

TOOGOOD POND PARK AND AMPHITHEATRE

Toogood Pond Park Concepts

The concept for Toogood Pond Park adds attractive amenities and programming to the park to extend the walkability of Main Street Unionville north beyond Varley Gallery and Village Square. An outdoor amphitheatre for music and performance overlooking the water is one of two independent components of this concept; the other is the proposal to relocate the Unionville Curling Club to this site, discussed previously and illustrated in this section. The proposed amphitheatre replaces the existing food service building, which has proven to be unsustainable and visually unappealing. The site is currently tucked away, a bit removed from the natural course of Village life. By adding destination uses, Toogood Pond Park can be reactivated to become an important part of Village life that retains its serenity and natural character while drawing in residents and visitors.

The Toogood Pond Concept has the following aspects :

- The existing food service building site is the ideal location for a pavilion that can be seen from Main Street Unionville and Carlton Road, as well as along the trail system. This Amphitheatre Pavilion is strategically sited to enjoy a view over the water with panoramic views of the Village as a backdrop. The naturally stepped amphitheatre is carved into the existing topography to form the slope of the seating area. The existing berm behind the concession stand—created from excess dredging spoils—is reshaped to create an upper terrace for sloped lawn seating. This terrace and berm will form a natural buffer of sound and light to neighbours on the north and east edges of the park. The view of the pavilion and seating from the south side of the pond is reflected in the water—the perfect ‘picture-postcard’ view that is memorable and centres the park experience.
- The pavilion itself is a lightweight tensile structure with minimal mass that can safely be situated in the floodplain without risk of disrupting flow or displacing volume during high-water events.
- The relocated Curling Club is located in the north portion of the park, leaving the centre open for a terrace lawn, a green area that could be used for festivals and other events.
- The Curling Club site faces the Pond and is located above the floodplain; shared surface parking is located between the two facilities around the terrace lawn.

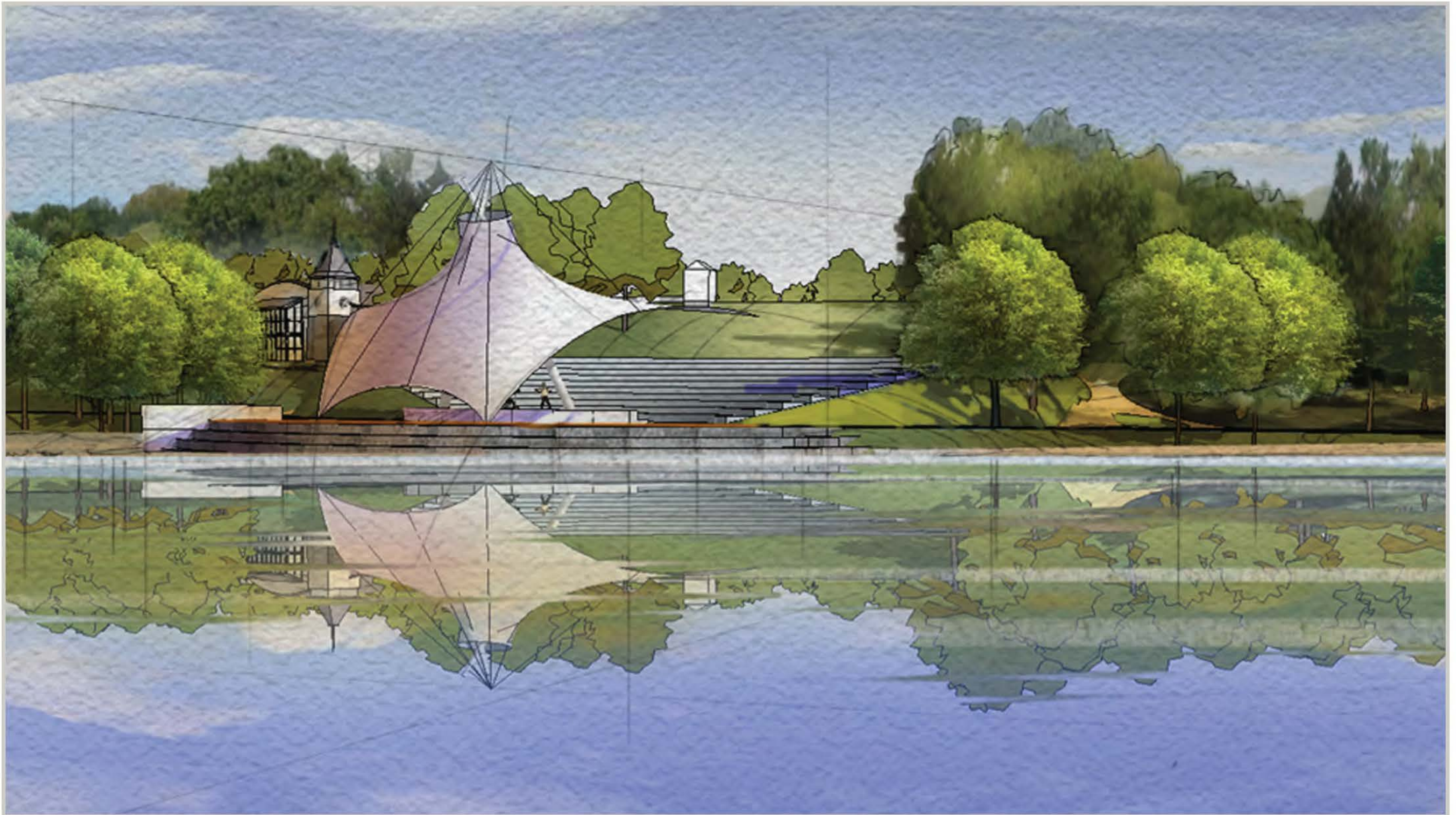


The vista over Toogood Pond shows the existing food service building in the centre of the Park. This can be a stunning location for an open air event pavilion and landscaped amphitheatre to renew this beu



Precedent for Amphitheatre

TOOGOOD POND PARK AND AMPHITHEATRE



Amphitheatre on Toogood Pond viewed from Carlton Rd looking east

TOOGOOD POND PARK AND AMPHITHEATRE

Toogood Pond Park and Amphitheatre

- Provide Performance Amphitheatre on Waterfront
- Preliminary Concept to Relocate Curling Club Adjacent to Amphitheatre (subject to further exploratory discussions with TRCA and the Curling Club)
- Reconfigure Parking
 - 90 Spaces

LAND USE DIAGRAM	
	Curling Club
	Amphitheatre



Land Use and Parking Plan



Illustrative Plan



**PAVILION IN A FLOODPLAIN:
Addressing TRCA Concerns**

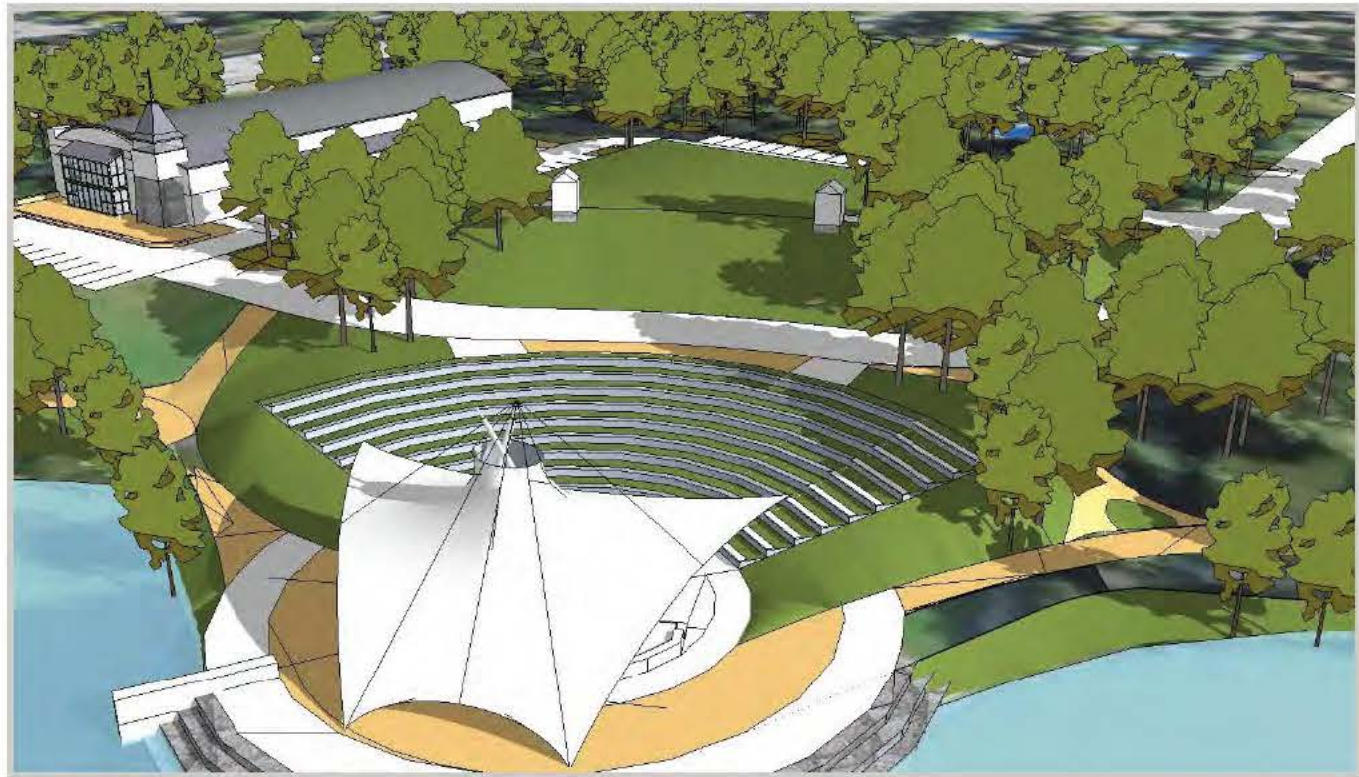
Portions of the study area are within the floodplain and under the jurisdiction of the Toronto and Region Conservation Authority (TRCA) as a Special Policy Area. This places limits on development potential. Development proposals in the Vision Plan are conceptual opportunities which would require further examination, study and consultation with the TRCA, the City of Markham and provincial authorities. The TRCA has completed several innovative projects in similarly flood-prone locations including the Evergreen Brickworks, Toronto and Bill Crothers Secondary School, Markham.

Aerial View of Amphitheatre Pavilion creating a new focal point in the Park and a unique destination at the north end of the Village. On the upper terrace, the Curling Club overlooks the Pond.

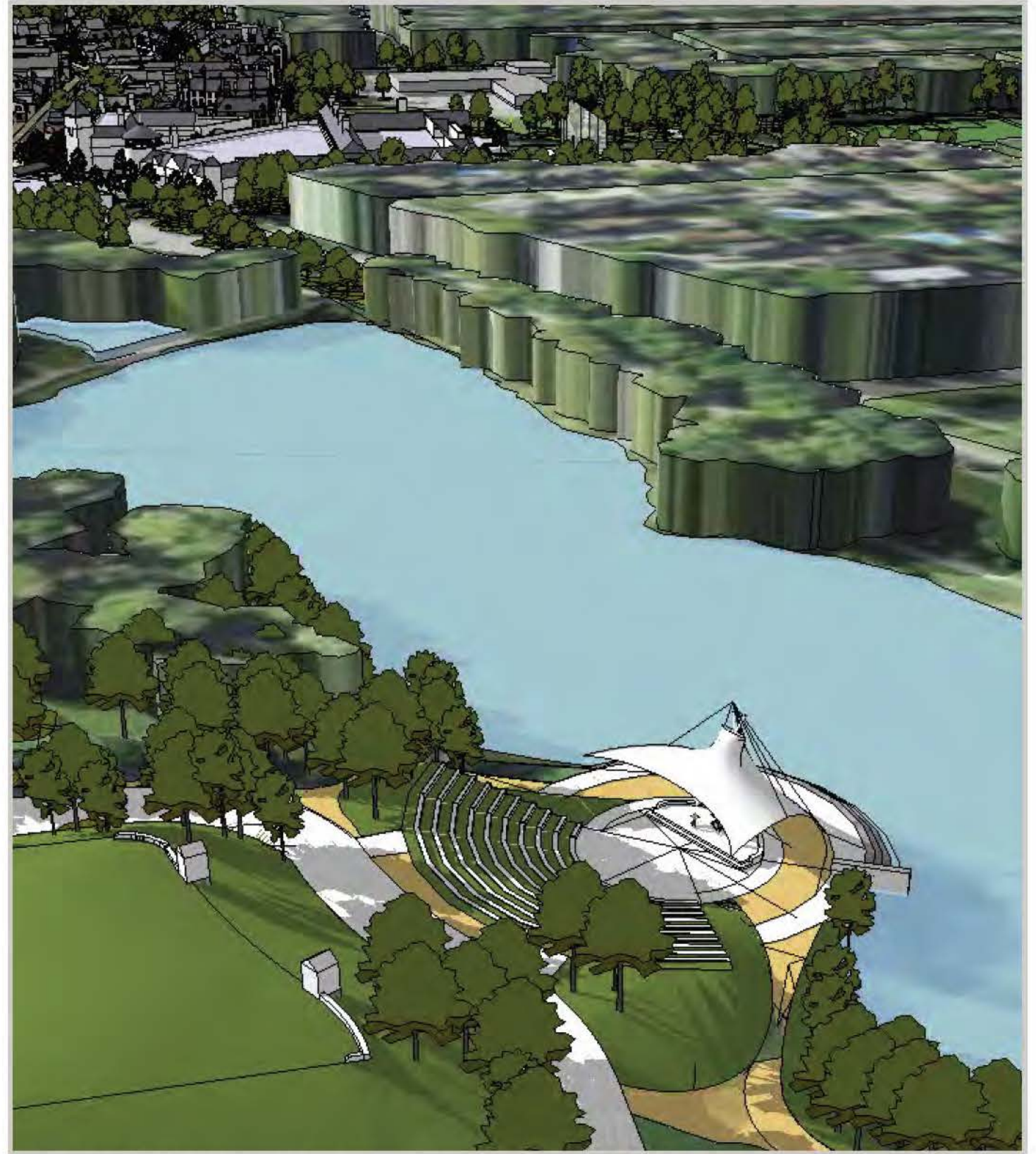
TOOGOOD POND PARK AND AMPHITHEATRE



Amphitheatre Pavilion viewed from upper terrace

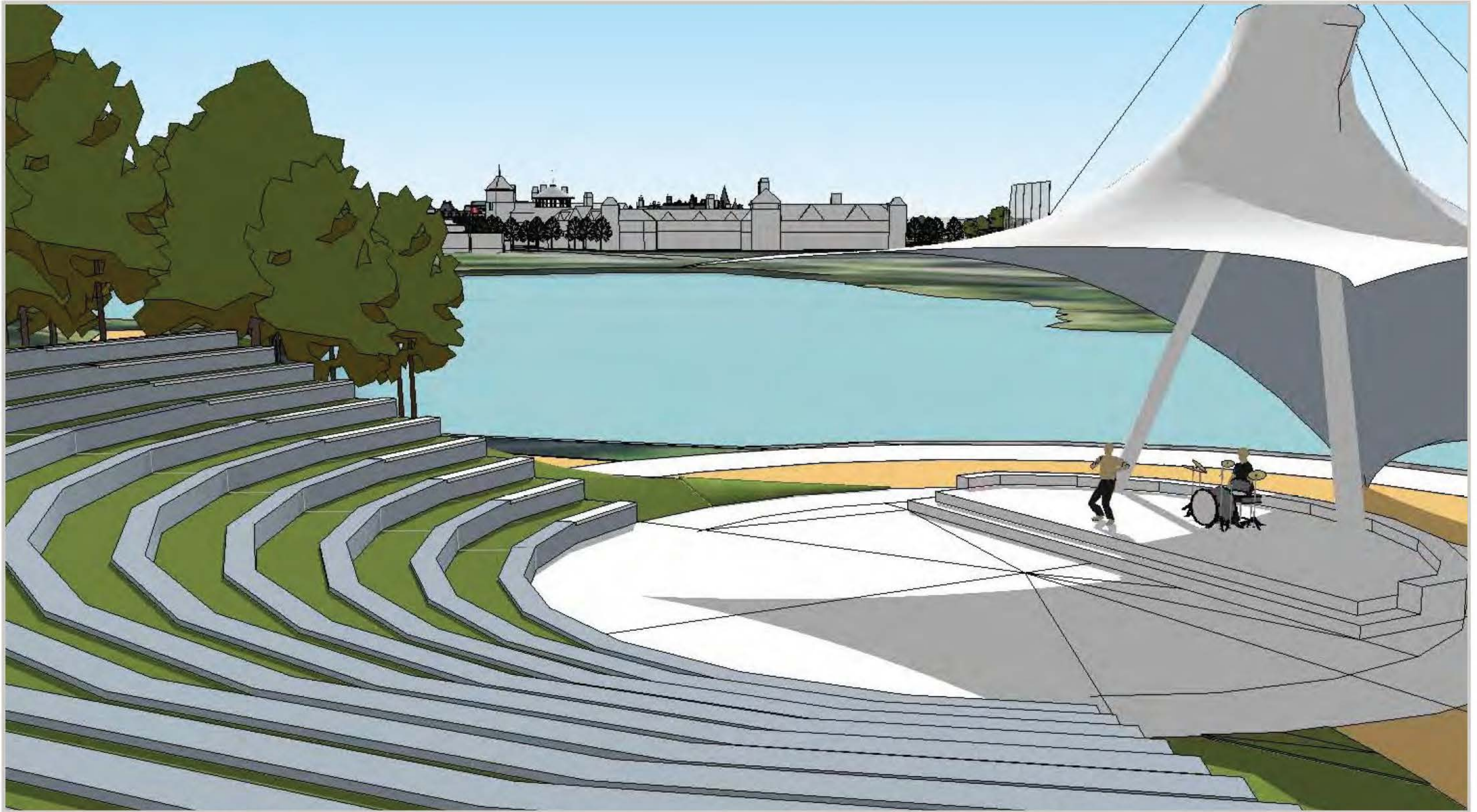


Amphitheatre Pavilion



Aerial view of Toogood Pond from the Southwest looking back to the Village

TOOGOOD POND PARK AND AMPHITHEATRE



View from the Amphitheatre looking south-west back to the Village



THE SUSTAINABLE VILLAGE

It bears repeating that none of the recommendations presented thus far exists in isolation, and that implementing only one or two parts of the Vision Plan will solve the interconnected problems of the village.

Overlaying the detail ideas presented thus far for each of the focus areas are strategies and conceptual plans designed to unify and strengthen the results. As with all of the team's recommendations, these concepts have varying timelines associated with them. As the City of Markham acts on the plan, and as the village evolves, concepts can be updated and adapted to changing circumstances.

This section highlights key concepts that functionally support or extend the Main Street and overall masterplan :

- Streetscape Strategy
- Parking Strategy
- Environmental Sustainability
- Rouge River Walk



STREETSCAPE STRATEGY

Last addressed 25 years ago, the streetscape of Main Street Unionville needs attention. A Streetscape Improvement Program is a common way for Main Street retail districts to refresh, organize and catalyze change. The heart and soul of Unionville is a walkable, traditional Main Street, and addressing the needs and opportunities of this street is a vital component of the overall Vision. A careful analysis was undertaken to inventory all the elements of the street itself through a series of mappings. Some of the findings include:

- Traffic calming devices need to be employed to slow vehicular traffic.
- Sidewalks are often crowded and uncomfortable;
- Lay-by parking is not clearly designated and encroaches on the sidewalks.
- There are insufficient amenities including: seating and patio areas, bike parking, street trees (notably absent, especially in the core), and uncoordinated street furnishings.

Many streetscaping elements can serve multiple purposes. New light standards, for example, can function to coordinate banners and signage, and provide a mast for draping festival lighting across the street to stage seasonal events.

An important issue with many residents is the restorative greening of Main Street Unionville. Recalling historic photographs of Main Street Unionville lined with street trees, new trees can provide an image consistent with a picturesque Village, one of areas of sunshine interspersed with areas of deep shade. The restorative street tree plan emphasizes 'gateways' formed by clustering trees at three key locations: North Gate at Carlton Road, Centre Square, and South Gate in the Stiver Mill/Planing Mill area. Additionally, the plan intersperses other, more singular tree plantings along the street to complete the picturesque quality.



View showing small Centre Square on the east side with lift and public washrooms



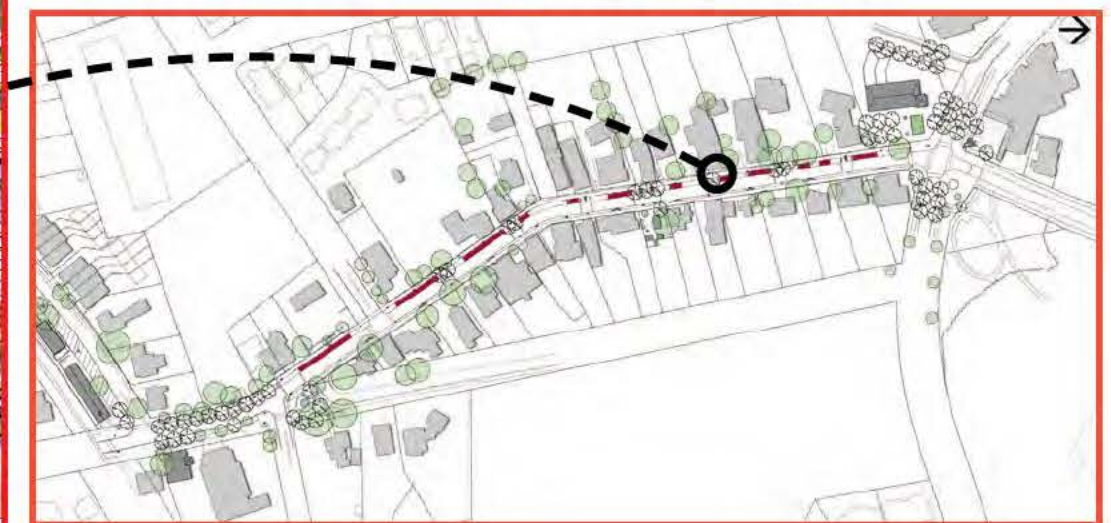
Sketch showing prototypical platform patio in the parking strip



Formal Entrances to Main Street



Increase Street Trees - Restorative picturesque grouping of trees



Temporary Patio Opportunities



Winter Theme - Street lighting can create a framework for staging events



Temporary Patio Opportunities



Temporary Patio Platform



Street Furniture - a wayfinding kiosk, narrative signage and bollards, all coordinated elements of the streetscape can send a clear message of order and a district that is a "higher order" destination.

The streetscape strategy is more fully presented in the report by Ferris & Associates, which can be obtained from the City of Markham on request.

Specific aspects of the Streetscape concept design are:

- Create decorative paving that calms traffic and organizes lay-by parking and amenities.
- Provide a consistent accessible pedestrian sidewalk zone of 2 metres in width that organizes streetscape elements into the design.
- Design a prototypical patio platform that could be erected during summer months as a temporary structure that expands seating areas in front of restaurants.
- Provide new streetscape elements—new light standards that allow festival lighting to be strung across the street; new street furniture and trash bins; maintain electrical transformers below-ground—or in the worst case—place transformers behind buildings.
- Increase opportunities for street trees while maintaining a picturesque aspect, in other words, by avoiding predictable regularity in planting. The street section is largely paved and there are only limited zones where trees can actually be planted. Clustering trees into smaller groups sets a casual, natural pattern that can be designed around key gateway locations and other places in the plan to supplement the tree canopy.
- Summer months vs. winter months—Streetscape infrastructure should be adaptable to changes in seasonal requirements, and promote active use year-round. For example, by utilizing street lighting with pole extensions, winter-themed banners and holiday lighting can be 'staged' or draped across the street section creating dramatic effects. In the summer, the same pole extensions could support flower baskets, banners and flags, or other summer-themed accessories.

MAIN STREET - EXISTING PROGRAM AND PARKING DISTRIBUTION

Existing Conditions

There is a direct relationship between the success of a retail district such as Main Street Unionville and its parking supply. Optimized parking throughout the Village core will ease access and support the functionality of Main Street Unionville by creating a predictable supply of parking and an orderly experience for visitors and residents arriving and departing the area.

Currently, most parking spaces are located in private lots, with the largest supply provided on the East Side. Lay-by parking is available on the west side of Main Street, but only during the weekdays and before 6:00 pm. The typical private parking lot is constrained by the size and configuration of the building lot on which it resides, is less than optimal in its layout, and must provide its own access drive. As a result, these parking lots often lack the capacity to provide enough parking during peak use, particularly on smaller lots. The inequity of this arrangement naturally creates a lot of friction between landowners. Cooperation between landowners, the City, and residents is required to develop a broad-based parking plan that can stabilize disparate interests and optimize parking throughout the Village core.

Combined with the plan's vision for building expansion, these conditions suggest the problem of parking in the Village needs to be solved holistically and in concert with new growth opportunities. The parking recommendations of the Vision Plan are multifaceted and incorporate numerous strategies, from the refinement of parking layouts on individual lots, to providing a consolidated parking facility on the East Side, as well as promoting a 'park-once' concept where a visitor uses a single space to walk to multiple destinations within the Village. During festivals and special events, flexing parking capacity to meet demand would employ programs such as shuttle services to satellite parking locations off-site, such as the Markham Centre GO Station. This is the broad-based thinking required to fully realize a predictable parking supply for the Village.

EXISTING PROGRAM			
LAND USE	AREA (M ²) / UNITS	PARKING RATIO	PARKING REQUIRED
Retail	4,087	1 / 30 m ²	151
Restaurant	2,305	1 / 9 m ²	263
Other	802	1 / 30 m ²	27
PROGRAM SUBTOTAL	7,194	-	441

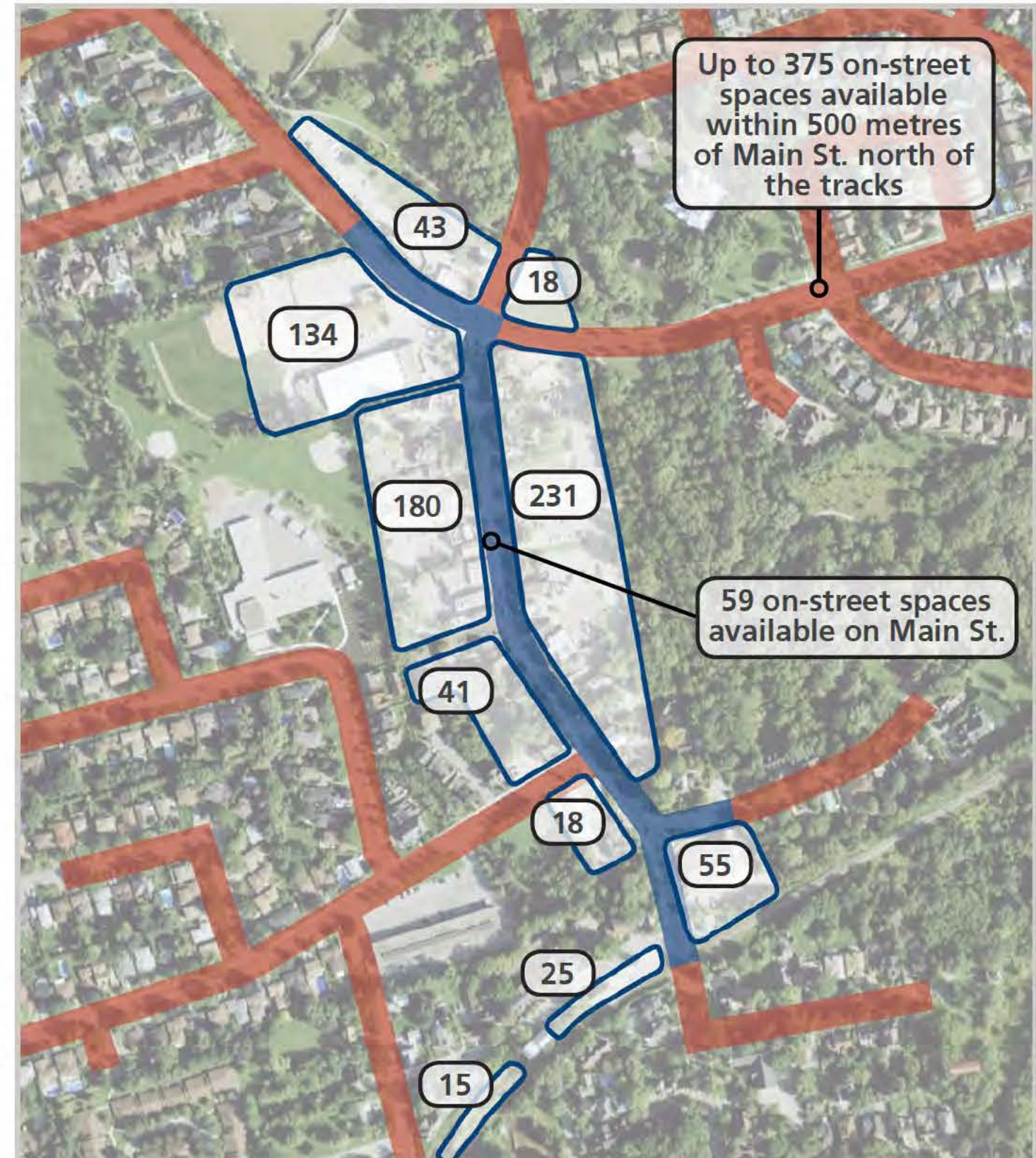
TOTAL PROGRAM PARKING REQUIRED	441
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EXISTING VENUES	
VENUE	PARKING PROVIDED
Varley Art Gallery	43
Crosby Memorial Arena	77
Crosby Park	
Unionville Curling Club	57
Farmers' Market	
Stiver Mill	40
Station Building	
EXISTING SUBTOTAL	217

TOTAL VENUE PARKING PROVIDED	217
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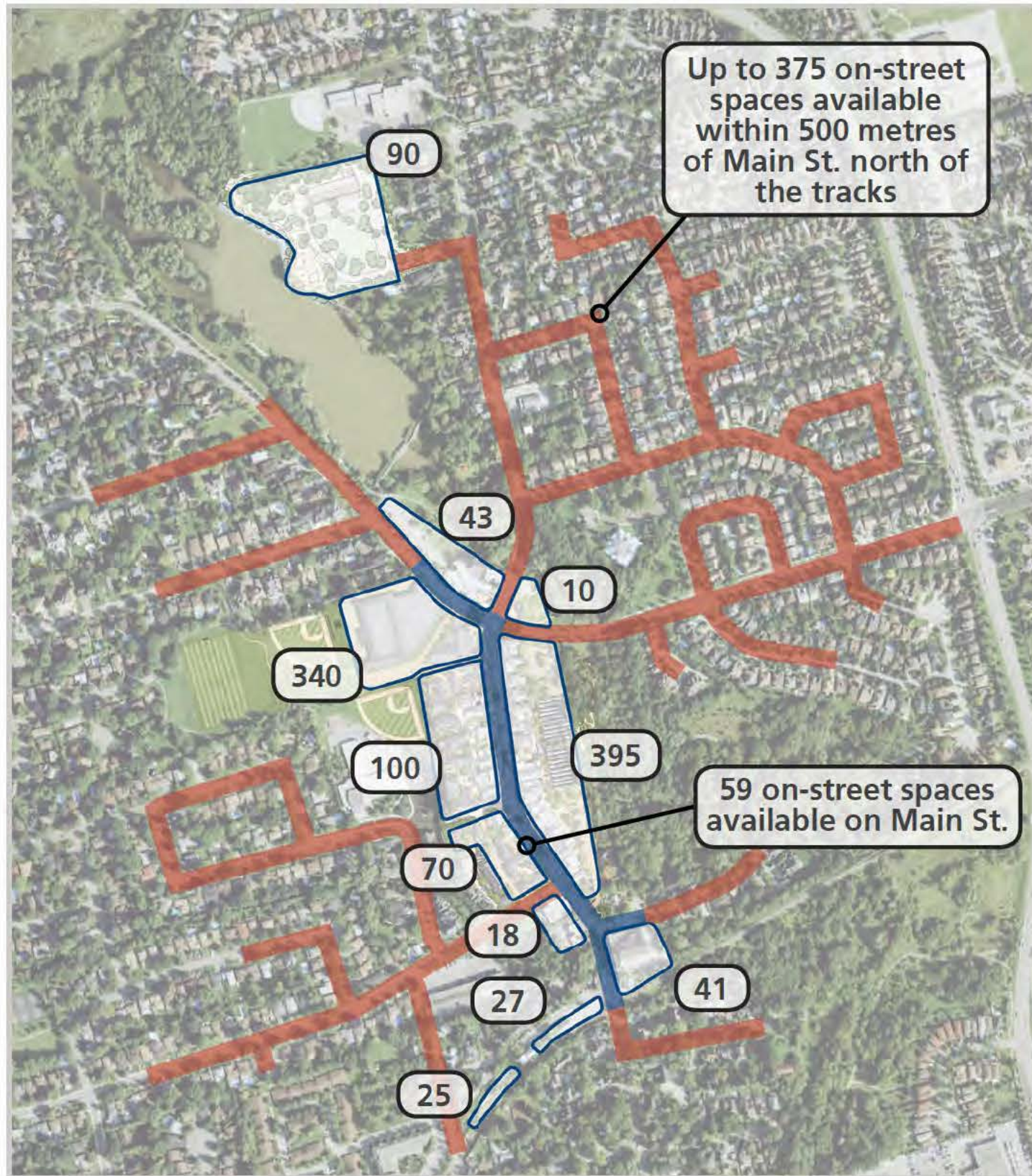
PARKING NEEDED	PARKING PROVIDED	PARKING BALANCE	AVAILABLE ON-STREET
658*	760**	102	434

*GENERALLY COMPLIES WITH THE FINDINGS FROM THE 2002 MAIN STREET UNIONVILLE LAND USE AND PARKING STUDY FOR PEAK DEMAND OF 578 SPACES.
 ** DOES NOT INCLUDE 59 ON-STREET PARKING SPACES ON MAIN STREET



Existing Parking Program

MAIN STREET - PROPOSED PROGRAM AND PARKING DISTRIBUTION NEW COMMUNITY CENTRE AND EAST SIDE PARKING DECK



Proposed Parking Program - with expanded Crosby Arena

EXISTING PROGRAM			
LAND USE	AREA (M ²) / UNITS	PARKING RATIO	PARKING REQUIRED
Retail	4,087	1 / 30 m ²	151
Restaurant	2,305	1 / 9 m ²	263
Other	802	1 / 30 m ²	27
PROGRAM SUBTOTAL	7,194	-	441

PROPOSED ADDITIONAL PROGRAM			
LAND USE	AREA (M ²) / UNITS	PARKING RATIO	PARKING REQUIRED
New Ground-floor Comm.*	4,120	1 / 13.85 m ²	297
Hotel	30	1 / room	30
Condominiums	75	1.5 / unit	113
Apartments	61	1.2 / unit	73
Townhouses	16	2 / unit	32
PROPOSED SUBTOTAL	4,120	-	545

TOTAL PROGRAM PARKING REQUIRED	986
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*Ground Floor Commercial Parking Ratio weighted to factor in a 50/50 mix of Retail and Restaurant

EXISTING VENUES	
VENUE	*PARKING PROVIDED
Varley Art Gallery	43
Farmers' Market	52*
Stiver Mill	
Station Building	
EXISTING SUBTOTAL	95

*12 additional parking are spaces available after reconfiguring.

PROPOSED VENUES	
VENUE	**PARKING PROVIDED
New Crosby Community Centre	250
Crosby Park	
New Unionville Curling Club	90
Toogood Pond Amphitheatre	
PROPOSED SUBTOTAL	340

TOTAL VENUE PARKING PROVIDED *	435
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**Venue parking provisions are based on a reasonable assumption of need and current supply. Event parking needs to be considered on a regional basis.

PARKING NEEDED	PARKING PROVIDED	PARKING BALANCE	AVAILABLE ON-STREET
1,421	1,159	-262	434

The parking analysis and discussion is more fully presented in the report by Arup, which can be obtained from the City of Markham on request.

Parking Recommendations

- Determine actual needs for daily and weekend parking, and differentiate between everyday needs and festival needs. Festival parking needs overwhelm the area, and should include satellite support locations. The remote parking locations are identified in the report, to and from which shuttle busses should be provided to address event parking needs.
- Allow some percentage of the requirement to be on-street parking. As many as 485 spaces could be taken advantage of within a five-minute walk of Main Street Unionville destinations.
- Accept a Payment-in-lieu-of-parking program for the commercial component of a redevelopment program. The payments can provide monies for other recommended programs. The residential program will typically park one level below ground on site.
- Initially, optimize parking on the east side. The MMM parking study was never implemented. A trustee needs to be put in place to organize the ownership group and realize the benefit of a unified plan.
- Above this optimized parking layout, build a one-storey parking platform on the East Side. Level with Main Street Unionville, the platform will park 134 cars in a location strategically located convenient to the Main Street Unionville core.

The parking plan and tabulations presented on p 145 detail the program for the final masterplan, including a new community centre and a parking platform on the east side. Alternate scenarios are presented on p 146-147 based on program variations and an optional parking deck location behind the Curling Club.

MAIN STREET - PROPOSED PROGRAM AND PARKING DISTRIBUTION - ALTERNATE 1

Alternate Plan 1

- Keep Curling Club and Crosby Arena
- East Side Parking Deck

EXISTING PROGRAM			
LAND USE	AREA (M ²) / UNITS	PARKING RATIO	PARKING REQUIRED
Retail	4,087	1 / 30 m ²	151
Restaurant	2,305	1 / 9 m ²	263
Other	802	1 / 30 m ²	27
PROGRAM SUBTOTAL	7,194	-	441

PROPOSED ADDITIONAL PROGRAM			
LAND USE	AREA (M ²) / UNITS	PARKING RATIO	PARKING REQUIRED
New Ground-floor Comm.**	3,620	1 / 13.85 m ²	261
Hotel	30	1 / room	30
Condominiums	75	1.5 / unit	113
Apartments	31	1.2 / unit	37
Townhouses	16	2 / unit	32
PROPOSED SUBTOTAL	3,620	-	473

TOTAL PROGRAM PARKING REQUIRED	914
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*Ground Floor Commercial Parking Ratio weighted to factor in a 50/50 mix of Retail and Restaurant

EXISTING VENUES	
VENUE	*PARKING PROVIDED
Varley Art Gallery	43
Crosby Memorial Arena	77
Crosby Park	57
Unionville Curling Club	57
Farmers' Market	52*
Stiver Mill	52*
Station Building	52*
EXISTING SUBTOTAL	229

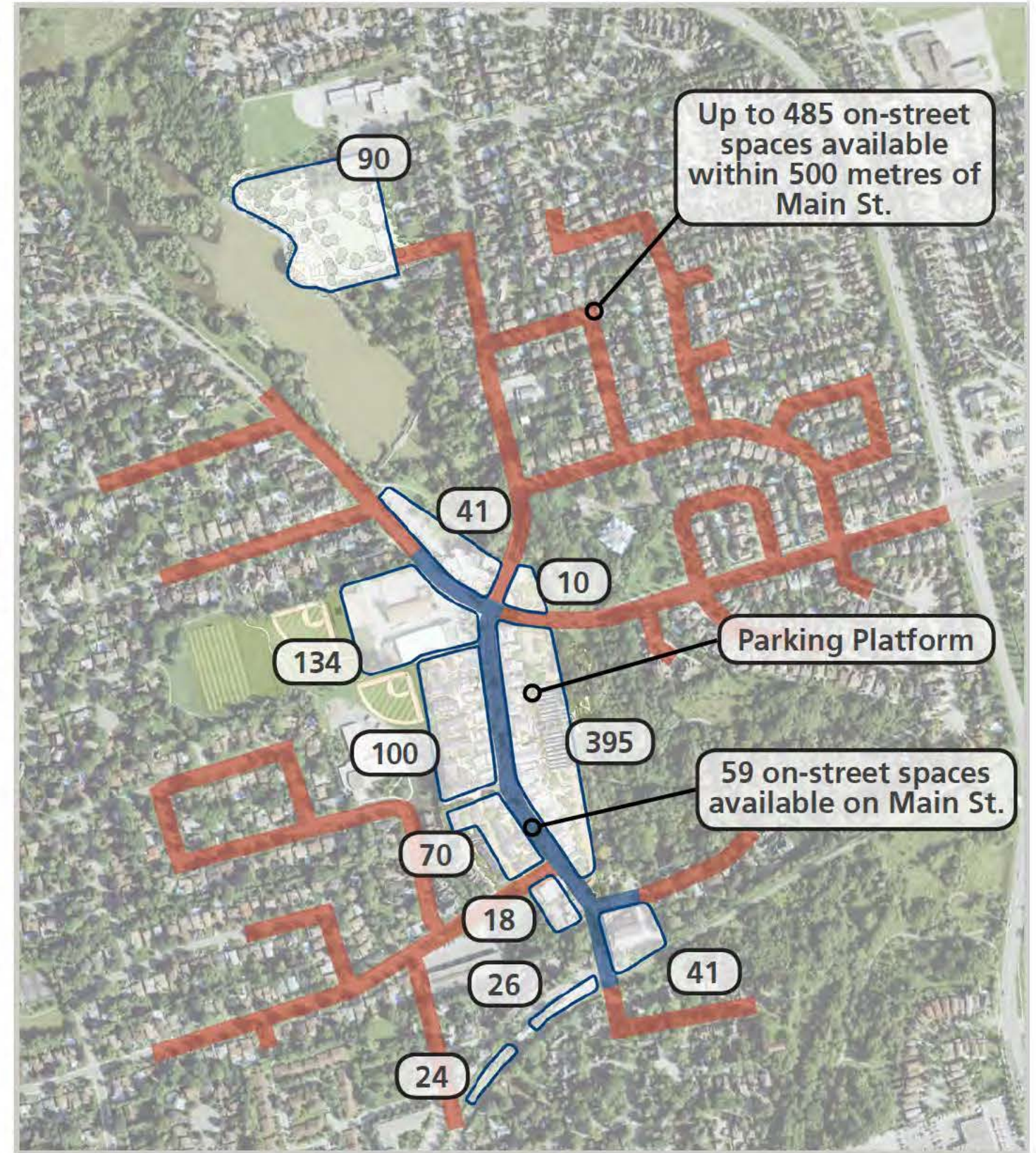
12* additional parking are spaces available after reconfiguring.

PROPOSED VENUES	
VENUE	*PARKING PROVIDED
Toogood Pond Amphitheatre	90
PROPOSED SUBTOTAL	90

TOTAL VENUE PARKING PROVIDED *	319
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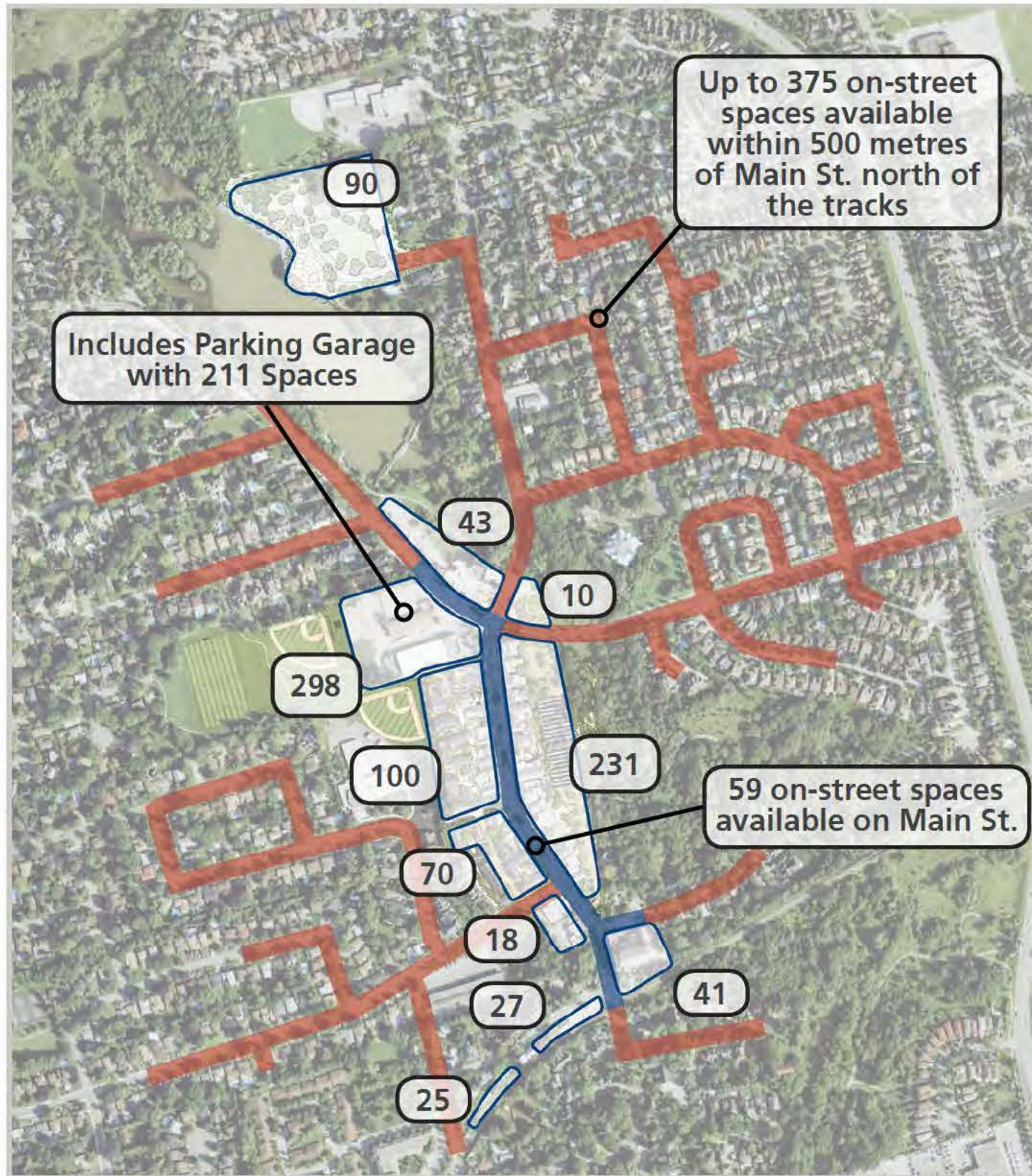
*Venue parking provisions are based on a reasonable assumption of need and current supply. Event parking needs to be considered on a regional basis.

PARKING NEEDED	PARKING PROVIDED	PARKING BALANCE	AVAILABLE ON-STREET
1,233	953	-280	434



Proposed Parking Program - without Expanded Crosby Arena

MAIN STREET - PROPOSED PROGRAM AND PARKING DISTRIBUTION - ALTERNATE 2



Proposed Parking Program - without East Side Garage

EXISTING PROGRAM			
LAND USE	AREA (M ²) / UNITS	PARKING RATIO	PARKING REQUIRED
Retail	4,087	1 / 30 m ²	151
Restaurant	2,305	1 / 9 m ²	263
Other	802	1 / 30 m ²	27
PROGRAM SUBTOTAL	7,194	-	441

PROPOSED ADDITIONAL PROGRAM			
LAND USE	AREA (M ²) / UNITS	PARKING RATIO	PARKING REQUIRED
New Ground-floor Comm.*	3,620	1 / 13.85 m ²	261
Hotel	30	1 / room	30
Condominiums	75	1.5 / unit	113
Apartments	31	1.2 / unit	37
Townhouses	16	2 / unit	32
PROPOSED SUBTOTAL	3,620	-	473

TOTAL PROGRAM PARKING REQUIRED	914
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*Ground Floor Commercial Parking Ratio weighted to factor in a 50/50 mix of Retail and Restaurant

EXISTING VENUES	
VENUE	*PARKING PROVIDED
Varley Art Gallery	43
Crosby Memorial Arena	77
Crosby Park	57
Unionville Curling Club	52*
Farmers' Market	52*
Stiver Mill	52*
Station Building	52*
EXISTING SUBTOTAL	229

*12 additional parking are spaces available after reconfiguring.

PROPOSED VENUES	
VENUE	**PARKING PROVIDED
Toogood Pond Amphitheatre	90
PROPOSED SUBTOTAL	90

TOTAL VENUE PARKING PROVIDED **	319
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**Venue parking provisions are based on a reasonable assumption of need and current supply. Event parking needs to be considered on a regional basis.

PARKING NEEDED	PARKING PROVIDED	PARKING BALANCE	AVAILABLE ON-STREET
1,233	953	-280	434

Alternate Plan 2

- Keep Curling Club and Crosby Arena
- Replacing East Side Parking Deck with a Garage behind the Curling Club

ENVIRONMENTAL SUSTAINABILITY

Just as the plan envisions the social and economic sustainability of the Village, it also provides a framework for long-term environmental sustainability, seamlessly integrating current best-practice design features into the buildings and infrastructure works proposed in the plan:

1. Provide a mix of uses within easy walking distance of one another and promote 'park-once' strategy to reduce trip generation.
2. Provide additional tree plantings on Main Street Unionville to beautify the streetscape, provide natural shade, improve outdoor air quality, and reduce heat-island effects.
3. Provide additional tree and indigenous plantings within at-grade surface parking lots to create 'green' parking areas that blend into the adjacent forested land.
4. Provide a Solar Photovoltaic System, placed above the upper deck of the parking platform, with a capacity to produce 600kwh, generating enough electricity to power Main Street Unionville streetlights and other uses in the Village Core on an annual basis. Additionally, Solar Panels would double as sun shading devices that reduce heat-island effects and mitigate heating impacts on parked vehicles.
5. Harvest rainwater from roofs and other impervious surfaces, store in cisterns and reuse for irrigation of terrace plantings, as well as other grey-water purposes.
6. Provide a Subsurface Retention System below the Concession Road level of the combined Parking Facility, using infiltration galleries to capture and filter run-off from impervious surfaces including the parking platform, while

adding volume to the floodplain to manage storm water runoff and mitigate flood events.

7. Promote sustainable modes of transportation by providing electric car charging stations and ample bike parking.
8. Facilitate access to the Rouge River Valley Trail System via pedestrianways through the Main Street Unionville-level parking platform, creating an east-west axis connecting Main Street Unionville to the Rouge River Valley parkland.
9. Provide an accessibility lift from the Concession Road level to the Main Street Unionville level to facilitate pedestrian movement.
10. Employ a higher standard of construction that results in more energy efficient buildings.



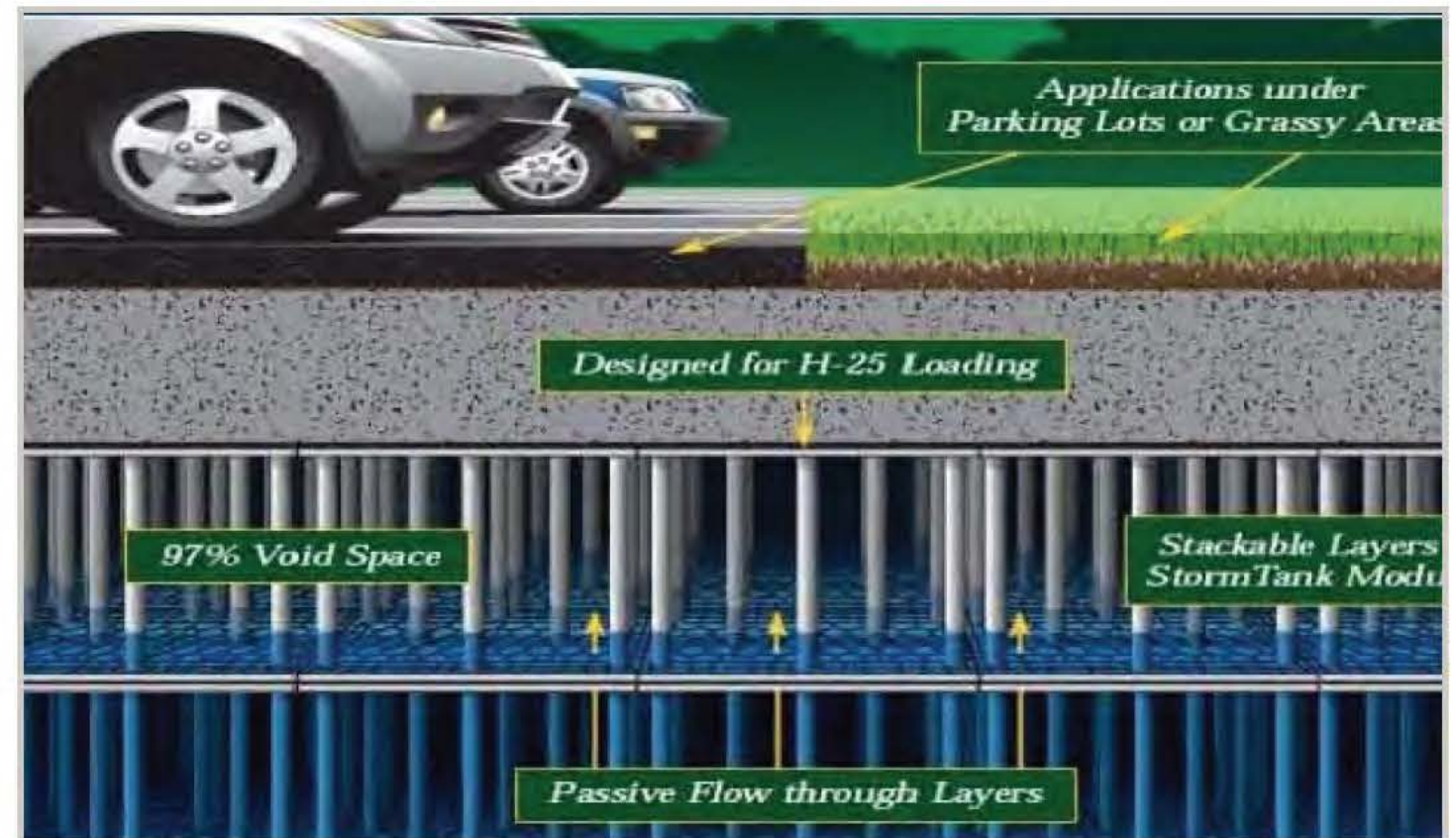
Electric Smart Car



Photovoltaic Array



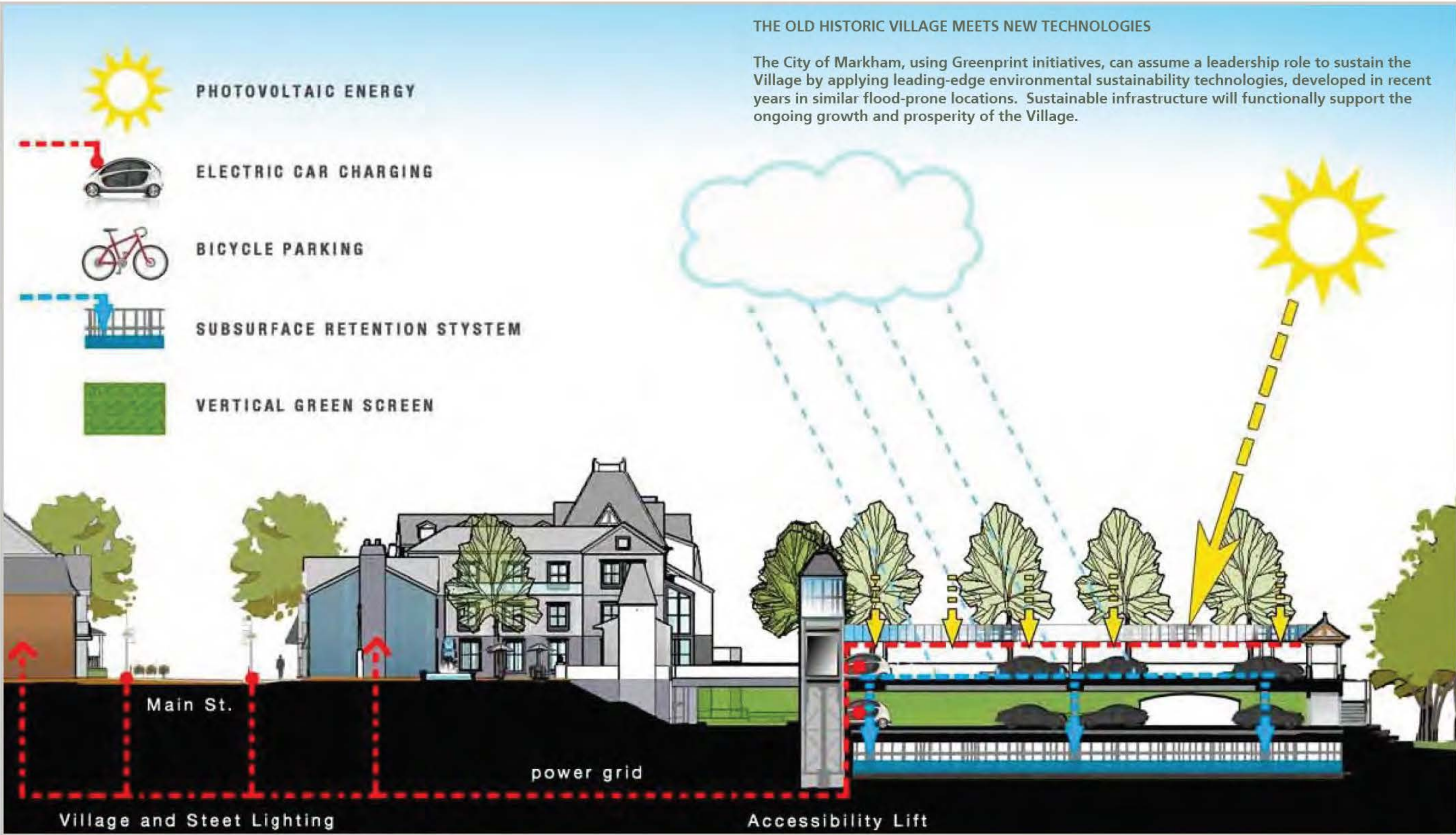
Vertical Green Screen



Subsurface Infiltration Gallery

THE OLD HISTORIC VILLAGE MEETS NEW TECHNOLOGIES

The City of Markham, using Greenprint initiatives, can assume a leadership role to sustain the Village by applying leading-edge environmental sustainability technologies, developed in recent years in similar flood-prone locations. Sustainable infrastructure will functionally support the ongoing growth and prosperity of the Village.



Environmental Transect of the Main Street and the East Side valley showing how sustainable infrastructure supports the Village

ENVIRONMENTAL SUSTAINABILITY

TRCA Initiatives - Toronto
Evergreen Brick Works

The Evergreen Brick Works is TRCA's flagship project located in the Don Valley. This reclamation project, perhaps the most advanced application of sustainable technologies in the GTA, tackled numerous site challenges including brownfield conditions, floodplain constraints, and retention of historic buildings to create a unique environmental campus. The project is not easily accessible by transit and a sizeable parking lot area similar to that of the east side of Main Street Unionville (MSU) was required with site mitigation technologies.

Many of the proven techniques applied at the Brick Works can be deployed at MSU to support the future growth of the Village in a similarly environmentally sensitive area adjacent to the Rouge Valley.



Parking lot reinterpreted - notice no asphalt



The Brick Works Campus - Leading edge technologies applied to a significant flood prone location

TRCA Initiatives - Markham
Bill Crothers Secondary Sports School (BCSS)

The Bill Crothers Secondary School and 30-acre sport campus employs a host of sustainable and urban design strategies that reflect the larger sustainable practices being pursued by the Municipality's Greenprint Initiatives. Because the campus is situated in the Rouge River flood plain, the Municipality worked collaboratively with the York Region District School Board and the TRCA to apply leading-edge technologies to manage and enhance the ecosystem including infiltration galleries, a huge subsurface cistern, and bio-filters to handle rain water, surface run-off and flooding. A water collection and retention system was required to capture rainwater from the roof of the new school along with rainwater on the new sports fields and reuse it for irrigation during the summer.

Schollen & Company's award winning design for the landscape was conceived to integrate with, not simply complement, both the architecture and the site and was developed based on a recognition of the functional attributes of landscape elements with respect to micro climate modification, energy efficiency and stormwater management principles. This kind of integrated approach to site design will be required to achieve the parking platform and other concepts in the Village Masterplan. These proven technologies are essential to facilitate future growth next to the Rouge using best practices of green design.



These technologies can be applied to the Village to facilitate future growth next to the Rouge using best practices of green design.

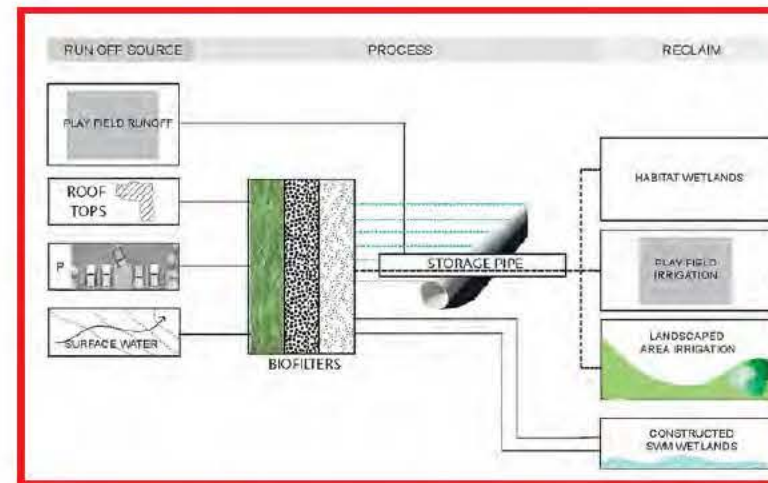


Diagram of sub-surface technology that enables this unique sport campus to occur in the flood way of the Rouge River Valley



A huge cistern below field areas collects storm water



Sports fields at surface level

ROUGE RIVER WALK

Rouge River Valley Trail System

Main Street Unionville is uniquely situated to take advantage of the tremendous recreational opportunity afforded by the Rouge River Valley Park and Trail System. The river and its tributary Bruce Creek are part of a much larger Toronto Area Park system that contains over 600 km of trails. In those locations where the Park System intersects and borders on the Main Street Unionville core, the plan envisions connections to the trails at multiple strategic locations: at Toogood Pond Park, at the Orientation Pavilion at the intersection of Main Street Unionville and Carlton Road, and from Main Street Unionville through Centre Square and the Parking Facility.



Existing Trail Connection near Main and Carlton



Local Rouge River Valley Trails

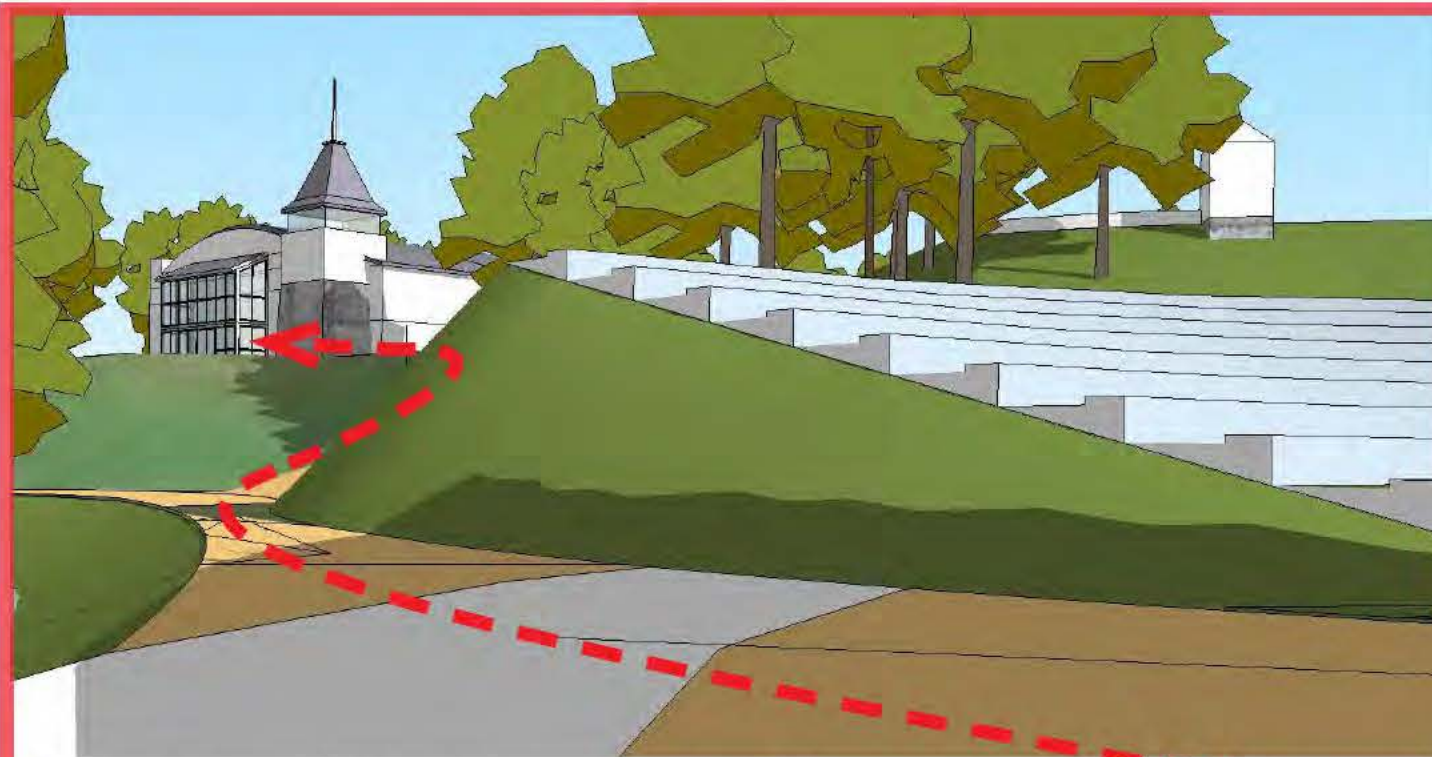


Trail Connection to Rouge Park

ROUGE RIVER WALK

The Connection to the trail system has the following aspects:

- Toogood Pond Park is enhanced with an outdoor, open-air amphitheatre for performances, and with the relocated Curling Club.
- An Orientation Pavilion is located at the northeast corner of Main Street and Carlton Road and completes the ensemble of urban design elements around Village Square. It provides a portal into the trail system, including a place to rent bikes and obtain information about the trail system. The landscaped park behind the pavilion also creates an effortless and inviting promenade to the Unionville Public Library, and improves the experience and character of the library's connection to the Main Street Unionville core.
- A 'Rouge Valley Walk' connection is created from Centre Square on Main Street across the new parking structure and into the park. Generous stairs, an elevator, and walkways provide a meaningful connection to the trail system.



Path past Toogood Pond Amphitheatre to the Curling Club



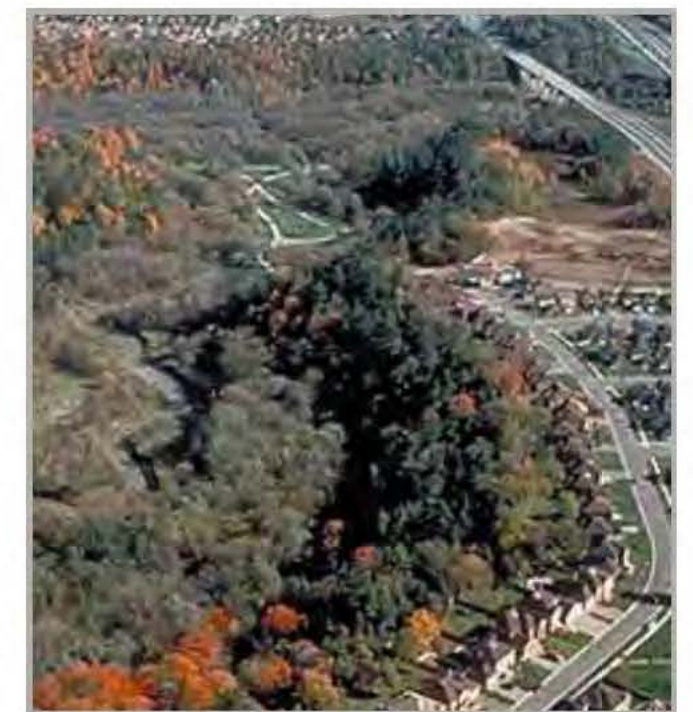
Path from the Village Square, thru the Orientation Portal to Toogood Pond Amphitheatre



Gateway : Main Street to Rouge River Valley Trail



Connection : Rouge River Valley Trail to Main Street



The Valley System