

**THE MARKHAM VILLAGE
HERITAGE CONSERVATION DISTRICT**

**MOUNT JOY
MARKHAM VILLAGE
AND
VINEGAR HILL
AREAS**

**VOLUME 3
&
VOLUME 4**

**DESIGN
GUIDELINES
&
IMPLEMENTATION
PROCESS**

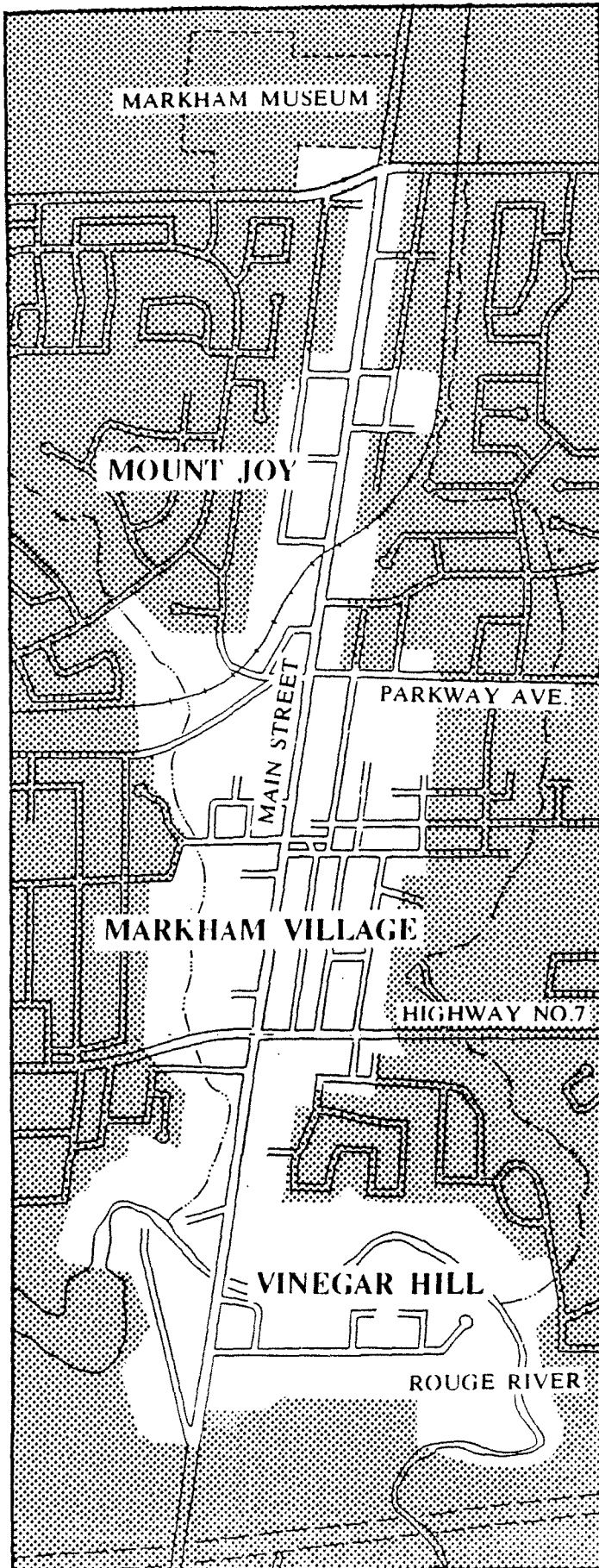
**PREPARED FOR
TOWN OF MARKHAM**

NOVEMBER 1989

**REVISED:
SEPTEMBER 1991
MAY 1990**



**Project
Planning
Limited**



THE MARKHAM VILLAGE HERITAGE CONSERVATION DISTRICT

**MOUNT JOY
MARKHAM VILLAGE
VINEGAR HILL**

VOLUME 3

**DESIGN
GUIDELINES**

Prepared For:
Town of Markham

Prepared by:
Project Planning Limited

Revised: September 1991
 May 1990

Date: November 1989

**MARKHAM VILLAGE
HERITAGE CONSERVATION DISTRICT STUDY**

VOLUME 3: DESIGN GUIDELINES

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Revised by Council-January 2006
(attached)**

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FOREWORD

In November, 1988 Project Planning Limited was retained by the Municipality of Markham to make a study of, and make recommendations upon, a Heritage Conservation District as defined under The Ontario Heritage Act, 1983 that would include the old village of Markham and its environs. The following report is one of six volumes that presents the results of that study, together with details of the proposed Heritage District and proposed methods of implementation.

The district stands out as being quite distinct from the surrounding modern sub-divisions, possessing a quality and character that has evolved gradually since the early 1800's, and expressed in the buildings, the streetscape and the natural landscape.

It has been found that the village of Markham and adjacent Mount Joy and Vinegar Hill contain an unusual wealth of older buildings, set in a framework of roads that directly illustrate and arise out of the historical development of the proposed district. This building stock is such that there is a range in age, style and construction materials which further emphasises the evolutionary heritage of the district.

In a relatively confined area, a total of 168 buildings or approximately 34% of the total housing stock were identified as being of particular historical and/or architectural interest, 14 of which have already been designated under Part IV of The Ontario Heritage Act. Of these 168 buildings, 82% were built before 1900, and over a quarter were built before 1875 and thus are at least 115 years old. There are, then, substantial reasons for establishing the Heritage Conservation District proposed herewith.

ACKNOWLEDGEMENTS

This Markham Village Heritage Conservation District Study and Plan is the culmination of a great deal of interest and effort over many years by local residents, municipal staff and the Council of the Town of Markham. The work of the consultant over the past year has been to synthesize this interest and work efforts into the development of a report, a set of design guidelines and an implementation process such as to recognise and conceive the heritage of the area.

Special acknowledgements must be given to the following members of the Steering Committee, chaired by the Councillor Tom Newall, who also chaired the Public Meetings:

Tom Newall, Councillor (Chairman)
Ken Hoyle
Gord Landon, Regional Councillor
Brian Little
Charlie Loveland
Paul Mingay
Linda Patterson
Bill Pickering
Doreen Quirk, Councillor
Peter Ross
Frank Scarpitti, Regional Councillor
David Tsubouchi, Councillor

Thanks should go to the municipal staff who assisted in this study, namely Mr. Tom Januszewski, Planning Director and Ms. Lilli Duoba. Particular thanks must be given to Ms. Demetra Koros for her help throughout the entire period and acting as coordinator for the study.

Thanks also to Mr. John Lunau who assisted with his first hand detailed knowledge of the local history of people and buildings.

We would finally like to acknowledge the funding and support given to this study by the Ontario Heritage Foundation and the Heritage Branch of the Ministry of Culture and Communications.

MARKHAM VILLAGE
HERITAGE CONSERVATION DISTRICT
STUDY AND PLAN

The Markham Village Heritage Conservation District Study is a comprehensive analysis of the heritage of Markham Village, with the object of identifying a heritage district and establishing design guidelines and a process for implementation.

As it is likely that different people will be interested in different aspects of the study, it was decided to set up the report in separate volumes. In this way, someone interested in making an addition to his/her house will only have to check the "Design Guidelines", whereas another person may just wish to know the history of the area and so read that volume.

The volumes are:

1. Defining the District: This includes the goals and objectives, definition of a heritage district and recommendations re boundaries, plus designating by-law.
2. History of the Area: The settlements of the three subdistricts and the differences in their heritage.
3. Design Guidelines: The guidelines to be followed for making exterior changes to a property, additions, new buildings, etc., within the Heritage District.
4. Implementation Process: The methodology, to be followed in order to make changes to a property within the designated area, including application forms to be completed. This volume also includes information on applicable grants and programs. (As of June 1989).
5. Public Participation Process: The methodology used in this process and input gained from the public, including analyses of the questionnaires.
6. Buildings Inventory: A listing and description of all buildings within the designated heritage district.

A. INTRODUCTION

A. INTRODUCTION

The Design Guidelines are the basis upon which rests the viability and success of the Heritage Conservation District. A Heritage Conservation District is designated under the Ontario Heritage Act (R.S.O.1980.C.337 as amended) to give

"protection and enhancement (to) groups of properties that collectively give an area a special character. This ... derives not only from individual properties ... but also from the overall historic and aesthetic values of buildings, streets and open spaces seen together." (Ontario's Heritage Conservation District Guidelines.P.7).

The Ontario Heritage Act states:

"42. Where a by-law has been passed under Section 41, no person shall in the area defined in the by-law erect, demolish or remove any building or structure, or alter the external portions thereof, without a permit therefor issued by the council of the municipality, unless ..."

The Act does not, however, establish the parameters or guidelines under which changes be made; this is the object of the Design Guidelines.

As stated in "Ontario's Heritage Conservation District Guidelines"(P.19)

"Detailed guidelines regarding materials, colour, infill, construction and architectural style are not usually suited for inclusion in the body of an official plan; a more appropriate location would be an appendix to the plan. This could then be referenced in the official plan as a document to be consulted in the consideration of new design or restoration activity within the district."

The Design Guidelines will thus help in the retention and conservation of the historic ambience, and be a document that people use when considering modifications, demolitions or new construction in the Heritage District.

The Ontario Heritage Act further states:

"43 (1) An application for a permit referred to in Section 42 shall be made to the council of the municipality and shall contain or be accompanied by such information, drawings and other material as may reasonably be required by the council to fully consider the application."

In this regard, the Design Guidelines are not intended as a rigid document specifying exactly what may or may not be done, but rather as a guide to show how changes may be undertaken and yet still conserve the historic feel of the district. For example, a two storey brick addition with large picture windows would not fit with an historic 1-1/2 storey board and batten Ontario Vernacular house. The guidelines will thus suggest the most appropriate materials, colour and style to be compatible with the existing buildings and general area in terms of historic and architectural features.

The BUILDING AND SITE DESIGN GUIDELINES (Part D) are intended to give direction and assistance to the individual (owner, builder, or developer), who is interested in restoring or making alterations to an historical property, modifying any other property, or has plans for new construction within the Heritage Conservation District.

An inventory of heritage buildings, (see Volume 6) within the boundary of the Heritage Conservation District, has been carried out by examining over 500 buildings to determine their classification into the following categories:-

Type A: Having historical and/or architectural value; and are those buildings establishing the essential heritage character of the area, (there are approximately 170 buildings in this category).

Type B: These may be old or new buildings which are considered complementary to the Heritage District and the ambience of the area.

Type C: Buildings that do not relate to the heritage character of the district.

The inventory also includes some "landmark" buildings, such as the Wilson House and Wedding Cake House on Main Street. This category of buildings are those already designated under Part IV of the Ontario Heritage Act and therefore, although within the district boundary, are not considered part of the "district" in terms of legal requirements under Part V of the Heritage Act.

The Design Guidelines offer different statements in support of each of these building categories. For example, an "A" building should be conserved or rebuilt to the original style as much as possible, whereas a "C" building may be retained, however, if redevelopment or new construction is to occur, the new structure will have to be compatible with the existing heritage stock.

A listing of A and H type buildings is attached as Appendix I. This list is organised by sub area and by street name alphabetically such that the buildings can be identified easily.

The inventory also notes the building types, construction method and date.

The maps of the three sub-areas:

- (i) Vinegar Hill
- (ii) Markham Village, and
- (iii) Mount Joy

are inserted between each listing and show all the buildings within the Heritage Conservation District and their classification, whether H (Heritage, under Part IV of the Act), A, B or C.

It should be noted that this classification is based on 1988-89 information and as such may be subject to change as more information becomes available. Thus the inventory and classification must be kept up-to-date to realize its full value.

While the guidelines in this volume address the buildings and their details in particular, the other major components such as open space and streetscape are of equal importance in forming the character and ambience of the area. The general character of each sub-district has been described herein and recommendations included such that the municipality can decide the direction and extent of work to be done within the separate sub-districts of the Heritage Conservation District.

The Vinegar Hill sub-district, for example, is quite different from the other two areas, and relies primarily on the elements of the natural environment to express the heritage character. There are only a total of twelve buildings classified as "heritage" (either H, A or B – complementary) in this area, however, there is the early street pattern as evidenced by Rouge Street and Princess Street, the route of the old bridge across the Rouge River, and the sites of the early saw and grist mills, now unfortunately not visible but important as historical sites and for their potential archaeological remains.

The design guidelines appropriate to the Vinegar Hill area thus tend to emphasise integration with, and being complementary to, the open space, the views and the history of the area as expressed by the natural environment and streetscape, rather than compatibility with adjacent newer buildings.

B. GENERAL URBAN CHARACTER
(PUBLIC SPACE & FACILITIES)

B. GENERAL URBAN CHARACTER

1.0 DESCRIPTION

The Village of Markham Heritage Conservation District consists of three sub-districts, namely; Vinegar Hill, Markham Village and Mount Joy, each with its own subtle but distinct character and ambience.

- 1.1 VINEGAR HILL to the south consists of two residential areas on either side of Hwy. 48 and located near the top of the hill, together with the broad valley of the Rouge River which meanders from west to east. The river valley and associated open spaces command most of the lands of this sub-district.

Vinegar Hill represents the oldest and most historic section of the Heritage Conservation District. As outlined in the History of the Area (Volume 2), Vinegar Hill was originally settled in early 19th century. In 1809, a Nicholas Miller built a saw and grist mill on the Rouge River, and by 1817 it is thought that there were several cottages in the area. Rouge Street and Princess Street were subsequently laid out in 1856. The present character of Vinegar Hill is therefore a function of this early development; the clearing of the valley to site the mills and cottages for the workers, and the street and lot layout to take advantage of the open space and valley of the Rouge River.

While there is some evidence of earlier buildings and settlements in the valley shown by such elements as bridge abutments, land forms, vegetation, and some 19th century houses, the larger industrial structures such as the grist and saw mills have disappeared and can only be viewed via lithographs and photos in the Markham Museum.

The residential buildings of Vinegar Hill consist primarily of houses built in the period from 1940–1970. However, a handful of 19th Century historic homes and structures remain.

The historic house styles include Ontario Cottage, Ontario Vernacular and Farmhouse style (see Figures 12, 13, 14). The more recent homes on Rouge Street and Princess Street blend relatively well as they have continued to match in terms of exterior finish, scale, colours or placement on the lot. The trees and shrubs that appear to have been planted randomly assist a great deal to establish the character. Most of the heritage buildings are one or one and a half storey with pitched gable roofs but there are also a couple of buildings with hipped roofs, possibly representing the earliest houses in the area.

Due to the small number of heritage buildings as such in the Vinegar Hill sub-district, more emphasis must be placed on the general urban character and historic ambience expressed through the natural environment, the open space of the Rouge Valley and the streetscape.

The challenge here will be the preservation of the streetscape and the maintenance of the human scale. Particular attention should be paid to the height proportion and setback as well as the building forms to be allowed if and when re-building or redevelopment occurs. Furthermore, the treatment of the pavement, sidewalk, trees, street furniture needs to be studied and carefully handled.

The second and more difficult challenge is to re-create a sense of history in the Rouge River Valley worthy of the birthplace of Markham. The archaeological discoveries of the area could be expressed through signs on locations of Indian sites, and the early 19th century saw and grist mills. Archaeological summer "digs" could be established, and so re-create and emphasise the heritage values and importance of the district.

The elements of the natural environment should also be emphasised as they relate to heritage for the enjoyment and education of the public. For example, the fact that the Rouge River and the dam provided the water to power the saw and grist mills, and the flat lands of the valley provided the sites for these early industries are important and integral components in the original settlement of the area. In this fashion, the natural environment can be linked in with the built history and heritage, and thus an 'eco-museum' principle established, (whereby the settlement history of an area is tied to the physical environment).

- 1.2 MARKHAM VILLAGE is north of Vinegar Hill and straddles Highway 48, (Main Street). The village is the largest of the three sub-areas occupying the tableland between the two historic creeks, Robinson Creek to the west, and Bramble Creek on the east side.

Markham Village consists of the commercial core, serving the large suburban area surrounding it, and three residential areas. One of these residential areas is located east of the commercial core, while the second is placed just north of the core. The third area adjacent to and west of the core has undergone considerable changes since the early days and contains several apartment structures, with another two apartment buildings currently under construction.

The rich past of Markham Village is evident in the small group of large residential houses on large lots north of the commercial area, which include Ontario Vernacular, High Victorian and Queen Anne styles, and in the well maintained commercial buildings, primarily of two storey Ontario Vernacular style.

The residential section around Church and Jerman Streets east of the commercial core was one of the original grid subdivision layouts, dating from 1856. This grid pattern, with narrow tree-lined roads and small lots has been retained, and many of the 19th century homes have been conserved making this one of the prime heritage areas and helping to evoke the ambience of an earlier historical period.

However, re-development of this area in the last decade on some prime-sites has been incompatible with the heritage character. To maintain the character and reinforce the heritage, closer co-ordination and review of new developments using the Design Guidelines as a basis will be necessary.

The residential section on both sides of Main Street, north of the commercial area and almost up to the railway-station appeared at one time to be the most prestigious area to live in, with its large homes on large grounds. Most of these buildings are 2-storey Ontario Vernacular style and display features that are defined as Neo-classical, Regency, Georgian, Italianate and High Victorian Picturesque. Plagued by high truck traffic on Main Street and economic pressures, this area has undergone change with negative impacts on the historical and architectural fabric of the properties. Due to the character and heritage nature of many of these properties, it is desirable to keep this area intact and assist in the conservation of the buildings, although conservation measures should not prevent carefully planned designed upgrading and additions.

The commercial area of the village stretches approximately 1/2 km. northward from Hwy. 7 on both sides of Main Street. There are a few commercial buildings not on Main Street, but still in close walking-parking proximity and therefore considered part of the core.

Like the residential section, this area has undergone many changes since the 1960's, some of which appear to be very sensitive to the heritage nature of the community while others display no understanding of the historical and architectural quality in the area. Most of the heritage buildings are in the Ontario Vernacular commercial style particularly north and south of Robinson Street. Different styles such as Queen Anne, Second Empire styles can also be observed towards the south.

Infill and intensification of use, particularly in the commercial area is inevitable and has been successfully demonstrated in the form of Markham Lanes where the historical buildings have been rehabilitated and made the centrepiece of the new development. Other developments such as "Village Shoppes", or the Bank of Nova Scotia have made no attempt to create a heritage character or be compatible with the history and/or architecture of the area.

- 1.3 MOUNT JOY, is located north of the village of Markham. This sub-area starts at the railway station and the old feedmill and extends as far as the 16th Side Road, adjacent to the Markham Museum.

The area to be included in the Heritage district consists mainly of properties on two streets; Main Street and Peter Street south of David. This area is the youngest in the Heritage Conservation District, dating from the mid 19th century, but proportionally has a greater number of heritage type buildings. With some exceptions almost all buildings are Ontario Vernacular or Farmhouse style.

While most of the heritage type buildings on Peter Street are well maintained, a number of buildings on Main Street appear to be in a state of disrepair. The reason for this may be the anticipation, or desire, for a change in designation/zoning to allow for commercial uses instead of residential. Several single lots along the street have indeed already been changed from residential into other land use categories. Most of the new buildings that have replaced the old are not compatible with the heritage character, such as the large building opposite Deer Lane and the car dealership south of the same lane. Although an attempt has been made to create a "heritage looking" building at the south-east corner of 16th and Main Street, the post modern building fails to be in character.

If the Heritage Conservation District is to be successful, new developments must be designed to be compatible with the existing historical/architectural character of the area.

As an extension of the Markham Village core area, this sub-district also requires a streetscape design that will establish the heritage character for the area. The Main Street streetscape within Mount Joy should be designed similar to that of Markham Village such that it will provide one continuous heritage roadway.

The relatively new and massive powerline along this section of Main Street is not compatible with heritage character and needs to be addressed in the future.

1.4 OPEN SPACE AND PARKS

Public open space in the Heritage Conservation District consists of sections of the Rouge River, Bramble Creek and Robinson Creek; Morgan Park, Cedar and Homestead Valley Park, the Macivor Property, Reeve Park and a section of Milnes Dam Park.

While the Rouge River and creek valleys have played a significant role in an historic sense, the apparently only surviving "Town park" of historic nature is Morgan Park. These spaces are next to the streetscapes, the most important component in giving the H.C.D. the framework and setting.

The fairground site located adjacent to the Rouge Valley, once the best known major public open space in Markham, has been developed such that it accommodates on a reduced acreage the Arena, Library and Reeve Park, all of which are designed in a modern style.

It has been suggested that the parking lot of the railway station was originally a rose garden. Public gardens, conservatories, private estates, agricultural colleges and street beautification including railway station gardens were popular horticultural pursuits at the turn of the 19th century. Prior to this maturing of horticulture, the only improvements to the landscape appear to be the windbreaks and rows of trees along the farm laneways planted by farmers.

Although it is a modern approach, to combine the various parks, open spaces and valleys into one meaningful and successful open space system would help to give a framework to the overall Heritage Conservation District and aid in integrating the various parts by a system of pathways, thus further creating a sense of human scale to the area.

A heritage trail along Robinson Creek between the Museum on the north end, and the Rouge River Heritage Park with historic artifacts such as the Railway Bridge on Mill-pond as focal points could link the efforts of various groups into one common theme.

1.5 STREETSCAPE: ROADS & SIDEWALKS

The streetscape is one of the most important elements in defining and contributing towards the success of a Heritage Conservation District. In this instance "streetscape" is considered to signify the public domain, although in residential areas the line between the private front garden and public right-of-way is sometimes one of perception rather than rigid delineation.

The right-of-way between buildings on either side of the streets in the commercial section of the Village is the road-right-of-way consisting mainly of a sidewalk on either side and the road pavement which, over time, has been widened to the maximum to accommodate parking and heavy automobile traffic.

Traditionally pavements were narrow, except on Main Street which as a provincial road was broader to allow for horse and buggies to be parked. Curbs, gutters and stormdrains, generally unknown on Village roads, were added later as essential features of urban life. The original walking surfaces in front of stores often consisted of boardwalks or planks to avoid the mud, as seen in early photographs of Main Street, Markham.

In recent years a significant portion of the now narrow sidewalks on Main Street has become inundated with posts for lamps, flower baskets and signs as well as an increasing amount of street furniture in the form of benches, newspaper boxes etc.

In the residential areas, the right-of-way between buildings originally consisted of public and private or semi-private spaces. A fence, for example, although it creates a barrier inhibiting physical access, still allows the eye to look past to the garden in front of the house.

Sidewalks on the public right-of-way in residential areas were established only in later years and generally on one side only.

While curbs, gutters and stormwater improvements are necessary features of modern life, they do not need to be designed to highway or big city standards.

The appearance of the roadway and its remaining public right-of-way should reflect the local heritage ambience and historical attributes of the area while yet remaining functional.

1.6 STREETScape: PARKING

In the mid to late 19th century, when the Markham area was first being settled, parking was not a problem. Cars did not exist and the horse and buggy was not around in sufficient numbers to cause congestion in the village.

Cars, however, are now an integral and almost dominant part of the urban landscape. Even short trips to the local store usually mean that a car is used and thus parking space is necessary. Adequate car parking, although not a part of the original village landscape, (and thus not of a heritage nature), is required. It remains that the design of these facilities be such that they are integrated into the urban fabric without imposing a negative impact on the heritage quality of the district.

Parking can be made to harmonize and fit with the historic character of the village. A review of parking adequacy and need should be undertaken on a regular basis, with revisions made when and as necessary to the URBAN DESIGN GUIDELINES and the parking by-law.

1.7 STREETSCAPE: PLANTING

A tree-scan of the roadways within the Heritage Conservation District indicates the presence of a number of trees that are probably 80 to 100 years old. The species are Sugar Maple, Silver Maple, Norway Spruce, Horse Chestnut, Black Locust and Red Oak. These large older trees contribute significantly to the heritage ambience of the district and every effort should be made to ensure that they are retained.

Most of the trees along the residential roads are irregularly spaced, and found in small groups. Along the commercial section of Main Street the trees have been planted with a regular spacing as much as possible.

Historically, continuous rows of trees existed only if they were windbreaks on farms or along farm lanes. Trees on private lots tended to be planted at a later date, but did not form regular rows of street trees. Most of these trees were large species such as Elm Sugar and Silver Maple, as can be still observed just south of the railway tracks along Main Street.

The trees planted recently, (within the last five years), along the commercial section of Main Street unfortunately are not representative of an historic era, nor are they a shade tree. Ideally a large canopy type tree such as Elm or Maple would more accurately reflect a heritage quality.

Generally there is a lack of colour in the overall street planting, except during the summer period when baskets are hung along Main Street.

1.8 STREET FURNITURE/SIGNAGE

Street furniture and signage are important elements in helping conserve, and where necessary restore, the historic feel of a Heritage District. Elements such as the lampposts, planter boxes and benches help define the era and the architectural character of the district. Parking meters and regulatory signs are essential components of the streetscape that cannot be modified to any great degree. Street names and similar information signs can, however, have a great influence on establishing the theme of the area.

In the residential areas, besides the mail boxes and lamp posts there appears to be very little in terms of street furniture.

In contrast, there appears to be no lack of street furniture on Main Street, particularly in the commercial section. The street benches, tree guards and lamp posts are of a heritage style in the commercial area and seem to have been co-ordinated, at least in terms of colour and fit. However, the large concrete planter boxes are not reminiscent of any historic era, except possibly the 1960's.

A special street name sign has been developed by the Municipality for the Heritage District, and has been used by the B.I.A. in the commercial area.

Bus shelters in form of Band Shells, made of wood have been placed in the required "stop" area. However, due to the limited width of the sidewalks and largeness of the shelter have forced it onto front lawns or into small inconspicuous spaces such that they can be mistaken for private gazebos. These "gazebos" are not in keeping with the heritage image, neither do they function well as bus shelters. Retaining walls, some made of "outdoor" wood, Railties, stone or other materials do not express in colour, design, material the desired heritage image.

Too many signs together with a variety of street furniture throughout the overall district in too many styles and colours tends to obscure the visual integrity of the streetscape, and thus does not pull the area together as one historic district, or even as three sub-areas. Careful design control needs to be exercised to create a co-ordinated comprehensive approach.

1.9 STREETSCAPE: LIGHTING

Historically, lighting on village roads was minimal and consisted mainly of thin wood poles carrying the electrical wires and small fixtures. A few of the commercial shops had lighting attached to the buildings while in others instances, the lighting was located at corners or intersections of roadways.

Unfortunately, the need for more electricity has caused the removal of the smaller scale poles, and simple wires have been replaced by massive power poles carrying 13.800 to 44.000 volt lines for much increased light intensities. In addition, the standard approach is to light up the road very brightly primarily for vehicles, but not for pedestrians.

The old fashioned light fixtures have been replaced with the universal large Cobra-head fixtures in all areas, except the recent renovation on Main Street in the B.I.A. district where a change to a modern "old fashioned design" or "heritage" lamp was selected to be more suitable.

1.10 GATEWAYS

The Heritage Conservation District is an area of older buildings, streets and landscape within the larger suburban environment. As a Heritage Conservation District it will become more important over time as a place with a unique and distinctive quality. The existing quality and image will be enhanced, that sets it apart from the adjacent modern homogenous residential subdivisions and commercial developments along the major highways.

In this regard there is the potential for the creation of "gateways" –perhaps reminiscent of the entrance to an old walled town; the distinct edge realised when coming into a village from the surrounding open space and farm lands, or as it is common practice in large shopping centres and business parks.

Obviously the most important entry at present is via the Rouge River Bridge on Highway 48. Currently the road passes over a narrow and low bridge restricting excessive traffic flow into the community. With an interchange proposed at Highway 48 for the proposed Highway 407 literally at the doorstep, a new and larger structure appears inevitable. A new roadway designed to complement the heritage character along with appropriate signage as one enters the heritage district will create the most significant "gateway". A new bridge structure longer, wider and more elevated will allow the Rouge River parklands to be joined again in a continuous valley and at the same time would sort out access road problems along this stretch of road from the proposed interchange to Highway #7.

2.0 RECOMMENDATIONS

As a result of the findings described above under the heading GENERAL URBAN CHARACTER, a set of Recommendations have been formulated for the Town of Markham to consider with respect to the conservation and revitalization of public areas and facilities within the Heritage Conservation District. The aim is to provide a direction for the Municipality to further their efforts in the revitalization and conservation of the historic core area.

2.1 GENERAL

1. Promote conservation of the Heritage District through preparing and publicizing guide books etc. on the specific areas.
2. Develop a comprehensive maintenance – upgrading plan for the public lands such as streets, parks etc. to obtain a clear strategy for the area. Master plans as recommended on the following pages for the open space, streetscape, planting, street furniture and lighting will provide most of the information needed to prepare this plan.

3. Consider the preparation of a site plan/architectural model for the proposed Heritage District to serve as a tool for the planning staff, Heritage Markham, developers and private home-owners in the design making process for proposed developments and if they are suitable.

While the initial sections of this model may be built as part of the open space or streetscape master plans, any proponent for a redevelopment could be required to submit a model of his/her section or property at a pre-determined criteria at the site plan approval stage. This is being done in some other municipalities.

4. The installation of underground utilities, pavement, and other modern features on a heritage property using heavy machinery or equipment should be undertaken with minimal disturbance to the terrain in order to reduce the possibility of destroying unknown archaeological resources.
5. When undertaking any land disturbance on a recognized heritage property, a licensed archaeologist should be consulted as early as possible in order to determine its archaeological potential.

2.2 OPEN SPACE AND PARKS

1. Prepare a master plan for the open space areas within the Heritage Conservation District to determine the need for additional space; to establish linkages between the open spaces, the Museum and the Village and assess those facilities that are heritage related.
2. With respect to the Vinegar Hill sub-district, initiate archaeological digs in the Rouge River Valley area to determine the location and obtain evidence of the past both in terms of Indian settlements and the early 18th sites of the saw and grist mills, and incorporate these findings in the open space master plan.
3. Consider the acquisition of all valley lands up to and including the 10m setback from top of bank or, failing acquisition, the lands should be more strictly controlled by the Town through the Conservation Authority to reinforce the heritage designation of the district. This is particularly important and relevant to the Vinegar Hill sub-district, where the valley lands of the Rouge provided the location for the initial settlement in the Markham area.
4. Develop the valleys in accordance with the master plan and in a manner sympathetic to the heritage district. In this way, heritage structures such as the late 19th century bridge abutments and the roadway of Princess Street can be utilized to assist in restoring the heritage character of the Vinegar Hill area.

5. Design storm water detention facilities including such features as check dams, linings and gabions, and form mill ponds and landform images representative of the historical past.

For example, the Cedar Valley park originally contained a mill pond. The lands could be formed to give an image and/or outline of the historic mill pond, but not necessarily to create a full fledged dam.

6. Review all "improvements" to the river and creek beds and where necessary modify, to present a more natural and historical visual image while retaining a functional system.
7. Develop a heritage trail as part of the open space system, from the Rouge River archaeological and mill sites to the Markham Museum. The ideal location would be along Robinson Creek with linkages to the Village core.
8. Develop parkettes as part of the open space and streetscape system at strategic locations such as the GO-station area to establish "Public Gardens" to create an historical character and ambience.
9. Inform and educate the public through a series of information "signs" along the trail and roadways. Place plaques and/or commemorative signs on historical and archaeological sites.
10. In any redesign of Reeve Park, the Community Arena or the Library site, consideration should be given to developing a heritage character to better integrate with the Heritage Conservation District.

2.3 ROADS AND SIDEWALKS

1. Prepare a streetscape master plan for the entire Heritage Conservation District with particular emphasis on Main Street from where it starts at Vinegar Hill – Highway 407 to the Museum at the north end of the district.

Due consideration in the master plan should be given to:

- a) The retention, wherever possible, of existing narrow right-of-ways and pavements for the identified heritage roads, (heritage roads are identified on the sub-district maps in the appendix).

- b) Development of a unifying character for Main Street, designed, however, to take into consideration the different functions of the road in each sub-district, (e.g. on-street parking in the commercial core, and increased landscape treatment for the north and south "gateway" areas).
- c) Creating the visual appearance of Main Street as a "narrow" road, except in areas where parking is designated as for example in the core area.

In this way the sidewalks could be wider at intersections allowing for a more interesting treatment of the overall streetscape. Widened sidewalks will also allow better distribution of street furniture and easier road crossing for pedestrians.

- d) Installation of pedestrian crossings on Main Street, marked by signs and lighting, and including special paving which should be carefully selected to mark the road surface.
- e) Redesign of sidewalks in the commercial section of Main Street, such that they appear like boardwalks to reflect the heritage image. This can be achieved by score marks, expansion joints etc.
- f) The location of sidewalks on narrow residential roads on one side only and next to the pavement to give a more spacious character to the streetscape, including the appearance of larger front gardens.
- g) Replacement of the normal grass strip along the sidewalk with an appropriate material which, in scale, texture, colour and pattern, reflects the local historical character, (this is most important where there is heavy pedestrian traffic, for example, the commercial core).

Non-interlocking brick, flagstone, wood blocks, asphalt blocks and granite sets should be used where possible, as they have historical precedence in Ontario, avoid interlocking pastel coloured concrete brick in modern geometric patterns.

2. Large and heavy truck traffic should be re-routed, if possible, at the earliest possible date, leaving Main Street for passenger cars and local delivery trucks.

In this regard, should re-routing of truck traffic not be possible for some time, then traffic management measures should be considered such as lower speeds, more traffic lights and pedestrian controlled crossings.

2.4 PARKING

In conjunction with, or following the streetscape master plan, a parking plan for the entire Heritage Conservation District should be prepared. This plan should also integrate with the Parks and Open Space plan for optimal space utilization.

In the design of the plan the major points of due consideration are as follows:

1. The design of parking areas should reflect the historic character of the district. This may be achieved by:
 - a) limiting the size of the parking area to between 25 and 50 vehicles.
 - b) creating a screen in the form of trees, shrubs, planters boxes, masonry walls and/or picket fence.
 - c) designing appropriately defined entrances, night lighting and signage.
2. Parking lots should be fenced or screened in a way to appear like a private yard or garden. Screening, appropriate to the heritage character may be in form of:
 - a) picket fences 1m to 1.5m (3-4 ft) in height, constructed of wood and painted in a colour compatible with the adjacent buildings.
 - b) hedges, if space is available, such as Privet, Lilac or Honeysuckle (provided that they are well maintained).
 - c) Wrought iron fencing. This should only be used where in visual harmony with the surrounding area and structures.
 - d) stone pillars or low stone walls, (only undertaken where historically appropriate).
3. The use of flower boxes or hanging plants on stone walls or fences should be encouraged.

4. Require that parking on private property (commercial development or private residences) be kept to the rear of the building.

Parking in front of a house or commercial development detracts from the heritage image and should be avoided in any site design submissions where at all possible.

2.5 PLANTING

1. Prepare a detailed tree inventory and re-planting plan for each street and adjacent properties in the three sub-areas of the Heritage District. Due consideration in the master plan should be given to the following:-
 - a) That mature, healthy trees be preserved wherever possible on both private and public property. In the event that a mature tree has to be cut, 3 new large size trees of the same species should be planted to perpetuate the heritage image.
 - b) That trees along the Main Street commercial section be replaced over time. Using species such as Elm, Sugar or Silver Maple would be more appropriate than the current types of trees.
 - c) That trees be spaced such that the historically significant buildings are not visually obstructed.
 - d) That any infill or new building application show on the site plan the existing trees and indicate the proposed disposition during and after construction, i.e. a tree preservation plan. The location and species of new trees should also be shown such that they complement the heritage nature of the area.
 - e) That efforts be made by the Town to encourage the use of planter boxes on buildings, street or walls and that a variety of flowers be introduced to create a more colourful downtown, i.e. planter boxes on window sills or on top of retaining walls. The large concrete planters currently used should be eliminated over time, and smaller wooden planters located along the commercial area. In order to avoid cluttering, co-ordination will be necessary by the town staff.

2.6 STREET FURNITURE/SIGNAGE

1. Prepare in conjunction with a streetscape master plan, a comprehensive street furniture and signage inventory plan for the Heritage Conservation District. Due consideration in the master plan should be given to the following:

- a) That existing street furniture items including all street signs be reviewed and changed if necessary to create a family of furniture and signs to be used in the District.
 - b) That retaining walls, or any changes in grade requiring retaining material be designed such that materials compatible with the heritage character of the area are selected. Retain or re-use brick, granite or woodblock images, rather than interlocking concrete blocks of modern designs.
 - c) That any application and or contemplated changes be submitted to the Heritage Co-ordinator and reviewed by Heritage Markham.
 - d) That signs to identify, (and possibly explain) the Heritage District be designed and placed in strategic locations such as proposed gateways.
 - e) That signage to parking lots be improved to achieve a more efficient traffic flow and inviting approach.
2. Encourage the preparation of a programme of identifying and describing subjects worthy of commemoration. A list will be kept by the Heritage Co-ordinator of all commemorative signs.

2.7 LIGHTING

1. Prepare light fixture and layout plans for all public roads, parking lots and public spaces such as parks, in conjunction with the Streetscape Plan. Such a plan should address not only the location of streetlights but also the suitability of poles, fixtures and light intensities for the various types of spaces and roads, in terms of preserving the historical character and lightscape.
2. Where possible, re-locate the high-tension power lines away from the Main Street, to either underground or along back lot lines where they are less obtrusive. Simple poles with appropriate fixtures should be placed on the street in accordance with the lighting plan.
3. Co-ordinate lighting on private property such as parking lots, driveways and commercial establishments with those of the municipal lighting plan to practise energy conservation and minimise problems for residents living nearby.

2.8 GATEWAYS

1. Establish gateways at strategic locations to announce and define the Heritage Conservation District.

While a Design for Gateways at the north edge and along Highway 7 may be accomplished relatively early, the gateway for the south end, starting at the proposed Highway 407 and on Rouge River bridge will require the input from several departments and agencies. However, if a dialogue with the provincial roads department is established early – their road designs may be influenced to include some heritage character.