

PART B

DISTRICT POLICIES

4.0 Building Policies

4.1 Overview

In the District, there will continue to be the desire to conserve, restore, re-use and introduce additions to existing heritage buildings, as well as construct new complementary buildings. Those individuals in possession of a non-heritage building may also wish to alter or add onto the structure. In addition, improvements to the landscape area around buildings are often desired. Commercial businesses will continue to seek signage.

The purpose of the Building Policies is not to prevent change, but instead to ensure that future interventions are complementary to both the individual buildings and the overall heritage environment in the District.

To assist in the understanding and implementation of the Building Policies, a series of design guidelines have been created that address the following:

- streetscape character of the various streets in the District;
- new buildings;
- alterations and additions to heritage buildings;
- alterations and additions to non-heritage buildings;
- commercial features on buildings;
- landscape features around buildings.

These illustrative guidelines are found in Section 9.0 of the District Plan.



Central United Church, circa 1879, 131 Main Street

4.0 Building Policies

4.2 Heritage Buildings

Unionville is well known for its attractive collection of nineteenth and early twentieth century village buildings of varied types and styles. The District consists of a predominantly residential building stock, but many other types of buildings also exist. These include churches, barns, commercial structures, hotels, industrial buildings and a railway station. Although many of these buildings are not in their original uses, the distinctiveness of their form and compatibility of their adaptations serve to perpetuate the historical village environment.

Heritage buildings, identified as Class A in this District Plan, are the most important and visible resources found in the District. The retention of the historical significance and architectural characteristics of these buildings is integral to the success of the District. Therefore, the intent is to conserve and restore these resources, prevent their demolition and if necessary, ensure their relocation or salvage.

The following policies will apply to heritage buildings.

4.2.1 Conservation and Restoration of Heritage Buildings

- a) Heritage buildings should be protected from adverse effects of development.
- b) The original building fabric and architectural features on heritage buildings should be retained and repaired wherever feasible.
- c) The correction of unsympathetic alterations will be encouraged.

- d) The proper maintenance of heritage buildings will be encouraged.
- e) The accurate restoration of heritage buildings will be encouraged. Guidelines found in Section 9.4 should be consulted. All restoration plans should be based on a thorough examination of available physical and archival evidence. If the original design is unknown, elements appropriate to the style of the building and commonly used in the District should be introduced.

4.2.2 Alterations and Additions to Heritage Buildings

- a) Alterations to a heritage building should be consistent with the guidelines found in Section 9.4.
- b) Additions to heritage buildings should be consistent with the guidelines found in Section 9.3.

4.2.3 Demolition of Heritage Buildings

- a) The Town will endeavour to prevent the demolition of all buildings of architectural and /or historical significance identified within the District
- b) The Town, under the Town of Markham Act(1991), may withhold a demolition permit for either an individually designated building or a building located within the District for 180 days and/or until a building permit for the redevelopment site has been issued by the Town.

4.0 Building Policies

4.2.4 Salvage of Historical Building Materials and Features

- a) If a heritage building has been approved for demolition or demolition is unavoidable, the building will be documented and the proponents of the demolition will be required to advertise in the local press, the availability of the building for relocation or salvage of architectural features, as a condition of the demolition permit. Prior to advertising, all materials will first be offered to the Markham Museum.
- b) The Town may require the demolition of a building to be undertaken in such a manner as to expose the construction techniques used for documentation and educational purposes

4.2.5 Relocation of Heritage Buildings

- a) Relocation and dismantling of a heritage building will be employed only as a last resort.
- b) The Town will encourage the retention of buildings of architectural and/or historical significance in their original locations whenever possible. Before such a building can be approved for relocation to any other site, all options for on-site retention will be investigated. The following alternatives, in order of priority, will be examined prior any approval of relocation for a heritage building:
 - Retention of building on-site in its original use.
 - Retention of building on-site in an adaptive re-use.
 - Relocation of building on the specific development site.
 - Relocation of building within the District or to a sympathetic site within the municipality.
- c) A threatened heritage building relocated to the District from another site will be compatible in style and type to the existing development patterns in the District.



Congregational Church, circa 1879, 150 Main Street

4.0 Building Policies

4.2.6 Use of a Heritage Building

- a) The uses permitted for a heritage building will be governed by the zoning by-law.
- b) If possible, a heritage building should be used for its originally intended purpose. If this is not feasible, every effort should be made to provide for a compatible use which requires minimal alteration in order to maintain a sense of the original variety of building types in the former village.

4.3 New Buildings

A successful new building in the District is not one that stands out or challenges the character of the street, but rather one that blends in and re-enforces the existing heritage character of the District.

4.3.1 Design Approach

- a) New building construction in the District should be consistent with the guidelines found in Sections 9.1 and 9.2.
- b) New buildings should complement the immediate physical context and streetscape by: being generally the same height, width and orientation of adjacent buildings; being of similar setback; being of like materials and colours; and using similarly proportioned windows, doors and roof shapes.

4.4 Alterations and Additions to Non-Heritage Buildings

The mid 1920's is considered to be a dividing point in the District's architecture between the heritage resources found in a nineteenth century village and the modern era. Few new buildings were constructed in the District prior to the end of the Second World War. From the 1950's to the late 1970's, the buildings were typical of the

contemporary architecture of the period, often with little attention given to integrating with the historical village architecture. From the late 1970's to the present, the design of many new buildings reflects a conscious effort to complement the traditional architectural character of the area.

It should be recognized that alterations and additions to non-heritage buildings in the District can have an impact on nearby heritage buildings, the streetscape and the overall heritage environment.

4.4.1 Design Approach

- a) Alterations and additions to non-heritage buildings in the District should be consistent with one of two design approaches: historical complementary or modern complementary as described in Section 9.5

4.5 Commercial Features

In order to help retain and enhance the heritage character of the District, and particularly the traditional commercial core on Main Street, the commercial features impacting the exterior of buildings such as signage, awnings and restaurant patios should complement the individual building and the streetscape.

4.5.1 Commercial Signage

- a) Commercial signage should be regulated by the municipal sign by-law.
- b) Commercial signage in the District will be consistent with the guidelines found in Section 9.6.
- c) Artistic and commercial murals will be regulated by the municipal sign by-law.

4.0 Building Policies

4.5.2 Awnings

- a) Awnings on commercial buildings should be consistent with the guidelines found in Section 9.6.

4.5.3 Commercial Patios

- a) Commercial patios will be regulated by the municipal patio by-law.
- b) Commercial patios should be consistent with the guidelines found in Section 9.6.

4.6 Landscape Features

Often landscape features surrounding a building, such as gardens and fences, can help express the character of both the specific building and the heritage environment.

4.6.1 Landscape Treatment

- a) The conservation of existing historical landscapes and the introduction of complementary landscapes to the heritage environment will be encouraged. Guidelines found in Section 9.7 should help provide direction.

4.6.2 Fences

- a) Fences will be regulated by the municipal fence by-law.
- b) Front yard and backyard fence treatment should be consistent with the guidelines found in Section 9.7



Summerfeldt Store, circa 1850, 182 Main Street



Delos Harrington house and fence, built 1905, 130 Main Street

4.0 Building Policies

5.0 Streetscape and Open Space Policies

5.1 Overview

The following policies address those components of the District located primarily in the public realm. These features include roads, curbs, municipal services, parking facilities, sidewalks, boulevards, street furniture, pedestrian amenities, lighting, utility wires, public signage, vegetation, parkettes and open space. The proper treatment of these features can enhance the heritage character of the District. All of these features were examined in detail as part of the Heritage District Study, published under separate cover.

5.2 Roads, Curbs and Municipal Services

The provision of adequate roads, curbs, storm and sanitary sewers, and water supply are essential components for a living Heritage District.

Policies

- a) Road, curb and servicing improvements should be undertaken in a manner that preserves and enhances the heritage character of the District.
- b) Existing informal road edges such as grassed verges and ditches, and the absence of curbs and gutters, are traditional village features and should be conserved, if possible.
- c) Existing pavement widths and road right-of-ways are a major contributor to the character of the District and should be retained. Council policy requires widening at intersections if required by the Town.



Streetscape - Victoria Avenue, 1997



Streetscape - Main Street Unionville, 1900

5.0 Streetscape and Open Space Policies

5.3 Sidewalks and Boulevards

The existing sidewalk and boulevard treatment outside of the commercial core of the District is predominantly informal in nature and helps differentiate the area from the surrounding newer development. Grassed boulevards with or without a curb treatment or sidewalk create a rural, small-town atmosphere.

Policies

- a) Existing informal road edges, a traditional village feature, should be retained where remaining in the District, if possible.
- b) If a curb treatment must be introduced, a low rolled curb should be used rather than a full urban curb.
- c) Sidewalks, where required, should be constructed of concrete rather than modern materials that often take on an overly tailored appearance.
- d) Boulevards should remain grassed.

5.4 Street Furniture and Pedestrian Amenities

Street furniture and related pedestrian amenities were introduced into the commercial core in 1985 as part of a beautification program. Elsewhere in the District there is little in the way of street furniture or amenities. The objective should be to build upon the rural themed, street furniture already in place. Any new pedestrian amenities should be part of this co-ordinated design approach. These type of features are an important element in defining the District as a distinctive and special area.

Policies

- a) The existing street furniture in the commercial core area of Main Street should be retained and maintained in good condition.
- b) New street furniture and pedestrian amenities should be co-ordinated in terms of design with the existing material located in the commercial core area of Main Street.
- c) The feasibility of introducing bicycle racks, a drinking fountain, washrooms, visitor information kiosks and public telephones should be examined.
- d) Bus shelter design should be appropriate to the District's character.

5.5 Street Lights and Utility Wires

Street lights and utility wires are a necessary and recurring element in all communities. A distinct street light and absence of overhead wires can be a cohesive element that ties the District together and defines it as a special area. The District currently has a combination of historic light standards (lamps mounted on their own post and units attached to hydro poles) and modern aluminium lamps affixed to hydro poles. Undergrounding of wires has occurred on parts of Main Street.

Policies

- a) The existing lantern style street lights found on Main Street should be retained and maintained in good condition.

5.0 Streetscape and Open Space Policies

- b) Consideration should be given to the introduction of street light fixtures throughout the District that are of a similar design to those found on Main Street. The feasibility of replacing existing modern street lights on the remaining streets should be examined.
- c) An absence of overhead wires in the District is desirable. The feasibility of undergrounding these wires should be examined.
- d) Any lighting fixtures introduced in the large parking lots behind Main Street businesses should be consistent in design with the existing lantern style street light fixture.

5.6 Parking

The District has a mixture of on-street, off-street, private and public parking areas. While parking does not appear to be an issue in the residential sectors of the District, studies undertaken to date have indicated that the commercial core area suffers from a shortage of parking and that signage for existing parking could be improved. Other issues in the District include the potential removal of boulevard parking on the west side of Main Street and the parking lot plans for the floodplain area.

Policies

- a) Attractive, well designed parking lots that complement the special character of the District should be encouraged.
- b) Features found in parking lots should be consistent in design terms with those found on the Main Street (lighting fixtures, signage, pedestrian amenities).



Historic Street Lighting, Main Street Unionville



Boulevard Parking, Main Street Unionville

5.0 Streetscape and Open Space Policies

- c) Directional signage for existing parking facilities should be improved to help prevent spill over parking into adjacent residential areas.
- d) The continuation of free parking facilities throughout the District is encouraged due to the collaborative nature and interdependence of the various commercial enterprises on Main Street.
- e) The feasibility of removing the boulevard parking from the west side of Main Street in the historic commercial core should be examined in order to provide an enhanced shopping and pedestrian environment and to provide greater visibility for traffic departing the parking areas behind the businesses on the west side of Main Street. Boulevard parking should not be removed until additional parking spaces are available.
- f) Monies collected from any cash-in-lieu of parking provisions for commercial property redevelopment in the commercial core should be directed to the development of the municipal component of the parking lot in the floodplain.
- g) The completion of the design and the implementation of the parking facilities in the floodplain, in co-operation with the Toronto and Region Conservation Authority, should be pursued.
- h) Encouragement should be given to the improvement of privately owned parking facilities located behind properties on the west side of Main Street in the commercial core. These improvements could include the creation of parking areas in the backyard, integrating the parking lots and erecting appropriate signage to identify parking availability.

- l) Where front yard parking currently extends to the street (e.g. Highway # 7), consideration should be given to introducing a landscape buffer treatment next to the sidewalk or next to the street.

5.7 Public Signage

Typical public signage includes directional, regulatory, identity and public information signs. If properly developed, these signs can promote a co-ordinated identity supported of the heritage area.

At the present, there is no attempt to co-ordinate public signage. Street name signs are a combination of a standard municipal street name signs and a heritage inspired sign that identifies the street name between the words "Historic Unionville". There is also no entry or gateway signage that informs the traveller that this is a special area in the community.

Policies

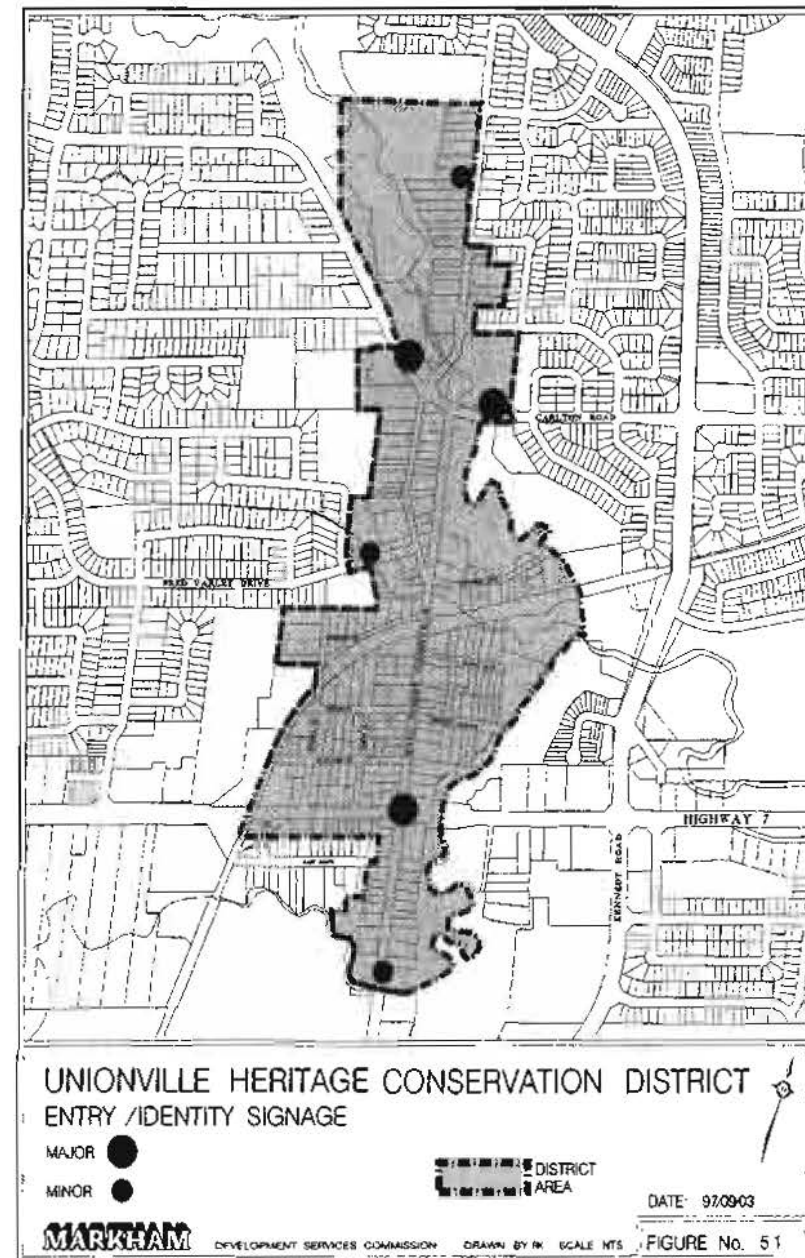
- a) Regulatory signs should be the same type of sign used elsewhere in the municipality.
- b) The feasibility of introducing a District street name sign possibly incorporating a District logo should be examined. Design, colours and materials should be complementary to the District character and should be reflected in other public signage in the District.
- c) The introduction of District entry of identity signs (and possibly feature landscaping) should be undertaken at selective locations. Major signs should be erected on Carlton Road (east and west of Main Street) and at the Main Street and Highway #7 intersection. Minor signs should be erected near the boundary of the District on Main Street north of Carlton Road and south of Highway #7, and on Fred Varley Drive. (see Figure 5.1).

5.0 Streetscape and Open Space Policies

- d) The design, colours and construction material of district entry of identity signs should be complementary to the District character and other public information signage in the District. In addition, the temporary signage needs of the local BIA and Tourism Committee related to special festivals and events should be considered when the signage is designed.
- e) Special consideration should be given to improving the gateways into the District along Highway #7 to be more compatible with the character of the remainder of the District.
- f) The introduction of complementary signs advising of the location of public and possibly private parking areas should be considered.

5.8 Trees and Vegetation

The vegetative cover in the District significantly contributes to the area's human-scale, rural town character. Street trees, shrubs, the floodplain environment and individual private gardens all provide an appropriate and pleasing context for heritage buildings. The predominate plant types include maple, spruce, birch, pine, cedar and lilac, as well as plantings of flowers in containers, hanging baskets and in gardens. In addition to their scenic beauty, trees in the District are equally important for controlling the effects of climate by reducing wind velocity, providing shelter from rain and sun in summer and snow in winter, and creating a somewhat moderated micro-climate.



5.0 Streetscape and Open Space Policies

Policies

- a) Plant material introduced to the District's streetscape should be indigenous and historically accurate. New street trees should be deciduous specimens such as maple (sugar and silver), chestnut and linden.
- b) Existing mature trees and other vegetative amenities should be retained and preserved except where removal is necessary due to disease, damage or to ensure public health and safety.
- c) A comprehensive and detailed appraisal of the health of the tree cover should be undertaken with the result being a replanting policy to replace unhealthy trees and co-ordinate new plantings.
- e) Trees should be planted at appropriate locations to avoid screening architecturally significant buildings facades and important views.
- f) Plantings should contribute to screening less attractive sites in the District. Screening of above ground utilities should allow for proper operation and maintenance.
- g) Where practical, a limited number of trees should be reintroduced into the commercial core area to help soften the streetscape.
- h) The shaping of street tree canopies for utility wires should be undertaken in a sensitive manner so as not to disfigure the tree. The impact of shaping on existing trees may be a factor when the burial of utility wires is being considered.
- l) Consideration should be given to maintaining and planting historically appropriate trees and other traditional plant species at the gateways to the District, to enhance the transition between old and new environments.

5.9 Toogood Pond and the Rouge River Valley

The Rouge River and Toogood Pond together extend along the southern, easterly and north-westerly portion of the District, and with the vegetation which surrounds them, provide a significant natural buffer between the man-made heritage environment and the modern subdivisions.

The trees of the Rouge River Valley can be viewed from Main Street, where they serve as an attractive backdrop and a reminder of what Unionville may have been like when it was carved from the forest by the earliest settlers.

In addition to their visual quality, Toogood Pond and the Rouge River Valley serve an important community function as a centre of recreational activity in the District. The Rouge River can be accessed via a trail system along the east side of the District, while Toogood Pond to the north provides a focus for year round community relational functions, as it has done for well over a century.



St. Philip's Anglican Church and Rouge River bridge c.1920

5.0 Streetscape and Open Space Policies

Policies

- a) The natural environment of the Rouge River and Toogood Pond should be preserved.
- b) Street furniture, foot bridges, and other features of the man-made landscape, should be designed to be consistent with the historic context of the District.
- c) The Rouge River Valley should remain undeveloped and continue its role as a functioning natural community.

5.10 Parkettes

The District has two small parkettes: a war memorial area in front of the Crosby Arena and a small area at Euclid and Eureka Streets.

Policies

- a) The introduction of traditional planting materials and garden designs should be promoted in these parkettes.
- b) The introduction of any street furniture should be coordinated in terms of use and appearance with that used throughout the District.

5.11 Victoria Avenue Bridge

At the foot of Victoria Avenue is a small bridge which once provided access from Main Street to a former farmsite located on the other side of the Rouge River Floodplain.

Policies

- a) The Victoria Avenue bridge crossing the Rouge River should be retained for pedestrian purposes and its history should be interpreted.



Toogood Pond



Victoria Avenue bridge over the Rouge River, c.1900

5.0 Streetscape and Open Space Policies

6.0 Policies for Special Sites and Projects

6.1 Overview

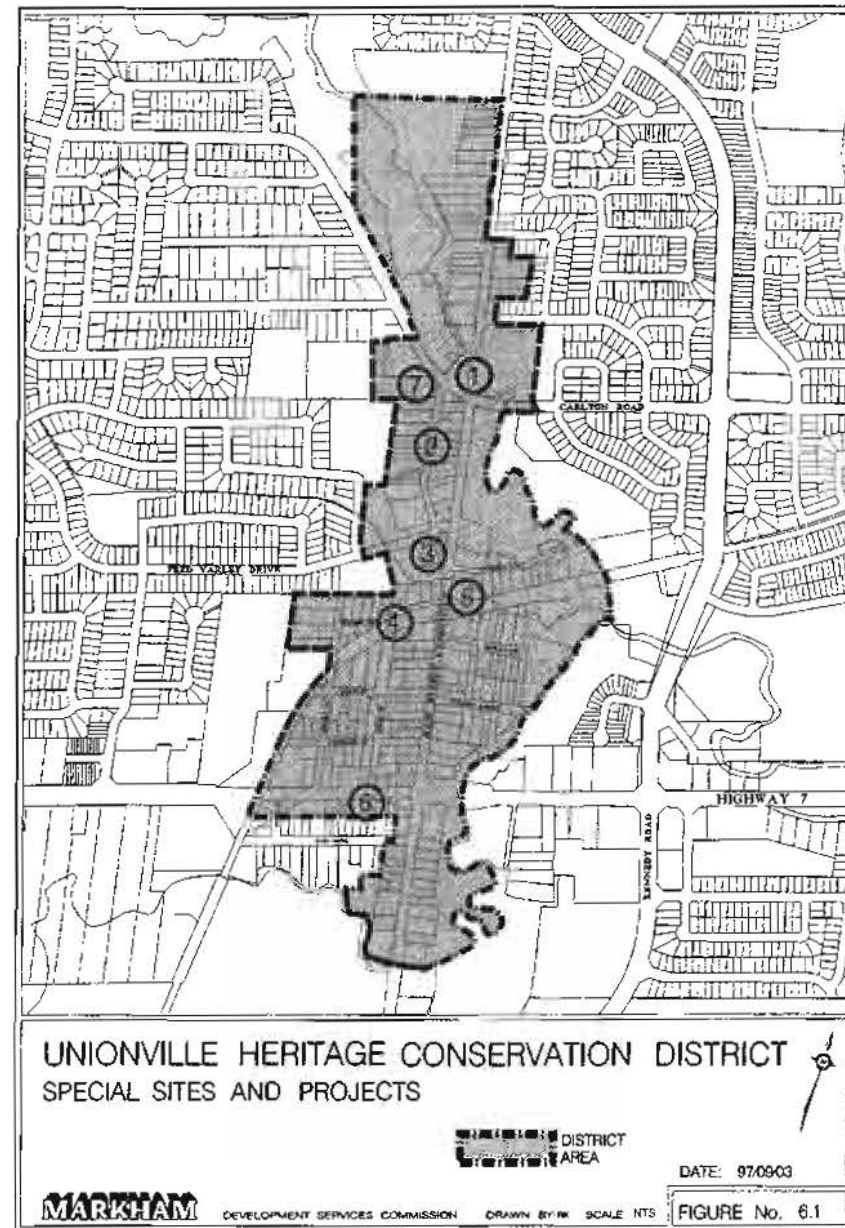
A number of sites and areas in the District are deserving of special attention. Some of these sites can help in the further interpretation of the heritage attributes of the District while other require varying degrees of upgrading to better complement the heritage environment. The location of the special sites are illustrated on Figure 6-1.

6.2 Interpreting Union Mills-Northeast Corner of Main Street and Carlton Road (Site #1)

This highly visible property is currently used as a parking lot by a nearby church. In 1840, Ira White, a millwright from New York built a flour mill known as 'Union Mill's' on the southwest bank of the Rouge River. The laneway leading to the mill became the main road of the village. It has been speculated that the selection of the name Unionville in 1854 was due to the existence of the Union Mill complex.

Policies

- a) An interpretive feature providing visual and textual information on the historical significance of the former Union Mill site should be developed.
- b) The design of the feature should be complementary to the District character and be co-ordinated with other District elements such as street furniture, entry signage, street name signs, etc.



6.0 Policies for Special Sites and Projects



Union Mills, circa 1840, formerly located at Main St. and Carlton Rd.

6.3 Interpreting the Main Street Commercial Core (Site #2)

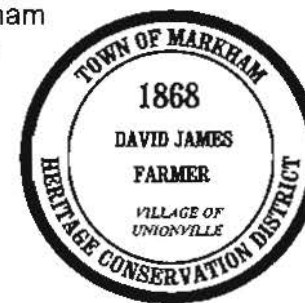
A comprehensive collection of archival photographs of Unionville is available. These photographs are primarily focused on the buildings and activities in the commercial core area at the turn of the century. Given that most of these buildings still exist, the exhibition and interpretation of these photographs on Main Street would not only allow comparisons of the past and present and be useful for heritage education purposes, but would also enhance the tourism experience in the area. A self guided walking tour using the interpretive features could be promoted.

Policies

- a) The feasibility of introducing archival photographs and text along the Main Street commercial streetscape in a non-intrusive manner should be pursued.
- b) The design of any form of interpretive feature should be complementary to the District character and be coordinated with other District elements such as street furniture, entry signage, street name signs, etc..

6.4 Commemorative and Interpretive Signs

At present, individual buildings in Markham designated under Part IV of the Ontario Heritage Act receive a round, bronze plaque indicating the first owner's name, occupation and date of building construction. Buildings that have been identified as being of historical or architectural significance within the District should also be recognized.



Policies

- a) A program of commemorating and interpreting significant buildings located within the District should be pursued.
- b) A list of all commemorative and interpretive building plaques should be maintained.

6.5 Former Pumping Station -Southwest Corner of Main Street and Fred Varley Drive (Site #3)

A small piece of undeveloped land is located in front of the vacant pumping station. The contemporary design of the pumping station is not compatible with the immediate streetscape or the overall character of the District. This area would appear to be an appropriate location for the creation of a local community nodal point which could potentially include visitor support services such as public washrooms, a water fountain, public telephones, a commercial directory/ community notice board, and interpretive and visitor information.

6.0 Policies for Special Sites and Projects

Policies

- a) The availability of the former pumping station property and the feasibility of adapting it for other uses should be investigated.
- b) The redevelopment of the former pumping station site as a local community node and visitor/tourism support area should be pursued.
- c) The use of the site for a parking lot is not considered desirable and should not be an option for future redevelopment.

6.6 Former Stiver Bros. Mill Property, Station Lane (Site #4)

The former Stiver Bros. Mill is vacant and is located adjacent to the former Unionville Train Station on Station Lane. Both structures are currently owned by the Town and are of historical significance. The former mill is one of the last remnants of the village's industrial heritage and should be conserved through some form of adaptive re-use.



Stiver Mill, circa 1916

Policy

- a) The Town should invite redevelopment initiatives from the private sector for retaining and restoring the former Stiver Bros. Mill complex through some form of appropriate adaptive re-use.

6.7 Recycling Depot, Main Street (Site #5)

The recycling depot, a small structure adjacent to the railway tracks, has indicated that it may consider relocating to larger premises in the future. The site is currently owned by the Town.

Policy

- a) If the structure now housing the recycling depot remains, the overall design should be improved to better reflect the design characteristics of the District.

6.8 Highway #7 Corridor (Site #6)

The Highway #7 corridor in the District features a concentration of older, unattractive commercial plaza developments with parking often located in front of the property making entering and exiting difficult and dangerous. The majority of commercial signs are internally illuminated and not complementary to the District.

The Esso gas station at the southeast corner of Highway #7 and Main Street has been designed to complement the District as have the recent modifications to the building at 4400 Highway #7 (Great Canadian Bagel).

6.0 Policies for Special Sites and Projects



Highway #7

Policies

- a) The redevelopment of the older commercial strip plaza development primarily along the southern side of Highway #7 with a design approach compatible with character of the District should be encouraged.
- b) The assembly of parcels should be encouraged to provide limited entry/exit locations and co-ordinated parking in the rear. New buildings should be located close to the road right-of-way.
- c) In the short term, consideration should be given to preparing plans illustrating possible immediate design improvements to selected Highway # 7 buildings to better integrate these structures into the heritage character of the District

6.9 Crosby Arena (Site #7)

The Crosby Arena building was constructed in 1927 and was donated to the community by William Crosby of Buffalo, NY in memory of his parents. Over the years, the building has been enlarged and a modern facade has been added to the front of the building. The design of the original building was very compatible with the character of the District

Policy

- a) Encouragement should be given to constructing a new facade, inspired by the Arena's original appearance, on the front of the Crosby Arena, as finances permit in the future.



Crosby Arena, circa 1926, 210 Main Street

7.0 Planning and Development Policies

7.1 Overview

A number of municipal and planning documents are either impacted by the designation of the District or are capable of assisting in the protection of the special character of the District.

7.2 Recognizing the Heritage District Plan

The purpose of the Town of Markham Official Plan is to set out policies and programs to govern the nature, extent, pattern and scheduling of development and redevelopment and other matters within a framework of general goals and objectives. One of the overall general goals of the Official Plan is to foster an understanding of and to endeavour to protect the heritage of the Town.

Section 2.5 of the Official Plan specifically addresses the Town's heritage conservation policies. Unionville is currently identified as an area of special historic interest and is defined as a Heritage Conservation District Study Area.

Policy

- a) All references to the Unionville Heritage Conservation District Study Area in the Official Plan should be removed and reference made to the Unionville Heritage Conservation District and Plan.

Section 2.5.1.d.iv remove reference to the Unionville Study Area

Section 2.5.1.e.vi include reference to the Unionville Heritage District and the Unionville Heritage District Plan document

Schedule E revise the boundaries of Unionville 'heritage conservation area'.

7.3 Land Use in the District

The general use of land in the District is identified in the Official Plan and its amendments, and is further refined in specific zoning by-laws for the area. The two most prominent land uses in the District are residential and commercial and a deviation from these uses is not recommended. However, some of the existing development standards associated with zoning by-laws do not reflect the traditional built form and streetscape character found in the District. If not altered, this will result in applicants having to make application to the Committee of Adjustment for variances in order to implement the design guidelines presented in the District Plan.

Policies

- a) Existing District land uses designated in the Official Plan and the amendments, and the prevailing zoning classifications should continue to be supported.
- b) The conversion of residential buildings to professional offices on Victoria Avenue, on Main Street north of Carlton and in the residential areas south of the CNR tracks should not be supported.
- c) The general policies of the Unionville Core Area Secondary Plan (OPA 99) are sympathetic to the District. In particular, the following policies of the Secondary Plan should be supported:
 - to encourage the continued commercial viability of the Core Area while preserving and enhancing its distinctive and historic character;
of two storeys over the ground floor commercial or

7.0 Planning and Development Policies

- to permit only limited expansion and intensification;
 - to retain a residential component in old Unionville and not permit commercial development to expand into adjacent residential areas;
 - to evaluate commercial development applications having regard to compatibility with the historic character of the area, the adequacy of parking provided and the sensitivity to adjacent low density residential areas;
 - to encourage small, independent commercial establishment as opposed to uses that attract and promote 'one stop shopping' which are typically characterized by high user turnover and high parking demand;
 - to improve parking areas and traffic circulation including the removal of on-street parking from Main Street and improved pedestrian and vehicular linkages between Main Street and the parking areas to the east and west;
 - to only permit new development that is compatible with, and complementary to, the distinctive and historic character of the area; and
 - to establish a Heritage Conservation District to maintain and preserve the existing buildings and historic character of the Core Area and environs.
- d) The following policies of the Central Area Planning District Secondary Plan are sympathetic to the goals and objectives of the District and should be supported:
- redevelopment will be encouraged along Highway #7 and along Main Street, and will improve the quality and character of the District while retaining historic features and protecting the adjacent residential homes.
 - Notwithstanding the Medium Density I policies, existing buildings identified as heritage structures are to be governed by the heritage policies of the Official Plan and the Secondary Plan. According to the Heritage Section of the Secondary Plan, the Town will encourage the retention and conservation of buildings of architectural and/or historical merit on their original sites and promote the integration of these resources into new development proposal in their original use or an appropriate adaptive re-use.
 - through the use of zoning by-laws, the sign by-law, site plan and subdivision agreements, the Town will ensure that development within or adjacent to heritage buildings is designed, sited or regulated in such a manner so as not be conflict with or destroy its architectural or historical significance.
 - the commercial corridor lands west of Main Street should be guided by the following policies:
 - the assembly of parcels will be encouraged in order to provide limited points of access to Highway #7 and co-ordinated parking;
 - buildings will be located as close as possible to the Highway #7 right-of-way taking into account the need for and design of pedestrian amenities and the overall design objectives for Highway #7;
 - parking shall generally be located to the rear of principal buildings; and
 - residential uses shall be limited to a maximum

7.0 Planning and Development Policies

other permitted uses in mixed use developments

d) Zoning By-law 122-72, as amended should be reviewed to examine the following:

- the need for revised development standards such as reduced front yard setbacks and maximum height, in the District to permit development that reflects its immediate environment.
- the need for an infill by-law similar to that of Thornhill and Markham Village.

7.4 Land Severance and Minor Variances

In addition to the matters to be addressed under the Planning Act, the Committee of Adjustment, in determining whether a consent is to be granted, consults with appropriate Town departments and agencies and has regard for adjacent use (ie. compatibility of the size, shape and proposed use of the new lot with the adjacent uses), access considerations and availability of services. Infilling in an existing urban area which economizes the use of urban space without disturbing the pattern of existing development, or perpetuating an undesirable pattern of development or prejudicing the pattern of future development is generally considered acceptable

However, in commenting to the Committee of Adjustment on applications for severance or minor variance in the District, the Town should only support such applications if the proposal is compatible with the objectives and policies of the District Plan.

Policy

- a) Each land division proposal and variance should be evaluated on its own merits and as to its compatibility with the objectives and policies of the District Plan.

- b) Consideration should be given to the maintenance of variable lot sizes and frontages as this is an important factor in defining the uniqueness and proportion of the existing streetscape and pattern of development in heritage areas.

7.5 Site Plan Control

All of the land within the boundaries of the Town of Markham has been designated as a Site Plan Control Area under By-law 262-94. This designation allows Council to approve plans and drawings as provided for in section 41 of the Planning Act, R.S.O. 1990.

Normally, single detached and semi-detached dwellings are not subject to site plan control. However, the Unionville Study Area has been identified as one of the areas where the Town can require drawings to be submitted for approval showing plan, elevation and cross-section views for any new single detached or semi-detached dwelling or alteration/addition to these structures. Site plan control should continue to apply to the new District.

Policy

- a) Site plan control should apply to all property in the District and the Site Plan Control By-law should be amended to reflect the District boundary.
- b) Site plan applications for low density residential development (new construction and additions) should be fast tracked through the approval system and administrative cost should be kept minimal so as not to disadvantage or delay residential applicants within the District.

7.0 Planning and Development Policies

7.6 Signage By-law

By-law 121-93 regulates signs and other advertising devices in the municipality. Section 11 of the sign by-law is entitled Special Sign Districts and indicates that these special districts correspond to the heritage areas in the Town and that all applications must be forwarded to Heritage Markham for comment. The policies also address sign placement (not to obscure heritage features), size (slightly smaller than permitted elsewhere in the Town) and sign illumination (external only).

At present, the Sign By-law does not require a permit to be issued if a replacement sign is generally the same size and placed in the same location. This has prevented the removal of internally illuminated sign boxes on some properties since only the plastic message board is replaced. The District should be designated a Special Sign District.

Policy

- a) By-law 121-93, as amended, which regulates signs and other advertising devices, should be amended to reflect the approved boundary of the District as a Special Sign District.
- b) Consideration should be given to amending the Sign By-law to require that every new or replacement sign in a heritage district be subject to a sign permit application.

7.7 Demolition Control

All of the land within the boundaries of the Town of Markham has been designated as an area of demolition control pursuant to section 31 of the Planning Act, R.S.O. 1990. No person can demolish the whole or any part of any residential property in the area of

demolition control unless the person is the holder of a demolition permit issued by Council under this section of the Planning Act. A person proposing to demolish non-residential property is required to obtain a permit mentioned in section 5 of the Building Code Act R.S.O. 1990, c. P.13, s. 33.

The Town of Markham Act, 1991 provides Council with greater control of demolition of designated heritage buildings. Under this Act, once Council has refused the issuance of a demolition permit for an individually designated heritage building or a building located within a heritage conservation district, the demolition permit may be withheld for 180 days and/or until a building permit for the redevelopment of the property has been approved and issued by the Town.

Policy

- a) The Town should use the provisions of the Town of Markham Act, 1991 to control demolition in the District when deemed necessary to protect a significant building.

7.7 Heritage Easements

A Heritage Easement agreement requires the owner of a heritage building to secure approvals for any changes or alterations, reasonably maintain the structure to prevent any deterioration, and retain insurance on the building in an amount equal to its replacement cost. Current Town policy indicates that in all subdivision agreements in which a heritage structure is to be retained, and in site plan and development agreements when deemed necessary by Council, the owner will be required to enter into a Heritage Easement in a form satisfactory to the Town Solicitor.

7.0 Planning and Development Policies

Policy

- a) A Heritage Easement Agreement should be required for major redevelopment projects in the District which involve the incorporation and restoration of a heritage building.

7.7 Tree Preservation

The preservation of mature vegetation is major objective of the District Plan. Municipal by-law 68-92 authorizes and regulates the planting, trimming and removal of trees on any road or right-of-way under the jurisdiction of the Town, but does not affect the treatment of trees on private property. The Province of Ontario has recently indicated that it is preparing a Model Tree By-law that would allow municipalities to enact tree preservation policies for both private and public lands.

Policy

- a) The feasibility of amending the existing municipal tree by-law to allow the Town to identify a specific tree, treeline or grouping for protection on private property within a heritage conservation district should be examined. Major trimming or removal could require Town consent on the advice of Heritage Markham.
- b) The Town should encourage the Province of Ontario to introduce the proposed Model Tree By-law that would allow municipalities to enact tree preservation policies for both private and public lands.

7.8 Community Improvement Area

According to the Official Plan, one of the actions that the Town may undertake to improve the community's visual appearance is to periodically review heritage conservation districts and other areas to ascertain what improvements may be made to enhance their appearance and implement such improvements as feasible.

The Town can also provide for the development, redevelopment, reconstruction and rehabilitation of any area in order to maintain and enhance the physical environment of the community. Council can designate, by by-law, a Community Improvement Area to address factors such as improved municipal services, sidewalks, illumination, traffic circulation and parking. The Highway #7 corridor has been identified in this Plan as an area that is not complementary to the District from both a streetscape and built form perspective.

Policy

- a) Consideration should be given to designating the Highway #7 corridor in the District as a Community Improvement Area to address such issues as traffic, parking, illumination and landscaping.



Maple Leaf buses on Highway #7, c.1926

7.0 Planning and Development Policies
