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MINUTES OF MEETING

PROJECT: Town of Markham
Main Street Markham Class Environmental Assessment
From Highway 407 to Future Donald Cousens Parkway

FILE NO.: W.O. 7107-08

DATE: Tuesday, July 28, 2009 **TIME:** 10:00 a.m. to 12:00 noon

PLACE: Markham BIA Office, 132 Robinson Street, Markham

PRESENT: Councillor John Webster
Phil Howes BIA Manager
Diane Kobelansky BIA Board Chair
Les Olson Village Pottery and Art Studio
Christine Matthews BIA Assistant
Martin Scott MRC
Katherine Jim MRC

PURPOSE: Meeting with Markham BIA to discuss design alternatives in relation to potential impact to the economic environment of Main Street Markham.

MINUTES:

ACTION BY:

ITEM 1 - INTRODUCTIONS

1.1 Those at the meeting were introduced.

ITEM 2 – OVERVIEW OF ALTERNATIVES

- 2.1 M. Scott, MRC, briefly reviewed the 2-lane alternatives for Main Street Markham between Highway 7 and 16th Avenue (i.e. “core area” of the Markham Village). The following were noted:
- On street parking and parking bays have been incorporated into the preliminary plan taking into consideration recommendations in the 2003 Streetscape Study.
 - The narrowing of the road is expected to help reduce the speed of traffic, also resulting in wider boulevard at some locations.
 - The placement of the on street parking is based on Town of Markham on street parking standard (i.e. requirements for taper and length of parking space).

MINUTES:

ACTION BY:

- 2.2 Prior to the meeting, BIA suggested to having on street parking in the centre of the road (perpendicular to traffic flow) instead of parallel parking on both sides of the road. Water / electrical outlets were requested for the centre of the road as part of the design for vendors during street festivals.
- 2.3 In response to that, MRC prepared a sketch (see attached) which illustrates that on street parking in the centre of the roadway and noted the following:
- The length required for a standard parking spot is approximately 5.5 m to 6.5 m.
 - The existing width of the road is approximately 13 m. The proposed two lane road with 4 m wide lane in each direction will leave only 5 m for the centre parking isle which is less than the standard length for a typical parking spot.
 - Another concern associated with parking along the centre of the road is pedestrian crossing and safety concern. A minimum 1 m walking isle would be required on either side of the parking to accommodate pedestrians exiting from their parked vehicles. This will increase the total required width of the “parking strip” to 7.5 m, and the trade off will, therefore, be reducing the width of the sidewalk on either side of the road.
 - In addition, it is not feasible to provide angle parking in the centre of the road for safety reasons (parked cars back up in through traffic).
 - Based on the foregoing, on street parking along the centre of Main Street is not recommended.
 - Copies of the sketch were provided to the BIA for reference
- 2.4 MRC noted that even if on street parking is not provided along the centre of the road, utilities outlets (water and electrical) may still be able to be incorporated as part of the design.

ITEM 3 – FACTORS FOR ANALYSIS

- 3.1 P. Howes, BIA, noted that Main Street Markham is not the same as Unionville Main Street. Main Street Markham is a “working/living” main street with regular street events. During the street events, Main Street would be closed to vehicular traffic and external vendors would set up in the middle of the road. Limits of the street festival are generally between Highway 7 and Bullock Drive.
- 3.2 D. Kobelansky, BIA, asked how the 2-lane option would benefit the overall operation of Main Street. In her opinion, the on-street parking would be metered and therefore no one would want to park on the street. In addition, there will be disruption to the Markham Village for months during construction.

MINUTES:

ACTION BY:

- 3.3 MRC explained that while the existing Main Street Markham is a 4-lane road, it functions mainly as a 2-lane road with on street parking. The proposed 2-lane alternative is intended to achieve a balance between transportation need, protecting the heritage character and enhancing the aesthetic of Main Street. MRC noted that findings from the traffic analysis indicated that majority of the existing traffic on Main Street is from local traffic (i.e. south of Major Mackenzie Drive). Whether the on street parking would be metered is outside the scope of this study (Councillor Webster noted that a Parking Committee is currently reviewing Town-wide paid parking). The 2-lane alternative incorporated recommendations from the 2003 Streetscape Study which was developed by various representatives from Main Street Markham.
- 3.4 There were some discussions about potential additional pedestrian crossings between Robinson Street and Bullock Drive, as well as the potential to coordinate traffic signal timing at Highway 7 and Centre Street.
- 3.5 There were some discussions about the provision for cyclists including the provision of a separate bike lane. MRC explained that the width of the curb lanes is at 4 m to accommodate on-street cyclists. Due to space constraint of the road, a separate marked bike lane (1.5 m) would not be feasible.
- 3.6 Members of the BIA noted that traffic on parallel streets to Main Street Markham is an existing problem (e.g. Washington Street) and suggested that the raised median on Highway 7, east of Main Street, be extended to limit turning movement from eastbound Highway 7 to Washington Street. MRC noted that Highway 7 is under the jurisdiction of York Region and the future rapid transit is planned to be located in the centre of the road and will, therefore, prevent left turn movements into Washington Street.
- 3.7 BIA noted that attention should be paid to the placement of street furniture to minimize interference with street parking (e.g. street furniture blocking the opening of car doors). MRC responded that the placement of street furniture will be reviewed during detail design, but such recommendation can be made during the EA process.
- 3.8 BIA commented that a cross walk is required at Dublin Street and Wilson Street. MRC responded that a 2-way traffic signal may be considered between Robinson Street and Centre Street, and between Robinson Street and Bullock Drive.
- 3.9 BIA generally supports the parking bay concept but asked about snow removal / maintenance. MRC responded that there will be no change in winter maintenance on Main Street, and the parking bays will be ploughed together with the sidewalks.

MINUTES:

ACTION BY:

- 3.10 MRC briefly reviewed construction staging and noted that constraints during construction can be made known to contractors to minimize impact to businesses.

ITEM 4 – SPECIAL EVENTS EMERGENCY ACCESS

- 4.1 The BIA noted at the Community Advisory Group Meeting (AG) #4 that a 5 m wide corridor would be required during special events for emergency vehicles and not intervene with the street vendors. In response to that, MRC prepared a preliminary plan which illustrates the proposed route for emergency vehicles (a copy of the plan was provided to the BIA at the meeting) and was reviewed at the meeting.

ITEM 5 – OTHER BUSINESS

- 5.1 MRC briefly reviewed the 2/4 lane alternatives between Highway 407 and Highway 7, as well as between 16th Avenue and the future Donald Cousens Parkway.
- 5.2 MRC noted that a reversible lane option was reviewed at AG Meeting #4 for the section between Highway 407 and Highway 7. This alternative was considered not feasible due to operational issues and compatibility with the surrounding area. As a result, a 3-lane alternative (2 southbound lanes and 1 northbound lane) was developed.
- 5.3 Members of the public are invited to provide comments during the EA process. An Environmental Study Report (ESR) will be prepared documenting the planning process of the study and filed for a 30 day public review period. The final Environmental Study Report (ESR) will be available for public review. Members of the public and those on the study mailing list will be notified of the filing of the ESR. Within the 30 day review period, if concerns regarding this project cannot be resolved in discussion with the Town, a person may request that the Minister of the Environment make an order for this project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order).

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 905-823-8500.

Minutes prepared by,
McCormick Rankin Corporation



Katherine Jim, P.Eng.

cc: all attending