

Main Street Unionville Commercial Core Streetscape Master Plan 2021

APPENDICES



Planning and Urban Design Department
With the assistance of Cosburn Giberson Landscape Architects

APPENDICES

APPENDIX “A”

Review of Streetscape Elements – Policy Review and Guidance

Appendix “B”

Review of Streetscape Concepts

Appendix “C”

Public Information Meeting Summary

Appendix “D”

Results of Survey Questionnaire

APPENDIX “A”

Review of Streetscape Elements – Policy Review and Guidance

Prepared: September 2018

Revised: January 2020

Each area of streetscape improvement is examined from the following perspectives:

- Existing Conditions
- **Unionville Heritage Conservation District Plan ***
- **Main Street Unionville Community Vision Plan ****
- Community Feedback
- Staff Comments

* Plan is adopted by By-law and includes design guidelines

** Council Resolution- staff and others be guided by the findings and direction provided by these comments when reviewing or initiating proposed changes, in both the public and private realms of the Main Street Unionville environment.

Unionville Commercial Core Pattern Book – Village Design and Architectural Guidelines

This document does not provide any direction on the public streetscape.

Markham Official Plan (2014)

Policies related to streetscape matters

Heritage Centre – Unionville Heritage Conservation District

9.19.6.1

The land use objectives for the Unionville Heritage Centre are to:

- a) recognize the distinct character of heritage buildings, historic sites and landscapes...and ensure that compatible infill development and redevelopment will enhance the District's

heritage character and complement the area's village-like, human scale of development.

- b) encourage the continued commercial viability of the 'Mixed Use Heritage Main Street' area while:
 - i) providing a pedestrian oriented, shopping/dining/cultural experience....
 - ii) preserving and enhancing its distinctive and historic character;
 - iv) ensuring adequate on-site parking is provided and pursuing opportunities for additional public parking
- c) enhance the overall quality of experience for visitors and residents ...Markham shall support the following initiatives:
 - ii) landscaping improvements such as tree planting along Main Street Unionville in key gateway areas and along pedestrian linkages.

Subject Matter

Roadway

- Pavement- Vehicular
- Pavement – On Street Parking Areas
- Intersection Treatment
- Curbs
- Utilities
- Traffic Signalization
- Electrical Requirements
- Street Lighting

Pedestrian Realm

- Sidewalk Treatment
- Accessibility
- Pavers
- Trees and Vegetation
- Tree Grates
- Tree Guards
- Planters
- Irrigation
- Walls or Retaining Walls
- Waste Receptacles
- Recycling Receptacles- Big Belly Units
- Benches
- Bicycle Racks
- Other Street Furniture
- Bus Shelters
- Seasonal Baskets/Wooden Poles
- Seasonal Portable Barrels
- Banners
- Historical Interpretive Signage
- Public Art

- Entrance Features

Other

Winter Lighting across the Street
Active Transportation

Source	Subject: Pavement – Vehicular (materials, width)
Existing Conditions	Heavy Duty Asphalt
Heritage District Plan	<ul style="list-style-type: none"> Asphalt is permitted P. 19 “Existing pavement widths and road right-of ways are a major contributor to the character of the District and should be retained” “improvements should be undertaken in a manner that preserves and enhances the heritage character of the District:
Community Vision Plan	<ul style="list-style-type: none"> Introduce decorative paving (does not mention materials) that helps calm traffic and organizes amenities and layby parking (need to address fast moving traffic). Concept plans illustrate a different colour at 8 specific “room” locations compared to another colour material for the remainder of the roadway Calm traffic / break up driving into segments Suggests a min roadway of 6.0m
Staff Comments	<ul style="list-style-type: none"> Standard black asphalt would typically be used for the main vehicular areas for driving. Enhanced materials such as stone would be more costly and have to be on a concrete foundation 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

	<p>overly designed.</p> <ul style="list-style-type: none"> Certain areas such as at intersections may have alternative materials- see Intersection Treatment

Source	Subject: Pavement – On Street Parking Areas
Existing Conditions	<ul style="list-style-type: none"> Heavy Duty Asphalt on street Layby parking on adjacent boulevard in on pavers (see Boulevard Section)
Heritage District Plan	<ul style="list-style-type: none"> No specific Policy
Community Vision Plan	<ul style="list-style-type: none"> Only addresses parking on west side boulevard area; special paving treatment is recommended for where cars could park. Layby parking is not clearly designated (this should be addressed) Does not address on-street parking on the Concession Road
Staff Comments	<ul style="list-style-type: none"> Recommend that the on street parking areas (East Lane - Concession Road) remain as asphalt possibly with a rolled concrete curb where it meets the main travel lane.

Source	Subject: Intersection Treatment
Existing Conditions	<ul style="list-style-type: none"> Asphalt base with white lines Carlton Road intersection has special surface treatment for pedestrian walking area Fred Varley intersection has special surface treatment for pedestrian walking area Victoria Street/Con Rd/Main St intersection does not have any special treatment Station Lane intersection does not have any special treatment
Heritage District Plan	<ul style="list-style-type: none"> P.19 "road, curb and servicing improvements should be undertaken in a manner that preserves and enhances the heritage character of the District"
Community Vision Plan	<ul style="list-style-type: none"> Suggests decorative treatment and colour of pavement (no material mentioned) at only two key intersection: Carlton Road/Main Street and Fred Varley/Main St intersection Suggests the introduction of 8 additional areas along the street that would have a change in decorative treatment and colour of pavement called "Street Rooms"
Staff Comments	<ul style="list-style-type: none"> Focus any special design treatment to 2 key intersection not all intersections (Carlton Road and Fred Varley Drive) Suggest that the internal

	<p>component of the intersection be decorative and treated with coloured and textured asphalt with the <u>pedestrian crossing paths in white concrete</u>. Internal colour to be determined.</p> <ul style="list-style-type: none"> Colour of internal intersection would be same as /or complementary to the boulevard treatment
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Source	Subject: Curbs
Existing Conditions	<ul style="list-style-type: none"> Rolled concrete curb
Heritage District Plan	<ul style="list-style-type: none"> P. 20 "a low rolled curb should be used rather than a full urban curb.
Community Vision Plan	<ul style="list-style-type: none"> No direction provided
Staff Comments	<ul style="list-style-type: none"> Standard rolled concrete curbs or a "v" curb should be used Implement Accessibility for Ontarians with Disabilities Act (AODA) provisions within the corridor (tactile warning plates where sidewalk meets roadway)

Source	Subject: Utilities
Existing Conditions	<ul style="list-style-type: none"> Buried utility wires on Main Street
Heritage District Plan	<ul style="list-style-type: none"> P. 21 Buried overhead wires is supported in the district
Community Vision Plan	<ul style="list-style-type: none"> Maintain electrical transformers below ground (or in worse case, place transformers behind buildings)
Staff Comments	<ul style="list-style-type: none"> It is expected that the existing utilities on Main Street will remain as constructed. Consolidate any above grade utilities where possible Any new hydro transformers should not be located in Main Street ROW- they should be buried or relocated to side streets

Source	Subject: Traffic Signalization
Existing Conditions	<ul style="list-style-type: none"> None
Heritage District Plan	<ul style="list-style-type: none"> No direction provided
Community Vision Plan	<ul style="list-style-type: none"> No direction provided
Staff Comments	<ul style="list-style-type: none"> Any new signal poles and infrastructure should use a new black pole and arm similar to the new streetscape on Main Street Markham

Source	Subject: Street Lighting
Existing Conditions	<ul style="list-style-type: none"> Decorative heritage lighting (1986) in commercial core area

	<ul style="list-style-type: none"> No lighting on Concession Road
Heritage District Plan	<ul style="list-style-type: none"> P.20 A distinctive street light is desired The existing lantern style street lights found on Main Street should be retained (this style of light fixture use used south of the tracks and another similar version is used south of Hwy 7)
Community Vision Plan	<ul style="list-style-type: none"> Introduce new light standards that allow festival lighting to be strung across the road Illustrations in the Plan show a decorative heritage style light fixture Streetscape infrastructure should be adaptable to changes in seasonal requirements (utilizing street lighting with poles extensions, winter themed banners, holiday lighting staged or draped across the stree . Use pole extensions for flower baskets, banners, flags or other summer themed accessories.
Additional Information	<ul style="list-style-type: none"> 1986 Streetscape improvement team spent a lot time selecting an appropriate light standard – “A 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”.
Staff Comments	<ul style="list-style-type: none"> Current lights in Commercial Core are dated and not performing to

	<p>identified standards.</p> <ul style="list-style-type: none"> • New light standards should meet energy and dark sky requirements, and be LED in accordance with City sustainability initiatives. • A lantern style fixture is suggested to reflect the former lighting used in the village. The colour (black or other) should be discussed. • Any new light fixture should include provisions for electricity for festival/special event users, accommodate banner arms and a cross-bar for hanging planters. • All light poles should have power receptacles at the appropriate location for energizing seasonal decorations. • New design should be determined through community consultation including Heritage Markham Committee
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Source	Subject: Electrical Requirements for BIA/Festivals
Existing Conditions	Currently vendors have to use generators or extension cords
Heritage District Plan	No direction provided
Community Vision Plan	No direction provided
Staff Comments	<ul style="list-style-type: none"> • Should further consult with BIA on electricity requirements during festivals

	<ul style="list-style-type: none"> • 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.

Source	Subject: Accessibility
Existing Conditions	Curbs are lowered at intersections Rolled curbs on roadway allow enhanced accessibility
Heritage District Plan	<ul style="list-style-type: none"> • No specific policy for streetscape. • Policy for buildings- “when necessary, barrier free access requirements should be introduced in such a manner that character defining spaces, features, details and finishes are preserved”
Community Vision Plan	<ul style="list-style-type: none"> • Provide a consistent <u>accessible</u> pedestrian sidewalk zone
Staff Comments	<ul style="list-style-type: none"> • All streetscape works should be designed to achieve the highest degree of accessibility. • 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. • Consider Audible Signals at any

	future traffic lights <ul style="list-style-type: none"> • Review detailed design plans with Markham Accessibility Committee

Source	Subject: Sidewalks
Existing Conditions	<ul style="list-style-type: none"> • Concrete • Width is 1.2m
Heritage District Plan	<ul style="list-style-type: none"> • P.20 • “sidewalks, where required should be constructed of concrete rather than modern materials than can often take on an overly tailored appearance”.
Community Vision Plan	<ul style="list-style-type: none"> • “pedestrian first approach” is supported • Provide a consistent accessible pedestrian sidewalk zone of 2 m in with • Sidewalk concept treatment is illustrated as coloured paver (actual material not identified) identical to the boulevard.
Additional Information	<ul style="list-style-type: none"> • Unionville Streetscape Project 1986 <ul style="list-style-type: none"> ○ Construction of new concrete sidewalks reflected the width and placement of the original sidewalk
Staff Comments	<ul style="list-style-type: none"> • Suggest that concrete sidewalks be used with a decorative paver adjacent to the concrete curb. • Suggest a 2 m wide sidewalk (or walking area) in the commercial core due to amount of pedestrian traffic notwithstanding this is not reflective

	of historic condition. <ul style="list-style-type: none"> • Concrete sidewalk paving 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.

Source	Subject: Boulevards
Existing Conditions	<ul style="list-style-type: none"> • Pavers are used on both sides of Main Street • Parking is permitted on west side on boulevard pavers • No parking on east side due to narrow conditions
Heritage District Plan	<ul style="list-style-type: none"> • Grassed boulevards are encouraged (more for residential streets). No direction is provided on pavers in boulevards in commercial area • P. 22 “the feasibility of removing the boulevard parking from the west side of Main Street in the historic commercial core should be examined in order to provide an enhanced shopping and pedestrian environment and to provide greater visibility for traffic departing the parking areas behind the businesses on the west side of Main Street. Boulevard parking should not be removed until additional parking spaces are available”.
Community Vision Plan	<ul style="list-style-type: none"> • boulevard concept treatment is illustrated as coloured pavers (actual material/treatment is not identified) identical to the sidewalk. • Concern is raised that pedestrian walking zones are encroached upon by parking of vehicles in places • Layby parking is not clearly designated in boulevard • This area could also be occupied by a prototypical patio platform at

	certain restaurant locations (temporary) to expand seating area of restaurants.
Staff Comments	<ul style="list-style-type: none"> • 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 parking area (east side) • Surface treatment should be a traditional brick size pre-cast unit paver on concrete or further enhanced materials, if feasible. • 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

Source	Subject: Pavers
Existing Conditions	<ul style="list-style-type: none"> Orange Red paver laid in herringbone pattern The Unionville Streetscape Project 1985 noted “construction of new boulevards with mini cobble pavers in a herringbone pattern in muted earth tones”.
Heritage District Plan	<ul style="list-style-type: none"> Materials to be complementary/ traditional to the heritage district
Community Vision Plan	<ul style="list-style-type: none"> Refers to “decorative paving” (no specifics on material or treatment)
Staff Comments	<ul style="list-style-type: none"> Consistent colour and size should be used Surface treatment should be a traditional brick size pre-cast unit paver. Enhanced stone treatment if feasible Colour- could be from the red/brown family of colours Pavers laid in running bond should be considered (need further review).

Source	Subject: Trees and Vegetation
Existing Conditions	<ul style="list-style-type: none"> No streets in boulevard area A few trees in side yards in commercial area
Heritage District Plan	<ul style="list-style-type: none"> P.24 Plant material should be indigenous and historically accurate (deciduous specimens such as maple (sugar and

	<p>silver), chestnut and linden</p> <ul style="list-style-type: none"> Preserve mature healthy trees Don't obstruct historically significant buildings/views with trees Where practical, a limited number of trees should be reintroduced into the commercial core area to help soften the landscape
Community Vision Plan	<ul style="list-style-type: none"> Increase opportunities for street trees –<u>BUT avoid predictable regularity in planting</u> “restorative greening” of Main Street is objective for many residents Only limited areas where trees would be viable <u>Cluster trees into smaller groups sets a casual, natural pattern</u> that can be designed around gateway locations to help define formal entrances (south , mid-street and north) Use trees if possible at “Street Room” locations
Staff Comments	<ul style="list-style-type: none"> Cluster trees at key locations Avoid regularity or formality Indigenous and historically correct 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

	<ul style="list-style-type: none"> • Use Trees for Tomorrow Streetscape Guidelines for street trees- heritage section

Source	Subject: Tree Grates
Existing Conditions	None
Heritage District Plan	<ul style="list-style-type: none"> • No policy • Recommends a heritage friendly family of street furniture/ coordinated in terms of design with existing materials
Community Vision Plan	<ul style="list-style-type: none"> • No direction provided
Staff Comments	<ul style="list-style-type: none"> • Based on feedback from Markham Village streetscape, suggest tree grates be used.

Source	Subject: Tree Guards
Existing Conditions	None
Heritage District Plan	<ul style="list-style-type: none"> • No Policy • Recommends a heritage friendly family of street furniture/ coordinated in terms of design with existing materials
Community Vision Plan	<ul style="list-style-type: none"> • No direction provided
Staff Comments	<ul style="list-style-type: none"> • Tree guards can provide a more formal look to the streetscape. • Further consultation with Operations staff needed to determine if they are necessary.

Source	Subject: Irrigation
Existing Conditions	<ul style="list-style-type: none"> • Watering plants in baskets and barrels is by truck
Heritage District Plan	<ul style="list-style-type: none"> • No direction provided
Community Vision Plan	<ul style="list-style-type: none"> • No direction provided
Staff Comments	<ul style="list-style-type: none"> • Further examination needed of sustainable solutions for boulevard trees for watering purposes

Source	Subject: Walls or Retaining Walls
Existing Conditions	None in current ROW
Heritage District Plan	<ul style="list-style-type: none"> • No specific direction provided • Materials to be complementary/ traditional to the heritage district
Community Vision Plan	<ul style="list-style-type: none"> • No direction provided
Staff Comments	Any low wall treatment to be natural stone- grey tones.

Source	Subject: Waste Receptacles
Existing Conditions	<ul style="list-style-type: none"> Black, round with circle design May be other designs on street
Heritage District Plan	<ul style="list-style-type: none"> Recommends a heritage friendly family of street furniture/ coordinated in terms of design with existing materials
Community Vision Plan	<ul style="list-style-type: none"> Notes current waste receptacles are of many designs (uncoordinated) Suggests new, complementary street furniture (including waste bins) “coordinated elements of the streetscape can send a clear message of order and a district that is a ‘higher order’ destination”. Organize pedestrian amenities into specific areas (“Street Rooms”)
Staff Comments	<ul style="list-style-type: none"> As per current practice (round, black and fabricated of metal) Re-use existing waste bins Need to consult with Waste Management staff if a new consistent bin is proposed

Source	Subject: Benches
Existing Conditions	<ul style="list-style-type: none"> Black metal heritage style benches
Heritage District Plan	<ul style="list-style-type: none"> Recommends a heritage friendly family of street furniture
Community Vision Plan	<ul style="list-style-type: none"> Suggests new, complementary street furniture (including more seating) “coordinated elements of the

	<p>streetscape can send a clear message of order and a district that is a ‘higher order’ destination”.</p> <ul style="list-style-type: none"> Organize pedestrian amenities into specific areas (“Street Rooms”)
Staff Comments	<ul style="list-style-type: none"> Continue to use the existing heritage style black metal bench (same as Markham Village) Concrete pads to lock down infrastructure

Source	Subject: Bicycle Racks
Existing Conditions	<p>Circular rings</p> <p>Need to confirm</p>
Heritage District Plan	<ul style="list-style-type: none"> Recommends a heritage friendly family of street furniture P.20 “The feasibility of introducing bicycle racks... should be examined”
Community Vision Plan	<ul style="list-style-type: none"> Bike parking areas was identified as “insufficient amenities” Suggests new, complementary street furniture “coordinated elements of the streetscape can send a clear message of order and a district that is a ‘higher order’ destination”. Organize pedestrian amenities into specific areas (“Street Rooms”)
Staff Comments	<ul style="list-style-type: none"> As per current standards (circle pole or curvilinear multi type) Locations need to be identified at detailed design

Source	Subject: Other Street Furniture
Existing Conditions	<ul style="list-style-type: none"> There are wooden posts along the street often between light standards that contain hanging baskets, regulatory signs
Heritage District Plan	<ul style="list-style-type: none"> New street furniture and pedestrian amenities should be coordinated in terms of design with the existing material located in the commercial core P. 20 "The feasibility of introducing bicycle racks, a drinking fountain, washrooms, visitor information kiosks and public telephones should be examined"
Community Vision Plan	<ul style="list-style-type: none"> Suggests new, complementary street furniture "coordinated elements of the streetscape can send a clear message of order and a district that is a 'higher order' destination". A way-finding kiosk, narrative signage and bollards are other options to be considered. A bulletin pylon in the form of a Orientation Obelisk is suggested for the southeast corner of Main St and Carlton Rd.
Staff Comments	<ul style="list-style-type: none"> 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) may need to be addressed.

	<ul style="list-style-type: none"> Issue of using wooden posts should be further discussed as they do provide a rural character (but may not be needed if only light posts are used for hanging baskets See Wayfinding comments

Source	Subject: Bus Shelter
Existing Conditions	<ul style="list-style-type: none"> None in this area
Heritage District Plan	<ul style="list-style-type: none"> P. 20 Bus shelter design should be appropriate to the District's character.
Community Vision Plan	<ul style="list-style-type: none"> No direction provided
Staff Comments	<ul style="list-style-type: none"> Not required at this time

Source	Subject: Seasonal Baskets/ Wooden Poles
Existing Conditions	Hanging baskets are on wooden poles and on street light poles Barrels planters on boulevard
Heritage District Plan	<ul style="list-style-type: none"> • Recommends a heritage friendly family of street furniture/ coordinated in terms of design with existing materials
Community Vision Plan	<ul style="list-style-type: none"> • Suggests new, complementary street furniture • “coordinated elements of the streetscape can send a clear message of order and a district that is a ‘higher order’ destination”. • Suggests using street light poles and other infrastructure with pole extensions for flower baskets
Staff Comments	<ul style="list-style-type: none"> • Consider removing wooden poles and 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)

Source	Subject: Wayfinding (directional signage to specific sites and facilities such as bandstand, Arena, Curling Club, Stiver Mill/Train Station Community Centre)
Existing Conditions	<ul style="list-style-type: none"> • Currently there is signage on Main Street poles directing people to washroom facilities at Crosby Arena
Heritage District Plan	<ul style="list-style-type: none"> • p.23 “the introduction of complementary signs advising of the location of public and possibly private parking areas should be considered”.
Community Vision Plan	<ul style="list-style-type: none"> • “coordinated elements of the streetscape can send a clear message of order and a district that is a ‘higher order’ destination”. • Narrative signage can send a clear message of order and that the district is a “higher order” destination
Staff Comments	<ul style="list-style-type: none"> • Operations staff did develop a ‘message board’ design in 2017 • 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 should be included on the new streetscape. The infrastructure should be complementary to the heritage area character. • Locations have been suggested.

Source	Subject: Banners
Existing Conditions	<ul style="list-style-type: none"> Seasonal banners are attached to existing light poles
Heritage District Plan	<ul style="list-style-type: none"> No direction provided
Community Vision Plan	<ul style="list-style-type: none"> Use of banners on street lights and other infrastructure is supported
Staff Comments	<ul style="list-style-type: none"> Assume 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.

Source	Subject: Historical Interpretive Signage
Existing Conditions	Markham Remembered Plaques are located in a few places (private buildings)
Heritage District Plan	<ul style="list-style-type: none"> P. 27 “An interpretive feature providing visual and textual information on the historical significance of the former Union Mill site should be developed.” P. 28 “The feasibility of introducing archival photographs and text along Main Street commercial streetscape in a non-intrusive manner should be pursued” P.28 “A program of commemorating and interpreting significant buildings should be pursued”.
Community Vision Plan	<ul style="list-style-type: none"> Narrative signage is supported
Staff Comments	<ul style="list-style-type: none"> To be determined

Source	Subject: Public Art
Existing Conditions	No public art is currently within streetscape ROW
Heritage District Plan	No policy
Community Vision Plan	<ul style="list-style-type: none"> No direction provided
Staff Comments	<ul style="list-style-type: none"> It is not expected that public art will be included in these streetscape improvements, but may come later. Possible locations have been identified.

Source	Subject: Entrance Features
Existing Conditions	There is no formal entrance feature at either end of the commercial district
Heritage District Plan	<ul style="list-style-type: none"> • P.22 only reference is to District Entry Signage at key vehicular entry points to the district • No reference to an entrance to the commercial area
Community Vision Plan	<ul style="list-style-type: none"> • Clustering trees into smaller groups sets a casual, natural pattern that can be designed around key gateway locations. • Restorative tree plan emphasizes 'gateways' formed by clustering trees at three key locations: North Gate at Carlton Road, Centre Square, and South Gate in the Bandstand/Planning Mill area
Staff Comments	<ul style="list-style-type: none"> • Suggest gateway or entrance features at Carlton Road intersection and the Planing Mill/Station Lane area be achieved using clustering of trees rather than physical elements • At Carlton Road, the introduction of a paver type surface in the intersection also would help as a gateway feature. • Opportunity for a street banner held by two poles at the south end of the commercial core

Source	Subject: Winter Lighting Across the Street
Existing Conditions	Not used
Heritage District Plan	No direction provided
Community Vision Plan	<ul style="list-style-type: none"> • Suggests that winter theming be explored • Illustration of stringing lights across Main Street from light standards
Staff Comments	<ul style="list-style-type: none"> • 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 rural, village-like character • Lighting of this nature would be out of character with rural, village-like character • Suggest that this not be pursued.

Source	Subject: Active Transportation
Existing Conditions	Bicycle in traffic
Heritage District Plan	No direction provided
Community Vision Plan	Cycling is supported
Staff Comments	<ul style="list-style-type: none"> • Bicycles will need to be accommodated in traffic lanes due to constrained ROW

Appendix “B”

Review of Streetscape Concepts

Criteria and Rating Used for Review of each Concept

Heritage Character	<p>The heritage character of the area is</p> <ul style="list-style-type: none"> - negatively impacted (0) - maintained (1) - generally enhanced (2) - significantly improved (3) supporting the objectives of the heritage conservation district.
Overall Pedestrian Environment	<p>The pedestrian experience is:</p> <ul style="list-style-type: none"> - worse than existing (0) - similar to existing (1) - a minor improvement (2) - a significant improvement (3)
Sidewalk Treatment	<p>The area devoted to sidewalk space is:</p> <ul style="list-style-type: none"> - worse than existing (0) - similar to existing (1) - a minor improvement (2) - a significant improvement (3)
Tree Opportunities	<p>The opportunity to introduce more trees on the street is:</p> <ul style="list-style-type: none"> - worse than existing (0) - similar to existing (1) - a minor improvement (2) - a significant improvement (3)
Parking Opportunities	<p>The opportunity to achieve more parking is:</p> <ul style="list-style-type: none"> - worse than existing (0) - similar to existing (1) - a minor improvement (2)

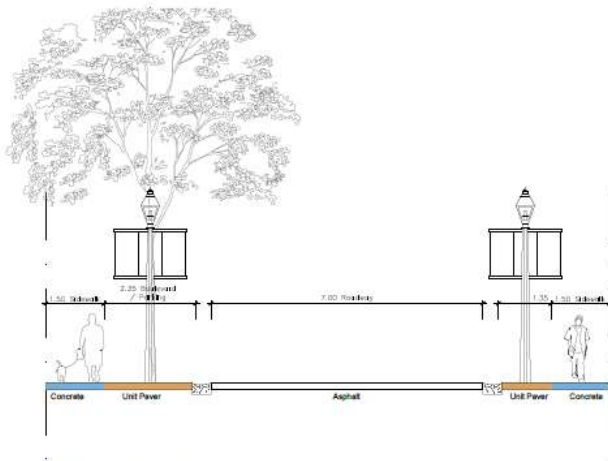
	- a significant improvement (3)
Cycling Opportunities	The opportunity to enhance the cycling experience is: - worse than existing (0) - similar to existing (1) - a minor improvement (2) - a significant improvement (3)
Traffic Improvements at South End	The traffic arrangement at the intersection of Main Street, Concession Road and Victoria Avenue is: - worse than existing (0) - similar to existing (1) - a minor improvement (2) - a significant improvement (3)
Impact on Commercial Street	The impact to the commercial businesses on the street: - no impact (2) - minor impact or disruption (1) - major impact or disruption (0)
Additional Studies	There are major studies required (0) There are minor studies required (1 or 2) There are no additional studies required (3)
TRCA Involvement	The work impacts the floodplain or SPA areas (requiring the involvement of TRCA, additional studies) (0) The work impacts the floodplain of SPA areas in a minor way (1) The work involves no major impacts to the Floodplain or SPA areas (thus limiting involvement of the TRCA) (3)
Safety	The achievement of a safe environment i: - worse than existing (0) - similar to existing (1)

	<ul style="list-style-type: none"> - a minor improvement (2) - a significant improvement (3)
Timing	<p>The project will require an extended amount of time (0)</p> <p>The project could be undertaken in the least amount of time limiting disruption on the street (3)</p>
Cost	The project is the most cost effective (3)

Concept 1 – Refresh the Street

- Maintains original ROW and 2 way traffic
- New lighting, a few tree opportunities
- Sidewalks and boulevards remain as existing, parking on west side continues

Criteria	Comments	Score
Heritage Character	Maintains the existing character of a rural village- quirkiness, idiosyncrasies	1
Overall Pedestrian Environment	Very similar to existing streetscape- small improvement with some trees and lighting improvements	1
Sidewalk Treatment	Same width of sidewalk in generally the same location	1
Tree Opportunities	There are some increased tree planting opportunities	2
Cycling Opportunities	Continue in-traffic (2 way)	1
Traffic Improvement at South End	No improvements proposed	1
Impact on Commercial Street	Minor impact due to reduced amount of convenient parking on street	1
Additional Studies	None expected	3
TRCA Involvement	Low impact, minimal change	3
Safety	Continuation of potential interaction between parked cars and pedestrians (if parking is not removed), traffic impacts at south end of street	1
Timing	Appears that this would require the least amount of time	3
Cost	Est is \$1.86 M - Lowest	3
Total		21
Parking Opportunities	May be a few less spaces due to new lighting spacing requirements	0
Total with Parking Score		21



Typical Cross Section

Concept 1 - Refresh Features

- Remove and replace asphalt paving in original alignment
- Re-surface boulevard areas with unit paver / textured coloured surfacing
- Increase tree canopy
- Define gateway nodes with denser tree planting
- Increase sidewalk width to 1.5m both sides where possible
- Replace streetlights with heritage style poles & fixtures and provide power supply for events.
- Incorporate street 'Rooms' to include seating, bicycle storage, garbage facilities.

Legend



Street Layout Plan



Main Street Unionville - Master Plan

Concept 1 - Refresh - Maintain Original ROW and 2 Way Traffic

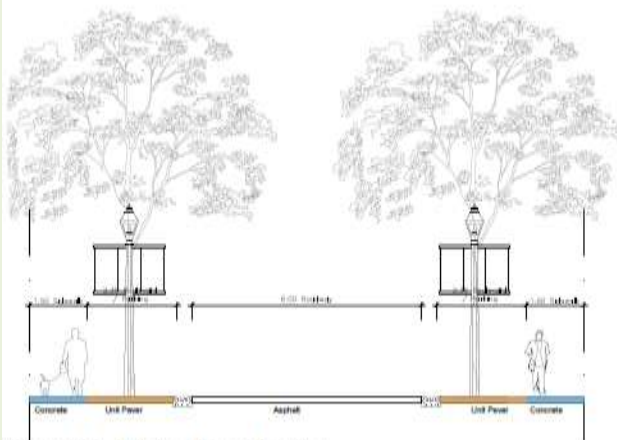


Concept 2 – Modified ROW/ Two-way Traffic

- Realigns original ROW and reduces pavement width, maintains 2 way traffic
- New lighting, enhanced tree opportunities
- Boulevards are reduced on west, enlarged on east; parking could occur on both sides
- Parking improvements along Concession Road

Criteria	Comments	Score
Heritage Character	The area is improved through better boulevard space on the east side (but reduced pavement width which is more village-like) Parking on both sides of street would not be an enhancement to the village character (more vehicles blocking views)	2
Overall Pedestrian Environment	More protection for pedestrians from on-street vehicles due to parked cars More trees but less sidewalk width	3
Sidewalk Treatment	Improved to a width of 1.5m	2
Tree Opportunities	More tree opportunities on Main Street and in floodplain parking lot	3
Cycling Opportunities	Continue in-traffic (2 way) but within a narrower pavement width (6.0m) which could affect cyclists	0
Traffic Improvements at South End	No improvements proposed	1
Impact on Commercial Street	Minor impact due to reduced amount of convenient parking on street	1
Additional Studies	Could trigger an Environmental Assessment as the pavement area would need to be realigned to create equal boulevards on each side and reduce pavement area to 6.0m	0
TRCA Involvement	Yes, due to work proposed in floodplain	1
Safety	Minor improvement due to better boulevards and parking cars	2
Timing	Greater amount of time than Concept 1 due to EA and more extensive work on ROW	0
Cost	Est. \$2.08M, greater amount than Concept 1	0
TOTAL		15
Parking Opportunities	Increased due to parking in east side boulevard. May be some constraints due to increase	3

	in trees Improved parking facilities along Concession Road in floodplain and additional landscaping	
	Total with Parking Score	18



Concept 2 - Typical Cross Section

Concept 2 - Modified 2-Way Features

- Remove and replace asphalt in narrower 6.0m width
- Re-surface boulevard areas with unit paver / textured coloured surfacing
- Increase tree canopy
- Define gateway nodes with denser tree planting
- Increase sidewalk width to 1.5m both sides
- Replace streetlights with heritage style poles & fixtures and provide power supply for events.
- Incorporate street 'Rooms' to include seating, bicycle storage, garbage facilities.
- Update east lane lighting
- Increase tree canopy in east lane

Legend



Concept 2 - Street Layout



Main Street Unionville - Master Plan

Concept 2- Modified 2 Way Traffic

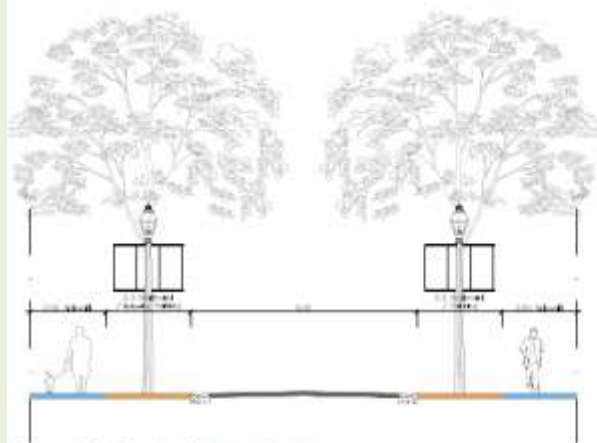


Concept 3 – One-Way Traffic on Main Street (southbound)

- Realigns original ROW and reduces pavement width, eliminates 2 way traffic
- New lighting, enhanced tree opportunities
- Boulevards on west and east are equal; parking could occur on both sides
- Parking improvements along Concession Road
- Intersection of Victoria Ave, Main St and Concession Road is altered

Criteria	Comments	Rating
Heritage Character	The area is improved through better boulevard space on both sides (and reduced pavement width which is more village-like) Parking on both sides of street would not be an enhancement to the village character (more vehicles blocking views)	2
Overall Pedestrian Environment	More protection for pedestrians due to increase boulevard (and from on-street vehicles if parked cars are permitted) More trees and increased sidewalk width.	2
Sidewalk Treatment	Improved to a width of 2.0m , meets AODA requirements	3
Tree Opportunities	Similar trees to Concept 2(less if parking spaces introduced)	2
Cycling Opportunities	Enhanced on Main Street (southbound) as cyclists share space (6m) with southbound cars; potential conflict going northbound on Concession Road due to adjacent parking spaces	2
Traffic Improvements at South End	Intersection improvement is proposed to address directing northbound traffic on Concession Road as well as allowing 2 way traffic access to Fred Varley Drive.	2
Impact on Commercial Street	Likely the most impact of all concepts on businesses as travelers can only go south on Main Street and only access east side parking by going north starting at Victoria Ave. People would also need to get used to a new way of accessing private parking on west side of Main Street. Impact due to reduced amount of convenient parking on street	0
Additional Studies	Would trigger an Environmental Assessment due to change in pavement width, direction and flow of traffic, intersection improvement at Carlton Road/Concession Road. May need a Retail Consultant study	0

TRCA Involvement	Yes, due to work proposed in floodplain (similar to Concept 2) but in this scenario traffic is only northbound	1
Safety	Minor improvement due to better boulevards	2
Timing	Greater amount of time than Concepts 1 and 2 due to EA and more extensive work on ROW	0
Cost	Est is \$2.76. Highest of the three concepts	0
	TOTAL	16
Parking Opportunities	Enhanced parking spaces on both sides of the street	3
	Total with Parking Score	19



Concept 3 - Typical Cross Section

Concept 3 - One Way Configuration Features

- Convert to One Way street. Southbound on Main St and northbound on East Lane (Original 18.0 metre Main St. ROW) (2-way between Fred Varley Dr. and Victoria Ave)
- Reduced Street Width 5.0m asphalt + 2 x 0.5m depressed curbs
- Re-surface boulevard areas with unit paver / textured coloured surfacing
- Increase street tree canopy
- Define gateway nodes with denser tree planting
- Increase sidewalk width to 2.0m both sides
- Replace streetlights with heritage style poles & fixtures and provide power supply for events.
- Incorporate street 'Rooms' to include seating, bicycle storage, garbage facilities.
- Update east lane lighting
- Increase tree canopy in east lane

Legend



Concept 3 - Street Layout



Main Street Unionville - Master Plan

Concept 3 - One Way Street



Review of Streetscape Concepts

Criteria	Concept 1		Concept 2		Concept 3	
Heritage Character	1	maintains	2	some improvement	2	Some improvement
Overall Pedestrian Environment	1	maintains	3	improvement	2	Some improvement
Sidewalk Treatment	1	maintains	2	Some improvement	3	Large improvement
Tree Opportunities	2	Some improvement	3	improvement	2	Some improvement
Cycling Opportunities	1	maintains	0	minor impact	2	improvement
Traffic Improvements at South End	1	maintains	1	maintains	2	improvement
Impact on Commercial Street	1	minor	2	none	1	Most impact of all concepts
Additional Studies	3	none	0	yes, EA	0	Yes, EA
TRCA Involvement	3	minimal	1	yes	1	Yes
Safety	1	maintains	2	some improvement	2	Minor improvement
Timing	3	fastest	0	Greater than Con 1	0	Most time consuming
Cost	3	lowest	0	Greater than Con 1	0	Most expensive
TOTAL	21		16		17	
Parking Opportunities	0	reduction	3	increase	3	increase
Revised Total	21		19		20	

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Appendix “C”

Public Information Meeting Summary

Main Street Unionville Streetscape Project Open House February 27, 2019 Crosby Arena Lamplight Room

Staff: R. Hutcheson, E. Wimmer, G. Duncan, E. Girard

Consultant: Andrew Johnson

Members of Council: Ward Councillor R. McAlpine, Deputy Mayor – Regional Councillor D. Hamilton

Members of the Public: 44 members

Prior to the presentation portion of the Open House (6:30 to 7:00pm), display boards were set up for viewing by attendees, with City staff on hand to answer questions.

The meeting opened with welcoming remarks by Regan Hutcheson Manager of Heritage Planning, and Ward Councillor Reid McAlpine. There were 44 members of the public present.

Andrew Johnson, Consultant, presented a Powerpoint presentation on the Main Street Unionville Streetscape Project including the two concepts under consideration and potential streetscape features.

The following questions and comments were raised by the public:

Materials

- A person asked to see samples of the proposed materials to be used in the streetscape project.

- Response: not available at this time in the process.

Concept 3

- A person asked about Concept 3, which was not included in the display boards, wondering what happened to this third design concept and who decided to eliminate it.
- Response: in consultation with City Transportation staff on the merits of the concept and with the feedback and advice of the Vision Committee members, it was decided not to recommend this concept to take forward. It had a number of traffic implications (intersection issues at Victoria Ave/Fred Varley and at East Lane and Carlton Road) and business implications.

Evaluation Criteria for Concepts

- A person asked about how Concepts 1 and 2 meet the overall objectives/criteria for the streetscape project.
- Response: it was noted that each concept was evaluated using standard criteria. See Interim Report (Nov 2018) for details.

Boulevard Parking Impacts

- There was a question about the impact of the streetscape concepts on street parking.
- Response: Consultant indicated that streetlighting and trees would likely impact the amount of parking (to be determined at detailed design stage). Concept 2 does have the opportunity for parking on both sides of the street if the sidewalk is limited to 1.5m.

Cycling

- There was a question about bicycle lanes. Also if parking was removed, could there be bike lanes.
- Response: Consultant advised that there was not enough room in the ROW for dedicated bike lane. Instead cyclists would share the road.

Pedestrian Safety

- There were comments about the need to address pedestrian safety while allowing for efficient traffic flow.

Intersection – Carlton and Main

- The intersection of Carlton and Main was noted as an area where improvements could be made – a roundabout was suggested.
- Response: Consultant noted that a roundabout was initially explored but was not pursued after consultation with Transportation staff. Issues related to pedestrian safety and amount of land required

Accessibility Issues

- A person noted the absence of accessible parking spots as an issue for local people and visitors.

- Response: Consultant explained that there was not enough room on the boulevard for an official accessible parking space that meets AODA standards.

Pedestrian Crossings

- A pedestrian crossing at the Planning Mill was suggested.
- Response: There are issues related to informal crossings that do not have a formal traffic stop. We are looking into the matter.

Intersection – Main Street/Victoria Avenue/ East Lane

- There was a suggestion to improve the intersection at Main, the Concession Road and Victoria Avenue.

Timing of Project

- There was a question about the timing to implement the streetscape project.
- Response: Staff indicated that the proposal is to try to have a preferred concept before Council in June of this year. The next stage of the project – detailed design - is subject to budget approval and the availability of engineering staff resources to administer this component.

Pedestrian First Approach

- There was a suggestion that traffic should not have “right of way”, but rather a pedestrian zone be created that allows vehicles to share the space as is done in some European cities. This would provide the best experience for pedestrians.

Parking On-Boulevard

- A person stated that she did not feel that on-street parking fit the village character. It impacts pedestrians and should not be supported.

Condo Development

- A person stated that she is concerned about the traffic impacts of both approved and potential residential condominium developments, and also the potential damage to infrastructure from construction vehicles.

Trees

- A person stated that she has a concern about the removal of mature trees on Main Street over the years, and the change in air quality. Can new trees be planted where trees once were located? Crosby had four maples on the boulevard

Commercial Patios

- There was a concern about the encroachment of commercial patios onto sidewalks.

Reduced ROW

- A person noted that the 6.0m ROW was not feasible as the pavement area is already constrained.

Safety on Street

- A question was asked about safety precautions to protect the public from persons who might use a vehicle as a weapon.
- Response: We are looking at options. Bollards have been used in other places but on Main Street it would impact any parking potential and snow clearing. Street furniture/infrastructure also can be used as a deterrent.
- A person noted that there are safety issues on west side due to driveways. Any streetscape plans may need to account for this.
-

Vision Plan

- There was a comment and questions about the follow-up from the Unionville Vision Plan Project from 2013 and wondering about why more results have not been achieved after this amount of time has passed. Can any projects be completed in the short term?
- Response: staff briefly reviewed some of the actions undertaken to date including the development and approval of a Pattern Book and the fact that we are undertaking a streetscape master plan. Also many of the recommendations involved investment and development by the private sector.
- There was a comment to the effect “Is this the village that local people want?” in reference to the proposed streetscape designs (and also in general to the direction Unionville is heading with respect to development).

Appendix “D”

Results of Survey Questionnaire

As of April 17, 2019 (FINAL)

Question	Community Meeting	Website	Total #	Total %
1. Which of the two concept do you prefer?				
Concept 1	5	4	9	19%
Concept 2	7	21	28	60%
Other	1	0	1	2%
No Response	7	2	9	19%
			47	
2. Preference regarding parking on the boulevard(s) adjacent to the street				
On-street west side only	3	8	11	23%
On-street both sides	1	2	3	6%
No on-street parking	14	17	31	66%
No Response	2	0	2	4%
			47	
3. Is increased tree canopy preferred over on-street parking				
Yes	18	24	42	89%
No	1	3	4	9%
No Response	1	0	1	2%
			47	
4. For on-street				

parking, do you prefer to have summertime restrictions?				
Yes	18	26	44	94%
No	0	1	1	2%
No response	2	0	2	4%
			47	
5. In favour of improvements to the east laneway in the form of greening, lighting and aisle definition?				
Yes	18	21	39	83%
No	0	6	6	13%
No response	2	0	2	4%
6. Is the opportunity to introduce commercial patio space in the street boulevard areas desirable?				
Yes	14	26	40	85%
No	5	1	6	13%
No response	1	0	1	2%
			47	
7. In favour of introducing coloured/stamped asphalt pavement areas on the street to create focus areas?				
Yes	10	17	27	58%

No	8	10	18	38%
No response	2	0	2	4%
			47	
8. In favour of introducing coloured/stamped asphalt pavement in the middle of the intersection at:				
Carlton Road and Main Street?				
Yes	12	18	30	64%
No	5	8	13	28%
No response	3	1	4	9%
Fred Varley Drive & Main Street?				
Yes	13	17	30	64%
No	4	10	14	30%
No response	3	0	3	6%

General Themes of Comments Provided on Surveys

Concept 2 – Reduction in Pavement Impacts

- 20. Prefer #2 but concern about delivery trucks taking up one lane width. Is there enough room for YRT buses?
- 24. Extend patios with extra sidewalk and less street – extra sidewalk is more pedestrian safe.
- 29. Concern about reduced road width of Concept 2- narrowness and busy street, but sidewalks need to be widened.
- 44. Reduction in street = parking and pedestrian danger.
- 59. Maintain existing road width- no street parking. 6m option will exacerbate car blocking the street (while people run into Starbucks or pick up people)

Remove/Limit Parking from the Street

- 4. No parking on Main Street

- 7. Prefer space to sit and linger rather than parking on Main (European style)
- 13. No Parking on Main, if it must stay definitely only one side (west)
- 55. Want to maintain small town community character – limit the parking and improve pedestrian safety.
- 61. Control Main Street parking and stopping/waiting
- 77. Street should be more pedestrian friendly
- 78. Parking behind commercial units needs to be optimized and delineated. No street parking should be allowed at south entrance to East boulevard. Cars parked on southbound side before Stop Sign cause traffic problems.

Remove Vehicle Traffic from the Street

- 5. Street should be pedestrian only on summer weekends.
- 11. Close Main Street in SUMMER from Carlton Road to Fred Varley on Friday nights and Saturday and Sundays – divert traffic to Fred Varley and the East Lane.
- 17. Introduce vehicle free zone for set number of hours (ie. Noon to 4pm on Saturday and Sundays.
- 26. Consider banning all vehicular traffic during summer to avoid over-crowding on sidewalks
- 27. Only would support commercial patios on boulevard if road closed to vehicular traffic
- 32. Not in favour of either concept – Main Street needs to be free of all traffic and parking- only allow delivery of goods in morning. All vehicles should be diverted to east lane.

Street Becomes Pedestrian Friendly Zone through Design

- 6. Make Main Street a pedestrian friendly share the road street where all users are equal (max speed 20km/h). Need an environmental design that focuses on the pedestrian with cars and bicycles being guests. Concept is used in the Netherlands –known as “winkelerf” and has been implemented successfully.
- 19. Need to slow down traffic- pedestrians forced onto road during busy times or more street closures during peak times
- 75. Colour stamp entire width and length of street with a low rolled curb or no curb at all to create a pedestrian friendly realm.
- 76. Use coloured stamped asphalt for Victoria Ave intersection and Station Lane intersection – make these areas pedestrian friendly- consider the entire street in this treatment – low speed zone where pedestrians, cyclists and vehicles share the road.

Use of Quality Materials

- 25. Materials need to withstand Canadian Winters; avoid custom materials so replacement is easier
- 65. Surfacing materials should be durable and replaceable for the next 30 years (unlike the current pavers).
- 34. Coloured asphalt fades (see Elgin Mills and Leslie)- what about using stone (for longevity?)

Intersection Enhancements and Pavement Enhancements (Coloured Stamped Asphalt)

- 3. Coloured/Stamped asphalt in intersection – what is reasoning and cost; seems to be aesthetics with some safety aspects – should not spend a large amount of \$ in lieu of streetscape improvements or parking. Could be added overtime as budget permits.
- 9. Don't waste \$ on pavement enhancements for street – as a traffic calming approach it has low to no value or impact.
- 16. Pedestrian issues at Carlton and Main – use volunteers on weekends and holidays as crossing guards
- 31. Don't support coloured asphalt on street surface- costly and not a benefit.
- 34. Coloured asphalt fades (see Elgin Mills and Leslie)- what about using stone (for longevity?)
- 62. Support better intersection and pedestrian crossing definition through coloured stamped asphalt.
- 64. Carlton and Main intersection – safety challenge – no attempt to address pedestrians crossing out of turn.
- 71. Stamped coloured asphalt looks artificial and requires upkeep- takes away authentic look.
- 75. Colour stamp entire width and length of street with a low rolled curb or no curb at all to create a pedestrian friendly realm.
- 76. Use coloured stamped asphalt for Victoria Ave intersection and Station Lane intersection – make these areas pedestrian friendly- consider the entire street in this treatment – low speed zone where pedestrians, cyclists and vehicles share the road.
- 79. Not in favour of cosmetic changes to pavement (expensive, does not deliver in terms of aesthetics).

Pedestrian Crossings

- 10. Consider adding crosswalks at some of the amenity alcoves and/or road dividers/short medians to increase pedestrian safety.
- 22. Need crossing area for pedestrians from Stiver/Unionville station to Planning Mill- more activity in this area now.
- 23. To make more pedestrian friendly – add cross walks and washrooms.
- 36. Crosswalk or stop sign halfway down Main Street for safe crossing.

Trees

- 39. Loss of trees on street and adjacent to buildings takes away organic feel of the street.
- 43. Introduce trees at Crosby, Perkin's old store, laneway at Blacksmith Bistro.
- 58. Don't destroy existing trees when repaving- keep just existing.
- 81. Daytime aesthetics – existing trees augmented by special colourful trees paid for by storeowners.

Accessibility

- 21. Need more access for handicapped
- 33. Concern about those with mobility issues if cannot park on Main Street.

Public Washrooms

- 23. To make more pedestrian friendly – add cross walks and washrooms.
- 37. Public washrooms – put them in floodplain (lock them when area floods)
- 38. Public washrooms

- 54. Need public washrooms.

East Lane Parking Improvements

- 2. East parking area does not need to be much more greener but does need parking organization and lighting.
- 14. East Lane needs lighting.
- 30. Modify east lane to accommodate more traffic and take it off Main Street
- 60. Support increase to parking on East Lane.
- 78. Parking behind commercial units needs to be optimized and delineated. No street parking should be allowed at south entrance to East boulevard. Cars parked on southbound side before Stop Sign cause traffic problems.

Parking Garage

- 8. Need alternatives for parking – Lot/Garage to avoid parking on side streets
- 50. Suggest multi-level private parking facility
- 56. Consider a parking structure in floodplain with roof level at grade with Main Street (which could be community space).

Staircase to Lower Parking

- 1. Staircase to lower parking area – improve the condition and ongoing maintenance.
- 63. Pathway entrance off lower parking lot should be more defined and better connection to Main Street. Stairway is in disrepair and long overdue for a refresh. This is a key entrance to Main Street and should be treated as such.

Concept 3 – One way traffic

- 12. Preferred Concept 3- would have had the most impact- Prefers one way south in mornings and one way north in evenings with east lane remaining two ways – allows more opportunity for patios and pedestrians
- 51. Main Street – one way traffic – better for pedestrians, friendly, bigger patios. Suggest no vehicular traffic in summer.
- 67. Preferred previous Concept 3- one way approach had many benefits.
- 70. One Way traffic street like a European one- more space for parking.

Cost

- 83. Never consider more taxes to pay for improvements to Main Street – beneficiaries should pay for improvements – direct businesses since they get visitors/revenue/increased property values.
- 86. Be conscious of costs – many other needy projects.

Other

15. Removable barriers during festivals and bandstand evenings (used in Ottawa- Parliament area)
28. Consider electric vehicle charging/parking spaces for green vehicles (not just Tesla)
35. Suggest a road is needed on west side of Main Street (less cars and safer for pedestrians)
40. Remove bright retail lighting.
41. If no room for bike lanes, then “share the road”.
42. Remove garbage pick up from the street.
45. Lights are fine – make them LED.
46. Condo Development = loss of parking.
47. No to patios as it affects pedestrian space
48. Need more people living on street – condos
49. Need a mid-sized grocery store – a reason to come to Main Street
52. Introduce a People Mover – hop on/hop off bus for a fee (with vehicle parking at Pan Am Centre).
53. Improve notice for meetings- school notices, road info signs.
57. Need a grocery store – buy out the Curling Rink.
66. Execution of new streetscape should take into account construction schedule of new condos.
68. Reconsider roundabouts at Carlton and Main and Fred Varley and Main.
69. Does not need a re-vamp.
72. Keep parking on eezy side – less confusing for locals.
73. Better communication re: road closures.
74. More seating for summer concerts
80. Consider a master lighting design for the whole street – ask commercial properties to pay for it – this specialty lighting could be turned off at 1am and then rely on street lights.
82. Bandstand – huge draw of people but needs better organized accommodation (such as a fine wire mesh over the area to protect people from light rain.
87. Make the street more accessible for public transit.
84. Excited for the finished product.
88. Cafes and food vendors would make the street more vibrant but not too commercial – need to find the right balance.
89. Maintain and enhance the original historic nature of Main Street – add historic plaques and other info boards to educate regarding the original settlers (knowledge of original German settlers is missing)
90. Purchase property at 147A Main Street and extend Fred Varley Drive through to connect with East Lane and limit access of vehicles through Main Street (north of Fred Varley) in summer months.

