



**Historic Unionville Community Vision Committee
September 19th, 2018 Minutes**

**City of Markham
Location: Canada Room**

Members:

**Harry Eaglesham, Vice Chair
Councillor Don Hamilton, Ward 3
Wes Rowe, UVA
Kimberley Kwan, UHS
Stanley Wu , MVC
David Johnston, Heritage Markham
Tony Lamanna, UBIA
Sylvia Morris, UBIA
Joseph Cimer, Community Rep
Scott Harper, Community Rep
Peter Miasek, URA (Alternate)**

Regrets:

**Regional Councillor Jim Jones
Rob Kadlovski, UBIA (Chair)
Reid McAlpine, URA
Bill Bilkas, Community Rep
Sandra Tam, Culture Department**

Staff:

**Regan Hutcheson, Manager of Heritage
Planning
Liz Wimmer, Senior Planner Urban Design
Mary Creighton, Director of Recreation
Alex Sepe, Committee Clerk**

1. Disclosure of Pecuniary Interest

None disclosed

2. Confirmation of Agenda

The agenda was confirmed as presented.

3. Adoption of the Minutes of June 20th, 2018

Moved by Scott Harper

Seconded by Sylvia Morris

That the Minutes of the Historic Unionville Community Vision Committee meeting held on June 20, 2018 be adopted, as distributed.

Carried

4. Business Arising from the Minutes

a) Update on Pattern Book

- The Pattern book went before Council in June and was adopted, subsequently posted on City of Markham Website under Major Planning Studies.

b) Potential Expansion of Committee

- At the last meeting, members indicated an interest in further discussing the potential of involving individuals from Parkview Public School and the Unionville Curling Club.

- Members noted that Parkview Public School was involved with the Vision Plan, the parents of the children that go to Parkview live in the surrounding area and are therefore stakeholders in the area. The same is true for the Curling Club.
- It was noted that although one of the new committee members is involved with the school, they do not formally represent the school interests.
- The consensus was that Parkview School should decide who will represent the school interests (i.e. school staff, a rep from the school community council or a rep from the School Board).
- One committee member recommended to work with the School Board (YRDSB) as the plan effects property of the school rather than the actual school administration.
- It was also noted that each group could be kept informed of the Committee's work through agenda/minute distribution.

Recommendation

Moved by Kimberley Kwan
Seconded by Stanley Wu

To request that staff ask Parkview Public School (through the Principal) and Unionville Curling Club (through the President of Club) if they had any interest in participating as a formal member of the Historic Unionville Community Vision Committee.

CARRIED

5. New Business/Other Matters

a) Review of Main Street Streetscape Master Plan document

Mr. Hutcheson, assisted by Ms. Wimmer, provided a presentation on the work undertaken to date and the three revised concepts. The following was noted by staff:

- Public safety issues with parking on west boulevard due to proximity of street to the sidewalk.
- Lifecycle money is available and will be utilized at the implementation stage.
- Goal is to enhance pedestrian experience while strengthening the area.
- Part of the area is within the TRCA floodplain (Special Policy Area).
- The main goal of the 1985 Streetscape Plan was to achieve a natural look- without creating an overly tailored appearance.
- Heritage Conservation District plan provides some direction on design.
- General improvement goals: reduce pavement width, improve pedestrian circulation, increase boulevard amenity spaces, reduce heat island effect by increasing green spaces, introduce way finding, incorporate traffic calming, upgrade street lighting.
- Constraints- Existing underground utilities can potentially impact part of the street resulting in a limited ability to plant new trees. Driveways on the west side also impact the boulevard and pedestrians. Any changes to road alignment or traffic flow

would appear to trigger an Environmental Assessment (EA) (Schedule B – Any project under 2.4 million).

- Detailed design principles- preserve village like presence, maintain casual character, protect and enforce the areas unique heritage character, create more attractive environment to encourage private investment, maintain the shopping environment, improve overall pedestrian experience through physical layout.
- Should bollards be introduced on the street to offer protection?
 - Staff noted the street is already narrow so traffic moves slower. Bollards are a non-traditional look that does not reflect a village like character.
- Concept 1 “Refresh the Street”
 - Remove and replace asphalt pavement paving in existing alignment (7m).
 - Resurface boulevard with unit paver or textured colour pavement.
 - Increase sidewalk width to 1.5 metres (where possible).
 - Replace streetlights with heritage style poles.
 - Increase tree canopy.
 - Introduce street rooms (identifiable areas along the street) to include seating, bicycle storage and garbage disposal.
 - Define gateway node with denser tree planting.
 - Maintain current intersection configurations.
 - parking (if desired) will still be available on the west side.
- Concept 2 Modified 2-Way traffic
 - This concept would appear to trigger an EA as the centre-line of the road would be realigned to allow for equal boulevard space on both sides of the street. Asphalt reduced to 6m
 - Introduce concession road lighting, new perpendicular parking (west side) and tree areas.
 - Increase tree canopy.
 - Replace streetlights with heritage style poles.
 - Increase sidewalk width to 1.5 metres.
 - Introduce street rooms (identifiable areas along the street) to include seating, bicycle storage and garbage disposal.
 - Define gateway node with denser tree planting.
 - Resurface boulevard with unit paver or textured colour pavement.
- Concept 3 Main Street to become one-way south bound
 - Along concession road the parking will be angular parking- this would be a northbound only street.
 - 5 m of asphalt and a rolled curb of 0.5 metres on Main Street.
 - Sidewalk width will be 2.0 m on both sides.
 - Define gateway nodes through denser tree planting.
 - Introduce street rooms (identifiable areas along the street) to include seating, bicycle storage and garbage disposal.
 - Replace streetlights with heritage style poles.

Review of the concepts

Concept 1

- **Cost:** This was the most desirable in comparison to the other options that were presented from a cost perspective (estimated to cost \$1.86 million).
- **Parking:**
 - All concepts will reduce parking spaces due to the infrastructure required for the lighting. Current engineering standards of spacing per metre to ensure adequate coverage is provided. Lighting quality also has to reflect heritage quality.
 - It was noted that in summer parking is restricted on Main Street but on-street parking is permitted after Labour Day. Parking is vital for the local businesses as tourism is slow and less pedestrians are moving around post Labour Day.
- **Lighting:**
 - It was suggested that the City may have to examine alternative methods for lighting, and other opportunities that do not take away from parking or tree planting.
 - Street lamps were chosen due to their style being closest to what is in place right now.
- **Safety:** Concern expressed over safety of Main Street, as people are apprehensive to sit on street due to it being so narrow; member suggested removing tables from the street.

Concept 2-

- Cost estimate of \$2.08 million,
- Increased constraint due to trees.
- More pedestrian protection if parking is permitted on both sides of the street.
- Narrow pavement width could affect cyclists.

Concept 3-

- Cost estimate \$2.76 million.
- Meets AODA standards.
- Cycling opportunities due to wider width.
- Increased TRCA involvement due to being in floodplain.
- EA would also complicate work and make it a more time extensive project.
- Concern regarding closing Main Street for festival uses with concession road being northbound only- from a fire services perspective
- Concern with one-way system and what happens if concession road is flooded, and whether Fire was concerned about Main Street being closed for events.
- It was noted that there will need to be extensive consultation with businesses located on the street if this was to be pursued.

The Committee discussed what type of feedback they should provide to Council with respect to the concepts. The following summarized the discussion:

- Combined Concepts -In response to the question as to whether there could be a hybrid of the different concepts, staff noted that this was possible. Members expressed an interest in exploring a hybrid model where parking along concession road is enhanced in all concepts.
- Timing Issue - Support for Concept 2, however concerned with the TRCA. This option will allow more parking. Some members noted despite this option taking an extra year (EA), the infrastructure will be in place for decades to come. Some members were still concerned about extended timeframe. Staff was asked if changes can be made to avoid an EA
- Impact on Business Environment - It was suggested that a one-way street will be detrimental to local businesses, shoppers would be reluctant to visit without parking. Mr. Hutcheson noted that there is published research on this topic indicating minimal impact and the material can be made available to members.
- Concept 1 - Some members supported Concept 1 because it maintains the original heritage qualities of the street. There was some support for the decorative grey wood street poles as it was felt they also contribute to pedestrian safety and provided a “village character”.
- Sidewalks/Patios – It was suggested sidewalks be kept away from the road curb and whether it was safe to have restaurant patios.
- Parking on Main Street - It was pointed out that during the summer there is no parking on Main Street and this should continue. During cold months there should be parking allowed as the street is much quieter. Can the City introduce parking fees on Main Street for people who park there all day? It was also suggested that local businesses should be asked if they support parking on both sides or one side or no parking on Main Street.
- Parking General – It was suggested that there may be other parking opportunities nearby such as on Carlton Road north of the Varley Gallery using the boulevard area. Also that the parking space lines along concession road need maintenance.
- Victoria St Intersection – It was noted that this is a dangerous road condition and is not addressed in Concept 1 or 2. The issue of whether additional land/expropriation would be required to improve the area was raised.
- New Developments – City needs to consider traffic issues that will result based on new development behind Main Street.
- Further Consultation – There is a desire to consult with the businesses on Main Street, as well as residents- Staff indicated that further discussion will be needed with Senior Staff as to when public consultation would occur. Members also noted it is difficult for them to provide feedback without consulting with their respective organizations.
- Next Steps – in response to what happens next, staff indicated that a report would be sent to Development Services Committee in November to update Council and seek direction on public consultation and funding.

Recommendation

Moved by Don Hamilton
Seconded by Peter Miasek

That the Committee recommends that the City hold public consultations on the streetscape concepts identified as Concept 1 and 2 with all community stakeholders which would include business owners and tenants as well as local residents, and that Concept 3 not be pursued;

That the Committee recommends that Options 1 and 2 should be further refined with both concepts including the option of additional parking and road improvements to the concession road;

That the laneway identified as the concession road be upgraded to a standard municipal road condition; and

That any civic improvements to the concession road area should be conditional upon improvements to the existing parking areas on private properties.

CARRIED

The Committee also suggested that staff not use the word “street rooms” as it could prove confusion to the public and that perhaps vehicles should be shown parked on the boulevards. Staff noted that a discussion on materials and design elements would likely be on the October agenda for Committee’s input.

The Chair asked members of the public in attendance if they had any questions or input and the following was provided:

- Suggestion of a major gateway on Hwy 7.
- If parking is to remain on Main Street, then put a time restriction on the parking spaces.
- Will the changes affect the street south of the railway? (no)
- During 8am-10am on weekdays there is a lot of traffic through Main Street. Can this be addressed and how can the area become more walkable?

b) Planning applications

- No substantial developments have been brought forth.
- Mr. Hutcheson noted that the development application for 206 Main Street was approved by Council in June. He noted that in response to a suggestion by the Deputy Mayor, staff are working with the applicant to seek improvement to the private/public lands between the new development and the Crosby Arena (South Side) by having just one pathway with enhanced landscaping. It appears that the applicant has agreed to cover these costs. Negotiations continue with City staff.

c) New Business

- A member asked that the matter of property standards/ by-law enforcement for properties in the commercial core area be added to the next agenda and that an update be provided by By-law Enforcement staff.

Historic Unionville Community Vision Committee Meeting Minutes
September 19th, 2018

- A member noted that the homeless man occupying the vacant property at Main Street and Highway 7 will be removed by September 25th.

6. Adjournment

The Committee adjourned at 9:20 pm.

7. Next Meeting

Next meeting will be at the call of the chair or held on Wednesday Oct 17th at 7:00pm.