

UPPER UNIONVILLE

COMMUNITY DESIGN PLAN



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1.0 Introduction

In August of 1996, the Berczy Village Secondary Plan was approved by the Town of Markham. The requirements outlined in this Secondary Plan led to the preparation of the Berczy Community Design Plan, prior to the approval of any regulating plans or plans of subdivision. The Design Plan for the Berczy Community described the establishment of seven neighbourhoods located between Major MacKenzie Drive to the north, 16th Avenue to the south, Kennedy Road to the west, and McCowan Road to the east. The Upper Unionville (Beckett Lands) Area is the last remaining undeveloped neighbourhood within the Berczy Village and as such, plays a very significant role.

Located on the northeast corner of the Kennedy Road and 16th Avenue intersection, the Upper Unionville Community is an infill site to the Berczy Village and comprises approximately 82.9 ha (204.8 acres) in area. The site is bounded by an existing residential development to the north, 16th Avenue to the south, Kennedy Road to the west, and the place of worship and future residential neighbourhood to the east.

The Berczy Village Secondary Plan includes a number of studies which have identified heritage features within the Berczy Village, including the Beckett Lands property, that must be taken into consideration. In addition to this property, the Philip Eckardt Log House (originally built in 1803), has been designated under the Ontario Heritage Act as the oldest dwelling in Markham, as well as being considered of architectural and historical value by the Markham Inventory of Heritage Buildings. Other valued heritage features include the Beckett Farm House, the Bethesda Lutheran Cemetery, as well as the old Oak Tree that is located closer to Kennedy Road. The Beckett family have owned and operated Beckett Farms since 1917.

This Community Design Plan for the Beckett Lands is a supplemental document to the requirements for Draft Plan approval and will be used to implement and develop the future community. This document shall not be read as a 'stand alone' document since it is a continuation of the previous work related to the whole Berczy Village area.



Figure 1.0 Site Location

1.1 The Vision

Successful communities are memorable and distinctive with an authentic and unique character that is identifiable and ultimately desirable.

Upper Unionville builds its vision upon a livable and pedestrian oriented neighbourhood that respects the ingrained historical elements of the area. The comprehensive open space system is comprised of neighbourhood parks, parkettes, and a piazza, that form a vital part of this development and to the entire Berczy Village community as a whole.

This neighbourhood will have well defined edges along 16th Avenue and Kennedy Road that welcomes and reflects the community's character.

Upper Unionville provides a mix of uses and a range of housing that has regard for surrounding context while bringing innovative and aesthetic solutions to community planning that are respective of the Berczy Lands' Heritage.

The community design for Upper Unionville began with an understanding of the lands context and natural and cultural heritage. The initial design sketches focused on the following key features:

- Oak Tree Parkette
- Cemetery Eckhardt Log House and Parkette
- Neighbourhood Parks and Parkettes
- Naturalized Storm Water Pond at Community Edge
- Neighbourhood round-a-bouts
- Special Street Cap-End Homes
- Berczy Square (Special Study Area) and
- Upper Unionville Piazza

The above individually feature areas (described in the following pages) help create “memorable places”, and once combined into the urban fabric of Upper Unionville, form a series of linked special places within a complete community.

OAK TREE PARKETTE



The existing 'Oak Tree' is located in close proximity to Kennedy Road. It will be preserved and celebrated through the design of the "Oak Tree Parkette" and it will become a meaningful heritage element of the open space system for the new community. Visible from a primary entrance into the community from Kennedy Road the old Oak Tree characterizes and highlights the strong sense for the heritage and uniqueness.

CEMETERY, ECKHARDT LOG HOUSE AND PARKETTE



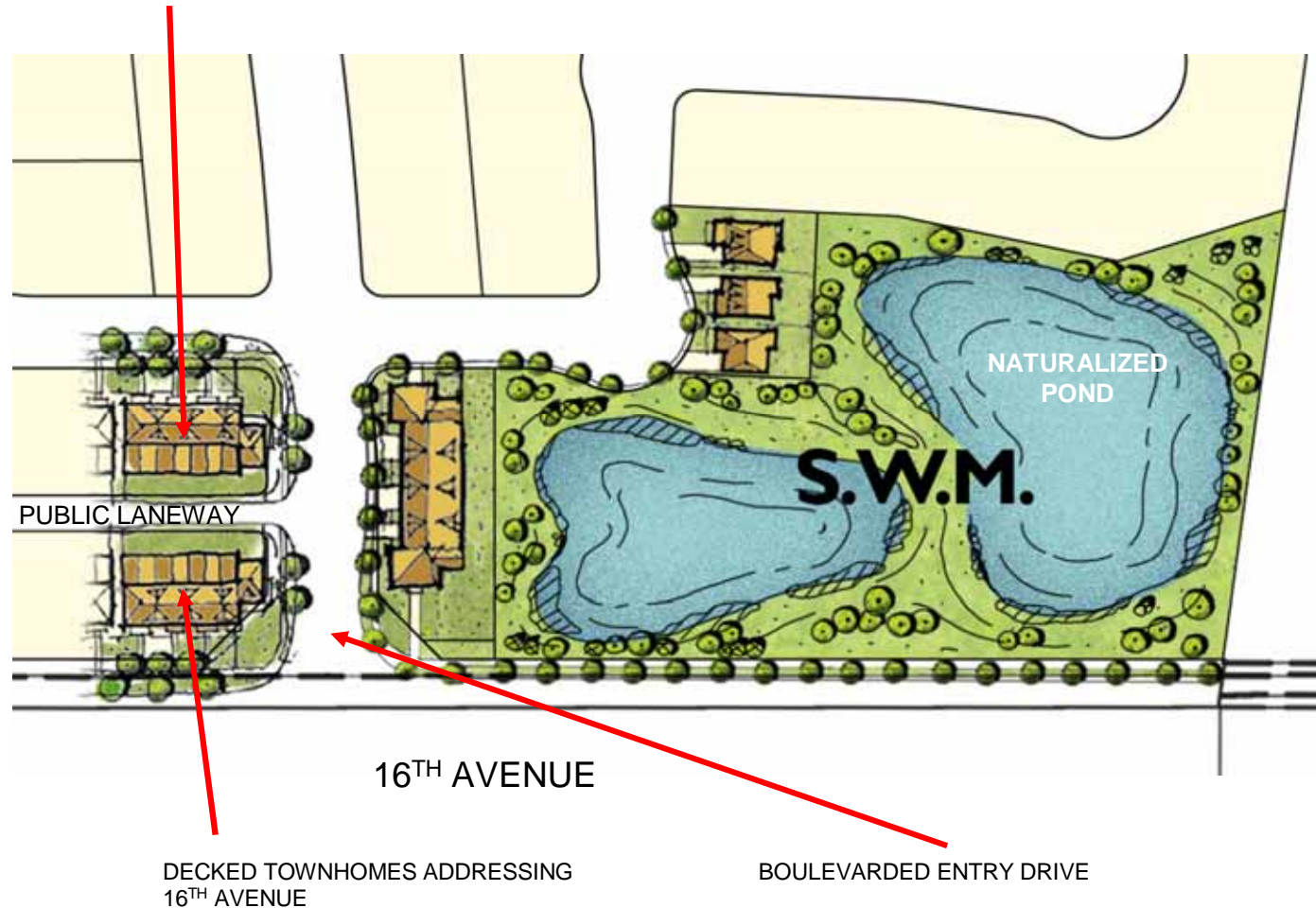
The existing Bethesda Lutheran Cemetery will be maintained in its original state and will include an additional 1 acre land to the north. The Eckhardt Log House and adjacent heritage park with existing vegetation will be also preserved and enhanced to highlight the heritage component of this area. The parkette adjacent to the Heritage Log House is immediately connected to the expanded cemetery. All portrayed elements form one comprehensive, pedestrian friendly entirety and convenient connection to Kennedy Road.

NEIGHBOURHOOD PARKS AND PARKETTES



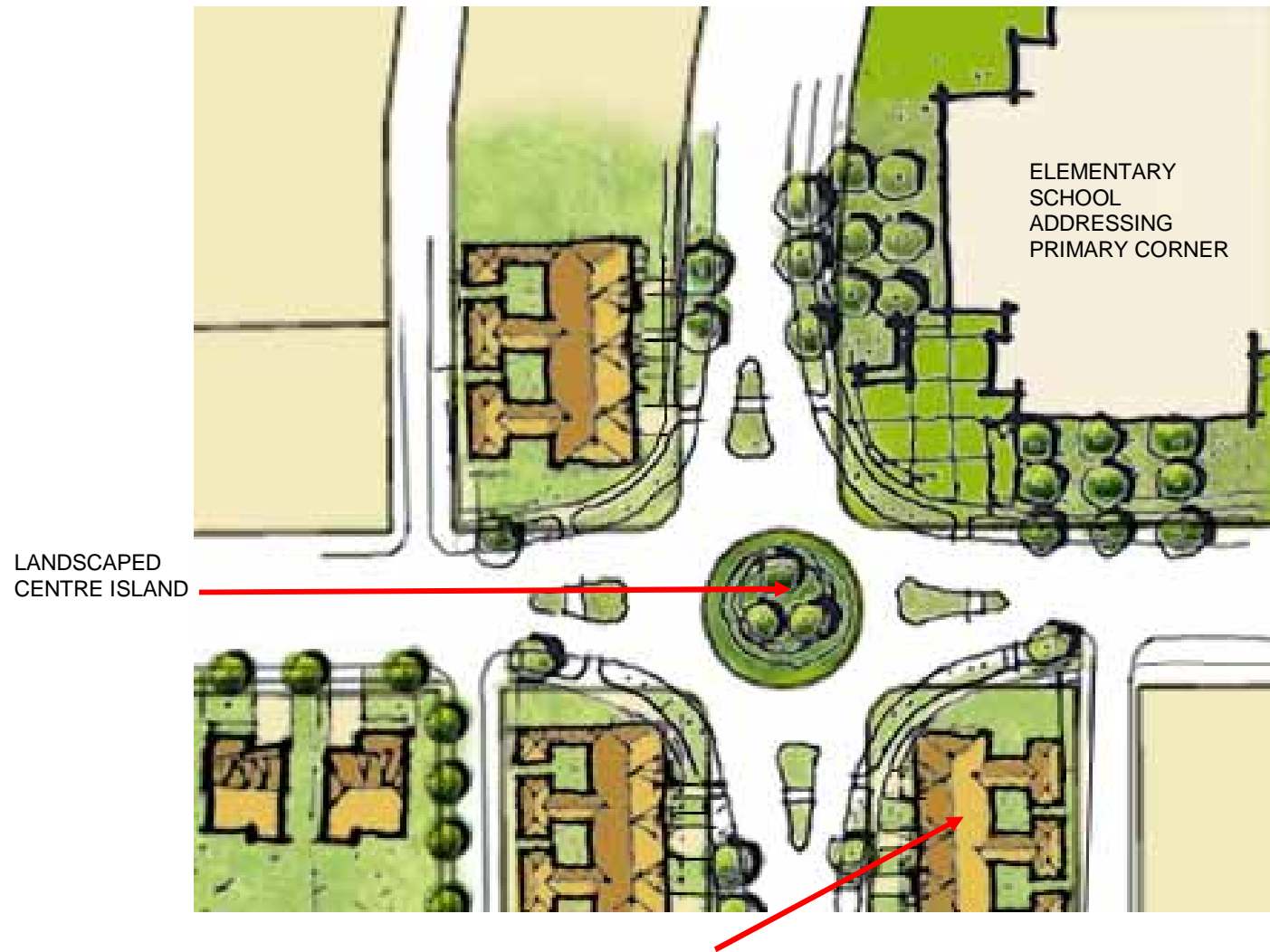
NATURALIZED STORM WATER POND AT COMMUNITY EDGE

DECKED TOWNHOMES



The eastern storm water management pond becomes a visually pleasant community edge feature while addressing related technical and safety issues. This location of the SWM pond also provides for the opportunity to design naturally aesthetic and prominent gateway feature and highlight the consideration of the open space through the whole community.

NEIGHBOURHOOD ROUND-A-BOUTS



LANDSCAPED
CENTRE ISLAND

ELEMENTARY
SCHOOL
ADDRESSING
PRIMARY CORNER

SPECIAL ROUND-A-BOUT LANEWAY HOMES ADDRESSING INTERSECTION WITH BROAD DOMINANT
PORCHES AND FENESTRATION

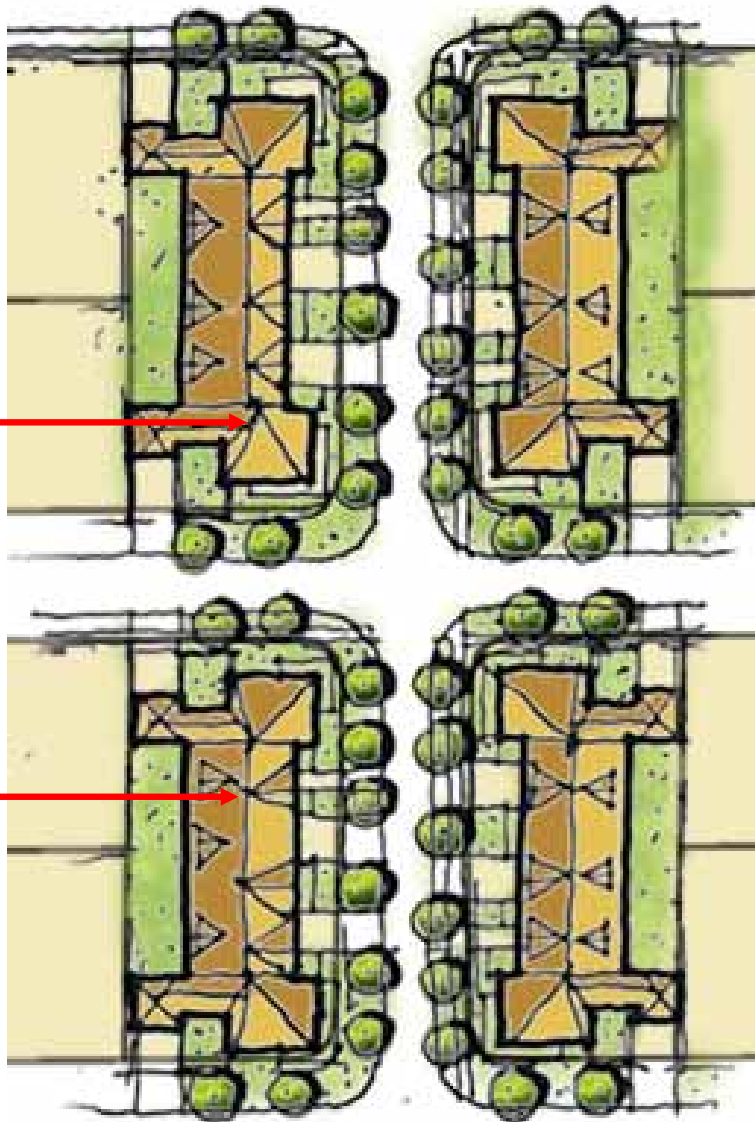
Collector road round-a-bouts provided at the primary intersections will enhance visual interest of the streetscape and provide for traffic calming. Surrounding homes are laneway based which minimize traffic impact and enhance pedestrian safety. Round-a-bouts will encourage way finding and orientation through the reinforcement of intersection hierarchy. They help create a sense of special neighbourhood with special intersection homes that enhance visual interest of these important cross roads.

SPECIAL STREET CAP-END HOMES

SPECIAL CORNER UNIT

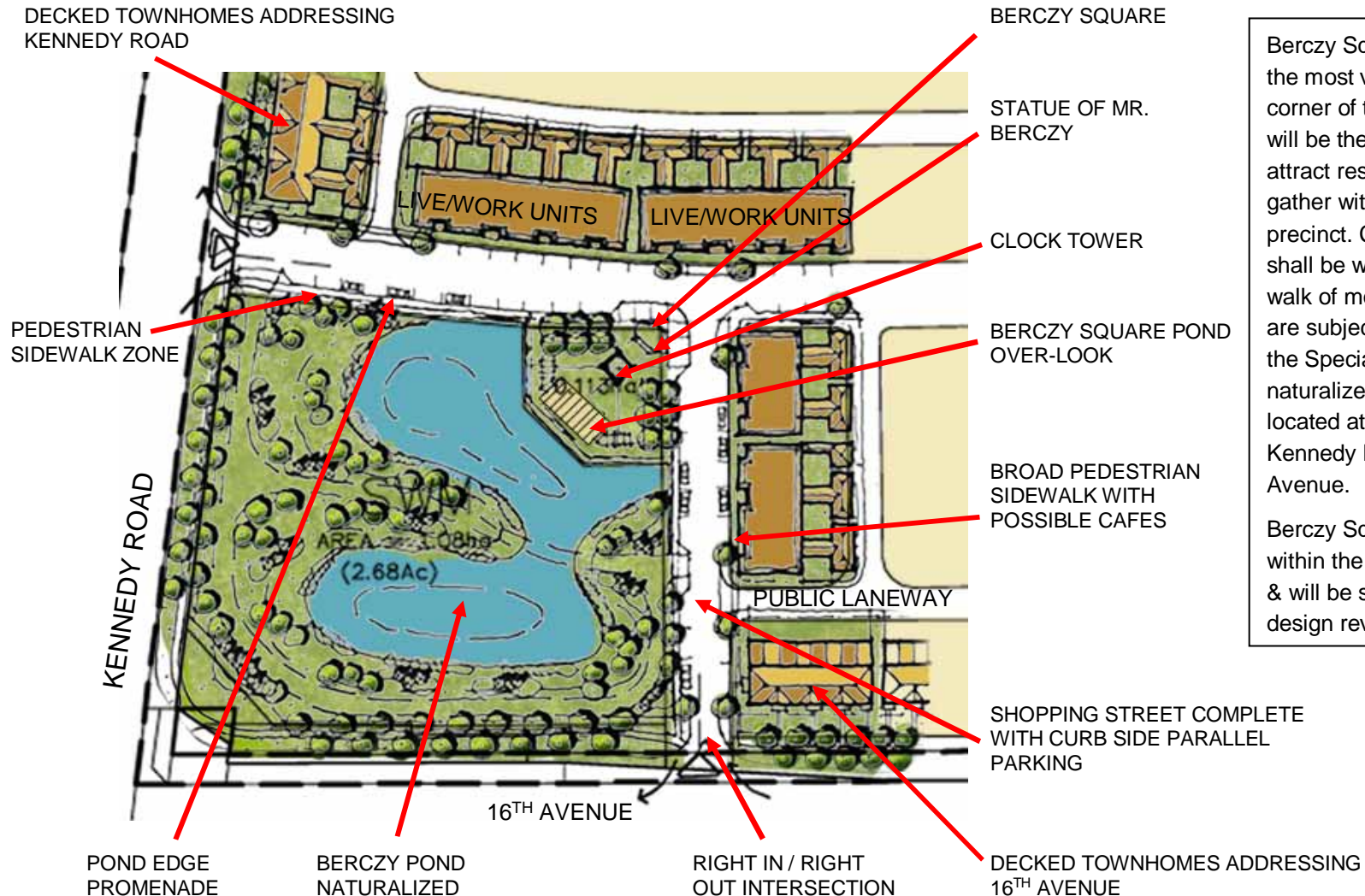
- BROAD PORCHES AND FENESTRATION ADDRESSING CORNER
- COACH HOUSE STYLE 2 CAR GARAGE

TOWNHOMES ADDRESSING STREET



“Special Street Cap – End Homes” play an important role in the configuration of the community blocks by creating visual interest and seemingly shorter blocks. This configuration reduces the numbers of the garages on the frontage street. Cap – End Homes allow for broad porches and fenestration and coach house style two car garages. Cap – End Homes allow distribution of town homes throughout the community without creating long street lengths of townhomes.

BERCZY SQUARE



Berczy Square is located at the most visually prominent corner of the community and will be the landmark which will attract residents and visitors to gather within this live/work precinct. Commercial uses shall be within a 15 minute walk of most residences and are subject to final design of the Special Study Area. A naturalized SWM pond is located at the corner of Kennedy Road and 16th Avenue.

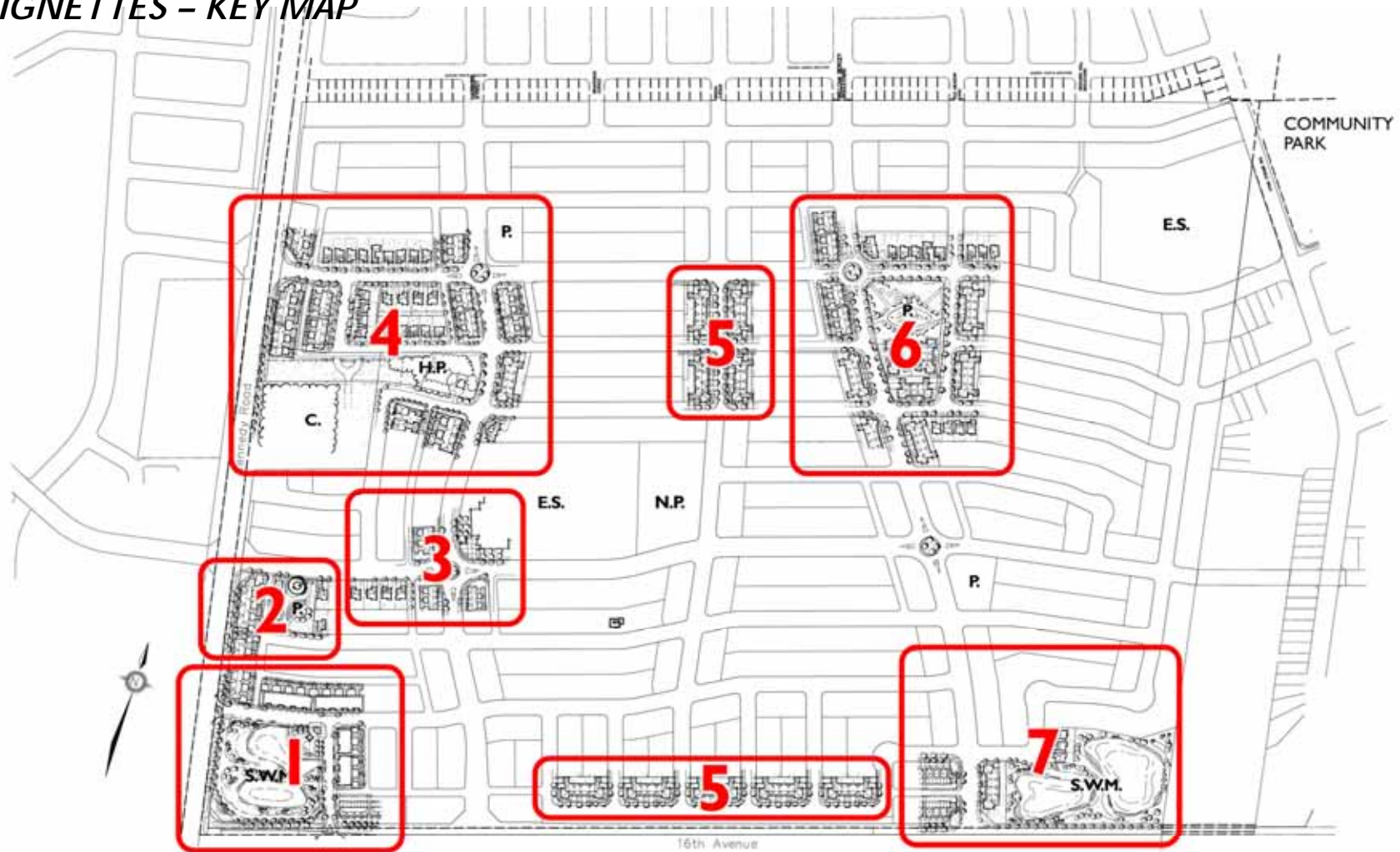
Berczy Square is located within the Special Study Area & will be subject to more design review in the future.

UPPER UNIONVILLE PIAZZA



The Piazza within Berczy Square will be pedestrian oriented. Shopping streets will have on-street parking and broad pedestrian walkways. Together with the pond edge promenade and trellised belvedere these amenities will enhance the sense the of place and enjoyment for the broader community. The preliminary concept envisions a statue of Mr. William Berczy and Clock Tower , boisks of trees with shade seating below and an open lawn.

VIGNETTES – KEY MAP



LEGEND

- | | | |
|--|--|---|
| 1. Berczy Square and Upper Unionville Piazza | 4. Cemetery, Eckhardt Log House and Parkette | 6. Neighbourhood Parks and Parkettes |
| 2. Oak Tree Parkette | 5. Special Street Cap-End Homes | 7. Naturalized Storm Water Pond at Community Edge |
| 3. Neighbourhood Round-a-bouts | | |

COMMUNITY CONCEPT PLAN



2.0 Community Structure

The Official Plan Amendment and Secondary Plan for the Berczy Village, 1996, provide the basis for Upper Unionville's community structure. In addition to this foundation, the components of open space, residences, pedestrian network, and road network are organized into a highly structured system that enhances community function, walkability, sustainability, and heritage.

The following elements have been developed to define and reinforce the community's structure:

The Community Design Plan highlights the heritage and desired character of Upper Unionville while generating a strong and distinct walkable neighbourhood.

The objectives of the Community Design Plan are:

- To demonstrate a consistent design vision throughout the community
- Ensure the City of Markham's design initiatives are addressed
- To promote a sustainable and healthy community
- Promote a desired urban form through the community's structure, street network, edges and gateways, streetscape, open space system, and site planning and built form
- To generate built form and streetscapes that result in an identifiable hierarchy of streets and open space
- To illustrate special features of the community and provide design direction related thereto;
- To ensure quality in the design of all buildings and public spaces through future application of the Town's Architectural Design Control process
- To provide a clear basis for the review and implementation of subsequent stages of development .

Special features of the community are:

- Oak Tree Parkette
- Cemetery , Eckhardt Log House and Parkette
- Neighbourhood Parks and Parkettes
- Naturalized Storm Water Pond and Community Entry feature
- Neighbourhood round-a-bouts
- Special Street Cap-End Homes
- Berczy Square
- Upper Unionville Piazza

The Elements of the Community Design Plan are:

- Transportation Network
- Street and Block Pattern
- Pedestrian Network
- Community Heritage Landmarks
- The Open Space System



Figure 2.0 Community Structuring Elements

LEGEND

 Open Space	 Bioswale	 Neighbourhood Collector Rd.	 Major Community Gateways
 SWM Ponds	 Commercial / Residential	 Special Study Area (See Section 4.2.5)	 Minor Community Gateways
 Residential	 Schools		

2.1 Transportation Network

All road widths will be confirmed and implemented through Draft Plans of Subdivision. The Upper Unionville Community road network will consist of the following:

- Arterial Roads
- Collector Roads (21.5m)
- Local Roads (18.5m or 17.0m) & Service Roads (15.5m)
- Laneways (10.0m and 8.5m)
- Curbside Lay-By Parking
- Round-a-bouts

2.1.1 Arterial Roads (Boundary Roads)

Kennedy Road is an arterial road that creates the west boundary for the Upper Unionville community, which runs in a north-south direction and links 16th Avenue to Major Mackenzie Drive East. As an identifiable urban edge of the community, the adjacent development will primarily consist of townhouses. Other aspects include two major gateways that connect with collector roads of the community as well as a parallel window street that will visually link the community with opposite properties. The street network has achieved as many connection to Kennedy Road and 16th Avenue as possible.

16th Avenue, is the southern boundary for the Upper Unionville Community that intersects with Kennedy Road on the west side. Adjacent land along this road is a combination of window streets and laneway homes that connect the streetscape of 16th Avenue with that of the community, as well as major and minor gateway access points into the community. Where homes front onto window streets, special cap-end units will be employed where corner unit garages and driveways are accessed from the 'flankage street'. Two stormwater management ponds are located at each corner of the 16th Avenue border. Specifically, the facility located on the southwesterly corner allows visual ties with the desirous mixed use area from the street and acts as a pedestrian access point.

2.1.2 Collector Roads

Four Collector Roads are planned to provide access to the community from arterial roads, to connect neighbourhoods to one another as well as parks, open spaces, and schools. These roads are designed to carry a moderate volume of traffic with expectations that they will provide an alternative route to Kennedy Road between 16th Avenue and Bur Oak Avenue. Two collector roads that run in a north-south direction, connect with the existing Harbour Road on the westerly

side and William Berczy Boulevard on the easterly side, to eventually join with the arterial 16th Avenue. Two more collector roads, that run in an east-west direction, connect with Kennedy Road. The most southerly road, Street A is a key inner road which promotes the pedestrian environment through appropriately scaled streetscapes and provides links between the Oak Tree Heritage Parkette, elementary school, parks, and parkettes. Collector roads will have wider R.O.W. than local roads. Generally, collector roads are 21.5m in width with sidewalks on both sides, one being a wide Public Greenway with a double row of street trees.

2.1.3 Local Roads

The local road network has been developed as a modified grid pattern with short local roads lengths that support walkability and provide users with direct and effective movement through the community. Single loaded service roads, or window streets, are located along 16th Avenue and Kennedy Road and are 15.5m in width. The final ROW width will be implemented through the Draft Plan of Subdivision stage.

2.1.4 Laneways

Laneways are recommended specifically for collector road intersections, within the live/work precinct, and in areas of the community where a limited number of units address the arterial roads. These areas include along at 16th Avenue as a method to remove the presence of garages along the arterial edge, as well as round-a-bout homes to improve safety and enhance the streetscape aesthetic. The typical laneway width will be 8.5m, however, service laneways will be provided with a width of 10.0m, where necessary. Wider laneways are provided in areas of cul-de-sac local roads.

2.1.5 Pedestrian Network

The pedestrian network of Upper Unionville consists of several types of sidewalks including Greenway sidewalks (2.4m) along the north, or east, side of all collector roads. Collector roads and some local roads have sidewalks on both sides. Other local roads contain sidewalks on one side and reduced vehicular traffic. Where sidewalks abut open space or school sites, they will be located on the west or south side of the site. Sidewalks within the Special Study Area will be subject to the approved site plan for this area.

2.1.6 Bicycle Network

Bicycle routes have been considered are provided on all collector roads. Although there are no existing trails or pathways in Berczy Village, the proposed bicycle routes along collector roads conforms to the transit standards and provides for future connectivity beyond Upper Unionville.

2.1.7 Curbside On-Street Parking

Curbside on-street parking provides the opportunity to increase accessibility to parks, parkettes, schools, and landmarks. This also helps reinforce the desired urban streetscape by reducing the presence of parking lots and total area that they require.

2.1.8 Round-a-bouts

Four traffic calming and landscaped roundabouts are provided at all internal collector road intersections. Special intersection homes will enhance visual interest of the streetscape in these areas. This will consist of laneway drive access from the rear to reduce garage impact on the street, accommodate traffic and reduce interference with pedestrian crossing to offer greater pedestrian safety.



Figure 2.1 Round-a-bout



Figure 2.2 Transportation Hierarchy and Network

LEGEND

■ 21.5m Collector Rd. (SW. 2 Sides)	■ 18.5m Local Rd. (Wider SW. on 1 side or SW on both Sides)	■ 10.0m Lane
■ 21.5m Minor Collector Rd. (SW. 2 Sides)	■ 17.0m Local Rd. (SW. 1 Side)	■ Curbside On-Street Parking
■ 18.5m Local Rd. (SW. 2 Side)	■ 8.5m Local Rd.	● Roundabout



LEGEND

E.S. Elementary School	N.P. Neighbourhood Park	Pedestrian Greenway (2.4m) within Typical Boulevard	Typical Sidewalk	Proposed Bus Routes
S.W.M. Storm Water Pond	C. Cemetery	Bike Routes	Walkway Block (3m)	Existing Transit Stop
P. Parkette	H.P. Heritage Parkette			

Note: a larger version of this plan can be found in graphic folder at the back of the document

2.2 Land Use Mix and Distribution

2.2.1 Street and Block Pattern

Land use and community structure are generally in accordance with the existing Official Plan and the approved Secondary Plan for the Berczy Village, adopted by Markham Council, March 1996.

The Upper Unionville Community is primarily comprised of single detached, semi detached and various forms of townhouses and possible commercial/residential within the vicinity of the Kennedy Road and 16th Avenue intersection.

Low density residential areas comprise the majority of the neighbourhood. These residences encompass the core of the neighbourhood, contained in short street blocks for maximum walkability and connectivity to connector roads, schools, parks, and the adjacent neighbourhoods to the north and east. These residential blocks are designed to maintain the traditional GTA urban block pattern, generally ranging from 180 to 250 meters in length that are conducive to an active pedestrian environment, while being oriented according to solar patterns to ensure comfortable pedestrian microclimates.

Neighbourhood edges of the community are defined by townhouse forms along 16th Avenue and Kennedy Road. To tie the two edges together, a mixed-use commercial/residential area borders the southwestern stormwater management pond/park area. This area features two secondary gateways from the Arterial Roads. The Special Study Area and corresponding Priority Lot Plan, mixed use area and 3.0m walkway blocks require further specifications through a more detailed precinct plan and will be addressed through the Draft Plan of Subdivision.

Natural structuring elements for land use distribution include two stormwater management ponds within the southern corners of the site, along 16th Avenue, as well as a bioswale, which runs along the southern side of the window street that is parallel to 16th Avenue.

The major elements of internal community focus include the community park while more intimate focal points occur at local parks and parkettes, as well as schools. All parks and parkettes are located within a 5 minute walk from their respective surrounding residences. Two elementary schools are located within 5-10 minute walk from most residences.

Other feature land uses include the preservation and focus on Heritage features such as the Cemetery, Eckardt Log House, Beckett Farmhouse, and the Old Oak Tree.

The site's land use distribution defines a well-organized pattern of land use that addresses the site's hierarchy, historical assets and community structure.

2.2.2 Cap End Block Configuration

The primarily east-west orientation of the residential street blocks maximize the solar gain, allow pedestrians to walk on the "sunny side" of the street, and provide convenient east-west access to the central green-open spaces of the Berczy Village to the east. Three prominent north-south streets intersect the east-west grid and provide alternative circulation routes. These 'cross streets' play an important role in the urban structure of the community, as they connect the existing residential neighbourhoods to the north with 16th avenue to the south, determine the frequency of intersections and block length, and create interest though highlighting some of the community's features as they meander. To that end, 'cap end block configurations' may be composed of single-detached, semis or townhouses that are to encouraged to front and address these north-south streets. Alternatively, units may flank onto these north-south streets, conditional to presenting a positive façade to the street and intersection.

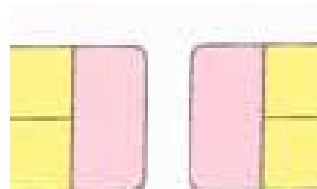


Figure 2.4a Typical Cap End Lot

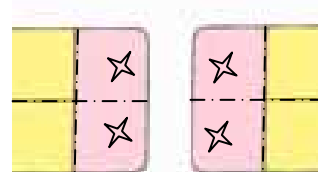


Figure 2.4b Special Consideration Block End Lots



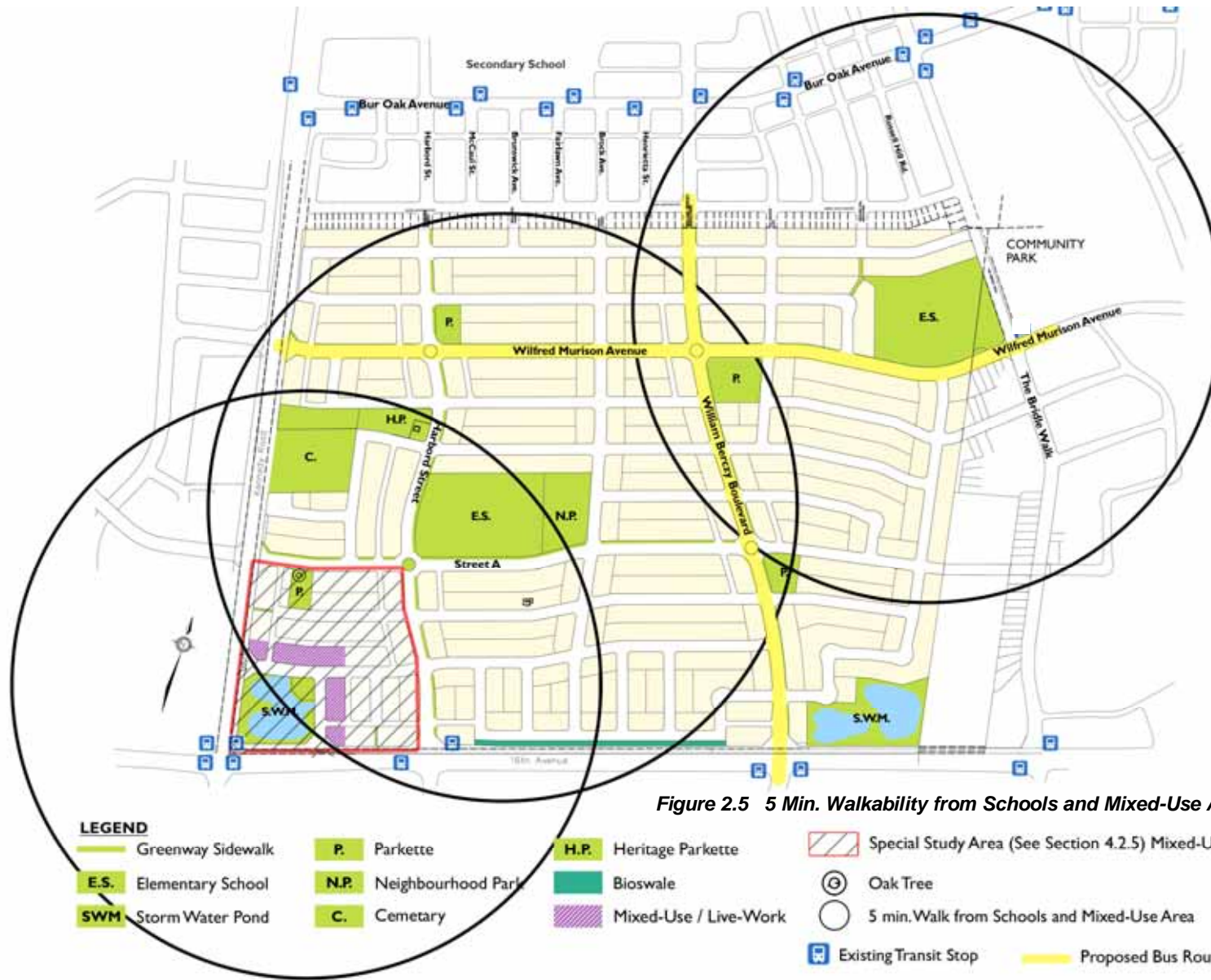


Figure 2.5 5 Min. Walkability from Schools and Mixed-Use Area

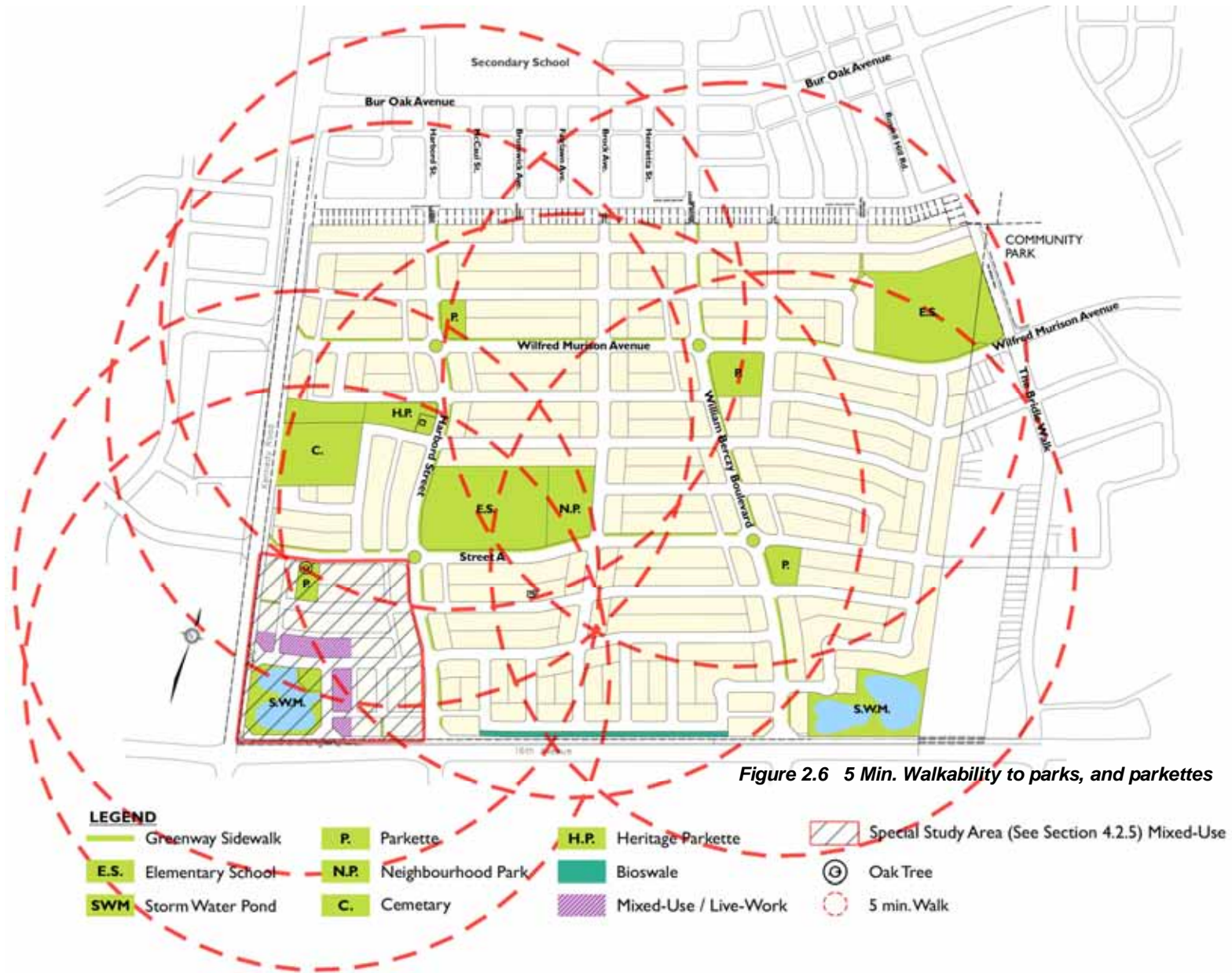


Figure 2.6 5 Min. Walkability to parks, and parkettes



Figure 2.7 Land Use Distribution and Built Form

LEGEND

SIGNATURE BUILDINGS

- Heritage Log House
- Beckett Farm House
- Commercial / Residential Live Work
- Elementary School
- Round-a-bout Homes

BUILDINGS BY STREETS / BLOCKS

- Special Street Homes (N-S)
- Laneway TH/Semi or Decked TH
- Special Street Homes (E-W)
- Local Rd. Cap End Homes
- Local Rd. Neighbourhood Homes
- Dual Zoned Homes

3.0 Architecture and Site Planning

The proposed architectural influence for Upper Unionville will be more influenced by the traditional styles of Victorian, Georgian and Queen Anne. Architectural Design Guidelines will be prepared as a condition of draft plan approval, and will provide a more detailed vision and guidelines related to the architecture.

The goal for new buildings is to contribute to streetscapes, and respond to the public realm, where they are exposed to parks, open spaces, schools, and stormwater management ponds. Some locations within the neighbourhood are inherently more visible or prominent than others. Corner lots, for example, have two street frontages, which require special attention and upgraded elevation treatment.

3.1 Block Form and Building Types

The block patterns of Upper Unionville will be shaped by a modified grid system, and the I sloping topography of the site. The resulting street layout generates logical connectivity with the existing and surrounding communities, and also aims to provide efficient accessibility to community facilities and open space network.

There are a range of residential densities in this neighbourhood. Low density residential is the dominant building form in this development, which includes a variety of unit types, such as single detached homes with ranging lot widths, semi-detached and townhouses with front or rear lane accessed garages. There is also an opportunity for live/work units within a mixed use precinct and two schools.



Figure 3.0 Example of Single Detached Upper Unionville Home

3.2 Site Planning and Built Form

- Emphasis on design and orientation of buildings at focal locations will reinforce their importance as landmarks in the community.
- Local historical architectural influences should be reflected in the design of new buildings where appropriate and adjacent to existing uses.

Residential Guidelines

- Covered front porches are highly encouraged. Wraparound porches will be encouraged on corner lots;
- Main entrances shall face the street and be connected to the street or driveway by a walkway; and
- Scale, height, massing and roof form should complement the adjacent street while retaining a human scale to encourage pedestrian activity.

Non-Residential Guidelines

- Non-residential buildings such as schools and live/work should be sited at strategic locations within the community;
- Scale, height, massing and roof form should be compatible with the importance of the adjacent street while retaining a human scale to encourage pedestrian activity;
- Intersections should be emphasized as focal points through the placement of buildings and other elements to 'frame' the intersection;
- Corner buildings should be massed toward the intersection and address both street frontages; and
- Design features may be achieved through building location, landscaping or architectural treatment.

3.2.1. Special Study Area- Live / Work (see 4.2.2)

The community plan proposes a community feature area, Berczy Village Square (section 4.3.4), as a community gathering and nodal area which may incorporate live-work units. Live-work units provide one potential development opportunity within the context of the Special Study Area for retail, business, service and/or home occupation uses to be located at the ground level of a mixed use building, with residential above. The work unit component helps animate the streetscape and can provide amenities for local residents within the community, encouraging walking and pedestrian activity. This area is a special study area that is subject to more detailed review in the future.

Design principles for 'live/work' include:

- Locating the work component facing public streets and spaces;
- Allowing a wide range of small scale uses through appropriate zoning;
- Ensuring there is immediate, convenient on-street visitor parking for customers nearby;
- Providing at grade, a storefront appearance to the work-side, including display windows, doors with glass, and opportunities for signage and lighting;
- Providing a wide walkway in close proximity to the work-side entrances (preferably contiguous to the building façade) and ensure frequent and convenient linkages to all public streets, sidewalks, and space; and,
- Encouraging outdoor use of the walkway and park (for example, patios and outdoor display of goods);



Figure 3.1 Special Study Area within Community

3.2.2 Low Density Residential

The following sections provide built form vision and general design guidelines for low density residential areas within Upper Unionville and should be read in conjunction with Architectural Design Control Guidelines.

3.2.2.1 Block Shape and Building Type

- Individual residential blocks may contain a mixture of housing types;
- Groupings, may contain similar or complementary massing, rooflines, materials and details; and
- Blocks may be continuous or broken by a laneway, allowing for further diversity of housing forms and garage orientation.

3.2.2.2 Built Form

Buildings should relate and share common design elements reflecting the character of Upper Unionville

Guidelines

- Each ground-related dwelling should have either a single or double car garage accessed from a rear lane, or driveway from the street.

3.2.3 Institutional

The school sites provide a destination that is community-oriented and active. As a public use, the building will be located prominently and have high quality elevations that address the streets.

Design principles include:

- Articulating all elevations facing public streets with windows, doors and fenestration and other architectural elements;
- Providing a landmark architectural element such as a tower or prominent entrance canopy;
- Providing clearly visible entrances articulated by architectural elements;
- Providing parking away from the main entrance and
- Bringing the building closer to the street.

3.2.4 Medium Density Residential

The community edges along Sixteenth Avenue and Kennedy Road have medium density housing forms, which are intended for rear lane accessed townhouses or semi-detached dwellings. Given their prominent location, these buildings shall have architectural treatment that reflects the vision for Upper Unionville.

Guidelines

- These units will provide a strong presence on the arterial roads, and create a positive first impression to the public;
- Primary building face should be parallel to the street it faces to reinforce the street edge condition; and
- Buildings should use a variety of materials on their facades, relative to the vision of the community, and adjacent historical precedents.

3.2.5 Priority Lots and Dwelling Types

The integration of well-designed dwellings into an appealing streetscape is the basis of a successful residential community. Such streetscapes come about through the coordination of site planning, architectural design and landscaping. Both sides of the street should be considered simultaneously in order to ensure compatibility and spatial harmony. Landscaping should be layered in its approach with continuous street trees defining the space of the street and accent groupings set back between the streetscapes and dwellings. As well, attention shall be given to the fencing and infrastructural elements which have a presence in the streetscape. The following are prominent key locations within the Community, and due to their visibility and relatively high profile, special consideration shall be given to the site planning, architectural treatment and landscaping of the proposed buildings. The details of each priority location listed below will be provided in the architectural design guidelines and the specific locations will be identified in a Priority Lot Plan.

1. Corner Lot and Gateways
2. T-Road Junctions
3. Curved Streets, Cul-de-Sacs and Street Elbows
4. Rear yard Architecture
5. Window Street Architecture
6. Adjacent or Fronting Open Space / Parks



Figure 3.2 Example of Corner or Gateway Dwelling

3.2.6 Heritage

The goal of the Community Plan is to preserve, heritage buildings where feasible. The Beckett Farm House and the Philip Eckardt Log House are architectural Community Heritage Landmarks to be preserved, as part of the Upper Unionville community structure.

Built-form adjacent to these heritage landmarks should consider appropriate regard to scale, massing, setbacks and building materials and design features.

Refer to Section 4.3.5 Beckett Farm House, and Section 4.3.6 Philip Eckardt Log House and Parkette.



Figure 3.3a Beckett Farm House



Figure 3.3b Philip Eckardt Log House



4.0 Streetscape Design

Community character, theme and quality is conveyed through well designed and implemented streetscapes.

Specific recommendations are provided for community character building for the following streets:

- 16th Avenue
- Kennedy Road
- Harbord Road, Street A, William Berczy Boulevard, and Wilfred Murison Avenue collector roads
- Enhanced Local Roads
- Special Study Area



Figure 4.0 Streetscape Images

4.1 General Guidelines

Upper Unionville Community places a strong emphasis on creating attractive public spaces. The well-defined road network hierarchy will be a key component of public space. Each street type, however, will have its own subtle character.

Guidelines

- Sidewalks will be provided in accordance with Town of Markham standards.
- Parks, parkettes, schools, or community amenities located on streets where a single sidewalk is provided (local roads), locate the sidewalk on the open space side of the street, where possible, to provide maximum pedestrian safety.
- In areas where laneways are provided, sidewalks are to be on the side directly adjacent to laneway homes.
- To create spatial definition and to accommodate safe and accessible areas of greater pedestrian movement, sidewalks may change in texture or width within areas of high pedestrian activity, such as transit stops, intersections, within the live/work precinct, Berczy Square, or public open spaces which encourage public activity. Where a sidewalk is located on only one side of the road, it should be on the north and/or east side where possible.
- Within window streets adjacent to arterial roads, a sidewalk connection should be provided
- Greenways will be defined as a 2.4m wide sidewalks with an alternating row of trees on each side of the sidewalk
- Greenways should be provided on the north or east side of all collector roads to enhance a pedestrian-oriented environment and connect the open space system.
- Lotting adjacent to greenways to be deeper to allow for greater front yard setbacks.
- Some Local Roads will have an 18.5m ROW to accommodate a sidewalks on two sides.

Headlight Screening

- Along window streets that parallel 16th Avenue and Kennedy Road landscaping should be designed to mitigate the impact of headlight glare onto the internal window street and into the residential areas.

Fencing

- Fencing that is visible from public areas shall be consistent and coordinated in design throughout the entire Berczy community and reflect the fencing completed in earlier phases. Fencing design is complimentary to the architectural forms and styles that characterize the community while achieving attractive human scale.

Streetscape Elements

Street Furniture shall be consistent and coordinated in design throughout the public areas of the community. Materials, colours and styles shall be consistent and complimentary to the architectural styles that characterize the community. Streetscape elements include:

- Benches
- Lighting fixtures
- Site furniture
- Signage
- Transit stops
- Waste and Recycling Bins
- Newspaper boxes
- Community mailboxes
- Street trees

4.1.1 Street Trees

Street trees are an important element in creating aesthetic and comfortable streetscapes by providing year round interest and microclimatic conditions for all users. To create interest, appropriately selected trees should consider seasonal changes and be designed to co-ordinate with and define road hierarchies. The following guidelines will outline the appropriate placement and selection of street trees.

- On collector roads along the greenway walks, street trees should be provided on both sides of the sidewalk to create a continuous canopy connecting the open space system.
- Street tree monocultures containing the same street tree species over large area should be avoided, however, using similar species along local roads is acceptable as long as there is definition and change between roads.
- It is recommended that tree species with contrasting colour or foliage be placed in areas of interest to distinguish and enhance visual accents of built form and soft landscape.
- Street lighting fixtures and utility boxes should be placed in line with the street trees unless indicated otherwise.
- In accordance with The Town of Markham *Streetscape Manual* (June 2009), a row of street trees should be located between the sidewalk and the roadside curb or as appropriate. Variations may occur to highlight adjacent land use, such as open space, town squares, and focal points.
- Street trees should be hardy, salt-tolerant, high branching, deciduous varieties that can tolerate street environments.

- Common deciduous varieties recommended for use in the Upper Unionville Community's public rights-of-way include:

Acer (Maple)
 Celtis occidentalis (Common Hackberry)
 Corylus columna (Turkish Hazel)
 Ginkgo biloba (Maidenhair Tree)
 Gleditsia triacanthos (Honey Locust)
 Quercus (Oak)
 Tilia (Linden)

- Ornamental deciduous trees will be used to highlight road intersections, Berczy Square, or other open spaces. Species may include the following:

Pyrus calleryana (Ornamental Pear)

Syringa (Lilac)

Amelanchier canadensis (Serviceberry)



Figure 4.1a Typical Street Tree



Figure 4.1b – Typical Ornamental Street Tree

4.1.1.1 Trees for Tomorrow

To support the Town of Markham's Trees for Tomorrow initiatives, provision has been made to incorporate a nursery within the Special Study Area within the vicinity of the cultural heritage Oak Tree to supply special trees that are to be planted in key areas throughout the Upper Unionville community in parks, parkettes, and the piazza. Varieties that will be grown on this location may include: Acer x freemanii 'Autumn Blaze' (Autumn Blaze Maple), Acer rubrum (Red Maple), Acer saccharum (Sugar Maple), Quercus macrocarpa (Bur Oak), and Quercus rubra (Read Oak).



Note: a larger version of this plan can be found in graphic folder at the back of the document

4.1.2 Street Lighting

Street lighting can be a common community character decorative design element while also serving functional purposes. Maintenance, energy efficiency and visual appearance should be considered in the placement of street lighting within the R.O.W., should be consistent with Town of Markham and Power Stream Standards and be in line with street tree planting. All Lighting must be Dark Sky compliant. Placement should also reflect the principles of CEPTED to enhance night visibility and safety on the street. The Street Light Poles/Communication Poles will include utilities.

Guidelines:

- To create common community character design elements and represent overall theming light standard types and styles should be coordinated with other street furniture within the community.
- All lighting fixtures and lighting levels should meet Town of Markham and Power Stream Standards and create safe and well lit streets at night
- Laneway lighting design should be consistent with street lighting
- Pedestrian scaled street lighting should be located where sidewalks are on both sides of the street and within the Special Study Area. In all other areas street lighting should be of standard local road height

4.1.3 Community Mailboxes

Community mailboxes shall be determined upon recommendation from Canada Post and the Town of Markham. Mailboxes should be placed along the sidewalk edge of streets in convenient locations and incorporate curbside lay-by parking. Appropriate levels of lighting should be implemented maximize accessibility and usage. Mailboxes should be visually and physically coordinated with streetscape and open space design.



Figure 4.3 Mailbox Sketch

4.1.4 Transit Stops

Guidelines

- Transit stops should be located in accordance with Regional Municipality of York Transit requirements.
- To improve night safety, night lighting should be provided at transit stops, using pedestrian-scale street lighting.
- Provide an appropriate width and texture of concrete standing area adjacent to the curb at bus stop locations for user safety and to comply with York Region and Markham Transit Standards.
- Benches, waste and recycling bins, and shelters should be coordinated with transit stops wherever possible, without creating movement blockages

4.1.5 Street Furniture and Utilities

Street furniture is an opportunity to create uniform community character through visually attractive design and strategic placement of the features. Colour and design should reflect the overall character and Upper Unionville. Placement should compliment the streetscape to provide safe and aesthetic public spaces. In areas of amenity space where site furniture is provided, seating should be microclimatically cautious and well integrated into the landscape. Utility boxes should be located in the least visible area possible in both the public and private domain, including laneways in accordance with the Town of Markham standards. Placement of utility boxes should be coordinated within the early stages of development to avoid complications or conflicts. The Town of Markham, the utility companies, and land owners should be involved in this process.

Street Furniture should be consistent with street furniture in Berczy Village and may include the following:

- Benches
- Bicycle Racks
- Community Mailboxes
- Signage
- Lighting poles and fixtures
- Waste and Recycling Receptacles
- Newspaper boxes



Figure 4.3 Street Light/Communication Pole

4.2 Primary Streetscapes

The following roads will have primary streetscape treatment:

- Street A
- Collector Roads Wilfred Murison Avenue, Harbord Street, and William Berczy Boulevard

Collector Road

The Community Collector Road connects the various neighbourhoods comprising the community, provides access to community focal points such as parks and schools and adjacent communities. Its important role in the community will be reinforced through enhanced streetscape design. Landscaped round-a-bouts are used as traffic calming measures and rear lane based homes at intersections in these areas add to the aesthetic and pedestrian orientation of the streetscape. Each Collector Road will be characterized by specially designed architecture, such as cap-ends and round-a-bout laneway houses, that distinguishes these areas from residential blocks on local roads.

Guidelines

- Sidewalks should be provided on both sides of the street with a Greenway walk on one side
- Lay-by parking shall be provided on one side of the community collector road close to open spaces and schools.
- Bicycle routes are to be provided via shared lane
- Street lights along these streets should provide a safe level of night lighting and should be placed in line with street trees.
- Street tree planting should be uniform on both sides of the street.
- Fencing and landscaping of lots adjacent to Collector roads should be consistent in design and coordinated with overall theming of these areas.
- Special architectural attention should be given to Cap End lots that occur along the Community Collector Road and at round-a-bout intersections.

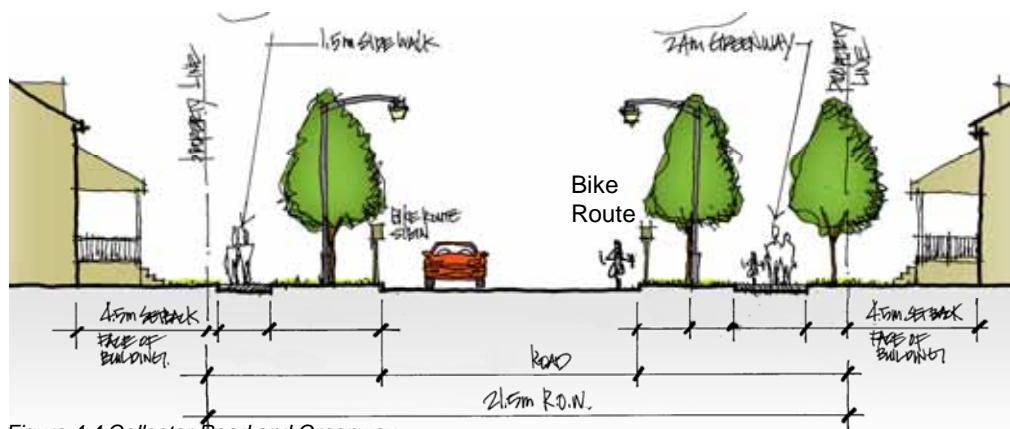


Figure 4.4 Collector Road and Greenway

4.2.1 Local Streetscapes

Local roads are the main connections to most residences within Upper Unionville and comprise the majority of roads within the community. The layout of residences are specially designed to create compact urban form, which promote pedestrian scaled streetscapes. Through built form and detailed design, local road character will accentuate the overall identity of the Upper Unionville Community.

Guidelines

- Typical Local Roads will be 17.0m right-of-way and some Local Roads will have 18.5m right-of-way to accommodate sidewalks on two sides. A paved roadway will be provided with curbed boulevards on either side. A 1.5m sidewalk is provided on the north or east side of local roads between property lines and street trees.
- Street trees will be provided on both sides of the street creating a continuous canopy. (for street trees see Figure 4.2c)
- Minimum one street tree will be provided per dwelling, where space permits with exception of flankage lots which will be provided with two street trees per residence without blocking important visual ties.
- On street parking provided on one side of the street

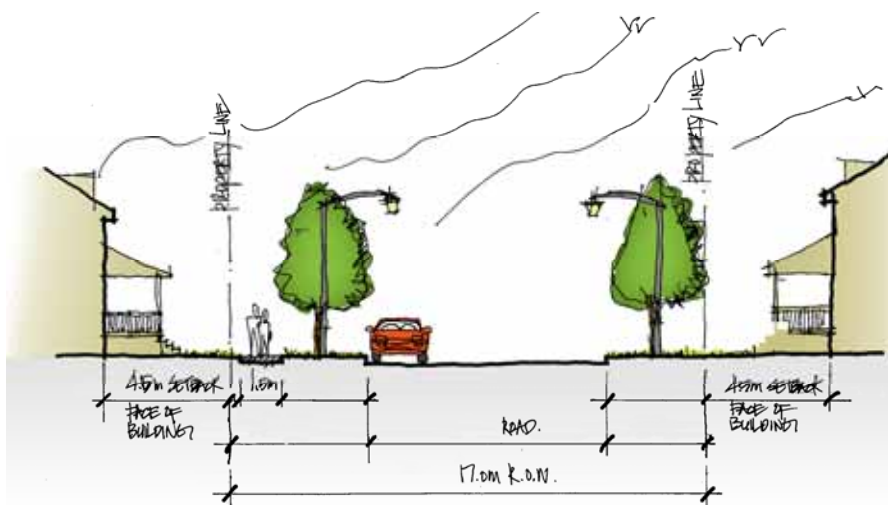


Figure 4.6 - 17.0 m R.O.W. Local Road

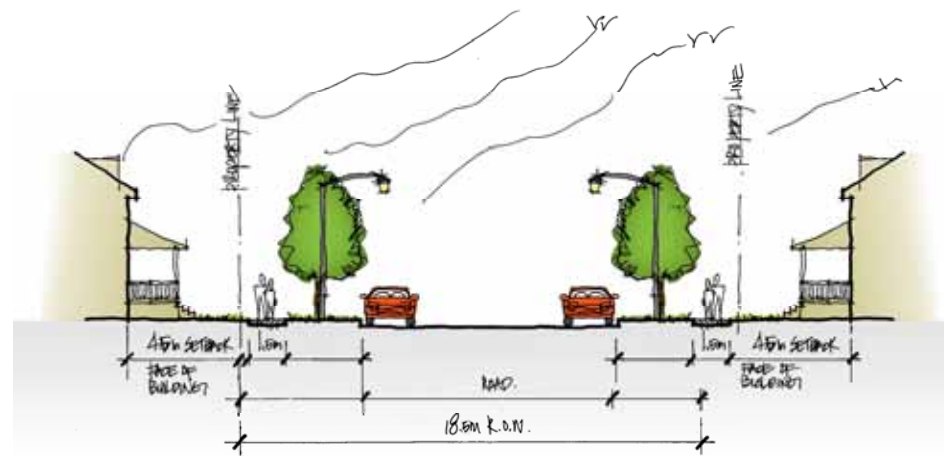


Figure 4.7 - 18.0 m R.O.W. Local Road

4.2.2 Live/Work Precinct (Special Study Area), see Figure 4.9

Through the development of a precinct plan, special attention will be paid to this area.

The Berczy Village Live/work Precinct or Special Study Area of the Upper Unionville Community has a streetscape to reflect that of a small commercial village. The "Special Study Area" will determine the appropriate approach to introduce this area as mixed use, as well as helping to define this area as an important community character precedent.

Pedestrian movement is encouraged though wider than usual sidewalks (2.8m on the side of shops) and through the inclusion of a promenade along the Stormwater pond's edge, street seating, comfortable microclimates, and the Berczy Village Piazza over looking the pond.

Parking is provided as a curbside lay-by parking on both sides of the street to avoid a larger parking areas and as a traffic calming measure. Vehicle access from Kennedy Road and 16th Avenue is provided as a right-in, right-out.

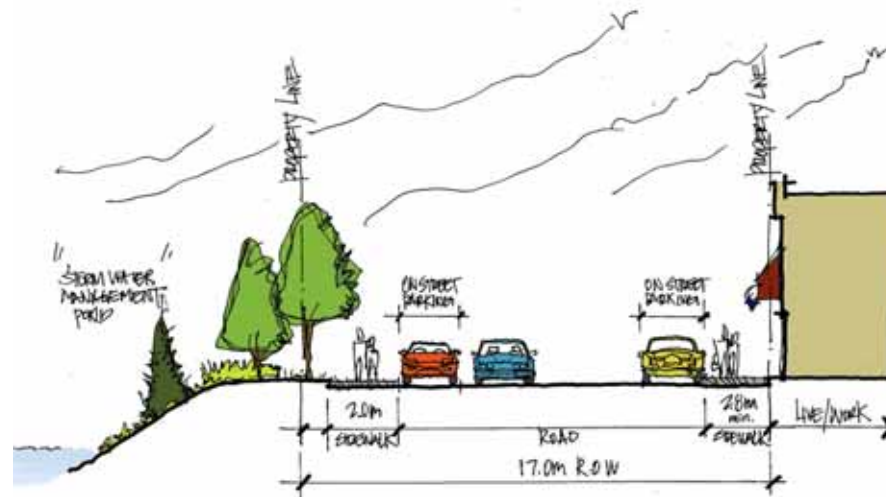


Figure 4.8 A' - Special Study Area Cross Section with Natural Edge (Fig.4.9 for location)

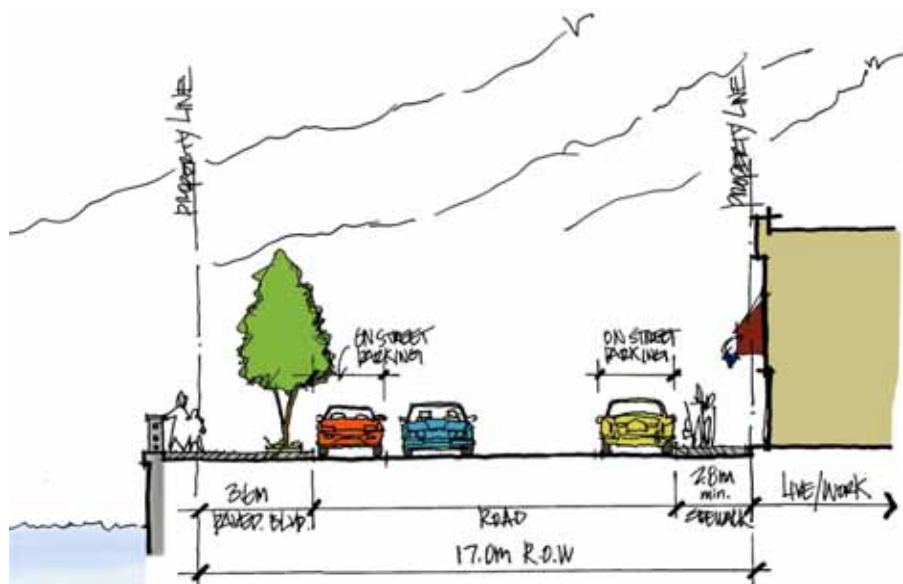


Figure 4.8 B' - Special Study Area Cross Section with Urban Edge (Fig.4.9 for location)

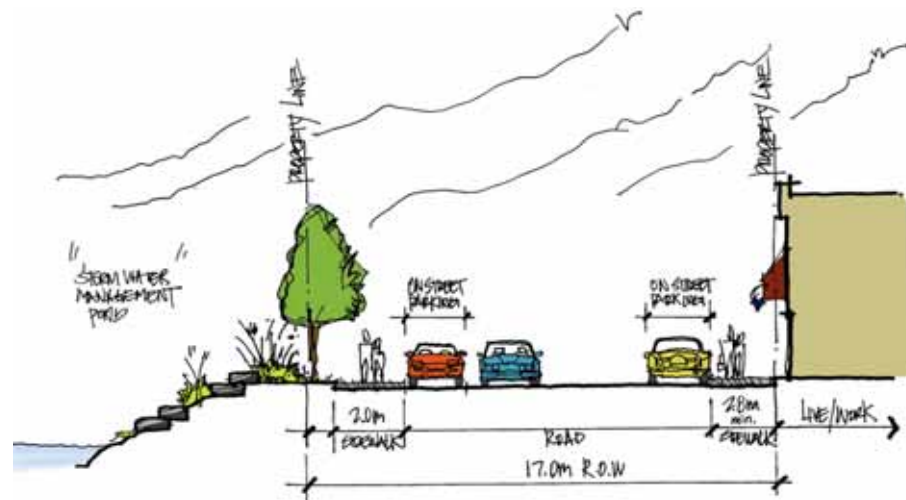


Figure 4.8 C' - Special Study Area Cross Section with Ledge Rock Edge (Fig.4.9 for location)



Figure 4.8 Live/Work



Figure 4.9 Live/work Built Form

4.3 Community Features and Landmarks

The Upper Unionville Community is distinguished by a number of community features and heritage landmarks that make this area unique and recognizable.

These Include:

- Primary gateways
- Secondary Gateways
- Landmarks
- Beckett Farm House
- Eckhart Log House
- Bethesda Lutheran Cemetery
- Parks and Parkettes
- Schools



4.3.1 Primary Gateways

Primary Gateway locations include the intersections of Kennedy Road with Special Street and Wilfred Murison Avenue, as well as, 16th Avenue with Harbord Road and William Berczy Boulevard to amount to four in total. As the primary access points to the Upper Unionville Community, these gateways will be appropriately designed to have strong architectural elements that are incorporated into the houses, fencing, and private and public landscaping.

Guidelines

- Strong architectural elements to be main component of gateways
- High-quality and decorative materials, such as stone, should be used to create a definitive entry point.
- Gateways should include accent flowering trees and low hedge shrub plantings.
- All work must conform to the Town of Markham standards and build upon the existing Berczy Village Community edge.
- Gateway features should be coordinated with the connecting and adjacent property lots (fences, sidewalks, etc.)
- Specialized sidewalk paving and architectural elements such as decorative metal fencing and low masonry columns are encouraged within these areas to enhance the sense of arrival when entering the community.

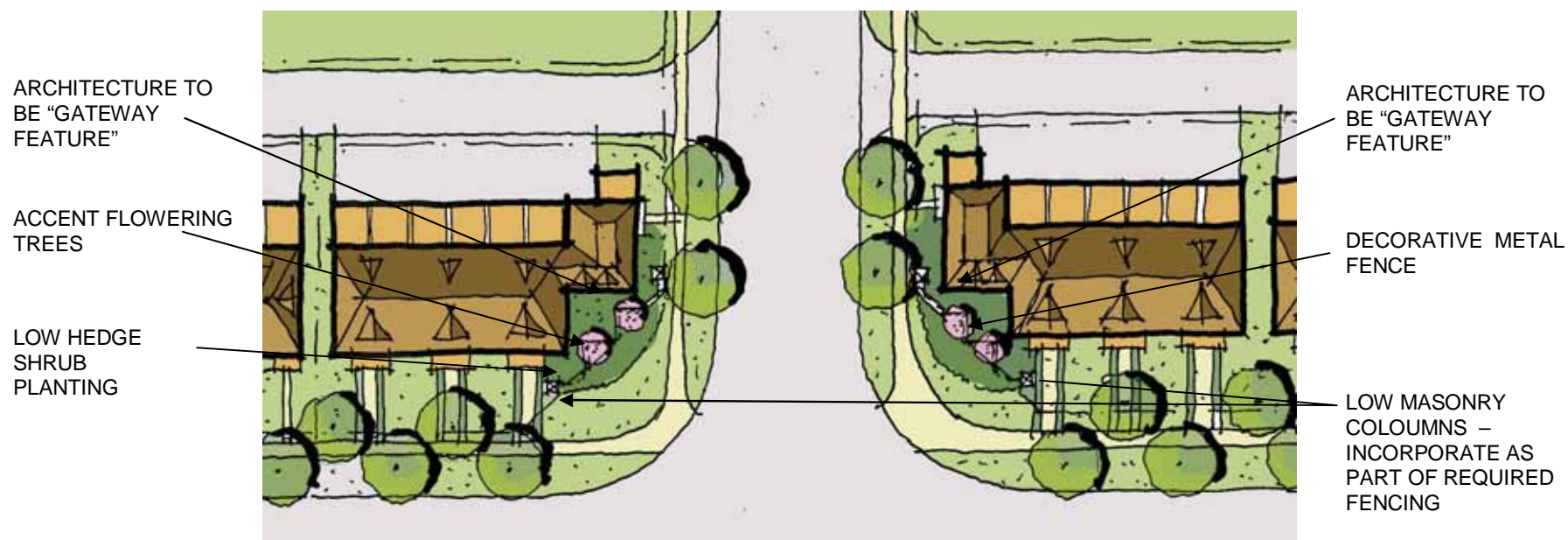


Figure 4.11 Primary Gateway Concept

4.3.2 Secondary Gateways

Two Secondary Gateway locations have been identified within the Upper Unionville Community, located on either side of the southwest storm water management pond, directly connecting to the commercial/residential area. These locations should be designed with the same consideration for site planning, built form and landscaping as for the primary gateway features due to the opportunity to define the character of the Berczy Square. This area is an important community amenity area and the gateways should reflect the intended identity of the Special Study Area.

The remaining three secondary gateways (see figure 4.10) are located along the north and eastern perimeter connecting the adjacent Berczy Village neighbourhoods to Upper Unionville. These are important neighbourhood entry points that have a large role in defining the community extents and sense of arrival.

Guidelines

- Built form, material, and colours should reflect those of primary gateways but should be smaller in scale
- Sidewalks and built form should consider adjacent architecture and identity to create smooth transitions between neighbourhoods.
- All plantings should reflect the hierarchy of the gateways and create year round interest.
- Hard landscape materials should be of high quality and elements such as signage, lighting, etc, should reflect the overall theming of the community.
- All work must conform to the Town of Markham standards.

4.3.3. Window Streets

Window streets occur adjacent to 16th Avenue and Kennedy Road. These areas provide visual ties with the street, however should be buffered with landscaping and street trees. Along the 16th Avenue window street, a bioswale enhances the buffering. Pedestrian walkways should be provided for access to the community and arterial road fronting townhomes.



Figure 4.12 Window Street View

4.3.4 Berczy Village Square

The Berczy Village Square, is situated within the Special Study Area and it is a landmark that welcomes residents and visitors alike, to congregate within the live/work precinct of Upper Unionville. Promenade sidewalks (2.4m), curbside lay-by parking, as well as right in, right out vehicular direction from both boundary arterial roads, allow for ease in access to the square and surrounding amenities. The square acts as a focal point for non-residents through visual ties to the intersection of Kennedy Road and 16th Avenue, and by providing a public space that even non-residents can take advantage of. Commercial uses within the Square are to benefit those within the community, which may include small grocery and convenience stores, within a 15 minute walk of most residences.

The area can be characterized as pedestrian oriented through the provision of the piazza that encourages the individual to explore the William Berczy Statue, enjoy a picnic lunch on the lawn area, skate on the pond during the winter, or appreciate the architecture of the Berczy Square Clock Tower. The use of this stormwater pond as a community focal point embellishes the Berczy Village's open space fabric to the public, and creates a buffer between the busy arterial road intersection and community.



Figure 4.13 Artists Rendering of Berczy Village Square and Piazza

4.3.5 Beckett Farm House

The Beckett family have owned and operated Beckett Farms since 1917. The Beckett Farm House was built in 1926 in Edwardian Classical architectural style.

The Beckett Farm House is to be preserved and reused as a private residence.



Figure 4.14 Beckett Farm House, Front



Figure 4.15 Beckett Farm House, West Side

4.3.6 Philip Eckardt Log House and Heritage Park

Philip Eckardt Log House was built in 1803 and it is considered the oldest house in York Region. The Upper Unionville plan proposes to retain the house which sits upon it's own lot. The Eckardt Log House and adjacent heritage park design maximizes visual ties to both from Harbord Street and flankage homes, while preserving and enhancing the existing vegetation present within the area. The parkette is directly connected to the extended acre of the cemetery, allowing for pedestrian connections to Kennedy Road and an extended open space.

4.3.7 Bethesda Lutheran Cemetery

The existing Bethesda Lutheran Cemetery within the Upper Unionville Community maintains its origins and includes an additional acre to the north. The main access point to this area is from Kennedy Road to the west, while a pedestrian walk is provided from a local road the north, which also connects the area to the Log House Parkette. A single loaded road is provided next to the cemetery separates the land uses, physically and visually, respecting the heritage and enhancing visual community ties.



Figure 4.16 Bethesda Lutheran Cemetery



Figure 4.17 Philip Eckardt Log House



Figure 4.18 Eckardt Log House, Heritage Park, and Bethesda Lutheran Cemetery Vignette

5.0 Open Space System

The size, location and function of open space features are addressed in the Official Plan for the Town of Markham and the Secondary Plan for the Berczy Village. The Open Space Masterplan addresses the locations and design issues and provides direction for the detailed design stages (plan of subdivision and site plan approval). The open space system is intended to tie amenities and features together into a community fabric that will highlight and play an important role in establishing the character of the community through distribution and connections. In accordance with the vision of Berczy Village in its entirety, the Upper Unionville Community can be characterized by its provision of open space areas and connections. All residents are within a 5 minute walk of the parkettes and larger parks and open spaces, to encourage park use and community health.

5.1 General Guidelines:

The Objectives of the Open Space Master Plan are the following:

- To create a well connected community that encourages the use of open space facilities and amenities.
- To provide a high quality living environment through easily accessible open spaces such as parks.
- To create an integrated open space framework.
- To create community focal points and place emphasis on the pedestrian oriented neighbourhood.
- To provide a 2-3 minute walk to a parkette, 5 min walk to recreation facilities and larger parks.



Figure 5.0 Open Space



Figure 5.1 Open Space Diagram

LEGEND

Greenway Sidewalk	P. Parkette	H.P. Heritage Parkette	Pedestrian Links
E.S. Elementary School	N.P. Neighbourhood Park	Bioswale	Oak Tree
S.W.M. Storm Water Pond	C. Cemetary		

5.2 Natural Cultural/Heritage Preservation

The Upper Unionville area has a number of natural heritage features that have been protected and enhanced, such as the trees/vegetation surrounding the Eckardt Log House, Bethesda Lutheran Cemetery vegetation and Old Oak Tree.

The Eckardt Log House area consists 0.41 hectares of park space that, subject to grading requirements, will retain the majority of the original vegetation of the land. Trees and shrubs will be planted for additional regeneration and to enhance the visual component that vegetation can offer, while maintaining strong visual and physical connection to the street.

By request of the Bethesda Lutheran Cemetery, an additional acre has been extended beyond the original property line and will act as an important connection between the Eckardt Parkette and this space. This space is pedestrian accessible and will be an important entry point to the cemetery.

The Old Oak Tree has been expressed as an important landmark by surrounding communities of Markham. To protect and portray the importance of this natural feature, a surrounding parkette has been provided and carefully planned proximity to Street A allows for strong visual connections and prominence within the streetscape to help generate community identity.

The greenway open space system connects all of these heritage features as well as integrating them within the open space system of the community.

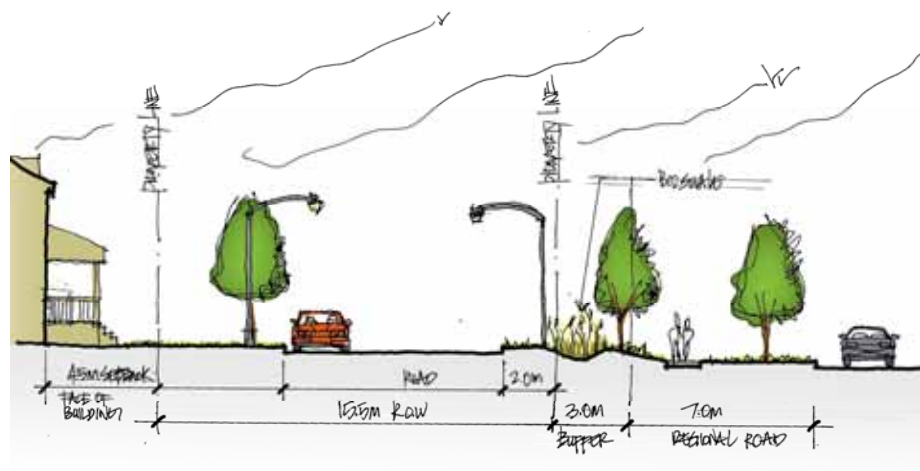


Figure 5.2 Window Street and Bioswale Section

5.2.1 Storm Water Management

Two stormwater management ponds are located within the Upper Unionville Community at the extents of the southeast and southwest corners of the site. These facilities, while addressing relevant technical and safety issues, offer an environmental and open space amenity to the community. The location of these stormwater ponds also provides opportunities to create naturally aesthetic and prominent gateway features that define the desired open space concept of the community.

A bioswale is provided along the window street adjacent to 16th Avenue to accommodate urban runoff for environmentally friendly and natural infiltration. The bioswale will also help buffer the busy 16th Avenue from the residential townhomes in this area.

Guidelines

- SWM ponds will be carefully integrated into the fabric of the overall plan and adjacent land uses to create opportunities for visual and functional exposure between the available open space and streets.
- Generous tree and shrub planting should be provided along the surrounding perimeter of the ponds, where available, in order to provide ease of transition and buffer from the street into the natural space. All plantings close to the pond should be flood tolerant.
- Slopes of the SWM pond are to be a maximum of 3:1 but can vary to create interest.
- In addition to community open space amenities, Stormwater ponds should be treated as a Primary Gateway feature to the community and provide appropriate landscaping and built form to address the community's overall character and theming.

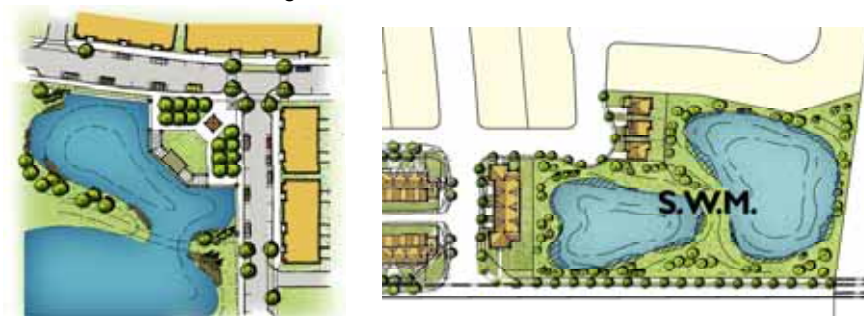


Figure 5.3 Storm Water Management Pond Vignettes

5.3 Parks and Recreation

Neighbourhood parks and parkettes are generally considered community areas dedicated to community gathering, physical activity and social interaction. The basis of the open space master plan creates a uniformly distributed and integrated park system to maximize access for all residents.

5.3.1 Neighbourhood Parks/Schools

A large neighbourhood park has been provided as a community focal point at the intersection of Street A and Brock Avenue. Its central location allows the park to be accessible by all residences within the community and it's proximity to the adjacent elementary school allows the park to be used for both passive and active recreational activities.

Guidelines

- Road frontage along the length and width of the central park provides a high level of visibility to enhance the effectiveness of CPTED and to create desirable home frontage views.
- On Street parking will be provided along one edge of the park to reduce the need of parking lots and for traffic calming.
- Multiple points of walkway connections to the street should be provided for maximum accessibility from all directions.
- Planting Plans are recommended to be low maintenance and sufficient landscape screening and buffering should be available along the northern edge of the park to ensure privacy and security for the adjacent residential properties.
- Deciduous canopy streets should be planted along walkways to provide comfortable microclimates while improving aesthetics through consideration of year-round colour and texture.
- Ample lighting should be available within the park to ensure night safety and comfort.

Schools

- School buildings should be located close to the street to allow for maximum access
- Architecture and landscaping should be designed in co-ordination with the park for public use as a community facility.
- Drop off loops should be provided on site and accommodate bus turning radius. Parking should be located on site but should not interfere with pedestrian movement.
- Sidewalks should be provided along the frontage of the school property to enhance pedestrian safety.



Figure 5.4 Elementary school at Bridle Walk and William Murison Avenue intersection



Figure 5.5 Elementary school and Central Park at Street A and Harbord Road

5.3.2 Parkettes

Parkettes are within a 5 minute walk to all residences within Upper Unionville as a key open space planning feature. These parks provide common neighbourhood gathering areas for passive recreation, socialization, landscaped focal points, and connection to other areas of open space.

Guidelines

- Parkettes are generally between 0.25ha and 0.55ha in size to create passive and intimate neighbourhood gathering areas close to home.
- Trees and shrubs should be provided to create comfortable pedestrian oriented environments and microclimates.
- Parkettes should be well integrated and comprise the majority of the open space system
- Appropriate landscape screening and buffering should be provided for flankage residential lots to enhance privacy and security.
- Visual ties from the street should be maximized
- Sidewalks should be located on the Parkette side of local streets
- Curbside on street parking should be provided to reduce the need for parking lots and enhance pedestrian safety.



Figure 5.6 Parkettes



Old Oak Tree Parkette

The Old Oak Tree, which is located in close proximity to Kennedy Road, is proposed to be preserved and highlighted through the design of a surrounding parkette. The focus on an open space system of the Upper Unionville Community has allowed for the strategic placing of Street A adjacent to the tree, to create visual ties and connections to this natural feature from the street. In addition, the Oak tree's proximity to a primary gateway helps characterize and highlight the community's strong sense of heritage and identity. Visible from a primary entrance to the community with a seating and gathering area and special units fronting onto the parkette, the Old Oak Tree Parkette highlights a strong sense for uniqueness.



Figure 5.7 Old Oak Tree

5.4 Pedestrian System

Vision

The pedestrian system within the Upper Unionville Community will consist of following:

- Greenway
- Sidewalks within the street right-of-ways
- Walkways within parks and stormwater management facilities
- Walkway blocks

5.4.1 Walkways and Crossings

The walkway block has been provided within areas of the residential fabric to facilitate connections and access to and from the community and to the schools and open space system. These blocks are located within the Special Study area where townhome frontage is along Arterial roads and provide access between streets and to the elementary school to the northwest. These municipally maintained corridors will be 3.0m concrete sidewalks with private on lot landscaping. Building separation will be 8.0m and lateral decorative fencing should be provided to ensure privacy and security for surrounding residences. The pedestrian scale lighting will be incorporated within the pedestrian corridors of the greenways.

5.5 Links to Adjacent Neighbourhoods

Three links to adjacent neighbourhoods are located within Upper Unionville. Collector roads link with those existing within connecting communities to ensure smooth transition between neighbourhoods. These links should be marked and be consistent in landscaping and built form and create a sense of welcoming and entry. These locations are at Harbord Street, William Berczy Boulevard and William Murison Avenue. Placement of collector roads are reflective of the connections in adjacent communities along 16th Avenue and Kennedy Road. These connections allow for appropriate traffic control measures to be taken along these routes.

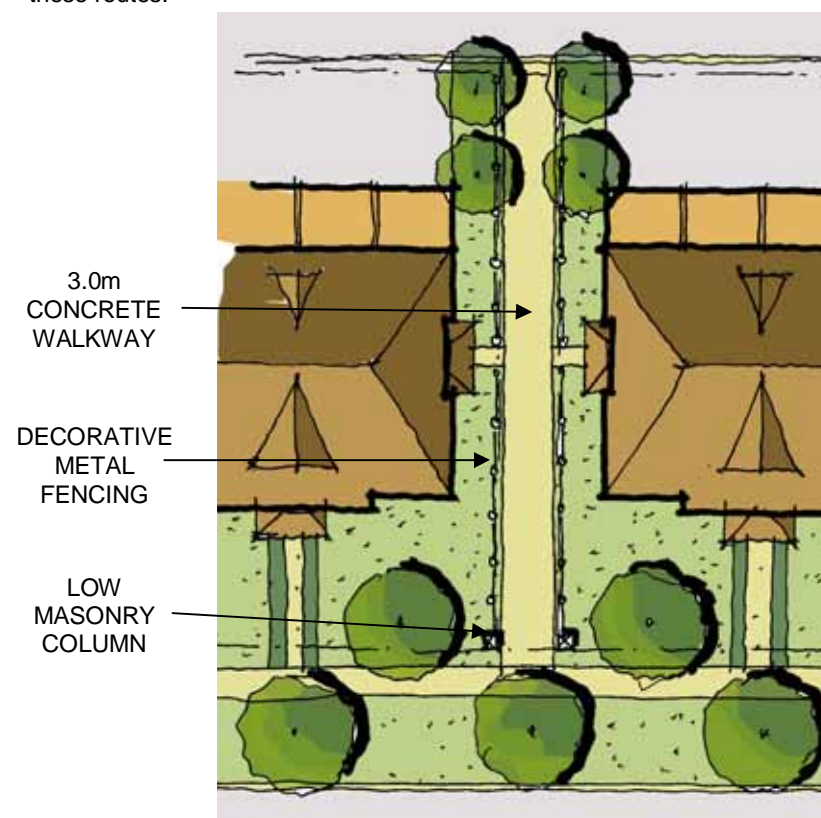


Figure 5.8 Walkway Concept



Figure 5.9 Greenway Concept

6.0 Sustainable Development

Sustainable development promotes successful and healthy communities. The Upper Unionville Community proposes the following items for sustainable design.

6.1 Pedestrian Oriented Community

6.1.1 Compact Development

- The use of residential blocks lengths of approximately 180 to 250m helps create compact pedestrian orientated neighbourhoods. Short Blocks enhances walking efficiency as a means of transportation, allowing for more direct routes between destinations and decreases car dependency within the community boundaries. Easier mobility for more people promotes healthier lifestyles and emphasizes the public versus private realm.
- Increased densities in proximity to transit stops and main roads through the use of the 'Cap-End Block Configuration' (section 2.2.2.) and laneway and cap-end townhomes along the arterial boundaries of the community and internal intersections (figure 2.7).

6.1.2 Dominance of the Public Realm

- The coordination of a built form and landscape physically defines streets and public spaces as places of shared use. By reducing a building setback less land is needed for development and more compact, attractive and safe pedestrian oriented streetscape is being created.
- The use of laneway homes within areas of special character, such as internal intersection corner lots, lots fronting open space or heritage locations, allow for reduced visual impact of garages and driveways. Reduces building setback creates stronger relationships between the residential units and the streetscape to promote social interaction.

6.1.3. Pedestrian Connectivity

- Upper Unionville has a street network that provides internal connectivity as well as linkages from residences to local parkettes, neighbourhood parks, schools, mixed –use core area (special study area and transit stops on Kennedy and 16h.
- The Greenway is a system of broad sidewalks along primary routes and some local roads that create appealing and comfortable pedestrian street environments, promotes physical activity, and therefore, public health. This particular section of the right of way will be defined by a tree lined corridor with pedestrian scaled lighting (5.5m).
- All local roads provide a safe separation between vehicular and pedestrian movement within residential areas.
- Enhanced pedestrian routes via Greenway and compact neighbourhood blocks provide for easier access to transit and reduces the dependency on the automobile.
- There are currently three existing and two proposed York Region Transit bus routes that are within a 5-10 minute walking distance from most residences within Upper Unionville (Figure 2.3). They include:

Existing: YRT ROUTE 4A – KENNEDY ROAD
 YRT ROUTE 85 – 16TH AVENUE
 YRT ROUTE 18 –BUR OAK

Proposed: Street A (Wilfred Morison Ave.)
 Street D (William Berczy Blvd.)

6.2 Mixed – Use Development/Community Amenities

- Upper Unionville contains a range of parks and open space system that will encourage physical activity. As a general principle, neighbourhood park and parkettes are all located within a 5 minute walk from their respective surrounding residences within the community (figure 2.6).
- Two elementary schools are located within Upper Unionville within a 5 -10 minute walk of most residences.(Fig.2.5)
- The Live/work precinct allows for pedestrian friendly and employment opportunities for easier access to work and amenities.
- Commercial uses within the development will encourage active transportation to shopping and entertainment.

6.3 Preservation and Enhancement of Heritage Systems

- Eckardt Log House and Heritage Park – The Phillip Eckardt Log House was built in 1803 and is considered to be the oldest house in York Region. The log house and surrounding vegetation has been preserved and designed as a heritage park, approximately 1 acre in size. (Refer to section 4.3.6.)
- Beckett Farm House – The Beckett Farm House was built in 1926 and has been integrated into the residential framework and preserved through heritage designation and heritage easement agreements. (Refer to section 4.3.5.)
- Bethesda Lutheran Cemetery – The Bethesda Lutheran Cemetery has been highlighted within the community through the positioning of streets surrounding the area and frontage laneway homes to reduce the visual impact of driveway presence from within the cemetery. (Refer to section 4.3.7)
- Old Oak Tree – This natural feature has been regarded as an important landmark by surrounding communities of Markham and has been incorporated into an urban parkette within the special study area. (Refer to section 5.3.2)

6.4 Safe Community

In order to plan Upper Unionville as a safe community, design considerations must develop the feeling of security and comfort for residents within public spaces. This is executed through the consideration of Crime Prevention Through Environmental Design Principles (CPTED), well lit open spaces and parks, and the development of “Eyes-on-the-Street”.

As part of the Upper Unionville neighbourhood a number of design criteria have been considered, these include:

- Eyes on the Street

Block patterns and housing forms are designed to provide front entrances with porches along the street. Parks are also designed to have frontage along public streets.

- Lighting

In addition to the typical street lighting pedestrian lighting will be provided in key areas of the neighbourhood C.P.T.E.D. (Crime Prime Prevention Through Environmental Design Principles. These principles will be incorporate through detail design at the site planning stage.

6.5 Storm Water Management

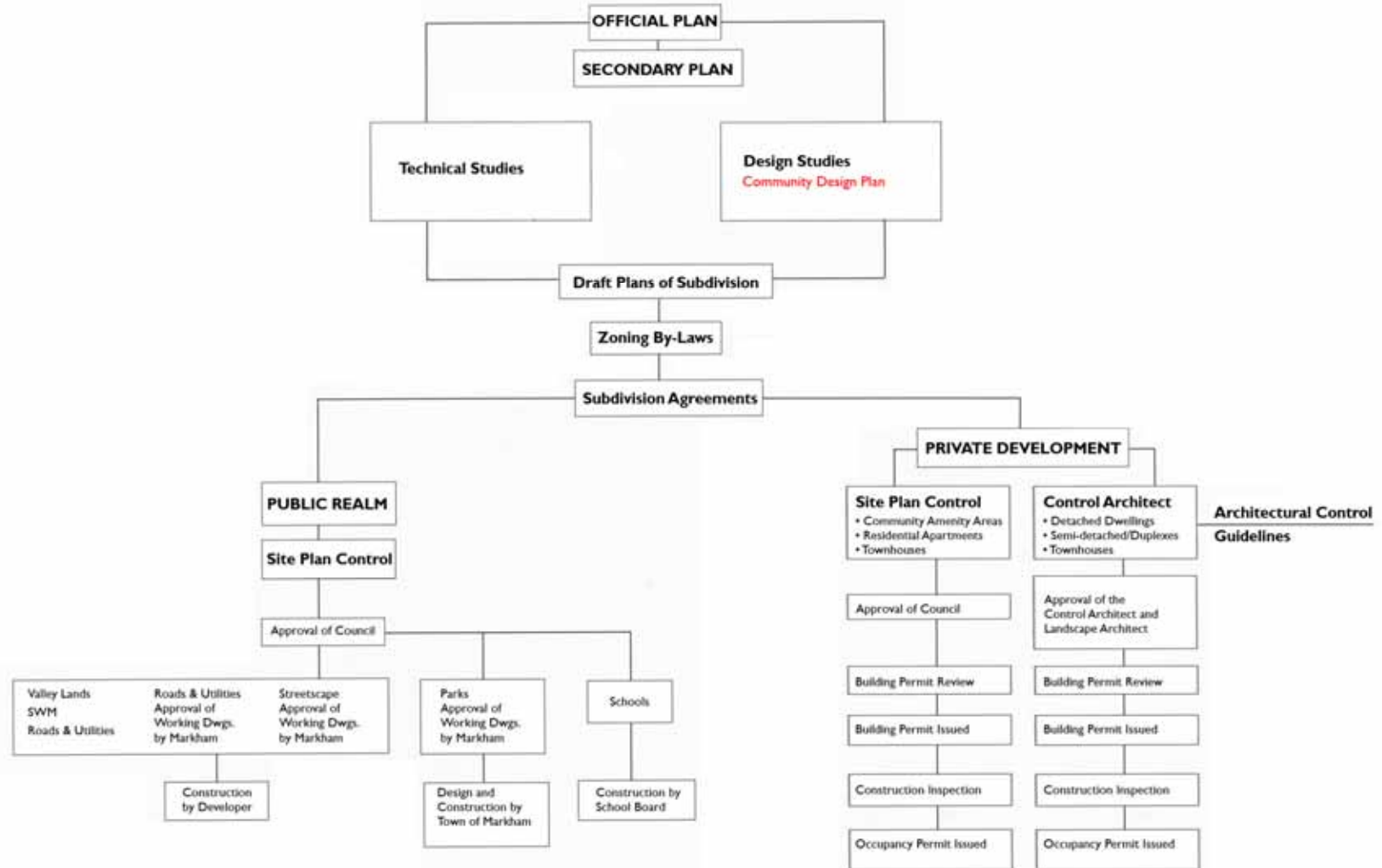
- The Biosvale is located within the Upper Unionville Community. This facilities allow runoff to infiltrate into the ground while providing natural and attractive community amenity space.

6.6 Sustainable Neighbourhood Development Principles

- **Compact/ Walkable/ Pedestrian and Bicycle Environment**
 - Parks and Commercial/ Retail located within a 5 – 10 minute walk for most residents
 - Provision of a connected pedestrian system and access to the Town's multi-use pathway
- **Visible and Accessible to Green Space Network**
 - Parks are located in prominent locations
 - Through the street pattern and location of parks and open space the valley feature figures prominently in the neighbourhood
- **Transit Supportive**
 - Pedestrian system, including streets provide connections to the transit stops
- **Connected**
 - The pattern of streets combined with the trails and walkway system provide access and connections to all areas of the plan
- **Ecological Stormwater Management**
 - Naturalized ponds are provided and designed as contiguous components of the open space system
- **Vibrant Public Realm**
 - The combination of compact housing forms, together with coordinated and attractive streetscapes throughout will encourage people to use these and other public spaces as an extension of their homes.
- **Solar Orientation**
 - The majority of streets have been oriented in an east/west alignment to create optimum conditions for the use of passive and active solar energy gains which would ultimately encourage energy efficiency.

7.0 Implementation

The Community Design Plan (CDP) highlights and describes the urban design principles and Community Vision for Upper Unionville. Approved by the Town of Markham, the CDP becomes the “Design Study” which influences and informs the requisite parallel technical studies. The CDP is to be a working document to aid the Town and guide the consulting development team in the detailed design and implementation of the community. To this end the Community Design Plan is intended to be an implementation tool, applied in a flexible vs. prescriptive matter through the detailed design stages which will culminate in the realization of the community vision for Upper Unionville.



UPPER UNIONVILLE COMMUNITY DESIGN PLAN

8.0 APPENDIX