

**PART D**

**DESIGN GUIDELINES**

## 9.0 Guidelines for Buildings and Surroundings

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The purpose of these guidelines is to serve as a reference for anyone contemplating alterations or new construction within the District. These guidelines are not intended to restrict any design proposal, but rather to clarify and illustrate the common characteristics of the District. In fact, the existing buildings and landscape elements that define the District are the real guidelines. Design proposals that are insensitive to the integrity of the existing heritage resources erode the District's unique environment.

Therefore, the objective of the guidelines is not to prevent change within the District, but to ensure that the change is sensitive and complementary to the area's historical and architectural characteristics.

These design guidelines are divided into the following seven sections:

Streetscapes

Construction of New Buildings

Additions to Heritage Buildings

Alterations to Heritage Buildings

Additions and Alterations to Non-Heritage Buildings

Commercial Features

Landscape Features



Central United Church, circa 1879, 131 Main Street

*Naba Lawrence*

## 9.1 Streetscapes

### 9.1.1 overview

The Unionville Heritage Conservation District contains over one hundred structures that are worthy of designation under Part IV of the Ontario Heritage Act, for their historical, architectural and/or contextual significance. This grouping of heritage structures in a relatively compact area is one of the reasons for which Unionville merits designation as a heritage conservation district. While architecture is a key component, the factor which makes Unionville one of Ontario's most significant heritage areas, is the way in which these structures relate together with the surrounding man-made and natural landscapes to form a cohesive heritage environment.

Unlike many planned towns, such as Toronto, Oakville or Niagara-On-The-Lake, the Village of Unionville grew gradually over time, in a vernacular fashion. As a result, while there are many elements which are common throughout the District, each street possesses its own unique characteristics.



Main Street Unionville - Residential



Grand Trunk Railway Station



Pavillion Street



Main Street Unionville - Residential



Euclid Street



Highway #7

## 9.1 Streetscapes

### 9.1.1 overview cont'd

In planning for additions, alterations and new construction within the District, it is important to take into account the character of the street. The successful intervention is not one that stands out, or changes the character of the street, but rather one that blends in and reinforces the existing heritage character.

The streetscapes of the District can be viewed from many different vistas with each conveying a unique understanding and appreciation of the area. The following pages describe the views, features and characteristics associated with each streetscape and provide locally specific guidelines to ensure the preservation of the heritage character of the District as it continues to grow and develop.

#### Guidelines

- 1) Streetscape elevations should be provided for each street that will be impacted by a proposed development.
- 2) New developments should not overwhelm the streetscape, but rather blend in and reinforce the existing heritage character.



Main Street Unionville, late 19th and early 20th Century

## 9.1 Streetscapes

### 9.1.2.1 Main St. commercial core

The commercial core of Unionville is the focal point of the District and the hub of pedestrian activity. The attractive, but busy main street is lined with restored heritage structures. Over time the core has grown from the original eleven historic commercial and commercial/residential buildings to include most of the buildings between Carlton Road and the C.N.R. railway tracks.

The character of the Main Street is enhanced by its bend, which is a rarity among Ontario's straight line surveys. The result of this is that not all of Main Street can be seen at one time offering an element of discovery and a terminating vista.

#### Guidelines

1) Residential buildings and other structures of other types that are converted to commercial uses should retain their original character.

2) New commercial buildings should reflect the typical form (gable end), height (1½ - 2 storeys), materials (wood) and storefront design of traditional Unionville Commercial structures.



3) Picket fences were once a dominant feature of the commercial Main Street streetscape. Where property and commercial patio boundary delineation is required the use of historic wood picket fences is encouraged.

4) In order to maintain the heritage character of the area, signage should be of traditional materials, colours, text and design and not internally illuminated.

Signage should not obscure the significant features of heritage buildings.





## 4.1 Streetscapes

### 9.1.2.2 Main St. between Hwy.7 and CNR tracks

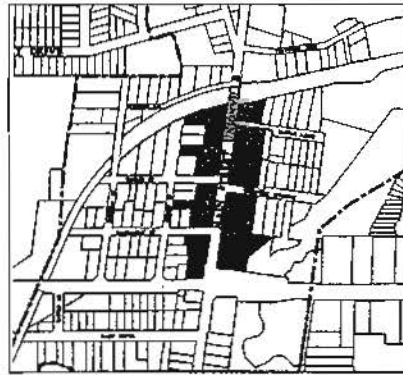
The streetscape of Main Street Unionville, between Highway #7 and the CNR tracks is a stately tree lined avenue of restored heritage dwellings that are still in residential uses. A focal point of the street is the attractive Gothic Revival styled, red and yellow brick Central United Church, with its majestic spire which can be viewed from many points in the District.

This area contains some of the best examples of residential architecture built in the District. Historic photographs reveal that the street was once enhanced by large mature trees and white picket fences running the length of the street. A number of picket fences can still be seen today.

#### Guidelines

1) New construction should reflect the diversity of material on the street. Generally, where there is an existing brick dwelling, wood would be the preferred material for an adjacent new residence.

2) New construction should reflect the predominant architectural styles on the street (Gothic



Revival, Italianate, Second Empire, Queen Anne and Edwardian).

3) Picket fences were once a dominant feature of the residential Main Street streetscape. The return of traditional white picket fences to the Main Street Unionville residential streetscape is encouraged.



## 9.1 Streetscapes

### 9.1.2.3 Main St. north of Carlton Rd.

The historic residential streetscape of Main Street Unionville continues north of Carlton Road, though with considerably more modern infill construction than to the south.

The southern boundary of this area is marked by the recent addition of the Varley Art Gallery set against the landscape of the Rouge Valley. Crossing the stone bridge, the heritage character of the street is formed by a compact grouping of 1½ - to 2-storey 19th Century frame residences. Further north, the historic architecture of the area was largely made up of vernacular centre gable and reGENCY cottages. Over time many of the workers cottages have been replaced by more substantial brick homes.

#### Guidelines

- 1) New construction should reflect the traditional simple architectural styles and diversity of materials of the District.
- 2) Development proposals should incorporate and respect the existing heritage resources on the street.



## 9.1 Streetscapes

### 9.1.2.4 Main St. residential south of Hwy#7

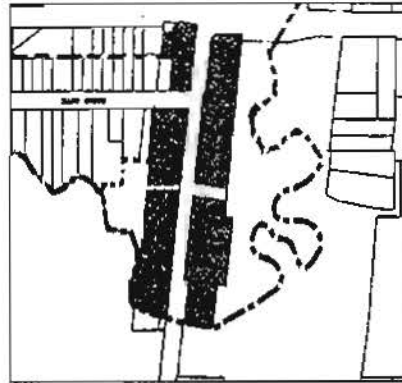
First sub-divided in 1878, Main Street south of Highway #7 evolved in a different manner than the residential development north of the highway. Unlike the substantial homes to the north, the historic homes on this part of Main Street, are of a modest vernacular cottage variety, with little in the way of architectural pretensions. The heritage buildings are all located on the east side of the street, while the west side features a variety of structures built between 1935 and the present.

Main Street south of Highway #7 is part of the Central Area Planning District Secondary Plan area.

#### Guidelines

1) Development proposals for Main Street south of Highway #7 should incorporate the existing heritage resources on the street.

2) New development along Main Street should have regard for the heritage character of the District.





## 9.1 Streetscapes

### 9.1.3 Pavillion Street

The southernmost of the streets which branch from the Main Street residential area, Pavillion Street is defined by the seven early 20th Century American Four Square or Edwardian Classicism homes which line the street. These 2½ storey homes, mostly of masonry construction, are characterised by hipped and pyramidal roofs and substantial front porches.

The former Lutheran Parsonage on Main Street forms an attractive terminating vista for the street.

#### Guidelines

- 1) New construction should reflect the predominant historic architectural style on the street (Edwardian Classicism);
- 2) Colours, materials, finishes, etc., should reflect the late 19th and early 20th century traditions that existed in Unionville.



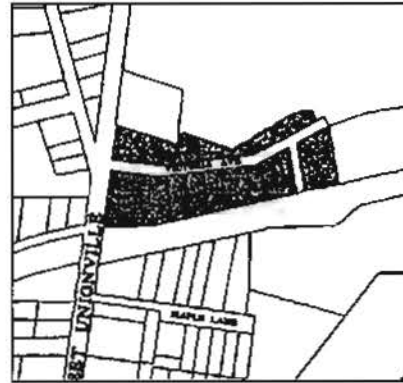
## 9.1 Streetscapes

### 9.1.4 Victoria Avenue

The character of Victoria Avenue is the most representative example of a vernacular streetscape in the District. Unlike other linear streets in the District, Victoria Avenue, hemmed in by the Rouge River on the north and the CNR tracks on the south, has evolved into a narrow winding road lined with modest, simple, frame houses situated close to the street. As with the commercial Main Street, the distinct curve in Victoria Avenue results in an element of discovery and a terminating vista. While some buildings have been re-clad over time with modern materials, the 1½ storey wood frame cottage with wood cladding is the predominant residential building form on the street. The streetscape of Victoria Avenue is enhanced by the presence of a number of historic urban barns from early in this century.

#### Guidelines

1) New construction should reflect the predominant historic architectural styles on the street (the 1½ storey vernacular frame cottage).



2) Exterior cladding should reflect the predominant historic exterior cladding material on Victoria Avenue which is wood (vertical, horizontal, and board and batten)

3) Building setbacks should reflect the historic variation seen on the street.

4) The historic urban barns on the street are an important contributor to the character of the area and should be retained. New garages should reflect the character of historic urban barns.

5) Picket fences and historic plantings that re-enforce the heritage character of the street are encouraged.



## 9.1 Streetscapes

### 9.1.5 Station Lane

Station Lane is the historic industrial centre of Unionville. With the former Stiver Brothers Mills, the Train station and the modern reproduction of the former planing mill, this street and the adjacent railway corridor, serve as an important reminder of the historic industrial activity that provided the means for the construction of the many fine homes and commercial buildings for which Unionville is renowned.

Viewed from Station Lane and numerous other vantage points, the Stiver Brothers Mill, a classic example of an early storage elevator, is one of the key landmark features of the Lane and District. With its bend away from the railway tracts and the close proximity of the mill to the street, Station Lane has the appearance of a narrow winding street. Other features of the Lane include the restored board and batten GTR station, the attractive red brick Gothic Revival home of Simon Miller (#4 Station Lane) and the grouping of historic workers cottages at the western end. Historic photographs of Station Lane reveal that simple picket fences were a common feature of the streetscape.



#### Guidelines

- 1) The historic Stiver Mill complex should be conserved and re-used;
- 2) New construction should reflect the predominant historic architectural styles on the street (the 1½-storey vernacular or Gothic Revival cottage);
- 3) Exterior cladding should reflect the predominant historic exterior cladding material on Station Lane which is wood (vertical, horizontal, and board and batten) interspersed with local brick;
- 4) Picket fences and historic plantings that re-enforce the heritage character of the street are encouraged;



## 9.1 Streetscapes

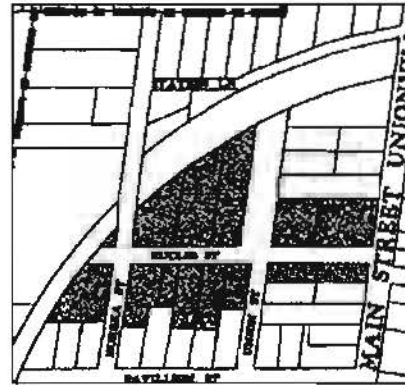
### 9.1.6 Euclid Street

The character of Euclid Street is one of the most architecturally diverse in the District. Opened for development earlier than the other streets south of the CNR tracks, Euclid street was built up gradually over time and now exhibits a wide range of architectural styles, massing, details and materials.

The streetscape is enhanced by mature vegetation, the attractive terminating vista of the Pingle House at 121 Main Street and the landmark feature of Bethesda Lutheran Church at the Union Street intersection.

#### Guidelines

- 1) New construction should reflect the existing historic architectural styles, massing and materials on Euclid Street.
- 2) The general character of diversity in materials, historic architectural styles, etc., should be respected in new developments and when making alterations to heritage buildings.



## 9.1 Streetscapes

### 9.1.7 Eureka Street

The properties abutting Eureka Street provide the western boundary of the lower part of the District. Historically, Eureka Street was adjacent to the Unionville fairgrounds, which were developed in recent years as a seniors complex. Heritage buildings on Eureka are more spread out than on most streets, but with the mature foliage along the street, Eureka maintains a strong sense of the historic Unionville environment. Important features of the street include the workers cottages of P.D. Eckardt (#14) and Edward Kirk (#33), the Stiver Urban Barn (17 Euclid) and the Stiver Elevator Complex, which presents a striking vista along the CNR tracks at the north end of the street.

#### Guidelines

- 1) New construction should reflect the historic architectural styles of the village, with an emphasis on wood cladding and vernacular design.
- 2) The planting of traditional tree species along the street and the District boundary is encouraged, in order to provide a buffer between the District and the modern development which surrounds it.





## 9.1 Streetscapes

### 9.1.8 Eckardt Avenue

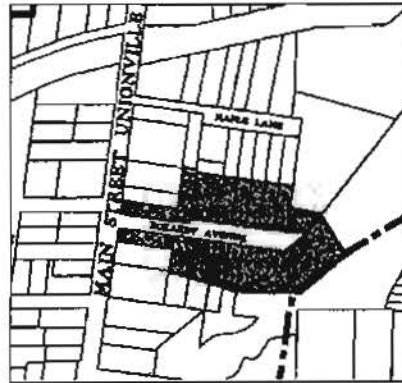
Located off the east side of Main Street, north of Highway #7, Eckardt Avenue presents a continuation of the early 20th Century Edwardian Classicism or American Foursquare, and Arts and Crafts styles that were built by John Miller on Pavillion Street and the southern part of Main Street, during the early part of this century. The homes of these styles on Eckardt Avenue however, are generally less massive than those seen elsewhere in the District.

The development of Eckardt Avenue is unusual since all of the historic structures are located on the south side of the street. The north side of the street includes frame houses built c.1940s and masonry houses built c.1950s to the 1990s.

The heritage character of the street is defined by 1- to 2-storey brick houses, heavy front porches and mature trees.

#### Guidelines

1) New construction should reflect the predominant historic architectural styles on the street (Edwardian Classicism, Arts and Crafts).



## 9.1 Streetscapes

### 9.1.9 Concession Road

The former Concession Road leading to the mill was the original Main Street of Unionville. The close proximity to the river however, led to continual flooding problems for the early settlers and as a result, the Main Street was diverted to its current alignment to the west. The old concession road continued to serve however as both an access road for the former Union Mills and as a back lane for the residences on the east side of Main Street.

Significant features of the street include three historic residences near the intersection of Victoria Avenue and Main Street, mature foliage and natural landscape elements, and the historic rear yard landscape of the Salem Eckardt House at #197 Main Street.

#### Guidelines

- 1) The preservation of the historic trees along the street is encouraged;
- 2) The maintenance of the rural quality of the street is encouraged through installation of picket fences and other historic landscape treatment.



## 9.1 Streetscapes

### 9.1.10 Maple Lane

Maple Lane was established as the lane to the James Eckardt Farm. The original 1½-storey farm house and full size gambrel barn, continue to exist at the east end of the street, giving Maple Lane a unique character. The position of the farm house provides Maple Lane with an attractive terminating vista.

On the north side of the street at the east end there exists a c. 1920s industrial complex. Residential development began on the street in the 1930s. Most of the buildings are not representative of the historic architectural character of Unionville.

#### Guidelines

- 1) The terminating vista provided by the Farm House should be maintained.
- 2) The historic Eckardt Barn and farmhouse should be retained.
- 3) New development should reflect the historic architectural styles and materials found in Unionville between Highway #7 and the CNR tracks.



## 9.1 Streetscapes

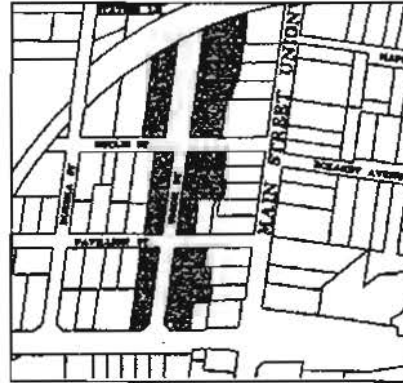
### 9.1.11 Union Street

Union Street provides a linkage between the more heavily built up east-west streets of Pavilion, Eureka and Highway #7. The character of the street is enhanced by the significant corner buildings on the cross streets, and other heritage structures along the street.

The heritage environment of the street varies considerably and includes the terminating vista of the Stiver Mill, the Gothic Revival Davis Farm House (#33), Bethesda Lutheran Church, the Wagg Urban Barn (#4 Pavillion) and the Queen Anne influenced John Miller House (4460 Highway #7).

#### Guidelines

1) New construction should reflect the historic architectural styles of the District, with special consideration being made for the height, massing and design of nearby heritage buildings.



## 9.1 Streetscapes

### 9.1.12 Highway #7

The compact heritage environment of Unionville abruptly changes at Highway #7. This area encompasses a concentration of older, unattractive strip development (post 1945), with minimal landscaping.

The heritage component of the Highway #7 streetscape is centred around the Main Street Unionville and Union Street intersection's with Highway #7. At Union Street are two Arts and Crafts 1½-storey houses, and a Queen Anne influenced brick structure. The retention of these structures is encouraged as they provide an important transition to the residential area of the Heritage District. On the south-east corner of Highway #7 and Main Street a gas station was built in an historic style, helping to re-enforce the southern gateway to the Heritage District.

On the north-west corner of Main Street and Highway #7, the former c.1970s gas station is a particularly sensitive site, since any development of the property will significantly impact the gateway into the historic residential area of the District.



The south side of Highway #7 is part of the Central Area Planning District Secondary Plan area and any new development there must also have regard to the design approach proposed for that District, in addition to the policies and guidelines of the Heritage District.

#### Guidelines

- 1) Revitalization and development proposals for Highway #7 should incorporate the existing heritage resources on the street.
- 2) Future development of properties along Highway #7, within the District, should reflect the historic architectural and landscape traditions of Unionville and be designed in such a manner that will provide appropriate gateways into the District.

