

Main Street Unionville Commercial Core Streetscape Master Plan 2020/21

Final Study Report



September 2021

Planning and Urban Design Department

With the assistance of Cosburn Giberson Landscape Architects

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Special Thanks

This study was coordinated by the Planning and Urban Design Department with contributions and input from the following City of Markham staff members:

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Regan Hutcheson
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1.0 INTRODUCTION

The commercial core of Main Street Unionville is a key part of the historic village, and has long been identified as a centre of pride for the City of Markham while functioning as a highly visited destination area for visitors to the community.

1.1 Study Concept

Last ungraded over 35 years ago in the mid-1980s, the existing commercial streetscape in historic Unionville is in need of rehabilitation and refurbishment.

One of the recommendations of the Main Street Unionville Community Vision Plan in January 2015 was to revitalize the streetscape elements on Main Street. The Vision Plan suggests that the City take guidance from the streetscape concepts explored as part of the vision and undertake a Streetscape Beautification initiative. This is based on the premise that a streetscape that is more comfortable, more accommodating, and that introduces a green canopy will help contribute to the regeneration of Main Street.

At present, staff repair specific components of the streetscape as they break or come to the end of their lifecycle, but in some cases, the material is no longer available leading to unattractive patchwork and a deteriorating streetscape. In 2017, Operations staff was going to utilize life cycle funding to undertake major repairs to the streetscape. However, this work was put on hold, and based upon the recommendation of the Historic Unionville Community Vision Committee as part

of capital budget discussions for 2018, Markham Council provided the necessary funding to undertake this study.

1.2 Purpose

A streetscape master plan is required to identify the constraints and opportunities in the area and the desired concept for the streetscape. This document will provide the guidance needed to prepare the final documentation (detailed design) for street improvements.

The objective of the streetscape master plan study is to develop a new streetscape that addresses the needs of residents, visitors and local business operators, and enhances the pedestrian experience while protecting the heritage character of the area. The purpose of the study is to establish a streetscape plan and design direction to strengthen the sense of place and improve the physical attractiveness of the commercial Main Street. This will enrich the experience of living, shopping and doing business in the area through improved traffic movements, landscaping and street furniture.

The intent of the study is to establish detailed design and order of magnitude costing associated with an improved streetscape for the commercial core area. The overall streetscape project is to be undertaken in three phases:

Phase 1 – Master Plan Concept Development

Phase 2 – Detailed Design Drawings

Phase 3 – Implementation.

1.3 Study Area

The study area of the Streetscape Master Plan is focused primarily on the portion of Main Street from the railway tracks in the south to Carlton Road in the north, and includes the former concession road allowance located to the east of Main Street in the valleylands. The length of this portion of Main Street is 485 m (1,591 feet).



1.4 Advisory Committee

The Historic Unionville Community Vision Committee (HUCVC) has been tasked with providing community feedback, advice and assistance in the development of a streetscape master plan. The Committee was created by Markham Council in 2015 with the mandate to assist with the overall realization of the Vision Plan as well as suggest plans and projects to further its implementation and provide feedback on issues, priorities, projects, policy documents and studies.

The Committee is comprised of one representative from each of the major historic Unionville community organizations (Unionville Villagers Association, Unionville Historical Society, Unionville Ratepayers Association, Unionville Village Conservancy and Heritage Markham Committee) and three representatives from the Unionville Business Improvement Area (BIA) Board. There are also four community representatives and two Markham Councillors on the Committee.**

The input of the HUCVC has been essential in creating a design framework, principles and guidance that reflects the viewpoint of the community and respects the character of historic Unionville.

**In 2019, the HUCVC became part of the Unionville Sub-Committee of Council and was no longer a separate advisory committee.

2.0 BACKGROUND

2.1 Planning Context

2.1.1 Community Context

Unionville has a very distinctive visual quality that should be protected and reinforced through careful planning and urban design interventions. It is for this reason that the former village of Unionville was designated as a heritage conservation district. The Main Street portion in the study area is the traditional village commercial core of historic Unionville, and properties are almost exclusively in commercial use. However, at the north end of the commercial street are the Crosby Arena and the Unionville Curling Club, with sport fields in behind. There are also many significant cultural heritage properties along the street. The north and south boundaries of the study area function as the unofficial “gateways” to the historic commercial area. Lands to the east of Main Street are valleyland/floodplain in which surface parking lots are permitted.

Properties to the north of the study area include the Varley Art Gallery immediately on the northwest corner of the Carlton Road/Main Street intersection and Toogood Pond to its north. The Unionville Library Branch is located in the open space precinct found at the northeast corner of the intersection. The existing residential streetscape to the south of the railway tracks offers generous landscape boulevards, mature trees and a historic lantern style lighting (similar in design to that currently used in the commercial area).

2.1.2 Traffic Context

Main Street Unionville is the key spine road running through the historic village. The street originates at the new Pan Am Centre to the south and ends at the Unionville Fire Station in the north. Main Street is identified as a Minor Collector Road in the Markham Official Plan. The street is geared towards servicing local traffic needs with Kennedy Road, a Region of York Arterial Road to the east, addressing much of the traffic requirements. However, Main Street experiences a high volume of use during morning hours with people looking for alternative southbound access routes. The street also sees increased usage during summer months and weekends. Further, the commercial section of Main Street is usually closed to all traffic for special events/festivals.

The former concession road to the east of Main Street provides access between Victoria Street and Carlton Road, and affords access to private and public parking areas in the floodplain. Other parking opportunities are provided on private property behind businesses on the west side of Main Street accessed by a number of driveways, which connect to Main Street. There are also approximately 28 non-delineated, public parking spaces on the boulevard of the west side of Main Street.

2.1.3 Development Pressure

It is expected that the commercial area will continue to experience development pressures through additions to existing buildings and new construction.

The Main Street Unionville Community Vision Plan (see section 2.3.3) acknowledges the study area as the centerpiece of the Vision Plan design effort – the principal commercial precinct, easily walk-able and what most people refer to as “Main Street Unionville”. The opportunities explored in this area involves the use of large amounts of underutilized space behind and between buildings to create additional retail and residential spaces. It is expected that development pressure will be focused on the west side of Main Street given that much of the east side is constrained from a development perspective due to policies associated with development in the floodplain.

2.1.4 Official Plan and Zoning By-law

Both the Markham Official Plan 2014 and the Zoning By-law for this area provide limitations on development in terms of land uses and development criteria as well as environmental limitations due to the floodplain.

In the Official Plan, the study area is designated as **Mixed Use Heritage Main Street**. These areas provide a traditional shopping experience for residents and visitors in an historic main street setting where at-grade uses are predominantly retail. As such, these areas represent an opportunity for individuals to engage in a unique experience that is not

currently available in new shopping areas. The areas are to provide for pedestrian-oriented uses at-grade that contribute to the animation of the historic commercial area.

The land use policies associated with properties identified as Mixed Use Heritage Main Street specifically strive to protect and enhance the unique heritage character within the area through limitations on building type and heights. Further, specific land use policies for the Unionville commercial core recognize the distinctive character of this area’s buildings, sites and landscapes and require compatible infill development and redevelopment to enhance and complement the area’s village-like, human scale of development. The policies also encourage the continued commercial viability of the area while providing “a pedestrian oriented, shopping/dining/cultural experience serving both the local neighbourhood and the wider Markham community in the form of a historic village commercial area”.

A secondary plan is being prepared by the City to address how best to implement the Vision Plan concepts from a land use perspective.

The majority of properties in the study are zoned ‘Heritage Main Street’, a commercial zoning category that permits: retail stores, specialty food stores, personal service shops, restaurants and cafes, bake shop, hotels and business offices/ commercial schools/ health centres (provided they not be located on the ground floor).

2.1.5 Toronto and Region Conservation Authority (TRCA)

A number of properties in the study area are within the floodplain, but identified as Special Policy Areas (SPA) and regulated by the TRCA. These SPA lands historically existed within the floodplain, but site-specific policies approved by the Province of Ontario provide for the continued viability of existing uses and may permit some minor expansion subject to strict controls and requirements. The parking lots and the former concession road east of Main Street are all located in flood-prone lands.

2.2 Unionville Streetscape Project 1985

Planning for the improvements to and the beautification of Main Street, Unionville commercial area started in the late fall of 1983 under the direction of the Unionville Heritage Conservation District Steering Committee (appointed by Markham Council and comprised of both residents and storeowners/operators from Main Street). As well, the Unionville BIA, the local ratepayers and the Unionville Historical Society were also officially represented.

At that time, the Main Street was sadly in need of a facelift. The sidewalks were broken and cracked and in certain cases the paved areas had lifted causing a hazard to pedestrians. Roads and boulevards needed upgrading and the wooden poles holding hydro, Bell, cable TV and other wires plus transformers were an eyesore to all.

The design and planning for Main Street was very much a “grass roots” effort as comprehensive design guidelines were

formulated by the committee and the committee spent considerable time searching for appropriate light standards and finishing materials all to achieve the following stated goal:

“In making improvements to Main Street, Unionville, it is vitally important that a natural look is achieved. Our greatest concern is that the completed project not take on an overly tailored appearance. Unionville’s Main Street clearly needs to be upgraded, but without losing more of its present casual nature than is necessary. Thus every effort must be made to avoid many of the clichés of contemporary streetscaping. The Main Street should not look as if it has been newly completed”.

The Main Street renovations were completed over a three-month period during the summer of 1985. The physical changes to the streetscape were further enhanced for the summer season with hanging baskets of flowers and tubs with flowering trees and shrubs. The physical components included:

- a) Undergrounding of all existing overhead wires and main transformers
- b) Relocation of the existing watermain from roadbed to the new boulevard
- c) Reconstruction of the existing road
 - new base, new pavement and new low profile concrete gutter
- d) Installation of sidewalk and boulevards
 - construction of new concrete sidewalks (reflecting the width and placement of the original sidewalk)

- construction of new boulevards with mini cobble pavers in a herringbone pattern in muted earth tones.
- e) Installation of light standards
 - new lantern style light fixtures which elaborate on the old Unionville street lamps lit by hand in the late 1800s, painted a grey blue with decorative cross bars for hanging baskets of flowers. Poles are staggered.
- f) Street furniture
 - decorative wood and wrought iron street benches
 - wooden posts with 2 tier cross bars for hanging additional baskets of flowers alternating with light standards along boulevards
 - wooden tubs for flowers
 - wood pole mounted garbage receptacles

The total cost of the project was \$846,972.00

2.3 Community Improvement Area

The current study area was also designated as a Community Improvement Project Area by by-law 208-85 in June 1985 as permitted by the Planning Act. The municipality also adopted a Community Improvement Plan for the area in July 1985.

The area is still considered a Community Improvement Project Area.

2.4 Policy/Plans

2.4.1 Unionville Heritage Conservation District Plan 1997

The Unionville Heritage Conservation District Plan was adopted by municipal by-law to provide appropriate guidance for the conservation of heritage resources and character features as well as providing advice and control for alterations and new development in the District. The Heritage District Plan encourages compatible infill construction that enhances the District's heritage character, complements the village's human scale of development and guides the design of new development to be sympathetic and compatible with the heritage character while providing for contemporary needs.

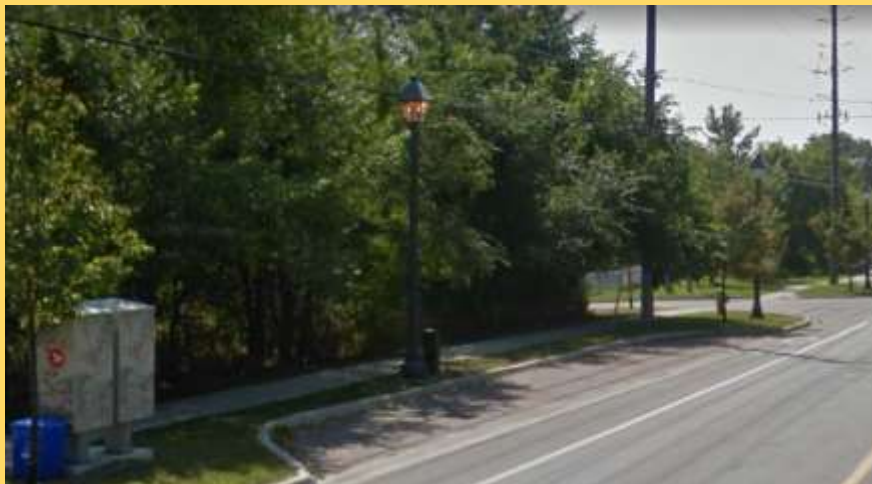
The Heritage District Plan does provide guidance on streetscape components located in the public realm. These have been noted in the "Review of Streetscape Elements – Policy Review and Guidance" (Appendix "A").

2.4.2 Main Street (South of Hwy 7) Streetscape Master Plan 2005

The part of Main Street Unionville located south of Highway 7 was the subject of a streetscape study in 2005-2006 led by external consultants. It was undertaken once an Environmental Assessment for this component was completed (2004) which included a plan to narrow the existing roadway from four travel lanes to two travel lanes. The design principles associated with the project were to:

- Extend the heritage district streetscape character south of Highway 7
- Improve the pedestrian experience
- Provide consistent, balanced, cohesive tree planting and lighting
- Create a visual focal point and gateway at the Highway 7 intersection and at the Rouge River crossing

The preferred streetscape concept included a total of 12 on-street parking spaces located on both sides of the street within a rolled curb and treated with pavers in each parking bay, decorative heritage style, post-mounted light fixtures, and shade trees within a sodded boulevard.



The plan was endorsed by Council in March 2005, subject to conditions and implemented in 2009.

2.4.3 Main Street Unionville Community Vision Plan 2015

In January 2015 after a two-year study process, the *Main Street Unionville Community Vision Plan-2014* was endorsed in principle by Markham Council to help guide new development and changes in both the public and private realms. The objective of the undertaking was to address specific issues impacting the ongoing success and stability of historic Unionville and to develop new opportunities and strategies to support and enhance the village. A key aim was to find the appropriate balance between protecting the unique heritage environment while ensuring the area's economic vitality and prosperity.

The Community Vision Plan establishes a shared concept to give direction to future investments, development and community building initiatives over the next 30 years. The Vision Statement notes that ***“Main Street Unionville shall become a vibrant, thriving and successful heritage village that is a regional destination, but serves local needs”***. The Vision Plan affirms that Main Street Unionville as an entity can evolve to be both in form and function a contemporary traditional village, but it will take great care.

Although the Vision Plan explores issues and opportunities from Highway 7 in the south to Toogood Pond in the north, the key focus area was on the commercial Core Area, referred to in the Vision Plan as the Village Core Area (West Side North and South and East Side). The Vision Plan includes a number of specific recommendations to realize its goals. One of the key recommendations was to undertake a streetscape improvement program.

The Streetscape Improvement Program as prepared by Ferris & Associates Inc. in the Vision Plan attempts to address issues such as the need for traffic calming, crowded sidewalks, lay-by parking that encroaches on sidewalks and is not clearly marked, and insufficient amenities including seating/patios, bike parking, lack of trees and uncoordinated street furnishings.

The streetscape strategy includes the following concepts for consideration:

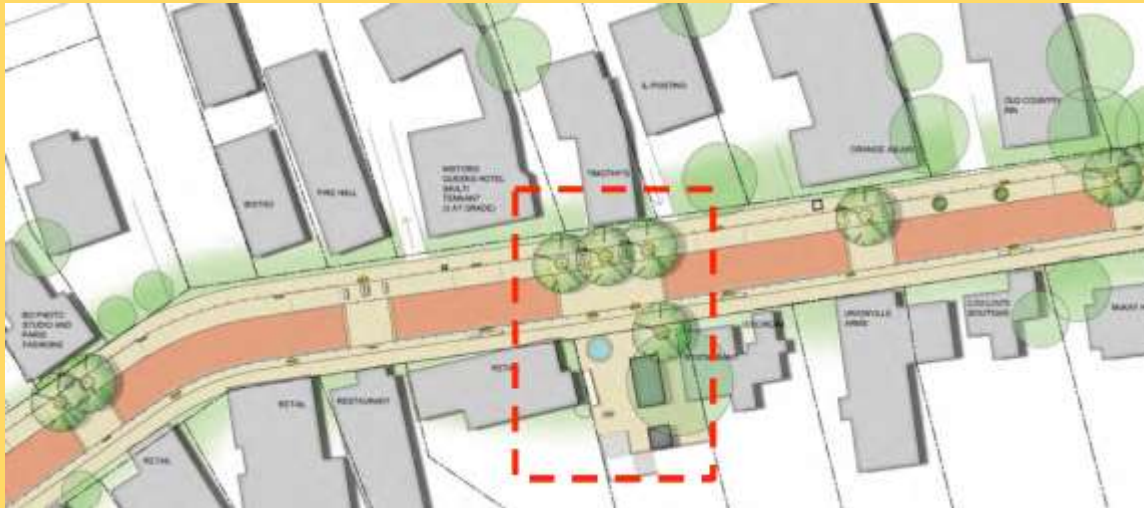
- Create more formalized entrances to Main Street using vegetation
- Introduce decorative paving (“Street Rooms”) to help calm traffic at select locations and offer a space for amenities (seating, trees, bike racks)
- Redefine and organize lay-by parking spaces
- Provision of a consistent pedestrian sidewalk zone of 2 metres in width
- Consider a prototypical patio platform for temporary use to expand restaurant seating areas into the boulevard.
- Introduction of new consistent streetscape elements (street lights, waste bins, furnishings, etc) and maintain electrical transformers below grade or behind buildings.
- Increase the tree coverage in clusters where it is feasible including gateway locations
- Consider infrastructure that is adaptable to all season requirements.

The concept developed in the Vision Plan proposes a refreshment of the existing street alignment and did not address the former concession road area.

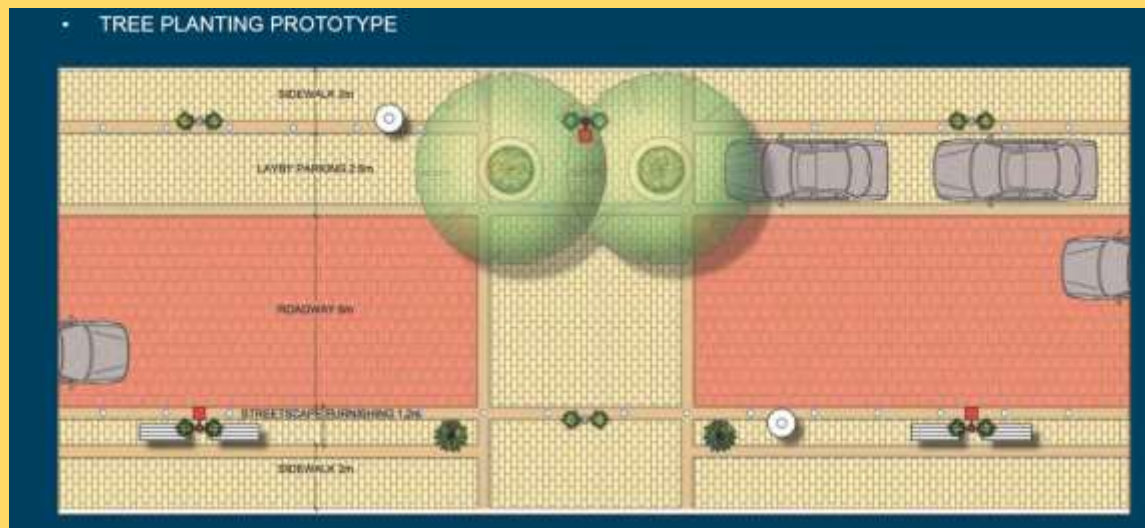


Staff comments on this concept at the time noted:

- A pedestrian-first approach is a worthy objective
- Further examination should occur regarding the removal of parking along the boulevard area as the current situation requires caution by drivers, pedestrians and cyclists, impacts exposure of commercial storefronts and generally detracts from the area’s heritage character.
- Streetscape improvements need to address operational and maintenance requirements
- Winter theming (strings of lights across the street) is an interesting concept, but would involve significant costs and effort to implement and maintain, and would have to be at a height so as to not impact larger City vehicles including fire trucks.



Illustrations of potential streetscape with non-asphalt driving surface, enhanced treatment of sidewalks and boulevards, and “street rooms” where amenities could be grouped.



3.0 ANALYSIS, ISSUES AND OPPORTUNITIES

3.1 Existing Streetscape

The existing streetscape reflects the same streetscape that was introduced in 1985 as detailed in section 2.2 of this report. Many specific elements of the streetscape are in a declining state due to their age. Each element is further addressed in Appendix “A” by reviewing the existing situation, guidance provided by policy documents and a recommended approach.



3.2 Existing Issues and Conditions

Issues and conditions associated with the existing streetscape have been examined. As previously noted, at present, Operations staff repair specific components of the streetscape

as they break or come to the end of their lifecycle, but in some cases, the material is no longer available leading to unattractive patchwork and a deteriorating streetscape.

As part of the Main Street Unionville Community Vision Plan in 2013, the consultants undertook an analysis of existing conditions related to the streetscape, which have been included in this overall summary of issues and conditions:

Pedestrian and Vehicular Zones

- Walking Zones (sidewalks) are narrow and often crowded and uncomfortable.
- Vehicle parking (west side) is not clearly delineated resulting in irregular parking of vehicles and vehicles often encroach upon pedestrian areas.

Fast Moving Traffic

- although traffic is slow at some times during the day once this period passes, vehicular traffic moves quite quickly with nothing between Fred Varley Drive and Carlton Road to slow it down.

Surface Treatments

- sidewalks and boulevard paving, are old and dated as well as pavers in crosswalk areas are failing
- Maintenance issues, potential hazards

Street Furnishings

- Insufficient amenities such as bike parking, public seating. Street furnishings are mostly uncoordinated.
- Waste Receptacles – too many different designs

Street Lights

- Old, dated and cannot obtain replacement unit

Street Trees

- No trees along the streetscape (public realm)

Seasonal Themes

- Winter Streetscape – non-eventful
- Summer Streetscape – flower barrels impact limited boulevard space

Commercial Patio Space

- limited opportunities

Wayfinding and Gateways

- no narrative signage and minimal wayfinding (other than directional signage to public washrooms)
- no formal points of entry at either end of the commercial area.

Parking on Boulevard

- conflicts with pedestrians, walkability



3.3 Constraints

The following constraints associated with streetscape improvements should be noted:

- Existing underground utilities in the boulevard may impact the introduction of additional trees.
- The existing driveways from west side private parking lots will continue to interrupt the retail environment and disrupt pedestrian movements and compromise safety. These may become pedestrian walkways in the future if comprehensive development is introduced behind the existing buildings which would likely provide underground parking with limited access points.
- The current alignment of the street provides for a larger boulevard on the west side and a narrower boulevard on the east side. Any substantial changes to the road alignment (or traffic flow) may result in the requirement for an environmental assessment.



4.0 CONCEPT DEVELOPMENT

4.1 Streetscape Design Principles

The Streetscape Design Principles developed for this project provide the basic direction to be achieved for the new Unionville Core Area streetscape. The principles include:

- To acknowledge that the Main Street is in a village setting (not a traditional downtown) and the need to preserve the village-like heritage character of the area at a human scale.
- To maintain the casual nature of the street and avoid an overly designed appearance.
- To support and strengthen this unique identity and sense of place within the larger context of Markham.
- To protect and reinforce the area's distinct heritage character and heritage resources.
- To create an improved quality of civic amenity space and an attractive setting for heritage resources.
- To create a more attractive environment that encourages and supports private sector renewal and investment.
- To maintain and support the streetscape's role as a traditional shopping environment where people walk, shop, meet, conduct business and socialize.
- To acknowledge that the street functions as a tourist/visitor generator, often with large amounts of people
- To improve the overall pedestrian experience through physical improvements and accessibility.

- To ensure that improvements reflect a high level of design excellence/ quality and support a distinctive streetscape.
- To re-introduce a green canopy to the street.
- To respect the restrictions and controls related to any works in the floodplain area.

4.2 Streetscape Design Concepts

Given that streetscapes are not re-designed very often, this project provided the opportunity to explore design concepts that not only strive to achieve the design principles, but offer additional enhancements and improvements to the existing condition. The concepts range from a basic refurbishment of the existing streetscape to concepts that would result in substantial changes to street alignment and traffic flow.

The three concepts are illustrated in Appendix "B":

a) **Concept 1- Refresh the Street**

- Remove and replace asphalt paving in original road alignment (7.0m)
- Re-surface boulevard areas with unit pavers /textured coloured surfacing
- Increase tree canopy
- Define gateway nodes with denser tree planting
- Increase sidewalk width to 1.5m both side where possible
- Introduce heritage style (lantern) street lights with power supply for events

- Introduce “street rooms” concept to incorporate seating, bicycle storage, garage/recycling

b) **Concept 2 – Modified ROW - Two Way Traffic**

- Remove and replace asphalt paving in narrower 6.0m width
- Re-surface boulevard areas with unit pavers /textured coloured surfacing
- Increase tree canopy
- Define gateway nodes with denser tree planting
- Increase sidewalk width to 1.5m both side where possible
- Introduce heritage style (lantern) street lights with power supply for events
- Introduce “street rooms” concept to incorporate seating, bicycle storage, garage/recycling
- Update East Lane (Concession Road) lighting with heritage style street lights.
- Increase tree canopy along East Lane (Concession Road) and improve parking layout along lane

c) **Concept 3 – One Way Main Street**

- Convert to one-way streets. Southbound on Main Street and northbound on East Lane (Concession Road- original ROW at 18.0m). Two-way traffic between Fred Varley Drive and Victoria Avenue.
- Reconfigure Victoria Avenue/Main Street/Concession Road intersection

- Reduce street pavement width on Main Street to 5.0m asphalt with two 0.5m depressed curbs to provide necessary 6.0m aisle for fire services
- Remove and replace asphalt paving
- Re-surface boulevard areas with unit pavers /textured coloured surfacing
- Increase tree canopy
- Define gateway nodes with denser tree planting
- Increase side width to 2.0m both side where possible
- Introduce heritage style (lantern) street lights with power supply for events
- Introduce “street rooms” concept to incorporate seating, bicycle storage, garage/recycling
- Update East Lane (Concession Road) lighting with heritage style street lights.
- Increase tree canopy along East Lane (Concession Road) and improve parking layout along lane

All three concepts do not illustrate parking on boulevards however the boulevard area in each concept can accommodate parking if this is desired (west side only for concept 1) either all year or only in the off-season.

4.3 Review of Concepts

In **Appendix “B” Review of Streetscape Concepts**, each of the three concepts is examined using the following criteria and was scored:

- Heritage Character
- Overall Pedestrian Environment
- Sidewalk Treatment
- Tree Opportunities
- Cycling Opportunities
- Traffic Improvements at South End
- Impact on Commercial Street
- Additional Studies
- TRCA Involvement
- Safety
- Timing
- Parking Opportunities

All three concepts were very close when scored. **Concept 1 – Refresh the Street** attained the highest score primarily because it was the lowest cost option, could be accomplished in the least amount of time, offered some minor improvements and did not appear to require additional studies. **Concept 2 – Modified ROW – Two Way Traffic** and **Concept 3 – One Way Main Street** were almost equal in the overall scoring. Concept 3 was the highest cost, would likely require an Environmental Assessment (EA), and had the greatest impact on the commercial business operations, but would offer the best pedestrian experience. Concept 2 was slightly more expensive than Concept 1 while offering a better boulevard experience on the east side and a small improvement for pedestrians.

Feedback on the concepts and a preferred course of action was provided by the HUCVC on June 20 and September 19, 2018, and included the following:

- An interest in exploring a hybrid model where parking opportunities along the concession road are enhanced in all concepts;

- Concern about the timing associated with the project, especially if an EA is required;
- Potential negative impact on business community (Concept 3);
- Maintaining the heritage character and qualities of the original street;
- Parking on boulevards of the street is seen as necessary during winter/shoulder months, but should not be permitted during key summer months.
- Exploring other parking opportunities in the area;
- Improvements to the Victoria St intersection situation are desirable;
- Need for extensive and further consultation with the public, community stakeholders, business owners and tenants, etc.

The advisory committee recommended:

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.

On November 19, 2018, Markham Council received the **Main Street Unionville Commercial Core Streetscape Master Plan 2018 – Preliminary Study Report** and authorized staff to undertake further community and stakeholder consultation on Concepts 1 and 2 as well as appropriate streetscape components.

5.0 CONSULTATION

5.1 Overview of Consultation

Extensive consultation was undertaken to obtain feedback on the two proposed streetscape concepts under consideration, the potential improvements to the East Lane and streetscape features.

5.2 Open House and Community Meeting

An Open House and Community Meeting were held on Wednesday, February 27, 2019 from, 6:00 to 9:00 pm at the Crosby Arena with 44 members of the public and two members of Council in attendance. The meeting was advertised in the local newspaper, on the City's Website calendar, social media and by the local councillor (1200 person resident listing). Local Unionville groups were sent notice of the event and agreed to inform their members, including the Unionville BIA, Unionville Ratepayers Association, Unionville Villagers Association, Unionville Village Conservancy, Unionville Historical Society, Unionville Curling Club and Parkview Public School Community Council. All members of the Heritage Markham Committee, the City's Historic Unionville Community Vision Committee and Markham Council were also notified and invited to attend.

Prior to the formal presentation, there was an open house component with display boards and staff and the consultant on hand to answer questions. Attendees were also

encouraged to provide feedback through a questionnaire that was available.

A variety of subjects were discussed during the question period including safety issues/pedestrian crossings, boulevard parking pros and cons, accessibility issues, timing of the project and impact of new development on the streetscape. A summary of the meeting is in Appendix C.

5.3 Community Questionnaire and YourVoiceMarkham

During the consultation period, Markham's new community engagement website '**YourVoiceMarkham.ca**' was launched to allow residents to get information and provide feedback on projects being undertaken by the City. This streetscape study was one of the first projects available on the new platform and allowed visitors to see the concepts and use the questionnaire to provide feedback.

Feedback from the questionnaire (47 responses) included:

Topic	%
Preference for Streetscape Concept #2	60
Preference for Streetscape Concept #1	19
Preference for no on-street parking	66
Preference for increased tree canopy over on-street parking	89
Preference for summertime restrictions for on-street parking	94
Support for improvements to the east laneway (greening, lighting, aisle definition)	83
Support for the opportunity of introducing commercial patio space in boulevard areas	85
Support for coloured/stamped asphalt pavement to create	58

focus areas on Main Street	
Support for coloured/stamped asphalt pavement in the middle of the Carlton/Main intersection	64
Support for coloured/stamped asphalt pavement in the middle of the Fred Varley/Main intersection	64

The complete survey results are found in Appendix “D” as well as the written comments provided on the questionnaire summarized under general themes.

5.4 Heritage Markham Committee

The streetscape study including a review of the options were presented to the Heritage Markham Committee on March 13, 2019 to obtain feedback from a heritage perspective as the study area is within the Unionville Heritage Conservation District.

The Committee expressed a preference for Concept 2 related to the road alignment with a preference for 2.0m sidewalks with the larger boulevard on the east side, in order to eliminate parking opportunities and driveway conflicts on the west side and allow delivery opportunities on the east side boulevard (without blocking traffic).

The Committee also offered general comments on streetscape features:

- A desire to not over-design the street;
- Enhance pedestrian/village experience;
- Consider wooden poles versus metal banner poles
- Disguising electrical control boxes (serviceable but not visible)
- Making the street more winter friendly;

- Appropriate/traditional lighting (colour temperature, direction and projection);
- Desire for, and treatment of, new trees;
- Consider a more ambitious approach with regard to better quality materials (both placement and use) while considering operational and maintenance requirements.

5.5 Unionville Business Improvement Area Board (BIA)

Approximately 16 members of the UBIA received a presentation and provided feedback on the streetscape study and options on March 20, 2019. The members’ comments included:

- Improving accessibility on the street (if not AODA then a Seniors Drop Off Area – 15 min);
- Desire for new streetlights with better spacing;
- Improve safety at Carlton Road and Main Street intersection;
- Explore introducing identifiable pedestrian crossings (Planing Mill, mid-block);
- Support for on-street parking to continue;
- Consider enhanced boulevard and pavement materials;
- Concern about narrowing lanes;
- Introduce features to slow down traffic;
- Create a special place and not just replicate what exists. Explore other areas that have improved streetscape character and amenities;
- A preferred Concept option was not provided.

5.6 Historic Unionville Community Vision Committee (HUCVC)

The HUCVC provided feedback on the development of the consultation process and the streetscape options at its meetings in January, February and March 2019. The Committee indicated a preference for streetscape concept #2.

Other matters raised by members of the Committee included ensuring wider sidewalks, the impact of limiting or removing parking from the boulevards versus improving the pedestrian environment, the need to use quality, long-lasting materials, and the potential for pedestrian crossings on the street.

5.7 Unionville Villagers Association (UVA)

The Manager of Heritage Planning was the guest speaker at the Association's March 2019 meeting. The presentation to the 30 attendees was focused on the streetscape project and the options under consideration. Comments included maintaining the heritage character of the street, addressing excessive commuter traffic on Main Street, ensuring the health of the historic commercial core and improving the safety of the Carlton Road/Main Street intersection.

5.8 Public Art Master Plan

Staff undertaking the City's Public Art Master Plan were consulted and provided feedback from a public art opportunity perspective, including:

- A desire to explore opportunities (both permanent and temporary) in which the Art Master Plan can work with the new Streetscape Master Plan;
- A suggestion to illustrate potential public art piece locations on the streetscape concept, including the parkette at the top of the stairwell and Carlton Road intersection.

Markham's Public Art Master Plan identifies certain areas within the streetscape study area as public art site types such as the **Varley Art Gallery Courtyard and Main Street Unionville** (Site Category 1- Key Existing City Sites, Gateways and Heritage Areas), **Stiver Mill Garden** (Site Category 3 – Community Parks and Trails) and the **Main Street Unionville Streetscape** (Site Category 4 – Streetscape and Transit).

5.9 Gateway Master Plan

The Public Realm program within the City's Operations Department has undertaken a Gateway Master Plan for the City. Gateways are landmarks which act as markers to indicate entrance to, or exit from, the City as a whole, and important neighbourhoods, districts or unique locations.

Main Street Unionville is identified as an Internal Gateway (specifically Carlton Road & Main Street and Main Street & GO Train Tracks). According to the Plan, gateways should leave a lasting impression, showcase public art, and support the development of Markham's green and cultural assets as destinations. Section 6.2 of this Plan provides general design guidelines for internal gateways. During the consultation

period, this master plan was still draft and was to be presented to Council early in 2020.

5.10 Wayfinding

The Public Realm program was approached by a small group of local citizens who wanted to make the Main Street more approachable and less cluttered. They identified a community desire to introduce wayfinding opportunities into the Unionville streetscape within the commercial core area. This type of signage would be placed at key locations to help direct people to major public facilities such as the arena, library, bandstand, art gallery, washrooms, Stiver Mill, recycling centre, etc. Funding for this work was obtained through the 2018 Capital Budget, but its initiation was put on hold pending the outcome of the streetscape master plan project, to fully integrate the wayfinding program into the fabric of the streetscape plan.

5.11 Accessibility Committee

Staff solicited feedback on the streetscape options from the Accessibility Committee which supported improvements that enhanced the pedestrian experience and accessibility. The Committee noted the challenges of accessing Main Street from the east parking lots due to the grade change and supported one or more drop off parking zones along the street. Other suggestions included audible traffic signals, wayfinding that assisted those with low vision, and sidewalks that are smooth and wide to allow a person to walk next to mobility device. Any streetscape design opportunity to make local businesses more accessible was encouraged.

5.12 Local Councillor

A number of meetings were held in April and May 2019 with the Councillor for Ward 3, which includes the Main Street Unionville streetscape. The councillor noted that the proposed streetscape treatment was very similar to the existing condition and encouraged staff to consider a more ambitious approach with a focus on enhancing the overall pedestrian experience through the use of better quality materials. It was suggested that consideration should be given to surface materials other than concrete and asphalt (such as natural materials which are more durable and have aesthetic appeal) and perhaps the removal of standard curbs. It was understood that maintenance and capital costs would have to be taken into account. Other comments included:

- Preference for Concept 2 with wider sidewalks and equal boulevards;
- Additional streetlights and trees (as many as possible) will help limit the amount of parking;
- Character and materials should support pedestrian use rather than vehicular traffic;
- Consider enhanced surface material from storefront to storefront across the entire width of the right-of-way with different coloured paving materials delineating boulevard areas and sidewalk areas;
- Preference for black, lantern style streetlights (notwithstanding light fixtures to the south will be grey) and a large banner pole to hang event signage generally around the area of the Recycling Centre;
- Explore the feasibility of bollards within the street that can be raised/lowered as required for street closures.

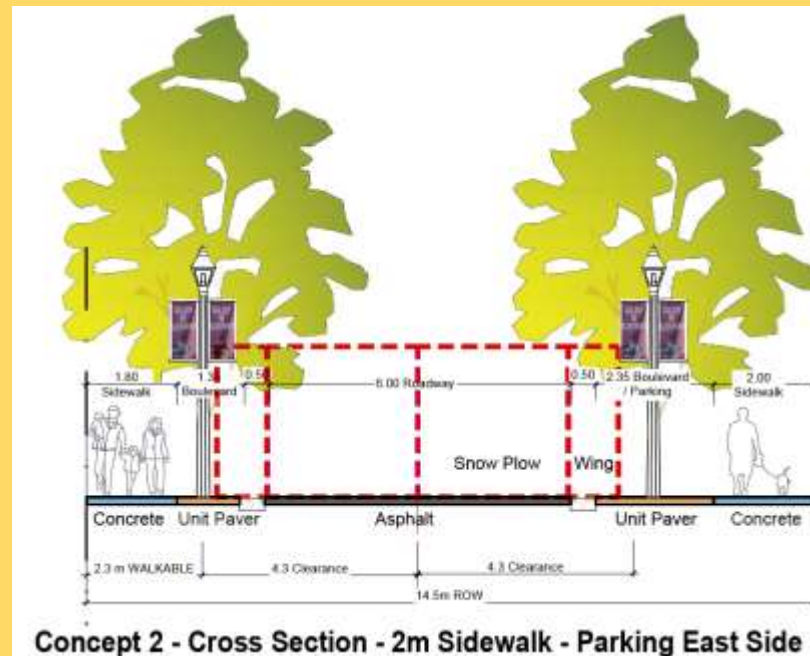
5.13 Markham City Staff

During the consultation stage, the study team continued to engage other City staff, including representatives of the Engineering Department and Operations Department, to address areas of concern. Issues of note have been addressed and are summarized below:

Lane Widths

- Both streetscape concepts provide for 3.25m of road lane width (3.0m of asphalt + 0.25m of gutter)
- Engineering Department has recognized that reduced lane width are appropriate in special circumstances. Drivers tend to be more careful when lanes are narrow and could be viewed as traffic calming. York Region has implemented narrower lane widths (in comparison to past practices) recognizing the need to create a more pedestrian friendly environment and reducing operating speeds. Reduced lane widths are not appropriate for all circumstances and should be within a reasonable range; however, Main Street Unionville (a heritage district) is not a regular City street condition and warrants consideration of reduced lane widths.
- Operations Department identified an issue with the reduced lane width related to snow clearing operations. The snow-plough equipment used by the City needs 3.05m plus an additional 1.0m to accommodate the side wing. The wing cannot be easily removed and needs at least 1.0m clearance when pulled up to the vertical position.
- To address this issue, it was suggested that a revised cross-section be developed with a different curb

treatment that would allow the curb and part of the boulevard be utilized to accommodate the side wing.



Use of Enhanced Materials

- According to Operations Department, any consideration of introducing non-standard or enhanced materials must take into account the initial capital cost difference as well as the on-going operating costs and lifecycle costs in order to apprise Council of the true operating and maintenance costs.
- If pavers/stone are contemplated, they should be installed on a concrete foundation, surrounded by a concrete flush curb, to avoid movement or shifting.

- The study should offer a base cost for the preferred streetscape concept based on typical materials (concrete, asphalt, etc.) and an enhanced cost based on higher quality or different materials for sidewalk, boulevard or roadway treatments.
- Operations also noted a concern regarding the use of impressed or stamped asphalt as it degrades faster than regular asphalt and colour matching is challenging when maintenance is required.

examined and confirmed at the detailed design stage. Staff later updated their comments and indicated underground services will need to be upgraded.

Other General Comments

Operations staff also noted a number of other comments which are included in Section 6.2, but include:

- any enhanced treatment along Main Street roadway outside of intersections may provide pedestrians with a false sense of security, possibly being mistaken for crosswalks.
- Ensure tree diversity when selecting new tree species, and when clustering trees near intersection, ensure sight lines are maintained.
- Preference for the removal of the wooden poles.
- Preference for contractor to be responsible for watering of street trees (5 year warranty provision)
- The need to further consult with the BIA on the need for and cost recovery of hydro costs if street light electrical infrastructure is provided for use during festivals.

Underground Services

- Initial staff feedback indicated that below ground services such as water, sanitary and sewer will not require upgrading however, this should be fully

5.14 Case Studies

Case Study

Example of Enhanced Streetscape in Toronto Market Street

“During the summer months, the traditional sidewalk is occupied by outdoor restaurant patios, and the pedestrian sidewalk spills out into the winter-parking lane. This seasonal transformation is made possible through the use of removable bollards and the absence of traditional stepped curbs between the vehicular and pedestrian axes.” Further, “the design of the streetscape seamlessly integrates roadway, sidewalk and concealed drainage...”

“The street and sidewalks feature concrete unit paving laid on a concrete base. Barrier curbs are replaced by rows of bollards to provide a continuous surface along the full length of the street. Pavers are selected and organized to reflect the heritage context, and also to clearly indicate pedestrian and vehicle zones in full compliance with the most stringent AODA guidelines.”

DTAH Website



Case Study

Brampton Downtown Reimagined Project

This project’s aim is “to fulfill the potential for Queen and Main Streets to become a vibrant destination by creating an aesthetically beautiful streetscape around Brampton’s historic Four Corners. The project proposes critical infrastructure upgrades that create a complete, safe and accessible public realm for pedestrians, cyclists and motorists alike. Features include widened pedestrian boulevards, double the street trees, separated cycling lanes, public art, bespoke street furniture, and unique lighting solutions with WiFi capabilities. The custom designed paving consists of a random field pattern of varying intensity at the four gateways to the downtown core and at key civic sites. The colour palette, derived from the local context, includes a heritage component...”

DTAH



DTAH Website

Case Study

Grande Allee, Quebec City

Enhanced treatment in the pedestrian zone and parking zone with asphalt maintained in the vehicular zone.



Google – Oct 2018

Case Study

Uden, North Brabant

Shopping Street in The Netherlands

The road right of way resembles a pedestrian mall that allows vehicles at a lower speed with different pavers delineating pedestrian and vehicular areas.



Google – June 2017

Case Study

Halifax, NS

The streetscape consists of full unit paving from building face to building face. Paving and streetscape elements are designed to delineate roadway from public realm. There are no curbs with, trench drains used for storm water.

The design includes a co-ordinated streetscape furnishings package. Trees are both in ground and in raised metal box planters. 2-5% of the projects' capital cost is targeted annually for ongoing maintenance and a maintenance manual to address the upgrades is in place.

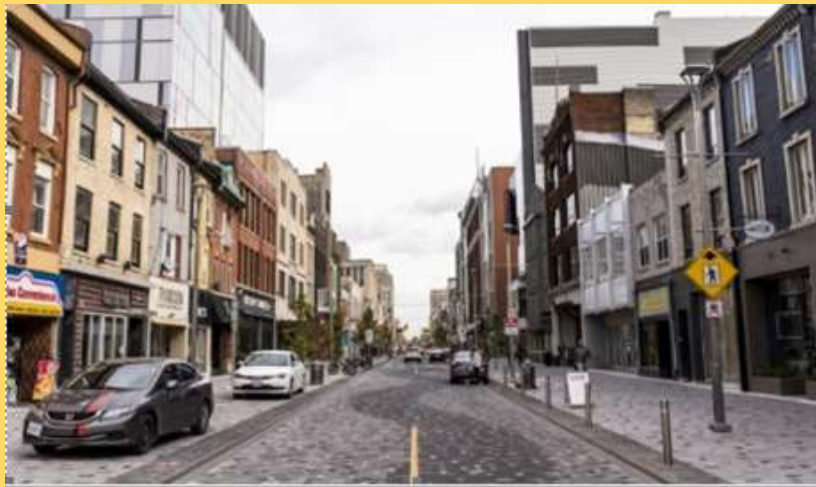


Case Study London, ON

This project includes four blocks of revitalized streetscape through downtown area; 740m in length – Dundas Street (central downtown east-west business corridor). This is London's first "Flex Street" (opened at the end of 2019). "A flex street is seamless space that allows for more pedestrian priority and for the area to be closed off for events. It really creates park space out of a road" (Britt O'Hagan, Manager of City Building and Design).

It features pavers in the roadway that encourage lower speeds, extra-wide sidewalks, no curbs (which benefits delivery people, to parents with strollers to those using mobility devices), mid-block pedestrian cross-overs, and special lighting. 700,000 interlocking brick pavers were used. Textured pavers guide people with visual impairments.

Objective: "The primary goal is to make Dundas the most exciting street in London by creating a really vibrant pedestrian and public space, along with a rich retail and restaurant environment".



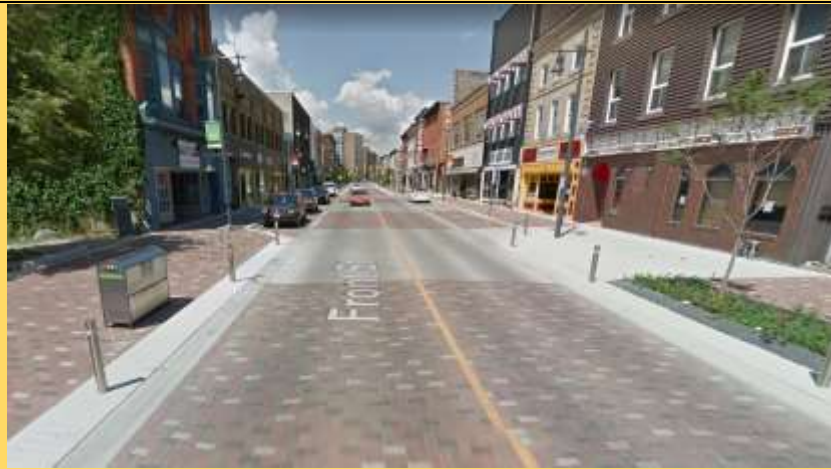
Case Study Belleville, ON

The streetscape is a combination of concrete, asphalt and concrete pavers over a concrete base – the type/colour of the pavers was created for this project and called the Belleville Blend (unilock) Pavers were used in both the pedestrian and vehicular zones and the City used a creative landscape architect to design the streetscape.

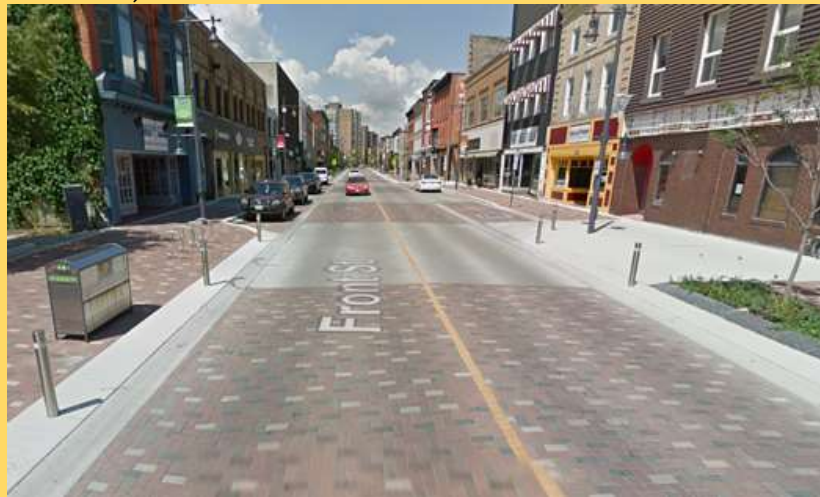
Features include soil cells to ensure trees survive, some rolled curbs to be pedestrian friendly and some locations were flat surfaces were created from storefront to storefront. Decorative bollards protect pedestrians, Design allows entire areas to be closed off.

Two lanes of parking were eliminated for most of the street to enlarge pedestrian zone (added lay-by parking) Also narrowed travel lanes. New streetlights were custom designed, LED technology, switch pole (bottom and top) with fuse box. All infrastructure underground was replaced (i.e. 1920 sewers)

Construction occurred over 4 years (in four phases). There have been no issues – important to have a concrete base underneath and drainage holes in the base. There was no lifecycle analysis done for the project - staff acknowledge that there will likely be additional costs and maintenance will have to be adjusted.



Belleville, ON



5.14 Summary of Consultation Findings

During the consultation process several public and internal meetings were held along with the circulation of a questionnaire which provided specific project questions along with opportunity for other input. This information has been tabulated in the chart below with significant criteria highlighted in support of the preferred concept.

In general, the consensus of the consultation process informed the following preferred streetscape criteria:

- Preference for Concept 2 was significantly preferred over Concept 1.
- Limit or reduce parking on the street, either by limiting to one side or restricting permitted parking times.
- Provide and enhance traffic control on the street by incorporating traffic calming measures and increase pedestrian safety. This should include improvements to the East Lane for traffic circulation and parking.
- Improve the pedestrian environment by focusing on people over vehicles. Included as sub-criteria would include wider sidewalks and street lighting improvements.
- Aesthetic improvements to enhance and speak to the Main Street heritage and character by incorporating enhanced surface materials.

Main Street Unionville Public Input - Comment Tabulation								
Suggestion	Direct Email	Surveys	Community Info Meeting	Heritage	Ward Councillor Meetings	BIA Meeting	Questionnaire	TOTAL
PARKING								
Limit parking access	1	8	1		1			11
Provide accessible parking	2	2	1					5
Provide parking on one side		3		1			11	15
Provide parking both sides						1	3	4
Restrict parking (partial & full)		2			1		75	78
Construct parking structure		3						3
TRAFFIC CONTROL								
Incorporate traffic control / calming	3	7	2			2		14
Improve pedestrian safety		6	3			2		11
Add pedestrian crossing (s)		5	1			1		7
Provide public transit access		2						2
East lane improvement		1					39	40
Shared cycling		1				1		2
PEDESTRIAN ENVIRONMENT								0
Wider sidewalk 2.0m		1		2	1			4
Emphasis on pedestrian environment		6		1	1			8
Patio areas within boulevard areas		2	1				40	43
Incorporate wayfinding		1						1
Improve accessibility						1		1

Incorporate banners				1				1
Use wood poles vs metal				1				1
TREE PLANTING								
Increase canopy		3	1		1		42	47
Preserve existing		1						1
ELECTRICAL & LIGHTING								
Lighting - dark sky	1	1						2
lantern style fixture					1			1
East lane light improvement		1						1
LED fixtures		1				1		2
Electrical outlets on light poles				1				1
Hide controller box locations				1				1
SURFACE TREATMENTS								
Enhanced sidewalk pavement		1		1	1			3
Enhanced roadway pavement		3		1		1	27	32
Full ROW unit paver					1			1
Differentiate uses with paver colours					1			1
Incorporate durable materials		2						2
SITE FURNISHINGS								
Non-metal benches				1				1
Moveable bollards					1			1
PREFERRED CONCEPT								
Concept 1							9	9
Concept 2		2		1	1		28	32

OTHER								
Staircase to lower parking		1						1
East Lane parking upgrades		1						1
Conserve spending		6				1		7
Removable barriers for events		1						1
Provide washrooms		4						4
Incorporate vehicular charging stations		1						1
Restrict garbage collection		1						1
Add people mover		1						1
Renovate stair to east parking		1						1
Do nothing		1						1

6.0 PREFERRED CONCEPT

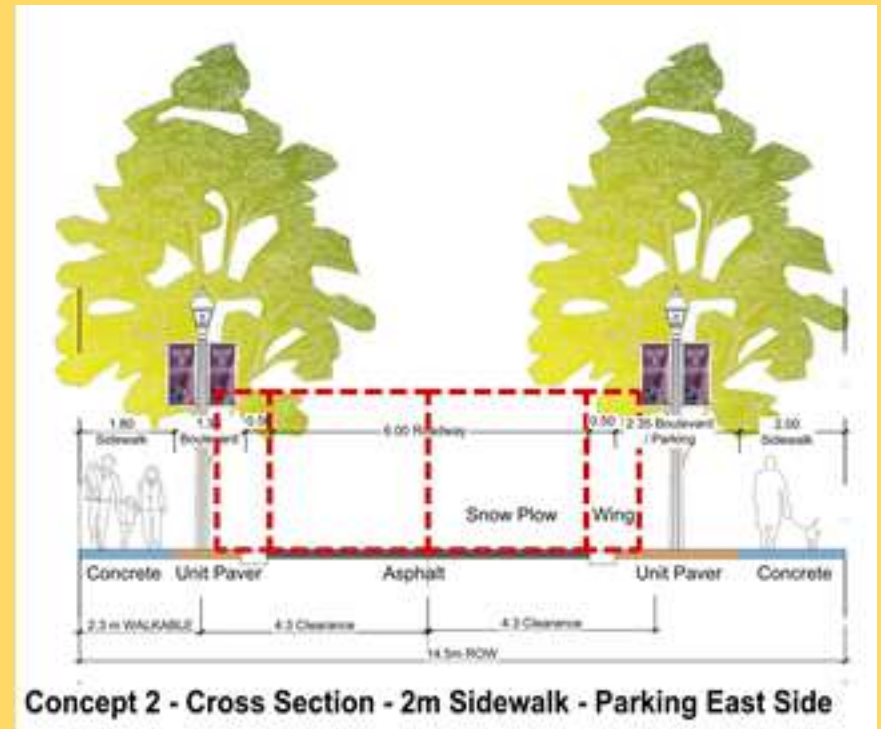
6.1 Overview of Preferred Concept

6.1.1 Streetscape Cross Section

The preferred concept is a modified Concept #2. It features.

- Reduced width roadway to 6.0 m with 0.5m rolled curbs and widened sidewalks to 2.0 m on the east and 1.5 m (with a 2.0 m walkable area) on the west.
- Larger boulevard on east side only
- Resurface boulevard areas with textured aesthetic materials, i.e. at minimum - unit pavers
- Increase tree canopy in groupings
- Incorporate gateway 'Nodes'
- Upgrade street lighting and incorporate heritage style poles and fixtures
- Incorporate street amenity alcoves to include seating, bicycle storage garbage facilities and incorporate traffic calming.
- Improve East Lane lighting and parking opportunities
- Increase East Lane tree canopy

The preferred concept can accommodate approximately 23 parking spaces on the east side boulevard and does not preclude the future introduction of paid on-street parking, if that is the will of Council. At minimum, it is recommended that parking be prohibited during summer months as it is currently.



Review Criteria:

Heritage Character	The heritage character of the area is generally enhanced
Overall Pedestrian Environment	The pedestrian experience is an improvement as there are wider sidewalks, more trees and a welcoming environment.
Sidewalk Treatment	The area devoted to sidewalk space is improved.
Tree Opportunities	The opportunity to introduce more trees on the street is increased.

Parking Opportunities	The opportunity to achieve parking is similar to existing, but the parking would be on the east side of Main Street which has minimal driveway conflicts and allows delivery parking off-road. The improvements to East Lane provide additional parking opportunities
Cycling Opportunities	The opportunity to enhance the cycling experience is similar to existing.
Traffic Improvements at South End	The traffic arrangement at the intersection of Main Street, Concession Road and Victoria Avenue is similar to existing.
Impact on Commercial Street	The impact to the commercial businesses on the street is minor with some disruption in realigning the ROW
Additional Studies	There are no additional studies required.
TRCA Involvement	The work on Main Street involves no major impacts to the Floodplain or SPA areas (thus limiting involvement of the TRCA). The work on East Lane impacts the floodplain of SPA areas in a minor way
Safety	The achievement of a safe environment is an improvement from the existing condition due to enhanced sidewalks and potential removal of parked cars affecting egress from west side driveways.
Timing	The project will require a minor increase in the amount of construction time (compared to refreshing the existing street) due to the realignment of the street.

6.1.2 Potential Public Art Locations

Various location opportunities exist for the incorporation of public art installation. These include:

- Fred Varley Art Gallery courtyard
- Crosby Arena
- Kathleen Gormley McKay Art Centre
- City owned property at 185 Main Street
- Unionville Bandstand
- Station Lane/Train Station
- Recycling Depot

These opportunities involve publicly owned properties and are not within the public right-of-way. There would appear to be minimal opportunities along the streetscape.

6.1.3 Potential Wayfinding Locations

Opportunities for wayfinding locations include:

- Crosby Arena
- Kathleen Gormley McKay Art Centre
- City owned property at 185 Main Street
- Unionville Bandstand
- Victoria Avenue

Wayfinding infrastructure will be addressed as part of the detailed design process, and should consider consistent wayfinding standards and coordination with local, regional and federal bodies such as York Region and Parks Canada.

6.1.4 Potential Gateway Opportunities

It is proposed to use enhanced tree planting to signify gateways into the historic commercial core area.

Gateway locations into Main Street include the intersections of:

- Carlton Road and Main Street
- Victoria Avenue and Main Street
- Station Lane and Main Street

6.1.5 Short Term Loading Area

In response to the absence of easy access for those with mobility challenges from the parking areas in the floodplain, it is suggested that a short term loading location be identified and signed near the mid-point of the commercial streetscape (east side). This would allow those with mobility issues or those with strollers to be dropped off prior to securing parking elsewhere.

6.1.6 Protecting Pedestrians

In order to protect pedestrians from vehicular interaction, the preferred plan will offer buffering through the placement of street trees, light standards and other design conditions as appropriate.

6.1.7 Parkette/Stairs to East Parking Lot

The small parkette located at the top of the stairs providing access to the lower east parking lots should be considered part of the streetscape and treated with a consistent and enhanced surface treatment. The stairs are to be re-built in 2020.

6.1.8 Carlton Road Opportunities

For possible consideration is an option to provide an enhanced design treatment to the road, boulevard and sidewalk both to the east and west of the Carlton Road/Main Street intersection. This could include the area adjacent to the Varley Art Gallery and the area leading to the Carlton Road bridge.

6.1.9 Victoria Avenue/East Lane/Main Street

Modification to the existing intersection layout was not pursued as it was determined that the existing configuration is reflective of the heritage character typically found in a village setting and in fact helps tell the story of the development and growth of historic Unionville.

6.1.10 East Lane ROW Opportunities

The East Lane right-of-way improvement opportunities could introduce approximately 12 additional parking spaces. This opportunity could be addressed as part of the Main Street project or as a separate stand-alone project. It would include:

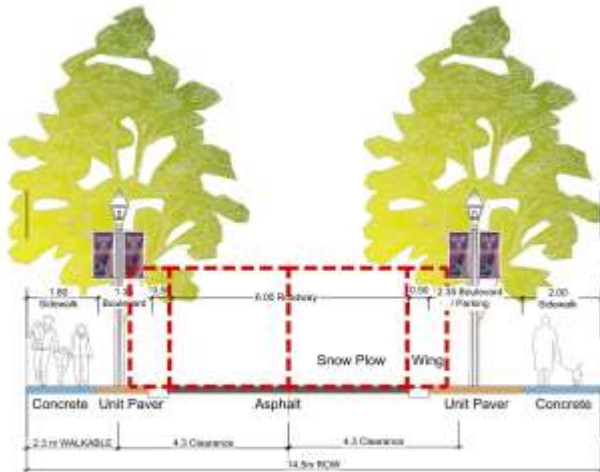
- Improving the tree canopy by greening some existing asphalt surface areas
- Increasing lighting levels with the addition of heritage style poles and fixtures
- Reorganizing the parking layout to increase capacity and improve circulation
- Accommodating traffic for events and special occasions.

This opportunity has been costed as a separate option.

6.1.11 Adjacent Opportunities

Outside of the study area, but adjacent to it are opportunities to consider a consistent design treatment of parking lay-bys on Victoria Avenue and on Station Lane in front of the Historic Unionville Train Station/Stiver Mill complex. This work could be undertaken under separate contract, and does not necessarily have to be part of this streetscape project.

Illustration of Concept



Concept 2 - Cross Section - 2m Sidewalk - Parking East Side

Concept 2 - Modified 2-Way Features

- Remove and replace asphalt in narrower 6.0m width
- Remove and replace existing 0.5m wide rolled curb
- Re-surface boulevard areas with unit paver / textured coloured surfacing
- Increase tree canopy
- Define gateway nodes with denser tree planting
- Increase sidewalk width to 2.0m east side and 1.5m with additional walking space west side
- Replace streetlights with heritage style poles & fixtures and provide power supply for events.
- Incorporate street 'Amenity Alcoves' to include seating, bicycle storage, garbage facilities.
- Update east lane lighting
- Increase Tree canopy in East Lane

Legend



Concept 2 - Street Layout



COSBURN
GIBERSON
LANDSCAPE
ARCHITECTS

Main Street Unionville - Master Plan

Streetscape Upgrade

January 6, 2019



6.2 Streetscape Components and Elements

In **Appendix “A”- Review of Streetscape Elements – Policy Review and Guidance**, each component or element typically found on a streetscape is reviewed by considering the existing conditions, guidance from the Heritage District Plan, guidance from the Community Vision Plan, feedback from community consultation and staff comments.

Based on this review, the following guidelines/direction are suggested for each component or element. For specific components (roadway, boulevard and sidewalk), there are optional approaches ranging from a basic/standard treatment to an enhanced treatment. Some features are common to both approaches.

Pavement-Vehicular (materials)

Approach A – Basic Treatment

- Standard black asphalt is used for the main vehicular areas for driving.
- The idea of creating breaks (“rooms”) in the road asphalt for traffic calming may not support the principle of maintaining a rural/village character that is not overly designed.
- Certain areas such as at intersections may have alternative materials- see Intersection Treatment.

Approach A-1 – Basic Treatment Alternative

- Standard black asphalt is used for the main vehicular area for driving except for eight breaks in the pavement that introduce coloured stamped asphalt in a neutral colour. These are not official road crossing areas, but

instead provide a visual impact that may slow down traffic due to the change of materials.

- A concern was raised regarding the use of impressed or stamped asphalt as it degrades faster than regular asphalt and colour matching is challenging when maintenance is required.
- There is also the issue of these changes in surface treatment potentially providing pedestrians with a false sense of security when crossing the street, perhaps mistaking them for crosswalks.

Approach B – Enhanced Treatment

- Natural stone pavers in a neutral colour is used for main vehicular areas for driving.
- Stone would need to be on a concrete base, surrounded by a concrete flush curb.

Pavement- On Street Parking Area (East Lane)

- Suggest that the on-street parking areas (on the East Lane) remain as asphalt possibly with a rolled concrete curb where it meets the main travel lane.

Intersection Treatment

Approach A-1 – Basic Treatment

- Standard black asphalt is used for all intersections.

Approach A-2 – Basic Treatment Alternative

- Focus any special design treatment to 2 key intersection not all intersections (only Carlton Road and Fred Varley Drive).
- The internal component of the intersection could be decorative and treated with coloured and textured

asphalt with the pedestrian crossing paths in white concrete. Internal colour to be determined.

- Colour of internal intersection would be same as /or complementary to the boulevard treatment.
- This should help improve intersection safety by encouraging drivers to slow down.
- There is the concern regarding the use of impressed or stamped asphalt as it degrades faster than regular asphalt and colour matching is challenging when maintenance is required.

Approach B – Enhanced Treatment

- Natural stone pavers in a neutral colour, but different than the main roadway, for the internal component of the intersection. Pedestrian crossing paths would also be stone using the same treatment as used for sidewalks.
- Stone would need to be on a concrete base, surrounded by a concrete flush curb.

Curbs

- For both approaches, use a “v” concrete curb treatment to allow a more seamless transition from roadway to boulevard.
- Implement Accessibility for Ontarians with Disabilities Act (AODA) provisions within the corridor (tactile warning plates where sidewalk/curb meets roadway)

Utilities

- It is expected that the existing underground utilities on Main Street will remain as constructed. Further consultation will be needed at the Detailed Design Stage.

- Consolidate any above grade utilities where possible.
- It appears that the existing underground electrical transformers are in need of replacement, and further consultation will be needed with Alectra during detailed design.
- Any new hydro transformers should not be located in Main Street ROW- they should be buried or relocated to side streets

Traffic Signalization

- Traffic signalization is not proposed.
- If it was required in the future, any signal poles and infrastructure should use a new black pole and arm similar to the new streetscape on Main St Markham.

Street Lighting

- Current lights in Commercial Core are dated and not performing to identified standards.
- New light standards should meet energy and dark sky requirements, and be LED in accordance with City sustainability initiatives.
- A lantern style fixture top-mounted on a pole is suggested to reflect the former lighting used in the village. A black colour is suggested.
- Any new light fixture on Main Street should include provisions for electricity for festival/special event users, accommodate banner arms and a cross-bar for hanging planters.



- All light poles on Main Street should have power receptacles at the appropriate location for energizing seasonal decorations.
- The same light fixture to be introduced on Main Street should also be used on the East Lane right-of-way.
- The final new design should be determined through community consultation including Heritage Markham Committee

Electrical Requirements for BIA/Festivals

- Further consultation with BIA on electricity requirements during festivals is required
- Some form of electrical outlet should be introduced into either the roadway or boulevard area. In Markham Village, an outlet was added to the street light fixture that had the capacity to address electrical requirements during special events on the street.
- The administration of this service and any contribution from the BIA to hydro costs will require negotiations between the City and the BIA.

Accessibility

- All streetscape works should be designed to achieve the highest degree of accessibility.
- Although the boulevard area is not large enough to implement an accessible parking space that meets AODA standards, a central drop-off zone with a 10-minute maximum should be introduced to allow people with mobility issues to be dropped off.
- Accessible public parking spaces are available at Crosby Arena and the Historic Train Station/Stiver Mill parking lots.
- Consider Audible Signals at any future traffic lights

Sidewalks

Approach A – Basic Treatment

- Concrete sidewalks with a decorative paver adjacent to the concrete curb.
- A 2.0 m wide sidewalk, where feasible, due to amount of pedestrian traffic notwithstanding this is not reflective of historic conditions.
- Concrete sidewalk treatment should continue through driveway areas.
- Do not recommend tinting the concrete.
- As the commercial buildings often do not have a consistent setback, it would be advisable to also work with property owners to introduce concrete treatment up to the building façade. This may also assist in making commercial businesses more accessible.

Approach B – Enhanced Treatment

- Natural stone or brick pavers in a neutral colour for a 2.0 m sidewalk treatment. The treatment would be different than the boulevard treatment.
- Sidewalk treatment should continue through driveway areas
- As the commercial buildings often do not have a consistent setback, it would be advisable to also work with property owners to introduce decorative treatment up to the building façade. This may also assist in making commercial businesses more accessible.

Boulevards

- A pedestrian first approach is a worthy objective and should warrant further consideration of the removal of parking along the street (current west side parking

situation requires caution by drivers, pedestrians and cyclists, impacts visual exposure of storefronts and patio areas, detracts from the area).

- This is the tree/furniture zone as well as a potential parking area (east side).

Approach A – Basic Treatment

- Surface treatment would be a traditional brick size pre-cast unit paver on a concrete base.
- Colour- should from the heritage family of colours
- If parking is to be included in boulevard areas, should consider using a different colour paver to delineate parking spaces.
- Structural soils may be required to support introduction of trees

Approach B – Enhanced Treatment

- Natural stone pavers in a neutral colour for the boulevard treatment with a concrete base. The treatment (colour/size) would be different than the sidewalk and roadway treatments.

Identifiable Pedestrian Crossings

- A concern about the ability to safely cross Main Street between Carlton Road and the railway tracks has been raised.
- From a safety perspective, identifiable pedestrian crossings (such a hatched-line pathway) cannot be introduced without appropriate infrastructure.

Trees and Vegetation

- Almost 90% of survey respondents supported increased tree canopy for Main Street.

- Cluster trees at key locations and to act as gateway features near the railway crossing and at the Carlton Road intersection. Avoid regularity or formality.
- Utilize silva cells to provide sufficient soil volume.
- Indigenous and historically correct preferred, but must be able to survive close contact with street conditions, salt, etc.
- Trees planted in front of commercial properties should be high branching with a light, transparent canopy in order to maintain visibility to storefronts and signage
- Use Trees for Tomorrow Streetscape Guidelines for street trees- heritage section



Tree Grates

- Black tree grates are suggested.

Tree Guards

- Black tree guards are suggested.

Irrigation

- Sustainable solutions for boulevard trees for watering purposes should be examined.
- Consider requiring a 5 year warranty on all street trees.

Wall or Retaining Walls

- Any low wall treatment to be natural stone-grey tones.

Waste Receptacles

- As per current practice (round, black and fabricated of metal)
- Re-use existing waste bins
- Concrete pads to lock down infrastructure.
- Need to consult with Waste Management staff if new consistent bin is proposed



Benches

- Continue to use the existing heritage style black metal bench (same as Markham Village).
- Concrete pads to lock down infrastructure



Bicycle Racks

- As per current standards (circle pole or curvilinear multi type)
- Feasible locations need to be identified at detailed design



Other Street Furniture

- If bollards are required, they should be made of metal, traditional in appearance and black
- The issue of pedestrian safety and impact from vehicles (either accidentally or intentionally) will be in part achieved through the placement of street infrastructure such as light poles and trees.
- See Wayfinding comments.

Bus Shelters

- Not required at this time

Seasonal Baskets/ Wooden Poles

- Wooden poles do reflect rural/village character (further consideration may be needed as Operations would prefer their removal).
- Consider just using light standards to help simplify the street
- Ensure street light pole has appropriate supporting arm for baskets
- Where a wooden pole was once located and it appears that a hanging basket is needed, use a similar pole to that of the street light (this may make the streetscape more formal)

Wayfinding

- Funding for a 'way finding strategy' was approved for 2018, but was put on hold pending the outcome of the streetscape master plan work.
- Wayfinding location opportunities have been included on the new



streetscape. The infrastructure should be complementary to the heritage area character, and should potentially be consistent with/co-ordinate with wayfinding standards associated with other bodies such as York Region and Parks Canada

Banners

- Assume individual banners will continue to be used on the street light poles in the commercial area.
- Need to ensure cross-bars are included on light poles.
- Street banner infrastructure to be introduced on Main Street near historic railway station for upcoming special event advertising. Two black poles similar in design to the streetlight poles with permanent wire to hang banner.

Parkette/Stairs to Parking Lot

- The parkette should have an enhanced surface treatment reflective of the boulevard treatment.
- The stairs to be re-built through the Operations Department in 2020 using concrete.
- In future, consider wayfinding/signage or other means to better integrate/connect the bottom of the stairway with the entrance to the Rouge Valley trail to the east.

Historical Interpretive Signage

- To be determined if this would be appropriate for Main Street Unionville due to the constrained right-of-way.

Public Art

- Main Street Unionville has been identified in the Public Art Master Plan as a location for Site 1 and Site 4 public art installations.

- Some potential locations have been identified.
- Opportunities to introduce public art should be explored with the Interdepartmental Public Art Working Group during the Detailed Design Stage of the streetscape project so that it can be accommodated in these streetscape improvements.

Gateway Features

- Unionville Main Street (commercial core) has been identified in the Gateway Master Plan as an Internal Gateway (Heritage District).
- Gateway features at the Carlton Road intersection and the Planing Mill/Station Lane area should be achieved using clustering of trees rather than physical elements. Care must be taken to consider sight lines when reviewing the clustered tree plantings.
- Also, a Street Banner is proposed for the Station Lane area.
- As per the Gateway Master Plan, if plantings and natural features are to be used as a gateway feature, drought tolerant native and non-invasive species should be considered.
- At Carlton Road, the introduction of an enhanced surface treatment in the intersection also would help as a gateway feature.

Winter Lighting across the Street

- To achieve this, light poles would have to be higher than a traditional lantern style lamp post to allow clearance of vehicles i.e. fire trucks
- Higher poles would be out of character with the rural, village-like character

- String lighting of this nature would be out of character with Unionville's rural, village-like character
- Suggest that this not be pursued.

Active Transportation

- Bicycles will be accommodated in traffic lanes due to the constrained ROW.

WiFi/5G

- Consider opportunities to incorporate infrastructure for future Smart City pilot initiatives.
- On-street WiFi with the upgraded street lighting fixtures and poles can be accommodated utilizing 'Meraki' type outdoor wireless devices.
- Empty conduit under Main Street for future 5G infrastructure and wiring should be considered at detailed design.



Water Bottle Filling Station

- Public access water bottle filling stations could be installed at locations relative to City available water supply. Filling stations could include 'Dog Bowl' water access.



Garbage and Recycling System

- The feasibility of incorporating underground infrastructure for an automatic waste/recycling system as part of the new streetscape was considered outside the scope of this study.
- It was also felt that this concept would appear to substantially add to the overall cost of the design project.

Paid Parking Infrastructure

- It is not anticipated at this time, but has been suggested as both a revenue source and as a means to encourage the continuous movement of long-term parked vehicles
- If in future, it is introduced, any infrastructure machines should be black in colour and unobtrusive as possible.

6.3 Capital Cost Implications

The study explored 6 iterations or combination of project design/landscape elements/enhancement options reviewed from a capital cost standpoint with the following order of magnitude costs (Jan 2020). These costs do not include any utility or other infrastructure work, but do include: catch basin relocation; curbs; trees/tree grates/soil cells; precast planters; street lights/banners; street furniture (benches, waste units, bike racks); and an allocation for wayfinding and wifi infrastructure plus consulting fees (10%) and a contingency (10%).

Basic Treatment – Replace road, sidewalks and boulevard treatments to current standard with new historic lighting, increased tree canopy and added amenities.

- **Cost – \$2.03 million**

Enhanced Treatment 1 – Provide the ‘Basic Treatment’ and include the street ‘Rooms’ breaks in the roadway and coloured stamped asphalt at two main intersections.

- **Cost - \$2.13 million**

Enhanced Treatment 2 – Provide the ‘Basic Treatment’ with coloured stamped asphalt improvements at two intersections.

- **Cost \$2.05 million**

Enhanced Treatment 3 – Provide the ‘Basic Treatment’ with upgraded unit paver sidewalk

- **Cost \$2.20 million**

Enhanced Treatment 4 – Provide the ‘Basic Treatment’ with stone upgrade to boulevard, and sidewalk areas. Road remains

as asphalt with stone pavers used to provide street breaks in the roadway and used at the two intersections.

- **Cost \$3.10 million**

Enhanced Treatment 5 – Provide the ‘Basic Treatment’ with stone upgrade to boulevard, and road areas. Sidewalks remain as concrete.

- **Cost \$3.61 million**

Enhanced Treatment 6 – Provide the ‘Basic Treatment’ with stone upgrade to boulevard, road and sidewalk areas.

- **Cost \$4.06 million**

East Lane Improvements – Increase tree canopy, improve lighting, add amenities.

- **Cost \$0.34 million**

It is anticipated that there would be minimal difference in the amount of construction time associated between the various enhancement options.

6.4 Surface Material Selection

The selection of a preferred material for the surface treatment of the road, sidewalks and boulevards will likely be decided based on factors such as the overall costs, maintenance/lifecycle, and available funding as well as aesthetic considerations (i.e. the desired image to be projected to the community and visitors, the fact that this is a heritage character area, tourism/destination, a desire not to over-design the street and reduce its village character).

Based on the feedback and analysis undertaken during the study process, the following comments are offered for each of the areas where different surface treatments could be considered. Overall, there was a desire to use quality, long-lasting materials, and if enhanced materials are used, it has been suggested that Maintenance Manual should be created and enforced to ensure proper care and repairs.

Road Surface Treatment

- Asphalt is a traditional material that has a long history of use and is easily repaired.
- Introducing decorative breaks in the roadway was supported by 58% of survey respondents.
- Introducing decorative breaks in the road asphalt (or for the entire roadway) may assist in traffic calming (a goal of many in the community), but may provide pedestrians with a false sense of security when crossing the street, perhaps mistaking them for crosswalks and may need to be signed as a crossing.
- If the use of impressed coloured asphalt is contemplated, it should be noted that it may degrade faster than regular asphalt and colour matching is challenging when maintenance is required.
- If brick or stone pavers are introduced, they must be on a concrete base, surrounded by a concrete flush curb. Repairs to underground utilities may be more complex due to the concrete base, but the pavers can be re-used once repairs are completed.

- Introducing decorative treatments in the roadway may require additional attention during winter maintenance.
- Introducing a decorative treatment for the entire street may be considering place-making and creating a unique destination as well as a 'flex street', but it also could be considered over-designing the street of a former rural village (dependent on colour selection and patterns).

Intersection Surface Treatment

- Asphalt is a traditional material that has a long history of use and is easily repaired.
- Introducing a form of decorative treatment in either of the two intersections was supported by 64% of survey respondents.
- A decorative treatment at the Carlton Road intersection was seen as in support of its gateway status.
- Similar comments as identified in using impressed coloured asphalt or stone pavers in the roadway.

Sidewalk Surface Treatment

- Concrete is a traditional material that has been used for sidewalks. It offers a smooth and stable surface. It is also easily repaired.
- Enhance treatment (either brick pavers or stone pavers) on a concrete base can also provide a smooth and stable surface and help create a special environment that does not replicate what currently exists. Repairs to underground utilities may be more complex due to the

concrete base, but the pavers can be re-used once repairs are completed.

- Concrete, brick pavers and stone pavers can all meet AODA requirements.
- Use of pavers/base concrete is also more expensive than standard concrete sidewalks.
- Introducing decorative treatments to the sidewalk may require additional attention during winter maintenance.

Boulevard Surface Treatment

- Boulevard needs to be hard surfaced to function as an area for overflow of pedestrian traffic, the furniture zone and for parking of vehicles or delivery.
- Whether the decorative surface treatment is a traditional brick size pre-cast unit paver or a stone paver, it would be on a concrete base.
- If parking is to be included in boulevard areas, may wish to consider using a different colour paver to delineate parking spaces.
- Structural soils may be required to support introduction of trees.
- Brick pavers would be less expensive than stone pavers.

6.5 Operational and Lifecycle Cost Implications

Operational and life cycle cost implications should consider the ongoing increased maintenance and life cycle replacement of

the proposed installations. A number of municipalities in Canada who had undertaken similar projects were contacted and different approaches were being used including some which did not have any maintenance or lifecycle calculations. Other approaches included taking a percentage of the capital costs (i.e.2%, 5%) or just setting a specific number. It is suggested that 5% of the capital cost would be sufficient to address the enhancements.

6.6 Timing/Co-ordination of Work

Construction Disruption

A concern expressed in the community was the degree of disruption and impact to local businesses and emergency services that would occur during the construction period. Future study will need to explore ways and means of minimizing the potential impacts and disruptions during implementation. For example, the construction period should ideally be undertaken during the slower months from a tourism and commerce perspective.

Co-ordination with Other Private Sector Projects

In addition, the streetscape project should be coordinated, if possible, with any pending development projects that could adversely impact streetscape enhancements. For example, there is a potential major development project on the west side of Main Street. The City would want to safeguard that any surface improvements are not impacted by heavy trucks and construction activities.

Co-ordination with Other Public Sector Projects

It was noted that there is a need for design co-ordination regarding the future light standards in the commercial core

area and the expected lifecycle replacements of existing light standards in 2020 along Main Street between Highway 7 and the railway tracks.

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