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THE VILLAGE OF UNIONVILLE

MAIN STREET UNIONVILLE
COMMUNITY VISION PLAN

VERSION 3.1

NOVEMBER 4, 2014.

THE VISION PLAN II





GATEWAY FROM HIGHWAY 7

NEW NODE CREATED AROUND STIVER
MILL AND STATION GREEN

BUILT AND LANDSCAPED EDGE ALONG
PARKVIEW ELEMENTARY

WALKABLE PRECINCT EXTENDED TO
THE HISTORIC CORE

PARK-ONCE FACILITY WITH
DIRECT ACCESS TO MAIN STREET



CONNECTION TO CROSBY PLAYFIELDS

GATEWAY NODE WITH ORIENTATION
CENTRE, CROSBY FACILITY AND PORTAL TO THE
ROUGE RIVER TRAIL

ENHANCED CONNECTION TO THE
LIBRARY

TOOGOOD AMPHITHEATRE AND
CURLING CLUB

PORTAL TO ROUGE RIVER TRAIL FROM
MAIN STREET

INFILL ALONG MAIN STREET TO CREATE A CONTINUOUS VILLAGE FABRIC

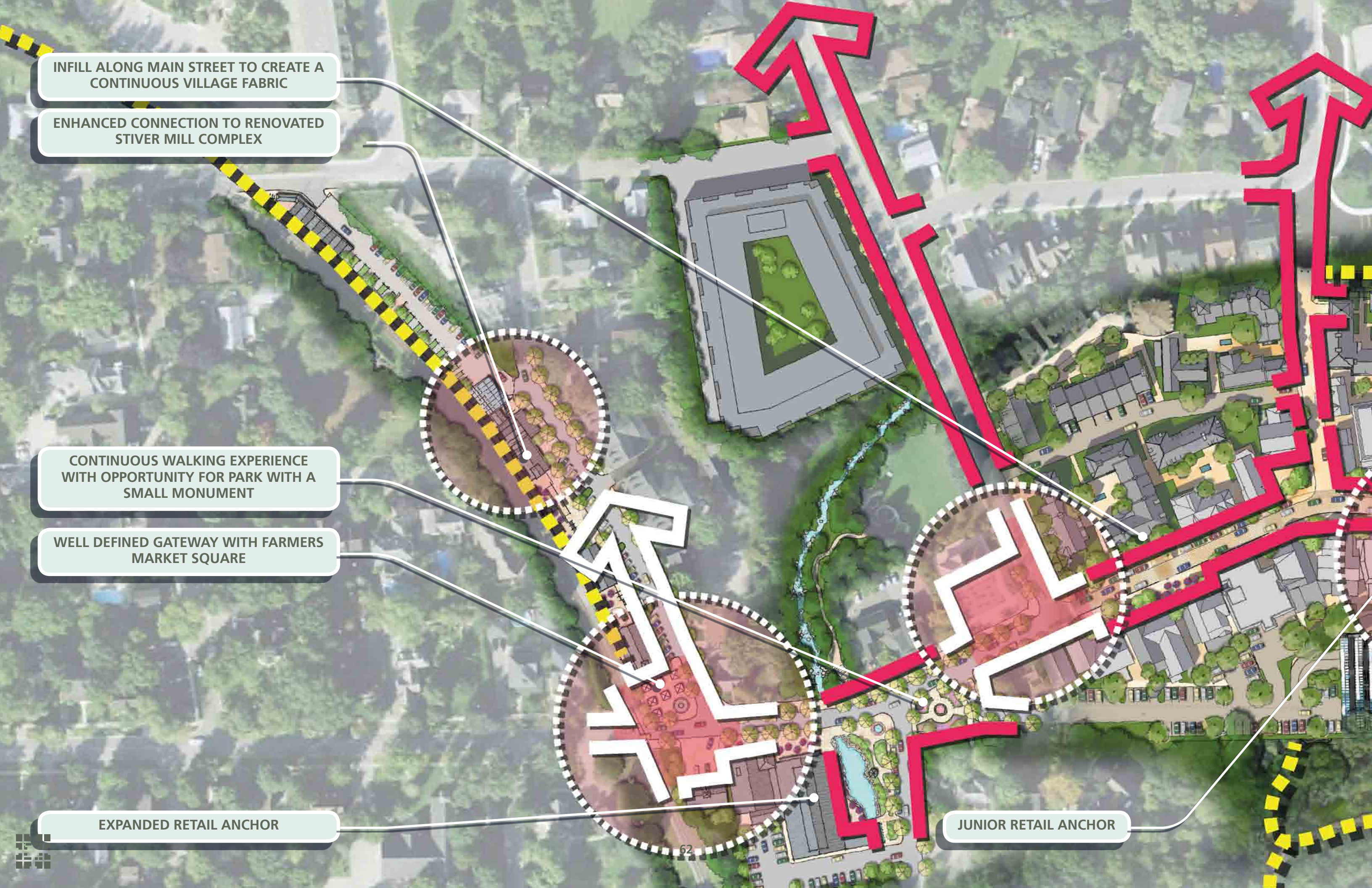
ENHANCED CONNECTION TO RENOVATED STIVER MILL COMPLEX

CONTINUOUS WALKING EXPERIENCE WITH OPPORTUNITY FOR PARK WITH A SMALL MONUMENT

WELL DEFINED GATEWAY WITH FARMERS MARKET SQUARE

EXPANDED RETAIL ANCHOR

JUNIOR RETAIL ANCHOR



A WELL DEFINED EDGE ALONG THE SCHOOL SITE AND EXPANDED DEPTH OF MAIN STREET WITH BETTER INTERCONNECTIVITY

MIXED USE ANCHOR

GATEWAY NODE WITH ORIENTATION CENTRE AND CROSBY FACILITY

PORTAL TO THE ROUGE RIVER TRAIL AND CONNECTION TO THE LIBRARY

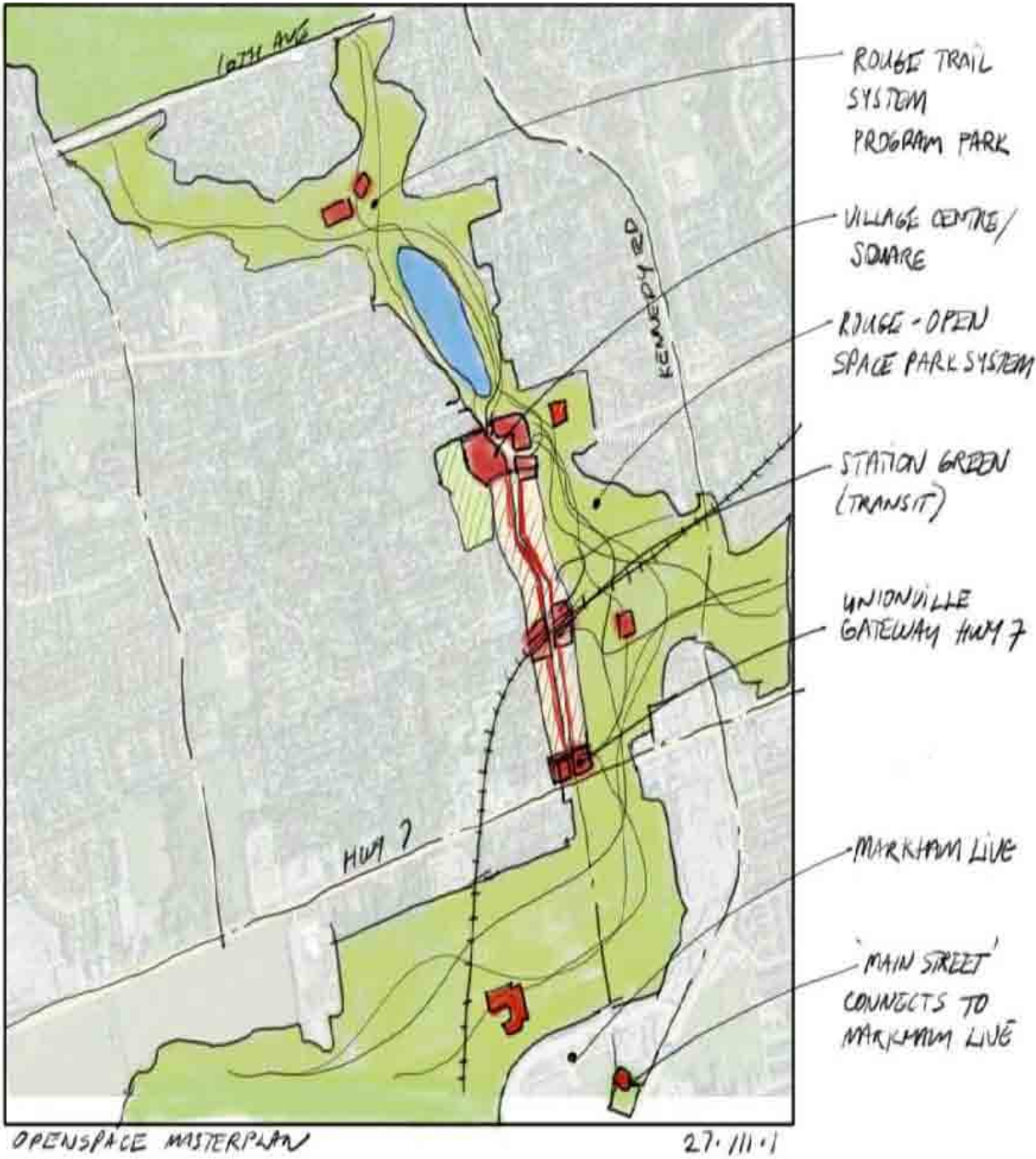
PARK-ONCE FACILITY WITH DIRECT ACCESS TO MAIN STREET

PORTAL TO THE ROUGE RIVER TRAIL

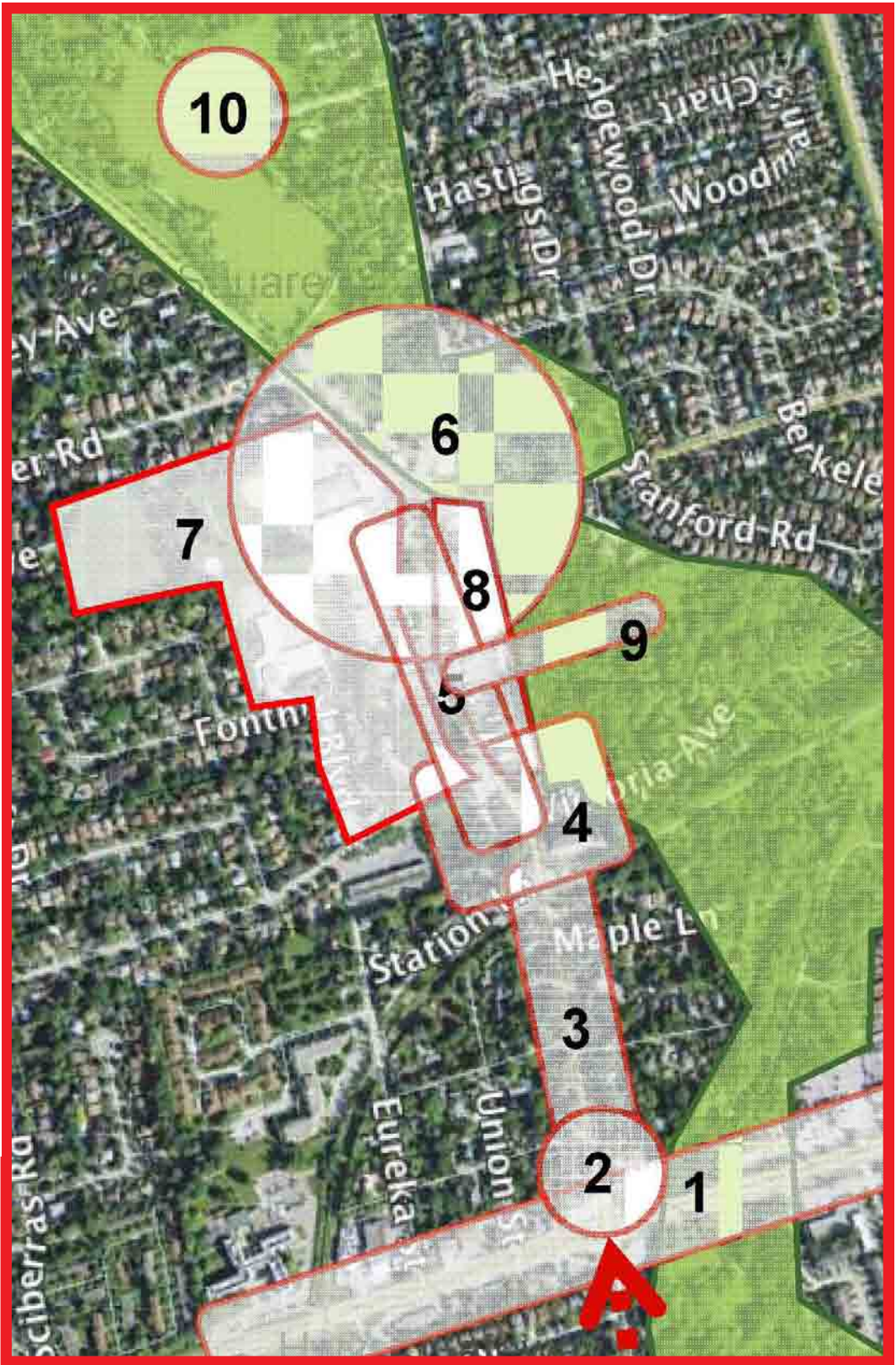
VISION PLAN ILLUSTRATIVE SITE PLAN



VISION PLAN FOCUS AREAS



The Rouge River Valley and the Main Street Precinct have a strong and historic relationship. The Main Street is at the vertex of several tributaries and it is important to strengthen and connect to this important open space system.



Charrette diagram of Focus Areas from south to north - potential to expand the walkability of the Precinct 1 mile from Hwy 7 to Toogood Pond.

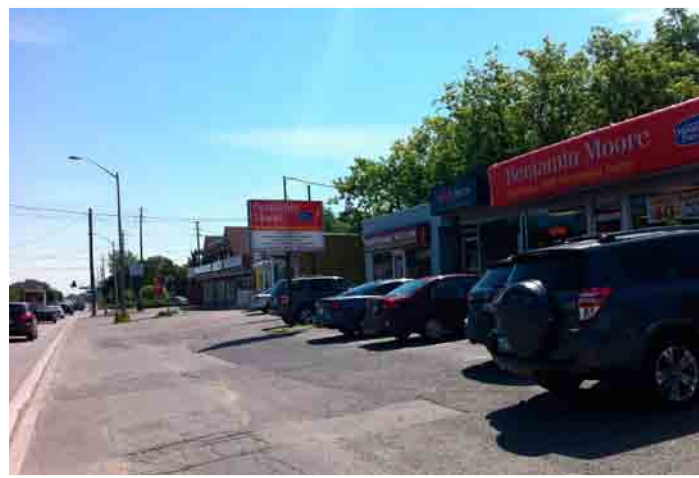
This Vision Plan is a holistic planning framework to address the opportunities, constraints, and threats to the sustainability of Main Street Unionville. Within the larger vision, there are individual ‘Focus Areas’ that have been identified and targeted for study. Each focus area has its own issues and stakeholders, sub-areas of special focus, and its own ‘Champions’ who can help to realize the plan. These individual focus areas are of two sorts: those which are discrete and not dependent on other focus areas for their realization, and those which are dependent on at least one other focus area. The core, for example, needs to be studied as a whole.

Focus Areas From South to North:

- Highway 7
- Stiver Mill/ Station Green
- Village Core
 - West Side, North and South
 - East Side
 - Main Street Streetscape
- Village Square
 - Crosby Community Centre (Twin Arenas)
 - Varley Gallery
 - Rouge Orientation Portal
- Toogood Pond
 - Toogood Pond Amphitheatre
 - Unionville Curling Club



VISION PLAN FOCUS AREAS



AN UNREMARKABLE INTERSECTION

Regional Highway 7 cuts across southern Ontario all the way from west of London to Ottawa. In the Greater Toronto Area, it serves as a main east-west artery.

Some of the traffic volume it used to carry has been diverted to the 407 Express Toll Route. Still, it's a central thoroughfare in Markham, and is key to the placement of the extensive Markham Centre development emerging to the west, toward Warden Avenue.

Closer to Main Street, the CN/GO rail tracks cut across Hwy 7 just 300 metres from the intersection. To the immediate east, a low bridge and a discreet path are all the evidence that an

intricate system of walking trails winds through the Rouge River valley just steps away.

Look around. You'll see a mix of nondescript, low-rise structures peppered with unattractive signs, patchy storefronts and strip parking. There's a decent amount of greenery at the edges. Yet, save for a modest signboard on the grassy northeast corner, virtually nothing hints that a rare historical gem lies just to the north.



HWY 7 GATEWAY

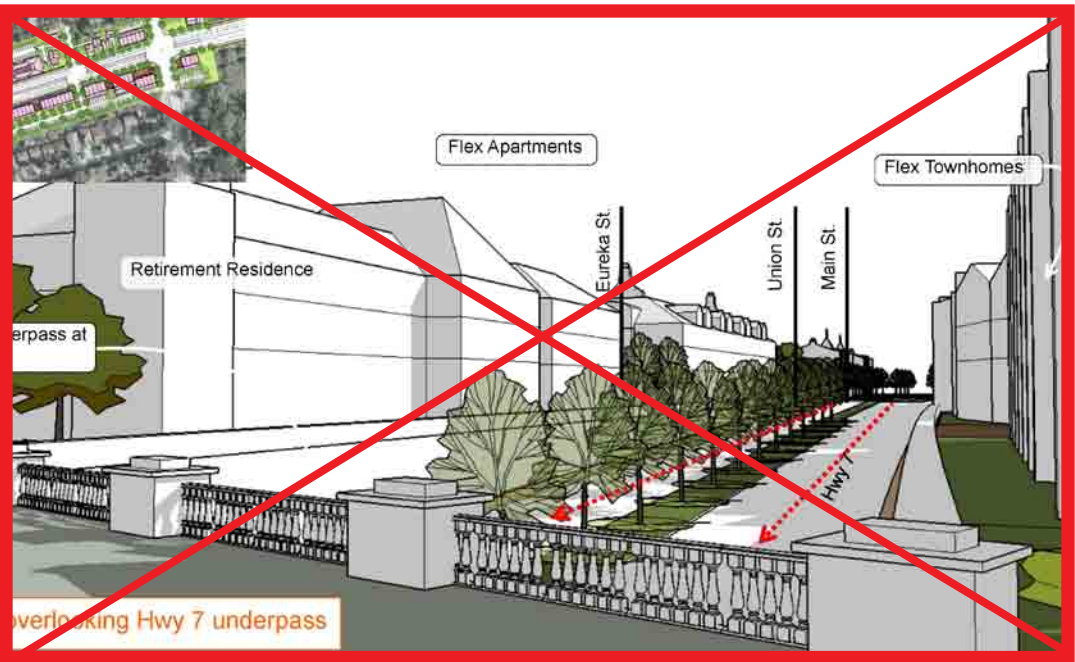
Highway 7 - Gateway Concept

Highway 7 is an important and heavily travelled regional arterial road, providing an important entry point to Unionville. This segment of roadway between the GO railroad tracks to the west and the Rouge River to the east is the front door to the Main Street Unionville core. In this spirit, the concept for Highway 7 is to create a street fronted by buildings with heritage scale and style on both sides, and lined with pleasant tree-covered sidewalks. These buildings would house retail on the ground floor with residential and/or office uses programmed above, to create a natural extension of the Village. A sense of place would then be created along this segment of Highway 7, with the built environment echoing Unionville in character and scale. The intersection of Highway 7 and Main Street Unionville would be given special emphasis through inclusion of distinguishing architectural features and landscape elements. This location would serve a dual role as a centre and a gateway, forming both an entry to the historic commercial core of Unionville to the north, and promoting the continuity of the Main Street historic district further south to where it meets Markham Centre.

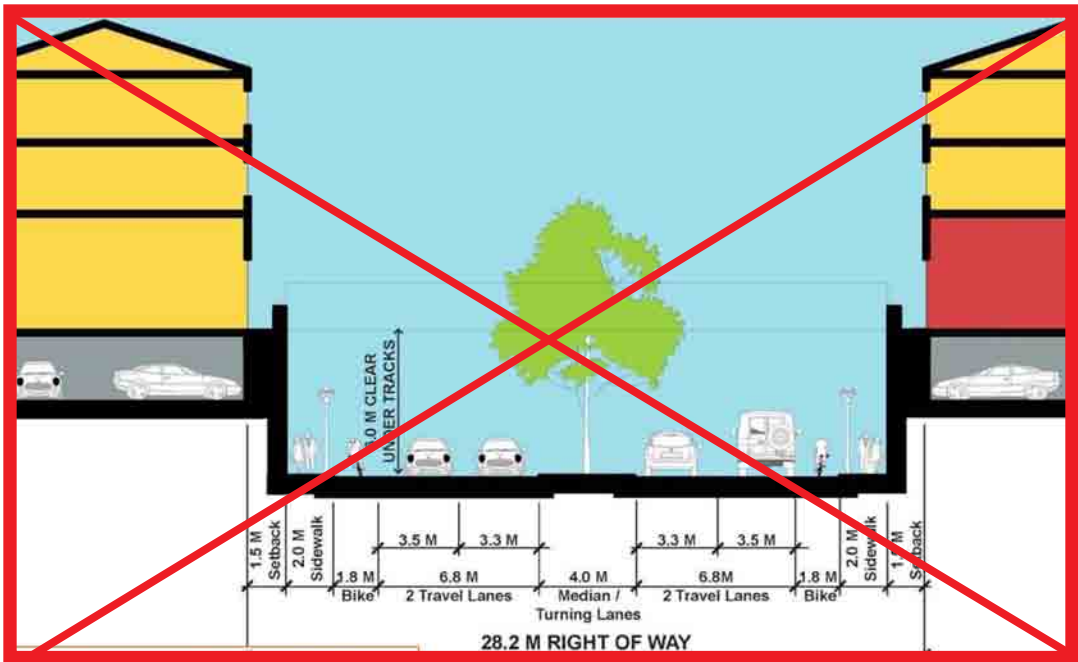
Overwhelmingly, residents have requested a provision, with the concurrence of the municipality, that the possibility of a grade-separated Highway underpass at the train tracks be prohibited in this Heritage area.

The Plan for Highway 7 includes the following aspects:

1. The Site extends from the GO railroad crossing on the west to the Rouge River on the east.
2. The plan maintains existing heritage-contributing structures.



Highway 7 Underpass - not compatible with Historic Village Precinct



Highway 7 Street Section - Impact of Proposed Underpass



Existing Conditions Highway 7

HWY 7 GATEWAY



View from the bridge over the Rouge River looking east along Highway 7. The Main Street Unionville Intersection is marked by a clock tower on the n-w corner

3. A small-scale, picturesque, and traditional style of building is appropriate for this setting as the 'Gateway to the Historic District.'
4. The Highway 7 roadway is designed to accommodate a planted median and left turn lane, four travel lanes, two bike lanes and sidewalks with planter boxes for street trees.
5. The plan maintains the mandatory diagonal view corridors from the roadway to the train tracks.
6. The buildings contain a mixed-use program with retail on the ground floor and residential or office above. Parking for residential and/or office uses is located below the buildings, and on the surface behind the buildings for the retail uses. Residential building types consist of townhouse-style, two-storey apartments and traditional 'double-loaded' apartments, where units are built on either side of a central corridor.
7. A clock tower at the corner of Highway 7 and Main Street Unionville signifies the importance of this intersection.
8. Two pedestrian-scaled roofed gates, 'lychgates' or other entry feature, frame Main Street Unionville on the north side of Highway 7, further impressing the presence of a gateway to Unionville.
9. A larger ensemble of buildings is proposed on the northwest parcel just east of the tracks that could accommodate a senior-living or active adult residence.
10. Parking behind the buildings provides a separation between the new buildings and the existing homes immediately to the north and south.
11. The homes on East Drive are buffered from new development by a fence and by supplementing an existing east-west tree stand. The existing, adjoining neighbourhoods on the north and south sides have a significant tree canopy that naturally softens and screens the intensified buildings on Hwy 7.
12. Preferred heights 2.5-3.5 storeys in the east with a possible 4-5 storeys near the tracks.

HWY 7 GATEWAY - MASTERPLAN



Highway 7 Illustrative Site Plan



View east along Highway 7 from intersection at Main Street. The tracks are at the end of the vista and must remain as a "level crossing"to ensure the viability of this gateway concept neighbourhood.

HWY 7 GATEWAY - LAND USE

Hwy 7 - Gateway Concept Program

- Residential




- Apartments
 - Age Appropriate
 - Retail

240 D.U.

110 D.U.

3,500 S.M.

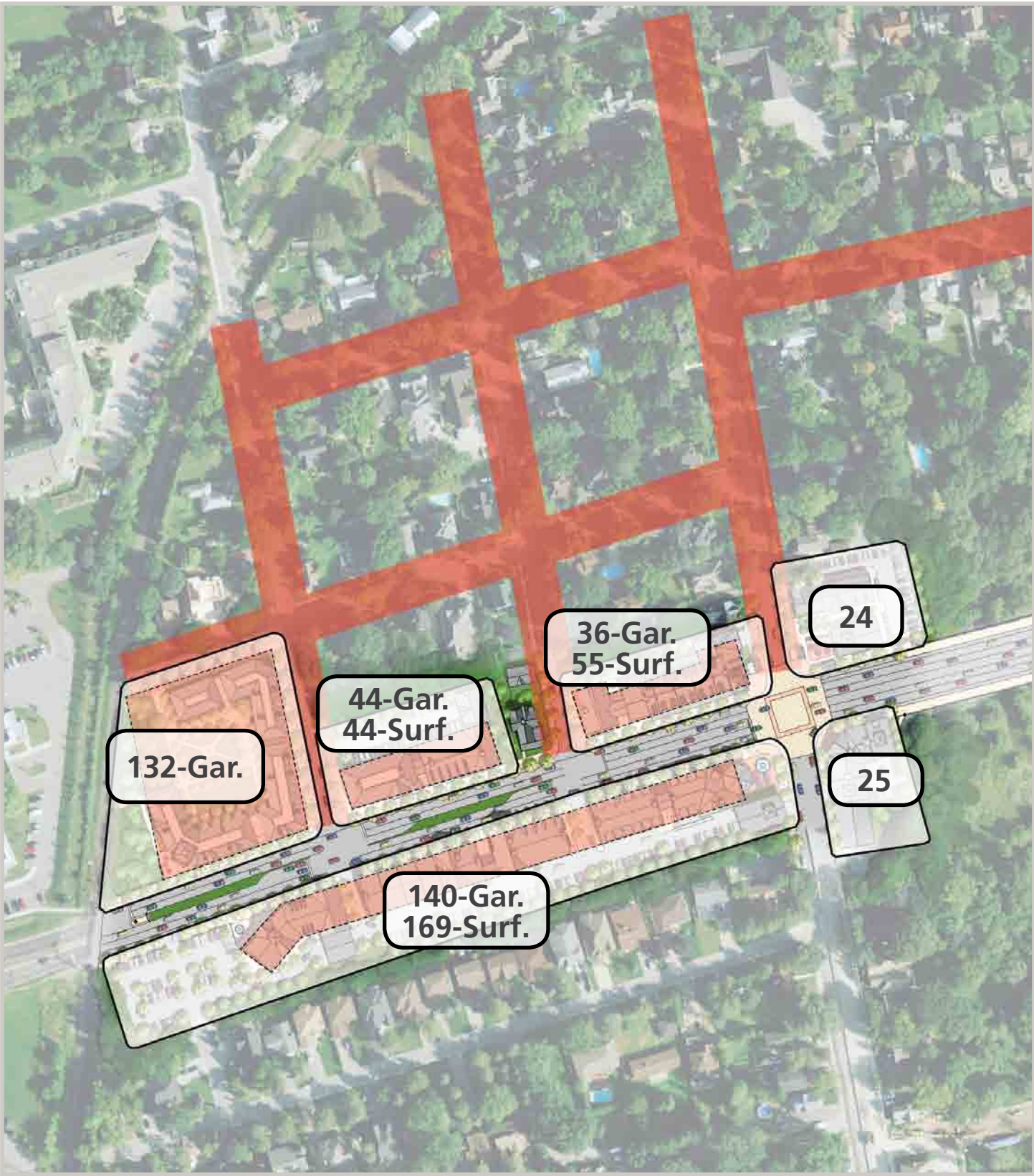


LAND USE DIAGRAM	
	Residential
	Retail
	Mixed Use Res over Retail

Land Use Diagram



HWY 7 GATEWAY - PROGRAM AND PARKING DISTRIBUTION

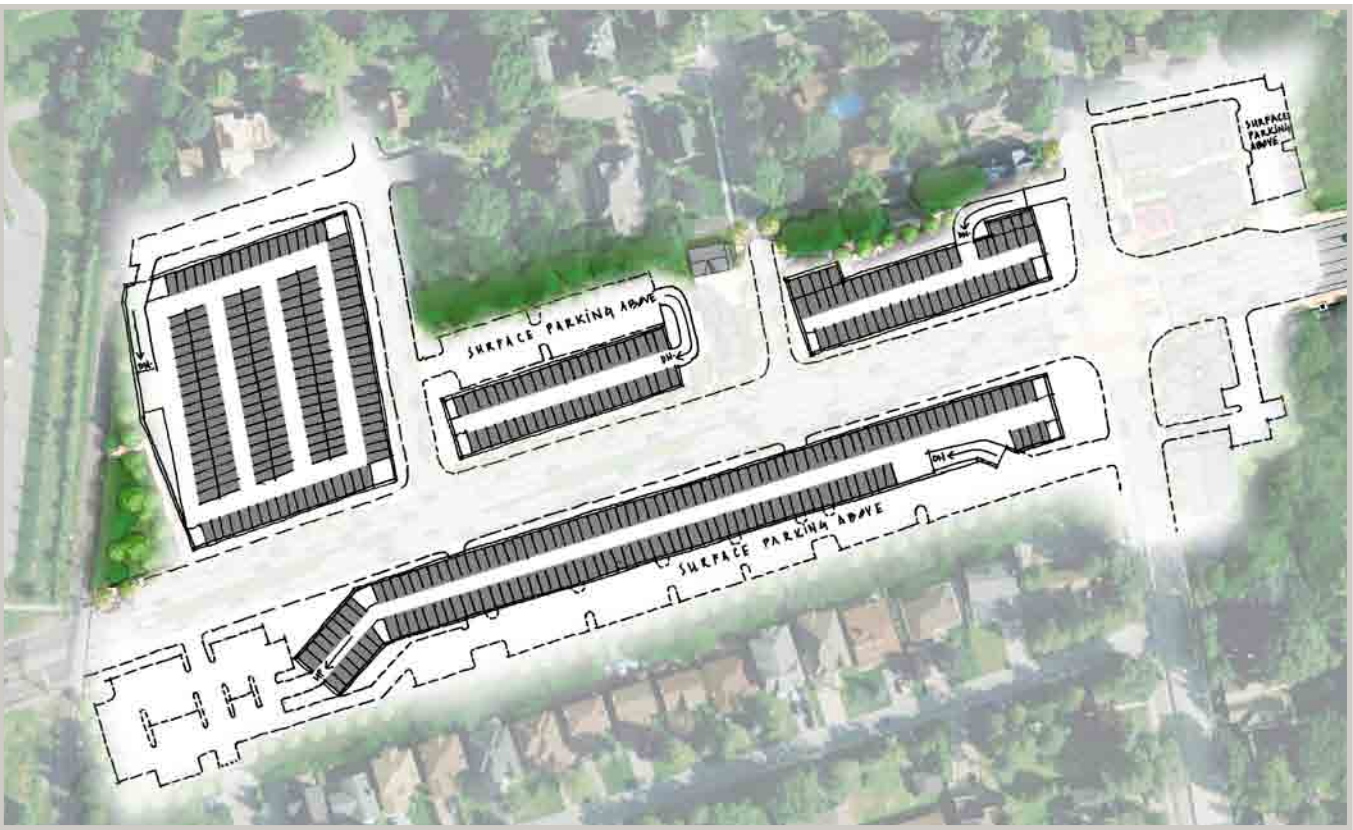


Parking Load

PARKING REQUIRED	PARKING PROVIDED	PARKING BALANCE
673	669	+4

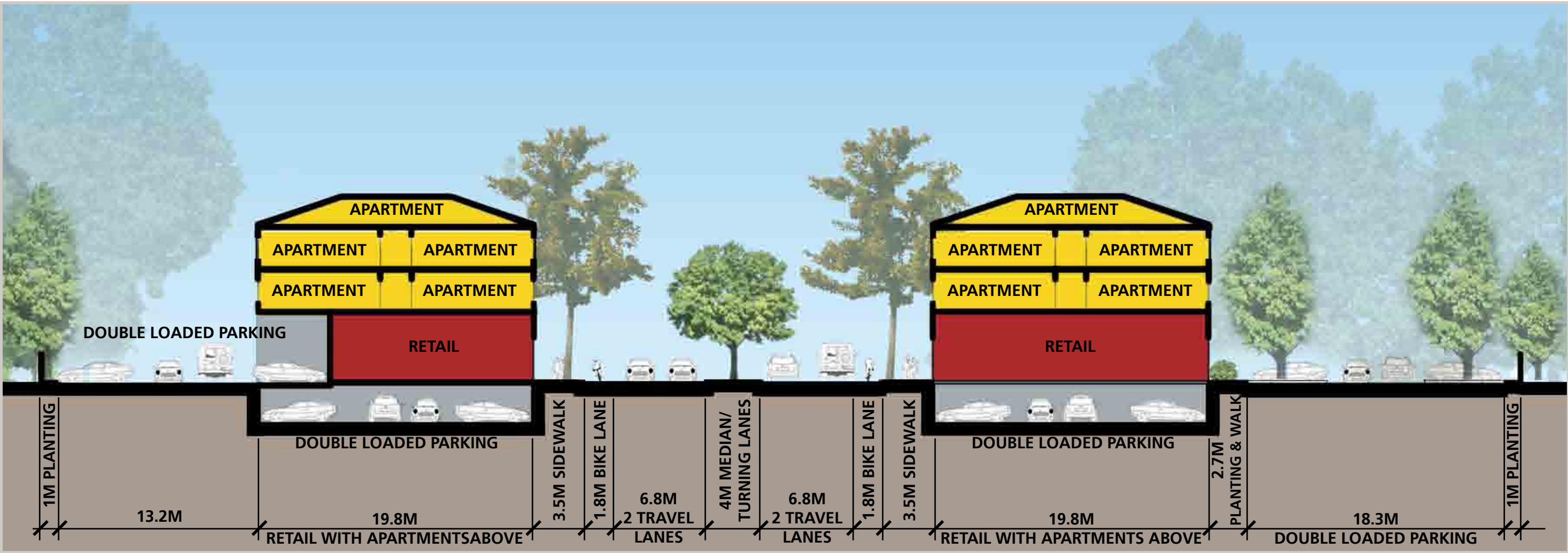
PROGRAM CHART			
LAND USE / VENUE	AREA (M ²) / UNITS	PARKING RATIO	PARKING REQUIRED
Retail**	3,500	1 / 13.85 m ²	253
Apartments***	240	1.2 / unit	288
Active Adult	110	1.2 / unit	132
TOTAL PARKING REQUIRED			673

**Retail Parking Ratio weighted to factor in a 50/50 mix of Retail and Restaurant
***Rental apartments to park at 1.2/unit rather than owner occupied 1.5/unit

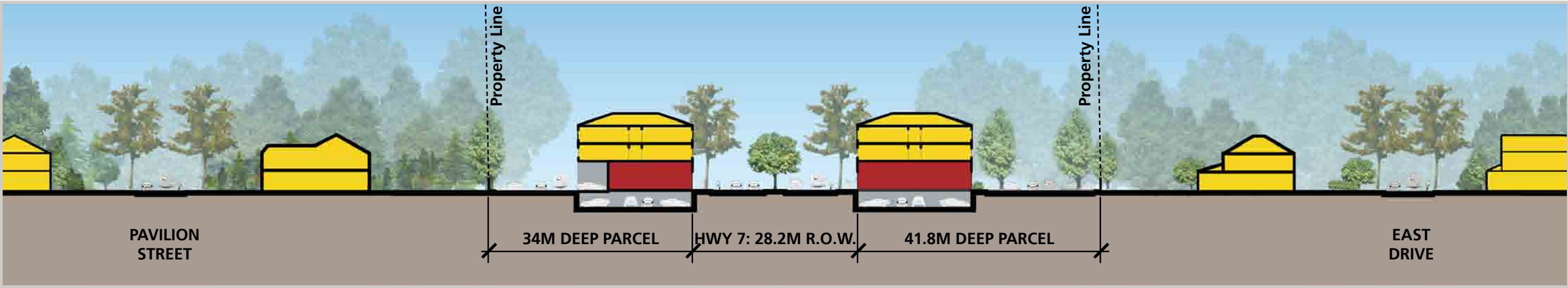


Parking Plan

HWY 7 GATEWAY - CROSS SECTIONS



Proposed Street Section Looking West



Site Section looking West including Adjacent Neighborhoods



HWY 7 GATEWAY - CORNER OF HWY 7 AND MAIN STREET UNIONVILLE



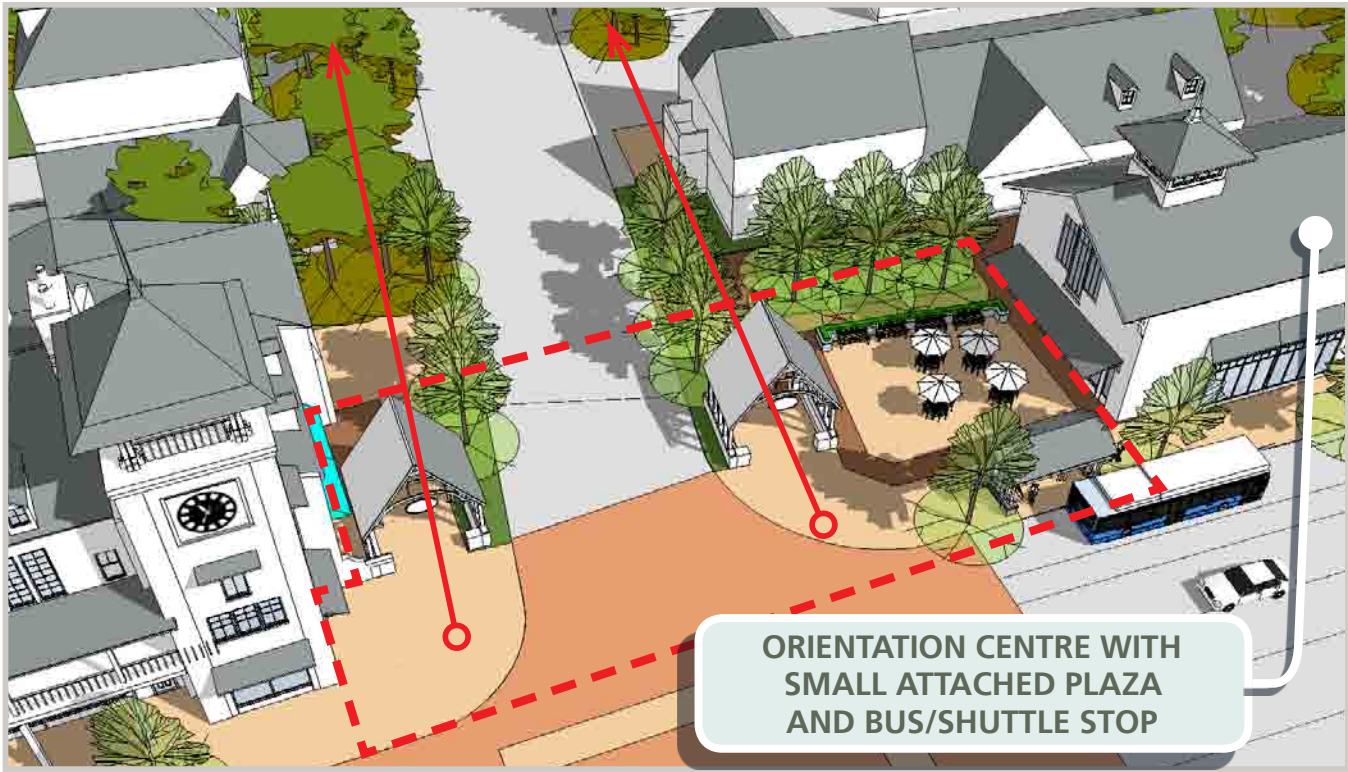
Existing Conditions



Welcome plaza and meeting place



Architectural Precedent for Lychgates



Gateway at Main Street and Highway 7



A pair of lychgates function as pedestrian-scaled portals at the entrance to Unionville. The initial concept of an archway over Main Street was not supported by the City's Engineering Review.





A CULTURAL ANCHOR

We have ventured up Main Street and are rewarded with a stretch of charming heritage homes, generous lawns and well-tended gardens. The Central United Church sits on the east side, just south of the railroad tracks. These are the same tracks that cross Hwy 7 and curve northeast through Unionville on their way toward Markham Village.

When the Toronto and Nipissing Railway arrived in 1871, Unionville's settlement grew south from the Union Mills hub. Homes and businesses began to connect the two ends of Unionville. From the early 1900s, the Stiver Brothers Seed & Feed Mill helped farmers ship their grain harvests to market.

To the east, a rather plain recycling depot, well used by residents, rests mostly on GO Metrolinx (formerly CN) right-of-way land. A planing mill had existed where the creek crosses the lower end of Main Street, to convert the region's plentiful timber into needed lumber for a growing regional marketplace. The original mill succumbed to fire not once but twice. Today's re-created version houses retail shops, a restaurant overlooking the mill pond, and offices for small businesses upstairs.

Together, these sites form a vital anchor in the long-term vision of a thriving Unionville.



STIVER MILL AREA

Stiver Mill - Area Concept

The Stiver Mill Area is the threshold for Unionville's historic core. Located just north of the railroad tracks, the area is anchored by three prominent buildings: Stiver Mill (1916), the Train Station (1871), and the Planing Mill (1839, rebuilt 1987). The Stiver Mill site is also the current location of the weekly Farmers' Market. The Recycle Depot, located on the east side of Main Street by the railroad tracks, is an important functional component of this area. Several historic homes are located to the west along Station Lane, contributing to the historic character of the area.

The ensemble of buildings in the Stiver Mill Area creates a wonderful place of civic and historic uses, with its own distinct identity. This area should anchor the south end of the Main Street Unionville core walking loop, but has struggled to do so. This is due in part to the physical characteristics of Main Street Unionville between Fred Varley Drive and the Planing Mill. As one walks south along Main Street Unionville from Fred Varley Drive, the presence of retail becomes spotty. More generally, the 'street wall,' the line of buildings that front the street, becomes spotty too. These interruptions in the buildings fronting Main Street Unionville are not necessarily negative: The Bandstand at Millennium Plaza, and the forested mill stream opposite the Planing Mill are attractive features of the community. However, these features, combined with the intersection of Victoria Avenue and the Concession Road to the east, conspire to weaken the pedestrian experience along this segment of Main Street. Therefore, due to the lack of continuity, many visitors walking south along Main Street perceive that Fred Varley Drive is the 'natural' end of the walking loop, and turn back north. The Vision Plan employs a



Planing Mill



Wychwood Barns - Greenhouse/Food Centre



Wychwood Barns - Linear Farmers Market



Wychwood Barns - Linear Pedestrian Walk



Wychwood Barns - Wayfinding



Catalyst - The newly renovated Stiver Mill



Wychwood Barns - Bake Oven

STIVER MILL AREA

number of design recommendations to make this segment of Main Street Unionville more inviting, attractive, and comfortable. An expanded program will make this area more of a destination, all with the intent to create a seamless pedestrian experience from the northern end of the core area to Stiver Mill.

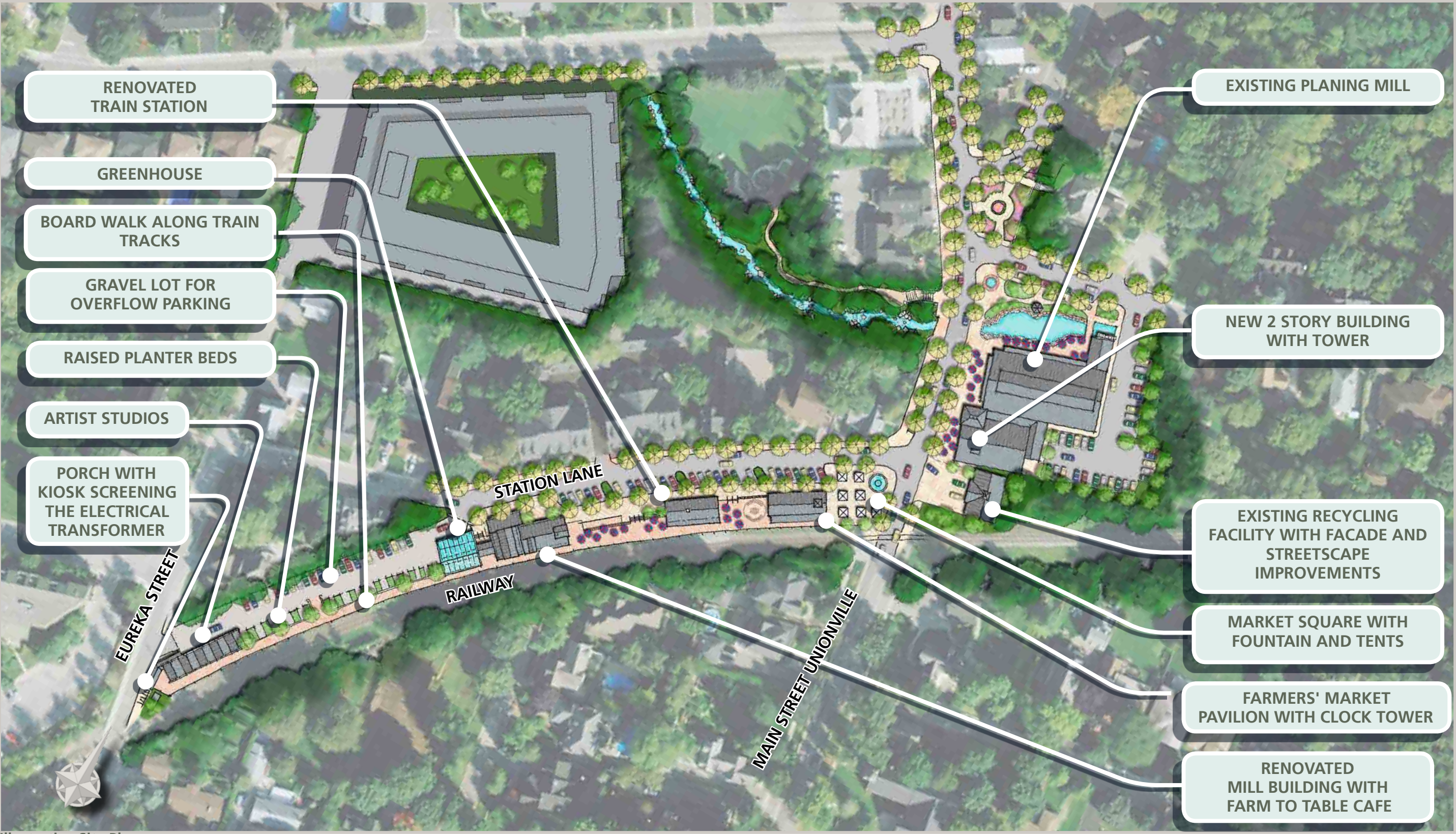
The Stiver Mill area concept includes the following elements for consideration:

1. A linear composition of elements alongside the railroad tracks:
 - East of Main Street
 - A new façade on the Recycle Depot makes it compatible with the Heritage District’s architectural character.
 - An addition to the Planing Mill fills a gap in the street wall south of the existing building, and brings an element of the Planing Mill frontage up to the sidewalk.
 - West of Main Street
 - Market Square – a plaza space on the southwest corner of Main Street and Station Lane providing a more prominent location for the Farmers Market as an extension of the current market.
 - Market Pavilion with Clock Tower – provides a shelter for market activities and a civic presence on the square. As it can be seen from a distance, the clock tower is an element that will draw pedestrians further south to the Market Square.
 - Rail Walk Boardwalk and sitting areas – provides the connective element unifying the entire Train Station/Stiver Mill complex, from Market Square west to the potential Artist Studios, and be a part of a walkway system extending south to the future Markham Centre Mobility Hub.
 - Renovated Train Station – provides a community meeting venue;



The linear Rail Walk from Main Street to Eureka St. restates the historic agricultural spine of Unionville centred by the Stiver Mill. The placement of the Farmers Market open air pavilion at Main Street, a Greenhouse adjacent to the Mill and Artist Studios at Eureka completes this strong east-west axis.

STIVER MILL AREA



Illustrative Site Plan



STIVER MILL AREA

- Renovated Stiver Mill Building – provides gallery space, with the recommended possible addition of a farm-to-table café;
- Greenhouse and raised planter boxes – provide farm produce and urban agricultural programs;
- Gravel area can be controlled as an open area for events or as an occasional parking lot;
- Artist Studios – creates a frontage on Eureka Street and a portal for the Rail Walk Boardwalk that parallels the tracks; opportunities at this location will need to be coordinated with Metrolinx;
- Diagonal parking – provided along the south side of Station Lane.

2. **Promotion of a continuous pedestrian experience along Main Street Unionville from the northern core to the Stiver Mill Area:**

- Reconfigure the intersection of Victoria Avenue and the Concession Road at Main Street Unionville to improve pedestrian safety and vehicular movement;
- Create a new landscaped square between the Concession Road and Victoria Avenue that bridges the pedestrian experience, improving the sense of continuity on the east side of Main Street. This square could be the location of a future monument;
- Reconfigure the southeast corner of Main Street and Victoria Avenue to include a water feature and improved landscaping, and relocate the existing gazebo adjacent to the Mill Pond. The corner water feature will draw people through its sound as well as its visual impact, while the relocated gazebo will enhance the pond.



Market Square and Fountain on Main Street - bringing the energy and vitality of the Farmers Market "front-of-house" onto Main Street. The Pavilion can be programmed for an assortment of other community gatherings and uses. The image on the right shows the 2014 relaunch of the Stiver Mill Farmers' Market.



STIVER MILL AREA

- Provide a Tower Building addition to the Planing Mill to fill in the street wall and provide a landmark when looking south from the core, encouraging further exploration along this leg of the Main Street Unionville walking loop.
- Enhances the streetscape at the stream crossing, including improvements to the stream side picnic grotto, and a new path along the mill stream connecting back to the parterre garden in Millennium Park.

Stiver Mill Area Program

- Planing Mill Addition 320 S.M.
- Renovated Recycling Depot
- Open Pavillion
- Farmer's Market
- Existing Station Building
- Existing Stiver Mill
- Greenhouse Addition
- 10 Artist Workshops 250 S.M.

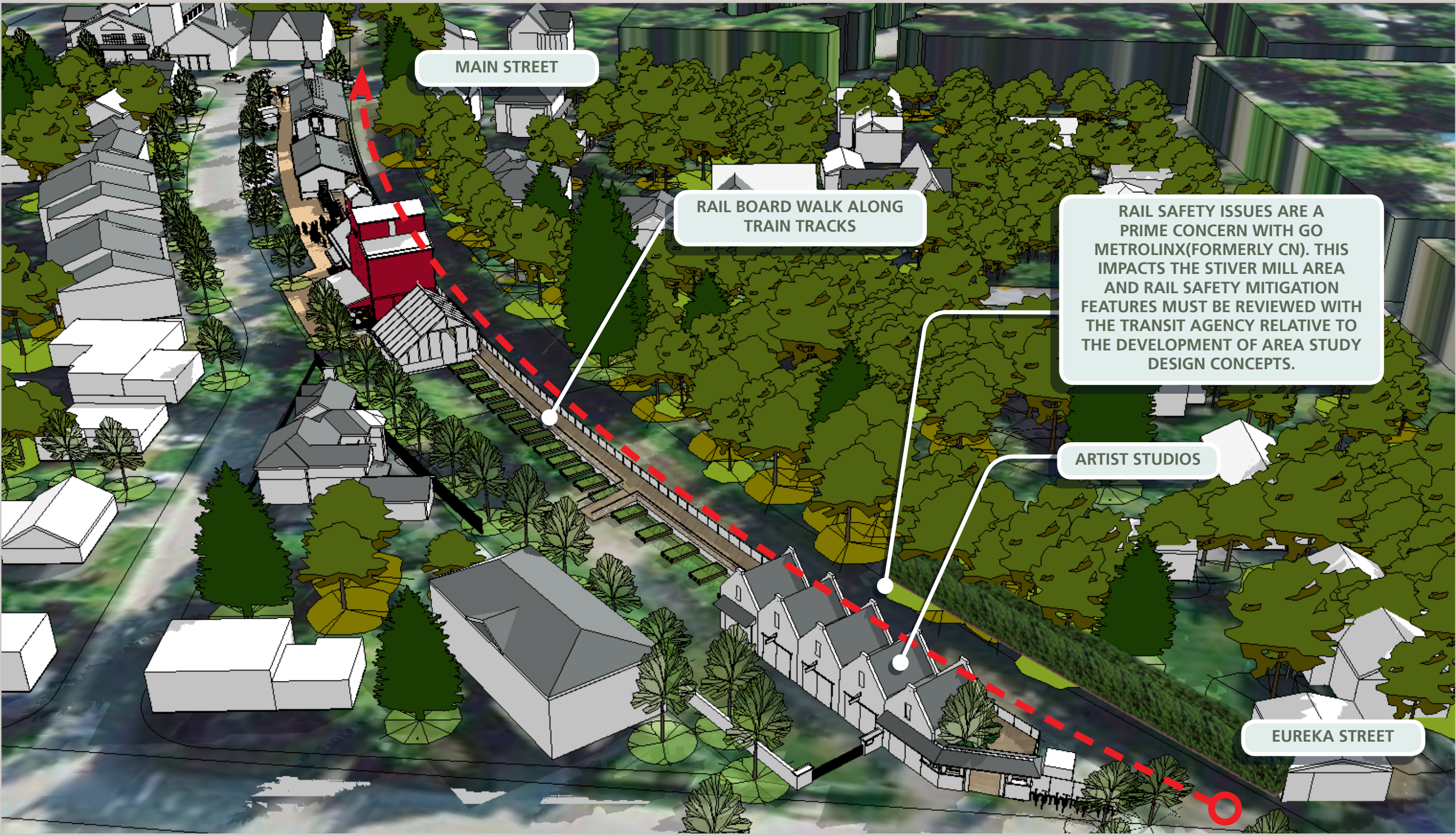
Parking Available

Planning Mill Addition	10 Sp.
Stiver Mill, Farmer's Market and 10 Artist Workshops	42 Sp.
Total Parking Available	52 Sp.

LAND USE DIAGRAM	
<div></div>	Civic
<div></div>	Retail



Land Use Plan



Aerial View of Stiver Mill Area looking from Eureka Street eastward towards Main Street

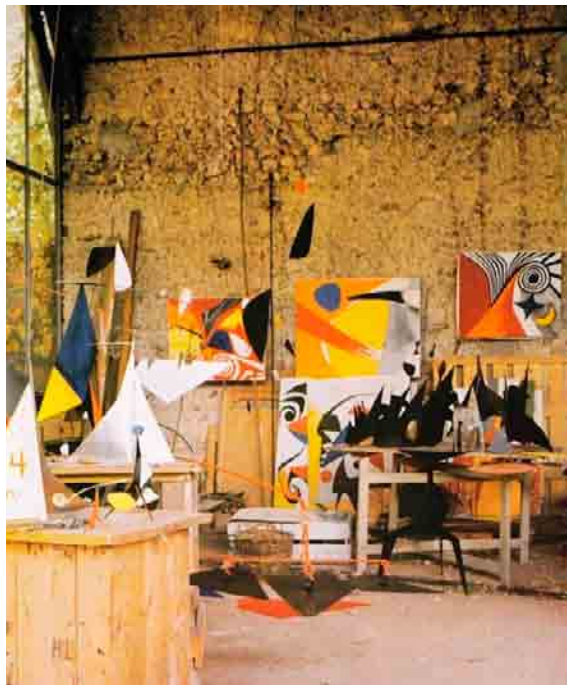
STIVER MILL AREA



Artist Studios on Eureka Street



The Stiver Mill Area could include a Christmas Market



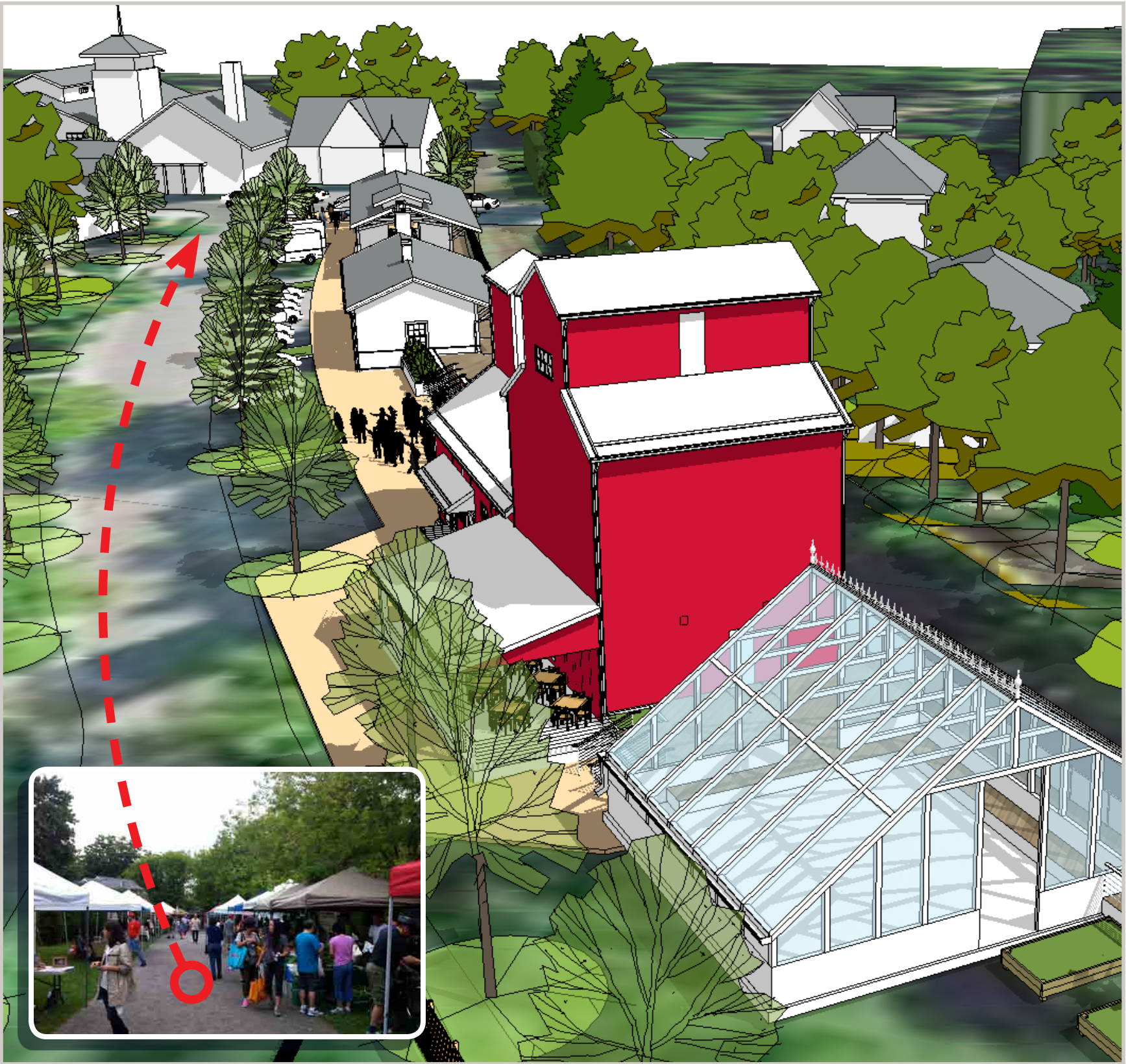
The Artist Studios could have a variety of artists and craftsman working in sculpture, painting and other allied crafts and arts.



Fall Harvest and Halloween Festivities celebrated at the Mill



The linear gravel area along the rail corridor can flexibly accommodate a variety of events like the Farmers Market and be used as a parking area throughout the year.



The linear agricultural spine centred by the newly renovated Stiver Mill is extended to Eureka Street with a greenhouse and artist studios. This area is envisioned as a cultural centre in the Village able to participate in seasonal events.