

SUBJECT: Update - Unionville Commercial Core Streetscape Master Plan Study (2018)
Ward 3

PREPARED BY: Regan Hutcheson, Manager, Heritage Planning, ext. 2080

REVIEWED BY: Ron Blake, Senior Development Manager, ext. 2600

RECOMMENDATION:

- 1) That the staff report titled “Update – Unionville Commercial Core Streetscape Master Plan Study (2018)”, dated November 19, 2018, be received; and
- 2) That the Main Street Unionville Commercial Core Streetscape Master Plan 2018 - Preliminary Study Report attached to the staff report as Appendix “A” be received as information and that staff be authorized to undertake further community and stakeholder consultation on Concepts 1 and 2 as well as appropriate streetscape components; and
- 3) That Staff be authorized and directed to do all things necessary to give effect to this resolution.

EXECUTIVE SUMMARY:

The Main Street Unionville Community Vision Plan (the “Vision Plan”) was a major comprehensive study undertaken by the City from 2013-2015. The Vision Plan promotes a variety of improvement project including undertaking a streetscape beautification initiative. Upon a recommendation from the Historic Unionville Community Vision Committee and supported by staff, as part of budget discussions for 2018, Markham Council provided funding to undertake a streetscape master plan and detailed design work.

The streetscape master plan concept development work is being undertaken in-house by staff with community input and advice being provided by the Historic Unionville Community Vision Committee (HUCVC). To date, background analysis, a review of issues and opportunities, and three concepts have been prepared (as outlined in the Preliminary Study Report). The next stage of the study is to obtain broader public consultation and it is recommended that Concepts 1 and 2 be released for feedback purposes as well as obtain advice on appropriate streetscape components. Staff propose to hold a public meeting/open house and meet with the Unionville BIA and Heritage Markham Committee. Further discussions are also needed to determine if Stage 2 of the project (Detailed Design of Preferred Concept) can proceed in 2019 given the workload commitment constraints of Capital Administration staff.

PURPOSE:

The purpose of this report is to provide information on the status of the Unionville Commercial Core Area Streetscape Master Plan Study (2018), to provide an overview of the concepts developed to date and to seek authorization to undertake further public and stakeholder consultation on two of the concepts as well as appropriate streetscape components and infrastructure.

BACKGROUND:**Main Street Unionville Community Vision Plan endorsed in principle in 2015**

The Main Street Unionville Community Vision Plan (the “Vision Plan”) study was initiated at the request of the Unionville BIA in early 2013 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. The study process involved extensive consultation, including a well attended five day charrette workshop held on the Main Street of Unionville.

The Vision Plan offers a bold new strategy to further enhance this special area of Markham, and acknowledges that Unionville will face considerable challenges if it is to remain a vibrant commercial environment over the long term.

The 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, both in form and function, to be a contemporary traditional village, but it will take great care.

The Vision Plan and Council support the preparation of a Streetscape Master Plan

The Vision Plan presented 18 recommendations some of which were short term while others are more long term in nature. One of the key recommendations was to undertake a streetscape improvement program – *“That the City take guidance from the streetscape concepts explored as part of the Vision and undertake a Streetscape Beautification initiative. A streetscape that is more comfortable, more accommodating and the re-establishment of a green canopy will contribute to the regeneration of Main Street”*. The Vision Plan offered some guidance by providing a preliminary high-level streetscape improvement concept.

On January 13, 2015 Council adopted a series of recommendations related to the Vision Plan including the following:

“That the Main Street Unionville Community Vision Plan be endorsed in principle (subject to modifications in Appendix ‘D’ ... and that the City and other affected parties/stakeholders be guided by the general direction of the Vision Plan when initiating or reviewing proposed changes in both the public and private realms of the Unionville Heritage Conservation District;

In 2017, Operations staff was going to utilize lifecycle funding (approximately \$473,000) to undertake major repairs to the existing Unionville Core Area streetscape. However, this work was put on hold, and based upon a recommendation from the Historic Unionville Community Vision Committee (HUCVC) and supported by staff, as part of budget discussions for 2018, Markham Council provided funding to undertake a streetscape master plan and detailed design work.

DISCUSSION:

Streetscape Master Plan concept development work is being undertaken in-house

In preparing the terms of reference to obtain a private consultant to undertake the Commercial Core Streetscape Master Plan work, it was determined by Planning and Urban Design Department staff that the first phase of the work (concept development) could be completed in-house using the skillset of our current staff. Typically, the stages of a project of this nature are:

- Stage 1- Streetscape Master Plan- Concept Development
- Stage 2- Detailed Design of Preferred Concept
- Stage 3- Prepare Specifications and Tender Document
- Stage 4- Project Management and Implementation

Stage 1 is currently being project managed by the City's Streetscape Coordinator, Urban Design and the Manager of Heritage Planning. It is the intention of staff that the allocated funds be used to secure an external consultant to undertake Stage 2- Detailed Design of Preferred Concept.

Stage 1-Streetscape Master Plan-Concept Development includes the following phases:

- **Phase 1-Background Analysis**
 - Community and traffic context, development pressures, planning and policy context, previous work including the Vision Plan
- **Phase 2-Issues, Opportunities and Option Development**
 - Existing conditions and constraints, design principles, streetscape design concepts, appropriate streetscape components
 - Consultation with HUCVC on options and features
- **Phase 3-Public Consultation**
 - Report to Development Services Committee for review
 - Public meeting, input from stakeholders on 1-2 options including separate meetings with Unionville BIA and Heritage Markham Committee
- **Phase 4-Preferred Concept**
 - Selection and refinement of preferred concept
 - Costing, phasing considerations
 - Report to Development Services Committee for approval

We are currently at the end of Phase 2

Historic Unionville Community Vision Committee is providing guidance

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 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 and three representatives from the Unionville Business Improvement Area (BIA) Board. There are also four community representatives and two Councillors on the Committee. The input of the Vision Committee has been very helpful in creating a design framework, principles and guidance that reflects the viewpoint of the community and respects the character of historic Unionville.

Preliminary Study Report has been prepared

Work on the project began early in 2018, and the preliminary concepts were prepared and reviewed by staff and the HUCVC. The work to date is reflected in the Preliminary Study Report attached as Appendix “A” to this staff report.

Three concepts were developed for consideration which are described in detail in Section 4.2 of the Preliminary Study Report:

- Concept 1 – Refresh the Street
- Concept 2 – Modified ROW - Two Way Traffic
- Concept 3 – One Way Main Street

The concepts also provided options on how the former concession road located east of Main Street in the floodplain could be revised to offer additional public parking opportunities.

Each concept was evaluated using the following criteria:

- 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

Feedback was provided by the HUCVC on initial streetscape concepts in June 2018 and on revised concepts in September 2018. The advisory committee’s comments on the three concepts are provided in Appendix “B”, and has recommended that the City hold public consultations on streetscape concepts 1 and 2, and that Concept 3 not be pursued. The committee further suggests that the notion of additional parking and road improvements to the concession road should be a separate option that could be included with the preferred concept, that the concession road be upgraded to a standard municipal road and that any civic

improvements to the concession road area be conditional upon improvements to the existing private parking areas.

The advisory committee also provided feedback on appropriate streetscape components and elements.

Public consultation should be undertaken

Staff concur with the suggestion from the HUCVC that a comprehensive public consultation program should be undertaken focused on Concepts 1 and 2. The consultations would also solicit public feedback on appropriate streetscape components which for the most part would be applicable for all concepts.

The proposed consultation would include:

- Community public meeting/ and open house (newspaper notice, invitation to all Unionville organizations invested in the well-being of the area);
- Meeting with the Unionville Business Improvement Area (BIA) Board/membership;
- Meeting with Heritage Markham Committee; and
- Other consultation as deemed appropriate.

Conclusion

Staff is recommending that the Preliminary Study Report attached to this staff report as Appendix "A" be received as information, and that staff be authorized to undertake further community and stakeholder consultation on Concepts 1 and 2 as well as appropriate streetscape components.

FINANCIAL CONSIDERATIONS

The intention was to utilize the funding allocated for this project (\$76,300 Project 18028 – Unionville Core Area Streetscape Master Plan) to undertake the Stage 2- Detailed Design of Preferred Concept work supplemented with additional funding in the amount of \$40,000 from Project 14011 – Unionville Charrette Implementation. The total funding available would be \$116,300.

HUMAN RESOURCES CONSIDERATIONS

Normally, the Capital Administration section of the Engineering Department would coordinate the work identified as Stage 2 – Detailed Design of Preferred Concept. However, due to work commitments anticipated for 2019, Capital Administration staff are unable to undertake the coordination of this work. This would mean that Stage 2 work would be delayed until 2020 at the earliest, or alternative staff resources would need to be secured to undertake the project.

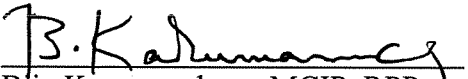
ALIGNMENT WITH STRATEGIC PRIORITIES:


Aligns with the strategic focus on appropriate Growth Management for improvements in support of a Community Vision Plan for an identified area.

BUSINESS UNITS CONSULTED AND AFFECTED:

Input was obtained from City departments and the Historic Unionville Community Vision Committee

RECOMMENDED BY:


Biju Karumanchery, MCIP, RPP
Director, Planning and Urban Design


Arvin Prasad, MCIP, RPP
Commissioner of Development
Services

ATTACHMENTS:

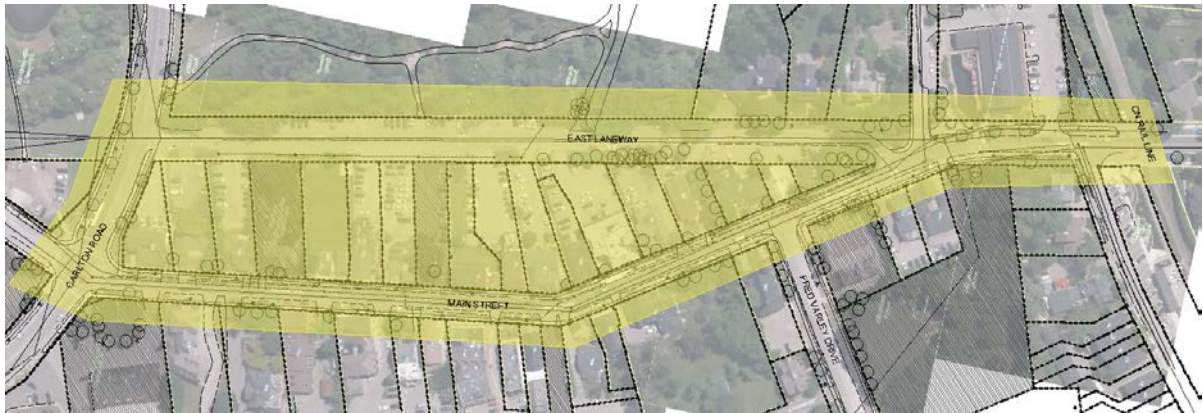
Appendix 'A' - Main Street Unionville Commercial Core Streetscape Master Plan 2018 –
Preliminary Study Report, November 2018

Appendix 'B' - HUCVC Extract, September 19, 2018

File Path:

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Update concepts.doc

Study Area Boundary



Main Street Unionville Commercial Core Streetscape Master Plan 2018

Preliminary Study Report



November 2018
Planning and Urban Design Department

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Report Nov 2018.doc

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 30 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 costing associated with an improved streetscape for the commercial core area. The overall project is to be

undertaken in three phases: Phase 1 – Master Plan Concept Development, Phase 2 – Detailed Design Drawings, and 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 is essential to creating a design framework, principles and guidance that reflects the viewpoint of the community and respects the character of historic Unionville.

2.0 BACKGROUND

2.1 Planning Context

2.1.1 Community Context

Unionville has a very distinctive visual quality that must 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 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 SPA 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 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 District Plan does provide guidance on streetscape components located in the public realm. This has been noted in the “Review of Streetscape Elements – Policy Review and Guidance” (Appendix “A”).

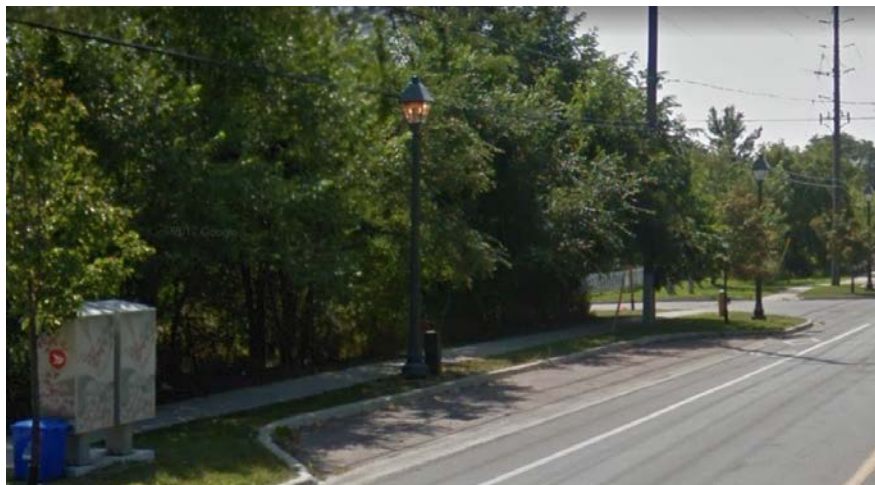
2.4.2 Main Street (South of Hwy 7) Streetscape Master Plan 2005

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

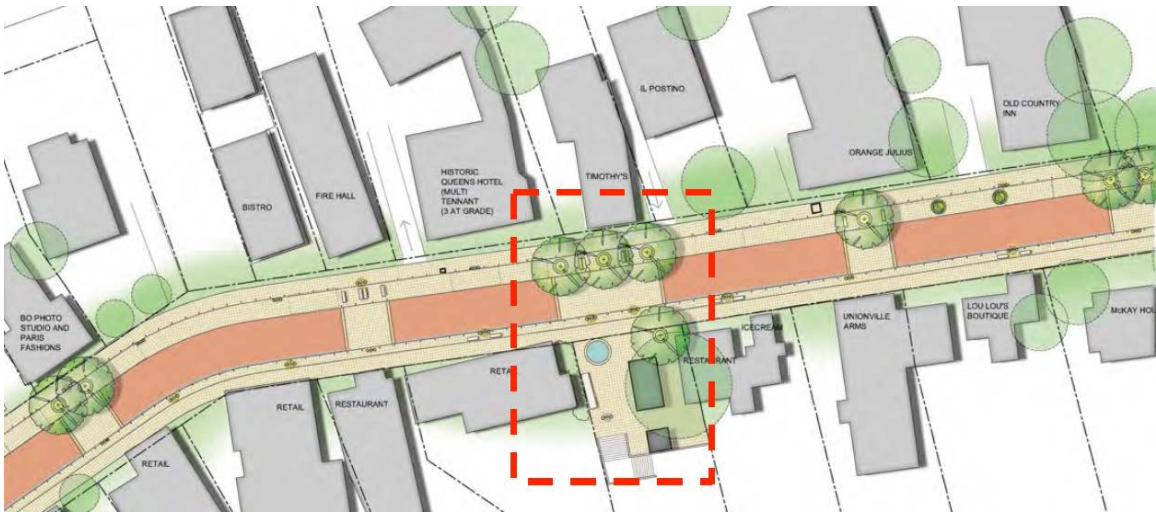
- Consider infrastructure that is adaptable to all season requirements.

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

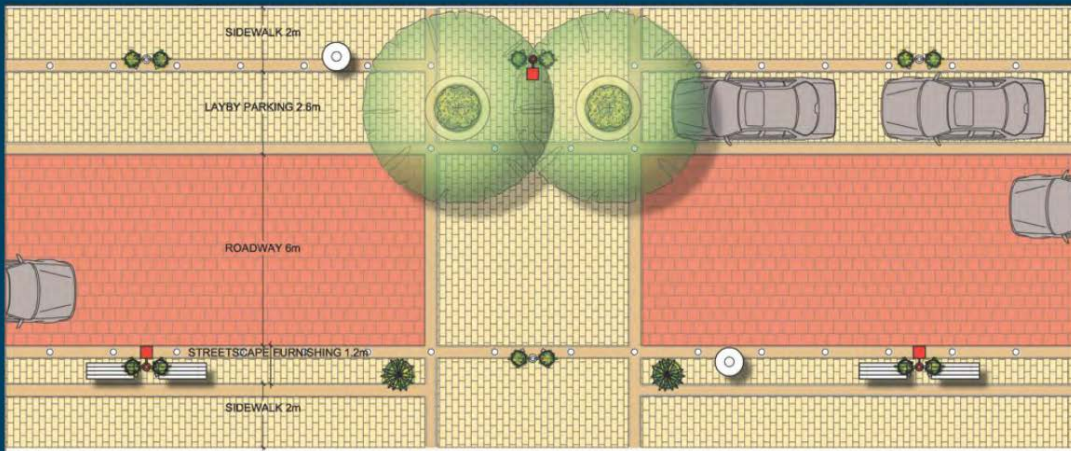


Staff comments on this concept at the time noted:

- 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.



- TREE PLANTING PROTOTYPE



3.0 ANALYSIS, ISSUES AND OPPORTUNITIES

3.1 Existing Streetscape

The existing streetscape is basically 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

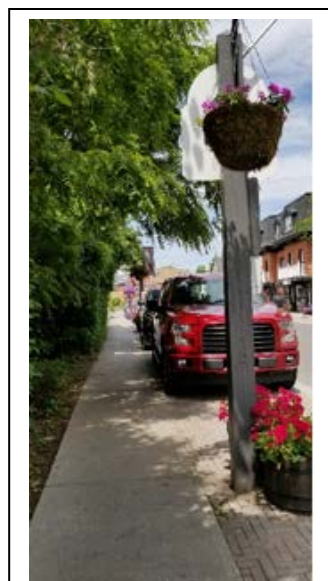
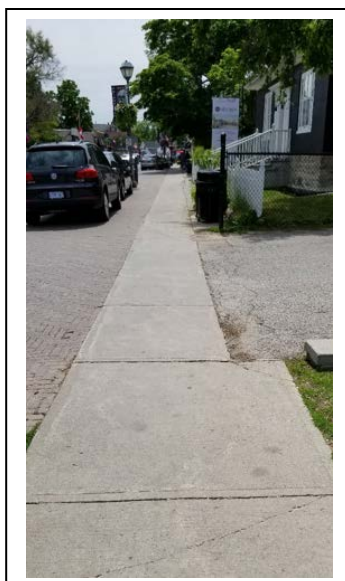
Issues and conditions associated with the existing streetscape have been examined. As previously noted, at present, Operations staff repair specific components of the streetscape as they break or come to the end of their lifecycle, but in some cases, the material is no longer available leading to unattractive 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:

a) 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.

- b) **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.
- c) **Surface Treatments**
 - sidewalks and boulevard paving, are old and dated as well as pavers in crosswalk areas are failing
 - Maintenance issues, potential hazards
- d) **Street Furnishings**
 - Insufficient amenities such as bike parking, public seating. Street furnishings are mostly uncoordinated.
 - Waste Receptacles – too many different designs
- e) **Street Lights**
 - Old, dated and cannot obtain replacement unit
- f) **Street Trees**
 - No trees along the streetscape (public realm)
- g) **Seasonal Themes**
 - Winter Streetscape – non-eventful
 - Summer Streetscape – flower barrels impact limited boulevard space
- h) **Commercial Patio Space**
 - limited opportunities
- i) **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.
- j) **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 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 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.
- 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 as developed by staff are illustrated in Appendix "B":

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

- Remove and replace asphalt paving in original road alignment

- 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 concept 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 definitely 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 and may trigger an EA 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.

4.4 Streetscape Components and Elements

Notwithstanding which concept is pursued, there are streetscape components and elements which are likely common to all options. 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 and staff comments.

Based on this review, the following draft guidelines/direction are suggested for each component or element:

Pavement-Vehicular (materials, width)

- Standard black asphalt should be 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

Pavement- On Street Parking Area

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

Intersection Treatment

- Focus any special design treatment to 2 key intersection not all intersections (Carlton Road and Fred Varley Drive)
- Suggest that the internal component of the intersection 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

Curbs

- Standard rolled concrete curbs should continue to be used
- Implement Accessibility for Ontarians with Disabilities Act (AODA) provisions within the corridor (tactile warning plates where sidewalk meets roadway)

Utilities

- 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

Traffic Signalization

- Any new signal poles and infrastructure should use a new black pole and arm similar to the new streetscape on Main Street 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 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

Electrical Requirements for BIA/Festivals

- Should consult with BIA on electricity requirements during festivals
- 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.

Accessibility

- All streetscape works should be designed to achieve the highest degree of accessibility.
- Consider Audible Signals at any future traffic lights
- Review plans with Markham Accessibility Committee

Sidewalks

- Suggest that concrete sidewalks be used with a decorative paver adjacent to the concrete curb.
- Suggest a 2 m wide sidewalk in the (commercial core) due to amount of pedestrian traffic notwithstanding this is not reflective of historic condition.
- 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.

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 parking area (west side)
- Surface treatment should 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

Pavers

- Consistent colour and size should be used
- Surface treatment should be a traditional brick size pre-cast unit paver. Cobblestone if appropriate
- Colour- could be from the red/brown family of colours
- Pavers laid in running bond should be considered (need further review).

Trees and Vegetation

- 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
- Use Trees for Tomorrow Streetscape Guidelines for street trees- heritage section

Tree Grates

- Suggest tree grates not be used

Tree Guards

- Suggest tree guards not be used

Irrigation

- Examine sustainable solutions for boulevard trees for watering purposes

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
- 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)
- Locations need to be identified

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) may need to be addressed.
- 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.

Bus Shelters

- Not required at this time

Seasonal Baskets/ Wooden Poles

- Wooden poles do reflect rural/village character (further consideration may be needed)
- 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)

Wayfinding

- 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.

Banners

- 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.

Historical Interpretive Signage

- To be determined

Public Art

- It is not expected that public art will be included in these streetscape improvements..

Entrance Features

- 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.

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 rural, village-like character
- Lighting of this nature would be out of character with rural, village-like character
- Suggest that this not be pursued.

Active Transportation

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

APPENDICES

APPENDIX “A”

Review of Streetscape Elements – Policy Review and Guidance

Prepared: September 2018

Revised:

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

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

Summary of Comments (Draft)

Pavement-Vehicular (materials, width)

- Standard black asphalt should be 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

Pavement- On Street Parking Area

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

Intersection Treatment

- Focus any special design treatment to 2 key intersection not all intersections (Carlton Road and Fred Varley Drive)
- Suggest that the internal component of the intersection 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

Curbs

- Standard rolled concrete curbs should continue to be used
- Implement Accessibility for Ontarians with Disabilities Act (AODA) provisions within the corridor (tactile warning plates where sidewalk meets roadway)

Utilities

- 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

Traffic Signalization

- Any new signal poles and infrastructure should use a new black pole and arm similar to the new streetscape on Main Street 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 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

Electrical Requirements for BIA/Festivals

- Should consult with BIA on electricity requirements during festivals
- 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.

Accessibility

- All streetscape works should be designed to achieve the highest degree of accessibility.
- Consider Audible Signals at any future traffic lights
- Review plans with Markham Accessibility Committee

Sidewalks

- Suggest that concrete sidewalks be used with a decorative paver adjacent to the concrete curb.
- Suggest a 2 m wide sidewalk in the (commercial core) due to amount of pedestrian traffic notwithstanding this is not reflective of historic condition.
- 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.

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 parking area (west side)
- Surface treatment should be a traditional brick size pre-cast unit paver.
- 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

Pavers

- Consistent colour and size should be used
- Surface treatment should be a traditional brick size pre-cast unit paver. Cobblestone if appropriate
- Colour- could be from the red/brown family of colours
- Pavers laid in running bond should be considered (need further review).

Trees and Vegetation

- 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
- Use Trees for Tomorrow Streetscape Guidelines for street trees- heritage section

Tree Grates

- Suggest tree grates not be used
- Use dry laid stone where less height is needed

Tree Guards

- Suggest tree grates not be used

Irrigation

- Examine sustainable solutions for boulevard trees for watering purposes

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
- 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)
- Locations need to be identified

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) may need to be addressed.
- 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.

Bus Shelters

- Not required at this time

Seasonal Baskets/ Wooden Poles

- Wooden poles do reflect rural/village character (further consideration may be needed)
- 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)

Wayfinding

- 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.

Banners

- 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.

Historical Interpretive Signage

- To be determined

Public Art

- It is not expected that public art will be included in these streetscape improvements..

Entrance Features

- 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.

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 rural, village-like character
- Lighting of this nature would be out of character with rural, village-like character
- Suggest that this not be pursued.

Active Transportation

- Bicycles to be accommodated in traffic lanes due to constrained ROW

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 should be 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

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 (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 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. • Colour of internal intersection would be same as /or complementary to the boulevard treatment

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 should continue to 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 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 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 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

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 consult with BIA on electricity requirements during festivals • 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	<p>Curbs are lowered at intersections</p> <p>Rolled curbs on roadway allow enhanced accessibility</p>
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. • Consider Audible Signals at any future traffic lights • Review 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 in the (commercial core) due to amount of pedestrian traffic notwithstanding this is not reflective of historic condition. • 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 (west side) • Surface treatment should be a traditional brick size pre-cast unit paver. • 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. Cobblestone if appropriate • 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 silver), chestnut and linden 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 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"> • Suggest tree grates not 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"> • Do not recommend the use of tree guards along the street.

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"> • Examine 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 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 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"> • 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	Circular rings Need to confirm
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

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. 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"> • Wooden poles do reflect rural/village character (further consideration may be needed) • 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.

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	It is not expected that public art will be included in these streetscape improvements.

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

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 should be accommodated in traffic lanes due to constrained ROW

Source	Subject:
Existing Conditions	
Heritage District Plan	
Community Vision Plan	
Staff Comments	

APPENDIX “B”

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	<p>The opportunity to enhance the cycling experience is:</p>

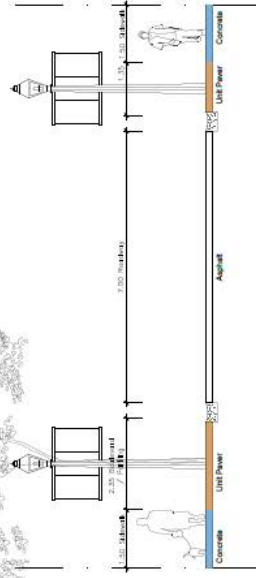
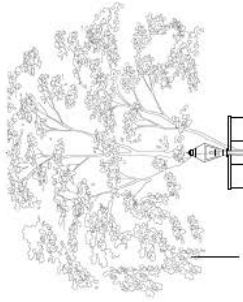
	<ul style="list-style-type: none"> - worse than existing (0) - similar to existing (1) - a minor improvement (2) - a significant improvement (3)
Traffic Improvements at South End	<p>The traffic arrangement at the intersection of Main Street, Concession Road and Victoria Avenue is:</p> <ul style="list-style-type: none"> - worse than existing (0) - similar to existing (1) - a minor improvement (2) - a significant improvement (3)
Impact on Commercial Street	<p>The impact to the commercial businesses on the street:</p> <ul style="list-style-type: none"> - no impact (2) - minor impact or disruption (1) - major impact or disruption (0)
Additional Studies	<p>There are major studies required (0)</p> <p>There are minor studies required (1 or 2)</p> <p>There are no additional studies required (3)</p>
TRCA Involvement	<p>The work impacts the floodplain or SPA areas (requiring the involvement of TRCA, additional studies) (0)</p> <p>The work impacts the floodplain of SPA areas in a minor way (1)</p> <p>The work involves no major impacts to the Floodplain or SPA areas (thus limiting involvement of the TRCA) (3)</p>
Safety	<p>The achievement of a safe environment i:</p> <ul style="list-style-type: none"> - worse than existing (0) - similar to existing (1) - 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

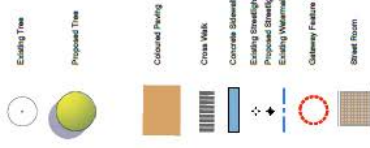


Typical Cross Section

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



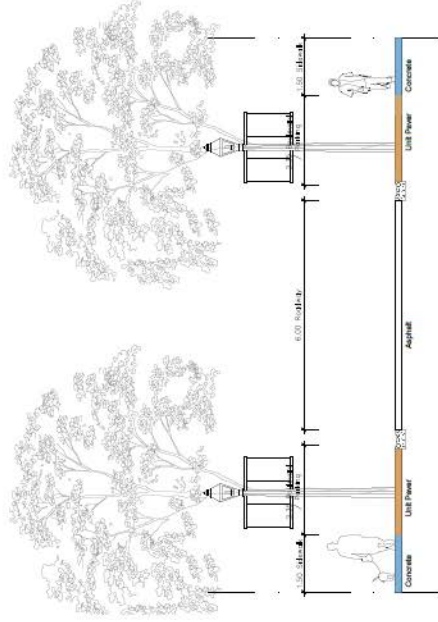
Concept 2 – Modified ROW/ Two-way Traffic

- 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
Parking Opportunities	TOTAL Increased due to parking in east side boulevard. May be some constraints due to increase in trees Improved parking facilities along Concession Road in floodplain and additional landscaping	15 3
	Total with Parking Score	18

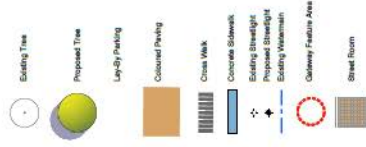
Concept 2 - Modified 2-Way Features

- 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



Concept 2 - Typical Cross Section

Legend



Concept 2 - Street Layout



Main Street Unionville - Master Plan

Concept 2- Modified 2 Way Traffic

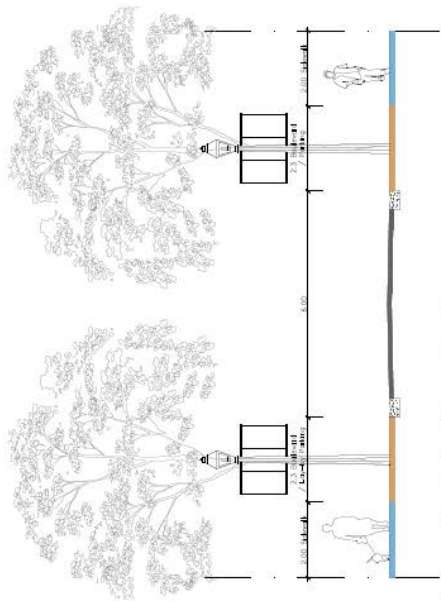


Concept 3 – One-Way Traffic on Main Street (southbound)

- 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

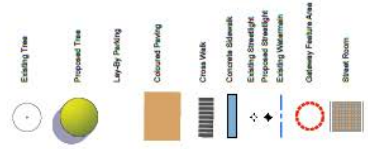


Concept 3 - Typical Cross Section

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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Template

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

**HISTORIC UNIONVILLE COMMUNITY VISION COMMITTEE
EXTRACT**

DATE: October 1, 2018

TO: Laura Gold, Clerks
Regan Hutcheson, Manager, Heritage Planning

**EXTRACT FROM THE SEVENTH HISTORIC UNIONVILLE COMMUNITY VISION COMMITTEE HELD ON
SEPTEMBER 19, 2018**

5. New Business/Other Matters

a) Review of Main Street Streetscape Master Plan document

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

- Public safety issues with parking on west boulevard due to proximity of street to the sidewalk.
- Lifecycle money is available and will be utilized at the implementation stage.
- Goal is to enhance pedestrian experience while strengthening the area.
- Part of the area is within the TRCA floodplain (Special Policy Area).
- The main goal of the 1985 Streetscape Plan was to achieve a natural look- without creating an overly tailored appearance.
- Heritage Conservation District plan provides some direction on design.
- General improvement goals: reduce pavement width, improve pedestrian circulation, increase boulevard amenity spaces, reduce heat island effect by increasing green spaces, introduce way finding, incorporate traffic calming, upgrade street lighting.
- Constraints- Existing underground utilities can potentially impact part of the street resulting in a limited ability to plant new trees. Driveways on the west side also impact the boulevard and pedestrians. Any changes to road alignment or traffic flow would appear to trigger an Environmental Assessment (EA) (Schedule B – Any project under 2.4 million).
- Detailed design principles- preserve village like presence, maintain casual character, protect and enforce the areas unique heritage character, create more attractive environment to encourage private investment, maintain the shopping environment, improve overall pedestrian experience through physical layout.
- Should bollards be introduced on the street to offer protection?
 - o Staff noted the street is already narrow so traffic moves slower. Bollards are a non-traditional look that does not reflect a village like character.
- Concept 1 “Refresh the Street”
 - o Remove and replace asphalt pavement paving in existing alignment (7m).
 - o Resurface boulevard with unit paver or textured colour pavement.
 - o Increase sidewalk width to 1.5 metres (where possible).
 - o Replace streetlights with heritage style poles.
 - o Increase tree canopy.
 - o Introduce street rooms (identifiable areas along the street) to include seating, bicycle storage and garbage disposal.
 - o Define gateway node with denser tree planting.
 - o Maintain current intersection configurations.
 - o parking (if desired) will still be available on the west side.

- Concept 2 Modified 2-Way traffic
 - o This concept would appear to trigger an EA as the centre-line of the road would be realigned to allow for equal boulevard space on both sides of the street. Asphalt reduced to 6m
 - o Introduce concession road lighting, new perpendicular parking (west side) and tree areas.
 - o Increase tree canopy.
 - o Replace streetlights with heritage style poles.
 - o Increase sidewalk width to 1.5 metres.
 - o Introduce street rooms (identifiable areas along the street) to include seating, bicycle storage and garbage disposal.
 - o Define gateway node with denser tree planting.
 - o Resurface boulevard with unit paver or textured colour pavement.
- Concept 3 Main Street to become one-way south bound
 - o Along concession road the parking will be angular parking- this would be a northbound only street.
 - o 5 m of asphalt and a rolled curb of 0.5 metres on Main Street.
 - o Sidewalk width will be 2.0 m on both sides.
 - o Define gateway nodes through denser tree planting.
 - o Introduce street rooms (identifiable areas along the street) to include seating, bicycle storage and garbage disposal.
 - o Replace streetlights with heritage style poles.

Review of the concepts

Concept 1

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

Concept 2

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

Concept 3

- Cost estimate \$2.76 million.

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

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

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

- Next Steps – in response to what happens next, staff indicated that a report would be sent to Development Services Committee in November to update Council and seek direction on public consultation and funding.

Recommendation

Moved by Don Hamilton

Seconded by Peter Miasek

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

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

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

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

CARRIED

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