations including people experiencing homelessness and temporary shelters.

OVERALL OPPORTUNITIES

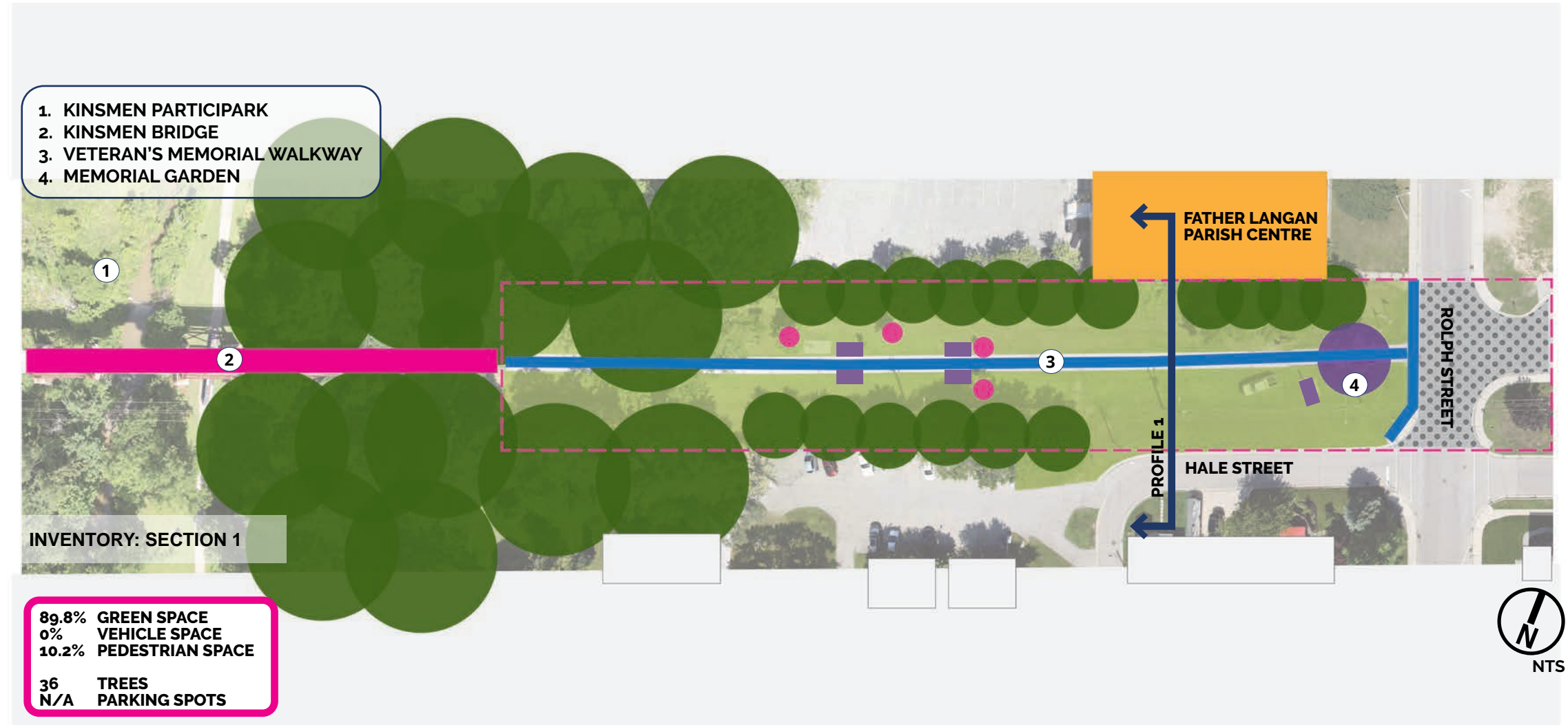
- Connect to the rich local history through placemaking.
- Provide spaces to host cultural events and better support existing Town programming.
- Plan for future development that can support and integrate with the streetscape.
- Improve pedestrian safety and navigation.
- Support existing businesses and create new opportunities through the streetscape design.

3.4.1 SECTION 1 - KINSMEN BRIDGE TO ROLPH STREET

This section is generally an open green space and includes the Veteran's Memorial Walkway. The walkway is used regularly by pedestrians and cyclists and is considered an important connection between the east and west sides of town. It links across the Kinsmen Particpark and to the surrounding natural heritage system. Memorial benches and trees are located along the path and at the terminus of the walkway at Rolph Street.

Through engagement and consultation for the Streetscape Plan, there were noted concerns about people experiencing homelessness who set up temporary shelters in the area. Poor sightlines and lighting were discussed as potential issues in the area that should be addressed through the project.

There is an opportunity to extend the park-like quality of the walkway into the streetscape design of Bridge Street and vice versa. As the Kinsmen Bridge has been identified for replacement, there is an opportunity to develop this section and connect to the Bridge Street Streetscape design.



3.4.2 SECTION 2 - ROLPH STREET AND BROADWAY

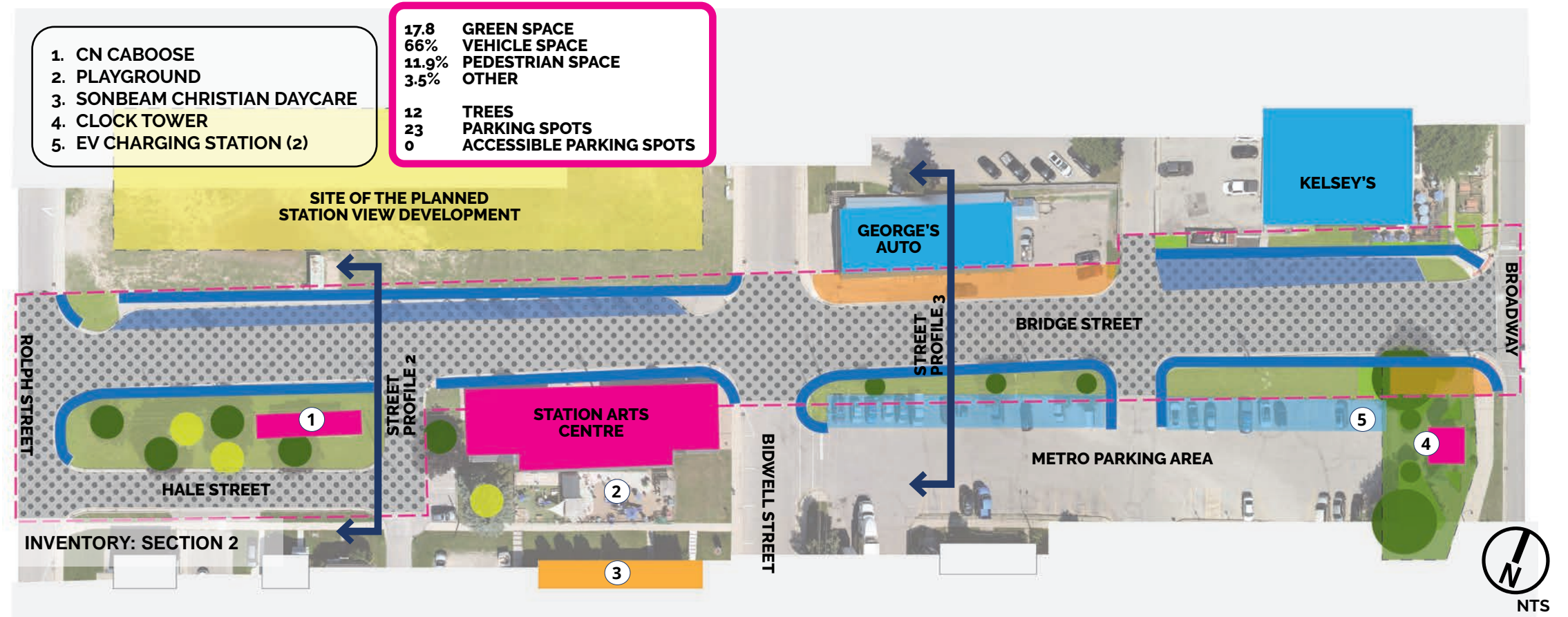
Between Rolph and Broadway, Bridge Street provides local access to several commercial and service businesses as well as residential areas. This section includes the Station Arts Centre as a cultural hub and a destination for both residents and visitors to Tillsonburg. The street space between Rolph and Bidwell is also used as a venue for the seasonal Tillsonburg Farmers' Market.

A number of heritage features also exist in this section, including the CN Caboose, the old railway station structures (Station Arts), as well as the street itself being on the original railway footprint.

There are noted challenges in this section, including pedestrian safety being compromised at the Intersection with Rolph Street, especially for users of the Veteran's Memorial Walkway. There is no defined crossing option to move between Bridge Street and the walkway. There is also conflict with large truck traffic accessing the loading bays at Metro. Better organization of pedestrian and vehicle movement is needed.

Existing on-street parking in front of Station Arts is anticipated to be removed and spaces will be reallocated through the Streetscape Plan. Additionally, existing on-street angle parking at Kelsey's does not meet standard size requirements and should be addressed. The Metro parking area is part of a long-term lease agreement with the Town and must be preserved through the plan.

At Bridge and Broadway, the clock tower plaza is in need of repair and the clock tower has identified structural issues. With its connection to the Town's history and prominent location, the clock tower is considered a landmark of the downtown area, and through engagement many noted that it would be valuable to preserve in its location.



- 1. CN CABOOSE
- 2. PLAYGROUND
- 3. SONBEAM CHRISTIAN DAYCARE
- 4. CLOCK TOWER
- 5. EV CHARGING STATION (2)

- 17.8% GREEN SPACE
- 66% VEHICLE SPACE
- 11.9% PEDESTRIAN SPACE
- 3.5% OTHER
- 12 TREES
- 23 PARKING SPOTS
- 0 ACCESSIBLE PARKING SPOTS



STREET PROFILE 2



STREET PROFILE 3

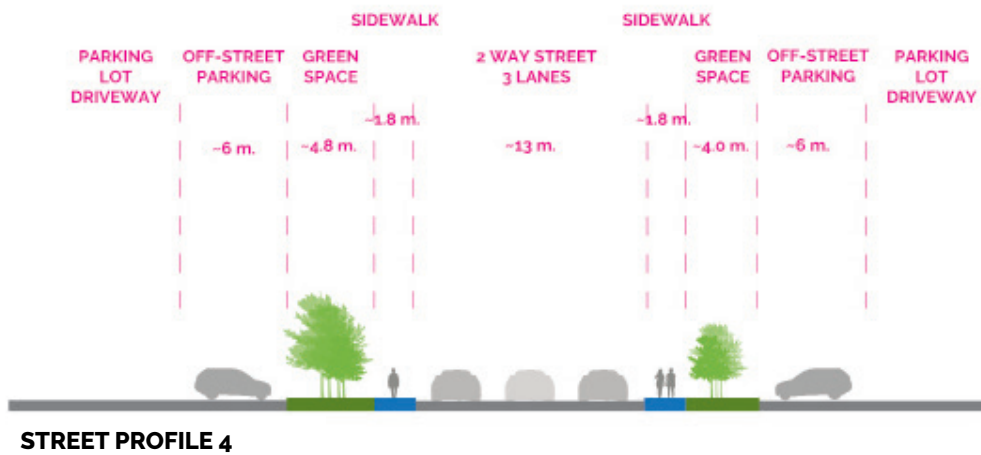
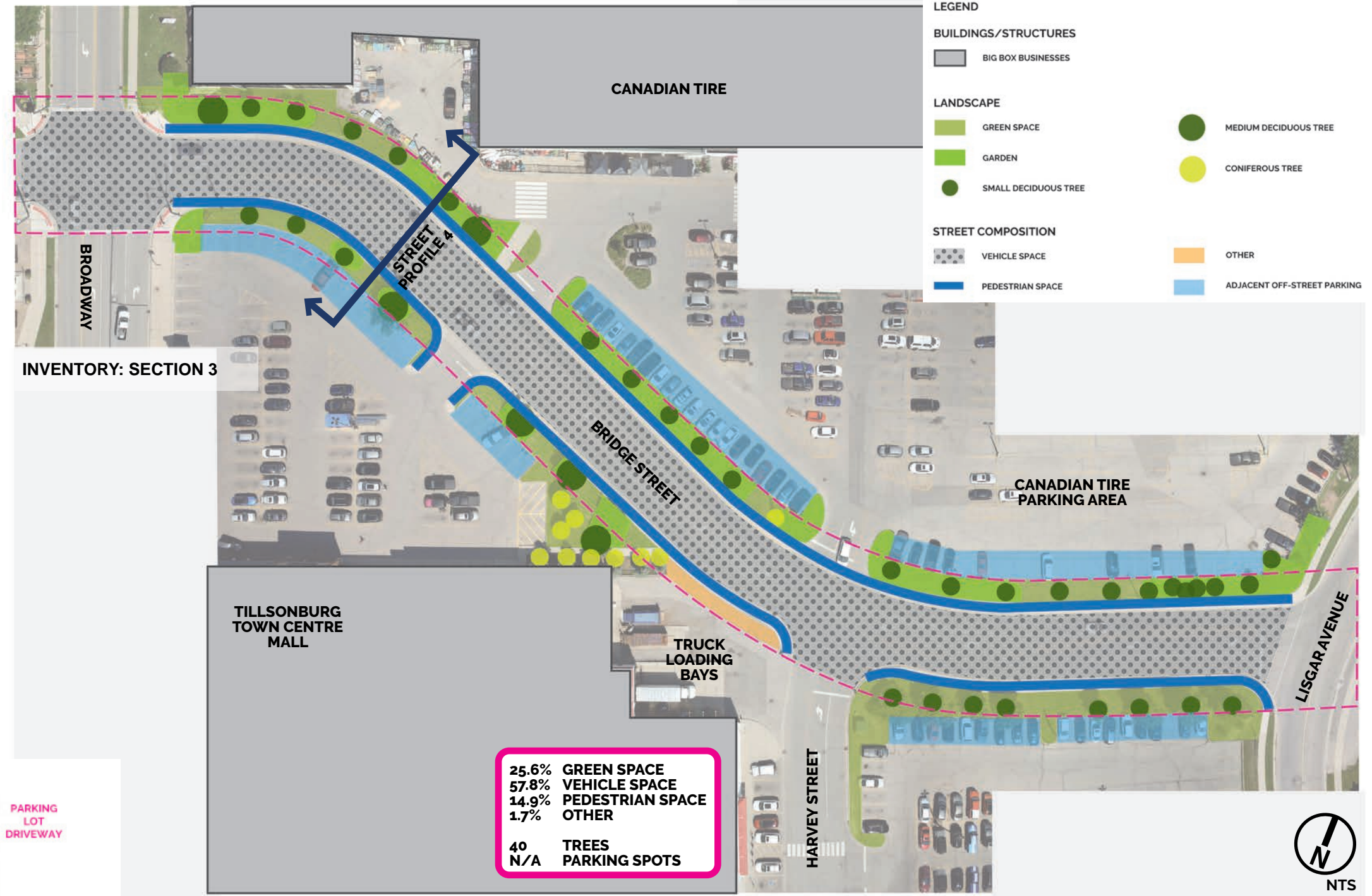
3.4.3 SECTION 3 - BROADWAY TO LISGAR AVENUE

This section of the project study area consists of three lanes of traffic (the middle being a left-turn lane), with standard sidewalks on each side of the street. It is classified as a collector road, feeding traffic to Broadway. The street largely functions as an access to commercial areas and parking, with vehicular access points along the street.

Despite the significant presence of commercial spaces (mall and Canadian Tire), there is a noted lack of pedestrian crossings in this area. Safety concerns include risks for pedestrians when crossing mid-block because of blocked sight lines and high vehicle speeds. There is a clear desire for pedestrian movement between commercial areas on the north and south sides of Bridge Street.

Truck delivery/loading bays for the mall are also located along Bridge Street, creating conflicts for pedestrians at the intersection of Bridge and Harvey Streets.

The existing trees in the area are low branching and dense, contribute to visual obstruction. Vegetation is important for this area but should be designed in response to safety considerations and used to define different uses and as a traffic calming tool.



3.4.4 SECTION 4 - HARVEY STREET, MALL PARKING AND ENTRY LANES

This section of the project study area is largely occupied by the Tillsonburg Town Centre parking area, but also provides important connections to Harvey Street and Lisgar Avenue. The focus of this section is reviewing how vehicles and pedestrians access the parking from Bridge Street and how conflicts can be addressed along the driving route at the entrances to the mall/commercial businesses.

Harvey Street is a challenge in this area as it acts as an extension of the driving lane adjacent to the mall, creating increased vehicle traffic where people are walking and crossing. The perpendicular parking adjacent to the mall entry is also a challenge for safe movement with vehicles crossing into traffic while entering/exiting. Both the Central Area Design Study (2012) and parking study (2018) have proposed changes to the parking and entry configurations.

This parking area is well-used (noted in the 2018 parking study) but would benefit from improvements to better support pedestrian safety. Any changes would need to consider parking availability and daily usage.

Access to the parking area from Lisgar Avenue was another challenge noted for the current configuration. There may be opportunities to better align this entry into the parking area to simplify the overall parking layout.

Through the creation of the Streetscape Plan, it was also noted that the parking area may sit on a former landfill site (extents not confirmed). Any work in this area will require additional environmental studies to properly identify the risks and mitigation measures required for potential impacts to the site.

10.5%	GREEN SPACE
77.3%	VEHICLE SPACE
8.5%	PEDESTRIAN SPACE
3.7%	OTHER
0	TREES
14	ON-STREET PARKING SPOTS
4	ACCESSIBLE ON-STREET PARKING SPOTS
233	PARKING SPOTS (PARKING LOT)

LEGEND

BUILDINGS/STRUCTURES

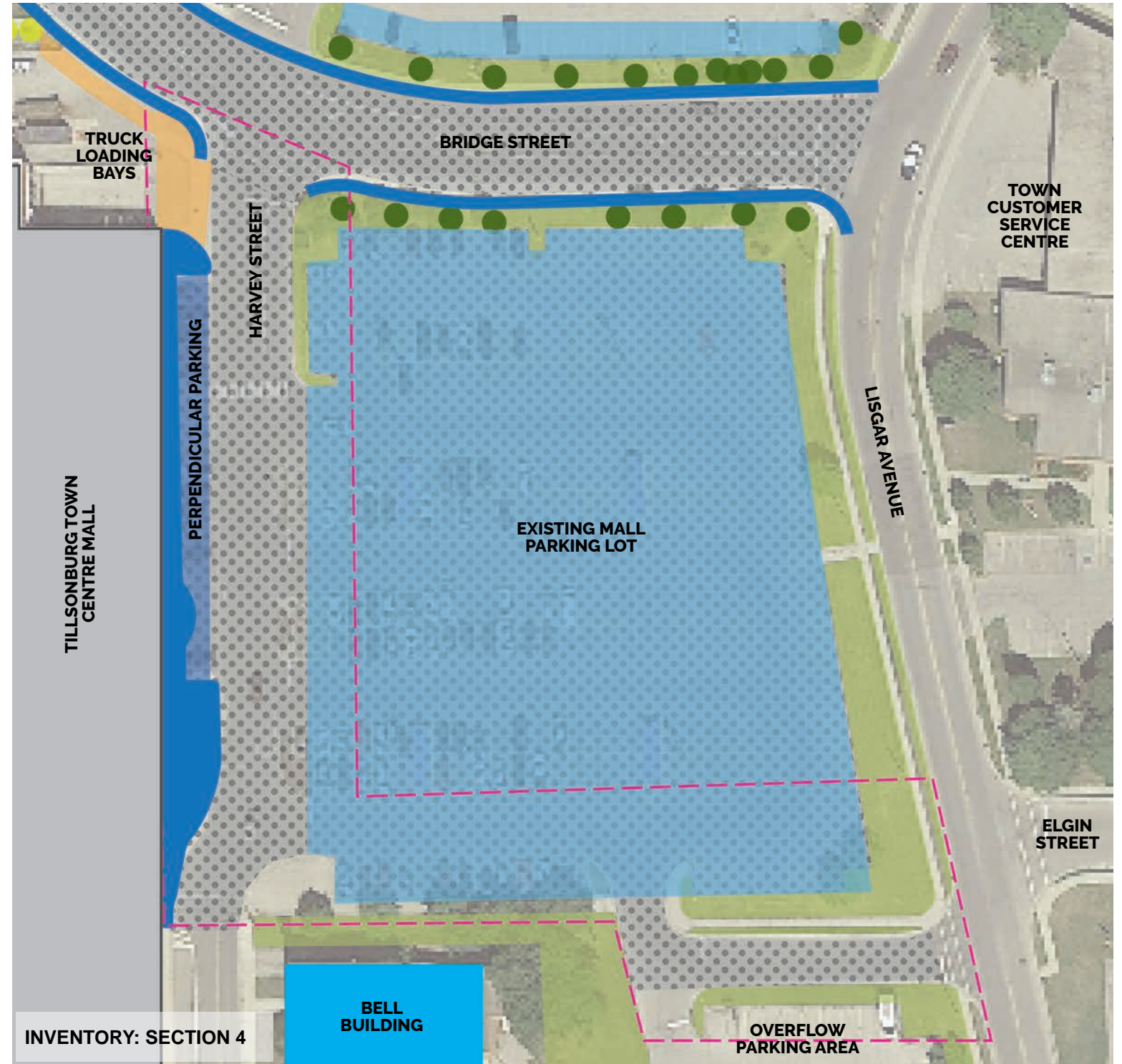
- BIG BOX BUSINESSES

LANDSCAPE

- GREEN SPACE
- SMALL DECIDUOUS TREE
- MEDIUM DECIDUOUS TREE

STREET COMPOSITION

- VEHICLE SPACE
- PEDESTRIAN SPACE
- OTHER
- ADJACENT OFF-STREET PARKING
- ON-STREET PARKING



blank page

4.0 STREETScape VISION



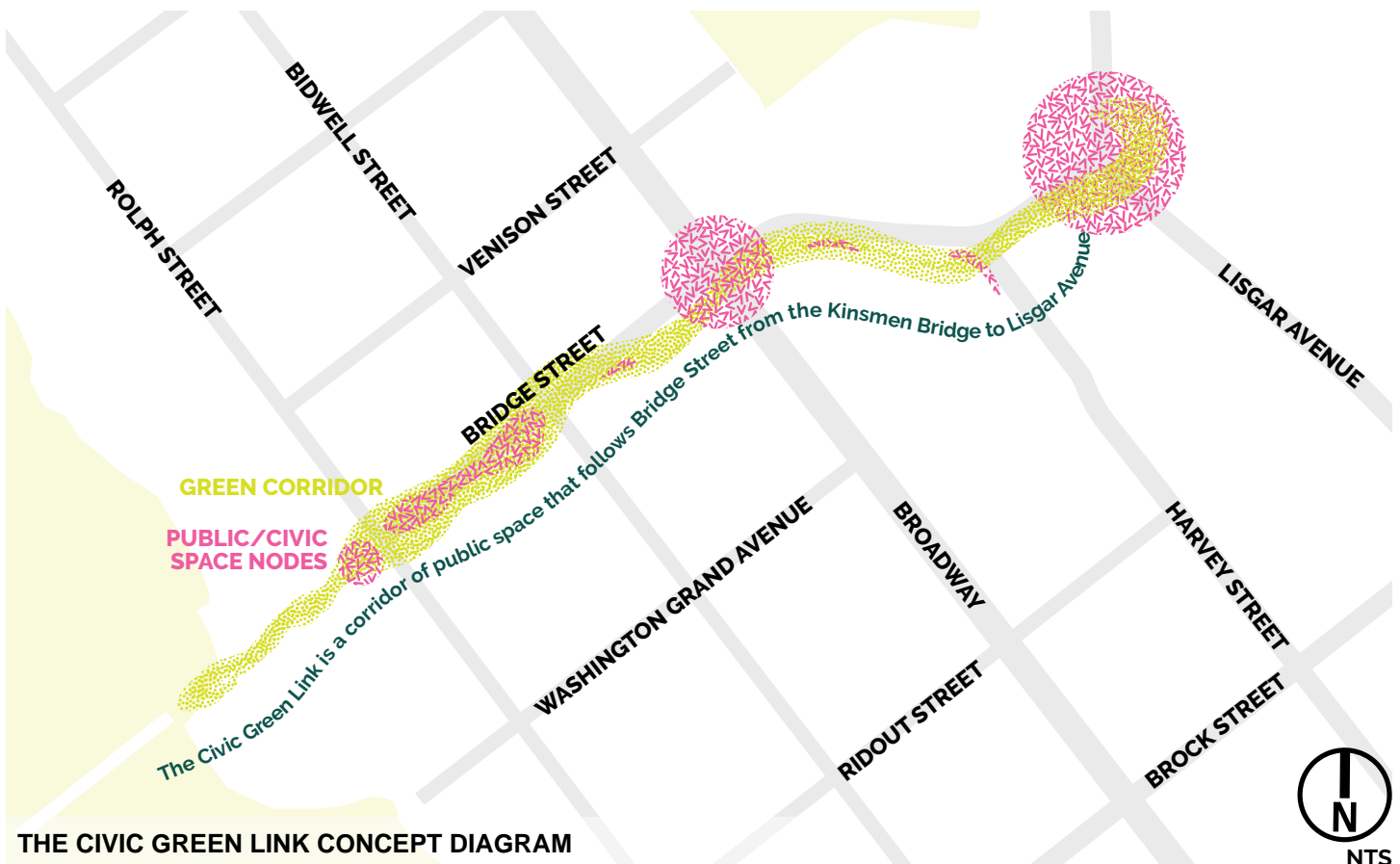
4.1 VISION

The Streetscape Plan envisions Bridge Street as a corridor of vibrant and flexible public space that connects the Kinsmen Bridge with the future Town Hall on Lisgar Avenue. Along the street, the design supports all modes of transportation, with a focus on an improved pedestrian experience, dedicated space for cycling, and carefully considered updates to vehicle traffic flow and parking. Existing and future businesses are supported by the streetscape and new opportunities for programming are created for daily users and seasonal events. Bridge Street represents a new typology that anticipates future development and works to provide a future-ready vision for the Town’s public realm.

4.1.1 CONCEPT: THE CIVIC GREEN LINK

The streetscape concept - **the Civic Green Link** - establishes a linear, park-like corridor that draws the green space of the Kinsmen Participark and creek valley through the downtown. The corridor weaves along Bridge Street, linking existing public spaces including the Veteran’s Memorial Walkway, the Station Arts Centre, and the clock tower plaza.

The Civic Green Link provides a framework to showcase many pieces of Tillsonburg’s history while allowing them to emerge throughout the corridor and at various nodes along the way. It also creates an important active transportation route and functional space for residents, visitors and future growth opportunities in the community.



THE CIVIC GREEN LINK CONCEPT DIAGRAM

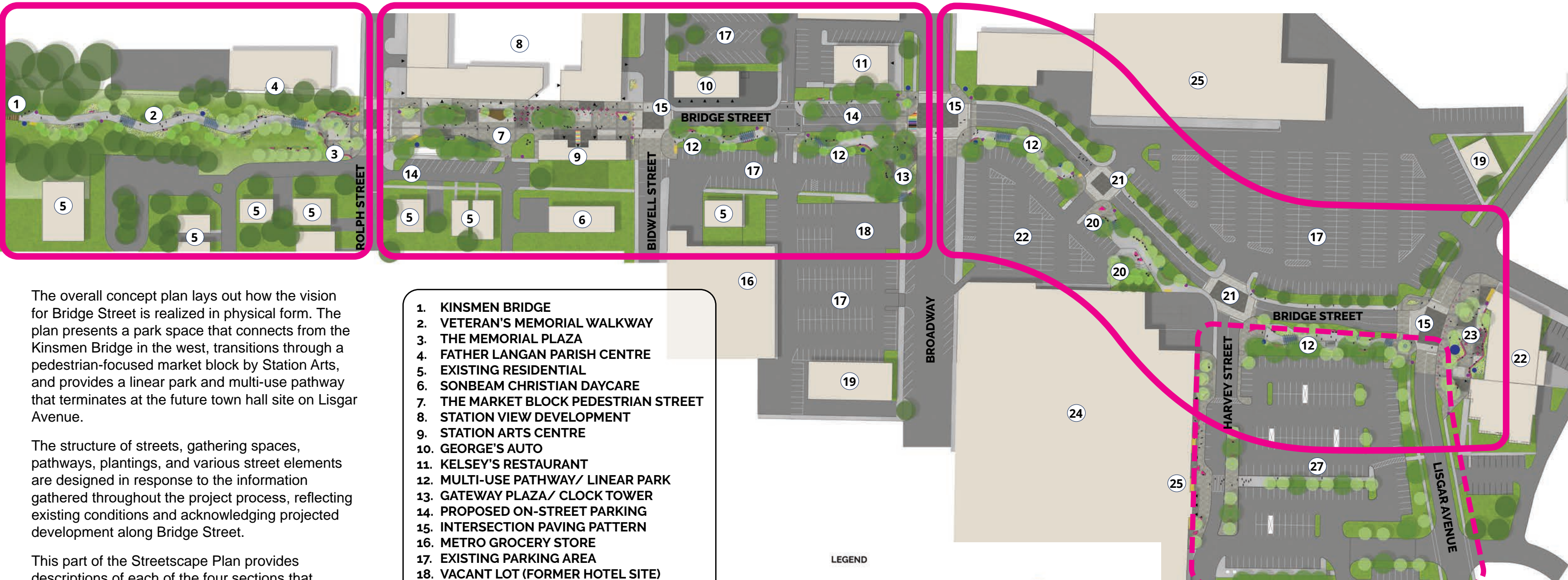
4.2 BRIDGE STREET STREETScape - PROPOSED CONCEPT PLAN

SECTION 1: VETERAN'S MEMORIAL WALKWAY AND PARK
(KINSMEN BRIDGE - ROLPH STREET)

SECTION 2: BRIDGE STREET FLEX AND LINEAR PARK STREET
(ROLPH STREET - BROADWAY)

SECTION 3: BRIDGE STREET LINEAR PARK
(BROADWAY - LISGAR AVENUE)

SECTION 4: TILLSONBURG TOWN CENTRE PARKING AREA
(MALL PARKING AND ENTRY LANES)



The overall concept plan lays out how the vision for Bridge Street is realized in physical form. The plan presents a park space that connects from the Kinsmen Bridge in the west, transitions through a pedestrian-focused market block by Station Arts, and provides a linear park and multi-use pathway that terminates at the future town hall site on Lisgar Avenue.

The structure of streets, gathering spaces, pathways, plantings, and various street elements are designed in response to the information gathered throughout the project process, reflecting existing conditions and acknowledging projected development along Bridge Street.

This part of the Streetscape Plan provides descriptions of each of the four sections that comprise the study area and provides details of several key spaces within them. The concept plan is intended as a high-level guide for the street's development over time, providing a continuous and integrated approach for the entire study area.

1. KINSMEN BRIDGE
2. VETERAN'S MEMORIAL WALKWAY
3. THE MEMORIAL PLAZA
4. FATHER LANGAN PARISH CENTRE
5. EXISTING RESIDENTIAL
6. SONBEAM CHRISTIAN DAYCARE
7. THE MARKET BLOCK PEDESTRIAN STREET
8. STATION VIEW DEVELOPMENT
9. STATION ARTS CENTRE
10. GEORGE'S AUTO
11. KELSEY'S RESTAURANT
12. MULTI-USE PATHWAY/ LINEAR PARK
13. GATEWAY PLAZA/ CLOCK TOWER
14. PROPOSED ON-STREET PARKING
15. INTERSECTION PAVING PATTERN
16. METRO GROCERY STORE
17. EXISTING PARKING AREA
18. VACANT LOT (FORMER HOTEL SITE)
19. EXISTING COMMERCIAL UNITS
20. LINEAR PARK GATHERING SPACE
21. RAISED TRAFFIC TABLE
22. FUTURE TOWN HALL
23. TOWN HALL CIVIC SPACE
24. TILLSONBURG TOWN CENTRE MALL
25. CANADIAN TIRE
26. TOWN CENTRE EAST ENTRY
27. RECONFIGURED MALL PARKING AREA

LEGEND

	ART/SIGNAGE		PROPOSED TREE
	WASTE RECEPTACLE		EXISTING TREE
	BOLLARDS		CONCRETE PAVERS
	SEATING		CONCRETE
	BIKE RACK		PEOPLE
	SHADE STRUCTURE / ARCHWAY		



**4.2.1 SECTION 1:
VETERAN'S MEMORIAL WALKWAY
AND MEMORIAL PLAZA**
(KINSMEN BRIDGE - ROLPH STREET)

The intent of the site plan in this section is to focus on the connection between the Kinsmen Bridge and Bridge Street and expanding on the existing Veterans Memorial Walkway, creating a linear park space with a wide multi-use pathway, new seating, interactive elements, interpretive spaces, and a small gathering space: Veteran's Memorial Plaza. A connection across Rolph Street is also included.

A 4-meter multi-use pathway would allow for pedestrian and cyclists to share the space. The pathway would be aligned with naturalized gardens that would allow users to connect with nature. Rest area include interactive seating elements and are provided at regular intervals along the pathway.

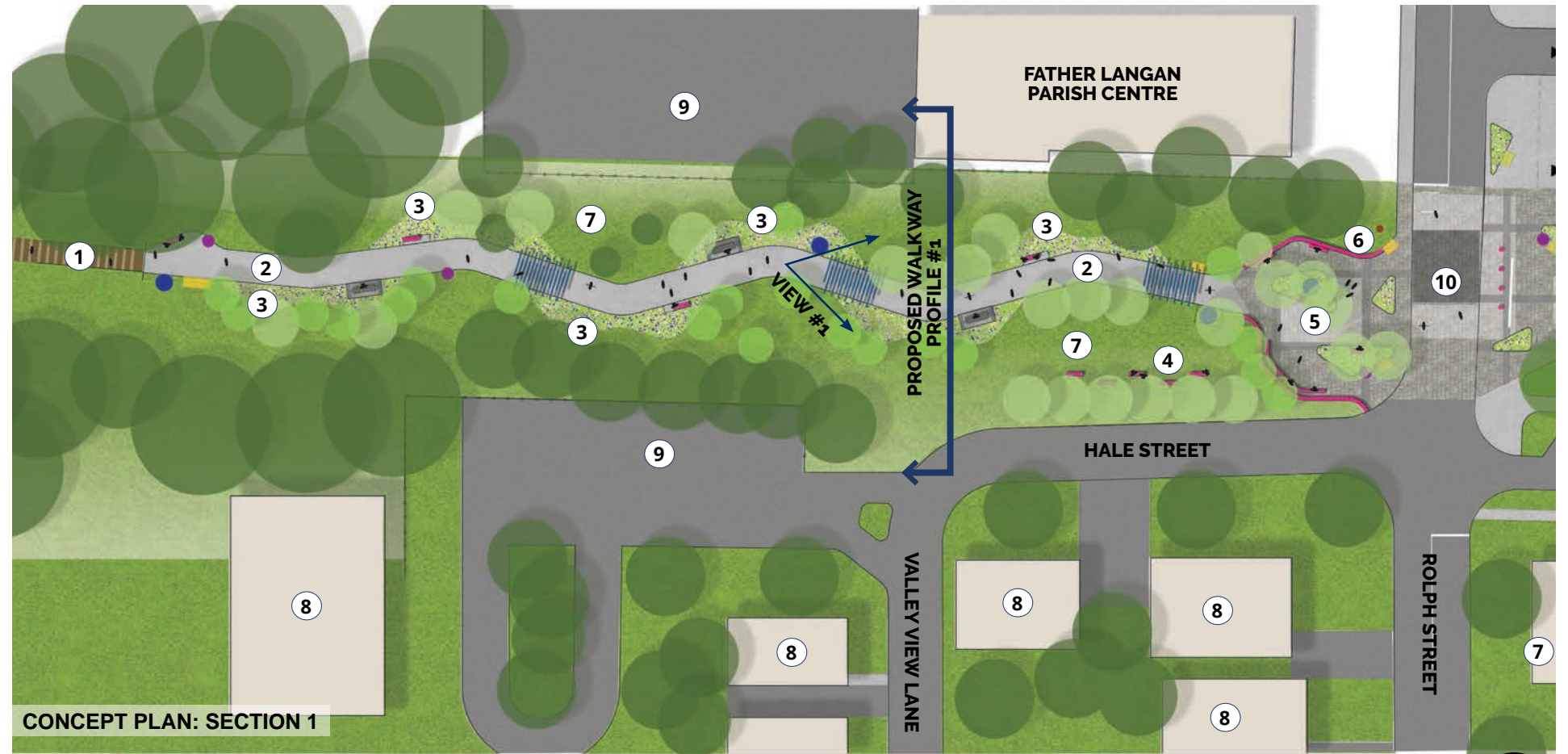
Closer to Rolph street the pathway transitions to an open plaza/ anchor (Memorial Plaza) and could have the potential to host the Cenotaph. The plaza would have the potential to host smaller events/ gatherings.

Kinsmen Bridge replacement project creates the opportunity to integrate pieces of the Kinsmen Bridge into spaces along Section 1, and possibly other sections of Bridge Street. The town could identify those pieces.

Overhead archways, inspired by the old railway, are provided along the pathway.

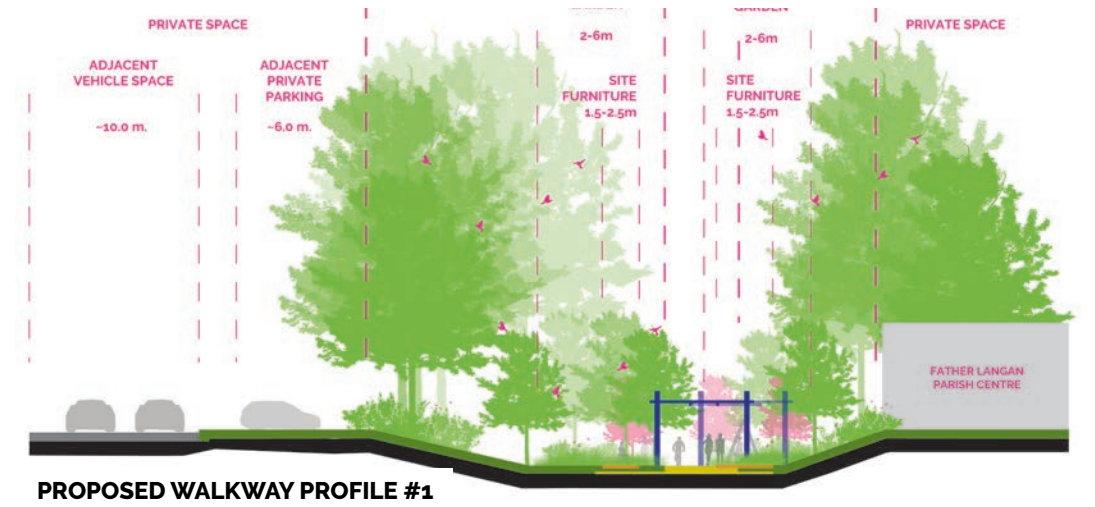
Naturalized gardens with focus on pollinator species would expand on the already existing green infrastructure. Trees would be planted to provide shade for the rest/gathering areas.

1. KINSMEN BRIDGE
2. 4.0m WIDE MULTI-USE PATHWAY
3. GARDENS, TREES & POLLINATOR PLANTING
4. HILLSIDE SEATING
5. MEMORIAL PLAZA
6. PLAZA SEATING SPACES
7. PICNIC LAWN
8. EXISTING RESIDENTIAL
9. PRIVATE PARKING
10. PAVING PATTERN & DEFINED CROSSING



LEGEND

- | | | | |
|--|---------------------------|--|-----------------|
| | ART/SIGNAGE | | PROPOSED TREE |
| | WASTE RECEPTACLE | | EXISTING TREE |
| | BOLLARDS | | CONCRETE PAVERS |
| | SEATING | | CONCRETE |
| | BIKE RACK | | PEOPLE |
| | SHADE STRUCTURE / ARCHWAY | | |



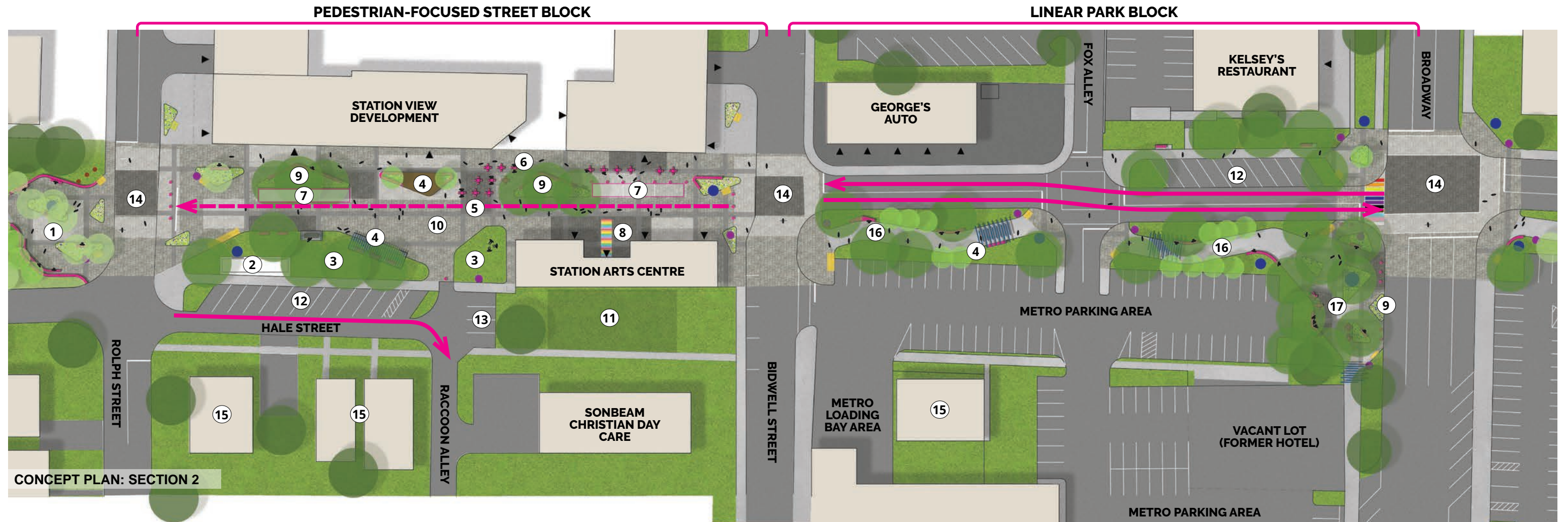


VIEW #1:

Looking east towards Rolph Street from Veteran’s Memorial Walkway, the image shows the walkway surrounded by naturalized planting, places to rest, interactive swing seating elements, and the archway features straddling path. The archways recall the rail history of the area and introduce a unique interpretive element to the park and streetscape.

- 1. 4.0m WIDE MULTI-USE PATHWAY
- 2. INTERACTIVE FURNITURE AND SEATING AREA
- 3. PICNIC AREA/ OPEN LAWN SPACES
- 4. GARDENS & POLLINATOR PLANTING
- 5. HILLSIDE SEATING
- 6. ARCHWAY FEATURE/ COVERED CANOPY
- 7. EXISTING AND PROPOSED TREES

blank page



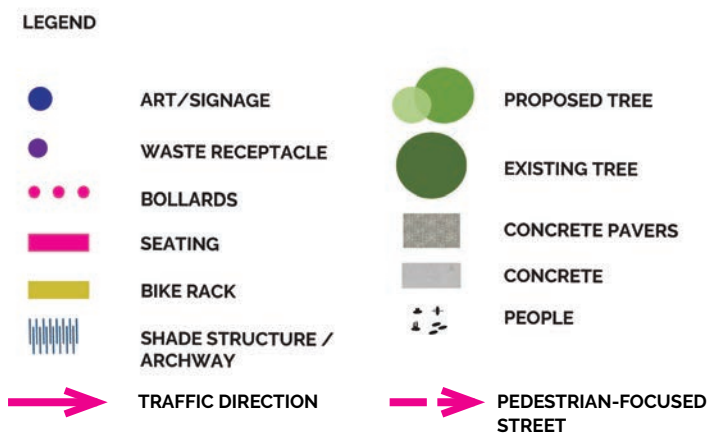
CONCEPT PLAN: SECTION 2

**4.2.2 SECTION 2:
PEDESTRIAN STREET & LINEAR PARK**
(ROLPH STREET TO BROADWAY)

The plan for this section includes two blocks: Rolph to Bidwell Street, and Bidwell Street to Broadway. The first block introduces a pedestrian-focused street that can be easily closed for events and programming. It reorients the street to a one-way direction with traffic heading west.

The second block maintains two-way traffic between Bidwell Street and Broadway, making space for a linear park and pathway on the south side. This section also includes improvements to the plaza around the clock tower at the corner of Bridge Street and Broadway, creating a formal "Gateway Plaza".

Each block is detailed over the following pages.



- | | |
|--|---|
| 1. MEMORIAL PLAZA | 10. PEDESTRIAN-FOCUSED STREET WITH PERMEABLE PAVING AND QUILT PATTERN |
| 2. RELOCATED CN CABOOSE | 11. PRIVATE PLAYGROUND AREA (DAYCARE) |
| 3. OPEN GREEN SPACE/ LAWN | 12. ON-STREET ANGLED PARKING |
| 4. SHADE STRUCTURE/ ARCHWAY | 13. DAYCARE PARKING |
| 5. PLATFORM/ STAGE AREA | 14. INTERSECTION PAVING PATTERN |
| 6. FLEXIBLE SEATING AREA | 15. EXISTING RESIDENTIAL |
| 7. ON-STREET PARALLEL PARKING | 16. 4.0m WIDE MULTI-USE PATHWAY |
| 8. STATION ARTS CENTRE OUTDOOR GALLERY SPACE | 17. GATEWAY PLAZA/ CLOCK TOWER |
| 9. GARDEN/ STORMWATER INFILTRATION AREA | |



SECTION 2: BRIDGE STREET MARKET BLOCK
(ROLPH STREET TO BIDWELL STREET)

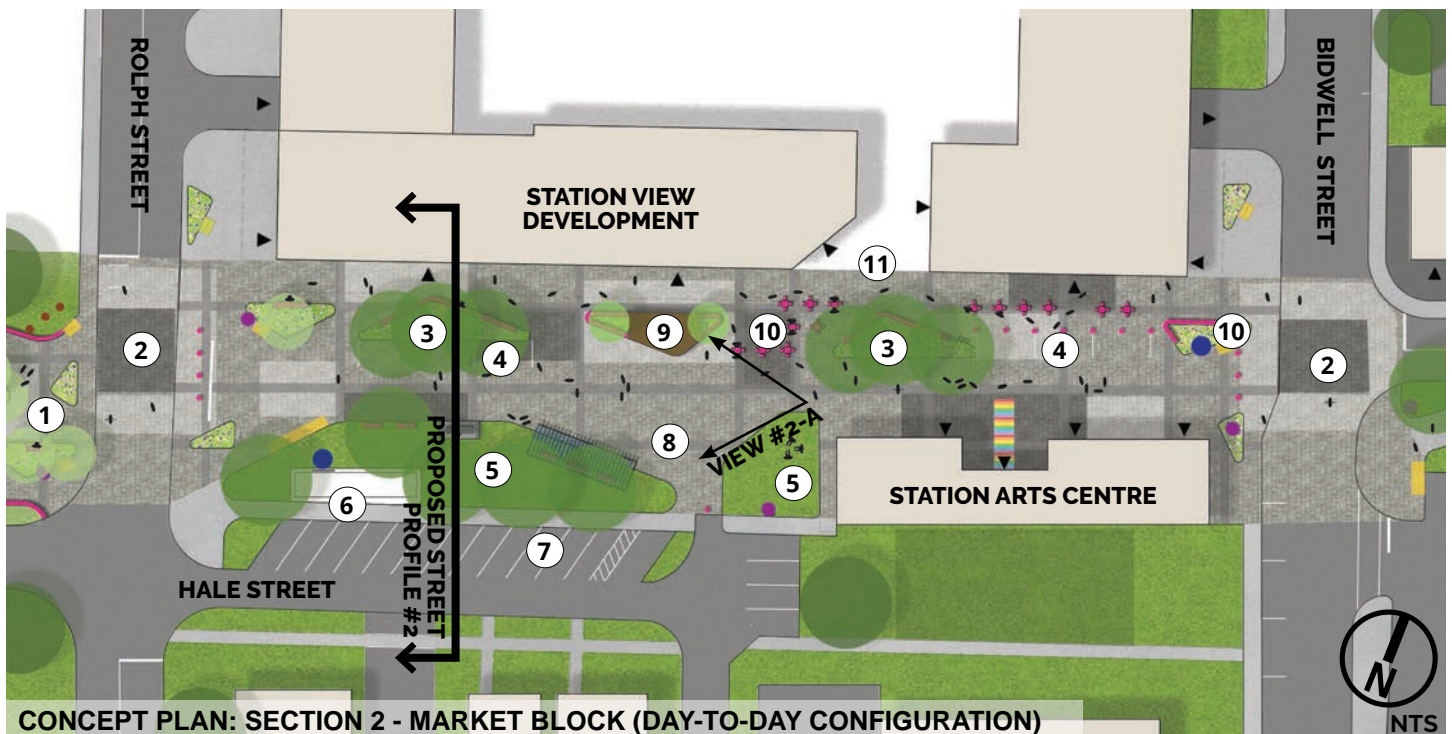
Through the Streetscape Plan, this portion of the street is planned as a pedestrian-focused space. It is designed with the flexibility to accommodate vehicles day-to-day, and can easily be closed for events when needed (i.e., the Farmers' Market). The direction of vehicular traffic would be one-way moving westbound from Bidwell to Rolph Street.

The proposed street profile would include:

- Clear pedestrian space along building frontages to allow for unobstructed movement and interaction with businesses (Station Arts, commercial ground floors at Station View);
- Flexible spaces where different seating options can support different uses and green space/ garden beds are provided;
- Six parallel parking spaces intended to maintain accessible parking close to business entrances;
- Open green space/lawns with seating and gathering areas;
- A continuous paving surface without defined vehicle or pedestrian areas or curbs;

- A central shared space/driving area that prioritizes pedestrians and cyclists and allows for one-way vehicular movement. It aligns with the proposed Memorial Plaza at Rolph Street and acts as an extension/transition from section 1;
- Space to accommodate delivery and emergency vehicles, even while the street is closed to vehicles; and
- Trees and planting integrated into the street, providing shade, allowing stormwater capture, and supporting other ecosystem services.

1. MEMORIAL PLAZA
2. INTERSECTION PAVING PATTERN (RAISED)
3. GARDEN/ STORMWATER INFILTRATION AREA
4. ON-STREET PARALLEL PARKING
5. GREEN SPACE/LAWN
6. RELOCATED CN CABOOSE
7. ON-STREET ANGLED PARKING
8. GATHERING AREA
9. PLATFORM/ STAGE AREA
10. FLEXIBLE SEATING AREA
11. ACCESS TO STATION VIEW COURTYARD



CONCEPT PLAN: SECTION 2 - MARKET BLOCK (DAY-TO-DAY CONFIGURATION)

CENTRAL SHARED SPACE/DRIVING AREA

In this part of the Streetscape Plan - the Market Block - the street space becomes a six-metre wide clear area that can accommodate one-way vehicular movement during daily use, and can be closed when needed, to vehicles to support pedestrian-focused activities and events. The design supports access for emergency and delivery vehicles, on-street parking, and access to on-street businesses.

The entire street profile would have a continuous, flush, curbless surface treatment to avoid defining vehicle and pedestrian space, giving the space a more open, accessible character. The paving should introduce texture and recall the heritage of the area, potentially taking on a quilt-like pattern in pavers or other materials.

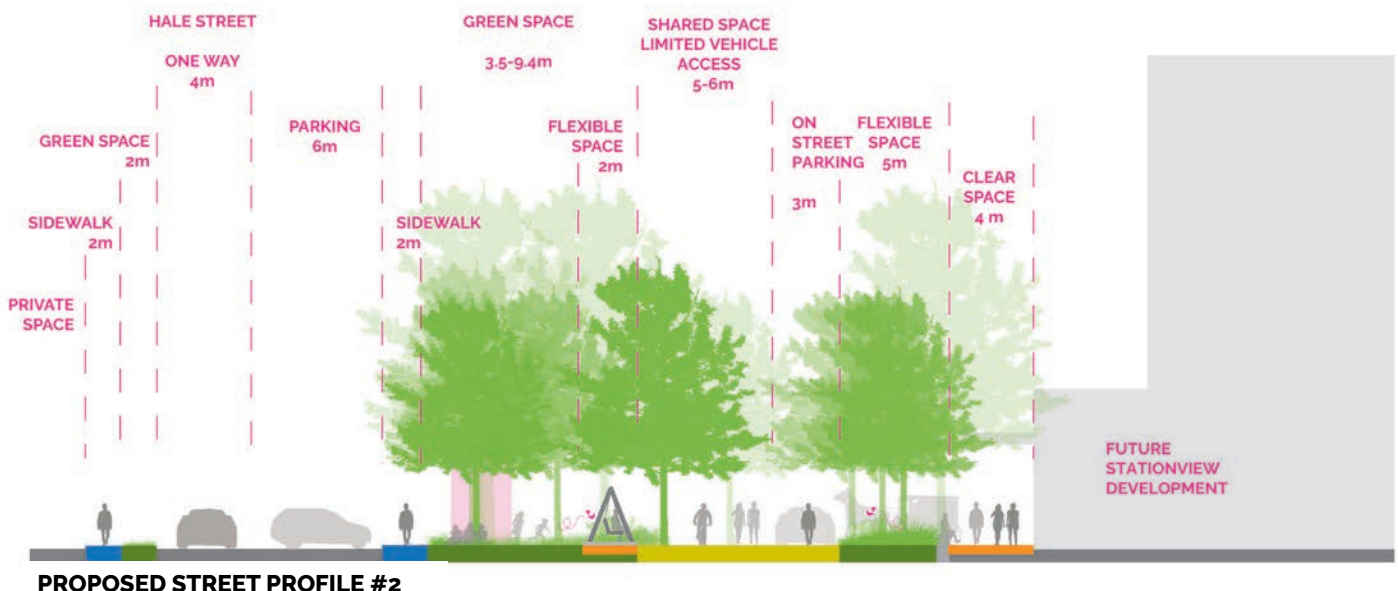
Open lawns, a stage area, along with flexible seating and gathering spaces along the Market Block would serve day-to-day uses but would be integrated into the overall space during street-closing events. This area will create a dynamic environment and act as a connection to the Veteran’s Memorial Walkway and a focal point for the downtown area.

PARKING

Parking along this portion of the street was identified as an important consideration as it provides direct access for Station Arts Centre visitors and the day care space, among others.

The existing on-street angled parking spaces on Bridge Street will be lost with the Station View Development, but the proposed design provides six parallel on-street parking spots to accommodate access to Station Arts Centre and redirects 13 angled parking spots to Hale Street. To achieve this, Hale Street maintains a one-way eastbound traffic flow and will be narrowed to a more typical street right-of-way. This represents a net loss of one parking space.

Parking for the Station View is accommodated underground, with access from Rolph Street. This is not part of the Streetscape Plan scope.



PROPOSED STREET PROFILE #2

ACTIVATING THE STREET













The Market Block is a flexible space that can easily adapt to different uses, events, and needs. With the presence of the Station Arts Centre and anticipated Station View Development, this area has potential to become a hub for events.

While the Farmers' Market is currently hosted on the street, the Market Block design takes this further, providing permanent infrastructure to support vendors and activities, as well as a space to host other Town events, outdoor galleries, activities, and day-to-day functions. The plan below shows how the street could be set up during a market event.

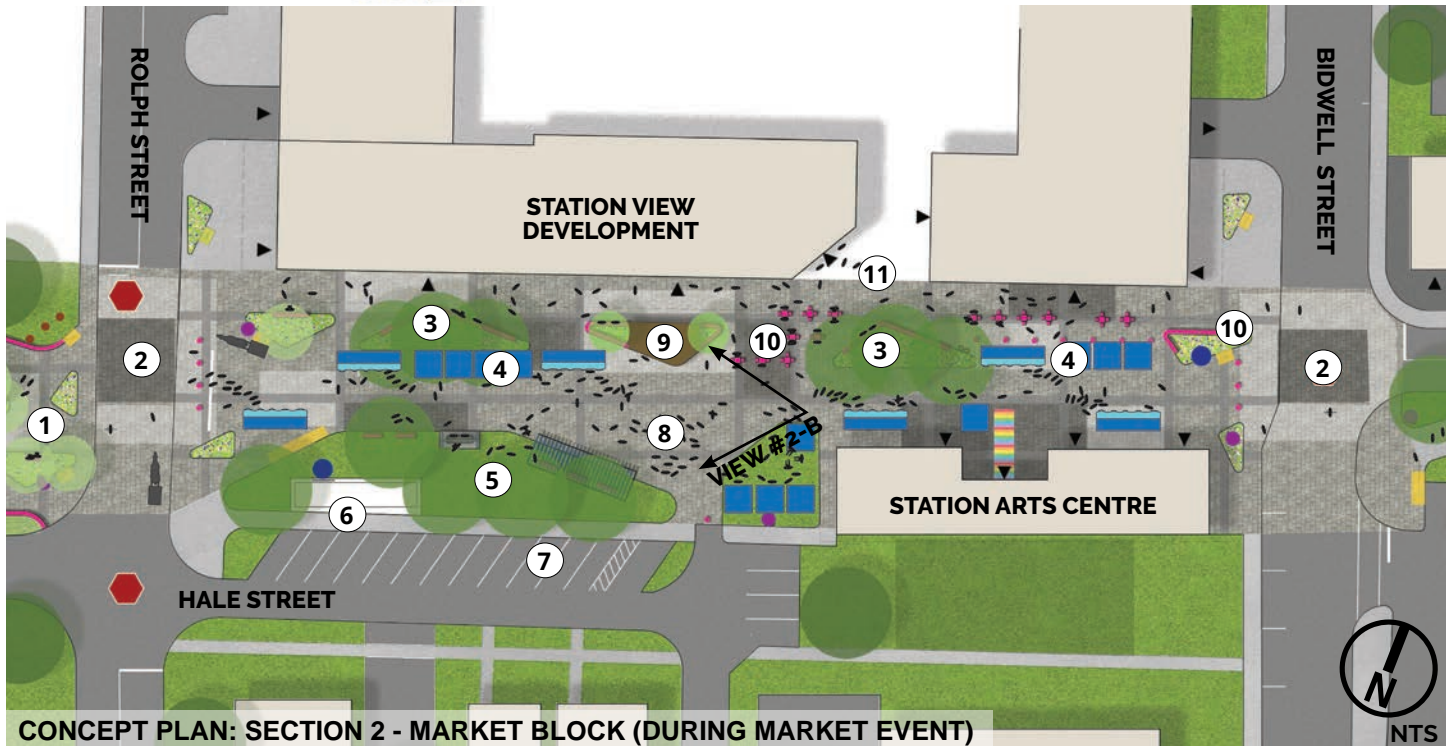
POTENTIAL FUTURE GROWTH

The Station Arts Centre is an important space for arts and culture in the community and provides destination for locals and visitors alike. As the centre continues to expand its work within and for the community, planning for potential building expansion was considered with the Streetscape Plan. The proposed design provides open space west of the building in anticipation of a possible future expansion.

LEGEND

	ART/SIGNAGE		PROPOSED TREE
	WASTE RECEPTACLE		EXISTING TREE
	BOLLARDS		CONCRETE PAVERS
	SEATING		CONCRETE
	BIKE RACK		PEOPLE
	SHADE STRUCTURE / ARCHWAY		MARKET VENDORS

1. MEMORIAL PLAZA
2. INTERSECTION PAVING PATTERN (RAISED)
3. GARDEN/ STORMWATER INFILTRATION AREA
4. PARALLEL PARKING SPACES BECOME VENDOR/FOOD TRUCK SPACES
5. GREEN SPACE/LAWN
6. RELOCATED CN CABOOSE
7. ON-STREET ANGLED PARKING
8. GATHERING AREA
9. PLATFORM/ STAGE AREA
10. FLEXIBLE SEATING AREA
11. ACCESS TO STATION VIEW COURTYARD



CONCEPT PLAN: SECTION 2 - MARKET BLOCK (DURING MARKET EVENT)

blank page

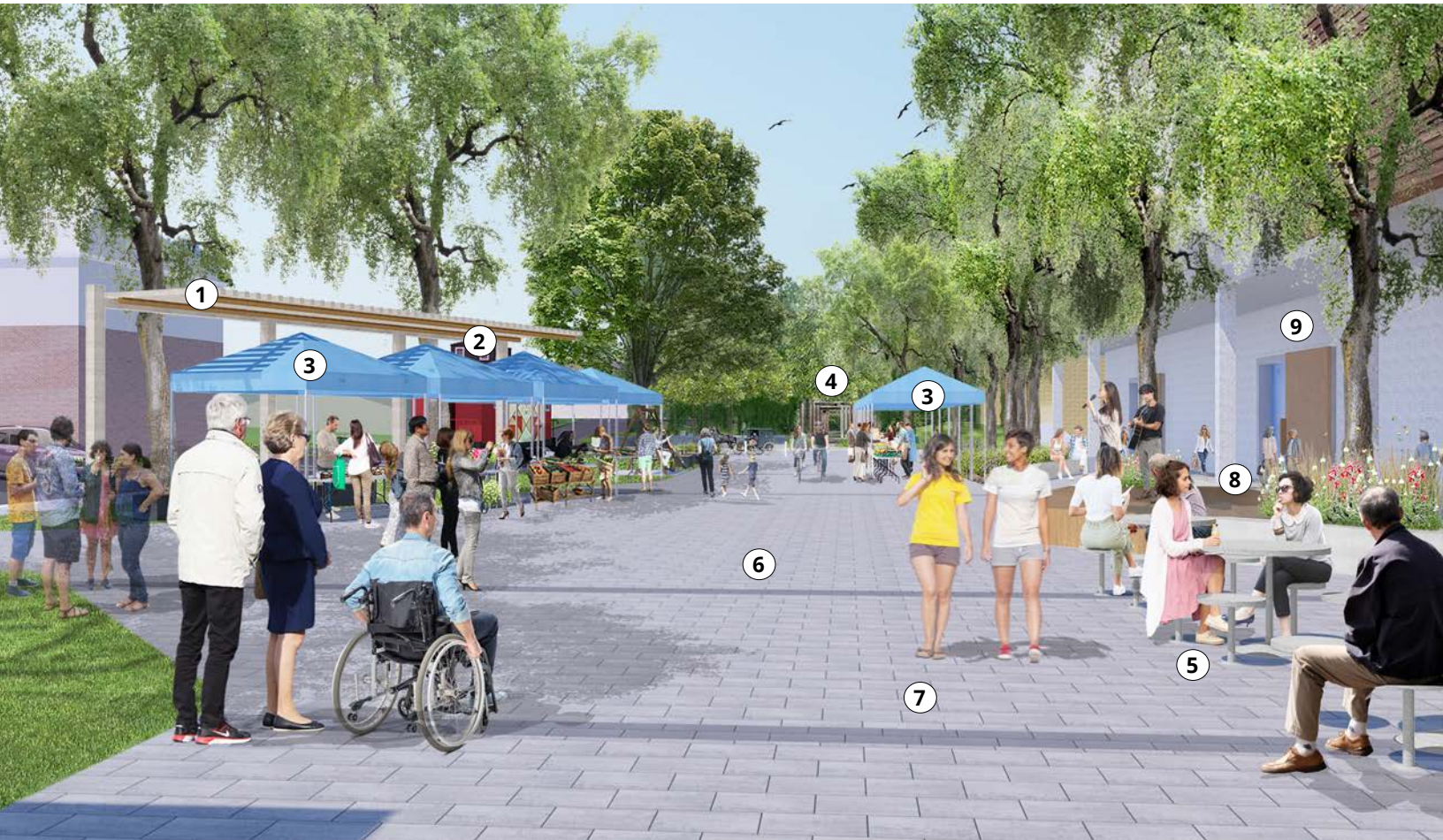


VIEW #2-A:

Looking west towards Rolph Street from Bridge Street, the image shows the Market Block in a day-to-day configuration. The shared space is open to pedestrians, cyclists, and vehicles. Vehicles are able to use the street in a slower, one-way direction with parallel parking spaces available. Seating, a shade feature, and other interactive elements contribute to the identity of the street and support a pedestrian-focused space.

Station View Development Massing Model
courtesy of Martin Simmons Sweers Architects

1. ARCHWAY FEATURE/ SHADE CANOPY
2. CN CABOOSE
3. INTERACTIVE FURNITURE AND SEATING AREA
4. MEMORIAL PLAZA AT VETERAN'S MEMORIAL WALKWAY (ACROSS ROLPH STREET)
5. SEATING AREAS
6. CENTRAL SHARED SPACE/ DRIVING AREA
7. PARALLEL PARKING SPACES
8. PLANTING AREAS, STORMWATER CAPTURE, TREES IN SOIL CELLS
9. CONTINUOUS SURFACE TREATMENT WITH PERMEABLE PAVING
10. STATION VIEW BUILDING



VIEW #2-B:

This image shows a view of the Market Block during a market event, looking west. The street is closed to vehicles (emergency access allowed), and market tents and vendors are set up on the edges of the street, maintaining the central space for pedestrians. The streetscape elements, including seating and other interactive elements support the market use and the potential for buskers, events, and other activities to take place.

Station View Development Massing Model
courtesy of Martin Simmons Sweers Architects

1. ARCHWAY FEATURE/ SHADE CANOPY
2. CN CABOOSE
3. SPACES FOR MARKET VENDORS, FOOD TRUCKS AND EVENTS
4. MEMORIAL PLAZA AT VETERAN'S MEMORIAL WALKWAY (ACROSS ROLPH STREET)
5. SEATING AREAS
6. PEDESTRIAN SPACE (CLOSED TO MOST VEHICLES DURING EVENTS)
7. CONTINUOUS SURFACE TREATMENT WITH PERMEABLE PAVING
8. PERFORMANCE STAGE/ RAISED PLATFORM
9. STATION VIEW BUILDING

SECTION 2: BRIDGE STREET LINEAR PARK
(BIDWELL STREET TO BROADWAY)

Moving east from the Market Block, the next part of the streetscape is the beginning of the linear park. Located on the south side of Bridge Street, the park consists of a 4-metre wide multi-use pathway buffered with green space and integrated seating, gathering areas, and interpretive and interactive elements. The linear park continues to the proposed Town Hall location on Lisgar Avenue.












The approach for this block of the street focuses on creating an improved experience for pedestrians and cyclists while maintaining access to existing businesses and connections to surrounding areas. In addition to the multi-use pathway, this will be achieved by introducing a continuous sidewalk at the north edge of the street to allow for uninterrupted pedestrian movement.

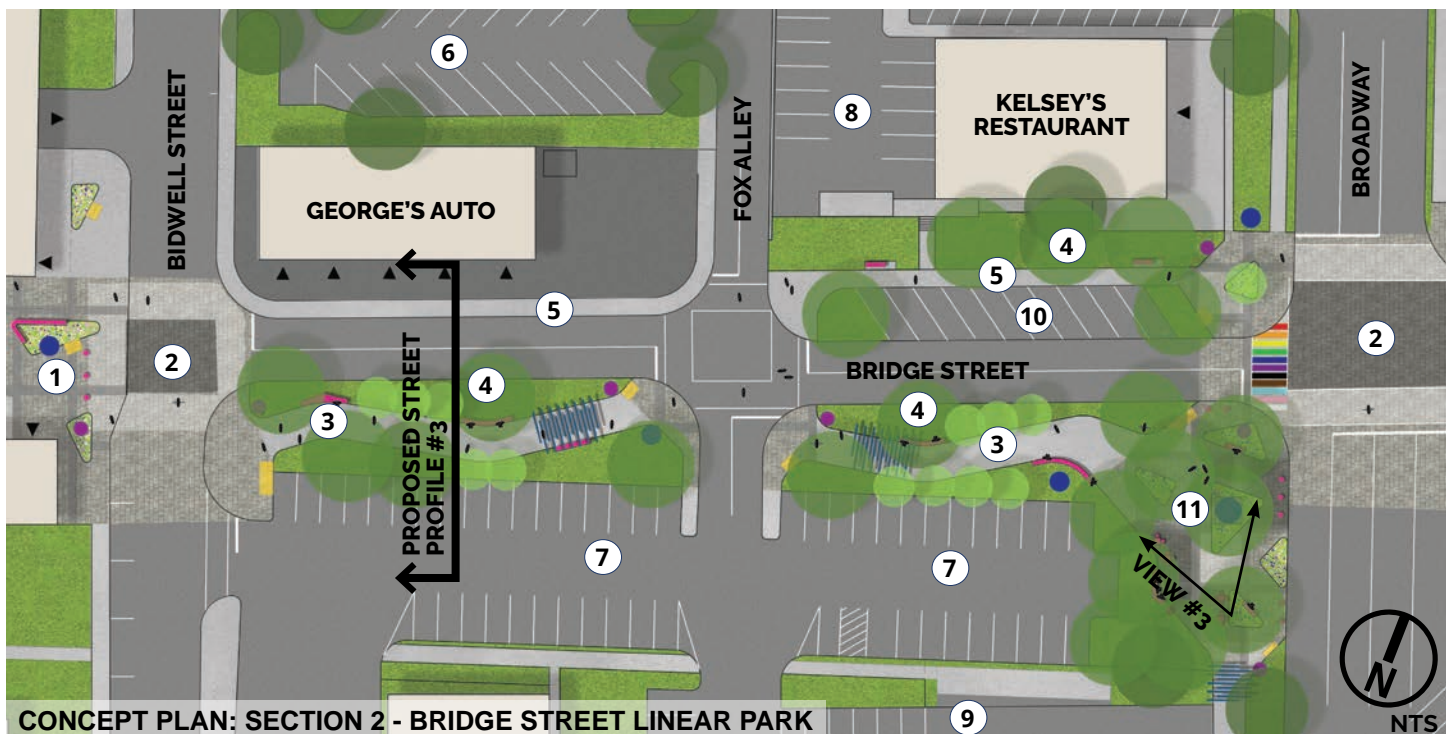
LINEAR PARK SPACE

The linear park corridor introduces a band of green space and an active transportation route into the streetscape. Along this band, vegetation would aim to create a comfortable space (shade, clear sight lines, etc.), while providing urban habitat for pollinator species, stormwater capture, and other ecosystem services.

1. BRIDGE STREET MARKET BLOCK
2. INTERSECTION PAVING PATTERN (RAISED)
3. 4.0m WIDE MULTI-USE PATHWAY
4. GREEN SPACE/ PLANTING AREAS
5. 2.0m WIDE SIDEWALK
6. MUNICIPAL PARKING LOT
7. MUNICIPAL PARKING LOT (METRO USE)
8. PRIVATE PARKING LOT
9. METRO PARKING LOT
10. ON-STREET ANGLE PARKING (10 SPACES)
11. GATEWAY PLAZA & CLOCK TOWER

LEGEND

	ART/SIGNAGE		PROPOSED TREE
	WASTE RECEPTACLE		EXISTING TREE
	BOLLARDS		CONCRETE PAVERS
	SEATING		CONCRETE
	BIKE RACK		PEOPLE
	SHADE STRUCTURE / ARCHWAY		



CONCEPT PLAN: SECTION 2 - BRIDGE STREET LINEAR PARK

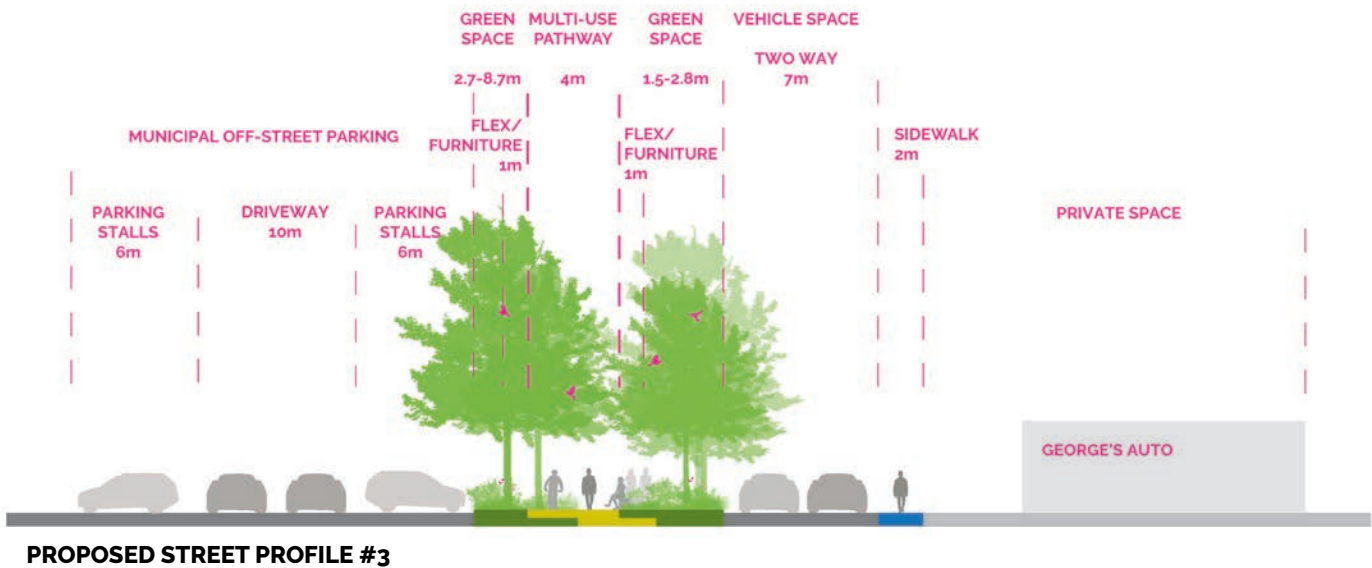
PARKING

The design maintains 10 on-street parking spaces adjacent to Kelsey’s, representing a net loss of three spaces in this section. There is parking capacity within the municipal lot north of George’s Auto, as identified in previous/ongoing parking studies. No parking spaces used by Metro are impacted.

VEHICLE LANES

In order to achieve the vision for this section, the overall width of the driving area is reduced, eliminating the left turn lane from Bridge Street to Broadway, heading east. Along with the removal of the left turn lane, travel lanes are slightly narrowed, creating an overall seven-metre wide two-way street.

All-way stop signs are required at the Bridge and Bidwell Street intersection (transition to one-way street), and stop signs or a raised traffic table could be considered for the intersection of Bridge and Fox Alley. Traffic lights would be maintained at the Bridge and Broadway intersection.



THE GATEWAY PLAZA

(CORNER OF BRIDGE STREET & BROADWAY)

The linear park and multi-use pathway connect to the Gateway Plaza at the corner of Bridge Street and Broadway. The Gateway Plaza expands on the former Clock Tower Plaza, creating a public space and gathering point as part of the overall streetscape.

The plaza introduces options for seating, space to hosting small market stalls or vendors, and provides an opportunity to introduce interpretive elements, showcasing the history of the Town. At an important location along Broadway - the main access to downtown - the Gateway Plaza will also serve as a gateway space. Paving patterns and elements found throughout the streetscape can be repeated in the plaza and carry over into the Bridge Street and Broadway intersection.

The plaza also provides ample space for shade trees, planting areas, and innovative approaches to stormwater capture.

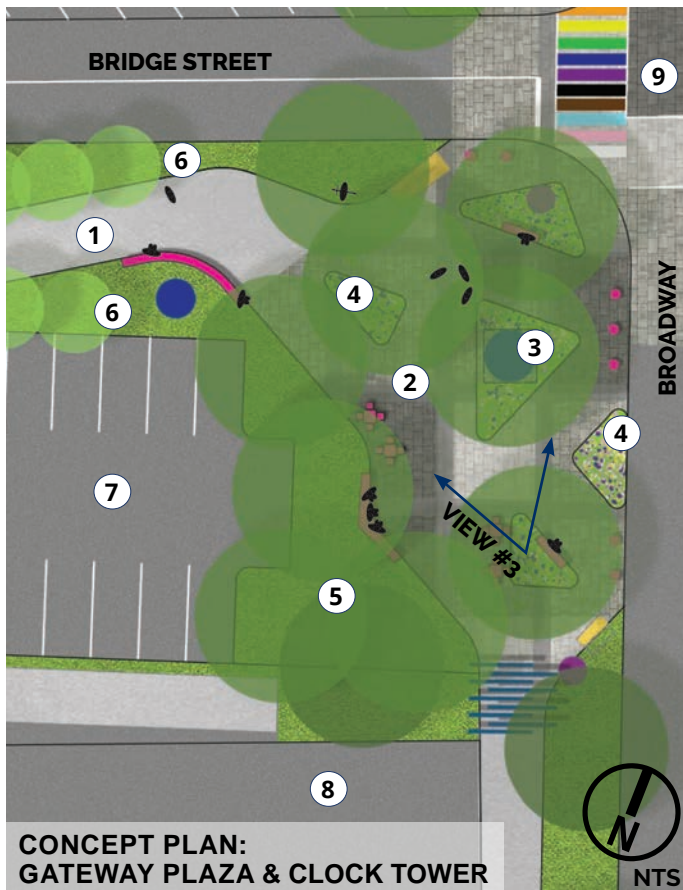
ROTARY CLOCK TOWER

The Clock Tower was identified by the community as an important landmark within the downtown and is valued for its connection to the history of Tillsonburg.

Currently, the tower is in need of repairs. Possible options for the tower include repairing the structure or dismantling it and reusing the historic components elsewhere (in the future Town Hall or Annandale Museum). If the clock tower is repaired, it can be easily integrated in the centre of the Gateway Plaza, its current location.

POTENTIAL FUTURE DEVELOPMENT

There is high-level discussion about potential future commercial uses developing in the parking areas surrounding the Gateway Plaza, including in the lot where the former Imperial Hotel stood. These could be integrated to support the streetscape with frontage on the plaza/street.



1. 4.0m WIDE MULTI-USE PATHWAY
2. PERMEABLE PAVING PLAZA SURFACE
3. CLOCK TOWER POTENTIAL LOCATION
4. TREES, PLANTING & STORMWATER CAPTURE
5. GREEN SPACE - OPEN LAWN
6. GREEN SPACE - STREET BUFFER
7. MUNICIPAL PARKING LOT (METRO USE)
8. VACANT LOT (FORMER IMPERIAL HOTEL)
9. INTERSECTION PAVING PATTERN (RAISED)

LEGEND

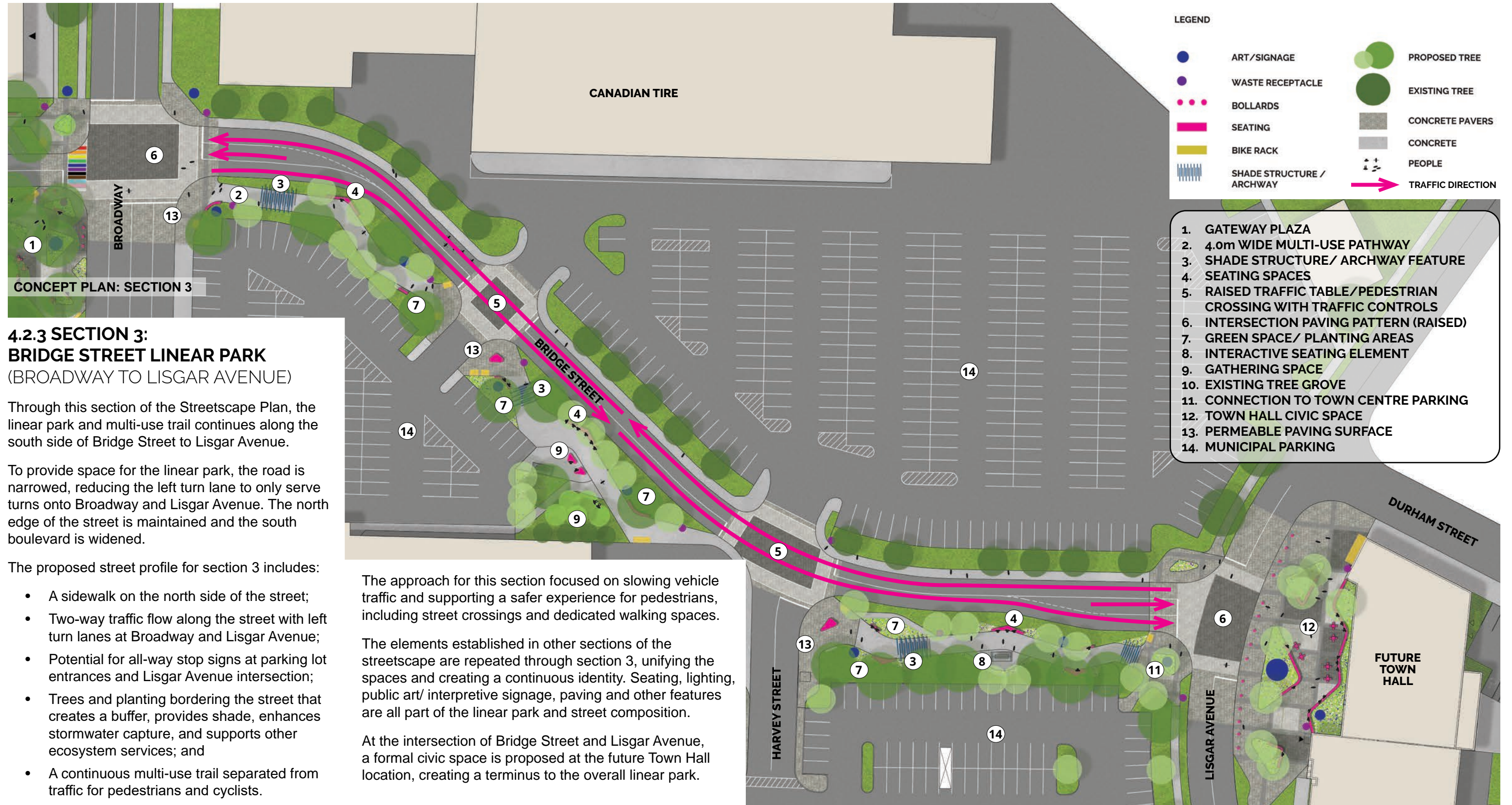
	ART/SIGNAGE		PROPOSED TREE
	WASTE RECEPTACLE		EXISTING TREE
	BOLLARDS		CONCRETE PAVERS
	SEATING		CONCRETE
	BIKE RACK		PEOPLE
	SHADE STRUCTURE / ARCHWAY		

VIEW #3:

This image shows a view from the Gateway Plaza looking northwest to Bridge Street. The plaza space provides seating and planting areas, all framing the multi-use pathway, a continuation of the linear park. The potential location of the clock tower is shown as a faded outline in the image.

1. PERMEABLE PAVING PLAZA SURFACE
2. SEATING AREAS
3. CLOCK TOWER POTENTIAL LOCATION IF PRESERVED/REPAIRED
4. TREES, PLANTING & STORMWATER CAPTURE
5. OPEN GREEN SPACE
6. 4.0m WIDE MULTI-USE PATHWAY
7. KELSEY'S RESTAURANT





TOWN HALL CIVIC SPACE

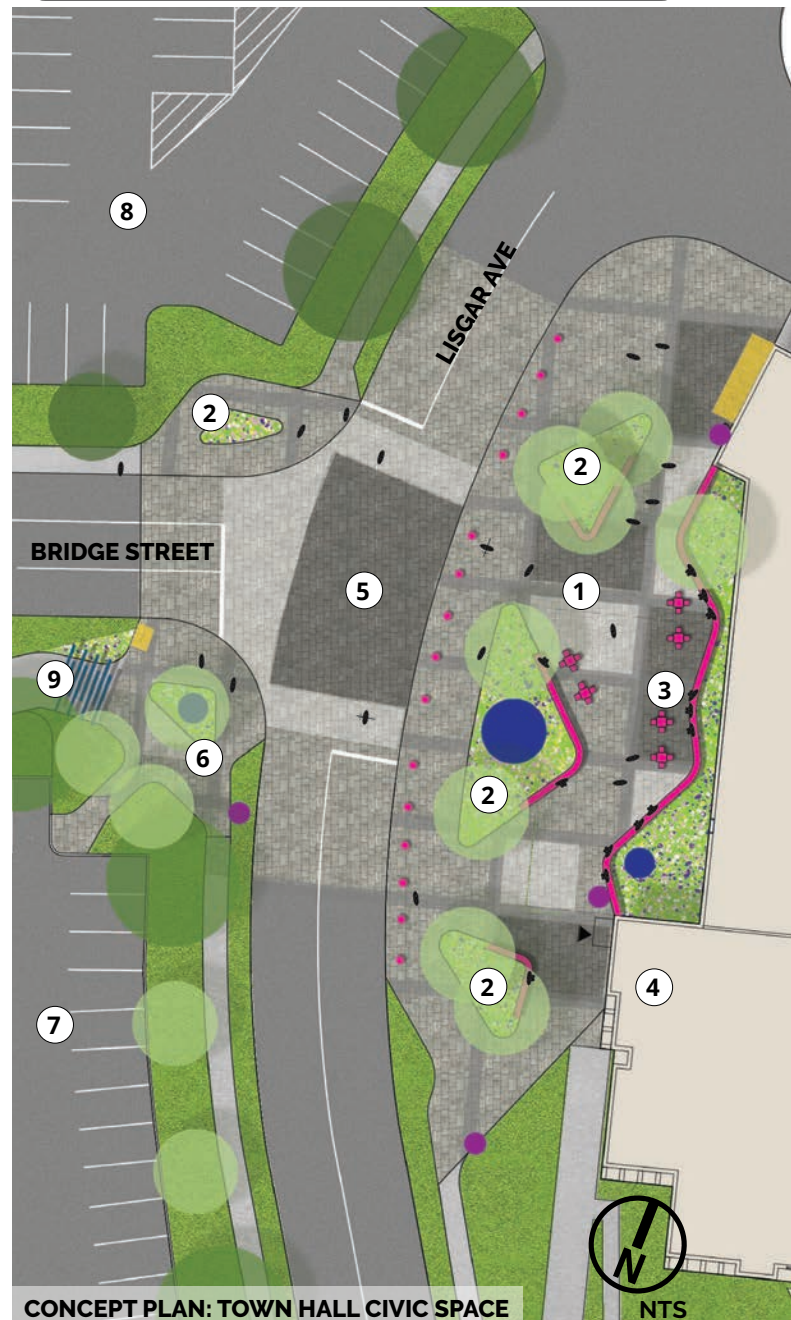
The design of the future Town Hall location is currently underway and planned for the site the existing Customer Service Centre at Lisgar Avenue And Bridge Street. This project presents an opportunity for a formal civic space and plaza to be established around Town Hall, an approach typical of many contemporary municipalities.

The Town Hall Civic Space is envisioned as a public gathering area that can support daily use as a courtyard and entrance but also be adaptable to host public events. For larger events (parades, marches, festivals, etc.), the intersection of Bridge Street and Lisgar Avenue could be closed to traffic, effectively expanding the plaza.

Many of the elements present along the streetscape would be repeated in the Civic Space, including paving, furnishings, and form, creating a rhythm and continuity along the entire project area.

The Town Hall Civic Space is the last in the series of public spaces that comprise the Bridge Street Streetscape and the civic green link. It is the eastern terminus to the linear park connecting along Bridge Street from to the Kinsmen Bridge in the west.

1. PERMEABLE PAVING PLAZA SURFACE
2. GARDEN BEDS AND TREE PLANTING
3. SEATING SPACES
4. FUTURE TOWN HALL BUILDING
5. INTERSECTION PAVING PATTERN (RAISED)
6. CONNECTION TO TOWN CENTRE
7. TOWN CENTRE PARKING
8. CANADIAN TIRE PARKING
9. 4.0m WIDE MULTI-USE PATHWAY



LEGEND

- | | | | |
|--|---------------------------|--|-----------------|
| | ART/SIGNAGE | | PROPOSED TREE |
| | WASTE RECEPTACLE | | EXISTING TREE |
| | BOLLARDS | | CONCRETE PAVERS |
| | SEATING | | CONCRETE |
| | BIKE RACK | | PEOPLE |
| | SHADE STRUCTURE / ARCHWAY | | |

blank page

4.2.4 SECTION 4: PARKING IMPROVEMENTS

(AT TOWN CENTRE PARKING AREA)













Following the guidance of previous reports and studies, the Town began exploring the redesign of the Town Centre parking lot in 2018/2019. The preferred configuration, based on previous work, has been adapted as part of the Bridge Street Streetscape Plan. Including the parking area allows for better integration and connections with the overall streetscape.

Through the proposed design, pedestrian access to the mall entrance from both the street and parking area are rearranged to reduce noted conflicts between vehicles and people. The sidewalk adjacent to the mall entrance is expanded, and pedestrian islands are added to create dedicated walking space within the parking area. Additionally, upgraded accessible parking spaces have been added, along with a drop-off area, taxi stand, and transit stop near the mall entrance.

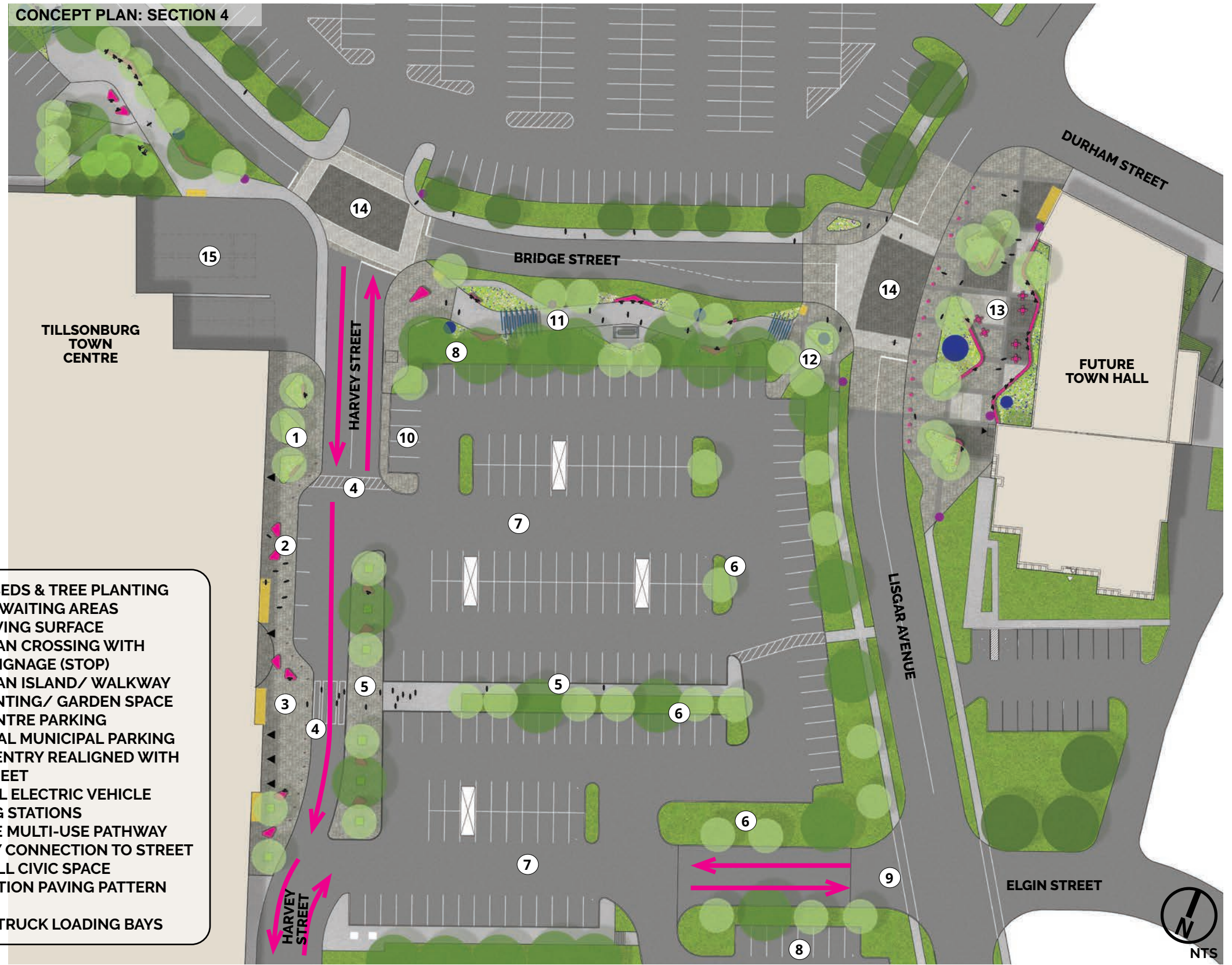
The preferred parking configuration creates a one-way driving lane in front of the mall entry to create a safer crossing. There is an overall loss of 44 parking spaces in this area. Reallocation of lost parking spaces is discussed in section 4.3.

Elements of the streetscape, including street furniture, planting and paving materials would continue at the mall entrance and around the parking area.

LEGEND

- | | | | |
|--|---------------------------|---|-------------------|
|  | ART/SIGNAGE |  | PROPOSED TREE |
|  | WASTE RECEPTACLE |  | EXISTING TREE |
|  | BOLLARDS |  | CONCRETE PAVERS |
|  | SEATING |  | CONCRETE |
|  | BIKE RACK |  | PEOPLE |
|  | SHADE STRUCTURE / ARCHWAY |  | TRAFFIC DIRECTION |

1. GARDEN BEDS & TREE PLANTING
2. SEATING/WAITING AREAS
3. PLAZA PAVING SURFACE
4. PEDESTRIAN CROSSING WITH TRAFFIC SIGNAGE (STOP)
5. PEDESTRIAN ISLAND/ WALKWAY
6. TREE PLANTING/ GARDEN SPACE
7. TOWN CENTRE PARKING
8. ADDITIONAL MUNICIPAL PARKING
9. PARKING ENTRY REALIGNED WITH ELGIN STREET
10. POTENTIAL ELECTRIC VEHICLE CHARGING STATIONS
11. 4.0m WIDE MULTI-USE PATHWAY
12. WALKWAY CONNECTION TO STREET
13. TOWN HALL CIVIC SPACE
14. INTERSECTION PAVING PATTERN (RAISED)
15. EXISTING TRUCK LOADING BAYS

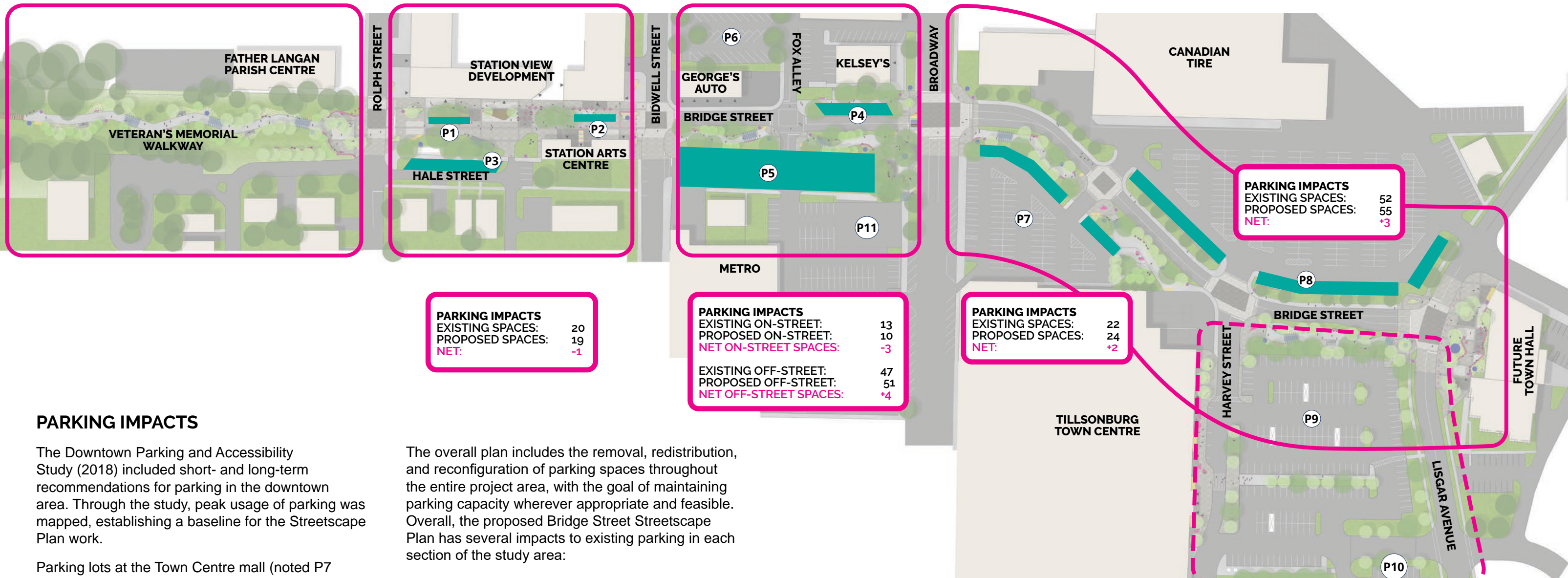


4.3 PARKING

SECTION 1: VETERAN'S MEMORIAL WALKWAY AND PARK (KINSMEN BRIDGE - ROLPH STREET)

SECTION 2: BRIDGE STREET FLEX AND LINEAR PARK STREET (ROLPH STREET - BROADWAY)

SECTION 3: BRIDGE STREET LINEAR PARK (BROADWAY - LISGAR AVENUE)



PARKING IMPACTS	
EXISTING SPACES:	20
PROPOSED SPACES:	19
NET:	-1

PARKING IMPACTS	
EXISTING ON-STREET:	13
PROPOSED ON-STREET:	10
NET ON-STREET SPACES:	-3
EXISTING OFF-STREET:	47
PROPOSED OFF-STREET:	51
NET OFF-STREET SPACES:	+4

PARKING IMPACTS	
EXISTING SPACES:	22
PROPOSED SPACES:	24
NET:	+2

PARKING IMPACTS	
EXISTING SPACES:	52
PROPOSED SPACES:	55
NET:	+3

PARKING IMPACTS	
EXISTING SPACES (TOWN CENTRE):	247
EXISTING SPACES (SPILL-OVER):	97
PROPOSED SPACES (TOWN CENTRE):	185
PROPOSED SPACES (SPILL-OVER):	115
NET:	-44

PARKING IMPACTS

The Downtown Parking and Accessibility Study (2018) included short- and long-term recommendations for parking in the downtown area. Through the study, peak usage of parking was mapped, establishing a baseline for the Streetscape Plan work.

Parking lots at the Town Centre mall (noted P7 and P9) were classified as busy and at capacity. Although measures to offset parking spaces to adjacent lots (P8 and P10) were suggested, it has been noted through this project that the demand on parking has increased over time. It is recommended that a new parking study is completed subsequent to this plan. Assumptions in this section are based on the 2018 parking study along with reviews and input collected as part of the Streetscape Plan.

The overall plan includes the removal, redistribution, and reconfiguration of parking spaces throughout the entire project area, with the goal of maintaining parking capacity wherever appropriate and feasible. Overall, the proposed Bridge Street Streetscape Plan has several impacts to existing parking in each section of the study area:

- Section 2 (Rolph-Bidwell Street):**
 Existing on-street parking consists of 20 spaces on Bridge Street that are located within the property line of the Station View development. The proposed plan will accommodate 6 parallel on-street parking spaces (P1, P2) on Bridge Street, as well as 13 angled spaces (P3) on Hale Street.



- **Section 2 (Bidwell Street-Broadway):**
The Streetscape Plan proposes 10 on-street parking spaces (P4), reducing the existing 13. These spaces are also proposed to be upgraded to modern parking standards. The 3 lost parking spaces could be reallocated to either P6, or P5. According to the 2018 study, the municipal parking lot (P6) can accommodate excess parking demand as it is at only operating at ~5% capacity. In addition, 4 parking spots are gained in P5 with slight reconfigurations of the lot to meet updated Town parking space standards.
- **Section 3 (Broadway-Lisgar Avenue):**
Multiple off-street parking lots surround this section of Bridge Street. There is an opportunity to gain a total of 5 parking spaces in lots P7 and P8 by reconfiguring/repainting the existing spaces in accordance with the Town's parking space standards.
- **Section 4 (Town Centre Parking Area):**
Changes to this lot focus on creating safer pedestrian and vehicle movement and minimizing conflicts. With the changes to the main lot (P9) and with the added capacity of the spill-over lot to the south (P10), there is a net loss of 44 parking spaces.
Per the 2018 parking study, the parking lot at Canadian Tire (P8) is well underused and has the capacity to compensate for the lost parking in P9, if feasible.

SHORT-TERM PARKING CONSIDERATIONS

With the growth of the downtown and potential changes identified in the Streetscape Plan, the potential for short-term parking measures was reviewed. This review included recommendations from the 2018 parking study and potential opportunities noted by the Town.

Some potential short-term strategies could include:

- Metered parking at busy areas and defined, dedicated employee parking areas, away from customer parking areas.
- The vacant lot from the former Imperial Hotel could be used as a temporary parking area with a capacity of 28 parking spots (P11).
- Review of existing lots to confirm whether repainting can create additional spaces (i.e., P5, P7, P8).

Along with any short-term approaches, long-term parking needs and alternatives should be explored in an updated parking study for the downtown area.

4.4 STREETScape DESIGN GUIDELINES

The Bridge Street Streetscape Plan is intended to be achieved over time, through multiple projects and development opportunities. As it is realized, ensuring that the entire project area maintains a consistent identity and character is critical. While projects may happen at different times and in different spaces, they should be cohesive across the entire Civic Green Link of Bridge Street.

The following section discusses various streetscape design elements and guidelines that should be considered and reviewed through any work happening as part of the plan's implementation. These guidelines are intended to set the direction of the streetscape and further review will be needed through detailed design and implementation.

4.4.1 GREEN INFRASTRUCTURE

The Streetscape Plan provides a foundation to integrate and introduce natural vegetation and green technologies to can advance and support various environmental, economic, health, and social benefits. Green infrastructure aims to reduce the reliance on traditional services (storm sewer system, etc.) by relying more on natural processes and ecological systems. This section outlines a number of green infrastructure opportunities for the Bridge Street Streetscape.

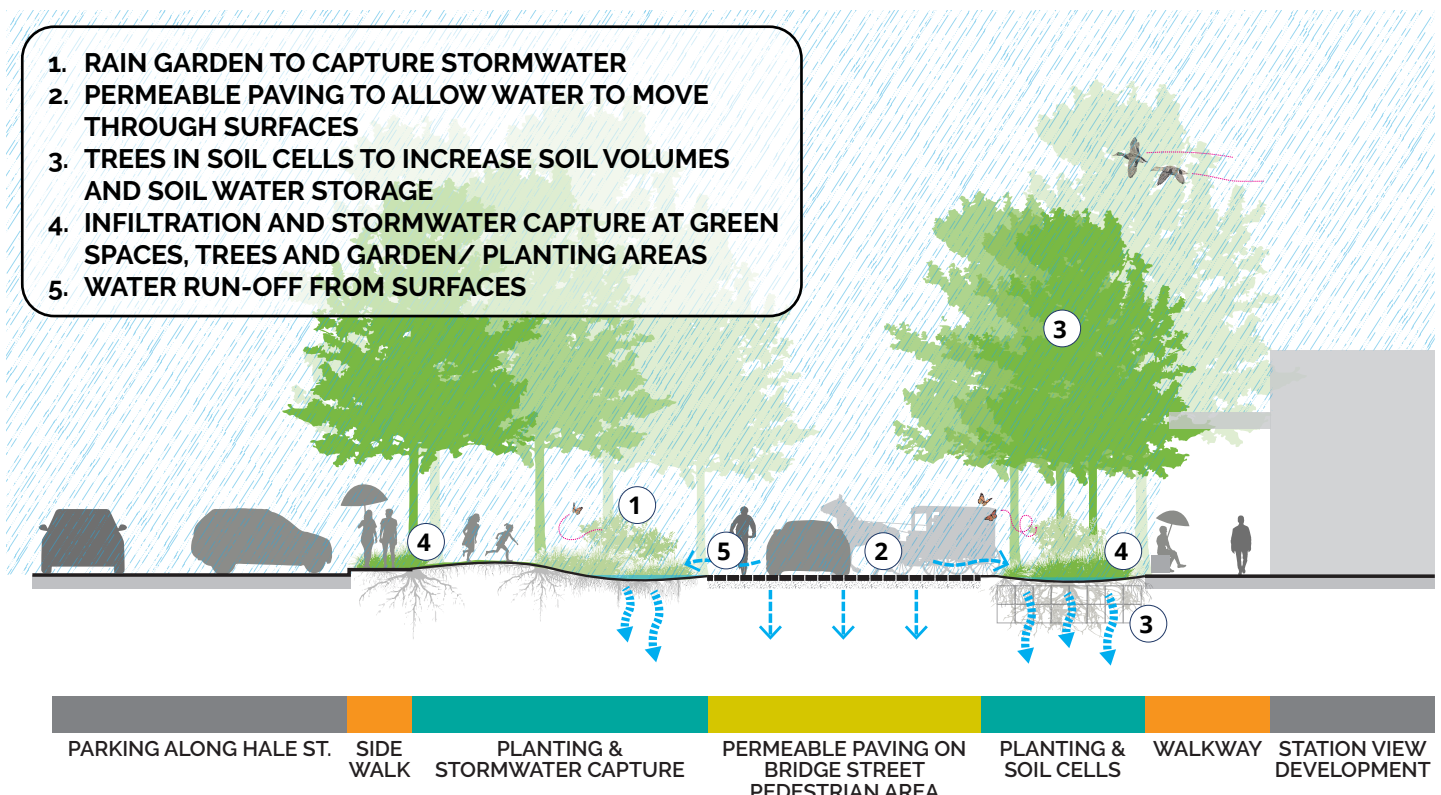
LOW IMPACT DEVELOPMENT (LID)

The streetscape design provides an opportunity to capture stormwater through progressive, low impact development techniques and approaches. Along with current infrastructure (storm sewers), these techniques can increase infiltration into the soil, reduce runoff volumes, and improve the water quality of runoff that drains into the Town's nearby creeks and rivers.

Water that runs off roads, parking areas, and other hard surfaces can be captured in green areas, garden spaces and soft landscape elements (rain

gardens, bioswales, etc.). The green spaces that are created support both an improved streetscape experience for people and a more functional environment for the greater ecosystem.

In addition, these systems of green infrastructure can be integrated into current maintenance and operations procedures to reduce ongoing costs. The result is a more natural system that supports a broad range of benefits. The diagram below highlights the integration of LID techniques into a example street cross section.



NATIVE PLANTING AND TREES

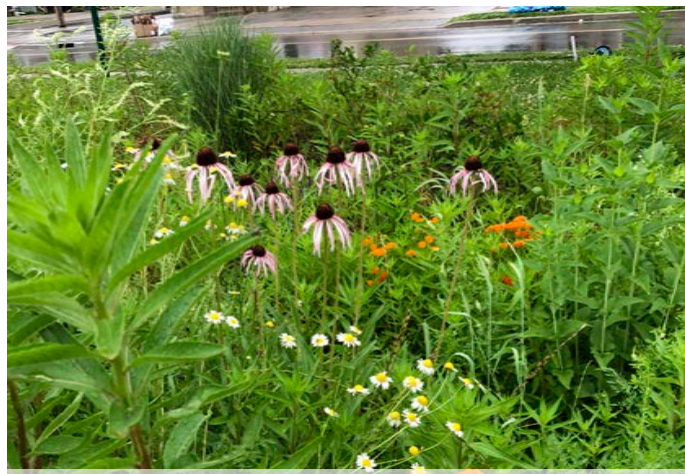
The introduction of new trees and planting is an important part of the streetscape design and contributes to a thriving public realm. Planting must be intentional, with species selection, maintenance, and overall character all carefully considered.

- Plant selection must only use native or non-native/non-invasive species throughout the streetscape. Wherever possible, native species should be used. Cultivars can be selected to meet certain plant characteristic requirements (height, spread, etc.).
- Plant species should be able to withstand local urban and climate conditions.
- Planting areas should be designed to avoid blocking views and should not obstruct sight lines at intersections.
- Planting should be selected to plan for winter aesthetics, providing multi-season interest.
- Ensure minimum soil volumes for street trees are provided in continuous open beds or through soil cell systems in hardscape areas. Depending on the size of trees and whether multiple trees share a garden bed or a soil cell system, soil volumes can vary between 11m³ and 45m³ per tree.
- Canopy trees should be selected to coordinate with any adjacent services (hydro, etc.), with consideration for maintenance.

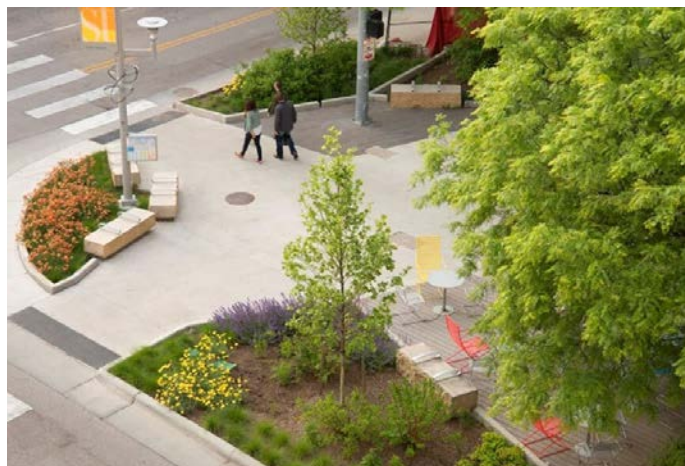
HABITAT AND ECOSYSTEM SERVICES

The Streetscape Plan focuses on increasing green spaces along Bridge Street and introducing planting areas strategically, improving ecological, social, and environmental value in the public realm. This is the backbone to the overall design and linear park component of the project.

This approach is a fundamental aspect of modern streetscape design, with a focus on planting that supports habitat for pollinators, contributing to better air quality, providing shade, creating a more comfortable microclimate (in warm and cold weather), improving stormwater management, and offering numerous overall health benefits for people using the space to live work and play.



Planting in rain gardens creates space for pollinators and important stormwater functions.



Planting pockets along the street define spaces and provide important ecosystem services.



Planting is a fundamental part of green infrastructure, contributing to a strong public realm.

4.4.2 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

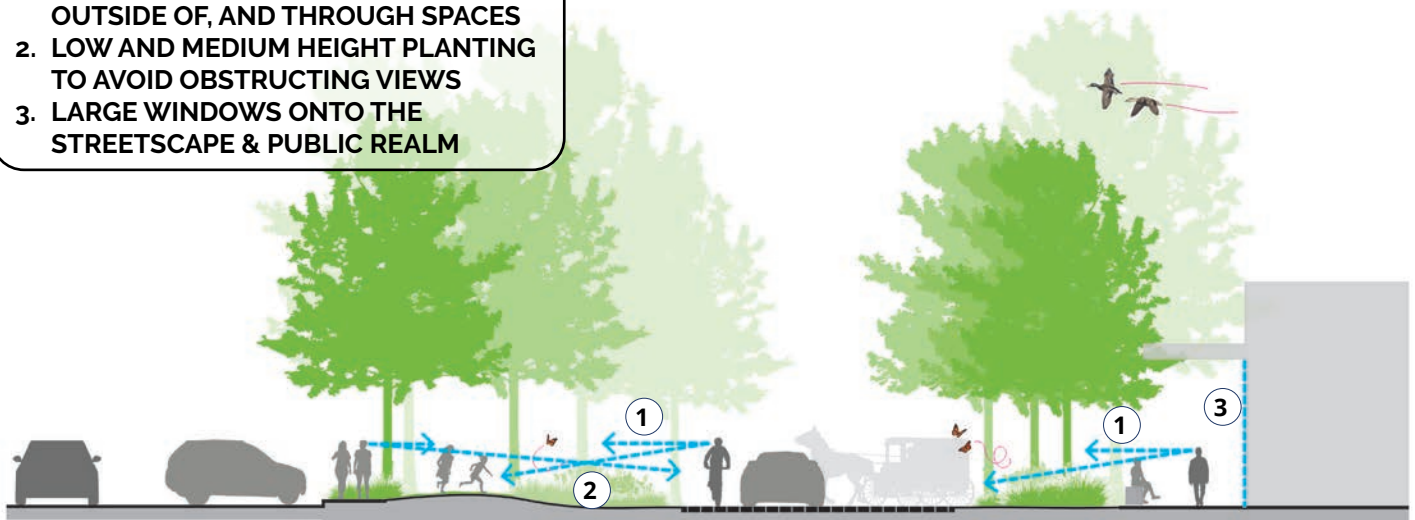
The vision for Bridge Street considers safety throughout the proposed design. The arrangement and organization of elements allows for natural surveillance and clear sightlines into and through spaces. Any details of the CPTED requirements would be achieved through detailed design and the implementation of streetscape projects in the future.

Through the Civic Green Link concept, the careful selection of plant species would maintain visibility throughout the street, preventing hiding spaces and increasing the sense of security for people using the street.

The Streetscape Plan envisions Bridge Street as an active space, with people moving along it (walking, cycling, rolling, etc.), and providing spaces for gathering. By bringing activity to the street, in tandem with proposed development within the study area, the plan promotes a well-used, safe space.

Through this plan, it is recognized that broader societal challenges have put pressure on public spaces, and many small Ontario communities are seeing increases in temporary encampments set up by people experiencing homelessness. While solutions are not included to eliminate these realities, the detailed design and implementation of spaces within the study area should be coordinated with municipal approaches and reviewed with public health to understand how projects may be impacted over time.

- 1. CLEAR SIGHTLINES FROM WITHIN, OUTSIDE OF, AND THROUGH SPACES
- 2. LOW AND MEDIUM HEIGHT PLANTING TO AVOID OBSTRUCTING VIEWS
- 3. LARGE WINDOWS ONTO THE STREETScape & PUBLIC REALM



4.4.3 NON-VEHICULAR CIRCULATION

The Streetscape Plan focuses on the experience and function of the public realm. Improvements for the safety of all users and providing adequate space for them is critical.

The creation of spaces for pedestrians, cyclists, and other non-vehicle users helps to organize the form of the entire streetscape. A hierarchy of circulation elements is used throughout the plan, including: multi-use pathways; sidewalks; access pathways/connections; shared pathways; rest areas and gathering spaces; and crosswalks. Each of these elements must be accessible (meeting the *Accessibility for Ontarians with Disabilities Act (AODA)* standards, at a minimum), easily navigated, and buffered from vehicular spaces where possible.

Generally, non-vehicular circulation areas should have a typical character repeated along the streetscape, with materials, street elements, and planting helping to clearly define the spaces. Flow of traffic and designation for different uses (i.e., cyclists vs. pedestrians) should be clearly marked and through pavement materials/ line painting.

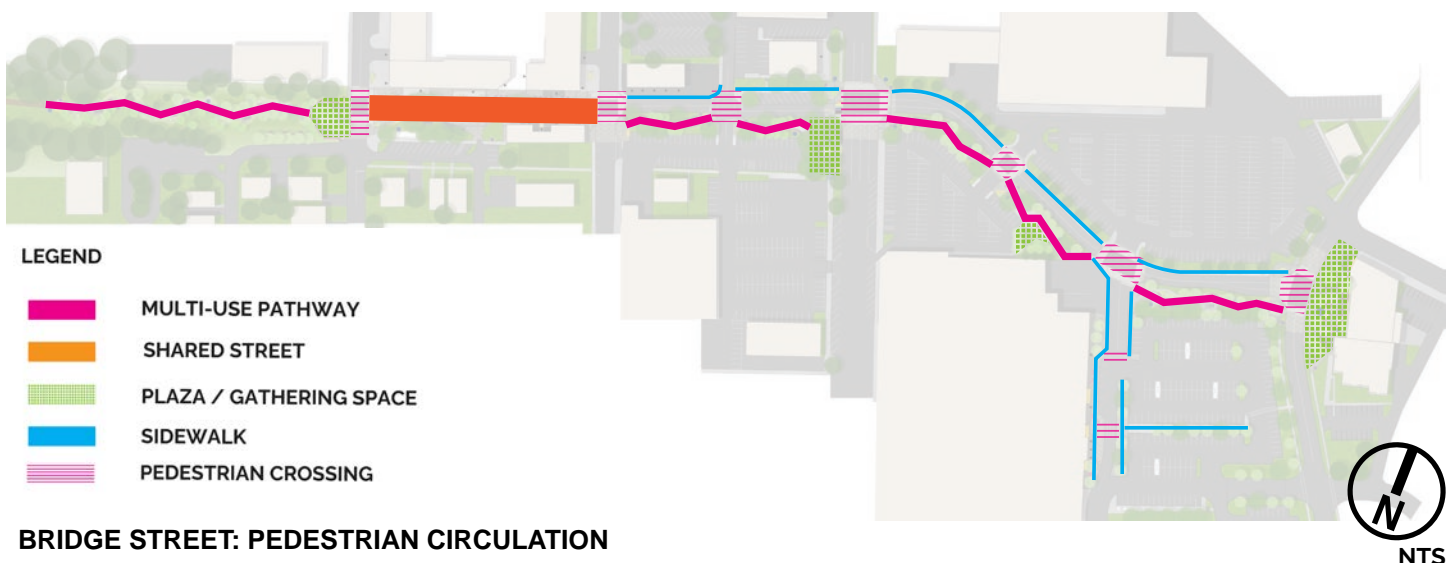
In order to ensure safety and to provide a continuous experience through pedestrian areas, conflict with vehicles should be reduced where

possible. Areas of concern may include driveways, service area (i.e., truck delivery areas, loading bays, etc.) In these conditions, strategies may include providing new sidewalks, buffering/separating pedestrian pathways, formalizing crosswalks, and additional traffic calming measures such as traffic tables or other speed reduction tools.

The multi-use use pathway is a key component of the Streetscape Plan. This pathway is intended to accommodate pedestrians and other active transportation users and would require clearly marked surfaces and appropriate signage. The pathway is a minimum width of 4-metres, allowing a large area for multiple users and modes of transport.

Several new sidewalk spaces are included in the Streetscape Plan. These should be designed to meet minimum Town standards and continue or tie into existing sidewalks wherever possible.

Access pathways and pedestrian connections are areas where there are clear connections between existing spaces and the areas within the Streetscape Plan. Wherever possible, there should be clear connections (i.e., between the pedestrian-focused street and existing sidewalks). Similarly, new development should connect to and support linkages within the public realm.

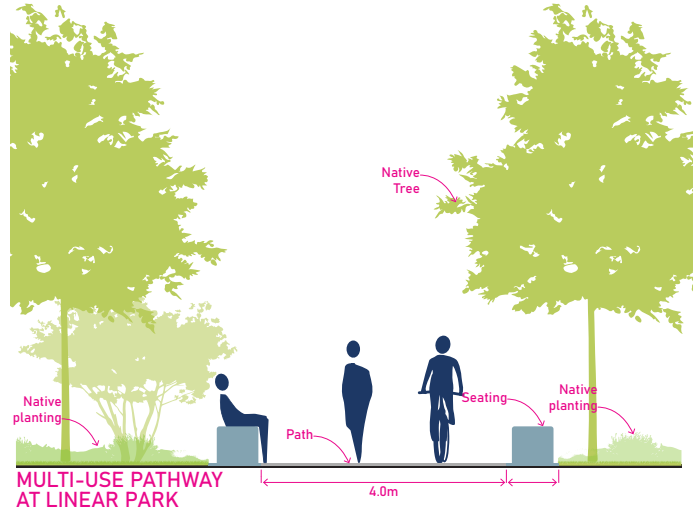


PEDESTRIAN CIRCULATION HIERARCHY

MULTI-USE PATHWAYS

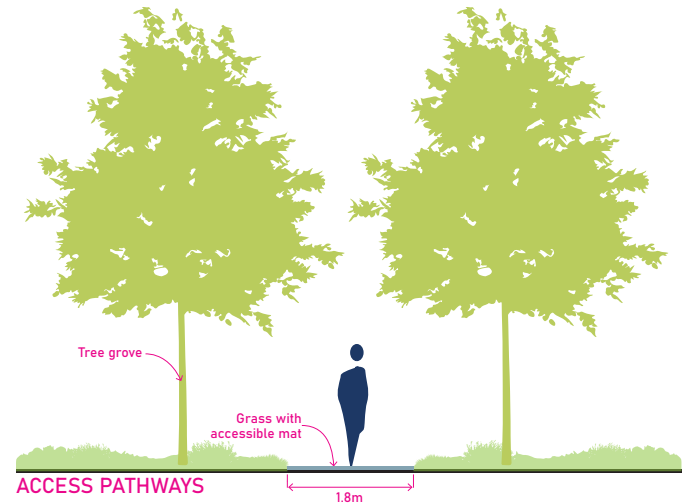
Used in Veteran’s Memorial Walkway (section 1), and the linear park along Bridge Street (sections 2 & 3). The multi-use pathway is intended as an active transportation route that support pedestrians, cyclists, and other users (roller blading, mobility devices, etc.). The path is a minimum width of 4-metres and must be a hard surface. Along with pathway, a 1-meter wide flexible space allows for rest areas and seating spaces at regular intervals, supporting accessibility requirements.

Within the linear park portion of the streetscape, the multi-use pathway is buffered with green space, separating it further from vehicle traffic and parking.



ACCESS PATHWAYS

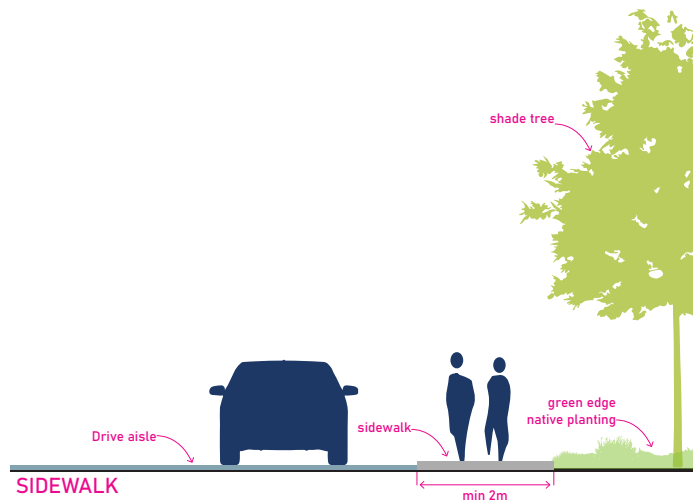
Where connections between the Bridge Street Streetscape and existing/adjacent/new infrastructure are required, access pathways provide necessary pedestrian linkages. The paths are to be a minimum of 1.8-metres wide, clearly marked, and adhering to AODA public space standards. They should be made in conjunction with implementation of the Streetscape Plan to ensure overall connectivity to the greater downtown area.



SIDEWALKS

While the multi-use pathway is located on the south side of Bridge Street, several new sidewalks are planned on the north side of the street. In some areas, including between Bidwell and Broadway, there is currently no sidewalk connection (at George’s Auto). The plan includes new sidewalks here as part of the overall street improvements.

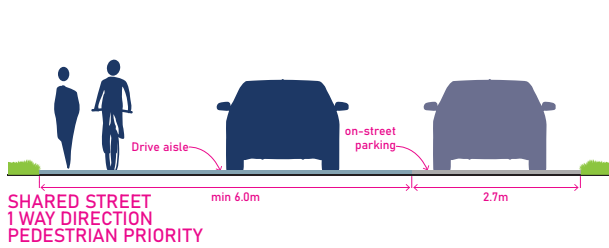
Sidewalks should be 2-metres wide, with an ideal 1-metre green space buffer adjacent.



MIXED-USE: PEDESTRIAN/SHARED STREET

Between Rolph and Bidwell Streets, the Market Block introduces a pedestrian/shared street that would allow for pedestrians, active transportation users, and low speed vehicles to share the road. Pedestrians would be prioritized on this street, and streetscape elements, including paving textures, furniture, and signage are laid out to support the safety and comfort of people. The design forces vehicles to slow down, making it a safer space for all.

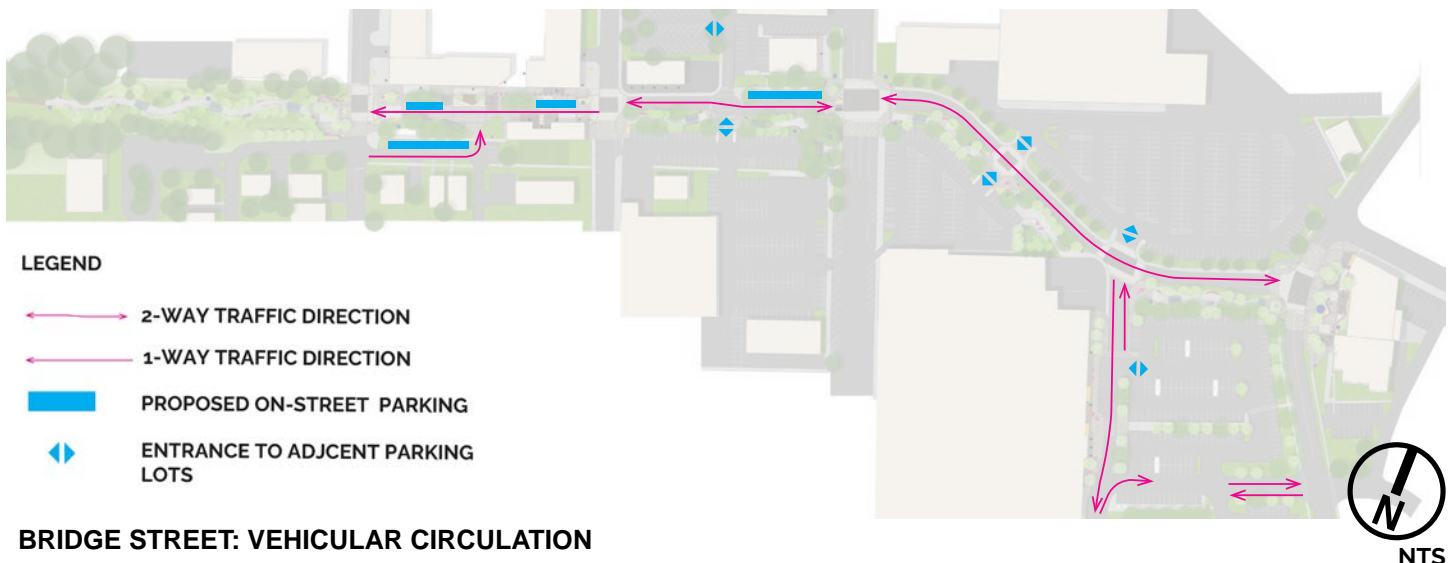
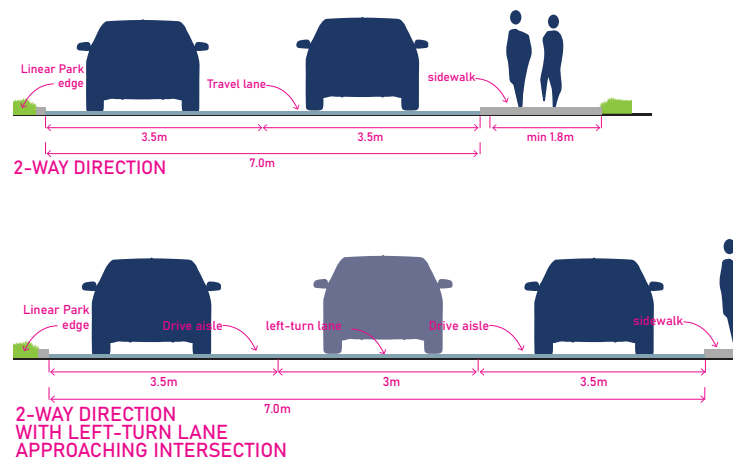
The street paving would be continuous (no difference between walking and vehicle space) and minimize/avoid the use of curbs. When closed to vehicle traffic, the street would read as a large open plaza space between Station Arts and the future Station View Development.



VEHICULAR CIRCULATION

Along the entirety of the Bridge Street Streetscape Lane, a variety of street width reductions are proposed. These include the one-way/pedestrian street from Rolph to Bidwell; the narrowing of lanes and reduction of the left turn lane from Bidwell to Broadway, and the reduction of the left turn lane from Broadway to Lisgar. These changes allow for off-street active transportation routes and support better pedestrian crossings, contributing the required space to create the linear park.

Left-turn lanes are reduced in some areas but maintained at key intersections. Where left turn lanes are removed, existing intersection signals can provide advanced green lights to maintain traffic priorities and turning requirements.



BRIDGE STREET: VEHICULAR CIRCULATION

4.5 STREETScape DESIGN ELEMENTS

The Bridge Street Streetscape is intended to have a clear identity and uniform character across its entire area. The consistent use of materials and streetscape elements will build this character while supporting a wide variety of users. Once selected, furniture, placemaking features, and other elements should be kept consistent across all projects along Bridge Street and within the project study area.

This section includes potential considerations and directions for streetscape design. Final selections should be part of the detailed design process for early implementation projects.

4.5.1 STREET FURNITURE

Materials and style of street furnishings and features will be determined through the detailed implementation of the streetscape, but where possible, locally-sourced or manufactured products should be considered. For finishings, durable wood surfaces and metal frames should be prioritized for comfort and character in the streetscape.

STANDARD SEATING

- Standard seating options are provided to allow for frequent places to rest along the linear park corridor. These seating options include benches and seat walls.
- Arm rests, comfortable surfaces, and location of seating are important considerations.

INTERACTIVE SEATING FEATURES:

- At key locations, interactive seating helps form social spaces, frames plazas, and create placemaking elements. These features would follow the route of the multi-use pathway and could be constructed of a variety of materials.
- These features may be integrated into the as a focal point or as seasonal installations.

FLEXIBLE SEATING :

- Flexible options can be movable to work for different events. Options include tables and chairs, that function in gathering spaces or support adjacent commercial space.



Example of possible standard seating option as bench mounted on seatwall.



Example of interactive seating feature with multiple levels for sitting and gathering for all ages.



Example of interactive seating feature that offers space to sit and an informal space to play.

BIKE STORAGE

- To support active transportation and function of the multi-use pathway, bike posts/racks are proposed at regular intervals along the streetscape, at open gathering spaces, and near building entrances.

WASTE MANAGEMENT

- Waste receptacles should be included at gathering points and near intersections. Depending on municipal waste streams, garbage bins, recycling bins, or a combination should be considered. Product selection to ensure bins support collection processes.
- In consultation with Southwestern Public Health, there should be consideration of potential needle drop box locations along Bridge Street.

WAYFINDING

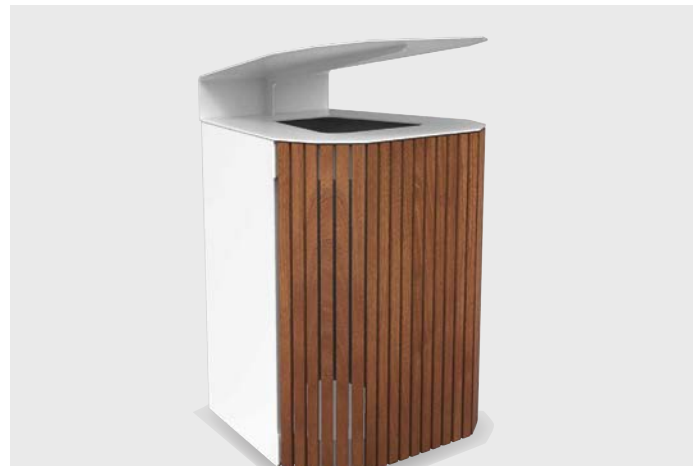
- Wayfinding is an important part of the streetscape that provides information so people know where they are and where to go. It can also help organize different users to avoid conflicts (i.e., pedestrians, vehicles, and cyclists). Wayfinding can be a combination of signs and features that provide information and direction (maps, street names, surface graphics, intersection markers, etc.), and it supports placemaking and defining the character of the Bridge Street area.
- As a connected linear park, the entire project area should have a consistent approach to wayfinding, with unique styles and design elements. Through wayfinding (and placemaking), people should easily be able to identify that they are on Bridge Street.

BOLLARDS

- Permanent bollards should be used at the edge of plaza spaces to emphasize safety of pedestrians and separate vehicle movement.
- In locations where temporary events take place, movable bollards can be used to define space when needed, close roads, etc.



Example of bike rack/parking in a streetscape.



Example of covered waste receptacle made by local manufacturer, Green Theory.



Wayfinding elements give the street character and provide navigation tools to connect the downtown.

4.5.2 PLACEMAKING

Aligned with the area’s heritage, Bridge Street provides a strong location from which to tell the story of the Town of Tillsonburg through physical and cultural elements. The street has evolved over time to reflect social, cultural, and economic changes, and has the potential to emphasize the identity of the town through placemaking.

Placemaking supports the sense of unique character and identity of a place, and encourages care and a sense of ownership of public spaces. As the identity of Bridge Street is emphasized through design, it is important to link it with other existing initiatives in town. Collaboration with the work of local artists, the Station Arts Centre, and the Business Improvement Area is essential to ensure a rich representation of the town and the stories it holds. Placemaking includes elements such as community-driven spaces, gathering areas, wayfinding, and public art.

ARCHWAY FEATURES

Along the entire Bridge Street Streetscape, a series of sculptural archways are imagined as both a visual landmark and an interpretive feature that highlights the history of the street. The archways are envisioned as reclaimed wood and steel, tying into the historic character of the Kinsmen Bridge and former rail corridor along Bridge Street. The archways provide a story-telling and placemaking element and offer key functions including shade and wayfinding opportunities. There is also a potential opportunity to utilize salvaged elements from the Kinsmen Bridge in the creation of the archways.

PUBLIC ART

Anchored by Station Arts, the west end of Bridge Street is a hub for local artists from Tillsonburg and Oxford County. Integrating opportunities for public art commissions, outdoor art galleries, and seasonal events into the public realm is an important part of the Streetscape Plan, and spaces are identified that can support temporary and permanent installations.

As plans are implemented, opportunities should be explored to involve Station Arts and local art groups (i.e., Bridge Street Artists) in planning and programming events and installations.



Placemaking installation used to highlight a part of the public realm and create identity and character.



Current example of an ongoing collaboration with local artists and the Downtown Tillsonburg BIA.



An example of interactive art installations as a placemaking element in the streetscape.

INTERPRETIVE SIGNAGE

Interpretive signs are another placemaking tool that can be used to tell the story of Bridge Street and downtown Tillsonburg, highlighting important events, interesting facts, and information about the local area.

Bridge Street has a rich history, and through the development of the Streetscape Plan, much of this history was fondly shared by the community and drove decisions around design. Sharing stories and insights through interpretive signage, the street can establish a narrative of the community that could extend into other parts of the Town.



Example of interpretive signage used as a storytelling tool, highlighting local heritage.

4.5.3 SURFACE MATERIALS

Paving materials and textures are an important part of the streetscape and help define how spaces are used as well as the overall character of the street. Similar to other streetscape elements, surface materials should be repeated along the street to unify the entire space from the Kinsmen Bridge to the future Town Hall. Different surface materials should be used for pathways, driving lanes, crossing areas, and plazas to organize the streetscape, and they should be durable and visually appealing, consistent with the overall project vision.



Example of precast concrete pavers in a streetscape with pedestrian and vehicle space.

PRECAST CONCRETE PAVERS

Precast concrete pavers are identified to be used in areas with high pedestrian activity such as the Market Block, various plazas, and at intersections. This surface treatment provides a contemporary surface that is durable, is in keeping with Town character, and creates a strong visual identity. The use of different sizes, colours and textures of pavers can help organize space and create a unique pattern on the ground plane.

Pavers would be required to support different loads and levels of service depending on their location. The plan includes pavers in both high-traffic areas as well as pedestrian-only areas. Paving systems should be designed to read cohesively across larger areas and have a consistent surface appearance.



Precast concrete pavers and street furnishings in a public streetscape, creating a consistent identity.

4.5.4 LIGHTING

Lighting is an important feature that improves overall safety for pedestrians and vehicles both on the street and throughout the public realm. Appropriate, uniform lighting approaches in the streetscape can enhance pedestrian safety and security, improve night time visibility, and potentially deter crime and undesired behaviour. Lighting can also promote use in seasons with lower daylight hours and has economic benefits for businesses with an increased pedestrian presence.

Overall all streetscape lighting should be designed in compliance with Dark Sky principles, which aim to reduce light pollution and use of unnecessary lighting. Lighting should be used if and when it is needed, directed downward and should use warm colours at the lowest levels necessary.

LED lighting and alternative power sources (i.e., solar) should be considered to reduce energy use and minimize operating costs of public spaces.

STREET LIGHTS

Street lighting serves all users, ensuring adequate visibility for navigation in the darkness. It allows for improved and comfortable visibility at night, letting users observe obstacles and hazards on the road.

Well-designed street lighting incorporates multiple sources of lighting such as conventional light poles, decorative lighting, and signage. Other lighting sources such as store front lighting, overhead lighting, and building facade lighting should be taken into consideration to avoid excess lighting and light pollution along the streetscape.

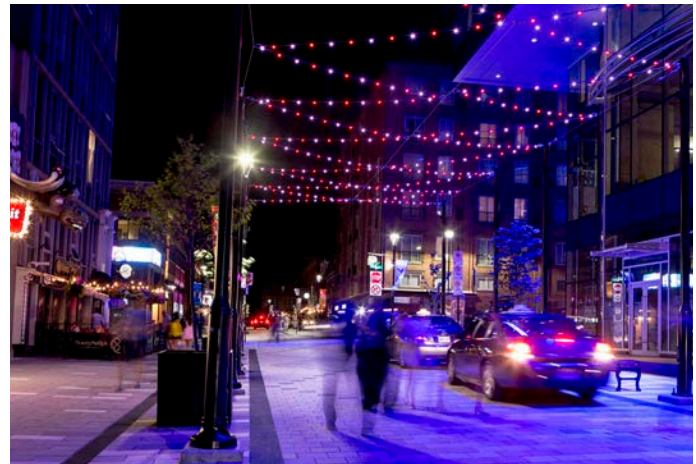
All roadway lighting should comply with applicable Town, County, and MTO standards to ensure minimum light levels are achieved.

PEDESTRIAN-SCALE LIGHTING

Pedestrian-scale lighting contributes to both safety and placemaking at pedestrian and active transportation spaces along the streetscape. This lighting should be downcast to areas including the multi-use pathway, plazas and gathering spaces. Specific accent lighting can be used to highlight public art, interpretive signage, and key areas.



Pedestrian-scale lighting can be used to support greater use and a sense of safety.

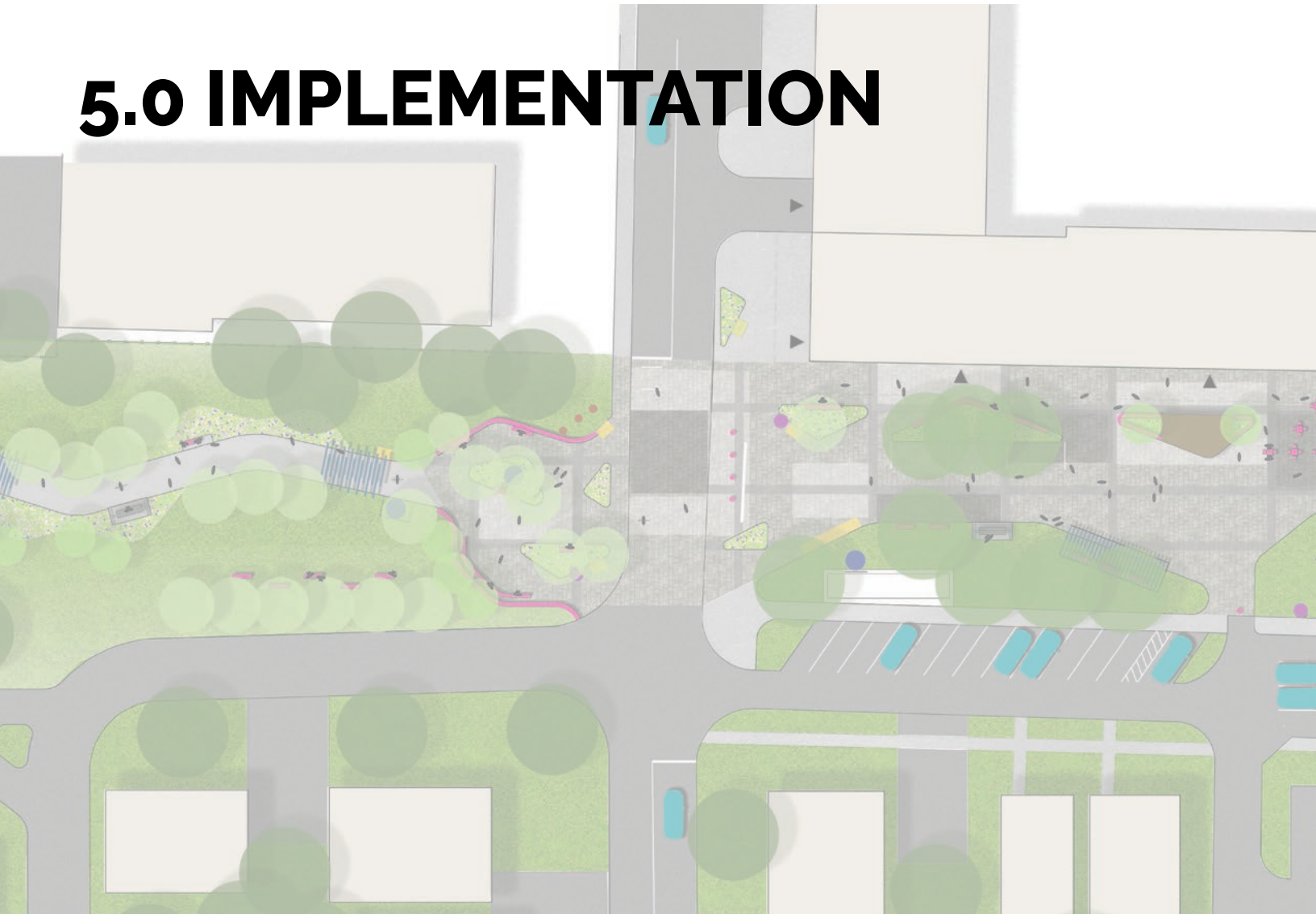


Overhead lighting can be temporary or integrated into key areas of the streetscape (i.e., Market Block)



Streetscape lighting can be contemporary while still integrating historic forms (BEGA lighting).

5.0 IMPLEMENTATION



5.1 IMPLEMENTING THE PLAN

The Bridge Street Streetscape Plan is a long-term vision and is intended to be achieved over time, with implementation taking place in stages or phases, tied to various development, redevelopment and regular maintenance work.

As part of this plan, a preliminary project phasing is provided, linked to each section of the study area. This phasing takes into consideration current Town planning and development initiatives and anticipated future work; however, the actual schedule of work will be determined over time, with some projects becoming priorities over others. It is expected that the phasing of the Streetscape Plan will need to be updated and refined in tandem with changing priorities, development opportunities, budget considerations, and other future work. Related planning initiatives and projects will also inform the evolution of the Streetscape Plan, such as the Transportation Master Plan and Recreation and Cultural Master Plan, among others.

This plan is a high-level vision that provides a reference point and guidance for future planning decisions. As individual projects emerge from this plan and are prioritized, they will require additional studies and investigation, project-specific consultation, and detailed design.



5.1 PROJECT PHASING

The Streetscape Plan is intended to be achieved over multiple phases and through projects that can unfold over time. This plan does not define a timeline for that work but provides a tentative order in which projects could take place. The order considers other current and projects Town projects, logical starting points for work, and how to best achieve the overall Streetscape Plan in phases. The following sections, starting at 5.1.1, provide an overview of each project/phase that makes up the Streetscape Plan.

Each phase of the plan can be generally tied to one or more of three categories: renewal and maintenance work, future/planned development work, or as a standalone project.

Renewal & maintenance:

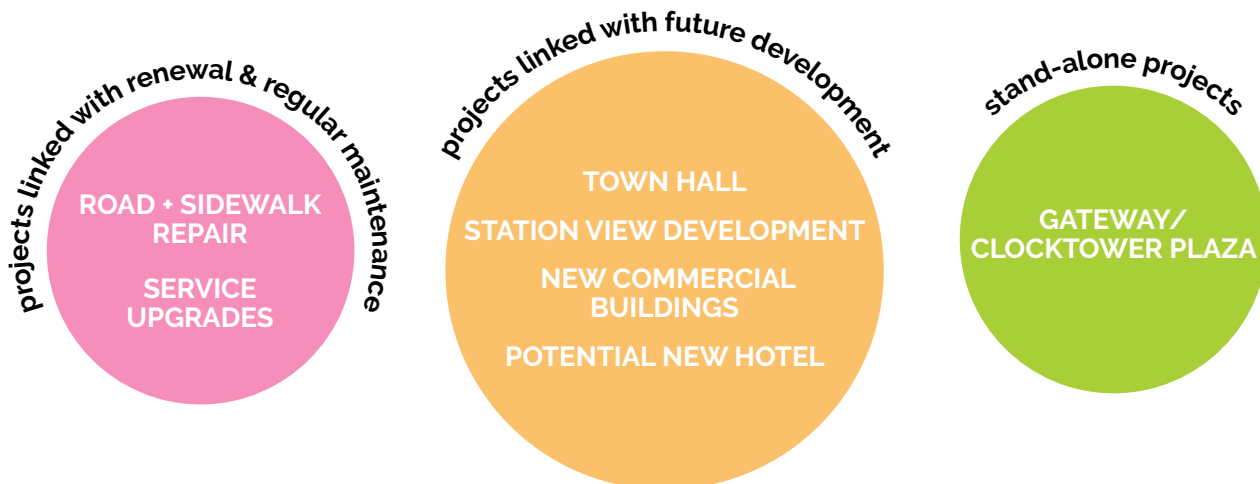
These include projects or work that needs to be completed as part of regular maintenance and renewal of infrastructure. This may include road construction, new sidewalks, and service upgrades.

Future/planned development:

These are projects that are tied to future or planned development along the Bridge Street corridor by the Town or other developers. When this new development happens, there is opportunity to require upgrades and compliance with the Bridge Street Streetscape Plan.

Standalone projects:

Standalone projects are areas of the Streetscape Plan that would be developed independently. Not necessarily tied to renewal, these can be realized independent of the overall plan but still in line with the Streetscape vision.



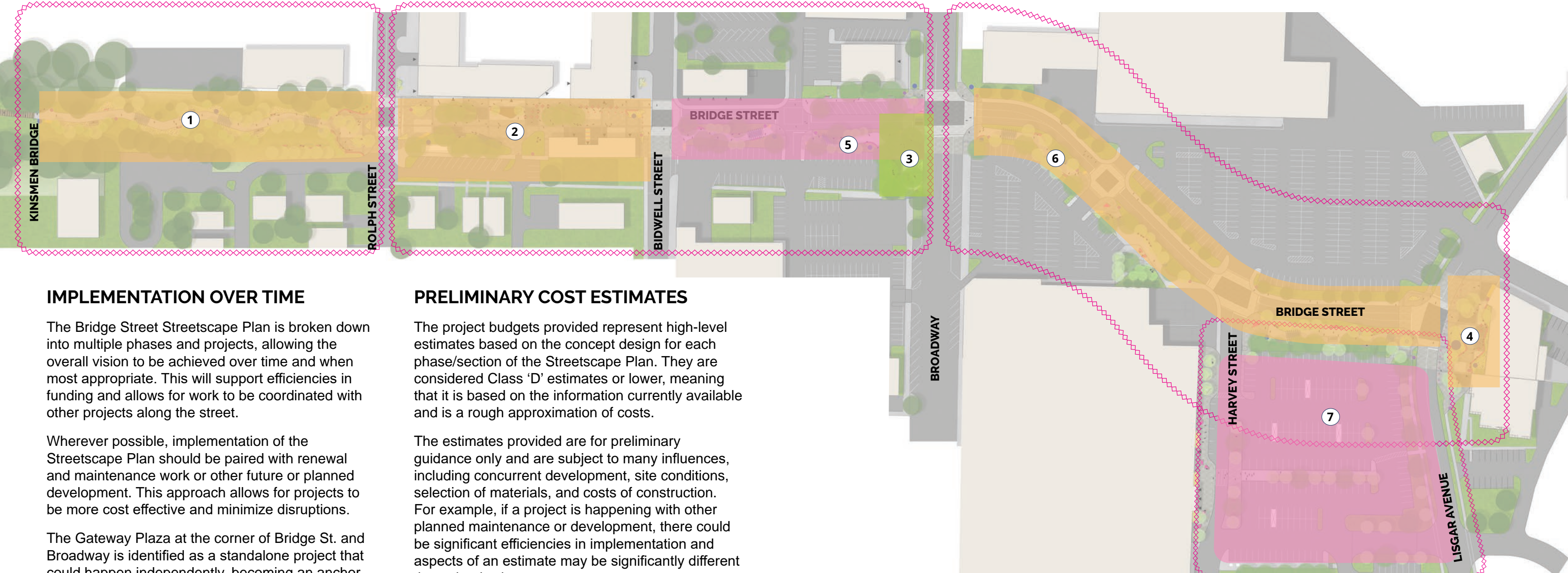
Each project generally falls into three categories: renewal and regular maintenance, future and planned development; and standalone projects.

PROJECT PHASING

SECTION 1: VETERAN'S MEMORIAL WALKWAY AND PARK
(KINSMEN BRIDGE - ROLPH STREET)

SECTION 2: BRIDGE STREET FLEX AND LINEAR PARK STREET
(ROLPH STREET - BROADWAY)

SECTION 3: BRIDGE STREET LINEAR PARK
(BROADWAY - LISGAR AVENUE)



SECTION 4: TILLSONBURG TOWN CENTRE PARKING AREA
(MALL PARKING AND ENTRY LANES)

IMPLEMENTATION OVER TIME

The Bridge Street Streetscape Plan is broken down into multiple phases and projects, allowing the overall vision to be achieved over time and when most appropriate. This will support efficiencies in funding and allows for work to be coordinated with other projects along the street.

Wherever possible, implementation of the Streetscape Plan should be paired with renewal and maintenance work or other future or planned development. This approach allows for projects to be more cost effective and minimize disruptions.

The Gateway Plaza at the corner of Bridge St. and Broadway is identified as a standalone project that could happen independently, becoming an anchor point along the streetscape.

PRELIMINARY COST ESTIMATES

The project budgets provided represent high-level estimates based on the concept design for each phase/section of the Streetscape Plan. They are considered Class 'D' estimates or lower, meaning that it is based on the information currently available and is a rough approximation of costs.

The estimates provided are for preliminary guidance only and are subject to many influences, including concurrent development, site conditions, selection of materials, and costs of construction. For example, if a project is happening with other planned maintenance or development, there could be significant efficiencies in implementation and aspects of an estimate may be significantly different than what is shown.

All project budgets will require refinement through detailed design and planning. Final selection of materials, structures, servicing, and other variables will all significantly influence the final project budgets ($\pm 35\%$ or more). The budgets also include approximate fees for consulting (design and contract administration), costs of additional studies and investigations, contingencies, and non-rebatable tax.

1. VETERAN'S MEMORIAL WALKWAY AND PLAZA
2. BRIDGE STREET MARKET BLOCK
3. GATEWAY PLAZA AND CLOCK TOWER
4. TOWN HALL PLAZA
5. BRIDGE STREET LINEAR PARK - BIDWELL TO BROADWAY
6. BRIDGE STREET LINEAR PARK - BROADWAY TO LISGAR AVENUE
7. TILLSONBURG TOWN CENTRE - PARKING IMPROVEMENT



NTS

5.1.1 VETERAN'S MEMORIAL WALKWAY AND PLAZA

RENEWAL & MAINTENANCE

This phase of the Streetscape Plan includes the Veteran's Memorial Walkway connection between Rolph Street and the Kinsmen Bridge, new planting areas, seating, interpretive features, and the addition of a small plaza where the trail meets Rolph Street. There may also be opportunities to relocate the cenotaph to this space in the future.

With design currently underway, the replacement of Kinsmen Bridge is a planned renewal project tentatively scheduled to start in 2025-2027. This work will be a significant exercise, and during the process, Veteran's Memorial Walkway will likely be used as an access route for construction. This will necessitate repairs and changes to the walkway to integrate it with the new bridge.

With the anticipated disturbance to the walkway area, it will need to be restored and repaired after bridge construction. With that work, there is an opportunity to implement the proposed vision for this section of the Bridge Street Streetscape Plan. Tying the work into the Kinsmen Bridge replacement would provide an efficiency in the reconstruction of the trail, as well as demolition, site preparation, and earthworks. Completing the projects together would also ensure integration with the new Bridge to support a safe and accessible route.

HIGH-LEVEL PROJECT CONSIDERATIONS:

- Coordination with Kinsmen Bridge work is required as the bridge work is expected to heavily disturb this area. Restoration could follow the direction of the Streetscape Plan, allowing more cost-efficient implementation.
- Consider opportunities to locate the cenotaph into the memorial plaza space at Rolph Street.
- Review potential for defined pedestrian crossing measures to Rolph Street.



Kinsmen Bridge is planned for replacement, providing an opportunity to implement section 1.



Illustration of Veteran's Memorial Walkway as envisioned with the Streetscape Plan.

5.1.1.1 VETERAN'S MEMORIAL WALKWAY COST ESTIMATE

SHIFT

landscape architecture

Bridge Street Streetscape Plan

Town of Tillsonburg

Section 1 (Veteran's Memorial Walkway) - Cost Estimate Class "D"

Item	Unit	Unit Price	Quantity	Quantity Cost
1.00 Demolition, site prep, permits \$ 65,960.00				
1.01 Site mobilization, survey, demobilization etc	ls	\$ 15,000.00	1	\$ 15,000.00
1.02 Bonding, Insurance	ls	\$ 15,000.00	1	\$ 15,000.00
1.03 Temp. site perimeter fencing	lin m	\$ 35.00	402	\$ 14,070.00
1.04 Temp. silt control fencing	lin m	\$ 20.00	402	\$ 8,040.00
1.05 Temp. silt control on CBs	ea	\$ 250.00	1	\$ 250.00
1.06 Tree protection fence	lin m	\$ 50.00	72	\$ 3,600.00
1.07 Removals and relocations	ls	\$ 10,000.00	1	\$ 10,000.00
2.00 Grading and earthworks \$ 20,000.00				
2.01 Site grading (incl. rough, fine, topsoil stockpile/distribute)	ls	\$ 20,000.00	1	\$ 20,000.00
3.00 Site Servicing & Lighting \$ 179,000.00				
3.01 Drainage (CB/MH + Pipe)	ls	\$ 12,000.00	1	\$ 12,000.00
3.02 Rough in Electrical and Electrical service	ls	\$ 20,000.00	1	\$ 20,000.00
3.03 Bury hydro and overhead lines	ea	\$ 15,000.00	4	\$ 60,000.00
3.04 Trail light poles	ea	\$ 12,000.00	6	\$ 72,000.00
3.05 Water service	ls	\$ 15,000.00	1	\$ 15,000.00
4.00 Asphalt, Concrete and Aggregate Surfaces \$ 153,250.00				
4.01 Precast concrete pavers@ plaza	sq m	\$ 350.00	300	\$ 105,000.00
4.02 Light-duty asphalt @ multi-use path	sq m	\$ 70.00	550	\$ 38,500.00
4.03 Concrete pads @ interactive elements	sq m	\$ 125.00	20	\$ 2,500.00
4.04 Concrete pads @ benches	sq m	\$ 125.00	14	\$ 1,750.00
4.05 Concrete pads @ bike racks	sq m	\$ 125.00	18	\$ 2,250.00
4.06 Concrete pads @ waste receptacles	sq m	\$ 125.00	6	\$ 750.00
4.07 Accessibility elements (tactile plates, etc.)	ls	\$ 2,500.00	1	\$ 2,500.00
5.00 Site furnishings \$ 191,500.00				
5.01 Archway feature/shade	ea	\$ 20,000.00	3	\$ 60,000.00
5.02 Park bench	ea	\$ 3,000.00	4	\$ 12,000.00
5.03 Hill seating on slope (concrete)	ea	\$ 2,500.00	4	\$ 10,000.00
5.04 Concrete seat wall @ plaza	lin m	\$ 1,800.00	15	\$ 27,000.00
5.05 Concrete seat wall @ plaza (retaining)	lin m	\$ 1,800.00	25	\$ 45,000.00
5.06 Interactive seating	ea	\$ 10,000.00	2	\$ 20,000.00
5.07 Waste receptacle (garbage/recycling)	ea	\$ 2,000.00	3	\$ 6,000.00
5.08 Bike rack	ea	\$ 1,000.00	4	\$ 4,000.00
5.09 Signage / interpretive signage	ls	\$ 7,500.00	1	\$ 7,500.00
6.00 Planting \$ 82,000.00				
6.01 Deciduous trees (50 mm cal.)	ea	\$ 700.00	35	\$ 24,500.00
6.02 Shrubs	ea	\$ 100.00	100	\$ 10,000.00
6.03 Perennials and grasses	ea	\$ 20.00	1500	\$ 30,000.00
6.04 Planting soil @ garden beds	cu m	\$ 100.00	150	\$ 15,000.00
6.05 Hydroseeded turf	sq m	\$ 2.50	1000	\$ 2,500.00
7.00 Testing and Inspection \$ 5,000.00				
7.01 Testing allowance	allow	\$ 5,000.00	1	\$ 5,000.00

ea = each
ls = lump sum
cu m = cubic metres
sq m = square metres
lin m = linear metres

Subtotal	\$	696,710.00
Contingency @ 35%	\$	243,848.50
Consulting fees @ 13%	\$	122,272.61
HST @ 1.76%	\$	18,705.83
TOTAL (incl. HST)	\$	1,081,536.93

*This cost estimate is preliminary only and does not take into account potential efficiencies and cost savings from coordinating work with other Town projects and development (maintenance, renewal, etc.).

5.1.2 BRIDGE STREET MARKET BLOCK

FUTURE/PLANNED DEVELOPMENT

This section of the Streetscape Plan transforms Bridge Street into a flexible, pedestrian-focused street between Rolph and Bidwell, directly adjacent to the Station Arts Centre and planned Station View development.

Station View is a mixed-use development planned on the north side of Bridge Street, between Rolph and Bidwell. The construction of Station View provides an opportunity to implement the Market Block area of the Streetscape Plan, finding efficiencies with the required construction work. In tandem with the building construction, new servicing, utilities, and other work in the street will be required. In completing this work, the reconstruction of the road and public space can follow the proposed Streetscape Plan, ensuring that the new building and street are well-integrated. By implementing these two works in tandem, there is an opportunity for significant cost savings for the Town.

Other areas within this phase of implementation include a proposed crossing at Rolph Street, improvements to the parkette around the existing caboose, and upgrades to Hale Street, including the addition of angled parking spaces to support Station Arts, the child care centre, and other uses.

HIGH-LEVEL PROJECT CONSIDERATIONS:

- With the planned construction of the Station View development, servicing and road construction should be coordinated with the Streetscape Plan to find efficiencies in implementation.
- Traffic studies are needed to confirm the one-way flow of traffic from Bidwell to Rolph Street.
- Parking on Hale Street should be implemented early on to offset lost parking on the north side of Bridge Street across from Station Arts.



Illustration of the Market Block area as a pedestrian street adjacent to the Station View development.



Plan view of the Market Block pedestrian street between Rolph and Bidwell Street.

5.1.2.1 BRIDGE STREET MARKET BLOCK COST ESTIMATE

SHIFT

Bridge Street Streetscape Plan landscape architecture

Town of Tillsonburg

Section 2 (Market Block) - Cost Estimate Class "D"					
Item	Unit	Unit Price	Quantity	Quantity Cost	
1.00 Demolition, site prep, permits					\$ 183,540.00
1.01	Site mobilization, survey, demobilization etc	ls	\$ 40,000.00	1	\$ 40,000.00
1.02	Bonding, Insurance	ls	\$ 40,000.00	1	\$ 40,000.00
1.03	Temp. site perimeter fencing	lin m	\$ 35.00	228	\$ 7,980.00
1.04	Temp. silt control fencing	lin m	\$ 20.00	228	\$ 4,560.00
1.05	Temp. silt control on CBs	ea	\$ 250.00	4	\$ 1,000.00
1.06	Removals	ls	\$ 90,000.00	1	\$ 90,000.00
2.00 Grading and earthworks					\$ 20,000.00
2.01	Site grading (incl. rough, fine, topsoil stockpile/distribute)	ls	\$ 20,000.00	1	\$ 20,000.00
3.00 Site Servicing & Lighting					\$ 285,000.00
3.01	Drainage (CB/MH +Pipe)	ls	\$ 65,000.00	1	\$ 65,000.00
3.02	Rough in Electrical and Electrical service	ls	\$ 50,000.00	1	\$ 50,000.00
3.03	Bury hydro and overhead lines	ea	\$ 15,000.00	4	\$ 60,000.00
3.04	Light poles	ea	\$ 15,000.00	6	\$ 90,000.00
3.05	Water service	ls	\$ 20,000.00	1	\$ 20,000.00
4.00 Asphalt, Concrete and Aggregate Surfaces					\$ 1,160,800.00
4.01	Precast concrete pavers @ pedestrian street (Bridge St.)	sq m	\$ 400.00	2000	\$ 800,000.00
4.02	Precast concrete pavers @ Rolph St. crossing	sq m	\$ 400.00	250	\$ 100,000.00
4.03	Precast concrete pavers @ Bidwell St. crossing	sq m	\$ 400.00	325	\$ 130,000.00
4.04	Pavement markings	ls	\$ 5,000.00	1	\$ 5,000.00
4.05	Heavy duty asphalt @ Hale Street	sq m	\$ 100.00	538	\$ 53,800.00
4.06	Concrete curbs @ Hale Street	lin m	\$ 125.00	94	\$ 11,750.00
4.07	Concrete pads @ interactive seating	sq m	\$ 125.00	9	\$ 1,125.00
4.08	Concrete sidewalk @ Hale Street	sq m	\$ 125.00	148	\$ 18,500.00
4.09	Concrete sidewalk @ Rolph & Bidwell	sq m	\$ 125.00	280	\$ 35,000.00
4.10	Concrete pad @ benches	sq m	\$ 125.00	5	\$ 625.00
4.11	Accessibility elements (tactile plates, etc.)	ls	\$ 5,000.00	1	\$ 5,000.00
5.00 Site furnishings					\$ 291,250.00
5.01	Archway feature/shade	ea	\$ 40,000.00	1	\$ 40,000.00
5.02	Tables w/ chairs	ea	\$ 3,500.00	15	\$ 52,500.00
5.03	Bench	ea	\$ 3,000.00	5	\$ 15,000.00
5.04	Seat wall @ planting beds	lin m	\$ 1,800.00	50	\$ 90,000.00
5.05	Interactive seating	ea	\$ 10,000.00	1	\$ 10,000.00
5.06	Waste receptacle (garbage/recycling)	ea	\$ 2,000.00	4	\$ 8,000.00
5.07	Bike rack	ea	\$ 1,000.00	8	\$ 8,000.00
5.08	Bollards - Removable	ea	\$ 850.00	8	\$ 6,800.00
5.09	Bollards - Fixed	ea	\$ 850.00	7	\$ 5,950.00
5.10	Signage / interpretive signage	ls	\$ 10,000.00	2	\$ 20,000.00
5.11	Seating Platform/Deck	ls	\$ 15,000.00	1	\$ 15,000.00
5.12	Caboose relocation including base material	ls	\$ 20,000.00	1	\$ 20,000.00
6.00 Planting					\$ 144,902.00
6.01	Deciduous trees (60mm cal.)	ea	\$ 750.00	17	\$ 12,750.00
6.02	Soil cell system for trees	ls	\$ 65,000.00	1	\$ 65,000.00
6.03	Shrubs	ea	\$ 100.00	20	\$ 2,000.00
6.04	Perennials and grasses	ea	\$ 20.00	2000	\$ 40,000.00
6.05	Planting soil @garden beds	cu m	\$ 100.00	195	\$ 19,500.00
6.06	Sod	sq m	\$ 12.00	471	\$ 5,652.00
7.00 Testing and Inspection					\$ 10,000.00
7.01	Testing allowance	allow	\$ 10,000.00	1	\$ 10,000.00

ea = each
ls = lump sum
cu m = cubic metres
sq m = square metres
lin m = linear metres

Subtotal	\$ 2,095,492.00
Contingency @ 35%	\$ 733,422.20
Consulting fees @ 13%	\$ 367,758.85
HST @ 1.76%	\$ 56,261.45
TOTAL	\$ 3,252,934.49

*This cost estimate is preliminary only and does not take into account potential efficiencies and cost savings from coordinating work with other Town projects and development (maintenance, renewal, etc.).

5.1.3 GATEWAY PLAZA & CLOCK TOWER

STANDALONE PROJECT

The Gateway Plaza is located at the southwest corner of the Broadway and Bridge Street intersection. This space includes proposed connections to surrounding walkways, seating areas, and the existing clock tower.

Along with repairs to the clock tower, additional improvements are proposed for the entire plaza space to formalize it as a ‘gateway’ into the downtown. This project can be completed as a standalone project, and is also an opportunity to complete required repairs to the clock tower. This plaza space ultimately provides an important link in the overall Streetscape Plan.

The Gateway Plaza could be implemented independent of the multi-use pathways and linear park sections, with those being connected at a later date. The costing for this project includes significant service upgrades, including burying hydro lines, but this could be reevaluated through detailed design and explored through other projects.

HIGH-LEVEL PROJECT CONSIDERATIONS:

- While this is a standalone project, it should be coordinated with the overall intersection to ensure traffic flow and connections for cyclists and pedestrians are maintained.
- The restoration of the clock tower requires review and costs may fluctuate significantly depending on the scope of the work. Options to salvage the clock and mechanism or other pieces should be explored.
- Engraved bricks in the plaza should be salvaged and reused in the future plaza space or another part of the streetscape.
- Future development potential in the surrounding commercial lands should be further reviewed to understand factors including access, frontage, and building placement to ensure they coordinate with the Gateway Plaza space and linear park connections.



Vision for the Gateway Plaza with the potential to include the restored clock tower.



Aerial image of the existing clock tower and plaza space at Bridge Street and Broadway.

5.1.3.1 GATEWAY PLAZA COST ESTIMATE

SHIFT

landscape architecture

Bridge Street Streetscape Plan

Town of Tillsonburg

Gateway Plaza - Cost Estimate Class "D"					
Item	Unit	Unit Price	Quantity	Quantity	Cost
1.00 Demolition, site prep, permits					\$ 161,080.00
1.01	Site mobilization, survey, demobilization etc	ls	\$ 25,000.00	1	\$ 25,000.00
1.02	Bonding, Insurance	ls	\$ 15,000.00	1	\$ 15,000.00
1.03	Temp. site perimeter fencing	lin m	\$ 35.00	106	\$ 3,710.00
1.04	Temp. silt control fencing	lin m	\$ 20.00	106	\$ 2,120.00
1.05	Temp. silt control on CBs	ea	\$ 250.00	1	\$ 250.00
1.06	Removals	ls	\$ 15,000.00	1	\$ 15,000.00
1.07	Rotary Clock Tower rehabilitation	ls	\$ 100,000.00	1	\$ 100,000.00
2.00 Grading and earthworks					\$ 10,000.00
2.01	Site grading (incl. rough, fine, topsoil stockpile/distribute)	ls	\$ 10,000.00	1	\$ 10,000.00
3.00 Site Servicing & Lighting					\$ 160,000.00
3.01	Drainage (CB/MH + Pipe)	ls	\$ 20,000.00	1	\$ 20,000.00
3.02	Rough in Electrical and Electrical service	ls	\$ 10,000.00	1	\$ 10,000.00
3.03	Bury hydro and overhead lines	ea	\$ 15,000.00	1	\$ 15,000.00
3.04	Light poles	ea	\$ 15,000.00	7	\$ 105,000.00
3.05	Water Service	ls	\$ 10,000.00	1	\$ 10,000.00
4.00 Asphalt, Concrete and Aggregate Surfaces					\$ 134,875.00
4.01	Precast concrete pavers @ Plaza	sq m	\$ 350.00	350	\$ 122,500.00
4.02	Concrete curb @ Metro Parking	lin m	\$ 125.00	59	\$ 7,375.00
4.03	Accessibility elements (tactile plates, etc.)	ls	\$ 5,000.00	1	\$ 5,000.00
5.00 Site furnishings					\$ 66,750.00
5.01	Shade/ Archway (small)	ea	\$ 10,000.00	1	\$ 10,000.00
5.02	Table w/ chairs	ea	\$ 3,500.00	4	\$ 14,000.00
5.03	Seat wall @ plaza	lin m	\$ 1,800.00	11	\$ 19,800.00
5.04	Waste receptacle (garbage/recycling)	ea	\$ 2,000.00	2	\$ 4,000.00
5.05	Bike rack	ea	\$ 1,000.00	3	\$ 3,000.00
5.06	Bollards - Fixed	ea	\$ 850.00	7	\$ 5,950.00
5.07	Signage / interpretive signage	ea	\$ 10,000.00	1	\$ 10,000.00
6.00 Planting					\$ 33,334.00
6.01	Deciduous trees (60mm cal.)	ea	\$ 750.00	9	\$ 6,750.00
6.02	Shrubs	ea	\$ 100.00	20	\$ 2,000.00
6.03	Perennials and grasses	ea	\$ 20.00	1000	\$ 20,000.00
6.04	Planting soil @garden beds	cu m	\$ 100.00	30	\$ 3,000.00
6.05	Sod	ea	\$ 12.00	132	\$ 1,584.00
7.00 Testing and Inspection					\$ 10,000.00
7.01	Testing allowance	allow	\$ 10,000.00	1	\$ 10,000.00

ea = each
 ls = lump sum
 cu m = cubic metres
 sq m = square metres
 lin m = linear metres

Subtotal	\$	576,039.00
Contingency @ 35%	\$	201,613.65
Consulting fees @ 13%	\$	101,094.84
HST @ 1.76%	\$	15,465.96
TOTAL	\$	894,213.45

**This cost estimate is preliminary only and does not take into account potential efficiencies and cost savings from coordinating work with other Town projects and development (maintenance, renewal, etc.).*

5.1.4 TOWN HALL CIVIC SPACE

FUTURE/PLANNED DEVELOPMENT

As part of the overall Streetscape Plan, a formalized civic square is proposed at the site of Tillsonburg’s future Town Hall (the current Customer Service Centre).

The planned redevelopment of the Customer Service Centre site into the new Town Hall provides an opportunity create a new public space in the downtown area. The location is also the east terminus for the entire Bridge Street Streetscape Plan. The space could provide opportunities for public gathering, potential space for the cenotaph, and can include improvements to the Bridge and Lisgar intersection, where the streets could be closed for large events, such as marches, parades, and festivals.

As the Town Hall work is currently being planned, this project could be integrated into that scope, supporting a holistic planning process. This could also provide significant opportunities to find efficiencies or cost savings, with building construction and site development happening as one single project.

HIGH-LEVEL PROJECT CONSIDERATIONS:

- The Town Hall project is in the planning stage at the time of publication of the Streetscape Plan. Through that process, providing a public plaza space should be a programming requirement, helping to ground the future Town Hall and also providing a contemporary, functional public space.
- Considerations for intersection configuration, access, and traffic controls should be part of the building design process, building on the concept for the civic space.
- Integrating the development of the civic space with Town Hall construction would significantly reduce costs and allow the creation of a seamless, contemporary civic campus.



The existing Customer Service Centre, planned to be redeveloped into the new Town Hall location.



Plan illustration of the Town Hall Civic Space at the intersection of Bridge Street and Lisgar Avenue.

5.1.4.1 TOWN HALL CIVIC SPACE COST ESTIMATE

SHIFT

landscape architecture

Bridge Street Streetscape Plan

Town of Tillsonburg

Town Hall Civic Space - Cost Estimate Class "D"					
Item	Unit	Unit Price	Quantity	Quantity Cost	
1.00 Demolition, site prep, permits \$ 52,020.00					
1.01	Site mobilization, survey, demob., etc. (w/ building work)	ls	\$ 10,000.00	1	\$ 10,000.00
1.02	Bonding, Insurance (w/ building work)	ls	\$ 15,000.00	1	\$ 15,000.00
1.03	Temp. site perimeter fencing	lin m	\$ 35.00	114	\$ 3,990.00
1.04	Temp. silt control fencing	lin m	\$ 20.00	114	\$ 2,280.00
1.05	Temp. silt control on CBs	ea	\$ 250.00	3	\$ 750.00
1.06	Removals (w/ building work)	ls	\$ 20,000.00	1	\$ 20,000.00
2.00 Grading and earthworks \$ 15,000.00					
2.01	Site grading (incl. rough, fine, topsoil stockpile/distribute)	ls	\$ 15,000.00	1	\$ 15,000.00
3.00 Site Servicing & Lighting \$ 135,000.00					
3.01	Drainage (CB/MH +Pipe)	ls	\$ 50,000.00	1	\$ 50,000.00
3.02	Rough in Electrical and Electrical service	ls	\$ 30,000.00	1	\$ 30,000.00
3.03	Light Poles	ea	\$ 15,000.00	3	\$ 45,000.00
3.04	Water Servicing	ls	\$ 10,000.00	1	\$ 10,000.00
4.00 Asphalt, Concrete and Aggregate Surfaces \$ 276,500.00					
4.01	Precast concrete pavers @ Town Hall (pedestrian)	sq m	\$ 350.00	750	\$ 262,500.00
4.02	Concrete curb	lin m	\$ 125.00	72	\$ 9,000.00
4.03	Accessibility elements (tactile plates, etc.)	ls	\$ 5,000.00	1	\$ 5,000.00
5.00 Site furnishings \$ 159,250.00					
5.01	Table w/ chairs	ea	\$ 3,500.00	5	\$ 17,500.00
5.02	Seat wall @ Town Hall	lin m	\$ 1,800.00	60	\$ 108,000.00
5.03	Waste receptacle (garbage/recycling)	ea	\$ 2,000.00	3	\$ 6,000.00
5.04	Bike rack	ea	\$ 1,000.00	5	\$ 5,000.00
5.05	Bollards - Fixed	ea	\$ 850.00	15	\$ 12,750.00
5.06	Signage / interpretive signage	ls	\$ 10,000.00	1	\$ 10,000.00
6.00 Planting \$ 55,200.00					
6.01	Deciduous trees (60mm cal.)	ea	\$ 750.00	8	\$ 6,000.00
6.02	Shrubs	ea	\$ 100.00	20	\$ 2,000.00
6.03	Perennials and grasses	ea	\$ 20.00	2000	\$ 40,000.00
6.04	Planting soil @garden beds	cu m	\$ 100.00	72	\$ 7,200.00
7.00 Testing and Inspection \$ 5,000.00					
7.01	Testing allowance	allow	\$ 5,000.00	1	\$ 5,000.00

ea = each
 ls = lump sum
 cu m = cubic metres
 sq m = square metres
 lin m = linear metres

Subtotal	\$	697,970.00
Contingency @ 35%	\$	244,289.50
Consulting fees @ 13%	\$	122,493.74
HST @ 1.76%	\$	18,739.6569

TOTAL	\$	1,083,492.89
--------------	-----------	---------------------

**This cost estimate is preliminary only and does not take into account potential efficiencies and cost savings from coordinating work with other Town projects and development (maintenance, renewal, etc.).*

5.1.5 BRIDGE STREET LINEAR PARK – BIDWELL TO BROADWAY

RENEWAL & MAINTENANCE PROJECT

As part of the Bridge Street Streetscape Plan, the section from Bidwell to Broadway includes a significant off-road multi-use pathway on the south side of Bridge Street. This pathway supports off-road cycling and pedestrian use and also forms the backbone of a linear park connection from Kinsmen bridge to Lisgar Avenue.

This part of the project would include reconfiguration of the overall street profile to create a two-lane road, improved parking on the north side of the street (adjacent to Kelsey’s), and a 4-metre-wide multi-use path and green space on the south side of the street (the linear park). In addition, this phase of the Streetscape Plan would include improvements to the Broadway intersection, creating a unique, defined surface treatment through the intersection (which is repeated in other areas of the streetscape). This portion of the plan would also connect the Market Block with the Gateway Plaza space.

To minimize disruption, improve efficiency and reduce costs, it is recommended that this part of the overall Streetscape Plan be completed with other planned road work and regular maintenance. For example, repaving, new sidewalks, utility upgrades, and other work could be planned with the streetscape improvements. There are a number of considerations for services in this area as well, including the opportunity to bury hydro services below ground.

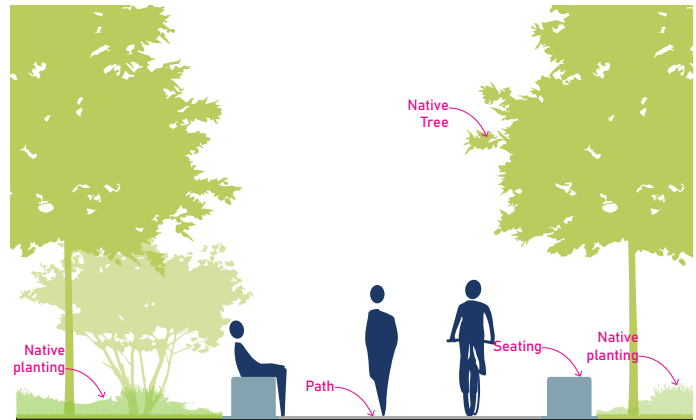
Any new development contemplated for the area (possible expansion of Metro, others) could become another catalyst to complete this section of the project, providing other opportunities for efficiency and even cost-sharing.

HIGH-LEVEL PROJECT CONSIDERATIONS:

- This part of the project involves narrowing the street profile and providing space to create the linear park and multi-use pathway on the south edge of Bridge Street.



Plan illustration of the Bridge Street Linear Park from Bidwell Street to Broadway.



Typical profile of the multi-use pathway through the linear park space.

- This work should be coordinated with road renewal or servicing to find efficiencies with larger infrastructure work.
- All adjacent parking and accesses for Metro, Kelsey’s and George’s Auto are maintained but should be reviewed with detailed design work.
- Traffic studies are needed to confirm narrowing of road areas and traffic flow.

**5.1.5.1 BRIDGE STREET LINEAR PARK
(BIDWELL TO BROADWAY) COST ESTIMATE**

SHIFT

landscape architecture

Bridge Street Streetscape Plan
Town of Tillsonburg

Section 2 (Bidwell to Broadway - Linear Park) - Cost Estimate Class "D"					
Item	Unit	Unit Price	Quantity	Quantity	Quantity Cost
1.00 Demolition, site prep, permits					\$ 163,260.00
1.01	Site mobilization, survey, demobilization etc	ls	\$ 30,000.00	1	\$ 30,000.00
1.02	Bonding, Insurance	ls	\$ 30,000.00	1	\$ 30,000.00
1.03	Temp. site perimeter fencing	lin m	\$ 35.00	382	\$ 13,370.00
1.04	Temp. silt control fencing	lin m	\$ 20.00	382	\$ 7,640.00
1.05	Temp. silt control on CBs	ea	\$ 250.00	9	\$ 2,250.00
1.06	Removals	ls	\$ 80,000.00	1	\$ 80,000.00
2.00 Grading and earthworks					\$ 20,000.00
2.01	Site grading (incl. rough, fine, topsoil stockpile/distribute)	ls	\$ 20,000.00	1	\$ 20,000.00
3.00 Site Servicing & Lighting					\$ 285,000.00
3.01	Drainage (CB/MH + Pipe)	ls	\$ 65,000.00	1	\$ 65,000.00
3.02	Rough in Electrical and Electrical service	ls	\$ 50,000.00	1	\$ 50,000.00
3.03	Bury hydro and overhead lines	ea	\$ 15,000.00	4	\$ 60,000.00
3.04	Light poles	ea	\$ 15,000.00	6	\$ 90,000.00
3.05	Water Service	ls	\$ 20,000.00	1	\$ 20,000.00
4.00 Asphalt, Concrete and Aggregate Surfaces					\$ 474,000.00
4.01	Precast concrete pavers @ Bidwell	sq m	\$ 400.00	93	\$ 37,200.00
4.02	Precast concrete pavers @ Broadway	sq m	\$ 400.00	400	\$ 160,000.00
4.03	Precast concrete pavers @ Kelsey's	sq m	\$ 350.00	106	\$ 37,100.00
4.04	Pavement markings	ls	\$ 7,500.00	1	\$ 7,500.00
4.05	Heavy duty asphalt @ Bridge St.	sq m	\$ 100.00	1082	\$ 108,200.00
4.06	Shared pathway - concrete	sq m	\$ 125.00	327	\$ 40,875.00
4.07	Concrete sidewalk (North)	sq m	\$ 125.00	245	\$ 30,625.00
4.08	Concrete sidewalk (South)	sq m	\$ 125.00	106	\$ 13,250.00
4.09	Concrete pad @benches	sq m	\$ 125.00	7	\$ 875.00
4.10	Concrete curb @ Bridge Street	lin m	\$ 125.00	267	\$ 33,375.00
4.11	Accessibility elements (tactile plates, etc.)	ls	\$ 5,000.00	1	\$ 5,000.00
5.00 Site furnishings					\$ 113,000.00
5.01	Shade/ Archway (large)	ea	\$ 20,000.00	2	\$ 40,000.00
5.02	Bench	ea	\$ 3,000.00	2	\$ 6,000.00
5.03	Seat wall @ planting beds	lin m	\$ 1,800.00	25	\$ 45,000.00
5.04	Waste receptacle (garbage/recycling)	ea	\$ 2,000.00	4	\$ 8,000.00
5.05	Bike rack	ea	\$ 1,000.00	4	\$ 4,000.00
5.06	Signage / interpretive signage	LS	\$ 10,000.00	1	\$ 10,000.00
6.00 Planting					\$ 60,350.00
6.01	Deciduous trees (60mm cal.)	ea	\$ 750.00	25	\$ 18,750.00
6.02	Shrubs	ea	\$ 100.00	30	\$ 3,000.00
6.03	Perennials and grasses	ea	\$ 20.00	1000	\$ 20,000.00
6.04	Planting soil @garden beds	cu m	\$ 100.00	90	\$ 9,000.00
6.05	Sod	sq m	\$ 12.00	800	\$ 9,600.00
7.00 Testing and Inspection					\$ 10,000.00
7.01	Testing allowance	allow	\$ 10,000.00	1	\$ 10,000.00

ea = each
ls = lump sum
cu m = cubic metres
sq m = square metres
lin m = linear metres

Subtotal	\$	1,125,610.00
Contingency @ 35%	\$	393,963.50
Consulting fees @13%	\$	197,544.56
HST @ 1.76%	\$	30,221.28

TOTAL	\$	1,747,339.33
--------------	-----------	---------------------

5.1.6 BRIDGE STREET LINEAR PARK – BROADWAY TO LISGAR

RENEWAL & MAINTENANCE PROJECT

This section of the Streetscape Plan connects another piece of the linear park and multi-use pathway between Broadway and Lisgar Avenue. Proposed improvements include significant changes to the lane configuration of the street to allow space for the multi-use pathway and defined pedestrian crossing points. The concept maintains the locations of the north edge of the street, with the south edge shifting to narrow a majority of the street to two lanes with some areas of left-turn lanes.

This phase of the streetscape work should be completed in coordination with other planned road work and regular maintenance, helping to minimize disruptions and maximize budget and time efficiency. The scope would involve significant changes to road infrastructure to accommodate the multi-use pathway on the south side of Bridge Street.

Safety concerns have been identified for this section of the street, specifically related to vehicles travelling at high speeds and the need for safe, controlled crossings for pedestrians between the mall parking area and Canadian Tire. Addressing these concerns could involve short-term projects including implementing traffic controls (signs, speed tables, signals, etc.) in the interim.

HIGH-LEVEL PROJECT CONSIDERATIONS:

- The work in this section includes significant infrastructure work associated with narrowing the street profile to create the multi-use pathway on the south edge of Bridge Street.
- This work should be coordinated with road renewal or servicing to find efficiencies with larger infrastructure work.
- All adjacent parking and accesses for commercial spaces are maintained but should be reviewed with detailed design work.
- Traffic studies are needed to confirm reduction of the left-turn lanes, traffic calming measures, and signalization at intersections.



Plan illustration of the Bridge Street Linear Park link between Broadway and Lisgar Avenue.



Example of a linear park condition with multi-use pathway, seating and green space.

**5.1.6.1 BRIDGE STREET LINEAR PARK
(BROADWAY TO LISGAR) COST ESTIMATE**



Bridge Street Streetscape Plan

Town of Tillsonburg

Section 3 (Broadway to Lisgar - Linear Park) - Cost Estimate Class "D"					
Item	Unit	Unit Price	Quantity	Quantity	Quantity Cost
1.00 Demolition, site prep, permits					\$ 318,410.00
1.01	Site mobilization, survey, demobilization etc	ls	\$ 75,000.00	1	\$ 75,000.00
1.02	Bonding, Insurance	ls	\$ 50,000.00	1	\$ 50,000.00
1.03	Temp. site perimeter fencing	lin m	\$ 35.00	692	\$ 24,220.00
1.04	Temp. silt control fencing	lin m	\$ 20.00	692	\$ 13,840.00
1.05	Temp. silt control on CBs	ea	\$ 250.00	12	\$ 3,000.00
1.06	Tree protection fence	lin m	\$ 50.00	47	\$ 2,350.00
1.07	Removals	ls	\$ 150,000.00	1	\$ 150,000.00
2.00 Grading and earthworks					\$ 50,000.00
2.01	Site grading (incl. rough, fine, topsoil stockpile/distribute)	ls	\$ 50,000.00	1	\$ 50,000.00
3.00 Site Servicing & Lighting					\$ 483,000.00
3.01	Drainage (CB/MH +Pipe)	ls	\$ 200,000.00	1	\$ 200,000.00
3.02	Rough in Electrical and Electrical service	ls	\$ 13,000.00	1	\$ 13,000.00
3.03	Light Poles	ea	\$ 15,000.00	14	\$ 210,000.00
3.04	Water Service	ls	\$ 60,000.00	1	\$ 60,000.00
4.00 Asphalt, Concrete and Aggregate Surfaces					\$ 726,675.00
4.01	Precast concrete pavers (@Broadway, @Parking Lot, @Lisgar)	sq m	\$ 400.00	500	\$ 200,000.00
4.02	Precast concrete pavers @ Lisgar intersection	sq m	\$ 400.00	300	\$ 120,000.00
4.03	Pavement markings	ls	\$ 10,000.00	1	\$ 10,000.00
4.04	Heavy duty asphalt @ Bridge Street	sq m	\$ 100.00	2043	\$ 204,300.00
4.05	Shared pathway - concrete	sq m	\$ 125.00	865	\$ 108,125.00
4.06	Gathering area - concrete	sq m	\$ 125.00	117	\$ 14,625.00
4.07	Concrete pad @benches	sq m	\$ 125.00	11	\$ 1,375.00
4.08	Connection to Town Centre entrance (concrete)	sq m	\$ 125.00	43	\$ 5,375.00
4.09	Concrete curb	lin m	\$ 125.00	423	\$ 52,875.00
4.10	Accessibility elements (tactile plates, etc.)	ls	\$ 10,000.00	1	\$ 10,000.00
5.00 Site furnishings					\$ 272,000.00
5.01	Shade/ Archway	ea	\$ 20,000.00	4	\$ 80,000.00
5.02	Table w/ chairs	ea	\$ 3,500.00	2	\$ 7,000.00
5.03	Seat wall @ planting beds	lin m	\$ 2,000.00	53	\$ 106,000.00
5.04	Bench - sculptural	ea	\$ 5,000.00	2	\$ 10,000.00
5.05	Interactive seating	ea	\$ 10,000.00	2	\$ 20,000.00
5.06	Waste receptacle (garbage/recycling)	ea	\$ 2,000.00	8	\$ 16,000.00
5.07	Bike rack	ea	\$ 1,000.00	9	\$ 9,000.00
5.08	Signage / interpretive signage	ls	\$ 15,000.00	1	\$ 15,000.00
5.09	Bench	ea	\$ 3,000.00	3	\$ 9,000.00
6.00 Planting					\$ 172,762.00
6.01	Deciduous trees (60mm cal.)	ea	\$ 750.00	47	\$ 35,250.00
6.02	Shrubs	ea	\$ 100.00	65	\$ 6,500.00
6.03	Perennials and grasses	ea	\$ 20.00	5000	\$ 100,000.00
6.04	Planting soil @garden beds	cu m	\$ 100.00	148	\$ 14,800.00
6.05	Sod	sq m	\$ 12.00	1351	\$ 16,212.00
7.00 Testing and Inspection					\$ 15,000.00
7.01	Testing allowance	allow	\$ 15,000.00	1	\$ 15,000.00

ea = each
ls = lump sum
cu m = cubic metres
sq m = square metres
lin m = linear metres

Subtotal	\$	2,037,847.00
Contingency @ 35%	\$	713,246.45
Consulting fees @ 13%	\$	357,642.15
HST @ 1.76%	\$	54,713.7465
TOTAL	\$	3,163,449.35

**This cost estimate is preliminary only and does not take into account potential efficiencies and cost savings from coordinating work with other Town projects and development (maintenance, renewal, etc.).*

5.1.7 TILLSONBURG TOWN CENTRE – PARKING IMPROVEMENTS

RENEWAL & MAINTENANCE PROJECT

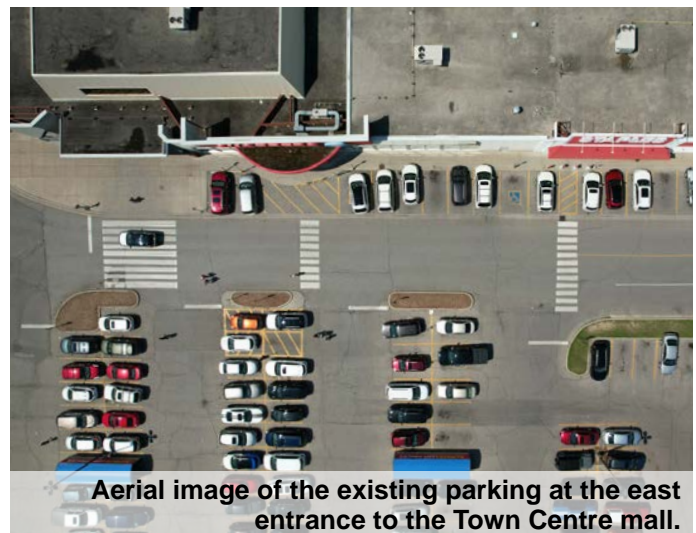
The parking area at the east side of the Tillsonburg Town Centre is included within the Streetscape Plan as part of the overall project area. This section of the plan supports a clear connection to Harvey Street from Bridge, as well as safety improvements for pedestrians within the parking lot. The proposed work includes the reconstruction of the parking area, defined pedestrian walking spaces, and a reconfigured driving lane between the mall entrance and parking area to improve pedestrian safety.

Given the high-use of the parking area, this project is recommended to be completed as part required maintenance or improvements once the parking area reaches its end of usable life. It would be a complete reconstruction project to address all aspects of the parking lot. Part of this project could also be completed in the short-term, with interim solutions to driving lane reconfiguration and improvements to the pedestrian space directly adjacent to the mall entrance.

There are several known challenges to this area, including its historic use as a landfill site (understood to generally be below the parking lot). The implementation of this work would need to consider the mitigation of landfill impacts and areas of significant site grading, requiring environmental consultation work through the process.

HIGH-LEVEL PROJECT CONSIDERATIONS:

- Parking area redevelopment would be a significant infrastructure investment, addressing safety, pedestrian movement, mall access, and potential underlying environmental concerns (former landfill).
- A former landfill is located in the area of the parking lot (potentially underneath). The extents and conditions of this are unknown and would require further investigation.
- Traffic flow reorganization could be implemented short term through line painting and small improvements with curbs or temporary barriers.



5.1.7.1 TOWN CENTRE PARKING AREA COST ESTIMATE

SHIFT

landscape architecture

Bridge Street Streetscape Plan

Town of Tillsonburg

Section 4 (Town Centre parking area) - Cost Estimate Class "D"

Item	Unit	Unit Price	Quantity	Quantity Cost
1.00 Demolition, site prep, permits				\$ 322,745.00
1.01 Site mobilization, survey, demobilization etc	ls	\$ 50,000.00	1	\$ 50,000.00
1.02 Bonding, Insurance	ls	\$ 40,000.00	1	\$ 40,000.00
1.03 Temp. site perimeter fencing	lin m	\$ 35.00	557	\$ 19,495.00
1.04 Temp. silt control fencing, dust control through project	ls	\$ 12,000.00	1	\$ 12,000.00
1.05 Temp. silt control on CBs	ea	\$ 250.00	5	\$ 1,250.00
1.06 Removals (noted landfill presence)	ls	\$ 200,000.00	1	\$ 200,000.00
2.00 Grading and earthworks				\$ 50,000.00
2.01 Site grading (incl. rough, fine, topsoil stockpile/distribute)	ls	\$ 50,000.00	1	\$ 50,000.00
3.00 Site Servicing & Lighting				\$ 220,000.00
3.01 Drainage (CB/MH +Pipe)	ls	\$ 75,000.00	1	\$ 75,000.00
3.02 Rough in Electrical and Electrical service	ls	\$ 30,000.00	1	\$ 30,000.00
3.03 Parking lot lighting	ea	\$ 20,000.00	4	\$ 80,000.00
3.04 Electric vehicle charging station and infrastructure	ls	\$ 35,000.00	1	\$ 35,000.00
4.00 Asphalt, Concrete and Aggregate Surfaces				\$ 1,242,100.00
4.01 Precast concrete pavers @ mall	sq m	\$ 350.00	400	\$ 140,000.00
4.02 Precast concrete pavers @ pedestrian island	sq m	\$ 300.00	250	\$ 75,000.00
4.01 Concrete path @ pedestrian island	sq m	\$ 125.00	188	\$ 23,500.00
4.03 Concrete pad @ bike racks	sq m	\$ 125.00	35	\$ 4,375.00
4.04 Heavy duty asphalt @ Harvey Street	sq m	\$ 100.00	1250	\$ 125,000.00
4.05 Heavy duty asphalt @ parking lot	sq m	\$ 100.00	7241	\$ 724,100.00
4.06 Pavement markings	ls	\$ 20,000.00	1	\$ 20,000.00
4.07 Concrete curb	lin m	\$ 125.00	961	\$ 120,125.00
4.08 Accessibility elements (tactile plates, etc.)	ls	\$ 10,000.00	1	\$ 10,000.00
5.00 Site furnishings				\$ 80,450.00
5.01 Concrete benches	lin m	\$ 2,000.00	7.5	\$ 15,000.00
5.02 Concrete seating elements	ea	\$ 3,000.00	10	\$ 30,000.00
5.03 Waste receptacle (garbage/recycling)	ea	\$ 2,000.00	3	\$ 6,000.00
5.04 Bike rack	ea	\$ 1,000.00	15	\$ 15,000.00
5.05 Bollards - Fixed	ea	\$ 850.00	17	\$ 14,450.00
6.00 Planting				\$ 61,096.00
6.01 Deciduous trees (60mm cal.)	ea	\$ 750.00	36	\$ 27,000.00
6.02 Shrubs	ea	\$ 100.00	20	\$ 2,000.00
6.03 Perennials and grasses	ea	\$ 20.00	500	\$ 10,000.00
6.04 Planting soil @ garden beds	cu m	\$ 100.00	91	\$ 9,100.00
6.05 Sod	sq m	\$ 12.00	1083	\$ 12,996.00
7.00 Testing and Inspection				\$ 25,000.00
7.01 Testing allowance	allow	\$ 25,000.00	1	\$ 25,000.00

ea = each
 ls = lump sum
 cu m = cubic metres
 sq m = square metres
 lin m = linear metres

Subtotal	\$ 2,001,391.00
Contingency @ 35%	\$ 700,486.85
Consulting fees @ 13%	\$ 351,244.12
HST @ 1.76%	\$ 53,734.95
TOTAL	\$ 3,106,856.92

*This cost estimate is preliminary only and does not take into account potential efficiencies and cost savings from coordinating work with other Town projects and development (maintenance, renewal, etc.).

5.2 NEXT STEPS AND RECOMMENDATIONS

The Bridge Street Streetscape Plan represents a starting point in a long-term vision for the downtown area Town . It is road map to guide future development opportunities when they arise, ensuring that there is a cohesive plan in place and avoid ad-hoc approaches to the public realm. Emerging from this plan, there are several next-steps and recommendations that may lead to future projects and implementation by the Town.

The following are several recommendations for next steps and action items need to explore the potential for implementation, coordination with other projects, and realizing the vision for the Bridge Street Streetscape.

1. COORDINATION WITH STATION VIEW DEVELOPMENT TO DEVELOP THE MARKET BLOCK

As a project currently proceeding through the planning process, the construction of Station View will require significant changes to the street, servicing, and other infrastructure. The prospect of implementing the vision for the Market Block area should be explored with that development to seek opportunities for cost sharing, developer contributions, and collaborative implementation.

2. COORDINATION WITH KINSMEN BRIDGE REPLACEMENT WORK TO IMPLEMENT VETERAN'S MEMORIAL WALKWAY IMPROVEMENTS

The replacement of Kinsmen Bridge is anticipated in the next five years. As part of the process, the design of the bridge is considering access points to the site. Veteran's Memorial Walkway is expected to be disturbed through that construction and there is opportunity to integrate the plans for the new Veteran's Memorial Walkway (section 1 of the Streetscape Plan) into the restoration work associated with the bridge. This would represent significant cost savings and would allow the space to open as one, cohesive project effort.

3. INTEGRATE FUTURE/PLANNED DEVELOPMENT PROPOSALS WITH THE INTENT OF THE STREETScape PLAN

Through the course of preparing the Streetscape Plan, a number of planned, potential, and prospective future development opportunities were discussed with the Task Force, the community, and the Town. Some of these have been noted in this document but all should be reviewed in the context of the Streetscape Plan to find synergies, identify where development can support the Bridge Street Streetscape and vice versa, and plan holistically for the future of Downtown Tillsonburg.

4. COMPLETE ADDITIONAL TRAFFIC STUDIES

With the proposed road reconfigurations identified in the Streetscape Plan, a number of traffic studies have been noted that should be completed to further inform the proposed plans. These include a review of the Market Block one-way street, reduction of left-turn lanes in select locations, and an understanding of large truck turning movements and truck traffic through the downtown.

Some of these studies are happening as part of the Transportation Master Plan (happening concurrently with this plan), but others may be required.

5. INITIATE STANDALONE PROJECTS

Several standalone projects are noted in the Streetscape Plan. These projects, notably the Gateway Plaza, can serve as anchor projects that drive the overall streetscape development over time.

These projects also provide a first step in creating an identity for the overall project area, and detailed design of these spaces can address final selection of furniture, integration of public art and interpretive elements, and approaches to detailed design of spaces, walkways, and other areas.

Where there are other active initiatives driving development of the streetscape (Kinsmen Bridge replacement or Station View development), those projects may also serve as starting points or first steps in establishing the streetscape vision.

6. ADDRESS SAFETY CONCERNS

Along the entire project study area, safety concerns were noted by the community (people who actively use the area) as well as the Task Force. These were predominantly related to conflicts between vehicles and pedestrians at crossing points, intersections, truck delivery zones, and at parking areas. Along the length of Bridge Street, and notably between Broadway and Lisgar Avenue, vehicles are perceived to be moving too quickly.

While these concerns are addressed in the overall Streetscape Plan, they can also be the focus of short-term projects, including temporary raised road crossings, traffic calming (speed tables, humps, narrow crossings), and clear definition of pedestrian spaces. These should be explored with Town staff.

Another area of concern is bicycle movement. With the connection to Kinsmen Bridge, cyclists use Bridge Street to connect across downtown. Currently, there is no infrastructure to support this use (bicycle lanes). Coordinating with other work (Transportation Master Plan, etc.) short-term opportunities for this infrastructure should be explored.



Bridge Street Reconstruction Plans - Intersection of Bridge and Rolph Streets

I have reviewed the plans in detail and find them to be very impressive. However, before I saw these plans, I felt there was a safety concern at this intersection.

The Veteran's Memorial Walkway commencing at this intersection runs all the way from this intersection, through Hickory Hills and crosses Quarter Town Line and goes through Baldwin Place. This walkway has a very high volume of users, especially Seniors from Hickory Hills and Baldwin Place, many using walkers and scooters. It is also used by many young families who have moved into the area with baby carriages and young children. In the summer it is also used a lot by the nearby day care centre with little children all holding a rope. Rolph St. is a very busy road with traffic going to the hospital, the church and food bank, and many drivers using it has a fast way to get from Concession to Baldwin St. and is getting increasingly difficult to cross the street safely.

On the walkway at Wilson Ave in Hickory Hill and on Quarter Townline at Baldwin Place there are very safe flashing pedestrian crosswalks. Since the reconstruction of Bridge St. will take some time, I recommend that the Town examine making this intersection, at the minimum a 3 way stop sign until the construction commences.