



MEMORANDUM

TO: Heritage Markham Committee

FROM: Regan Hutcheson, Manager-Heritage Planning

DATE: February 8, 2023

SUBJECT: Special Projects
Unionville Main Street Streetscape – Detailed Design Stage- Pavers

Project: Unionville Main Street Streetscape – Detailed Design Stage

Background:

- **Master Plan:** The City of Markham undertook the **Main Street Unionville Commercial Core Streetscape Master Plan 2021 -Study** between 2018 and 2022. The study was received by Markham Council and endorsed in principle as the guiding document for streetscape improvements and treatment. On March 8, 2022, Council endorsed the Main Street Unionville Revitalization Project with an estimated Capital Cost of \$10,460,000.00, including enhanced streetscape treatment (stone pavers to be used for sidewalks, boulevards, parking bays and on the street).
- **Detailed Design Phase:** The City (Engineering) has retained consultants to proceed with the detailed design stage of the Unionville Main Street Streetscape Project. Currently, the detailed design work is at the 30% stage and a number of public consultations have occurred. Two members of Heritage Markham are on the Advisory Committees Working Group
- **Project Area and Scope:**
 - New sidewalk, boulevard and road surfaces, as well as streetscape improvements on Main Street between rail track and Carlton Road.
 - Underground infrastructure improvements to watermains and storm sewers
 - Lighting, landscaping and parking arrangement on East Lane
 - New heritage-complementary streetlight system from Highway 7 to Carlton Road and on East Lane
- **Consultation with Heritage Markham Committee:**
 - The Master Plan indicated that Heritage Markham Committee would be consulted on specific design features to ensure they are compatible with the goals, objectives and policies of the Unionville Heritage Conservation District Plan. These would include surface treatments, lighting, wayfinding infrastructure and historical interpretation as they are considered alterations in a heritage conservation district.
 - Heritage Markham provided comment on proposed surface pavers on XX (see attached).
 - Based on feedback and further analysis, new pavers have been selected which are different from what Heritage Markham previously reviewed.

- **Additional Paver Selection:**
 - The consultant has provided samples and unit prices for a variety of pavers from two suppliers. The preferred pavers color/type selection was based on feedback from various consultation efforts and meetings with Unionville Sub-Committee, Executive Steering Committee, staff from Operations, Urban Design, Heritage Planning and Engineering Departments.
 - Pavers supplied by Oaks Landscape Products were selected as the preferred option due to variety of selections, availability, surface texture and competitive prices.
 - The pavers' supplier will provide manuals on installation best practices, maintenance and operating guidelines. In addition to participating in the inspection of the installation during construction.

Status/ Staff Comment

- Staff will provide an update at the meeting on the proposed paver colour/placement to ensure there is no concern from a heritage perspective (including sidewalk, boulevard and road treatment). See Appendix A and B
- The objective is to utilize a paver colour and design/placement that is complementary to the Unionville Heritage Conservation District.
- Further illustrations will be available at the meeting based on a site visit to the supplier's yard to see a mock-up of the layout of the selected pavers.

Suggested Recommendation for Heritage Markham

That Heritage Markham Committee receive the update on the Unionville Main Street Streetscape Project – Detailed Design regarding paver selection, colour and placement.

Appendices

Appendix A- Proposed Pavers – Location and Colour

Appendix B – Material from the Master Plan

Appendix C – Heritage Markham Extract – September 2022

File:

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Study Area



Appendix A- Proposed Pavers

Location



Paver Colour



Textured Paver between Sidewalk and Curb/Parking



Road / Parking



Sidewalk / Boulevard

Appendix B

Material from the Master Plan

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.

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.

Appendix C

HERITAGE MARKHAM EXTRACT

Date: September 30, 2022

To: R. Hutcheson, Manager, Heritage Planning
A. Cachola, Senior Manager, Infrastructure and Capital Projects
N. Azmy, Senior Capital Works Engineer

EXTRACT CONTAINING ITEM # 7.1 OF THE NINTH HERITAGE MARKHAM
COMMITTEE MEETING HELD ON SEPTEMBER 14, 2022

7.1 SPECIAL PROJECTS

UNIONVILLE MAIN STREET STREETScape - DETAILED DESIGN STAGE (16.11)

Regan Hutcheson, Manager, Heritage Planning, addressed the Committee and provided information on the streetscape design for Unionville Main Street and provided visual examples of the materials that are being considered for the surface areas of the reconstruction project (sidewalk, boulevard and roadway).

The proposal includes:

- Roadway – Unilock- Town Hall 3 Colour Blend (Old Oak, Burnt Clay and Burgundy Red) a rough surface paver with larger spacing between pavers.
- Sidewalk and Edges- Unilock
 - Sidewalk – Senzo Cream or Revela Savannah – a smooth surface paver
 - Edges – Promenade 4x12 Opal Blend or Promenade 4x12 Sandstone
- Parking Space Area on Boulevard – Unilock – select one of the Town Hall Colours (Old Oak, Burnt Clay or Burgundy Red) a rough surface paver with larger spacing between pavers.

Mr. Hutcheson advised that Council has approved the use of concrete pavers on a concrete base and is seeking input from the Committee on the proposed colour treatment and size of pavers from a heritage perspective.

It was noted that AODA requirements are under review to ensure compliance, notably to ensure that there are no issues for people with visual impairments.

Individual committee members made the following comments in relation to the paver options and colours proposed:

- Colour of Pavers

- A member indicated that the use of three colours of pavers in the road way was not appropriate from a heritage perspective and suggested that only one colour be used;
 - A member noted that the brick colour will fade quickly after installation;
 - No member indicated any opposition to the colours presented.
- Sidewalk and Boulevard Treatment
 - A member noted a preference for concrete sidewalks;
 - A member indicated that City engineers should be relied upon for their expertise and input on sidewalk materials;
 - A member suggested that perhaps there should not be any colour difference between the sidewalk paver and the boulevard paver (but it was noted that this could impact where vehicles park and may invade the pedestrian travel area). Further, impact on accessibility issues (such as sight impairment) and not knowing where the pedestrian travel area is located was raised as a concern;
 - A member indicated a preference for boulevard pavers to be brick size (more traditional in appearance);
 - Maintenance and Noise
 - A member noted the potential additional maintenance of these materials over time;
 - A member raised the issue of rough pavers creating louder roadway noise and the potential impact on adjacent buildings;
 - The issue of the wider grout space between the roadway pavers was discussed as a potential safety issue (primarily when the street is closed to traffic and used by pedestrians) and whether a smoother paver face with less grout space would be better.
 - General
 - A member suggested that design elements along the street (such as trees, street furniture, lamp posts, etc) are usually more significant in the planning of streetscapes as opposed to surface materials.

Mr. Hutcheson advised that the decisions on paver use and placement have already been made and approved by Council and that this presentation was to obtain preliminary feedback from the Committee on the colour selection and size of pavers from a heritage perspective and to ensure they were complementary to the Unionville Heritage Conservation District.

Overall, the Committee did not appear to be opposed to the colour palette from a heritage perspective, but individual members expressed their opinions of paver size, roughness of the paver surface, spacing between pavers and whether fewer paver colours should be used.

Recommendation:

That Heritage Markham Committee receive the update on the Unionville Main Street Streetscape Project – Detailed Design regarding paver selection, colour and placement