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Leamington
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FINAL REPORT

UPTOWN MASTER PLAN

AUGUST 2018

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1.0 EXECUTIVE SUMMARY

RC Spencer Associates Inc. has been retained by the Municipality of Leamington, by a Request for Proposal (RFP), to prepare an Uptown Master Plan for the Municipality of Leamington. A team was assembled by RC Spencer Associates Inc. to bring experience and professional expertise in areas of planning, engineering, transportation, architecture, landscape design and community engagement and consultation. The team included Tracey Pillon-Abbs Planning Consultant and Ron Koudys Landscape Architects Inc.

A solid **planning framework** was used to identify needs, consult with key stakeholders, develop alternatives, evaluate options and design improvements.

The Uptown Master Plan is intended to deliver a **strategic direction** with a fresh look at the traffic, infrastructure, public spaces and parking needs of the study area for Leamington's uptown area.

The results are **identified projects** that are actionable and measurable, and which will enable Leamington to provide attractive and efficient transportation choices for people (pedestrian, bicycle, or transit) in concert with automobiles, and which will work together to support the vision of a vibrant uptown area.

Priorities have been developed which result in an **implementation strategy** that provides a course of action to help Leamington meet short and long term targets. High level **project costs** have been estimated to allow staging to be planned according to available resources. In order to be successful over the long term, the uptown environment requires both private and public sector investment; the Uptown Master Plan focuses on providing public infrastructure which will encourage and facilitate private sector participation.

2.0 INTRODUCTION

Leamington is a community of approximately 30,000 permanent and 8,000 seasonal residents offering the best of small town resources along with a rich economy, diverse cultures, an expansive waterfront, modern amenities, active tourism and a high quality of life.

Leamington's Official Plan has established policies that include the "Uptown Commercial District" as the original commercial area of the Municipality of Leamington. It is an area whose commercial form and function are evolving as the commercial trade industry changes. Characteristic of urban core areas, the "Uptown Commercial District" is intended to be the heart of Leamington's commercial facilities, as stated in the current Official Plan document and the RFP. It should be noted that during the preparation of this document, the Municipality was undertaking a comprehensive review of the Official Plan. Recommendations set out in this Plan are intended to compliment the Official Plan review allowing the Municipality to examine policies in more detail at a later date.

Central to the development of the Uptown, the Official Plan established that it is the policy of the Municipality to encourage, by all possible means, the aesthetic and physical improvement of the “Uptown Commercial District”. The new Uptown Master Plan is intended to build on the Official Plan policies and create an Uptown district that supports the stated vision for the uptown area.

The Municipality also has a Community Improvement Plan (CIP) in place, as established in the Official Plan, which is used as a tool to revitalize the Uptown Commercial District. Revitalization is undertaken through the initiation of financial incentive grant programs that focus on maintenance, rehabilitation, development or redevelopment, addition of residential units, remuneration of municipal fees and attracting new investments and businesses to the area. As set out in the RFP, the CIP remains part of one of the key municipal key strategic objectives to create economic development opportunities. It should be noted that during the preparation of this document, the Municipality was considering undertaking a review of the CIP. Recommendations set out in this Plan are intended to compliment the CIP review allowing the Municipality to examine policies in more detail at a later date.

Generally, the study has followed the approach outlined in the Institute of Transportation Engineers (ITE) publication entitled ‘Designing Walkable Urban Thoroughfares: A Context Sensitive Solution, 2010’. This approach is a contemporary way of balancing the various and sometimes competing needs of different transportation modes while integrating them into a commercial district in a mutually beneficial way.

As a result, the study will produce a plan that can be used to ensure current and future Council decisions are made in a consistent direction that will facilitate the success of the Uptown over time.

Public participation through consultation and engagement in the study process is critical to ensure that everyone has a voice in contributing to the outcomes of the study, which in turn assists in generating public and stakeholder support for the ultimate plan and its implementation.

2.1 STUDY PURPOSE

The purpose of a Leamington Uptown Master Plan is to establish a long-range vision and framework, including goals and objectives, to guide the physical needs as the Uptown develops in order to create a unified character and identity. The Request for Proposals for this work described the purpose as follows:

Central to the development of the Uptown, the OP established that it shall be the policy of the Municipality to encourage, by all possible means, the aesthetic and physical improvement of the “Uptown Commercial District”. This will include the encouragement of:

- *pedestrian-oriented shopping facilities;*
- *working with the merchants in the implementation of a long-term beautification scheme;*
- *the acquisition of land for the development of additional off-street parking;*

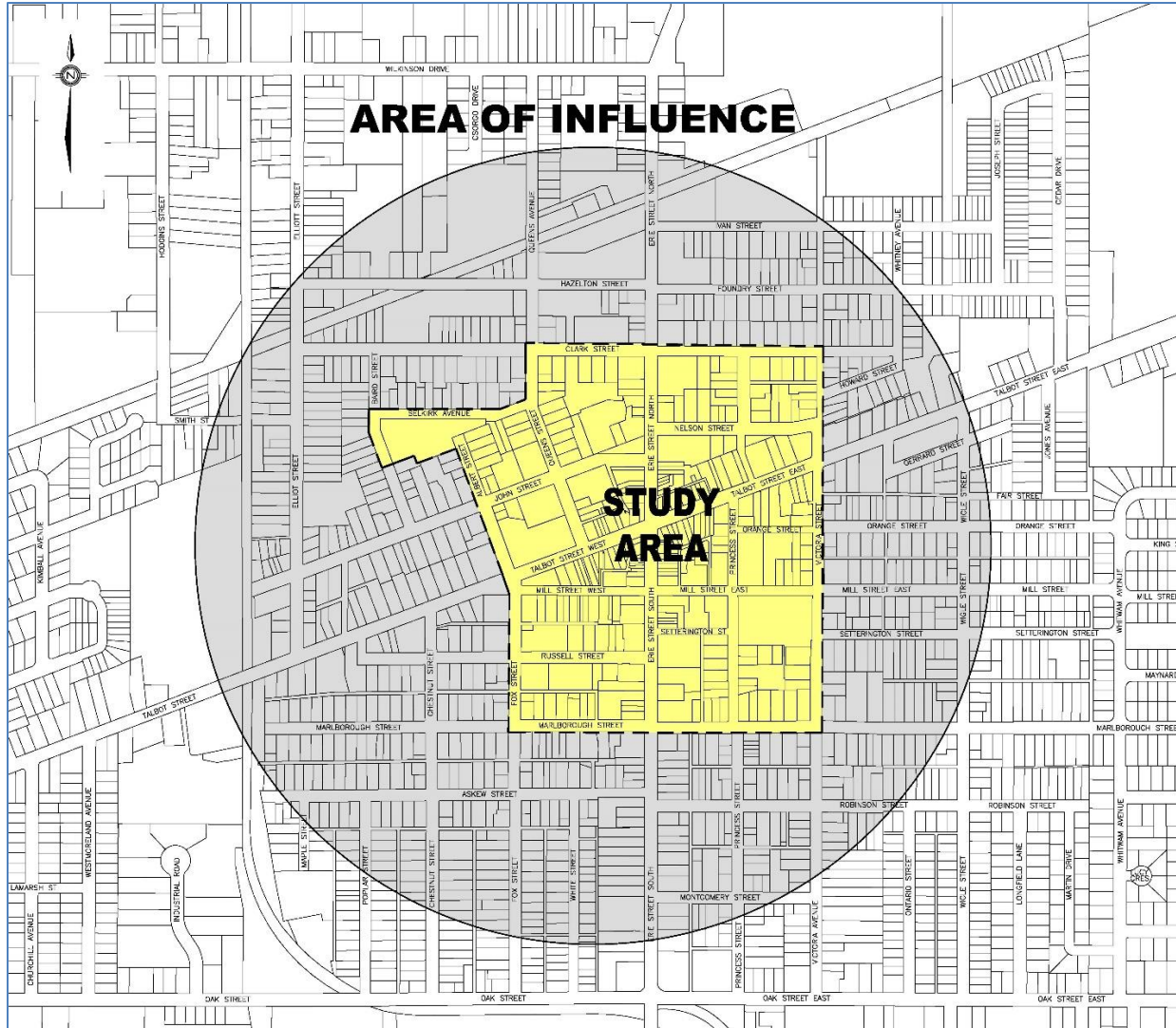
- *improving traffic circulation and on-street parking practices in the uptown area, whenever necessary and appropriate;*
- *access to the rear of business premises to permit off-street loading and servicing of shops and to relieve congestion on streets;*
- *establishing zoning standards with respect to setbacks and parking for general commercial uses wherever necessary and appropriate.*

The new Uptown Master Plan will build on these goals and policies creating a space that will provide “attractive and efficient choices for many people (pedestrian, bicycle, or transit), in concert with automobiles and...convenient and accessible parking”, and support of the vision for the uptown area.

The new Uptown Master Plan will allow for an opportunity to develop a fresh look for Uptown Leamington while building on existing studies and approved plans.

2.2 STUDY AREA

The study area has been defined by the Municipality of Leamington and is illustrated on Picture 1. It illustrates the current Uptown Leamington Community Improvement Area boundary and shows that the Master Plan area of influence may extend beyond the CIP Area. As set out in the RFP, the project area was depicted based on the “Uptown Vision” and includes a high-level review of the commercial district in addition to the fringe areas. The fringe areas were included as there are traffic, parking, walking and cycling impacts. In broad terms, the area is bounded by Clark Street on the north, Marlborough Street on the south, Victoria Street on the east, and Fox and Albert Streets on the west.



Picture 1: Study Area

Understanding the study area requires identifying the existing land uses and public spaces, and the transportation network and facilities (including pedestrian, cycling, street system and parking). Then transportation requirements for vehicles, active transportation, and parking must be assessed, against a backdrop of designing ‘Walkable Communities’, and integrating the related infrastructure with the economy and business strategies of Uptown Leamington.

2.3 UPTOWN MASTER PLAN GOALS AND OBJECTIVES

The essential driving force behind the Uptown Master Plan has been identified by the Municipality in the project description as follows:

To support the principles of ‘Walkable Communities’ and to develop a Master Plan which demonstrates that accessibility and walking are ‘important parts of people’s daily travel, through a complementary relationship between transportation, land use, and the urban design character’ of Uptown Leamington.

To support this goal the following objectives were identified for Uptown Leamington:

- Accommodating consumers, tourists, pedestrians, cyclists, transit, freight and motor vehicles;
- Reflecting the guidelines set out in the Ontario Traffic Manual and Geometric Design Guide for Canadian Roads;
- Providing accessibility in accordance with the mandate of the Accessibility for Ontarians with Disabilities Act (AODA);
- Continuing a mixed-use environment of urban buildings, public spaces and landscapes that support walking;
- Developing a multi-modal network for pedestrian, bicycle, transit and vehicular traffic;
- Creating relationships between the surrounding land use / character and the right-of-way.

The Uptown Master Plan incorporates generally accepted transportation design principals, the existing Community Improvement Plans, and the ‘walkable community’ concepts, and makes recommendations to achieve a community vision that balances these needs. Consideration was also given to ensure that any proposed changes would be integrated into the areas around and adjacent to the study area, such as changes needed for traffic operations, parking, walking and cycling.

Consultation with key stakeholders (e.g. the Uptown Leamington BIA and the Chamber of Commerce) as well as the general public has been an integral part of the study process.

The results of the project are an actionable and measurable implementation strategy with high level priorities that align with a new community vision for Uptown Leamington.

High level cost estimates are also included for the recommended plan, as well as a staged implementation program.

2.4 PHASE 2 – MILL STREET SEWER SEPARATION AND RECONSTRUCTION

The development of the overall Master Plan for the Uptown is to be followed immediately by the reconstruction of Mill Street West in order to separate and reconstruct the existing sewer system. The design of this project will incorporate the recommendations from the Uptown Master Plan for the revisions to the road and sidewalk design, landscaping and beautification, and therefore the reconstruction of Mill Street will represent the implementation of the first phase of the Uptown Master Plan.

The Mill Street West Sewer Separation, Reconstruction and Beautification project incorporates all of the necessary technical components (i.e. data collection, surveying, utility coordination, project management, preliminary and detailed design, contract administration, site inspection and related services during construction and certification) and has been established as a separate project apart from the development of the Uptown Master Plan, which is the subject of this report.

3.0 BACKGROUND

In the past twenty years, there have been a number of planning studies carried out which have focused on the Leamington Uptown area. As set out in the RFP, these have been reviewed in order to understand the context of the current initiative, and to establish the foundation for developing the new Uptown Master Plan and are briefly summarized in this Chapter.

The Uptown Master Plan has re-affirmed that the past studies have developed a solid foundation and that the Uptown Master Plan has complemented and enhanced past and current efforts. The Municipality is encouraged to continue to build on the documents, using the most recent CIP as the document to guide decisions.

The Municipality is considering undertaking a review of the current CIP. Recommendations set out in this Plan are intended to compliment the CIP review allowing the Municipality to examine policies in more detail at a later date.

The following is a summary of the Uptown Study Area documents.

3.1 MONTEITH REPORT (1998)

In 1998, Monteith Zelinka Priamo Ltd undertook an Urban Development Planning Study for the Uptown Leamington Business Improvement Area (BIA) along with Totten Sims Hubicki Associates, Ron Koudys Landscape Architect and Howard Pulver Planning and Development.

This was the first time an assessment of the Uptown Area was conducted along with recommendations to improve Uptown Leamington.

Many recommendations were presented. The following is a summary of the outcomes:

- Identified themes and design characteristics of the Uptown;
- Studied open spaces, pedestrian linkages, traffic and parking needs;
- Supported residential development over top of stores;
- Facade loan program created.

3.2 DILLON REPORT (1999)

An Implementation Strategy for the Uptown Leamington Business Improvement Area was prepared by Dillon Consulting Limited and Hough Woodland Naylor Dance Leinster Limited in 1999.

Most of the recommendations were incorporated. The following is a summary of the outcomes:

- Implemented the Monteith Report in a phased strategy with associated cost estimates;
- Determined preferred designs, concepts, sections and sketch drawings;
- Significant work completed, including roadway improvements, light poles, benches, etc.;
- Everything completed, except themed gateways.

3.3 JONES REPORT (2012)

The Leamington Uptown Commercial District, Community Improvement Plan was prepared by The Jones Consulting Group Ltd in 2012.

It was determined that most of the municipal revitalization recommendations from the 1998 and 1999 studies were implemented with the exception of the gateway signage.

The document built on the past work, provided some new revitalization recommendations, and developed a funding plan for more private participation.

The following is a summary of the outcomes:

- Built upon the work of Monteith and Dillon Reports;
- SWOT analysis completed, adjusted the Study Area;
- Developed Urban Design Guidelines with neutral colour pallets;
- Created a Community Improvement Plan (CIP) grant program;
- Identified some municipal revitalization programs/tools (in progress):
 - Public Gathering Spaces
 - Municipal Parking Lot Landscaping Program
 - Municipal Signage Improvement Program
 - Business Signage, Property Standards and Bike Management Program
 - Public Art Initiative
 - Public/Private Partnership Program
 - Private Lot Improvement Program
 - Bulb- out Program
 - Demolition Permits (to permit landscaping of vacant lots)
 - Theme Lighting (over alleys, roadways and sidewalks)

3.4 EXISTING PLANS AND DOCUMENTS

The review of existing documents and legislative tools was completed as part of the review of pertinent background material, in order to establish the continuum of effort over time that has led to this plan. The development of the Uptown Master Plan has taken into consideration other on-going projects and included the following:

- Active Transportation Master Plan (2015)
- Short Term Transportation Action Plan Update (2013)
- Long Term Transportation Action Plan Update (2013)
- Municipality of Leamington Strategic Plan (2011)
- Leamington's Zoning By-Law (2009)
- Leamington's Official Plan (2008)
- Proposed Sewer Separation Plan, La Fontaine, Cowie, Buratto & Associates

These existing plans serve as a starting point for developing and considering alternatives for the Uptown Master Plan being recommended through this report. Although they have status, they are not considered to be cast in stone and could be amended through recommendations of this study.

The team also reviewed all other municipal projects currently underway to ensure goals and objectives correspond to the development of the project.

Current Official Plan policies and Zoning regulations have also been reviewed to build on creating a mixed-use space that will provide “attractive and efficient choices for many people (pedestrian, bicycle, or transit), in concert with automobiles and convenient and accessible parking” and support the vision for the uptown area.

4.0 STUDY APPROACH

As noted in the introduction above, the goal of the study in summary is to develop a Master Plan for Uptown Leamington which creates a mixed-use space that will provide attractive, efficient and accessible choices for the public (pedestrian, bicycle, or transit) in concert with automobiles and convenient and accessible parking, and to do so in a way which supports the vision for the uptown area as a vibrant area for business and public activities.

To achieve the goals of this project, a work plan was undertaken which followed a solid planning framework, based on the eight-step process outlined in Chapter 2 of the ITE publication ‘Designing Walkable Urban Thoroughfares: A Context Sensitive Solution’ as follows:

1. Vision and Goals

Meetings were held with the Municipality to confirm the Goals and Objectives summarized above in Chapter 2.

2. Definition of Issues and Needs

In addition to the terms of reference and background documentation provided, a comprehensive public and stakeholder consultation process was implemented to identify general areas of interest and specific areas of concern.

3. Development of Alternatives

Alternatives were developed for the entire study area which included various configurations of:

- traffic lanes, bicycle facilities and sidewalks;
- on and off-street parking;
- possible locations for new or enhanced activity nodes and public spaces;
- landscaping and building material colours, styles and themes.

Consideration was given to all modes of transportation and all types of users (property and business owners, institutions, customers or clients, and the general public).

4. Alternatives Evaluation

Alternatives were evaluated using the criteria developed through the consultations and feedback noted above, along with engineering judgment regarding technical details such as infrastructure design (e.g. roadway or sidewalk width) and traffic operations (e.g. traffic signal design).

Trade-offs, and pros and cons of each alternative were documented and the rationale for supporting or rejecting alternatives was documented.

5. Development of the Uptown Master Plan

The recommended Master Plan evolved from the evaluation process and reflects the study team's interpretation of the vision and goals established at the outset of the process, taking into account the public and stakeholder feedback received.

6. Infrastructure Improvement Program

Functional plans were developed to move from the planning ideas into a preliminary design process, and high-level cost estimates were developed for the various types of improvements recommended, namely:

- road segments
- parking lots
- public spaces

7. Project Development and Implementation

A staged implementation program for the recommended plan has been developed based on commencing with the Mill Street sewer separation and beautification project and moving through the entire study area sequentially.

8. Operation and Maintenance

Comments are provided concerning possible implications of operations and maintenance for annual and long-term consideration in municipal staffing and/or equipment budgets.

This report has been organized to generally follow this study approach and summarize each component accordingly.

5.0 COMMUNITY CONSULTATION

Public consultation and engagement is fundamentally important to the study process in order to obtain input from all possible stakeholders.

The Community Consultation and Engagement Strategy included a variety of public participation tools, media and mechanisms to create awareness, engage participants, generate input, and provide for informed decision making.

It was key that the project be promoted in a positive, open and exciting manner in order to allow participants to feel included, valued and heard, whether as groups, agencies, businesses or individuals.

Engagement techniques included the following:

- Consultant Team Walk-about
- Community Visioning Workshops / Round Table Sessions
- Public Open Houses
- Public Meetings
- Stakeholder Group and One-on-One Meetings and Discussions
- Municipal Project Web Page (information, pictures, video, etc.)
- Municipal Social Media
- Online Community Feedback Form
- Project Posters & Window Display
- Media Releases and Articles (radio, newspaper, TV, etc.)
- Community Drop In Centre

The information gathered through various community consultations held in addition to the input received from key staff, external stakeholder and the general public was reviewed looking for common themes and messages.

At the project outset, a project page on the municipal website was created, and a process was set up for community messaging to build awareness of the project through the use of social media and other media outlets. This provided information about the project and in-person opportunities for initial public input to establish key areas of focus and community priorities.

The Team also worked with the Municipality to develop a community feedback form that provided residents, businesses and visitors with an opportunity to provide their initial input.

5.1 FOCUS GROUPS

Stakeholder meetings and workshops provided an opportunity for representatives of key interest groups and individuals (e.g. groups and associations, development industry, local business, advisory committees, etc.), to participate and provide comments regarding the development of the Uptown Master Plan.

Roundtable discussions were held on October 30, 2017 with a format that allowed for small group discussions and sharing of ideas of vision, mission and values. Targeted discussions were held regarding needs of the various business sectors and public agencies in the Uptown, including retail, office and professional businesses, places of assembly (e.g. churches, funeral home, and theatre), restaurants, and Arts and Culture (Library, Art Centre, Bank Theatre, etc.)

Subsequently through the course of the study, meetings and discussions were held with the Uptown BIA Board of Directors, the Chamber of Commerce, the Leamington Fire Department, the Leamington Arts Centre Board of Directors, the Municipality of Leamington Accessibility Advisory Committee, and the Ontario Provincial Police Crime Prevention Unit.

Information was used to identify Strengths, Weakness, Opportunities and Threats (SWOT) in the study area, which is critical in understanding the social, economic and environmental landscape of the Municipality, and also specific problem areas or issues to target for action.

5.2 PUBLIC INFORMATION CENTRES (PICs)

The first Public Information Centre (PIC) was held on November 15, 2017 at the Leamington Art Centre to engage the community in discussing a vision for the Uptown that will guide Council and staff over the next several years; it also discussed desired outcomes of the project.

The informal drop-in style format of the PIC provided an opportunity for the community to obtain information and ask questions regarding the Uptown Master Plan project.



Pictures 2 – 5: Public Information Centre Meetings

The second Public Information Centre (PIC) was held on January 30, 2018 at the Leamington Art Centre and provided an opportunity for the public to respond to recommended ideas.

A full range of alternatives that meet the needs statement was developed. All modes of transportation and all users were considered.

Alternatives were evaluated noting trade-offs, pros/cons and logic/reasoning in support of or in rejection of alternatives.

5.3 DROP IN FEEDBACK

A drop in centre was set up at 18 Talbot Street West in Leamington (offices of RC Spencer Associates Inc.) to allow for ongoing opportunities to provide informal input and insight during the early stages of the project as the team developed an understanding of issues and opportunities, and subsequently to gauge community preferences and obtain feedback on the alternatives as they were developed.

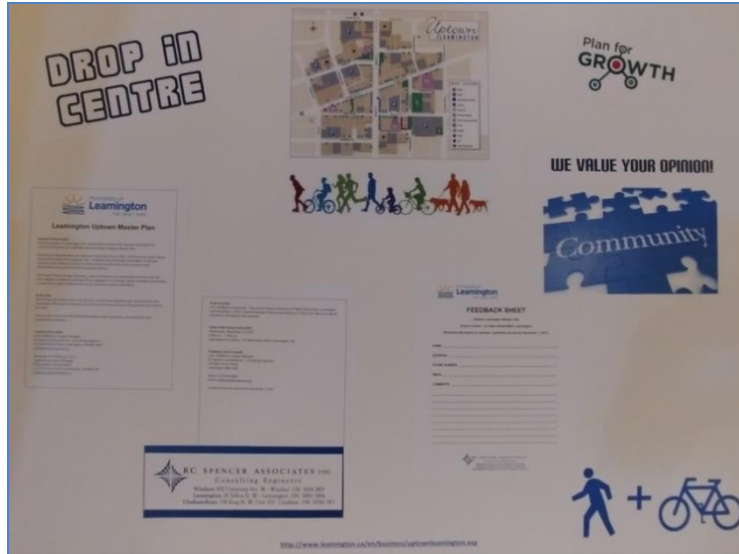
These initiatives contributed to building awareness of the project early on, and the website and social media presence also provided an opportunity to publicize consistent and convenient information, contact information, updates, notices and other messages throughout the project.

5.4 FEEDBACK SUMMARY

Appendix A contains a summary of feedback received from the various phases of the public and community consultations. There was a great deal of feedback provided and most was in the form of verbal comments and interactive discussion. The following points were raised most frequently:

- The initiatives that this study is attempting to address is moving in the right direction and is generally appreciated;
- There is a need for improvement in the general area of uptown beautification, plantings, landscaping and maintenance;
- Loitering and behavioural problems occur at certain time periods and create negative perceptions about accessibility, safety, security and appearance in the Uptown area;
- Close and accessible parking (on-street) should be maintained as much as possible; when discussing the trade-offs between on-street parking and provision of dedicated bike lanes, the balance was in favour of maintaining parking;
- Public spaces could be improved with murals or public art as well as landscaping

There was a small amount of feedback which essentially disagreed with the thrust of the study and the expected outcomes; this sentiment was clearly in the minority of expressed opinion.



Picture 6: Drop In Centre Poster
RC Spencer Associates office, 18 Talbot Street West

6.0 STUDY ISSUES FOR DESIGN CONSIDERATION

As noted in the introduction to this report, the essential driving force behind the Uptown Master Plan is to develop a plan which complements and enhances the relationship between public access by the various modes and the various land uses in Uptown Leamington, and to do so in a way which reflects the interests and values of the community.

Public access needs to account for:

- pedestrians (including sidewalks, pedestrian crossings, improved conflict sight lines, and accessibility in accordance with the AODA);
- private vehicles (including traffic operations and parking);
- bicycles (dedicated bicycle lanes, shared lanes, and bicycle parking);
- goods movement and delivery;
- operation and maintenance of streets, sidewalks and parking lots.

The set of land uses that exists in the study area requires that the plan account for:

- Public Spaces (parks or parkettes)
- Public Agencies (Library, Arts Centre, Bank Theatre, Post Office, etc.)
- Retail, professional and service related businesses and offices
- Places of Assembly and Entertainment
- Parking Lots

In order to assist in translating these considerations into a physical plan for infrastructure improvements, Figure 1 – Study Area Linkages has been developed to illustrate the spatial distribution of these uses against the backdrop of the system of streets, public rights of way and businesses in the study area. The Uptown Master Plan needs to properly connect these various elements and take into account the following broad issues.

6.1 ACCESSIBILITY, WALKABILITY AND ACTIVE TRANSPORTATION

The broad goal of creating a walkable environment in Uptown Leamington entails many considerations that must be taken into account in the design process.

6.1.1 Accessibility for Ontarians with Disabilities Act

The Accessibility for Ontarians with Disabilities Act (AODA) is a law that sets out a process for developing and enforcing accessibility standards in Ontario. The requirements affect many design elements incorporated in the Uptown Master Plan, for example standards related to sidewalk width, placement of street furniture, curb drops and tactile plates at intersections and crosswalks, and traffic signals which provide audio/visual cues for hearing and sight impaired members of the public.

6.1.2 Bicycles

The Leamington Active Transportation Master Plan serves as the base document for considering improvements to the bicycle facilities in the study area and is complementary to the County Wide Active Transportation Study (CWATS) which is the County of Essex Master Plan. The approved plans provide for dedicated bicycle lanes that lead to the perimeter of the study area as follows:

- Talbot Street West from Fox/Albert Streets westerly (both sides);
- Erie Street North from Clark Street northerly (both sides);
- Talbot Street East from Victoria Street easterly (both sides);
- Erie Street South from Marlborough Street southerly (both sides);
- Fox Street northbound to Russell Street;
- Victoria Street northbound to Talbot Street East.

Within the study area, 'signed routes' or 'signed routes with sharrows' are recommended for Talbot Street and Erie Street.

The plan allows for a great deal of flexibility by working with the CWATS committee and a public process to ensure that revised recommendations are appropriately considered and approved.

6.1.3 Pedestrian Crossings

As of January 1, 2016, the Ontario government passed legislation to amend the Highway Traffic Act to support the introduction of new standards to govern the installation of pedestrian crossings at locations not governed by traffic signals. These standards, as outlined in the Ontario Traffic Manual, Book 15 – Pedestrian Crossing Treatments, generally require properly placed signs and pavement markings, street lighting, and possibly pedestrian activated flashing lights depending on traffic and site conditions. These standards will be applied to appropriate pedestrian crossing locations in the study area.

6.2 PUBLIC SPACES AND ACTIVITY NODES

There are a number of important public spaces in the study area which require specific attention to integrate into the Uptown Master Plan by way of pedestrian corridors or linkages, and which may serve as gathering places for special events such as festivals, business promotions or community celebrations. These public spaces include:

- The Big Tomato Tourist Information Booth (Leamington Chamber of Commerce)
- Leamington Library and Centennial Park
- Selkirk Park and Dieppe Park
- Shotten Parkette and Central 33 Courtyard
- Former Village Inn site (Municipal green space).

There are numerous places of entertainment or assembly which create a need for pedestrian and parking linkages throughout the study area, including the following:

- Leamington Arts Centre;
- Bank Theatre;
- St. John the Evangelist Anglican Church, Leamington United Church, First Baptist Church, and Knox Presbyterian Church;
- Reid Funeral Home;
- Imagine Cinema and Chances Gaming Lounge;
- Caldwell First Nations

Important community attractions outside the study area that need to be considered for external linkages include:

- Leamington Municipal Marina;
- Leamington Dock;
- Seacliff Park;
- Leamington Trail;
- Leamington District Secondary School and Cardinal Carter Catholic High School;
- Leamington Municipal Building.

In general, all of these facilities and community spaces need to be accounted for and emphasized in order to increase their accessibility and connectedness to and within the study area, and through such planning, encourage increased awareness and interaction.

6.3 BUSINESS ACCESS

The Uptown Business Improvement Association is the key stakeholder on behalf of the private business community in Uptown Leamington. An inventory of the existing businesses is included in Appendix C from the BIA's existing promotional pamphlet. Presently, there are just over 200 various business establishments in retail, dining, entertainment, office and service sectors distributed within the study area.

Accessibility for employees, customers, and suppliers must be provided efficiently and requires that a balance be achieved in terms of access into the study area by the various modes of travel, the supply and location of on and off-street parking, development of pedestrian corridors, and goods movement.

6.4 TRAFFIC PATTERNS AND OPERATIONS

6.4.1 Roads and Traffic

The Uptown Master Plan will be based on the existing pattern of streets and existing roadway classifications. Erie Street and Talbot Street will be incorporated into the plans as continuous arterial roads, and in the case of Talbot Street, as a County Road 34 connecting link. If needed, operational changes will be based on the Long and Short Term Transportation Master Plans or professional justifications as needed.

6.4.2 Operating Speed

Developing an environment in Uptown Leamington which reflects a better balance between pedestrian, cyclists and street traffic requires that the interaction between these modes be revisited. In general, the balance needs to shift towards slower operating speeds, fewer through truck movements, and greater priority given to bicycle and pedestrian traffic. One important design consideration to assist in this regard is the selection of an 'operating speed' which would assist in governing traffic and geometric design.

The existing speed limit for traffic operating on the streets in the study area is 50 km/h. In meeting the objectives of implementing the 'Context Sensitive Approach' outlined in the prescribed ITE reference, it is evident that a reduction in the operating speed is appropriate. 'Main Street Design Parameters for Urban Centres' suggest that the operating speed for the travelled way be 25-30mph (30-40 km/h). The Geometric Design Guide for Canadian Roads recommends operating speeds of 30 km/h or less as being acceptable 'for the shared use of space by cyclists and motorists' to keep the relative speed between them in the range of 10 - 20 km/h.

Accordingly, an operating speed of 30 km/h has been selected as a basis for roadway design and traffic operations in the study area.

6.4.3 Truck Traffic and Urban Goods Movement

Truck traffic in Uptown Leamington has a long history dating back to the original Provincial Highway network in and around Leamington. During the 1990s, a number of provincial highways were downloaded to local or regional municipalities. Prior to this in Leamington and within the study area, Talbot Street was Provincial Highway 3; Erie Street south of Talbot Street was Provincial Highway 18; Erie Street north of Talbot Street to Highway 401 was Provincial Highway 77, which designation now terminates at the intersection of Erie Street with the 'new' Highway 3. As a result of this history, long term use of uptown streets by heavy trucks (especially Erie Street) developed and continues for destinations such as the Highbury-Canco food processing plant and other industrial destinations.

Recently, in 2008-2010, County Road 33 (also known as the East Side Arterial Road) was extended to Oak Street and Seaclyff Drive to create a direct County Road connection to Point Pelee National Park from Highways 3 and 77, and to create a 'bypass route' for heavy truck traffic destined to locations in the southern parts of Leamington. Accordingly, it is no longer necessary for most of the street system in the Uptown area to be designed for heavy trucks moving through the study area. In fact, such movement should be discouraged or prohibited.

At the same time, all commercial and business districts rely on a system of goods movement to receive and distribute goods and supplies. Accordingly, the design of the Uptown Master Plan will be based on a preferred routing of goods movement vehicles along Talbot Street westerly from County Road 33 / East

Side Arterial Road. Geometric design will provide for turning movements that will allow for delivery trucks to make gain access to businesses to and from Talbot Street. This approach is consistent with Talbot Street's designation as County Road 34, and also with the resultant pavement required for the design of a County Road to better accommodate truck traffic.

6.5 PARKING

A parking survey of all on-and-off-street parking facilities in the study area was completed during weekdays and Saturdays in October and November 2017. The detailed tabulation of the results is provided in Appendix B – Parking Survey Results.

Table 1 provides a summary of the results of the survey. There are 240 on-street spaces in the study area, and they exhibited an overall maximum utilization of just under 60% during typical weekdays and Saturdays. Some specific blocks, such as on Erie Street, Talbot Street and Mill Street (which comprise the majority of the retail and business outlets), exhibit utilization rates in the 70 - 80% range.

As for the off-street parking lots, there are a total of 557 spaces combined, with maximum utilization rates on weekdays in the 70 - 80% range and on Saturdays in the 25% range.

**TABLE 6.5 – TYPICAL PARKING UTILIZATION
OCTOBER/NOVEMBER 2017**

ON-STREET PARKING

STREET	CAPACITY	WEEKDAY		SATURDAY	
		MAXIMUM	PERCENT USAGE	MAXIMUM	PERCENT USAGE
Erie St.	36	28	78	29	81
Russell St.	13	3	23	5	39
Fox St.	4	1	25	2	50
Albert St.	5	2	40	0	0
John St.	19	10	53	9	48
Queens Ave.	20	13	65	14	70
Talbot St.	71	37	52	34	48
Nelson St.	17	12	71	7	41
Mill St.	41	26	63	28	68
Wellington St.	2	4	200	4	200
Princess St.	12	2	17	1	8
Totals	240	138	58	133	56

OFF-STREET LOTS

LOT	CAPACITY	WEEKDAY		SATURDAY	
		MAXIMUM	PERCENT USAGE	MAXIMUM	PERCENT USAGE
Clark	113	80	71	12	11
Fox/Russell	80	55	68	26	33
John	45	35	85	12	27
Queens	79	63	80	42	53
Mill	57	39	68	20	35
Central 33	183	125	69	16	9
Totals	557	397	71	128	23

It is common to consider the practical capacity of parking facilities to be approximately 85% of the total number of spaces. In this context, the following conclusions may be drawn for design consideration in the Uptown Master Plan:

- Uptown Leamington is well served by a good supply both on-and-off-street parking which operates comfortably within its practical capacity during typical time periods;
- There may be time periods, such as special events, during which specific lots or street blocks will be used to capacity;
- With growth in parking demand, the practical capacity of the existing parking infrastructure may be reached in a 5 -year planning horizon;
- Additional off-street parking should be pursued through the Uptown Master Plan to accommodate growth in parking demand in the short and medium term, and it is also to replace any spaces that could be eliminated because of sidewalk widening, landscaping, or other changes to the roadway system;
- The northeast quadrant of the study area (north of Talbot Street and east of Erie Street) has no municipal off street parking at the present time; opportunities should be pursued to balance the parking supply in this quadrant.
- Pedestrian connections from the existing off street lots to the majority of businesses in the study area are generally direct, with the exception of connections to the Clark Street Lot.

The recommended master plan will indicate areas where on-street parking is feasible, but the spaces shown may be designated for accessible or handicap parking, loading zones, bus stops, or public parking. There is a great deal of flexibility on the actual designation, and the final layout would be determined at the time of final design and construction through consultation with abutting businesses and properties.

6.6 SAFETY AND SECURITY

6.6.1 Crime Prevention through Environmental Design

A liaison meeting was held with representatives of the Ontario Provincial Police, who promote a province-wide initiative known as 'Crime Prevention Through Environmental Design' (CPTED). The Mission of CPTED is 'to reduce fear and incident of crime thereby working toward an improvement of the quality of life'. It is a proactive crime fighting technique which takes the approach that the proper design and the effective use of the built environment can lead to a reduction in the incidence of crime, as well as an improvement in the quality of life.

One of the objectives of CPTED is 'to proactively plan and design safer public buildings, facilities and parks utilizing the CPTED concepts'; these concepts include natural surveillance (using more open spaces), access control, and territorial reinforcement (delineating public vs. private spaces to clearly define ownership).

These principles and concepts are directly applicable to the Uptown Master Plan and are taken into account in the development of alternatives and concepts. There are a number of specific locations which lend themselves to this approach in the study area:

- The alley behind the businesses on the south side of Mill Street;
- The alley east of Queens Ave behind the Royal Bank;
- Designs of the open public spaces such as around the Leamington Art Centre/Big Tomato, Shotten Parkette, and Centennial Park near the Library.

6.6.2 Emergency Vehicle Access

Roadway and access designs for the study area must always account for the need for emergency vehicles to respond to emergencies. Accordingly, roadway widths, pavement designs, and intersection designs must take into account the geometric design constraints of fire vehicles responding to calls.

In particular, alternatives which may involve narrowing roadway widths must allow for alternative access for emergency response.

6.7 LANDSCAPE ARCHITECTURE

The impression visitors take away from a community is often shaped by their experience driving through it. As they drive, visitors form a series of visual images in their mind—either positive or negative—and these in turn influence their overall impression of the place. How they remember their visit can influence whether they decide to return in the future.

The outcome of these visitor impressions can be shaped through streetscape design techniques that affect how visitors (and locals) see the built community. Views to significant features can be emphasized, while less desirable views can be screened or minimized through visual distractions. Streetscape forms and features can be manipulated to create a linear series of unique spaces, like “rooms”, one passes through—in a sense telling the story of the community and giving it a legible form (gateway, historic centre, commercial / retail centre, recreational / green space, nightlife area, etc.)

By giving a community a more structured form, we also influence how its inhabitants experience it. A more aesthetically pleasing community fosters local pride and encourages further beautification and improvement efforts. Good public infrastructure with clean community space will help economic development.

Through the use of durable, distinctive, and timeless materials and furnishings, we can create a memorable identity for the community, which will promote a positive experience for visitors and locals alike.



Picture 7: Leamington Uptown Marker at the 'Big Tomato'

6.8 COMMUNITY THEMES

Similar to Landscape Architecture, it is also possible to give expression to a community by using themes, cultural heritage preservation or images that are unique to the area. Leamington has been famous for its 'Tomato' theme in the past but more recently other iconic images representing the monarch butterfly have been gaining prominence in Uptown Leamington. Other images that feature in promotional material about Leamington include the greenhouse industry, heritage features and Lake Erie Waterfront features such as Leamington Marina, Leamington Dock, Seacliff Park and Point Pelee National Park.

In considering these alternatives, it is the monarch butterfly that has stood out in prominence and which is recommended for consideration as an over-arching theme in Uptown Leamington to provide a focus for the 'fresh image' that is a desired outcome of the Master Plan process, where possible.

Some of the reasons that support this recommendation are as follows:

- Leamington sits on the migration route of the monarch butterfly; the monarch image is therefore unique to the region and could be a distinctive branding opportunity.
- Butterflies have positive, happy associations, and can be seen as a link to our natural heritage
- They are colourful, distinctive, non-threatening, and represent a celebration of life.
- With current threats to many pollinator populations, they are a focus of public awareness and attention.
- Pollinator plants can be incorporated into the landscaping to further celebrate and support this theme.
- There are many practical ways of incorporating the image of the Monarch into furniture and accents.
- Some existing public art has already used this image in the uptown area.

7.0 DEVELOPING THE PLAN

By combining the goals and objectives of the Uptown Master Plan project with the public and stakeholder feedback and the technical considerations described above, a plan for the study area was produced as illustrated on Figure 2, Recommended Master Plan. The purpose of this section of the report is to describe the major elements of each of the major road segments, public spaces and parking lots. Reference should be made to Figure 2 in interpreting the comments and descriptions in this report.

7.1 PUBLIC SPACES

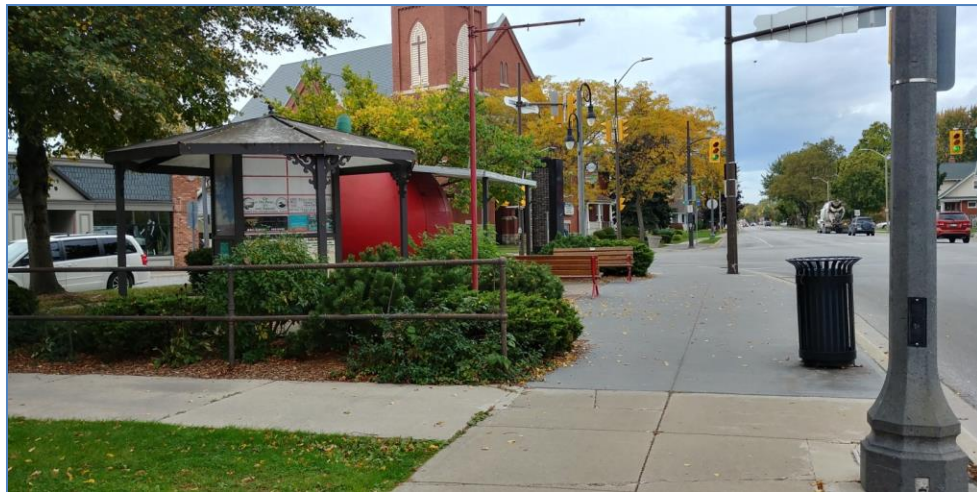
7.1.1 Arts Centre/Big Tomato

The public space at the intersection of Talbot Street West, Mill Street West, and Fox/Albert Streets is currently occupied by the “Big Tomato” information booth, a small covered kiosk structure, existing mature trees, planting beds, and benches and other furnishings including a gateway pillar. The site’s prominent location at the west edge of the Uptown area makes it an excellent candidate for a welcoming introduction and gateway to Leamington; however, the existing layout lacks clear organization and structure, and is visually cluttered.

In order to create a functional space with a strong visual impact, we recommend reconfiguring the site to give greater prominence to the Big Tomato, opening up view lines, providing clear circulation routes, and creating areas for gathering, as illustrated on Figure 3. Specific recommendations include:

- Relocate the Tomato to the apex of the space near the intersection, where it will be easily seen by vehicles travelling into Leamington along Talbot St;
- Incorporate the Tomato into a gateway feature comprising a low decorative wall with possible signage and vertical pillars;
- Relocate the existing entrance sign/pillar and incorporate it as an end pillar into the decorative wall;
- Repeat the vertical pillars on the north side of Talbot Street and the south side of Mill Street, to provide a strong sense of a gateway across the entire intersection area;
- Remove the kiosk structure;
- Expand paved areas while retaining and adding sodded areas and planting beds in strategic locations, to give form and structure to the space;
- Use decorative paving in a bold radial pattern to define the space and pedestrian circulation patterns and create a memorable visual image;
- Retain existing mature lindens.
- Incorporate comfortable, accessible and attractive furnishings.

Electronic signage offers a highly visible way to promote community news and events. Location near an intersection where vehicles may be stopped allows drivers to take in the information presented. It is also helpful to ensure the sign is visible for some distance away, to also allow drivers adequate time to see it. Paid advertising from local businesses can generate revenue to support the installation and operation of this type of community message board. Locations must conform to the current Municipal Electronic Sign By-law.



Pictures 8 – 9: The Big Tomato, Talbot Street West at Fox

7.1.2 Shotten Parkette

Shotten Parkette acts as a mid-block pedestrian link between Talbot Street and Mill Street. It includes a wide paved walkway, benches, and shade trees along the eastern boundary. The remainder of the site is currently an open lawn. The eastern and western boundaries are defined by building walls, with the western wall being blank and highly visible from Talbot Street. The site is distinctive in that it straddles the boundary where Leamington's two different street grid orientations meet. The existing pathway is currently oriented perpendicular to Mill Street.

The parkette is a key feature in the proposed pedestrian linkage stretching from the parking lot at Queens Avenue and John Streets, to Erie Street and the South Gateway into the Uptown Area. As part of developing this corridor, we recommend that the parkette be reoriented along an axis running

perpendicular to Talbot Street as illustrated on Figure 3. The pedestrian pathway should be aligned with the proposed pedestrian crossing at Talbot and Queens Avenue, and thereby allow for continuous north-south pedestrian travel.

Other recommendations:

- Create a symmetrical garden space ringed by plantings and low decorative walls;
- Expand the park space into the streetscape with a seating area addressing Talbot Street, linking the park to street activity and reducing vandalism;
- Provide additional seating areas within the park;
- Add a covered structure to create a visual terminus to the space, blocking views from Talbot Street to the transformer boxes adjacent to the Mill Street parking lot and providing a transition point to the change in grid orientation. This structure can include a community message board;
- Consider public art opportunities (e.g. butterfly mural, interactive art) on the existing blank building wall.



Picture 10: Shotten Parkette Entrance from Mill Street



Picture 11: Shotten Parkette Walkway View from Mill Street

7.1.3 Library Parkette (Italian Centennial Park)

The existing Library Parkette (Italian Centennial Park) features numerous mature shade trees, lawn areas, seating, and a series of pedestrian paths converging on a central water fountain. Access to the fountain is limited by the narrow paths and landscape plantings surrounding it, and there are few seating opportunities near the fountain.

The proposed reconfiguration of John Street will expand the park area, providing an opportunity to create a public gathering space.

Using the Italian Fountain as inspiration, we recommend transforming the site into an open *piazza* centred around the existing fountain, with wide paved walkways, seating areas that encourage social interaction, bicycle parking areas, and opportunities for public art. Lawn should be retained in strategic areas in order to keep as many existing trees as possible and new plantings should be added to the expanded park footprint. As this site acts as the north gateway to the Uptown area, design elements should be extended and/or repeated on the east side of Erie Street, to enhance the visual impact.

This park offers opportunities to showcase the Uptown theme, through wall art on adjacent building, public art at the pedestrian level, and even incorporated into the paving.



Picture 12: Italian Centennial Park at Leamington Public Library, Erie St. N. at John St.

7.1.4 Erie St. South at Mill (Former Village Inn / Auto Stop Hotel)

This site form could form a key visual and physical link in the proposed pedestrian corridor running from Queens Avenue and John Streets southerly to Erie Street South. It is also a highly visible location for pedestrian and vehicular traffic traveling along Erie Street. As such, it offers an excellent opportunity for enhancing the built form of the Uptown streetscape, providing civic gathering spaces, adding open green

space, and establishing a distinctive image for the Municipality. It is effectively a southern gateway to the uptown area.

As illustrated on Figure 3, conceptually the site could be developed into a 'Winter Garden' theme, with an Events Building, associated outdoor gardens, and pedestrian connections between Mill Street, Erie Street, and the Mill Street rear alley which provides pedestrian access to the Russell Street parking lot.

The building could be located towards the northeast corner of the site, providing continual built form along the Erie and Mill Street streetscapes, and can incorporate a greenhouse structure that would not only pay tribute to the agricultural heritage resources of the Leamington area, but also evoke the image of a butterfly conservatory. The interior should be designed to accommodate meetings and events (e.g. weddings). The remainder of the site could include gardens, pedestrian pathways and public art.



Picture 13: Conceptual Events Building for a 'Winter Garden'

7.1.5 Selkirk Park, Dieppe Park and Central 33 Courtyard

As may be seen on the area wide map of the study area (Figure 2), Selkirk Park and Dieppe Park are large parks on the perimeter of the study area. Because of their size and location, they flank the pedestrian corridors being developed but do not form a direct component of them. Since they do not require reconfiguration, they have not been considered in the Master Plan for redesign.

The new Central 33 Courtyard located on the former Princess Street right of way between the Central 33 office building and the Princess Parking lot, is a new addition to the inventory of public spaces in Uptown Leamington and accordingly has not been reviewed in this report.



Picture 14: Central 33 Courtyard, Mill at Princess



Picture 15: Mill at Princess Parking Lot

7.2 PEDESTRIAN CORRIDORS

As noted earlier in this report, creating a ‘walkable community’ is one of the main driving forces behind this study. Figure 1 developed the connections that naturally fall out of connecting the existing public spaces and activity centres and areas in Uptown Leamington. Important pedestrian corridors are observed along Mill Street, Queens Avenue, John and Nelson Streets, Princess and Wellington Streets, and Settingington/Victoria Streets.

This chapter describes the basic features proposed in the Master Plan illustrated on Figure 2 and in all cases, reference should be made to this Figure for clarification of the narrative.

7.2.1 Mill Street Corridor

In addition to the retail stores between Fox and Erie Street that are perhaps the first impression of Mill Street, it may be observed from Figure 1 that it also connects and provides immediate access to a large number of important public spaces and facilities:

- The Big Tomato
- The Leamington Arts Centre
- Shotten Parkette
- The Mill Street East parking lot
- Central 33 and the Central 33 Courtyard
- The Princess St parking lot
- Dieppe Park and the cenotaph.

Accordingly, provision has been made for a substantial change to the cross-section of Mill Street from Fox to Erie, in order to develop a wide and multifunctional pathway along the north side of Mill Street. A widening of the sidewalk on the north side incorporates the space now taken up by on street parking, and a landscaping strip is provided to separate the single lane of eastbound traffic from the pedestrian corridor. On street parking, essentially the status quo, is maintained on the south side.

The new pathway is wide enough and designed to act as an access lane for emergency vehicles, in the event of an emergency response being required during a time when the street may be busy with traffic or closed for an event such as a sidewalk sale.

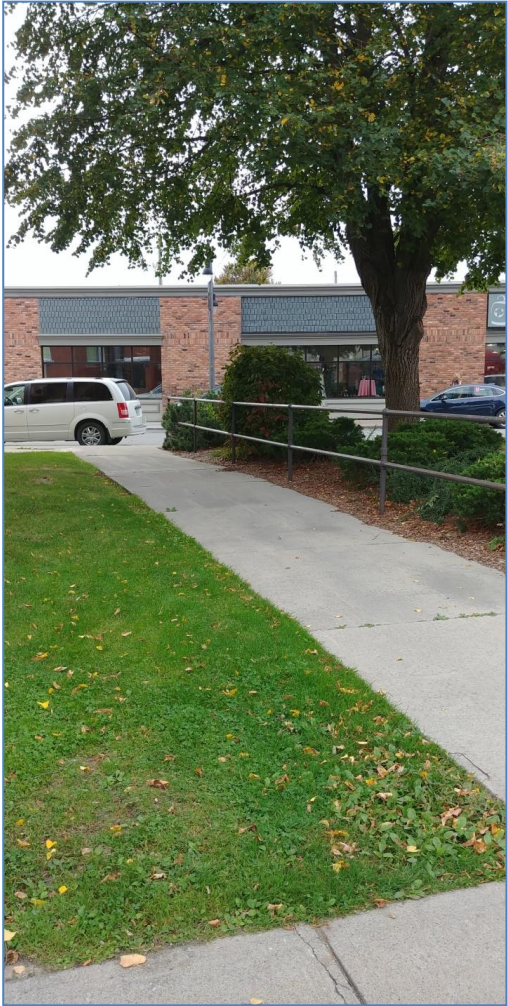
A new public parking lot is proposed at the east end of Mill Street adjacent to Shotten Parkette, to make up for loss of on-street parking and also to create an open space corridor complementary to Shotten Parkette.

It is anticipated that Mill Street may be closed from time to time for special events. Accordingly, the physical curb separating the widened sidewalk / landscaping strip on the north side of Mill Street from the traffic lane is proposed as a low mountable curb, in order to establish a pedestrian feel during these special events and integrate the pavement surface of the road with the sidewalk.

Bollards are proposed at the intersection of Mill and Fox Streets to facilitate closures of Mill Street to traffic. The design of these bollards needs to be incorporated into the final design of the intersection.



Picture 16: The 'Gregory Building', North Side of Mill Street



Picture 17: Leamington Arts Centre Walkway

7.2.2 Queens/Shotten Corridor

In the summer of 2017, the Municipality of Leamington acquired properties adjacent to Shotten Parkette and demolished the buildings to open up the space between Mill Street and Talbot Street West at Queens Avenue. Because of the widening, Mill Street became much more visible and connected to Talbot Street and Queens Avenue, and it became apparent that the Queens Avenue and John Street public parking lots were very accessible for pedestrians. As may be noted on figures 1 and 2, the walking distance from the Queens Parking lot to Mill Street at Shotten Parkette, is somewhat less than the distance from the Russell Street parking lot.

Accordingly, this corridor merits significant improvement to increase its prominence as a pedestrian corridor. Shotten Parkette, as described above in Chapter 7.1.2, should be reoriented to line up the axis of the pedestrian corridor with Queens Avenue. Sidewalks adjacent to the intersection of Queens Avenue at Talbot Street west can be widened and bulbed out to reduce pedestrian crossing times and improve pedestrian safety, complete with a PXO across Talbot Street.

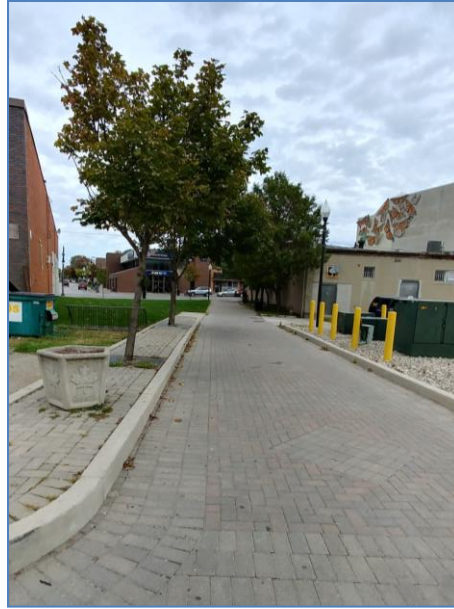
The sidewalk on the east side of Queens Avenue can be widened in similar fashion to Mill Street, by eliminating on-street parking on the east side and integrating this space into the pedestrian corridor. A low mountable curb is proposed to separate the widened sidewalk from the traffic lane, which would continue to operate as a single lane one-way northbound. The parking spaces that are lost may be replaced by establishing angle parking on the west side of Queens Avenue.

The proposed design of this angle parking is ‘back-in’ angle parking, which has gained prominence in many areas over recent years. The advantages of backing in are:

- The rear loading compartments or trunks are at the curb so that occupants do not have to stand in the traffic lane to load or unload packages;
- Upon exiting the parking space, it is generally safer to proceed forward and yield to oncoming traffic, than it is to wait for a gap and reverse out into oncoming traffic.

The disadvantage is that drivers and generally not familiar with this type of angle parking and are reluctant or uncomfortable in backing in to the parking spaces.

It is recommended that this issue be reviewed prior to final design and implementation; either format of angle parking is compatible with the recommended Master Plan.



Picture 18: Shotten Parkette Walkway View from Mill Street

7.2.2.1 Queens Avenue Alternative

Figure 4 illustrates an alternative to the design of Queens Avenue, by placing the angle parking on the east side of the street, and the one-way northbound traffic lane on the west side. The alternative was developed in order to create a traffic lane that was not a straight line, and also one which would allow vehicles leaving the angle parking to have a driver side view of on-coming traffic. As observed from Figure 4, traffic would be channeled to the west curb line as it turns onto Queens Ave from Talbot, and back to the east side as it approaches John Street.

The disadvantages of this alternative are principally related to trying to keep the proposed pedestrian corridor unobstructed from interference from the parked vehicles backing up to a mountable curb. Pedestrian safety would suggest that a standard barrier type curb is preferable to separate vehicles backing up to adjacent to busy sidewalks.

There is a service alley between the buildings on the east side of Queens Avenue, which requires access to facilitate a loading door on the north side of the alley. Access from Queens Avenue would become cumbersome with this alternative. Another small disadvantage is that 3 or 4 fewer parking spaces are created compared to the recommended alternative.

Accordingly, the angle parking is recommended on the west side, as illustrated on Figure 2.

7.2.3 John Street /Library Corridor

Similar to the general observation related to Mill Street as a pedestrian corridor, an examination of Figure 1 illustrates that the corridor comprised of John Street and Nelson Street from Albert to Erie to Wellington, also connects or is close by many important features of the study area, such as:

- The John Street and Queens Avenue parking lots
- Leamington Post Office
- Leamington United Church
- Leamington Public Library
- Italian Centennial Park
- Clark Street Parking lot
- St John's Anglican Church

Existing traffic operations are congested at the intersection of John Street at Erie Street North, with eastbound John Street traffic restricted to right turns only (i.e. no left turns to northbound Erie Street). This right turn movement is often restricted because of queues which develop for southbound Erie Street from the traffic signal at Talbot Street.

It is important to maintain access from Erie Street to the Queens Avenue municipal parking lot so that visitors entering the Uptown have direct access from Erie Street to parking facilities. Accordingly, the recommended plan has been developed to maintain one-way westbound traffic on John Street. The fact that only one lane is required, allows the traffic lane to be shifted to the south side of the existing street pavement, which then allows the parkette in front of the Library to be expanded significantly as illustrated on Figure 5.

In order to maximize green space and parking area, this operational change also facilitates a reconfiguration of John Street from the United Church to Queens Avenue. The street functions in terms of providing access to the parking lot on the south, and the church, office and commercial uses on the north, can be more efficiently provided by incorporating John Street as a circulation and access aisle in the parking lot itself. Another benefit is creating additional off-street parking, while retaining the existing on street parking on the north side of John Street.

The revisions to the Queens Avenue parking lot along John Street are complemented by the expansion of this lot to the south, where there are existing underutilized structures between the existing parking lot and the businesses. By redesigning the parking lot, the alley system in the rear of the buildings fronting on Erie Street North and Talbot Street West can be incorporated into the aisles of the parking lot and allow for more efficient use of this space. The aisles of this parking lot have been designed to permit circulation of fire vehicles. The existing alley to Queens Avenue should be improved as a pedestrian connection while still permitting loading activity to the adjacent businesses.

One other existing problem along the John Street corridor is that there is no direct public access to and from the Clark Street lot: patrons parking there and wishing to walk south into the uptown area are forced

to walk over to Erie Street. Also, if there is a special event in the area (such as a wedding or funeral at a church), access from the Queens Avenue or John St lots to the Clark street lot is circuitous and not obvious to a driver. The recommended plan provides for an access from the Clark Street lot to Queens Avenue to the west to provide additional access for both cars and pedestrians. A number of additional parking spaces can also be created at this location as illustrated. Direct access through the United Church and Library property has proven difficult because of property constraints; however, should the opportunity arise, a connection between John Street and the Clark Street parking lot should be considered.

The importance of this pedestrian corridor as it crosses Erie Street mandates the installation of a PXO at the Nelson Street intersection. In the future, increased pedestrian crossings may be anticipated with the development of the Wellington Street corridor and the establishment of a public parking lot at the intersection of Erie Street and Nelson. With the recommended bulb outs along Erie Street at Nelson adjacent to the library, this location becomes the northerly gateway to the uptown area.



Picture 19: John Street / Library Corridor

7.2.4 Princess/Wellington Corridor

In combination with the Mill Street, Queens Avenue and John/Nelson Street pedestrian corridors, the corridor comprised of Princess and Wellington Streets completes the circle of pedestrian connections around the core of the study area. Princess Street already provides access to the Central 33 courtyard and office building, the Princess Parking lot, and Dieppe Park. Completing the pedestrian corridor to Nelson Street makes practical sense since the short block on Wellington from Talbot to Nelson Street is the only gap in the circle at the present time.

The parking deficiency identified in the northeast quadrant of the study area can be resolved at the same time as creating this pedestrian corridor by developing a municipal parking lot on the north west corner of the intersection of Talbot Street East at Wellington. This space is currently occupied by a vacant gravel lot and a small commercial building. If it is developed as an open area and parking lot, view lines are

established along the corridor from Nelson to Mill Street, which greatly assists in the connectivity of the uptown area.

The pedestrian connections are also facilitated by the installation of a PXO on Talbot Street East at Wellington. With the widening of the sidewalks for bulb outs at this intersection, this location becomes the easterly gateway to the uptown area.

7.2.5 Russell/Settingington/Victoria Corridor

At the southerly perimeter of the study area, Russell Street and Settingington Street connect a number of public and community gathering places:

- The Russell Street Parking lot
- Reid Funeral Home
- Knox Presbyterian Church
- Chances Gaming lounge
- Central 33 office building
- Central 33 Courtyard
- Princess Street Parking lot

Pedestrian connections may be facilitated by improved streetscaping at the intersection of Erie Street and Russell Street, where sidewalk widenings and bulb outs combined with a PXO across Erie Street are recommended. This location becomes the southern gateway to the Uptown area.

7.2.6 Fox/Albert Corridor

Along the westerly perimeter of the study area, Fox and Albert Streets are important in connecting the Russell Street Parking lot, First Baptist Church, the Big Tomato and Leamington Arts Centre, and Selkirk Park. This corridor intersects with the Mill Street corridor at the intersection of Talbot/Mill/Fox/Albert, which is currently signalized. This intersection represents the westerly gateway into the Uptown area.

Fox Street between Russell and Mill Street is recommended to be changed to add a northbound bike lane as recommended in the Active Transportation Master Plan, to complete the linkage with the southbound bike lane on Chestnut Street.

The pedestrian connections from the Russell Street Parking lot to First Baptist Church mandate the installation of a mid-block PXO as illustrated on Figure 2.

To the north, Albert Street is an important connection to and from Selkirk Park which offers a large recreational option for visitors to the uptown district. At this location, the linkage to the Clark Street parking lot across Queens Avenue completes a pedestrian corridor across the northern perimeter of the study area.

7.2.7 Mill Street Rear Alley

One final pedestrian corridor that requires establishment and upgrade is the existing alley between the Russell Street parking lot and the Mill Street businesses. At the present time, this alley is a dead end at its eastern terminus, because of property constraints and physical obstructions. It also serves an important function in delivery of goods to the adjacent businesses, which function needs to be maintained.

The Municipality has acquired the former Village Inn Site, which is connected directly to this alley. It is recommended that this alley connection be made continuous and upgraded to create a safe and attractive pedestrian connection. Such a connection will provide an alternative for access to the Mill Street businesses, and when the new park is developed as described above (7.1.4), will significantly improve accessibility in this area. In addition, pedestrian access between the parking lot and Mill Street may also be achieved by acquiring a full depth commercial property such as illustrated on Figure 2 and developing it as a pedestrian walkway.

7.3 SHOPPING STREETS

7.3.1 Mill Street

The changes to Mill Street to create a significant pedestrian corridor are described above in section 7.2.1. The retail and office use along Mill Street are facilitated by the continuance of on-street parking on the south side from Fox Street to Princess, as is the status quo. The only other significant change is the establishment of a PXO at the intersection with Shotten Parkette

Traffic operations along Mill Street maintain the status quo (one lane eastbound from Fox to Erie, two-way traffic east of Erie Street. The intersection of Mill Street at Erie Street maintains all existing traffic movements, with sidewalk widening to promote traffic calming and to add more space for pedestrians and landscaping. During final design, consideration may be given to having a signed bicycle route on Mill Street.



Picture 20: Existing On-street Parking on Mill Street



Picture 21: Mill Street East of Erie Street

7.3.2 Talbot West

The recommended changes to Talbot Street West are located at the intersection with Queens Avenue/Shotten Parkette, which becomes a main north-south pedestrian corridor. A PXO is recommended at the east side of this intersection, with sidewalk widening to the east and west on both sides of Talbot Street. On-street parking is maintained on all block faces.

All existing traffic movements are maintained at the Talbot/Erie intersection, but the sidewalks are widened to promote traffic calming and to add more space for pedestrians and landscaping.

During final design, attention needs to be given to accommodate goods movement routing to uptown businesses, since Talbot Street is recommended as the preferred access route to and from the external roadway system which converges at the intersection of County Road 33 (East Side Arterial Road) and County Road 34 (Talbot Road).

7.3.3 Talbot East

Similar to Talbot Street West, the recommended changes on Talbot Street East are mainly related to the intersection with Princess and Wellington Streets, which becomes a major north-south pedestrian corridor. A PXO is recommended at this location, with sidewalk widening as noted on Figure 2. On-street parking is maintained on all block faces.

The intersection of Talbot and Wellington accommodates access to a new proposed public parking lot, and this intersection becomes the eastern gateway to Uptown Leamington.



Picture 22: Talbot Street East

7.3.4 Erie Street (Clark to Marlborough)

7.3.4.1 Erie Street Signed Bicycle Route (Alternative 1)

The plan for Erie Street as illustrated on Figure 2 shows a signed bicycle route, per the approved Active Transportation Master Plan. This plan contains the following main features:

- Sidewalk widening on both sides of Erie Street at Nelson and adjacent to the Leamington Public Library, with a PXO at this location, creating the northern gateway to Uptown Leamington;
- Additional sidewalk widening on both sides of Erie street at the reconfigured John Street, with a PXO on the south side of John Street;
- all traffic movements are maintained at the intersection of Erie and Talbot Streets, with sidewalk widening to promote traffic calming and to add more space for pedestrians and landscaping;
- bicycles share the road with vehicular traffic between Clark Street and Marlborough Street;

- On-street parking is maintained on all block faces except on the west side adjacent to the proposed winter garden south of Mill Street;
- A PXO is located at the intersection of Erie Street south at Russell Street, which is the southern gateway to Uptown Leamington.

The signed bicycle route is illustrated on Figure 2 as a part of the recommended Master Plan because it is in Leamington's approved Active Transportation Master Plan. However, there are other alternatives that can be considered, and which have been reviewed in detail as follows.

7.3.4.2 Erie Street Dedicated Bicycle Lane (Alternative 2)

A second alternative for Erie Street was developed as illustrated on Figure 6A, to examine having dedicated bicycle lanes (rather than a signed route with shared bicycle and vehicular traffic) between Clark Street and Marlborough Street, where the dedicated bicycle lanes terminate according the existing plans.

Figure 6A illustrates this plan. The same three PXO locations and gateway locations are maintained in this alternative. The main differences between the plans are as follows:

- On-street parking cannot be maintained on all block faces due to the curb-to-curb width of the street and right of way;
- As a result, there is a reduction of 27 on street parking spaces on Erie Street (22 with bike lanes compared to 49 with the signed route);
- The effective width of the travelled portion of the roadway is approximately 3m wider with dedicated bike lane, to provide for 1.5m wide bike lanes in each direction;
- There is less space available for sidewalk widening, so that the narrowing of the traffic lanes is less pronounced; instead, the traffic lanes move from side to side in each block to assist in traffic calming.

7.3.4.3 Erie Street Raised Bicycle Track (Alternative 3)

A third alternative for Erie Street was developed as illustrated on Figure 6B, to examine having a raised bicycle track constructed on the sidewalk between Clark Street and Marlborough Street, where the dedicated bicycle lanes terminate according the existing plans.

A bicycle track is an exclusive bikeway which is a separated path that is exclusively for bicycles. It is made distinct from both the sidewalk and the roadway by physical separation (such as curbs, vertical barriers or elevation differences), and/or by changing the texture or colour of the bicycle pathway.

As may be seen in the Erie Street design on Figure 6B, the proposed design would create an exclusive pathway for bicycles at the same level as the sidewalk and adjacent to the existing curb. At various points, the bicycle track would be between the existing sidewalk and curb extensions that would be implemented to allow some on-street parking to be retained.

Traffic lanes for cars are basically the same in this alternative as in Alternative 2 (dedicated on-street bicycle lanes). The essential difference in Alternative 3 is that the dedicated bicycle lane is no longer on the same pavement level and alignment as the car traffic lanes, but rather is above the curb, and between the sidewalk and any on-street parking spaces where they exist.

The same three PXO locations and gateway locations are maintained in this alternative. It is noted that the pedestrian obligations when crossing at a PXO now would include checking for bicycle traffic at the bicycle track, which is at a different location than where the on-street bicycle lane is in Alternative 2.

The main differences between the plans are as follows:

- On-street parking cannot be maintained on all block faces due to the implementation of the bicycle track in areas now occupied by parking spaces
- As a result, as with the bike lanes, there is a reduction of 27 on street parking spaces on Erie Street (22 with the bicycle track, compared to 49 with the signed route);
- The vehicular lane width is 3m narrower than Alternative 2 since the 1.5m wide bike lanes in each direction are now above the curb;
- Traffic movement is similar to Alternative 2, moving from side to side to assist with traffic calming;
- There is less public space available for pedestrian use, as the area is consumed by the bicycle track, and where curb extensions or bulb outs occur, the new areas are not contiguous to the existing sidewalk, being separated by the bicycle track.
- Where on-street parking is able to be retained, the parking spaces are separated from the sidewalk by the bicycle track.

7.3.4.4 Erie Street Bicycle Alternatives Preliminary Evaluation

In comparing the three Erie Street alternatives, the following comments highlight some of the pros and cons related to the most obvious differences between the alternatives, as follows:

- On Street Parking: The loss of the estimated 27 on-street parking spaces is viewed as a significant shortcoming of both Alternatives 2 and 3;
- Sidewalk Widening and 'Street Life':
 - The loss of opportunities to widen sidewalks in favour of pedestrian space and landscaping is viewed as a significant shortcoming of Alternative 2;
 - The disconnection between the existing sidewalks and the new sidewalks (being separated by the bicycle track) is viewed as a significant shortcoming of Alternative 3. A

successful streetscape design forms the framework to build a vibrant community life through social interactions, events, and gatherings. To do so, the streetscape needs to have flexible spaces that can serve both current and future needs and allow for both planned and spontaneous and formal and informal interactions (think patios, sidewalk sales, meeting up with a friend, live music/busker performances). In some cases, this type of street life extends into the street parking area on a temporary basis (e.g. pop up cafes or patios). This flexibility and possibility may be compromised with the bicycle track alternative.

- Safety: There are tradeoffs between the three alternatives regarding the overall safety of pedestrians, drivers, and cyclists, some of which are noted as follows:
 - Alternative 1 relies on narrowing the width of the traffic lane to slow down traffic within the study area, and thus create a safer operating environment for shared use of the traffic lane by cyclists; the benefit is that additional space can be created adjacent to the existing sidewalk for pedestrians.
 - Alternative 2 provides an exclusive lane for cyclists, which is generally viewed as safer for cyclists; however, the *perceived* width of the traffic lane is wider and therefore may encourage traffic to move faster;
 - Alternative 3 proposes a dedicated bicycle track separated from both the traffic lands and the sidewalks, which is generally viewed as the safest alternative for the cyclists. On the other hand, the cycle track itself is placed between the parking lane and the sidewalk, which may be awkward and create a problem for people exiting from parked vehicles and who may not be expecting to have to check for and yield to bicycle traffic between their vehicle and the sidewalk.
 - Alternative 3 provides for a narrower traffic lane since the lane width does not have to accommodate shared bicycle use; this would generally be viewed as a safer traffic condition.



Picture 23: Erie Street North of Mill Street

7.4 SUMMARY OF RECOMMENDED CHANGES

The recommended plan as illustrated on Figure 2 contains the following major changes to the Uptown Leamington study area:

- Mill Street corridor:
 - Widen and pedestrianize the sidewalk on the north side;
 - Add a Municipal Parking lot adjacent to Shotten Parkette;
 - Create a 'Winter Garden' on an enlarged public space at the southwest corner of Mill and Talbot;
 - Improve pedestrian access to Mill Street from the rear alley between the Russell Street parking lot and the proposed 'Winter Garden'
- Queens Avenue:
 - Create angle parking on the west side;
 - Widen and pedestrianize the sidewalk on the east side;
 - Create a new vehicular and pedestrian access to the Clark Street Lot from Queens.
- John Street corridor:
 - Make John Street one way westbound from Erie Street to the Queens Avenue parking lot and redesign it as a driveway to the parking lot;
 - Incorporate the existing operation of John Street from Queens Ave to the Library as an access and circulation aisle of the Queens Ave parking lot;
 - Expand the Queens Avenue parking lot and incorporate the existing alley system at the rear of the Erie Street North and Talbot Street West businesses into the parking lot design;
 - Expand the public space in front of the Library.
- Provide for shared or signed route bicycle facilities on Erie Street and Talbot Street in the study area as identified in the Leamington Active Transportation Master Plan, noting that prior to implementation of Erie Street, a full technical and public consultation review be undertaken for bicycle infrastructure alternatives along Erie Street consistent with the MTO Book 18 (Bicycle Facility Selection Tool) current at the time of implementation.
- Northeast Quadrant:
 - Add municipal parking lots at the intersections of Talbot Street East and Wellington, Erie Street North at Nelson, and Talbot Street East at Victoria Street.
- Create identifiable gateways around the public spaces adjacent to:
 - Talbot Street West at Fox/Mill;
 - Erie Street North at John/Nelson;
 - Talbot Street East at Wellington;
 - Erie Street South at Russell.

The changes to the design result in the following changes to parking supply in the study area (as summarized in Appendix B):

- net reduction in on street parking of about 32 spaces;
- net addition of 72 spaces to off street lots as follows:
 - 105 additional spaces from expansion and new lots;
 - 33 spaces eliminated when landscaping is added to existing lots;
- overall net addition of 40 spaces with full implementation.

Operation and maintenance of the recommended plan has been reviewed with public works and fire department staff. Generally, operations should be fully integrated into status quo procedures. For example, the design of curb extensions and sidewalk widening is consistent with existing facilities in the uptown area (i.e. Nelson Street). Emergency vehicle access has been considered in all locations where infrastructure has been redesigned, such as Mill Street and the Queens Avenue parking lot.

8.0 STREETScape CONCEPTS AND DESIGN

The streetscape design will assist with the promotion, balance and connectivity of future developments and ensures consistency along the corridor. Streetscape design benefits all visitors and residents who frequent Uptown Leamington by providing universal accessibility, improvements to the natural environment and facilitating a safe and vibrant design that complements the local community.

8.1 TREES

Trees have many positive benefits in urban spaces, including improved thermal comfort and air quality, aesthetic enhancement, and view framing / screening. Unique or historic specimens can also act as local landmarks. Trees help shape and define the scale of the pedestrian space, adding to the comfort and overall shopping experience. Recent studies suggest that shopping districts with trees are more popular and businesses are able to improve profitability.



Picture 24: Talbot Street East

We recommend that trees be added to the public rights of way where space permits. Trees should be located strategically to respond to the existing building and streetscape form (e.g. at node points, blocking undesirable views or permitting attractive views), thereby reducing the linearity of the streetscape and helping to form distinctive spaces. Where budget is limited, clustering trees can generate a strong visual impact in key areas, rather than spreading the investment (and effect) across a larger area.

In order for tree plantings to have healthy and vigorous growth, it is critical to provide them with adequate soil volume, root access to oxygen and water, and proper pH and drainage. Technologies such as Silva Cells and structural soil can create growth zones that support the tree under paved areas. Breakout zones can also be provided to allow roots access to adjacent soil volumes.

Where existing sidewalk space is limited, bump-outs with integrated tree growth zones may be used to increase tree planting possibilities. They also move trees away from building faces, allowing for more natural growth and proper branch structure.

Business owners are often concerned about tree branches visually blocking signs and promotional displays. This is a result of low branches (for example, from planting small tree species). Proper growth and species selection will allow high branching—producing clear sight lines to signage and screening the upper floors of buildings. This directs the eye to the ground plan and enhances views to the businesses.

In order to further augment the main street tree cover, private home and business owners should also be encouraged to add street trees where their properties have sufficient room and the public R.O.W. space is limited.

Street plantings—including shrubs, perennials, and annuals—should be visibly contained through the use of low planter / seat walls, curbs, or other types of edging. This will discourage pedestrians from walking across planting areas and causing damage. Plant selection should take into consideration maintenance, salt and drought tolerance, and year-round interest. The side faces of planter walls should be rounded and sloped to accommodate snow removal and maintenance. Planter edges should be slightly raised to prevent contaminants such as salt from entering the planting bed.

8.2 FURNISHINGS

Street furnishings help establish the overall look and feel of a community, provide comfort/accessibility and convenience to both pedestrians and drivers (e.g. street lighting), and can act as landmarks or way-finding aids (e.g. signage, unique plantings, etc.)

A consistent palette of street furnishings communicates a clear and unified image of a community to visitors and locals. By coordinating lights, benches, trash receptacles and other amenities, the community conveys a sense of care, planning, and order. This in turn can help define the community to both outsiders and residents, making it a more memorable place to live or visit.

Leamington’s existing furnishings, especially benches and planter pots, are coordinated and distributed throughout the Uptown area. The existing wood and metal benches require regular maintenance and repair, and the Municipality has indicated that a more durable material such as metal would be preferred.

A new furniture palette offers an opportunity to update the Municipality’s image, while acknowledging its cultural heritage resources. A more contemporary, fresh style should be explored, avoiding selections that may become quickly dated. Casual seating options (see examples below) can be implemented in showcase areas such as urban parkettes and feature streets (e.g. Mill Street), while a more traditional bench would be well suited to street Rights of Way.



Pictures 25 – 26: Proposed Street Furnishings



Pictures 27 – 28: Proposed Street Furnishings

Furnishings can be customized with unique colours or castings in order to foster community identity.

Other considerations in selecting furnishings include:

- Durability of materials – metal and concrete options
- Comfort/accessibility
- Ease of use for all demographic groups (e.g., include arms on benches to assist the elderly and disabled)
- Resistance to vandalism and other damage

Garbage receptacles must be selected with consideration for maintenance issues as well. Maximum weight loads, types of pickup vehicles, frequency of visits, and winter access should all be reflected in the types chosen.

For recycling stations, the types of waste should be coordinated with the recycling programs available in the community. Keep in mind that some post-pickup sorting may be required to eliminate items that have been improperly placed.

As with the planting, the streetscape furniture budget can be used most efficiently and effectively by concentrating improvements at logical gathering points rather than spreading them out along the entire streetscape. A street corner with a number of benches and other amenities is a more attractive and inviting place to stop to rest or meet a friend than a lone bench located off the beaten track.

While furnishings should be grouped together, care should be taken in locating waste and recycling containers. Pet waste and other garbage produce unpleasant odours and can attract wasps, so these containers should be close enough to benches for convenience, but not so close as to be a nuisance.



Picture 29: Seasonal Sidewalk Planter Pot

8.3 LIGHTING

Lighting is important in both the vehicular and pedestrian zones, both in terms of safety and enhancing the experience of the outdoor environment.

The existing light standards are well implemented consistently across the Uptown area and provide both vehicular and pedestrian level lighting. Side brackets allow for branding and beautification through the use of banners and hanging planters. Unfortunately, many of the concrete posts are exhibiting cracking and chipping and will eventually need to be replaced. Metal posts are a durable and vandal-resistant alternative, and are available in a range of sizes, styles, and materials (e.g. steel and aluminum).

A lighting replacement program should incorporate a transition to LED fixtures, which are more energy efficient and offer superior light quality and control than other options. Some examples of more contemporary styling are shown below.



Pictures 30 – 31: Lighting Options

8.4 PAVING

In order to enhance and unify the pedestrian experience, we recommend adding accent paving and banding to sidewalks and other pedestrian walkways. This will not only help to define the pedestrian zone, but the colour and texture contrast can enhance the overall community image. Furthermore, contrasting colours and textures assist the elderly and visually impaired in navigating the streetscape. Textured paving is especially important at intersections for this purpose.

Exposed aggregate concrete is a cost-effective, durable, and flexible option with a wide range of colour and texture possibilities. It is relatively easy to install and repair, when necessary.

The same material can also be applied to pedestrian crosswalks and key intersections. Adding a contrasting colour and material will draw attention to these points and encourage drivers to slow down and pay more attention.



Picture 32: Decorative Paving Options

9.0 PLANNING CONSIDERATIONS

9.1 OFFICIAL PLAN

In order to strengthen the role and function of the Uptown Core, amendments to the Official Plan (OP) for the Municipality of Leamington are required. However, taking into consideration that the OP is currently undergoing its 5-year comprehensive review, the following general recommendations should be considered as part of the review.

Overall, any new policies should to be aligned with the vision of the Master Plan. including alley development, visual corridors, effective streetscape scale, building density, mixed used development, linkages and the encouragement of private property tree plantings. Policies should demonstrate commitment on the part of the municipality and private land owners.

Policies should encourage a linked open space system consisting of bikeways, trails, and walkways which promote walking, cycling and non-motorized modes of transportation between community spaces within the entire municipality (i.e. link the uptown to the waterfront).

Under 3.6.1.1 Goals, in general, a policy should be added to indicate that the municipality will promote the provision of pedestrian, cycling and trail linkages and the integration of recreational and parks and open space uses in the Uptown Core.

Under 3.6.1.2 (c) Policies, a policy should be added to indicate that the Municipality supports a transit-supportive, compact and walkable urban form consisting of mixed uses and efficient transportation networks, encouraging cycling and walking.

Community Improvement Plans Policies should be reviewed to encourage more pedestrian linkages, enclosed / all season patios, alley way improvements, specific cultural heritage preservation incentives (heritage tax relief program), and public-private partnerships in the Uptown Core.

The Municipality may also wish to incorporate the recommendations of this Plan into the Development Manual and the Municipality Site Plan Control By-law, including tree plantings, linkages and pedestrian scale amenities as part of development review.

9.2 ZONING BY-LAW

Zoning standards and regulations are established in the Zoning By-law (ZBL) for the Municipality of Leamington.

Once the OP has been reviewed as part of the 5-year comprehensive review, the Municipality will require the ZBL to conform to the policies.

The following is a general review of existing ZBL regulations.

Setbacks:

- Most properties are zoned “C1 – Commercial Uptown Zone” in the uptown area.
- There are no zone requirements for lot area or frontage in the C1 zone and buildings are permitted 100 % lot coverage.
- Setback requirements remain suitable for the type of existing buildings and structures in the Uptown Core.
- There is nothing in the new Master Plan that requires any modifications to setbacks.
- Therefore, no zoning standard changes are recommended.

Parking:

- There is currently a ‘cash-in-lieu of parking’ by-law that applies to the area within the Uptown Core. Uptown merchants do not need to provide for commercial parking.
- Residential parking is calculated separately from commercial parking and is not part of the cash-in-lieu by-law.
- Unless it is for residential, then Section 4.38 sets out the parking requirements of 1.5 spaces per dwelling unit for apartments.
- 3.190 PARKING SPACE, shall mean an area not smaller than 3 m (9.84 ft.) by 6 m (19.68 ft.), exclusive of aisles or driveways, enclosed in a building, or unenclosed, and set aside for the parking of a vehicle. Barrier free parking spaces shall mean an area not less than 5 m (16.40 ft.) by 6 m (19.68 ft.). There is nothing in the new Master Plan that requires any modifications.
- Loading spaces (Section 4.30) are often a challenge in the uptown. No person shall erect or use any building or structure in any Zone for any commercial or industrial purpose involving the movement of goods or persons unless loading spaces are provided and maintained in accordance with the provisions. No changes are recommended.
- The Municipality recently updated its on-and-off-street parking by-law and changed the amount of time allowed to park and fines.

Outside Display of Goods and Materials:

- Section 4.37 of the ZBL currently addressed outside storage, sales and displays of goods and materials. Particularly in Commercial Zones, outside display shall not be more than twice the floor area above grade of the commercial building or portion of any such building constructed upon the lot and used for the commercial purposes for which outside display and sale is permitted and, in any event, such area for outside display and sale shall not be more than 35 % of the lot area.
- Outside display will help animate and enliven up the streetscape encourage more pedestrian movement.

- Therefore, it is suggested the outside storage and display area of 35% is too large for an uptown and should be reduced. Special events warrant special considerations.

9.3 COMMUNITY IMPROVEMENT PLAN

At this time there are no new recommendations that require changes to the current Community Improvement Plan (CIP) program. The Municipality is considering undertaking a review of the CIP in the near future. As set out in the RFP, the recommendations set out in this Plan are intended to compliment the CIP review allowing the Municipality to examine policies in more detail at a later date. However, the Municipality is encouraged to consider including guidelines for greening of alley ways, tree plantings and permitting all season enclosed/outdoor patios as part of the review of the document.

The Uptown Master Plan has re-affirmed that the past studies have developed a solid foundation and that the Uptown Master Plan has complemented and enhanced past and current efforts. The Municipality is encouraged to continue to build on the documents, using the most recent CIP as the document to guide decisions, including Part C: Uptown Urban Design Guidelines, which can be found Section 9 of the current CIP.

The proposed recommendations in the Master Plan continue to focus on designing a 'fresh look' for public spaces on areas that are mainly on municipal right of ways.

There has been some uptake on the CIP grant program which supports private sector contributions and is encouraged to continue. The Municipality is encouraged to continue monitoring the progress and funding of the incentive programs to ensure they are relevant and effective.

Regarding municipal revitalization initiatives, and after consultation with local businesses and the general public, it was determined that the initiatives were still relevant. The Municipality is encouraged to continue monitoring the progress and funding of the identified projects to ensure they are effective.

Revitalization programs have been carried forward into this plan and include the following.

9.3.1 Public Gathering Spaces

The Municipality is encouraged to continue opportunities to construct public gathering spaces within existing space in the Uptown to create civic area that are inviting and safe. The CIP provides program details.



Picture 33: Leamington Arts Centre Walkway

9.3.2 Municipal Parking Lot Landscaping Program

Funds should continue to be allocated to a parking lot landscaping program. Landscaping improvement of municipal parking lots will help in improving the streetscape of the Uptown and make the Core pedestrian friendly. The CIP provides program details.



Picture 34: John Street Parking Lot

Landscaping is a key recommendation of this Plan and focus areas have been illustrated in the sample architectural designs.

9.3.3 Municipal Signage Improvement Program

Now that the four gateway signs have been installed at the four primary entrances into the Uptown and new directional signage to the Municipal Parking Lots erected, the Municipality is encouraged to continue coordinate way finding signage through alleys and around blocks of building to parking lots, facilities and destinations. The CIP provides program details.



Pictures 35 – 36: Existing Street and Parking Lot Signage

As set out in this Plan, the Municipality is encouraged to consider electronic signage built into the gateway wall, message boards and ensuring that existing signage is unobstructed and visually appealing at both the vehicle and pedestrian scale.

9.3.4 Business Signage, Property Standards and Bike Management Program

It has been noted during consultation with various key stakeholders that this initiative is more challenging as it requires by-law enforcement and policing to specifically ensure businesses have current signage and visible display windows. The Municipality is encouraged to continue to work with private owners and tenants regarding business signage.

Regarding bike management, new bike racks within the Uptown Core will assist in addition to signage on where bike racks can be located. The Municipality has also included designated bike rack areas which are being monitored.

Further, signage to encourage no riding on sidewalks may assist making the Uptown Core pedestrian friendly. The CIP provides program details.



Picture 37: Street Signage



Picture 38: Existing Parking Lot Signage



Picture 39: Existing Storefront Signage

9.3.5 Public Art Initiative

The existing 3D art installations are a good start to enhancing the Uptown. There are several additional areas that can be used to expand such as buildings with blank walls.

The Municipality is encouraged to continue using the butterfly theme, where possible. The CIP provides program details.



Picture 40: West side of Queens Avenue at Talbot Street

9.3.6 Public/Private Partnership Program

The Municipality is encouraged to continue to work with partners to facilitate redevelopment of private lands in the Uptown. The goal is to encourage investment in the Uptown Core.



Picture 41: Vacant property, Talbot Street East at Wellington

9.3.7 Private Lot Improvement Program

There are several private parking lots that could be improved and upgraded. The program was established to encourage property owners to repair and maintain existing parking lots in the Uptown Core. This will result in a more pedestrian friendly area.

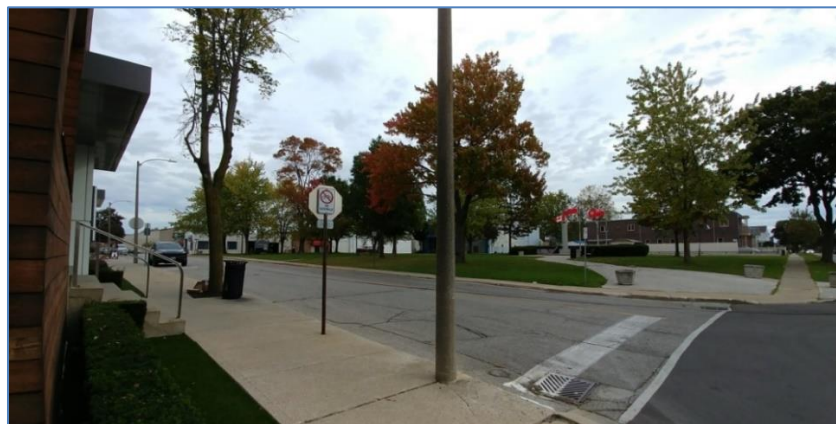


Picture 42: Victoria Street at Orange Street

9.3.8 Bulb-out Program

In order to increase traffic safety there are initiatives the municipality could undertake such as the bulb-out program.

The Municipality is encouraged to minimizing pedestrian crossing distances, increasing visibility of pedestrians at intersections, traffic calming and channelizing as well as providing spaces for sidewalk cafés and landscaping treatments.



Picture 43: Princess Street at Mill Street East

9.3.9 Demolition Permits (landscaping of vacant lots)

The Municipality should require any property owner applying for a demolition permit to work with the Staff to rehabilitate the site. The site can be hard surfaced, grassed or gravelled, to the satisfaction of the municipality. The Municipality may wish to consider a by-law to assist the the regulation of this requirement.



Picture 44: Talbot Street East at Princess Street

9.3.10 Theme Lighting (over alleys, roadways and sidewalks)

Lighting is a key component to creating an environment that help people find their way easily.

Themed lighting over alleys, roadways or sidewalks is encouraged to help provide a unique night time experience. Themes can include events, festivals, holidays and celebrations or they can be tied to expanding the themes from the four gateways.

Lighting also increases pedestrian safety and provides for additional gateway opportunities.



Pictures 45 – 46: Existing alleys at Talbot St E and at Queens Ave.

10.0 IMPLEMENTATION STRATEGY

10.1 Cost Estimates

High-level cost estimates of the various components of the Master Plan illustrated on Figure 2 have been developed and are summarized on Table 10.1. The street segments and off street public spaces have been consolidated and grouped together as illustrated on Figure 7, for each of the line items in the table.

The estimates are based on current (2017) unit prices, and include only surface works (pavement, sidewalk, curb and gutter), and landscaping (trees and plantings, sod, decorative walls and furnishings). All costs need to be re-estimated based on the detailed design.

TABLE 10.1 – COST SUMMARY

ROAD SEGMENTS

Segment ID	Surface Works Improvement Description	From	To	Length	Phasing Priority	Surface Works Cost Estimate	Landscaping Cost Estimate
Road Segments							
1	Mill Street West (Including Arts Centre)	Fox	Erie	200m	1	\$ 400,000.00	\$ 95,000.00
2	Queens Avenue (Including Shotten Parkette and John Street from Albert Street to Queens)	John	Talbot	115m	2	\$ 350,000.00	\$ 180,000.00
3	Talbot Street	Russell	Gerrard	850m	3	\$ 1,700,000.00	\$ 175,000.00
4	Erie Street	Clark	Marlborough	570m	4	\$ 900,000.00	\$ 225,000.00
5	Fox Street	Talbot	Russell	115m	5	\$ 150,000.00	\$ 5,000.00
6	Victoria Avenue	Nelson	Settingington	320m	6	\$ 450,000.00	-
7	Albert Street	Selkirk Park	Talbot	120m	7	\$ 350,000.00	-
8	Orange Street	Princess	Victoria	120m	8	\$ 175,000.00	-
9	Settingington Street	Princess	Victoria	125m	9	\$ 175,000.00	-
TOTAL						\$ 4,650,000.00	\$ 680,000.00

PARKING LOTS AND PUBLIC SPACES

Segment ID	Surface Works Improvement Description	Area	Phasing Priority	Surface Works Cost Estimate	Landscaping Cost Estimate
Parking Lots & Public Spaces					
A	Mill Street West Lot (Proposed)	700m ²	1	\$ 65,000.00	\$ 20,000.00
B	Winter Garden (Surface Works Only)	1600m ²	2	\$ 55,000.00	\$ 110,000.00
C	Queens Avenue Lot Expansion (Including Centennial Park & Queens Avenue Lot Access)	4700m ²	3	\$ 415,000.00	\$ 195,000.00
D	Clark Street Lot Expansion	5000m ²	4	\$ 400,000.00	\$ 35,000.00
E	Wellington Street Lot (Proposed)	1000m ²	5	\$ 110,000.00	\$ 60,000.00
F	Nelson Street Lot (Proposed)	510m ²	6	\$ 70,000.00	\$ 45,000.00
G	Victoria Avenue Lot (Proposed)	1010m ²	7	\$ 115,000.00	\$ 80,000.00
H	Russell Street Lot Improvements	2110m ²	8	\$ 200,000.00	\$ 80,000.00
I	Mill Street East Lot Improvements (Including Pedestrian Corridor)	3200m ²	9	\$ 30,000.00	\$ 5,090.00
J	Princess Street Lot Improvements	6300m ²	10	\$ 40,000.00	\$ 50,000.00
TOTAL				\$ 1,500,000.00	\$ 720,000.00

Cost Summary				
Leamington Uptown Master Plan				
	<u>Surface Works</u>		<u>Landscaping</u>	
Road Segments	\$	4,650,000.00	\$	680,000.00
Parking Lots & Public Spaces	\$	1,500,000.00	\$	720,000.00
Sub-Total	\$	6,150,000.00	\$	1,400,000.00
TOTAL	\$	7,550,000.00		

10.2 Property Acquisitions

The changes being recommended in the study area as portrayed on Figure 2 require that a number of properties be acquired in order to fully complete the plan. Reference numbers are labelled on the plan to indicate which properties are required, and the number sequence is based on staging priority. Following is a description and justification of these recommended acquisitions.

- 1) Mill Street / Russell Street Alley
 - improves pedestrian access from the Russell Street Parking lot to the business district and especially Mill Street;
 - enhances delivery access through the alley system;
 - improves safety and security for all users;
- 2) Mun. No. 38 Mill Street West
 - facilitates better pedestrian linkages between Mill Street West and the existing public Russell Street parking lot;
 - addresses safety concerns attributed to the closed off alley system in the rear of the Mill Street properties.
- 3) International Hotel Mill Street Parking Lot
 - offsets any losses to on-street public parking on Mill Street West;
 - consolidates alley access and improves safety and security issues in the alley system;
 - improves viewing plane along the proposed pedestrian corridor (Queens to Erie);
 - embellishes existing public linkage through Shotten Parkette onto Mill Street West;
 - allows for incorporation of utility infrastructure into streetscape design;
- 4) South Side of Queens Avenue Parking Lot
 - offsets any losses to on-street public parking on Queens Avenue
 - eliminates awkward alley access at the east side of the John Street parking lot
 - creates an additional pedestrian linkage between Queens Avenue and the John Street parking lot via the alley system (noting that goods deliveries are still maintained);
 - would support alley delivery access to Talbot Street West businesses;
- 5) Mun. No. 69 Talbot Street East and Adjacent Vacant Lot
 - addresses the need for off-street parking in the northeast quadrant of the uptown study area;
 - creates pedestrian walkway and improve the viewing plane between Princess Street and Wellington Street;
 - parallels the proposed pedestrian corridor in the westerly uptown quadrants;
 - addresses the need for enhanced cinema parking;
- 6) Mun. No. 33 Queens Avenue
 - addresses the need for improved access to Clark Street parking lot;

- improves pedestrian linkages to the Queens Avenue pedestrian corridor;
- 7) Vacant Lot at Northeast Corner of Erie Street and Nelson Street
- addresses the need for off-street parking in the northeast quadrant of the uptown;
 - is strategic location for uptown gateway enhancement;
- 8) Vacant Lot at Northeast Corner of Talbot Street and Victoria Street
- addresses the need for off-street parking in the northeast quadrant of the uptown study area;
 - is a strategic location for uptown gateway enhancement;
- 9) Crazy Moe's Café & Bar (All Tapped Out Gaming)
- adds to accessible public space and creates a suitable parcel for a themed parkette to serve as a southern gateway to Uptown Leamington;
 - is a key pedestrian linkage to Mill Street from the alley system and parking lot at the rear of Mill Street West;
 - would support alley delivery access to Mill Street West;
 - would improve viewing plane along the proposed pedestrian corridor (Queens to Erie);
 - would enhance the existing linkage through Shotten Parkette and Queens Avenue;

10.3 Staging Implementation

There are three main factors which will govern the implementation of the recommended Master Plan:

1. The Municipality has determined that the first project for implementation of the new Uptown Master Plan will be Mill Street, and has commissioned the detailed design, tendering and construction of Mill Street from Fox to Erie as Part 2 of the Uptown Master Plan project for construction in 2018.
2. Future implementation of the Master Plan needs to be linked directly to the stages of the capital works plan for sewer separation in and around the study area.
3. Budget resources and long term capital planning need to provide adequate funding year by year.

Taking these factors into account, the project priorities are recommended to generally follow the sequential listing summarized above in Table 10.1 and illustrated on Figure 7.

Prior to implementation and during final design, details such as the exact extent of the on street parking and the designation of such spaces need to be determined in consultation with adjacent businesses and property owners. There is a great deal of flexibility as to the location and number of accessible parking spaces, loading zones, bus stops, taxi zones, etc.

11.0 RECOMMENDATIONS






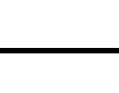
1. That the Leamington Uptown Master Plan as illustrated on Figure 2 of the final report, be approved in principle as a basis for future infrastructure improvements, property acquisition, road and sidewalk reconstruction, traffic operations, and beautification in Uptown Leamington;
2. That the Erie Street corridor illustrated on Figure 2 be subject of further review and analysis of bicycle facilities prior to implementation;
3. That the recommended staged implementation of the plan be integrated with the capital program for storm and sanitary sewer separation;
4. That the detailed design of each project (streets, public spaces, bicycle facilities and parking lots) include community consultation for input into the final design, and a review of the MTO Book 18 (Bicycle Facilities Selection Tool) current at the time of implementation;
5. That the items listed as planning considerations in Chapter 9 of this report be considered for future reviews and updates of the Official Plan, Zoning By-law, and Community Improvement Plan.
6. That the community theme of the Monarch Butterfly be approved as a basis for developing landscaping and design features in Uptown Leamington, including street furniture, public art, and related accents.

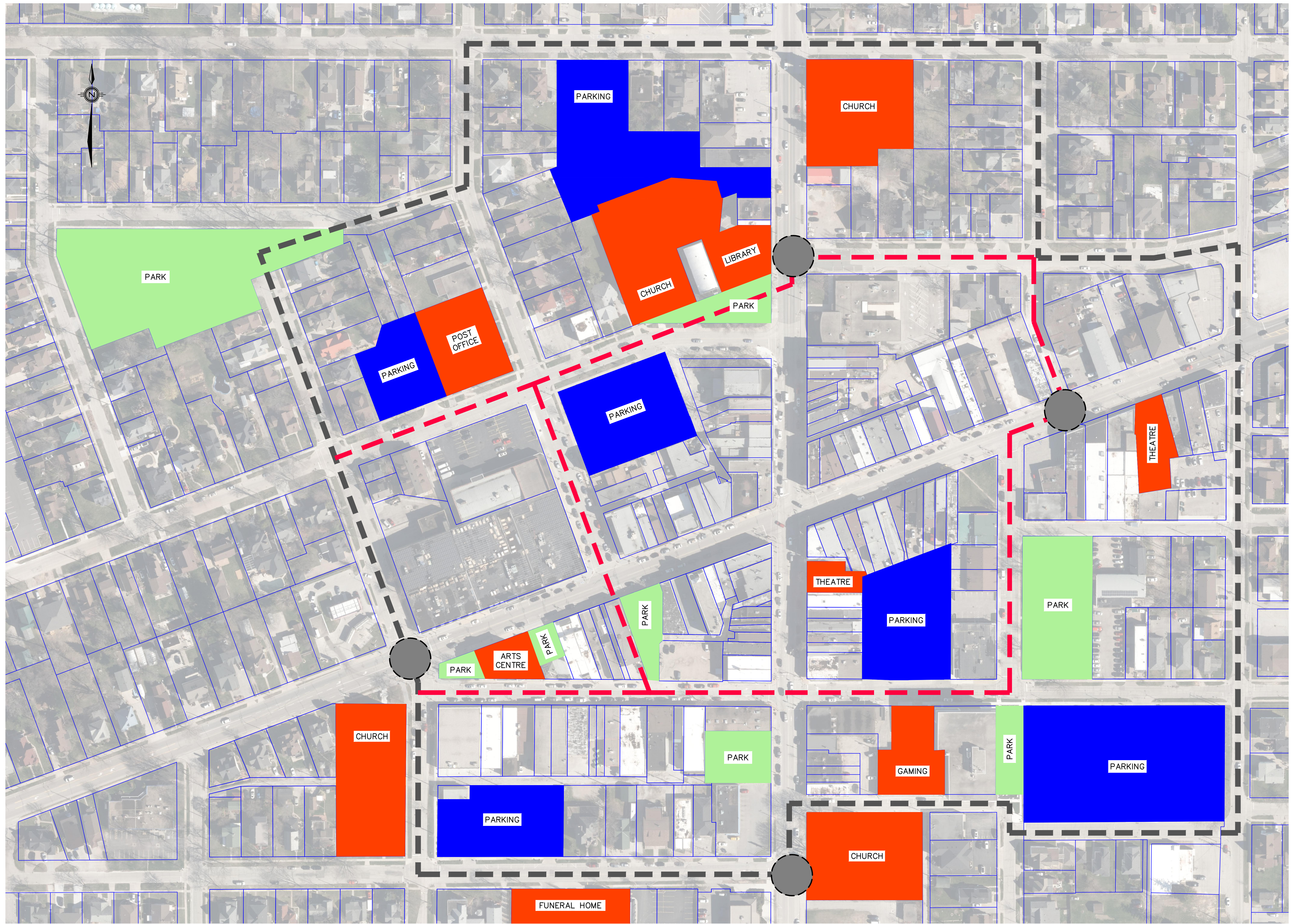
Respectfully submitted,
RC Spencer Associates Inc.



John D. Tofflemire, M.A.Sc., P.Eng.
Manager, Leamington Office

LEGEND

-  - GATEWAY
-  - PUBLIC OPEN SPACE
-  - MUNICIPAL PARKING
-  - PLACES OF ASSEMBLY
-  - UPTOWN AREA
-  - UPTOWN CORE



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 Chatham: 138 King St. W., Unit 102, Chatham, ON N7M 1E3

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 Ontario



NO.	REVISION	DATE	BY	APP.

NO.	REVISION	DATE	BY	APP.
3.	SUBMITTED AS PART OF REPORT	FEB. 16, 2018	A.D.B.	J.T.
2.	SUBMITTED FOR P.I.C #2	JAN. 26, 2018	A.D.B.	J.T.
1.	CREATED STUDY AREA PLAN FOR MEETING	OCT. 19, 2017	A.D.B.	J.T.

DESIGN	A.D.B.
CHECKED	J.T.
DRAWN	A.D.B.
CHECKED	A.D.B.
DATE	FEBRUARY 2018
SCALE	1:1000

LEAMINGTON UPTOWN MASTER PLAN

STUDY AREA LINKAGES

PROJECT NO.
17-707A

FIGURE NO.
1

OF
7



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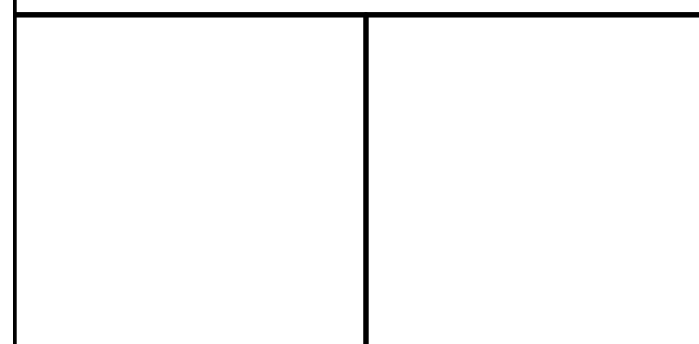
LEAMINGTON UPTOWN MASTER PLAN

PROPOSED UPTOWN MASTER PLAN

PROJECT NO.
17-707A

FIGURE NO.
2

OF
7



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CHECKED	A.D.B.
DATE	FEBRUARY 2018
SCALE	N.T.S.

LEAMINGTON UPTOWN MASTER PLAN
**MILL ST. W. PEDESTRIAN
 CORRIDOR IMPROVEMENTS**

PROJECT NO.
17-707A
 FIGURE NO.
3
 OF
7



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NO.	REVISION	DATE	BY	APP.
4.	REVISED	JUNE 4, 2018	P.B.	J.T.
3.	SUBMITTED AS PART OF REPORT	FEB. 16, 2018	A.D.B.	J.T.
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CHECKED	J.T.
DRAWN	A.D.B.
CHECKED	A.D.B.
DATE	FEBRUARY 2018
SCALE	1:200

LEAMINGTON UPTOWN MASTER PLAN

**QUEENS AVENUE
ALTERNATIVE**

PROJECT NO.
17-707A

FIGURE NO.
4

OF
7



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NO.	REVISION	DATE	BY	APP.

NO.	REVISION	DATE	BY	APP.
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DRAWN	A.D.B.
CHECKED	A.D.B.
DATE	FEBRUARY 2018
SCALE	N.T.S.

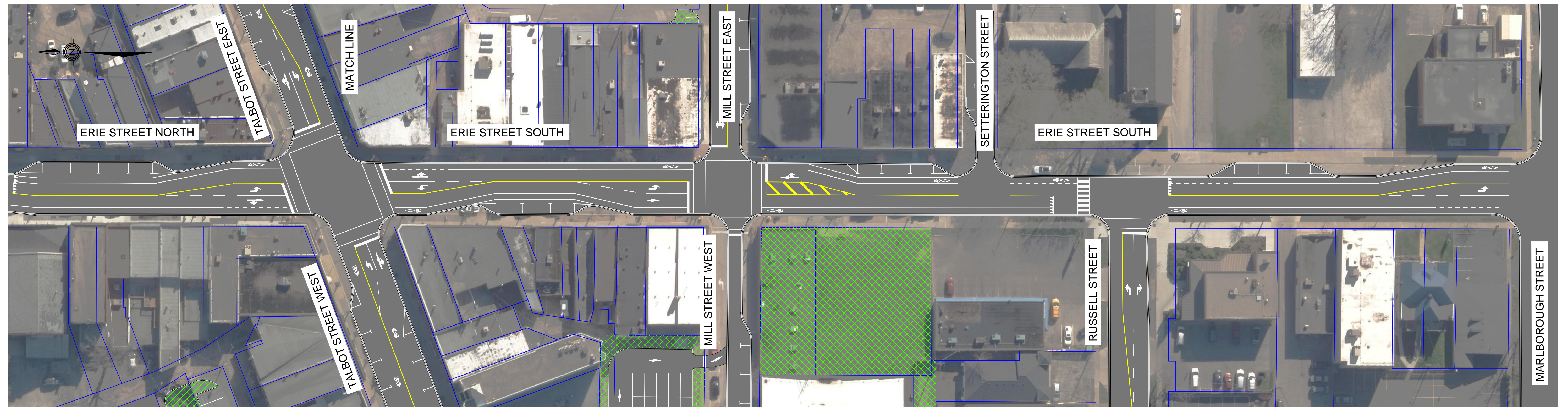
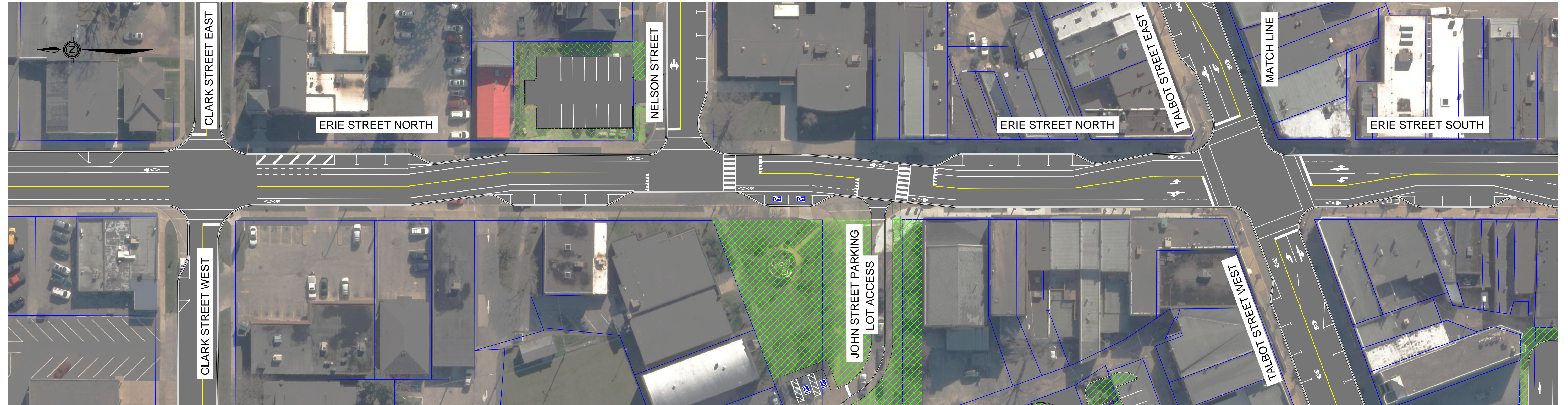
LEAMINGTON UPTOWN MASTER PLAN

**JOHN ST. (LIBRARY) PEDESTRIAN
CORRIDOR IMPROVEMENTS**

PROJECT NO.
17-707A

FIGURE NO.
5

OF
7



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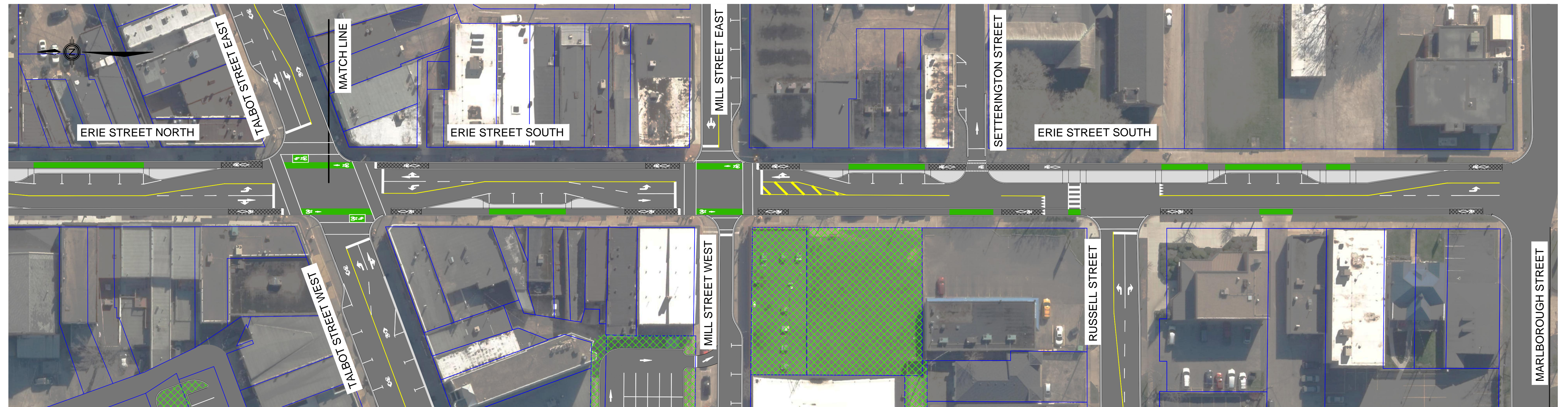
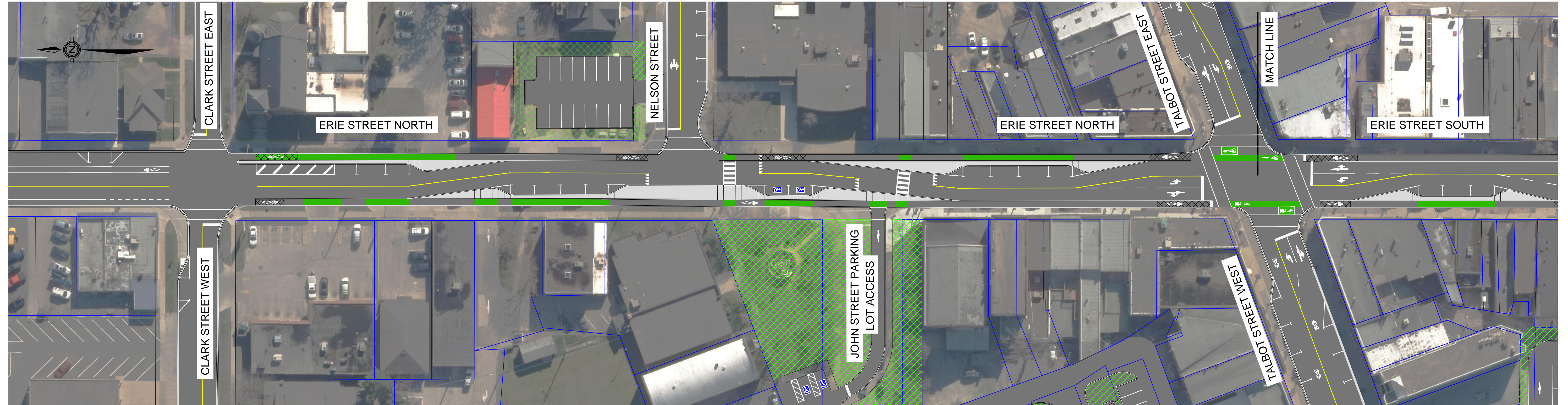
LEAMINGTON UPTOWN MASTER PLAN

**ERIE STREET ALTERNATIVE 2
(DEDICATED BIKE LANES)**

PROJECT NO.
17-707A

FIGURE NO.
6A

OF
7



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1.	CREATED STUDY AREA PLAN FOR MEETING	OCT. 19, 2017	A.D.B.	J.T.

DESIGN	A.D.B.
CHECKED	J.T.
DRAWN	A.D.B.
CHECKED	A.D.B.
DATE	FEBRUARY 2018
SCALE	1:500

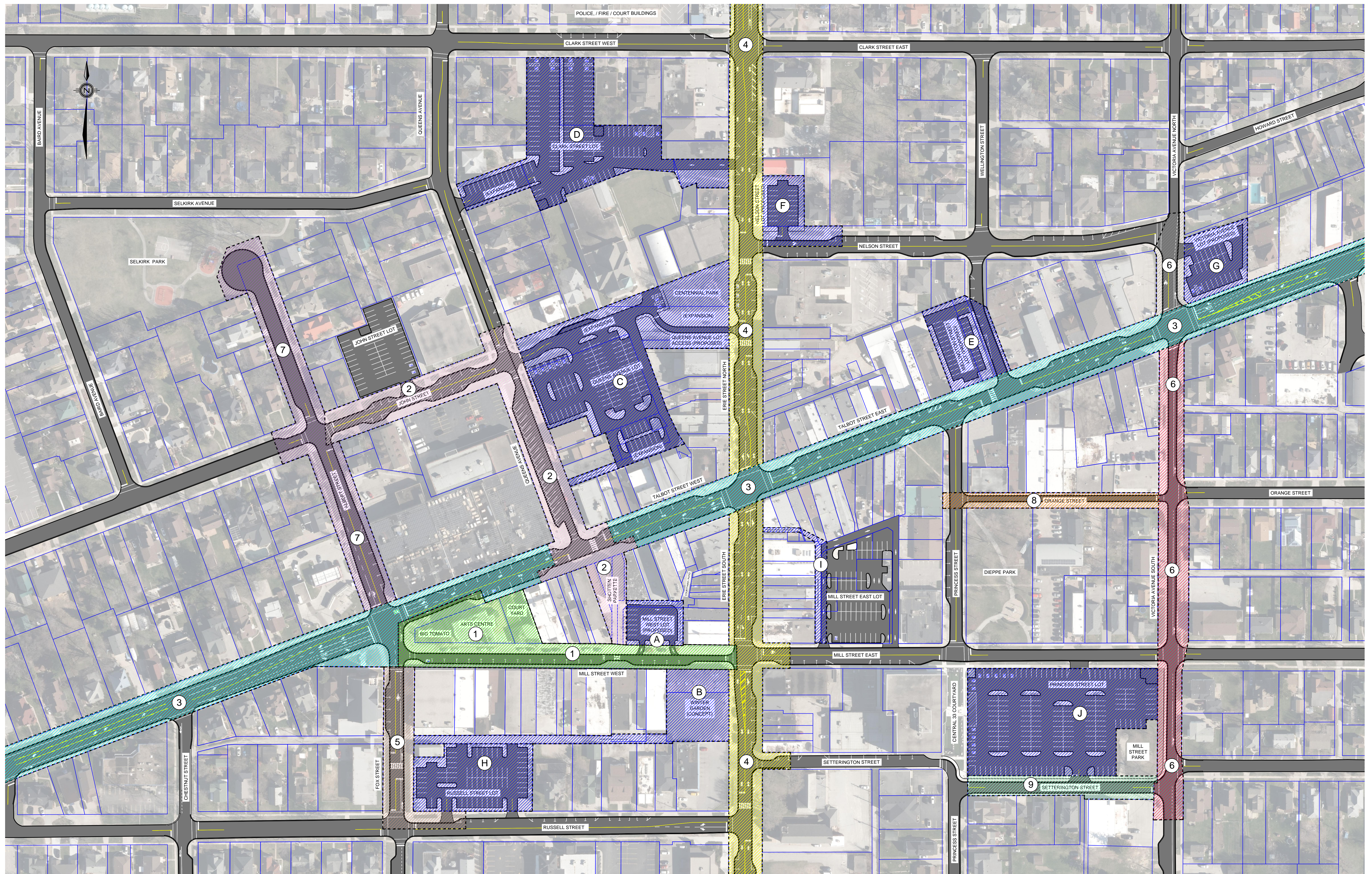
LEAMINGTON UPTOWN MASTER PLAN

**ERIE STREET ALTERNATIVE 3
(RAISED CYCLE TRACK)**

PROJECT NO.
17-707A

FIGURE NO.
6B

OF
7



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3.	SUBMITTED AS PART OF REPORT	FEB. 16, 2018	A.D.B.	J.T.
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DESIGN	A.D.B.
CHECKED	J.T.
DRAWN	A.D.B.
CHECKED	A.D.B.
DATE	FEBRUARY 2018
SCALE	1:1000

LEAMINGTON UPTOWN MASTER PLAN
PROPOSED STAGING PLAN

PROJECT NO.	17-707A
FIGURE NO.	7
OF	7

APPENDIX A

PUBLIC CONSULTATION SUMMARY

DROP IN CENTRE

at RC SPENCER ASSOCIATES INC., 18 TALBOT STREET WEST

COMMENTS
<p>1. The concepts now being developed look very constructive and necessary.</p> <p>2. In addition to traffic flow enhancement, development of “gathering spaces” both indoor and outdoor is vital.</p> <p>3. Today Leamington has two major deficiencies which are not addressed within the scope of this plan:</p> <ul style="list-style-type: none">a) poor public transit (to be addressed in another current study).b) no true community (& public) centre. <p>4. The absolute best way to create a “heart” for this community is to expand on the library concept and facility. We need a public space (no financial barrier) which will recognize and build upon the key concepts of future civil society:</p> <ul style="list-style-type: none">a) life-long learning, coupled with frequent changes in “jobs”.b) rapid change, largely driven by technology. E.g. autonomous public transit in town: more vehicles, more flexibility, less expensive – think Leamington-operated “Uber” with small “buses”.c) wide-spread interaction among neighbours – expand library (probably rebuilt) to include public socializing space, workspace, cafes, theatre/teaching facilities, boardrooms, “hotelling” offices. (The recent new “library” in Halifax has moved forward in that community. This is a useful role model on which to develop a true community centre for Leamington.)d) a return, for more of our economy, to small-scale, decentralized production and services, with collaboration, cooperation and entrepreneurship becoming a way of life. Successful operation of “commons” can be achieved on a wider scope.
<p>Dedicated bike lanes.</p> <p>Proper timing at street lights.</p>

FOCUS GROUPS

(BIA, Library, Senior Management)

COMMENTS
<p>Focus on Leamington – simple is more.</p> <p>Develop local themes: in addition to tomatoes, Point Pelee, dock/greenhouses, such as cultural themes involving the Caldwells or migrant workers;</p> <p>Communication with BIA and members;</p> <p>Don't forget delivery vehicles;</p> <p>Provide for temporary road closures for events;</p> <p>Provide shade structures or canopies;</p> <p>Develop gathering spaces with appropriate seating;</p> <p>Provide public access to Wi-Fi;</p> <p>Bicycle parking is important;</p> <p>Dieppe Park and proximity to the Caldwell HQ is an asset;</p> <p>Consider designated bike lanes and facilities;</p>

COMMENTS
<p>Include Selkirk Park as an asset for the study area; The parkette at the Library could be a gathering space; Consider an herb garden; Pay attention to snow clearing; Better pedestrian access to the Clark Street lot is needed Reduce through traffic (trucks) Cultural diversity is an asset;</p>
<p>Language can be a barrier – German, Spanish, Arabic, Portuguese... Develop community spaces for all four seasons.</p>

PUBLIC INFORMATION CENTRE #1

BIA/PUBLIC FEEDBACK

COMMENTS
<p>Possible new use for old Mill Street as Senior Centre & Migrant Worker Activity Centre. If I was moving here as a retiree, one visit to our shabby, rundown old (but friendly) Senior Centre would change my mind. Mill Street South as a relatively new building with lots of space, parking, playing field – could be on a bus route?</p>
<ol style="list-style-type: none"> 1. Invite representatives of migrant workers to give input on their needs/preferences for downtown. 2. Clean windows of vacant retail properties & explore putting displays therein. 3. Invite artist to paint large brick walls.
<p>I feel that angle parking on Mill Street West would just cause more problems if it were just one side. Maintaining and cleaning the uptown has to be improved to a better standard. Improvement need to be enforced to all property owners to take better care of their property so Leamington can move forward and make it so everybody can enjoy the town of Leamington.</p>
<ol style="list-style-type: none"> 1. Theme – international village & ethnic shops, restaurants, interspersed with antique, collectables, home décor, artisan clothing shops. 2. Parking – one way east to west and angle parking Victoria to Fox. 3. Shops – pop-ups at least on weekends. 4. Summer – sak shades across Erie and Talbot Streets (Similar to Seacliff Splash pads). 5. Winter – heated streets and sidewalks (Solar? Geo-thermal?) 6. Appeal – small built-in planters at storefronts and single seat (at least) each side, murals depicting Point Pelee, marina wineries, other local highlights.
<p>We have a noise and rat problem in the area. Not sure what to suggest about the rats (I don't leave food out and I don't offer any kind of shelter), but I have a suggestion about noise, namely barking dogs all day and often during the night. Maybe the Municipality should include a reminder to dog owners about the by-law when sending tax bills (to minimize cost of mailing). Calling the OPP should be a last resort as making enemies is not desirable.</p>
<ol style="list-style-type: none"> 1. Attempt to develop an area to accommodate the off-shore markers – i.e. Rhine Danube – just outside the downtown area. 2. Multi-Cultural Centres away from the 4 corners to accommodate offshore.
<p>Relocate migrant workers.</p>
<p>Wish we could pick up growth numbers in the Commercial, Industrial & Institutional sectors.</p>

COMMENTS

Previously asked for reduced or waived development fees.
 Why is the new High School not considered an Institutional build?
 Greenhouse sector is growing therefore the need for the growers to establish a friendship centre in town for their own workers, possibly the Mill Street School or soon to be closed Cardinal Carter middle school. If we don't do something soon, the uptown core will be destroyed beyond any possible revitalization.
 Designate buildings in the uptown core that need repair and offer the owners a program of 50% return and plus 5 years of 25% reduced property taxes if they bring their building up to standards as set up and approved by Town.

PUBLIC INFORMATION CENTRE #2

BIA/PUBLIC FEEDBACK

COMMENTS

1. We need parking on the streets.
 2. Plans should begin on the main street
 3. Parking lot behind Source For Sports has no attraction/appeal – that whole back area and alley need a face lift.
 4. Let's rid of the "impound" that is used for "what", a complete eye sore.
 5. Store fronts – should be a priority "New standards".

1. Choose plan without bike lanes replacing parking on our main street, it's our CBD.
 2. Time frame is far too long, this is the 3rd plan I've seen in 29 years and others didn't come to fruition. We will be retired and gone in 5+ years and have to sell off our buildings at a loss based on current R.E. values.
 3. Revitalization should start on main streets and filter into side streets.
 4. Don't see the need to expand North lot (police station) no one really uses it to shop downtown and is usually half empty.

1. Like metal benches and casual (metal chair idea – for green areas)
 2. Alternative B for Queens Street – nice idea
 3. Seating options round concrete.
 4. Mill Street West entrance – concept.
 5. Do not care for pillars.

Preferences:
 Alternative 1 (Erie Street)
 Alternative 2 (Queens)
 Overall well thought out.
 Nice improvements/people friendly.
 Welcoming staff at Open House appreciated.

You are on the right track.
 Looking good, and we must keep Leamington as the Tomato Capital of Canada!

The alley is our only access to our receiving and shipping. We cannot have it closed.

I would encourage the maintenance of sufficient street parking to allow easy access especially for those with the inability to walk to a downtown business from a distant parking lot.

COMMENTS

I also encourage good lighting and sight lines in public spaces for safety.

1. John and Erie corner needs to accommodate transport truck turn west on John Street.
2. Erie Street South – keep as much parking as possible – share with bikes #2
3. Queens parking – west side more favourable #2
4. Albert Street – concern with truck backing into Gabriele’s loading dock.

Great start. Lots of good ideas. I like the bulb outs, and the angled parking etc.

A few points to consider (as a resident) that I’d like to see:

1. Close off John Street at Erie altogether and create a larger parkette. Now it’s been split in two because of the road. The John Street section between Queen and Erie doesn’t provide much value, we should just add it the Queens Ave. parking lot and have some accessible parking right in front of the church etc. That would increase available parking in the downtown without having to purchase property etc.
2. There’s a proposed parking lot on Mill St. West behind the International Hotel. I’d prefer to see a parkette there than a parking lot. Especially with the Night Market they do on Mill St. That would be a good place to expand it into and fence in for alcohol consumption than the entire street. I’m not sure if the town owns that property or not. That would be a perfect location for Placemaking.

Not in favour of the Uptown Plan as presented. It appears to be an expensive ‘off the shelf’ whimsical solution to whimsical problems. It is definitely attractive, but to what purpose? I have never experienced problems with traffic, parking or migrant workers in 15 years.

Traffic: Your position was to ‘slow down the traffic’. I was shocked. Easy ‘in and out’ has always been terrific...and I think the changes to John and Queen Streets will be a nuisance. If in the process you force trucks to travel on residential streets, property values will drop...with a corresponding drop in taxes, I would assume.

Parking: I have never had a problem finding a spot right near where I had to go. The idea of backing into parallel parking is a non-starter. You can’t ask anyone, let alone a senior, to do this, or walk from peripheral parking lots.

Migrant workers: Sometimes intimidating as they spill onto the sidewalk, but we have never been harassed or disrespected. It may occur, but the OPP can handle it. Trying to force them to socialize in a park, vis a vis a bar? Good luck.

There is no question the town needs to be revitalized, but I see this extensive and very expensive redo as turning the uptown into a ghost town. I am horrified. I am sure you as a traffic guy/engineer actually planning to slow down traffic as an objective of rejuvenation must be a first.

APPENDIX B
PARKING SURVEY RESULTS

UPTOWN MASTER PLAN PARKING COUNTS

PARKING LOTS

CLARK STREET LOT									
General spots (G) 113 + Handicapped spots (H) 4 = Total parking spots 117									
	10:00 a.m.		12:00 noon		2:00 p.m.		4:00 p.m.		Max. % Usage
	G	H	G	H	G	H	G	H	
Thursday	80	0	72	0	52	1	57	0	70.8%
Saturday			10	0	12	0			10.6%

FOX/RUSSELL LOT									
General spots (G) 80 + Handicapped spots (H) 3 = Total parking spots 83									
	10:00 a.m.		12:00 noon		2:00 p.m.		4:00 p.m.		Max. % Usage
	G	H	G	H	G	H	G	H	
Thursday	49	0	55	0	54	0	37	0	68.8%
Saturday			26	0	22	0			32.5%

JOHN LOT									
General spots (G) 45 + Handicapped spots (H) 2 = Total parking spots 47									
	10:00 a.m.		12:00 noon		2:00 p.m.		4:00 p.m.		Max. % Usage
	G	H	G	H	G	H	G	H	
Thursday	38	0	35	0	27	0	16	0	84.4%
Saturday			12	0					26.7%

QUEENS LOT									
General spots (G) 79 + Handicapped spots (H) 3 = Total parking spots 82									
	10:00 a.m.		12:00 noon		2:00 p.m.		4:00 p.m.		Max. % Usage
	G	H	G	H	G	H	G	H	
Thursday	51	0	63	0	60	1	48	0	79.8%
Saturday			40	0	42	0			53.2%

MILL LOT									
(North side of Mill between Erie and Princess)									
General spots (G) 57 + Handicapped spots (H) 2 = Total parking spots 59									
	10:00 a.m.		12:00 noon		2:00 p.m.		4:00 p.m.		Max. % Usage
	G	H	G	H	G	H	G	H	
Thursday	36	1	39	0	38	0	36	1	68.4%
Saturday			18	0	20	0			35.1%

PRINCESS CENTRE LOT (South of Mill, north of Settingon)										
General spots (G) 183 + Handicapped spots (H) 11 = Total parking spots 194										
	10:00 a.m.		12:00 noon		2:00 p.m.		4:00 p.m.		Max. % Usage	
	G	H	G	H	G	H	G	H		
Thursday	125	4	114	3	115	3	117	2	68.3%	
Saturday			14	0	16	0			8.7%	

STREET PARKING

ERIE STREET (from Clark to Russell)										
East side spots 19 + West side spots 17 = Total parking spots 36										
	East				West				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	East	West
Thursday	10	16	13	16	8	12	11	12	84.2%	70.6%
Saturday		18	17			8	12		94.7%	70.6%

RUSSELL STREET (from Erie to Fox)										
North side spots 13 + South side spots 0 = Total parking spots 13										
	North				South				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	North	South
Thursday	2	3	1	2	0	0	0	0	60%	-
Saturday		5	4			0	0		38.5%	-

FOX STREET (from Russell to Mill)										
East side spots 0 + West side spots 4 = Total parking spots 4										
	East				West				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	East	West
Thursday	0	0	0	0	0	1	0	0	-	-
Saturday		0	0			2	0		-	-

ALBERT STREET (from Talbot to John)										
East side spots 5 + West side spots 0 = Total parking spots 5										
	East				West				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	East	West
Thursday	1	2	2	0	0	0	0	0	-	-
Saturday		0	0			0	0		-	-

JOHN STREET (from Albert to Erie)										
North side spots 9 + South side spots 10 = Total parking spots 13										
	North				South				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	North	South
Thursday	3	6	4	3	1	4	3	1	66.7%	40.0%
Saturday		3	3			6	4		33.3%	60.0%

QUEENS STREET (from Talbot to John)										
East side spots 12 + West side spots 8 = Total parking spots 20										
	East				West				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	East	West
Thursday	4	7	5	6	3	6	3	4	58.3%	87.5%
Saturday		7	0			7	4		58.3%	50.0%

TALBOT STREET (from Fox to Victoria)										
North side spots 37 + South side spots 34 = Total parking spots 71										
	North				South				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	North	South
Thursday	9	20	16	16	16	17	13	21	54.1%	61.8%
Saturday		18	20			13	14		54.1%	41.2%

NELSON STREET (from Victoria to Erie)										
North side spots 12 + South side spots 5 = Total parking spots 17										
	North				South				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	North	South
Thursday	7	4	3	3	5	2	2	5	58.3%	100.0%
Saturday		4	4			3	2		33.3%	60.0%

MILL STREET (from Fox to Princess)										
North side spots 18 + South side spots 23 = Total parking spots 41										
	North				South				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	North	South
Thursday	7	7	10	12	14	13	16	8	66.7%	69.6%
Saturday		6	10			16	18		55.6%	78.3%

WELLINGTON STREET (from Talbot to Nelson)										
East side spots 0 + West side spots 2 = Total parking spots 2										
	East				West				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	East	West
Thursday	1	1	1	1	3	2	3	3	-	-
Saturday		1	1			3	2		-	-

PRINCESS STREET (from Talbot to Mill)										
East side spots 0 + West side spots 12 = Total parking spots 12										
	East				West				Max. % Usage	
	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	10:00 a.m.	12:00 noon	2:00 p.m.	4:00 p.m.	East	West
Thursday	0	0	0	0	2	1	2	2	-	-
Saturday		0	0			1	1		-	-

APPENDIX C

INVENTORY OF EXISTING BUSINESSES

RETAIL CONT.

GROCERY & VARIETY STORES

119	El Campeon Variety	22 Erie St. S	519-326-1971
75	El Charro Variety	71 Erie St. N	519-322-2222
121	Indian's Mart	14 Erie St. S	519-398-8703
104	Nader's Mart	61 Erie St. S	519-326-5504
130	Odds-Ends-Variety	30 Erie St. N	519-326-3200
4	Phat Dat Oriental Market	31 Talbot St. W	519-322-1012
37	Snac-N-Go	99 Talbot St. E	519-322-1555

ENTERTAINMENT & CLUBS

185	All Tapped Out Gaming	8 Mill St. W	519-345-9233
189	Chances Bingo	14 Mill St. E	519-322-2251
100	International Hotel	35 Erie St. S	519-326-0760
153	Masonic Lodge #290 G.R.C	3 John St.	
70	Paradise Nite Club	44 Talbot St. W	519-395-8900
46	Southpoint Imagine Cinemas	84 Talbot St. E	519-326-3849
122	The Bank Theatre	10 Erie St. S	519-326-8805

SERVICES

AUTO

168	Community Muffler	4 Princess St	519-326-9021
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BANKS

105	CIBC Bank	69 Erie St. S	519-326-6141
3	RBC Royal Bank	35 Talbot St. W	519-322-2821

CLEANERS

24	Kennedys Cleaners	37 Talbot St. E	519-326-3645
103	Leamington Laundromat	57 Erie St. S	

FINANCIAL & PROFESSIONAL

143	Assante Wealth Management	10 Nelson St	519-326-2552
109	Babkirik Tax Preparation & Bookkeeping	56 Erie St. S	519-322-0794
143	BigHelp!ca Business Solutions	10 Nelson St	519-326-2552
174	BDO Canada Limited Financial Recovery	3 Mill St. E	519-324-0902
165	Baird AE Inc	27 Princess St	519-326-6161
93	Cervini Real Estate	17 Erie St. S	519-322-2808
44	Collins Barrow	92 Talbot St. E	519-326-2666
169	Collins Law Office	41 Mill St. W	519-325-0659
28	C. Owen Spettigue Professional Corp	57 Talbot St. E	519-326-2687
57	Cybergrade Technologies Inc	16 Talbot St. E	519-326-4750
87	H. Featherstone Realty Inc	17 Erie St. N	519-326-3712
51	H & R Block	34 Talbot St. E	519-322-2802
80	Hicks MacPherson Accountants	49 Erie St. N	519-326-2681
114	Income Tax Services Itza Pinell	48 Erie St. S	
19	Investment Planning Counsel of Canada	23 Talbot St. E	519-326-8883
192	J & N Tax Services	11 Russell St	519-322-1132
194	Manulife Securities	3 Russell St	519-326-9919
200	M.G. Legal Services	10 Nelson St	877-448-0005
163	Murray Shilson Accountant	21 Princess St	519-326-8671
161	Office of Dave Van Kesteren, MP	15 Princess St	519-326-9655
175	Omstead Snoi Wealth Management	5 Mill St. E	519-322-1866
	Group of RBC Dominion Securities	5 Mill St. E	519-322-1866
145	Pearsall, Marshall, Halliwill & Seaton LLP	22 Queen Ave	519-326-4415
39	Pelee Lighthouse Life & Financial	99 Talbot St. E	519-326-4343
183	R.A. Critchlow Realty Inc	20 Mill St. W	519-326-6154
110	RIA Money Transfer	54 Erie St. S	519-326-7425
128	RIA Money Transfer	54 Erie St. S	519-326-7425
73	Ricci, Enns, Rollier & Settrington LLP	60 Talbot St. W	519-326-3237
38	Richard McGrath Lawfirm	99 Talbot St. E	519-326-4482
201	Rood Engineering Inc	9 Nelson St	519-322-1621
193	Sawatzky Balzer	5 Russell St	519-322-2341
202	Scaddan & Jakob Law Firm	16 Wellington St	519-326-8638
162	State Farm Insurance	17 Princess St	519-326-6581
136	The Co-operators - Insurance Agency	3 Nelson St	519-326-2651

FITNESS

184	Club Fitt	18 Mill St. W	519-322-1259
45	Leamington Fitness	88 Talbot St. E	519-325-0909

HAIR SERVICES & PERSONAL CARE

96	Color Plus Salon	19 Erie St. S	519-326-3543
6	Final Touch Haircare Services	66 Talbot St. E	519-326-7874

HAIR SERVICES & PERSONAL CARE CONT.

82	Hollywood Nails	45 Erie St. N	519-326-8856
113	Johnnie's Barber Shop	20 Erie St. S	519-326-5231
94	Makayla Beauty Salon & Barber Shop	15 Erie St. S	226-350-2474
10	Polished	5 Talbot St. W	519-322-1741
66	Salon Anjolie	22 Talbot St. W	519-326-1261
120	The Beauty District	20 Erie St. S	519-326-4407
173	Vivacious Hair Salon	35 Mill St. W	519-322-2032

HEALTH CARE

58	Advanced Wellness Centre	10 Talbot St. E	519-322-4627
166	Buzek Chiro	41 Princess St	519-322-4859
144	Central Drug Mart	38 Erie St. N	519-398-9339
144	Central Walk In Clinic	38 Erie St. N	519-398-9395
167	Dental Clinic		
16	Dr. Andrea Greff Professional Dentistry	15 Talbot St. E	519-326-1323
78	Dr. Karen Archer Family Dentistry	57 Erie St. N	519-326-3313
134	Dr. Leung & Dr. Tan	10 Clark St. W	519-326-6621
142	Dr. Mitchell Kosovitch	12 Nelson St	519-326-2609
151	Dr. Shelley M. Lalani - Orthodontic Specialist	11 John St.	519-326-6189
147	Leamington Animal Hospital	35 John St	519-326-8966
135	Leamington Dental Health Centre	8 Clark St. W	519-322-2866
60	Leamington Wellness Pharmacy	4 Talbot St. E	519-322-4922
30	Leamington TCM Center	69 Talbot St. E	519-968-2280
107	Monarch Dental	72 Talbot St. S	519-326-8633
31	Schroeder Massage Therapy	69 Talbot St. E	519-818-2579
150	South Shore Health Clinic	15 John St.	519-990-2530
56	Thomson Guardian Pharmacy	20 Talbot St. E	519-326-5778

SERVICES

43	Access Leamington Support Centre	94 Talbot St. E	519-324-0990
34	Adept Driver Academy	89 Talbot St. E	519-326-8723
42	Blackburn Radio Inc. Leamington	100 Talbot St. E	519-326-6171
197	Caldwell First Nation	14 Orange St	519-322-1766
149	Canada Post - Post Office	25 John St	519-326-2678
198	Canadian Driving School	39 Mill St	519-322-1550
83	Essex County Library - Leamington	1 John St	226-946-1529
186	Graphics Express	4 Mill St. E	519-322-0083
164	Jdc.ca Inc	27 Princess St	519-324-0090
17	Leamington School of Motoring	15 Talbot St. E	519-324-0616
195	Leamington Lodge Housing	24 Russell St	519-326-3591
155	Migrant Workers Support Centre	14 Albert St	519-326-8833
187	Public Alternative Secondary School	8 Mill St. E	519-326-7305
65	RC Spencer Associates	18 Talbot St. W	519-324-0606
196	Reid Funeral Home	14 Russell St	519-326-2631
85	Scrub-A-Dug Professional Pet Grooming	23 Erie St. N	519-990-4412
111	The UPS Store	54 Erie St. S	519-326-6388
178	Vince The Taylor	38 Mill St. W	519-322-4650
188	Young Drivers of Canada	10 Mill St. E	519-250-8611

TAXI

179	Nader's Taxi	36 Mill St. W	519-322-2262
91	Sunparlour Taxi	9 Erie St. S	519-326-9064

CENTRAL 33

33 Princess St, Leamington 519.322.5664

Unit 102	ReXall Pharmacy	519-322-0689	Unit 401	Windsor Essex Community Health Center	519-258-6002 ext 850
Unit 105	Walk in Clinic	519-322-5664	Unit 402	City of Windsor/ Ontario Works	519-946-9988
Unit 202a	Ontario Greenhouse Marketers	519-324-9299	Unit 405	Robert Smicklas	519-980-4996
Unit 201	Royal Bank Investments		Unit 407	Jamaican Liaison	519-326-9869
Unit 202	Silverline Express		Unit 408	Sun Parlour Pregnancy Center	519-326-3821
Unit 203b	Weight Watchers	1-800-335-6746	Unit 410	Active Body Chiropractic	519-398-8598
Unit 204	Grossi Const.	519-326-9081	Unit 501	Children's Aid Society	
Unit 218	Liovas Homes	519-326-7503	Unit 502	Windsor Essex Community Health Unit	
Unit 302	Dr. Paterson Dentistry	519-326-5751			
Unit 305	Leamington Sleep Lab	519-325-1333			

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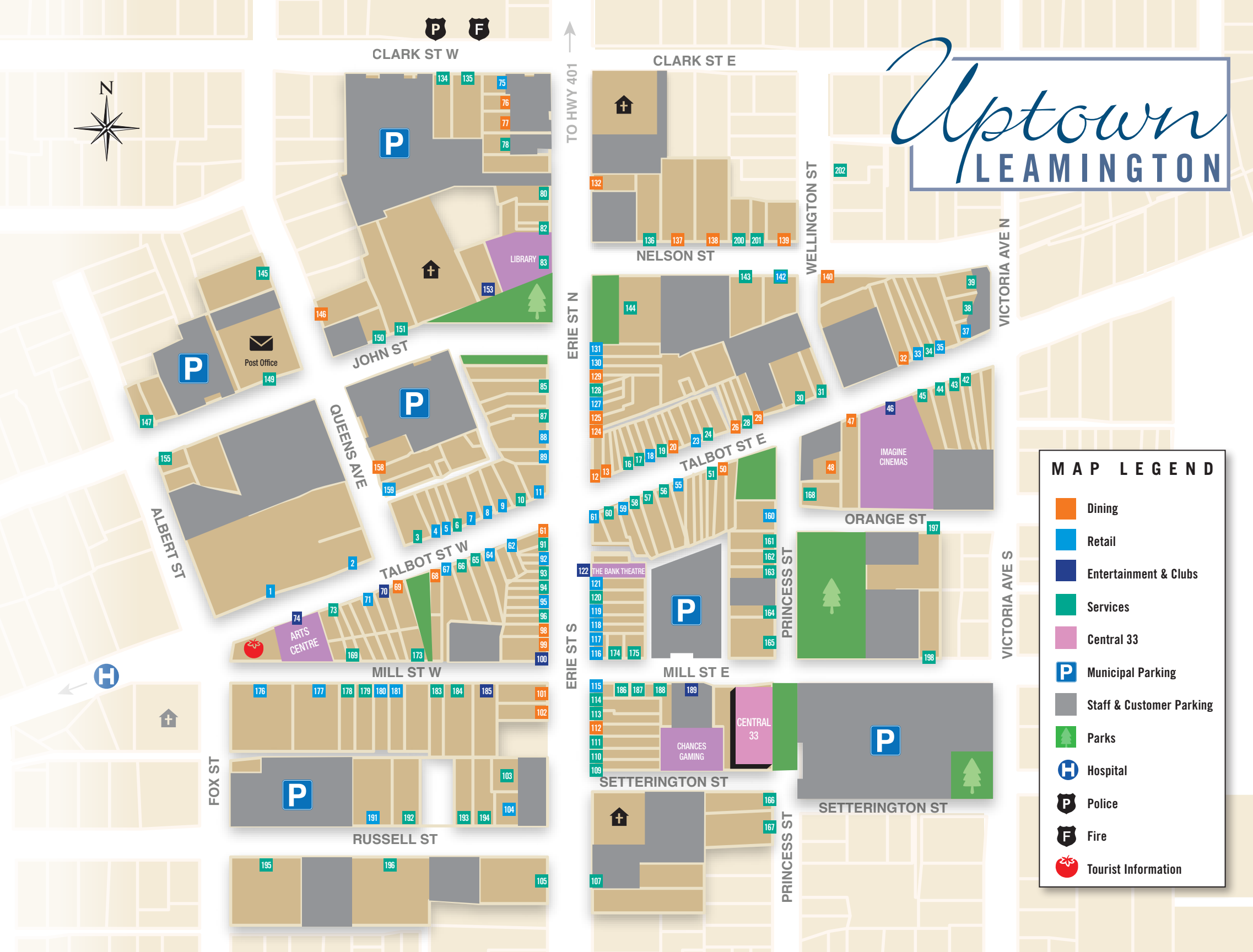
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Uptown LEAMINGTON



MAP LEGEND

- Dining
- Retail
- Entertainment & Clubs
- Services
- Central 33
- P Municipal Parking
- Staff & Customer Parking
- 🌳 Parks
- H Hospital
- P Police
- F Fire
- 🍷 Tourist Information

DINING			
29	241 Pizza	61 Talbot St. E.	519-324-9241
26	Alberto's European Bakery	51 Talbot St. E.	519-322-2226
99	Bedrocks Bar and Grill	29 Erie St. S.	519-324-0364
48	Break Time Corner	66 Talbot St. E.	519-326-9267
102	Crazy Moe's Coffee Shop	41 Erie St. S.	519-322-5851
137	Coco Paradise Restaurant	5 Nelson St.	
32	Double D's Café	85 Talbot St. E.	519-324-9111
146	El Comal Restaurant El Salvador	21 Queens Ave.	519-322-5647
101	El Paisano - Articulos Mexicanos	6 Mill St. W.	
69	El Palacio Sports Café Bar	38 Talbot St. W.	519-326-9752
12	Gingerbread Restaurant	1 Talbot St. E.	519-326-3545
129	Gilligan's Fire Grill	26 Erie St. N.	519-322-0032
20	Gino's Café and Trattoria	25 Talbot St. E.	519-322-0920
13	La Casa De Venezuelan Cuisine	11 Talbot St. E.	519-398-9595
124	La Parilla Restaurante	10 Erie St. N.	519-979-7665
47	Mama's Kitchen	72 Talbot St. E.	519-324-6311
68	Mezza Restaurant & Night Club	30 Talbot St. W.	519-398-8457
125	Mix'd Viet Fusion Foods	14 Erie St. N.	519-326-1456
77	Naples Pizza	65 Erie St. N.	519-322-2211
132	Pho Saigon	52 Erie St. N.	519-322-5376
199	Restaurante Bar El Sarape	40 Talbot St. W.	
50	Roy Thai Restaurant & Bar	36 Talbot St. E.	519-326-7349
98	Squeeze & Freeze Smoothie Shop	23 Erie St. S.	519-326-5000
138	Sweet Retreat Ice Cream and More	7 Nelson St.	519-398-8158
112	Tacos Tony	52 Erie St. S.	519-326-0110
158	The Gallery Restaurant	11 Queen Ave.	519-322-2399
61	The Pita Place	2 Talbot St. W.	519-326-7702
139	TJ's Bar and Grill	13 Nelson St.	519-398-8744
76	Tortilla Leamington	69 Erie St. N.	519-322-5163
140	Village Café	4 Wellington St.	519-322-5151

RETAIL			
2	Avenue Shop Swap and Sell	4 Queen Ave.	519-977-5000
180	Bratt's Butcher Block	34 Mill St. W.	519-326-4871
1	Gabriele Brand Source	55 Talbot St. W.	519-326-5786
35	Ink Spot	89 Talbot St. E.	519-322-0909
18	Kustom Tattoos	21 Talbot St. E.	519-322-1804
89	La Boutique	3 Erie St. N.	519-324-0858
88	Leamington Source for Sports	9 Erie St. N.	519-326-2222
177	Main West Furniture	52 Mill St. W.	519-322-0128
64	Pete's Pipes	16 Talbot St. W.	519-962-9596
118	Phone Man	26 Erie St. S.	519-991-5666
160	Princess Custom Draperies	3 Princess St.	519-326-4898
67	Society Shoppe	26 Talbot St. W.	519-326-4765
95	The Sports Den	17 Erie St. S.	519-322-4885
176	Thrift On Mill	58 Mill St. W.	519-326-3665
33	Tienda La Pular Store	85 Talbot St. E.	519-324-6311
159	Uniquely Yours Bedding	3 Queens Ave.	519-322-4675
FASHION & ACCESSORIES			
11	A La Moda		
181	A Stitch in Time	30 Mill St. W.	519-322-4690
59	Chica Linda	1 Talbot St. E.	519-325-1317
62	Exquisite Fashion Caribbean Grocery	6 Talbot St. W.	519-325-0754
23	Here Comes The Bride	33 Talbot St. E.	519-326-4121
55	Jacob's Shoes	22 Talbot St. E.	519-322-1818
71	Marie's House of Fashion	48 Talbot St. W.	519-322-1544
117	Modern Ground	33 Erie St. S.	519-324-9955
5	The Abbey	29 Talbot St. W.	519-326-8212
9	The Clothing Bar	6 Talbot St. W.	519-325-0754
115	The Jean Academy Inc.	46 Erie St. S.	519-326-0809
127	Today's Fashions	20 Erie St. N.	519-322-4692
116	Tony's Fine Jewellery	36 Erie St. S.	519-326-8894
8	Unforgettable Boutique	11 Talbot St. W.	519-326-8768
7	Wharram's Jewellery Ltd.	21 Talbot St. W.	519-326-9271
131	Willabee's Dress Apparel	34 Erie St. N.	519-326-5098
GIFTS & GALLERIES			
74	Leamington Arts Centre	72 Talbot St. W.	519-326-2711
191	Settingingtons Gifts and Bookstore	13 Russell St.	519-325-0226
61	Ten Thousand Villages	2 Talbot St. S.	519-324-0471

RETAIL CONTINUED ON FLIP SIDE