



**Historic Unionville Community Vision Committee
June 20 2018 Minutes**

**City of Markham
Location: Canada Room**

Members:

**Harry Eaglesham, Vice Chair
Councillor Don Hamilton, Ward 3
Wes Rowe, UVA
Reid McAlpine, URA
Kimberley Kwan, UHS
Stanley Wu , MVC
David Johnston, Heritage Markham
Tony Lamanna, UBIA
Sylvia Morris, UBIA
Joseph Cimer, Community Rep
Bill Bilkas, Community Rep**

Regrets:

**Regional Councillor Jim Jones
Rob Kadlovski, UBIA (Chair)
Scott Harper, Community Rep**

Staff:

**Regan Hutcheson, Manager of Heritage
Planning
Andrew Johnson, Streetscape Coordinator
Urban Design
Alex Sepe, Committee Clerk**

- 1. Disclosure of Pecuniary Interest**
None disclosed
- 2. Confirmation of Agenda**
That the agenda be confirmed as presented
- 3. Adoption of the Minutes of the May 17th, 2018 Meeting of the Historic Unionville Community Vision Committee**

Recommendation:

That the Minutes of the Historic Unionville Community Vision Committee meeting held on May 17, 2018 be adopted, as amended

Carried

Amend May 17 2018 committee minutes to reflect the following changes in regards to attendance:

Scott Harper Arrived Late
Stanley Wu was in attendance.

4. Business Arising from the Minutes

a) Update on Pattern Book

Mr. Hutcheson provided an update on the status of the Pattern Book.

He noted the laneway adjacent to the Public School will be removed. It will be dealt with in a future secondary plan or site plan application.

A member was concerned that the Pattern Book illustrated a reduction in the Crosby Park size and will affect homes that back onto the park.

Another member raised the concern that a laneway should be placed behind the buildings on private property, similar to the east side.

b) Update on Capital Budget Requests

- Streetscape Master Plan: Planning Department was awarded \$75,000 to do a conceptual design component.
- Parkview School Gate: Director of Operations noted that project could be funded through the Ontario Main Street Revitalization Initiative Fund. Markham acquired \$320,000 for the three main streets of Markham. Rather than constructing a gate, the concept of bollards is being explored.

Mr. Hutcheson has spoken with the School Board Staff and they have agreed in principle, to occasional access, subject to conditions to be included in an Agreement.

c) Electrification of GO Corridor

- Mr. McAlpine provided an update on his request to GO for future consultation on any plans to electrify the GO railway corridor through Unionville.

5. New Business

a) 206 Main Street (Stiver House Inc.)

Mr. George Ledonne, owner of the property provided an overview of the proposals

- Proposing boutique 4 story, condominium (14 units). Size of residential units is 1500-1600 sq ft, commercial component on front portion of the property, underground parking for residential. Sustainable condominium, 80% renewable energy sourced.
- Outstanding issues
 - Mr. Hutcheson indicated that major issues (waste management, roadway access etc.) have been addressed. Minor architectural details must be addressed (brick colour, materials etc.)
- Main Street Closures
 - Mr. Ledonne stated that those who are purchasing a unit will have full knowledge of the traffic and annual street closures.
 - Most residents are aware of road closures, and it will also be provided in the Agreement of Purchase and Sale and Condo Declaration.
- Use of the Heritage building
 - Mr. Ledonne confirmed that the heritage building will be maintained as a retail building.
- Access Opportunities for Future

- The opportunity for an access connection to the South is possible in the future.
 - There is also potential for access to the North (Crosby Arena site) through the parking lot. It may be difficult; there is a limited space for a roadway on the Arena side.
 - It was noted that the idea of a connection through the parking lot is a good idea, since the idea of the City redoing the façade of the Crosby Arena may be a possibility in the future. Need to consider the entire neighbourhood when discussing a connection through 206 Main Street. The development offers the potential for a continuous laneway.
 - A major discussion point was that the laneway would be an emergency access for when Main Street is closed.
 - It was noted that a laneway was not included in the Vision Plan or the revised Pattern Book.
- Height Issue
 - Development is 4 storeys, Pattern Book advocates for 3.5 storeys
 - The Official Plan limit is 2 storeys, but owner received an Official Plan amendment to allow for the increase in height.
 - The height allows for the solar panels.
- Parking Issues
 - Request for clarification of required parking
 - Parking requirements are satisfied, 28 below grade and 10 above grade.
- Trees
 - Roughly 30 trees will be removed, is there a plan for replacement trees?
 - Discussion has occurred with the school board for planting more trees on the school board property and throughout the neighbourhood.
- Property to South
 - People to the south were contacted to discuss the development, however they did not want to be involved in the project.
- Heritage Building Protection
 - What protections are in place with the heritage building? (Sprinkler System)
 - Still to be considered.
 - Owner noted they were instructed not to tamper with the heritage building
- Impact on Local Businesses
 - Owner to work with the BIA to have minimal disruptions to local businesses
 - Slow months of Main Street season (Dec-April) is when the project is planned to begin.
- Location of Underground Parking
 - To be accessed off of the commercial area parking lot and is under both - new building and parking lot.

b) Main streetscape Master Plan- Initial Concept Review (Andrew Johnson)

Mr. Andrew Johnson, the City's Streetscape Coordinator provided a presentation on the project including a review of study area boundaries, current conditions, the approach to improvements and an overview of three preliminary concepts.

The objective is to provide better pedestrian experience through reducing pavement width to create better walking circulation, increase tree canopy, incorporate gateway elements, introduce way finding and safety for actual users and pedestrians. Each concept was reviewed:

- Concept 1: Main Street becomes a one way southbound street, with northbound traffic on the east laneway; increased sidewalk widths (2m), provision of layby parking both sides of the road, taller heritage light poles and fixtures for spanning of seasonal lights (height is required to allow emergency vehicles to get through). A round-about traffic circle is introduced at Carlton and Main. Cost: \$2.5 million to \$3 million. (Price does not include infrastructure work).
- Concept 2: Main Street becomes a one way southbound street, with northbound traffic on the east laneway; increased sidewalk widths (2m), provision of layby parking only on east side of the road, taller heritage light poles and fixtures for spanning of seasonal lights (height is required to allow emergency vehicles to get through). A round-about traffic circle is introduced at Carlton and Main. \$2.5-\$3 m (price does not include infrastructure work)
- Concept 3: Traffic on Main Street continues as a 2 way-street in the same road alignment, sidewalk will be 1.5 m. Refresh the street concept. \$2-\$2.5 cost.

The following issues/questions were raised as part of the discussion with responses provided by staff:

- Why is traffic flow on Main Street southbound (Concept 1-2)?
 - Given the existing configuration of the road at Victoria Street/Main Street/concession laneway, it makes sense that northbound traffic continue straight up the concession laneway
 - Also with the fire station to north of Carlton, it makes sense that fire trucks can proceed directly southbound.
- What about fire trucks using the round-about?
 - Fire trucks can use a round-about intersection
- Public washroom?
 - Public washrooms are a separate matter that have been discussed in the past. If necessary, they could be discussed as the project progresses.
- Is there a buffer strip?
 - In all concepts there is a buffer strip between the road and the sidewalks. Cycle path (1.5m) is only on one side of one-way concepts.
 - It was suggested that it is important to maximize pedestrian space; trees can also be installed on some private front lot areas
- Is there any support or opposition to remove all parking from Main Street to improve the pedestrian experience?
 - This would remove 28 spots currently on the west side.

- Some members indicated that there would likely be opposition, most businesses would not support.
- Some members did support parking removals from Main Street or at least no parking on the street during busy times, allowing pedestrians to enjoy the boulevard areas (but only during the busy time of the year). During slow times of the year, parking could be allowed. If not eliminated, it should be introduced where it works best and be delineated to prevent intrusion into sidewalk areas. It was noted that there is currently a parking restriction on Main Street up to Labour Day and afterwards, parking is allowed again.
- It was suggested that the City should expand the scope of the study to include the area along Carlton Road north of the Art Gallery to explore the potential of additional parking spaces.
- It was suggested that additional parking spaces could be found in the valleyland area. A member indicated that City residents should not have a tax increase to pay for parking for businesses. Businesses should also put money forward to pay for the new parking spots.
- Can businesses have an extended patio space?
 - There could be more available amenity space along the boulevard area if parking is not permitted, roughly 2.5 metres.
- Issue of introducing the round-about intersection
 - Possibility of a round-about is not entirely accepted, some would rather have a 4 way intersection. It was noted by a member that the round-about would comply with engineering road standards for vehicular use.
 - Some concerns raised about pedestrian safety using round-about concept especially with the volume of pedestrian traffic often in the village
 - Staff noted that it is still being explored with Markham's Transportation Planning staff.

Staff asked members if a one-way street system is warranted given it will be more expensive and timely to implement. Or should the available funds be used to rejuvenate the current streetscape as Concept 3 would be quickest and least expensive.

- 4-5 members expressed support to consider a one-way street option/concept.
- Perhaps too early to decide if a one-way roadway is the preferred concept, keep options open.
- It was suggested that residents in the area should have input.
- It was noted that improvements proposed at the south-end of Main Street would be beneficial, allowing traffic to connect to Carleton through the laneway.
- It was indicated by a member that they would rather have a traditional intersection to slow down traffic, keep the image of Main Street and heritage of a two-lane street.
- The issue of whether a one-way street system hurts or benefits merchants was raised.

Committee members thanked Andrew Johnson for his presentation and noted that the Committee may need more education on some of the concepts including more visuals or real

life examples. Staff indicated that they would be working on the project over the summer months and would return to the Committee for further feedback.

c) Incoming Planning Applications

Mr. Hutcheson reviewed the application summary chart.

d) Potential Expansion of Committee

Kimberley Kwan raised the issue of whether this committee would benefit by having a member from the School Board and other stakeholders and members of the Curling Club. It was indicated that the president of the Curling Club has contacted members from the committee to discuss joining further discussions. Most agreed that it was a good idea for the Curling Club to be more involved.

Staff noted that Council would have to allow additional members to join the committee. It was suggested we could add the Curling Club to the Committee mailing list to receive information from the committee.

It was suggested we also send the agenda to the Principal of the school, so parents involved with the school can become aware of the committee's activities.

Moved by Don Hamilton
Seconded by Bill Bilkas

That of Parkview Public School principal and president of the Unionville Curling Club and Secretary of the Curling Club be put on the mailing list for the Committee agenda so that they are aware of meetings.

Carried

Moved by Don Hamilton
Seconded by Kimberley Kwan.

That the Committee revisit the discussion of adding more committee members in the fall and ask if any individuals from either body (Curling Club/School) are interested in joining the committee.

Carried

e) Public Washroom Info Card

Mr. Hutcheson reviewed the design concept for the Crosby Arena washroom information card and asked if the card should be sent to the BIA.

- It was noted that the washroom location shown on the card is deceiving; an "X" should be used to highlight the location and include the address, and a compass arrow to highlight North direction. Should be smaller size to hand out to customers. The original intention was that the card could be placed in the window area of commercial businesses and restaurants to notify people where the public washroom was located.

- Possibility of putting a QR code rather than consistently printing out paper.

6. Adjournment

Committee adjourned at 9:35 PM.

Next meeting will be at the call of the chair or held on Wednesday September 19, 2018 at 7:00pm.