



# Town of Tillsonburg Central Area Design Study

August, 2012

**BrookMcIlroy/**



GREAT WESTERN <sup>THE</sup> RAILWAY STATION

Tourist  
Information

# Table of Contents

<b>EXECUTIVE SUMMARY</b>	<b>i</b>
<b>1.0 INTRODUCTION</b>	<b>1</b>
1.1 Study Purpose	3
1.2 Study Process & Application	4
1.3 Document Structure	5
1.4 The Study Area	6
1.5 Physical & Historic Context	7
1.6 Policy Context	9
1.7 Consultation	10
<b>2.0 CENTRAL AREA VISION</b>	<b>11</b>
2.1 Introduction	13
2.2 Character Areas	14
2.3 Building Heights	17
2.4 Gateways & Landmarks	18
2.5 Parks & Open Spaces	19
2.6 Urban Circulation	21
2.7 Opportunity Sites	25
3.1 Main Street Area Principles	27
3.2 Secondary Commercial Areas Principles	29
3.3 Large Format Area Principles	31
3.4 Residential Areas Principles	33

<b>3.0</b>	<b>PRIVATE REALM &amp; ARCHITECTURAL CONTROL GUIDELINES</b>	<b>35</b>
3.1	Renovations/ Additions to Heritage Character Buildings	39
3.2	New Buildings & Renovations/ Additions to Contemporary Buildings	50
3.3	Signage	65
3.4	Vehicular Parking & Site Access	68
3.5	Sustainability	72
<b>4.0</b>	<b>PUBLIC REALM GUIDELINES</b>	<b>74</b>
4.1	Vehicular & Pedestrian Circulation	75
4.2	Open Spaces, Natural Heritage Features & Green Streets	83
4.3	Streetscape Amenities	87
<b>5.0</b>	<b>DEMONSTRATION SITES</b>	<b>89</b>
5.1	Clock Tower / Plaza Site	91
5.2	Tillsonburg Town Centre Mall Site	93
5.3	Civic Sculpture / Parkette Site	95
<b>6.0</b>	<b>IMPLEMENTATION RECOMMENDATIONS</b>	<b>97</b>
6.1	Introduction	99
6.2	Policy & Process Amendments	99
6.3	Community Improvement Strategies	103
6.4	Central Area Promotional Tools	104

**APPENDIX A: GLOSSARY OF TERMS**

**APPENDIX B: SUMMARY OF POLICY FRAMEWORK**

**APPENDIX C: URBAN STRUCTURE MAPPING**



**APPENDIX D: DEMONSTRATION SITES**

**APPENDIX E: HERITAGE RESOURCE INVENTORY**

**APPENDIX F: SUMMARY OF TRANSPORTATION ANALYSIS**

## EXECUTIVE SUMMARY

### i Purpose of the Study

The purpose of the Central Area Design Study is to establish urban design recommendations which recognize the importance of the Central Area of the Town of Tillsonburg. Furthermore, the purpose of the Central Area Design Study is to assist in the development of appropriate policies for the Central Area, which can be incorporated into the Official Plan as part of the five year review, as well as to provide a “building block” for future development with Tillsonburg’s Central Area.

The Central Area Design Study will also provide a foundation for similar projects in other urban settlements within Oxford County, particularly with respect to research regarding modern urban design initiatives, such as placemaking, planning for healthy communities, and sustainability.

3. Create an urban design vision that highlights the diverse character of Central Area of Tillsonburg, while prioritizing inherently sustainable approaches.
4. Identify the unique character areas within the Central Area and prepare area specific visions and urban design guidelines for each.
5. Improve connections within the Central Area as well as between the downtown and the surrounding community.
6. Transform Broadway Street into a weekday, evening and weekend destination with a mix of uses and activities.

### ii Study Objectives

1. The Urban design guidelines have five main objectives:
2. Elevate and promote the cultural heritage and built form of Broadway Street.



Tillsonburg Central Library.

### iii The Study Area

The study area is comprised of the Central Area of the Town of Tillsonburg, which is generally bounded by Concession and 3rd Streets to the north, Tillson Avenue, Bloomers Street, and John Pound Road to the east, the Tillsonburg Golf and Country Club to the south, and Kinsmen Participark and its associated ravine system to the west.

The study area, which includes a Central Business District as well as adjacent Entrepreneurial Districts, is the most diverse area of the Town with a mix of retail, office, institutional, employment, and residential uses. The Central Business District, centred on Broadway Street, is a significant destination with a variety of retail and restaurants that attract residents and visitors. It contains many cultural and natural amenities including the Public Library, the Station Arts Centre, the Farmer’s Market, and branches of the local ravine system. The Central Area is also close to several other significant cultural and natural amenities, including the Livingston Centre and Fanshawe College satellite campus, Lake Lisgar and the Tillsonburg Golf and Country Club.



#### iv Analysis & Consultation

An in-depth site analysis was undertaken to examine the existing conditions within the Central Area. The analysis focused on vehicular, pedestrian and cyclist circulation; significant nodes, views and vistas; opportunity sites and parking; character areas; parks and open spaces; street edges and facades; and building heights. The analysis also examined the area for targeted redevelopment opportunities to revitalize the Central Area, and identified corridors targeted for green street treatments.

The results of the analysis were brought to the public through a three phased consultation process, which included a public open house / workshop session, a stakeholder workshop session, and an information booth.

#### v Central Area Vision

The Town of Tillsonburg has a strong built form character and a well established network of streets. The guidelines and vision look to strengthen the overall character of Broadway Street and to create a more integrated vision for the design of natural areas, open spaces, circulation routes, streetscape design, and the mix of character areas. Three demonstration sites, on sites which are targeted for redevelopment, are used to illustrate the potential implementation of the vision and associated guidelines.

#### vi Guidelines

This document contains private realm and architectural control guidelines as well as public realm guidelines. The private realm and architectural control guidelines include recommendations specific to Broadway Street; heritage buildings; new buildings and renovations to contemporary buildings; signage; vehicular parking; bicycle parking; pedestrian and vehicular entrances and exits; and sustainability. Public realm guidelines include

recommendations specific to the vehicular realm; the pedestrian realm; open spaces and green streets; and streetscape amenities.

#### vii Implementation

The vision for Tillsonburg's Central Area will need to be implemented in three ways, through policy and process amendments, including the application of provincial policy tools, integrated and collaborative design review processes, and Town and local leadership that is committed to the vision and its phasing plan, which guides redevelopment.

Since some of the guidelines recommend a change in current practices and services, the cost and operational implications of these changes should be monitored as part of the implementation process. In the event that the cost of operational changes are not endorsed through budget approval, some recommendations may not be implemented.



Demonstration site at clock tower plaza.









# 1.0/

## Introduction



# 1.1

## STUDY PURPOSE

The purpose of the Central Area Design Study is to establish urban design recommendations which recognize the importance of the Central Area of the Town of Tillsonburg. The document addresses private realm and architectural control guidelines as well as public realm guidelines. The private realm and architectural control guidelines include recommendations for renovations and additions to heritage character buildings; new buildings and renovations to contemporary buildings; signage; vehicular parking and site access; and sustainability. Public realm guidelines include recommendations specific to vehicular and pedestrian circulation; open spaces, natural heritage features and green streets; and streetscape amenities.

Furthermore, the purpose of the Central Area Design Study is to assist in the development of appropriate policies for the Central Area, which can be incorporated into the Official Plan as part of the five year review, as well as to provide a “building block” for future development with Tillsonburg’s Central Area.

The Central Area Design Study will also provide a foundation for similar projects in other urban settlements within Oxford County, particularly with respect to research regarding modern urban design initiatives, such as placemaking, planning for healthy communities, and sustainability.



Tillsonburg Station Arts Centre.



The recommendations of this report were developed in consultation with members of the public as well as a variety of local stakeholders.



# 1.2

## STUDY PROCESS & APPLICATION

This document is intended to assist the Town of Tillsonburg as well as land owners, developers and the public with clear tools to guide the design of development and redevelopment in the Central Area.

The recommendations in this document address the existing and future character of the built environment, streetscaping, landscaping, and open spaces. They also address the scale and continuity of development, existing heritage elements, the use of materials, and dealing with parking and transportation-related issues.

This document outlines best urban design practices, and includes guidelines that will be implemented through future revisions to the Official Plan and the Town of Tillsonburg Zoning By-Law. As the best practices outlined in this document become common practice, they will evolve. The examples shown in this document provide one example of how the guidelines can be applied, and are not intended to exclude other solutions that meet their intent.



Tillsonburg's Entrepreneurial Districts include former and existing industrial uses.



Like much of Southwestern Ontario, Tillsonburg's Central Area contains an abundance of historic yellow brick buildings.

# 1.3

## DOCUMENT STRUCTURE

This document consists of seven sections:

- 1. Introduction:** introduces the study including the study purpose, the study process and application, the document structure, an overview of the study area, a summary of the physical and historic context, a summary of the policy context, and a summary of the public consultation process.
- 2. Central Area Vision:** outlines the vision for the Central Area, including unique vision statements and general design principles for each of the identified Character Areas, including the Main Street Area, Secondary Commercial Areas, the Large Format Area, and Residential Areas.
- 3. Private Realm and Architectural Control Guidelines:** provides a set of private realm and architectural control recommendations pertaining to heritage buildings, new buildings and renovations to existing contemporary buildings, and signage both specifically along Broadway Street and throughout the Central Area.
- 4. Public Realm Guidelines:** provides a set of site design recommendations pertaining to parking, open space, entrances and exists, bicycle parking, and sustainability.
- 5. Demonstration Sites:** Establishes demonstration scenarios for three key development sites within the Central Area, addressing matters of built form and massing, land use and programming, site layout and design, landscaping, parking, etc.
- 6. Implementation Recommendations:** provides an implementation framework, which achieves the goals and objectives of the study, outlining policy and process amendments, community improvement strategies, Central Area promotional tools, monitoring and updating processes, future studies, and policy amendments.

- 7. Appendices:** includes a glossary of terms, a summary of the policy framework, urban structure mapping, demonstration site illustrations, a heritage resource inventory, and a summary of the transportation analysis.



Gateway signage mark significant entrances to Tillsonburg's Central Area.



Broadway Street is characterized by its generous right-of-way width and abundance of angled on-street parking.



# 1.4

## THE STUDY AREA

The study area is generally bounded by Concession and 3rd Streets to the north, Tillson Avenue, Bloomers Street, and John Pound Road to the east, the Tillsonburg Golf and Country Club to the south, and Kinsmen Participark and its associated ravine system to the west.

The study area, which includes the Central Business District as well as adjacent Entrepreneurial Districts, is the most diverse area of the Town with a mix of retail, office, institutional, employment, and residential uses. The Central Business District, centred on Broadway Street, is a significant destination with a variety of retail and restaurants that attract residents and visitors. It contains many cultural and natural amenities including the Public Library, the Station Arts Centre, the Farmer's Market, and branches of the local ravine system. The Central Area is also close to several other significant cultural and natural amenities, including the Livingston Centre and Fanshawe College satellite campus, Lake Lisgar, and the Tillsonburg Golf and Country Club.



The block housing Coffee Culture, along the west side of Broadway Street, south of Brock Street, represents a significant inventory of valuable heritage buildings.



### Legend

Study Area Boundary





# 1.5

## PHYSICAL & HISTORIC CONTEXT

### 1.5.1 Location

The Town of Tillsonburg is located in the heart of Southwestern Ontario, at the southern end of Oxford County, and serves as a regional centre for industry, commerce, health care, and recreation. The Town is conveniently situated at the junction of Highway 3 and Highway 19, approximately 50 kilometers southeast of London, Ontario.

The Town of Tillsonburg has a population of approximately 15,301 according to the 2011 Canadian Census, and occupies a land area of approximately 22 square kilometers, with a population density of approximately 663 persons per square kilometer.

### 1.5.2 History & Heritage

**History:** The area was settled in 1825 by George Tillson, for whom the Town is named. The Town was incorporated in 1872. By the beginning of the 20th Century, major enterprises were established including milk production, shoe manufacturing, tractor manufacturing, textile manufacturing, and tobacco production.

The hospital, which is a significant employer within the Central Area, was constructed in the 1950s.

The Town's Centennial Year, 1972, saw the opening of the Tillsonburg Museum. The Tillsonburg Library was completed in 1975. In 1979, the hospital built an addition, and a new fire hall was constructed in 1979, replacing the old building which was demolished to make way for the Tillsonburg Town Centre Mall, which opened in 1980.

Annandale House and the Hale Street Railway Station became public buildings in 1983. Shortly thereafter, Annandale House was restored and converted into a museum, while the Hale Street Railway Station was restored and converted into the Station Arts Gallery.



The Town of Tillsonburg is characterized by a radial network of arterial roadways and intersecting ravine systems.



A number of major residential development projects have been initiated in Tillsonburg over the past 40 years, including several which cater to a growing seniors population (Hickory Hills - 1985; Baldwin Place – 2001).

Throughout the 1990s, local efforts led to the revitalization of Lake Lisgar, with the construction of a gazebo, water fountain and walkways into the lake.

In 1994, the Central Area was significantly enhanced with the construction of the Rotary Club Clock Tower, which incorporated a clock from the Town's former Post Office, and a bell from the demolished Town Hall. The Livingston Centre opened in 1998. Named after notable resident Gerry Livingston, the centre provides a wide range of services to residents of the Town and surrounding area. The Community Centre was refurbished in 2004 with renovations and enlargements of the main ice surface. Future developments include a recently approved retirement home complex, which is planned for construction in late 2012.

The majority of residential development within the Central Area was constructed prior to 1977. However, recent residential developments include 3 townhouse units and 23 single detached residential dwellings.

Recent commercial retail developments include the Canadian Tire, Shoppers Drug Mart and Staples developments in 2004 and the more recent (2009) redevelopment of the Home Hardware on Tilson Avenue. Wal-Mart Canada has assumed the lease of the former Zellers space in the Tillsonburg Town Centre Mall and it is anticipated that Wal-Mart's relocation from the Norfolk Mall to the Town Centre Mall will occur in 2012.

**Heritage:** The Central Area of Tillsonburg is home to a number of significant heritage resources, including 10 Places of Worship; 2 Educational Institutions; 3 Cultural Resources; 1 Natural Area and Park; and 3 Plaques and Monuments. A complete Heritage Resource Inventory for Tillsonburg can be found in Appendix E.



E.D. Tillson was elected the first mayor of Tillsonburg in 1872. His father, George Tillson, founded the settlement in 1825.



Annandale House is a national historic site, and the home of the Annandale House Museum.



# 1.6

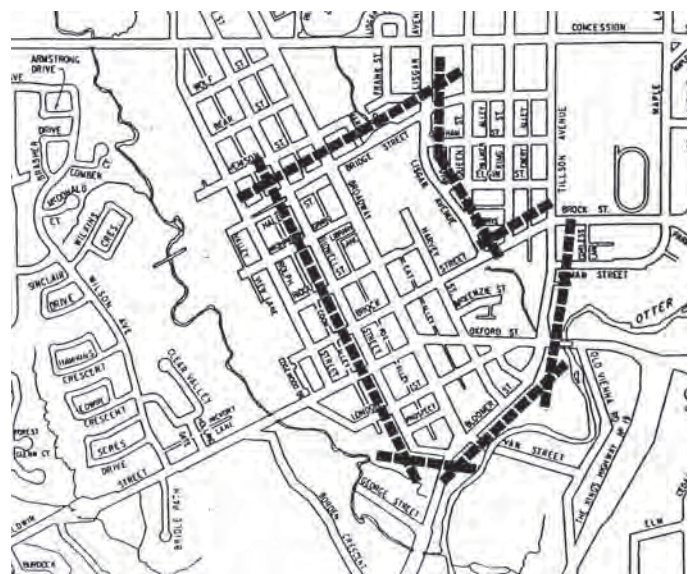
## POLICY CONTEXT

Throughout the study process, the consultant team reviewed a number of key documents which influence development within the Town of Tillsonburg, and specifically within the Central Area. Many of these documents are study-oriented and will be used to assist in the formulation of policies, while others, including the Tillsonburg Zoning By-Law and Tillsonburg Site Plan Guidelines, will be used as implementation tools. Referenced documents include:

- **Provincial Policy Statement (2005)**, which recognizes the complex inter-relationship among economic, environmental and social factors in planning and embodies good planning principles;
- **Oxford County Official Plan (2010)**, which contains the goals, objectives and policies established primarily to manage and direct physical change and effects on the social, economic and natural environment of the Town of Tillsonburg, and including a vision and strategy for the Central Area as well as relevant sub-districts;
- **Tillsonburg Zoning By-Law (2011)**, which controls the use of land by dividing the municipality into different land use zones with detailed maps, specifying the uses permitted in each zone, specifying where buildings and other structures can be located, stating the types of buildings that are permitted and how they are used, and specifying lot sizes and dimensions, parking requirements, building heights and setbacks from the street;
- **Tillsonburg Site Plan Guidelines (2011)**, which inform potential developers and the public about the use of Site Plan Control, the requirements for Site Plan approval, and to provide guidelines for site plan preparation and review;

- **Tillsonburg Recreation Master Plan (On-Going)**, which provides a comprehensive framework articulating the needs and priorities for recreation programs, facilities, culture, parks, sports fields, trails and open space;
- **Tillsonburg Trails Master Plan (2008)**, which provides a guide for the future of our trail system whereby non-motorized, multi-user trails are systematically linked in an effort to connect people and places while enjoying our beautiful town and the natural beauty of the Town's trails.;
- **Tillsonburg Downtown Streetscape Master Plan (1996)**, the goal of which is to strengthen the aesthetics and function of the downtown; and
- **Oxford County Commercial Policy Review (2009)**, which contains a series of directive that guide proper planning and the structure of urban areas.

A detailed summary of the Policy Framework can be viewed in Appendix B: Summary of Policy Framework.



Study Area boundary for the Tillsonburg Downtown Streetscape Master Plan.

# 1.7

## CONSULTATION

### 1.7.1 Steering Committee Meetings

The Town of Tillsonburg appointed a Steering Committee to assist the consultant team in the preparation of this document. The Steering Committee included a broad range of groups and stakeholders representing a variety of interests within the study area.

### 1.7.2 Public Open House / Workshop

In January 2012, the consultant team attended and facilitated a public open house / workshop session, which allowed a broad group of individuals including the consultant team, Town Staff, key stakeholders and members of the local community, to gather information and focus on developing a vision for the Central Area. The open house / work shop was structured around group-based exercises, where participants engaged in focused discussions and provided feedback on a variety of issues, including public realm improvements, promoting active transportation, establishing building design standards as well as standards for signage and other urban design elements.

Each group-based exercise was facilitated by a team member with a view to answering questions and supporting group discussions. Interactive tools for gathering feedback were employed, including annotated maps which were marked-up by participants, and precedent surveys that allowed participants to choose between different urban design elements pertaining to built form and the public realm.

### 1.7.3 Stakeholder Workshop

In February 2012, the consultant team attended and facilitated a workshop session with a variety of local stakeholders, including developers, as well as property and business owners. Valuable input was received, which influenced the study process.

### 1.7.4 Public Information Booth

In February 2012, the consultant team operated a public information booth at both the Tillsonburg Town Centre Mall and the Tillsonburg Community Centre. The booth included three display boards, which informed the public of the study process. It also included a worksheet exercise and questionnaire, which allowed the public to provide feedback.

### 1.7.5 Project Website

Throughout the study process, the consultant team worked with Town staff to provide updates on the project website. This gave the public an opportunity to download materials and access links to completed work.



Public information booth at the Tillsonburg Town Centre Mall, February 2012.



**E.R. ADAMS**  
**Insurance**







2.0 /  
Central Area Vision



# 2.1

## INTRODUCTION

The Town of Tillsonburg has a strong built form character and a well established network of streets. The guidelines and vision contained within this document look to strengthen the overall character of Broadway Street and to create a more integrated vision for the design of natural areas, open spaces, circulation routes, streetscape design, and the mix of character areas.

The intent of the following section is to define the unique character of the urban environment that makes up the Central Area, and to provide direction on how urban design guidelines can strengthen the character of Broadway Street and support the overall connectivity of the Central Area.



Broadway Street is characterized by generous sidewalk widths on either side.



### Legend

Study Area Boundary

# 2.2

## CHARACTER AREAS

Tillsonburg's Central Area is comprised of several character areas. Mixed-use main street development lines the Broadway Street corridor, flanked to the east and west by large format retail, secondary commercial and office uses, which are surrounded by residential areas in all directions. Through future development, opportunities exist to improve and extend the main street condition along Broadway Street throughout the Central Area. Opportunities also exist to improve the transition between the core area and surrounding residential areas, through infill development and improving street edge conditions within surface parking areas. Refer to Appendix C: Urban Structure Mapping for larger versions of all urban structure maps.



Residential areas are characterized primarily of single family detached dwellings, many with some degree of heritage character.

### Legend

- Main Street Area 
- Large Format Area 
- Secondary Commercial Area 
- Residential Area 
- Institutional Buildings 
- Improved Edge Condition 
- Study Area Boundary 





### 2.2.1 Main Street Area (Broadway Street)

The length of Broadway Street, between Bridge and London Streets, is lined primarily with mixed-use main street development. However, one exception includes the Broadway Street facade of the Tillsonburg Town Centre Mall, which incorporates large blank wall segments and a rhythm and proportion of retail facades which is not in keeping with the main street character of Broadway Street.

Through future development, opportunities exist to improve and extend the main street condition along Broadway Street. This can be accomplished by reconstructing the facade of the Tillsonburg Town Centre Mall to incorporate materials and proportions which are in keeping with the main street character of Broadway Street. The main street treatment is also proposed to be extended along Broadway Street north to Venison Street and south to Prospect Street, as well as along intersecting streets, wrapping the corner of Broadway Street and extending into adjacent secondary commercial and large format areas.

Establishing quality landmark street oriented gateway buildings at the north and south ends of the study is recommended in Section 2.4 Gateways and is a central focus of this document.



Opportunities exist to improve and extend the main street condition along Broadway Street.

### 2.2.2 Large Format Area (East of Broadway Street)

The large format area is generally bounded by Broadway and Harvey Streets to the west, Venison Street and the adjacent ravine system to the north, Lisgar Avenue to the east, and Brock Street to the south. This area contains primarily large format retail development, either in the form of standalone buildings or as part of the Tillsonburg Town Centre Mall, as well as a few utility and service buildings, and vast expanses of surface parking.

Through future development, the guidelines focus on recommendations to improve street edge conditions in surface parking areas and to create an improved transition between the large format retail area and adjacent areas including the main street, secondary commercial and residential areas. Such improvements can be achieved by greening the surface and edges of parking areas, providing street furnishings, seeking opportunities for limited development adjacent to the street edge, and by strengthening pedestrian connections throughout the area.



Opportunities exist to improve street edge conditions in surface parking areas and to create an improved transition to adjacent uses.

### 2.2.3 Secondary Commercial Areas (Flanking Broadway Street)

Tillsonburg's secondary commercial areas generally surround the main street area of Broadway Street, between Venison and Prospect Streets, occupying sites on either side of Bidwell Street. They also generally run along the length of Brock Street between Cat Alley and the ravine, as well as the length of Oxford Street between Cat Alley and Bloomers Street. Secondary commercial areas generally incorporate neighbourhood-related office uses or convenience-related retail uses.

Through future development, the main street treatment along Broadway Street will be extended north to Venison Street and south to Prospect Street. This will result in the conversion of some of the Broadway Street secondary commercial areas into main street areas. Broadway Street development is recommended to wrap the corners of intersecting streets. The intention is that the main street character will begin to transition into adjacent secondary commercial areas and influence the character of the adjacent streets. It is also recommended that a consolidated way-finding program along Broadway Street provide directional signage to the Secondary Commercial Areas to the east and west, making Broadway Street the organizing and destination spine of the downtown.



There is an opportunity to transition the main street character of Broadway Street into the adjacent secondary commercial areas.

### 2.2.4 Other Areas (Residential, Institutional, Industrial & Service Commercial)

A diversity of areas surrounds Tillsonburg's main street, large format, and secondary retail areas. The residential areas are characterized by single family detached dwellings, semi-detached dwellings, seniors housings, and other multi-unit residential buildings. These areas also incorporate a number of institutional buildings including the Tillsonburg Hospital, long term care facilities, nursing / seniors homes, places of worship, a school, and other facilities. The residential areas have a potential to accommodate additional residential redevelopment in more compact building forms.

Through future development, residential areas are anticipated to remain stable and are not expected to accommodate significant development. However, opportunities may exist to expand the Tillsonburg Hospital site, and redevelopment opportunities may exist within the former industrial lands located north of Concession Street on the west side of Tillson Avenue. Expansion and redevelopment of these areas is recommended to reflect and respond to the character of the adjacent neighborhoods. For example, any future hospital redevelopment should respond to the natural areas to the west and to the existing surrounding residential context.



There is a desire to maintain stability throughout existing residential areas.



# 2.3

## BUILDING HEIGHTS

The buildings, which line either side of Broadway Street, between Concession and Bloomer Streets, range in height between 1 and 3 storeys. The majority of these buildings are between 2 and 3 storeys. These are intermixed with several single storey buildings. Through future development, priority should be given to the redevelopment of single storey buildings to 2 or 3 storeys. This will help to intensify Broadway Street, as well as provide greater consistency in the streetwall condition along its length, producing a tighter-knit and more intimate urban environment. Recommendations for future building heights include:

- It is recommended that new development along Broadway Street and in the Entrepreneurial District be between 2 to 5 storeys, and that the maximum height be achieved only if the development meets the setback and height recommendation outlined in the guidelines.
- Outside of the Central Business District, appropriate building height and massing should be determined in reference to the adjacent context (for low and mid-rise buildings) and through an analysis of any shadow impacts on the surrounding residential areas (for taller apartment buildings). Generally, building heights should be no less than 7 metres, where bungalows are desirable, or 2 storeys. Refer to Appendix C: Urban Structure Mapping for larger versions of all urban structure maps.

### Legend

1 Storey	
2 Storeys	
2.5 Storeys	
3 Storeys	
Study Area Boundary	



Some segments of Broadway Street contain a continuous streetwall condition, while others do not.





# 2.4

## GATEWAYS & LANDMARKS

Tillsonburg's Central Area is characterized by a series of significant nodes, gateways, views and vistas which, combined, provide structure and definition to the urban area. Through future development, opportunities exist to focus development within and surrounding these nodes and gateways in a manner which frames and enhances significant views and vistas. Recommendations for redevelopment or development in proximity to Major and Minor Gateway sites include:

- When new development is proposed adjacent to a landmark building or structure the design, scale, massing use of materials within the new development should be reviewed within the context of the adjacent landmark structure, and should be sympathetic, without emulating or mimicking its design. Such buildings and structures provide a unique opportunity to give further definition to the urban area through the use of architectural qualities. Many such buildings exist within the Central Area, including the Tillsonburg Town Centre (1); the Station Arts Centre & Tillsonburg Farmers Market (2); the Tillsonburg Public Library (3); the Tillsonburg District Memorial

Hospital (4); the Tillsonburg Information Centre & Customer Service Centre (5); St. Paul's United Church (6); Rolph Street School (7); Avondale Zion United Church (8); and St. Mary's Roman Catholic Church (9).

- It is not intended that gateways be signage locations, however, future development and/or landscaping would represent the character of the area beyond. Gateway sites, both major and minor, need to act as entrance features into the downtown area and should be defined by their high quality built character.

Refer to Appendix C: Urban Structure Mapping for larger versions of all urban structure maps.

### Legend

- Major Node / Gateway
- Minor Node / Gateway
- Significant View / Vista
- Park / Open Space
- Key Buildings
- Study Area Boundary





## 2.5

### PARKS & OPEN SPACES

Tillsonburg's Central Area is defined, and bounded, by an extensive and inter-connected system of natural open spaces. This system provides the area with an enviable asset of natural amenities. Through future development, opportunities exist to capitalize on this asset.

The Central Area contains four small urban parkettes and plazas. These spaces contain landmark structures, monuments, and public art features. Opportunities exist to create additional urban parkettes and plazas, and to transform these spaces into significant anchors or nodes, creating points of interest and activity along the Broadway Street Corridor.

The "potential" urban parkettes, plazas, and public spaces (identified on the facing page) represent potential gathering and programmable spaces within the downtown. Establishing usable open spaces along Broadway Street is particularly important as they would provide amenity

spaces for business, spill out spaces for retail events and potentially Town programmed areas. Improvements to the existing public space network include:

- Expansion and enhancement of the Tillsonburg Clock Tower plaza (located at southwest corner of the intersection of Broadway and Bridge Streets).
- Expansion and enhancement of the Civic Sculpture parkette (located at the southeast corner of the intersection of Broadway and Oxford Streets).
- Bookending the central area with outdoor spaces to sit, relax, eat, chat, etc.
- Opening up the World War One Memorial Plaza (located in front of the Tillsonburg Town Centre Mall) to create usable space for pedestrians to sit, relax, eat, chat, etc., by removing the fencing which surrounds the memorial and, where possible, incorporating



World War One Memorial at the Tillsonburg Town Centre.



Tillsonburg Clock Tower.

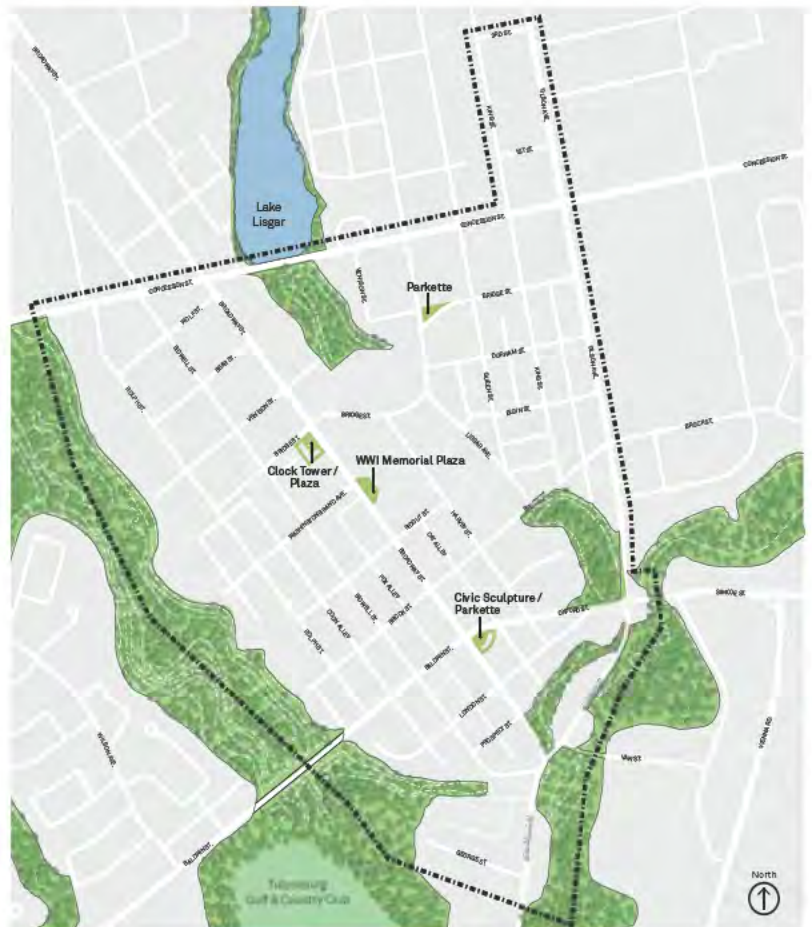
grade changes to make the space more easily accessible.

- Sidewalk activities / spillout spaces along Broadway Street and wrapping corners into adjacent streets.
- sidewalk sales, restaurant and cafe patios, etc.

Refer to Appendix C: Urban Structure Mapping for larger versions of all urban structure maps.



The urban parkette located at the intersection of Broadway and Oxford Streets is the most significant park space within the Central Area.



### Legend

Natural Open Space System



Lake Lisgar



Tillsonburg Golf Club



Urban Parkette / Plaza (Existing)



Urban Parkette / Plaza (Potential)



Study Area Boundary





## 2.6

### URBAN CIRCULATION

Tillsonburg's Central Area has a well connected and compact structure of streets and blocks which contributes to the overall connectivity of the community. While vehicular circulation is well served with good access, parking and a strong rear lane system, both pedestrian and cycling amenities can be improved. Recommendations to the existing downtown circulation network include:

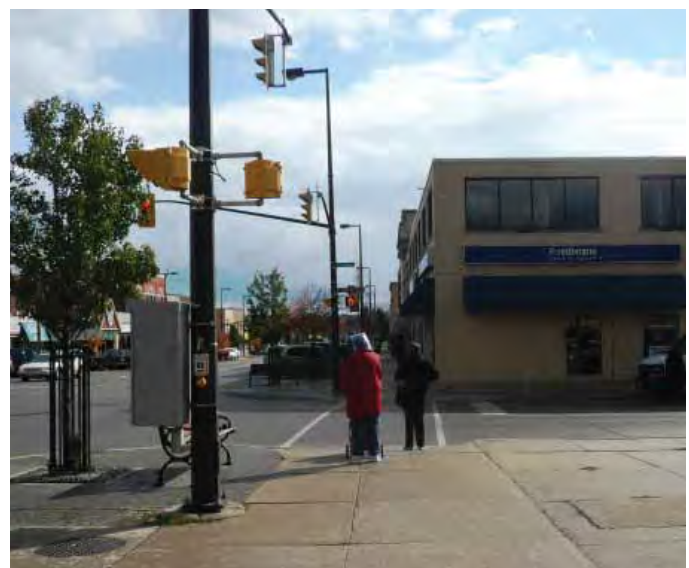
- Expansion of existing multi-use trail system (through ravine system connecting to Lake Lisgar to the north, through ravine system south of Brock Street connecting Brock and Oxford Streets, through ravine system east of the Central Area)
- Expansion of existing bicycle circulation (along Rolph Street between Concession and Baldwin Streets, along Bridge Street between Rolph Street and Lisgar Avenue, and along Lisgar Avenue between Concession and Brock Streets) moving in the future to a network of dedicated cycling paths.
- Improved pedestrian connections (through Canadian Tire Site between Bridge and Durham Streets, through the Tillsonburg Town Centre Mall and associated surface parking lot between Broadway Street and Lisgar Avenue, and through surface parking area south of Ridout Street between Harvey Street and Lisgar Avenue)
- Improved connections between Central Area, surrounding areas, ravines, Lake Lisgar, and other open / natural spaces

#### 2.6.1 Pedestrians & Cyclists

Tillsonburg's Central Area is well serviced by bicycle routes and multi-use trail systems, which take advantage of the Town's well established compact street grid and natural open space networks to enhance connectivity and active transportation circulation between the Central Area and the surrounding Town. Through future development and capital road improvement programs, opportunities exist to expand this network to create additional linkages, and to provide bicycle storage facilities at key nodes / locations to encourage active transportation.

Through the consultation process and detailed review of the study area it was determined that Broadway Street should not accommodate cycling but that connections from Broadway to the adjacent areas including the ravines should be enhanced for pedestrians and cyclists.

The typical challenges to pedestrians within the study



The Central Area is characterized by short blocks and a continuous grid system, with regular pedestrian crossings.

area include the width and number of curb cuts and pedestrian visibility at intersections at side streets and rear alleyways. Given the compact and walkable nature of the downtown it is recommended that key challenge areas are individually addressed and improved to encourage walking downtown.

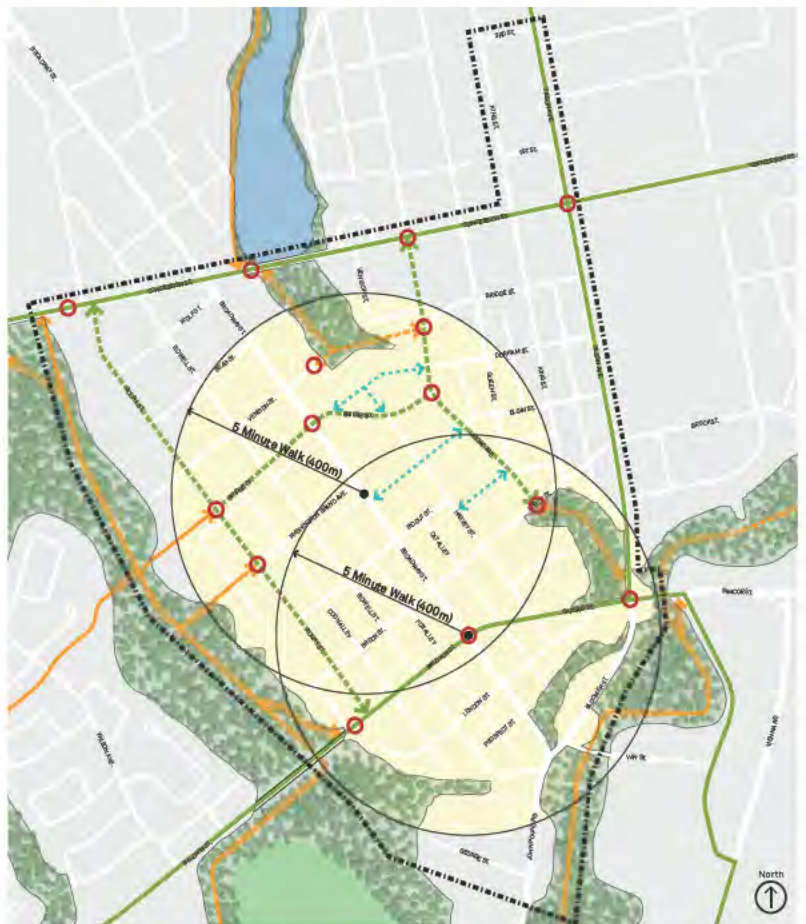
The improved pedestrian and cyclist connections identified on the adjacent map represent one possible approach, and have been illustrated for the purpose of future implementation. Primary pedestrian and cyclist routes should be coordinated with the design of green street as described in Section 2.6.3, and through the completion of a comprehensive Cycling Master plan in order to determine preferred routes and phasing strategies. Refer to Appendix C: Urban Structure Mapping for larger versions of all urban structure maps.



An existing multi-use trail connection at the western termination of Bridge Street.

**Legend**

- Bicycle Lock Location (Potential) ○
- Bicycle Route (Existing) —
- Bicycle Route (Potential) - - -
- Multi-Use Trail (Existing) —
- Multi-Use Trail (Potential) - - -
- Mid-Block Connection (Potential) - · - · -
- 5 Minute Walking Circle (400m) ○
- Study Area Boundary - · - · -





## 2.6.2 Streetscape Design

Within the Central Area, three different types of streetscape design have been identified, through an analysis of the urban structure. These include Primary Street, Secondary Street and Tertiary Streets. As capital improvement projects occur, the design and treatment of these street types should maintain similar characteristics and design principles. Outlined below are the design principles by street type.

**Primary Street:** These are the organizing streets for the community and are expected to be the central access roads to and from the downtown area. The design of the streetscapes should be focused on vehicular travel and pedestrian circulation. Where possible sidewalks should be no less than 1.8 metres wide and be buffered from the road with a minimum 1.5 metre boulevard. Tree planting should be continuous along the length of the street to provide shade to pedestrians and frame the edges of the road way.

**Secondary Street:** Secondary Streets are identified as streets that define the edges of the core area, and support key destinations within the downtown such as the hospital. The design of streetscapes should be focused on pedestrian and cyclist travel while

accommodating vehicles. Where possible the sidewalks should be no less than 2 metres wide and be buffered from moving vehicles with on-street parking lanes and, if possible, a widened travel lane to safely accommodate cyclists. Cyclist routes around the downtown should be marked by signage.

**Tertiary Street:** Tertiary or local streets are the less traveled streets that complement the overall circulation of the downtown with a fine grain block structure. These streets are primarily pedestrian streets and should be designed with a focus on pedestrian comfort and the encouragement of slow moving vehicular traffic.

Please refer to Appendix F: Summary of Transportation Analysis, for more information.

### Legend

Primary Street (Existing)	
Secondary Street (Existing)	
Tertiary Street (Existing)	
Tertiary Connection (Potential)	
Intersection (Signalized)	
Study Area Boundary	



## 2.6.3 Green Streets

Layering on top of the proposed street design hierarchy are also the recommendations for creating green streets. Green Streets provide connections between existing open spaces, new open spaces, nearby multi-use trails and the surrounding Central Area. Green street treatments are recommended to be tree-lined corridors. These corridors are intended to create important visual links and enhance pedestrian and cyclist experiences travelling within and surrounding the Central Area.



Green streets provide connections between existing open spaces, new open spaces, nearby multi-use trails and the surrounding Central Area.

### Legend

Bicycle Route (Existing)	
Bicycle Route (Potential)	
Multi-Use Trail (Existing)	
Multi-Use Trail (Potential)	
Mid-Block Connection (Potential)	
Green Streets (Potential)	
Natural Open Space System	
Urban Parkette / Plaza (Existing)	
Urban Parkette / Plaza (Potential)	
Study Area Boundary	







# 2.7

## OPPORTUNITY SITES

Tillsonburg's Central Area contains a rich inventory of buildings, which frame its streetscapes, promoting a sense of vitality and creating animation. However, portions of its streetscape frontages are lined with large surface parking lots, which detract from the quality of the built environment. Through future development, opportunities exist to transform these spaces into new buildings with active streetscape frontages.

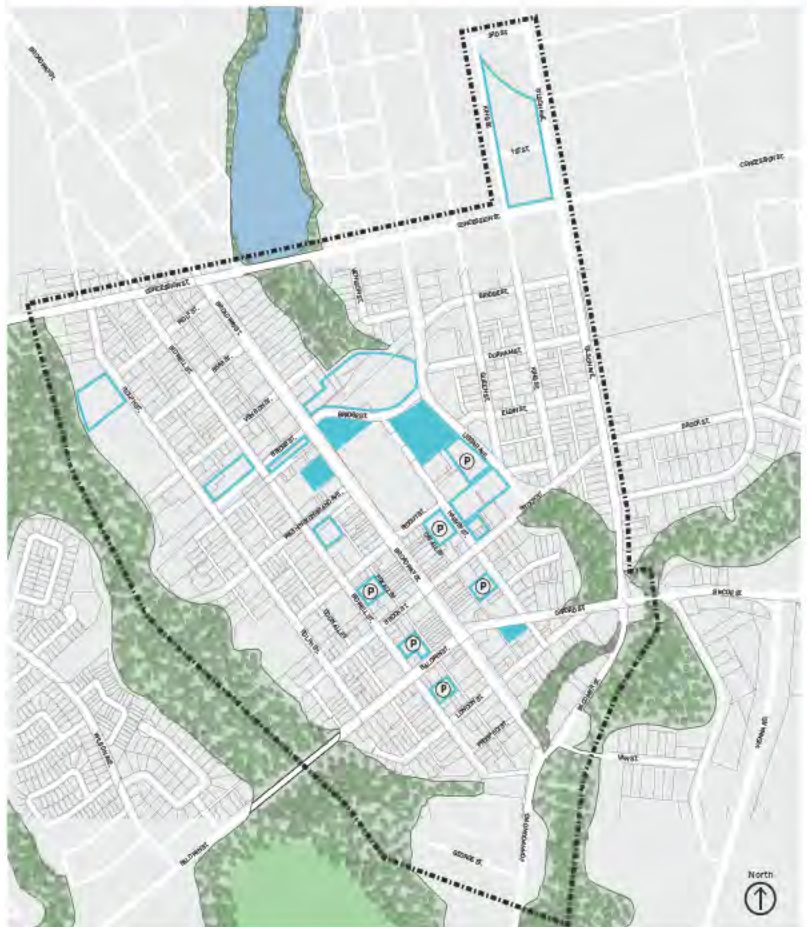
Opportunity Sites are prominent vacant sites with significant potential to provide positive contributions to the built environment. Soft sites are under-utilized sites which have the potential to accommodate a more appropriate use. For example, with respect to the Canadian Tire site on the north side of Bridge Street between Broadway Street and Lisgar Avenue, an opportunity exists to improve pedestrian connections through the site, easing accessibility between the Central Business District to the west and residential areas to the north and east by mitigating the impacts of significant grade changes along both Bridge Street and Lisgar Avenue. Refer to Appendix C: Urban Structure Mapping for larger versions of all urban structure maps.

### Legend

- Opportunity Site 
- Soft Site 
- Public Parking 
- Study Area Boundary 



The pedestrian arcade adjacent to the Tillsonburg Central Library provides a mic-block connection between Broadway and Bidwell Streets.





## 2.7.1 Demonstration Sites

Section 5: Demonstration Sites incorporates development scenarios for three key development sites. These sites have been identified by various stakeholders throughout the study process as being key to the long-term revitalization of the Central Area. The first demonstration site is located on the southwest corner of the intersection of Broadway and Bridge Streets. This site is currently occupied by the Tillsonburg Clock Tower, a small plaza and is surrounded by surface parking lots.

The second demonstration site is located between Broadway Street and Lisgar Avenue, south of Bridge Street. The site is currently occupied by large surface parking areas, and the north and east facade of their associated Tillsonburg Town Centre Mall.

The third demonstration site is located on the southeast corner of the intersection of Broadway and Oxford Streets. The site is currently occupied by a small parkette as well as a 2 storey commercial building and associated surface parking lots. Please refer to Section 5.0: Demonstration Sites for more information.



The Tillsonburg Town Centre has been identified as one of three demonstration sites.



### Legend

Demonstration Sites



Study Area Boundary





## 2.8

### MAIN STREET AREA PRINCIPLES

The following principles outline priority recommendations that have been developed to guide the evolution of Broadway Street's architectural character, regardless of period or style. The Vision for the Main Street Area (Broadway Street) is located in Section 2.2.1. Additional information can be found in Section 3.1 Renovations/ Additions to Heritage Character Buildings, Section 3.2 New Buildings & Renovations/ Additions to Contemporary Buildings, Section 3.3 Signage, 3.4 Vehicular Parking & Site Access, Section 3.5 Sustainability, Section 4.1 Vehicular & Pedestrian Circulation, Section 4.2 Open Spaces, Natural Heritage Features & Green Streets and Section 4.3 Streetscape Amenities.

#### Maintain Consistent Street Wall

In order to create a continuous and unified pedestrian experience, buildings should maintain a regular alignment and should avoid setbacks at street level from the front property line. The heights and massing of buildings should complement neighboring properties to create a continuous and cohesive urban fabric.



#### Create Active Edges and a Vibrant Streetscape

In order to encourage an active and well-used pedestrian streetscape, businesses should consider various strategies that will bring life to the street-edge. Strategies for this could include: locating regularly-used business activities to the front of the building where they are most visible, maximizing transparent glazing, and providing well-lit interiors and appealing visual displays. Professional services are particularly encouraged to implement these strategies.



#### Maximize Glazing at Street Level

All buildings should emphasize the street-level experience by maximizing the amount of glazing in this area. This will optimize views into and out of each building; create a strong connection between interior and exterior spaces, provide visual intrigue, and allow for window shopping.



#### Ensure Building Entrances Address Broadway Street

The primary entrance for each business on Broadway Street should face the street. This results in a more continuous shopping experience, increased pedestrian traffic, and a livelier streetscape.





## Legend

- Main Street Area 
- Institutional Buildings 
- Study Area Boundary 



### Encourage Sidewalk Uses when Appropriate

Sidewalk uses such as café's and dining terraces can successfully bring life to a street by increasing the diversity of activities at street level, providing outdoor dining options, and increasing opportunity for chance encounters, casual surveillance and people watching. Broadway's extremely generous right-of-way width could allow for a widened sidewalk, creating enhanced opportunity for street-side dining.



### Respect and Complement the Heritage Character of the Downtown

Broadway Street has a wealth of heritage buildings that contribute to its overall character and visual beauty. All new buildings, infill projects and renovations should respect, complement and strengthen the heritage fabric of Tillsonburg's Central Area, by using complimentary materials and proportions. Heritage elements should always be retained and/or refurbished when necessary.



### Maintain a Consistent Proportion and Sense of Rhythm

In order to ensure a visually consistent streetscape, buildings should maintain a consistent proportion and regular sense of rhythm. This includes regularizing the general patterns of building heights, setback and stepbacks, first storey heights, glazing patterns, and signage patterns.



### Address Side Streets, Corner Sites, and Back Alleys

Corner lots should address not only Broadway Street, but also any intersecting side streets by providing glazing, signage and secondary entrances where appropriate. Long expanses of blank wall should be avoided. Rear alley's should have secondary entrances when appropriate, adequate lighting, screened outdoor storage areas and reasonable quality finishes.





# 2.9

## SECONDARY COMMERCIAL AREAS PRINCIPLES

The following principles outline priority recommendations that have been developed to guide the evolution of Secondary Commercial Areas throughout the Central Area. The Vision for the Secondary Commercial Areas (Flanking Broadway Street) is located in Section 2.2.3. Additional information can be found in Section 3.2 New Buildings & Renovations/ Additions to Contemporary Buildings, Section 3.3 Signage, Section 3.4 Vehicular Parking & Site Access, Section 3.5 Sustainability, Section 4.1 Vehicular & Pedestrian Circulation, and Section 4.3 Streetscape Amenities.

### Frame Streets and Intersections

Development is recommended to frame all adjacent streets and intersections. For sites along streets which flank Broadway Street, development is recommended to wrap the corners of these streets. The intention is that the main street character will begin to transition into adjacent secondary commercial areas and influence the character of perpendicular streets, such as Bridge, Brock and Ridout Streets.



### Establish Positive Edges along Parking Areas

Tillsonburg's Secondary Commercial Area contains a number of surface parking lots, which supply much of the demand for parking within the Central Area. Improvements should be made to the interface between these parking lots and adjacent streets, including buffer planting, incorporating low lying vegetation, tree plantings, fencing, clearly demarcated pedestrian paths, and street furnishings including benches, waste receptacles, and pedestrian-scaled lighting.



### Maximize Active Facades Facing Streets

All buildings should emphasize the street-level experience by maximizing the amount of glazing in this area. This will optimize views into and out of each building; create a strong connection between interior and exterior spaces, provide visual intrigue, and create opportunities for casual surveillance.




### Provide Clear Access to Broadway Street and Adjacent Businesses

Direct access to Broadway Street and adjacent businesses should be provided. Designated and clearly demarcated pedestrian crossings should be located at intersections, and continuous sidewalks / pedestrian pathways, with barrier-free access, should be provided along all streets, surface parking lots, rear lanes, and mid-block connections. Wayfinding signage should also be provided.





## Legend

- Secondary Commercial Area 
- Institutional Buildings 
- Study Area Boundary 



### Ensure Safe Pedestrian Travel

Rear lanes should be well lit and free of visual obstructions, in order to improve pedestrian safety at all hours of the day. Entrances to rear lanes, from adjacent streets, should be visible from adjacent sidewalks and should incorporate mirrors on surrounding buildings where necessary to ensure safe pedestrian travel. Pedestrian walkways through parking areas should be clearly identified and connected to Broadway Street and adjacent institutional destinations.



### Maintain a Consistent Proportion and Sense of Rhythm

In order to ensure a visually consistent streetscape, buildings should maintain a consistent proportion and regular sense of rhythm. This includes regularizing the general patterns of building heights, setback and setbacks, first storey heights, glazing patterns, and signage patterns.





# 2.10

## LARGE FORMAT AREA PRINCIPLES

The following principles outline priority recommendations that have been developed to guide the evolution of the Large Format Area. The Vision for the Large Format Retail Areas (East of Broadway Street) is located in Section 2.2.2. Additional information can be found in Section 3.1 Renovations/ Additions to Heritage Character Buildings, Section 3.2 New Buildings & Renovations/ Additions to Contemporary Buildings, Section 3.3 Signage, Section 3.4 Vehicular Parking & Site Access, Section 3.5 Sustainability, Section 4.1 Vehicular & Pedestrian Circulation, Section 4.2 Open Spaces, Natural Heritage Features & Green Streets, and Section 4.3 Streetscape Amenities.

### Create Clear Pedestrian Routes Through Parking Lots to Building Entrances

Surface parking lots associated with large format retail buildings should be reconfigured to include clearly demarcated pedestrian paths and crossings, with clear connections to building entrances and adjacent sidewalks. This will ease pedestrian movement through these sites. Attention to navigating significant grade changes should be paid to ensure walkability for seniors and those with mobility issues.



### Ensure a Tillsonburg-Specific Design for Large Format Retail

Large format retail buildings should be designed, through the use of materials, building heights, facade articulation, and fenestration, to reflect a design that is specific to Tillsonburg. Such treatments will allow large format retail buildings to contribute to the Town's sense of place and civic identity.



### Maximize Glazing at Street Level

All buildings should emphasize the street-level experience by maximizing the amount of glazing in this area. This will optimize views into and out of each building; create a strong connection between interior and exterior spaces, provide visual intrigue, and allow for window shopping.



### Ensure Building Entrances Address Adjacent Streets and not Parking Lots

The primary entrance for large format retail buildings should face the street, as opposed to adjacent surface parking lots. This results in a more continuous shopping experience, increased pedestrian traffic, and a livelier streetscape.





## Legend

Large Format Area	
Institutional Buildings	
Improved Edge Condition	
Study Area Boundary	



### Create Public Areas at Building Entrances

Public areas should be created adjacent to building entrances. This will contribute to the enhancement of the pedestrian realm surrounding these buildings, and will allow for ancillary outdoor uses such as display areas, sidewalk sale areas, or patios affiliated with restaurants or cafes. Such spaces will create opportunities for casual surveillance and will provide a sense of vitality and pedestrian activity in areas where the vehicular realm is often given priority.



### Respect and Complement the Heritage Character of the Downtown

Tillsonburg has a wealth of heritage buildings that contribute to its overall character and visual beauty. All new and existing large format buildings should respect, complement and strengthen the heritage fabric of Tillsonburg's Central Area, by using complimentary materials and proportions.



### Minimize Blank Facades Against Public Street, Open Spaces and Parking Lots

Large format retail buildings should not only address their primary frontage and adjacent street, but also any intersecting side streets by providing glazing, signage and secondary entrances where appropriate. Long expanses of blank wall should be avoided. Where surface parking is provided at the rear of the building, such buildings should have secondary entrances with adequate lighting, screened outdoor storage areas and reasonable quality finishes.





# 2.11

## RESIDENTIAL AREAS PRINCIPLES

The following principles outline priority recommendations that have been developed to guide the evolution of Residential Areas throughout the Central Area. The Vision for the Residential Areas (Surrounding the Central Business District) is located in Section 2.2.4. Additional information can be found in Section 3.1 Renovations/ Additions to Heritage Character Buildings, Section 3.2 New Buildings & Renovations/ Additions to Contemporary Buildings, Section 3.4 Vehicular Parking & Site Access, Section 3.5 Sustainability, Section 4.1 Vehicular & Pedestrian Circulation and Section 4.2 Open Spaces, Natural Heritage Features & Green Streets.

### New Residential Development Should be in Keeping with the Existing Context

Residential areas have the potential to accommodate additional residential development in more compact building forms. Excluding those areas designated as “Entrepreneurial District” lands, when such development occurs, new residential buildings should be in keeping with the existing neighbourhood context through the use of appropriate building materials, heights and massing, facade articulation, and the rhythm of building entrances, bay windows, porches, etc.



### Create Active Edges and a Vibrant Streetscape

In order to encourage an active and well-used pedestrian streetscape, residential dwellings should bring life to the street-edge. Strategies for this could include: providing clearly defined building entrances with associated porches, providing habitable space facing the street on all floors, ensuring an appropriate amount of glazing, and creating opportunities for casual surveillance.



### Ensure Building Entrances Address Primary Streets and Corner Conditions

The primary entrance for each residential dwelling should face the adjacent street. On corner lots, buildings may address the corner condition through the use of wrap-around porches, through secondary building entrances, and through the provision of habitable interior uses and glazing to address both streets. This results in a livelier streetscape.



### Respect and Complement the Heritage Character of the Downtown

Tillsonburg has a wealth of heritage buildings that contribute to its overall character and visual beauty. All new residential buildings, as well as infill projects and renovations should respect, complement and strengthen the heritage fabric of Tillsonburg’s Central Area, by using complimentary materials and proportions. Heritage elements should always be retained and/or refurbished when necessary.





## Legend

Residential Area



Institutional Buildings



Study Area Boundary



## New Residential Dwellings should not be Dominated by Garages and Driveways

Where rear lanes are not present, the front facades and properties of new residential dwellings should not be dominated by garages and driveways. Garages should be limited in width to 50% of the width of the building frontage, and should not project beyond the primary building facade. Driveways should not be combined to establish large paved surfaces, and should be broken up to ensure a consistent rhythm of driveways and front lawns throughout the length of a street. Driveway width should generally be limited to match the width of associated garage doors.







1875 & 111 ANNIE'S USED FURNITURE 1875-111



HARM  
B  
FAMOUS CHINESE FOOD  
FAST FOOD  
WWW.  
KIDS 1/2 PRICE







ONY RESTAURANT  
**UFFET**  
D - ALL YOU CAN EAT LICENSED UNDER L.L.B.O.  
D TAKE-OUT TEL: 842-7007

**Harry's**  
JEWELLERS

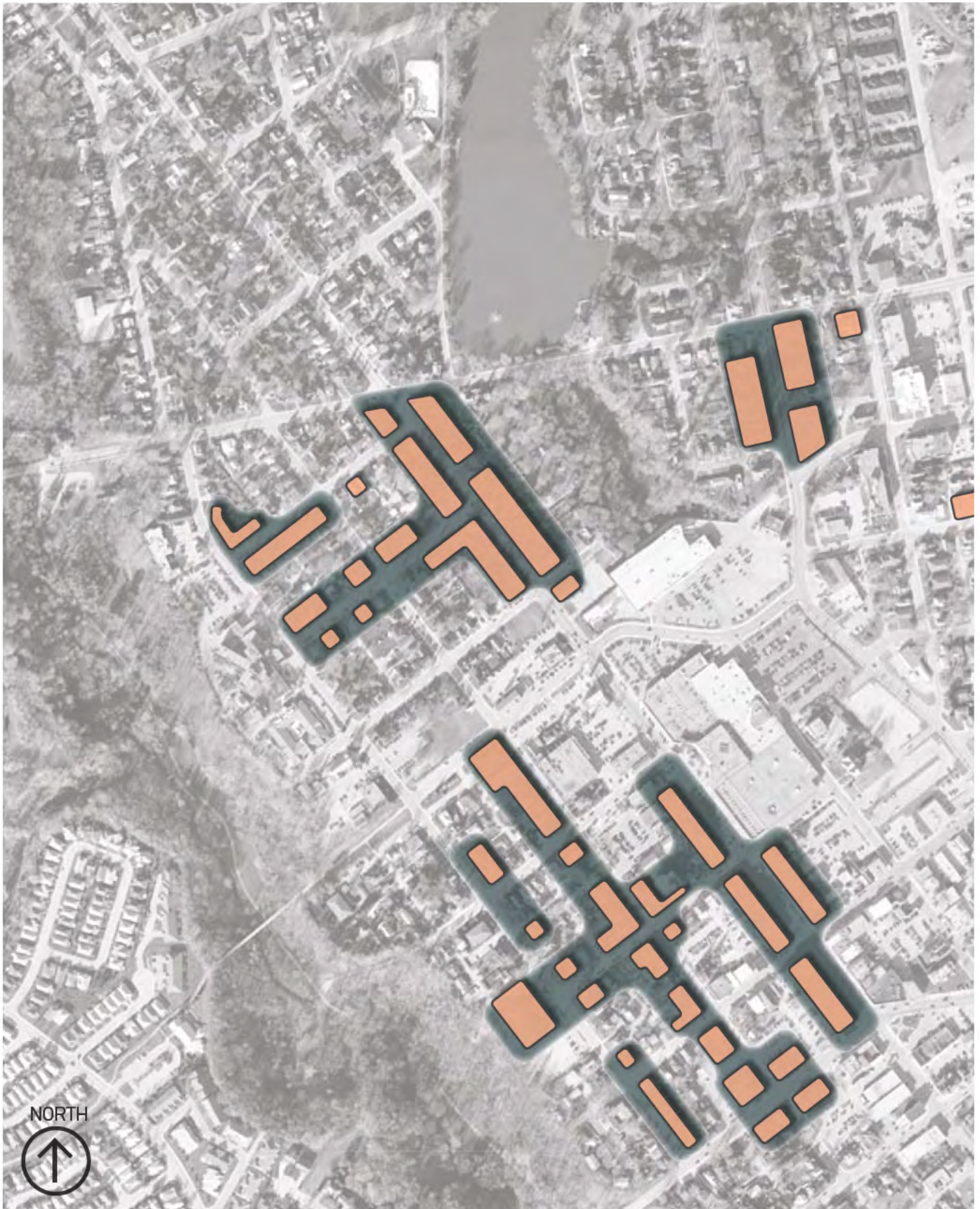
**HUY Jewellers**

# 3.0 /


## Private Realm & Architectural Control Guidelines



## RENOVATIONS / ADDITIONS TO HERITAGE CHARACTER BUILDINGS







## Tillsonburg Heritage Map

- Properties with Identified Heritage Character
- Areas for Heritage Character Consideration

The rich heritage fabric of Tillsonburg's Central Area is influential in defining the overall character and identity of Tillsonburg. This historic quality should be celebrated and encouraged. Historic buildings should be retained, and when necessary, restoration work should maintain the integrity and intent of the original design. Additions to historic or 'heritage character' buildings should undergo a rigorous process of design review in order to ensure they contribute to the character of heritage architecture. The design of new buildings in areas with a heritage character should be sympathetic to this heritage character without mimicking existing designs, and should incorporate complementary materials and architectural treatments. Please refer to the following pages for more information.



# 3.1

## RENOVATIONS / ADDITIONS TO HERITAGE CHARACTER BUILDINGS

The rich heritage fabric of Tillsonburg's Central Area is influential in defining the overall character and identity of Tillsonburg. This historic quality should be celebrated and encouraged. Historic buildings should be retained, and when necessary, restoration work should maintain the integrity and intent of the original design. Additions to historic or 'heritage character' buildings should undergo a rigorous process of design review in order to ensure they contribute to the character of heritage architecture.

The use of the term 'heritage character' in the context of this document is intended to reflect those properties and buildings which exhibit heritage qualities, but are not listed or designated in accordance with the Ontario Heritage Act (OHA). The following guidelines are intended to apply to all buildings and properties within the study area that are identified by the Town as being of 'heritage character' value and contributing to the overall heritage character of the Central Area.

Reference to 'heritage' buildings throughout this document refers to those buildings and/or properties which have been designated under the OHA as being of local or provincial interest. It is anticipated that designated heritage buildings will be preserved and any alterations and/or restoration that would occur in accordance with the relevant provisions of the OHA. Tillsonburg's Central Area is currently home to a number of heritage buildings which are listed in Appendix E of this document and the Heritage Resources Inventory contained in the County Official Plan.

### 3.1.1 Heights & Massing

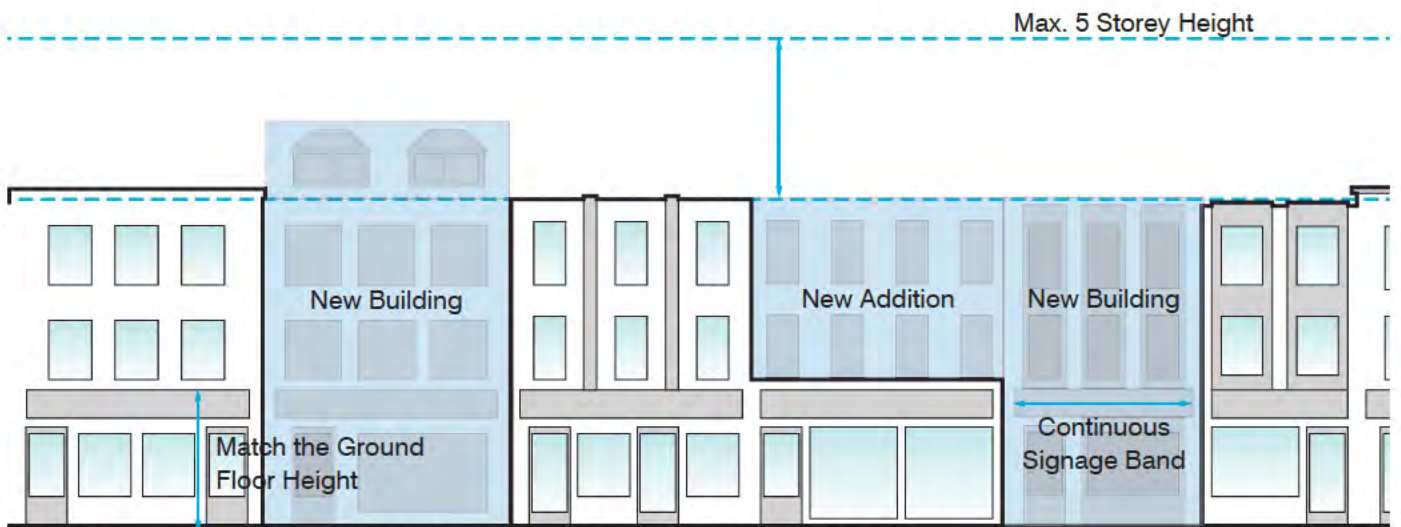
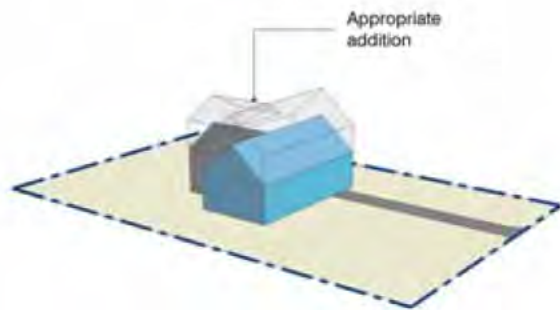
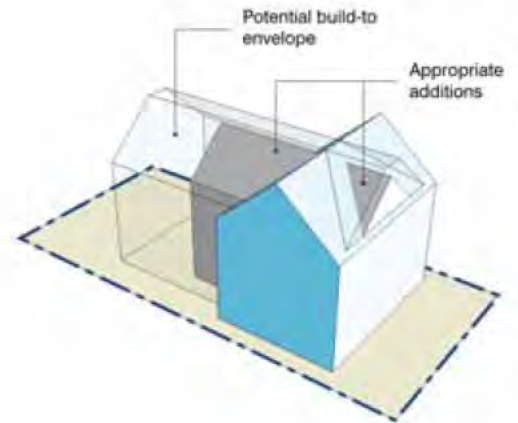
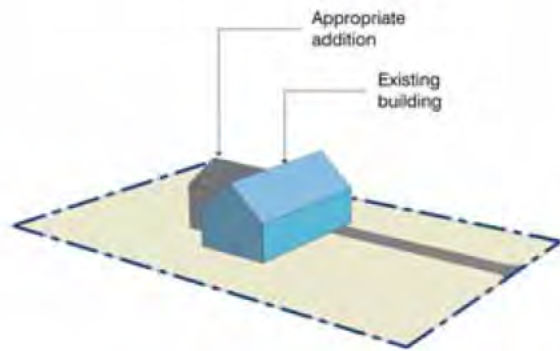
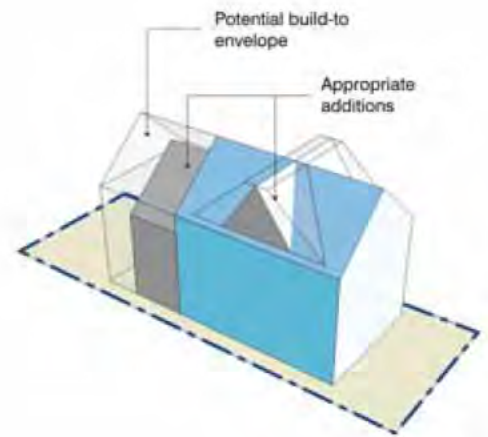
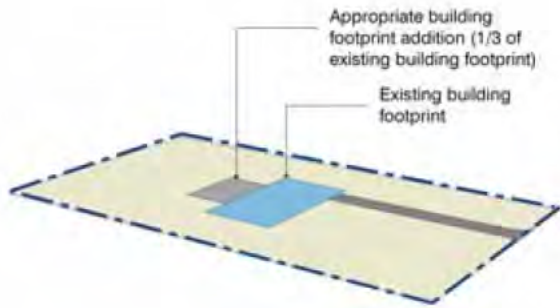
- Vertical additions, in all character areas, should be limited to no more than 1 storey above the existing height of the building.
- Within the Main Street Area, vertical additions should result in building heights no greater than 5 storeys (16.5 metres).
- Within all character areas, additions and renovations to identified heritage character buildings should not be greater than 1/3 of the total building volume.
- Within all character areas, additions and renovations should reference the building to which the addition is being added, both volumetrically and materially, should maintain existing floor-to-floor heights, and should respect the building's original appearance.
- Within all character areas, additions and renovations should reference adjacent buildings only if they complement the primary building.
- Additions should either be identical to the existing building or should provide a contemporary design response. Poor quality imitations of heritage styles are not appropriate building additions.
- Where parapets, with or without cornices, are incorporated into vertical additions, the parapet should not project more than 1.8 metres beyond the height of the building.
- Within the Main Street Area, additions should maintain the envelope of existing storefronts.



Additions and renovations should reference the building to which it is being applied, both volumetrically and materially.



Heritage buildings on Broadway Street range in height from 1 to 3 storeys.



New development within a heritage context should maintain continuity in streetwall heights and rhythm



### 3.1.2 Setbacks & Stepbacks

#### Front Property Setbacks

- Within the Main Street Area, the existing front facade and associated storefront should be retained.
- Within all other character areas, additions to the front of the building should ensure that prevailing setbacks, established by neighbouring properties, are retained.

#### Front Property Stepbacks

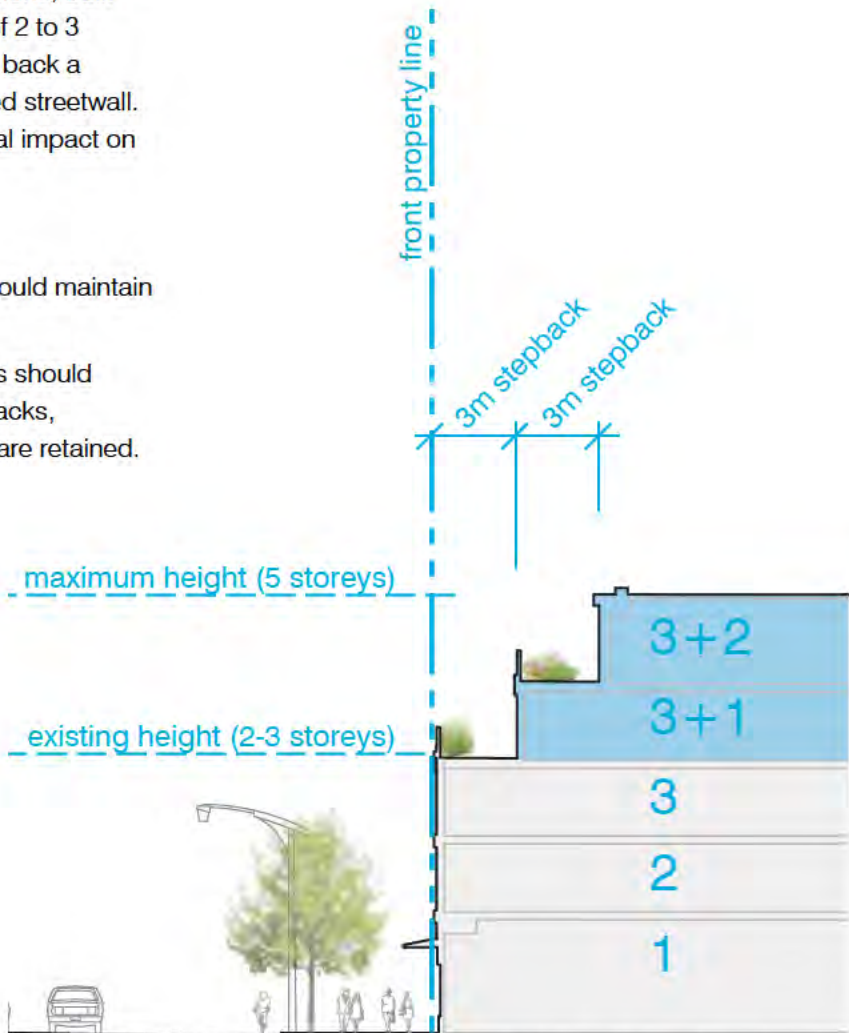
- Within the Main Street Area, vertical additions, built above the established streetwall height of 2 to 3 storeys (7.5 to 10.5 metres), should step back a minimum of 3 metres from the established streetwall. This is important in order to limit the visual impact on the streetscape.

#### Side Property Setbacks

- Within the Main Street Area, additions should maintain a continuous streetwall.
- Within all other character areas, additions should ensure that prevailing side property setbacks, established by neighbouring properties, are retained.

#### Rear Property Setbacks

- Within all character areas, additions should ensure that prevailing rear property setbacks, established by neighbouring properties, are retained.



Building height, setback and stepbacks

### 3.1.3 Main Street Area - Storefront Design

- Where feasible, preserve the original building fabric. Repair rather than replace deteriorated architectural features. When replacement is necessary, match the original. Replacement of missing features should be based on historical accuracy.
- Where existing alterations are out of character, an opportunity exists to remove modern veneers to determine what, if any, of the original remains. Original elements that lie beneath the modern front should be preserved and replicated where necessary if damaged.
- Renovate storefronts to be in keeping with the original building design, using those elements that are in tact, and replacing missing features.
- Maintain the alignment of a storefront with adjacent storefronts.
- Do not remove or alter original material or distinctive architectural features.



Original windows and doors should be repaired if possible.

#### Base Panels

- Maintain the originals when they exist. Use materials of the same colour and texture as the window frame, or the pilaster materials.

#### Display Windows

- Avoid breaking the continuity of the streetscape of large display windows.
- Please refer to Section 3.1.4 for more information pertaining to window design.

#### Transoms

- Maintain the transom as an important part of the display window. Remove any obstructions such as air conditioning units that have been inserted into this space.

#### Entryways and Doorways

- Maintain or restore these recesses as an important part of the streetscape continuity.



The ground floor should emphasize traditional patterns of articulation.



- Recognize the style and preserve it if possible.
- The shape of the opening, the divisions within it, and the surrounding trim each contribute to its stylistic character and should be maintained.

### Signage Bands and Cornices

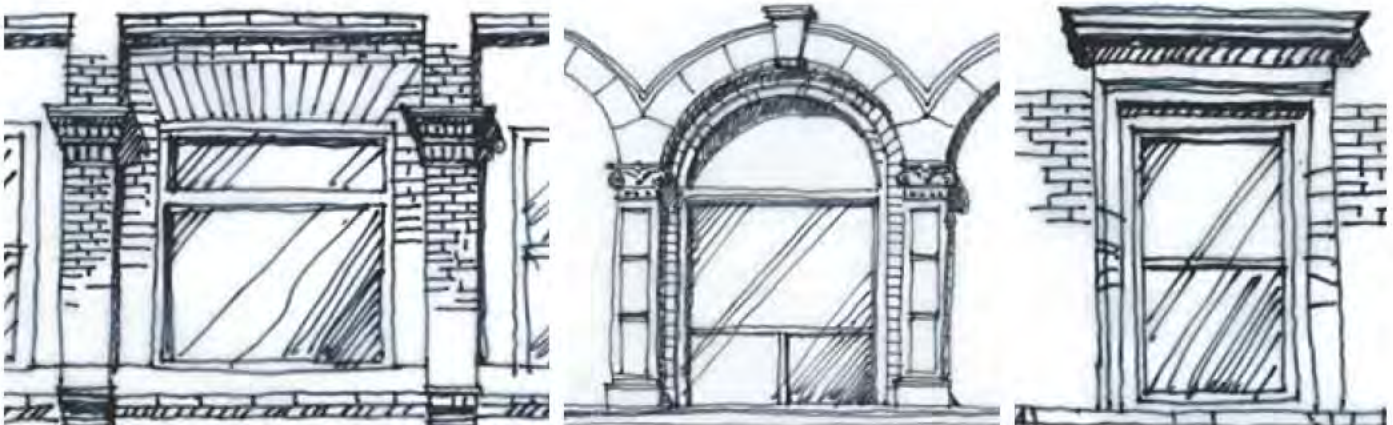
- The signage band, established by the ground floor cornice, shall be retained and restored.
- Please refer to Section 3.3 for more information pertaining to signage design.

### Architectural Details

- Any significant architectural elements, such as pilasters or ornate work, shall be retained and restored.



Typical heritage façade articulation elements



There are many different styles of window openings in the downtown area. The shape and pattern of original window openings and the windows themselves should be retained wherever possible.

### 3.1.4 Materials

- Any repairs or renovations to heritage buildings or generally historic buildings, within the Central Area, should include materials similar to those found within original building facades.

#### Masonry

- Existing brick should always be retained when possible.
- Brick and masonry repair should be undertaken using proper heritage materials and methods.
- When possible, painted brick should be uncovered to expose the buildings original character.
- Cleaning of buildings should occur in a non-destructive manner. Sand blasting and high pressure water blasting or excessive acid washes should be prohibited.
- Replacement brick should be carefully selected to ensure its colour and texture is complimentary to existing brick.
- Suburban 'buff' brick or salmon coloured brick is not acceptable.
- New brick size and configuration conform to proper masonry units. The use of brick veneer is not acceptable.
- When necessary, original masonry joints should be repointed to inhibit the entry of water and ice into the wall system.
- Removal of old mortar should be performed with hand tools only. Appropriate lime mortar mixes matching original colour and sand, lime formula should be used. Modern mortars cause damage to older masonry.
- Spalled stonework can be restored using professional epoxy-based fillers. For larger repairs, replacement stone may be required. Replacement stone should be selectively sourced to ensure a consistent match with the original stone. Use of precast concrete to replace stone is discouraged.
- In some cases, existing brickwork can be treated with a masonry stain. It is recommended that the owner consult an architect, heritage consultant or the Tillsonburg Architectural Conservation Advisory Committee to deem whether the use of masonry stain is appropriate, and if so, which stain colour should be applied.



Existing brick should always be retained where possible.

#### Wood

- Wood should be repaired rather than replaced whenever possible. Replacement, if necessary, should use the same species of wood.

#### Windows / Glazing

- Windows should be preserved where possible.
- Replacement windows should duplicate the original in style, type and material.



- Replacement windows, on the ground floor, should be transparent. Semi-tinted / opaque windows may be appropriate on upper floors to maintain privacy and to reduce heat gain.
- Custom wood sashes can be produced by a local mill work shop to provide a near-perfect match to the original.
- If an exact duplicate is not possible, install windows with similar operation and internal divisions.
- The size, location or number of openings for windows on the main facades should not be changed, unless the property is being restored to its original appearance.
- In cases where the interior has been renovated and the ceiling lowered, a bulkhead or valance can finish the ceiling edge against the window.

### Paint

- Remove paint from buildings with an identified heritage character that were not painted initially.
- Repaint buildings with an identified heritage character, that were originally painted, in colours matching the original selection.
- Historic photographs and paint samples / fragments should be used to provide useful information.
- When selecting paints to match the original colour, access and compare them under a variety of lighting conditions.
- Paint can be used to reinforce effects of projecting and receding planes within a storefront row or on an individual buildings. Dark colours should be used for doors and window sashes and lighter colours should be used for surrounding frames.



Spalled stonework can be restored using professional epoxy-based fillers.



Large expanses of stucco and common aluminum, plastic and vinyl siding should be avoided.

- Non-traditional colours should be discouraged. Most traditional colours have a grey undertone to them.

#### Accent Materials

- Choice accent materials might be appropriate providing they complement and historic character of the street. Examples of acceptable accent materials might include: steel, copper, and painted or natural wood.

#### Prohibited Materials

- Certain materials should be prohibited when renovating heritage buildings, including un-matched brick, pre-cast concrete panel, uncomplimentary block, ceramic wall tiling, large expanses of stucco, and common aluminum, plastic and vinyl siding.

### 3.1.5 Roofs, Cornices and Parapets

- Roofs and flashings should be repaired to avoid water damage. Visible roofing elements clad in copper or galvanized steel should be replaced with similar materials. Where the roof structure allows, green roofs or terraces should be encouraged.
- Where necessary, cornices and parapets should be repaired or replaced to their original configuration. Masonry walls should be exposed up to and including the parapet. Corrugated metal facing or modern prefinished materials applied to the parapet are discouraged.



Where necessary, cornices and parapets should be repaired or replaced to their original configuration.



Cornices and parapets are often subjected to deterioration due to weather exposure.



### 3.1.6 Awnings and Canopies

- Awnings and canopies should be designed to match the main structural elements of the lower façade. They should also match the overall design of the storefront.
- Retractable fabric awnings are preferred to metal, glass and wood awnings. The fabric of the awning should be comprised of colours that are traditional, of a durable fabric material, and should be designed to be in keeping with the Central Area's heritage character.
- A single style of canopy or awning should be used for the length of the building's façade, regardless of how many storefronts exist within the frontage.
- The name of the business may be printed on the awning. However, corporate awnings advertising particular products are discouraged.



Awnings and canopies should be designed to match the main structural elements of the lower facade.

### 3.1.7 Lighting

- Fixtures should be selected to ensure that their design, location, intensity and emitted colour are appropriate for the historic character of the Central Area. The selection of lighting should also consider the impact on the public street lighting in the area.
- Fixtures may be chosen from available replica styles appropriate to the architecture of the heritage buildings in the Central Area, or from contemporary designs that are compatible with it's historic context.
- Ground front windows should be illuminated at night to create a safe and warm environment and visual intrigue for pedestrians, however back-lit signs and indirect sign lighting should be discouraged as they are not in keeping with the identified heritage character of buildings. Please refer to Section 3.3 Signage for more information.



Fixtures may be chosen from available replica styles appropriate to the architecture of the heritage buildings.

# Examples of Heritage Character Building Renovations and Additions







## 3.2

### NEW BUILDINGS & RENOVATIONS / ADDITIONS TO CONTEMPORARY BUILDINGS

Through the future development of new buildings, and renovations and additions to contemporary buildings, opportunities exist to improve and extend the character of the Main Street Area along Broadway Street, to wrap the corners of flanking streets with appropriate active uses, to enhance the character of Secondary Commercial and Large Format Areas, to create appropriate transitions to surrounding Residential Areas, and to accommodate appropriate and context-sensitive intensification which will strengthen the vitality of the Central Area. The design of new buildings in areas with a heritage character, as identified on page \_\_\_\_\_, should be sympathetic to this heritage character without mimicking existing designs, and should incorporate complementary materials and architectural treatments. In areas without a significant heritage character, as identified on page \_\_\_\_\_, new buildings should be allowed greater design flexibility to incorporate contemporary materials and architectural treatments, while continuing to respect the existing architectural context of the Central Area. The following guidelines address both scenarios.

#### 3.2.1 Heights & Massing

##### Minimum Building Heights

- Within all character areas, new buildings should have a minimum height of 2 storeys (7.5 metres).

##### Maximum Building Heights

- Within the Main Street Area, new buildings and vertical additions to contemporary buildings should result in building heights no greater than 5 storeys (16.5 metres).
- Within all character areas, where adjacent buildings have an identified heritage character, new buildings and vertical additions to contemporary buildings should result in heights of no more than 1 storey (4 metres) greater than the adjacent building with an identified heritage character.
- Taller buildings, between 4 and 5 storeys (13.5 to 16.5 metres) should be considered at major intersections throughout the Main Street Area to reinforce the prominence of these locations.



Broadway Street should maintain a 2 to 3 storey streetwall.

#### 3.2.2 Setbacks & Stepbacks

##### Front Property Setbacks

- Within all character areas, new buildings and additions to contemporary buildings should be built to the front property line or prevailing setback, established by neighbouring buildings.

##### Front Property Stepbacks

- Within the Main Street Area, new buildings and vertical additions to contemporary buildings should step back a minimum of 3 metres above the established streetwall height of 2 to 3 storeys (7.5 to 10.5 metres) and, in the case of the 4th and 5th storeys, a minimum of 3 metres from the storey beneath. This will ensure a consistent streetwall and limit its visual impact on the streetscape.



Stepbacks should be provided above the 3rd storey to maintain an appropriate sense of scale from the street.



### Side Property Setbacks

- Within the Main Street Area, new buildings and additions to contemporary buildings should be built to the side property lines for no less than 2 storeys (7.5 metres).
- Within all other character areas, new buildings and additions to contemporary buildings should ensure that prevailing side property setbacks, established by neighbouring properties, are retained.

### Side Property Stepbacks

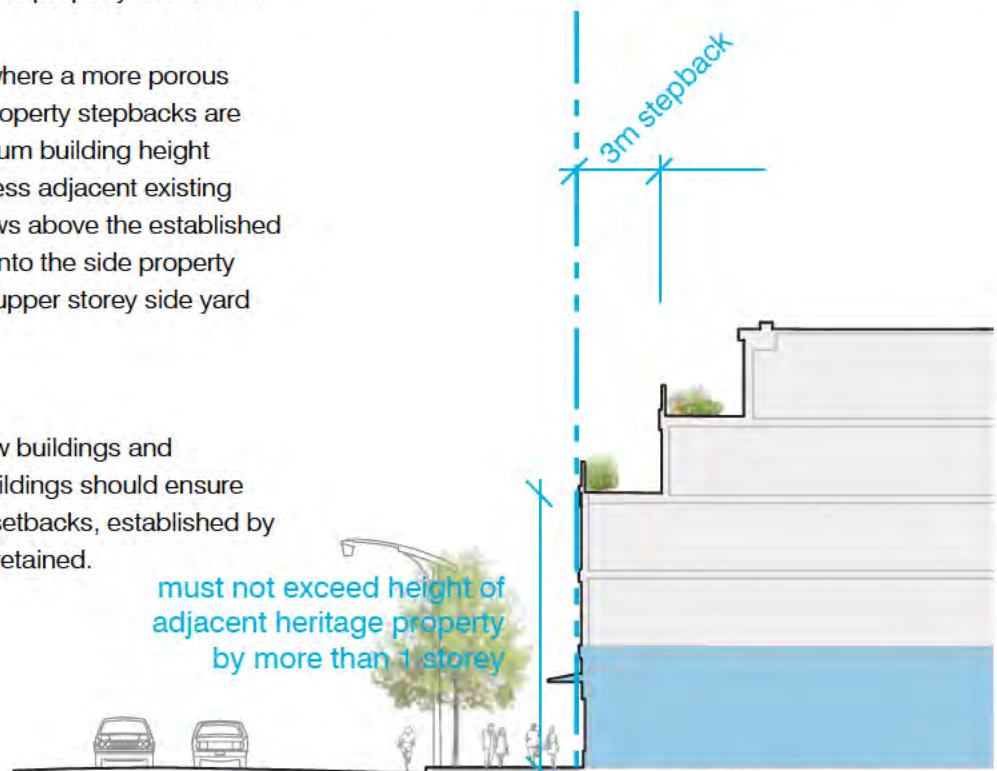
- Within the Main Street Area, the portion of the building above the streetwall may step back from the side property lines to provide side walls incorporating windows. Required side stepbacks should be a minimum of 5.5 metres from the property line to allow for sufficient glazing.
- Within the Main Street Area, where a more porous streetwall is desirable, side property stepbacks are encouraged above the minimum building height of 2 storeys (7.5 metres). Unless adjacent existing developments contain windows above the established streetwall height which face onto the side property line, buildings do not require upper storey side yard stepbacks.

### Rear Property Setbacks

- Within all character areas, new buildings and additions to contemporary buildings should ensure that prevailing rear property setbacks, established by neighbouring properties, are retained.



Buildings on corner sites should address the corner condition, giving prominence to the intersection, while addressing both frontages.



Stepbacks should be a minimum of 3 metres.

### 3.2.3 Articulation & Detailing

#### Façade Articulation

- Remaining consistent with the existing articulation found within heritage character buildings will help to promote the area's fine-grained heritage character by maintaining a rhythm of openings, recesses, projections and vertical and horizontal demarcations.
- Within all character areas, where new buildings have frontages over 30 metres long, building massing should be articulated or broken up to express individual commercial or residential units through distinctive architectural detailing. This creates the sense of having multiple buildings along the length of the property. Vertical breaks and setbacks should also be provided.
- Primary building facades should not include blank walls. Blank side wall conditions may be acceptable if treated properly. To mitigate the impact of blank walls, they should be designed with a material finish that complements the architectural character of the main building facade. Blank walls are only appropriate on sites, where a blank wall is constructed to anticipate a future abutting development. Please refer to Section 3.2.6 for more information pertaining to appropriate material treatments.
- New buildings, or renovations and additions to contemporary buildings, should generally be designed with continuous facades.
- Within the Main Street Area, a significant amount of the building frontage on the ground floor should be glazed (minimum 60%) in order to provide views to indoor uses and to create visual interest for pedestrians.
- Clear glass is preferred at-grade to promote the highest level of visibility.
- Within the Main Street Area, building entrances can be expressed and detailed in a variety of ways including large entry awnings, canopies or double-height glazing.



The articulation of a building facades plays a significant role in the pedestrian experience.



Buildings are typically incorporate elements of both vertical and horizontal articulation.



- Where residential or office uses are included above retail uses throughout the Main Street Area, Secondary Commercial Area, and Large Format Area, separate entrances should be provided.
- New buildings, or additions or renovations to contemporary buildings, should incorporate architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings to provide weather protection.
- Utilities, vents and other undesirable elements should be avoided on the lower levels of facades adjacent to the street or should be integrated into the architectural composition of new buildings.
- Permanent opaque coverings on windows and doors that prevent views into buildings are discouraged.

### Vertical Demarcation

- Within the Main Street Area, new buildings, or renovations and additions to contemporary buildings, should be designed to incorporate vertical bays that reflect the traditional width of storefronts in the Central Area (6 to 9 metres), thereby maintaining an appropriate scale of development.



Windows in new buildings may be made of pre-finished metal or wood so long as proportions and configuration are maintained.

- Vertical divisions between bays may be demarcated using construction elements such as masonry coursing, changes in materials, changes in colour, projecting piers, pilasters or columns.

### Horizontal Demarcation

- Each storey may be horizontally demarcated on the building façade through the use of projecting mouldings, intermediate cornices, changes in material, changes in colour and masonry coursing.
- The façade should have a sign band cornice matching the height of nearby heritage character buildings. Roof cornice lines and floor lines should be compatible with neighbouring buildings.

### Grade Changes

- New buildings, and renovations and additions to contemporary buildings, should maintain the staggered character of existing building facades, which result in response to grade changes.



New buildings should incorporate appropriate elements of vertical and horizontal demarcation.

### 3.2.5 Ground Floor Conditions

#### Ground Floor Heights

- Within the Main Street Area, Secondary Commercial Area, and Large Format Area, the floor-to-floor height of the ground floor of new buildings should be a minimum of 4.5 metres. This will facilitate retail uses at-grade and will ensure that the ground floor has a continuous character as the Secondary Commercial Area evolves to include a greater number of businesses, and the Large Format Retail Area transitions to a more urban character.
- Within Residential Areas, new buildings should maintain floor-to-floor heights of at least 3.25 metres.

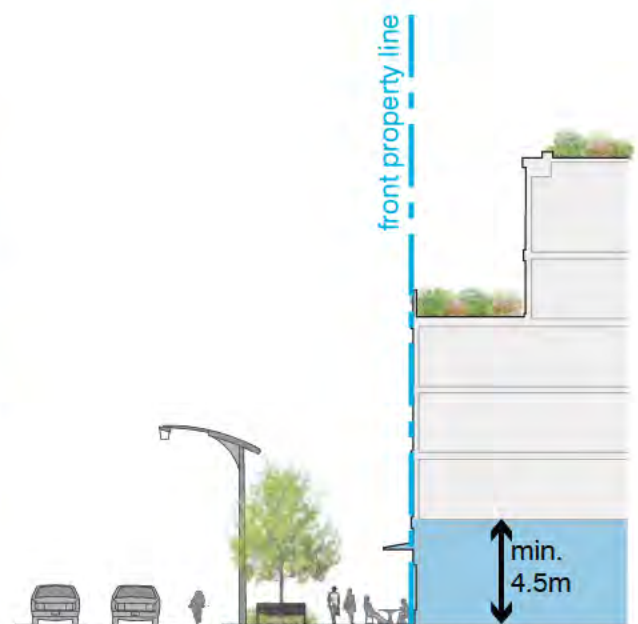
#### Ground Floor Uses

- Within the Main Street Area, new buildings should contain active and publicly oriented retail uses or other appropriate commercial uses at-grade. This is necessary to create a cohesive and pedestrian-oriented urban environment and to ensure the public accessibility of all buildings.

- Within the Main Street Area, at-grade commercial uses should wrap the corner, occupying a frontage ranging between 9 to 12 metres. Beyond this point, the buildings may include either residential or commercial uses at-grade, depending on demand.
- Within Secondary Commercial Areas, at-grade residential uses are permitted. However, properties with frontages along streets which flank Broadway Street should be targeted for commercial uses in the long-term, in order to extend commercial activity beyond Broadway Street within Tillsonburg's Central Area.
- Within Large Format Areas, at-grade uses should be commercial.
- Within Residential Areas, at-grade uses should be residential.



New buildings should contain active and publicly oriented retail uses or other appropriate commercial uses.



The floor-to-floor height of the ground level of new buildings should be a minimum of 4.5 metres.



### 3.2.6 Materials

New buildings, or renovations and additions to contemporary buildings, should utilize materials selected for their permanence, durability and energy efficiency.

The first 2 to 3 storeys (7.5 to 10.5 metres) of new buildings, and additions to contemporary buildings, shall generally be comprised of either one or a combination of no more than two, of the following materials:

- Brick;
- Stone block or stone veneer;
- Concrete panels;
- Metal and metal panels.

Painted steel columns and framing elements can be considered for storefront openings or the delineation of façade divisions; and glazed surfaces which are articulated in a manner that is sympathetic to that of traditional façades found in the area.



Exterior building finishes should be durable, easy to maintain, and should reflect a high quality of workmanship.

Materials for exterior cladding above the established street wall of 2 or 3 storeys (7.5 to 10.5 metres) may include:

- High quality clear or lightly tinted glass curtain wall;
- Wood;
- Solid-coloured brick;
- Natural or synthetic stone;
- Architectural pre-cast concrete blocks/panels; and
- Pre-fabricated metal panel systems.

Building finishes and accents may include steel, copper, aluminium and/or metal panels and painted or natural wood.

The rear of the building or any exposed sides should be finished in similar materials as the principal street façade, though usually with fewer decorative elements. Colour schemes for the new buildings should reflect those found on the original facades of heritage buildings within the Central Area.

Materials to be avoided include:

- Synthetic siding systems;
- Mirrored/heavily tinted glass panels;
- Unadorned concrete block;
- Surfaces which imitate traditional materials in a different form (e.g., aluminium or vinyl siding with embossed wood graining, composite board materials);
- Textured stucco; if stucco is used it should have a smooth surface and be limited to side walls, roof top additions and small areas of the main façade; and
- Decorative marble or granite tiles unless used as accent materials in a storefront.

### 3.2.7 Roofs, Cornices and Parapets

- Roofs of new buildings, and additions to contemporary buildings, within the Main Street Area, are recommended to be flat, in keeping with the area's existing architectural context.
- Within all other character areas, peaked roofs are appropriate. Rooftops can include open space balconies and/or roof terrace green roofs in new structures where roof loading can be designed to accommodate such uses.
- Rooftop additions for equipment on top of new buildings, or additions to contemporary buildings, should be set back far enough from the front or exterior façades in order to not be seen from the sidewalk on the opposite side of the street if possible. If this setback is not possible, rooftop equipment should be screened using appropriate building materials.

Cornices should define the horizontal demarcation of the top of the second or third façade (upper cornice), as well as the top of the first floor (intermediate or lower cornice). Cornices and Parapets for new buildings, as well as renovations and additions to contemporary buildings, should include:

- Strong projecting cornice shape, preferably with a raised parapet on the main façade;
- Materials characteristic of the area, including brick, stone, and wood; and
- Decorative finials (architectural device, typically carved in stone and employed decoratively to emphasize various distinctive ornaments of a building), signs plates or date markings.



Rooftop design should reflect the context of surrounding buildings.



Cornices and parapets should include materials which are characteristic of the area.



### 3.2.8 Lighting

- Nighttime light sources mounted on private buildings require regulation to consider the impact that lighting has on the public. Fixtures chosen should ensure that their design, location, intensity and emitted colour is appropriate for the heritage character of the Central Area. They should also consider the impact on the public street lighting in the area.
- Fixtures may be chosen from available replica styles appropriate to the architecture of the heritage buildings in the Central Area, or from contemporary design that are compatible with the historic context.
- Well-lit walk-ways through parking lots will also assist in creating a comfortable and safe pedestrian experience with the Central Area, particularly between the Main Street Area and adjacent Secondary Commercial Areas.

### 3.2.9 Awnings and Canopies

- The use of retractable fabric awnings is encouraged for new buildings within the Main Street Area, where such awnings are more in keeping with the heritage character of the area. Fixed awnings are appropriate within all other character areas. The fabric itself should be made of colours that are traditional, of a durable fabric material, and should be designed to be in keeping with the heritage character of the Central Area.
- Awnings and canopies should be designed to match the main structural elements of the lower façade. They should also match the overall design of the storefront or building entrance.
- A single style of canopy or awning should be used for the length of the building's façade, regardless of how many actual storefronts or entrances exist within the frontage.
- Awnings will preferably be retractable, and not permanent.
- The name of the business may be printed on the awning. However, corporate awnings advertising particular products are discouraged.



Fixtures chosen should ensure that their design, location, intensity and emitted colour is appropriate.



Awnings and canopies should be designed to match the main structural elements of the lower façade.

Examples of Contemporary Buildings (Sympathetic Heritage Design)





## Examples of Contemporary Buildings (More Modern Design)



### 3.2.10 Large Format Commercial Buildings

- It is recommended that the Town of Tillsonburg explore strategies to retain existing, and attract new, large format commercial tenants and major anchor stores within the Central Area.

#### Building Design

- Strategic measures can more wholly integrate large format commercial buildings into Tillsonburg's fabric, resulting in a more continuous and lively streetscape throughout the Large Format Area.
  - All street frontages should contain storefront glazing and entrances that are reflective of the areas fine grain fabric. Expansive blank facades are strongly discouraged.
  - Large facades should be designed to incorporate bays that reflect the traditional width of a storefront, thereby maintaining an appropriate scale of development. The bays should break up the facade to incorporate architectural detailing, entrance features, recesses and projections.
- Branding and signage, throughout the Large Format Area should be contextualized to fit the character of the rest of the Central Area. Building facades that are painted with corporate branding colours are discouraged and should not be permitted where fronting onto or flanking Broadway Street, or where visible from Broadway Street.
  - When possible, larger format building should be broken down into an appearance of multiple smaller buildings. Opportunities to provide more compact building forms should be considered. This will more closely resemble the contextual urban fabric of Tillsonburg.
  - Smaller retail units should line part of the principal building and have display windows and separate entrances.



All street frontages should contain storefront glazing and entrances that are reflective of the areas fine grain fabric. Expansive blank facades are strongly discouraged.



Strategic measures can more wholly integrate large buildings into the urban fabric of Tillsonburg's Central Area.



- The primary building entrance should face the street. Additional building entrances may be provided to improve building access. Site planning and building design should ensure a reasonable visibility of all building entrances to promote natural surveillance opportunities.
- Shopping centres with internal access to multiple stores should also allow for street-side entrances.
- The principal building entrance should be highly visible with features such as canopies or porticos, arcades and landscaping.
- Predominant exterior building materials should be of a high quality, such as brick, wood or stone. Stucco, concrete block or E.I.F.S. panels can be used, but should be balanced with other high quality materials.
- Exterior materials should be varied in colour and texture, where appropriate, to provide architectural interest.

- New large format stores should build to the appearance of 2 storeys (7.5 metres), either through the incorporation of 2 functional storeys or the provision of a double-height single storey building. Fake / faux storeys are discouraged. Generally, stronger working should be incorporated for facades fronting onto Broadway Street.

#### Setbacks

- Setbacks of buildings to public streets should be minimized wherever possible.
- Community amenities, such as seating areas, water features, and public art installations, should be considered within setbacks to a public street or specified site locations.

#### Pedestrian Infrastructure & Streetscaping

- Sidewalks should be provided on both sides of all adjacent public streets to facilitate pedestrian movement and access.



The principle building entrance should be highly visible with features such as canopies or porticos, arcades and landscaping.



New large format retail buildings should be built to the appearance of 2 storeys.

- Where a continuous internal pedestrian walkway is provided from the perimeter public sidewalk to the principal store entrances landscaping, benches and pedestrian-scaled lighting should be provided.
- Sidewalks should be provided along the full length of the building along any facade including a store entrance and along any facade abutting public parking areas. Continuous tree planting and/or other landscape treatments should be considered.
- Internal pedestrian walkways should be distinguished from driving surfaces through the use of concrete or special paving to enhance pedestrian safety and the attractiveness of the walkways.

- Large surface parking lots located between the front facade of the large format retail building and the primary abutting street should be discouraged. Infill development along the street line should be promoted to reduce the visual impact of large format parking areas.
- Parking areas should incorporate pedestrian walkways, where feasible, to enable safe and direct movement to principal customer entrances.
- Landscaping islands and modules should be located, where feasible, at each end of a row of parking spaces.

**Site Layout & Parking Areas**

- Large retail stores should be integrated into a consistent pattern of streets or private drives and blocks.



Predominant exterior building materials should be of a high quality.



Sidewalks should be provided along the full length of the building along any facade including a store entrance and abutting public parking areas.



## Examples of Large Format Retail Buildings









# 3.3

## SIGNAGE

### 3.3.1 Heritage Consideration

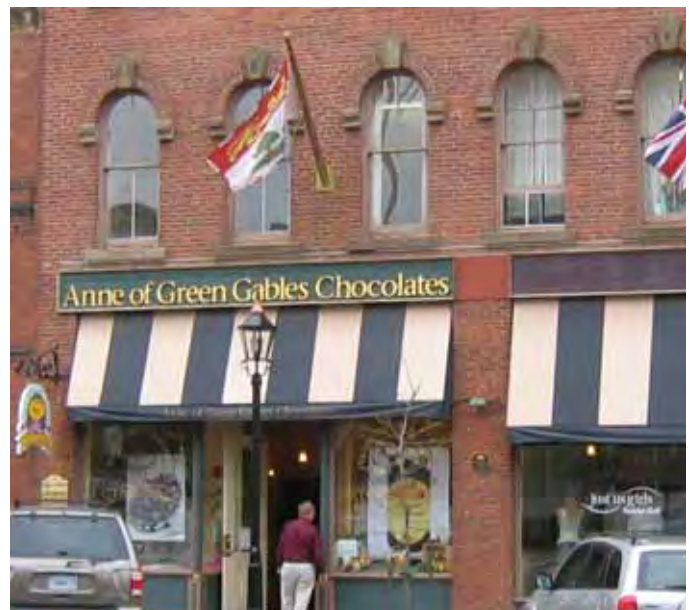
- All vintage signs from heritage buildings and generally historic buildings should be inventoried and protected.
- Before removing and replacing an existing projecting sign, it must be determined that the sign has no historical merit, regardless of whether it was installed after the original construction of the building.
- New signage should reflect Tillsonburg’s heritage character without necessarily replicating historic signage designs.
- The installation of new signage on heritage buildings should only result in reversible changes.

### 3.3.2 Content

- Signs should only advertise their respective business within.
- Corporate signs, such as “Kit Kat”, “Coca-Cola,” etc., are discouraged.
- Secondary signs, such as portable signs (sandwich boards) can add life to the street, but should be regulated by municipal licensing by-laws.
- Window signs should be limited in size and should not block the view of interior window displays.



New signage should be sympathetic to the heritage character of Tillsonburg’s Central Area.



Window signs should be limited in size and should not block the view of interior window displays.

### 3.3.3 Discouraged Signage

The objective of preserving and managing the heritage character of Tillsonburg's Central Area indicates that signs should be purposeful, discreet, and of the highest quality. The following are sign types that should be prohibited in the Central Area, unless approved by Town Council:

- Roof signs;
- Pylon signs;
- Any type of third party signage;
- Inflatable signs;
- Non-retractable, non-fabric awnings;
- Obsolete or unsafe signs;
- Handwritten signs;
- Digital, electronic, neon or otherwise internally illuminated signs, except for small "open for business" signs in retail windows;
- Buildings as signs; and
- Signs attached to street furnishings.



Signs should be purposeful, discreet, and of the highest quality.

### 3.3.4 Design and Proportion

- The primary signage for the building should be located on the entablature (the horizontal band that separates the storefront windows from the upper façade).
- The surface area of the entablature sign should not exceed 15% of the first storey wall area.
- Sign lettering, graphics and colours should be selected to promote the heritage character of the Central Area, and should be visible from an appropriate distance based on the function and location of the sign.



Sign lettering, graphics and colour should be selected to promote the heritage character of the Central Area.



### 3.3.5 Visibility + Lighting

- Only externally lit signs should be allowed. If the light source is to be visible, the fixture design should be suited to the heritage character of the area and should be integrated well into the overall design of the sign.
- Not all building signs need to be illuminated. Ambient lighting from the street may be adequate for night lighting. However, the building's street address should be lit so that it can be easily identified at night time.

### 3.3.6 Location

- Signage on heritage buildings should be limited to the sign band, or historically reflective window signs that are applied to the storefront glass.
- New buildings should incorporate signage to be an integral feature of the building façade, rather than a dominating overlay feature.
- The building's street address number should be placed in a predictable and readable location, and in close proximity to the building entrance.



Sign lettering, graphics and colours should be selected to promote the heritage character of the Central Area.



New buildings should incorporate signage as an integral features of the facade design.

# 3.4

## VEHICULAR PARKING & SITE ACCESS

### 3.4.1 Surface Parking

- Large areas of interrupted parking should be avoided.
- Planting strips, landscaped traffic islands and/or paving articulation should be used to define vehicle routes and smaller parking courts that provide pedestrian walkways, improve edge conditions and minimize the negative visual impacts of surface parking.
- The amount of landscaping should be proportionate to the overall parking lot size, but generally, 1 tree for every 10 parking spaces is recommended.
- Where parking areas are adjacent to the sidewalk, a landscaped buffer should be located between parked vehicles and the sidewalk. This buffer should be located within the private realm so as not to reduce the total sidewalk width.
- Landscaping, or other parking area screening devices (i.e. fences), should not obstruct the primary building facade or total visibility of the parking area.
- Distinctive pavement and/or markings should be used to indicate pedestrian pathways and crossings.
- Pedestrian-scaled lighting should be provided along pathways to enhance visibility and security.
- Preferential parking for bicycles, energy efficient vehicles and car-share services are encouraged. Service and drop-off area circulation should not interfere with pedestrian circulation.
- Better direction, or a landscaped pedestrian 'spine', should be provided for large parking areas, including the lot immediately east of the Tillsonburg Town Centre Mall.
- It is recommended that the surface parking lot, immediately east of the Tillsonburg Town Centre Mall, be reconfigured, allowing the existing parking lot entrance off of Lisgar Avenue to align with Elgin Street. In addition to creating a more desirable intersection condition, this realignment could incorporate a designated sidewalk or pedestrian connection, linking Lisgar Avenue to the entrance of the Shoppers Drug Mart and the Tillsonburg Town Centre Mall. Please refer to Appendix F: Summary of Transportation Analysis for more information.
- It is recommended that the aisle of perpendicular parking, within the above mentioned surface parking lot, adjacent to the Tillsonburg Town Centre, adjacent to the Shoppers Drug Mart entrance, be removed and replaced with an extended pedestrian realm with a sidewalk treatment and boulevard along the length of the Shoppers Drug Mart frontage. This row has been problematic in causing traffic congestion as well as accidents involving pedestrians and motorists. It is recommended that the surface of the adjacent driveway / private road, be differentiated from adjacent driveways and roads through the use of a special surface treatment. This would reinforce the shared-use nature of the street. Please refer to Appendix F: Summary of Transportation Analysis for more information.
- A high-level parking analysis was conducted as a component of the study, the findings of which are Analysis. The results of this study indicate that the surface parking



Pedestrian walkways should be provided within surface parking lots.



### 3.4.2 Structured Parking

lots located on the east side of Broadway Street are 45-55% unoccupied during the day, with several lots adjacent to Lisgar Avenue being virtually empty. Those lots west of Broadway Street are 10-20% unoccupied in the morning, and 15-25% unoccupied in the afternoon. Due to these high vacancy rates, it is recommended that the parking structure for the Central Area be reviewed, and that consideration be given to the introduction of pay parking, weekly/monthly pay permit parking, and to rescinding of the special levy by-law, which is allocated for parking lot reserve and maintenance. Please see Appendix F: Summary of Transportation Analysis for more information.

- Its is recommended that measures to encourage downtown residential dwellings with no parking requirements be explored. Please see Appendix F: Summary of Transportation Analysis for more information.

- The Town of Tillsonburg should give consideration to undertaking a study to determine an appropriate location for the long-term provision of a structured parking facility.
- Structured parking should be developed with active at-grade uses to provide attractive facades, animate the streetscape and enhance pedestrian safety.
- Vehicular access to the parking structure should be located at the rear and/or side of the building, away from main building frontages and major streets.
- Pedestrian entrances for the parking structure should be located adjacent to the main building entrances, public streets or other highly visible locations.
- Parking should be screened from view at sidewalk level and the ground level of the building should be enhanced through architectural detailing and landscaping.



Structured parking should be developed with active at-grade uses to provide attractive facades, animate the streetscape and enhance pedestrian safety.



Structured parking areas should be screened from view to improve the interface between the building and adjacent streets.

### 3.4.3 Driveways

- New driveways and curb cuts are not recommended for developments within the Main Street Area. All such developments should be accessed by existing rear lanes, new lanes, or adjacent properties.
- Curb cuts should be minimized within all other character areas. This will increase opportunities for landscaping treatments and will create more continuous pedestrian access.
- Service driveways should be coordinated with those of surface parking lots and delivery, loading and refuse areas should be coordinated and large enough to accommodate the needs of all users.
- Corner lots should generally have driveway access from minor streets.
- Permeable surfaces are encouraged to minimize runoff.
- In Residential Areas, driveways, as well as curb cuts, should be no wider than the width of the garage, which should be limited to 50% of the width of the dwelling.



Driveways should be no wider than the width of the garage, which should be limited to 50% of the width of the dwelling.

### 3.4.4 Servicing & Loading Areas

- Loading docks and service areas should be located at the side or rear of buildings and should be screened from public view.
- Servicing enclosures should be constructed of materials that complement the main building.
- Service and refuse areas should be paved with an impervious surface of asphalt or concrete to minimize the potential for infiltration of harmful materials.
- Service and refuse areas should not encroach into the exterior side or front yard setback.
- Loading and servicing areas may occupy the full rear yard if adequate landscape edge and buffer treatments are provided.



Loading docks and service areas should be located at the side or rear of the building and should be screened from public view.



### 3.4.5 Building Entrances

- Throughout the Central Area, including along Broadway Street, main residential building entrances should work in conjunction with any associated retail uses. Along Broadway Street, such entrances should be minimized in width so as not to detract from a building's commercial presence at-grade.
- In all cases, entrances can be expressed and detailed in a variety of ways including entry awnings, canopies or double-height glazing. Building entrances should promote visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.
- A variety of front door styles is encouraged, including some with glazing.
- Encouraged covered main entrance features in the Entrepreneurial District include front porches, porticos, verandahs, and recessed entries.
- Public spaces with seating are encouraged near entrances for buildings along Broadway Street.
- In multi-tenant developments, the use of multiple pedestrian entrances is encouraged into the building at street level.
- Windows should be coordinated with the design of building entrances and waiting areas in order to reinforce exposure between indoor and outdoor spaces.
- Steps and ramps should be architecturally integrated with building entrances, and should conform to the policies of the Ontarians with Disabilities Act (2005).



The use of multiple pedestrian entrances is encouraged into the building at street level.



Windows should be coordinated in the design of the building entrance in order to reinforce exposure between indoor and outdoor spaces.

# 3.5

## SUSTAINABILITY

### 3.5.1 Building Design

- New buildings should be encouraged to seek Leadership in Energy and Environmental Design (LEED) certification, or an equivalent design standard.
- New buildings are encouraged to reduce the energy consumption of both building and site systems (e.g. HVAC, hot water, lighting, etc.) through the use of appropriate mechanical and construction technology (e.g. natural cooling, light recovery, passive solar design, etc.).
- Mixed-use, commercial and apartment buildings should provide flexibility in the building floor plate, height, envelope and facade design to accommodate a variety of uses over their lifespan.
- Vegetated or “green” roofs are recommended, especially in areas with minimal landscaping, to minimize water runoff, improve building insulation, and provide additional outdoor amenity areas.
- Water use reduction technologies are encouraged, including water-efficient appliances, such as aerators, low-flow shower heads, dual-flush toilets, front-loading washers, waterless urinals and high-efficiency dishwashers.
- Waste water technologies, such as rain barrels or cisterns, are encouraged in new buildings to collect and filter rain water to be recycled for non-potable domestic use.
- All buildings should have conveniently located waste management facilities to support the separation of waste into different streams (e.g. compost, paper, plastics, etc.).
- Where possible, construction materials should be recycled to reduce the environmental impacts of extracting and manufacturing new materials. If there are no salvageable materials available, efforts should be made to purchase materials from demolition sales, salvage contractors and use material dealers.
- New construction materials should be locally sourced to reduce the impact of transportation. Canadian products are generally designed to withstand our climate.
- Construction materials should be durable and consider life cycle costing to avoid premature replacement.



New buildings should be encouraged to seek LEED certification, or an equivalent design standard.



Waste water technologies, such as rain barrels or cisterns, are encouraged to collect and filter rain water to be recycled for non-potable domestic use.



### 3.5.2 Site Design & Landscaping

- Site design should minimize impervious hard surfaces. The surface area of driveways and parking areas should be as small as possible within allowable standards.
- Porous pavement, and landscaped areas with adequate size and soil conditions, should be maximized to capture roof drainage and increase the total amount of water run-off absorbed through infiltration.
- Existing significant trees and vegetation should be protected and incorporated into site design where feasible.
- Recommended landscape materials should include species that are native to Tillsonburg and non-invasive, as well as species that are generally drought resistant and require minimal maintenance.
- Landscape design should incorporate strategies to minimize water consumption (e.g. use of mulches and compost, alternatives to grass and rainwater collection systems).
- In large surface parking areas, vegetative or grassy swales should be incorporated on the perimeter of the site to catch storm water. These drainage basins should be planted with native plant materials that thrive in wet conditions (swales should be designed to not impede pedestrian flows).
- Well-drained snow storage areas should be provided on site in locations that enable melting snow to enter a filtration feature prior to being released into the storm water drainage system.
- Buffer landscaping should be provided for surface parking areas, to soften the edge between the parking area and adjacent sidewalks.
- Shade trees should be provided adjacent to pedestrian walkways, and coniferous trees and shrubs should be provided, where necessary for weather mitigation, provided such landscaping allows for appropriate opportunities for casual surveillance.



Vegatated or “green” roofs are recommended, especially in areas with minimal landscaping.



Porous pavement, and landscaped areas with adequate size and soil conditions, should be maximized.



**4.0 /**  
**Public Realm Guidelines**



# 4.1

## VEHICULAR & PEDESTRIAN CIRCULATION

### 4.1.1 Travel and Dedicated Bicycle Lanes

- Travel lanes provide for the movement of vehicles travelling from one destination to another.
- Dedicated bicycle lanes are recommended within the Central Area for the length of Rolph Street between Concession and Baldwin Streets; the length of Bridge Street between Rolph Street and Lisgar Avenue; and the length of Lisgar Avenue between Concession and Brock Streets. These dedicated bicycle facilities should be accommodated within the existing travel lane.
- It is recommended that the Town of Tillsonburg undertake a comprehensive Cycling Master Plan in order to determine preferred route locations and phasing strategies.

### 4.1.2 Bicycle Racks

- Bicycle racks should be placed in highly active pedestrian areas within proximity to Broadway Street. This includes the main entrances of buildings and at key nodes or intersections.
- The placement of bicycle racks within the pedestrian realm should not impede pedestrian movement.
- Bicycle racks should be constructed of a good quality, single locking ring and post design.
- Bicycle racks should generally be installed at regular intervals to promote non-motorized transportation.
- A post-and-ring design constructed of aluminum or galvanized steel is preferred as larger units can impede pedestrian movement and snow clearing.
- The number and configuration of bicycle racks at any location should be evaluated on a case-by-case basis.



New dedicated bicycle lanes are recommended for portions of Rolph Street, Bridge Street, and Lisgar Avenue.



A post-and-ring design constructed of aluminum or galvanized steel is preferred.

- Short-term or visitor bicycle parking should be sheltered and located near building entrances and pedestrian walkways. Ensure that these locations do not impede pedestrian circulation when bicycles are parked.
- Bicycle parking that only supports the wheel is not permitted. Only bicycle parking that allows frame support is acceptable.
- For long-term bicycle parking, provided as part of a new development, parking spaces must be accessible, secure and weather protected.



The number and configuration of bicycle racks at any location should be evaluated on a case-by-case basis.

### 4.1.3 On-Street Parking Lanes

- On-street parking lanes should be provided wherever possible throughout the Central Area, as they will provide significant visitor parking while promoting walking and slowing vehicular traffic, thereby improving pedestrian safety.
- On-street parking lanes can be utilized as short-term loading spaces for small retail uses.
- The location of designated on-street accessible parking should take into account accessibility from the street level to the boulevard / sidewalk. This necessitates a curb cut be accessible in close proximity to the accessible parking space(s).
- If the on-street parking lane is book-ended by bump-outs at intersections, impeding access to the pedestrian curb cut, then a section of recessed curb directly beside the accessible parking spaces may be necessary.



On-street parking lanes should be provided wherever possible throughout the Central Area.



- Side street on-street parking opportunities should be maintained adjacent to Broadway Street, and opportunities for additional on-street parking facilities, on nearby streets, should be explored.
- Bumpouts should be considered to break the continuity of on-street parking areas, and to provide valuable space for street trees, street furnishings and street furnishings.
- Ensure that pedestrians at courtesy or signalized crossings are easily seen by motorists. This can be accomplished by not permitting on-street parking adjacent to the crosswalk, or by establishing a bumpout at such locations.
- It is recommended that the angled parking along the south side of Ridout Street, between Broadway and Harvey Streets, be converted to on-street parallel parking, and that the paved surface be reduced in

width to allow for wider, and continuous, sidewalks on either side of the street. Please refer to Appendix F: Summary of Transportation Analysis for more information.

- A high-level parking analysis was undertaken as a component of this study. The analysis revealed that a higher proportion of on-street parking spaces were vacant, throughout the course of the day, east of Broadway Street, when compared to those west of Broadway Street. Due to these high vacancy rates, it is recommended that the parking structure for the Central Area be reviewed, and that consideration be given to the introduction of pay parking, weekly/ monthly pay permit parking, and to rescinding of the special levy by-law, which is allocated for parking lot reserve and maintenance. Please see Appendix F: Summary of Transportation Analysis for more information.



Side street on-street parking opportunities should be explored adjacent to Broadway Street.



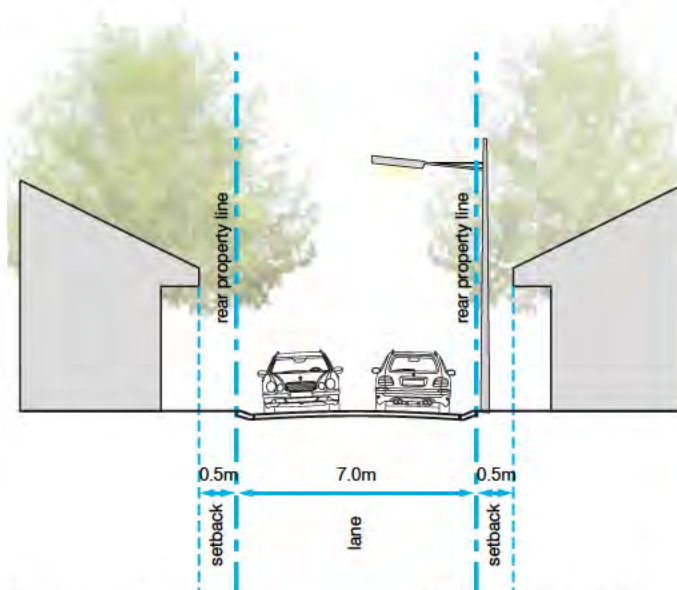
Bumpouts should be considered to break the continuity of on-street parking areas, and to provide valuable space for street trees and street furnishings.

## 4.1.4 Rear Lanes

- In all character areas, new buildings should seek opportunities to provide continuity to existing adjacent lane systems where the lane condition terminate adjacent to the property.
- In all character areas, where new developments occur and new rear lanes may be required or existing lanes are provided, the primary facade of the building should not face the lane, nor should primary at-grade access be provided. However, consideration should be given to creating secondary entrances to new and existing buildings with rear lane access, as such entrances can create a sense of activity on the lane.
- For new developments within Residential Areas, rear lane single car garages are encouraged to attach as a pair to provide a consolidated appearance.
- Where new lanes are required, or where existing lanes require reconstruction, the use of permeable materials

is encouraged where sufficient drainage exists, as low traffic levels permit the use of less durable surfaces.

- For new developments, in order to maintain adequate distance between the vehicular traffic on the lane and the rear of the building or garage, the minimum separation distance between the building / garage and the rear lane should be a minimum of 0.5 metres.
- In all cases, where new lanes are required, a minimum right-of-way width of 7 metres should be provided.
- Mountable mirrors should be considered where there is a building corner at the exist of the rear lane. Such mirrors should be placed on adjacent buildings, as opposed to those on the opposite side of the street, as they would have to be very large to be effective. Please refer to Appendix F: Summary of Transportation Analysis for more information.



Rear garages should be set back a minimum of 0.5 metres from the lane.



Through renovations to buildings, and the construction of new buildings, opportunities should be explored to improve the quality of rear lanes.



## 4.1.5 Boulevards

- The boulevard provides a buffer between the sidewalk and vehicular traffic. The boulevard contains planted and hardscaped areas with the potential for site furnishings such as benches and bicycle locks.
- The boulevard should be hardscaped, and should be designed to be low maintenance and durable. Hardscaping can have a material or textural difference from the sidewalk to visually differentiate it.
- The boulevard is recommended to be a minimum of 1.5 metres in width, and should be placed between the sidewalk and the roadway wherever possible.
- Wherever possible, the boulevard should contain a linear planting of street trees in clustered tree trenches to encourage longevity and viability. Through future streetscape improvements, existing overhead utilities should be buried in an underground utility trench, where feasible.
- Street tree locations should be coordinated with utilities to minimize root pruning during utility maintenance and to ensure optimum tree growth.
- All street furniture or signage elements should be located within the boulevard, and should not impede travel within the adjacent sidewalk.
- Consideration should be given to maintaining appropriate site distances at intersections. This can be accomplished by avoiding the use of large trees that may reduce visibility.



The boulevard provides a buffer between the sidewalk and vehicular traffic. The boulevard contains planted and hardscaped areas with the potential for site furnishings such as benches and bicycle locks.

## 4.1.6 Transition Zone

- The area between the sidewalk and the building front is called the Transition Zone. The area provides a dedicated location for window shopping, retail overflow, small restaurant patios, and doorways and building entrances. The area may also contain private street furniture, private signage, merchandise displays, etc.
- A Transition Zone is not recommended for Broadway Street, as there is a desire to maintain the existing street configuration and the street's tight-knit urban fabric. However, Transition Zones may be accommodated on streets which flank Broadway, through future development.
- The Transition Zone may contain private seating areas, planters, signage, and temporary retail displays.
- Elements from the Transition Zone (i.e. patio furniture, entry ramps, etc.) are not permitted and cannot impede the sidewalk in any manner.
- The Transition Zone will generally be located on private property, and will be accommodated through the use of setbacks.
- Overhanging signage can be installed if it does not interfere with pedestrian travel and meets the design criteria set out in Section 3.0 Private Realm and Architectural Control Guidelines.

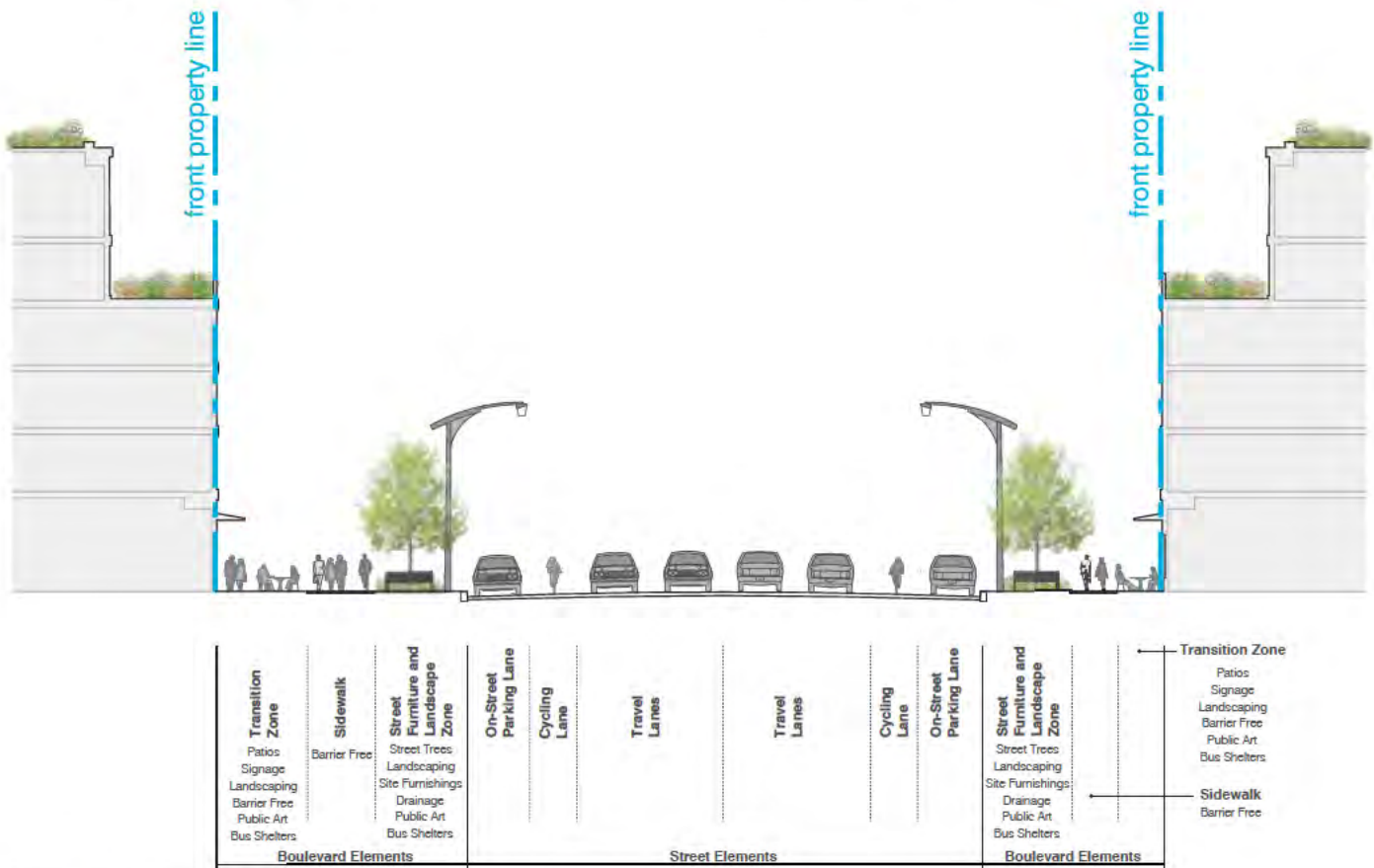


Diagram illustrating various streetscape elements, including the Transition Zone.



## 4.1.7 Sidewalks

- The sidewalk is the portion of the street dedicated expressly to walking. The area must remain clear, both horizontally and vertically, for the movement of pedestrians. The sidewalk is located adjacent to the boulevard, and should be adjoining a 1.0 metre wide Transition Zone where desirable.
- The sidewalk is recommended to be a minimum of 1.8 metres in width, and should be combined with a 1.0 metre wide Transition Zone where possible.
- The preferred material for the sidewalk is poured in place concrete with a broom finish for traction, in keeping with the policies of the Ontarians with Disabilities Act (2005), although other materials can be considered as required.
- The sidewalk should be continuous and provided along both sides of all streets within the Central Area. A visual contrast between the sidewalk and the street should be implemented through the use of appropriate materials.
- Sidewalks should be graded and scored at intersections to provide barrier-free access for people with physical and visual impairments.
- Seating and retail spill out spaces should not be permitted within the sidewalk. These uses should be provided within the Transition Zone.
- Overhead signage and canopies should not be located any lower than 2.4 metres above the grade of the roadway, but should be allowed to provide shelter above the clearway.
- Signage boards within the sidewalk should not be permitted when a Transition Zone is provided.



The sidewalk is the portion of the sidewalk dedicated expressly to walking.



Sidewalks should be continuous and should be provided along both sides of all streets within the Central Area.

## 4.1.8 Multi-Use Trails

- New recreational trails should connect to existing trail networks, streets, parks, open spaces and natural heritage features to create a linked trail network that provides pedestrians and cyclists with connections and recreation opportunities.
- Trails should link to core activity areas including the Main Street Area, Secondary Commercial Areas, Large Format Area, and nearby Residential Areas. They should create strong links between all character areas, parks and open spaces, and natural heritage features.
- The design of the recreational trail should reflect the function and nature of the type of open space it occupies. However, trail widths should range between 3 and 4 metres wide to allow for two-way cyclist and/or pedestrian passage.
- Multi-use trails should be designed to distinguish between walking and cycling areas to minimize conflicts.
- Nature Trails should include multiple access points. The design of access points should consider that people arrive by a variety of means, including car, foot or bicycle. Entrances should also be designed to accommodate persons with physical disabilities and therefore include stable yet permeable surfaces.
- Where appropriate, trails should include adequate amenities, such as seating, waste receptacles, lighting, signage, route information, and educational and historic information. Amenities should be designed according to site-specific conditions.
- Trails located within sensitive natural environments, such as the ravines on either side of Lisgar Avenue, should be constructed of low impact materials that are porous and stable, such as crushed rock, wood chip paths, or boardwalks. All trails should be designed according to site-specific conditions.



The design of multi-use trails should distinguish between walking and cycling areas to minimize conflicts.



The design of the multi-use trail should reflect site-specific conditions.



## 4.2

# OPEN SPACES, NATURAL HERITAGE FEATURES & GREEN STREETS

### 4.2.1 New Open Spaces

- New open spaces are recommended to increase the vibrancy of Broadway Street by providing additional flexible space for a mix of spillover activities including seating areas, art installations, restaurant patios, and sidewalk sales.
- A number of major Opportunity Sites and Soft Sites have been identified that can incorporate open space in conjunction with new development (refer to section 2.7 Opportunity Sites). Many of these, including surface parking lots adjacent to the Metro Grocery Store and Tillsonburg Town Centre Mall, are located on Broadway Street.

### 4.2.2 Enhanced Open Spaces

- Existing parkettes at the intersection of Broadway and Bridge Streets as well as Broadway and Oxford Streets should be expanded and enhanced with new programming, landscaping treatments and furnishings to bookend either side of Broadway Street, catalyzing new development.
- These expanded open spaces should be framed by new developments. Such developments should capitalize on these prominent locations by providing primary entrances onto the adjacent parkettes, creating flexible space for a mix of spillover activities including seating areas, art installations, restaurant patios, and sidewalk sales (refer to section 2.5 Parks & Open Spaces).



### Legend

Natural Open Space System	
Lake Lisgar	
Tillsonburg Golf Club	
Urban Parkette / Plaza (Existing)	
Urban Parkette / Plaza (Potential)	
Study Area Boundary	



As development occurs, existing parkettes should be expanded and enhanced with new programming, landscaping treatments and furnishings.

### 4.2.3 Natural Heritage Features

- Key natural heritage features, located on the periphery of the Central Area, should have strong visual and physical links to parks and open spaces within the Main Street Area, as well as natural environmental features, including valleys and watercourses.
- A significant amount of the perimeter (greater than 50%) of natural features should be bounded by streets and/or open spaces, as opposed to private residential development to maximize public access, and significant views while increasing ecological awareness. Direct visibility and access to woodlands, stream corridors, and other natural features should provide area residents and local schools with opportunities for outdoor education. However, access should be restricted where necessary.
- Sensitive environmental features must be adequately buffered and linked to other features to ensure that the natural heritage system is protected, enhanced and restored, and that ecological systems are not negatively affected through intensification.
- Opportunities to develop appropriately designed higher density buildings adjacent to natural features should be explored to maximize views and awareness of the landscape. Such developments must be appropriately set back from the natural features and must demonstrate compatibility with adjacent land uses with respect to sunlight access, views and privacy.
- Natural drainage networks must be maintained to retain functional surficial drainage and watercourses and to support storm water management infrastructure such as storm water management ponds.
- Streets and paths should be used to connect adjacent natural areas.



Streets and paths should be used to connect adjacent natural areas.



Natural drainage networks must be maintained to retain functional surficial drainage.



## 4.2.4 Green Streets

- Connections between existing open spaces, new open spaces and nearby multi-use trail connections should be given Green Street treatments.
- Such treatments would transform these connections into tree-lined corridors, creating important visual links and enhancing pedestrian and cyclist connections between areas within and surrounding the Central Area.
- Green Streets should incorporate healthy tree planting practices in order to ensure the longevity of trees and the creation of street canopies. Plantings should include double rows of trees on both sides of the street wherever possible, with enhanced landscape treatments where appropriate.

- Green Street treatments are recommended for the length of Rolph Street between Concession and Baldwin Streets; the length of Bridge Street between Rolph Street and Lisgar Avenue; the length of Lisgar Avenue between Concession and Brock Streets; and the length of Baldwin / Oxford Streets between the western Central Area boundary and Tilson Avenue.

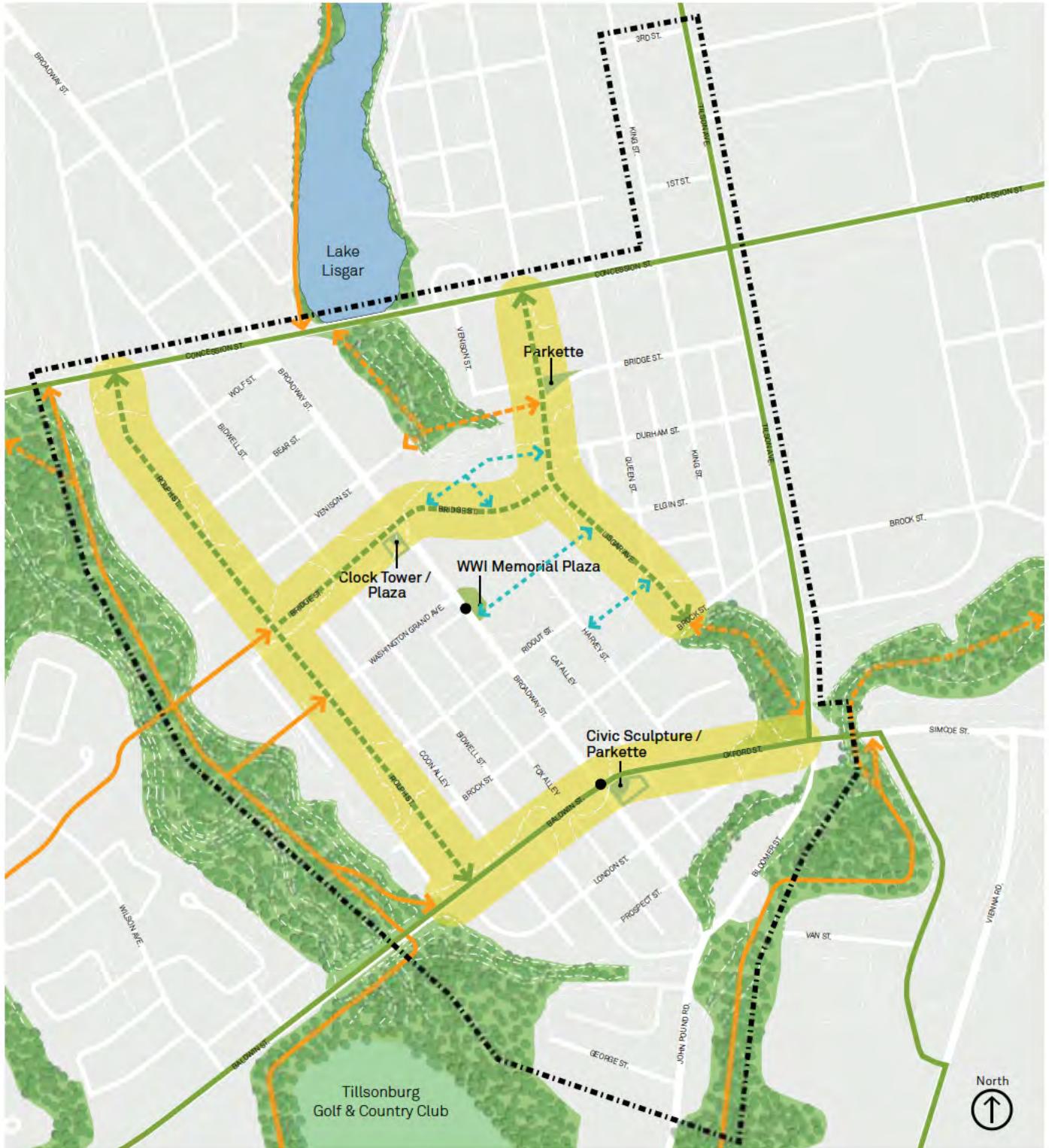
All of the above identified street segments are also recommended to accommodate dedicated bicycle lanes, as identified in Section 2.6.1 Pedestrians & Cyclists.



Connections between existing open spaces, new open spaces and nearby multi-use trail connections should be given Green Street treatments

### Legend

Bicycle Route (Existing)	
Bicycle Route (Potential)	
Multi-Use Trail (Existing)	
Multi-Use Trail (Potential)	
Mid-Block Connection (Potential)	
Green Streets (Potential)	
Natural Open Space System	
Urban Parkette / Plaza (Existing)	
Urban Parkette / Plaza (Potential)	
Study Area Boundary	





# 4.3

## STREETSCAPE AMENITIES

### 4.3.1 Pedestrian-Scaled Lighting

- Pedestrian-scaled lighting should be designed to be attractive, producing a special streetscape character, enhancing the pedestrian environment and improving the perception of pedestrian safety.
- Pedestrian-scaled lighting may be designed as a freestanding fixture or be building mounted to reduce clutter in the boulevard.
- Pedestrian-scaled lighting can be located within the boulevard or within the Transition Zone if they are affixed directly to building.
- Additional lighting should be considered in areas with higher volumes of pedestrian activity, including key intersections, Broadway Street, green streets, etc.
- Street and pedestrian-scaled lighting systems should incorporate LED technology to reduce energy and maintenance demand.



Pedestrian-scaled lighting should be designed to be attractive, producing a special streetscape character.

### 4.3.2 Street Furnishings

- Street furnishings are elements that contribute to the safety, comfort and utility of public space. Street furnishings include seating, parking metres, bicycle racks, newspaper boxes, waste receptacles, planters, and mail boxes.
- Streetscape furnishings are an important element of boulevard design, but their inclusion also provides important amenities that support pedestrian and transit use.
- It is desirable to place street furnishings in a coordinated manner that does not obstruct the sidewalk or vehicular circulation to laneways, parking, loading and/or service areas.
- Street furnishings should have a consistent theme and contemporary feel, and should be designed to allow pedestrians to feel safe and want to linger in the space.
- Preference should be given to furniture made of durable, renewable, locally produced materials.
- Only publicly owned and maintained furniture should be located within the public right-of-way.



Street furnishings are elements that contribute to the safety, comfort and utility of public space.

### 4.3.3 Public Art

- An exposition of Tillsonburg’s history should be created with public art, choice of nomenclature, selection of materials and distinguishing architecture. Designs should aim to be functional as well as aesthetically pleasing.
- The Town of Tillsonburg should develop a public art strategy for the Central Area to identify appropriate locations and subject for public art, and to develop financial and legal tools to support it.
- Public art that educates and informs about the vision and values of the Central Area should be located in areas such as parkettes and open spaces, street intersections, courtyards, gardens and public buildings, and should not be placed within the sidewalk unless embedded in the sidewalk.
- The public art program should encourage functional pieces that demonstrate sustainable technologies, building materials and design techniques.
- Nomenclature of streets, places, pavilions and buildings should reference the history of the Central Area.
- Opportunities to integrate public art into streetscape or architectural elements should be pursued.



An exposition of Tillsonburg’s history should be created with public art.



The Town of Tillsonburg should develop a comprehensive public art strategy.

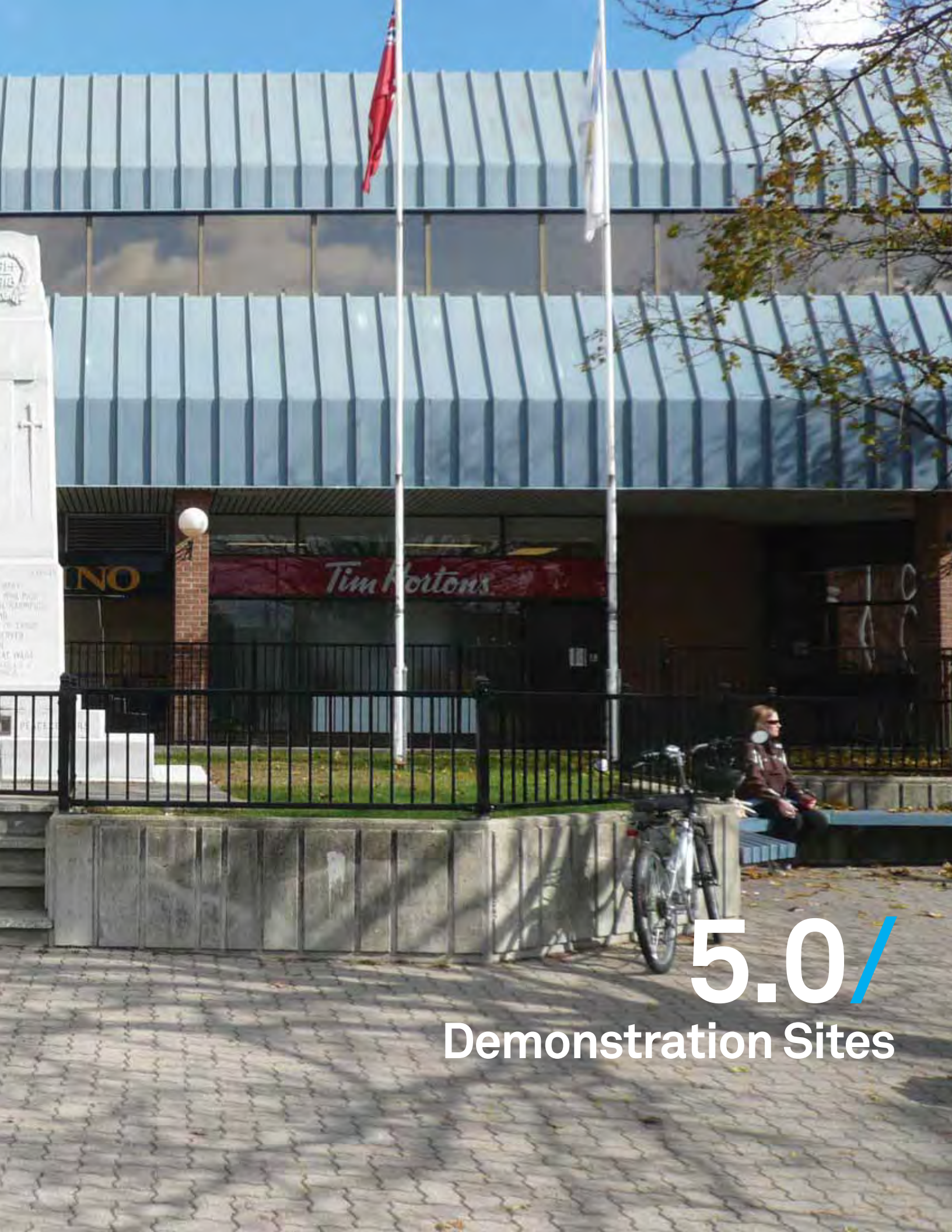




Gino's PIZZA







NO  
MAY  
THE  
AT  
WALL  
PEACE

5.0 /  
Demonstration Sites



# 5.1

## CLOCK TOWER / PLAZA SITE

The purpose of this section is to demonstrate the development feasibility of key sites within Tillsonburg’s Central Area. The demonstration sites are not specifically identified or slated for development. The illustrations provided are highly conceptual, and are not indicative of the materials, detailing, windows, or other building materials which would be incorporated into a future building.

**Existing Conditions:** This demonstration site is located on the southwest corner of the intersection of Broadway and Bridge Streets. The site contains a small urban plaza with a limited number of benches, a hardscaped surface, and a three storey red brick clock tower. The tower is a significant gateway feature, marking the entrance to the Central Business District to the south. A large surface parking lot surrounds the plaza to the south and west. The southern portion of the lot is the site of a recent demolition, and remains unpaved. The site is accessible by an adjacent rear lane, immediately to the west.

**Vision:** The vision for this site is to develop a new mixed-use building and expand the existing clock tower plaza. This site has the opportunity to create a strong northern gateway to Tillsonburg’s heritage main street character. By extending the streetwall to the north, a continuity is created within the street that terminates at a multi-functional open space. The expanded open space provides opportunity for a Town Square where civic year round events can occur.

**Development Concept:** The concept for this demonstration site includes the expansion and further programming of the existing plaza and the redevelopment of adjacent surface parking lots at a suitable scale with an appropriate mix of uses.

The expanded plaza would include a mix of landscaped and hardscaped surfaces with a number of trees, shrubs, and other plantings. Hardscaped surfaces would be concentrated in high traffic areas, to accommodate greater pedestrian volumes, while landscaped surfaces would be concentrated in those areas where significant through-traffic is not anticipated. The plaza would incorporate a variety of furnishings including benches, waste receptacles and pedestrian-scaled lighting.

The redevelopment, adjacent to the plaza, would take the form of an “L” shaped building. The southeast wing of this building would incorporate commercial uses including shops, cafes and restaurants, with frontage along Broadway Street as well as the adjacent plaza. A

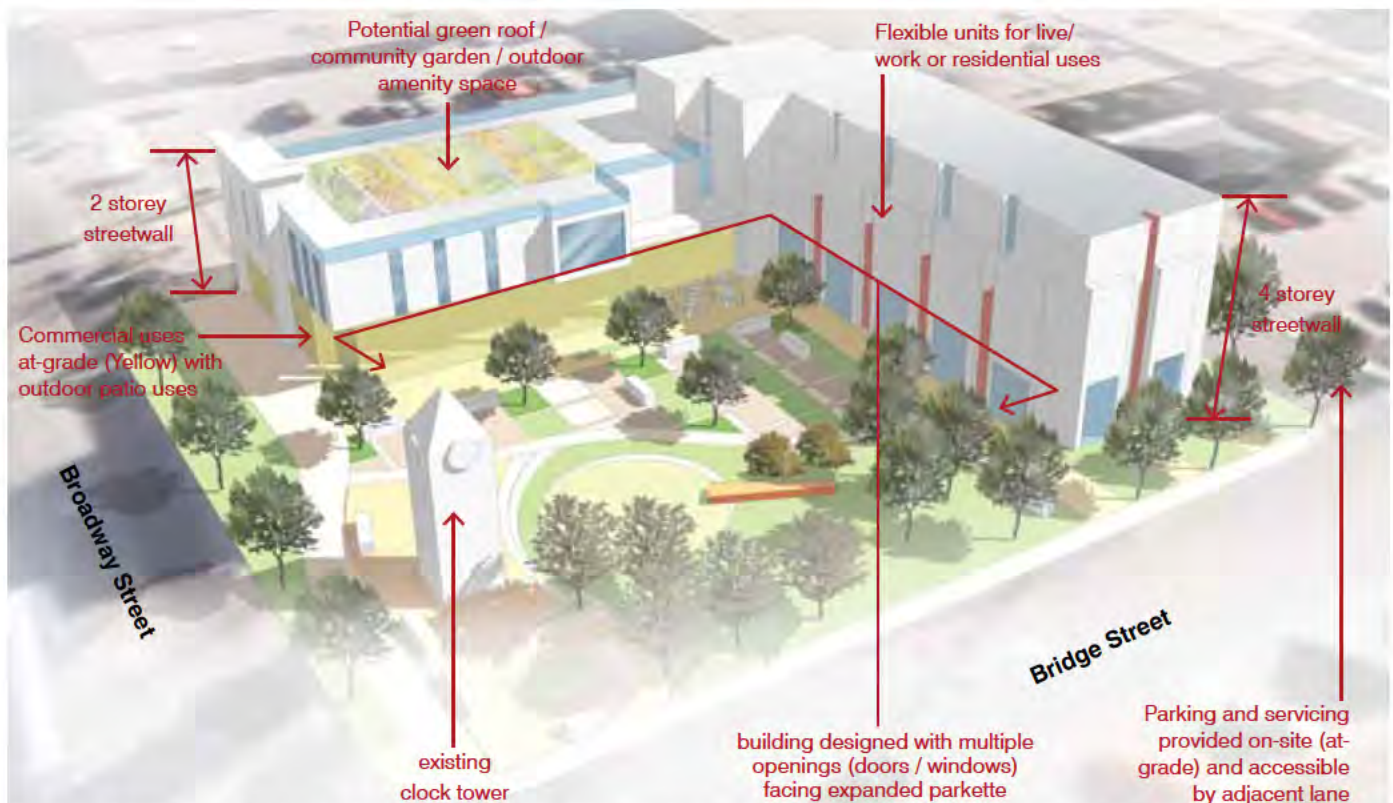
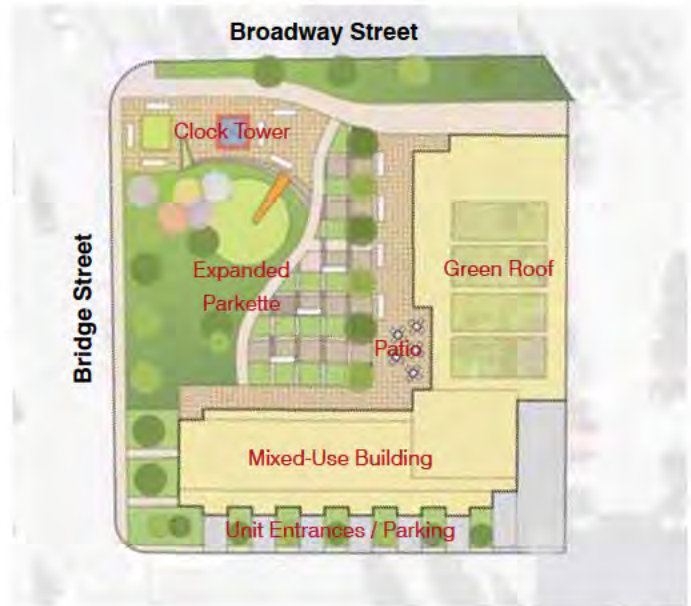


Patios and other spillover uses would line the southern edge of the expanded plaza, creating a sense of animation.



Parking and servicing would be provided to the redevelopment on-site, and would be accessible by way of an adjacent rear lane.

large patio area could be provided along the southern edge of the plaza, providing desirable spillover space. The west wing of the development could incorporate townhouse units. Residential parking and servicing would be provided on-site, accessible by an adjacent rear lane, located west of the site. Parking for townhouse units would be provided through individual driveways, and servicing for commercial uses would be provided at the southwest leg of the site. An opportunity exists to reduce commercial parking requirements in order to make better use of adjacent surface parking lots. Building facades would maintain the rhythm and character of existing heritage properties throughout the Central Area. Please refer to Appendix D: Demonstration Sites for larger versions of all demonstration site illustrations.



\*Disclaimer\* The above figure is not indicative of the materials, details, windows, or other building materials which would be incorporated into the development.



## 5.2

### TILLSONBURG TOWN CENTRE MALL SITE

The purpose of this section is to demonstrate the development feasibility of key sites within Tillsonburg's Central Area. The demonstration sites are not specifically identified or slated for development. The illustrations provided are highly conceptual, and are not indicative of the materials, detailing, windows, or other building materials which would be incorporated into a future building.

**Existing Conditions:** This demonstration site is located on the southeast corner of the intersection of Broadway and Bridge Streets. The site contains a small landscaped berm at the corner, and a large surface parking lot throughout the remainder of the site. The lot is associated with the adjacent Tillsonburg Town Centre Mall, immediately to the south. The site is accessible by Bridge Street, immediately to the north.

**Vision:** The vision for this site proposes to frame the adjacent streets with a mixed-use residential commercial building. The development proposes to continue the retail character of the Town Centre northwards but in 3-5 storey building form that is more in keeping with the rest of the heritage areas. Building out the eastern side of Broadway in this area (north or south of Bridge Street) will be essential to establish a strong entrance into the downtown. A small urban plaza is proposed at the intersection of Bridge and Broadway Streets, this plaza is designed to reflect the transition into a more urban centre and respond to the irregular block configuration.

**Development Concept:** The concept for this demonstration site includes the redevelopment of the portion of the surface parking lot adjacent to Broadway Street at a suitable scale with an appropriate mix of uses, the establishment of an urban plaza and gateway feature at the intersection of Broadway and Bridge Streets (complementing the clock tower parkette to the west), and the provision of a mid-block pedestrian connection between Broadway Street and the adjacent surface parking lot.

The redevelopment would incorporate commercial uses including shops, cafes and restaurants along the Broadway Street frontage, and would wrap the corner at Bridge Street, providing additional frontage onto the adjacent plaza. Secondary commercial entrances would be provided along the south side of the building, and would be made accessible through an enclosed mid-block pedestrian connection, linking pedestrians between Broadway Street and the adjacent surface parking lot. The



New commercial uses along Broadway Street would include a mix of shops, restaurants and cafes. The plaza would contain spillover spaces.



The redevelopment would be linked to the adjacent surface parking lot by way of a mid-block pedestrian connection, with secondary retail entrances.

upper floors would contain residential uses, including two storey penthouse units with private rooftop terraces. The roof would contain a green roof treatment, which would be incorporated into usable outdoor amenity space. Building facades would maintain the rhythm and character of existing heritage properties throughout the Central Area.

The new plaza would include hardscaped surfaces, which would incorporate a variety of furnishings including benches, waste receptacles and pedestrian-scaled lighting. The plaza would also incorporate a gateway feature / commercial signage feature near the intersection of Broadway and Bridge Streets. Please refer to Appendix D: Demonstration Sites for larger versions of all demonstration site illustrations.



\*Disclaimer\* The above figure is not indicative of the materials, details, windows, or other building materials which would be incorporated into the development.



# 5.3

## CIVIC SCULPTURE / PARKETTE SITE

The purpose of this section is to demonstrate the development feasibility of key sites within Tillsonburg’s Central Area. The demonstration sites are not specifically identified or slated for development. The illustrations provided are highly conceptual, and are not indicative of the materials, detailing, windows, or other building materials which would be incorporated into a future building.

**Existing Conditions:** This demonstration site is located on the southeast corner of the intersection of Broadway and Oxford Streets. The site contains a parkette with a civic sculpture, a mix of hardscaped and landscaped surfaces, and a limited number of benches. A surface parking lot surrounds the parkette to the south and east. The lot is associated with an adjacent 2 storey commercial building, located to the south. The commercial building occupies the length of the demonstration site (east to west), with a primary frontage along Broadway Street and secondary entrances facing the surface parking lot to the north. A second surface parking lot is located immediately south of the commercial building. The site is accessible by Broadway Street as well as an adjacent rear lane.

**Vision:** The vision for this site is to create a community park with a mix of activities for all ages. The redevelopment proposes a new senior’s residences with a commercial ground floor facing onto Broadway Street. The open space will provide a much need activity anchor on the south side of Broadway’s heritage main street that will draw residents and visitors along the length of the entire retail street.

Balancing the formal character of the proposed Town Square to the north the Community Park will provide a bit of breathing space from the bustle of the retail main street while supporting the needs of local residents.

**Development Concept:** The concept for this demonstration site includes the expansion and further programming of the existing parkette and the redevelopment of the adjacent parking lots and commercial building at a suitable scale and with an appropriate mix of uses. The expanded parkette would include a mix of landscaped and hardscaped surfaces with a number of trees, shrubs, and other plantings. Hardscaped surfaces would be concentrated in high traffic areas, to accommodate greater pedestrian volumes, while landscaped surfaces would be concentrated in those areas where significant through-traffic is not anticipated. The parkette would incorporate a variety of furnishings including benches, waste receptacles and pedestrian-scaled lighting. It would also feature a sculpture / public art feature, as well as water features such as a reflection pond or splash pad.

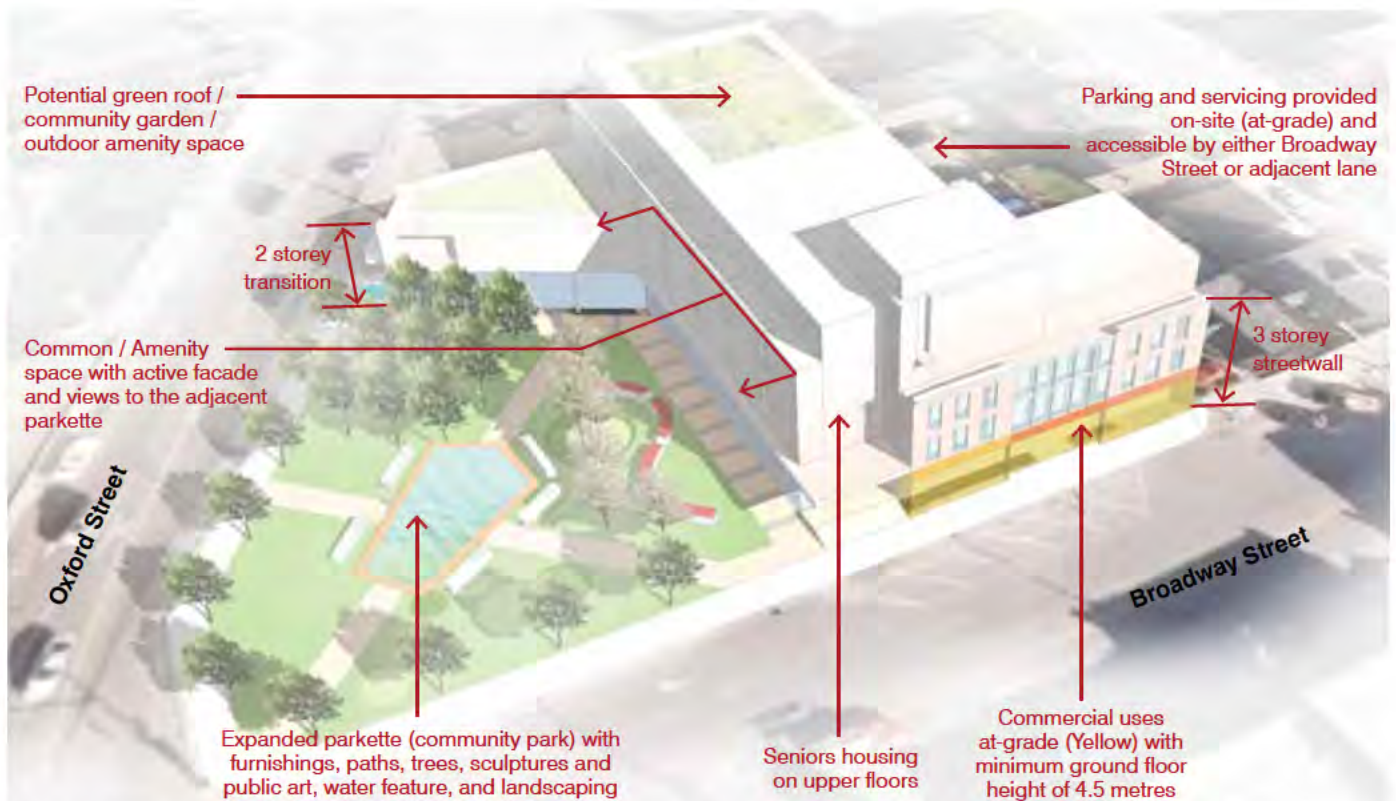


The existing parkette could be expanded to bookend the south end of the Central Business District.



The redevelopment could take the form of a mid-rise building, with active uses along Broadway Street as well as along the edge of the parkette.

The redevelopment, adjacent to the parkette, would incorporate commercial uses along its Broadway Street frontage, which would include shops, cafes and restaurants. The remainder of the building, including its Oxford Street frontage, could incorporate a seniors residence, which would reduce demand for on-site parking. Alternatively, the adjacent site to the east could be incorporated to provide additional on-site parking. The residence could incorporate common / amenity space along the southern edge of the parkette, with residential uses on upper floors. Building facades would maintain the rhythm and character of existing heritage properties throughout the Central Area. Please refer to Appendix D: Demonstration Sites for larger versions of all demonstration site illustrations.



\*Disclaimer\* The above figure is not indicative of the materials, details, windows, or other building materials which would be incorporated into the development.





TILSON  
BU





# 6.0 / Implementation Recommendations



## 6.1

### INTRODUCTION

The vision for Tillsonburg's Central Area will need to be implemented through policy and process amendments (including the application of provincial policy tools), integrated and collaborative design review processes, and Town and local leadership that is committed to the vision for the Central Area and its phasing plan.

As some of the guidelines recommend a change in current practices and services, the cost and operational implications of these changes should be monitored as part of the overall implementation process. Budgeting for the potential cost of operational changes will form an important element of the implementation of the Central Area Design Study.

Guidance from the Province is provided through policy documents such as the Provincial Policy Statement that can help to shape and direct urban growth and its character. Policy and process amendments will be necessary to take the appropriate recommendations of this document and incorporate them into the existing planning framework.

To implement the recommendations of this document, an integrated design process will be required to ensure that new development is in keeping with the quality and character necessary to achieve the vision. The review of development proposals for the study area can be undertaken in a number of ways, including, but not limited to, the establishment of a 'design review panel', through a peer review of proposed development, or an evaluation matrix.

Outlined in the section that follows are tools and techniques that are available to the Town for implementation. The success of the guidelines in positively shaping new development will be directly related to the implementation process.

## 6.2

### POLICY & PROCESS AMENDMENTS

#### 6.2.1 Directing Growth

Section 2.0 of this document identifies character areas and provides an overview of the future development of the Central Area. It is essential that the policy framework reflects this vision and provides clear directions for land owners and developers. Key recommendations include:

- The vitality of retail commercial uses should be maintained within the Main Street and Secondary Commercial Areas. Growth in these areas should include public uses such as retail on the ground floor and residential or office above. Along Broadway Street all future development will be designed with a 'retail character' ground floor.
- The large format retail areas should, where possible, direct growth to the edges of properties to frame the street and provide a visual barrier to parking lots.
- Future residential intensification (buildings that are 100% residential) should be directed to the surrounding residential areas or within the Secondary Commercial Area to provide an appropriate transition to the adjacent residential areas.

## 6.2.2 Planning Act Tools

The Planning Act provides several tools for municipalities to shape the character and design of urban form. These tools include establishing Minimum and Maximum Standards in the Zoning By-Law, Height and Density Bonusing, incentives in Community Improvement Plans, Site Plan Controls (with exterior design controls), reduction in cash-in-lieu or land dedication and the possible integration of a Development Permit System.

Outlined below are summaries of the tools that best address the needs of the Town of Tillsonburg.

### **Minimum / Maximum Height Standards in Zoning (Section 34)**

This would include determining minimum and maximum building heights for those areas as recommended in the Central Area Design Study. The establishment of minimum and maximum heights in the Town's Zoning By-Law will be essential for maintaining and enhancing the character of the Central Area as well as encouraging increased density in appropriate areas.

### **Height and Density Bonusing (Section 37)**

The addition of height and density to development needs to be considered on a site-by-site basis as any such increases would typically exceed the prescribed zoning regulations. If a development proposal requires additional density, then the application should be accompanied by a planning rationale report and an urban design study/brief to rationalize the additional height and/or density. These studies should demonstrate that:

- the proposed development will establish a positive precedent for the Central Area;
- shadow impacts on adjacent properties are minimized;
- the building design and character fits with the future vision for the Central Area; and
- the proposed development contributes positively to the public realm.

The studies should, at a minimum, contain the following:

- a detailed description of the proposed development including materials, building massing, interfaces between public and private areas, etc.;
- a review of the existing policy framework;
- parking impacts will be minimally affected in the immediate area;
- pedestrian and vehicular movements, flows and impacts on the surrounding precinct will not be hampered, especially for those who require accessibility provisions;
- landscaping and street illustrations of the site;
- a review of existing and future land uses;
- a review of surrounding heritage character buildings;
- a shadow study illustrating the effects of the proposed development on its surroundings; and
- 3D modeling of the development within the context of existing development in the area.

Height and Density Bonusing affords additional development rights in exchange for the construction or installation of public realm improvements (e.g. public art, sidewalk improvements, etc.) and/or new community facilities (e.g. parks, daycare, community centres, etc.). This is a demand drive tool where the demand for development is sufficient to support an environment where the added community amenity is covered by the added value of having additional development rights. In instances where publicly accessible spaces are established on private property, such spaces shall be constructed to the same standards as municipal sidewalks.

Bonusing can have community benefits but the impacts of the proposed additional height or density will need to be reviewed and justified from an urban design approach. In addition, Height and Density Bonusing presents a challenge when applied from within "form-based" zoning areas or possible Development Permit Areas, as these processes already incorporate flexibility.



### **Site Plan Control - Implemented with Exterior Design Control (Section 41)**

Exterior Design Control is an essential tool in shaping the character, material choices, and design of new buildings and developments. It allows the Town to implement the recommendations put forth by the Central Area Design Study through a mandatory review and commenting process. When a development proposal is being processed using the suggested Design Checklist, Town Staff will be able to review the appropriateness of a building's design and determine what amendments, if any, are needed. The current Site Plan Control By-Law should be amended to implement the recommendations of these urban design guidelines and the resulting amended Zoning By-Law and Official Plan. This allows the Town to comment on matters relating to exterior design.

### **Community Improvement Plan (Section 28)**

To assist in the implementation of these Guidelines, additional tools may be available to proponents and property owners through a Community Improvement Plan approved by the Town of Tillsonburg and/ or County of Oxford. A Community Improvement Plan (or "CIP") is a planning tool that establishes a long-term and comprehensive strategy for improvements within a defined area of a municipality, based on a defined need or set of needs (which could include implementation of the recommendations of this Design Study). Once a CIP has been adopted by the municipality and comes into effect, the municipality may use the tax assistance powers afforded by the Municipal Act and by Section 28 of the Planning Act. In regard to the latter, the municipality may:

1. acquire, hold, clear, grade or otherwise prepare land for community improvement;
2. construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the community improvement plan;
3. sell, lease, or otherwise dispose of any land and buildings acquired or held by it in conformity with the community improvement plan; and

4. make grants or loans, conforming with the CIP, to registered owners, assessed owners, or tenants within the community improvement project area, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for the whole or any part of the CIP's eligible costs.

The Planning Act specifies that for the grants or loans made under a CIP the eligible costs may include costs related to: environmental site assessment and remediation; development or redevelopment; construction and reconstruction of lands and buildings for rehabilitation purposes; and construction and reconstruction of lands and buildings for the provision of energy efficient uses, buildings, structures, works, improvements or facilities. The total value of all grants and loans made under the Planning Act and the tax assistance provided under the Municipal Act respecting the land and buildings cannot exceed the eligible cost of the CIP with respect to those lands and buildings.

Community Improvement Programs encourage business and property owners to enhance and promote the downtown's unique character and identity and help to develop a more coherent, creative and attractive appearance within the downtown.

### **Official Plan Amendments**

It is recommended that the Official Plan be amended in a timely manner to reflect the relevant recommendations of the Tillsonburg Central Area Design Study in order to establish a long-term design framework for the Central Area.

In addition to the detailed study that has been completed for Tillsonburg, the County of Oxford has also initiated a Community Design Strategy that will serve to provide a broad County-wide framework for the implementation of best practices in urban design. It is anticipated that the broader County strategy, together with the detailed Tillsonburg Central Area Design Study, will provide a foundation of key design considerations that will be integrated into the land use planning policies for Tillsonburg.

## 6.2.3 Zoning Amendments

As a result of these design guidelines there are several amendments to the Zoning By-Law that should be considered. The following chart provides a summary of those amendments.

#	Recommended Zoning By-Law Amendment
1.0	Renovations/ Additions to Heritage Character Buildings
1.1	Additions to heritage buildings shall be limited to no more than a single storey above the existing height to a maximum of 5 storeys (16.5 metres), and shall maintain the contextual floor-to-floor height.
1.2	Additions to heritage buildings, above the established streetwall height of 2 to 3 storeys, shall step back a minimum of 3 metres from the established streetwall.
2.0	New Buildings & Renovations/ Additions to Contemporary Buildings
2.1	New buildings shall have a minimum height of 2 storeys.
2.2	New buildings in the Main Street Area shall adhere to a 2 to 3 storey streetwall, stepping back a minimum of 3 metres to a maximum height of 5 storeys (16.5 metres).
2.3	The streetwall height of new buildings adjacent to a recognized heritage building shall be no more than 1 storey (4 metres maximum) greater than its heritage neighbour.
2.4	Within the Main Street Area, side property setbacks above the streetwall shall be a minimum of 5.5 metres.
2.5	The floor-to-floor height of the ground floor shall be 4.5 metres in the Main Street Area, Secondary Commercial Area and Large Format Area, and 3.25 metres in the Residential Areas.
2.6	Large format buildings shall build to the appearance of 2 storeys.
3.0	Signage
3.1	The surface area of entablature signs shall not exceed 15% of the first storey wall area.
4.0	Vehicular Parking & Site Access
4.1	Surface parking lots shall provide a minimum of 1 tree for every 10 parking spaces.
4.2	In Residential Areas, driveways and curb cuts shall be limited to 50% of the width of the dwelling.
5.0	Vehicular & Pedestrian Circulation
5.1	Structures adjacent to a rear lane shall be set back a minimum of 0.5 metres from the lane.



## 6.3

### COMMUNITY IMPROVEMENT STRATEGIES

#### 6.3.1 Blank Facade Strategy

There are several streets and buildings within the Main Street, Secondary Commercial and Large Format Areas that are located in proximity to extensive blank facades exhibiting limited character. These areas are typically characterized by high rental/business turnover and reduced pedestrian traffic.

The Town's Façade Improvement Program should focus on a comprehensive strategy to assist land owners with the improvement of blank façades. The said strategy could include the following:

- The blank face map (to come) that would be used to target and identify trouble areas in need on improvements.
- The predetermination of styles or character of blank façade improvements. It is generally recommended that these installations be more modern in character reflecting the busy, bustling character of the downtown and less self reflective of the history of Tillsonburg e.g. modern and colourful murals about current town activities and businesses (including legacy industries) are recommended above interpretive heritage pictorial images.
- Properties that create multiple blank façade that impact surrounding properties or streets should consider providing additional true light glazing or at minimum, provide way finding and advertizing opportunities for near-by businesses.

#### 6.3.2 Pilot Projects

Several potential pilot projects have been identified for the Central Area. Each project has been developed to support the Central Area Vision as outlined in Section 2.0 of this document.

**Cycling** – Recommended cycling routes within the Central Area should be signed to raise awareness of cycling and to assist cyclists with finding parking locations on arrival.

**Retail Way Finding** – Way finding signage for businesses located on side streets adjacent and parallel to Broadway Street could be provided to highlight Broadway as the retail spine of the larger Central Area. This signage can be stand alone or affixed to the sides of buildings as part of a blank façade strategy.

**Trail Way Finding** - Further way finding signage could be provided to direct pedestrians and cyclists to trail connections that either traverse or form a boundary to the Central Area

**Blank Façade Improvements** – Key streets with significant blank façades (such as Ridout Street) could be targeted for a Town mural. The Town, with the cooperation of the land owner, could initiate a public art competition to select the preferred concept and artists. Other blank façade improvements could include the outdoor screening of videos.

**Rear Lane Event** – To improve the character and maintenance of the Town's rear lanes it is recommended that a future event be considered that includes temporary spill out space into the laneways. The intention of this type of event is to encourage awareness of the laneways and to highlight some key improvements that can be targeted in the short term.

**Clock Tower Parkette Improvements** – The Clock Tower is identified as a demonstration site in Section 2 of this document. It is recommended that the Clock Town Plaza could be expanded to include a larger programmable area such as the base station for a street sale or an outdoor vendors market. As a primary gateway into the Central Area it is essential that this parkette become a stronger elements as both a visual entrance point to the Central Area, and as programmed space.

# 6.4

## CENTRAL AREA PROMOTIONAL TOOLS

### 6.4.1 Building Information Package

A building information package should be developed for businesses and land owners looking to redevelop or renovate their existing properties. The information package should include:

- A summary of the urban design guidelines including the design checklist (as outlined in section 6.4.2).
- An overview of the downtown vision and the community's long term goals for redevelopment.
- An overview of the Town's roles in implementing the guidelines including a clear overview of the review process.
- An overview of the tools available to business and land owners, including design assistance, façade improvements loans, way finding, etc.

### 6.4.2 Design Checklist

A Design Checklist has been prepared to allow for the review of development and design proposals and applications in reference to the recommendations of this document. The purpose of the checklist is to facilitate the quick evaluation of designs to determine if a project conforms to the recommendations of these guidelines. It is recommended that designers evaluate their projects in advance of a submission to the Town and identify any non-compliance on the checklist to be submitted with the application. This will assist Town Staff with their evaluation and add transparency to the review process. A digital copy of the checklist should be made available on the Town's website. Please refer to the Design Checklist on the following pages of this document for more information.



Murals are encouraged to beautify existing blank walls.



The Town should predetermine a style of character of blank facade improvements.



Private Realm and Architectural Control Guidelines	Guideline	Page Reference	Complies	Partially Complies	Does Not Comply	N/A	Comments
<b>Guidelines for Renovations/ Additions to Heritage Character Buildings</b>	The addition or renovation incorporates a height increase of no more than a single storey, for a total maximum height of 5 storeys.	39					
	The addition or renovation maintains floor-to-floor heights and respects the building's original appearance.	39					
	The addition or renovation is identical to the existing building or provides a contemporary design response.	39					
	The addition maintains the envelope of existing storefronts.	39					
	If in the Main Street Area, the existing front façade and storefront are maintained and if elsewhere, prevailing setbacks are retained.	41					
	If in the Main Street Area, vertical additions above the streetwall height step back 3 metres from the established streetwall.	41					
	The addition or renovation maintains a continuous streetwall.	41					
	The prevailing side and rear property setbacks are retained.	41					
	Original architectural features are repaired, replaced or replicated on storefronts in the Main Street Area.	42-43					
	The addition or renovation incorporates appropriate building materials.	44-46					
	Visible roofing elements clad in copper or galvanized steel are maintained or replaced with similar materials. Green roofs or terraces are provided where possible.	46					
	Original cornices and parapets are being repaired or replaced to their original configuration.	46					
	Awnings and canopies are designed to match the main structural elements of the lower façade.	47					
	Lighting fixtures are being selected to ensure that their design, location, intensity and emitted colour are appropriate for the building's historic character.	47					

Private Realm and Architectural Control Guidelines	Guideline	Page Reference	Complies	Partially Complies	Does Not Comply	N/A	Comments
<b>Guidelines for New Buildings &amp; Renovations/ Additions to Contemporary Buildings</b>	New building has a minimum height of 2 storeys.	50					
	The development or addition results in a building height of no greater than 5 storeys.	50					
	The development or renovation/ addition recognizes the heritage character of adjacent buildings, and is no greater than 1 additional storey in height.	50					
	The development or renovation/ addition is built to the front property line or prevailing setback.	50					
	If in the Main Street Area, the development, or renovation/ addition steps back a minimum of 3 metres above the established streetwall height of 2 to 3 storeys.	50					

Private Realm and Architectural Control Guidelines	Guideline	Page Reference	Complies	Partially Complies	Does Not Comply	N/A	Comments
<b>Guidelines for New Buildings &amp; Renovations/ Additions to Contemporary Buildings</b>	The new building or renovation/ addition is built to the side property line for at least 2 storeys or retains prevailing side property setbacks.	51					
	Side property setbacks above the streetwall are a minimum of 5.5 metres.	51					
	Prevailing rear property setbacks are retained.	51					
	The development or renovation/ addition incorporates façade articulation that is consistent with existing articulation.	52					
	Where the new building has a frontage over 30 metres long, building massing is articulated or broken up with architectural detailing or vertical breaks and setbacks.	52					
	Primary building facades do not include blank walls.	52					
	The development or renovation/ addition has a continuous façade.	52					
	A significant amount of the building frontage on the ground floor is glazed.	52					
	The development or renovation/ addition incorporates vertical divisions to reflect the traditional width of storefronts in the Central Area.	53					
	The development or renovation/ addition incorporates horizontal demarcations that are compatible with neighbouring buildings and heritage character buildings.	53					
	The floor-to-floor height of the new building's ground floor is a minimum 4.5 metres in the Main Street Area, Secondary Commercial Area and Large Format Area, and 3.25 metres in Residential Areas.	54					
	The new building or renovation/ addition contains appropriate uses at grade.	54					
	The development or renovation/ addition is comprised of high quality building materials.	55					
	The development or renovation/ addition incorporates a flat roof, in keeping with the heritage character of the Main Street Area, or can accommodate peaked roofs within the other character areas.	56					
	The development or renovation/ addition incorporates cornices and parapets in appropriate locations, which are of an appropriate shape and materials.	56					
	The development or renovation/ addition incorporates appropriate lighting systems.	57					
	The development or renovation/ addition incorporates awnings or canopies where appropriate.	57					
	The awnings or canopies are designed to match the building's lower façade and storefront or building entrance.	57					
	Large format developments incorporate appropriate massing and articulation to create a continuous and lively streetscape.	60					
	Large format developments minimize setbacks to public streets or provide community amenity areas within the setback.	61					
Large format developments incorporate sidewalks and walkways in appropriate locations.	62						
Large retail stores are integrated into a consistent pattern of streets or blocks and are developed along the street line.	62						



Private Realm and Architectural Control Guidelines	Guideline	Page Reference	Complies	Partially Complies	Does Not Comply	N/A	Comments
<b>Guidelines for Signage, Vehicular Parking and Site Access and Sustainability</b>	Signage gives consideration to heritage, content, design, proportion, visibility, and location.	65-67					
	Surface and structured parking areas incorporate appropriate design treatments.	68-69					
	Rear lanes and driveways incorporate appropriate design treatments.	70					
	Servicing and loading areas incorporate appropriate design treatments.	70					
	Entrances and exits are expressed and detailed in a variety of ways to promote visibility between interior and exterior spaces, allowing for safe and convenient arrival and departure.	71					
	Sustainability is implemented through building design, as well as site design and landscaping.	72-73					

Public Realm Guidelines	Guideline	Page Reference	Complies	Partially Complies	Does Not Comply	N/A	Comments
<b>Guidelines for Pedestrian and Vehicular Circulation</b>	Dedicated bicycle lanes are provided where appropriate.	75					
	Installation of bicycle racks and parking gives consideration to placement, design and configuration.	75-76					
	On-street parking lanes are provided where possible and are designed to provide safe crossings for pedestrians.	76-77					
	New rear lanes are incorporated where possible, and are designed appropriately.	78					
	Boulevards incorporate appropriate design treatments.	79					
	Sidewalks are a minimum of 1.8 metres in width and are combined with a 1.0 metre wide Transition Zone where desired.	81					
	New multi-use trails provide pedestrians and cyclists with appropriately designed connections and recreational opportunities.	82					

Public Realm Guidelines	Guideline	Page Reference	Complies	Partially Complies	Does Not Comply	N/A	Comments
<b>Guidelines for Open Spaces, Natural Heritage Features and Green Streets</b>	New open spaces increase the vibrancy of Broadway Street, and existing open spaces are enhanced.	83					
	Natural heritage features have strong visual and physical links to parks, open spaces and environmental features.	84					
	Connections to open spaces and multi-use trails are given Green Street treatments.	85					

Public Realm Guidelines	Guideline	Page Reference	Complies	Partially Complies	Does Not Comply	N/A	Comments
<b>Guidelines for Streetscape Amenities</b>	Pedestrian-scaled lighting incorporates appropriate design treatments.	87					
	Street furnishings contribute to the safety, comfort and utility of public space.	87					
	Public art is integrated into the public realm.	88					

### 6.4.3 Regular Information Sessions

On-going communication with the BIA, Real Estate Board, Chamber of Commerce, business owners, residents and home builders regarding the urban design guidelines, urban infill and residential intensification should be undertaken. A yearly update and discussion forum encourages public participation and education on the design of the Town and is an opportunity to highlight examples of well executed developments that meet the vision for the Central Area.

At these same meetings key successful projects should be highlighted and, if significant projects have occurred, design success and excellence could be rewarded through a design awards program. If required design awards can be hosted every three years to ensure adequate submission content. It would be recommended that these occur jointly with the BIA and the Town.





WINE & BEER

Jewellery

REPAIRS



19

P







# Appendix A / Glossary of Terms



## Articulation

Articulation refers to the layout or pattern of building elements, including walls, doors, roofs, windows and decorative elements, such as cornices and belt-courses.



## Building Type

A typical building massing, organization and use that can be generally applied to a variety of contexts.



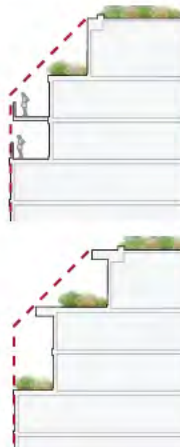
## Fine-grain fabric

Buildings that have narrow façades and are organized in a compact manner, facing the street are referred to as having a “fine-grain fabric”. This condition is found in many areas within the Central Area.



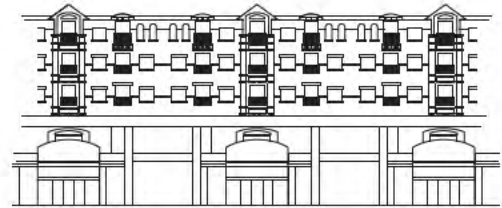
## Projections

Refers to a component of external building design and articulation, where horizontal and/or vertical building elements extrude from the main structure of the building, creating an element of depth and visual complexity. Examples of projections include roof overhangs, awnings, and balconies.



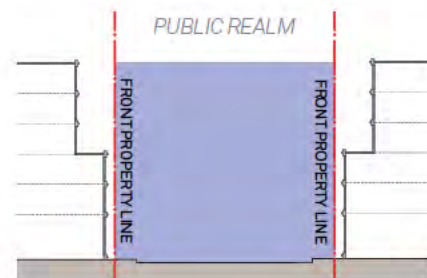
## Façade

The exterior wall of a building.



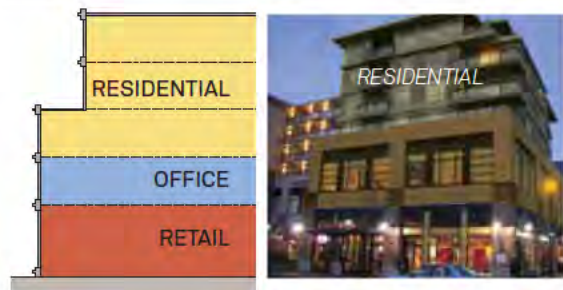
## Public Realm

Refers to spaces that are perceived as being publicly accessible, for example, sidewalks, parkettes and bike paths.



## Mixed-use Building

Refers to multiple types of uses within a building or set of buildings. This may include a combination of residential, employment, retail, institutional, or other land uses.



## Rhythm

Refers to the pattern of building frontages along a streetscape, paying particular attention to lot widths, building entrance and glazing locations and proportions, etc.





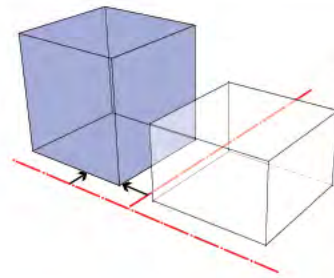
## Pedestrian-Oriented

An environment designed to make pedestrian movement safe, attractive and comfortable for all ages and abilities; considerations include separation of pedestrian and auto circulation, street furniture, clear signage, safety, visibility, shade, lighting, materials, trees, sidewalk width, intersection treatment, curb cuts, ramps and landscaping.



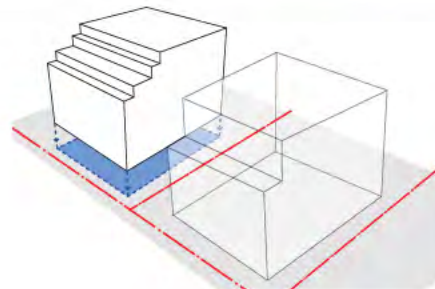
## Setbacks

Typically refers to the distance between a property line and the front, side or rear of a building.



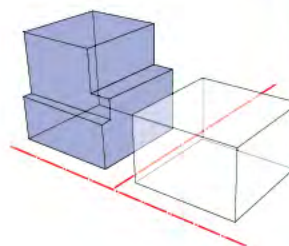
## Siting

The location and positioning of a building on its site, generally taking into account its relationship to adjoining properties, building and street boundaries.



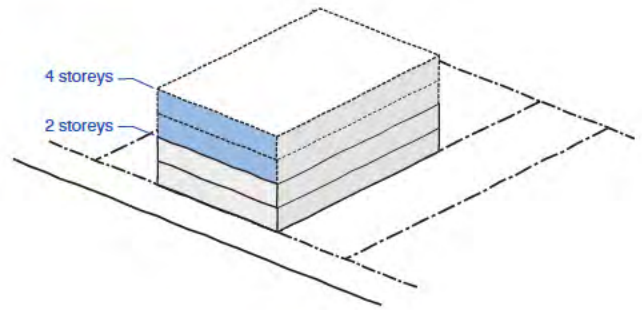
## Stepbacks

Refers to the setting back of the upper storeys of a building. Front and side stepbacks help to create a transition between built form of varying heights and provide appropriate separation between adjacent buildings and/or open spaces.



## Storey

A habitable level within a building, excluding raised basements.



---

## Streetscape

The distinguishing elements and character of a particular street as created by its width, degree of curvature, paving materials, design of street furniture, pedestrian amenities and the setback and form of surrounding buildings.



---

## Streetwall

The condition of enclosure along a street created by the fronts of buildings, and enhanced by the continuity and height of the enclosing buildings.



---

## Transition

Refers to the physical design elements of a building which contribute to a sense of transition between mid-rise buildings on the Avenues and adjacent buildings which are often low-rise residential buildings on flanking local streets. Transitions may be achieved through use of building setbacks, step-backs, heights and massing.











# Appendix B /

Summary of Policy Framework



# Appendix B

## SUMMARY OF POLICY FRAMEWORK

### B.1 Provincial Policy Statement (2005)

The Provincial Policy Statement is issued under the authority of Section 3 of the Planning Act. It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system. As stated by the Province:

The Provincial Policy Statement recognizes the complex inter-relationships among economic, environmental and social factors in planning and embodies good planning principles. It includes enhanced policies on key issues that affect our communities, such as: the efficient use and management of land and infrastructure; protection of the environment and resources; and ensuring appropriate opportunities for employment and residential development, including support for a mix of uses. The Provincial Policy Statement provides clear policy direction for land use planning across Ontario. It promotes strong communities, a clean and healthy environment and a strong economy.

### B.2 Oxford County Official Plan (2010)

The Oxford County Official Plan contains goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the Town of Tillsonburg. The Plan contains policies to guide and manage the extent, pattern and type of settlement and the use of land and resources desired to maintain and improve the quality of the environment and the quality of life for County residents and to address matter of Provincial interest. The Plan has been developed through significant public involvement and agency consultation and reflects the collective view of the people of Oxford County with respect to the future development of the County’s land and resource base. The Plan is deemed to be consistent with Provincial Policy. The policies contained within the Plan establish the land use priorities to be followed in instances where there is conflict between Provincial interests, except where a Provincial Plan takes precedent.

Chapter Eight of the Plan, titled “Town of Tillsonburg Land Use Policies” contains subsection 8.3.2 titled “The Central Area”. This subsection describes, in great detail, the County’s vision, strategy, and site specific policies, which will guide the future development of lands within the Central Area of the Town of Tillsonburg.

**Central Area Vision:** In the future, the Central Area of the Town of Tillsonburg will remain as the most functionally diverse area of the Town and will serve as the primary business, cultural and administrative centre. The commercial core of the Central Area will remain a viable retail shopping district capable of meeting the day to day and specialty needs of residents of the Town of Tillsonburg and surrounding areas. At the same time, the Central Area will increasingly serve as a people place and will have increased day and night activity through the introduction of residential development within and near the Central Area and through better integration of the Central Area with the wider community.

The Central Area of the Town of Tillsonburg will continue to be made up of a number of distinct and complementary use districts. This functional diversity will be pursued to promote stability and the health of the downtown area and especially the Central Business District by increasing the number of people working and living in the Central Area over the long term.

New buildings and spaces will reflect a human scale of development, and will be guided by design guidelines which result in a significantly enhanced pedestrian

environment. The unique heritage resources of the Central Area will be protected through heritage conservation and enhanced through new development which respects and complements nearby heritage buildings.

Throughout the Central Area, the addition of public and private green space areas, street trees and usable, sunlit pedestrian areas will improve the quality of life and reflect a conscious goal to create a pedestrian environment and to preserve and enhance vegetative coverage in the Town. The pedestrian ambience and environment will also be enhanced by encouraging alternative modes of transportation through streetscaping and other functional and aesthetic improvements.

**Central Area Strategy:** The Official Plan contains a number of general objectives for the Central Area, and lays out a series of strategic initiatives, which the Town and County will use in order to achieve each of its major objectives.

**Policies for Central Area Sub-Districts:** The Official Plan contains area specific policies for the Central Business District and the surrounding cluster of Entrepreneurial Districts.



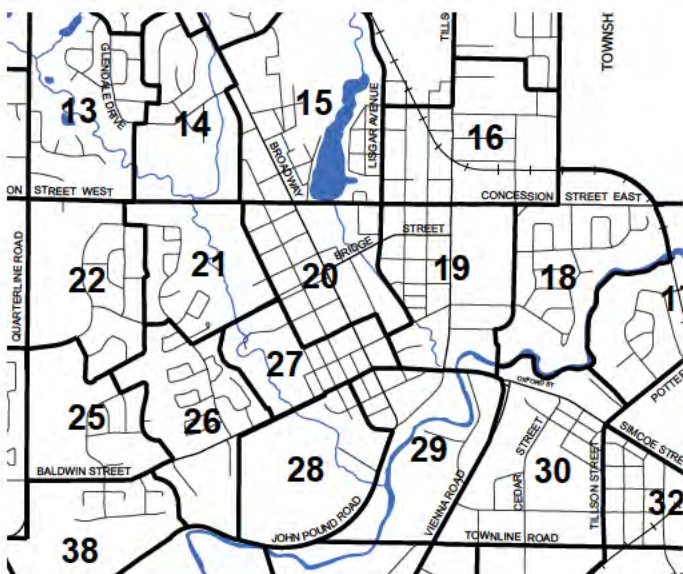
### B.3 Tillsonburg Zoning By-Law (2011)

The Tillsonburg Zoning By-Law 3295 controls the use of land by dividing the municipality into different land use zones with detailed maps, specifying the uses permitted in each zone, specifying where buildings and other structures can be located, stating the types of buildings that are permitted and how they may be used, as well as specifying lot sizes and dimensions, parking requirements, building heights and setbacks from the street.

### B.4 Tillsonburg Site Plan Guidelines (2011)

Effective September 26th 2011, the Town of Tillsonburg has implemented a new modernized site plan process and consultation by-law. This is a greatly improved process, which brings the community closer towards creating a investment and development ready environment. The new process includes New Site Plan Guidelines and Application Forms, Formalized Staff Procedures for the processing of Planning applications, and a Pre-Consultation By-law.

The Site Plan Guideline have been prepared to inform potential developers and the public about the use of Site Plan Control, the requirements for Site Plan approval in the Town of Tillsonburg, and to provide guidelines for site plan preparation and review.



Zone maps from the Tillsonburg Zoning By-Law.



The Tillsonburg Recreation Master Plan provides a comprehensive framework articulating the needs and priorities for recreation.

## **B.5 Tillsonburg Recreation Master Plan (On-Going)**

The Tillsonburg Recreation Master Plan provides a comprehensive framework articulating the needs and priorities for recreation programs, facilities, culture, parks, sports fields, trails and open space. The Master Plan has been developed with ample feedback received from elected officials, Town staff, community organizations, and the general public. Results from consultations have been compared to national and provincial research, as well as local demographics, to form the strategic framework in which nearly one hundred recommendations have arisen from. These recommendations are intended to serve as a guide for Town Council, Staff and the various stakeholders of the parks, recreation and culture system to consider as Tillsonburg grows and evolves over the next twenty years.

The Master Plan is intended to be a living document. It promotes ongoing communication with the community to ensure that services remain responsive, and encourages regular updating of the Master Plan in line with new demographics, market conditions, trends, etc. The following paragraphs summarize some of the key themes and findings from the Strategic Master Plan.

## **B.6 Tillsonburg Trails Master Plan (2008)**

Tillsonburg features many opportunities for recreation. Many partners over the years have contributed to the development of various recreational facilities. A long-standing commitment to providing quality and accessible opportunities to play in our parks, sports fields and trails has contributed to the success of the trails currently maintained by the Parks and Facilities Department. Residents and visitors alike enjoy trails while exercising their minds and bodies. Its trails serve as a social meeting place while surrounded by the beautiful landscape Tillsonburg has to offer.

The goal of the Tillsonburg Trails Master Plan is to provide a guide for the future of our trail system whereby non-motorized, multi user trails are systematically linked in an effort to connect people and places while enjoying our beautiful town and the natural beauty of the Town's trails.

It has been identified that the creation of a Tillsonburg Trails Master Plan is long overdue as our existing trails are being enjoyed year-round by various non-motorized users.

Users desire a richer and more fulfilling trail experience in order to experience the entire town via trail. A plan for linking / renovation existing trails as well as constructing new trails is integral in the future short and long term planning of trails. A disadvantage of not preparing a Master Plan for trails is that their will not be a vision for the future of our town trails and the creation of vital links may be ignored or under prioritized.

The Tillsonburg Trails Master Plan is designed to be a living and fluid document, subject to review and change. It simply serves as remedial direction toward a solution that best fits an evolving community and the needs of our residents.





## B.8 Oxford County Commercial Policy Review (2009)

Oxford County is undertaking a Commercial Policy Review as part of its five year review of the Official Plan.

The County is faced with some significant challenges, including substantial population growth over the next 20 years; and slower than expected manufacturing growth as a result of the recent economic downturn. Despite the recent economic slowdown, there has been ongoing interest and pressure for the designation of retail space in its urban centres.

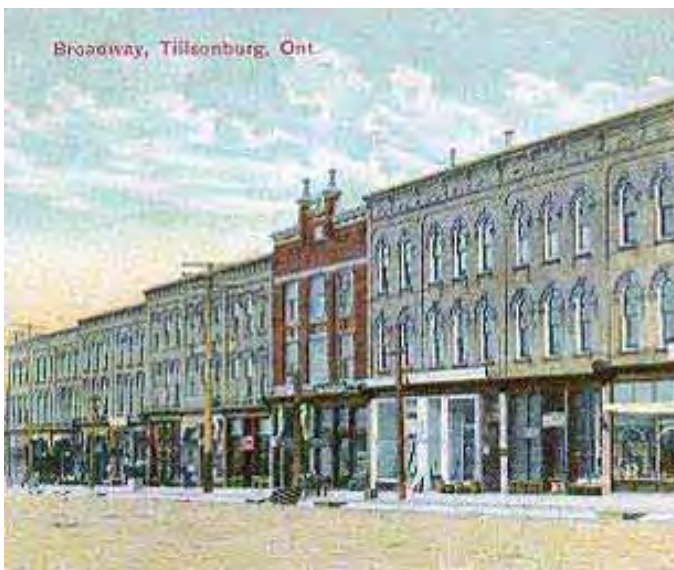
Faced with these challenges, it is imperative for the County to continue to maintain commercial policy directives that remain relevant for the consumer, the industry and the County, particularly as it relates to the proper planning and structure of its urban areas. It is therefore necessary to understand the future commercial needs of the County, the locational criteria and trends of the commercial industry, and the strengths and weaknesses of the current policy

structure. It is also an opportune time to take stock of the County's current physical structure and seek opportunities to build upon and improve the existing built environment while capitalizing on current commercial demands and retail trends.

The Oxford County Official Plan contains seven commercial designations, two of which (the Central Business District and Entrepreneurial Districts) are relevant to this study. Their intended role and function is discussed below.

**Central Business District:** The Central Business District is intended to be the most intensive, functionally diverse and dominant business, cultural and administrative centre in each municipality in which it is located. The designation generally correlates to the traditional main street or downtown within each of the urban municipalities. A full range of commercial, office, administrative, cultural, entertainment, recreation, institutional, open space and accessory residential uses are permitted in recognition of this function.

**Entrepreneurial District:** The Entrepreneurial District permits a limited range of non-retail commercial uses such as personal services, offices, business supply and services and repair shops as well as residential intensification. Entrepreneurial District areas are generally found in the area surrounding the Central Business Districts of the large urban centres (Woodstock, Ingersoll, and Tillsonburg).



Artists depiction of the Broadway Street corridor in downtown Tillsonburg.



## B.9 Oxford County Cultural Plan (2009)

The cultural sector has gone from anonymity to being the centre of many new economic development strategies. The emerging consensus is that arts and culture is increasingly more important in supporting economic development and quality of life. Oxford County, like many communities around the world, is currently being challenged to adapt to economic, demographic and cultural changes. Community leaders and elected officials must respond to these challenges on a daily basis.

The Oxford County Cultural Plan is a result of a visionary planning process that defines a clear blueprint for cultural development for Oxford County over the next five years with some components spanning twenty years. This will assist Oxford County in the development of a comprehensive strategic direction for an arts and culture program and will grow over time as recourses allow.

This creative planning process will also assist in building stronger, healthier and more sustainable cultural organizations within Oxford County by strengthening partnerships and alliances among the cultural and business communities. It provides timelines and potential participants for implementing strategic directions and also includes very specific milestones to achieve these objectives. The Plan aims to attract and sustain both corporate and individual resources. It will raise awareness of the value of culture to our community and lead to the implementation of recommended action plans. The plan includes eight strategic priorities established for the creative community. They are as follows:

### **Strategic Priorities:**

- A framework for networking within the cultural sectors in order to foster and promote creative and sustainable relationships.
- Cross-sector alliances and partnerships to promote creative and sustainable relationships between cultural sectors and businesses.
- Educational opportunities to support future development of cultural groups.
- Opportunities and events for the cultural community and general public and build on events already in place.
- Marketing and communications to create a marketable cultural identity for Oxford County that effectively connects the people to arts and culture.
- Quantify the benefits / achievements of the arts and culture sector to the entire population of Oxford County.
- Increased child and youth involvement and recognition in arts and culture activities.
- A county-wide strategy to attract new investment will be developed with input from Planning and Economic Development Departments.

## **B.10 Community Improvement Plan (2006)**

The intent of the Downtown Community Improvement Plan is to outline in one document the range of improvement options which may be undertaken to address the Downtown Area in a coordinated manner. In this regard it is intended that this Community Improvement Plan will provide the basis for downtown municipal investment initiatives and will replace any previous plans.

The purpose of this community improvement plan is to provide the context for a coordinated municipal effort to improve the physical, economic and social climates of the Downtown. The initiatives identified in this Plan are intended to outline the possible range of actions designed to stimulate private investment, property maintenance and renewal in the Downtown. The Downtown Community Improvement Plan is not intended to provide an exhaustive list of revitalization projects that may be undertaken to stimulate community improvement, nor is there any obligation for Council to implement all of the initiatives outlined in the Plan.

Rather, the Plan is intended to provide a context for Downtown revitalization projects and to assist in municipal decision making so that actions are undertaken which, either individually or cumulatively, facilitate a positive climate for downtown improvement. Finally, it should be noted that the implementation of any the proposed financial incentives will be at the discretion of Council and dependent on financial resources.







300 HORSE POWER.



# Appendix C /

## Urban Structure Mapping



# Vehicular Circulation

## Legend

Primary Street (Existing)



Tertiary Connection (Potential)



Secondary Street (Existing)



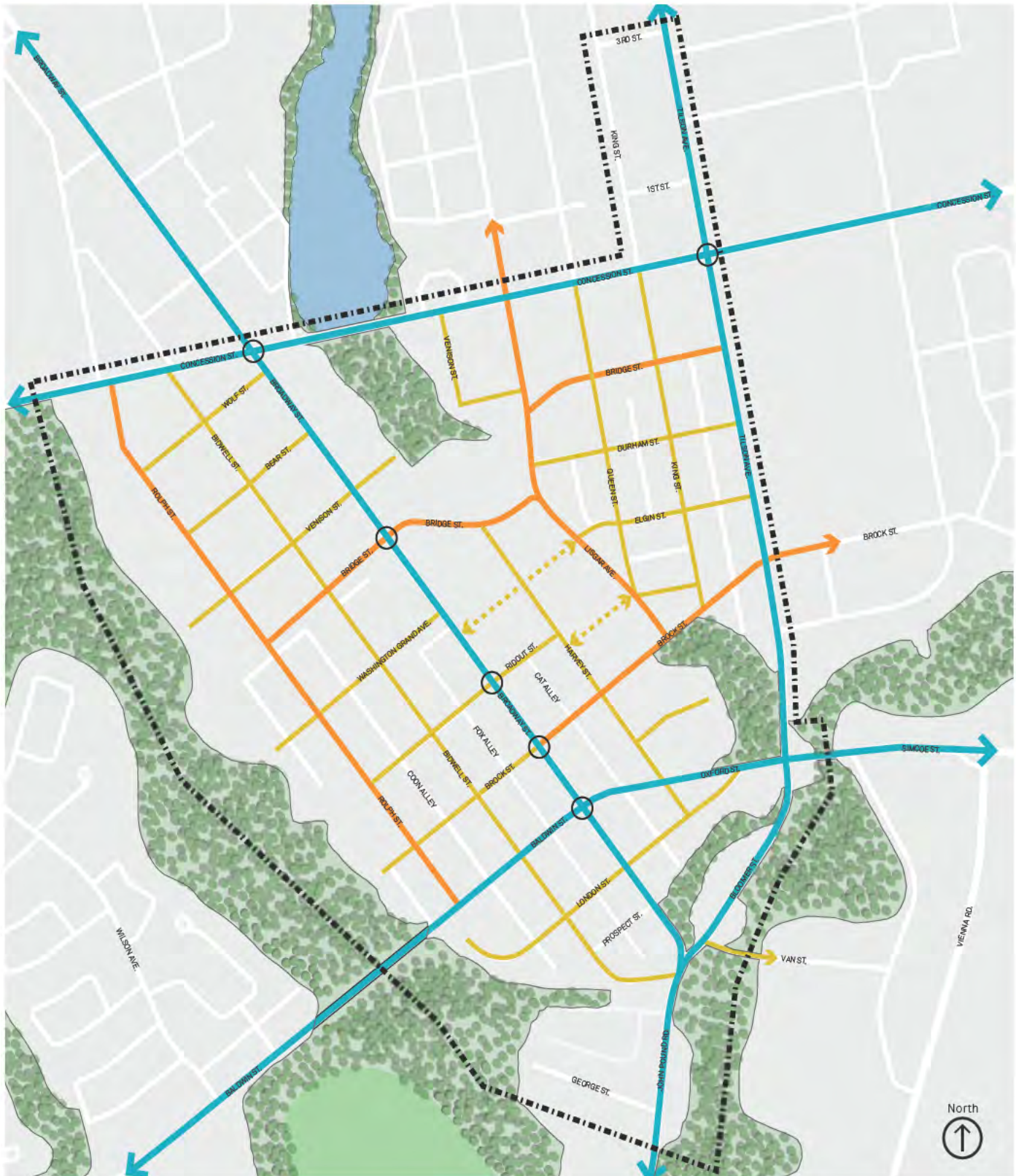
Intersection (Signalized)



Tertiary Street (Existing)



Study Area Boundary





# Pedestrian & Cyclist Circulation

## Legend

- Bicycle Lock Location (Potential) ○
- Bicycle Route (Existing) —
- Bicycle Route (Potential) - - -
- Multi-Use Trail (Existing) —
- Multi-Use Trail (Potential) - - -
- Mid-Block Connection (Potential) - · - · -
- 5 Minute Walking Circle (400m)
- Study Area Boundary





# Significant Nodes, Views & Vistas

## Legend

Major Node / Gateway



Park / Open Space



Minor Node / Gateway



Key Buildings



Significant View / Vista



Study Area Boundary





# Opportunity Sites & Public Parking

## Legend

Opportunity Site



Soft Site



Public Parking



Study Area Boundary



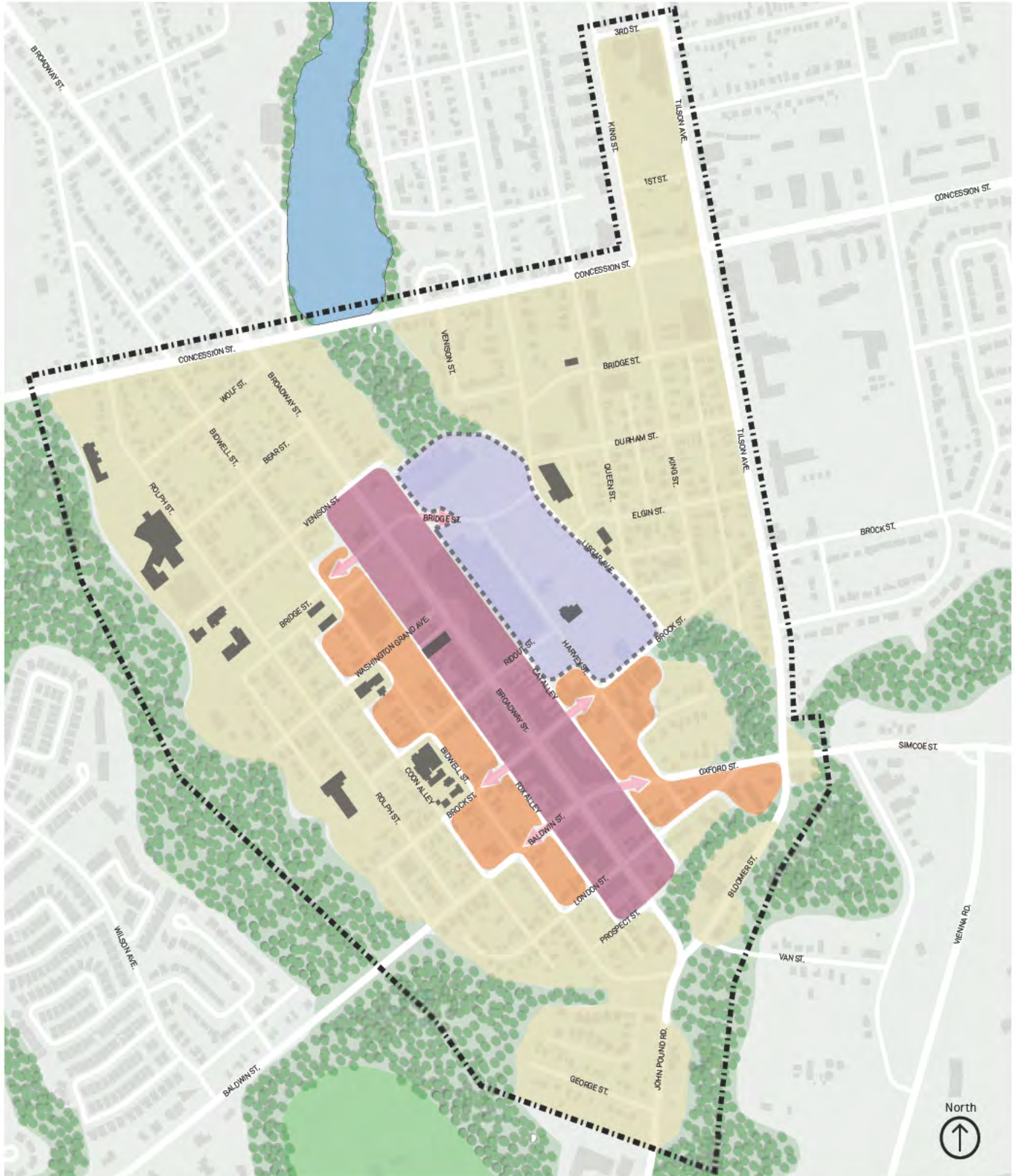


# Character Areas - Potential

## Legend

- Main Street Area
- Large Format Area
- Secondary Commercial Area

- Residential Area
- Institutional Buildings
- Improved Edge Condition
- Study Area Boundary





# Parks & Open Spaces

## Legend


- Natural Open Space System 
- Lake Lisgar 
- Tillsonburg Golf Club 
- Urban Parkette / Plaza (Existing) 
- Urban Parkette / Plaza (Potential) 
- Study Area Boundary 

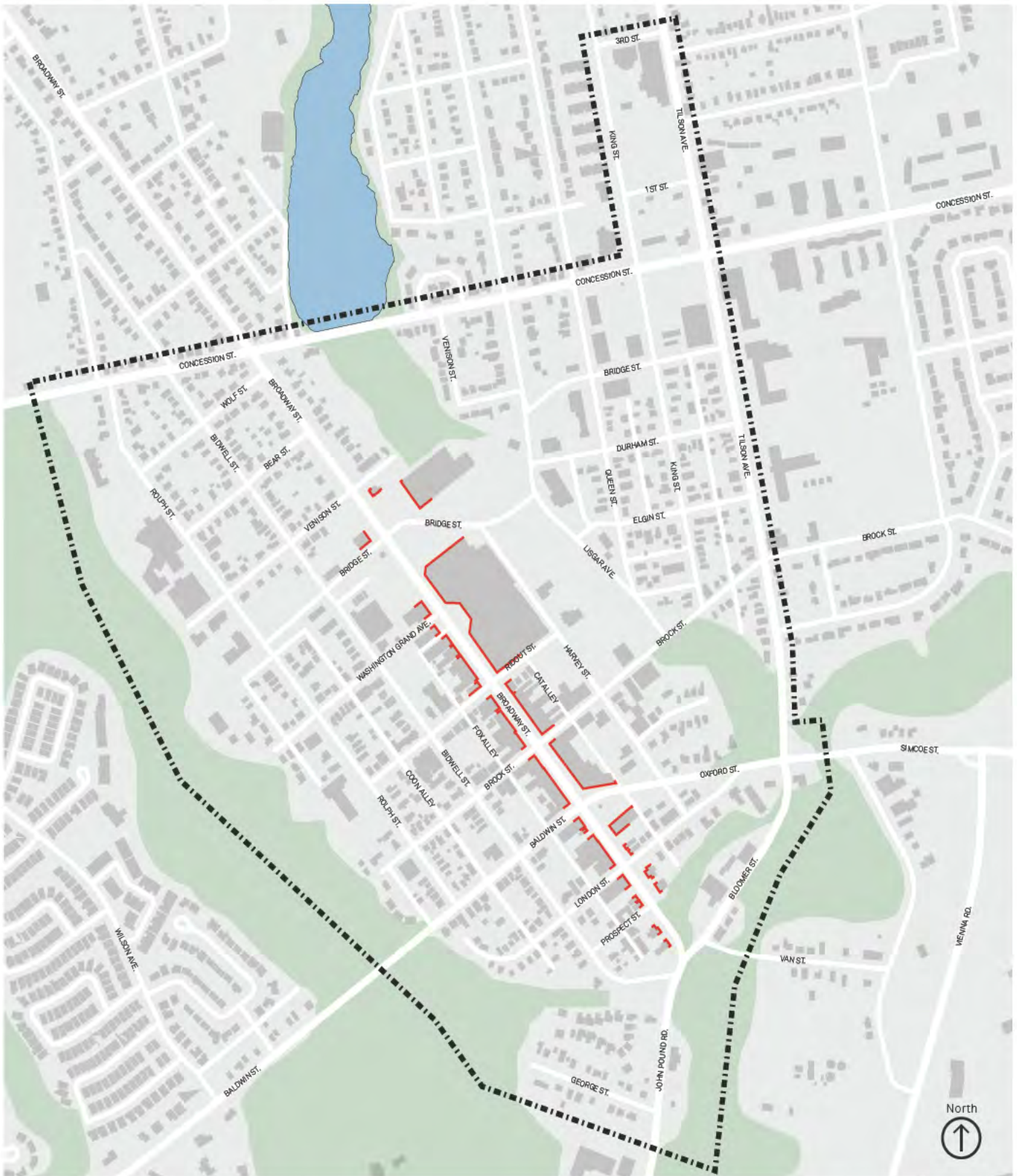




# Active Broadway Street Edges

## Legend

- Buildings 
- Street Edge 
- Study Area Boundary 





# Broadway Street Building Heights

## Legend

1 Storey



3 Storeys



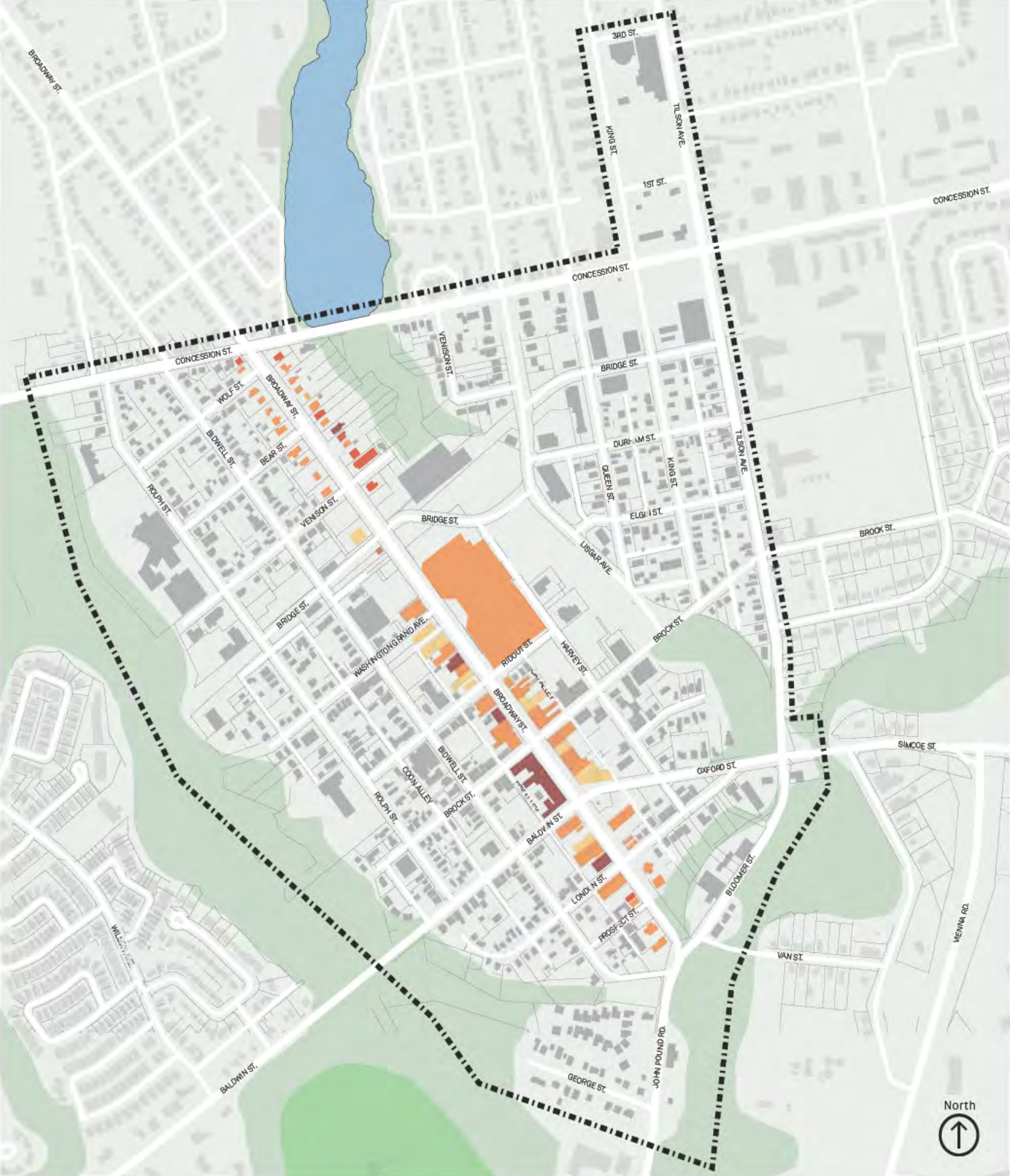
2 Storeys



Study Area Boundary



2.5 Storeys





# Green Streets

## Legend

- Bicycle Route (Existing)
- Bicycle Route (Potential)
- Multi-Use Trail (Existing)
- Multi-Use Trail (Potential)

- Mid-Block Connection (Potential)
- Green Streets (Potential)
- Urban Parkette / Plaza (Existing)
- Urban Parkette / Plaza (Potential)
- Study Area Boundary

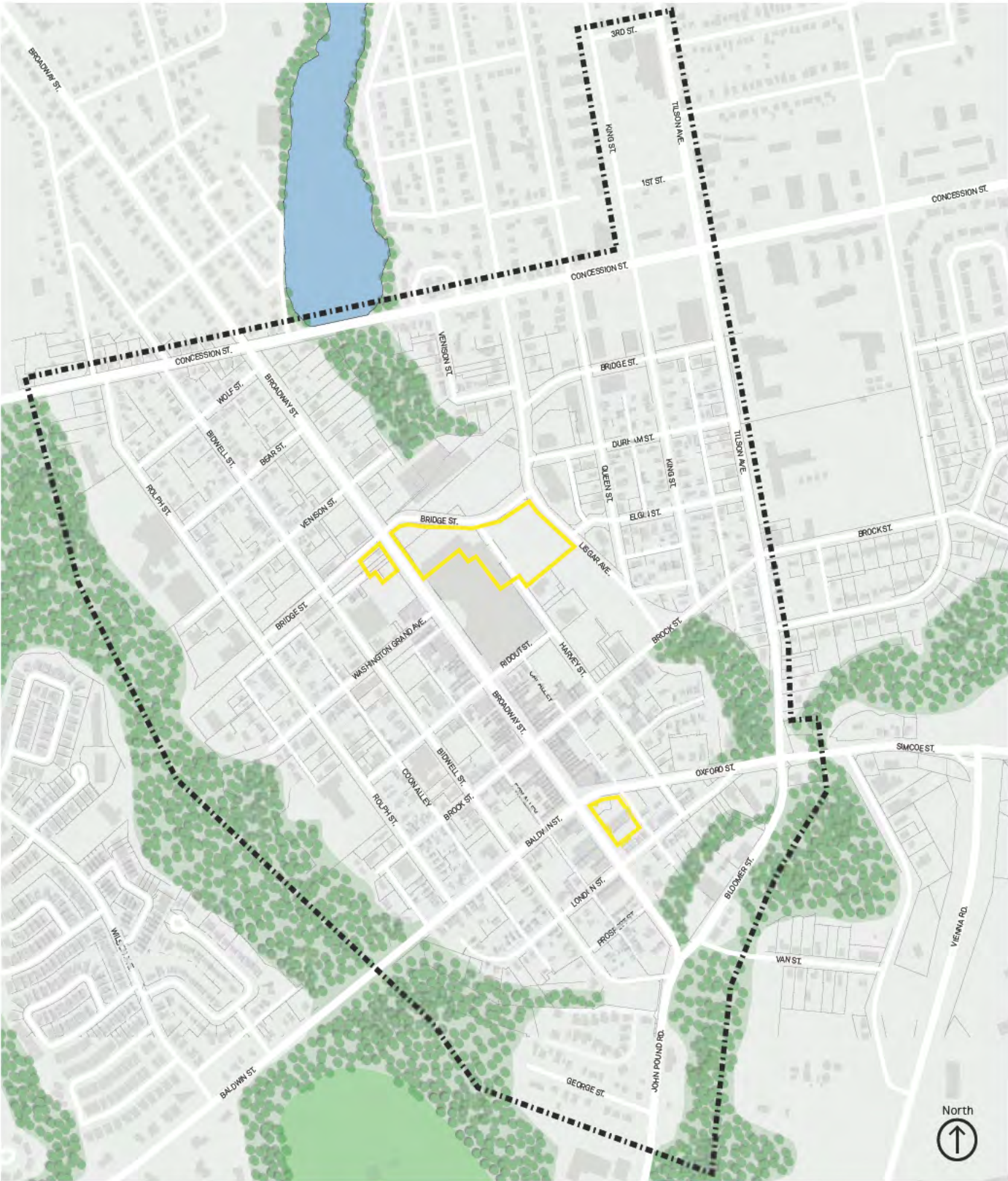




# Targeted Development Sites

## Legend

- Demonstration Sites ———
- Study Area Boundary









A large, dense evergreen tree, possibly a spruce or fir, stands in the center of the frame. The tree has a mix of green and brownish-orange needles, suggesting it might be a mature or slightly stressed specimen. In the foreground, a silver metal signpost with two blank white rectangular signs is visible. The background features a light-colored, multi-story building with a balcony and a white lattice fence. The sky is a clear, bright blue.

# Appendix D/

Demonstration Sites



**Clock Tower / Plaza Site**



**Tillsonburg Town Centre Mall Site**





Civic Sculpture / Parkette Site



Dr. Dale Springer  
& Associates  
OPTOMETRISTS



# Appendix E

Heritage Resource Inventory



### **E.1 Avondale Zion United Church (62 Harvey Street)**

Designated a Heritage Building on June 19, 1981, this neo-Gothic white brick church is the oldest religious structure in Tillsonburg. The congregation was established in 1849. The current church was the result of a union between a Methodist and Presbyterian Church in 1925.

### **E.2 Annandale House (30 Tillson Avenue)**

Annandale National Historic Site is one of the finest examples of the Aesthetic Art Movement, a Victorian style which utilized colour, decorative detail and nature. Constructed in the 1880s for E.D. Tillson, the first mayor of Tillsonburg, Annandale NHS provides the opportunity to tour a restored period mansion and changing local history exhibits.

### **E.3 Leachman Residence (94 Rolph Street)**

This Italianate-style house, with its rounded windows and eyebrow surrounds was built in 1855.

### **E.4 Private Residence (41 King Street)**

Like many other buildings in Tillsonburg, this house was constructed of locally formed white brick. Decorative gingerbread under the eaves matches the gingerbread trim on the corner oriel windows.

### **E.5 Private Residence (101 Rolph Street)**

This two-storey Gothic-style house was built in 1880. Bay window projections on the front and side of the house combine with the striking two-storey porch to create an inviting exterior. Of note are the wooden shutters that are shaped to fit each curved window.

### **E.6 St. Paul's United Church Manse (38 Ridout Street West)**

This two and a half storey house was built in 1870 as the manse for the adjacent United Church. The front façade presents an interesting combination of features with its delicate gingerbread in the gable, small dentil trim under the eaves and rough stone window surrounds.

### **E.7 Vivian House (300 Broadway Street)**

From the slate roof to the decorative stained glass, stylish gingerbread and dentil work under the eaves, trim on the two-storey porch and unique keyhole window on a side elevation, this house is a wonderful example of Victorian elegance.

### **E.8 Great Western Railway Station (125 Bidwell Street)**

The typical station roof lines of this building disclose its busy past. Note the spelling of 'Tilsonburg' with only one 'l'. The Baggage Room Gift Shop and Gallery located in the former railway station is operated by the Station Art Centre.

### **E.9 Tillson Pea Mill (20 John Pound Road)**

Originally an agricultural mill, this three-storey structure has benefited from reconstruction.

### **E.10 Tillsonburg Lake Erie & Pacific Railway Station (41 Bridge Street)**

Originally located on King Street, but moved to its present location on Bridge Street in 1992. The Station Art Centre is located in this building. The two stations (the other being the Great Western), illustrate two distinct styles of railway station architecture.



# Appendix F /

Summary of Transportation  
Analysis



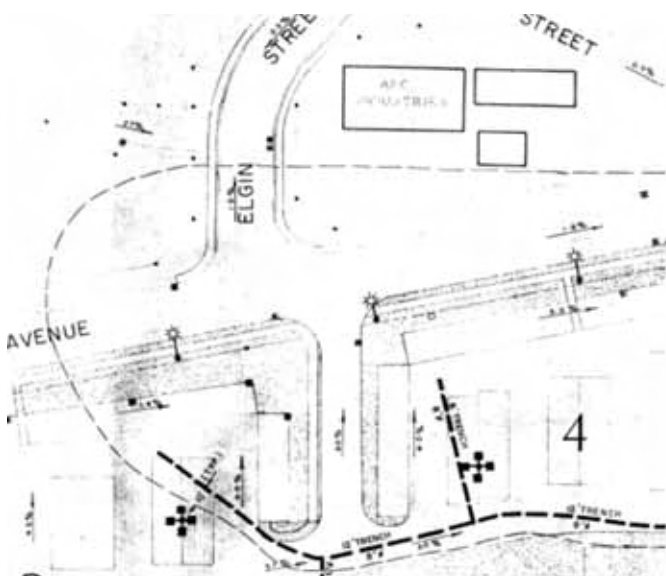
## F.1 Introduction

As a component of the Tillsonburg Central Area Design Study, a comprehensive analysis was undertaken to address key transportation issues. The following paragraphs summarize these issues, as well as the resulting transportation planning considerations and recommendations.

## F.2 Alignment of Lisgar Avenue Surface Parking Lot Driveway Entrances

**Key Urban Design Issue and Ideas:** The realignment of the surface parking lot bounded by Bridge Street to the north, Lisgar Avenue to the east, and Harvey Street to the west to allow for an a driveway entrance off of Lisgar Avenue, in alignment with Elgin Street. This reconfiguration would result in a more desirable intersection condition, and would improve the connection between Lisgar Avenue and the pedestrian entrance to the adjacent Shoppers Drug Mart.

**Transportation Recommendation:** The realignment is possible with appropriate regard to the grades of the realigned driveway. However, as the driveway is located within the former landfill area, and as the realignment will require removal of material west of the existing driveway, there will likely be waste management issues to deal with. Because of the location of the methane collection trenches, it would make sense to keep the internal driveway connection to the aisle that links the two parking lots in the same location.



Plan of current driveway entrance alignment.



Image of current driveway entrance alignment.

### F.3 Removal of Perpendicular Parking Spaces in Lisgar Avenue Parking Lot

**Key Urban Design Issue and Ideas:** Within the surface parking lot bounded by Bridge Street to the north, Lisgar Avenue to the east, and Harvey Street to the west, there are potential safety and circulation-related concerns pertaining to the perpendicular parking spaces located adjacent to the main pedestrian entrance of the Shoppers Drug Mart and the Tillsonburg Town Centre. This particular cluster of parking spaces has proven to be problematic in causing traffic congestion as well as accidents involving pedestrians and motorists. There is an interest in removing the above-mentioned parking spaces and replacing them with an extended pedestrian realm with a sidewalk treatment and boulevard along the length of the Shoppers Drug Mart frontage.

**Transportation Recommendation:** Part of the “road” adjacent to the Shoppers Drug Mart site is not actually a “highway” within the meaning of the Highway Traffic Act, but is under municipal ownership, as is the land occupied by the Tillsonburg Town Centre Mall and adjacent parking lot.

As it is desirable to maintain a grid road connection in this location, and as significant deviations are limited by the location of the Bell building and church, it is recommended that the row of perpendicular parking be removed. All parking should be located in rows parallel to the building face, as is the rest of the parking lot today, and the “road” through this location could be either a “shared street” or could have multiple speed tables for pedestrian crossings. A different surface would reinforce the shared use nature of the “street”.

### F.4 Pedestrian Concerns Pertaining to Rear Lane System

**Key Urban Design Issue and Ideas:** The Central Area, particularly the blocks adjacent to Broadway Street, contain a continuous system of rear lanes. These lanes are the cause of some concern for pedestrians between having blind corners, a lack of mirrors, and fast moving vehicle traffic.

**Transportation Recommendation:** Mirrors may be considered where there is a building corner right at the exit to mount the mirror on. Mirrors on the opposite side of the street are not recommended, as they would have to be very large to be effective. This would affect relatively few alley entrances - both ends of Fox Alley between Ridout and Brock, the north entrance of Fox Alley between Brock and Baldwin, both ends of Cat Alley between Ridout and Brock, and the south entrance of Cat Alley between Brock and Oxford.



Image of perpendicular parking spaces and adjacent road in Shoppers Drug Mart surface parking lot.



## F.5 Reconfiguration of Ridout Street

**Key Urban Design Issue and Ideas:** The segment of Ridout Street, between Broadway and Harvey Streets, contains a discontinuous pedestrian realm on the north side, and a large asphalt surface with angled parking and limited space for trees or street furnishings. One potential idea, to address pedestrian concerns, is to convert this segment of Ridout Street to one-way traffic. This would allow for the narrowing of asphalt and the extension of sidewalks on the north side of the street to Harvey Street. In this scenario, the angled parking on the south side of the street could be converted to parallel on-street parking, significantly expanding the pedestrian realm and providing adequate space for trees and street furnishings.

**Transportation Recommendation:** If the parking along the south curb were converted from angled parking to parallel parking, an additional 2.5 metres could be added to the pedestrian realm abutting the Zellers (future Walmart Site). In addition, the existing pavement width is about 15 metres, which is more than required for two lanes of traffic plus parking. It is not recommended to convert the street to one-way traffic.

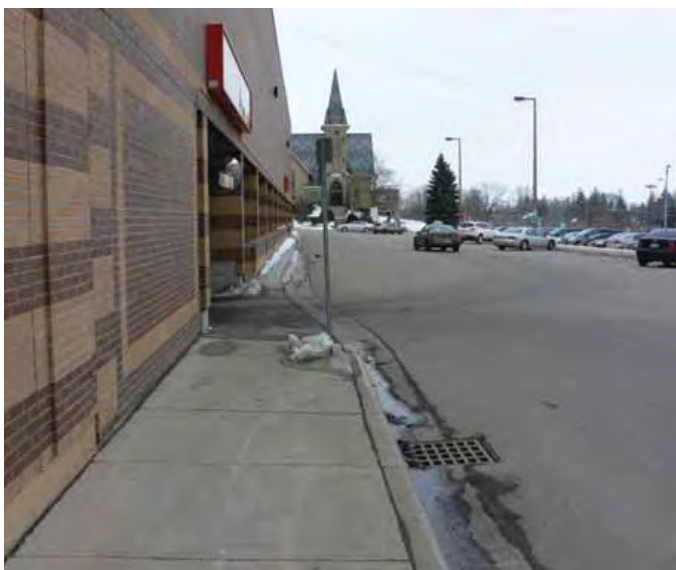


Image of discontinuous sidewalk along the north side of Ridout Street between Broadway and Harvey Streets.

## F.6 High Level Parking Needs Assessment

**Rationale:** The basis of the high level parking needs assessment is to identify surplus parking space that would allow for future redevelopment. Based on the urban design analysis, it is believed that the surface parking lots located behind the Bell Building / church between Harvey Street and Lisgar Avenue may be under utilized.

**Findings:** The high level parking needs assessment was undertaken on February 15, 2012. Please refer to the summary chart and illustration on the following pages. The results confirm the initial urban design analysis, in that the A-series lots located east of Broadway Street had 45%-55% vacancy during the day, with several lots adjacent to Lisgar Avenue being virtually empty. In contrast, the B-series lots west of Broadway Street were 10%-20% vacant in the morning hours, and 15%-25% vacant in the afternoon hours.

On-street parking spaces exhibited similar characteristics, with high occupancies near and on Broadway Street. The Town has a special levy to support off-street parking costs (By-Law 2835) for non-residential properties located in the area bounded by Bridge Street, Coon Lane, Bidwell / Bloomer Streets, and Lisgar Avenue / Stoney Creek. The levy is allocated 55% to a parking lot reserve fund and 45% to a maintenance fund. As noted in the chart on the following page, the majority of the parking is "no time limit", and some is "2 hour time limit". Enforcement of the 2 hour limit is conducted between Monday and Friday, by the local By-Law enforcement officer.

The Town's current parking structure is ripe for review, with the potential for introducing pay parking, weekly / monthly pay permit parking, and rescinding the special levy by-law. Measures to continue to encourage downtown residential developments with limited or no parking should continue to be encouraged.

Approximate Municipal Parking Lot Occupancies Feb 15, 2012						
Municipal Lot Number	Lot Capacity	Configuration	Number Unoccupied in Late Morning	Percent Unoccupied in Late Morning	Number Unoccupied in Mid-afternoon	Percent Unoccupied in Mid-afternoon
1A	91	no time limit			12	13%
2A	177	all 2-hr spaces			68	38%
3A	106	16 2-hr 90 no time limit	30	28%	30	28%
4A	48	no time limit	5	10%	5	10%
5A	31					
6A	287	no time limit				
7A	243	no time limit			102	42%
8A	97	no time limit	97	100%	96	99%
9A	115	no time limit	102	89%	104	90%
10A	54	no time limit	43	80%	35	65%
11A	23					
1B	63	18 2-hr 45 no time limit	10	16%	12	19%
2B	58	no time limit	6	10%	3	5%
3B	69	10 2-hr 59 no time limit	0	0%	10	14%
4B	75	14 2-hr 61 no time limit	9	12%	3	4%
5B	48	10 2-hr 38 no time limit			16	33%
6B	26					
A-series	1272			approx. 45% - 55%		approx. 45% - 55%
B-series	339			approx. 10% - 20%		approx. 15% - 25%

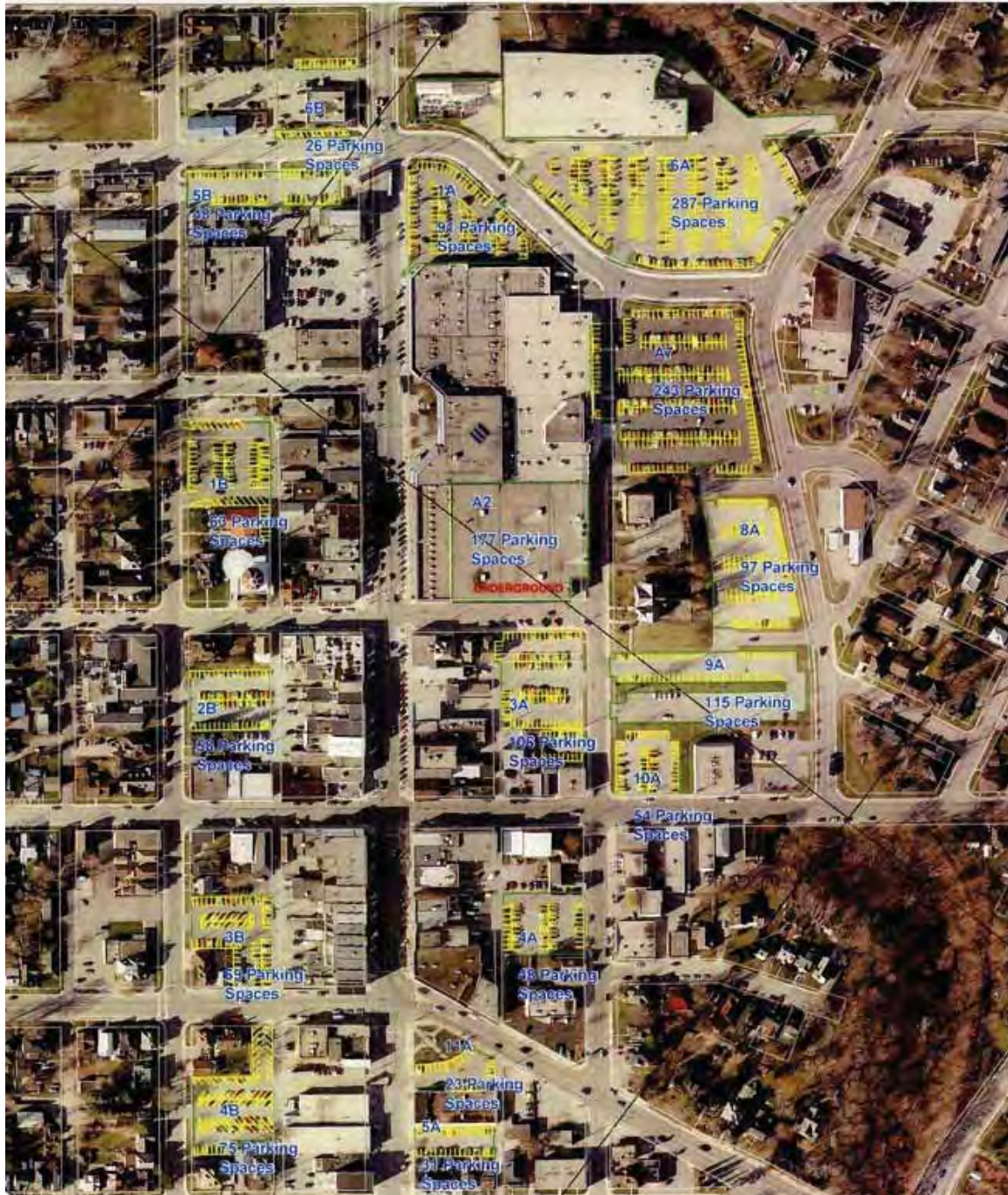
**Notes:**

Blank cells indicate that no observations were made

Surveys were based on quick observations, and not rigorous counts

Chart identifying parking occupancies on February 15, 2012. Please refer to the map on the following page for more information.





Map illustrating parking areas by letter/number, with total parking space counts. Parking area names (i.e. A1) correspond with the chart on the previous page.

